Planning & Transportation Commission

Staff Report (ID # 8258)

Report Type: Action Items **Meeting Date:** 9/13/2017

Summary Title: Highway 101 Pedestrian/Bicycle Overcrossing and Adobe Creek Reach Trail

Title: PUBLIC HEARING / QUASI-JUDICIAL. Highway 101 Pedestrian/Bicycle Overpass and Adobe Creek Reach Trail Project [17PLN-00212]: Recommendation on Applicant's Request for Approval of a Site and Design Review to Allow Construction of a Multi-Use Pedestrian and Bicycle Overpass Structure Over Highway 101 Near San Antonio Road; Construction of the Adobe Creek Bridge and Adobe Creek Reach Trail; and, Reconfiguration of the Adjacent Parking Lot at 3600 West Bayshore Road. Environmental Assessment: An Initial Study/Mitigated Negative Declaration was Circulated for Public Comment On September 1, 2017 and Circulation Ends on October 2, 2017. Zoning Districts: PF(D), PF, ROLM, and GM. For More Information Contact the Project Planner Claire Hodgkins at claire.hodgkins@cityofpaloalto.org.

From: Hillary Gitelman

Recommendation

Staff recommends the Planning and Transportation Commission (PTC) take the following actions:

1. Consider the Draft Mitigated Negative Declaration together with the Mitigation Monitoring and Reporting Plan in Attachment E.
2. Recommend approval of the proposed project to the City Council based on the findings and subject to conditions of approval included in the draft Record of Land Use Action in Attachment B.

Report Summary

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2442

On June 12, 2017, the City of Palo Alto Division of Public Works Engineering filed an application for Site and Design review to allow construction of a Highway 101 Multi-Use Overcrossing between the East Oregon Expressway and San Antonio Road overpasses of Highway 101.

The overcrossing would replace the existing seasonal Benjamin Lefkowitz Highway 101 underpass to provide year-round connectivity between residential and commercial properties west of Highway 101 and the Palo Alto Baylands Nature Preserve, East Bayshore Business Park, and the regional Bay Trail network of multi-use trails east of Highway 101.

There are five distinct sections of the overcrossing and trail that are discussed in more detail throughout this report. These are referred to as the Principal Span Structure, the West Approach Structure, the East Approach Structure, the Adobe Creek Bridge, and the Abode Creek Reach Trail. These distinct sections of the overcrossing/trail are designed using different structure types to respond to site constraints and ensure the structural integrity based on the proposed span and alignment of that section.

The project also includes a new trailhead connection to the Adobe Creek Bridge and West Approach Structure from East Meadow Drive that follows the existing Santa Clara Valley Water District (SCVWD) maintenance road, herein referred to as the Adobe Creek Reach Trail. The project also includes site amenities, signage, landscaping, and lighting improvements and the minor reconfiguration of Google's private parking lot at 3600 West Bayshore Road to accommodate the West Approach Structure.

A map showing the location of the proposed project is included in Attachment A. The project plans are provided in Attachment G. Staff recommends that the PTC recommend approval of the proposed project to City Council based on the draft findings and conditions included in Attachment B. The project will also be reviewed by the Architectural Review Board for consistency with the architectural review findings. A hearing with the Architectural Review Board is tentatively scheduled for October 19, 2017.

Background

Project Information

Owner:	City of Palo Alto
Civil Engineer/Architect:	Roy Schnabel, Principal, Biggs Cardosa Associates, Inc./ Claudia Guadagne, President, FMG Architects
Representative:	Elizabeth Ames, Public Works Department, Sr. Project Manager
Legal Counsel:	City Attorney

Property Information

Address:	Approximately 0.3 miles north of San Antonio Road (West Approach Structure crosses over 3600 West Bayshore)
Neighborhood:	Palo Verde and Adobe Meadow/Meadow Park Neighborhoods
Lot Dimensions & Area:	008-05-005 (44,645,693 sf); 127-10-076 (89,941 sf); 127-10-100

	(89,941 sf); 127-56-006 (38,619 sf); 127-56-007 (34,843 sf)
Housing Inventory Site:	Not Applicable
Located w/in a Plume:	Not Applicable
Protected/Heritage Trees:	There are four protected trees within the project area all of which will be retained and protected during construction.
Historic Resource(s):	Not Applicable
Existing Improvement(s):	Crosses existing roadways, including East and West Bayshore Road frontages and Highway 101; crosses over, and requires reconfiguration of, the existing Google parking lot; and follows an existing SCVWD maintenance road on the west side of Highway 101 out to East Meadow Drive.
Existing Land Uses:	The majority of the project spans Caltrans right-of-way over Highway 101 or City right-of-way across the Bayshore Road frontages. The overcrossing approaches would be located on publicly owned conservation land on the east side of Highway 101 and land designated as Research Office on the west side of Highway 101. Most of the western approach structure, the Adobe Creek Trail bridge, and the Adobe Creek trail improvements would occur within Santa Clara Valley Water District (SCVWD) property adjacent Adobe Creek, which crosses land designated in the Comprehensive Plan as Research Office and Light Industrial but which is currently used as a SCVWD access road.
Adjacent Land Uses & Zoning:	North: Research Office, Caltrans right-of-way, and Publicly Owned Conservation land uses (ROLM and PF[D] Zone Districts) West: Research Office land use and some multi-family residential land uses (ROLM Zone District) East: Publicly Owned Conservation Land (Palo Alto Baylands) (PF[D] Zone District) South: Office/manufacturing Uses (GM Zone) on the east side of Highway 101, Caltrans and City street right-of-way and Research office and Research office/City of Palo Alto Utilities Engineering offices on the west side of 101 (ROLM (D)(AD) Zone District)
Aerial View of Property:	

Sources: Google Maps; Biggs Cardosa Associates

<u>Land Use Designation & Applicable Plans</u>

Zoning Designation:	PF (D), PF, ROLM, GM
Comp. Plan Designation:	The Comprehensive Plan Land Use Designation for the site is Light Industrial and Research Office on the west side of Highway 101 and Publicly Owned Conservation Land on the East side of Highway 101.
Context-Based Design Criteria:	Not Applicable

Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Applicable
El Camino Real Design Guidelines (1976 / 2002):	Not Applicable
Other:	The pedestrian and bicycle overcrossing alignment must comply with applicable Caltrans and CPUC clearances. The Adobe Creek Reach Trail path located within SCVWD property must conform to Santa Clara County's Uniform Interjurisdictional Trail Design, Use, and Management Guidelines.
Proximity to Residential Uses or Districts (150'):	Not Applicable. Although the Adobe Creek Reach trailhead is located within 150 feet of multi-family residential uses in the ROLM Zoning District on the west side of Adobe Creek, the overcrossing is not located within 150 feet of residential uses or districts.
Located w/in the Airport Influence Area:	Not Applicable
Utility Easement/Corridor	High voltage electric overhead and high pressure gas main PG&E utility easements, City utility easements, U.S. Highway 101, and SCVWD Rights-of-Way /corridors

Prior City Reviews & Action

City Council:	Council conducted a hearing on November 7, 2016; Staff Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/54482 During the hearing, Council approved a motion to increase the budget for the Adobe Creek/Highway 101 Pedestrian Overcrossing Project, capital Improvements Program (CIP) Project PE-11011; accept the $1 million contribution from Google to use towards contingency funds; and to incorporate "enhanced amenities" for an additional cost of $0.13 million. Through several previous study sessions and hearings, Council selected the bridge alignment, height, width, and structure type. Prior Council Actions on Project Website: http://www.cityofpaloalto.org/gov/topics/projects/facilities/bridge_project/default.asp
PTC:	May 31, 2017 Preliminary Study Session; Staff Report link: https://www.cityofpaloalto.org/civicax/filebank/documents/57977 Meeting Minutes Link: http://www.cityofpaloalto.org/civicax/filebank/documents/58628 On May 31, 2017, the PTC conducted a preliminary study session to provide input on the 15 percent design concept for the project. During the hearing, PTC provided

	feedback on the design of the bridge, asking for additional consideration of specific details, particularly at trail/bridge intersection points to ensure safety for users. Commissioners asked about lighting, provided feedback on amenities, provided feedback on signage for user etiquette and wayfinding and asked staff to work with SCVWD to try and open the access road to the public as soon as possible and to maintain the undercrossing, if feasible. No action was taken during this study session.
HRB:	None
ARB:	August 7, 2014 Study Session of Design Principles https://www.cityofpaloalto.org/civicax/filebank/documents/43282 No action was taken during this study session. May 4, 2017 Preliminary Study Session; Staff Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/57467 Meeting Minutes Link: http://www.cityofpaloalto.org/civicax/filebank/documents/57836 On May 4, 2017, the ARB conducted a preliminary study session to provide input on the 15 percent design concept for the project. During the hearing ARB provided preliminary feedback on the proposed finish of the bridge, asked for refinement in the design of the bow string truss/pratt truss connection, commented on signage and lighting, and discussed the location of amenities. One board member asked to explore a better connection of the east approach structure and the trailhead; the idea of a traffic circle at the east approach structure trailhead entrance was encouraged. No action was taken during this study session.
PRC:	One session March 28, 2016; Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/56624 No action was taken during this hearing. Commissioners primarily commented on the lighting, landscaping, and overlook, and encouraged staff to explore other options for material of the pathway connecting the Adobe Creek Bridge and the entrance from East Meadow Drive.

Project Description

The project description is provided in Attachment F and the project plans are included in Attachment G. The stated purpose of the project includes reducing single-occupancy vehicle trips by encouraging walking and biking to the Baylands area, improving safety for bikers along East Bayshore Road, and providing a year-round connection to the regional trails in the Baylands for bikers commuting to/from nearby cities.

The project includes five sections of the overcrossing/trail, which are discussed in further detail below. As shown in the plans, other amenities such as lighting, signage, benches, bike racks, and drinking fountains are proposed as part of the project. The existing Google parking lot would be reconfigured to improve circulation and accommodate the new access ramp, as discussed further below. The landscape area around the parking lot would be improved and would serve as a bio-retention area. Any trees removed would be replaced. No protected trees would be removed.

Principal Span Structure
The Principal Span Structure is perpendicular to and spans Highway 101 and East and West Bayshore Roads. It consists of three simply-supported steel truss spans, spanning 165 feet across Highway 101 and 72 feet across both East and West Bayshore Roads. The maximum height of the principal span is approximately 34 feet above the center highway surface and the top of the truss arches over East and West Bayshore roads are approximately 30 feet at their maximum height. There is an eight foot galvanized wire mesh safety fence located on the inside edges of this span. The safety fence includes one inch square opening per Caltrans standards. The Principal Span Structure is 15 feet wide, as measured to the exterior, which provides a 12 foot internal clearance along the multi-use path.

West Approach Structure
The alignment of the West Approach Structure consists of an approximately 115 degree curve that directs pedestrian/bicycle traffic from along West Bayshore Road, over the Google parking lot, and connects to the Principal Span Structure. The West approach consists of a four span reinforced concrete slab superstructure supported by 2 foot 6 inch by 5 foot rectangular columns supported on large diameter pile shafts. The span lengths vary between approximately 40 to 50 feet. The eight foot galvanized weave wire mesh safety fencing over the Highway 101 portion of the bridge reduces to four feet high along the concrete approach ramps and becomes slightly more open, as shown on the materials board.

East Approach Structure
The alignment of the East Approach Structure consists of an approximately 168 degree compound curve that directs pedestrian/bicycle traffic from the Principal Span Structure, over the Baylands, and back around to connect to the San Francisco Bay Trail parallel to East Bayshore Road. The East Approach Structure consists of a seven span reinforced concrete slab superstructure supported by 2 foot 6 inch by 5 foot rectangular columns supported on large diameter pile shafts, consistent with the design of the West Approach Structure. The span lengths will vary from 40 to 50 feet long. The safety railings will be four feet high on the East Approach Structure. As discussed further below, this reduction ensures visibility while still meeting safety requirements. It also ensures that views of the Baylands from the East Approach Structure are less obstructed for users. The East Approach will include an overlook between Bents 10 and 11 in order to provide trail users a viewing point toward the Baylands without impeding pedestrian and bicycle traffic. It will also include seating and a bicycle rack, providing a place to pause and rest.

Adobe Creek Bridge
The Adobe Creek Bridge will connect the West Approach and the Adobe Creek Reach Trail. It consists of a 140 foot long, 14 foot wide prefabricated steel pratt truss spanning over the confluence of Barron and Adobe Creeks. The top chord of the steel truss will serve as the top chord of the four foot high safety railing of the structure. The abutments will be concrete, supported by large diameter piles. This bridge design was selected to mirror a similar existing bridge over Adobe Creek on the east side of Highway 101 within the Baylands.

Adobe Creek Reach Trail and West Plaza

The Adobe Creek Trailhead/West Plaza is approximately 1,300 sf and connects the overpass to the proposed Adobe Creek Bridge and Adobe Creek Reach Trail as well as to West Bayshore Road. The raised sidewalk and access ramp from West Bayshore Road to the plaza is eight feet wide and 115 feet long. The new Adobe Creek Reach Trail follows the Adobe Creek maintenance road out to East Meadow Drive where it would connect to a proposed bicycle boulevard. It would be 620 feet in length and approximately 14 to 16 feet wide. The new trail would include a four foot fence mounted to the existing concrete barrier along Adobe Creek to meet ADA requirements. The City's Public Works Engineering Division is working with the SCVWD to negotiate paving the access road.

Requested Entitlements, Findings and Purview:

The following discretionary approval is subject to PTC review:

- Site and Design: The process for evaluating this type of application is set forth in PAMC 18.30(G). Site and Design applications are reviewed by the PTC and ARB, and recommendations are forward to the City Council for final action. Site and Design projects are evaluated against specific findings that include both the ARB findings (ARB purview) and Site and design findings (PTC purview). All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project re-design or denial. The findings for PTC to approve a site and design application are provided in Attachment B.

Additionally, the project requires approval for the following, which are not subject to PTC review:

- Park Improvement Ordinance: The project would also require a Park Improvement Ordinance, which would be reviewed for recommendation by the Parks and Recreation Commission and forwarded to City Council for final action.
- Public Art: The applicant is exploring options and artists for on-site public art. The Public Art Commission (PAC) will review and issue a determination on the proposed public art work in accordance with PAMC 16.61.070 prior to issuance of a building permit for the project. The on-site art work is subject to the requirements outlined in PAMC 16.61.050 and 16.61.060 for eligible artwork.
- Exception Permit: The proposed project will require at least one temporary closure on Highway 101. This closure must be performed late at night in accordance with Caltrans requirements to avoid impacts to traffic. Work outside the requirement construction hours outlined in PAMC Section 9.10 requires approval of an exception permit from the City Manager or his designee in accordance with PAMC Section 9.10.070. The City Manager or his designee may require conditions to minimize the public detriment caused by such an exception.

Analysis[1]

To the extent the project is comprised of pedestrian and bicycle paths of travel, it is not subject to zoning and land use restrictions for any specific zone district or land use designation (similar to City streets and sidewalks). However, the project has been evaluated to ensure the design meets the intent and objectives of the Code and is consistent with the Comprehensive Plan, the Baylands Master Plan, the Bicycle and Pedestrian Transportation Plan, and other city policies.

Neighborhood Setting and Character

The overcrossing connects existing roadways and trails to adjacent commercial and residential areas. West Bayshore Road includes several commercial centers along the road frontage and there are many newer multi-family housing units as well as single family residences in the Palo Verde and Adobe Meadow/Meadowview Park neighborhoods adjacent West Bayshore Road. The proposed Adobe Creek Reach Trail would connect to East Meadow Drive providing improved year-round access to the Baylands for residents or employees walking or biking in the area. The Adobe Creek Reach Trail also connects to the west plaza and provides safer access between West Bayshore Road and East Meadow Drive than the current access from Fabian Drive. Because the East Approach Structure is located within the area covered under the Baylands Master Plan, the structure design, location, proposed amenities and proposed vegetation planting is all designed within the context of consistency with the Baylands Site Assessment and Design Guidelines and Baylands Master Plan.

PTC Requested Revisions and Clarifications

User Safety

Several commissioners asked that special consideration be paid to the bridge/trail intersection points to ensure user safety. One commissioner noted that mirrors may also be an option to improve safety. In response to PTC comments, special consideration has been given to site design at intersection points where there are curves or the ramp connects onto a trail to ensure pedestrian/bicyclist safety at those points. The railings around all of the curves are 48 inches high (the maximum required height for safety) and are designed to have a more open galvanized steel mesh (i.e. greater than 1 inch squares as required over Highway 101). These design features ensure that users will have full visibility around all curves, particularly where the West Approach Structure meets the West Plaza area adjacent the Google property. The addition of mirrors is not typically encouraged and because the design would provide visibility around all curbs, mirrors have not been included in the proposed design. On the east side of Highway 101, based on input from the PTC and the ARB, the design option that includes a traffic circle was selected over the "T" design to calm traffic and to reduce collisions. Based on input from staff and the Pedestrian and Bicycle Advisory Committee, directional signage will be

[1] The information provided in this section is based on analysis prepared by the report author prior to the public hearing. Planning and Transportation Commission in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to take an alternative action from the recommended action.

provided through surface marking/striping and the center of the circle will be hardscaped with cobblestones and delineated with a different coloring from the circle around it.

Design/Inclusion of Amenities
The PTC and members of the public expressed mixed feelings about the inclusion of the overlook. Based on direction from Council, input from the ARB, and to ensure that the bridge sufficiently addresses the needs of all potential users, the overlook will remain part of the proposed design. This rest area provides a place to pause for users without affecting the flow of pedestrian and bicycle traffic on the bridge. Benches would be part of the public art design included in the proposed project and the unique bench design now includes back rests consistent with comments from at least one commissioner and multiple members of the ARB. This rest area also provides a turnout for someone that may need to stop on the bridge (e.g. to fix a bicycle or tie their shoe) without affecting other users.

In addition, members of the PTC indicated that amenities should be minimized and commented on whether some amenities were necessary (e.g. trash bins). Based on direction from Council and input from the ARB, Parks and Recreation Commission, and Community Services Division, amenities will be included but will be minimal so as not to clutter the area. These amenities would be provided at trailheads along West Bayshore and East Bayshore Road where bins are easily accessible for pickup. Based on a comment from a member of the public, a small dog hydration station will be provided in addition to a regular water fountain.

Lighting Improvements
One commissioner asked that staff further explore the use of fewer pole lights to reduce spillover and improve the site aesthetics. The overall number of light poles has not been reduced. However, the city's Public Works Engineering Division notes that the light poles are preferred because they are more efficient and provide a better lighting distribution than bollard or railing type lighting. As a result, they tend to be more cost effective and create a cleaner, softer, more uniform light distribution which improves both the user feel and the safety of the overall project.

The City's Public Works Engineering Division has made revisions, however, to the aesthetics of the light poles to create a more cohesive and unified look based on input from the ARB. The light poles will be high-efficiency lighting and are customizable in order to control lighting temperature and distribution to mitigate any spill over and light pollution. The lights will also be controlled by occupancy sensors that will improve overall power consumption and lower the light level when unoccupied and increase lighting as the sensor is triggered.

Coordination with Santa Clara Valley Water District/ Adobe Creek Trail Paving
Several commissioners asked that staff coordinate with SCVWD to open the access road from East Meadow Drive to West Bayshore Road as quickly as possible and to pave the trail as part of the project. In addition, one commissioner asked that staff work with SCVWD to keep the underpass open, if feasible, as an alternate access across Highway 101 following completion of this project.

Public Works Engineering Division staff met with the SCVWD in June and has been in ongoing discussions with the agency regarding these requests. The proposed design of the trail, Adobe Creek Bridge, and proposed improvements to the bicycle trail and sidewalk along West Bayshore Road would not allow for the underpass to be kept open following completion of the proposed project. Therefore, this request cannot be accommodated.

Although staff shares the PTC's interest in opening the trail as soon as possible, there are several required milestones before the trail can be safely opened to the public. Specifically, the City's Public Works Engineering Division is working with the SCVWD on an encroachment permit for access and improvements within the SCVWD right-of-way as well as a joint use agreement to allow for public use of the trail. These cannot be issued/approved until the project has been approved and the CEQA has been adopted. In addition, safety improvements (e.g. adding a railing and improvements to the trail) are required and must be approved and constructed as part of this project prior to opening this trail. Because of these requirements, this area will not be opened to the public prior to approval of this project. However, staff will continue to work with SCVWD to complete improvements on the west side of Highway 101 as early as feasible, as part of the project, to improve safety and provide a better connection to East Meadow Drive.

Based on the PTC's comments, paving of the Adobe Creek Reach Trail will be completed as part of this project.

Consistency with the Comprehensive Plan, Area Plans and Guidelines[2]

The proposed project is consistent with the Comprehensive Plan, particularly goals, policies, and programs outlined in the Transportation Element, the Community Services Element, the Land Use and Design Element, and the Natural Environment Element, as outlined in Attachment C. Overall, the Comprehensive Plan programs, goals, and policies support land use decisions and facilities that: promote pedestrian and bicycle use, support reductions in single-occupancy vehicle use, improve the Bay trail network, and that include responsible management of public open space areas to meet habitat protection goals and support public safety. The proposed project is consistent with these goals.

Baylands Master Plan

A portion of the proposed overcrossing is located within the Palo Alto Baylands Nature Preserve at the border of one two areas identified as "The Natural Unit." The project would be consistent with Natural Unit Policy 1, "Maintain the trails described in the access and circulation section." The Baylands Master Plan also notes that the original vision for a natural environment was ample pedestrian and bicycle trails that link to regional trails with a limited role for automobiles. The project would be consistent with this vision. In addition, the project is consistent with the following specific policies outlined in the Baylands Master Plan:

[2] The Palo Alto Comprehensive Plan is available online: http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp

Policy 3:	Expand Bicycle and pedestrian activities while reducing vehicle traffic in the Baylands as far as possible.
Policy 13:	Follow Guidelines established in the Site Assessment and Design Guidelines, Palo Alto Baylands Nature preserve published in 2005.
Policy 14:	Comply with Airport Comprehensive Land Use Plan (CLUP) adopted by the Santa Clara County Airport Land Use Commission (ALUC).

The project expands opportunities for bicyclists and pedestrians to enjoy the Baylands, providing opportunities to safely access this area without the need to drive and park. Consistent with the Site Assessment and Design Guidelines, the rustic design selected for the bridge is intended to integrate into the Baylands design theme, which focuses on low-profile features, natural colors, and low maintenance. The principal span trusses will be constructed using self-weathering steel, which results in a muted, natural coloring that is consistent with the general design principals. The bridge is designed to have as low of a profile as feasible while still meeting separation requirements between the City roads and Highway 101 below. The project is not within the Airport Influence Area, as identified in the Airport Land Use Plan.

Multi-Modal Access & Parking

The project addresses two key Capital Improvement Projects identified in Table 7-1 of the Bicycle and Pedestrian Transportation Plan[3] to improve across barrier connections and trails. As outlined in Attachment C, the project is also consistent with specific objectives identified in the Bicycle and Pedestrian Transportation Plan to reduce emissions and upgrade bicycle/pedestrian infrastructure. The project improves multi-modal transportation in all directions and serves a variety of users choosing forms of transportation other than single-occupancy vehicles for commuting, utilitarian, and recreational purposes. The proposed width of the Highway 101 overcrossing was designed in coordination with Council to provide sufficient maneuvering space for pedestrians and bicyclists while also attempting to slow bicyclists so as not to speed. Both wayfinding signage and signage identifying desired user behavior will be added for improved usability and to ensure user safety. Specifically, based on previous input from the PTC, signage will be added to: direct bicyclists to slow at intersection points, direct bikers going southbound on West Bayshore Road on how to access the bridge, and provide destinations and distance, especially at trail connection points in the Baylands.

Because the proposed project would reduce single-occupancy vehicle trips by providing a multi-use connection between commercial and residential areas and regional trail networks for commuting and recreational purposes, no traffic study is required. In addition, because the project does not add new floor area or generate new vehicle trips, no new public parking is required or proposed as part of the project. Minimal short term traffic impacts associated with construction are assessed in the environmental analysis and were determined to be less than

[3] Palo Alto Bicycle and Pedestrian Transportation Plan is available online: http://www.cityofpaloalto.org/civicax/filebank/documents/31928

significant without the need for mitigation. Per the Transportation Division's request, the driveway and parking stalls at the existing Google Parking lot at 3600 West Bayshore Road would be reconfigured to improve circulation, avoid conflicts with the east approach ramp overcrossing column supports, and to accommodate the raised sidewalk and accessible landing of the ramp. There would be no net loss or increase of private parking stalls.

The project also improves safety for bicyclists and pedestrians by providing an alternate connection between West Bayshore Road and East Meadow Drive via the new Adobe Creek Reach Trail. A new at grade crossing is proposed on East Meadow Drive for the safety of those entering and exiting the trail. The project includes a trailhead along West Bayshore Road that provides connections to both the new Adobe Creek Bridge and over Highway 101 and the bicycle path along West Bayshore Road. Because the project eliminates the need for the existing sidewalk along West Bayshore Road over Adobe Creek, a dedicated southbound bike lane for West Bayshore Road is included as part of the project.

Consistency with Application Findings

A portion of the project is located within an area identified as Open Space and is therefore subject to Site and Design review. The project must be found to be consistent with the Site and Design objectives (PTC purview) and the Architectural Review findings (ARB purview). The project enhances the existing conditions at the site by improving safety for bicyclists and pedestrians along West Bayshore Road. The project is part of a Capital Improvement Project identified as a priority project in the City's Bicycle and Pedestrian Transportation Plan to improve across barrier connections and trail connections in the City. It is consistent with the Comprehensive Plan Natural Element, Transportation Element, Land Use Element, and Community Services Element as well as the Baylands Master Plan, as outlined in Attachment C, because it focuses on reducing single-occupancy vehicle trips and associated emissions, and providing improved connections between open space/recreational areas and nearby residential and commercial uses. A detailed analysis of the project's consistency with the Site and Design objective findings is included in Attachment B. Although the Architectural Review findings are not subject to PTC review, an analysis of the project's consistency with those findings is also included for informational purposes. Those findings will be reviewed by the ARB following a recommendation from the PTC and prior to Council's decision on the project.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, a Draft Mitigated Negative Declaration was circulated on September 1, 2017 and is available for public review. A link to the Draft Mitigated Negative Declaration as well as the Draft Mitigation Monitoring and Reporting Plan is included in Attachment E. The PTC must consider the draft Mitigated Negative Declaration in making a recommendation on the project and may comment on the draft. Following completion of the public review period and the ARB hearing, a Final Draft MND and MMRP would be prepared for the City Council.

Mitigation has been included, in particular, to reduce direct and indirect impacts on animal species within the Baylands and to address the discovery of any unanticipated cultural or tribal resources that could be found during excavation or grading activities. With the incorporation of mitigation, all impacts have been reduced to a less than significant level.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto Weekly* on September 1, 2017, which is 12 days in advance of the meeting. Postcard mailing also occurred on September 1, 2017, which is 12 days in advance of the meeting.

Public Comments

Public comments received during the City's Parks and Recreation Commission March 28, 2017 study session included the desire to complete a functional, cost-effective bridge as soon as possible, consideration to enhance the site vegetation within the Baylands, and requests for the public art component of the project to be bird friendly, to not have an overlook because it may not be used, and a request for a dog drinking fountain. Some public comments sent to commissioners prior to the meeting would like to see the Pope/Chaucer and Newell Road Bridge projects built first. Additional oral and written comments were provided at the ARB hearing held on May 4, 2017. Oral comments expressed an interest again in a dog drinking fountain, an interest in exploring bird friendly features (e.g. soffit areas) for swallows to nest, and noted that LED lights should not be used if feasible because they are not bird friendly. In addition, one commenter noted that this bridge will be an important connection to the regional bay trails to provide a better route for those biking to work in neighboring cities. Many commenters noted that this project should be finished as soon as possible. During the PTC hearing, comments included requests to open the SCVWD access road to the public as soon as possible, requests to improve and provide as much vegetation as feasible around the west approach ramp and Adobe Creek Bridge, a request to reconsider the overlook, and a request to look into improving the sidewalk and bicycle connection between the new bridge and Amarillo Avenue to the north.

Written comments provided since the PRC hearing are included in Attachment D.

Alternative Actions

In addition to the recommended action, the Planning and Transportation Commission may:

1. Approve the project with modified findings or conditions;
2. Continue the project to a date (un)certain; or
3. Recommend project denial based on revised findings.

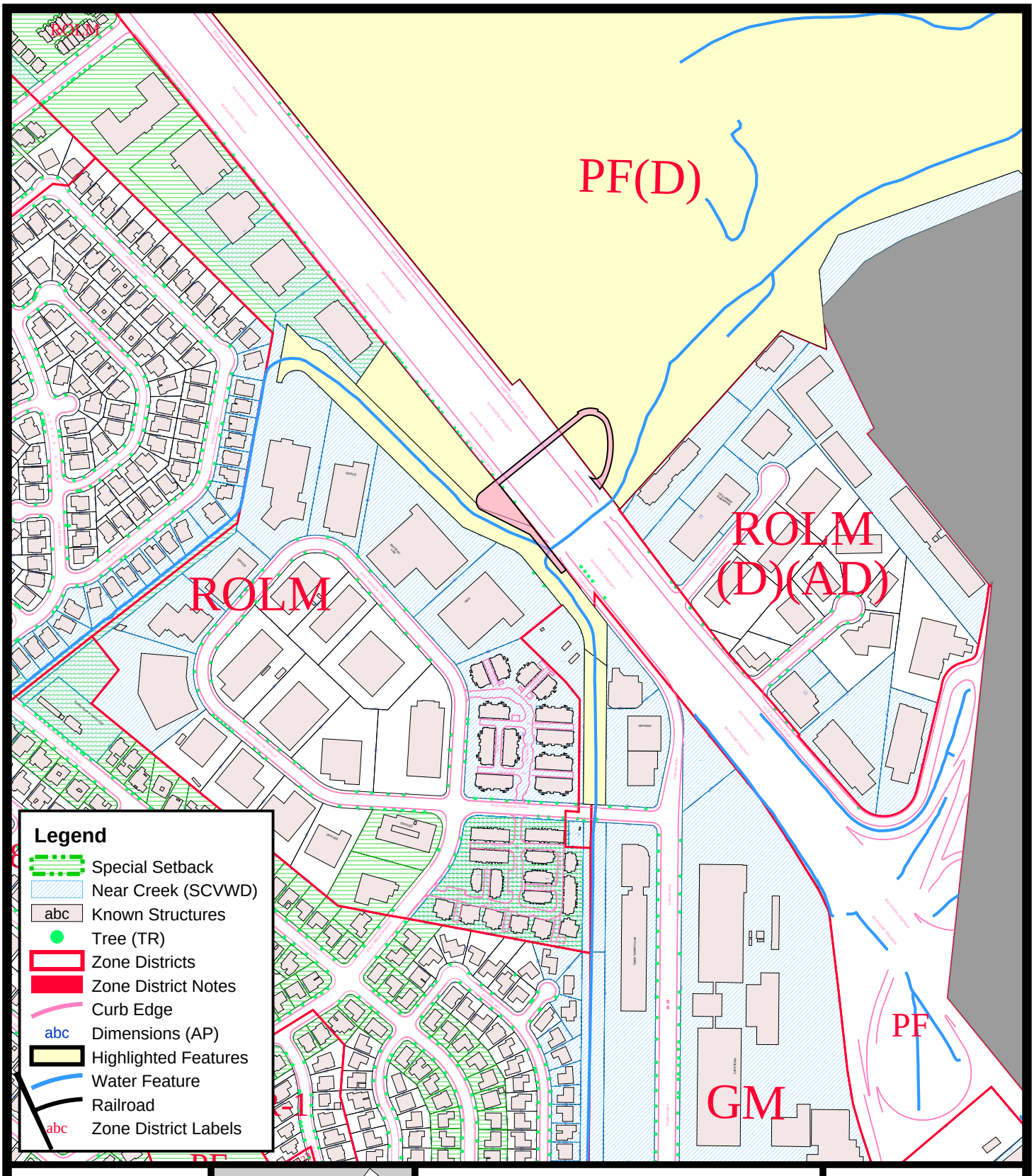
Report Author & Contact Information
Claire Hodgkins, Associate Planner
(650) 329-2116
claire.hodgkins@cityofpaloalto.org

PTC[4] Liaison & Contact Information
Jonathan Lait, AICP, Assistant Director
(650) 329-2679
jonathan.lait@cityofpaloalto.org

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Draft Record of Land Use Action (PDF)
- Attachment C: Comprehensive Plan (DOCX)
- Attachment D: Written Public Comments (PDF)
- Attachment E: Environmental Assessment (DOCX)
- Attachment F: Project Description (DOC)
- Attachment G: Project Plans (DOCX)

[4] Emails may be sent directly to the PTC using the following address: planning.commission@cityofpaloalto.org



The City of Palo Alto

Highway 101 Multi-Use Path Overcrossing

This map is a product of the City of Palo Alto GIS

0' 467'

chodgki, 2017-04-14 10:17:19
(\\cc-maps\gis$\gis\admin\Personal\Planning.mdb)

APPROVAL NO. 2017-__
RECORD OF THE COUNCIL OF THE CITY OF PALO ALTO LAND USE ACTION FOR ADOBE CREEK MULTI-USE PATH BRIDGE: SITE AND DESIGN REVIEW [FILE NO. 17PLN-00212]

On _____, 2017, the City Council adopted the Mitigated Negative Declaration, Approved the Mitigation Monitoring and Reporting Program, and Approved the Site and Design Review for the Adobe Creek Multi-Use Path Bridge making the following findings, determination and declarations:

SECTION 1. BACKGROUND. The City Council of the City of Palo Alto ("City Council") finds, determines, and declares as follows:

A. On June 12, 2017 The City of Palo Alto Public Works Engineering Division applied for Site and Design Review for the development of the Adobe Creek Multi-Use Path Bridge.

B. The project site cross six parcels, including: APN No. 008-05-005, which is owned by the City of Palo Alto; APN No. 127-10-076 which is owned by a private entity; APN Nos. 127-10-100, 127-56-006, and 127-56-007, which are owned by the Santa Clara Valley Water District; and APN No. 127-56-004 which is owned by a private entity. Work on property owned by private entities and the Santa Clara Valley Water District require access/encroachment permits, which will be obtained by the City following adoption of the environmental analysis and approval of the site and design.

C. Following staff review, the Planning and Transportation Commission reviewed the project and considered the draft Mitigated Negative Declaration (MND) and draft Mitigation Monitoring and Reporting Plan (MMRP) and recommended adoption of the MND, approval of the MMRP, and approval of the Site and Design on September 13, 2017 subject to conditions of approval.

D. Following staff and Planning and Transportation Commission review the Architectural Review Board (ARB) reviewed the project and considered the draft Mitigated Negative Declaration (MND) and draft Mitigation Monitoring and Reporting Plan (MMRP) and recommended adoption of the MND, approval of the MMRP, and approval of the Site and Design on _____, 2017 subject to conditions of approval.

E. On _____, 2017, the City Council reviewed the project design and the MND and MMRP. After hearing public testimony, the Council voted to approve the Site and Design subject to the conditions set forth in Section 5 of this Record of Land Use Action.

SECTION 2. ENVIRONMENTAL REVIEW. In conformance with the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration was adopted and Mitigation Monitoring and Reporting Plan approved by the City Council on _____, 2017. The Mitigated Negative Declaration concluded that the proposed project(s) would not have a significant effect on the environment with mitigation as proposed. The MND is available for review on the City's web site: http://www.cityofpaloalto.org/civicax/filebank/documents/59347. All mitigation measures as stated in the approved Mitigation Monitoring and Reporting Program (MMRP) have been incorporated into the conditions of approval.

SECTION 3. SITE AND DESIGN OBJECTIVE FINDINGS. The project is consistent with the Site and Design Objective Findings outlined in Chapter 18.30(G).060 of the PAMC.

Objective (a): To ensure construction and operation of the use in a manner that will be orderly, harmonious, and compatible with existing or potential uses of adjoining or nearby sites.

Nearby uses primarily include commercial and residential uses on the west side of highway 101 and bicycle and walking trails within the Baylands on the east side of Highway 101. The proposed project would provide a pedestrian and bicycle connection from commercial and residential areas to the regional trail network in the Baylands for recreational and commuting purposes. The proposed project includes two key capital improvement projects identified in the City's Bicycle and Pedestrian transportation plan for improving trail connections. The proposed project would be consistent with all applicable clearance requirements for Highway 101, east and west Bayshore road below the bridge as well as California Public Utility Commission Clearance requirements for utility lines above the bridge. It improves the vegetation on both the Google Property at 3600 West Bayshore Road as well as restores and improves vegetation within the Baylands. It provides a needed connection to reduce single occupancy vehicle use. With the incorporation of mitigation measures, short term impacts during construction would be less than significant. Operation of the project is intended to reduce traffic, reduce emissions, and would not generate any noise. The bridge is designed to have extremely minimal, if any, light spillover.

Objective (b): To ensure the desirability of investment, or the conduct of business, research, or educational activities, or other authorized occupations, in the same or adjacent areas.

The project is consistent with Objective B in that this capital improvement project improves access for employees and residents to open space/recreational areas. This infrastructure improvement project is an improvement to existing conditions in the area and therefore improves the desirability of investment, the conduct of business, research, and other educational activities in adjacent areas.

Objective (c): To ensure that sound principles of environmental design and ecological balance shall be observed.

The proposed project is consistent with Objective C in that the project encourages pedestrian and bicycle activity, providing a better connection for commuters and recreational users to access the regional network of bay trails. The project is designed to avoid wetland areas, improve vegetation in the area, reduce overspill lighting, and contribute to a long-term reduction in single-occupancy vehicle uses (and associated traffic and emissions) by providing a year round pedestrian/bicycle connection to the baylands. No protected trees would be removed. New vegetation would be designed to improve habitat for avian and riparian species.

Objective (d): To ensure that the use will be in accord with the Palo Alto Comprehensive Plan.

The proposed project is consistent with Objective D because the project encourages reductions in single-occupancy vehicle use between residential/commercial areas and recreational/open space areas so that residents and employees can enjoy use of these areas without using their vehicle. Specific policies with which the project is consistent are outlined in Attachment C. As summarized below, the project is consistent with the Land Use Element, Transportation Element, Natural Element, and the Community Services Element.

The project is consistent with the Land Use Element of the Comprehensive Plan because it enhances a gateway site near the entrance to the City over Adobe Creek, consistent with Policy L-71 and Program L-72. It enhances vegetation in these areas, includes public art, consistent with policy L-72, improves bicycle safety in this area, and provides trailhead improvements. The design connects residential and commercial areas to open space/recreational areas to improve across barrier connections.

The project is consistent with the Transportation Element because it would encourage reduced reliance on single occupancy vehicle use by creating more accessible connections to recreational/open space areas for pedestrian and bicyclists, consistent with several goals and policies outlined in the City's Transportation Element of the Comprehensive Plan. The project is designed to be low-maintenance so as to avoid the need for extensive

infrastructure maintenance in the future but improves the City's overall infrastructure by creating a year-round across barrier connection. The proposed project would include improvements to sidewalks, street trees, and public spaces and would also provide public art and pedestrian amenities. Site lighting would also be updated, which in turn would promote an improved pedestrian environment. The project includes coordination with the Santa Clara Valley Water District to use existing access road to improve off-road bicycle/pedestrian pathways, consistent with Policy T-14.

The project is consistent with the Natural Element because it is designed to avoid impacts to habitat within the Baylands through the location of the bridge, the lighting, and proposed vegetation improvements. The project is consistent with the Community Services Element because the bridge is designed to accommodate a wide range of users choosing alternate transportation to single-occupancy vehicles. For example, the bridge is designed to safely accommodate bicyclists that may have a trailer; it provides a rest area so that users can pause to rest, fix their bicycle, etc. without impacting the flow along the bridge; and it provides access from various access points to accommodate a variety of users from East meadow drive and west Bayshore.

Therefore, the proposed use of the site is consistent with the Comprehensive Plan.

SECTION 4. ARCHITECTURE REVIEW BOARD FINDINGS. The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review as required in Chapter 18.76 of the PAMC.

Finding #1: The design is consistent with applicable provisions of the Palo Alto Comprehensive Plan, Zoning Code, coordinated area plans (including compatibility requirements), and any relevant design guides.

The project is consistent with Finding #1 because:

As discussed above under Site and Design Objective D, the proposed project is consistent with the Land Use, Transportation, Natural Environment, and Community Services Elements of the Comprehensive Plan. Specifically, it is designed and located to reduce dependence on single-occupancy vehicle trips by creating an across barrier connection between residential and commercial uses and nearby open space/recreational uses. It is also designed to better connect to the regional bicycle trail network for those that commute in and out of the City. As a city infrastructure project it is not subject to the same zoning development standards or identified under a specific land use in the City's zoning code in the same way that buildings or associated accessory structures are. However, the project is designed to fit in with the adjacent area and be consistent with the intent of the code (e.g. reducing height to the extent feasible) and complying with all applicable requirements for work in open space areas. There is no applicable coordinated area plan for this area; however, the portion of the project east of Highway 101 is located within the area defined in the Baylands Master Plan. The project would be consistent with applicable policies identified within the Baylands Master Plan and the associated baylands design guidelines, as described in the staff report. The project would not be subject to any other design guidelines. Therefore, the project is consistent with the Comprehensive Plan, Zoning code, and applicable design guides.

Finding #2: The project has a unified and coherent design, that:

a. *creates an internal sense of order and desirable environment for occupants, visitors, and the general community,*
b. *preserves, respects and integrates existing natural features that contribute positively to the site and the historic character including historic resources of the area when relevant,*
c. *is consistent with the context-based design criteria of the applicable zone district,*
d. *provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations,*
e. *enhances living conditions on the site (if it includes residential uses) and in adjacent residential areas.*

The project is consistent with Finding #2 because:

It enhances the existing conditions at the site by improving safety for bicyclists and pedestrians along West Bayshore Road; creates a year-round connection from commercial/residential uses to the Baylands where an unreliable connection exists; and improves the connection for residences along East meadow drive to access West Bayshore Road and the Baylands area without the need to use their vehicle. There are no historical features at/immediately adjacent the site. The project preserves natural features on the site, including existing wetlands and protected trees while also improving landscaping/riparian habitat in the areas around the bridge. It enhances living conditions by providing better connections for residents in the area. The project is designed using materials such as self-weathering steel that are intended to provide a more natural feel to the bridge, consistent with the Baylands theme. The bridge is designed to be as low as possible while still meeting all applicable Caltrans and City of Palo Alto clearance requirements beneath the bridge. The bridge height is well below the typical height limit for buildings in the area. The bridge width is designed to be wide enough to accommodate various users traveling in both directions while also being narrow enough to slow bicyclists.

Finding #3: The design is of high aesthetic quality, using high quality, integrated materials and appropriate construction techniques, and incorporating textures, colors, and other details that are compatible with and enhance the surrounding area.

The project is consistent with Finding #3 because:

The project uses high quality materials while still balancing the engineered design of the project to meet all clearance and safety requirements. Specifically, the project uses core-ten, self-weathering steel, consistent with the architectural review board's recommendations. This material is intended to provide a natural feel to the bridge consistent with the character of the Baylands. The self-weathering steel also reduces long-term maintenance of the project, consistent with Comprehensive Plan goals. In addition, consistent with ARB comments, the project uses a high quality galvanized wire mesh material for required fencing instead of vinyl-clad chain link fencing. All signage will be consistent with the Baylands design guidelines, which discourages the use of bright colors/signage. The vegetation is being developed in accordance with the City's landscape architects and urban forestry division to fit into the Baylands theme and enhance the habitat within the project area. Therefore, the project is consistent with Finding 3.

Finding #4: The design is functional, allowing for ease and safety of pedestrian and bicycle traffic and providing for elements that support the building's necessary operations (e.g. convenient vehicle access to property and utilities, appropriate arrangement and amount of open space and integrated signage, if applicable, etc.).

The project is consistent with Finding #4 because:

The project is a multi-use trail, which is specifically designed to improve connections for pedestrian and bicyclists and other users seeking alternatives to single-occupancy vehicles. It has been identified as the highest priority across barrier connection capital improvement project in the City's Bicycle and Pedestrian Transportation Plan. Special consideration has been given to ensuring safety of all users by ensuring visibility around corners, providing etiquette and wayfinding signage, ensuring ADA accessibility, and ensuring that all aspects of the design are functional for a variety of users (such as the elderly, bicyclists, bicyclists with trailers, young kids, etc.).

Finding #5: The landscape design complements and enhances the building design and its surroundings, is appropriate to the site's functions, and utilizes to the extent practical, regional indigenous drought resistant plant material capable of providing desirable habitat that can be appropriately maintained.

The project is consistent with Finding #5 because:

The landscape is being design in accordance with the City's urban forestry division and landscape architects to fit into the Baylands theme and improve riparian and avian habitat in a sensitive area. All protected trees would remain and all trees removed would be replaced with appropriate species for the site that are indigenous and provide habitat. The City is working closely with stakeholders, such as the Audobon society and conservationists to incorporate their input into the species selection and design. The proposed landscaping would improve existing conditions at the site.

Finding #6: The project incorporates design principles that achieve sustainability in areas related to energy efficiency, water conservation, building materials, landscaping, and site planning.

The project is consistent with Finding #6 because:

The project will use indigenous, low water-use, drought resistant plants that are consistent with the Baylands theme and improve the habitat within the project area. The project is a pedestrian and bicycle bridge that provides year round connections to the Baylands and regional network of bay trails to improve access to recreational areas without the use of single-occupancy vehicles as well as to provide better connections for commuters. Therefore, the purpose of the project is to reduce vehicle use in order to reduce emissions.

SECTION 5. Conditions of Approval.

PLANNING DIVISION

1. CONFORMANCE WITH PLANS. Construction and development shall conform to the approved plans entitled, "Adobe Creek Multi-Use Path Bridge Site and Design Review Package" dated August 30, 2017 and stamped as received by the City on August 30, 2017 on file with the Planning Department, 250 Hamilton Avenue, Palo Alto, California except as modified by these conditions of approval.

2. BUILDING PERMIT. Apply for a building permit and meet any and all conditions of the Planning, Fire, Public Works, and Building Departments.

3. BUILDING PERMIT PLAN SET. The approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.

4. PROJECT MODIFICATIONS. All modifications to the approved project shall be submitted for review and approval prior to construction. If during the Building Permit review and construction phase, the project is modified by the applicant, it is the responsibility of the applicant to contact the Planning Division/project planner directly to obtain approval of the project modification. It is the applicant's responsibility to highlight any proposed changes to the project and to bring it to the project planner's attention.

5. MMRP. The Mitigation Monitoring and Reporting Program associated with the project and attached here as Exhibit A is incorporated by reference and all mitigation measures shall be implemented as described in such document.

6. FINAL INSPECTION. A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Claire Hodgkins at claire.hodgkins@cityofpaloalto.org to schedule this inspection.

Building Division

The following comments are required to be addressed prior to any future related permit application:

7. RAMP SLOPES. On the previously submitted civil sheet P-1 (dated 6-2-17), Profile of the proposed bridge span appears to show the slope of the bridge between West Approach Structure at 3.0% (over West Bayshore Rd), Principal Span Structure at 4.75% & -4.75% (over Hwy 101). For clarification, can these ramp/ walkway slopes also be shown on the Construction Detail civil sheets C-1, C-2, C-3, C-4 (dated 6-2-17). An accessible walkway shall not be steeper than 1:20 (5%) and accessible ramps shall have a running slope not steeper than 1:12 (8.33%). If the running slopes are shown on the various sections of the bridge, then it can be determined if that section is to be considered a walkway or a ramp. (CBC 11B -403.3, 11B-405.2)

8. SIDEWALK GRADE. On civil sheet C-2 (dated 6-2-17), Construction Detail, show the slope of the Raised Sidewalk and clarify if it will be a walkway or ramp (see comment 1). Clarify if this raised sidewalk is a continuous grade and the maximum length. All walks with continuous gradients shall have resting areas 60 in in length at intervals of 400-ft maximum. The resting area shall be at least as wide as the walk. The slope of the resting area in all directions shall be 1:48 maximum. Accessible ramps shall have a maximum slope of 1:12 (8.33%) and shall provide landings for a maximum rise of 30-in. Bottom landings shall extend 72-in minimum in the direction of the ramp run with a 60-in minimum width. (CBC 11B-403.7, 11B-405.6. 11B-405.7)

9. GUARDRAILS. On civil sheet C-2 (dated 6-2-17), Construction Detail, provide a profile or elevation view of the Raised sidewalk. Guards shall be located along open sided walking surfaces that are located 30" vertically to the grade below. Guards shall have a minimum height of 42". Openings in the guards shall not allow a passage of 4" sphere from the walking surface to the required guard height. Provide details of the guardrails to show compliance. (CBC 1015.2)

10. EAST APPROACH SLOPE. On civil sheet C-3 (dated 6-2-17), Construction Detail, for the East Approach Structure show the maximum bridge running slope and cross slope (1:48 max) to determine if it fits the requirements of a walkway or ramp. It the running slope is between 1:20 & 1:12, then it will be considered a ramp. Ramps that change direction between runs shall have a clear landing 60 in minimum in the direction of the downward travel. Ramps that do not have level landings at changes in direction can create a compound slope that will not meet the requirements of CBC 11B-405.7. Curvilinear ramps with small radii also can create compound cross slopes and cannot, by their nature meet the requirements for accessible routes. (CBC 11B-405)

11. BAYTRAIL APPROACH SLOPE. On civil sheet C-3 (dated 6-2-17), Construction Detail, for the Baytrail Connection, show the running and cross slopes of the bridge. If the running slope is between 1:20 & 1:20 then it will be considered as an accessible ramp and will require a level landing at the bottom that extends 72-in minimum in the direction of the ramp run. (CBC 11B-405.7.3)

12. PRINCIPAL SPAN SLOPE. On civil sheet labeled "Adobe Creek POC Elevation No. 1" (dated 6/1/17), for clarification show the running bridge slope for the "Principal Span Developed Elevation" and the "West Approach Developed Elevation" to determine if these spans are to be considered as accessible walkways or ramps. (See comment 1)

13. TYPICAL SECTIONS. On civil sheet labeled " Adobe Creek POC Typical Section" (dated 6-1-17), for Typical Section A-A, B-B & C-C, show a 2-in high minimum edge curb that prevents the passage of a 4-in diameter sphere. (CBC 11B-405.9.2)

14. GUARD OPENINGS. On civil sheet labeled "Adobe Creek POC Typical Section" (dated 6-1-17), Openings in the guards shall not allow a passage of 4" sphere from the walking surface to the required guard height. Provide

details of the guardrails to show compliance. (CBC 1015.2)

Watershed Protection Division

The following conditions are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc.:

15. DISCHARGE OF GROUNDWATER. In accordance with PAMC 16.09.170, 16.09.040 prior approval shall be obtained from the city engineer or designee to discharge water pumped from construction sites to the storm drain. The city engineer or designee may require gravity settling and filtration upon a determination that either or both would improve the water quality of the discharge. Contaminated ground water or water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain. Such water may be discharged to the sewer, provided that the discharge limits contained in Palo Alto Municipal Code (16.09.040(m)) are not exceeded and the approval of the superintendent is obtained prior to discharge. The City shall be compensated for any costs it incurs in authorizing such discharge, at the rate set forth in the Municipal Fee Schedule. Note that the discharge of groundwater to both the storm drain and sanitary sewer systems is only allowed during the period of April 1-October 31. Refer to the code for updates before construction.

16. ARCHITECTURAL COPPER (PAMC 16.09.180[b][14]). On and after January 1, 2003, copper metal roofing, copper metal gutters, copper metal down spouts, and copper granule containing asphalt shingles shall not be permitted for use on any residential, commercial or industrial building for which a building permit is required. Copper flashing for use under tiles or slates and small copper ornaments are exempt from this prohibition. Replacement roofing, gutters and downspouts on historic structures are exempt, provided that the roofing material used shall be prepatinated at the factory. For the purposes of this exemption, the definition of "historic" shall be limited to structures designated as Category 1 or Category 2 buildings in the current edition of the Palo Alto Historical and Architectural Resources Report and Inventory.

17. COPPER PIPING. In accordance with PAMC 16.09.180(b)(b) copper, copper alloys, lead and lead alloys, including brass, shall not be used in sewer lines, connectors, or seals coming in contact with sewage except for domestic waste sink traps and short lengths of associated connecting pipes where alternate materials are not practical. The plans must specify that copper piping will not be used for wastewater plumbing.

18. STORM DRAIN LABELING. In accordance with PAMC 16.09.165(h) storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent. This includes public and private drains.

UTILITILES - WATER, GAS, WASTEWATER

19. EXISTING UTILITIES. Building plans shall show the existing WGW utility on the proposed plan sets (utility sheet/s).

20. WATER FOUNTAIN CONNECTION. Identify the drinking water fountain's water meter and its connections on the plan.

RECYCLING

21. RECEPTACLES. Waste receptacles must be colored coded - black for landfill (garbage/trash) and blue for recycling.

PUBLIC WORKS URBAN FORESTRY DIVISION

22. Update Landscape Plan Sheet 6.1 to match the corresponding sheets.

SECTION 6. Term of Approval.

Site and Design Approval. The project approval shall be valid for a period of one year from the original date of approval. In the event a building permit(s), if applicable, is not secured for the project within the time limit specified above, the Site and Design approval shall expire and be of no further force or effect. Application for extension of this entitlement may be made prior to the one year expiration.

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

_____	_____
City Clerk	Mayor
APPROVED AS TO FORM:	APPROVED:
_____	_____
Senior Assistant City Attorney	Director of Planning and Community Environment

MITIGATION MONITORING + REPORTING PROGRAM

PROJECT NAME	Highway 101 Overcrossing and Adobe Creek Tail Project	**APPLICATION NUMBER**	17PLN-00212
APPROVED BY	City of Palo Alto Planning and Community Environment	**DATE**	09/01/2017
APPLICANT/OWNER	City of Palo Alto Public Works Engineering Division		

The Draft Mitigated Negative Declaration (MND) for the Highway 101 Overcrossing and Adobe Creek Tail Project identifies the mitigation measures that will be implemented to reduce the impacts associated with the project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in section 21081.6(a)(1) of the Public Resources Code:

... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.

Section 21081.6 also provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined as part of adopting an MND.

The mitigation monitoring table lists those mitigation measures that would be included as conditions of approval for the project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure.

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	AIR QUALITY			
Impact AQ-1: Dust generated by various construction activities could adversely impact residences and/or other receptors located in the project vicinity.	**MM AQ-1.1:** Implementation of MM AQ-1.1, described below, will ensure that any significant adverse effects associated with construction-generated dust are avoided. • Exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or covered. • Haul trucks transporting soil, sand, or other loose material off-site shall be covered. • Visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • Roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. A publicly visible sign shall be posted with the telephone number and name of an individual working for the construction contractor who can be contacted regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable	Applicant/Contractor	During construction	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	regulations.			
	BIOLOGICAL RESOURCES			
Impact BIO-1: If project construction occurs during a flooding event that inundates the area Flood Control Basin, there is the potential for project activities to result in take of salt marsh harvest mice and impacts to salt marsh wandering shrews.	**MM BIO-1.1:** The project contractors will implement the following measures to avoid potential take of salt marsh harvest mice and impacts to salt marsh wandering shrews: • **Work Schedule:** Work within the biological study area will occur between April 15 and October 15. If it is not possible to schedule project activities between April 15 and October 15 within the biological study area, then pre-construction surveys by a United States Fish and Wildlife Service (USFWS)-approved biologist for salt marsh harvest mouse and wandering shrews will be conducted by a qualified biologist to ensure that these species will not be disturbed during project implementation. These surveys will be conducted no more than one month prior to the initiation of project activities conducted prior to April 15 and after October 15. • **Worker Environmental Awareness Program.** Before any construction activities begin, a USFWS-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the salt marsh harvest mouse and salt marsh wandering shrew, their habitats, the importance of the species, general measures that are being implemented to conserve these species as they relate to the project, and boundaries within which the project may be accomplished, and if	Applicant/Contractor	Prior to and During construction	Planning and Community Environment Department; USFWS

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	found (living or dead) their observations must be immediately reported to the Resident Engineer and USFWS-approved biologist.. • **Herbaceous Cover Removal.** Prior to the start of project activities within the Flood Control Basin portion of the biological study area (including vehicle/equipment access), herbaceous vegetation will be removed from impact areas to eliminate cover for salt marsh harvest mice and salt marsh wandering shrews, thereby discouraging them from occurring in impact areas. The grassland land cover within the project footprint on the northeast side of Highway 101 will be trimmed to within two inches of the ground level prior to the start of ground disturbing activities. Vegetation removal will start where the San Francisco Bay Trail crosses Adobe Creek, and will proceed gradually northwards towards the open marsh habitat in the Flood Control Basin. Vegetation will not be removed during a flooding event that inundates the Flood Control Basin, as these are the conditions in which salt marsh harvest mice and salt marsh wandering shrews are most likely to be present in the biological study area. A USFWS-approved biologist familiar with the biology of these species will conduct a pre-construction survey prior to vegetation removal, and will monitor the vegetation removal process. Vegetation will be removed using hand-held equipment (e.g., weed-whackers). This will allow any small mammals, including salt marsh harvest mice and salt marsh wandering shrews, to			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	escape the biological study area under the cover of vegetation, and will encourage movement of such small mammals towards available vegetated habitat to the north outside the biological study area. Herbaceous vegetation that could potentially conceal a salt marsh harvest mouse or salt marsh wandering shrew within the biological study area will be removed, including herbaceous understory vegetation on the north bank of Adobe Creek. Vegetation that is removed will be hauled offsite the day it is removed, and will not be left on the site to provide potential cover for small mammal species. It is possible that vegetation within the Flood Control Basin portion of the biological study area will be removed during the fall prior to construction to reduce potential impacts to nesting birds. In such a case, if sufficient herbaceous cover regrows prior to construction the following year, this herbaceous cover will again be removed by hand prior to initiation of construction activities. • **Exclusion Barrier.** Following vegetation trimming and prior to the start of construction activities on the northeast side of Highway 101, a fence will be installed at the outer limits of the work area, as shown in the Initial Study. The fence will be designed to exclude salt marsh harvest mice from the project footprint, define the limits of the footprint, and provide a visual screen. This barrier, which will be constructed under the guidance of a Service-Approved Biologist, will consist of a three-foot tall, tight cloth,			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	smooth plastic, or sheet-metal (or similar material approved by the Service) fence toed into the soil at least three inches deep and supported with stakes placed on the inside of the barrier. A USFWS-Approved Biologist will conduct a pre-construction survey of the area where vegetation was trimmed prior to construction access, and will monitor the installation of the barrier. Following the installation of the barrier, designated construction personnel will check its integrity each morning that construction activities occurring, and will initiate repairs immediately as needed. The area of vegetation removal will extend approximately two to three feet beyond the area where equipment and personnel will operate during project construction to create an open area that will discourage salt marsh harvest mice and salt marsh wandering shrews from approaching the exclusion barrier • **Environmentally Sensitive Area Fencing.** Within the Flood Control Basin, biological study area limits will also be clearly demarcated with Environmentally Sensitive Area fencing to avoid inadvertent disturbance of any habitat outside of the designated construction area during construction activities. This fencing can be combined with the exclusion barrier but must not be outside that barrier. • **Visual Screening.** Additional green-screen fencing will be installed along the limits of the biological study area between work areas and natural habitats within the Palo Alto Flood Control Basin to screen project			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	activities from view of the Baylands and avoid potential visual disturbance of salt marsh harvest mice and salt marsh wandering shrews. This fencing can be combined with the fencing described above but must not be outside the exclusion barrier. • **High-water Work Suspension.** All ground work on the northeast side of highway 101, including vegetation trimming, will be suspended while there are flood waters within 100 feet of the project footprint (other than waters within the Adobe Creek channel). • **Immediate Work Stoppage.** If a salt marsh harvest mouse or salt marsh wandering shrew, or an animal that could be a harvest mouse or wandering shrew (e.g., a similar species of mouse or shrew), is observed within the biological study area during project activities, all work that could result in the injury or death of the individual will stop and the USFWS-approved biologist will be immediately notified. The animal will be allowed to leave the area on its own and will not be handled before work in that area resumes. • **Work Limits.** All activity will be limited to the existing and proposed footprint, access, and staging described in the May 2017 Biological Assessment, prepared by H.T. Harvey & Associates. Environmentally sensitive areas, such as wetlands and tidal habitat, will be identified on contract plans and discussed in the Special Provisions. Temporary orange fencing or other obvious system will be used to identify			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	areas of avoidance and will remain in place until all construction is completed. • **Night Work Lighting**. If night-time work is conducted, the use of temporary artificial lighting during nighttime construction hours will be minimized to the maximum extent practicable and will be directed at the associated work zone and away from adjacent tidal wetland habitat. • **Trash.** Food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed at least once a day from the work area. • **Firearms Forbidden.** No firearms will be allowed on the project except for those carried by authorized security personnel, or local, state, or federal law enforcement officials. • **Pets Forbidden.** To prevent harassment, injury or mortality of wildlife species, no pets will be permitted on the project site. • **Water Quality.** The potential for adverse effects to water quality will be avoided by implementing temporary and permanent Best Management Practices (BMPs) outlined in Section 7-1.01 G of the Caltrans Standard Specifications. Caltrans erosion control BMPs will be used to minimize any wind or water-related erosion. The State Water Resources Control Board has issued a National Pollution Discharge Elimination System Statewide Storm Water Permit to Caltrans to regulate storm water and non-storm water discharges from Caltrans facilities. A Storm Water Pollution			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	Prevention Plan (SWPPP) will be developed for the project, as one is required for all projects that have at least 1.0 acre of soil disturbance. The SWPPP complies with the Caltrans Storm Water Management Plan (SWMP). The SWMP includes guidance for Design staff to include provisions in construction contracts to include measures to protect sensitive areas and to prevent and minimize storm water and non-storm water discharges. The SWPPP will reference the Caltrans Construction Site BMPs Manual. This manual is comprehensive and includes many other protective measures and guidance to prevent and minimize pollutant discharges and can be found at the following website: http://www.dot.ca.gov/hq/ construe/stormwater/ manuals.htm. Protective measures will be included in the contract, including, at a minimum: a) No discharge of pollutants from vehicle and equipment cleaning are allowed into the storm drain or water courses. b) Vehicle and equipment fueling and maintenance operations must be at least 50 feet away from water courses. c) Concrete wastes are collected in washouts and water from curing operations is collected and disposed of and not allowed into water courses. d) Dust control will be implemented,			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	including use of water trucks and tackifiers to control dust in excavation and fill areas, rocking temporary access road entrances and exits, and covering temporary stockpiles when weather conditions require. e) Coir rolls will be installed along or at the base of slopes during construction to capture sediment and temporary organic hydro-mulching will be applied to all unfinished disturbed and graded areas. f) Work areas where temporary disturbance has removed the pre-existing vegetation will be restored and re-seeded with a native seed mix. Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along toe of slopes or along edges of designated staging areas, and erosion-control netting (such as jute or coir) as appropriate.			
Impact BIO-2: Construction activities associated with the proposed project could result in impacts to nesting birds through the loss of fertile eggs or nest abandonment.	**MM BIO-2.1:** The following measures will be implemented to ensure that project activities avoid substantial impacts to nesting birds and their eggs, which are protected under the migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CDGC). • **Avoidance of the Nesting Bird Season.** To the extent feasible, project activities will be scheduled to avoid the avian nesting season. If such activities are scheduled to take place outside the nesting season, impacts on nesting birds, including raptors,	Applicant/Contractor/Qualified Biologist	Prior to and During construction	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	protected under the MBTA and CFGC, will be avoided. The nesting season for most birds in Santa Clara County typically extends from February 1 through August 31. • **Vegetation Removal during the Non-Nesting Season.** If project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed by the project, if any, may be removed prior to the start of the nesting season (e.g., prior to February) to reduce the potential for initiation of nests. The project schedule includes vegetation removal in the Flood Control Basin portion of the biological study area during the fall prior to construction to minimize impacts to nesting birds the following spring. If it is not feasible to schedule vegetation removal during the nonbreeding season, or where vegetation cannot be removed (e.g., in areas immediately adjacent to the biological study area), then pre-construction surveys for nesting birds will be conducted as described below. • **Pre-construction/Pre-disturbance Surveys for Nesting Birds.** If it is not possible to schedule project activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests will be disturbed during project implementation. These surveys will be conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	biologist will inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. • **Buffers around Active Nests.** If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the biologist, in consultation with California Department of Fish and Wildlife, will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Because the majority of the biological study area is already subject to disturbance by vehicles and pedestrians, activities that will be prohibited from occurring within the buffer zone around a nest will be determined on a case-by-case basis. In general, activities prohibited within such a buffer while a nest is active will be limited to new construction-related activities (i.e., activities that were not ongoing when the nest was constructed) involving significantly greater noise, human presence, or vibrations than were present prior to nest initiation. • **Screening.** As described for salt marsh harvest mice and salt marsh wandering shrews above, additional fencing with a green screen will be installed along the limits of the biological study area between			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	work areas and natural habitats within the Palo Alto Baylands Nature Preserve's Flood Control Basin (Flood Control Basin). This fencing will screen project activities from view of the Baylands and minimize potential visual disturbance of nesting birds as a result of the project. • **Nest Deterrence.** If necessary to avoid impacts to active nests (i.e., nests containing eggs or young), nest starts may be removed on a regular basis (e.g., every second or third day), starting in late January or early February, or measures such as exclusion netting or slippery panels may be placed over nesting sites on the existing bridges to prevent active nests from becoming established. Any netting installed for nest deterrence must be installed appropriately by an experienced deterrence technician, under the supervision of a qualified biologist, and must be inspected and maintained regularly to avoid the entrapment or entanglement of birds.			
Impact BIO-3: The project could result in potential impacts as a result of bird strikes with the bridge structure; as well as disorientation, predation, and habitat impacts from increased lighting.	**MM BIO-3.1:** The following measures will be implemented to avoid impacts on bird populations due to potential collisions and project lighting: • The overcrossing will be designed to minimize the potential for bird strikes; it will not include highly reflective surfaces, suspension cables, transparent surfaces, or features such as small wires or netting that could injure birds. • No power lines will be suspended above	Project Engineer/Applicant/Construction Contractor	Prior to Construction (Shown on Building Plans); During Operation	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	the bridge deck. Night lighting on the bridge will be minimized; only lighting needed for safety purposes will be installed. Lighting will be directed at the bridge deck or downward, not outwards toward natural areas, and lights will be shielded to minimize spillover of light into natural areas.			
	CULTURAL AND TRIBAL RESOURCES			
Impact CUL-1: Unknown subsurface archaeological or paleontological resources could be present on the site in underlying native soils and could be disturbed during project construction.	**MM CUL-1.1:** In the event any significant cultural materials (including fossils) are encountered during construction grading or excavation, construction within a radius of 50 feet of the find would be halted, the Director of Public Works shall be notified, and a qualified archaeologist shall examine the find and make appropriate recommendations regarding the significance of the find and the appropriate treatment of the resource. Recommendations could include collection, recordation and analysis of any significant cultural materials. A report of findings documenting any data recovered during monitoring shall be submitted to the Director of Planning.	Applicant/Contractor	During construction	Planning and Community Environment Department
	MM CUL-1.2: Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission (NAHC) who shall attempt to	Applicant/Contractor	During construction	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the land owner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. If the Director of Planning finds that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted.			
Impact CUL-2: Unknown tribal cultural resources could be uncovered or disturbed during construction activities associate with the project.	**MM CUL-2.1:** In the event that a tribal cultural resource is found during construction, the NAHC will be contacted for information regarding the appropriate tribe and/or persons to notify. Once the appropriate tribal representatives are notified, consultation will take place consistent with Assembly Bill 52 requirements. Mitigation measures that may be considered to avoid significant impacts (if there is no agreement on appropriate mitigation in discussions with the tribal representatives) may include: • Avoidance and preservation of the resources in place, including: - Planning and construction to avoid the resources and protect the cultural and natural context; - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; • Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of	Applicant/Contractor	During construction	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	the resource, including, but not limited to, the following: - Preservation in place; - Protecting the cultural character and integrity of the resource; - Protecting the traditional use of the resource; - Protecting the confidentiality of the resource; - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.			
	HAZARDS & HAZARDOUS MATERIALS			
Impact HAZ-1: Aerially deposited lead located in soils at the project site could be disturbed during grading and construction activities and potentially impact workers, area residents, or the environment.	**MM HAZ-1.1:** A construction risk and spoils management plan (CRSMP) shall be prepared for the project prior to the start of any ground-disturbing activities. The CRSMP shall include necessary procedures to ensure that excavated materials are stored, managed, and disposed of in a manner that is protective of human health and the environment in accordance with applicable laws and regulations. The CRSMP shall include the following components: • A site-specific health and safety plan (HASP) shall be prepared by a qualified environmental professional in accordance with federal OSHA regulations (29 CFR 1910.120) and State of California Occupational Safety and Health Administration regulations (8 CCR 5192). The HASP shall include required measures to protect construction workers and the general public by including engineering controls, monitoring, and security	Applicant/Contractor	Prior to Building Permit Issuance	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	measures to prevent unauthorized entry to the construction area and to reduce hazards outside of the construction area. If prescribed contaminant exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with state and federal regulations. • The CRMSP shall include step-by-step procedures for evaluation, handling, stockpiling, storage, testing, and disposal of excavated material, including criteria for: (1) reuse within the project area; (2) stockpiling within the project area; and (3) offsite disposal shall be included. Excavated materials shall be inspected prior to initial stockpiling, and spoils that are visibly stained and/or have a noticeable odor should be stockpiled separately to minimize the amount of material that may require special handling. The chemical quality of the spoils intended for reuse shall be characterized, and spoils should be reused onsite only if they meet the reuse criteria established in the Department of Toxic Substances Control Variance obtained by Caltrans (Variance No. V09HQSCD006). If some of the spoils do not meet the reuse criteria and/or debris is identified, these materials shall be disposed of in accordance with applicable state and federal waste disposal requirements. The CRMSP shall also include procedures to be implemented if unknown subsurface conditions or contamination are encountered, such as previously unreported tanks, wells, or contaminated soils shall be included in the			

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	CRSMP.			
	NOISE			
Impact NOI-1: The project could result in exposure of persons in the project area to a substantial temporary or periodic increase in ambient noise levels during construction activities.	**MM NOI-1.1:** The following measures will be implemented during construction to lessen the potential for noise impacts: • With one exception, noise-generating construction activities will be restricted to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturdays. The exception is that, as stated above, there would be up to seven nights of construction including up to three nights to lower prefabricated structures in place over Highway 101, West Bayshore Road, and East Bayshore Road. No construction activities will occur on Sundays or holidays. • For any planned construction outside permitted hours, the project contractor will notify property owners within 500 feet of the proposed work at least one week in advance of the construction activities, require the contractor to implement a construction noise monitoring program and, if feasible, provide additional mitigation as necessary (in the form of noise control blankets or other temporary noise barriers, etc.) for affected receptors. • Internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited.	Applicant/Contractor	Prior to construction outside permitted construction work hours	Planning and Community Environment Department

Environmental Impact	Mitigation Measure	Responsible for Implementation	Timing of Compliance	Oversight of Implementation
	• Stationary noise generating equipment will be located as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. • "Quiet" air compressors and other "quiet" equipment will be utilized where such technology exists. • Construction equipment will conform to Section 14-8.02, Noise Control, of the latest Caltrans Standard Specifications. The contractor will prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and distribute this plan to adjacent noise-sensitive receptors. The construction plan will also contain these construction noise reduction measures.			

ATTACHMENT C
COMPREHENSIVE PLAN TABLE
Highway 101 Multi-Use Overcrossing and Adobe Creek Reach Trail/ File No. 17PLN-00212

Land Use and Community Design Element	
Policy L-71: Strengthen the identity of important community gateways, including the entrances to the City at Highway 101.	The project is consistent with the Land Use Element of the Comprehensive Plan because it enhances a gateway site near the entrance to the City over Adobe Creek, consistent with Policy L-71 and Program L-72. It enhances vegetation in these areas, includes public art, consistent with policy L-72, improves bicycle safety in this area, and provides trailhead improvements. The design connects residential and commercial areas to open space/recreational areas to improve across barrier connections. The plaza area along west Bayshore makes the area more inviting and provides a gathering space for the public, consistent with Policy L-48.
Program L-72: Develop a strategy to enhance gateway sites with special landscaping, art, public spaces, and/or public buildings. Emphasize the creek bridges and riparian settings at the entrances to the City over Adobe Creek and San Francisquito Creek.	
Policy L-48: Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.	
Goal L-9: Attractive, inviting public spaces and streets that enhance the image and character of the City.	
Policy L-72: Promote and maintain public art and cultural facilities throughout Palo Alto. Ensure that such projects are compatible with the character and identity of the surrounding neighborhood.	
Transportation Element	
Goal T-1: Less Reliance on Single-Occupant Vehicles.	The project would encourage reduced reliance on single occupancy vehicle use by creating more accessible connections to recreational/open space areas for pedestrian and bicyclists, consistent with several goals and policies outlined in the City's Transportation Element of the Comprehensive Plan. The project is designed to be low-maintenance so as to avoid the need for extensive infrastructure maintenance in the future but improves the City's overall infrastructure by creating a year-round across barrier connection.
Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use.	
Goal T-3: Facilities, services and programs that encourage and promote walking and bicycling.	
Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-model transit stations.	

Policy T-17: Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way.	The proposed project would include improvements to sidewalks, street trees, and public spaces and would also provide public art and pedestrian amenities. Site lighting would also be updated, which in turn would promote an improved pedestrian environment. The bridge is designed to accommodate a variety of users safely. Planned etiquette and wayfinding signage will also help to improve safety for users. The bridge would not affect future buildout of Highway 101 in this area, which is already built out to its full capacity. The project includes coordination with the Santa Clara Valley Water District to use existing access road to improve off-road bicycle/pedestrian pathways, consistent with Policy T-14. For these reasons the proposed project is consistent with the Transportation Element of the Comprehensive Plan.
Program T-19: Encourages the development of bicycle and pedestrian facilities linking trips to parks, schools, retail, centers, and civic facilities, which enables and encourages residents and visitors to bicycle or walk for discretionary trips.	
Policy T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and	
Policy T-20: Improve maintenance of bicycle and pedestrian infrastructure.	
Natural Environment Element	
Policy N-1: Manage existing public open space areas … in a manner that meets habitat protection goals, public safety concerns, and low impact recreation needs.	The project is designed to avoid impacts to habitat within the Baylands through the location of the bridge, the lighting, and proposed vegetation improvements. The project is required to comply with the NPDES Stormwater Permit and includes bio-retention areas for stormwater management.
Policy N-21: Reduce non-point source pollution in urban runoff from residential, commercial, industrial, municipal, and transportation land uses and activities.	
Community Services Element	

Policy C-22: Design and construct new community facilities to have flexible functions to ensure adaptability to the changing needs of the community.	The bridge is designed to accommodate a wide range of users choosing alternate transportation to single-occupancy vehicles. For example, the bridge is designed to safely accommodate bicyclists that may have a trailer; it provides a rest area so that users can pause to rest, fix their bicycle, etc. without impacting the flow along the bridge; and it provides access from various access points to accommodate a variety of users from East meadow drive and west Bayshore. It also provides a connection for commuters using the regional trail connections in the Baylands and coming into/out of Palo Alto.

BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN TABLE

Across Barrier Connections [ABC]-1 Adobe Creek Highway 101 Overcrossing and trails [TR]-2 Adobe Creek Reach Trail	The proposed project addresses two key capital improvement projects outlined the Bicycle and pedestrian bridge plan.
Objective 2: Convert discretionary vehicle trips into walking and bicycling trips in order to reduce City transportation-related greenhouse gas (GHG) emissions 15% by 2020.	A key strategy of Objective 2 is to remove and/or upgrade substandard bike lanes and trail crossing barriers to improve safety and convenience. The project would be consistent with this strategy and objective because it provides a bicycle/pedestrian connection to the Baylands for residents and commercial developments on the East side of Highway 101, discouraging the use of single-occupancy vehicle trips to cross over the highway in order to take year-round advantage of this area.
Objective 3: Develop a core network of shared paths, bikeways, and traffic-calmed streets that connects business and residential districts, schools, parks, and open spaces to promote healthy, active living.	Key strategies of Objective 3 include prioritizing enhancements to the Bay to Ridge trail corridor and expanding trail networks along creeks through partnership projects with regional agencies including the SCVWD. The project would be consistent with these strategies and this objective because it improves the existing bike lanes along East and West Bayshore Road, better connecting them to trails and residential/commercial areas.

Hodgkins, Claire

Subject: FW: Comments Hwy 101 Adobe Multi-Use Bridge

From: Penny Ellson [mailto:pellson@pacbell.net]
Sent: Wednesday, May 31, 2017 2:37 PM
To: Planning Commission
Subject: Comments Hwy 101 Adobe Multi-Use Bridge

Honorable Commissioners,

I cannot attend tonight's meeting because our family will be celebrating my daughter's high school graduation. Here are my comments on the Hwy 101 Pedestrian-Bicycle Bridge to the baylands:

Please encourage staff and Council to move this much–needed project forward <u>expediently</u>.

I remember writing letters in support of VTA funding for this important connection more than a decade ago—funding that was awarded and then subsequently rescinded because of project delays. The project before you is a good, cost-effective plan. Please move it forward.

The bridge project is well-supported by Comprehensive Plan policies and goals.

The current crossing at Embarcadero Road is 1.5 miles away. Using it when the tunnel is closed can add as much as three miles to a bike trip. That is a barrier for young children. For an adult biking at 15 miles an hour this extra distance means added time of 12 minutes, plus up to 3 minutes waiting for a green light at Oregon Expressway.

For people who bike commute from south Palo Alto to points south, that would be a significant addition to daily bike commutes. Instead, without the bridge, they are pushed to busy, arterial surface streets during the wettest, darkest months when the Lefkowitz Tunnel is closed. Safety is an issue.

For people who enjoy hiking and birding in the baylands, the bridge will provide a new car-free connection to this amazing open, natural space.

The Hwy 101/Adobe pedestrian/bike bridge is an important regional connector that is long overdue. Please move it forward quickly.

Thank you for considering my comments.

Sincerely,

Penny Ellson
Palo Alto resident

Hodgkins, Claire

Subject: FW: Highway 101 Bike Bridge - PTC Meeting

From: Boris Foelsch [mailto:borisfoelsch@gmail.com]
Sent: Wednesday, May 31, 2017 5:07 PM
To: Planning Commission; pwecips
Subject: Highway 101 Bike Bridge - PTC Meeting

Dear Members of the Planning and Transportation Commission,

In advance of tonight's meeting, which I cannot attend, I'd like to write you about the proposed design for the Adobe Creek over crossing of 101.

Upon reviewing the materials, which are very helpful, I was pleased to see that the design is straightforward, functional and simple, yet aesthetically pleasing. I think it's absolutely fine to have a design that is not particularly ornate, especially given that it looks fairly sleek.

I ride across the freeway about five or six times a week to take Bay trails to/from work and the availability of a safe, year-round alternative will be very welcome. I'd like to recommend that move the project forward expediently. I see no reason to make changes.

Sincerely,

Boris Foelsch

3694 Louis Rd.

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:20 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Gerhardt, Jodie; Lait, Jonathan; Hodgkins, Claire
Subject: FW: Ped/Bike Bridge

-----Original Message-----
From: Ann Pianetta [mailto:annpianetta@yahoo.com]
Sent: Monday, May 01, 2017 10:43 AM
To: Architectural Review Board; pwecips
Subject: Ped/Bike Bridge

To Whom It May Concern:
It is a well thought-out project except for one thing. There is not enough protection for peds and bikes next to the roadway. There should be a wall. This will keep people from jumping in front of cars and cars hitting peds. And this should be on both sides of the freeway.

Also, when is there going to be better landscaping in general at all the entry ways into Palo Alto from 101. It looks horrible and reflects on our city. Please do something about it and let me know.

Sincerely,

Ann Pianetta
3815 La Donna Avenue
Palo Alto, CA
94306
650-424-9070

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:19 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire
Subject: FW: Highway 101 Bridge

-----Original Message-----
From: Joel Davidson [mailto:joelscottd@gmail.com]
Sent: Monday, May 01, 2017 11:08 AM
To: Architectural Review Board
Cc: pwecips
Subject: Highway 101 Bridge

To whom it may concern,
I am strongly supportive of the proposed Bike bridge on Highway 101. This project has been too long on the waiting list of the Parks and Recreation Commissions agenda. I guessing about 10 years. Please move forward on this project ASAP.
Thank you,
Joel Davidson former Parks and Recreation Commissioner
504 Thain Way
Palo Alto, CA 94306

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:20 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Lait, Jonathan; Gerhardt, Jodie
Subject: FW: Highway 101 Bicycle and Pedestrian Bridge

From: Judd Volino [mailto:gobike20816@typespot.com]
Sent: Monday, May 01, 2017 10:33 AM
To: Architectural Review Board; pwecips
Subject: Highway 101 Bicycle and Pedestrian Bridge

Dear ARB and City Staff:

I am a Palo Alto resident and cyclist and am writing that you do everything possible to expedite this project to ensure that inflation doesn't catch up again and cause it to be short on funding. A bridge that allows mounted riding and that is much more visible than the Embarcadero bridge will do a great deal to open access to the Baylands and provide safe crossing of the freeway.

Please just build this thing!

Thank you,
Judd Volino
1150 Parkinson Ave

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:21 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject: FW: Excited about highway 101 bicycle bridge

From: Lisa Dusseault [mailto:lisa.dusseault@gmail.com]
Sent: Monday, May 01, 2017 10:11 AM
To: Architectural Review Board
Subject: Excited about highway 101 bicycle bridge

Hi,
I just wanted to say I'm excited about this bridge. As a family we use the existing bridges (Oregon and Stevens Creek trail) maybe 10 times a week. My husband commutes by bike, and I sometimes go to meetings by bike from the Duveneck area where we live to places like Google. Sometimes we go to the baylands or Shoreline Park with our kids. Sometimes my husband runs in the baylands and Shoreline park and we bike along with him to keep him company.

My main frustration with the Oregon bridge is the difficulty getting a bicycle trailer through the slow-down gates. From the images I've seen about the new bridge this will be much easier and we'll have more choices where to cross the 101.

I have to admit we totally ignore the "walk your bikes" injunction along the top of the Oregon bridge. I've never seen any problems with people riding their bikes - people are polite and pass each other civilly whether anybody is biking, walking or walking their bike. Perhaps the problems, when they occur, are not with people riding their bikes (which they're going to do anyway) but with being unsafe or inconsiderate (which they're going to do anyway).

Lisa

Hodgkins, Claire

From: Deborah Baldwin <baldwinart@mac.com>
Sent: Monday, May 01, 2017 2:49 PM
To: Hodgkins, Claire
Cc: lenraven1@gmail.com; Architectural Review Board; Larry; Cornelia and Arne Stoschek
Subject: Re: [dsfna] Bike bridge planning meeting

Hi Claire,
Thank you for responding so fast!
Some of my thoughts/concerns regarding the project are (there are 4 key areas):
1) Managing cyclists/pedestrians:
I propose that there are separate lanes for both parties. Many cyclists will use this trail for getting to work, pedestrians for pleasure. I have seen many unnecessary near clashes because the walkers spread out over the entire walkway or one or the other had headphones on. This is particularly concerning where there are benches for viewing-as many may congregate there.
2) Transitions
Remember what happened to the cyclist on Pagemill that was hit by a car a year ago? I believe part of the responsibility lies in not having an adequate transition. Indeed, there is NO notice-(even a year later!) to motorists that a cyclist may enter a highway and little guidance to a cyclist. Even a stop sign would be a solution. This is a rampant problem.
I have seen this many times, where the bike paths, once you are on them are lovely, but getting there and transitioning to another road are nightmares. I don't mean to attribute blame, unfortunately, dead cyclists can not tell "their" side.
3) Safety
I'm concerned (from a brief look at the plans) that the fencing over any overpass or high area is not sufficient to deter a person from attempting to "jump" off the bridge. How are we going to ensure this?
4) Cost
I have seen many bridge constructed over 101 that takes these concerns into account. They may not be the prettiest, but they look nice and look to be cost effective. Perhaps we should reconsider that? In fact, in so doing, there may be funds to address the transition issues or perhaps to update that "nightmare" of a bridge near Oregon along with getting onto the bike path on the other side of the road.

Thank you for permitting me to "vent" , I DO hope I was being constructive in my comments. Please do keep me updated. I have scheduled for myself to be attend on the 25th of May. :-)
Debbie Baldwin

Sent from my iphone

On May 1, 2017, at 12:45 PM, Hodgkins, Claire <Claire.Hodgkins@CityofPaloAlto.org> wrote:

> Good afternoon Lenore and Debbie,
>
> Thank you for your comments regarding the Architectural Review Board meeting set for May 4, 2017. All meetings for the Architectural Review Committee are held on Thursday mornings. However, there are several other opportunities for you to provide input on this project. You may:
>
> 1) Call, e-mail, or mail me, the Project Planner for the proposed project, to discuss any questions/comments/concerns about the project.

2) We will have a study session in the evening with the Planning and Transportation Commission so that anyone that cannot attend the Architectural Review Board meeting on May 4th could still express comments at that public meeting. The Planning and Transportation Commission hearing for this project is tentatively set for May 25, 2017 and starts at 6pm.
3) Following these two study session meetings the City's Public Works Engineering Division will work to incorporate/address comments from the public (whether expressed at the hearing or provided separately to the project planner) as well as comments from both the Architectural Review Board and the Planning and Transportation Commission study session meetings.
4) The City's Public Works Engineering Division will then come back to the Architectural Review Board, Planning and Transportation Commission, and to City Council before a decision on the proposed project is issued. The Planning and Transportation Commission and Council hearings will both be held in the evening. I'd be happy to update you once the dates for those hearings have been set.

Warm regards,
Claire Hodgkins

<image001.jpg>

Claire Hodgkins, Associate Planner
250 Hamilton Avenue | Palo Alto, CA 94301
O: 650-329-2116 | E: claire.hodgkins@cityofpaloalto.org

From: Architectural Review Board
Sent: Monday, May 01, 2017 12:11 PM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject: FW: [dsfna] Bike bridge planning meeting

From: Lenore Cymes [mailto:lenraven1@gmail.com]
Sent: Monday, May 01, 2017 11:38 AM
To: Deborah Baldwin
Cc: pwecips; Architectural Review Board; Jeff Levinsky; dsfna@yahoogroups.com dsfna@yahoogroups.com
Subject: Re: [dsfna] Bike bridge planning meeting

Good catch Debbie. I didn't even read it.

I agree! Not just this meeting, but no meeting concerning community input should ever be held during the day and this meeting must be rescheduled to a proper time for people to finish their work and show up. If it is not changed, why bother at all - what is the goal of the Arch. Review Committee?

Lenore

> On May 1, 2017, at 11:31 AM, Deborah Baldwin baldwinart@mac.com [dsfna] <dsfna-noreply@yahoogroups.com> wrote:
>
> Hi
> I noticed that the planning meeting set for this important bike bridge is set for the morning. To me, It is very confusing to have the time set specifically at a time many

commuters by bikes can not come because they are working.
What is the mechanism to have these voices and their wealth of experience heard?
Thank you
Debbie Baldwin

Sent from my iPhone

Posted by: Deborah Baldwin <baldwinart@mac.com>

Reply via web post • Reply to sender • Reply to group • Start a New Topic • Messages in this topic (1)

Hodgkins, Claire

From:	Architectural Review Board
Sent:	Tuesday, May 02, 2017 2:52 PM
To:	Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc:	Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject:	FW: Comments on the HWY 101 Adobe Creek Overcrossing
Attachments:	W.BayShore Bike Lane - 02.jpg; W.BayShore Bike Lane - 04.jpg; W.BayShore Bike Lane - 15.jpg

From: roycsnyder@comcast.net [mailto:roycsnyder@comcast.net]
Sent: Tuesday, May 02, 2017 2:45 PM
To: Architectural Review Board
Cc: pwecips
Subject: Comments on the HWY 101 Adobe Creek Overcrossing

To the City of Palo Alto Architecture Review Board - May 4, 2017

(We have lived in the south Palo Alto Palo Verde neighborhood for over forty years. In all but the most inclement weather, we bike at the Baylands 2-4 times per week, using the existing Adobe Creek Undercrossing or the Embarcadero Overcrossing.)

Comments:

The proposed overcrossing is not a destination, but rather a mere conveyance from South Palo Alto to the main attraction, the Baylands. It should be simple, cost effective, speedily constructed, and, since it crosses a main artery, seismically robust.

The concept of an Eastern Approach Overlook is wrong headed: There is nothing of natural beauty nor remarkable wildlife to be viewed from such a point. The proposed location is close to HWY 101 and the constant traffic noise will detract from any "appreciation" of the adjacent Baylands. The proposed Overlook is redundant to existing and better nature viewpoints actually located in the Baylands, only 200-300 meters further along the trail. It adds undue cost.

The proposed drinking fountains, trash and recycling containers, trail head art, bike racks, etc. would serve greater purpose if located further up the trail where it joins the Baylands Trail at the Coast Casey Forebay. Again, this structure is not a destination. Such amenities will only impede flow along the trail.

The Adobe Creek Reach Trail should be opened immediately, even if in a temporary configuration. The bike lane along West Bay Shore - northbound is currently unsafe due to south bound vehicles drifting into the bike lane. (See photos attached.)

Respectfully,

Roy Snyder
Thomas Drive,
Palo Alto

Attachment E

Environmental Documents

Hardcopies of the Initial Study/Mitigated Negative Declaration are provided to Commissioners. These documents are available to the public by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

Directions to review Environmental Documents online:

1. Go to: https://paloalto.buildingeye.com/planning
2. Search for "**3600 Bayshore Road**" and open record by clicking on the green dot
3. Review the record details and open the "more details" option
4. Use the "Records Info" drop down menu and select "Attachments"
5. Open the attachment named "**2017-09 Draft Initial Study/Mitigated Negative Declaration**"
6. Open the attachment named "**Draft Mitigation Monitoring and Reporting Program**"

HIGHWAY 101 MULTI-USE PATH OVERCROSSING PROJECT AT ADOBE CREEK
WRITTEN PROJECT DESCRIPTION

PROJECT DESCRIPTION:

The proposed Highway 101 Multi-Use Path Overcrossing (Overcrossing) is located in the City of Palo Alto in Santa Clara County, between the East Oregon Expressway and San Antonio Road overpasses of Highway 101, and will replace the existing seasonal Benjamin Lefkowitz Underpass of Highway 101 located within the Adobe Creek corridor. The grade-separated crossing will provide year-round connectivity from residential and commercial areas west of Highway 101 to the Palo Alto Baylands Nature Preserve (Baylands), East Bayshore Business Park area, and the regional Bay Trail network of multi-use trails east of Highway 101. The project will include a new bridge structure over Highway 101 and West and East Bayshore Roads, a trail connection along Adobe Creek to East Meadow Drive, sidewalk improvements along West Bayshore Road, and landscaping and habitat restoration within the Baylands and along the Adobe Creek riparian corridor. The project lies primarily within City and Caltrans rights-of-way, although the south/west project area includes Santa Clara Valley Water District property and private property owned by Google.

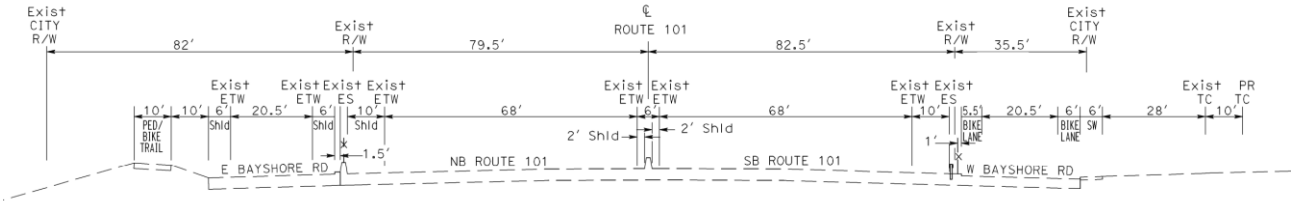
The proposed Overcrossing will consist of multiple structure types in order to maximize the benefits of the different structure types for the various constraints present in the project. The Overcrossing structure is divided into the following four major elements:

1. **Principal Span Structure:** Three span structure over Highway 101 and East and West Bayshore Roads
2. **West Approach Structure:** Multi-span structure located west of West Bayshore Road
3. **East Approach Structure:** Multi-span structure located east of East Bayshore Road
4. **Adobe Creek Bridge:** Simple span crossing of Adobe Creek west of West Bayshore Road

STRUCTURE DESCRIPTION:

PRINCIPAL SPAN STRUCTURE

The Principal Span Structure is set to a straight alignment that is essentially perpendicular to the Highway 101 and Bayshore Road alignments. It consists of three simply-supported steel truss spans spanning across West Bayshore Road, Highway 101, and East Bayshore Road. At this location, Highway 101 is a 12-lane highway with a 162-foot wide right-of-way (See Figure below). East Bayshore Road consists of two travel lanes with a 20.5-foot wide traveled way and two 6-foot shoulders. West Bayshore Road consists of two travel lanes with an approximately 20.5-foot wide traveled way and a 5.5-foot shoulder and 6-foot bicycle lane.



The span over Highway 101 will consist of a 165-foot long, simply-supported prefabricated steel bowstring truss. The bowstring truss is able to achieve the long clear span while keeping the profile depth from the top of deck to bridge soffit to a minimum. The adjacent side span clear-spanning over West Bayshore Road will consist of a 72'-0" long prefabricated steel Pratt truss. The adjacent side span clear-spanning over East

Bayshore Road will consist of a 72-0" long prefabricated steel Pratt truss. All spans will accommodate a 12-foot clear width pathway.

Bents under the Principal Structure spans will consist of 2-foot thick non-skewed concrete pier walls on cast-in-drilled-hole (CIDH) pile foundations. In order to reduce traffic control requirements within Highway 101, the pier walls adjacent to Highway 101 (Bents 6 and 7) will be founded on a concrete pile cap supported by CIDH piles located within the medians between Highway 101 and East and West Bayshore Roads. The concrete pier walls supporting the other ends of the steel Pratt trusses (Bents 5 and 8) will be founded on a concrete pile cap which is supported by CIDH piles. Pier walls at Bents 5 and 8 will support both the steel Pratt trusses of the Principal Span Structure and the end of the West and East Approach concrete slab spans.

Architecturally enhanced safety railings will be provided the full length of the Principal Span Structure. The railings will consist of 8-foot tall galvanized welded wire safety fencing.

WEST APPROACH STRUCTURE

The alignment of the West Approach Structure consists of an approximately 115 degree curve that directs pedestrian/bicycle traffic from along West Bayshore Road, over the Google parking lot, and to the Principal Span Structure over Highway 101. The alignment closely abuts the adjacent Barron Creek to enable retention of all parking spaces with in the Google parking lot and to provide the maximum elevation gain between the adjoining Principal Span Structure and the Adobe Creek Bridge crossing.

The West Approach Structure consists of a four span, 2'-6" deep reinforced concrete slab superstructure supported by 2'-6" x 5'-0" rectangular columns supported on large diameter Type II CIDH pile shafts. The span lengths will vary from 40 to 50 feet long, resulting in a minimum span-to-depth ratio of 0.050. The columns will be architecturally enhanced. The abutment will consist of a reinforced concrete seat-type abutment supported by a large diameter CIDH pile. All spans will accommodate a 12-foot clear width pathway.

Architecturally enhanced safety railings will be provided the full length of the West Approach Structure. The railings consist of 4-foot tall galvanized safety fencing and will include a small concrete curb at the edge of the pathway to collect rain water.

EAST APPROACH STRUCTURE

The alignment of the East Approach Structure consists of an approximate 168-degree compound curve that directs pedestrian/bicycle traffic from the Principal Span Structure, over the Baylands, and back around to conform at the San Francisco Bay Trail.

The East Approach Structure consists of a seven span, 2'-6" deep reinforced concrete slab superstructure supported by 2'-6" x 5'-0" rectangular columns supported on large diameter Type II CIDH pile shafts. The span lengths will vary from 40 to 50 feet long, resulting in a minimum span-to-depth ratio of 0.050. The columns will be architecturally enhanced. The abutment will consist of a reinforced concrete seat-type abutment supported by CIDH piles. All spans will accommodate a 12-foot clear width pathway.

Bent 8 supports both the end of the concrete slab of the East Approach Structure and the end of the steel Pratt truss span of the Principal Span Structure.

Architecturally enhanced safety railings will be provided the full length of the East Approach Structure. The railings will be 4-foot tall galvanized safety fencing and will include a small concrete curb at the edge of the pathway to collect rain water.

An overlook area consisting of an extension of the reinforced concrete slab will be located between Bents 10 and 11 in order to provide the trail users an opportunity to pause, rest and view the adjacent Baylands without impeding pedestrian and bicycle through traffic. The architecture of the overlook will extend from the main bridge structure elements including railings and concrete facing textures and colors. The overlook will be decked with a wood finish to make the area more distinguishable from the main pathway and to give

it some warmth in texture and color. The decking and the bench elements could potentially be constructed from the existing timber decking being removed from the adjacent Baylands Boardwalk project that can be recycled, refinished and repurposed as part of the Overcrossing Project. Amenities such as benches and informational/educational signage will also be located on the overlook to further enhance the experience for the users. Benches will be located along the overlook to allow users to rest and/or view the surrounding vistas of the Baylands.

ADOBE CREEK BRIDGE

The Adobe Creek Bridge consists of a 140-foot long prefabricated steel Pratt truss, spanning over the confluence of Barron and Adobe Creeks, adjacent to the existing Adobe Creek Bridge (Bridge No. 37C-0060) along West Bayshore Road. The bridge will accommodate a 12-foot clear width pathway allowing for travel in both directions.

The top chord of the steel truss will serve as the top chord of the 4 foot high safety railing for the structure.

The abutments will consist of concrete seat type abutments supported by large diameter CIDH piles.

ADDITIONAL PROJECT ELEMENTS:

WESTERN APPROACH ACCESS

A pedestrian access ramp has been incorporated into the Western Approach Structure between the Google property (3600 West Bayshore Road) and Adobe Creek Bridge to provide continuous access for pedestrians along West Bayshore and access to the Overcrossing. For northbound pedestrians along West Bayshore Road the access structure can reduce the length of travel by roughly 500 feet. This access structure also provides equal access to mobility impaired trail users and provides a pedestrian bypass allowing the existing bike lane along West Bayshore road to be made continuous across the existing Adobe Creek Bridge. It also provides a functional ADA compliant alternative access which can be used as a primary ingress/egress if and when the SCVWD closes the trail access area for their channel sedimentation maintenance.

STRUCTURE LIGHTING

Lighting design will be provided for the Overcrossing that contributes to the project goals of providing connectivity while addressing environmental concerns. The Overcrossing paths are to be illuminated during night hours to support pedestrian and bicycling activates, with lighting levels reflecting the transition from higher illuminated urban areas on the western side of Highway 101 to the lower lighting of the Baylands to the east. Photometric levels will conform to standards set by the Illuminating Engineering Society.

The Western Approach Structure will require higher lighting levels for better uniformity ratios to the surrounding environment. Pole mounted luminaires will provide uniform illumination along the pathway and at landscaping areas leading to the Overcrossing. At the Principal Span Structure, lighting will be integrated into the guardrail where possible to create a consistently illuminated pathway. Direct view of any light source is to be shielded from adjacent vehicular vantage points to reduce glare and distraction for drivers. Lighting at the Eastern Approach Structure and Eastern Approach Overlook will be integrated into the urban infrastructure components, such as railings and benches, in order to reduce visual interferences of the Baylands.

Careful consideration will be given to providing appropriate illumination at environmentally sensitive areas such as areas adjacent to Adobe and Barron Creek and the Baylands. Lighting on the Eastern Approach Structure will be minimal in order to reduce potential glare and distraction for wildlife with the Baylands. Step lights will be utilized, meeting photometric requirements, to provide low levels of functional lighting along the pathway. Warm color lighting techniques will be used to reduce lighting effects to migratory birds and other wildlife.

The lighting system will be designed to be mindful of the surrounding environment. Lighting poles and bollards with full-cutoff capability will be used in order to reduce light emitted above the 90° plane, limiting contribution to light pollution. Lighting controls will be utilized to reduce light output during hours with limited activity. Light levels dim down on a set time schedule synced with the astronomical clock. As people approach, sensors detect their presence, allowing the lighting to change in response to pedestrian and bicycle activity.

PROJECT LANDSCAPING AND STORM WATER RETENTION

Landscaping is limited to restoration of areas disturbed by construction. Primary areas for restoration include: 1. The portion of the Baylands under and adjacent to the Eastern Approach Structure which will be restored with native grasses and planting as well as some hardscape and planting at the east plaza where the East Approach Structure joins the San Francisco Bay Trail. Trail head amenities in the form of trash and recycling receptacles as well as an optional drinking fountain and bottle filling station. 2. Disturbed areas of the Google Parking Lot under and adjacent to the Western Approach Structure will be landscape to provide screening to the structure and will include accommodation of a bioretension area, replacement of existing landscaping trees affected by construction and reconfiguration of the existing Google Parking lot resulting in no net loss of parking. 3. The west plaza at the Adobe Creek Reach Trail Head will include hardscaping at the plaza and existing aggregate base along the SCVWD maintenance road compatible with the regular SCVWD maintenance operations and materials, as well as proposed trail head amenities including trash and recycling receptacles and an optional drinking fountain and bottle filling station. 4. Storm water collection into bioretension systems will include native planting and drainage swales leading into retention basins to filter storm-water. These systems will be located in landscaping areas in the vicinity of the western and eastern approaches.

ADOBE CREEK TRAIL

The proposed Adobe Creek Reach Trail involves designating a 14- to 16-foot wide by approximately 620 linear feet of the existing Santa Clara Valley Water District (SCVWD) maintenance road on the east side of Adobe Creek, between West Bayshore Road and East Meadow Drive, as the Adobe Creek Reach Trail. The Adobe Creek Reach Trail will provide a more direct, comfortable, and potentially safer alternative to Fabian Way/West Bayshore Road for pedestrians and recreational bicyclists. The trail will utilize the existing SCVWD maintenance road along Adobe Creek (maintaining the existing aggregate base surfacing) and will include installation of safety railing along the top of bank of Adobe Creek (subject to acceptance by the SCVWD). The project will include trail heads at West Bayshore Road and East Meadow Drive. Trail heads will consist of simple concrete connections to the adjoining streets/sidewalks (no formal plazas), associated pavement delineation and street signage. Resurfacing of the Adobe Creek Reach Trail will not be included in this project. However, potential trail resurfacing as part of a future project, will be environmentally cleared as part of this project.

COMPLIANCE WITH CITY'S SITE AND DESIGN OBJECTIVES

The proposed project would comply with the following Site and Design objectives as described below.

OBJECTIVE (A): To ensure construction and operation of the use in a manner that will be orderly, harmonious, and compatible with existing or potential uses of adjoining or nearby sites.

The purpose of the proposed project is to improve pedestrian and cyclist connectivity to the Palo Alto Baylands Nature Preserve, East Bayshore Road businesses, and regional Bay Trail network from residential neighborhoods and employment districts in south Palo Alto. The improved connectivity and access would support regional bicycle commuting and encourage greater recreational activity and use of the Baylands and trail system. During the times the existing Benjamin Lefkowitz undercrossing is closed due to flooding, access across U.S. 101 to/from southern Palo Alto and the Baylands Nature Preserve/Bay Trail does not meet community needs because it requires significant out-of-direction travel south to the San Antonio Road overpass, which primarily serves motorized vehicles and lacks sufficient facilities for bicycles and pedestrians. Access across U.S. 101 is also available to the north on the Oregon Expressway Overpass, but that facility is 1.3 miles away and does not meet current Americans with Disabilities Act (ADA) standards.

OJECTIVE (B): To ensure the desirability of investment, or the conduct of business, research, or educational activities, or other authorized occupations, in the same or adjacent areas.

The Project provides improvements to pedestrian and bicycle access to the area including improved connectivity to existing residential and business communities.

OBJECTIVE (C): To ensure that sound principles of environmental design and ecological balance shall be observed.

The Project has been scoped and designed to minimize impacts to the surrounding environment including location of the proposed structure to minimize impacts to existing vegetation, and habitats, avoidance of pile driving to minimize construction noise and structure type selection that use of prefabricated elements that are manufactured off-site minimizing potential environmental impacts.

OBJECTIVE (D): To ensure that the use will be in accord with the Palo Alto Comprehensive Plan. (Ord. 4826 § 121, 2004: Ord. 3048 (part), 1978):

The following Comprehensive Plan programs, goals and policies relate to the project:

Policy T-1: Make land use decisions that encourage walking, biking, public transit use.

- The purpose of the proposed project is to improve pedestrian and cyclist connectivity to the Palo Alto Baylands Nature Preserve, East Bayshore Road businesses, and regional Bay Trail network from residential neighborhoods and employment districts in south Palo Alto. The improved connectivity and access would support regional bicycle commuting and encourage greater recreational activity and use of the Baylands and trail system. During the times the existing Benjamin Lefkowitz undercrossing is closed due to flooding, access across U.S. 101 to/from southern Palo Alto and the Baylands Nature Preserve/Bay Trail does not meet community needs because it requires significant out-of-direction travel south to the San Antonio Road overpass, which primarily serves motorized vehicles and lacks sufficient facilities for bicycles and pedestrians. Access across U.S. 101 is also available to the north on the Oregon Expressway Overpass, but that facility is 1.3 miles away and does not meet current Americans with Disabilities Act (ADA) standards.

Goal T-3: Facilities, services and programs that encourage and promote walking and bicycling.

- See response to Policy T-1 above.

Goal T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-model transit stations.

- See response to Policy T-1 above.

Policy T-17: Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way.

- See response to Goal T-1 above. Additionally, an approximately 620-foot-long Adobe Creek Reach Trail would be constructed along the east side of Adobe Creek between Highway 101 and East Meadow Drive in order to connect the new bridge overpass to the surrounding bicycle and pedestrian network on the west side of Highway 101.

Program T-19: Encourages the development of bicycle and pedestrian facilities linking trips to parks, schools, retail, centers, and civic facilities, which enables and encourages residents and visitors to bicycle or walk for discretionary trips.

- See response to Policy T-1 above.

Policy T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

- The Project will improve existing bicycle and pedestrian service along W. Bayshore Road by providing a through bicycle lane where previous bicycle service was forced to either share with pedestrians via the existing sidewalk or to share with adjacent vehicular traffic.

Policy T-26: Completed development of the Bay trail and Ridge Trail in Palo Alto

- The Project connects to the existing San Francisco Bay Trail.

Policy T-42: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvements.

- The project proposes an ADA-accessible bicycle and pedestrian overcrossing over Highway 101 to replace an existing underpass that closes during the rainy season. Existing alternative routes during underpass closure (the Oregon Expressway Overpass, 1.3 miles away) does not meet current Americans with Disabilities Act (ADA) standards.

Policy C-22: Design and construct new community facilities to have flexible functions to ensure adaptability to the changing needs of the community.

- The Project has considered proposed future projects within the Project limits and has provide flexibility to accommodate these future facilities such as future utilities and High Occupancy Vehicle (HOV) Express Lanes along Highway 101.

Policy L-71: Strengthen the identity of important community gateways, including the entrances to the City at Highway 101.

- The Project includes architectural enhancements and the City has retained an artist to help strengthen the aesthetic impact of the structure along the Highway 101 gateway to the City.

Program L-72: Develop a strategy to enhance gateway sites with special landscaping, art, public spaces, and/or public buildings. Emphasize the creek bridges and riparian settings at the entrances to the City over Adobe Creek and San Francisquito Creek.

- The Project includes architectural enhancements and the City has retained an artist to help strengthen the aesthetic impact of the structure along the Highway 101 gateway to the City. Views and vistas to Adobe Creek and the Palo Alto Baylands have been maintained and promoted as applicable

Policy N-1: Manage existing public open space areas in a manner that meets habitat protection goals, public safety concerns, and low impact recreation needs.

- The Project minimizes impacts to and promotes views and vistas into the Adobe Creek corridor and the Palo Alto Baylands.

OBJECTIVE (E): If the project is located in the Open Space (OS) zone district your letter should also address the 10 Open Space Development Criteria, adopted by the City Council on October 20, 1986. A copy of the development criteria can be obtained at the Planning Division counter.

The project would comply with the following 12 open space criteria included in City Municipal Code 18.28.070 as described under each criterion:

(1) The development should not be visually intrusive from public roadways and public parklands. As much as possible, development should be sited so it is hidden from view.

- The Project has been developed to minimize visual impacts to and promotes views and vistas into the Adobe Creek corridor and the Palo Alto Baylands.

(2) Development should be located away from hilltops and designed to not extend above the nearest ridge line.

- The Project structure profile has been kept to a minimum to minimize visual impacts and to keep the top of the structure below the adjacent tree line. The Project is not located near a hilltop.

(3) Site and structure design should take into consideration impacts on privacy and views of neighboring property.

- The Project structure profile has been kept to a minimum to minimize visual impacts. Landscaping has been coordinated with the adjacent property owner (Google) to provide screening and separation from the trail facilities.

(4) Development should be clustered, or closely grouped, in relation to the area surrounding it to make it less conspicuous, minimize access roads, and reduce fragmentation of natural habitats.

- The Project has been developed to form fit into the existing site constraints including Highway 101 and East and West Bayshore Road corridors, Adobe Creek and Barron Creek corridors, the Google campus at (3600 West Bayshore Road), the San Francisco Bay Trail and the Palo Alto Baylands.

(5) Built forms and landscape forms should mimic the natural topography. Building lines should follow the lines of the terrain, and trees and bushes should appear natural from a distance.

- The Project has been developed to conform to and be compatible with the existing uses of the site. The Project would conform to the existing site constraints (including Highway 101 and East and West Bayshore Road corridors, Adobe Creek and Barron Creek corridors, the Google campus (3600 West Bayshore Road), the San Francisco Bay Trail and the Palo Alto Baylands). Replacement vegetation will be similar to the existing native vegetation on-site.

(6) Existing trees with a circumference of 37.5 inches, measured 4.5 feet above the ground level, should be preserved and integrated into the site design. Existing vegetation should be retained as much as possible.

- The Project has coordinated closely with the City Urban Forester regarding necessary tree removal and proposed replacement species and locations.

(7) Cut is encouraged when it is necessary for geotechnical stability and to enable the development to blend into the natural topography. Fill is generally discouraged and should never be distributed within the driplines of existing trees. Locate development to minimize the need for grading.

- The Project has minimized earthwork where possible including the use of deep foundations to support structures to minimize foundation size and associated earthwork.

(8) To reduce the need for cut and fill and to reduce potential runoff, large, flat expanses of impervious surfaces should be avoided.

- The Project has limited impervious surfaces to the footprint of the new trail and the reconstruction of the existing Google parking lot (no addition or loss of parking spacing).

(9) Buildings should use natural materials and earthtone or subdued colors.

- There are no buildings proposed as part of the Project.

(10) Landscaping should be native species that require little or no irrigation. Immediately adjacent to structures, fire retardant plants should be used as a fire prevention technique.

- The Project has coordinated closely with the City Urban Forester regarding necessary tree removal and proposed replacement species and locations.

(11) Exterior lighting should be low-intensity and shielded from view so it is not directly visible from off-site.

- The Project has incorporated lighting fixtures that limit light pollution and light spillage into adjacent facilities and includes cutoff and shields to prevent direct viewing of light sources from adjacent vehicular vantage points to reduce glare and distraction for drivers.

(12) Access roads should be of a rural rather than urban character. (Standard curb, gutter, and concrete sidewalk are usually inconsistent with the foothills environment.)

- There are no access roads proposed as part of the Project.

Attachment G

Project Plans

Hardcopies of project plans are provided to Councilmembers. These plans are available to the public online and by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

Directions to review Project plans online:

1. Go to: www.cityofpaloalto.org/gov/depts/pln
2. Click on "Development Proposals"
3. Click on "Development Projects" under Commercial and Mixed Use Developments.
4. Click on "3600 West Bayshore" to view the project plans