

ARB SUBMITTAL

CITY OF PALO ALTO

PUBLIC SAFETY BUILDING

250 Sherman Ave.

CALIFORNIA AVE. PARKING GARAGE

350 Sherman Ave.

PROJECT DATA

Lot C6 - Proposed Public safety Building (250 Sherman)

Zoning designation:	PF
Land use designation:	Major Institutional Special Facility (MISP)
Maximum site coverage:	30%
Maximum FAR:	1:1
Maximum building height:	50'-0"; 35'-0" @ SW corner

Lot Area:	1.27 acres (55,164 sf)
Existing lot coverage:	Zero, the lot is undeveloped
Proposed lot coverage:	29.20%
Existing floor area ratio (FAR):	Zero the lot is undeveloped
Total floor area:	45,400 - 48,000 sf
Proposed floor area ratio (FAR):	0.74
Building foot print:	17,208 sf
Site area:	55,164 sf
Proposed building height:	49 feet
Existing onsite parking:	155 Spaces
Required new onsite parking:	162 Spaces
Proposed new onsite parking:	145 + (9 tandem) parking stalls
Existing easements:	None

Lot C7 - Proposed Parking Garage (350 Sherman)

Zoning designation:	PF
Land use designation:	Community Commercial (CC)
Maximum site coverage:	30%
Maximum FAR:	1:1
Maximum building height:	50'-0"; 35'-0" @ SE corner

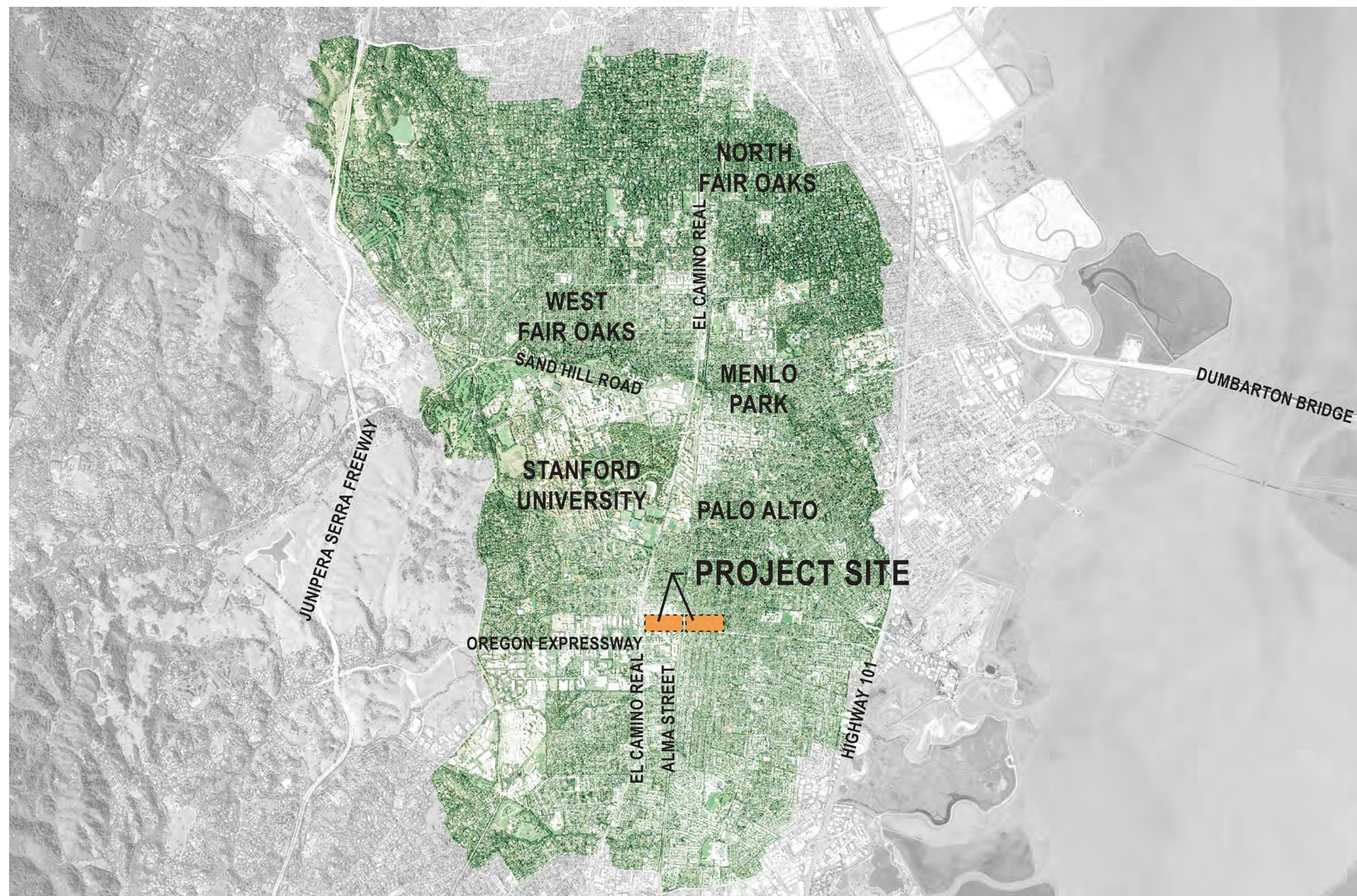
Lot area:	0.96 acres (41,843 sf)
Existing lot coverage:	Zero, the lot is undeveloped
Proposed lot coverage:	89.30%
Existing floor area ratio (FAR):	Zero the lot is undeveloped
Total floor area:	149,500 sf
Proposed floor area ratio (FAR):	3.57
Building foot print:	36,602 sf
Site area:	41,843 sf
Proposed building height:	40'-7" (To top of railing)
Existing onsite parking:	143 spaces
Required new onsite parking:	636 Spaces
Proposed new onsite parking:	636 Spaces
Existing easements:	None

00	VICINITY MAPS	ARB 00.02
	TECHNICAL SITE PLAN	ARB 00.03
	URBAN CONTEXT OVERVIEW	ARB 00.04
	URBAN CONTEXT OVERVIEW	ARB 00.05
	EXISTING CONTEXT PHOTOS	ARB 00.06
	EXISTING CONTEXT PHOTOS	ARB 00.07
	ARB COMMENTS & RESPONSES	ARB 00.08
01	CONCEPT APPROACH	ARB 01.01
	CONCEPTUAL DIAGRAMS	ARB 01.02
	ARCHITECTURAL CHARACTER & MASSING	ARB 01.03
	ARCHITECTURAL CHARACTER & MASSING	ARB 01.04
	ARCHITECTURAL CHARACTER & MASSING	ARB 01.05
	ARCHITECTURAL CHARACTER & MASSING	ARB 01.06
02	SITE DEVELOPMENT	ARB 02.01
	ILLUSTRATIVE SITE PLAN	ARB 02.02
	SITE VIEWS	ARB 02.02
03	MATERIAL RELATIONSHIPS	ARB 03.01
	BUILDING ELEVATIONS	ARB 03.02
	BUILDING ELEVATIONS	ARB 03.03
	BUILDING ELEVATIONS	ARB 03.04
	BUILDING ELEVATIONS	ARB 03.05
04	LANDSCAPE CONCEPT	ARB 04.01
	SITE CHARACTERISTICS - PUBLIC SAFETY BUILDING	ARB 04.02
	SITE CHARACTERISTICS - PUBLIC SAFETY BUILDING	ARB 04.03
	SITE CHARACTERISTICS - CALIFORNIA AVENUE PARKING GARAGE	ARB 04.03
	STREET SECTIONS - PSB AND PARKING GARAGE	ARB 04.04
05	PLAN RELATIONSHIPS	ARB 05.01
	EXISTING CIVIL SITE PLAN - PUBLIC SAFETY BUILDING	ARB 05.02
	EXISTING CIVIL SITE PLAN - PARKING GARAGE	ARB 05.03
	CIVIL SITE PLAN - PUBLIC SAFETY BUILDING	ARB 05.04
	CIVIL SITE PLAN - PARKING GARAGE	ARB 05.05
	FLOOR PLANS PSB - B1 / B2 FLOOR	ARB 05.06
	FLOOR PLANS PSB - 1ST / 2ND FLOOR	ARB 05.07
	FLOOR PLANS PSB - 3RD / ROOF PLAN	ARB 05.08
	FLOOR PLANS PARKING GARAGE - B1 / B2 LEVEL	ARB 05.09
	FLOOR PLANS PARKING GARAGE - 1ST / 2ND FLOOR	ARB 05.10
	FLOOR PLANS PARKING GARAGE - 3RD / 4TH FLOOR	ARB 05.11
	FLOOR PLANS PARKING GARAGE - ROOF PLAN WITH SOLAR PANEL	ARB 05.11
06	CONCEPTUAL DETAILS	ARB 06.01
	WALL SECTIONS PSB - 1ST THRU 3RD FLOOR WEST	ARB 06.02
	WALL SECTIONS PSB - BASEMENT WEST	ARB 06.03
	PROTOTYPICAL DETAILS - PSB	ARB 06.04
	PROTOTYPICAL DETAILS - PSB	ARB 06.05
	WALL SECTIONS PARKING GARAGE - 3RD FLOOR & 4TH FLOOR EAST	ARB 06.06
	WALL SECTIONS PARKING GARAGE - BASEMENT THRU 2ND FLOOR EAST	ARB 06.07
	PROTOTYPICAL DETAILS - PARKING GARAGE	ARB 06.07
07	TECHNICAL DETAILS	ARB 07.01
	TREE PROTECTION PLAN - PSB & PARKING GARAGE	ARB 07.02
	SITE LIGHTING PLAN - PARKING GARAGE	ARB 07.03
	SITE LIGHTING PLAN - PARKING GARAGE	ARB 07.04
	SITE LIGHTING PLAN - PSB	ARB 07.05
	SITE LIGHTING PLAN - PSB	ARB 07.06
	SITE LIGHTING PLAN - PSB	ARB 07.07
	MATERIAL COLOR SAMPLE BOARD	ARB 07.07



COVER SHEET

ARB 00.01

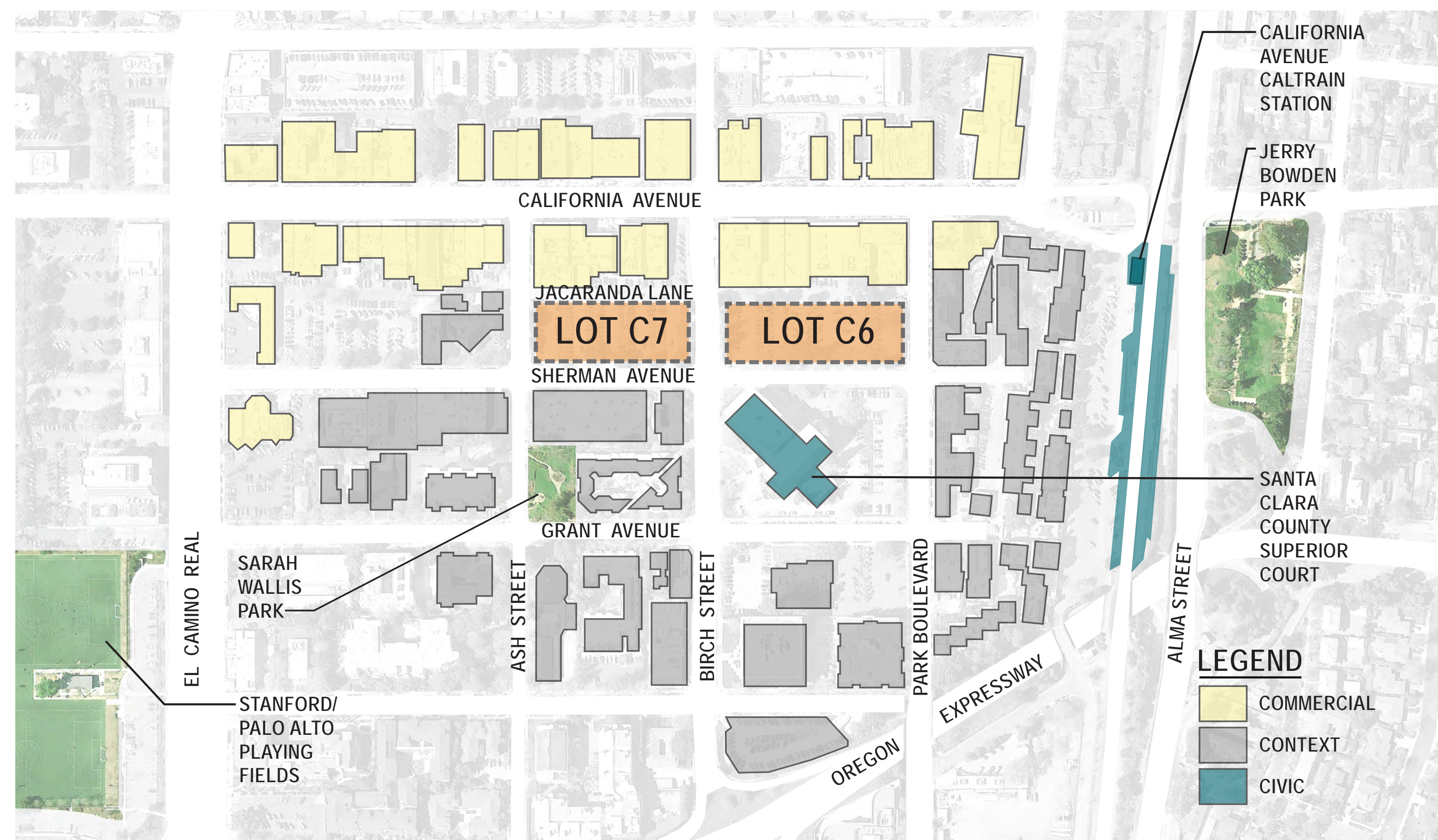


REGIONAL CONTEXT  NTS

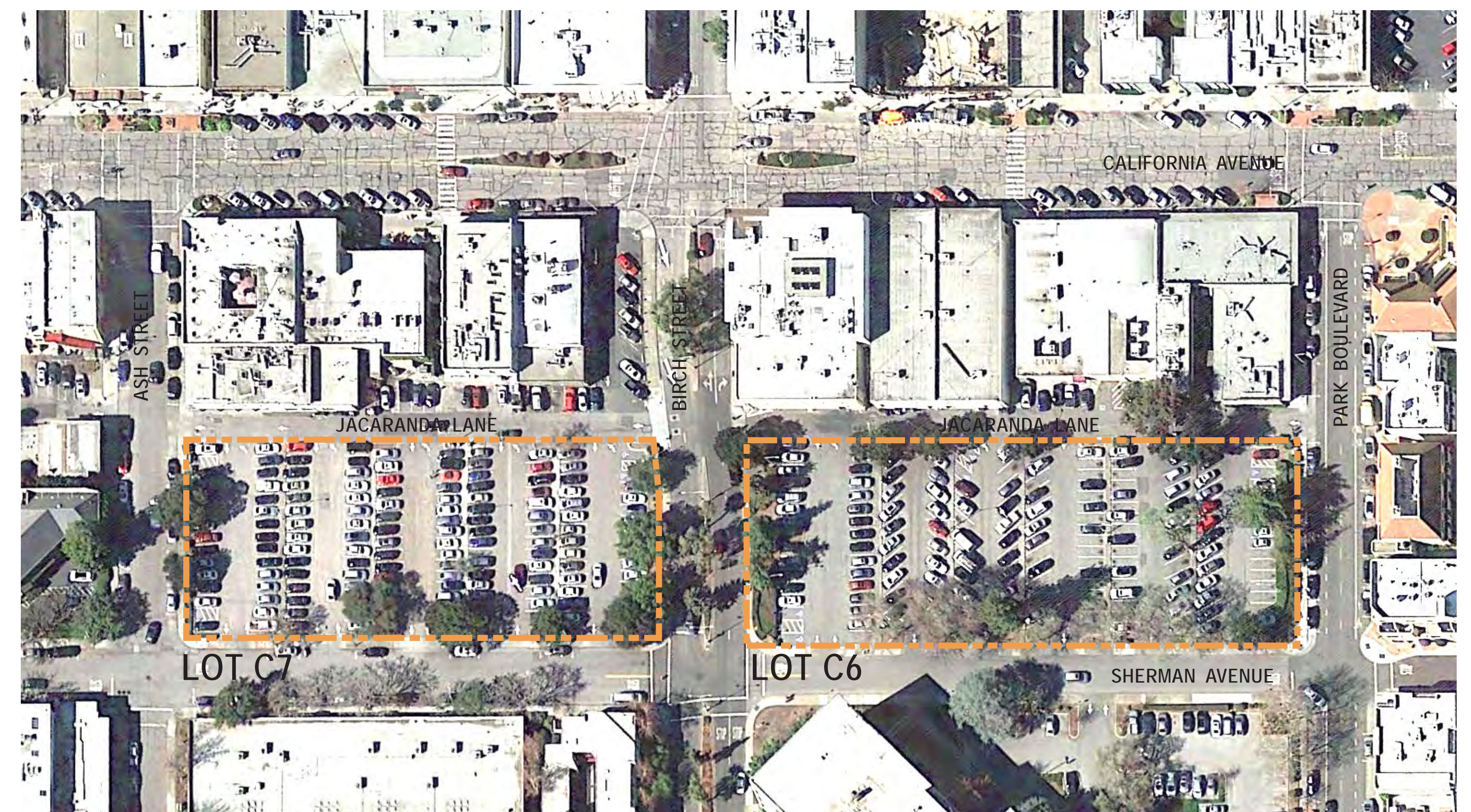
OVERVIEW

00

vicinity maps



NEIGHBOURHOOD CONTEXT  NTS



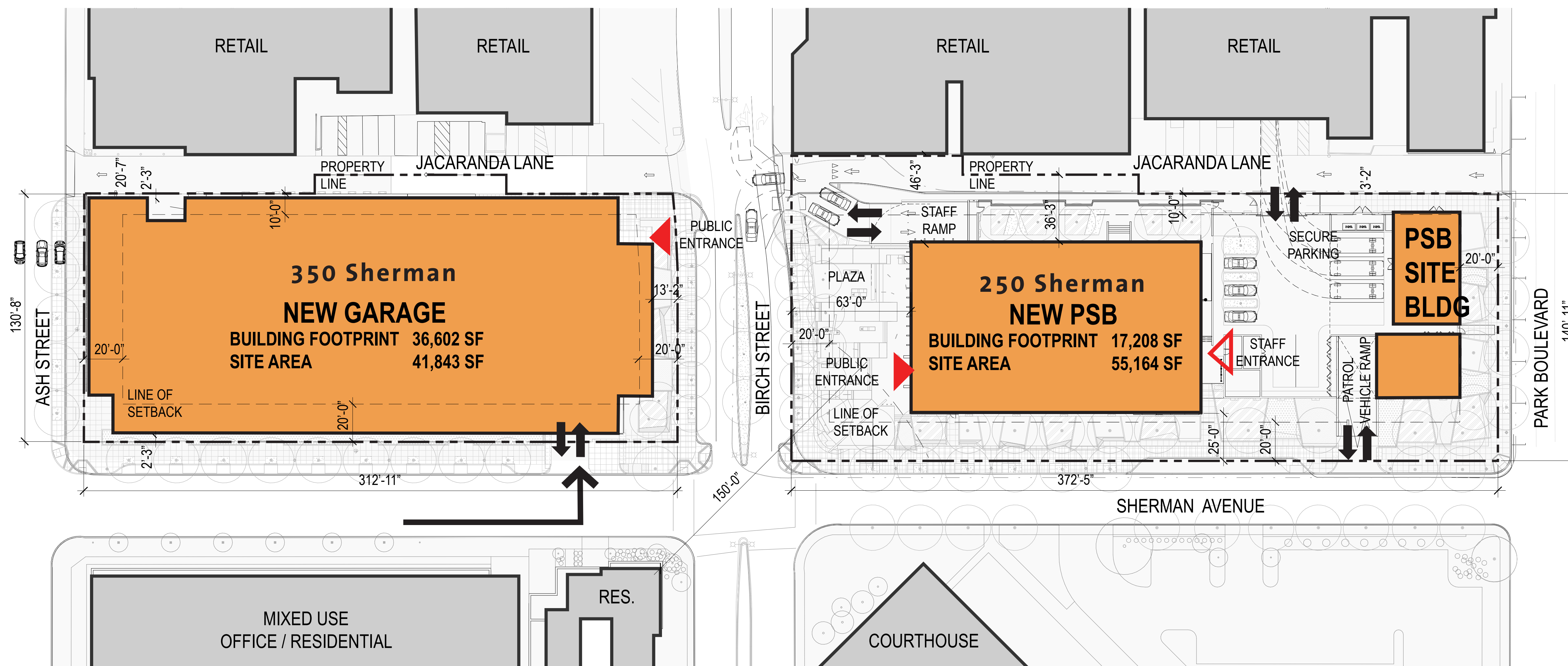
EXISTING SITE CONDITIONS  NTS

VICINITY MAPS

OVERVIEW

00

technical diagrammatic site plan



PROJECT DATA

250 Sherman - Proposed Public Safety Building

Zoning designation:	PF
Land use designation:	Major Institutional Special Facility (MISF)
Maximum site coverage:	30%
Maximum FAR:	1:1
Maximum building height:	50'-0"; 35'-0" @ SW corner

Lot Area:	1.27 acres (55,164 sf)
Existing lot coverage:	Zero, the lot is undeveloped
Proposed lot coverage:	29.20%
Existing floor area ratio (FAR):	Zero the lot is undeveloped
Total floor area:	45,400 - 48,000 sf
Proposed floor area ratio (FAR):	0.74
Building foot print:	17,208 sf
Site area:	55,164 sf
Proposed building height:	49 feet
Existing onsite parking:	155 Spaces
Required new onsite parking:	162 Spaces
Proposed new onsite parking:	145 + (9 tandem) parking stalls
Existing easements:	None

350 Sherman - Proposed Parking Garage

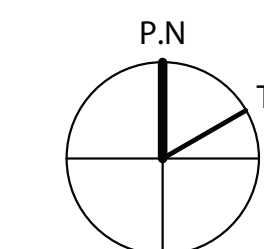
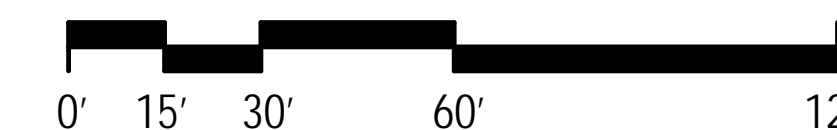
Zoning designation:	PF
Land use designation:	Community Commercial (CC)
Maximum site coverage:	30%
Maximum FAR:	1:1
Maximum building height:	50'-0"; 35'-0" @ SE corner

Lot area:	0.96 acres (41,843 sf)
Existing lot coverage:	Zero, the lot is undeveloped
Proposed lot coverage:	89.30%
Existing floor area ratio (FAR):	Zero the lot is undeveloped
Total floor area:	149,500 sf
Proposed floor area ratio (FAR):	3.57
Building foot print:	36,602 sf
Site area:	41,843 sf
Proposed building height:	40'-7" (To top of railing)
Existing onsite parking:	143 spaces
Required new onsite parking:	636 Spaces
Proposed new onsite parking:	636 Spaces
Existing easements:	None

ALLOWABLE SETBACKS (ZONE PF, BASED ON R-40)

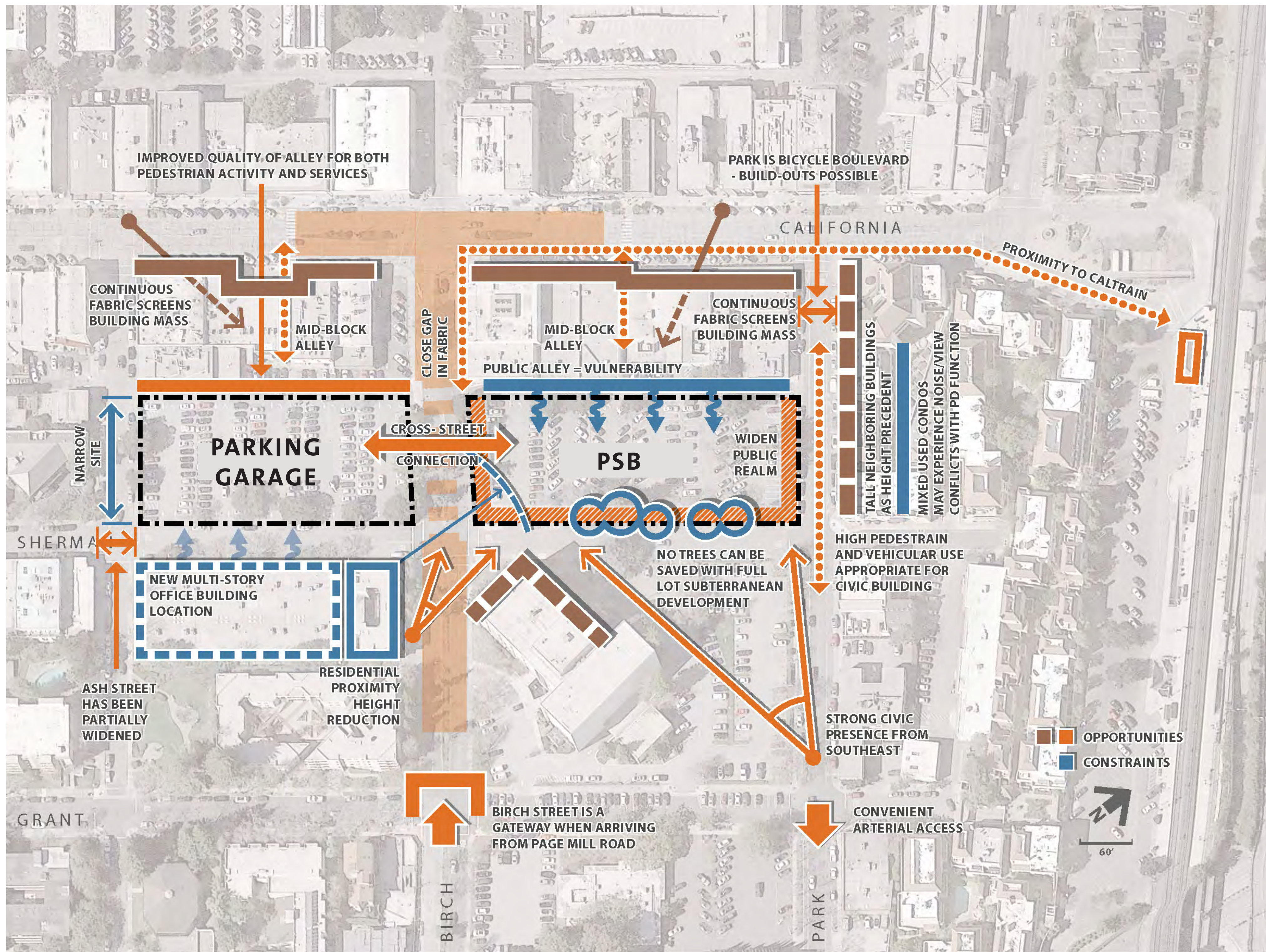
JACARANDA LANE SIDE:	10' *
STREET SIDE:	20' *

*PF ZONE TEXT AMENDMENT FOR THE PUBLIC GARAGE IS IN PROGRESS TO ALLOWED FOR REDUCED SETBACKS.



KEY PLAN

TECHNICAL DIAGRAMMATIC SITE PLAN



OVERVIEW

00

urban context overview

LEGISLATIVE & ZONING MODIFICATIONS ARE BEING PURSUED FOR THE FOLLOWING ITEMS:

PSB:
NEW PUBLIC SAFETY BUILDING SITE NO REVISIONS ARE BEING PURSUED

PARKING GARAGE:
PARKING GARAGE SITE; REVISIONS TO ZONING ORDINANCE FOR PUBLIC PARKING GARAGE BUILDING HEIGHT IS IN PROGRESS.

OPPORTUNITIES & CONSTRAINTS



COMPARATIVE HEIGHTS

URBAN CONTEXT OVERVIEW



KEY PLAN

OVERVIEW

00

urban context overview

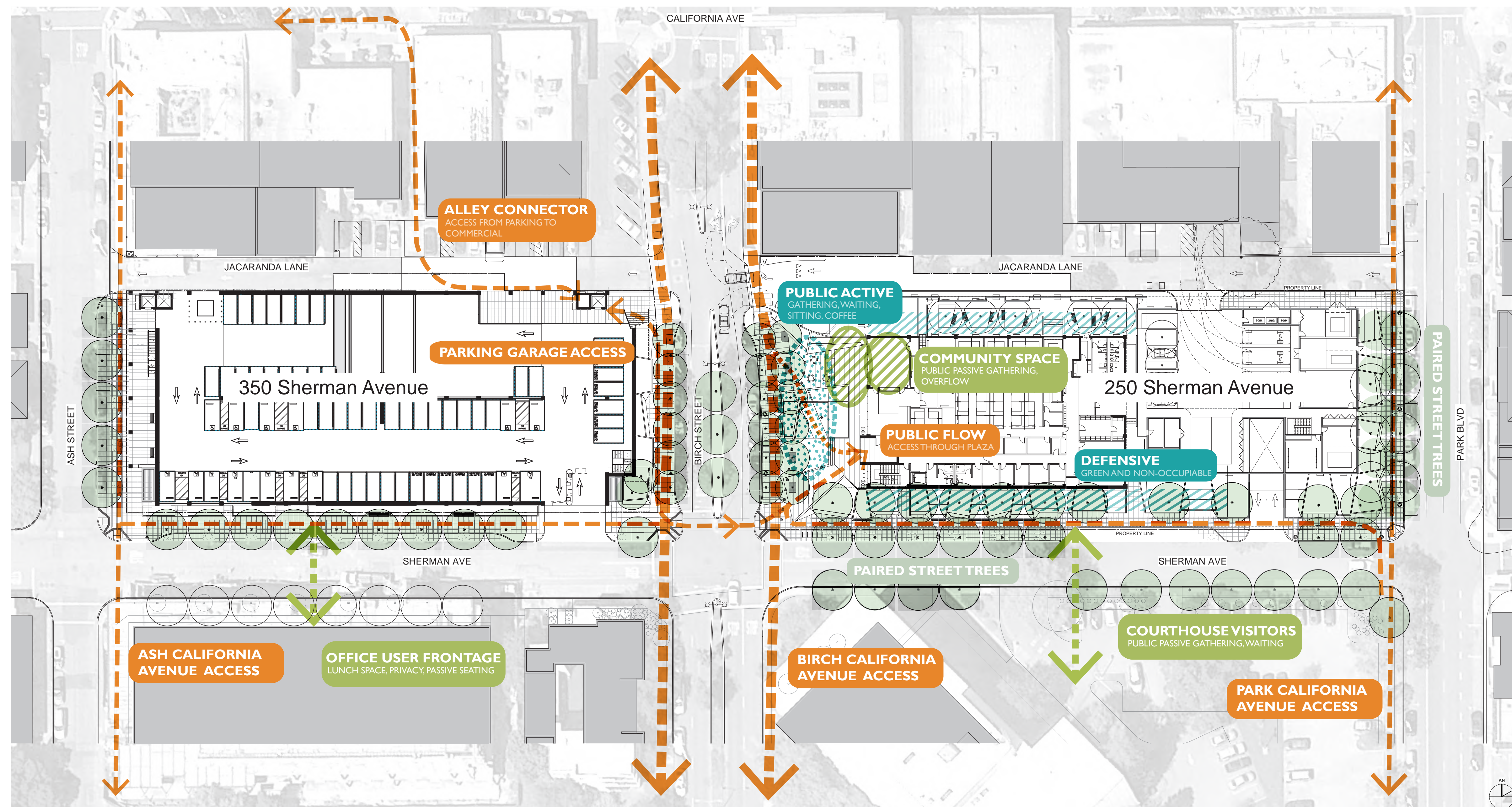
00 OVERVIEW

The Public Safety Building (PSB) at 250 Sherman Ave, is located on the City's existing surface Parking Lot C6. The PSB is approximately a 46,000 square-foot, three-story police station and fire/police administration building. The PSB includes two full-block subterranean floors of police parking and operations, and shares its parcel with smaller operational accessory buildings, a secure operational yard, and a public plaza. The PSB has generous setbacks from its property lines, a standoff perimeter that offers both security and community design benefits. The PSB is a secure, essential services facility that will be designed to support and protect the critical operations that occur inside. The design of the PSB requires the careful balancing of transparency and solidity.

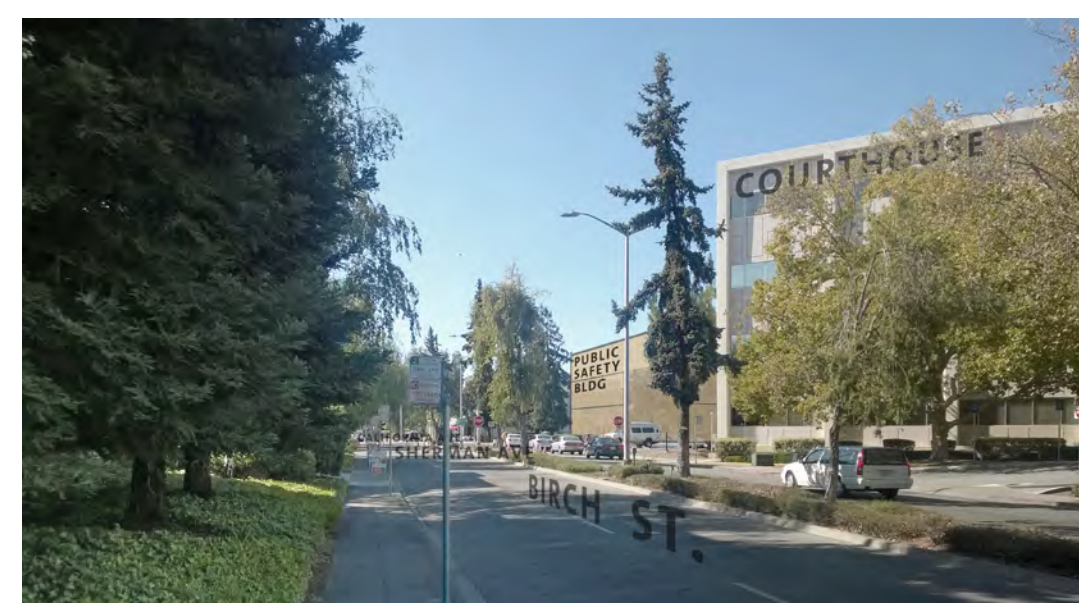
As a law enforcement and emergency response building, there are a series of *specialized building and site design* accommodations that design of the PSB is required to meet. No unscreened vehicle may come within 20'-0" of the building, requiring a security setback that is enforced with perimeter vehicle barriers. The subterranean parking for Patrol vehicles must have two separate vehicular exits onto two unique streets in the event that one street is obstructed in some way (flooding, protest, fire, or other obstructing hazard). Site design should follow CPTED (*Crime Prevention Through Environmental Design*) best practices. Windows and openings are to be protected from line-of-sight vulnerabilities, resulting in careful placement and type of windows, types of visual screening, quantity of openings. Outdoor programmatic areas must be secured and screened from view to protect critical operations. The project will include facility resiliency, redundancy and hardening strategies which when deployed will enable the PSB to remain operational after a major disaster.

The Parking Garage (Garage) at 350 Sherman Ave, is located on the City's existing surface Parking Lot C7. The parking garage is a four-story above grade and two-story below grade, roughly 640 stall public parking structure serving the parking needs of the California Avenue business district. The parking structure fills its site to nearly the property lines, and utilizes strategies such as a cascading exterior grand staircase and landscaped setback (on Birch Street), a pedestrian arcade (on Ash), and a partial-block pedestrian arcade leading to a mid-block paseo (on Jacaranda) to provide scale-mitigating site amenities. The height of the California Avenue Garage will be approximately 49'-0" above sidewalk level to top of roof-mounted photovoltaic panels.

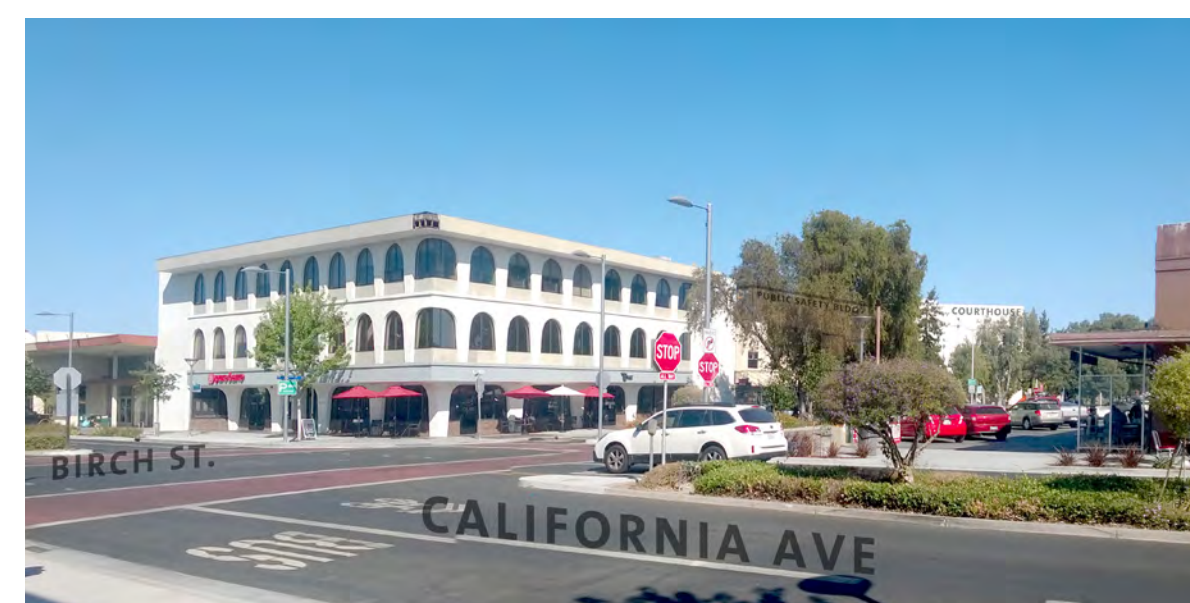
As a public-serving amenity, the garage's key design imperatives include ease of wayfinding, generosity toward the pedestrian environment, and a perimeter skin that offers an appropriate visual character when viewed by its neighbors.



PROPOSED REALM DIAGRAM



VIEW A



VIEW B



VIEW C



VIEW D

PROPOSED PSB MASSING IN CONTEXT

URBAN CONTEXT OVERVIEW



OVERVIEW

00

**existing context photos
LOT C6**

VIEW OF LOT C6 FROM THE INTERSECTION OF SHERMAN & BIRCH STREETS



VIEW FROM LOT C6 - EAST



VIEW FROM LOT C6 - SOUTH



VIEW FROM LOT C6 - WEST



VIEW FROM LOT C6 - NORTH

EXISTING CONTEXT PHOTOS - LOT C6

OVERVIEW

00

existing context photos
LOT C7



VIEW OF LOT C7 FROM THE INTERSECTION OF SHERMAN & BIRCH STREETS



VIEW FROM LOT C7 - EAST



VIEW FROM LOT C7 - SOUTH



VIEW FROM LOT C7 - WEST



VIEW FROM LOT C7 - NORTH

EXISTING CONTEXT PHOTOS - LOT C7

The following table summarizes feedback received during the Palo Alto Architectural Review Board (ARB) Study Session on June 1st, 2017. It includes the design team responses and, where appropriate, the actions taken to modify the design drawings based on those comments.

ARB Members: #1 Robert Gooyer #2 Peter Baltay #3 Wynne Furth #4 Alexander Lew (Chair)

#	Comments	Response	Action Taken
Board Member #1			
1.01	Police yard may end up being a mess, and a lot of buildings look down on it. Would like utilitarian functions moved underground.	<i>Information:</i> Of the 12 vehicle stalls currently shown in the at-grade parking court, all but one are oversized vehicles that cannot be moved into the basement due to height and turning radius clearances (a standard minimum ADA head clearance requirement is 8'6"; some of the larger vehicles are up to 13'-0" tall). One is an ADA stall which may (or may not) be able to be removed pending code review.	Mitigating measures have been incorporated to address the concerns voiced, including: 1. A large overhead canopy covers 50% of the vehicles and screens the operational courtyard from view from the top floors of the adjacent residential project 2. The perimeter site wall will be finished in the same high-quality materials used on the building. Will read more like "courtyard walls" than like site fencing. 3. New trees are planted in the operational courtyard, providing additional attractive screening, and added benefit of making it feel like a landscaped courtyard. The status of the ADA stall is pending.
1.02	All three options currently look like bunkers. Of the three, this board member prefers Scheme #2 as a starting point...appreciates the dynamic massing. "If you're going to go out there, why not."	<i>Agreed. some dynamic composition will add visual interest</i> <i>Agreed. bunker look not appropriate.</i>	The <i>dynamic massing</i> approach appears in the current proposal as a series of civic "points of contact," dynamic design elements that create visual variety and interest.
1.03	Parking structure: don't attempt to hide, you'll never hide it.	<i>Agreed. Parking structure can't truly be "hidden."</i>	Focus for design of the parking structure is on creating visual interest and activating the perimeter with public/civic uses wherever feasible.

#	Comments	Response	Action Taken
Board Member #2			
2.01	Don't think that the two buildings should look the same. Garage is not a civic building, PSB should be more special.	<i>Agreed. The PSB should have greater civic prominence.</i> <i>Consideration: Though not a civic building per se, the civic aspects of the parking garage may be elevated over civic opportunities, and could tie together the public functions over the two blocks.</i>	As a strategy to enliven the perimeter of the parking garage, civic elements—a grand staircase, two pedestrian arcades—utilize a common "civic language" evident through the project. Beyond this, the garage is given a reduced prominence relative to the PSB.
2.02	Remove the ramp that connects to Birch Street. Grossly inappropriate. Agrees that pedestrian movement is north/south in this area, "not a place to have a police car coming in and out."	<i>Operational Consideration: One purpose of having two ramps is to offer an alternative means of patrol egress should the primary ramp (at the street onto which the ramp opens) become unusable. This may be due to flood, fire, explosion, active shooter, etc. By moving the secondary ramp to the same street as the primary ramp, this neutralizes this operational benefit.</i> <i>Park Blvd. is not recommended as an alternative exit point as this is a bicycle boulevard.</i> <i>It is the PD's preference to retain the Birch Street ramp in its current location, but for the design team to provide mitigating measures to make its presence acceptable.</i>	1. To avoid traffic impacts, the garage entry is right-in/right-out only. No vehicles will cross Birch. 2. The ramp is for personal vehicles only; patrol vehicles will not use this ramp on a day-to-day basis. 3. Design mitigations are provided to screen the ramp, and provide an amenity to the plaza.
2.03	Police outdoor activities and large secure parking should be underground. Unsightly, off-putting, not attractive. This is a very important property should not have it accommodate the clutter.	<i>See 1.01, above.</i>	<i>See 1.01, above.</i>
2.04	Shift PSB further from Birch, make a larger public plaza, like Lytton and University.	<i>TBD; Agreed, it would be better to have more width from Birch to face of building, but realize that this may not be possible based on program.</i>	PSB plaza is approx. 50' x 105' (~5,250 sq ft); whereas Lytton Plaza is approx. 180' x 210' (~38,000 sq ft), similar to King Plaza at City Hall at approx. 155' x 200' (~31,000 sq ft). PSB is much smaller area than these precedents.
2.05	Agrees that the building should be taller, and more compact. Not out of scale with area.	<i>Agreed.</i>	Proposed massing to remain.
2.06	Like the idea of it being civic, however, does not like the images shown. Should be timeless, look good in 50 years. Examples: Birch/Clarks Post Office; Lucy Stearns Theater. What makes it a civic/timeless building? • Memorable forms that communicate a public function • Durable/timeless materials; • Public interface, arcade, edge of plaza should feel "they this is my police station." The building is security conscious—so this will be tricky. Think of the Armory in SF—a secure building that still feels civic, makes you feel proud.	<i>Agreed.</i> <i>1. strong civic presence is the preferred approach.</i> <i>2. Learning from Palo Alto precedents is appropriate.</i> <i>3. Engaging and celebrating the public interface aspects of the project is the right idea.</i>	1. The design language now incorporates a series of "civic points of contact." These are civic markers that amplify key public moments in the design of the two blocks. Included: grand PSB entry; public arcade; plaza canopy; cascading public staircase; etc. 2. We are operating under the assumption that a well-rendered concrete surface—if handled well—can rise to the level of timeless material. 3. The overall site and building design fosters an approachability and accessibility. This reinforces the idea of community policing.
2.07	Communication tower: try to somehow put it the design that makes sense.	<i>Agreed. The tower should be an integral part of the overall design.</i>	Overall project composition includes a framework of vertical supports, columns of both the PSB and garage. The disposition vertical tower is intended to play off this vertical composition.
2.08	Parking garage: soften the edges, give some insets. Small plaza. Not a civic building, so make the edges more user friendly.	<i>Agreed. The edges of the parking structure offer the greatest opportunity for providing civic richness.</i>	1. Large civic, grand staircase added to east side of parking structure. 2. Pedestrian arcade is articulated on the west side of parking structure 3. Pedestrian arcade added to connect NE garage entry to mid-block passage across Jacaranda 4. Garage designed with re-entrant corners. The recesses provide visual breathing room, will be accommodated with landscaping.
2.09	Consider two entries to garage.	<i>Further information requested. What is the rationale for additional garage entries?</i>	N/A
2.10	Garage materials simple and durable. Must be low maintenance. Must look good in long term.	<i>Agreed.</i>	1. Wood removed as a material 2. Proposed materials have long-term anticipated lifespan.
2.11	Staircase onto Birch is "a neat idea."	<i>Agreed: exterior stairs support the idea of activating the parking garage.</i>	Birch street exterior grand staircase is incorporated in the design.
Board member #3			
3.01	Very interested in what design team thinks are the defining characteristics of this area. Potentially, less corporate than other commercial districts, less commercial, greener, more views of the sky, more views of the hills.	<i>Agree with qualities listed, with additional observations:</i> <i>1. Hybrid neighborhood, combining large & small scales, mixed civic/retail/residential uses</i>	Design strives to capture and reinforce the unique qualities listed here

#	Comments	Response	Action Taken
		2. "Gateway" sites, framing key approach to commercial district 3. "Regional" character sponsored by train station, County courthouse.	
3.02	Millions of dollars spent in the area. Nearby buildings have elegant materials, totally underground parking, they respect earlier residential projects. Has amenities like Sarah Wallace pocket park, 2060 Birch Plaza. How will this project rise to meet those standards? Should not look cheap.	<i>Agree with assessment.</i>	Landscape design seeks to articulate moments and places to be by providing planting and furnishings that are durable and well-integrated; all perimeter edges and the streetscape make up the amenity of this new civic site – including pedestrian lighting, seating opportunities, shade trees, planting areas and planters.
3.03	Carve out spaces to make this a place that "we want to be."	<i>Agreed.</i>	1. Interior/exterior zone of Multi-Purpose Room 2. There will be plentiful places to "be" in the landscape – seating opportunities built-in and furnishings are to be included in the Plaza, and on Sherman and Park frontages, as well as being included particularly at corners.
3.04	410 Sherman is on the diagonal. Courthouse is on the diagonal. Can we acknowledge the angle?	<i>Yes.</i>	1. Courthouse facade "closes" the Birch plaza composition when viewed from Cal Ave. PSB SE edge "keys" to Courthouse north corner. <i>See relevant rendered view.</i> 2. Landscape configuration acknowledges corner configuration with generous corner pathway in planting area – approach from Birch street crossing from parking garage.
3.05	We must be designing this building for this place. Not driven by national branding requirements. 148-151 Create most wonderful expression of this area that we can imagine.	<i>Challenge accepted.</i>	1. Project design... 2. Landscape to have its own memorable character and dynamic, as well as the plantings in Plaza and perimeter of PSB to become a demonstration and resource "gardens" that provide examples of regional and climatically appropriate palettes of plants, for example native pollinator gardens, succulent garden, adapted floral display.
3.06	Continue to drive in the direction of more greenery, more pedestrian accommodations (people with strollers, people with anxiety of being mugged)	<i>Agreed</i>	1. Intend to add planting to provide appropriate balance of planting to hardscape and integrate smaller moments of planting that interact and use architecture as infrastructure.
3.07	Want to see a parking garage that does not feel intimidating to enter late at night. Elevators glass on outside. Easy access.	<i>Agreed.</i>	1. Vertical circulation via grand staircase is highly visible no matter what floor you are parked on;
3.08	Portland-style parking garages so it can be converted to housing. Flat floors.	<i>The design directive is to maximize potential parking. Flat floors require "speed ramps" to connect floors, reducing the space available for parking, significantly reducing parking capacity.</i>	Based on current City Council directives, flat floors not explored.
3.09	Appreciate what's on Birch; appreciate not look of "occupying force." Lobby with clearly marked public bathrooms.	<i>Agreed.</i>	The design of the public lobby is seen as an extension of the public plaza. There will be a perceived porosity of the building facade, counteracting the security reality, and reinforcing the idea of community policing.
3.10	Driveway along plaza on Birch is a tremendous undesirable.	<i>See 2.02, above</i>	<i>See 2.02, above</i>
3.11	A civic building should exemplify what we want to have in a building in this area. City would not want surface parking on any other project, should not have it on this one. Remove surface parking.	<i>See 1.01, above</i>	<i>See 1.01, above</i>
3.12	This area should be quite planted out. Native habitats. Bird-rich environment. Plants that bloom throughout the season.	<i>Agreed</i>	<i>See Landscape Design and response to comment 3.05 and 3.06 above.</i>
3.13	Which personality? Wants "civic." Avenides is nice. Redwood City City Hall is beautiful. Think 50 years ahead	<i>See 2.06, above</i>	<i>See 2.06, above</i>
3.14	Public space and it's landscaping...moderately expensive landscaping, rose gardens historically, that requires some actual gardening. Less of a heat sink than it is now.	<i>Agreed.</i>	Intend to have detailed and well-landscape areas on all sides of PSB and Garage; thoughtfully planted with a diversity of species, yet durable, requiring a moderate amount of maintenance; <i>See Landscape Design and response to comment 3.05 and 3.06 above.</i>
3.15	At least as heavily wooded.	<i>Agreed.</i>	Although we realize that all of the existing trees are required to be removed for storing and underground structure requirements, we have every intention in fully planting all street frontages with shade trees that will mature into large trees, at the PSB there is intended to be a double row at Birch, Sherman and Park, as well as large new trees in the median on Birch and trees on Birch, Sherman and Ash at the Garage. Additionally we will be planting trees over structure on the north side of the PSB along Jacaranda where possible and in the operational yard to shade pavement.
3.16	Does not like long/huge blank wall along Sherman. Public art size would be too expensive; skeptical that it would be effective public art.	<i>Agreed.</i>	In current proposal, parking garage public art sites revised to two alternative locations: 1. Along Birch Street, facing (and visible from) PSB plaza 2. Along Ash Street, within the pedestrian arcade Both of these are smaller and more achievable, and both have better opportunities for viewing.

#	Comments	Response	Action Taken
Board Member #4			
4.01	Opportunities & Constraints Map: Birch is the gateway for people driving from Page Mill. This gateway quality is important to note.	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.02	Opportunities & Constraints Map: Ash has been partially widened. Show this	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.

#	Comments	Response	Action Taken
4.03	Opportunities & Constraints Map: Park is the bicycle boulevard. Show this on diagram. (Possible for but-outs)	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.04	Opportunities & Constraints Map: Mixed use condos are across the street, note the potential conflict with noise.	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.05	Opportunities & Constraints Map: annotate the two paseos, and the courtyard at the back of Palo Alto Pizza.	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.06	Opportunities & Constraints: lots of trees, none being retained. Add that removal of trees is a current constraint.	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.07	Opportunities & Constraints: width of the alley encumbered by trash, place to have residents take a break in the alley...opportunity to address these things in the design.	<i>Agreed.</i>	Information added to Opportunities & Constraints map, as requested.
4.08	Address the Paseos from the garage; direct access if possible, but simple planting/seating may be okay.	<i>Agreed</i>	A dedicated pedestrian arcade connects the garage circulation with the adjacent paseo.
4.09	Wants something more civic than what we're showing.	<i>See 2.06, above</i>	<i>See 2.06, above</i>
4.10	Does not like the ramp onto Birch street at all. Much turning at intersection, much zig-zagging.	<i>See 2.02, above</i>	<i>See 2.02, above</i>
4.11	Likes the one story element along Park Street; brings the scale down.	<i>Agreed.</i>	This design element has been retained.
4.12	Does not like blocky, height/length of the facade of garage. Maybe break into 3 separate components.	<i>Noted.</i>	The long volume of the garage is modulated utilizing a number of different formal strategies, including material changes, plane changes, and panelization
4.13	Mixed feeling about plaza. Adding the plaza is desirable.	<i>Agreed – plaza is important.</i>	Plaza is an important civic space that is meant to 1) promote diversity and engage the community, 2) be a good neighbor to and serve the California Avenue commercial district, and 3) encourage and exemplify the public safety mandate. The design will have a visual openness and a diversity of seating and plantings that create an enlivened and useful space.
4.14	Lighting the top level of the garage: the PVs are a good idea because the can contain the lighting. Exposed lighting up there would be a major negative for the area.	<i>Agreed.</i>	Current design as soon as installation of the PV panels.
4.15	Reservations about using the idea of a green screen on this size of garage due to maintenance. [As example, Webster Street garage wood rotted, planters disappeared. However, Stanford Shopping garage is nice]. Using terra cotta lattice work looks pretty nice; might be a possibility. Some sort of planters for green screen should be an option.	<i>Noted</i>	Green screen is still utilized as a strategy, but if scope is limited. Backing materials will not be wood. Durable materials will be specified.
4.16	Likes the arcade on Ash.	<i>Agreed.</i>	Current design includes this pedestrian arcade.
4.17	Likes to staircase on Birch.	<i>Agreed.</i>	Current design includes exterior garage stair.
	Concept #2:		
4.18	Concern about mural location. Too big, not a great vantage point. Street trees will obscure artwork.	<i>Agreed.</i>	Alternative garage public art sites are proposed in the current scheme.
4.19	Massing – not sure this massing approach works at a big urban scale. Opportunity to break big box into smaller forms is the main potential value.	<i>Noted</i>	Massing is simplified. Visual variety is achieved through deeper recesses and textural variation
4.20	Plaza – path from sidewalk to building should be straight for at least 80% of the way. Current scheme is too chopped up.	<i>Agreed.</i>	Main path from sidewalk at corner of Birch and Sherman will be a broad diagonal toward the front entry of the building; additional ease of movement to be created.
	Concept #3:		
4.21	Images shown: Reminds him of Rafael Moneo project in Spain, but Moneo project has porches, depth of indoor/outdoor space. Greek colonnade but not literal columns.	<i>Agreed.</i>	Porches and deeper recesses added.
4.22	Don't be too specific on exterior regarding interior design. Interiors will change over 100 years.	<i>Agreed.</i>	Formal composition of exterior volume is not a literal translation of interior.
4.23	Plaza: South facing is a success.	<i>Agreed.</i>	Provide opportunity to create shading, yet also have diversity of lower planting types – i.e. garden panels with different characters.
4.24	Plaza: Needs a sense of openness	<i>Agreed.</i>	All furnishings and planting between the sidewalk trees and the facade will be under 36" height; exceptions are pedestrian light poles and flagpoles.
4.25	Plaza: within the first 15' of sidewalk, at least half open.	<i>Agreed.</i>	<i>See item 4.24 above.</i>
4.26	Plaza: low shallow-height steps	<i>Agreed.</i>	Exterior steps are to be detailed as between 4" and 5" riser height x 14" to 16" tread depth.
4.27	Plaza: paths 8'-0" wide at least.	<i>Agreed.</i>	Noted—see Landscape Design updates.
4.28	Plaza: minimize obstructions, or design them well.	<i>Agreed.</i>	<i>See Landscape Design;</i> furnishings are to create variable opportunities for social interaction through placement and relationships, and designed for varying ergonomics. Intend to have both fixed and movable furnishings in the space.
4.29	Plaza: provide variety of seating types to attract diversity of users and types of visitors.	<i>Agreed.</i>	Landscape design provides at least four seating typologies – free-standing seat walls, fixed seating with backs and armrests affixed to seat walls, terraced steps, planter walls, and moveable chairs.

OVERVIEW

arb comments and responses

PSB and Parking Garage

ARB COMMENTS AND RESPONSES



View from Sherman



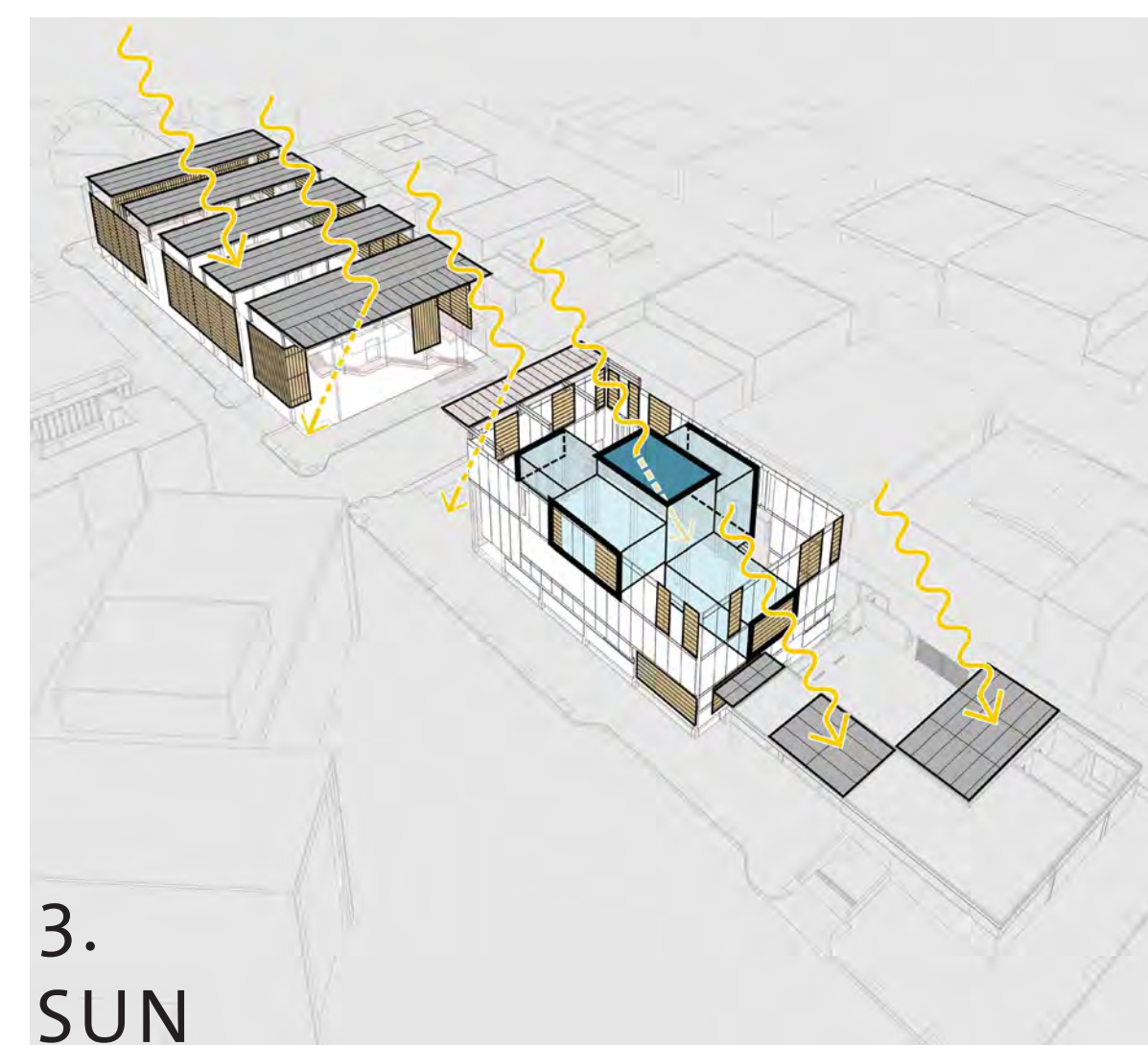
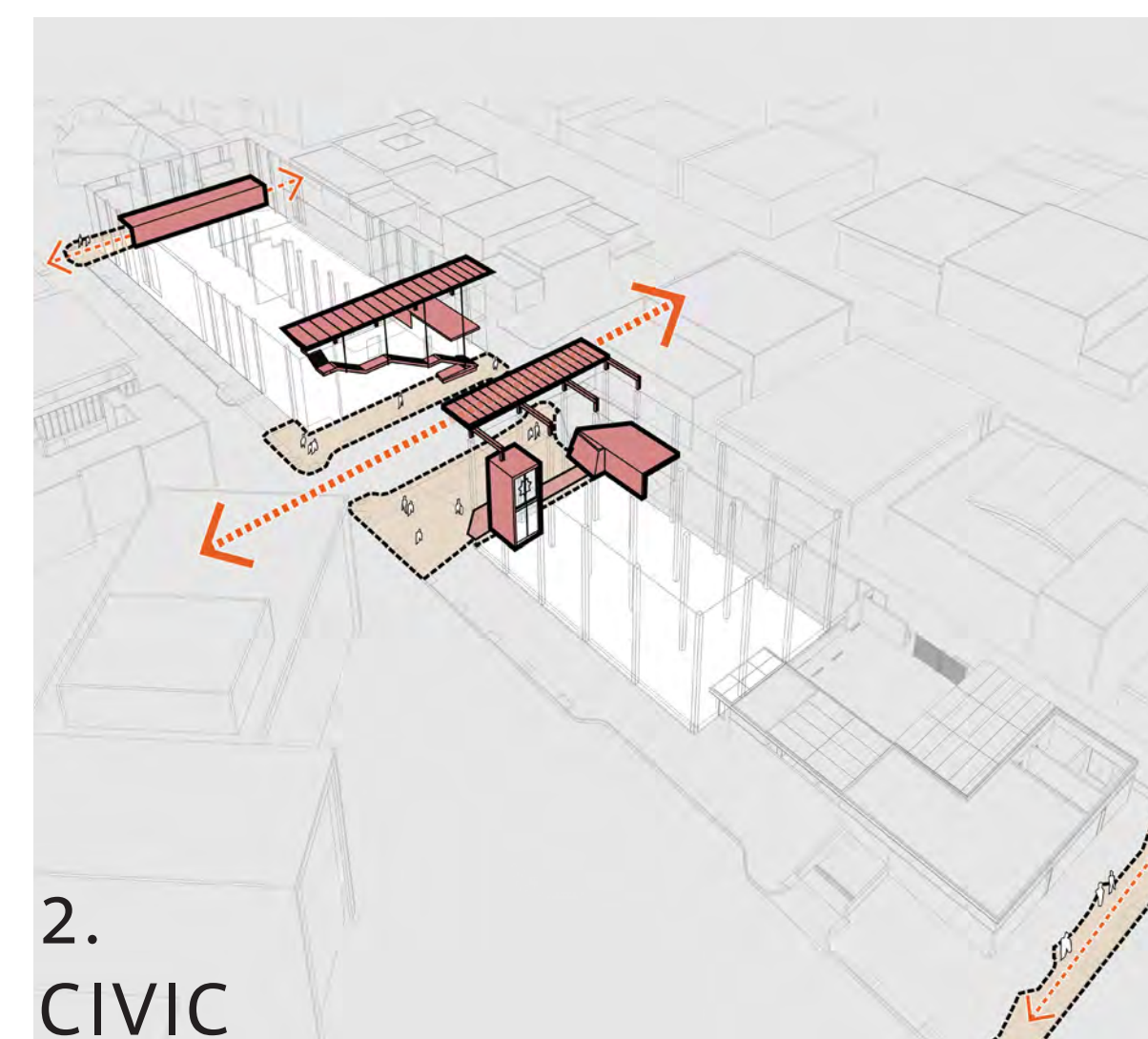
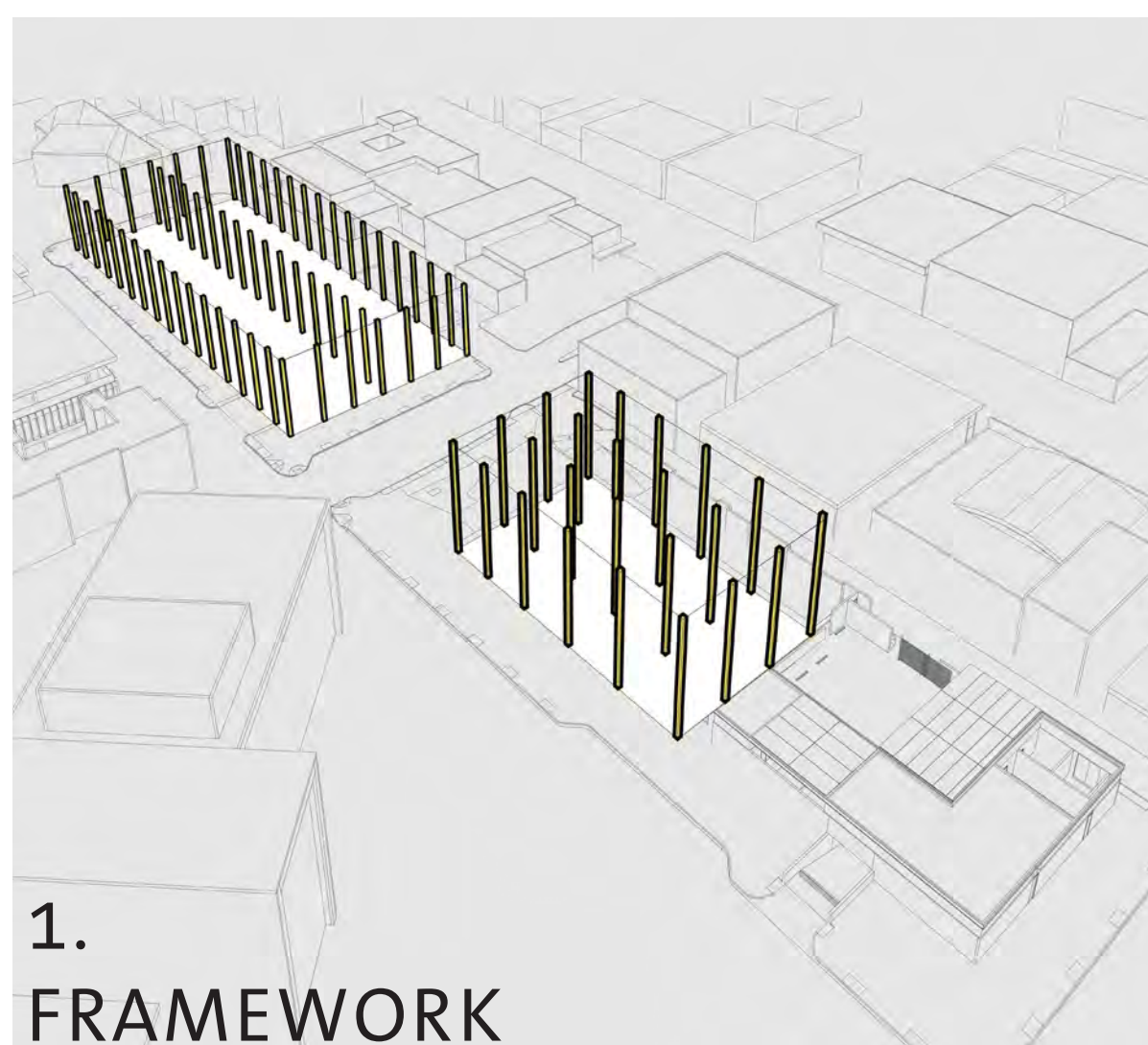
View from California Ave.

CONCEPT APPROACH

01

01 GENERAL CONCEPT

The proposed PSB and Parking Garage designs creates a distinctive civic identity for California Avenue through a series of prominent civic markers nested within an understated backdrop of rich landscaping and informal visual textures. The overall building volumes are de-emphasized, receding in deference to the smaller-scale, dynamic and colorful *civic points-of-contact*. Each colorful accent highlights an archetypal urban moment—entry, arcade, plaza, gateway, grand staircase—reinforcing and elevating civic instances like arrival, orientation, entry, protection, repose and connection with nature. The project’s visual palette draws upon Palo Alto precedents: the terra cotta and off-white materials of the City’s historic buildings coupled with the formal invention of its modernist landscape past, all reworked and updated to address contemporary urban design priorities.



CONCEPTUAL DIAGRAMS

CONCEPT APPROACH

01



Site Section Looking towards California Ave.



ARCHITECTURAL CHARACTER & MASSING

CONCEPT APPROACH

01

PSB_250 Sherman



Left: View of the PSB across Birch Street from the upper landing of the parking structure



Near Left: View of the PSB Operational Courtyard from the third level of the adjacent multi-family housing building on Park Blvd. Operational activities are screened by canopies



Far Left: View along Sherman, looking toward the one-story site wall, with operational courtyard behind.

ARCHITECTURAL CHARACTER & MASSING

RossDrulisCusenbery ARCHITECTURE

ARB 01.03

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21



CONCEPT APPROACH

01

PSB_250 Sherman

Near Left: View of the PSB from the corner of Birch and Sherman
Far Left: View of the PSB along Jacaranda Lane, with staff garage entry canopy to the left of the image



ARCHITECTURAL CHARACTER & MASSING



CONCEPT APPROACH

01

PSB_250 Sherman

ARCHITECTURAL CHARACTER & MASSING

RossDrulisCusenbery ARCHITECTURE

ARB 01.05

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

CONCEPT APPROACH

01

Parking Garage_350 Sherman



Left: View of the grand staircase of the parking structure on Birch street. This staircase leads visitors in the direction of California Avenue. Above the staircase can be seen a large area of photo-etched concrete. This wall is a potential public art site, with unparalleled views of the large format work from across Birch at the PSB's public plaza, and from California Avenue.



Near Left: View of the public parking structure pedestrian arcade along Ash Street. This arcade is show with a proposed photographic mosaic tile installation that reinforces the "greening" concept of the overall project.



ARCHITECTURAL CHARACTER & MASSING

RossDrulisCusenbery ARCHITECTURE

ARB 01.06

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

SITE DEVELOPMENT

02



02 SITE DEVELOPMENT

The PSB and Garage sites create several diverse pedestrian environments with character and uses based on location. The main focal point is a plaza zone that bookends the two sides of Birch Street; the east plaza in front of the PSB—the larger of the two—accommodates a variety of pedestrian activities in small- to medium-sized groupings, while the plaza on the west side of Birch primarily accommodates seating and shade for individual passive activities. The Park Blvd. and Ash Street frontages are focused on accommodating generous pedestrian movement to and from California Avenue, using an arcade and wide sidewalk areas for people walking together as a group (as is common during the lunch hour rush). Sherman Avenue does not experience as much pedestrian activity, and has been designed for quiet, passive shaded seating. Jacaranda Alley is a low pedestrian-use area as well, and has been designed to support and reinforce the mid-block paseos that connect the alley to California Avenue, with an arcade and deeper setback area to facilitate access to these pathways. The Jacaranda frontage has a solid wall along its length that serves as both a vehicle barrier and security screen; this wall has been elaborated with vines, and setback seating to mitigate its presence and offer visual and furniture amenities for the alley neighbors. From a street lighting standpoint, all the pedestrian areas will be lit with a low-level, focused pedestrian lighting that reinforces the intimate and small-scale aspects of the plazas/streets, avoid light-pollution, and reinforce the civic character of the facilities.

Vehicular movement is a key consideration in the site development of these two blocks. Due to its lower pedestrian volumes, Sherman Avenue will be the primary vehicular activity zone, with both the Garage and the patrol vehicle garages entering off Sherman. Birch St. has been selected as the back-up/emergency exit (and staff vehicle access point) for the PSB to avoid conflicts between vehicles and the bike pathway along Park Blvd.; to mitigate this Birch Street ramp presence, the vehicle pathway has been adjusted to utilize the Jacaranda alignment so vehicles move as though they are utilizing the alley.

The primary building entries for both the PSB and the Garage are oriented toward the Birch Street plaza zone. The PSB entry is a two-story pavilion scaled to match the deep setback of the PSB plaza, and is approached through a generous civic staircase and ramp. The Garage has a dramatic exterior staircase that animates the plaza side of the garage with pedestrian movement. These building entrance orientations reinforce the plaza zone with pedestrian access and movement. The inflection of the Garage civic staircase is toward California Ave., acknowledging the role it plays in support of the retail environment. The secondary entrance for the Garage is off of the Ash St. arcade for ease of access and wayfinding. Staff entry to the PSB will be adjacent to the emergency vehicle-only curb cut-out along Sherman.

ILLUSTRATIVE SITE PLAN



SITE DEVELOPMENT

02

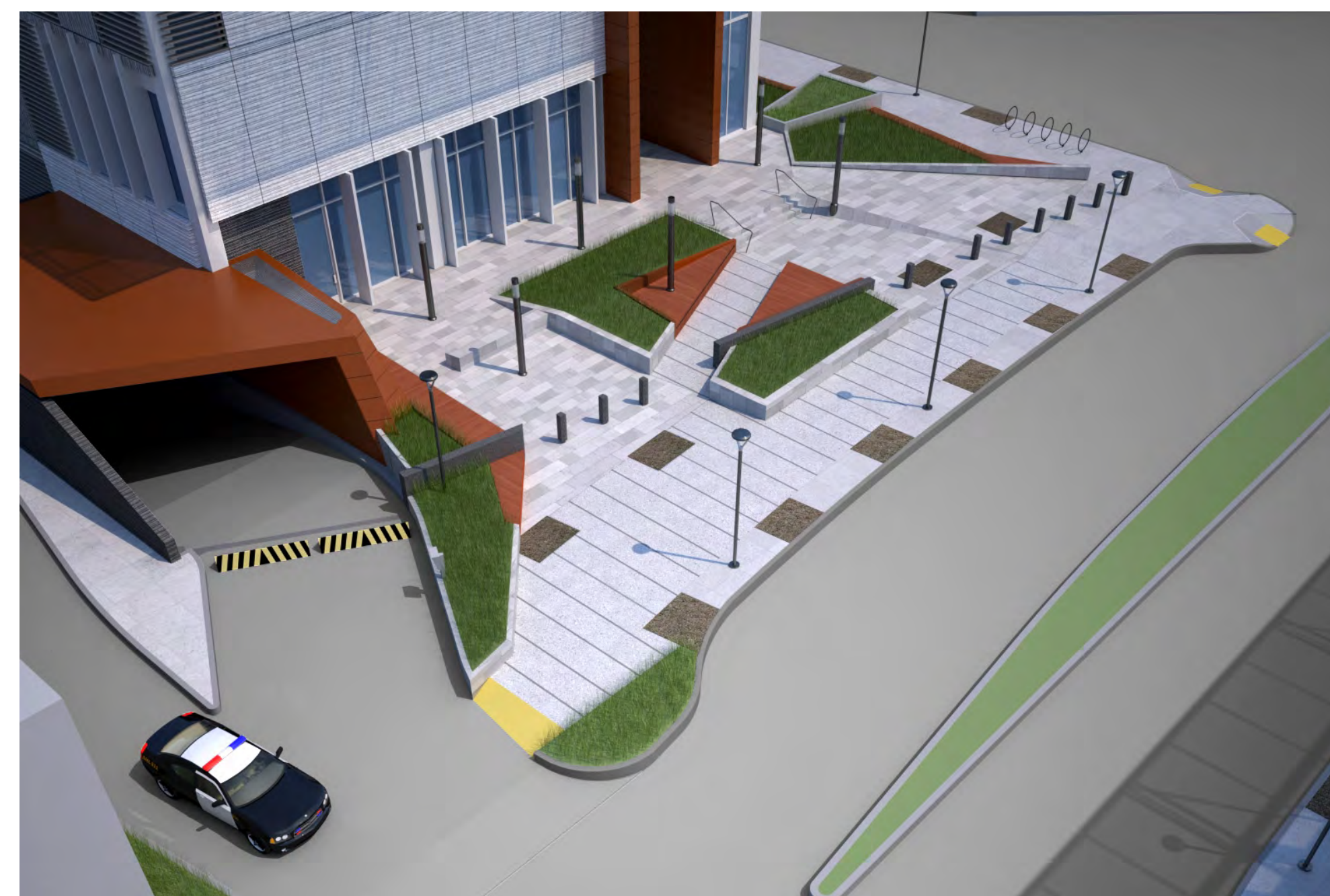
The site design has also been influenced by input from city agencies as part of the DRC design review process. Meetings with DRC, design revisions based on input from various City departments (Planning, Transportation, etc.) including:

PSB:

- The 10'-0" high security wall along Jacaranda was moved further away from the property line to provide a continuous sidewalk and meet the 10' planning setback requirement.
- A Design Enhancement Exception (DEE) will be required for portion of alley-facing CMU wall taller than 4'-0"
- PF Zone exception will be required for the basement parking at PSB
- The entry alignment of the Birch Street ramp has been shifted to align with Jacaranda
- Sidewalk curb locations have been adjusted and pedestrian crossing bulb-outs have been added
- The provision for native trees has been increased to 25% overall
- The Birch street median will be shortened slightly @ Sherman to facilitate pedestrian crossing

GARAGE:

- The Sherman Ave frontage has been revised to increase sidewalk width, add on-street parking and provide pedestrian bulb-outs
- Pedestrian access points have been added between the Sherman Avenue sidewalk and the first level of the Garage
- The on-street parking along Ash Street has been relocated to the Sherman Avenue side in order to provide a wider pedestrian right-of-way along Ash
- The Jacaranda Arcade leading to the paseo has been made more accessible/open by relocating the garage elevator core
- The arcade on Ash Street has received unanimous support, and has been improved by making it more accessible and generous
- The provision for native trees has been increased to 25% overall

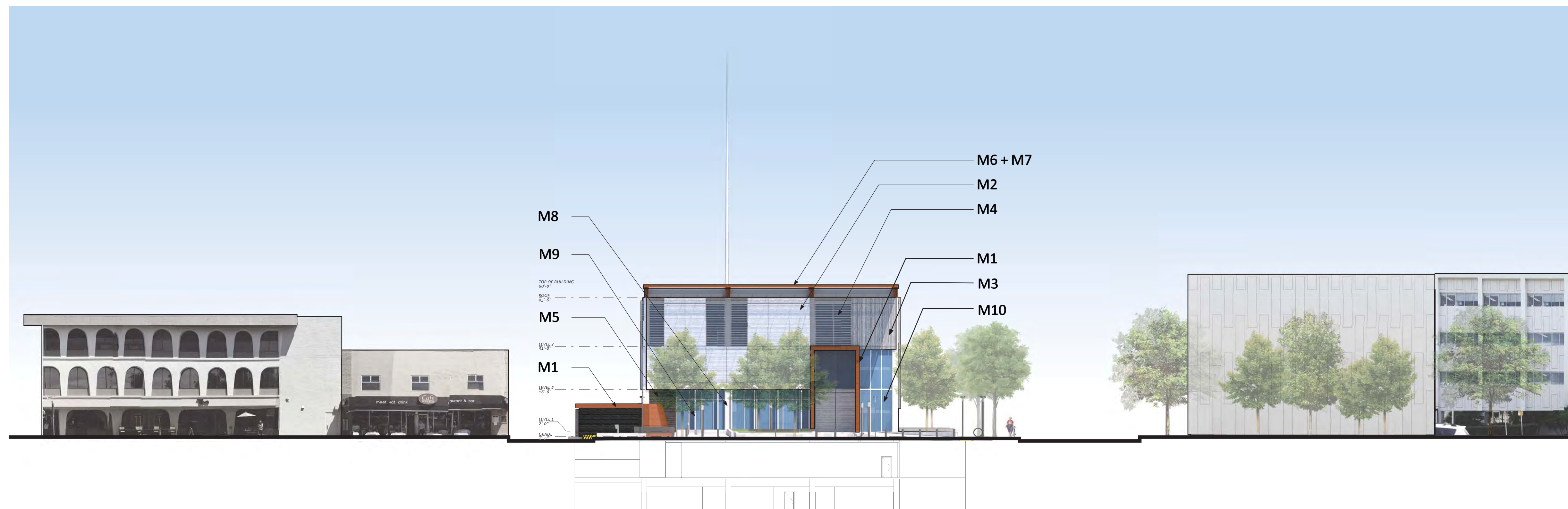


SITE VIEWS

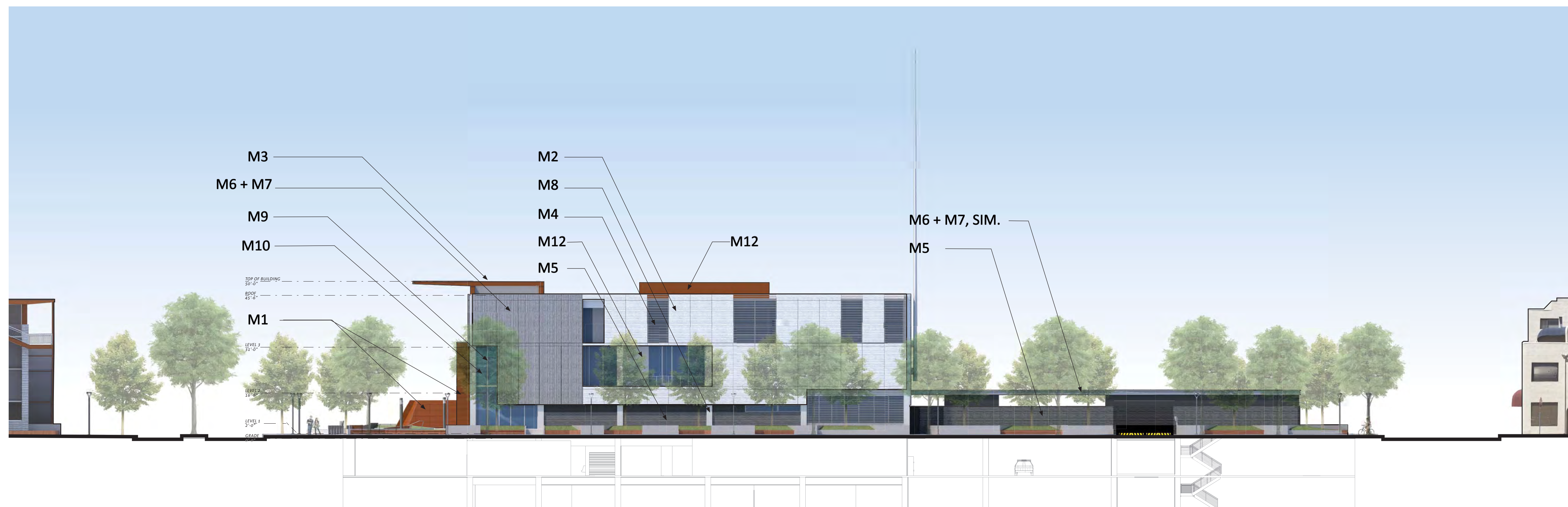
MATERIAL RELATIONSHIPS

03

PSB elev_250 Sherman



WEST ELEVATION -- ALONG BIRCH ST.



SOUTH ELEVATION -- ALONG SHERMAN AVE.

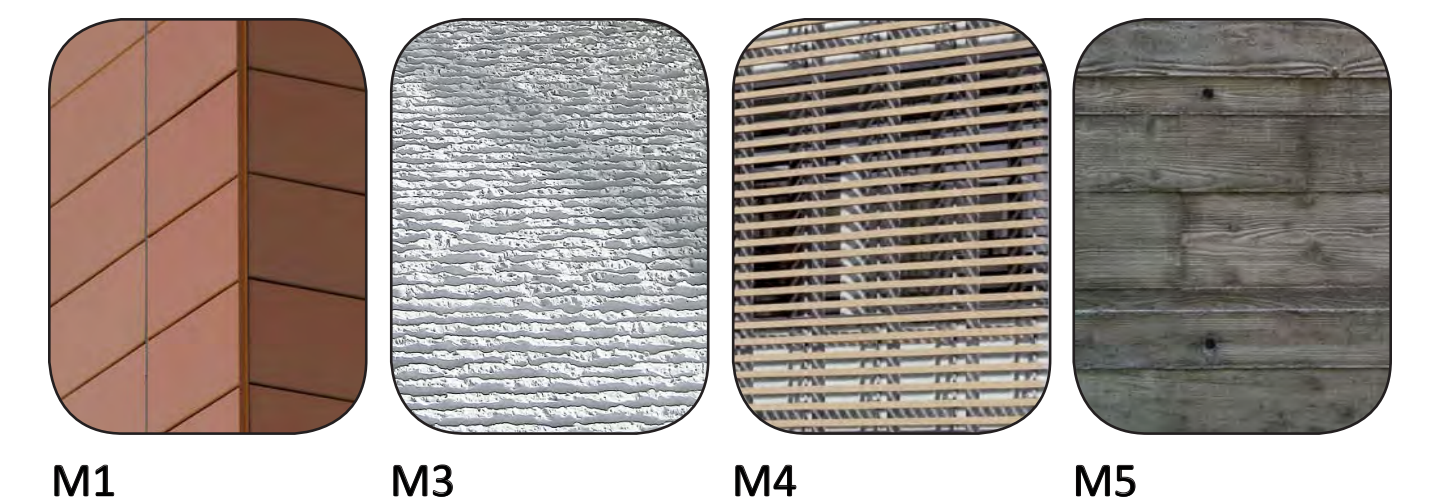
03 MATERIAL RELATIONSHIPS AND ARCHITECTURE

Formally, the PSB and Garage exterior designs combine to create a consistent approach to the public realm, yet, each of the buildings retain an independent aesthetic identity. The PSB is the more civic of the two projects, and is designed to convey the dignity and importance of the functions housed within. The Garage has a more deferential presence, with its large volume downplayed through massing and screening strategies, and deferring to the civic moments it can offer—a grand staircase, an arcade and various public art sites. The two buildings work in tandem to create a dramatic framing of the Birch St. right-of-way and a generous pedestrian realm.

The PSB and Garage share a material palette for what are called the *civic points-of-contact*. These exceptional moments—entry portal, grand staircase, arcade, pedestrian seating, overarching canopies—share a palette of *terra cotta*, a material/color consistent with Palo Alto precedents. It is a color that helps elevate the visual impact of these *points-of-contact* by creating dramatic visual accents. The two buildings also share an understated palette for the remainder of the buildings, favoring quiet, restrained surfaces that are animated through texture and subtle massing strategies.

PSB:

The PSB massing is based on the articulation of a simple three-story rectangular volume. This volume is elaborated through a series of additive, subtractive and textural strategies. Subtractively, the volume is eroded utilizing: a glass corner revealing a public staircase at Birch/Sherman; carve-outs at a Level 02 exterior deck; a glazed ground level along the Birch Street plaza referential to the consistent storefront porosity of California Ave; and, generous window areas for key programmatic functions (such as the publicly accessible Multi-purpose Room). The additive massing components include: a dramatic canopy at the roofline of the building that inflects toward the main public plaza; site security walls articulated as though the building base has “slipped out” and extended over the site; and, vertical window fins



BUILDING ELEVATIONS

RossDrulisCusenbery ARCHITECTURE

ARB 03.01

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

MATERIAL RELATIONSHIPS

03

PSB elev_250 Sherman



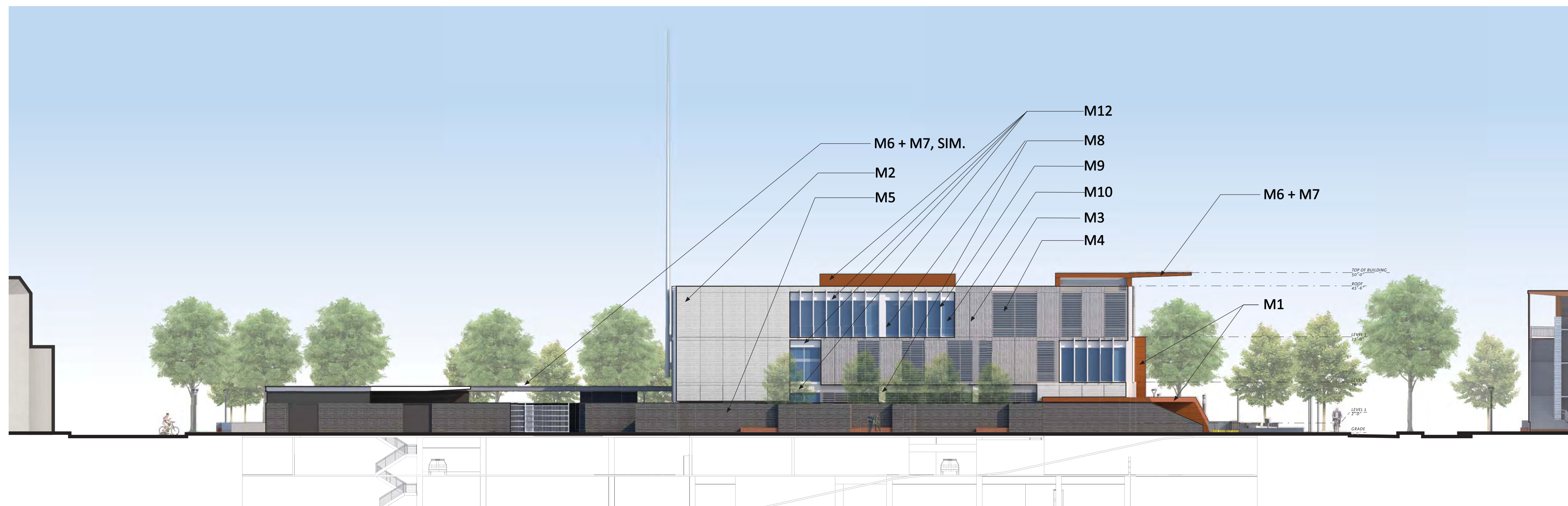
EAST ELEVATION -- ALONG PARK BLVD.

that provide both solar shading and a traditional columnar reference. The overall composition is knitted together with a pronounced surface texture manifest in both concrete surfaces and terra cotta window screens.

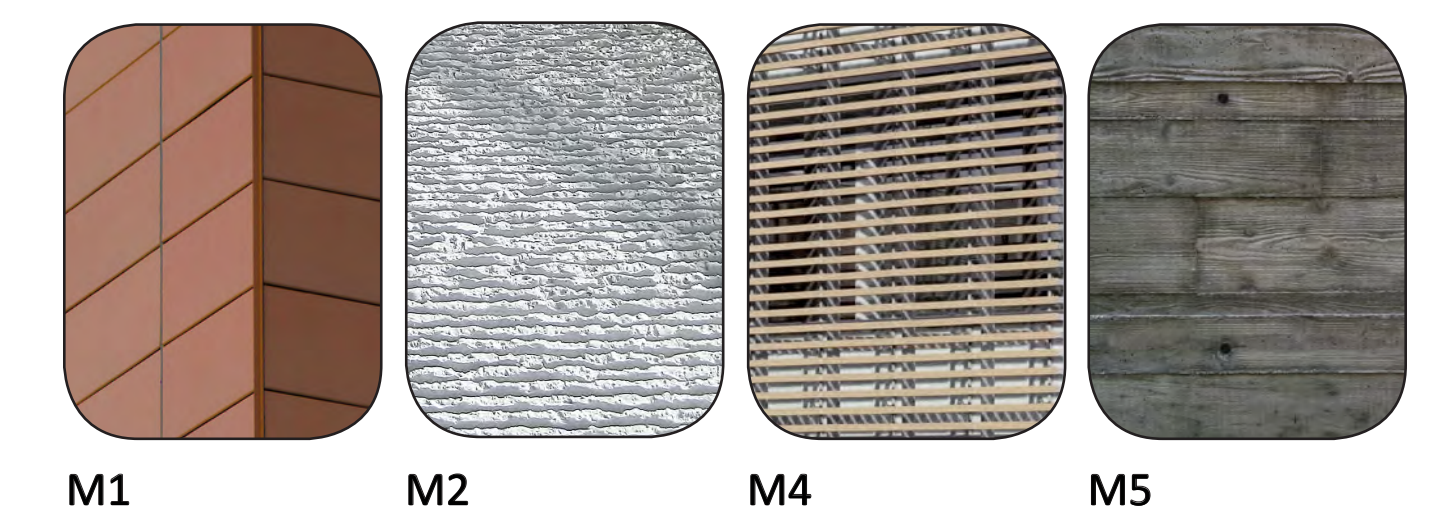
The primary exterior material for the PSB is in cast-in-place concrete. This material provides for the stringent ballistic resistance requirements as well as the desired durability and aesthetics. The off-white concrete panels have a rough, stone-like texture. Additional exterior materials include: terra cotta horizontal window screens—slatted screens to protect windows from the sun and unwanted visibility—in a neutral color to match the earth tones of the precast concrete building; clear glass; painted steel at overhangs, color-coded as “civic” elements, as described above; and, polycarbonate translucent canopy surface at these overhangs.

The building requires a 135’ high telecommunications tower. This element will be integrated into the building by providing a wall-mounted monopole. This element visually relates to the pattern of verticals in the exterior design. Mounting it to the building will improve its overall visual integration. The rear operations courtyard has a translucent canopy that screens views of the operations yard from neighboring properties.

Overall, the PSB design provides an operationally responsive, high-security environment required of a law enforcement and emergency response building, but does so without visible fortressing.



NORTH ELEVATION -- ALONG JACARANDA LANE



BUILDING ELEVATIONS

RossDrulisCusenbery ARCHITECTURE

ARB 03.02

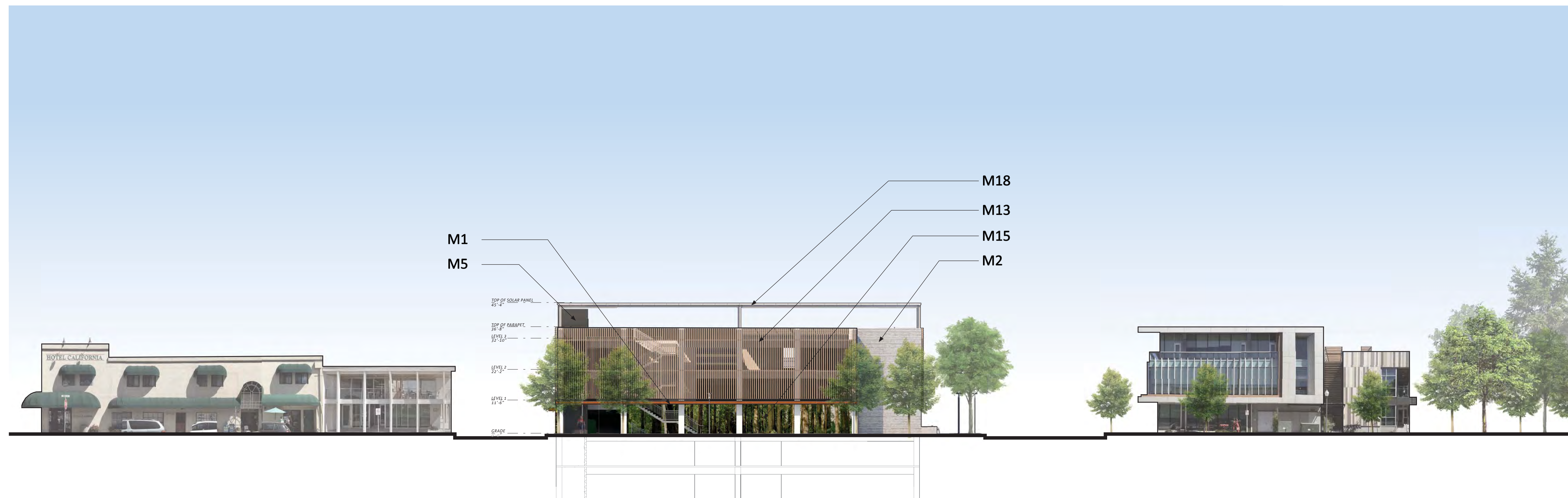
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

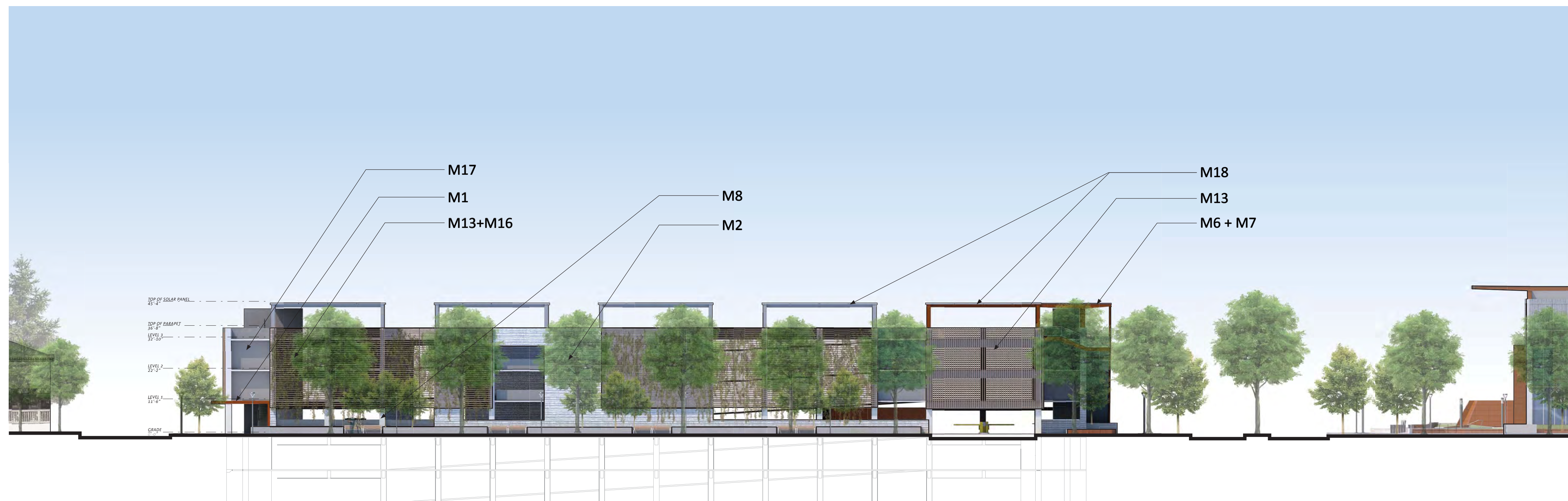
MATERIAL RELATIONSHIPS

03

Garage elev_350 Sherman



WEST ELEVATION -- ALONG ASH STREET



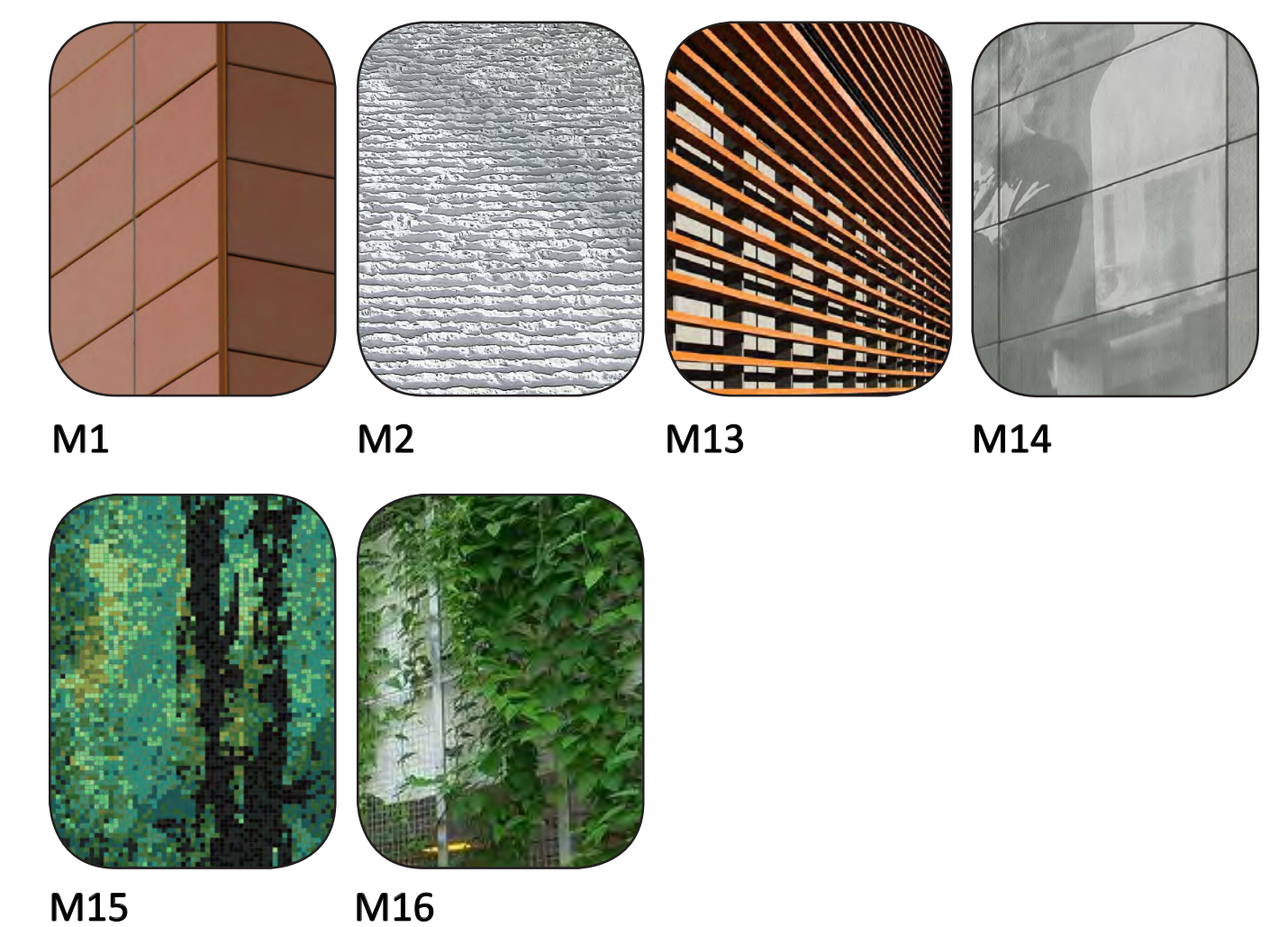
SOUTH ELEVATION -- ALONG SHERMAN AVE.

Parking Garage:

The parking garage massing is also simple and understated. The focal points are the outboard grand exterior stair that inflects toward California Avenue and the recessed pedestrian arcades along Ash Street and Jacaranda. The singular garage volume is scaled down by interrupting long horizontal expanses with material changes. Large expanses of the exterior of the garage are provided with horizontal slats that will support the growth of a "green screen" vine planting

The Garage is a cast-in-place concrete structure. The horizontal slat assemblies will be of a high-quality terra cotta, so the wall will look good in the event that vines do not cover certain areas, but will support the green wall wherever it flourishes. The visual presence of the building volume is reduced the dense "greening," creating an immersive landscape environment that makes the vines a building material as well. The top level of the garage will have a continuous canopy of photovoltaic panels supported on a painted steel structure, providing shade as well as a perceptual "roof" to the structure.

There are several opportunities for major public art installations. The final sites have not yet been chosen (this will be part of the public art process), but some dramatic potential sites have been identified. The tall opaque wall that supports the exterior grand staircase along Birch is one such opportunity; if faces the PSB plaza across the street, so it is a large and highly visible location. One other potential site is the inner surface of the Ash Street pedestrian arcade, with the goal being the creation of a compelling and immersive pedestrian experience.



BUILDING ELEVATIONS

RossDrulisCusenbery ARCHITECTURE

ARB 03.03

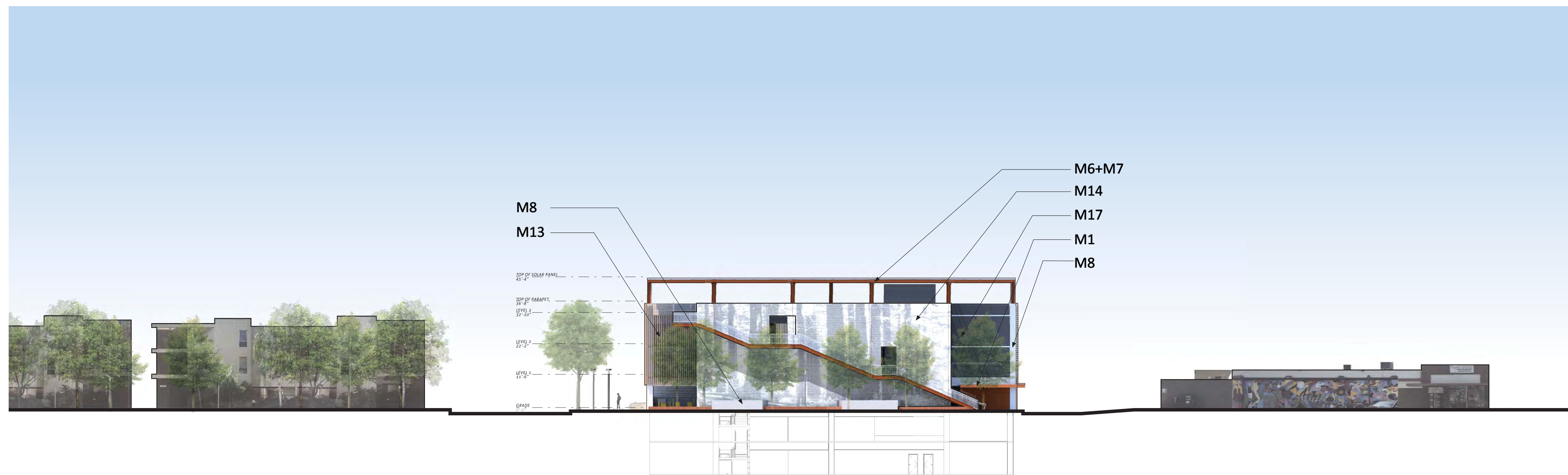
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

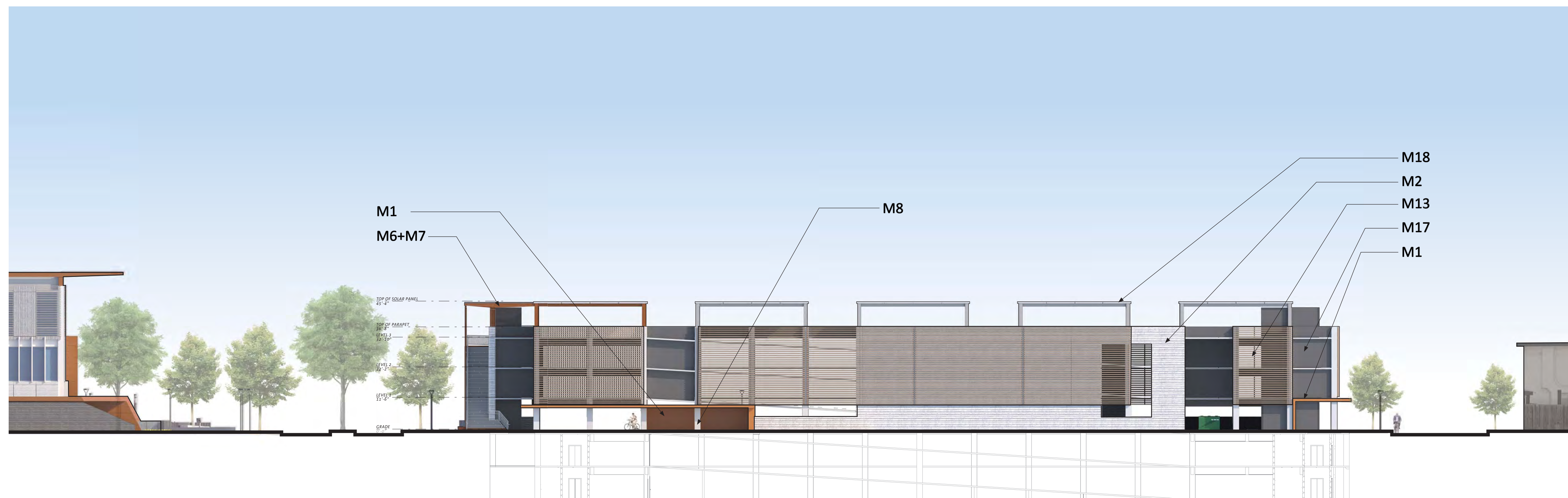
MATERIAL RELATIONSHIPS

03

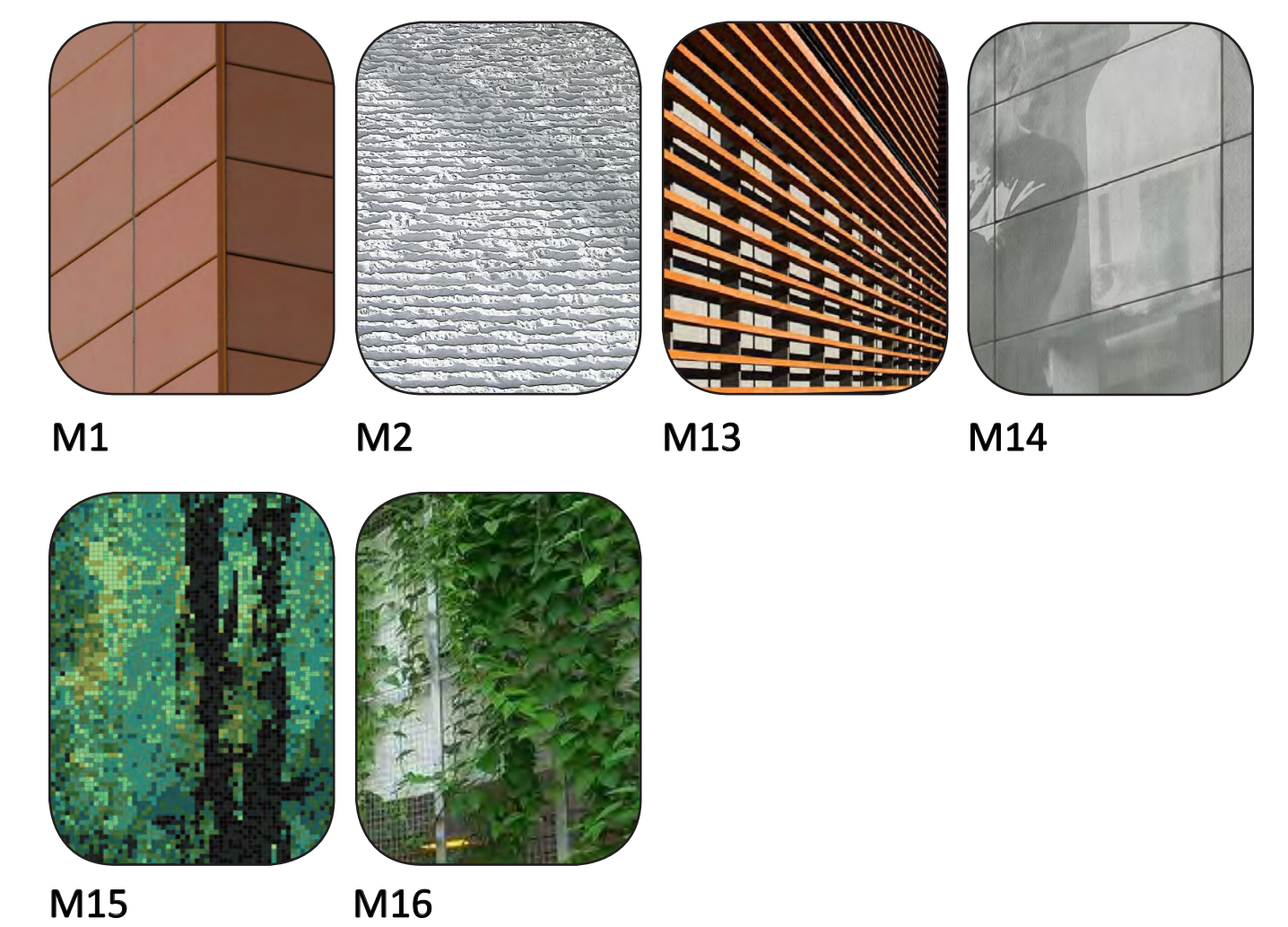
Garage elev_350 Sherman



EAST ELEVATION -- ALONG BIRCH STREET



NORTH ELEVATION -- ALONG JACARANDA LANE



BUILDING ELEVATIONS

RossDrulisCusenbery ARCHITECTURE

ARB 03.04

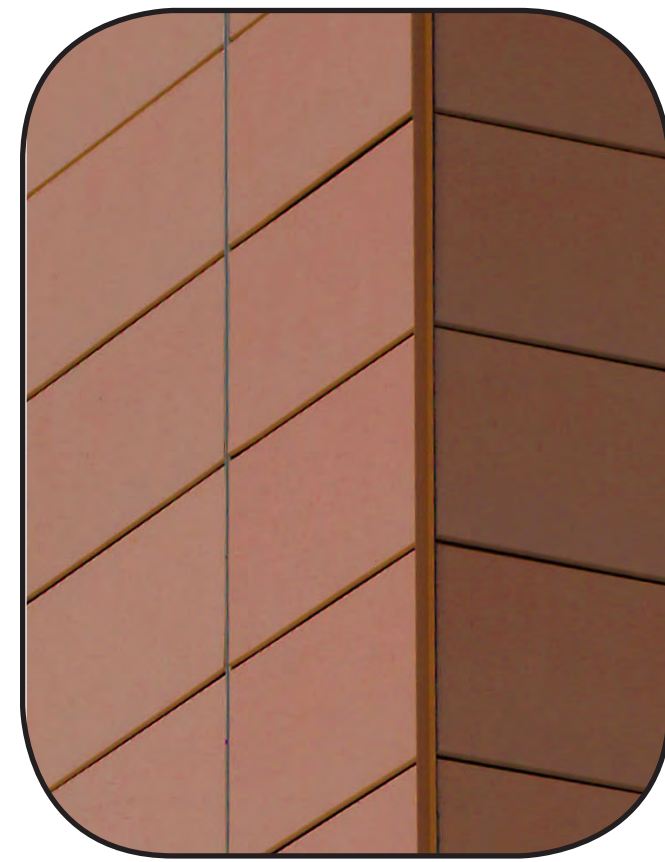
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

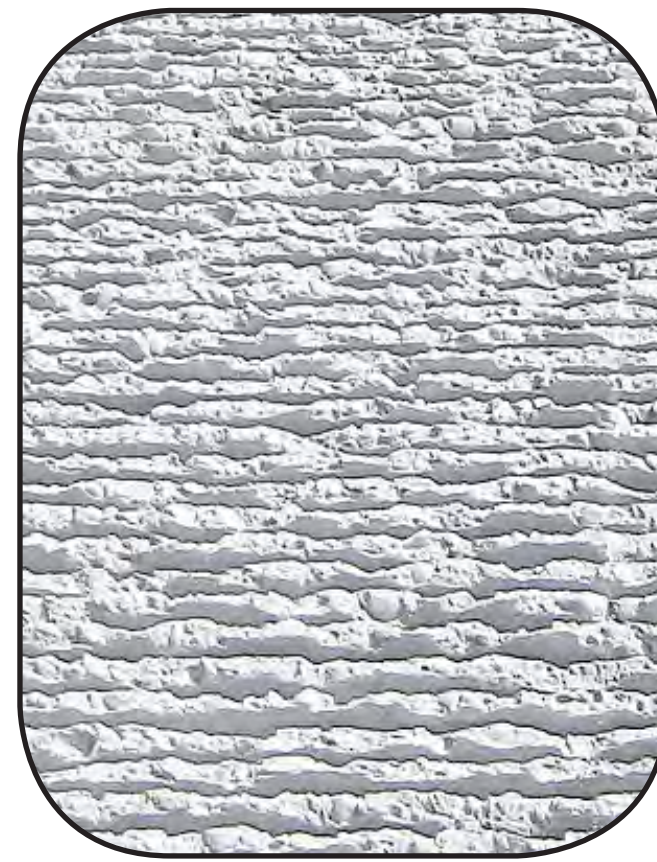
MATERIAL RELATIONSHIPS

03

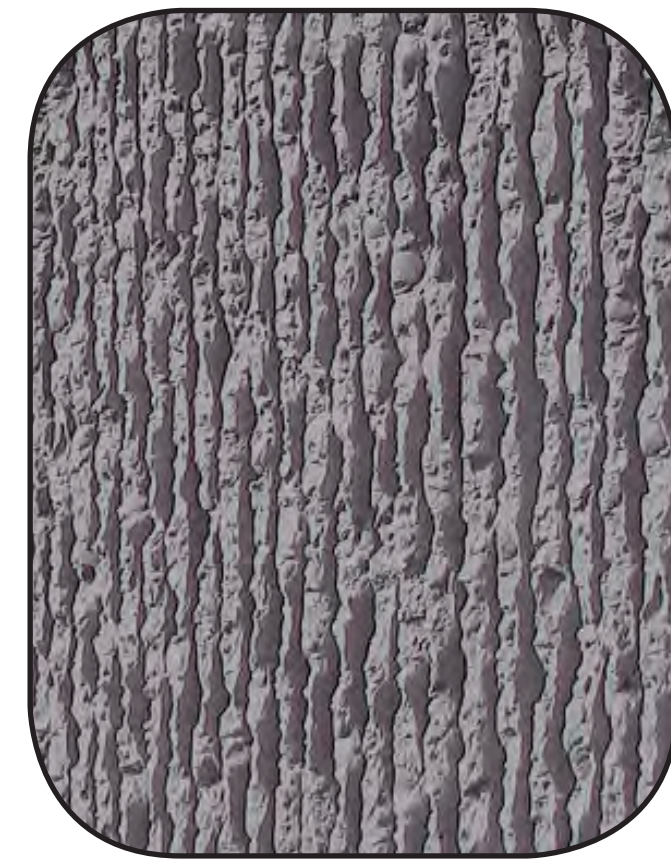
PSB + Parking Garage



M1 Terra Cotta Ceramic Rain-Screen System (Basis of Design: TerraClad)



M2 Light Precast Concrete w/ Chiseled Horizontal Form Liner Texture (Basis of Design: Reckli/US Formliner)



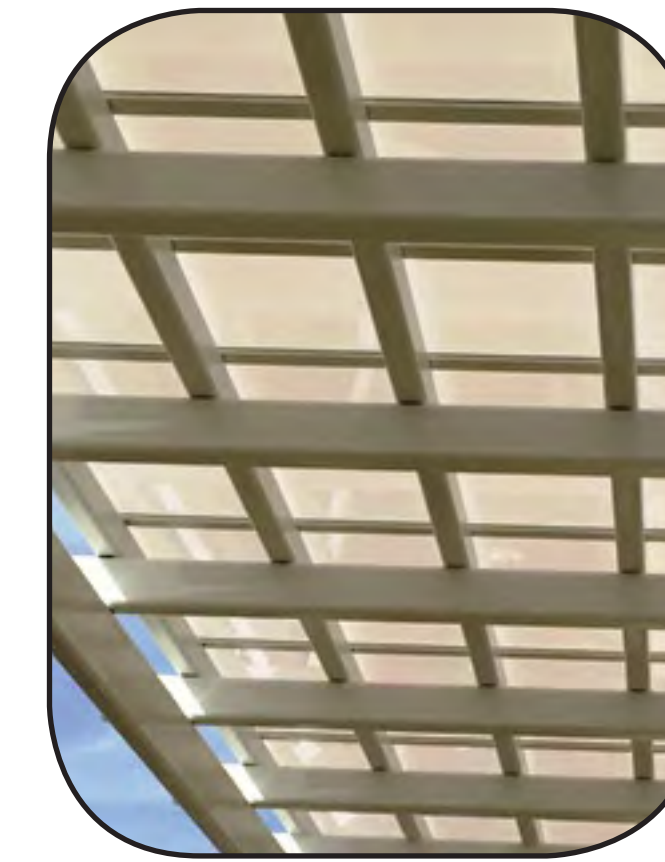
M3 Dark Precast Concrete w/ Chiseled Vertical Form Liner Texture (Basis of Design: Reckli/US Formliner)



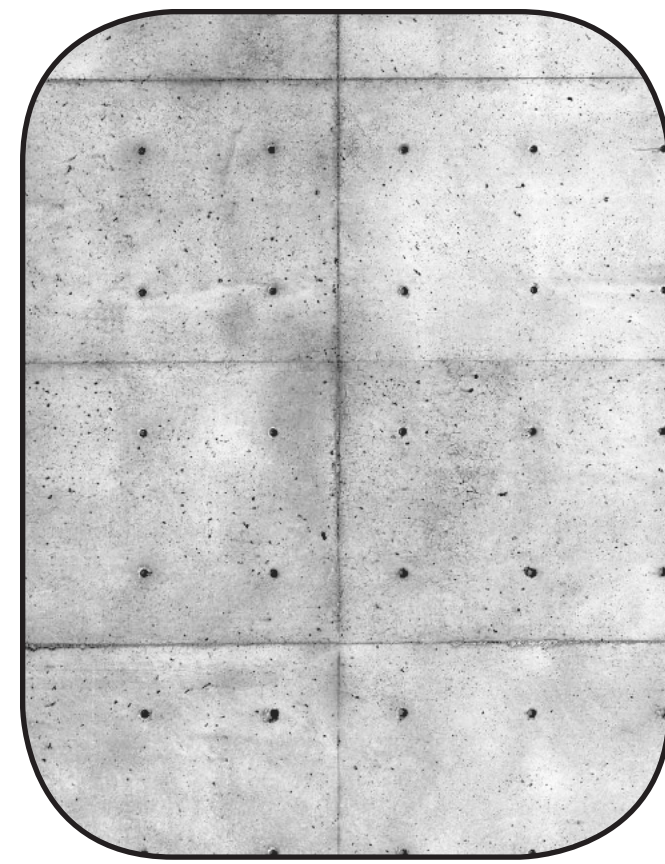
M4 Terra Cotta Cylindrical Ceramic Sun Shades (Basis of Design: TerraClad)



M5 Dark Precast Concrete w/ Wood Texture Form Liner (Basis of Design: Reckli/US Formliner)



M6 + M7 Painted Steel Structure w/ Canopy (Basis of design: Dou-Gard)



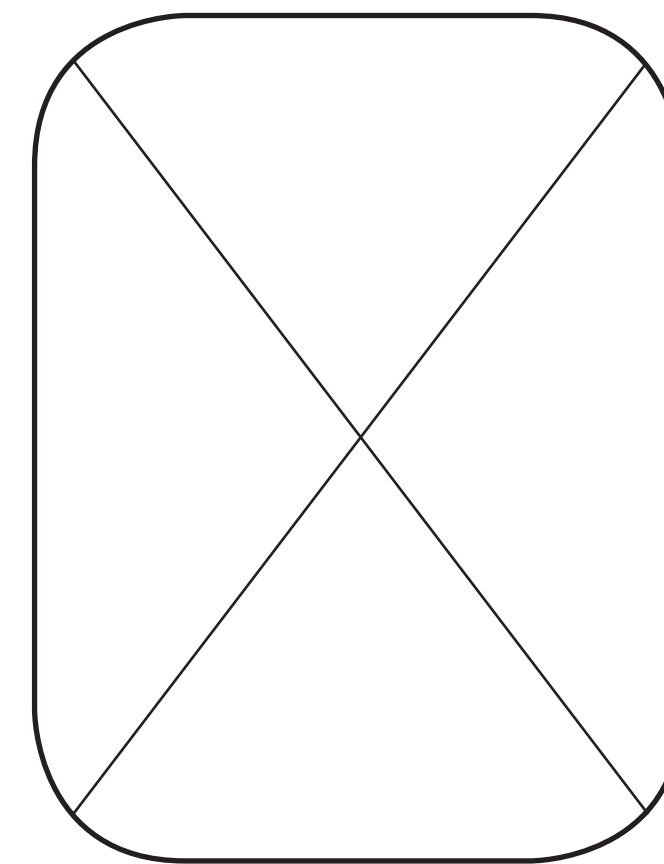
M8 Cast-in-Place Concrete



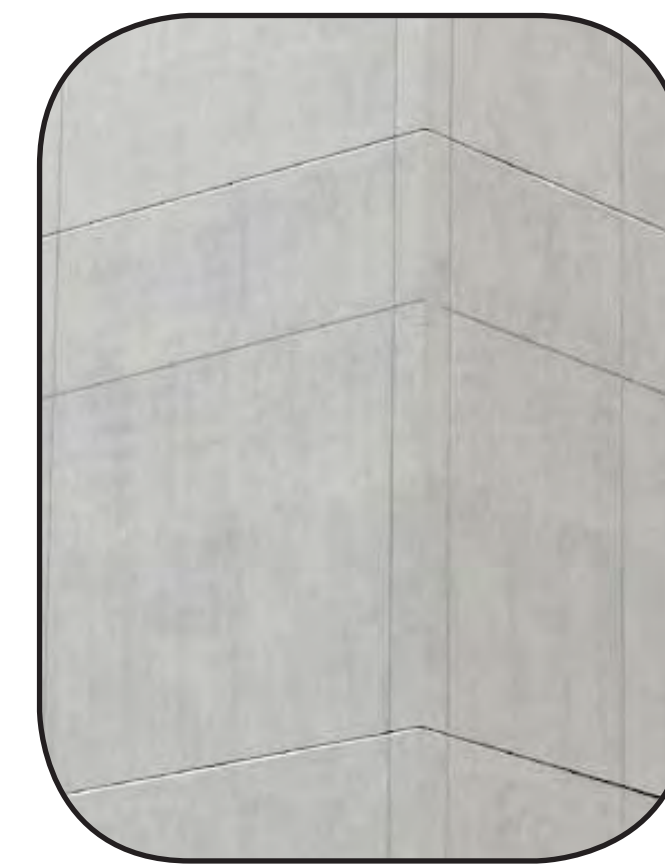
M9 Vertical Aluminum Fin White Mullion Caps where Shown (Basis of Design: Kawneer)



M10 Bird Safe Glazing



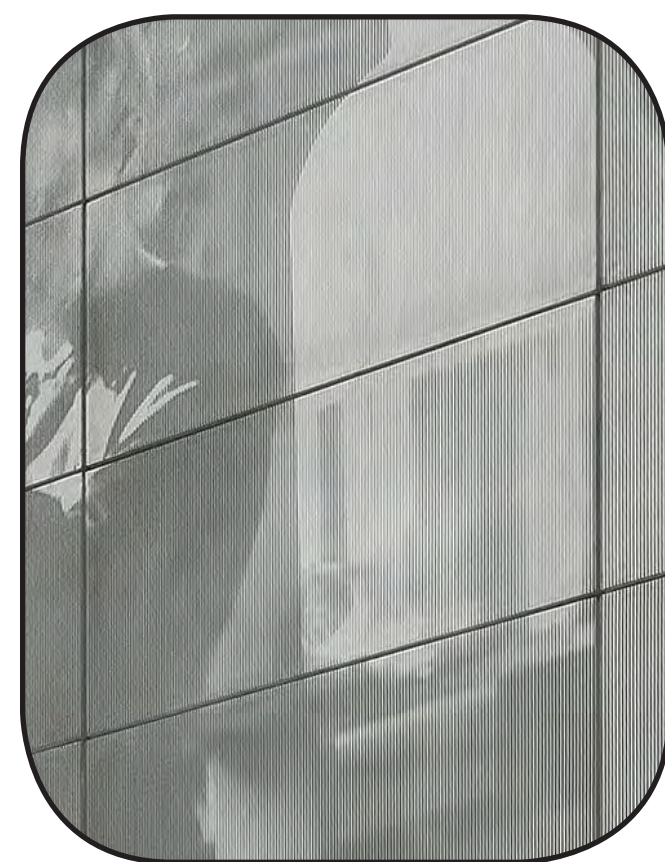
M11 -



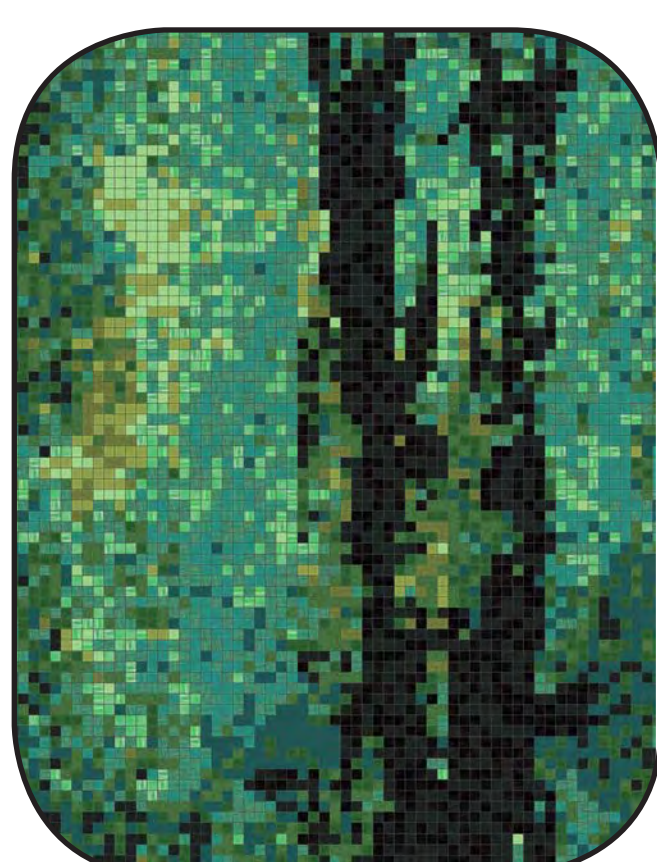
M12 Acrylic Modified Portland Cement Plaster



M13 Terra Cotta Ceramic Sun-Shade (Basis of Design: TerraClad)



M14 Precast Concrete Panel w/ Photo Engraved Texture (Basis of Design: Reckli/US Formliner)



M15 Tile Mosaic (Basis of design: Artaic)



M16 Painted Metal Trellis w/ Vines



M17 Cementitious Exterior Paneling - Black (Basis of design: Swiss Pearl)



M18 PV Panel Supported by Painted AESS framing

MATERIAL SWATCH BOARD

ARB 03.05



- LEGEND**
- ① PLANTING TYPE I
 - ② PLANTING TYPE II
 - ③ STORM WATER PLANTING
 - ④ (E) TREES
 - ⑤ VINES
 - ⑥ BUILT-IN SEATING TYPE I
 - ⑦ DECORATIVE GRAVEL
 - ⑧ TREES AT PARKING
 - ⑨ SEAT WALL
 - ⑩ BIKE PARKING
 - ⑪ TRASH & RECYCLING
 - ⑫ FLAG POLES
 - ⑬ MOVEABLE SEATING
 - ⑭ PLAZA LIGHTING
 - ⑮ PEDESTRIAN SIDEWALK LIGHTING
 - ⑯ DOUBLE ALLEE
 - ⑰ BENCH SEATING
 - ⑱ TREE GRATE
 - ⑲ STONE BOLLARD & WALL
 - ⑳ TACTILE WARNING PAVERS
 - ㉑ CIP CONC. RAISED PLANTER
 - ㉒ NEAR-SITE TREE REPLACEMENT
 - ㉓ SPECIALTY PEDESTRIAN PAVING

LANDSCAPE CONCEPT

04

04 LANDSCAPE STATEMENT OF DESIGN INTENT

The project includes the landscape at two central parcels of the busy commercial area surrounding the new Public Safety Building and the Parking Structure.

Public Safety Building: The landscape of the PSB occupies a full block with four unique frontages. Each orientation has distinct programmatic demands, yet the overall landscape shares a family of elements and a vocabulary of streetscape, plantings and furnishings. The landscape reinforces the role of the PSB site as 1) a good neighbor, 2) a promoter of diverse activities, and 3) a symbol of community policing. The landscape also provides a great civic amenity and enhanced streetscape for this vibrant commercial center. The landscape is seen as a protective envelope that provides color, texture and contact with nature, and serves as a space for civic functions and public use.

Birch Street is a gateway into the California Avenue Business District and the sidewalk street trees reinforces this role. The plaza on the Birch Street frontage marks the main entry to the Public Safety Building with an open and welcoming civic space. The Plaza is approximately 5,000 square feet, fronts the Birch Street sidewalk, and provides places for people to sit, eat, socialize and pass through on their way to the California Avenue business district. The plaza steps leading to the entry of the PSB provide a plinth for the building as a clear forecourt to the PSB.

The PSB plaza features a low stone wall, a series of natural stone bollards and a large raised planter that provides landscaping soil and plantings otherwise absent due to the parking structure directly below. The stone wall and bollards provide a security barrier to vehicles, while providing a natural material that demarcates entry into the public plaza. This large civic-scaled planter is shaped to invite passage from the direction of California Ave. and has an occupy-able interior as an inviting civic place. The plaza area is bordered to the southwest by a double row of trees that reinforces the pedestrian realm and provides shade for the sidewalk and for seating within the plaza. A diversity of seating types – built-in, planter edge, and moveable units—characterize the furnishings. The plaza paving is a variable pattern of stone or pre-cast concrete, differentiated from the field paving to accent building entry, community room, and an inside/outside flow into the lobby. The paving within the seating areas in the planting bands is a smaller, intimate scale. Fixed furnishings support the light poles within the plaza and function as discrete vehicular barriers. The fixtures are tapered poles with multiple heads providing a tree-like motif that drifts through the plaza. Site furniture-integrated lights supplement the poles lights for visual variety. The plaza planting is purposefully designed as a “demonstration” garden highlighting plants for water conservation and provision of habitat - for example California native pollinator species, native grasses, drought tolerant succulents, and native meadow rain garden planting palettes. Educational signage is intended to further explain and enhance the plantings.



PAVING

PLANTING TREES

PERENNIALS

VINES

SITE CHARACTERISTICS - PUBLIC SAFETY BUILDING

ARB 04.01

LANDSCAPE CONCEPT

04



PUBLIC PLAZA @ BIRCH AND SHERMAN LOOKING NORTHWEST

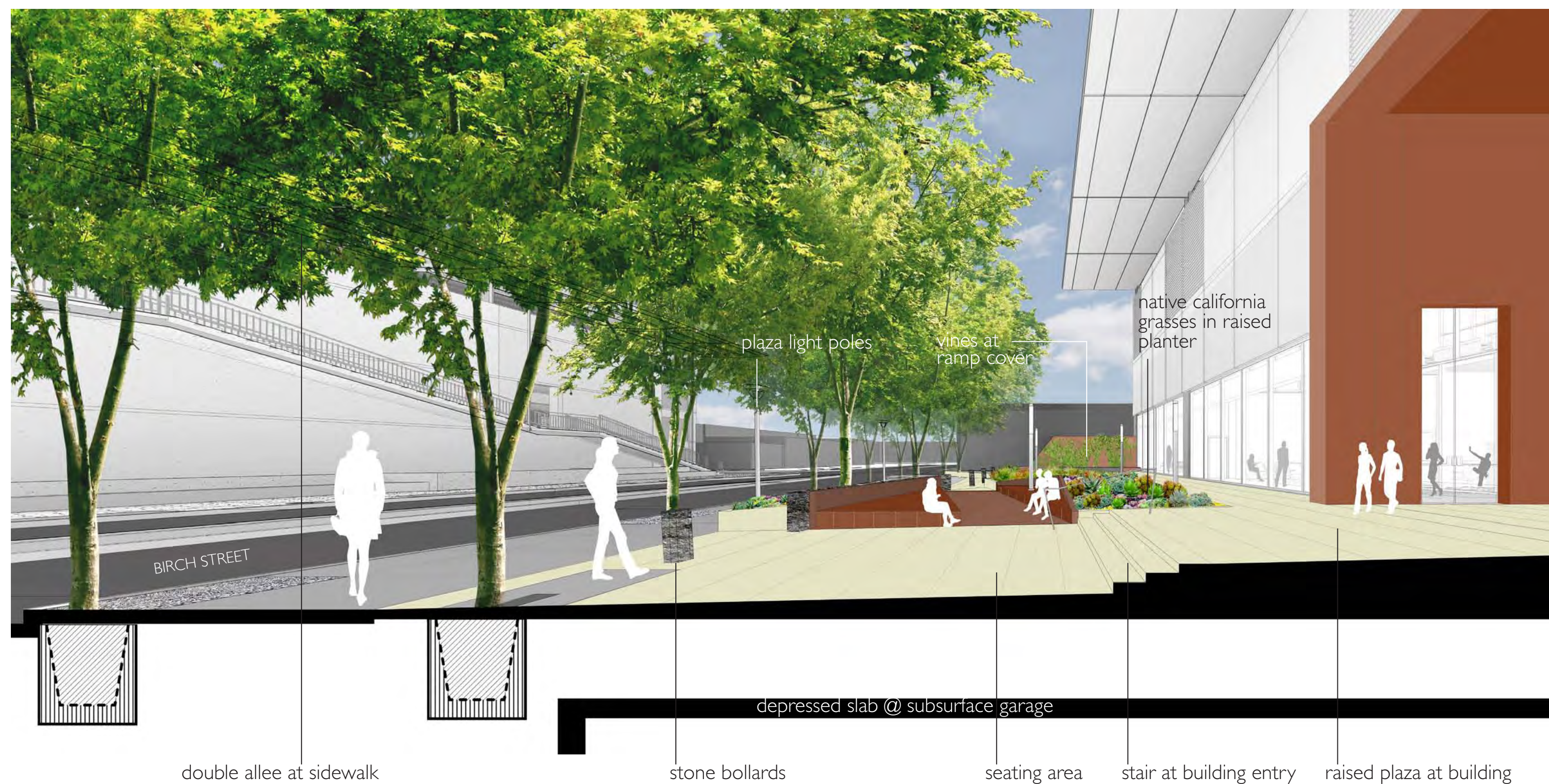


PUBLIC PLAZA @ BIRCH AND JACARANDA LOOKING SOUTHEAST

The remaining frontages demonstrate an equivalent attention to the public realm. Sherman Avenue and Park Avenue frontages feature a double row of street trees, utilizing raised planters where needed due to parking structure below; the profile of the raised planters varies to create nested seating areas and provide rain gardens for storm water treatment. Jacaranda Lane features a raised courtyard secured for PSB staff; this walled garden has a mounded grove of trees, vine-covered walls along the perimeter, and benches within gravel pathways. The Jacaranda Lane side of the security wall also features vine plantings and lighting to create a safe and greened passageway. The Birch Street, Sherman Avenue and Park Avenue frontages have pedestrian pole lights and planter mounted landscape lights to provide safe and attractive passage around the perimeter of the PSB.

The general street tree planting strategy around the PSB frontages is to select species that will thrive in an urban environment, provide appropriate architectural emphasis and scale on each of the three frontages, and have relatively low maintenance and water requirements. The selection also prioritizes the use of native species where appropriate. Specifics:

- On Birch Street the priority attributes include a larger shade tree (> 40 ft. height and >30' width) that will frame Birch Street on east and west sides creating a gateway to California Avenue. The tree should generally have a spreading, vase-shaped canopy, relatively fine to medium textured foliage, and providing bright green foliage coupled with dense shade. The preferred species is a variety of Chinese Evergreen Elm (*Ulmus parvifolia*).
- The Birch Street median provides a setting for three large shade trees with a priority for providing a tree that is differentiated from those on the sidewalks. The attributes of this tree may include a broad canopy as it has room horizontally over the street. With a preference for a large, native tree a potential preferred species is Valley Oak (*Quercus lobata*).
- On Sherman Avenue the desirable attributes include a south-east exposure, with larger shade trees to provide summer shade and a more open canopy in winter. Ideally we would create continuity from the Garage site across Birch Street along Sherman and plant a tree or trees that provide a large canopy over 50' height. The preferred species are considered to be London Plane (*Platanus x acerifolia*), alternating with California sycamore (*Platanus racemosa*) to provide diversity and a native species.
- On Park Boulevard the trees have horizontal space and good exposure in all directions. They will be functioning to screen the operations yard from residences across Park Blvd. The scale of these trees should be medium to large, with a more spreading canopy form. The potential species include Linden, Cork Oak, Sweet Gum, and London Plane.
- On the north side of the building there is an enclosed employee courtyard that will have tree plantings. Trees here should be shade tolerant, provide an intimate architectural setting, be of a medium to small scale with a spreading canopy, and provide screening of the buildings to the north from the office spaces above. Potential species include Japanese Maple, Silk Tree, Crape Myrtle, Redbud, or Flowering Plum.

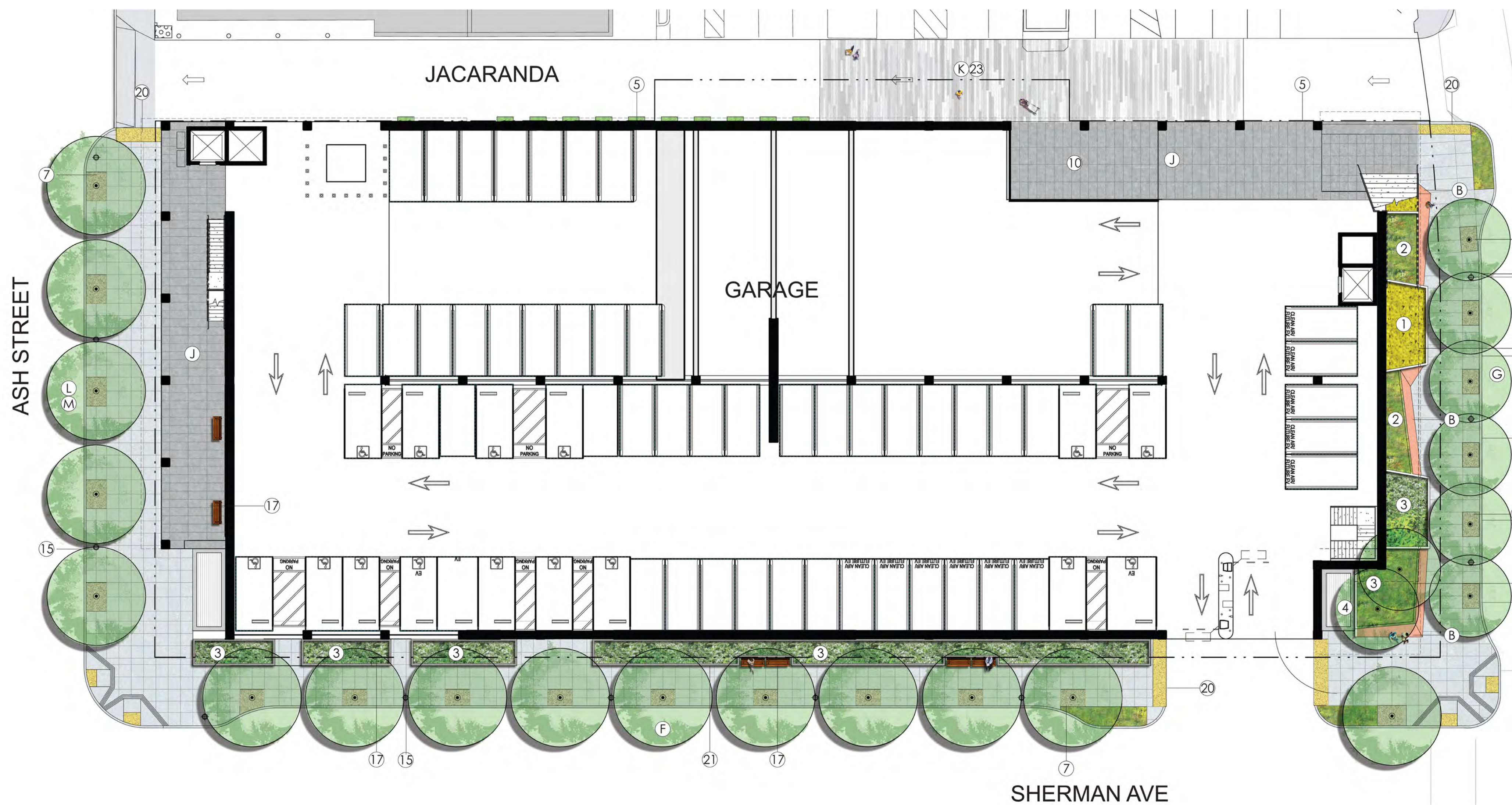


PERSPECTIVE SECTION @ PLAZA LOOKING NORTHWEST (NTS)



SITE FURNISHINGS

SITE CHARACTERISTICS - PUBLIC SAFETY BUILDING



- LEGEND**
- ① PLANTING TYPE I
 - ② PLANTING TYPE II
 - ③ STORM WATER PLANTING
 - ④ (E) TREES
 - ⑤ VINES
 - ⑥ BUILT-IN SEATING TYPE I
 - ⑦ DECORATIVE GRAVEL
 - ⑧ TREES AT PARKING
 - ⑨ SEAT WALL
 - ⑩ BIKE PARKING
 - ⑪ TRASH & RECYCLING
 - ⑫ FLAG POLES
 - ⑬ MOVEABLE SEATING
 - ⑭ PLAZA LIGHTING
 - ⑮ PEDESTRIAN SIDEWALK LIGHTING
 - ⑯ DOUBLE ALLEE
 - ⑰ BENCH SEATING
 - ⑱ TREE GRATE
 - ⑲ NOT USED
 - ⑳ TACTILE WARNING PAVERS
 - ㉑ CIP CONC. RAISED PLANTER
 - ㉒ NEAR-SITE TREE REPLACEMENT
 - ㉓ SPECIALTY PEDESTRIAN PAVING

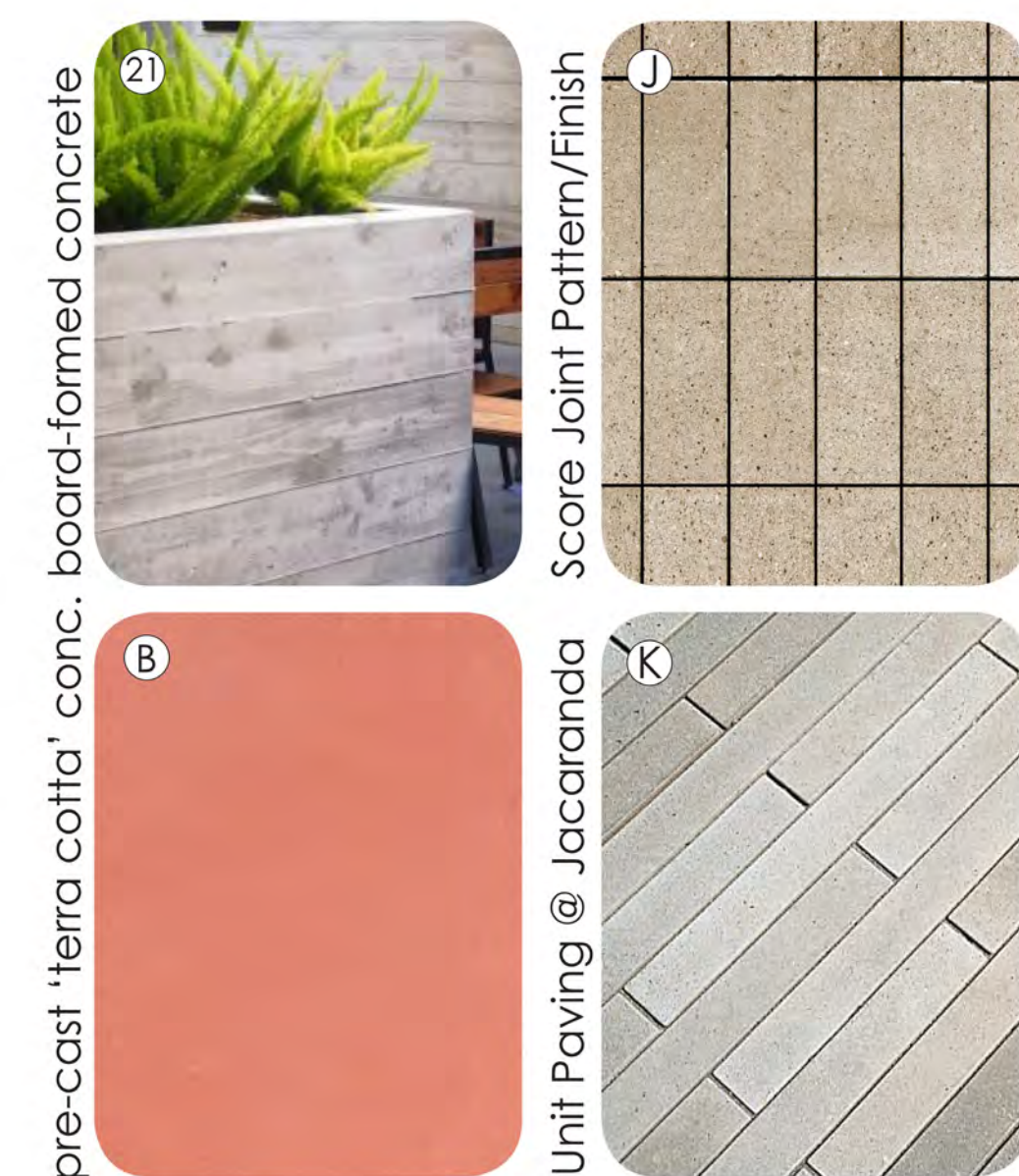
LANDSCAPE CONCEPT

04

All trees shall be planted at 48" box size and Silva Cell systems shall be installed under sidewalk area and over structure to expand tree root volume and ensure long-term health of trees. Average extent of Silva Cell system components shall be from back of curb to full width of sidewalk and connecting all tree plantings using Silva Cell 2 for Streetscapes.

The understory plantings around the PSB include the following typologies: Native and Ornamental Grass palette, California Native and Flowering palette, Succulents and Companion drought tolerant palette, Rain Garden Meadow palette, and Vertical palette of vine plantings. In the plaza the Native and Ornamental Grass palette, the California Native and Flowering palette, and the Succulents and Companion will be planted in the large raised planters that frame the spaces in the plaza. Species may include grasses such as *Muhlenbergia*, *Leymus*, *Lomandra*, and *Sesleria* and flowering plants with aerial flowers and long seasonal bloom for example *Salvia*, *Yucca*, *Knifophia*, *Anigozanthos*. Succulents that may be planted include *Aloe*, *Aeonium*, *Echevaria*, and *Sedum*. The plantings along Sherman Avenue and Park Avenue will be in a series of elevated planters alternating between the Rain Garden palette for stormwater treatment and California Native and Flowering Palette. The plant palettes will be characterized by meadow-like plantings with accent plants that flower, add texture, and have increased habitat value for insects, hummingbirds and butterflies, these may include Rushes, Native Poppies, Salvias, California Fuschia, Cistus, Baccharis and others. On all of the frontages there are opportunities for vertical plantings of a diversity of vines including *Thunbergia*, *Jasminum*, *Solanum*, *Distictus* (Trumpet Vine) and *Ficus* (Creeping Fig) among others.

Parking Garage: The site development of the public Parking Garage works in tandem with the PSB site to privilege the public pedestrian realm. Similar to the PSB, each of the four frontages are unique. Each side improves the streetscape and enhances the experience of coming to and from the garage. The east side of the garage site "book-ends" Birch Street working to visually expand the perceived public plaza area across Birch at the PSB plaza. The Birch Street frontage is composed of a series of raised planters with integral seating and an area of rain garden planting at the corner and additional "native woodland" palette planting below the exterior stair. The seating areas are distributed along the length of the sidewalk. Along Sherman the sidewalk has been widened (curb shifted to align with east of Birch) to allow for street trees and rain garden planters and benches at the back of walk against the façade of the garage. Along Ash Street there is an arcade with paving and seating amenities within the arcade. At Ash the sidewalk has also been widened to allow for more generous circulation to and from California Avenue and healthy tree planting. The garage arcade along Jacaranda has the potential to connect to the adjacent mid-block pedestrian paseo with pedestrian pavers that would help calm traffic and enhance the visual connection. Vine plantings along the Jacaranda façade will be considered to help green this face. Birch Street, Sherman Avenue and Ash Street frontages shall have pedestrian pole lights and planter mounted landscape lights, in addition to building mounted lighting, to provide safe and attractive passage around the perimeter of the parking structure.



PAVING



PLANTING TREES



PERENNIALS



VINES



SITE FURNISHINGS

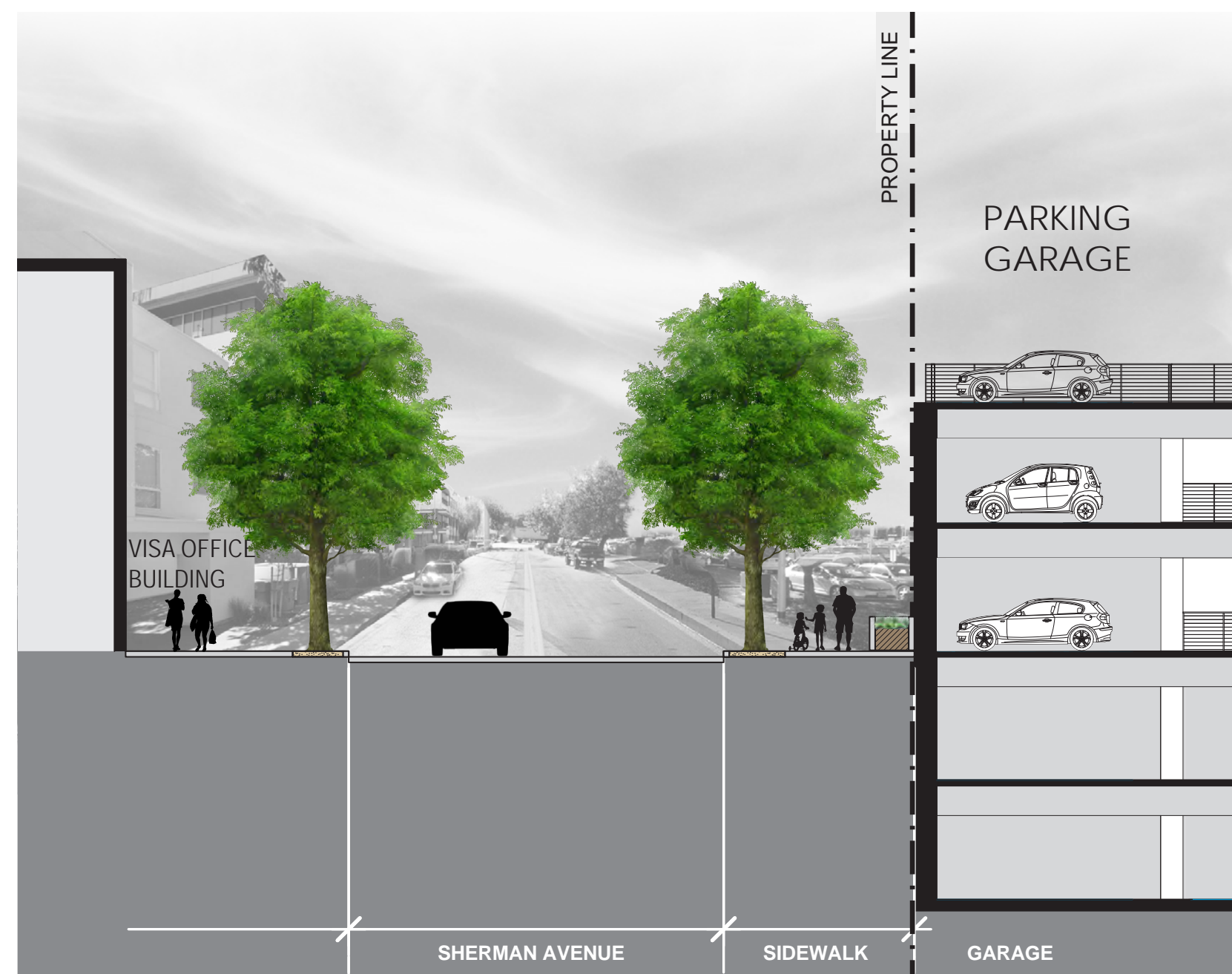
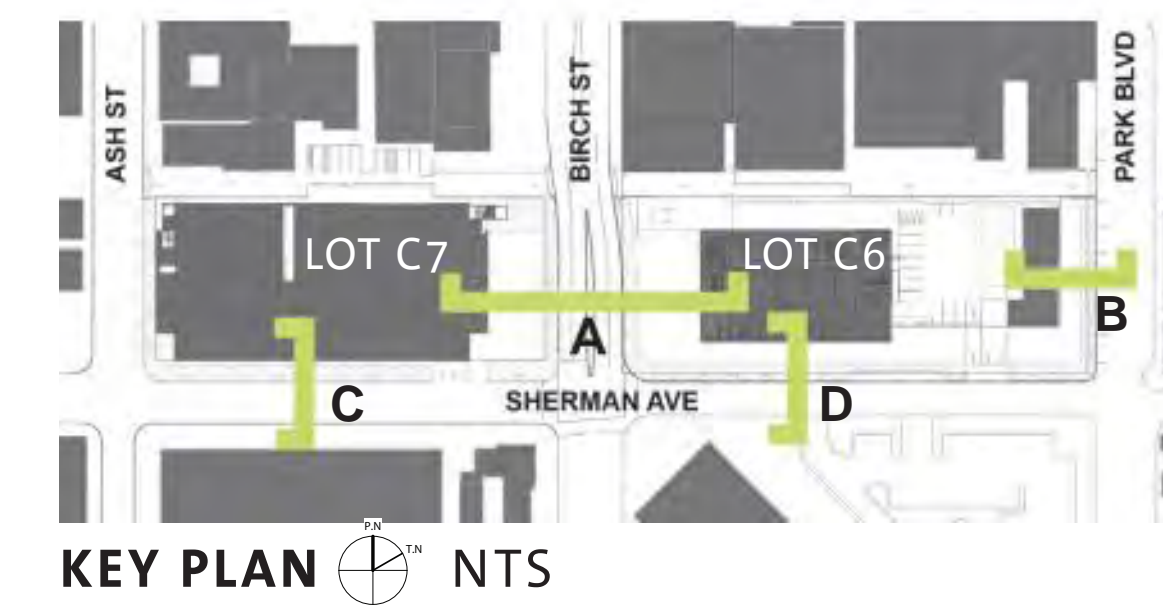
SITE CHARACTERISTICS - CALIFORNIA AVENUE PARKING GARAGE

ARB 04.03

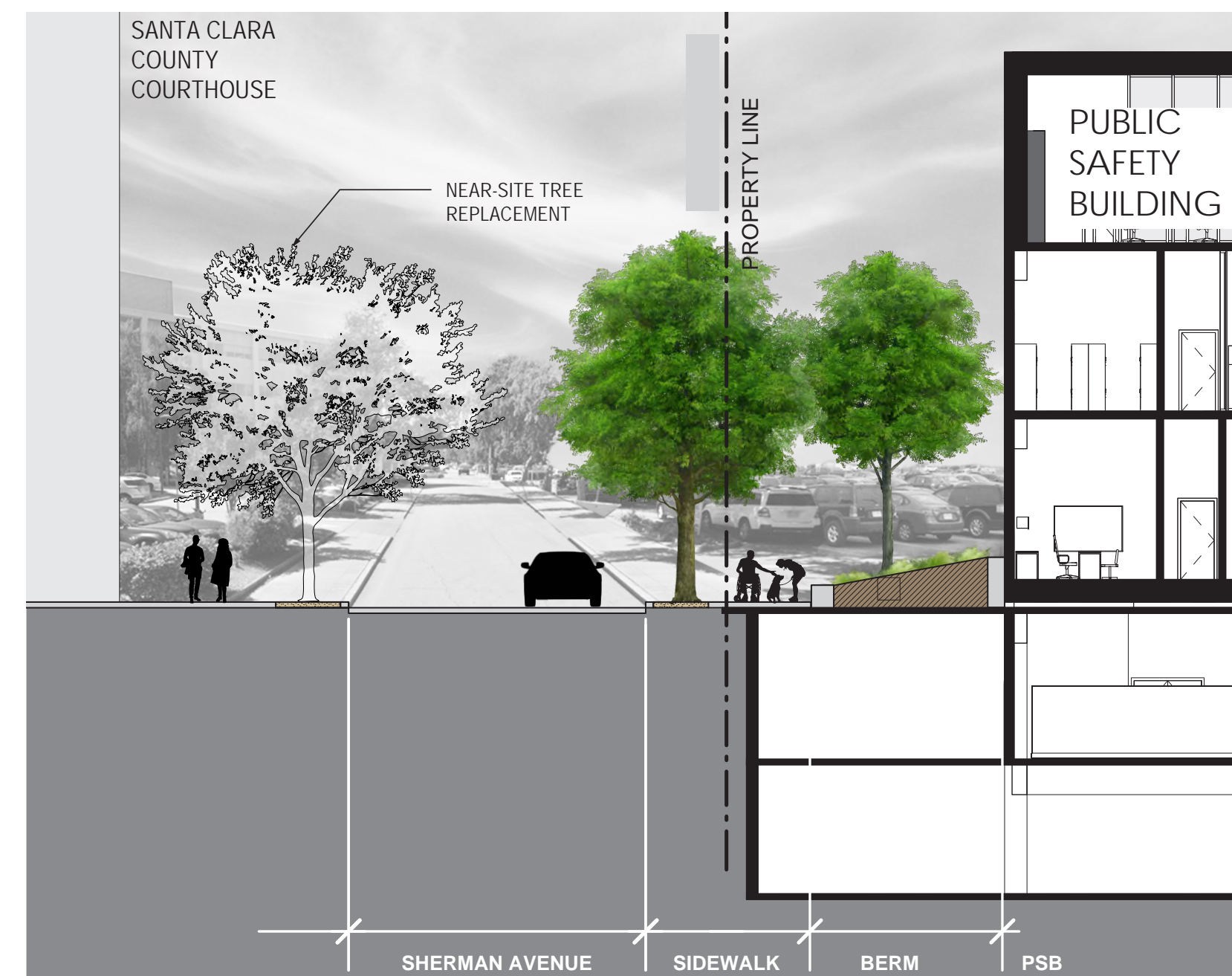
LANDSCAPE CONCEPT

04

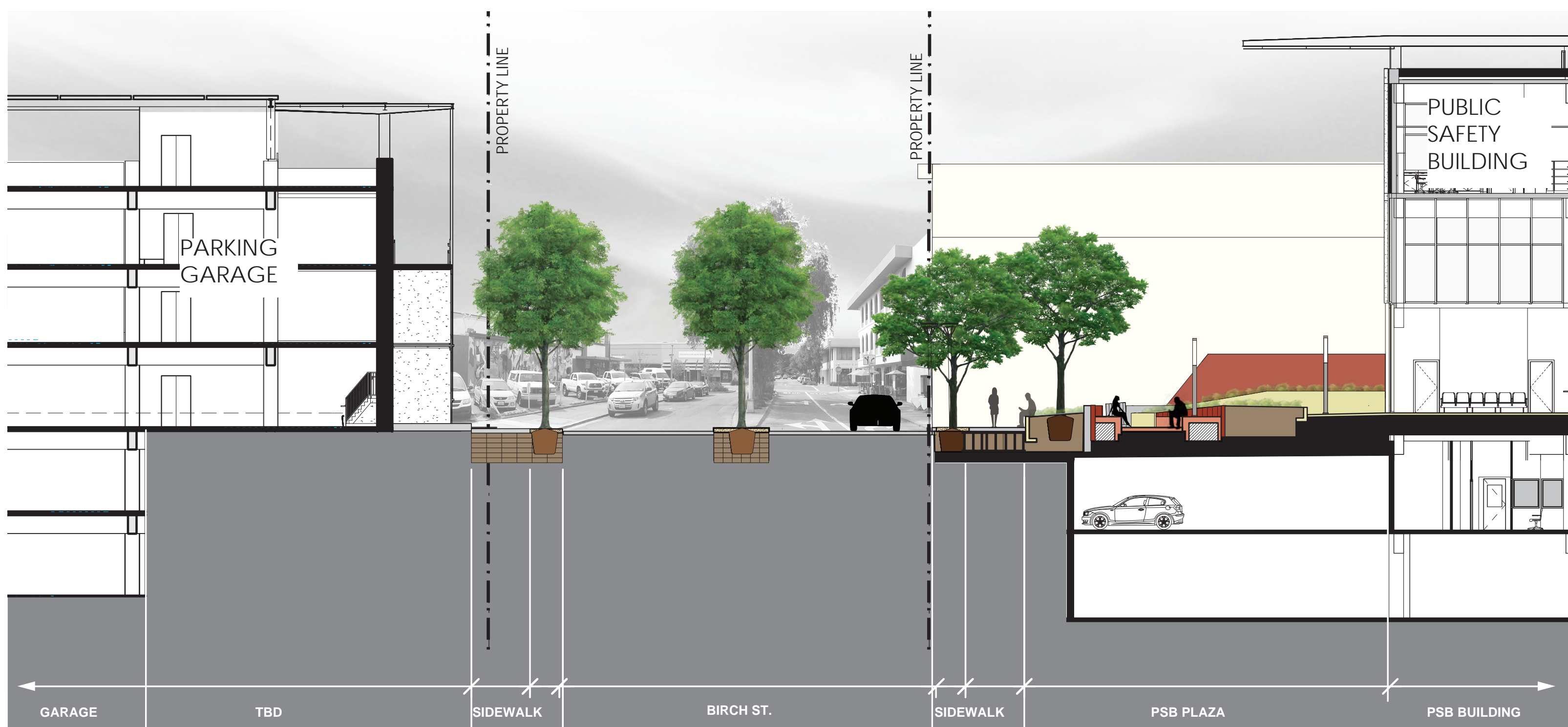
street sections PSB and Parking Garage



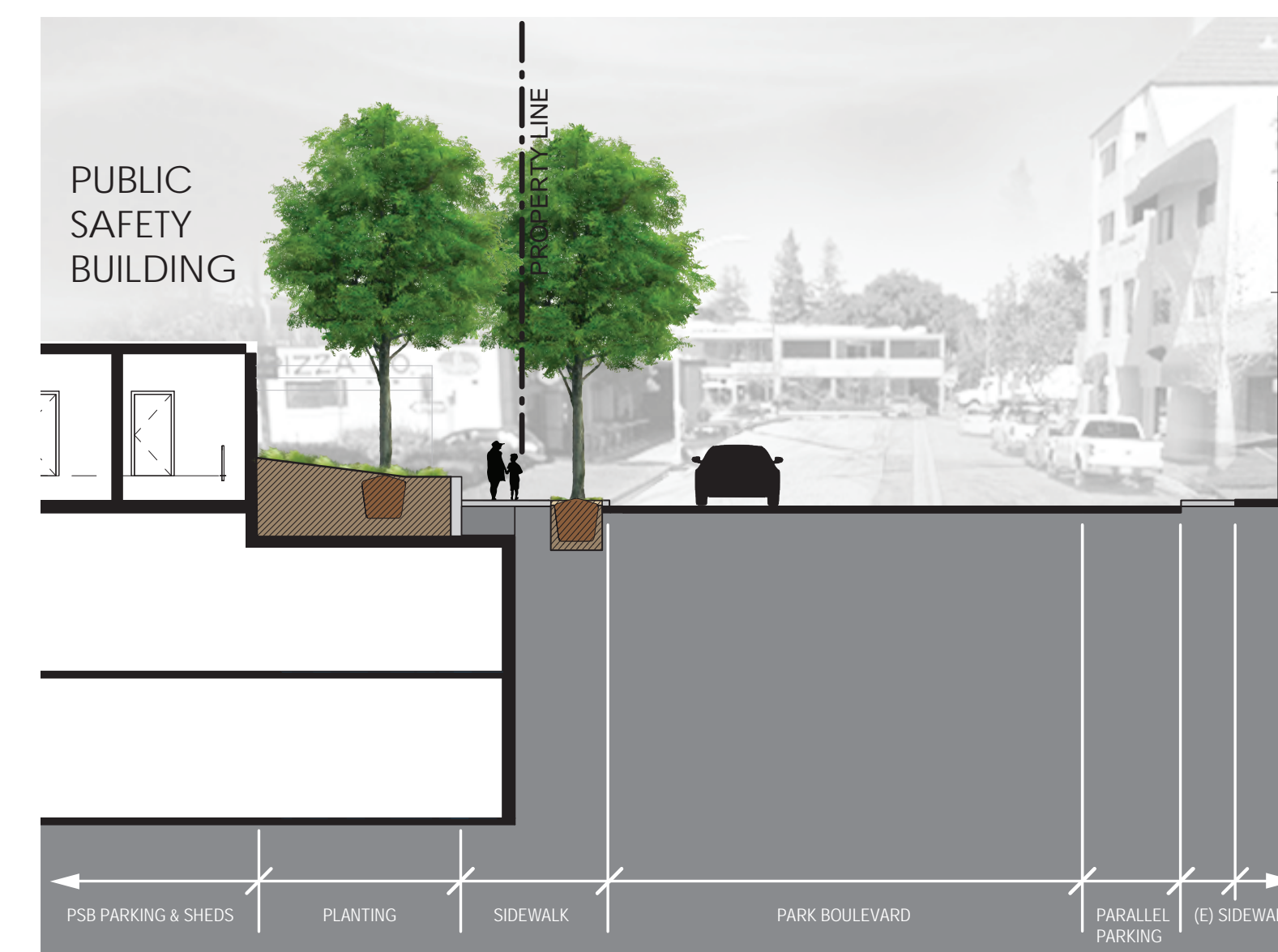
C. SECTION AT GARAGE ON SHERMAN AVENUE SCALE: 1"=10'



D. SECTION AT PSB ON SHERMAN AVENUE SCALE: 1"=10'



A. SECTION AT BIRCH STREET SCALE: 1"=10'



B. SECTION AT PARK BLVD SCALE: 1"=10'

The general street tree planting strategy around the Garage frontages is to select species that will thrive in an urban environment, provide appropriate architectural emphasis and scale on each of three frontages, and have relatively low maintenance and water requirements. The selection also prioritizes the use of native species where appropriate. Specifics:

- On Birch Street, the priority attributes include a larger shade tree (> 40 ft. height and similar width) that will frame Birch Street on east and west sides creating a gateway to California Avenue. The tree should generally have a spreading, vase-shaped canopy, relatively fine to medium textured foliage, and providing bright green foliage coupled with dense shade. The preferred species is a variety of Chinese Evergreen Elm (*Ulmus parvifolia*).
- On Sherman Avenue, the attributes include a south-east exposure, with larger (>50' ht) shade trees to provide summer shade and a more open canopy in winter. Ideally, we would consider matching the species planted across Sherman Avenue that are Plane trees. The preferred trees are therefore London Plane (*Platanus x acerifolia*), alternating with California sycamore (*Platanus racemosa*) to provide diversity and a native species.
- On Ash Street, the trees should complement the architectural arcade at the face of the building, and provide a broad year-round shade canopy for this south-facing street. The scale of these trees should be medium to large with evergreen foliage and a more horizontal form that can spread over this widened sidewalk. Potential species include Silver Linden (*Tilia tomentosa*) and Cork Oak (*Quercus suber*).

All trees shall be planted at 48" box size and Silva Cell systems shall be installed under sidewalk area and over structure to expand tree root volume and ensure long-term health of trees. Average extent of Silva Cell system components shall be from back of curb to full width of sidewalk and connecting all tree plantings using Silva Cell 2 for Streetscapes.

The understory plantings around the Garage include the following typologies: Rain Garden palette, Rain Garden Woodland palette and Vertical palette of vine plantings. On Birch Street the raised planters will have a woodland palette due to the north east exposure and overhang of the stair above, species will potentially include dogwood, coffeeberry, ferns – Western Sword Fern and Chain Fern, woodland strawberry, asparagus fern, and native Douglas iris. On Sherman the raised Rain Garden plantings have a southern exposure and may include species such as Sedges, Rushes, Salvias, Mimulus, Geraniums, and Iris. The Vine planting palette along Jacaranda will primarily be Ficus due to the northern exposure and very limited growing space.

The irrigation strategy throughout all sites is to provide a fully automated irrigation system that is weather controlled and uses water conserving low flow irrigation heads and drip irrigation where appropriate. Controllers and backflow preventers are intended to be located in interior locations when possible in vandal proof enclosures screened by landscaping.

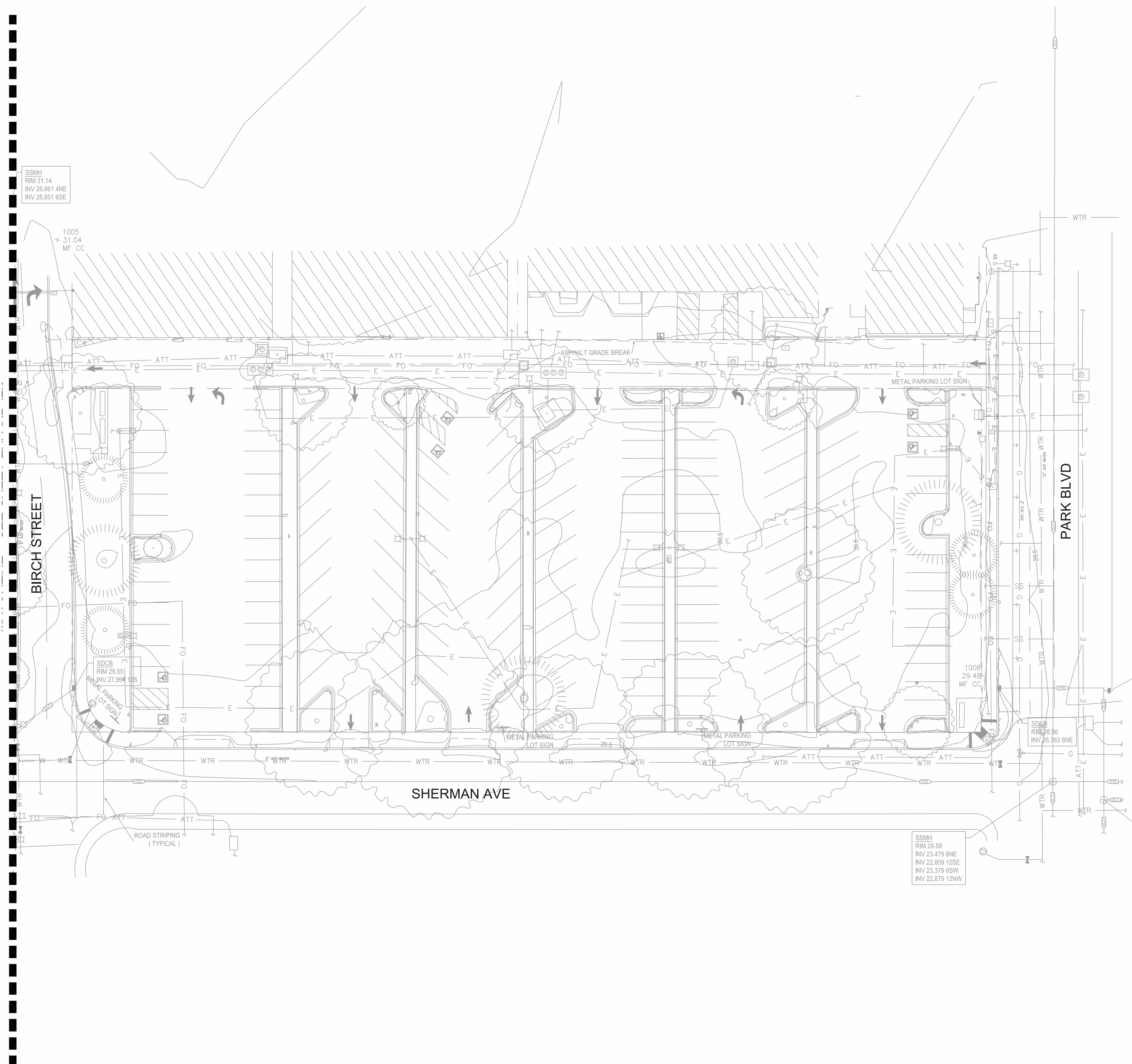
STREET SECTIONS - PSB AND PARKING GARAGE

ARB 04.04

PLAN RELATIONSHIPS

05

existing civil site plan PSB



LEGEND

	EXISTING
SANITARY SEWER MAIN	8" SS
STORM DRAIN MAIN	12" SD
PERFORATED PIPE	
WATER MAIN	6" W
FIRE WATER	FW
GAS LINE	G
CAP AND PLUG END	E
ELECTRIC AND SIGNAL DUCT BANK	C
COMMUNICATIONS LINE	
WATER METER	W
WATER VALVE	WV
SANITARY SEWER MANHOLE	SSMH
SANITARY SEWER CLEANOUT	SSCO
STORM SEWER MANHOLE	SSMO
STORM SEWER AREA DRAIN	SDAD
STORM SEWER INLET	SDI
STORM SEWER CLEANOUT	SDCO

SURVEY NOTES

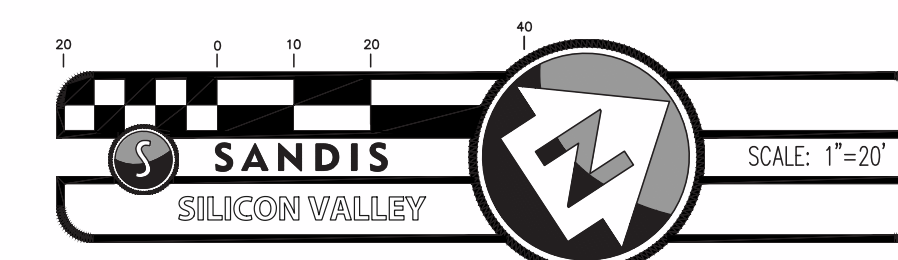
- EXISTING TOPOGRAPHIC SURVEY INFORMATION SHOWN HEREON IS BASED UPON TOPOGRAPHIC SURVEYS COMPLETED BY SIGEFRIED, UNDER THE DIRECTION OF LASZLO ZOLD, PLS 8247.
- CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION AND REPORT BACK TO CIVIL ENGINEER ANY DISCREPANCIES WITH PLAN PRIOR TO COMMENCEMENT OF WORK.
- TREE LOCATIONS SHOWN HEREON ARE SHOWN SYMBOLICALLY WITH SYMBOL SIZES BASED UPON TRUNK DIAMETER AT CHEST HEIGHT, AT THE LOCATION WHERE THE TREE ENVIERS THE GROUND SURFACE. LOCATIONS AND SIZES OF TREE TRUNKS CAN ONLY BE CONSIDERED APPROXIMATE UNLESS OTHERWISE STATED ON THE MAP.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE LINE BETWEEN SET CONTROL POINT MONUMENT 1525 AND 1526 SHOWN HEREON. THE BEARING BEING N48°33'39"W.

BENCHMARK

THE BENCHMARK FOR THIS SURVEY IS A CHISELED SQUARE IN THE TOP OF CURB AT THE NW RETURN OF THE NW CORNER OF EL CAMINO REAL AND SHERIDAN AVENUE, CITY BENCHMARK #2079 (ELEVATION 33.08) PER THE CITY OF PALO ALTO SECONDARY VERTICAL CONTROL DATA BENCHMARK LIST. THE DATUM IS NGVD 29.



EXISTING CIVIL SITE PLAN - PSB

RossDrulisCusenbery ARCHITECTURE

ARB 05.01

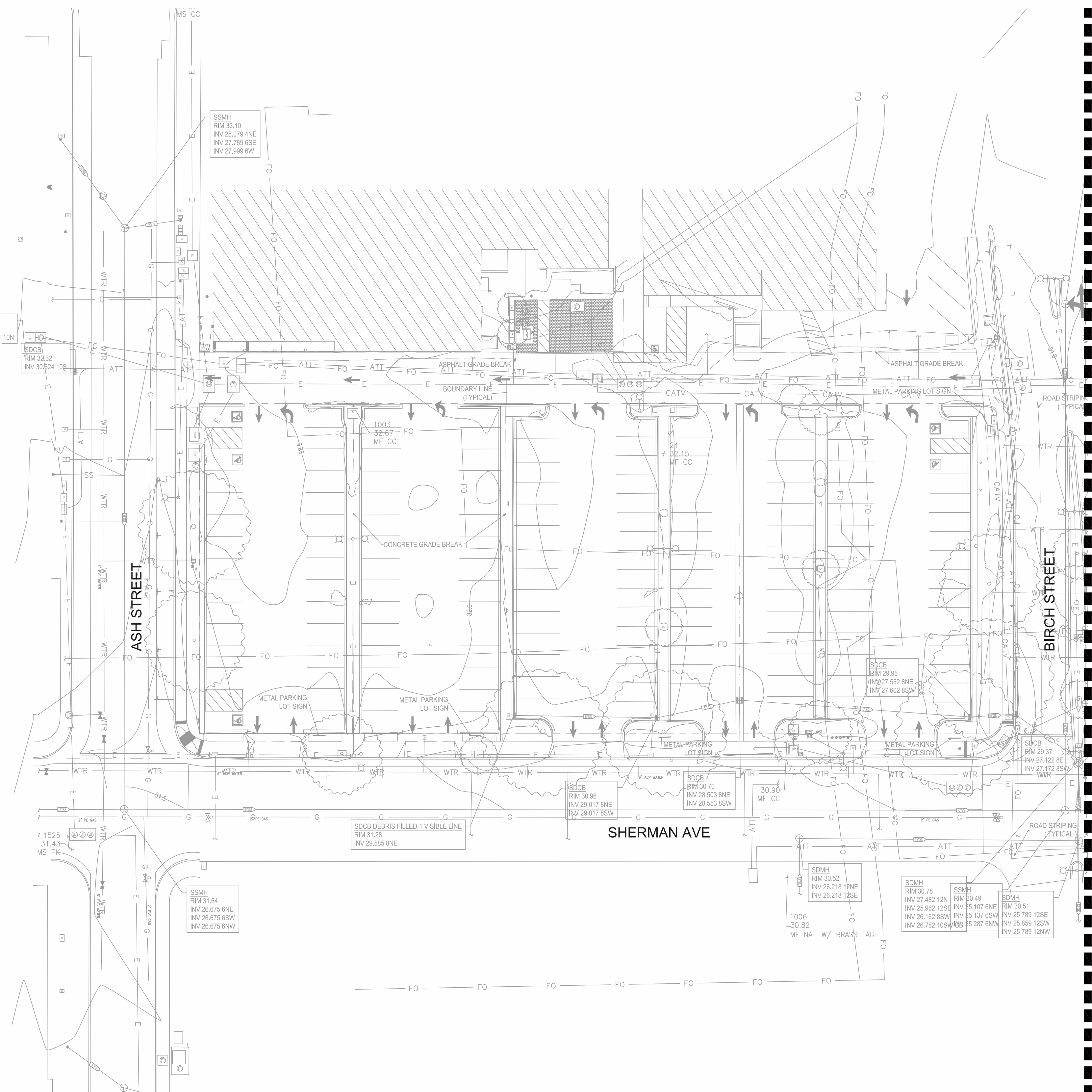
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

PLAN RELATIONSHIPS

05

existing civil site plan Parking Garage



LEGEND

	EXISTING
SANITARY SEWER MAIN	8" SS
STORM DRAIN MAIN	12" SD
PERFORATED PIPE	
WATER MAIN	6" W
FIRE WATER	FW
GAS LINE	G
CAP AND PLUG END	E
ELECTRIC AND SIGNAL DUCT BANK	C
COMMUNICATIONS LINE	
WATER METER	WTR
WATER VALVE	WV
SANITARY SEWER MANHOLE	SSMH
SANITARY SEWER CLEANOUT	SSCO
STORM SEWER MANHOLE	SMH
STORM SEWER AREA DRAIN	SDA
STORM SEWER INLET	SB
STORM SEWER CLEANOUT	SDCO

SURVEY NOTES

- EXISTING TOPOGRAPHIC SURVEY INFORMATION SHOWN HEREON IS BASED UPON TOPOGRAPHIC SURVEYS COMPLETED BY SIEGFRIED, UNDER THE DIRECTION OF LASZLO ZOLD, PLS. B247.
- CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION AND REPORT BACK TO CIVIL ENGINEER ANY DISCREPANCIES WITH PLAN PRIOR TO COMMENCEMENT OF WORK.
- TREE LOCATIONS SHOWN HEREON ARE SHOWN SYMBOLICALLY WITH SYMBOL SIZES BASED UPON TRUNK DIAMETER AT CHEST HEIGHT, AT THE LOCATION WHERE THE TREE ENTERS THE GROUND SURFACE. LOCATIONS AND SIZES OF TREE TRUNKS CAN ONLY BE CONSIDERED APPROXIMATE UNLESS OTHERWISE STATED ON THE MAP.

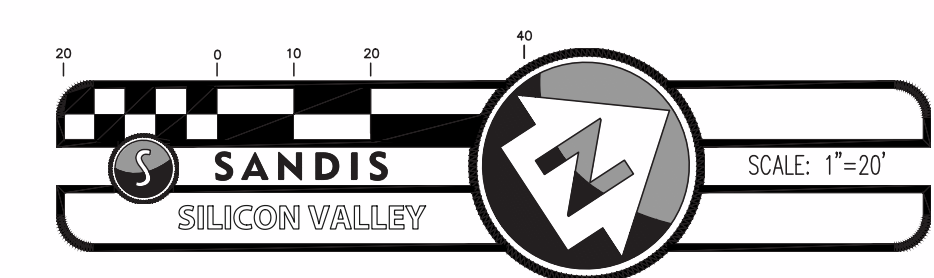
BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE LINE BETWEEN SET CONTROL POINT MONUMENT 1525 AND 1526 SHOWN HEREON. THE BEARING BEING $n48^{\circ}53'39''W$.

BENCHMARK

THE BENCHMARK FOR THIS SURVEY IS A CHISELED SQUARE IN THE TOP OF CURB AT THE NW RETURN OF THE NW CORNER OF EL CAMINO REAL AND SHERIDAN AVENUE, CITY BENCHMARK #2079 (ELEVATION 33.08) PER THE CITY OF PALO ALTO SECONDARY VERTICAL CONTROL DATA BENCHMARK LIST. THE DATUM IS NGVD 29.

MATCHLINE - SEE SHEET EX-ARB 12.1



EXISTING CIVIL SITE PLAN - PARKING GARAGE

RossDrulisCusenbery ARCHITECTURE

ARB 05.02

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

PLAN RELATIONSHIPS

05

civil site plan PSB

LEGEND

PROPERTY LINE	---	
SAWTOOTH LINE	---	
CONTOURS	194 195	
AC PAVEMENT	[Pattern]	
CONCRETE SIDEWALK	[Pattern]	
PLANTING	[Pattern]	
BIO-TREATMENT AREA	[Pattern]	
DRAINAGE AREA BOUNDARY	---	
EXISTING		PROPOSED
SANITARY SEWER MAIN	8" SS	SS
STORM DRAIN MAIN	12" SD	SD
PERFORATED PIPE	---	---
WATER MAIN	6" W	W
FIRE WATER	FW	FW
GAS LINE	G	G
CAP AND FLUG END	---	---
ELECTRIC AND SIGNAL DUCT BANK	E	E
COMMUNICATIONS LINE	C	C
WATER METER	WM	WM
WATER VALVE	WV	WV
SANITARY SEWER MANHOLE	SM	SM
SANITARY SEWER CLEANOUT	SSCO	SSCO
STORM SEWER MANHOLE	SM	SM
STORM SEWER AREA DRAIN	SD	SD
STORM SEWER INLET	SI	SI
STORM SEWER CLEANOUT	SSCO	SSCO

EARTHWORK QUANTITIES (SAFETY BUILDING)

CUT 45,900 CY
 FILL 0.00 CY
 BALANCE 45,900 CY IMPORT/EXPORT

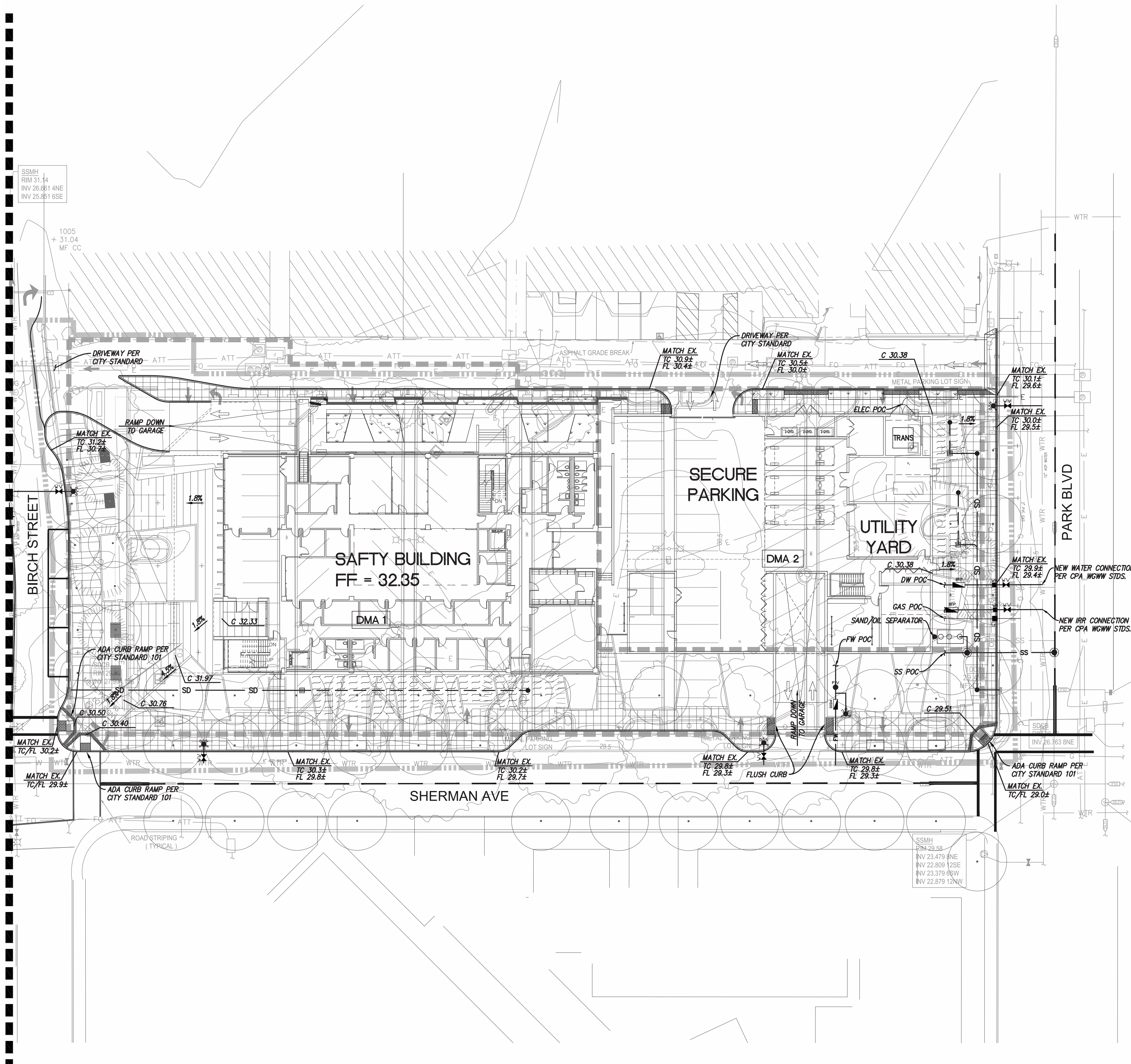
THE EARTHWORK QUANTITIES SHOWN ARE PROVIDED FOR THE PURPOSE OF GRADING PERMIT APPROVAL ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CARRY OUT THE CUT/FILL, IMPORT/EXPORT AS NECESSARY TO MEET THE DESIGN GRADES AS SHOWN ON THE PLANS REGARDLESS OF THE ESTIMATED EARTHWORK QUANTITIES AS INDICATED. SIGNIFICANT DEVIATIONS TO THE QUANTITIES NEED REVIEW BY THE CITY OF LOS ALTOS. FILL SHORTAGE IS ANTICIPATED TO COME FROM ON-SITE SPOILS ACCRUED FROM UTILITY TRENCHES AND FOOTING SPOILS.

NOTES

- PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING ALL HARDSCAPE SURFACES AT 2% AND LANDSCAPE SURFACES AT 5% AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
- GRADING SHALL BE IN CONFORMANCE WITH THE GEOTECHNICAL REPORT.
- COORDINATE THE PLACEMENT OF ALL SLEEVES FOR LANDSCAPE IRRIGATION (WATER AND CONTROL WIRING) AND SITE LIGHTING PRIOR TO THE PLACEMENT OF ANY ASPHALT, BASEROCK OR CONCRETE SURFACING. SEE LANDSCAPING AND SITE ELECTRICAL DRAWINGS.
- ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05'; HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1 OR THE ADA REQUIREMENTS BELOW. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
- THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE-TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT/OWNER.
- APPLICANT AND CONTRACTOR WILL BE RESPONSIBLE FOR RESURFACING PORTIONS OF SHERMAN, BIRCH AND/OR PARK, BASED ON THE ROADWAY SURFACE CONDITION AFTER PROJECT COMPLETION AND LIMITS OF TRENCH WORK. AT A MINIMUM PAVEMENT RESURFACING OF THE FULL WIDTH OF THE STREET ALONG THE PROJECT FRONTAGE MAY BE REQUIRED.
- AREAS LACKING TOPOGRAPHIC INFORMATION (ELEVATIONS) HAVE BEEN INTERPOLATED USING STANDARD ENGINEERING METHODS. CONTRACTOR SHALL FIELD VERIFY ALL ELEVATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND REPORT BACK ANY DISCREPANCIES TO THE CIVIL ENGINEER.
- ADJUST ANY MANHOLE OR UTILITY STRUCTURES TO PROPOSED GRADE PRIOR TO INSTALLING FINAL LIFT OF AC OR POURING CONCRETE.
- UTILITIES TO BE REMOVED SHALL BE DEMOLISHED TO THE PUBLIC MAIN PER CPA W/WW STDS.
- PRIOR TO WORKING IN AN AREA THAT REQUIRES TREE PROTECTION, URBAN FORESTRY SHALL BE CONTACTED AT 650-496-5953.
- ALL WORK ON CPAU GAS SYSTEM TO BE PERFORMED BY CPAU.

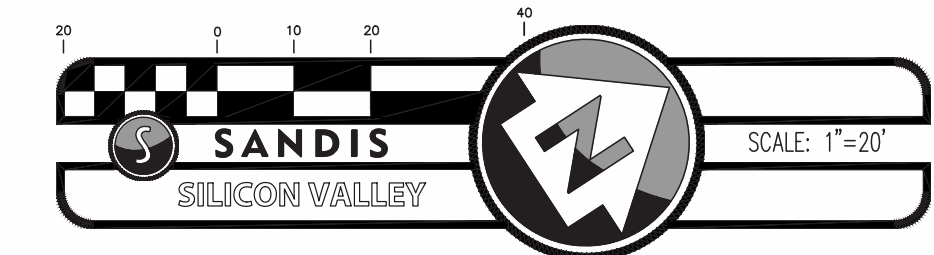
MP Summary Table - Public Safety Building

Wainage Area	TOTAL AREA		IMPERVIOUS AREA		PERVIOUS AREA		Percent Impervious	Treatment Area Required (sf)	Treatment Control Method	Treatment Provided (sf)
	sq. ft.	Ac.	sq. ft.	Ac.	sq. ft.	Ac.				
DMA-1	38,548	0.88	32,819	0.75	5,728	0.13	85.1%	1,313	FLOW THRU PLANTER	1,555
DMA-2	16,617	0.38	15,427	0.35	1,189	0.03	92.8%	617	FLOW THRU PLANTER	717
TOTAL	55,164	1.3	48,247	1.1	6,918	0.2	87.9%	1,930	FLOW THRU PLANTER	2,272



CIVIL SITE PLAN - PSB

RossDrulisCusenbery ARCHITECTURE



ARB 05.03

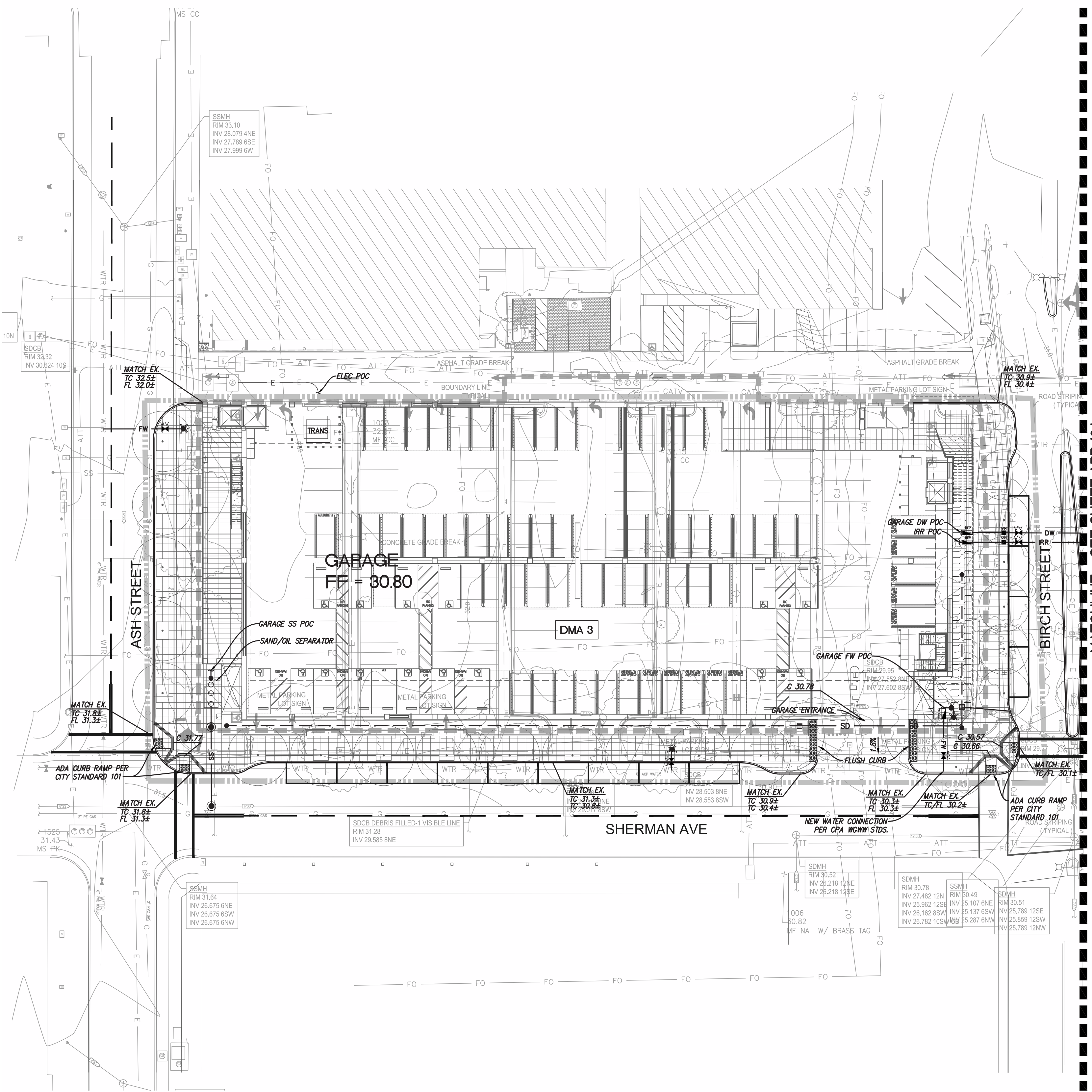
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

PLAN RELATIONSHIPS

05

civil site plan Parking Garage



LEGEND

PROPERTY LINE	---	
SAWCUT LINE	---	
CONTOURS	194 195	
AC PAVEMENT	[Pattern]	
CONCRETE SIDEWALK	[Pattern]	
PLANTING	[Pattern]	
BIO-TREATMENT AREA	[Pattern]	
DRAINAGE AREA BOUNDARY	---	
EXISTING PROPOSED		
SANITARY SEWER MAIN	8" SS	SS
STORM DRAIN MAIN	12" SD	SD
PERFORATED PIPE	---	---
WATER MAIN	6" W	W
FIRE WATER	FW	FW
GAS LINE	G	G
CAP AND PLUG END	---	---
ELECTRIC AND SIGNAL DUCT BANK	E	E
COMMUNICATIONS LINE	C	C
WATER METER	WM	WM
WATER VALVE	WV	WV
SANITARY SEWER MANHOLE	SS	SS
SANITARY SEWER CLEANOUT	SSCO	SSCO
STORM SEWER MANHOLE	SD	SD
STORM SEWER AREA DRAIN	SDA	SDA
STORM SEWER INLET	SDI	SDI
STORM SEWER CLEANOUT	SDCO	SDCO

EARTHWORK QUANTITIES (GARAGE)

CUT 35,400 CY
FILL 0 CY
BALANCE 35,400 CY IMPORT/EXPORT

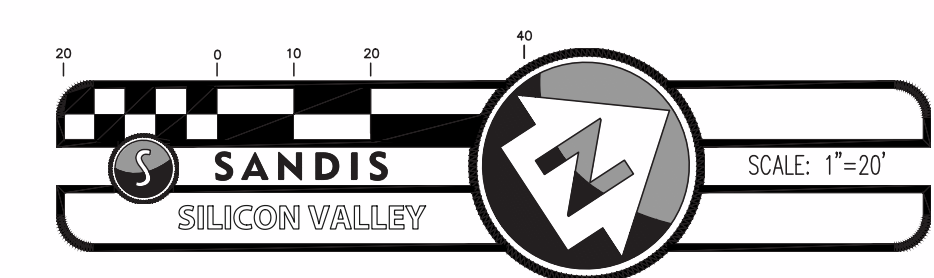
THE EARTHWORK QUANTITIES SHOWN ARE PROVIDED FOR THE PURPOSE OF GRADING PERMIT APPROVAL ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CARRY OUT THE CUT/FILL, IMPORT/EXPORT AS NECESSARY TO MEET THE DESIGN GRADES AS SHOWN ON THE PLANS REGARDLESS OF THE ESTIMATED EARTHWORK QUANTITIES AS INDICATED. SIGNIFICANT REVISIONS TO THE QUANTITIES NEED REVIEW BY THE CITY OF LOS ALITOS. FILL SHORTAGE IS ANTICIPATED TO COME FROM ON-SITE SPOILS ACQUIRED FROM UTILITY TRENCHES AND FOOTING SPOILS.

NOTES:

- PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING ALL HARDSCAPE SURFACES AT 2% AND LANDSCAPE SURFACES AT 5% AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
- GRADING SHALL BE IN CONFORMANCE WITH THE GEOTECHNICAL REPORT.
- COORDINATE THE PLACEMENT OF ALL SLEEVES FOR LANDSCAPE IRRIGATION (WATER AND CONTROL WIRING) AND SITE LIGHTING PRIOR TO THE PLACEMENT OF ANY ASPHALT, BASEROCK OR CONCRETE SURFACING. SEE LANDSCAPING AND SITE ELECTRICAL DRAWINGS.
- ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05', HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1 OR THE ADA REQUIREMENTS BELOW. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
- THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE-TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT/OWNER.
- APPLICANT AND CONTRACTOR WILL BE RESPONSIBLE FOR RESURFACING PORTIONS OF SHERMAN, BIRCH AND/OR PARK BASED THE ROADWAY SURFACE CONDITION AFTER PROJECT COMPLETION AND LIMITS OF TRENCH WORK. AT A MINIMUM PAVEMENT RESURFACING OF THE FULL WIDTH OF THE STREET ALONG THE PROJECT FRONTAGE MAY BE REQUIRED.
- AREAS LACKING TOPOGRAPHIC INFORMATION (ELEVATIONS) HAVE BEEN INTERPOLATED USING STANDARD ENGINEERING METHODS. CONTRACTOR SHALL FIELD VERIFY ALL ELEVATIONS AT CONFORMS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND REPORT BACK ANY DISCREPANCIES TO THE CIVIL ENGINEER.
- ADJUST ANY MANHOLE OR UTILITY STRUCTURES TO PROPOSED GRADE PRIOR TO INSTALLING FINAL LIFT OF AC OR POURING CONCRETE.
- UTILITIES TO BE REMOVED SHALL BE DEMOLISHED TO THE PUBLIC MAIN PER CPA WGWG STDS.
- PRIOR TO WORKING IN AN AREA THAT REQUIRES TREE PROTECTION, URBAN FORESTRY SHALL BE CONTACTED AT 650-496-5953.
- ALL WORK ON CPAU GAS SYSTEM TO BE PERFORMED BY CPAU.

Treatment Control Measure	Drainage Area	Impervious Area	Percent Impervious	MAP ₂₅	MAP ₁₀₀	Correction Factor	Soil Type	Average Slope	Unit Basin Storage	TCM Design Volume
	sq ft	sq ft	%	inches	inches			%	inches	cu-ft
DMA-3	41,844.00	40,723.00	97%	20	13.7	1.46		1%	0.62	3,156

Treatment Control Measure	Connected Unit Basin Storage	Intensity	Duration	Surface Area	Infiltration Rate	Volume of Treated Runoff	Runoff Remaining for Ponding	Average Ponding Depth
	inches	in/hr	hr	sq ft	in/hr	cu-ft	cu-ft	in
AREA 3	0.81	0.2	4.53	1,109	5	2091	1,064.94	11.52



CIVIL SITE PLAN - PARKING GARAGE

RossDrulisCusenbery ARCHITECTURE

ARB 05.04

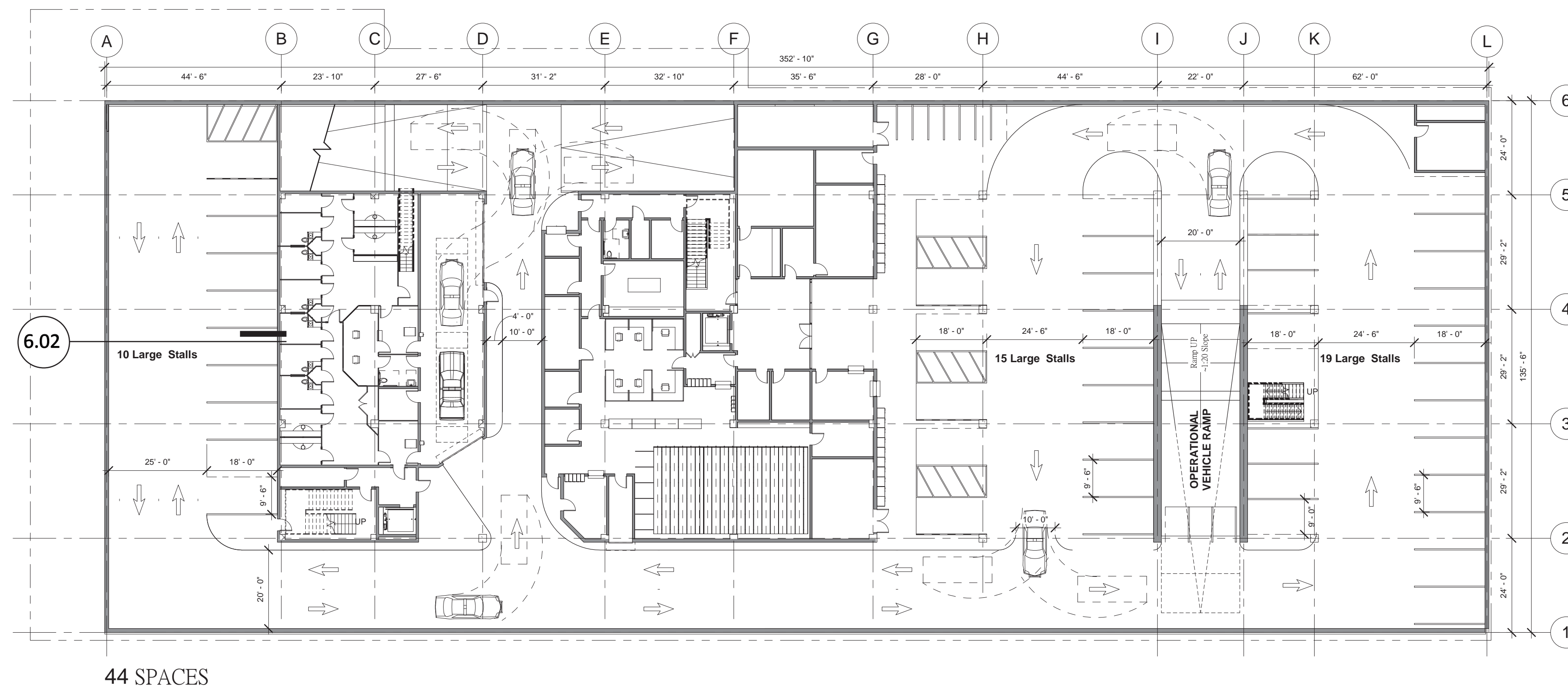
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

PLAN RELATIONSHIPS

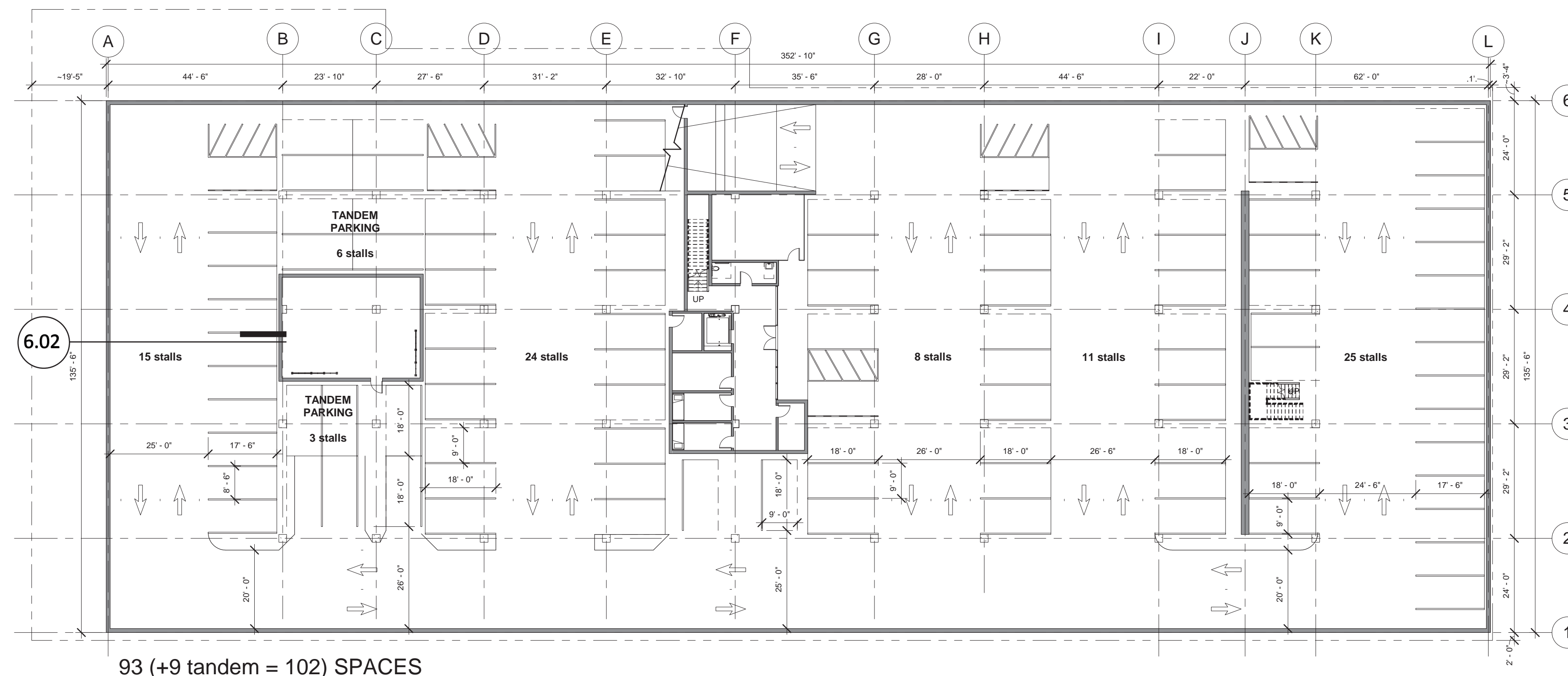
05

floor plans
PSB



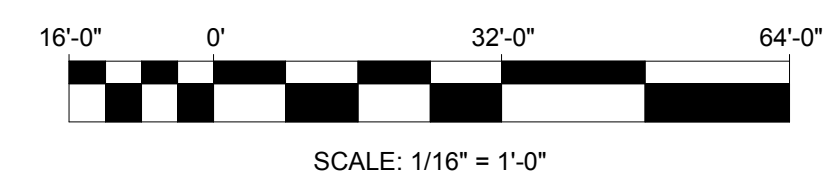
44 SPACES

B1 FLOOR



93 (+9 tandem = 102) SPACES

B2 FLOOR



FLOOR PLANS PSB - B1 & B2 FLOOR

RossDrulisCusenbery ARCHITECTURE

ARB 05.05

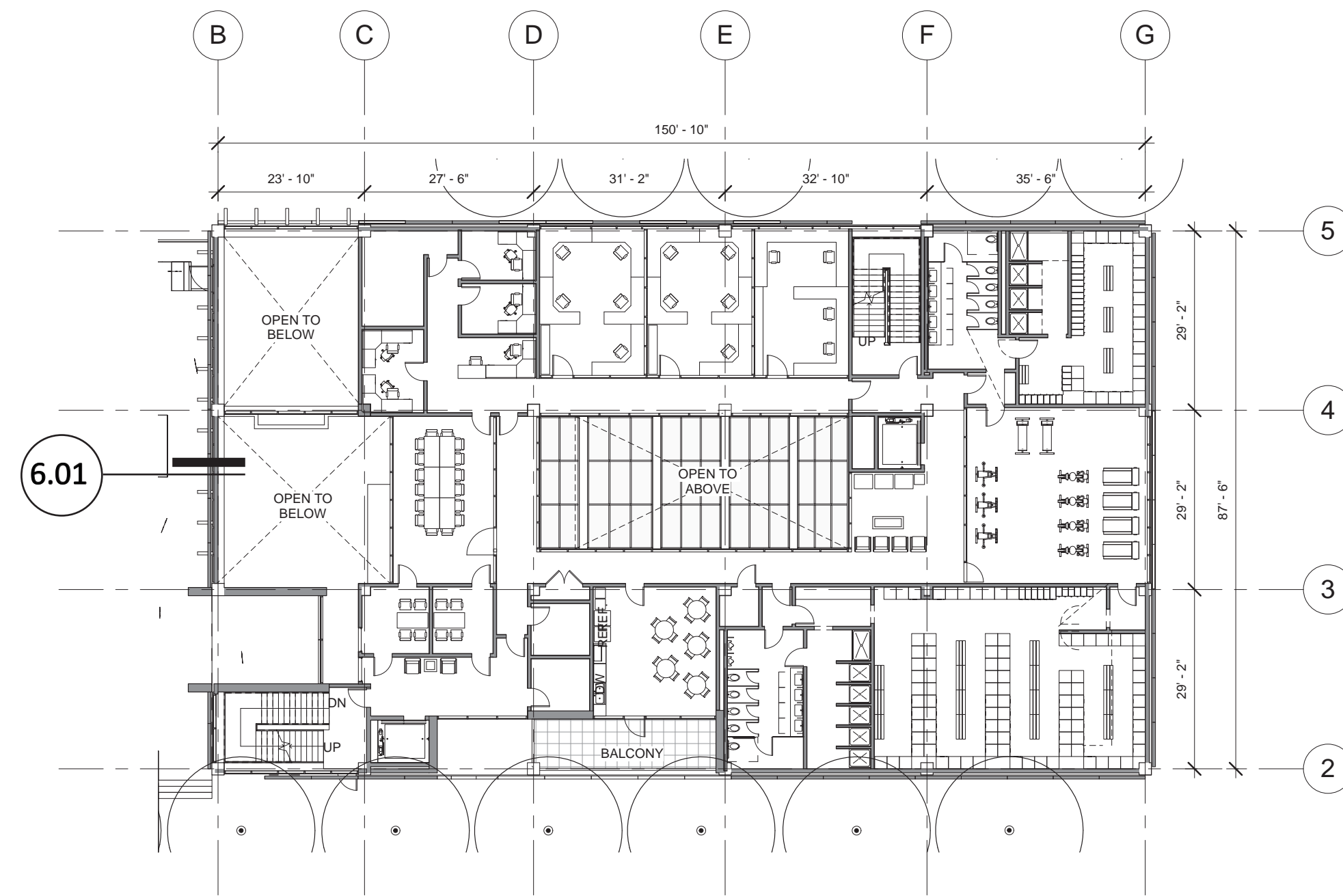
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

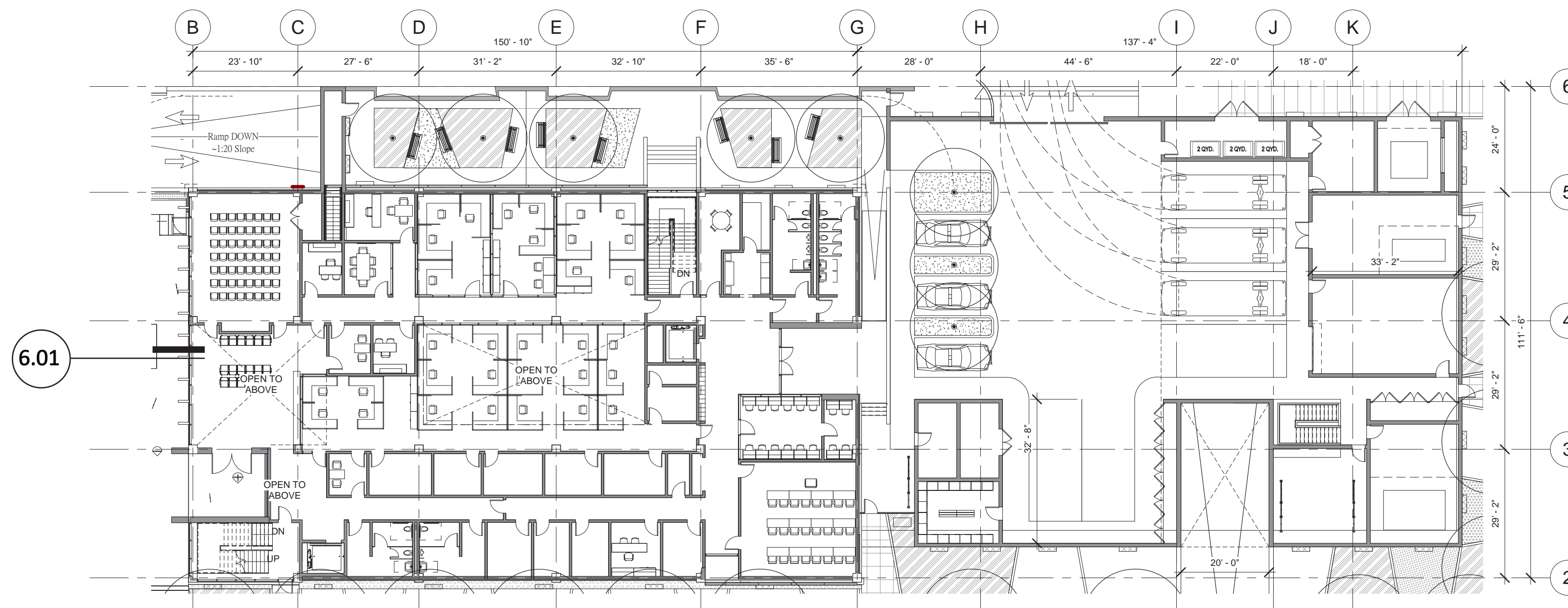
PLAN RELATIONSHIPS

05

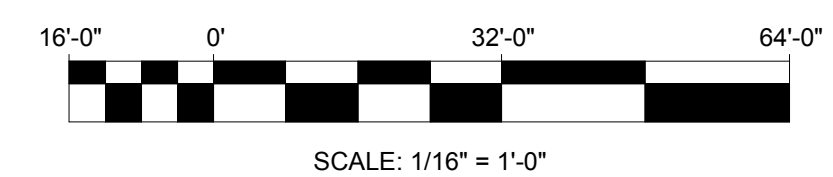
floor plans
PSB



1ST FLOOR



2ND FLOOR



FLOOR PLANS PSB - 1ST FLOOR & 2ND FLOOR

RossDrulisCusenbery ARCHITECTURE

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

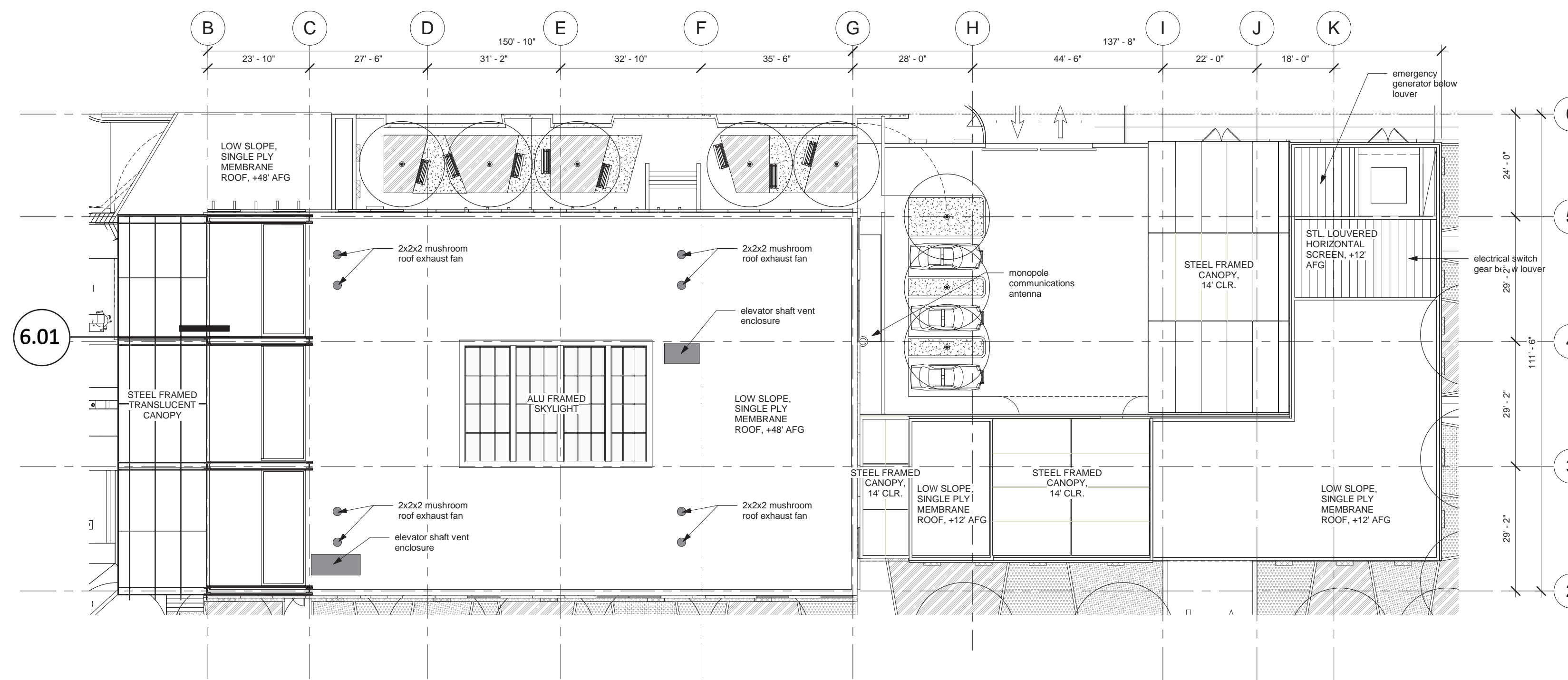
ARB 05.06

2017.09.21

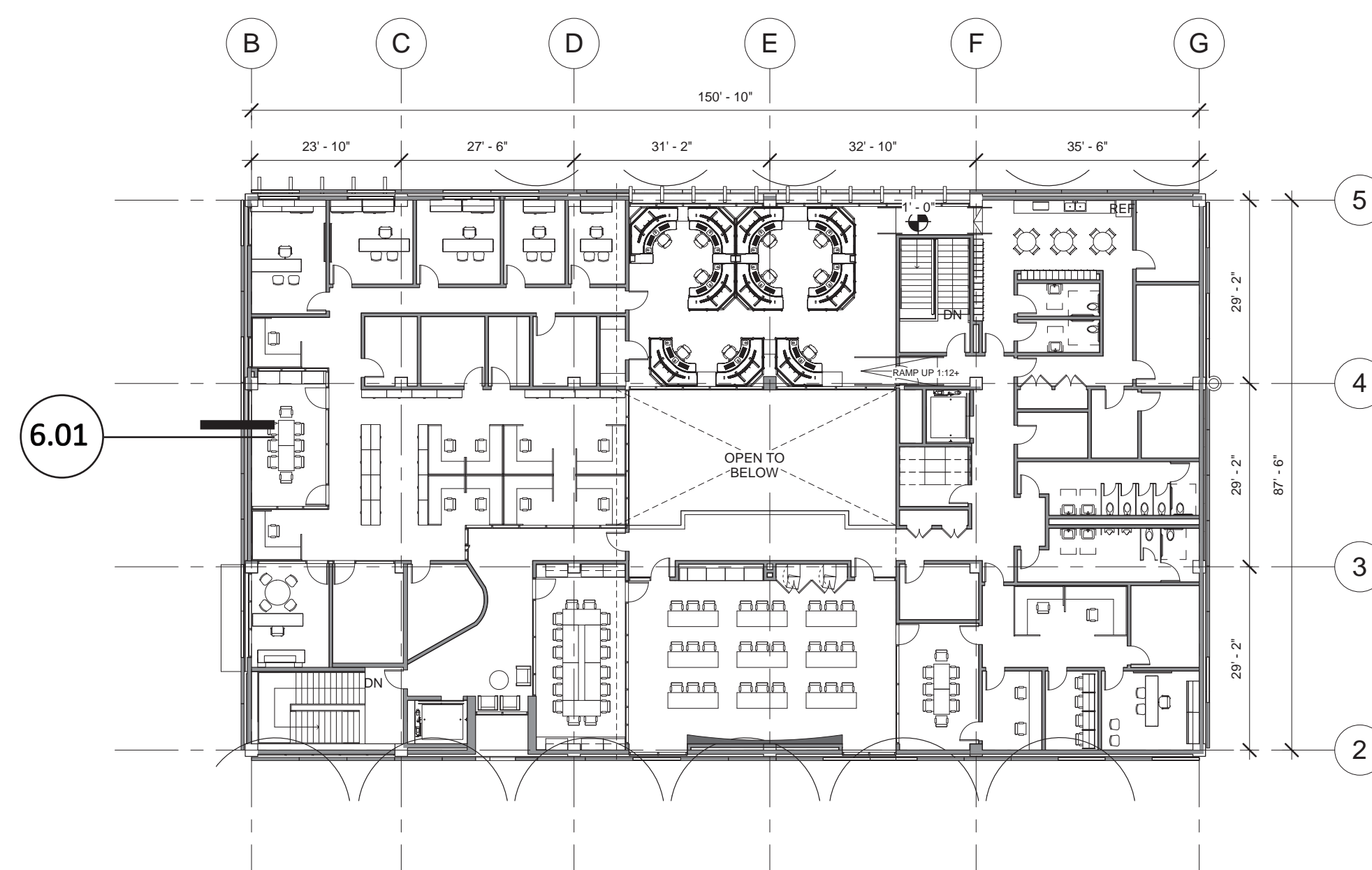
PLAN RELATIONSHIPS

05

floor plans
PSB

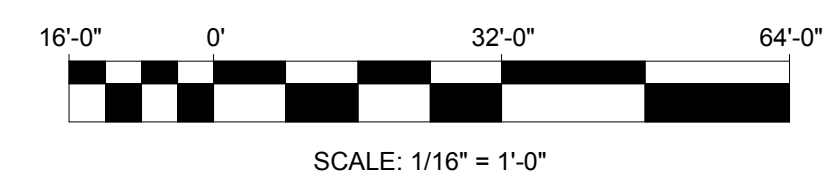


ROOF PLAN



3RD FLOOR

FLOOR PLANS PSB - 3RD FLOOR & ROOF PLAN

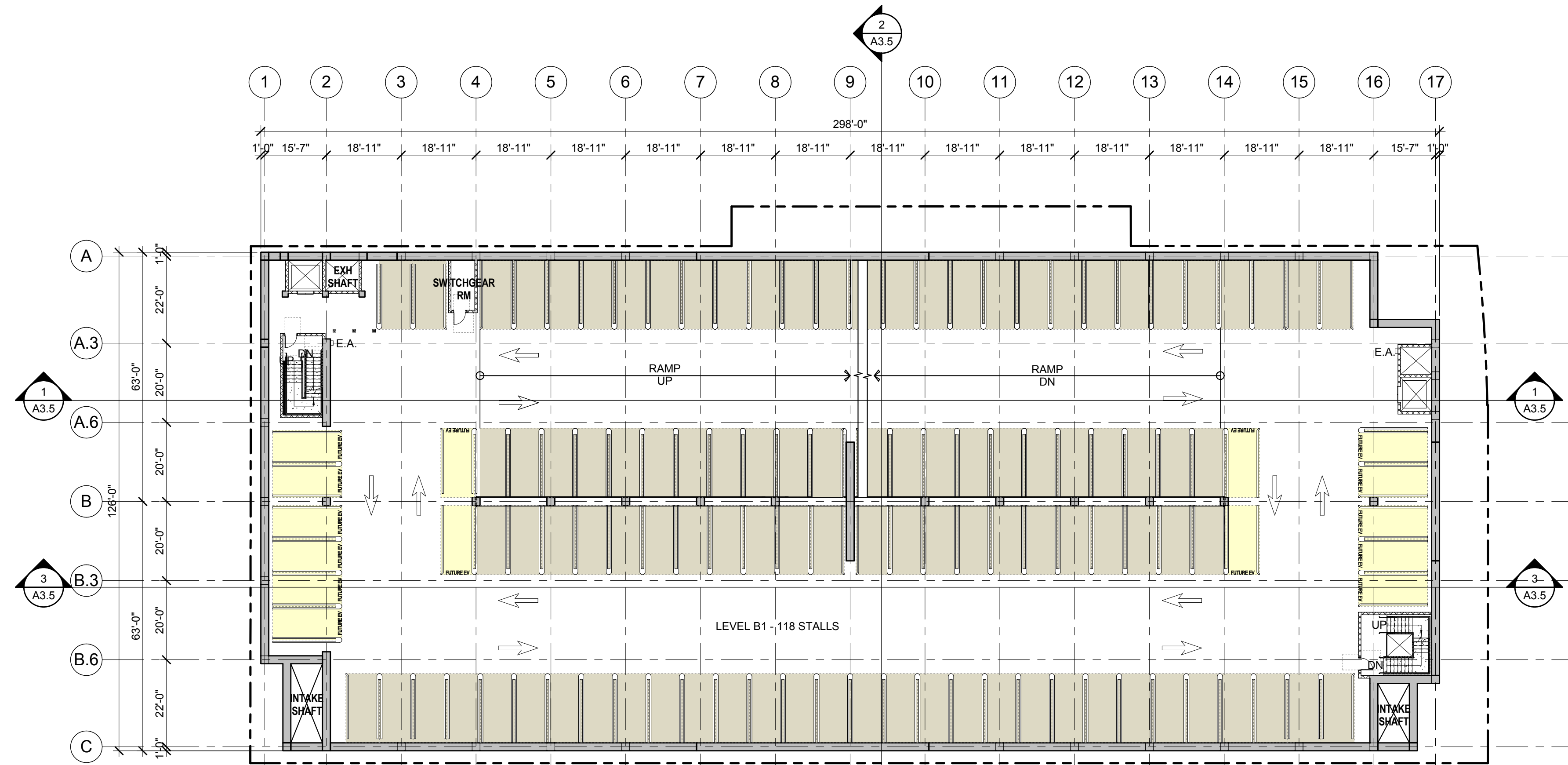


PLAN RELATIONSHIPS

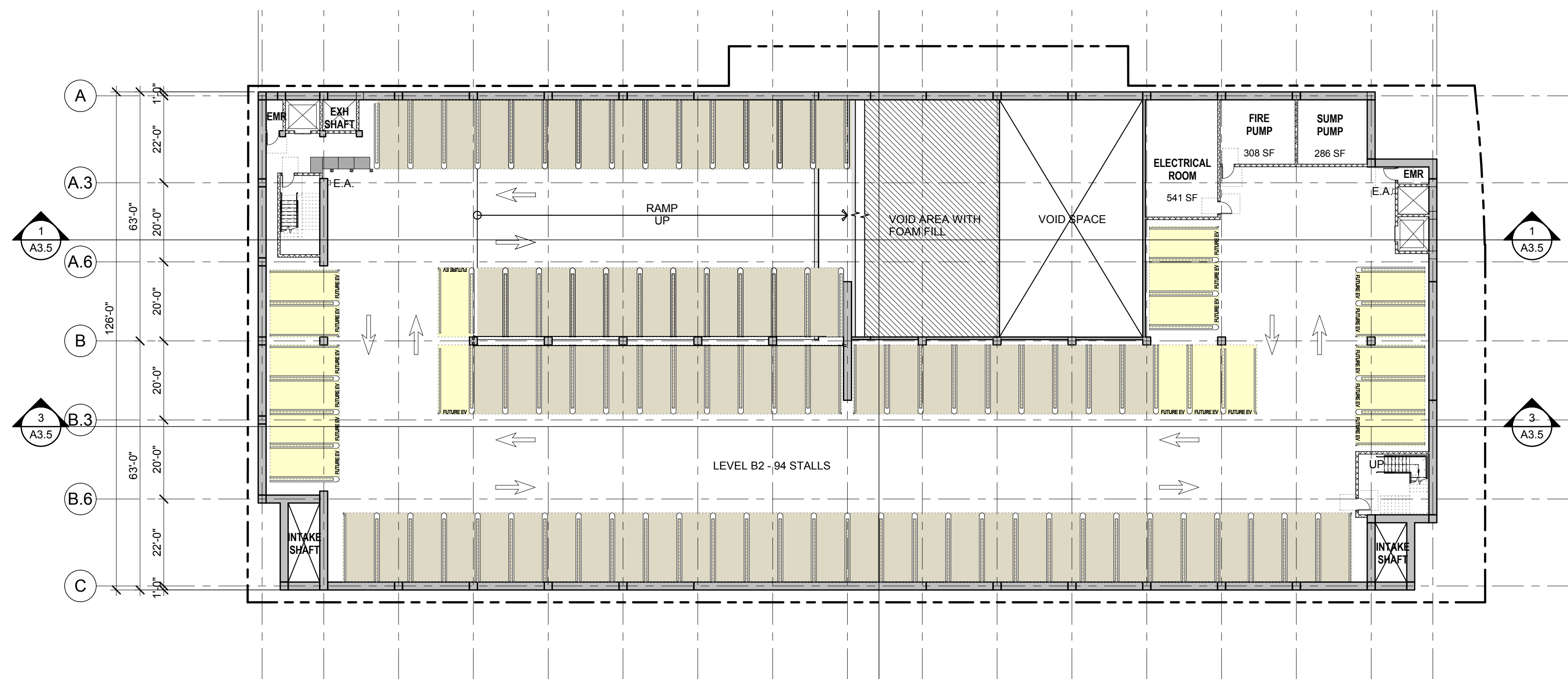
05

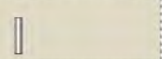







floor plans Parking Garage

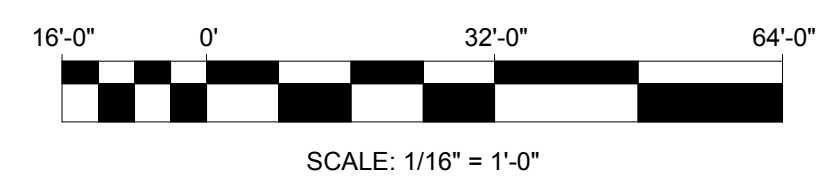
B1 FLOOR



B2 FLOOR



-  UNINSTALL
8'-6" x 18'-0"
-  ACCESSIBLE
9'-0" x 18'-0"
-  ACCESSIBLE VAN
9'-0" x 18'-0"
-  ACCESSIBLE EV VAN
12'-0" x 18'-0"
-  DESIGNATED
8'-6" x 18'-0"
-  EV
8'-6" x 18'-0"
-  FUTURE EV
8'-6" x 18'-0"
-  AMBULATORY
10'-0" x 18'-0"



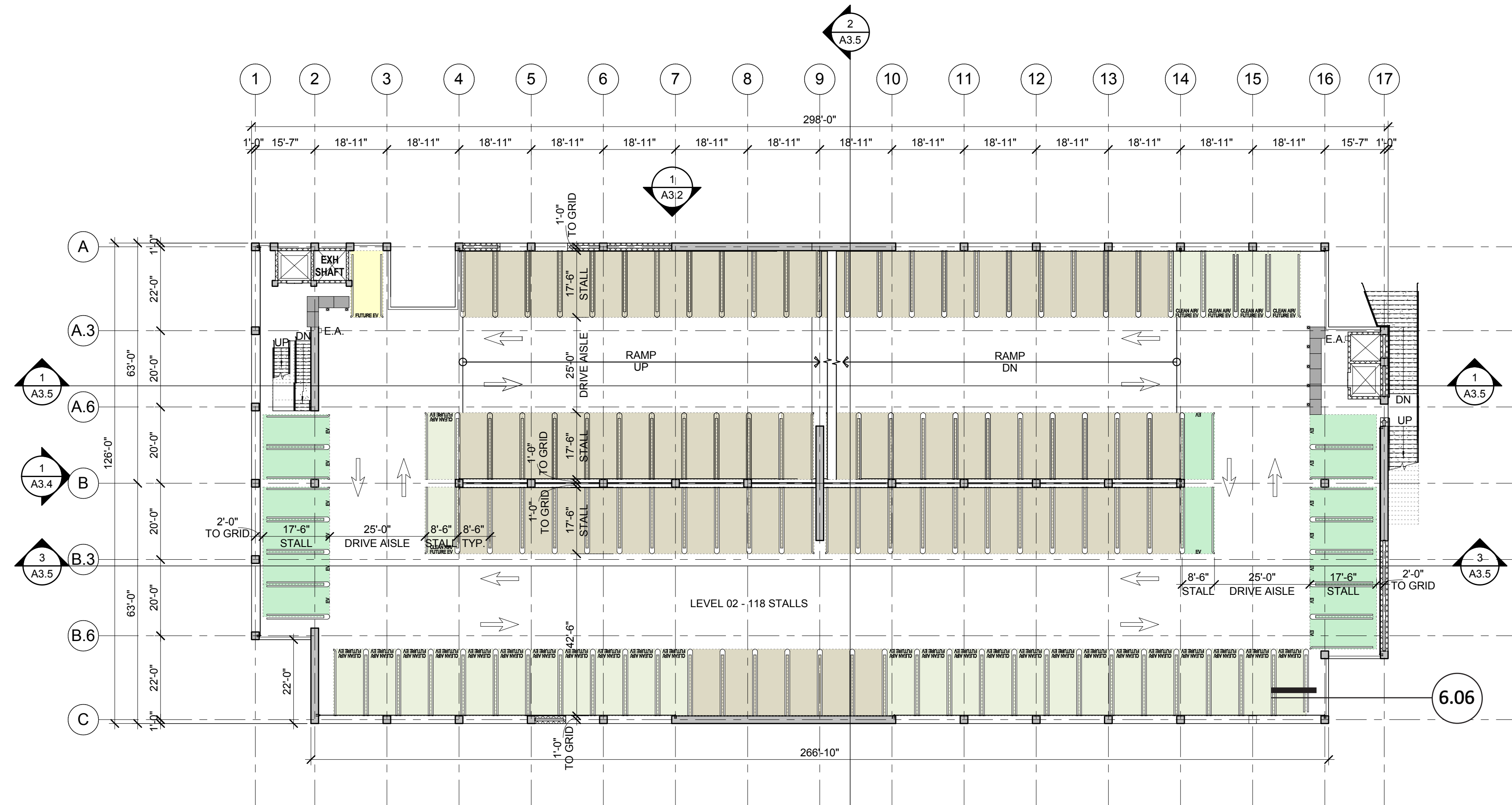
FLOOR PLANS PARKING GARAGE - B1 & B2 FLOOR

PLAN RELATIONSHIPS

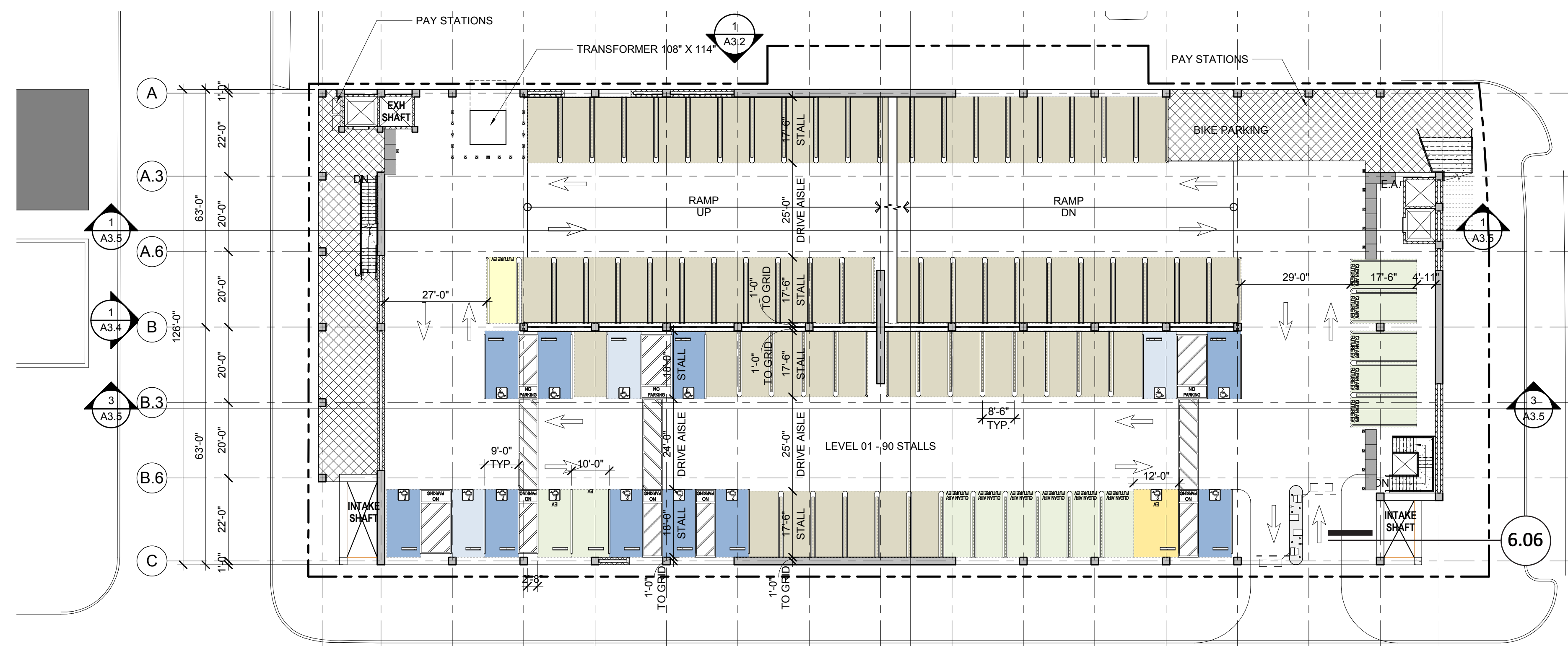
05

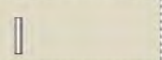







floor plans Parking Garage

1ST FLOOR



2ND FLOOR



-  UNISTALL
8'-6" x 18'-0"
-  ACCESSIBLE
9'-0" x 18'-0"
-  ACCESSIBLE VAN
9'-0" x 18'-0"
-  ACCESSIBLE EV VAN
12'-0" x 18'-0"
-  DESIGNATED
8'-6" x 18'-0"
-  EV
8'-6" x 18'-0"
-  FUTURE EV
8'-6" x 18'-0"
-  AMBULATORY
10'-0" x 18'-0"



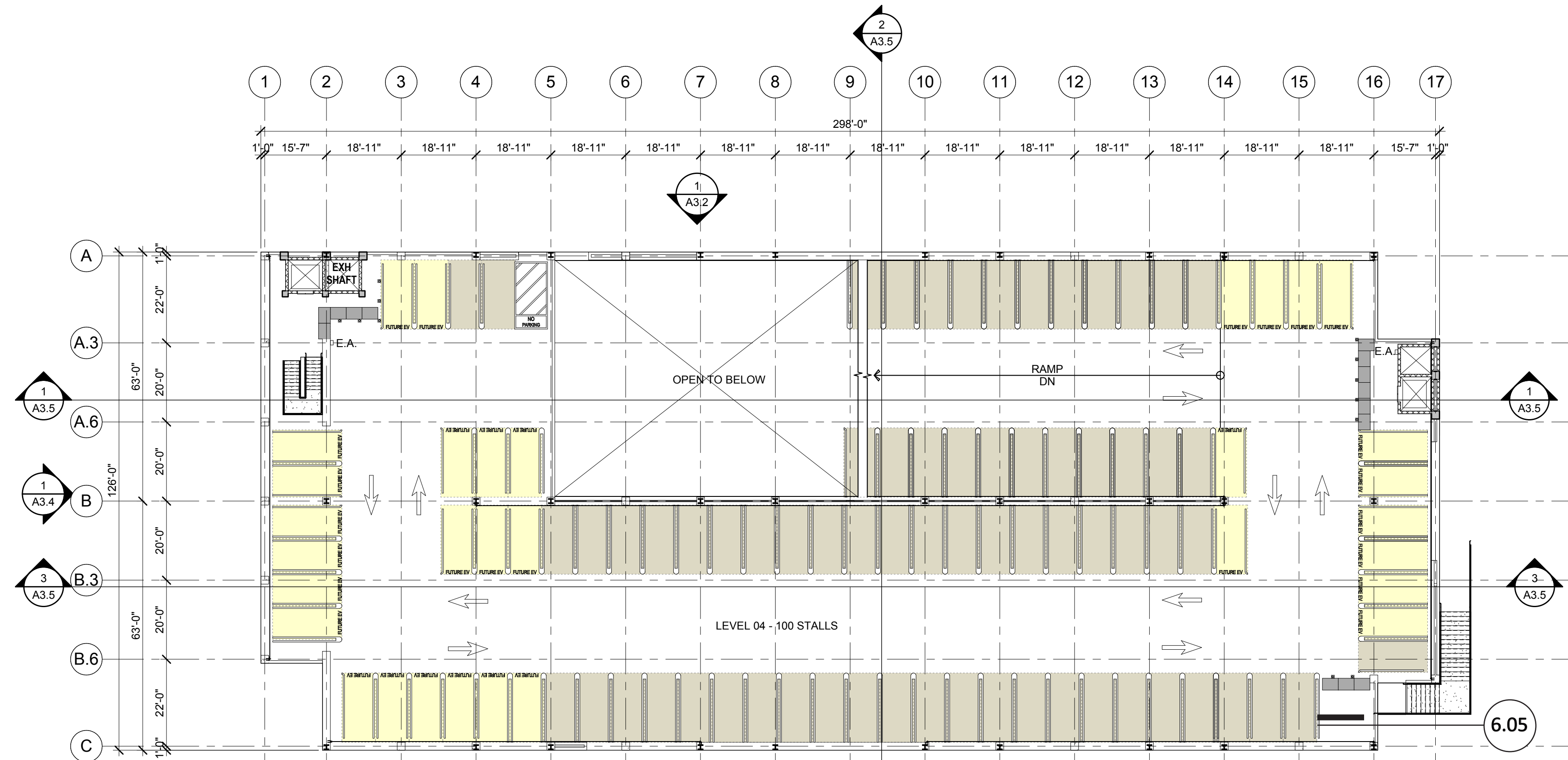
FLOOR PLANS PARKING GARAGE - 1ST & 2ND FLOOR

PLAN RELATIONSHIPS

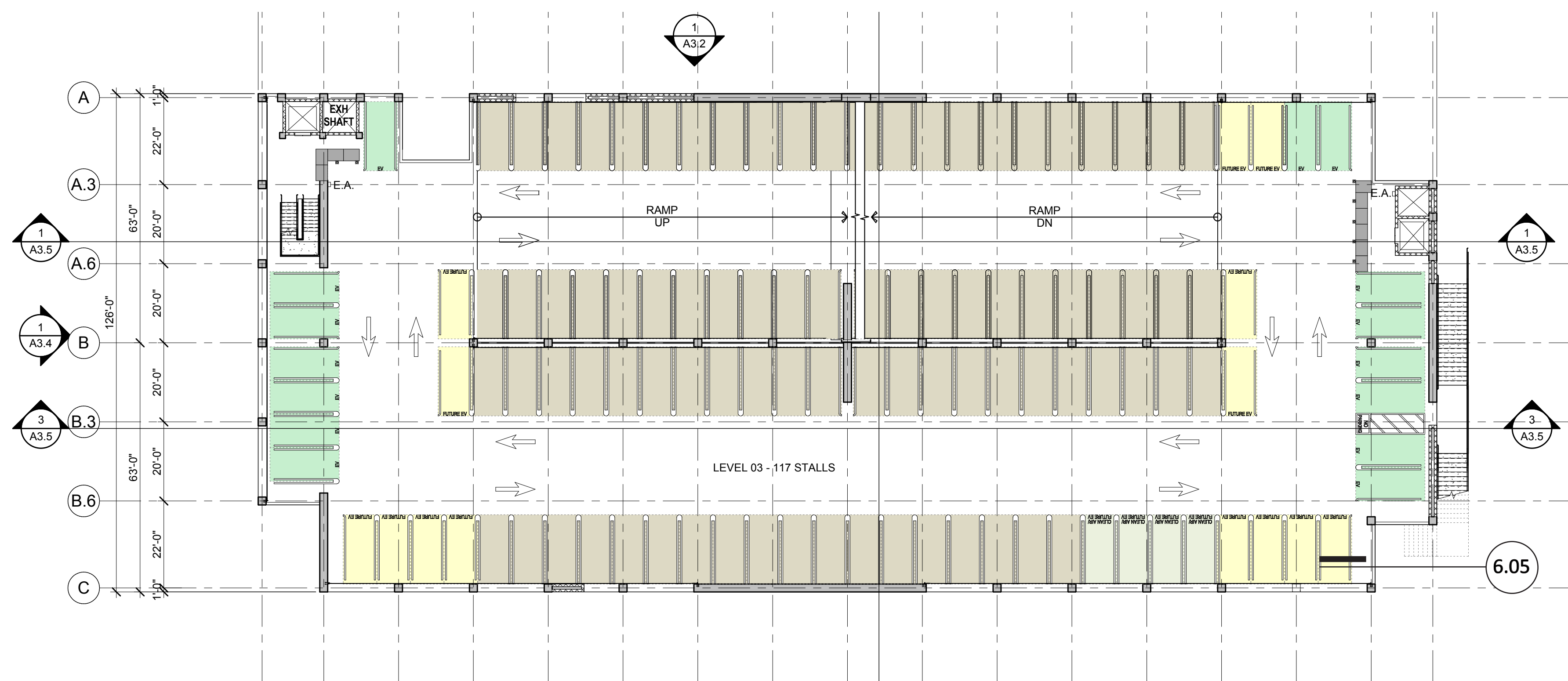
05

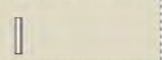

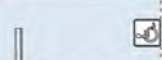
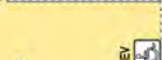




floor plans Parking Garage

3RD FLOOR



4TH FLOOR



-  UNISTALL
8'-6" x 18'-0"
-  ACCESSIBLE
9'-0" x 18'-0"
-  ACCESSIBLE VAN
9'-0" x 18'-0"
-  ACCESSIBLE EV VAN
12'-0" x 18'-0"
-  DESIGNATED
8'-6" x 18'-0"
-  EV
8'-6" x 18'-0"
-  FUTURE EV
8'-6" x 18'-0"
-  AMBULATORY
10'-0" x 18'-0"



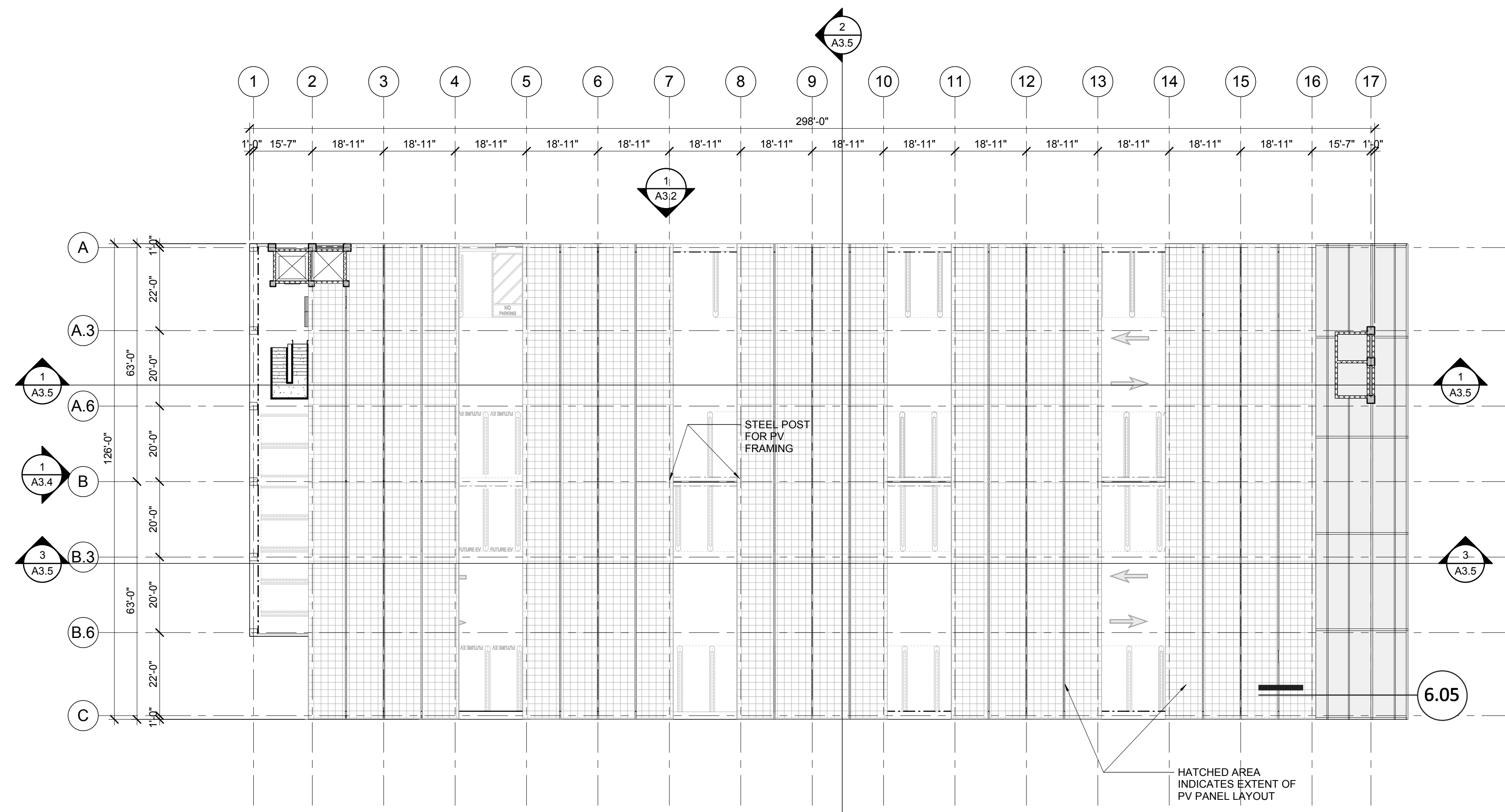
FLOOR PLANS PARKING GARAGE - 3RD & 4TH FLOOR

PLAN RELATIONSHIPS

05

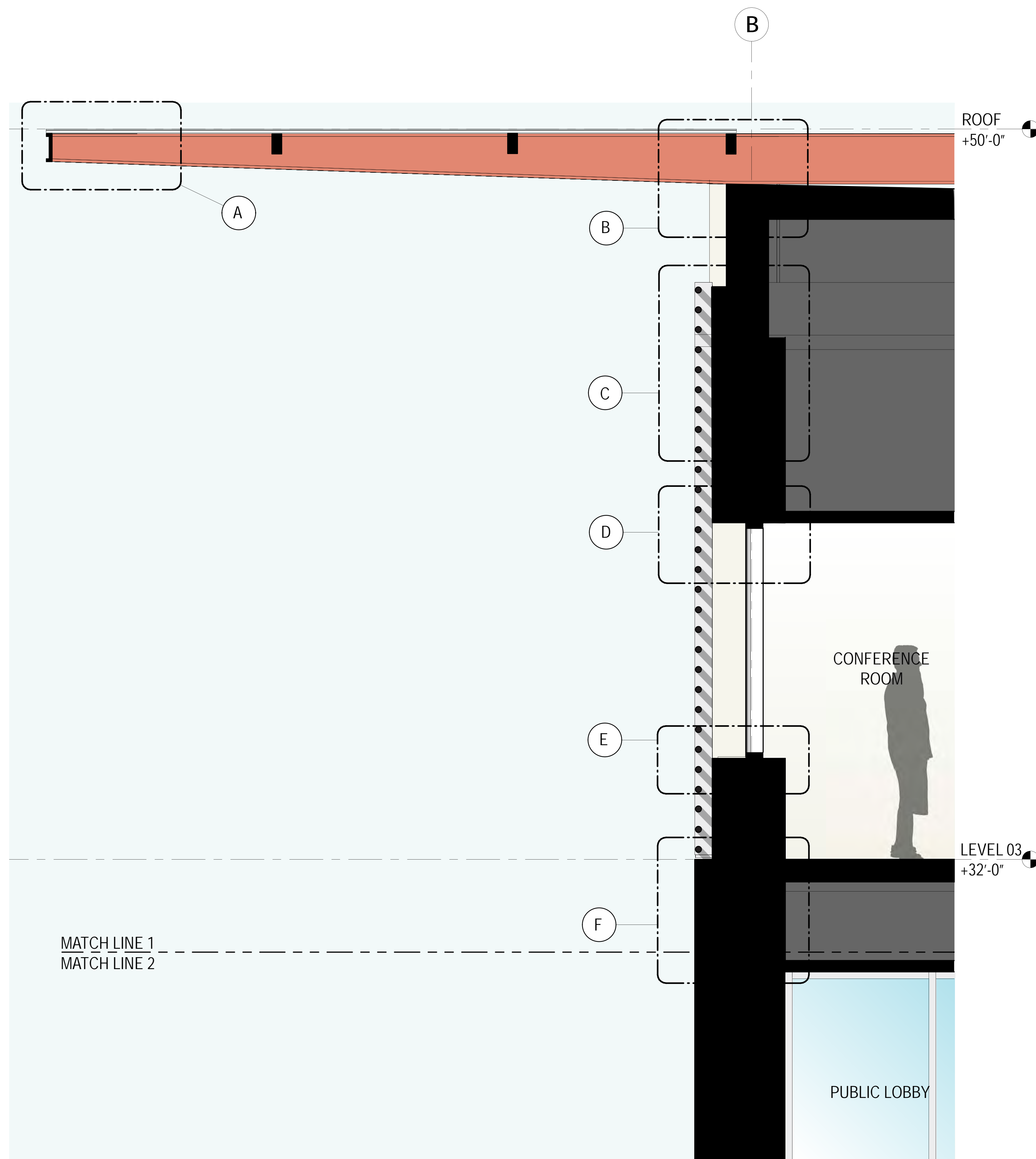
floor plans
Parking Garage

ROOF PLAN - SOLAR PANEL

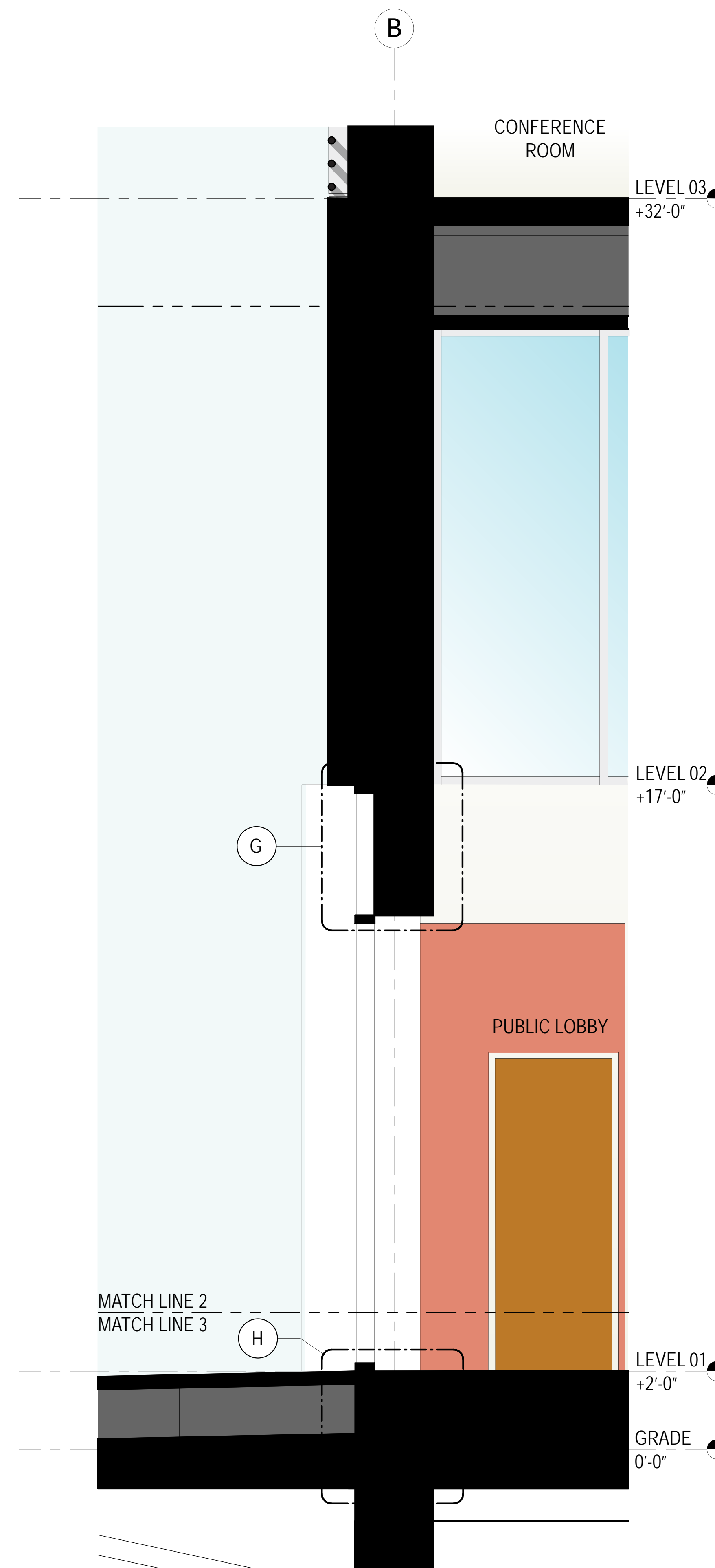


FLOOR PLANS PARKING GARAGE - ROOF PLAN WITH SOLAR PANEL

ARB 05.11



1. WEST WALL SECTION - LEVEL 03
1/2" = 1'-0"



2. WEST WALL SECTION - LEVELS 01 AND 02
1/2" = 1'-0"

CONCEPTUAL DETAILS

06

wall sections
PSB

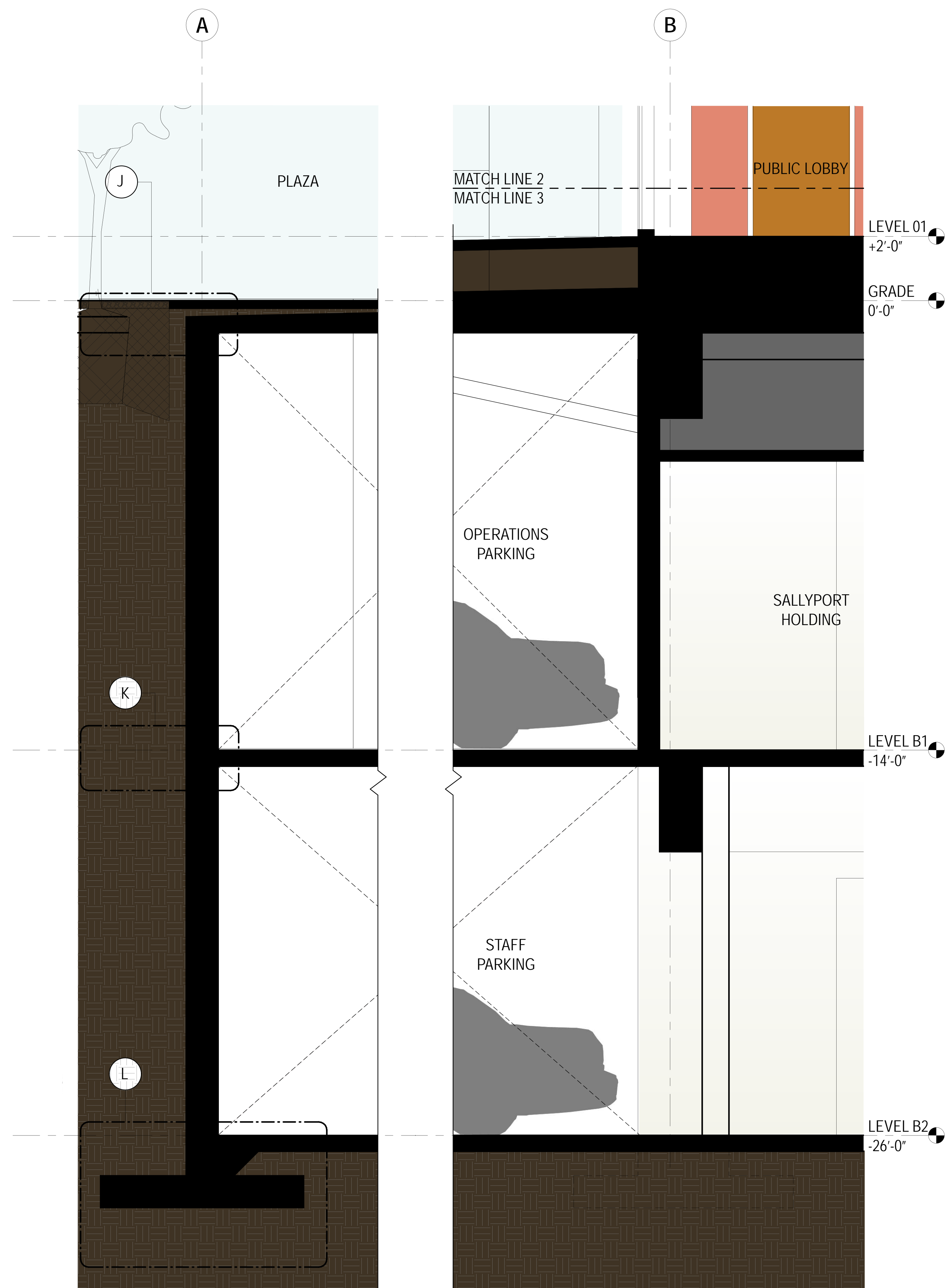


WALL SECTIONS PSB - 1ST THRU 3RD FLOOR WEST

CONCEPTUAL DETAILS

06

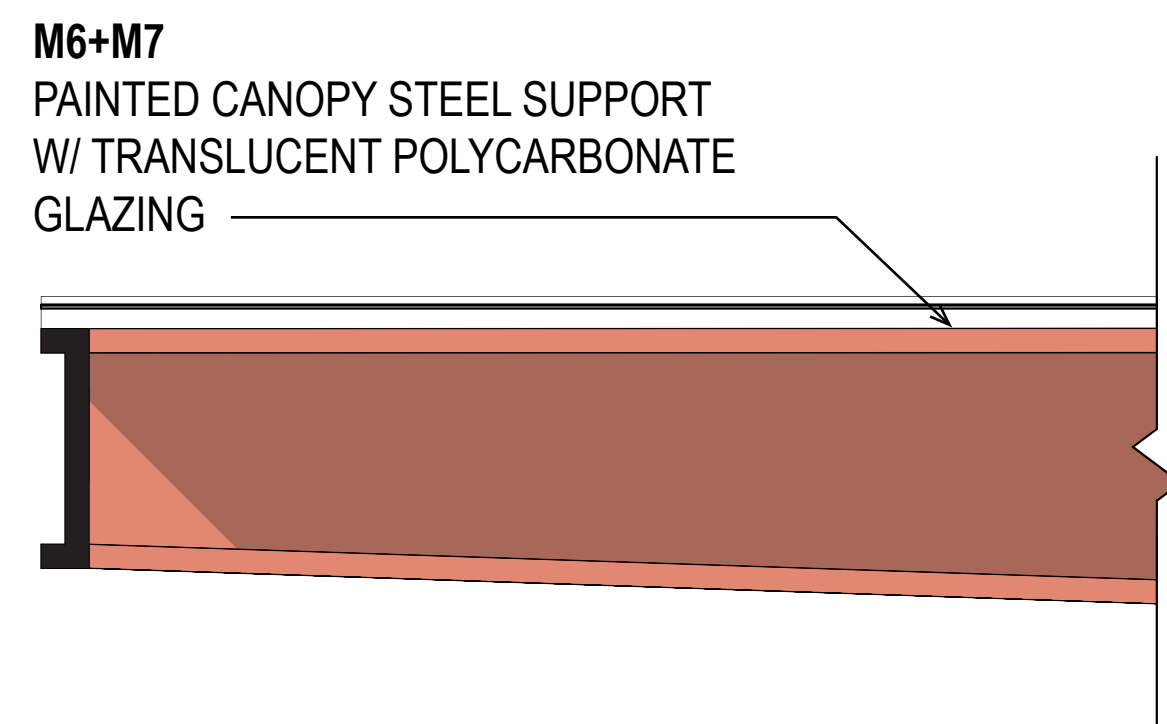
wall sections
PSB



3. WEST WALL SECTION - LEVELS B1 AND B2

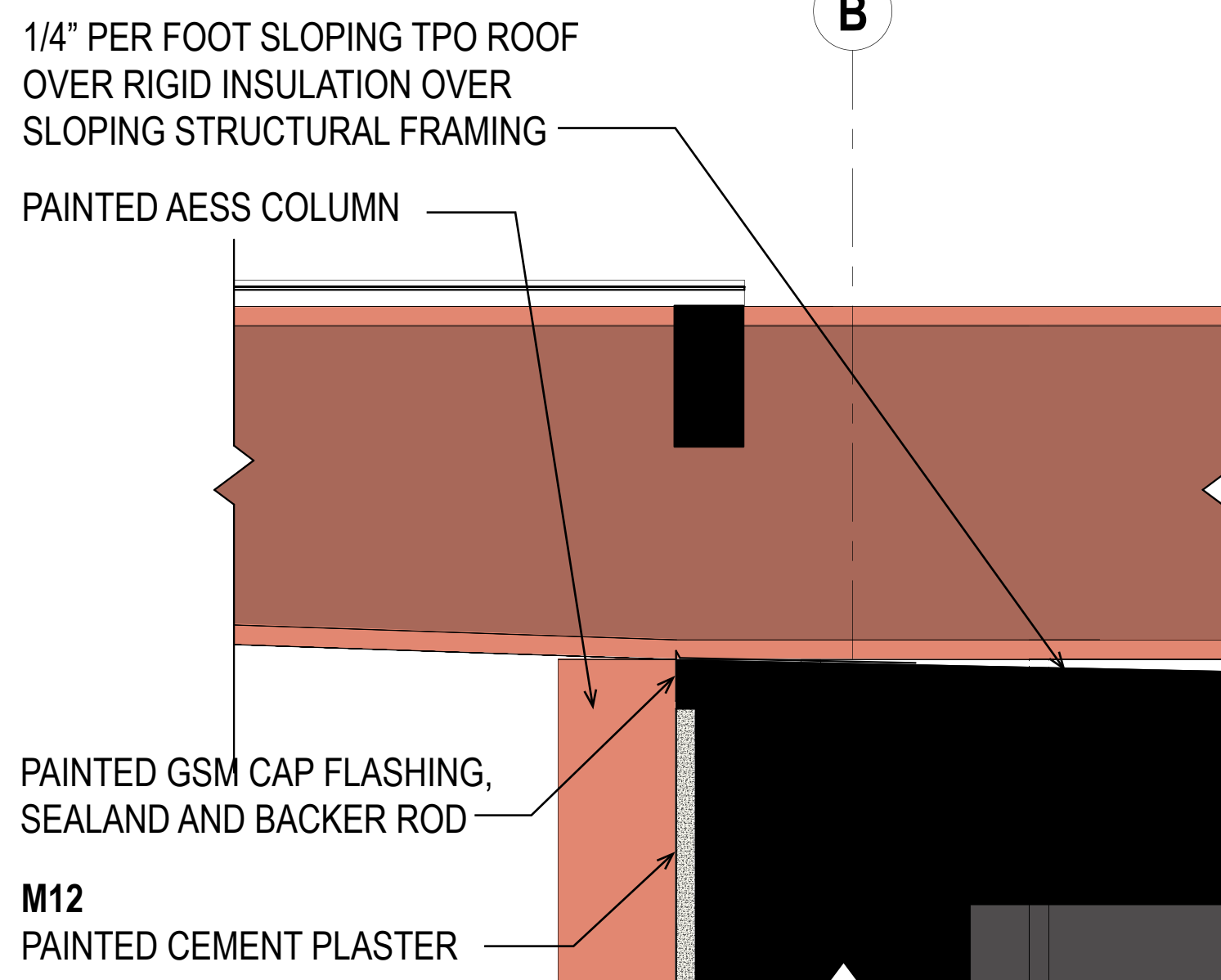
1/2" = 1'-0"

WALL SECTIONS PSB - BASEMENT WEST



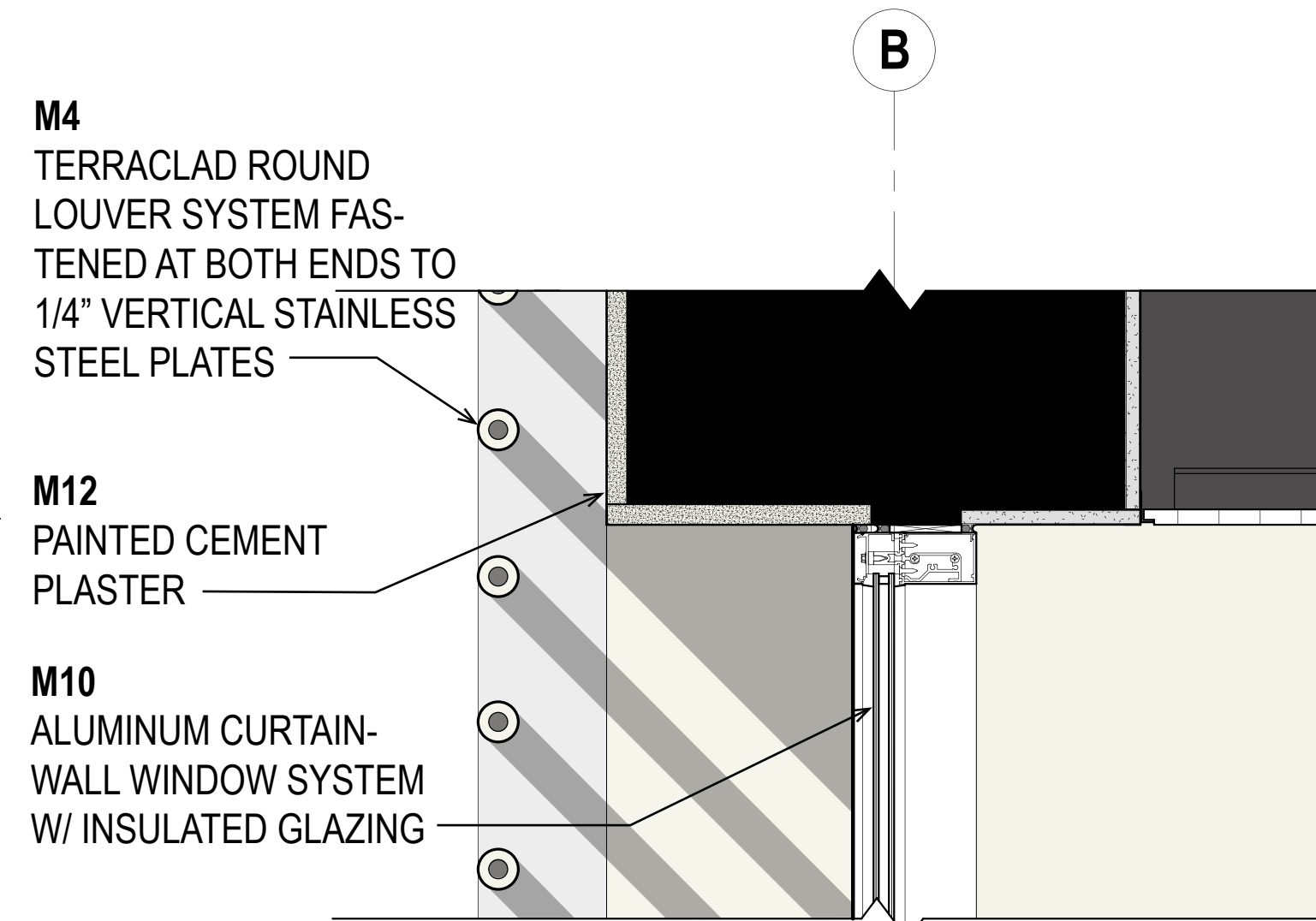
A. WEST CANOPY DETAIL

1-1/2" = 1'-0"



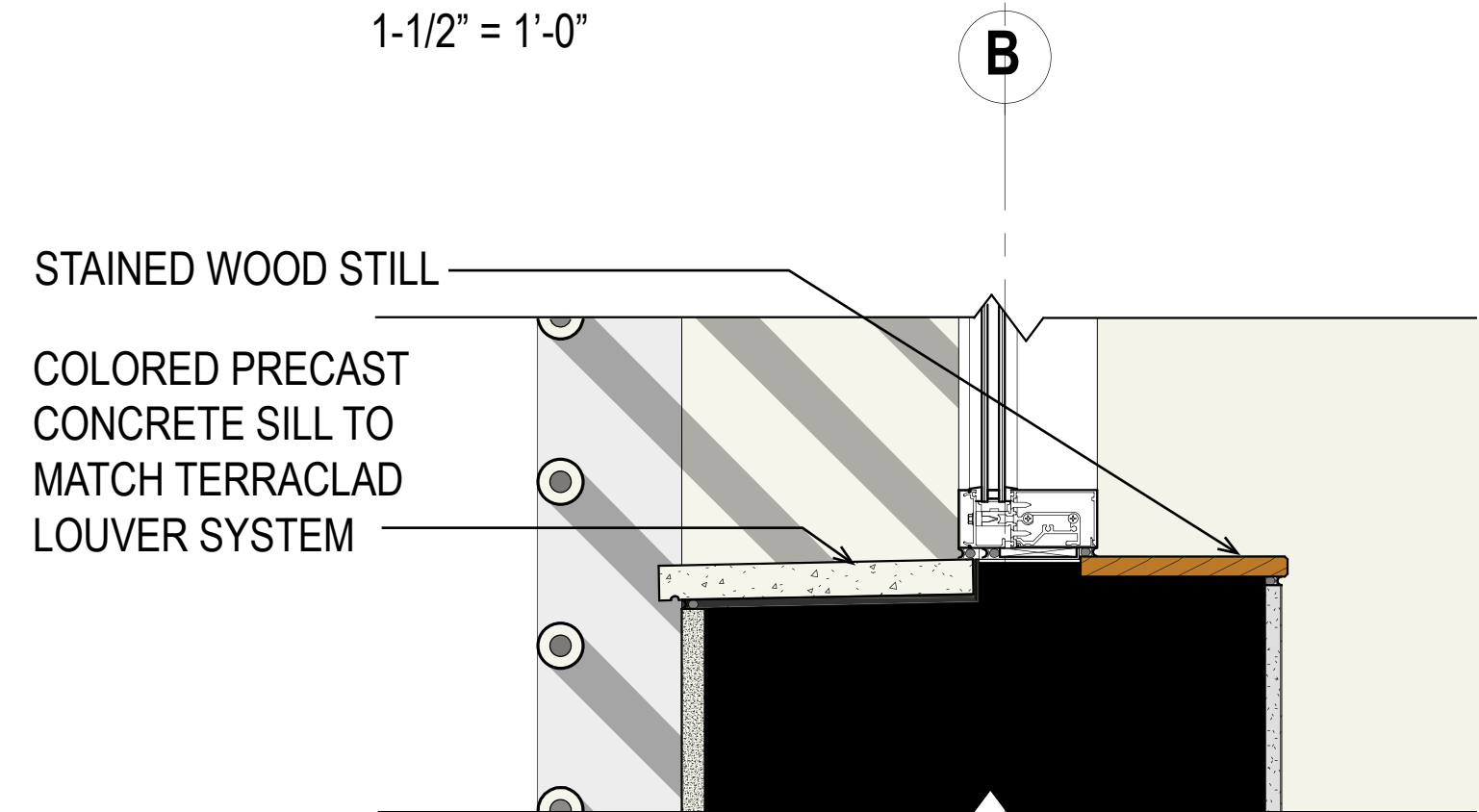
B. WEST COPING DETAIL

1-1/2" = 1'-0"



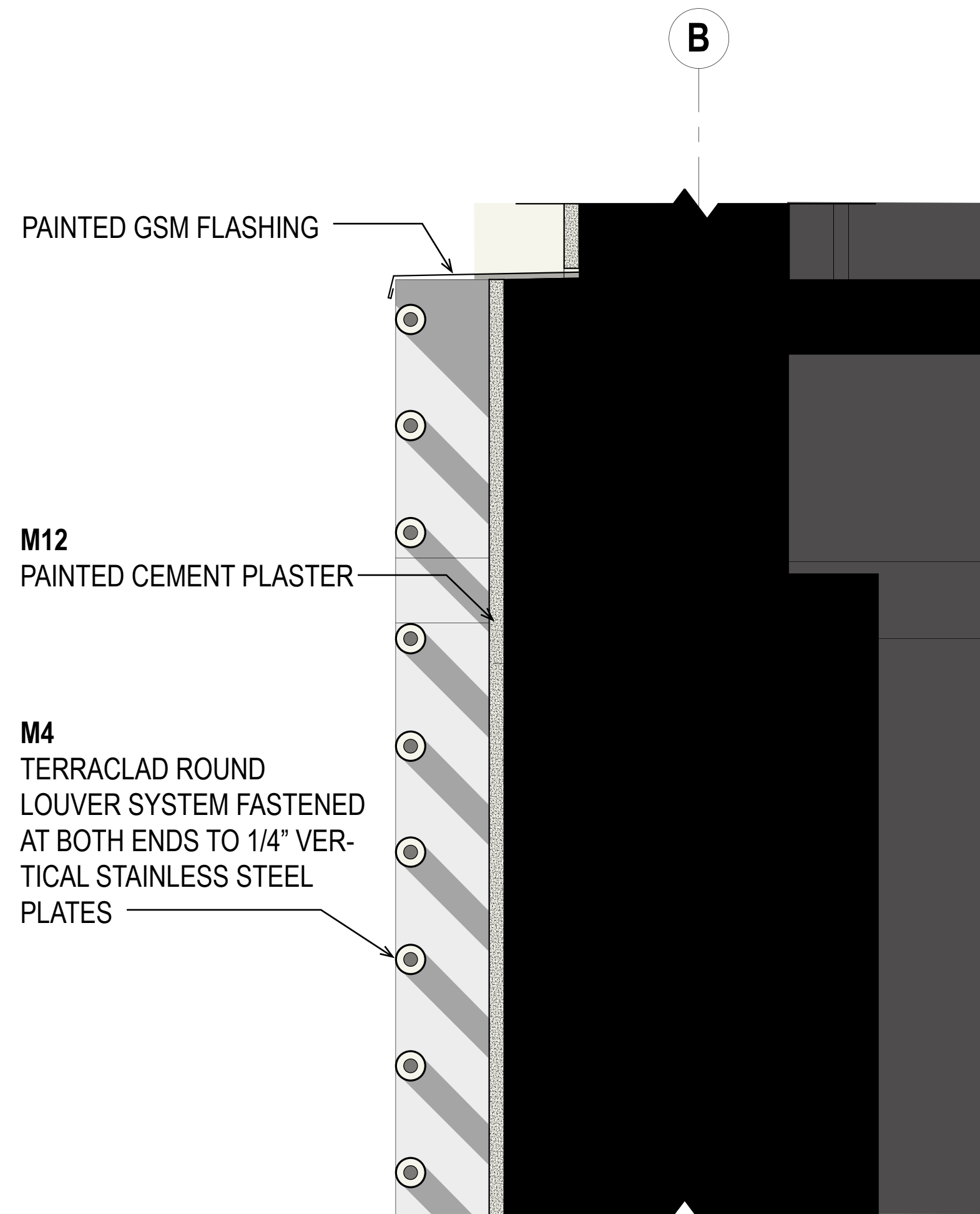
D. WEST WINDOW HEAD

1-1/2" = 1'-0"



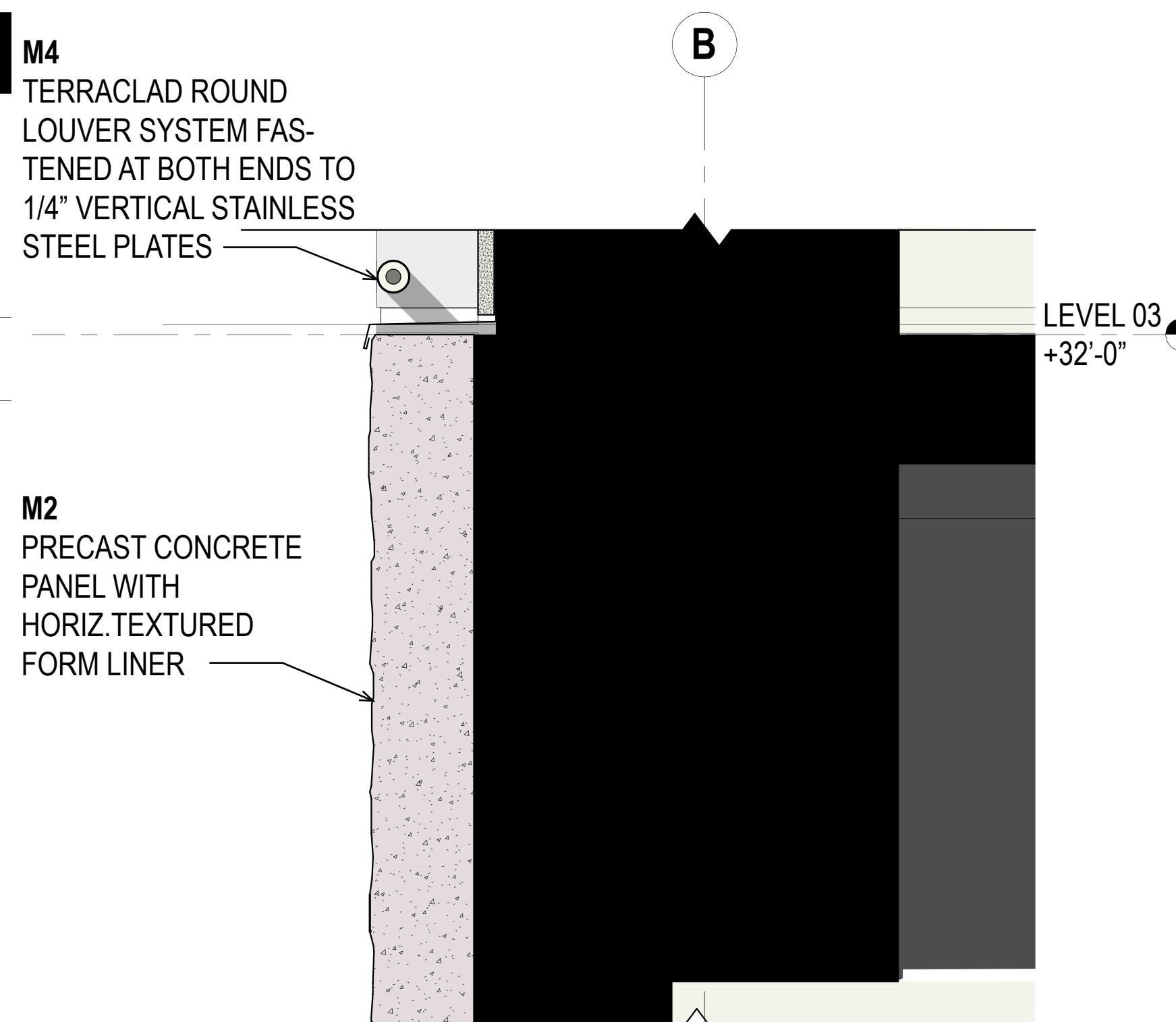
E. WEST WINDOW SILL

1-1/2" = 1'-0"



C. WEST TERRACLAD SCREENING

1-1/2" = 1'-0"



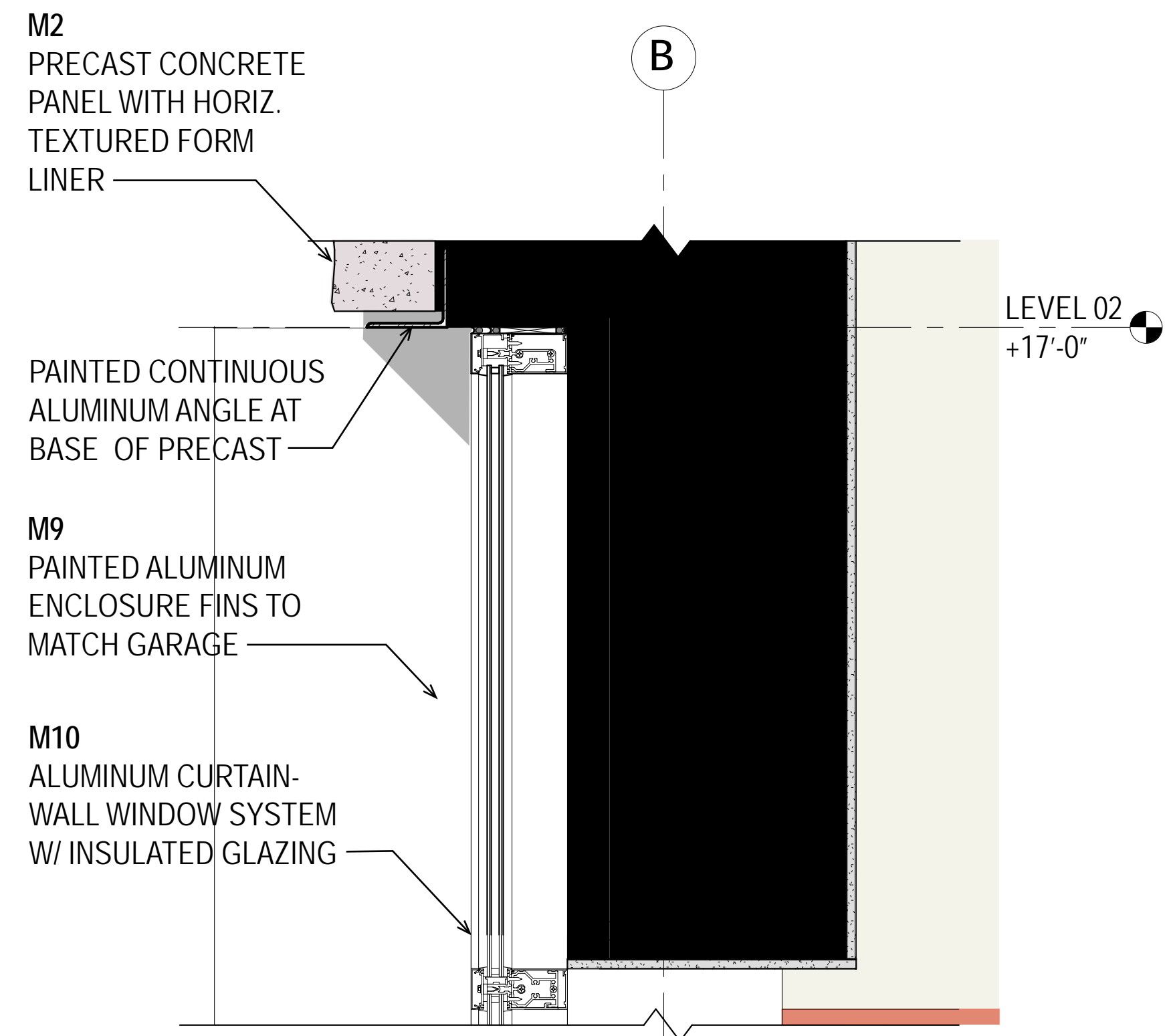
F. WEST PRECAST CONCRETE PANEL

1-1/2" = 1'-0"

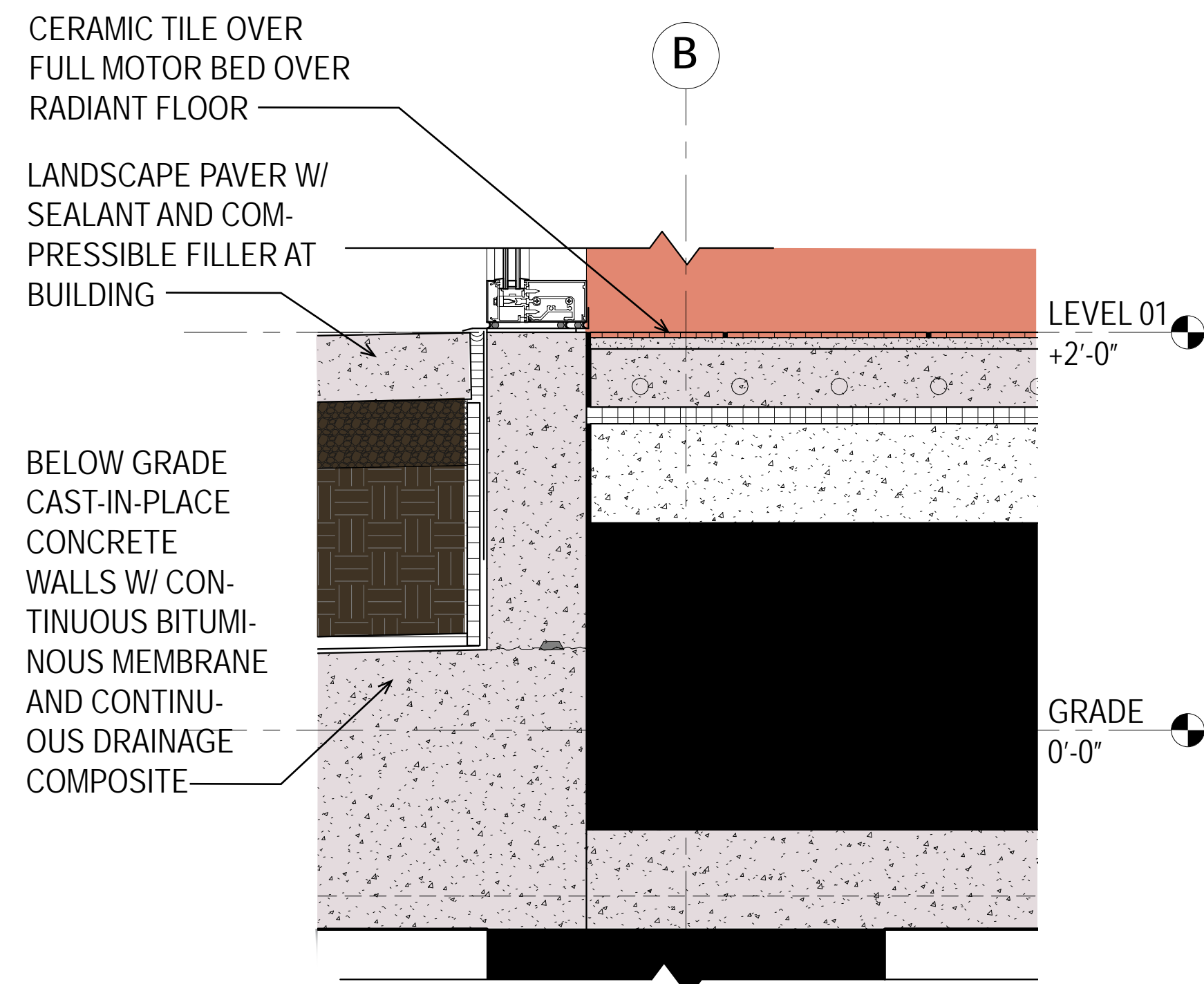
CONCEPTUAL DETAILS

06

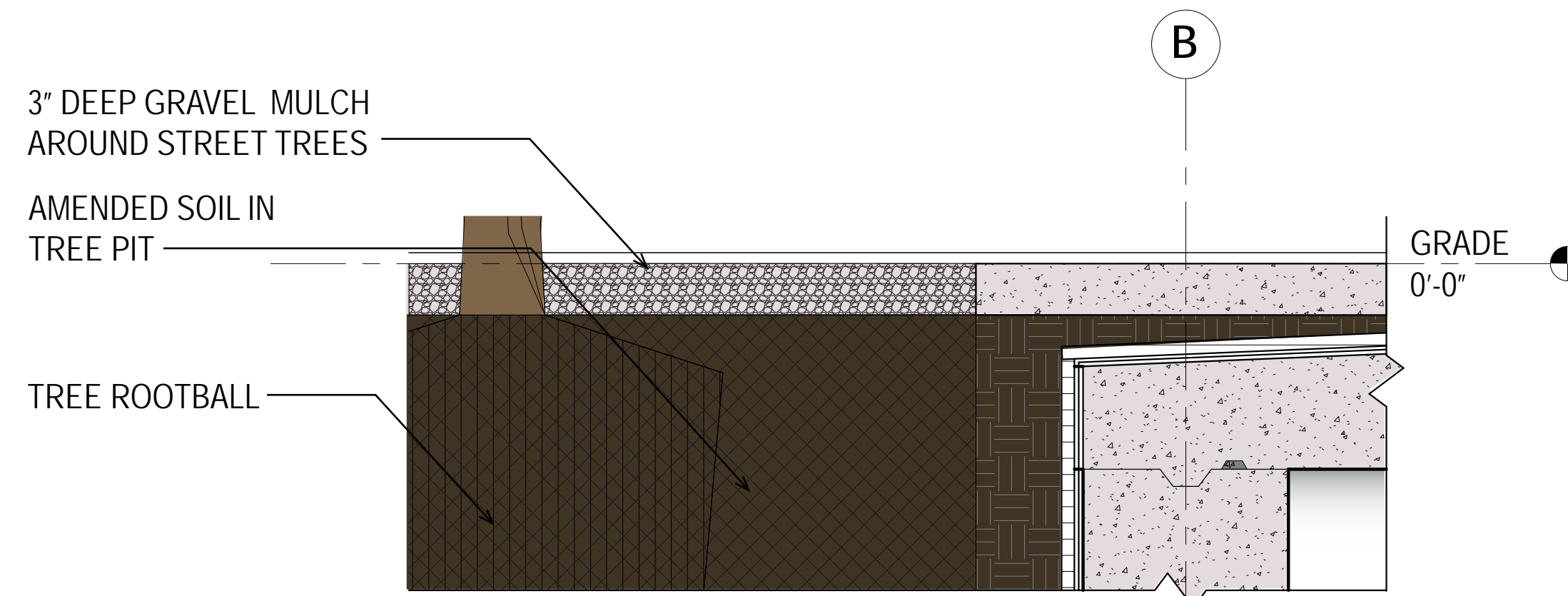
**details
PSB**



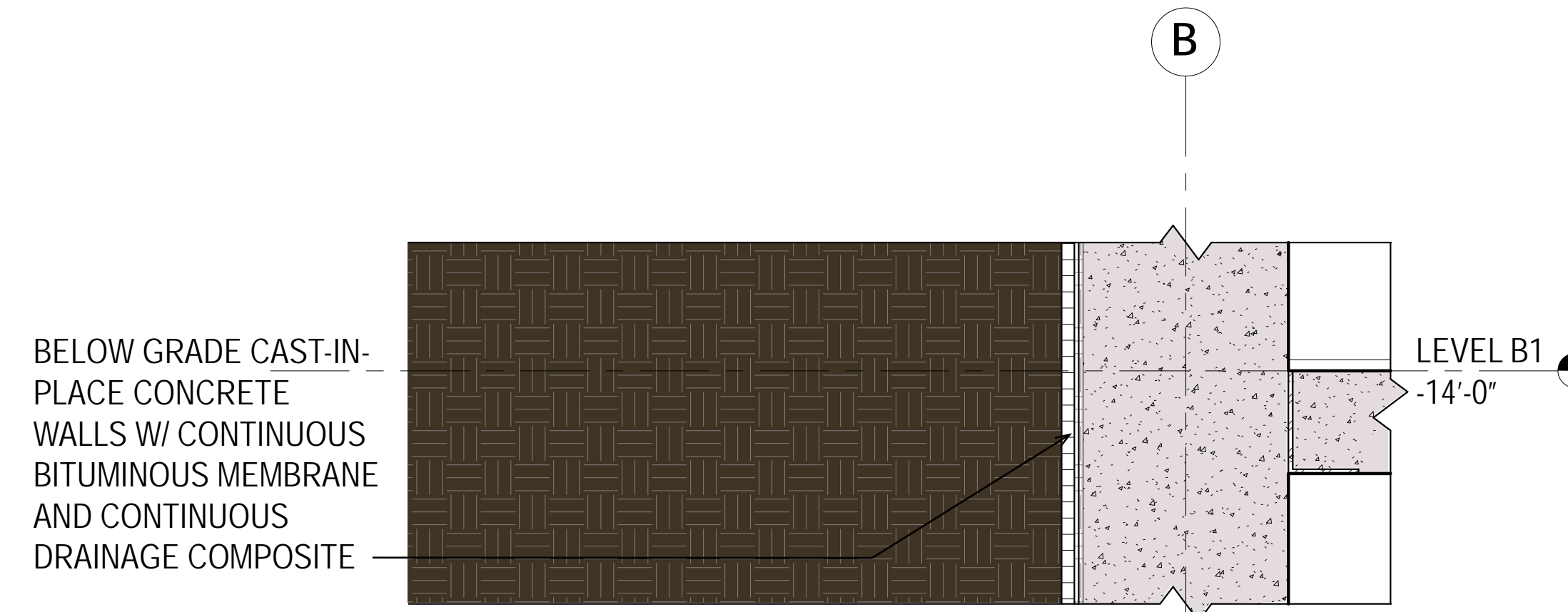
G. WEST CURTAINWALL HEAD
1-1/2" = 1'-0"



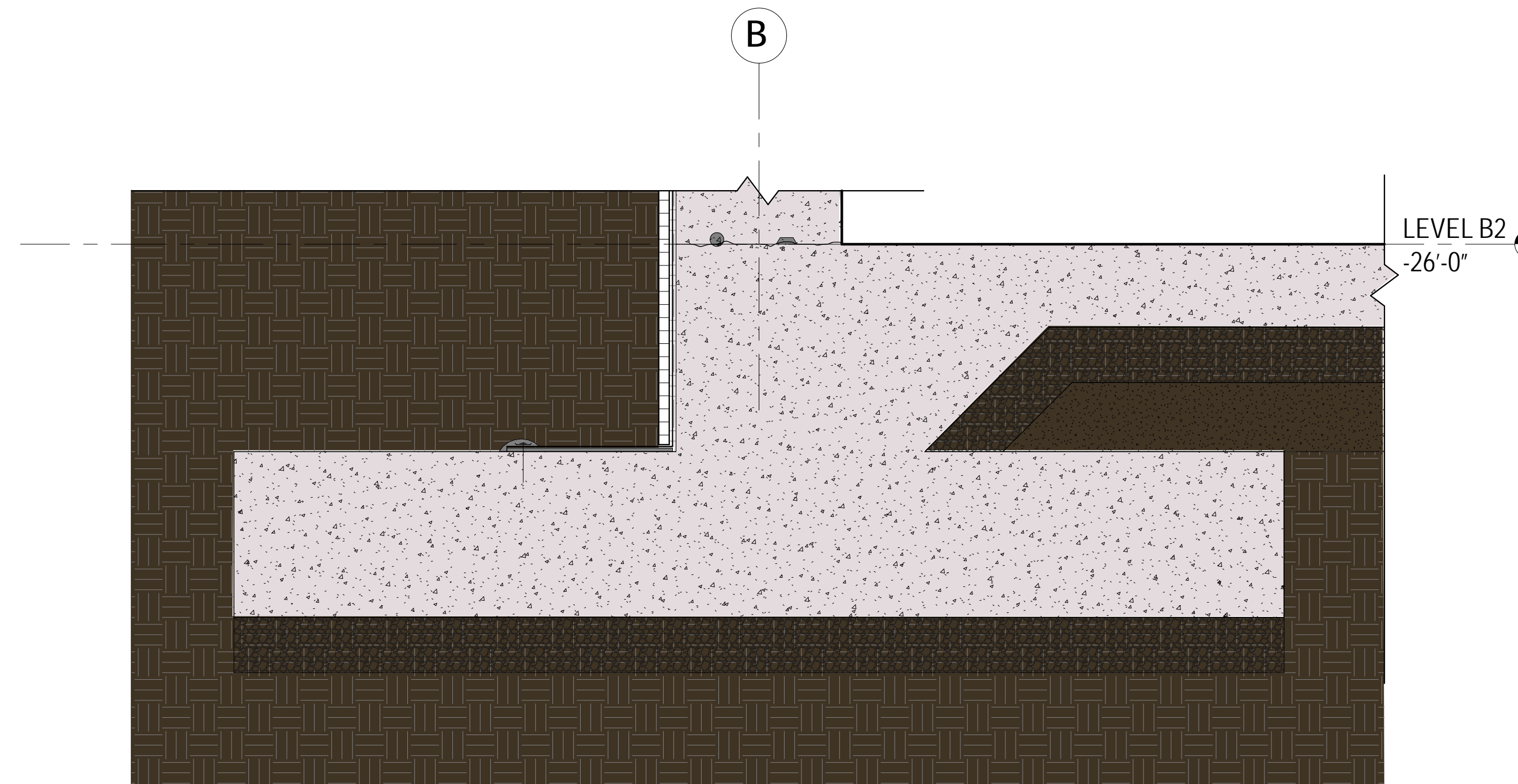
H. WEST CURTAINWALL SILL
1-1/2" = 1'-0"



J. WEST BASEMENT ROOF
1-1/2" = 1'-0"



K. WEST BASEMENT FLOOR-WALL
1-1/2" = 1'-0"



L. WEST BASEMENT FOUNDATION
1-1/2" = 1'-0"

CONCEPTUAL DETAILS

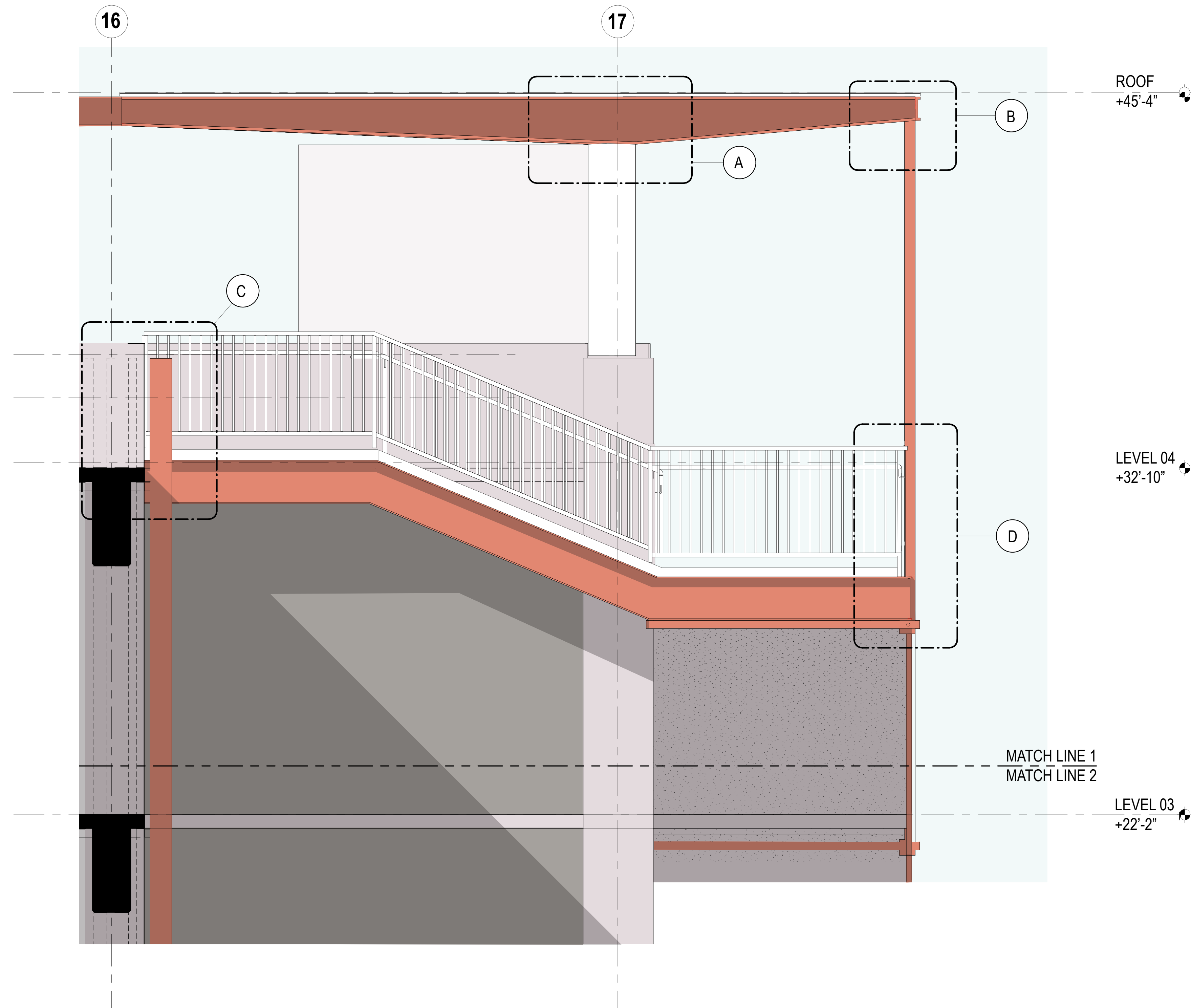
06

details
PSB

CONCEPTUAL DETAILS

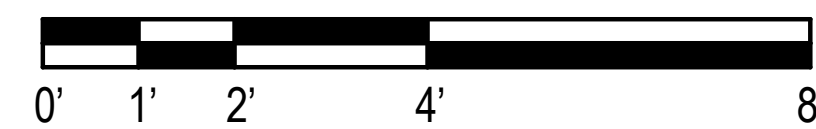
06

wall sections
Parking Garage



1. EAST WALL SECTION - LEVELS 03 & 04

1/2" = 1'-0"

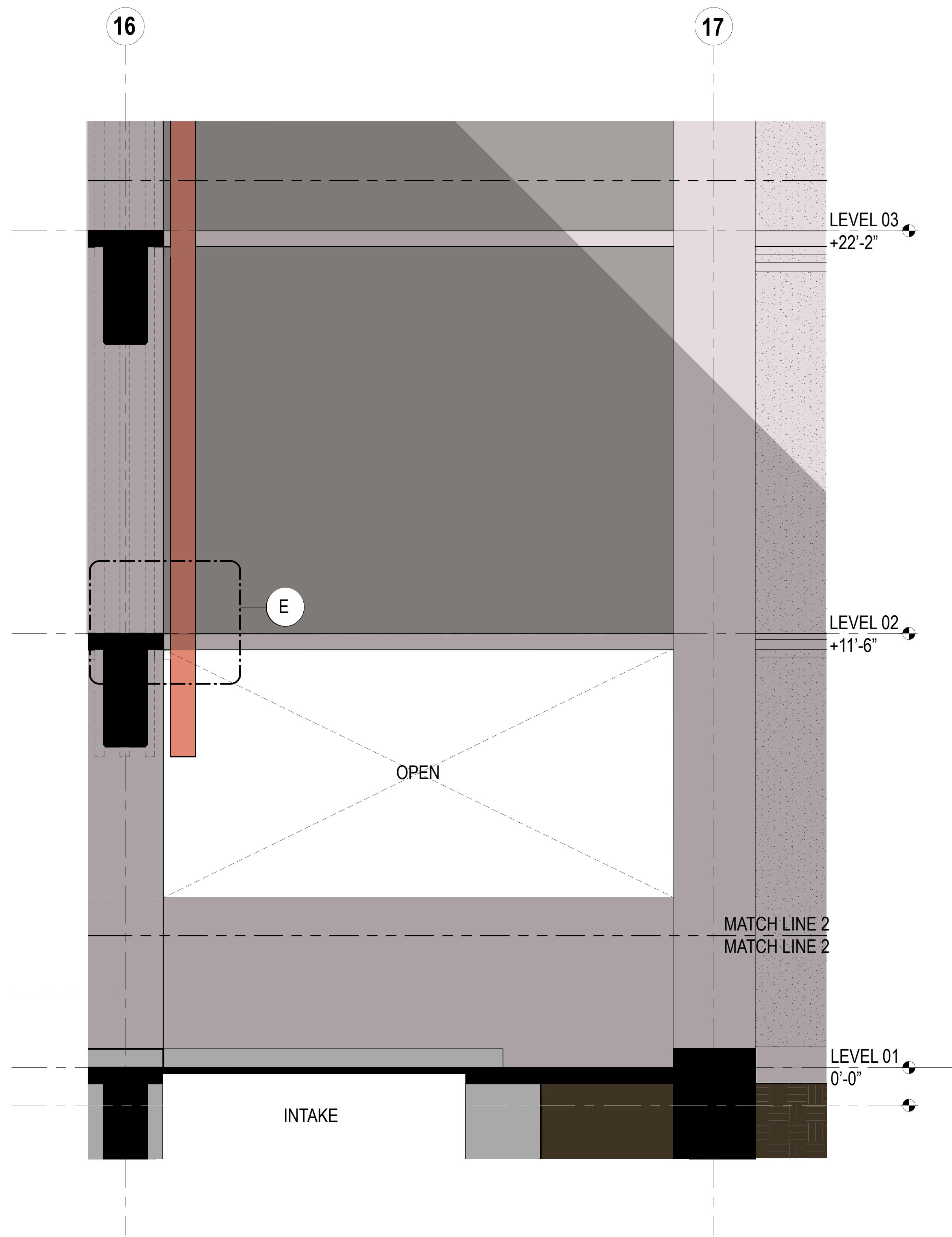


WALL SECTIONS PARKING GARAGE - 3RD AND 4TH FLOOR EAST

CONCEPTUAL DETAILS

06

wall sections
Parking Garage



2. EAST WALL SECTION - LEVELS 01 & 02

1/2" = 1'-0"



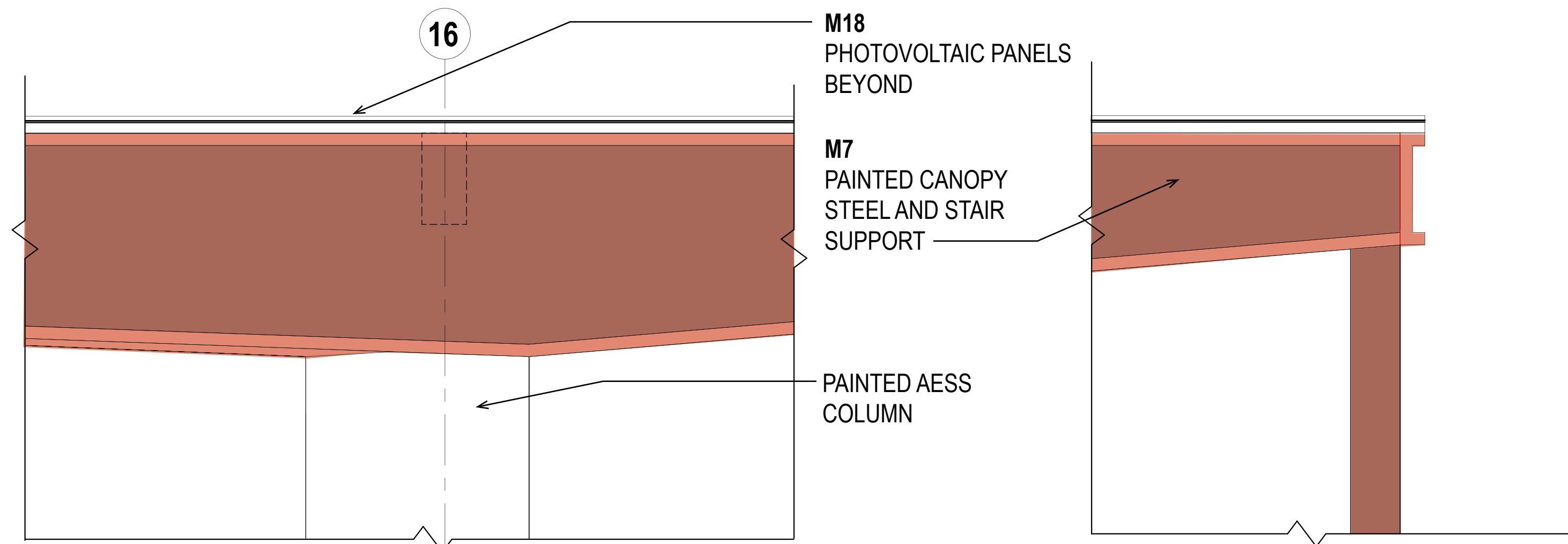
WALL SECTIONS PARKING GARAGE - BASEMENT THRU 2ND FLOOR EAST

ARB 06.06

CONCEPTUAL DETAILS

06

details
Parking Garage

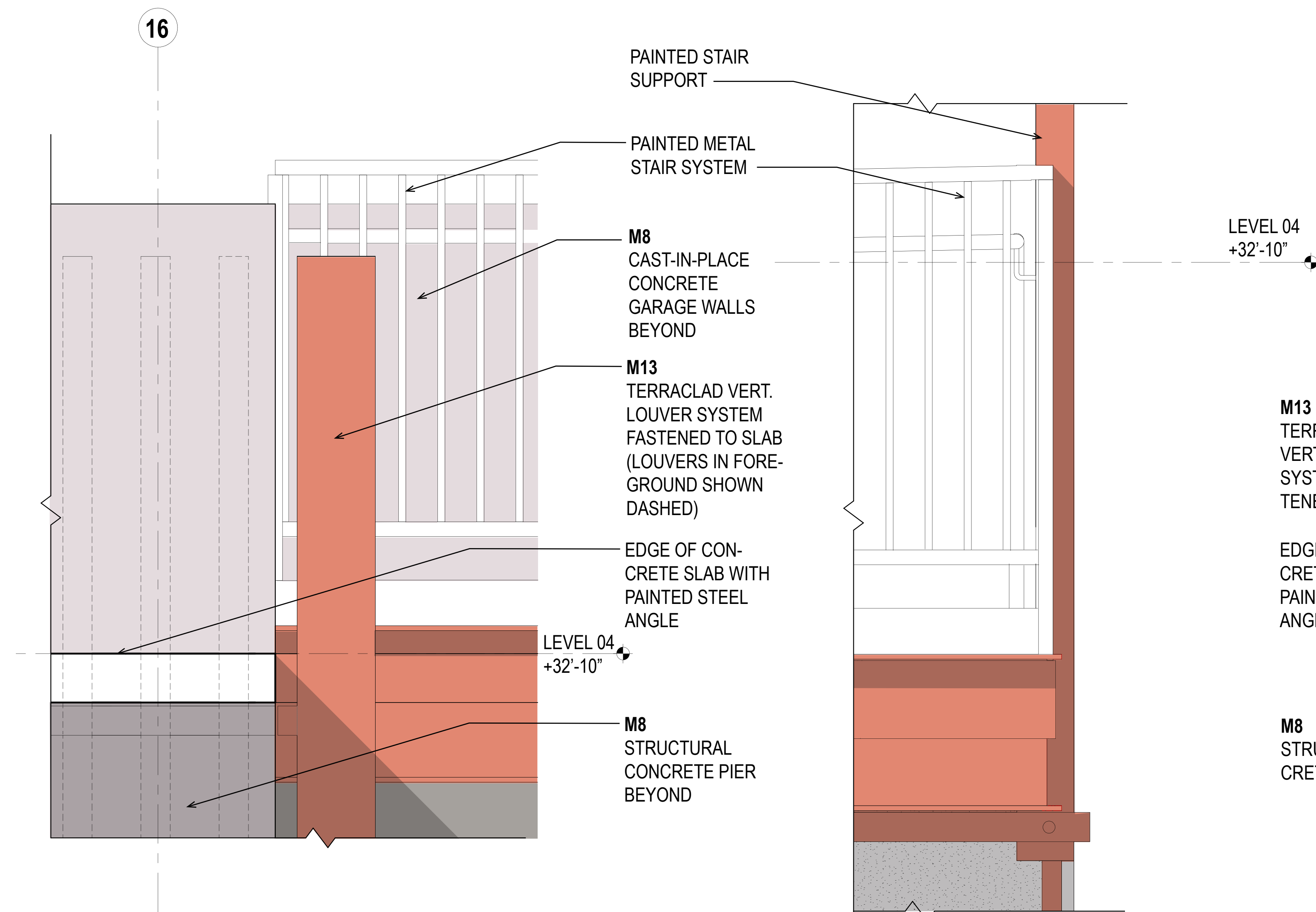


A. EAST CANOPY STEEL SUPPORT

1-1/2" = 1'-0"

B. EAST STAIR SUPPORT

1-1/2" = 1'-0"

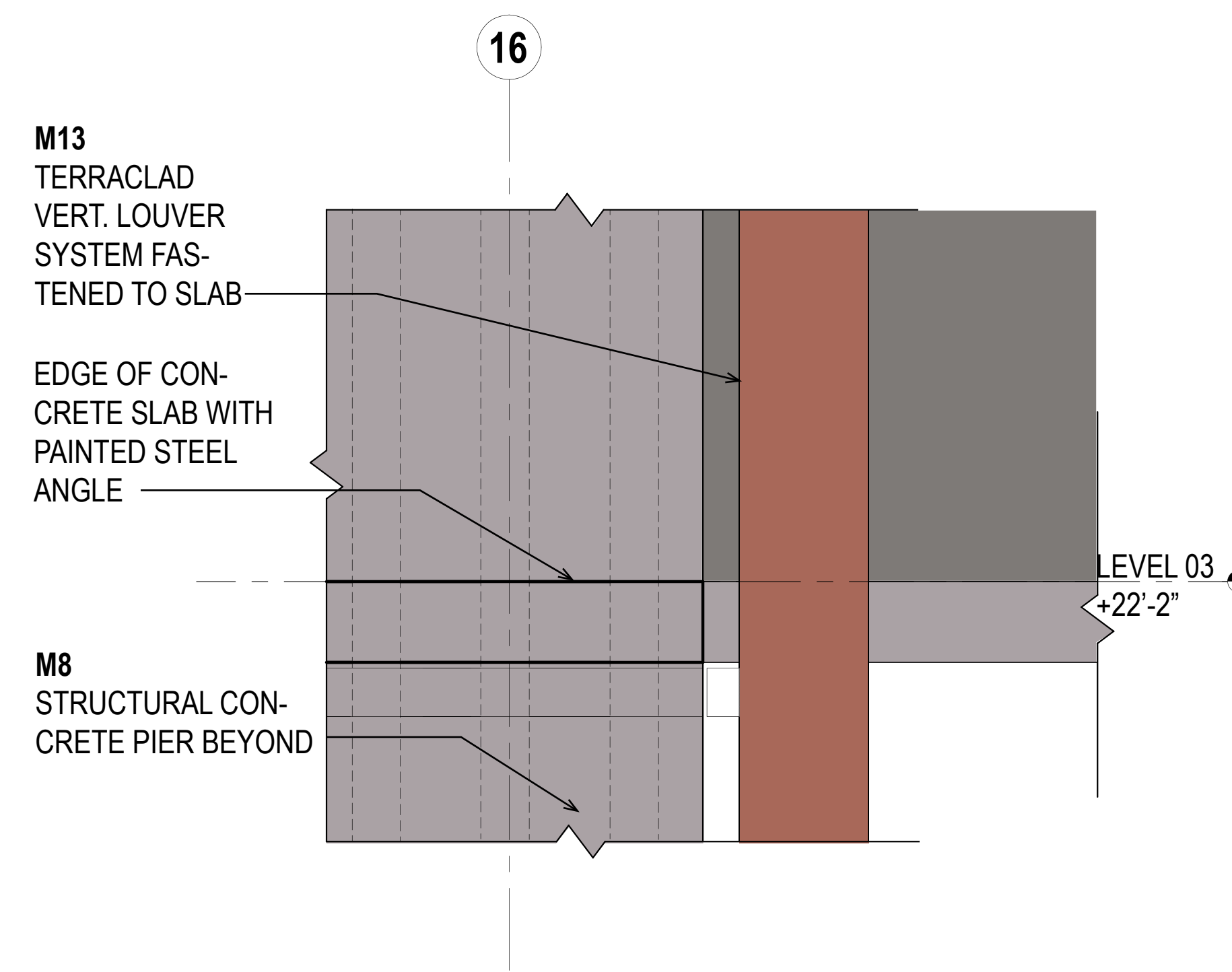


C. EAST PAINTED METAL FINNS

1-1/2" = 1'-0"

D. EAST STEEL STAIR

1-1/2" = 1'-0"



E. EAST PAINTED METAL PLATE

1-1/2" = 1'-0"

PROTOTYPICAL DETAILS - PARKING GARAGE

TECHNICAL DETAILS

07

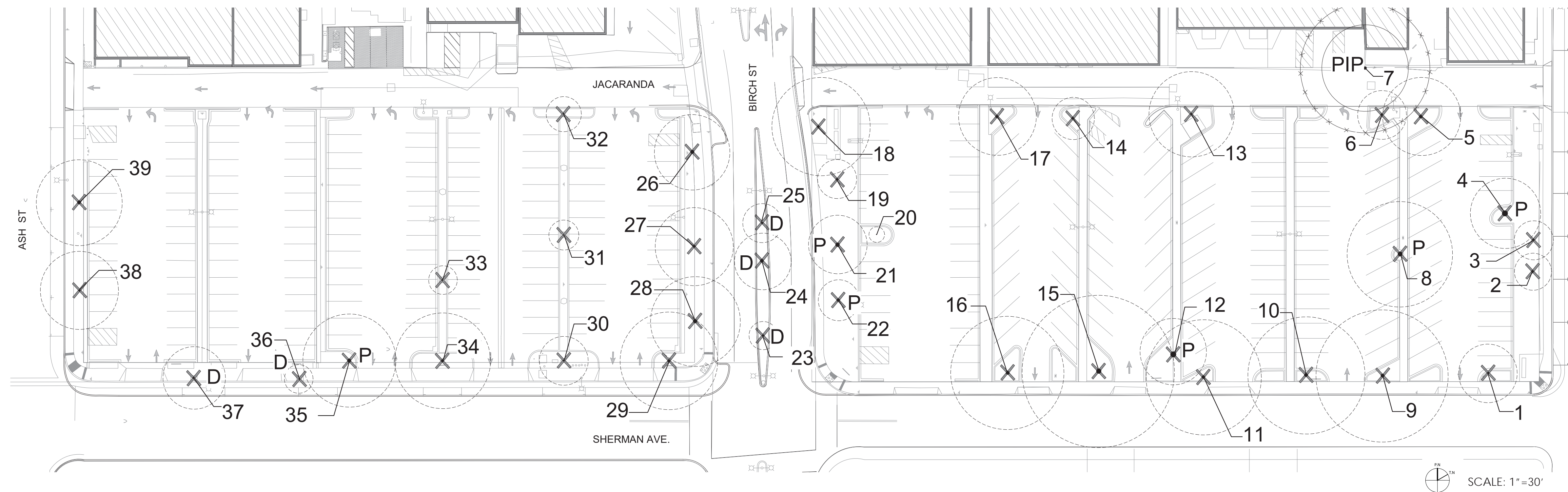
tree protection plan PSB and Parking Garage

SHEET NOTES

1. TREE NUMBERS REFERENCE ABORIST REPORT BY DAVID L. BABBY (CONSULTING ABORIST) DATED 3-17-16

LEGEND	
SYMBOL	DESCRIPTION
●	APPROX. TRUNK DIAMETER (EX)
○	APPROX. TREE CANOPY (EX)
X	TREE TO REMOVE
-1	TREE NUMBER
● PIP	PROTECT IN PLACE
● P	PROTECTED TREE
● D	DESIGNATED STREET TREE
-----X-----	10 FT. OFFSET TREE PROTECTION FENCING

TOTAL TREES TO BE REMOVED	38
TOTAL PROTECTED TREES TO BE REMOVED	6
TOTAL DESIGNATED TREES TO BE REMOVED	5



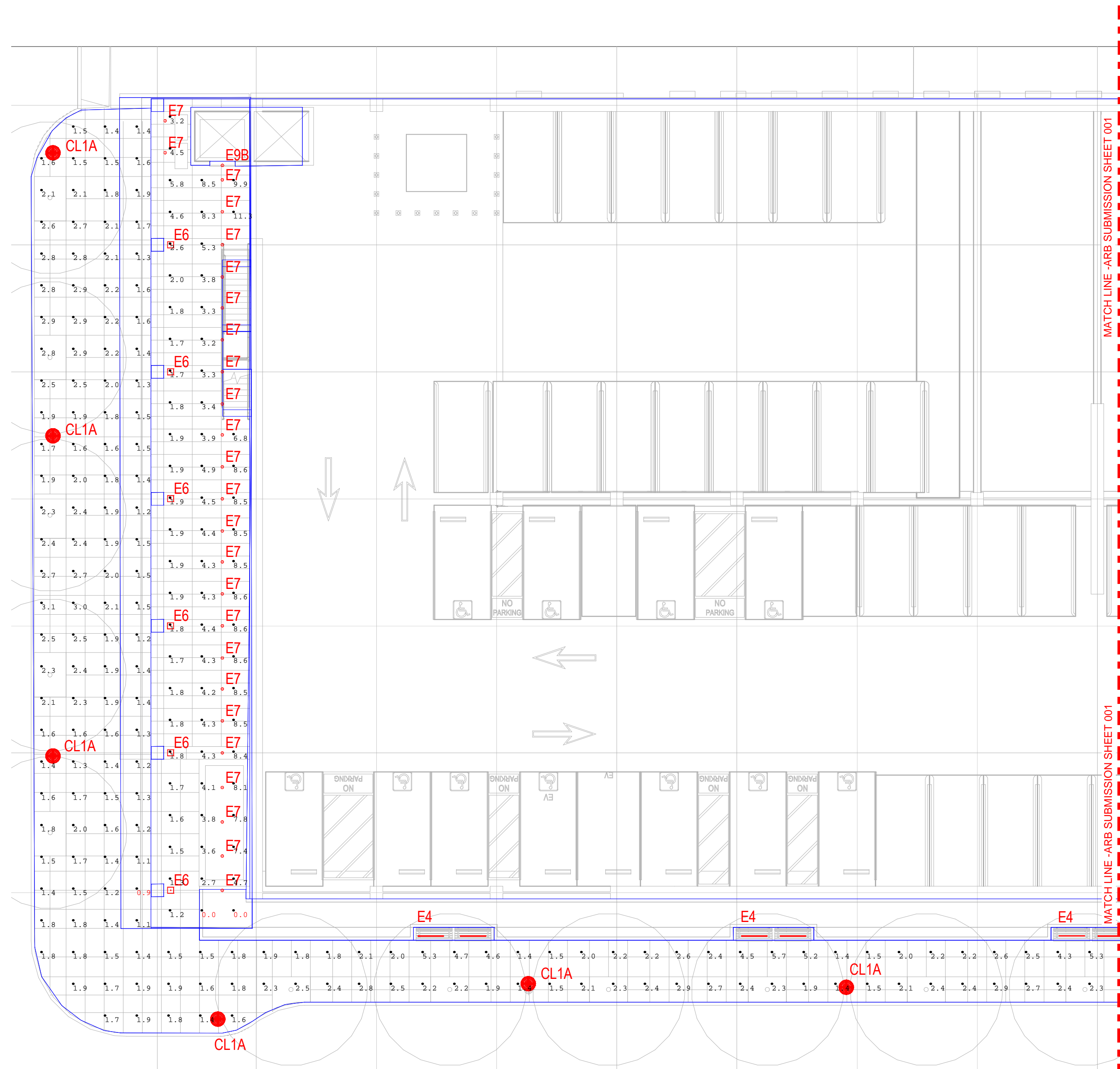
TREE PROTECTION PLAN - PSB AND PARKING GARAGE

ARB 07.01

TECHNICAL DETAILS

07

site lighting plan Parking Garage



PHOTOMETRIC STUDY - PARKING GARAGE SOUTH

SCALE:

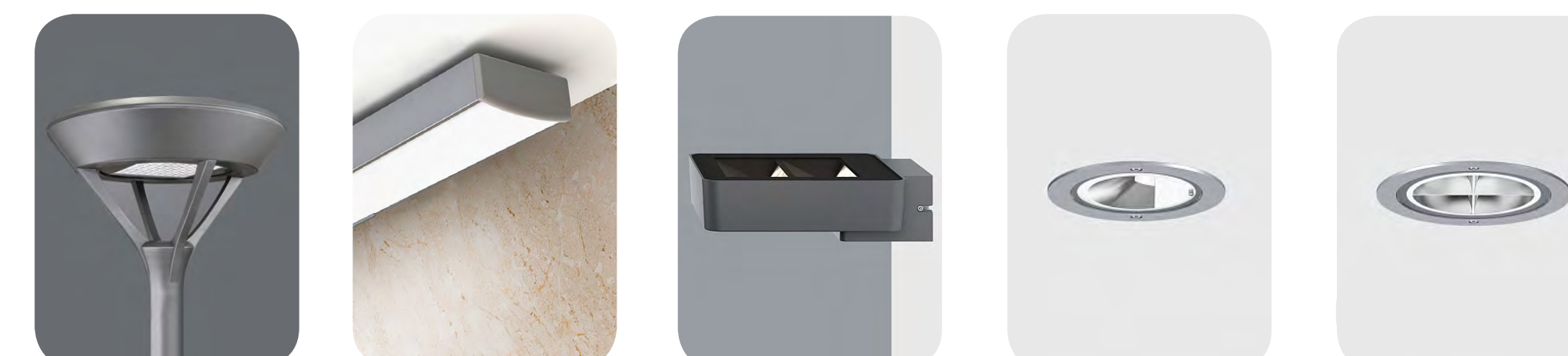
1" = 20'-0"

CALCULATION SUMMARY

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Target Light Level
Courtyard	Illuminance	Fc	1.29	13.1	0.4	3.23	32.75	0.4 Fc Avg. Per IES Plazas and Town Sqrs. 1 Fc Min. at Egress Per CBC
East Stair_1_Top_1_1	Illuminance	Fc	11.9	15.3	8.1	1.47	1.89	1 Fc Min. Per CBC
East Stair_2_Side_5_1	Illuminance	Fc	14.1	27.3	6.6	2.14	4.14	1 Fc Min. Per CBC
East Stair_3_Top_1_1	Illuminance	Fc	17.0	26.9	6.6	2.59	4.38	1 Fc Min. Per CBC
East Stair_4_Side_4_1	Illuminance	Fc	19.0	44.3	3.9	4.88	11.36	1 Fc Min. Per CBC
East Stair_5_Top_1_1	Illuminance	Fc	6.26	22.3	2.9	2.16	7.69	1 Fc Min. Per CBC
East Stair_6_Side_4_1	Illuminance	Fc	1.62	5.7	0.2	6.10	28.50	1 Fc Min. Per CBC
East Stair_7_Top_1_1	Illuminance	Fc	0.88	2.2	0.1	6.80	22.00	1 Fc Min. Per CBC
East Stair_Side_5_1	Illuminance	Fc	7.84	14.2	2.8	2.73	5.07	1 Fc Min. Per CBC
Garage East Pathway_Top_1	Illuminance	Fc	3.13	20.9	0.6	5.22	34.83	0.5-1Fc Avg. Per BOD Light Level Legend
Garage Northeast Elev Thrshld_1	Illuminance	Fc	11.9	13.3	10.5	1.13	1.27	10 Fc Min. Per CBC
Garage West and South Pathway_Top_1	Illuminance	Fc	2.00	6.3	1.0	2.00	6.30	0.5-1Fc Avg. Per BOD Light Level Legend
Garage West Elev Thrshld	Illuminance	Fc	11.6	12.5	10.6	1.10	1.18	10 Fc Min. Per CBC
Northeast Arcade Ground_Top	Illuminance	Fc	5.62	19.1	1.0	5.62	19.10	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB East and Southeast Pathway_Top	Illuminance	Fc	2.81	10.6	0.3	9.37	35.33	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB Entrance_Top_1	Illuminance	Fc	6.04	6.9	4.5	1.34	1.53	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB Garage Entry_Top	Illuminance	Fc	2.60	4.1	1.0	2.60	4.10	1 Fc Min. Per IES RP-20-14 Parking Garage Drive Aisle
PAPSB North Pathway_Top	Illuminance	Fc	3.76	6.2	1.2	3.13	5.17	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West and South Walkway_Top_1	Illuminance	Fc	2.01	18.5	0.6	3.35	30.83	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West Plaza_Top	Illuminance	Fc	0.98	1.1	0.9	1.09	1.22	0.4 Fc Avg. Per IES Plazas & Town Squares Med. Activity LZ3; 1Fc Min. Egress Path
PAPSB West Plaza_Top_1	Illuminance	Fc	2.49	7.8	0.8	3.11	9.75	0.4 Fc Avg. Per IES Plazas & Town Squares; 1 Fc Min. at Egress Per CBC
Ramp	Illuminance	Fc	14.9	69.9	1.0	14.97	69.90	1 Fc Min. Per CBC
Security Vehicle Parking Lot	Illuminance	Fc	7.45	19.0	2.1	3.55	9.05	3 Fc Minimum; 8 Fc Avg.; 3:1 Uniformity Per IES G-1-16
West Arcade Ground_Top	Illuminance	Fc	4.97	12.6	1.0	4.97	12.60	1Fc Minimum Per CBC Egress
West Arcade Ground_Top_1	Illuminance	Fc	4.58	12.6	0.0	N.A.	N.A.	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
West Stairs_1_Side_4	Illuminance	Fc	12.0	14.4	10.0	1.21	1.44	1 Fc Min. Per CBC
West Stairs_2_Top_1	Illuminance	Fc	14.9	16.3	13.3	1.12	1.23	1 Fc Min. Per CBC
West Stairs_3_Side_4_1	Illuminance	Fc	14.6	31.0	1.5	9.79	20.67	1 Fc Min. Per CBC

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF
●	3	CL1	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E01-LED-E1-T3-8030	24.7	2098	0.87
●	25	CL1A	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E02-LED-E1-T2-8030	52.1	4152	0.87
●	3	CL1B	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E04-LED-E1-T4-8030	97.2	8178	0.87
○	9	E1	BEGA 88 064 - 6in. Round 3in. Tall Pole Mounted Cylindrical LED Area Light	36	3393	0.63
○	11	E10	Lumenpulse LumenFacade - 2.5in. Aperture Surface Mounted Linear LED 30x60 Optic Adjustable Facade Light - LOG HO-120-48-35K 12XPE2-30x60-SI-NO	60.39	3665	0.63
○	27	E2	BEGA 22 360 - 12.5in. X 4.5in. Wall Mtd. Rectangular LED Area Light - 22360	20.5	1024	0.63
○	20	E3	BEGA 22 040 - 20.5in. X 5in. Wall Recessed Rectangular LED Louvered Steplight - 22 040	19.2	124	0.63
○	92	E4	Lumini Kendo S Wet - 0.7m. Underbench Mtd. Linear LED Tape Light in Aluminum Extrusion - KSW-48-30K-SO-C-X-WH-XX	12.9	826	0.63
○	24	E5	Kiik Systems LEDPod - 0.25in. Hemispherical Recessed Round LED Stair Light - P02-Lens-WhitAsymRet-WH-LED-500mA-LEDPOD-3000K-direct	2	107	0.63
○	8	E6	ERCO Lightscan - 12in. X 12in. Column Mounted Square LED Asymmetric Ceiling UpLight - 34447023_V03	60	2496	0.81
○	25	E7	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Wallwasher - 84456023_V04	10	610	0.81
○	48	E8	A Light D3 Series - 3.5in. Aperture Surface Mtd. Linear LED Downlight (MOD 50% LIGHT OUTPUT, 3000K) - D34LH40UHE	38.9	3316	0.31
○	6	E9	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84425023_V04	10	735	0.81
○	6	E9A	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84427023_V04	19	1467	0.81
○	1	E9B	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84429023_V04	30	2225	0.81
○	2	E9C	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84431023_V04	36	2967	0.81



CL1A - Cooper Invue Mesa E4 - Luminil Kendo S Wet E6 - ERCO Lightscan E7 - ERCO Compact Wallwash E9B - ERCO Compact Downlight

LUMINAIRE IMAGES

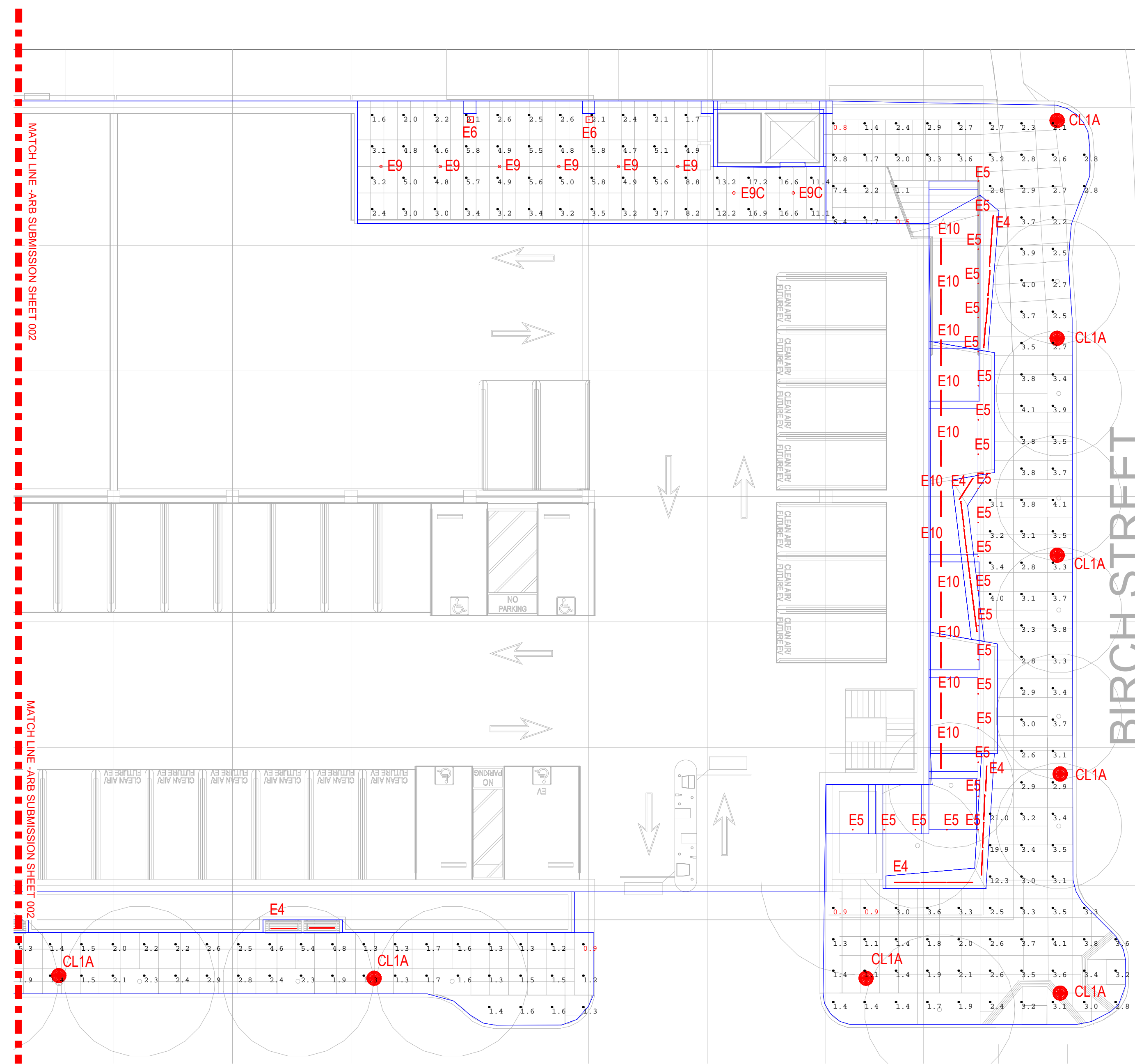
- NOTES
- ILLUMINANCE CALCULATIONS ARE BASED ON PUBLISHED CALCULATION METHODS AND ARE FOR REFERENCE ONLY. FIELD MEASURED RESULTS MAY DIFFER FROM CALCULATED RESULTS AND ARE DEPENDANT ON A VARIETY OF FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: MANUFACTURER'S PHOTOMETRY DATA, LINE VOLTAGE, LUMINAIRE PERFORMANCE, TEMPERATURE, AND ACTUAL CONDITION OF FINISHES AND ENVIRONMENT.
 - REFLECTANCE ASSUMPTIONS:
WALL/BUILDING REFLECTANCE - 35%
GROUND REFLECTANCE - 20%
 - CL1 SERIES LUMINAIRES MOUNTED 14'-0" AFG.
-E2 SERIES LUMINAIRES MOUNTED 8'-0" AFG.
-E3 LUMINAIRES MOUNTED 1'-2" AFG.
-E4 LUMINAIRES MOUNTED 1'-9" AFG.
-E4 LUMINAIRES MOUNTED 3'-0" AFG AT RAMP.
-E5 LUMINAIRES MOUNTED 3'-0" ABOVE STAIR TREAD.
-E6 LUMINAIRES MOUNTED 8'-0" AFG.
 - * LLF CALCULATED BASED ON LINEAR INTERPOLATION TO 50,000 HOURS FROM MANUFACTURERS REPORTED LIFE.

	Project	Title	Project No.	Scale	Date	Sheet
	PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE	LSK001 - ARB SUBMISSION	B17.07295.000	AS NOTED	9.20.2017	001

TECHNICAL DETAILS

07

site lighting plan Parking Garage



PHOTOMETRIC STUDY - PARKING GARAGE NORTH

SCALE:

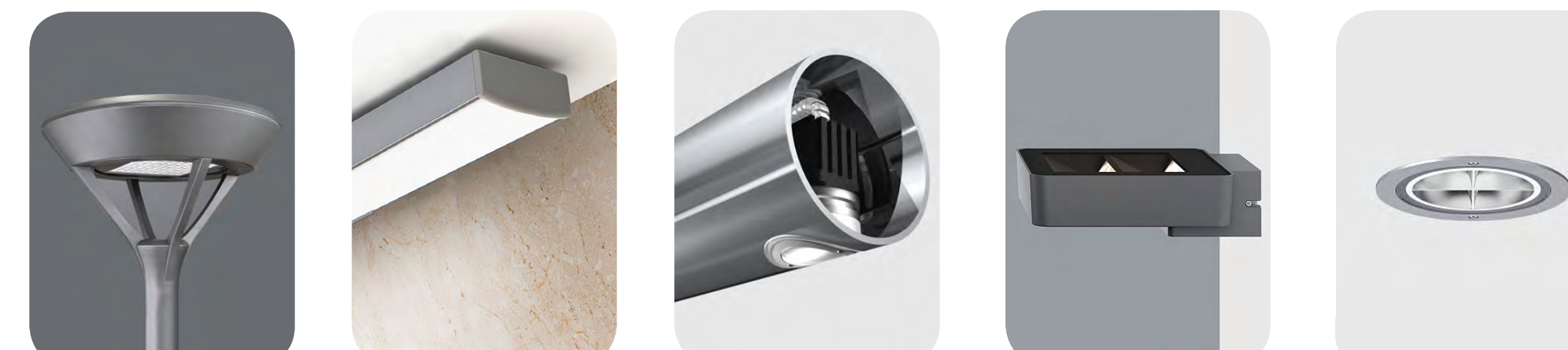
1" = 20'-0"

CALCULATION SUMMARY

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Target Light Level
Courtyard	Illuminance	Fc	1.29	13.1	0.4	3.23	32.75	0.4 Fc Avg. Per IES Plazas and Town Sqrs. 1 Fc Min. at Egress Per CBC
East Stair_1_Top_1_1	Illuminance	Fc	11.9	15.3	8.1	1.47	1.89	1 Fc Min. Per CBC
East Stair_2_Side_5_1	Illuminance	Fc	14.1	27.3	6.6	2.14	4.14	1 Fc Min. Per CBC
East Stair_3_Top_1_1	Illuminance	Fc	17.0	26.9	6.6	2.59	4.38	1 Fc Min. Per CBC
East Stair_4_Side_4_1	Illuminance	Fc	19.0	44.3	3.9	4.88	11.36	1 Fc Min. Per CBC
East Stair_5_Top_1_1	Illuminance	Fc	6.26	22.3	2.9	2.16	7.69	1 Fc Min. Per CBC
East Stair_6_Side_4_1	Illuminance	Fc	1.62	5.7	0.2	6.10	28.50	1 Fc Min. Per CBC
East Stair_7_Top_1_1	Illuminance	Fc	0.88	2.2	0.1	6.80	22.00	1 Fc Min. Per CBC
East Stair_Side_5_1	Illuminance	Fc	7.84	14.2	2.8	2.73	5.07	1 Fc Min. Per CBC
Garage East Pathway_Top_1	Illuminance	Fc	3.13	20.9	0.6	5.22	34.83	0.5-1Fc Avg. Per BOD Light Level Legend
Garage Northeast Elev Thrshld_1	Illuminance	Fc	11.9	13.3	10.5	1.13	1.27	10 Fc Min. Per CBC
Garage West and South Pathway_Top_1	Illuminance	Fc	2.00	6.3	1.0	2.00	6.30	0.5-1Fc Avg. Per BOD Light Level Legend
Garage West Elev Thrshld	Illuminance	Fc	11.6	12.5	10.6	1.10	1.18	10 Fc Min. Per CBC
Northeast Arcade Ground_Top	Illuminance	Fc	5.62	19.1	1.0	5.62	19.10	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB East and Southeast Pathway_Top	Illuminance	Fc	2.81	10.6	0.3	9.37	35.33	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB Entrance_Top_1	Illuminance	Fc	6.04	6.9	4.5	1.34	1.53	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB Garage Entry_Top	Illuminance	Fc	2.60	4.1	1.0	2.60	4.10	1 Fc Min Per IES RP-20-14 Parking Garage Drive Aisle
PAPSB North Pathway_Top	Illuminance	Fc	3.76	6.2	1.2	3.13	5.17	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West and South Walkway_Top_1	Illuminance	Fc	2.01	18.5	0.6	3.35	30.83	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West Plaza_Top	Illuminance	Fc	0.98	1.1	0.9	1.09	1.22	0.4 Fc Avg Per IES Plazas & Town Squares Med. Activity LZ3; 1Fc Min Egress Path
PAPSB West Plaza_Top_1	Illuminance	Fc	2.49	7.8	0.8	3.11	9.75	0.4 Fc Avg. Per IES Plazas and Town Sqrs. 1 Fc Min. at Egress Per CBC
Ramp	Illuminance	Fc	14.9	69.9	1.0	14.97	69.90	1 Fc Min. Per CBC
Security Vehicle Parking Lot	Illuminance	Fc	7.45	19.0	2.1	3.55	9.05	3 Fc Minimum; 8 Fc Avg.; 3:1 Uniformity Per IES G-1-16
West Arcade Ground_Top	Illuminance	Fc	4.97	12.6	1.0	4.97	12.60	1Fc Minimum Per CBC Egress
West Arcade Ground_Top_1	Illuminance	Fc	4.58	12.6	0.0	N.A.	N.A.	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
West Stairs_1_Side_4	Illuminance	Fc	12.0	14.4	10.0	1.21	1.44	1 Fc Min. Per CBC
West Stairs_2_Top_1	Illuminance	Fc	14.9	16.3	13.3	1.12	1.23	1 Fc Min. Per CBC
West Stairs_3_Side_4_1	Illuminance	Fc	14.6	31.0	1.5	9.79	20.67	1 Fc Min. Per CBC

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF
●	3	CL1	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E01-LED-E1-T3-8030	24.7	2098	0.87
●	25	CL1A	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E02-LED-E1-T2-8030	52.1	4152	0.87
●	3	CL1B	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E04-LED-E1-T4-8030	97.2	8178	0.87
○	9	E1	BEGA 88 664 - 6in. Round 3in. Tall Pole Mounted Cylindrical LED Area Light	36	3393	0.63
○	11	E10	Lumenpulse Lumenfacade - 2.5in. Aperture Surface Mounted Linear LED 30x60 Optic Adjustable Facade Light - LOG HO-120-48-35K 12XPE2-30x60-SI-NO	60.39	3665	0.63
○	27	E2	BEGA 22 360 - 12.5in. X 4.5in. Wall Mtd. Rectangular LED Area Light - 22360	20.5	1024	0.63
○	20	E3	BEGA 22 040 - 20.5in. X 5in. Wall Recessed Rectangular LED Louvered Steplight - 22 040	19.2	124	0.63
○	92	E4	Lumini Kendo S Wet - 0.7in. Underbench Mtd. Linear LED Tape Light in Aluminum Extrusion - KSW-48-30K-SO-C-X-WH-XX	12.9	826	0.63
○	24	E5	Klik Systems LEDpod - 0.25in. Handrail Recessed Round LED Stair Light - PCLens-WhitAsymRet-2W-LED-500mA-LEDPOD-3000K-direct	2	107	0.63
○	8	E6	ERCO Lightscan - 12in. X 12in. Column Mounted Square LED Asymmetric Ceiling Uplight - 34447023_V03	60	2496	0.81
○	25	E7	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Wallwasher - 84456023_V04	10	610	0.81
○	48	E8	A Light D3 Series - 3.5in. Aperture Surface Mtd. Linear LED Downlight (MOD 50% LIGHT OUTPUT, 3000K) - D34LH40UHE	38.9	3316	0.31
○	6	E9	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84425023_V04	10	735	0.81
○	6	E9A	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84427023_V04	19	1467	0.81
○	1	E9B	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84429023_V04	30	2225	0.81
○	2	E9C	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84431023_V04	36	2967	0.81



CL1A - Cooper Invue Mesa
E4 - Lumini Kendo S Wet
E5 - Klik LEDpod 50
E6 - ERCO Lightscan
E9/E9C - ERCO Compact Downlight



E10 - Lumenpulse Lumenfacade

LUMINAIRE IMAGES

NOTES

- ILLUMINANCE CALCULATIONS ARE BASED ON PUBLISHED CALCULATION METHODS AND ARE FOR REFERENCE ONLY. FIELD MEASURED RESULTS MAY DIFFER FROM CALCULATED RESULTS AND ARE DEPENDANT ON A VARIETY OF FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: MANUFACTURER'S PHOTOMETRY DATA, LINE VOLTAGE, LUMINAIRE PERFORMANCE, TEMPERATURE, AND ACTUAL CONDITION OF FINISHES AND ENVIRONMENT.
- REFLECTANCE ASSUMPTIONS:
WALL/BUILDING REFLECTANCE - 35%
GROUND REFLECTANCE - 20%
- CL1 SERIES LUMINAIRES MOUNTED 14'-0" AFG.
-E2 SERIES LUMINAIRES MOUNTED 8'-0" AFG.
-E3 LUMINAIRES MOUNTED 1'-2" AFG.
-E4 LUMINAIRES MOUNTED 1'-6" AFG.
-E4 LUMINAIRES MOUNTED 3'-0" AFG AT RAMP.
-E5 LUMINAIRES MOUNTED 3'-0" ABOVE STAIR TREAD.
-E6 LUMINAIRES MOUNTED 8'-0" AFG.
- *LLD CALCULATED BASED ON LINEAR INTERPOLATION TO 50,000 HOURS FROM MANUFACTURERS REPORTED LIFE.

	Project	Title	Project No.	Scale	Date	Sheet
	PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE	LSK001 - ARB SUBMISSION	B17.07295.000	AS NOTED	9.20.2017	002

SITE LIGHTING PLAN - PARKING GARAGE

RossDrulisCusenbery ARCHITECTURE

ARB 07.03

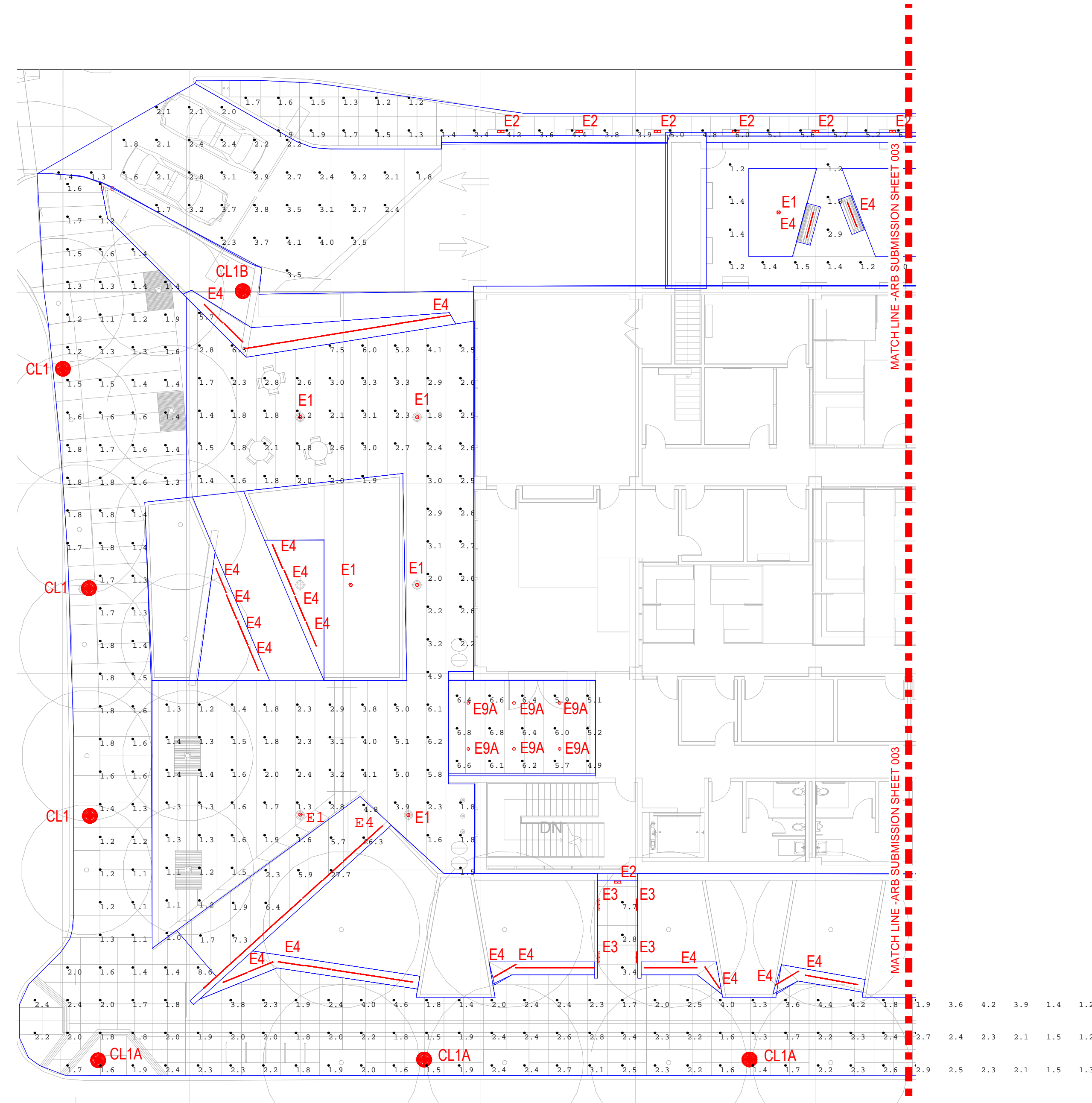
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

TECHNICAL DETAILS

07

site lighting plan PSB



PHOTOMETRIC STUDY - PALO ALTO PUBLIC SAFETY BUILDING SOUTH

SCALE:
1" = 20'-0"

CALCULATION SUMMARY

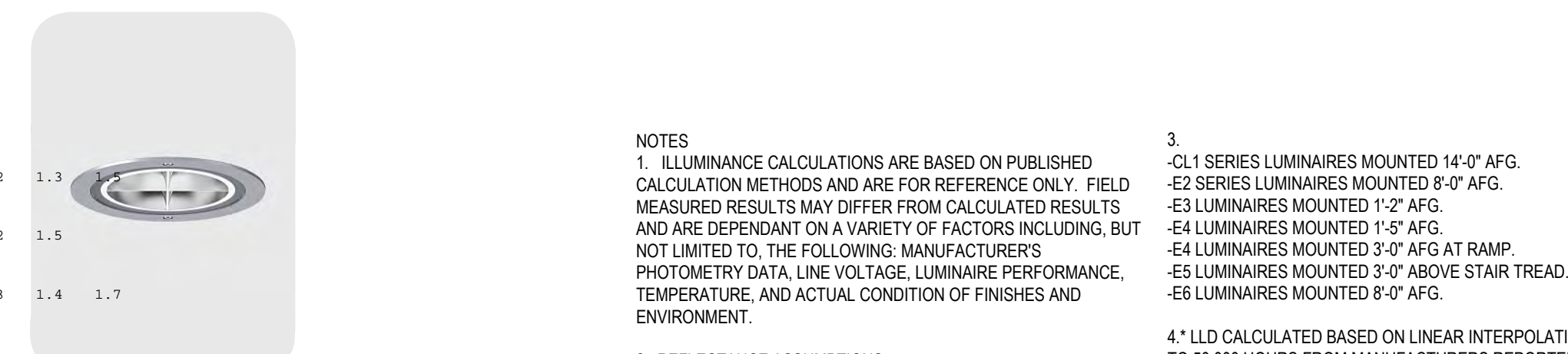
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Target Light Level
Courtyard	Illuminance	Fc	1.29	13.1	0.4	3.23	32.75	0.4 Fc Avg. Per IES Plazas and Town Sqrs. 1 Fc Min. at Egress Per CBC
East Stair_1_Top_1_1	Illuminance	Fc	11.9	15.3	8.1	1.47	1.89	1 Fc Min. Per CBC
East Stair_2_Side_5_1	Illuminance	Fc	14.1	27.3	6.6	2.14	4.14	1 Fc Min. Per CBC
East Stair_3_Top_1_1	Illuminance	Fc	17.0	26.9	6.6	2.59	4.38	1 Fc Min. Per CBC
East Stair_4_Side_4_1	Illuminance	Fc	19.0	44.3	3.9	4.88	11.36	1 Fc Min. Per CBC
East Stair_5_Top_1_1	Illuminance	Fc	6.26	22.3	2.9	2.16	7.69	1 Fc Min. Per CBC
East Stair_6_Side_4_1	Illuminance	Fc	1.62	5.7	0.2	6.10	28.50	1 Fc Min. Per CBC
East Stair_7_Top_1_1	Illuminance	Fc	0.88	2.2	0.1	6.80	22.00	1 Fc Min. Per CBC
East Stair_Side_5_1	Illuminance	Fc	7.84	14.2	2.8	2.73	5.07	1 Fc Min. Per CBC
Garage East Pathway_Top_1	Illuminance	Fc	3.13	20.9	0.6	5.22	34.83	0.5-1Fc Avg. Per BOD Light Level Legend
Garage Northeast Elev Thrshld_1	Illuminance	Fc	11.9	13.3	10.5	1.13	1.27	10 Fc Min. Per CBC
Garage West and South Pathway_Top_1	Illuminance	Fc	2.00	6.3	1.0	2.00	6.30	0.5-1Fc Avg. Per BOD Light Level Legend
Garage West Elev Thrshld	Illuminance	Fc	11.6	12.5	10.6	1.10	1.18	10 Fc Min. Per CBC
Northeast Arcade Ground_Top	Illuminance	Fc	5.62	19.1	1.0	5.62	19.10	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB East and Southeast Pathway_Top	Illuminance	Fc	2.81	10.6	0.3	9.37	35.33	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB Entrance_Top_1	Illuminance	Fc	6.04	6.9	4.5	1.34	1.53	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
PAPSB Garage Entry_Top	Illuminance	Fc	2.60	4.1	1.0	2.60	4.10	1 Fc Min Per IES RP-20-14 Parking Garage Drive Aisle
PAPSB North Pathway_Top	Illuminance	Fc	3.76	6.2	1.2	3.13	5.17	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West and South Walkway_Top_1	Illuminance	Fc	2.01	18.5	0.6	3.35	30.83	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West Plaza_Top	Illuminance	Fc	0.98	1.1	0.9	1.09	1.22	0.4 Fc Avg Per IES Plazas & Town Squares Med. Activity LZ3; 1Fc Min Egress Path
PAPSB West Plaza_Top_1	Illuminance	Fc	2.49	7.8	0.8	3.11	9.75	0.4 Fc Avg. Per IES Plazas and Town Sqrs. 1 Fc Min. at Egress Per CBC
Ramp	Illuminance	Fc	14.9	68.9	1.0	14.97	69.90	1 Fc Min. Per CBC
Security Vehicle Parking Lot	Illuminance	Fc	7.45	19.0	2.1	3.55	9.05	3 Fc Minimum; 8 Fc Avg. 3:1 Uniformity Per IES G-1-16
West Arcade Ground_Top	Illuminance	Fc	4.97	12.6	1.0	4.97	12.60	1Fc Minimum Per CBC Egress
West Arcade Ground_Top_1	Illuminance	Fc	4.58	12.6	0.0	N.A.	N.A.	1Fc Min. Per CBC; 3-8Fc Avg. Per BOD Light Level Legend
West Stairs_1_Side_4	Illuminance	Fc	12.0	14.4	10.0	1.21	1.44	1 Fc Min. Per CBC
West Stairs_2_Top_1	Illuminance	Fc	14.9	16.3	13.3	1.12	1.23	1 Fc Min. Per CBC
West Stairs_3_Side_4_1	Illuminance	Fc	14.6	31.0	1.5	9.79	20.67	1 Fc Min. Per CBC

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF
●	3	CL1	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E01-LED-E1-T3-8030	24.7	2098	0.87
●	25	CL1A	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E02-LED-E1-T2-8030	52.1	4152	0.87
●	3	CL1B	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TIV Area Light - MSA-E04-LED-E1-T4-8030	97.2	8178	0.87
○	9	E1	BEGA 88 064 - 6in. Round 3in. Tall Pole Mounted Cylindrical LED Area Light	36	3383	0.63
○	11	E10	Lumenpulse LumenFacade - 2.5in. Aperture Surface Mounted Linear LED 30X60 Optic Adjustable Facade Light - LOG HO-120-48-35K 12XPE2-30x60-SI-NO	60.39	3665	0.63
○	27	E2	BEGA 22 360 - 12.5in. X 4.5in. Wall Mtd. Rectangular LED Area Light - 22360	20.5	1024	0.63
○	20	E3	BEGA 22 040 - 20.5in. X 5in. Wall Recessed Rectangular LED Louvered Stairlight - 22 040	19.2	124	0.63
○	92	E4	Lumini Kendo S Wet - 0.7in. Underbench Mtd. Linear LED Tape Light in Aluminum Extrusion - KSW-48-30K-SO-C-X-WH-XX	12.9	826	0.63
○	24	E5	Kill Systems LEDPod - 0.25in. Handrail Recessed Round LED Stair Light - PCLens-White/Spruce/2W-LED-500mA-LEDPD-3000K-direct	2	107	0.63
○	8	E6	ERCO Lightscan - 12in. X 12in. Column Mounted Square LED Asymmetric Ceiling Uplight - 34447023_V03	60	2496	0.81
○	25	E7	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Wallwasher - 84456023_V04	10	610	0.81
○	48	E8	A Light D3 Series - 3.5in. Aperture Surface Mtd. Linear LED Downlight (MOD 50% LIGHT OUTPUT, 3000K) - D34LH40UHE	38.9	3316	0.31
○	6	E9	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84425023_V04	10	735	0.81
○	6	E9A	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84427023_V04	19	1467	0.81
○	1	E9B	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84429023_V04	30	2225	0.81
○	2	E9C	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84431023_V04	36	2967	0.81



CL1/CL1A/CL1B - Cooper Invue Mesa E1 - BEGA 88 064 E2 - BEGA 22 360 E3 - BEGA 22 040 E4 - Lumini Kendo S Wet



E9A - ERCO Compact Downlight E9B - ERCO Compact Downlight

LUMINAIRE IMAGES

NOTES

- ILLUMINANCE CALCULATIONS ARE BASED ON PUBLISHED CALCULATION METHODS AND ARE FOR REFERENCE ONLY. FIELD MEASURED RESULTS MAY DIFFER FROM CALCULATED RESULTS AND ARE DEPENDANT ON A VARIETY OF FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: MANUFACTURER'S PHOTOMETRY DATA, LINE VOLTAGE, LUMINAIRE PERFORMANCE, TEMPERATURE, AND ACTUAL CONDITION OF FINISHES AND ENVIRONMENT.
- REFLECTANCE ASSUMPTIONS:
WALL/BUILDING REFLECTANCE - 35%
GROUND REFLECTANCE - 20%
- CL1 SERIES LUMINAIRES MOUNTED 14'-0" AFG.
E2 SERIES LUMINAIRES MOUNTED 8'-0" AFG.
E3 LUMINAIRES MOUNTED 1'-2" AFG.
E4 LUMINAIRES MOUNTED 1'-0" AFG.
E4 LUMINAIRES MOUNTED 3'-0" AFG AT RAMP.
E5 LUMINAIRES MOUNTED 3'-0" ABOVE STAIR TREAD.
E6 LUMINAIRES MOUNTED 8'-0" AFG.
- LLD CALCULATED BASED ON LINEAR INTERPOLATION TO 50,000 HOURS FROM MANUFACTURERS REPORTED LIFE.

	Project	Title	Project No.	Scale	Date	Sheet
	PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE	LSK001 - ARB SUBMISSION	B17.07295.000	AS NOTED	9.20.2017	003

SITE LIGHTING PLAN - PSB

RossDrulisCusenbery ARCHITECTURE

ARB 07.04

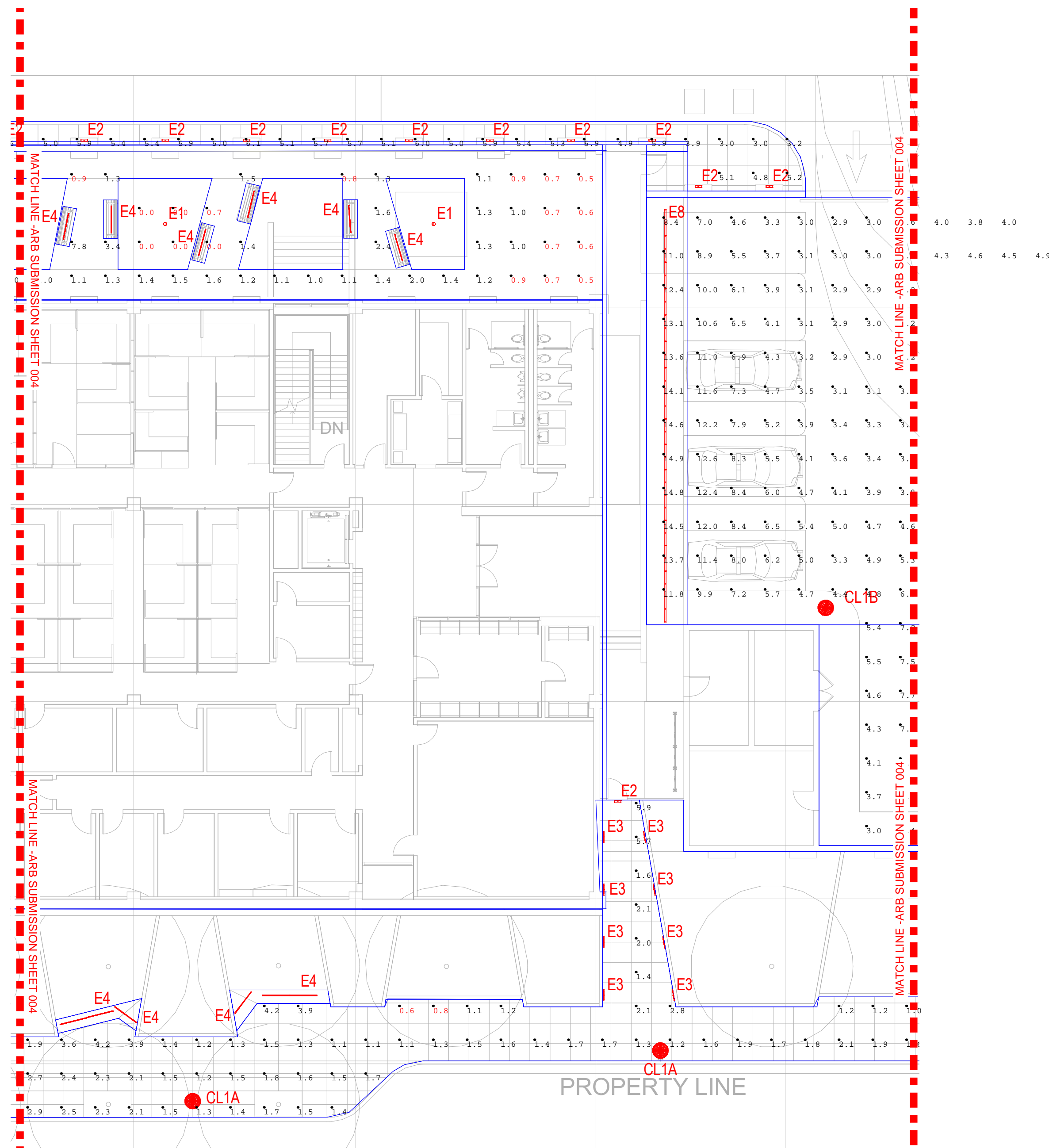
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

TECHNICAL DETAILS

07

site lighting plan PSB



CALCULATION SUMMARY

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Target Light Level
Courtyard	Illuminance	Fc	1.29	13.1	0.4	3.23	32.75	0.4 Fc Avg. Per IES Plazas and Town Sqr. 1 Fc Min. at Egress Per CBC
East Stair_1_Top_1_1	Illuminance	Fc	11.9	15.3	8.1	1.47	1.89	1 Fc Min. Per CBC
East Stair_2_Side_5_1	Illuminance	Fc	14.1	27.3	6.6	2.14	4.14	1 Fc Min. Per CBC
East Stair_3_Top_1_1	Illuminance	Fc	17.0	26.9	6.6	2.59	4.38	1 Fc Min. Per CBC
East Stair_4_Side_4_1	Illuminance	Fc	19.0	44.3	3.9	4.88	11.36	1 Fc Min. Per CBC
East Stair_5_Top_1_1	Illuminance	Fc	6.26	22.3	2.9	2.16	7.69	1 Fc Min. Per CBC
East Stair_6_Side_4_1	Illuminance	Fc	1.62	5.7	0.2	6.10	28.50	1 Fc Min. Per CBC
East Stair_7_Top_1_1	Illuminance	Fc	0.88	2.2	0.1	6.80	22.00	1 Fc Min. Per CBC
East Stair_Side_5_1	Illuminance	Fc	7.84	14.2	2.8	2.73	5.07	1 Fc Min. Per CBC
Garage East Pathway_Top_1	Illuminance	Fc	3.13	20.9	0.6	5.22	34.83	0.5-1Fc Avg. Per BOD Light Level Legend
Garage Northeast Elev Thrshld_1	Illuminance	Fc	11.9	13.3	10.5	1.13	1.27	10 Fc Min. Per CBC
Garage West and South Pathway_Top_1	Illuminance	Fc	2.00	6.3	1.0	2.00	6.30	0.5-1Fc Avg. Per BOD Light Level Legend
Garage West Elev Thrshld	Illuminance	Fc	11.6	12.3	10.6	1.10	1.18	10 Fc Min. Per CBC
Northeast Arcade Ground_Top	Illuminance	Fc	5.62	19.1	1.0	5.62	19.10	1Fc Min. Per CBC, 3-8Fc Avg. Per BOD Light Level Legend
PAPSB East and Southeast Pathway_Top	Illuminance	Fc	2.81	10.6	0.3	9.37	35.33	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB Entrance_Top_1	Illuminance	Fc	6.04	6.9	4.5	1.34	1.53	1Fc Min. Per CBC, 3-8Fc Avg. Per BOD Light Level Legend
PAPSB Garage Entry_Top	Illuminance	Fc	2.60	4.1	1.0	2.60	4.10	1 Fc Min. Per IES RP-20-14 Parking Garage Drive Aisle
PAPSB North Pathway_Top	Illuminance	Fc	3.76	6.2	1.2	3.13	5.17	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West and South Walkway_Top_1	Illuminance	Fc	2.01	18.5	0.6	3.35	30.83	0.5-1Fc Avg. Per BOD Light Level Legend
PAPSB West Plaza_Top	Illuminance	Fc	0.98	1.1	0.9	1.09	1.22	0.4 Fc Avg. Per IES Plazas & Town Squares Med. Activity LZ3, 1Fc Min. Egress Path
PAPSB West Plaza_Top_1	Illuminance	Fc	2.49	7.8	0.8	3.11	9.75	0.4 Fc Avg. Per IES Plazas & Town Sqr. 1 Fc Min. at Egress Per CBC
Ramp	Illuminance	Fc	14.9	68.9	1.0	14.97	69.90	1 Fc Min. Per CBC
Security Vehicle Parking Lot	Illuminance	Fc	7.45	19.0	2.1	3.55	9.05	3 Fc Minimum, 8 Fc Avg., 3.1 Uniformity Per IES G-1-16
West Arcade Ground_Top	Illuminance	Fc	4.97	12.6	1.0	4.97	12.60	1Fc Minimum Per CBC Egress
West Arcade Ground_Top_1	Illuminance	Fc	4.58	12.6	0.0	N.A.	N.A.	1Fc Min. Per CBC, 3-8Fc Avg. Per BOD Light Level Legend
West Stairs_1_Side_4	Illuminance	Fc	12.0	14.4	10.0	1.21	1.44	1 Fc Min. Per CBC
West Stairs_2_Top_1	Illuminance	Fc	14.9	16.3	13.3	1.12	1.23	1 Fc Min. Per CBC
West Stairs_3_Side_4_1	Illuminance	Fc	14.6	31.0	1.5	9.79	20.67	1 Fc Min. Per CBC

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF
●	3	CL1	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E01-LED-E1-T3-8030	24.7	2098	0.87
●	25	CL1A	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E02-LED-E1-T2-8030	52.1	4152	0.87
●	3	CL1B	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED Tilt Area Light - MSA-E04-LED-E1-T4-8030	97.2	8178	0.87
○	9	E1	BEGA 88 064 - 6in. Round 3in. Tall Pole Mounted Cylindrical LED Area Light	36	3383	0.63
○	11	E10	Lumenpulse LumenFacade - 2.5in. Aperture Surface Mounted Linear LED 30x60 Optic Adjustable Facade Light - LOG HO-120-48-35K 12XPE2-30x60-SI-NO	60.39	3695	0.63
○	27	E2	BEGA 22 360 - 12.5in. X 4.5in. Wall Mtd. Rectangular LED Area Light - 22360	20.5	1024	0.63
○	20	E3	BEGA 22 040 - 20.5in. X 5in. Wall Recessed Rectangular LED Louvered Stairlight - 22 040	19.2	124	0.63
○	92	E4	Lumini Kendo S Wet - 0.7in. Underbench Mtd. Linear LED Tape Light in Aluminum Extrusion - KSW-48-30K-SO-C-X-WH-XX	12.9	826	0.63
○	24	E5	Kik Systems LEDPod - 0.25in. Handrail Recessed Round LED Stair Light - PCLens-WhiteAsymRe-2W-LED-500MA-LEDPD-3000K-direct	2	107	0.63
○	8	E6	ERCO Lightscan - 12in. X 12in. Column Mounted Square LED Asymmetric Ceiling Light - 34447023_V03	60	2496	0.81
○	25	E7	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Wallwasher - 8445023_V04	10	610	0.81
○	48	E8	A Light D3 Series - 3.5in. Aperture Surface Mtd. Linear LED Downlight (MOD 50% LIGHT OUTPUT, 3000K) - 034LH40UHE	38.9	3316	0.31
○	6	E9	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84425023_V04	10	735	0.81
○	6	E9A	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84427023_V04	19	1467	0.81
○	1	E9B	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84426023_V04	30	2225	0.81
○	2	E9C	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84431023_V04	36	2967	0.81



CL1A/CL1B - Cooper Invue Mesa E1 - BEGA 88 064 E2 - BEGA 22 360 E3 - BEGA 22 040 E4 - Lumini Kendo S Wet



E8 - A Light D3 Wet Location Linear

LUMINAIRE IMAGES

NOTES

- ILLUMINANCE CALCULATIONS ARE BASED ON PUBLISHED CALCULATION METHODS AND ARE FOR REFERENCE ONLY. FIELD MEASURED RESULTS MAY DIFFER FROM CALCULATED RESULTS AND ARE DEPENDANT ON A VARIETY OF FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: MANUFACTURER'S PHOTOMETRY DATA, LINE VOLTAGE, LUMINAIRE PERFORMANCE, TEMPERATURE, AND ACTUAL CONDITION OF FINISHES AND ENVIRONMENT.
- REFLECTANCE ASSUMPTIONS:
WALL/BUILDING REFLECTANCE - 35%
GROUND REFLECTANCE - 20%
- CL1 SERIES LUMINAIRES MOUNTED 14'-0" AFG.
-E2 SERIES LUMINAIRES MOUNTED 8'-0" AFG.
-E3 LUMINAIRES MOUNTED 1'-2" AFG.
-E4 LUMINAIRES MOUNTED 1'-5" AFG.
-E4 LUMINAIRES MOUNTED 3'-0" AFG AT RAMP.
-E5 LUMINAIRES MOUNTED 3'-0" ABOVE STAIR TREAD.
-E6 LUMINAIRES MOUNTED 8'-0" AFG.
4' LLD CALCULATED BASED ON LINEAR INTERPOLATION TO 50,000 HOURS FROM MANUFACTURERS REPORTED LIFE.

PHOTOMETRIC STUDY - PALO ALTO PUBLIC SAFETY BUILDING MIDDLE

SCALE:

1" = 20'-0"

	Project	Title	Project No.	Scale	Date	Sheet
	PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE	LSK001 - ARB SUBMISSION	B17.07295.000	AS NOTED	9.20.2017	004

SITE LIGHTING PLAN - PSB

RossDrulisCusenbery ARCHITECTURE

ARB 07.05

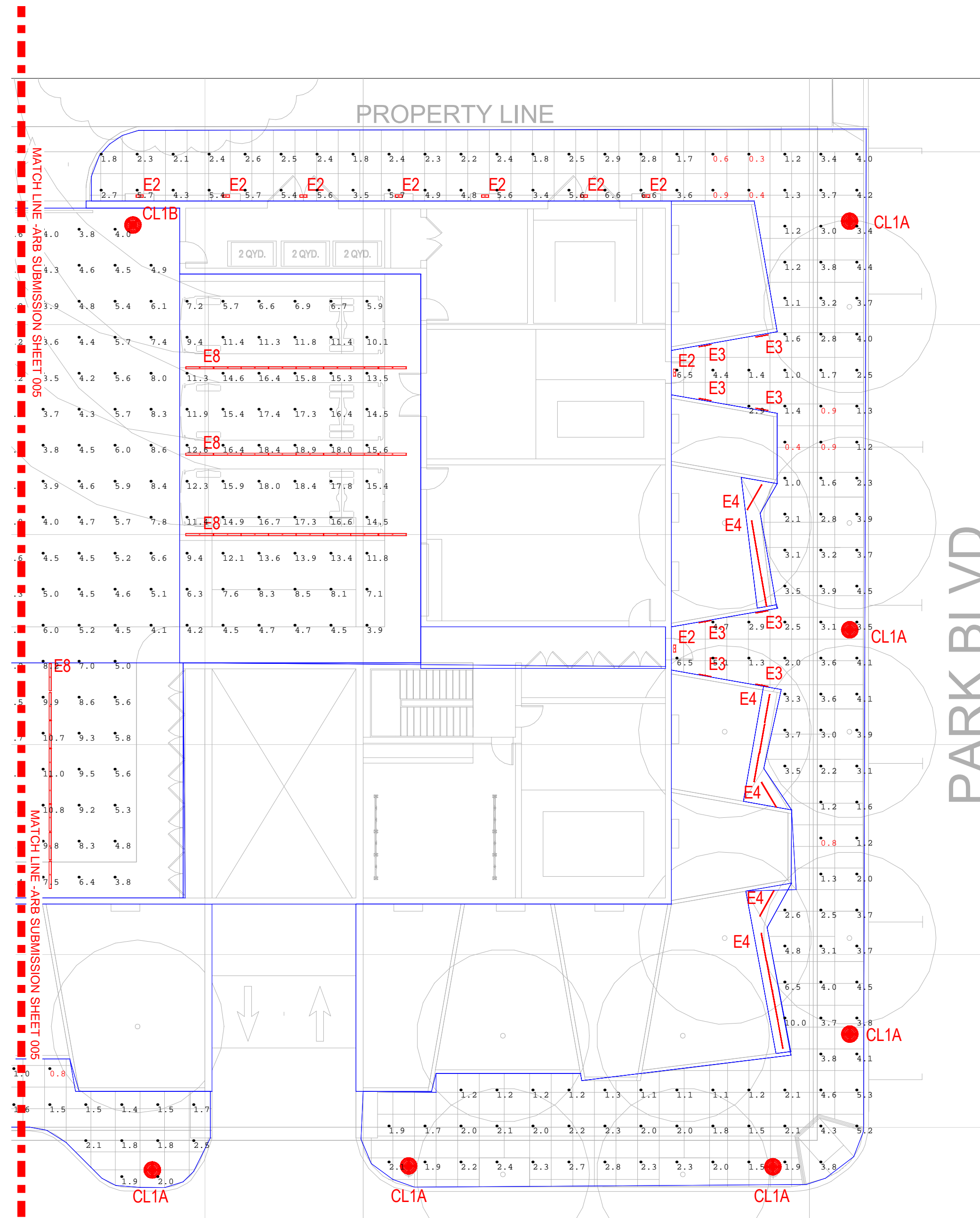
PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21

TECHNICAL DETAILS

07

site lighting plan PSB



CALCULATION SUMMARY

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Target Light Level
Courtyard	Illuminance	Fc	1.29	13.1	0.4	3.23	32.75	0.4 Fc Avg. Per IES Plazas and Town Sqr. 1 Fc Min. at Egress Per CBC
East Stair_1_Top_1_1	Illuminance	Fc	11.9	15.3	8.1	1.47	1.89	1 Fc Min. Per CBC
East Stair_2_Side_5_1	Illuminance	Fc	14.1	27.3	6.6	2.14	4.14	1 Fc Min. Per CBC
East Stair_3_Top_1_1	Illuminance	Fc	17.0	26.9	6.6	2.59	4.38	1 Fc Min. Per CBC
East Stair_4_Side_4_1	Illuminance	Fc	19.0	44.3	3.9	4.88	11.36	1 Fc Min. Per CBC
East Stair_5_Top_1_1	Illuminance	Fc	6.26	22.3	2.9	2.16	7.69	1 Fc Min. Per CBC
East Stair_6_Side_4_1	Illuminance	Fc	1.62	5.7	0.2	6.10	28.50	1 Fc Min. Per CBC
East Stair_7_Top_1_1	Illuminance	Fc	0.88	2.2	0.1	6.80	22.00	1 Fc Min. Per CBC
East Stair_Side_5_1	Illuminance	Fc	7.84	14.2	2.8	2.73	5.07	1 Fc Min. Per CBC
Garage East Pathway_Top_1	Illuminance	Fc	3.13	20.9	0.6	5.22	34.83	0.5-1 Fc Avg. Per BOD Light Level Legend
Garage Northeast Elev Thrshld_1	Illuminance	Fc	11.9	13.3	10.5	1.13	1.27	10 Fc Min. Per CBC
Garage West and South Pathway_Top_1	Illuminance	Fc	2.00	6.3	1.0	2.00	6.30	0.5-1 Fc Avg. Per BOD Light Level Legend
Garage West Elev Thrshld	Illuminance	Fc	11.6	12.5	10.6	1.10	1.18	10 Fc Min. Per CBC
Northeast Arcade Ground_Top	Illuminance	Fc	5.62	19.1	1.0	5.62	19.10	1 Fc Min. Per CBC; 3-8 Fc Avg. Per BOD Light Level Legend
PAPSB East and Southeast Pathway_Top	Illuminance	Fc	2.81	10.6	0.3	9.37	35.33	0.5-1 Fc Avg. Per BOD Light Level Legend
PAPSB Entrance_Top_1	Illuminance	Fc	6.04	6.9	4.5	1.34	1.53	1 Fc Min. Per CBC; 3-8 Fc Avg. Per BOD Light Level Legend
PAPSB Garage Entry_Top	Illuminance	Fc	2.60	4.1	1.0	2.60	4.10	1 Fc Min. Per IES RP-20-14 Parking Garage Drive Aisle
PAPSB North Pathway_Top	Illuminance	Fc	3.76	6.2	1.2	3.13	5.17	0.5-1 Fc Avg. Per BOD Light Level Legend
PAPSB West and South Walkway_Top_1	Illuminance	Fc	2.01	18.5	0.6	3.35	30.83	0.5-1 Fc Avg. Per BOD Light Level Legend
PAPSB West Plaza_Top	Illuminance	Fc	0.98	1.1	0.9	1.09	1.22	0.4 Fc Avg. Per IES Plazas & Town Squares Med. Activity LZ3; 1 Fc Min. Egress Path
PAPSB West Plaza_Top_1	Illuminance	Fc	2.49	7.8	0.8	3.11	9.75	0.4 Fc Avg. Per IES Plazas & Town Squares Med. Activity LZ3; 1 Fc Min. Egress Path
Ramp	Illuminance	Fc	14.9	69.9	1.0	14.97	69.90	1 Fc Min. Per CBC
Security Vehicle Parking Lot	Illuminance	Fc	7.45	19.0	2.1	3.55	9.05	3 Fc Minimum; 8 Fc Avg.; 3:1 Uniformity Per IES G-1-16
West Arcade Ground_Top	Illuminance	Fc	4.97	12.6	1.0	4.97	12.60	1 Fc Minimum Per CBC Egress
West Arcade Ground_Top_1	Illuminance	Fc	4.58	12.6	0.0	N.A.	N.A.	1 Fc Min. Per CBC; 3-8 Fc Avg. Per BOD Light Level Legend
West Stairs_1_Side_4	Illuminance	Fc	12.0	14.4	10.0	1.21	1.44	1 Fc Min. Per CBC
West Stairs_2_Top_1	Illuminance	Fc	14.9	16.3	13.3	1.12	1.23	1 Fc Min. Per CBC
West Stairs_3_Side_4_1	Illuminance	Fc	14.6	31.0	1.5	9.79	20.67	1 Fc Min. Per CBC

LUMINAIRE SCHEDULE

Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF
●	3	CL1	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E01-LED-E1-T3-8030	24.7	2098	0.87
●	25	CL1A	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E02-LED-E1-T2-8030	52.1	4152	0.87
●	3	CL1B	Cooper Invue Mesa - 28in. Dia. Pole Top Round LED TII Area Light - MSA-E04-LED-E1-T4-8030	97.2	8178	0.87
○	9	E1	BEGA 88 664 - 6in. Round 3in. Tall Pole Mounted Cylindrical LED Area Light	36	3393	0.63
○	11	E10	Lumenpulse LumenFacade - 2.5in. Aperture Surface Mounted Linear LED 30X60 Optic Adjustable Facade Light - LOG HO-120-48-35K 12XPE2-30x60-SI-NO	60.39	3665	0.63
○	27	E2	BEGA 22 360 - 12in. X 4.5in. Wall Mtd. Rectangular LED Area Light - 22360	20.5	1024	0.63
○	20	E3	BEGA 22 040 - 20in. X 5in. Wall Recessed Rectangular LED Louvered Steplight - 22 040	19.2	124	0.63
○	92	E4	Lumini Kendo S Wet - 0.7in. Underbench Mtd. Linear LED Tape Light in Aluminum Extrusion - KSW-48-30K-SO-C-X-WH-XX	12.9	826	0.63
○	24	E5	Kin Systems LEDPod - 0.25in. Handrail Recessed Round LED Stair Light - POC-Lens-WhiteAsym/Red-LED-500mA-LEDPD-3000K-direct	2	107	0.63
○	8	E6	ERCO Lightscan - 12in. X 12in. Column Mounted Square LED Asymmetric Ceiling Uplight - 34447023_V03	60	2496	0.81
○	25	E7	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Wallwasher - 84465023_V04	10	610	0.81
○	48	E8	A Light D3 Series - 3.5in. Aperture Recessed Round LED Cast In Place Downlight (MOD 50% LIGHT OUTPUT, 3000K) - D34LH40UHE	38.9	3316	0.31
○	6	E9	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84425023_V04	10	735	0.81
○	6	E9A	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84427023_V04	19	1467	0.81
○	1	E9B	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84429023_V04	30	2225	0.81
○	2	E9C	ERCO Compact - 5.5in. Aperture Recessed Round LED Cast In Place Downlight - 84431023_V04	36	2967	0.81



CL1A/CL1B - Cooper Invue Mesa E2 - BEGA 22 360 E3 - BEGA 22 040 E4 - Lumini Kendo S Wet E8 - A Light D3 Wet Location Linear

LUMINAIRE IMAGES

- NOTES
- ILLUMINANCE CALCULATIONS ARE BASED ON PUBLISHED CALCULATION METHODS AND ARE FOR REFERENCE ONLY. FIELD MEASURED RESULTS MAY DIFFER FROM CALCULATED RESULTS AND ARE DEPENDANT ON A VARIETY OF FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: MANUFACTURER'S PHOTOMETRY DATA, LINE VOLTAGE, LUMINAIRE PERFORMANCE, TEMPERATURE, AND ACTUAL CONDITION OF FINISHES AND ENVIRONMENT.
 - REFLECTANCE ASSUMPTIONS:
WALL/BUILDING REFLECTANCE - 35%
GROUND REFLECTANCE - 20%
 - CL1 SERIES LUMINAIRES MOUNTED 14'-0" AFG.
-E2 SERIES LUMINAIRES MOUNTED 8'-0" AFG.
-E3 LUMINAIRES MOUNTED 1'-2" AFG.
-E4 LUMINAIRES MOUNTED 1'-9" AFG.
-E4 LUMINAIRES MOUNTED 3'-0" AFG AT RAMP.
-E5 LUMINAIRES MOUNTED 3'-0" ABOVE STAIR TREAD.
-E6 LUMINAIRES MOUNTED 8'-0" AFG.
 - *LLD CALCULATED BASED ON LINEAR INTERPOLATION TO 50,000 HOURS FROM MANUFACTURERS REPORTED LIFE.

PHOTOMETRIC STUDY - PALO ALTO PUBLIC SAFETY BUILDING NORTH

SCALE:
1" = 20'-0"

	Project	Title	Project No.	Scale	Date	Sheet
	PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE	LSK001 - ARB SUBMISSION	B17.07295.000	AS NOTED	9.20.2017	005

SITE LIGHTING PLAN - PSB

RossDrulisCusenbery ARCHITECTURE

ARB 07.06

PALO ALTO PUBLIC SAFETY BUILDING & PARKING GARAGE

2017.09.21