



City of Palo Alto

City Council Staff Report

(ID # 6069)

Report Type: Action Items

Meeting Date: 12/14/2015

Summary Title: PSB Site Feasibility Analysis

Title: Review and Accept the Public Safety Building Site Evaluation Study of California Avenue Parking Lots C-6 and C-7 for Construction of a New Public Safety Building and Public Parking Structure; Direct Staff to Proceed With Design and Environmental Review of a 3-Story Public Safety Building Meeting Zoning Requirements on Lot C-6, and to Proceed With Design and Environmental Review of a New Public Parking Garage on Lot C-7 That will Provide Approximately 460 (160 Net New) Public Parking Spaces

From: City Manager

Lead Department: Public Works

Recommendation

Staff recommends that Council:

1. Review and accept the Public Safety Building Site Evaluation Study of California Avenue Parking Lots C-6 and C-7 for construction of a new Public Safety Building and public parking structure.
2. Direct staff to proceed with design and environmental review of a 3-story Public Safety Building meeting zoning requirements on Lot C-6, and to proceed with design and environmental review of a new public parking garage on Lot C-7 that will provide approximately 460 public parking spaces (160 net new spaces), including evaluation of costs and other impacts to potentially provide additional parking beyond the 460 spaces.

Executive Summary

This report presents the results of a detailed site evaluation study for locating the Public Safety Building (PSB) on Parking Lot C-6 in conjunction with a new parking garage on Parking Lot C-7 in the California Avenue business district. The new PSB

will address the space and program needs of the Police Department, 911 Emergency Dispatch Center, the Emergency Operations Center (EOC), the Office of Emergency Services (OES) and the administration needs of the Fire Department. The new PSB is the top priority in the Council Infrastructure Plan. It is expected to provide for the City's public safety needs over the next 50 years or more, as well as address and resolve compliance issues with seismic, accessibility, code and regulatory requirements.

The study indicates that Parking Lot C-6 is suitable for the PSB in both 2-story and 3-story configurations. It also indicates that a new parking garage can be constructed on Parking Lot C-7 to replace all existing Lot C-6 and C-7 surface parking stalls and add an addition 160 stalls worth of public parking. Staff recommends proceeding with design and environmental review of a 3-story PSB configuration on Lot C-6 based on its layout efficiency, zoning compliance and future expansion potential.

On November 18, 2015, staff presented the draft results of the site evaluation study to the community at an evening meeting in the Escondido Elementary School multipurpose room. Most comments were supportive of siting the PSB on Lot C-7 and many comments from local business interests reflected a desire to maximize parking in the new garage. Some residents disagreed with the comments for adding even more parking and many noted that traffic on Park Boulevard is heavy.

Staff also met with California Avenue business association members (CAABA/MOCA) on November 19, 2015 to present the results of the draft study. Maximizing parking was also emphasized strongly by this group, expressing concern about losing convenient surface parking believed to be more attractive to customers. Several other comments were received including general interest in siting the Public Safety Building on Lot C-6 and expressing a preference for parking garage Option C with the retail component and lower overall height.

Construction cost estimates developed during the study indicate the need for a not-yet-determined amount of additional funding for the project. Staff's recommendation to proceed with design and environmental review minimizes the future cost increases that will undoubtedly accompany further delay. The recommendation has the additional benefit of expediting the New California

Avenue Parking Garage project, which is currently scheduled to be constructed in 2020. Construction of a new PSB on Lot C-6 would require that the new Parking Garage be completed prior to initiating construction on the PSB.

Background

The June 2014 Council Infrastructure Plan identified \$57 million in funding for the construction of a new Public Safety Building (PSB), which was designated as the City's top infrastructure priority. The Infrastructure Plan also included a New California Avenue Parking Garage with funding of \$9.6 million for an estimated 150 new stalls of parking.

In May 2015, three City-owned sites were proposed for further study in a site selection and evaluation process. The 3 sites were the result of an extensive search that evaluated over 22 properties around Palo Alto. The proposed sites consisted of Parking Lot C-6, the former Los Altos Treatment Plant (LATP) site at the end of San Antonio Road, and the PG&E Switching Station on W. Bayshore Road adjacent to Matadero Creek. The sites represented the most affordable options that could also quickly be developed without a lengthy and expensive acquisition process. At the time of the site search, the only potentially-suitable private parcel being offered for sale was the former Ming's Restaurant at \$25 million, located in the tidal flood zone.

Of the 3 City-owned sites, Council expressed considerable concern about the LATP and PG&E sites due to their location within the tidal flood zone and lack of proximity to the central core of Palo Alto. This left the remaining site, Parking Lot C-6, as the most viable option for the PSB.

Discussion

In July 2015, the City entered into a contract with RossDrulisCusenberry Architecture, Inc. (RDC) to study the relative suitability of parking lots C-6 and C-7 to accommodate the new PSB and a new public parking structure that would replace the existing parking while adding about 150 additional public spaces.

Site Assessment For Accommodating PSB Program

Staff worked with RDC to reconfirm the program needs and study options for placing the PSB on Parking Lot C-6 near California Avenue along with options for an adjacent new public parking structure on Lot C-7. RDC collaborated with Watry

Design, Inc. for the tasks related to the potential parking structure. RDC compiled a technical report on their findings and evaluation for the following Public Safety Building and Parking Structure options:

Public Safety Building Options:

1. A three story 50' high PSB over an operational basement with associated below and above grade parking
2. A two story 35' high PSB over two basement levels with associated below and above grade parking

Parking Structure Options:

- A. Stand alone public parking structure with no ground-level commercial space or underground levels
- B. Stand alone public parking structure over two floors of underground parking with no ground-level commercial space
- C. Stand alone public parking structure over two floors of underground parking and ground-floor commercial spaces.

The evaluation process included data gathering and synthesis, program validation interviews, design presentations, zoning code research, site feasibility studies and cost estimates. The study report summarizes the site opportunities and constraints as follows:

Site Opportunities:

- City ownership of the sites avoids real estate acquisition costs
- Site improvements can upgrade the pedestrian environment along Park Boulevard
- Sufficient site area exists to reduce project visibility from California Avenue
- Proximity to Caltrain
- Convenient access to Oregon Expressway
- Numerous precedents for taller buildings exist on the adjacent sites so the new buildings will not be out of place
- A “good fit” between zoning requirements and the PSB proposal for Lot C-6

Site Constraints:

- Sites are narrow for both a PSB and a parking garage
- Jacaranda Lane is a vulnerability for the PSB because it is considered a “back of site” area with public accessibility

- Height of the adjacent Courthouse introduces PSB line-of-sight vulnerabilities where potential threats could gain higher ground
- Current zoning and lot coverage requirements for Lot C-7 are not conducive to structured parking

The study concludes that it is feasible to build a new, state-of-the-art PSB on Lot C-6 (labeled Site A in the site evaluation study) and to replace and add to the existing parking spaces by constructing a new public parking structure to accommodate the existing Lot C-7 parking, the displaced Lot C-6 parking and an additional 160 stalls of public parking to serve the demands of the California Avenue retail district.

The study identified the following operational benefits of the three-story, 50 feet high PSB option:

- Efficiency and security control benefits
- Compactness keeps operational zones in close proximity to each other
- A third floor to locate critical functions provides increased access to light and view without creating sight-line vulnerabilities
- Emergency Operations Center can be accessed by pre-approved nonsworn personnel during activations on a floor independent of patrol and investigation functions

Following review of the two PSB options, the Police Department determined the three-story option to be the preferred approach.

Cost Estimates

The site evaluation study includes rough order of magnitude (ROM) construction cost estimates for the two PSB and three parking structure options. These cost estimates are based on very preliminary information and are expected to change as further design work is completed.

The PSB construction cost estimates presented in the report include construction of a connecting tunnel between the second basement level of the PSB and a second underground level in the Lot C-7 parking structure. The estimates also include cost escalation and design contingency. They do not include construction contract contingency or “soft costs” such as expenses for design, construction management and construction administration.

The table below presents the range of construction and total project costs, as determined by staff based on the report information, for the two PSB and three parking structure options. The higher range figures include an estimated cost escalation to the midpoint of construction of 19%, and for the PSB they also include the connecting tunnel and higher soft cost percentages than were assumed for the last PSB project cost estimate in 2012.

PSB Option	Construction Cost	Total Project Cost
3-Story	\$38-48 million	\$54-75 million
2-Story	\$42-51 million	\$58-78
Budgeted Funding:		\$57 million

Parking Structure Option	Construction Cost	Total Project Cost
Option A	\$8.5-10 million	\$13-15 million
Option B	\$13-16 million	\$20-23 million
Option C*	\$12-15 million	\$18-22 million
Budgeted Funding:		\$9.6 million

* Cost estimate does not include cost of constructing 4,700 square foot retail space that would add approximately \$1.2 million for just the shell without tenant improvements.

The order of magnitude cost estimates show that there will be a need for additional funding for the PSB project. For instance, if the 3-story PSB and the Option C parking garage are ultimately selected, the estimated total project cost estimate range would be \$72-97 million, compared to current budgeted funding of \$67.6 million.

The higher than budgeted estimated costs can be primarily attributed to escalation in construction costs that has already occurred, potential further escalation as reflected in the high-end of the cost ranges and the need to provide PSB underground parking and replace existing Lot C-6 public parking given the size constraints of Lot C-6. While the cost of underground parking and parking replacement is significant, the site evaluation study concludes that providing less expensive surface parking would significantly increase the acreage of land required for the PSB. Given the high price of real estate in Palo Alto and the lack

of market availability of appropriate sites, staff does not believe that a lower cost site is feasible.

Community Outreach

On November 18, 2015, staff presented the draft results of the site evaluation study to the community at an evening meeting in the Escondido Elementary School multipurpose room. Approximately 25 people attended. Public comments from the meeting are summarized in Attachment B along with written comments received prior to the presentation. Most comments were supportive of siting the PSB on Lot C-7 and many comments from local business interests reflected a desire to maximize parking in the new garage. Some residents disagreed with the comments to add even more parking and many noted that traffic on Park Boulevard is heavy. Due to the heavy bicycle traffic on Park Boulevard, a recommendation was made to move the conceptual PSB visitor parking entrance driveway to Sherman Avenue.

Staff also met with California Avenue business association members (CAABA/MOCA) on November 19, 2015 to present the results of the draft study. Maximizing parking was also emphasized strongly by this group, expressing concern about losing convenient surface parking believed to be more attractive to customers. Several other comments were received including general interest in siting the Public Safety Building on Lot C-6 and expressing a preference for parking garage Option C with the retail component and lower overall height. The retail component could provide general fund revenue and could be established as a community benefit by awarding leases to tenants that meet specific criteria such as locally-owned businesses not part of a large franchise. Applicants for leasing the space could potentially be solicited through an open request for proposal (RFP) process similar to the one used to procure ADA's Café at the new Mitchell Park Library and Community Center.

Timeline

Following Council direction to proceed with siting the new facilities on Parking Lots C-6 and C-7, a request for proposals (RFP) will be issued for architectural design services in early 2016. Proposals received will be evaluated and a contract award expected by early spring 2016. After award of contract, the design process will include extensive public outreach, engagement of neighboring property owners, California Environmental Quality Act (CEQA) analysis, architectural

review, Planning and Transportation Commission Review and ultimately City Council approval.

Resource Impact

Funding for design and environmental review of a new Public Safety Building is included in Capital Improvement Program (CIP) project PE-15001, New Public Safety Building (Attachment C). Funding for design and environmental review of a new California Avenue Parking Garage is included in CIP PE-18000 (Attachment D), but is currently scheduled for fiscal year 2018. A budget amendment would be included with the future design contract award to change the funding timeline for CIP PE-18000.

There is an expected need for additional funding for the new Public Safety Building project. As discussed with the Finance Committee at the November 17 meeting as part of the Fiscal Year 2015 Budget Closing CMR and presentation of the Fiscal Year 2015 Comprehensive Annual Financial Report, the Fiscal Year 2016 Budget Stabilization Reserve contains a set-aside of \$6 million to fund costs related to Infrastructure Plan projects. The closing of the budget is scheduled for Council approval at a Council meeting during the latter part of January or early February. Additionally, the Fiscal Year 2017-2026 General Fund Long Range Financial Forecast will include higher than anticipated Transient Occupancy Tax revenue estimates related to the four new hotels and the 2% tax increase which staff will recommend to be used for funding infrastructure.

The closing of the gap between existing budgeted resources and the eventual cost of the building will require additional funding. At the same time, some of the gap may be closed through design decisions on the building and value engineering to reduce the cost. One fact for certain is that time itself is a contributor to rising costs and the funding gap. We should move swiftly and decisively on this site designation and begin the necessary work to be able to build the garage and building as soon as possible.

Policy Implications

The following policy statements in the Palo Alto Comprehensive Plan support the construction of new Public Safety Building and adding parking supply to the California Avenue business district:

Element: Community Services & Facilities
Section: Parks and Public Facilities

Goal: C-4 Attractive, Well-maintained Community Facilities That
Serve Palo Alto Residents.

Policy: C-24 Reinvest in aging facilities to improve their usefulness and
appearance. Avoid deferred maintenance of City
infrastructure.

Element: Transportation
Section: Parking

Goal: T-8 Attractive, Convenient Public and Private Parking
Facilities

Policy: T-45 Provide sufficient parking in the University Avenue/Downtown
and California Avenue business districts to address long-range
needs.

Policy: T-47 Protect residential areas from the parking impacts of nearby
business districts.

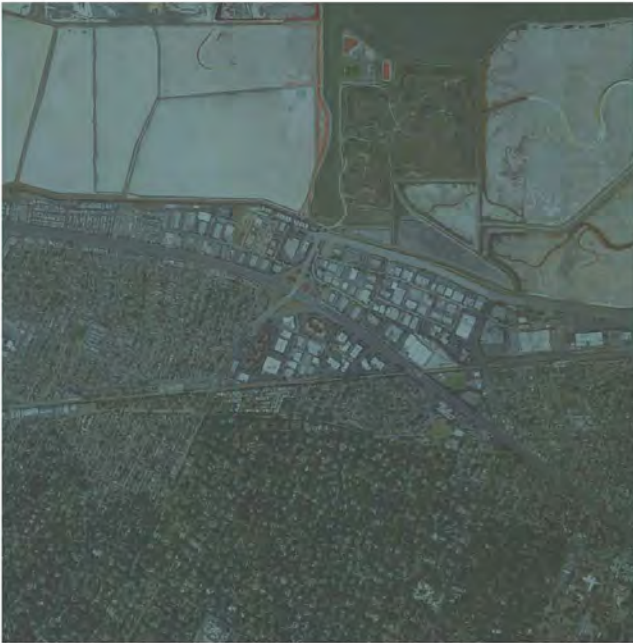
The policy implications involve discussion of the potential for increasing traffic in the immediate vicinity of a new garage and balancing this against the benefits (e.g. a reduction in over-flow parking in nearby residential neighborhoods and convenient parking for area employees and visitors).

Environmental Review

The design process for the new Public Safety Building and California Avenue Parking Garage will include CEQA review.

Attachments:

- Attachment A - PSB Site Evaluation Report (PDF)
- Attachment B - Summary of Community Meeting Comments (PDF)
- Attachment C - Fiscal Year 2016 Capital Budget Pages for PE-15001 (PDF)
- Attachment D - Fiscal Year 2016 Capital Budget Pages for PE-18000 (PDF)



Prepared for:
CITY OF PALO ALTO

***PALO ALTO PUBLIC SAFETY BUILDING
Site Evaluation Study***

December 14, 2015

Prepared by:
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ARCHITECTURE

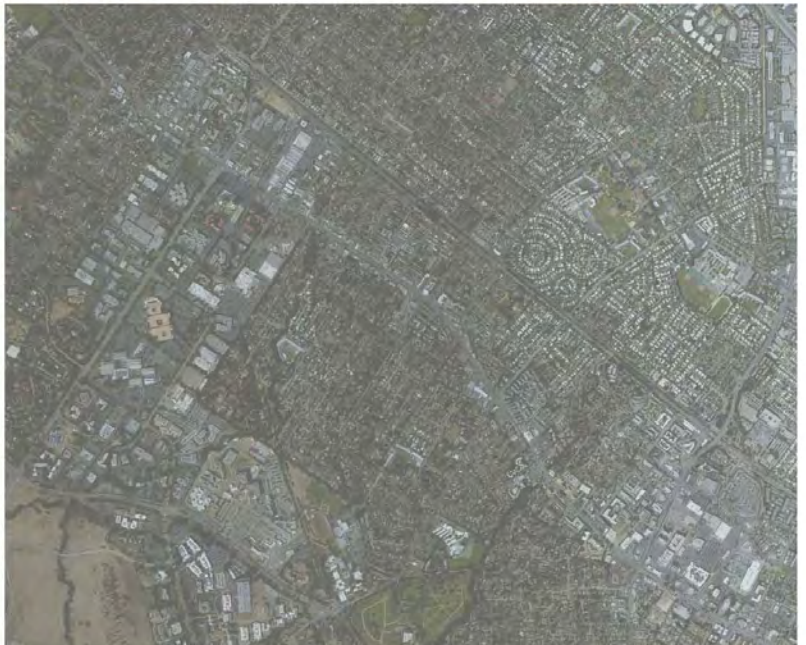


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City of Palo Alto

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John Purinton

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THE SITE EVALUATION STUDY

This Study was prepared by **RossDrulisCusenbery Architecture, Inc. (RDC)**, Sonoma CA, with input from a broad range of stakeholders including the City of Palo Alto Police Department, Fire Administration, Office of Emergency Services and Department of Public Works. This collaboration included data gathering and synthesis, program validation interviews, design presentations, comment/review periods, and general coordination. The resulting Study provides site analysis; zoning code research; building program verification; site feasibility studies; and, cost estimates.

INTRODUCTION

The City of Palo Alto Public Safety Building (PSB) Site Evaluation Study (Study) examines the feasibility of locating a new 45,454 sf PSB and associated parking onto a city owned lot located on Sherman Avenue between Park Blvd. and Birch Street in Palo Alto CA (Site A). It also studies the feasibility of developing a new 460 space public parking structure on the adjacent Sherman Avenue lot between Birch and Ash Streets (Site B). The Study provides conceptual site test fit diagrams for two PSB and three public parking structure options. A Rough Order of Magnitude (ROM) Statement of Probable Cost for each PSB and parking structure option is also provided.

SUMMARY

THE SITES ARE FEASIBLE

It is feasible to build a state-of-the-art PSB on Site A. This site will accommodate a new building that substantially meets the programmatic, operational, security and public identity requirements of the Palo Alto Police and Fire Departments. The site has constraints requiring mitigating measures that will need to be considered during the design of the new facility, however, none of these constraints are of a magnitude that would preclude this site being considered for the new project. Development of a new PSB on City owned Lot C-6 avoids site acquisition costs however existing site factors will add cost premiums to the

project compared to locating the new PSB on a larger site. Examples of site development cost premiums at Lot C - 6 include but are not limited to: replacement of the existing surface parking lots with structured parking, the need to provide below grade basement parking vs. 100% surface parking and costs associated with relocating selected buried utilities to accommodate basement construction. These cost premiums should be compared to the costs associated with the City acquiring a larger site elsewhere in Palo Alto for the project. Lot C-6 is approximately 1.2 acres. Locating a three story PSB on a larger 100% surfaced parked site would require a parcel of approximately 2.70 acres - approximately 2.3 times larger than lot C-6. A larger site may potentially also have increased environmental complexity and extended approval times vs. the proposed City owned lots. This study finds it is possible to construct the new building within the existing zoning and land use regulations in place for this site.

It is also feasible to replace and add-to the existing parking spaces displaced from Site A due to the construction of the PSB. The adjacent Site B is large enough for the construction of a new public parking structure to accommodate the existing Site B parking, the displaced Site A parking, and an additional 160 stalls of public parking to serve the needs of the California Avenue retail district. It may be feasible to add new adjoining retail space to this site as well. Zoning exceptions may be required to accommodate the new parking structure.

The Study indicates it is possible to develop the two projects without significant visual impact to the small-scale, intimate character of the California Avenue retail area. The existing Jacaranda Lane alley remains open and accessible, setbacks for the PSB downplay the building from key vantage points, and there is space to add public amenities along key public rights-of-way. Additionally, the proposed PSB would replace a passive parking lot with an active civic building, consistent with Palo Alto's overall community design ambitions.

PROGRAM SUMMARY

		ZUS2 Staff	NSF	UGSF
BUILDING				
100	Police Administration, Personnel and Training	9	1,889	2,410
200	Fire Administration	9	1,108	1,406
300	Communications	23	2,243	2,886
400	EOC	4	2,514	3,157
500	Records and Information	13	1,956	2,539
600	Field Services - Patrol	65	4,039	5,006
700	Field Services - Detention	0	1,724	2,159
800	Traffic	7	997	1,269
900	Parking	9	794	1,007
1000	Investigative Services	17	2,447	3,176
1100	Property and Evidence	2	3,816	4,675
1200	Community Room	0	850	1,063
1300	Staff and Facility Support	0	3,786	4,733
Total Staff		158		
Subtotal Building Area				35,484
1400	Building Support Area Allowance		9,930	9,970
Total Building Area			38,093	45,454
Site Area Program				
1500	Exterior Area Spaces		0	2738
1600	Parking Structure		72459	
	Police Dept. Secure:	54 Spaces		
	Police Dept. Specialty Vehicles	17 Spaces		
	Specialty Vehicles	3 Spaces		
	Secure Parking			
	Fire Administration:	4 Spaces		
	Visitors/Staff:	<u>116 Spaces</u>		
	Total Parking	194 Spaces		

STUDY OVERVIEW & PROJECT SPECIFICS

SITE DETAILS

The two sites under consideration are summarized as follows:

SITE A (Lot C-6): Sherman Avenue, between Park Blvd. and Birch Street; 1.2 acres, approximately 1/2 of a full city block; currently a 158-space surface public parking lot; zoning designation PF; land use designation Major Institutional Special Facility (MISP); maximum lot coverage 30%; maximum height is 50'-0"; part of the California Avenue Parking District.

SITE B (Lot C-7): Sherman Avenue site, between Birch and Ash Streets; .93 acres, approximately 1/2 of a full city block; currently a 148-stall surface public parking lot; zoning designation "PF;" land use designation of CC- Community Commercial; part of the California Avenue Parking District.

Summary Site Opportunities: City ownership of the sites avoids real estate acquisition costs; site improvements can upgrade pedestrian environment along Park Blvd.; sufficient site area exists to reduce project visibility from California Ave.; proximity to CalTrain; convenient access to Oregon Expressway; closing the existing “gap” in the neighborhood fabric; numerous precedents for taller buildings exist on the adjacent sites so the new buildings will not be out of place; a “good fit” between zoning requirements and the proposal for Site A.

Summary Site Constraints: Sites are narrow for both a police station and a parking garage; Jacaranda Lane is a vulnerability for the PSB (i.e. no “back of site” area that is not publicly accessible); height of the adjacent Courthouse introduces PSB line-of-sight vulnerabilities; current zoning and lot coverage requirements for Site B are not conducive to the layouts/configurations needed for structured parking.

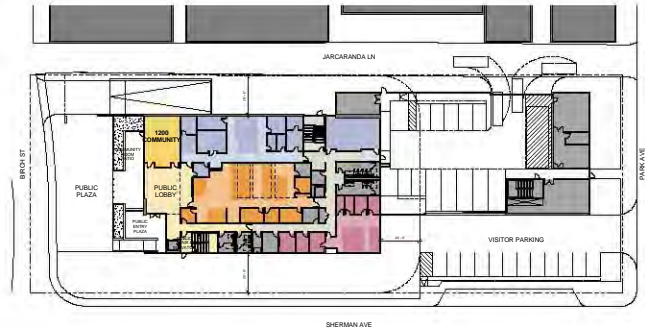
BUILDING PROGRAM

The PSB program defines a new 45,454 sf essential facility building with 194 parking spaces. It includes: Police Administration; Fire Department Administration; Communications (911 Dispatch Center); Emergency Operation Center (EOC); Records; Field Services; Traffic; Parking; Investigations; Property & Evidence; a Community Room/Training Room; and miscellaneous staff and facility support functions. Parking is provided for all police patrol staff, and operational vehicles.

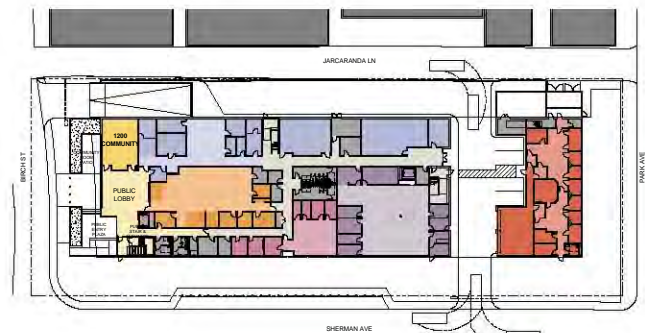
The project site requirements include a minimum 25’-0” security stand-off setback around all occupied portions of the building. Large vehicles, to the extent possible, should be located at grade.

FEASIBILITY STUDIES

To test the two sites, the design team developed the following conceptual building layout options:



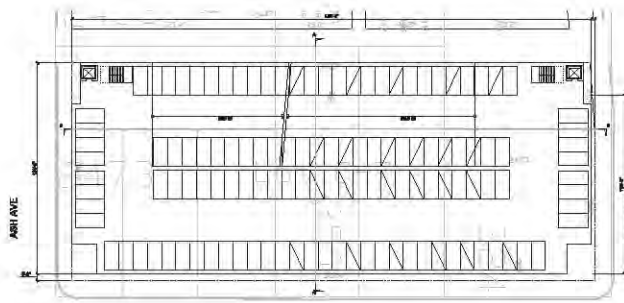
OPTION I - LEVEL 1 PLAN



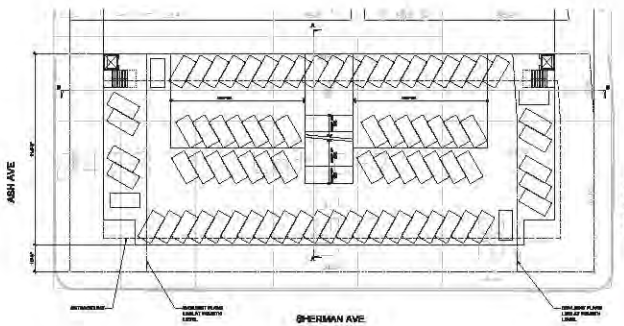
OPTION II - LEVEL 1 PLAN

Site A -- Public Safety Building Options

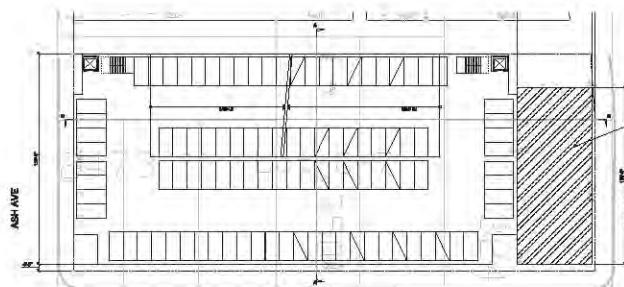
PSB Option I Includes: Three stories, 50’-0” above grade, with an operational basement and a combination of below-grade and surface parking; screened/secured surface PD parking lot; public entry and public-serving functions along Birch Street; a perimeter 25’-0” security stand-off distance. This option meets all prevailing zoning regulations, requiring no exceptions. The three story approach offers efficiency and security control benefits: compactness keeps key operational zones in close proximity to each other; a third floor allows critical functions increased access to light and view without creating sight-line vulnerabilities; the EOC can be accessed by pre-approved non-sworn personnel



OPTION A, TYPICAL PLAN



OPTION B, TYPICAL PLAN



OPTION C, TYPICAL PLAN

during activations on a floor independent of Patrol and Investigation functions.

After review of the conceptual options, the Police Department determined Option I to be the preferred approach.

PSB Option II Includes: Two stories, 35'-0" tall with all operational functions above grade; two stories of below-grade parking; public entry and public-serving functions along Birch Street; a perimeter 25'-0" security stand-off distance. From a planning standpoint, the building massing and setbacks meet the prevailing zoning regulations,

Element	Area	Total
OPTION 1 - THREE STORY		
1. Building	45,512 sf	\$30,991,835
2. Sitework	52,272 sf	\$3,683,056
3. Basement Parking - <i>Cost Provided by Designer</i>	91,500 sf	\$10,980,000
4. Connecting Tunnel to Public Parking - <i>Cost Provided by Designer</i>		\$700,000
5. Utility Relocation Allowance, Tunnel Only		\$250,000
		\$250,000
TOTAL ESTIMATED CONSTRUCTION COST - OPTION 1 - THREE STORY		\$46,604,892

OPTION 2 - TWO STORY		
1. Building	48,495 sf	\$35,926,038
2. Sitework	52,272 sf	\$2,880,513
3. Basement Parking - <i>Cost Provided by Designer</i>	99,465 sf	\$11,935,800
4. Connecting Tunnel to Public Parking - <i>Cost Provided by Designer</i>		\$700,000
5. Utility Relocation Allowance, Tunnel Only		\$250,000
		\$250,000
TOTAL ESTIMATED CONSTRUCTION COST - OPTION 2 - TWO STORY		\$51,692,351

PUBLIC PARKING STRUCTURE		
1. Above-Grade Parking - <i>Cost Provided by Designer</i>	151,340 sf	\$9,912,831
2. Miscellaneous Site Development / Finished Site	43,560 sf	\$348,480
TOTAL ESTIMATED CONSTRUCTION COST - PUBLIC PARKING STRUCTURE		\$10,261,311

CONSTRUCTION COST: PARKING GARAGE OPTIONS

Option	Total # Levels	# Below Grade	GSF	# Spaces	Efficiency	Construction Cost	Cost/Space	Cost/SF
A	4	0	151,340	460	329	\$ 9,912,831	\$ 21,550	\$ 65.50
B	6	2	180,170	463	389	\$ 15,296,980	\$ 33,039	\$ 84.90
C	5	2	166,060	460	361	\$ 14,274,109 ¹	\$ 31,031	\$ 85.96

¹ Excludes \$1.2M cost of retail shell component

Summary Findings

however the lot coverage will require a zoning exception. The two-story approach is less operationally efficient than the three-story approach, requiring longer distances between functions, and is more costly than Option I.

After review of the conceptual options, the Police department determined that Option II was a feasible, though not preferred option.

Site B -- Parking Structure Options

Parking Option A: This option optimizes garage layout efficiency and minimizes cost. Details: four stories above grade; 460 parking spaces; no subterranean parking; 36'-5" above grade to the top of the upper level guardrail. From a zoning standpoint, the parking structure setbacks and lot coverage will require exceptions from the prevailing zoning regulations. It is the least costly of the three options given that the larger footprint allows for a more efficient layout. (Note: if this option is selected, the optional tunnel connection to the PSB may not be the most cost effective solution due to the garage being above grade; an alternative would be to introduce a second ramp on the PSB site itself).

Parking Option B: Minimum required exceptions required from zoning code, but loss of efficiency and increased cost. Includes: four story above grade, two subterranean levels; 463 parking spaces; the height of the structure is 36'-5" above grade to the top of the upper level guardrail. To minimize zoning exceptions, the garage configuration relies on more compact, but less efficient layouts.

Parking Option C: This option optimizes community design continuity, providing commercial functions along Birch Street, and reduces building height. Details: three stories above grade, two subterranean levels; 460 parking spaces; the height of the structure is approximately 25'-9" above grade at the perimeter of the garage, and 32'-6" at the center of the building. The garage is set back significantly from the Birch Street frontage, making room for a 4,700 sf free-standing retail building (The \$1.2M construction cost for the proposed retail shell component is excluded from the Option C Parking Garage cost on all summary tables.) From a planning standpoint, the parking structure/commercial building setbacks and lot coverage require exceptions from the prevailing zoning regulations. The loss of efficiency

Option	Sufficient Site Area	Zoning Regulations				Actual Height	Construction Cost	Preferred Scheme
		FAR	Lot Coverage	Allowable Height	Setbacks			
PSB I	yes	OK	OK	OK	OK	50'-0"***	\$46.6 M	P.A.P.D.
PSB II	yes	OK	variance req'd	OK	OK	35'-0"	\$51.7 M	
Parking A	yes	variance req'd	variance req'd	OK	variance req'd	35'-0"	\$9.9 M*	TBD
Parking B	yes	variance req'd	variance req'd	OK	OK (close)	35'-0"	\$15.3 M*	TBD
Parking C	yes	variance req'd	variance req'd	OK	variance req'd	27'-0"	\$14.3 M*	TBD

* Does not include site development cost
 ** Preferred height based on P.A.P.D feedback

SUMMARY TABLE: OPTIONS COMPARISON

Summary Findings

resulting from the contextual adaptations results in a more costly parking structure, however, the trade-off is Option C provides greater community continuity and smaller visible scale.

SUMMARY PROJECT COSTS

The estimated construction cost for the Public Safety Building ranges between \$46.6 million for the three story option to \$51.7 million for the two-story option. This amount includes the construction cost for a tunnel below Birch Street connecting the PSB basement with a possible basement level of the parking structure. this tunnel functions as a mandatory second means of emergency vehicle egress from the PSB. The estimated costs for the parking structure vary as follows: *Option A* = \$9.9 million;

Option B = \$15.3 million; and, *Option C* = \$14.3 million. These costs are exclusive of project and site development costs (fees, permits, project administration and F.F.&E.). Depending on the garage option selected, site development costs will vary; for example, the site development cost for Option A is estimated to be \$350K.

The total R.O.M. *construction cost* estimate for PSB Option I, the least expensive garage Option A, and associated site costs, is summarized as follows: \$46.4 million + \$10.3 million = \$56.7 million, (excluding soft costs).

OVERVIEW OF THE TWO SITES STUDIED

The following provides details on the two sites studied. Included are descriptions of the existing site conditions, applicable zoning code parameters, and a brief opportunities and constraints analysis.

Site A

The Sherman Avenue site, between Park Blvd. and Birch Street is referred to as *Site A* (aka Lot C-6). This is a 1.2 acre site, approximately 375' long (east/west) and 140' wide (north/south). The site is approximately 1/2 of a full city block, with an alley--Jacaranda Lane--separating it from one- and two-story retail functions to the north. To the south of the site stands the County Courthouse, to the east is a mixed-use office and residential development, and to the west is another surface parking lot (i.e. Site B of this Study).

The current site is a surface public parking lot, with approximately 158 existing parking stalls. The users of the lot are assumed to be primarily visitors and employees of businesses in the California Avenue retail area, as well as jurors and visitors to the adjacent courthouse. The parking lot has a perimeter of mature trees, as well as some trees

within the parking area. Access to this lot is from Sherman Avenue, as well as from the alley to the north.

Site A has zoning designation of "PF." From the Municipal Code: *"The PF public facilities district is designed to accommodate governmental, public utility, educational, and community service or recreational facilities."* Site A has a land use designation of Major Institutional Special Facility (MISP). The maximum allowable lot coverage is 30%, and the maximum allowable height is 50'-0" for most of the site, with a small exception at the corner of Sherman Ave. and Birch Street., where it drops to 35'-0" (due to its proximity to residential functions). It is part of the California Avenue Parking District.

Site B

The Sherman Avenue site, between Birch and Ash Streets is referred to as *Site B* (aka Lot C-7). This is a .93 acre site, approximately 310' long (east/west) and 140' wide (north/south). The site is also approximately 1/2 of a full city block, with Jacaranda Lane separating it from one- and two-story retail functions to the north as well. To the south of the site is an active construction site for a new mixed-use office/residential project. To the west of Site B is a commercial

SITE LOCATIONS



building with its own parking lot on the corner and a two-story residential lot; to the east is Site A of this study.

The current site is a surface public parking lot, accommodating approximately 148 cars. The users of the lot are assumed to be primarily visitors and employees of businesses in the California Avenue retail area, as well as jurors and visitors to the adjacent courthouse. The parking lot has a perimeter of mature trees, as well as some trees within the parking area. Access to this lot is from Sherman Avenue, as well as from the alley to the north.

Site B also has a zoning designation of "PF." Site B has a land use designation of CC- "Community Commercial". It is part of the California Avenue Parking District.

SITE OPPORTUNITIES AND CONSTRAINTS

The following list of observations summarize potential pros and cons when considering Sites A and B for the development of the PSB and public parking garage, respectively.

Potential Opportunities

- City ownership of the sites avoids real estate acquisition costs.
- Due to the orientation and placement of the County Courthouse, the PSB will have high visibility and opportunity for strong civic presence to those approaching on Park Blvd. from the south.
- There is the opportunity to improve pedestrian environment on the east side of Site A, along Park Blvd., in a way that is consistent with the Cal-Ventura Area 2007 Comprehensive Plan goals.
- Due to angle-of-view from California Avenue, and the existing height and continuity of the commercial buildings, much of the proposed PSB massing would not be visible from the retail street. This means that the size of the building is unlikely to seem "out of scale" with the smaller parcel retail functions.
- The site is very close to CalTrain, a convenience for both staff and visitors.
- For the Police Department, there is convenient access to a major arterial roadway (Oregon Expressway).

SITE A & B PHOTOS



View of Site B from Sherman Ave.



View of Site A from Sherman Ave. & Birch St.



Site A from Park Blvd

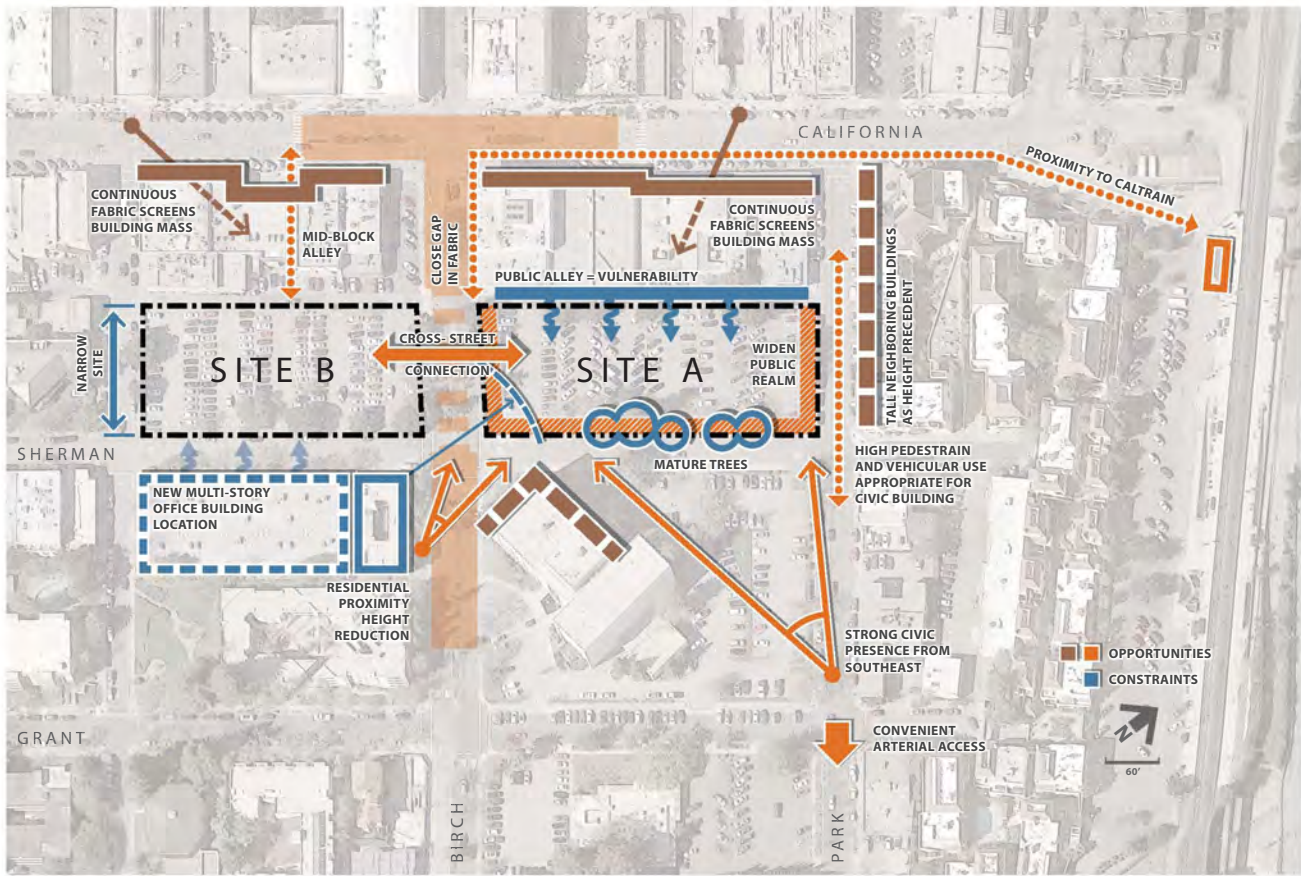


Alley behind Site A

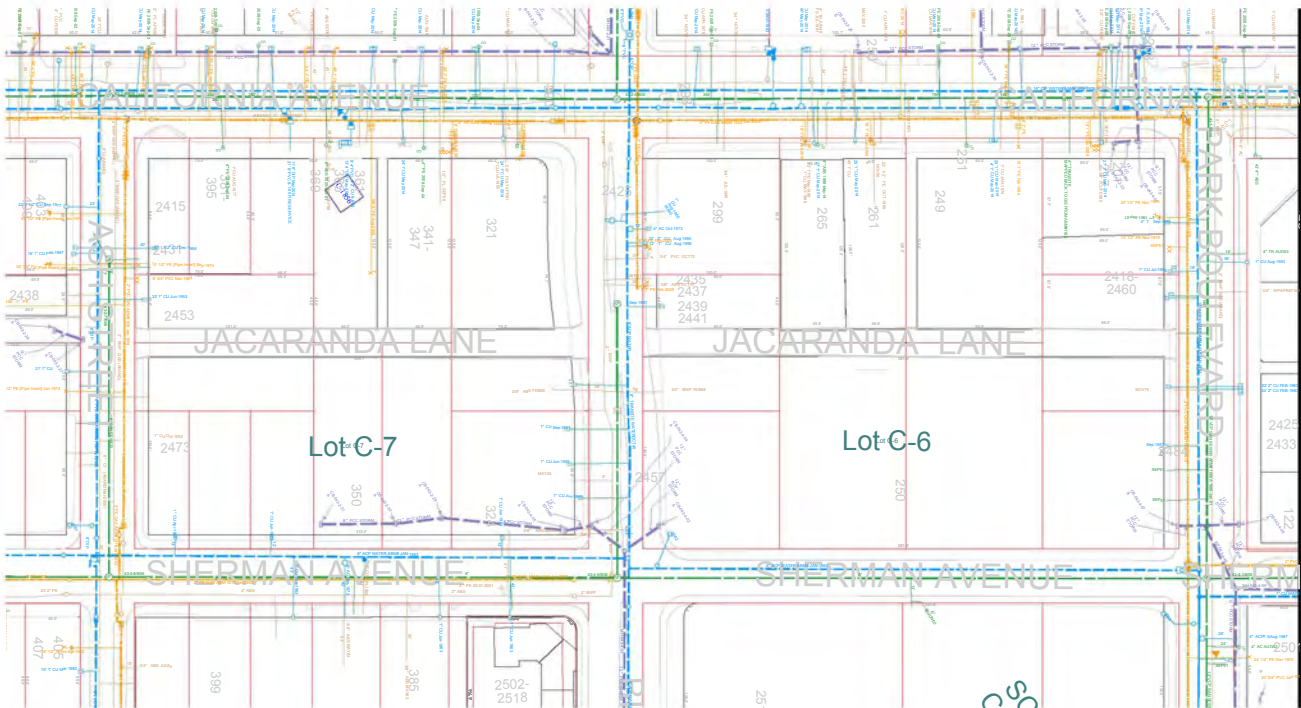


Site A

- From a community planning standpoint, development of Sites A and B offer the opportunity to close the existing “gap” in the neighborhood fabric.
 - There is an opportunity to create a connection between Site A and Site B, both below Birch Street (for operational reasons) and at grade from a “community continuity” standpoint.
 - There are numerous precedents for taller buildings on the adjacent sites, including the 60’ tall courthouse to the south, and a 50’ tall mixed use building to the east.
 - The zoning requirements for Site A correspond well to the needs of the Police department, with the zoning-required setbacks corresponding closely to the desired security setbacks that would be standard for a police station.
 - There are opportunities to further align with the Cal-Ventura area Comprehensive Plan goals, including providing “diverse land uses, two-to-three story buildings, and a network of pedestrian-oriented streets providing links to Cal Ave”.
- Potential Constraints**
- The sites are relatively narrow for both a police station, and a parking garage. This may complicate internal layouts in order to achieve desired property line setbacks.
 - For the PSB, the presence of Jacaranda Lane introduces a vulnerability in that there is no “back of site” area that is not publicly accessible. Vehicle bollards, building hardening or other security measures may be required along this street front.
 - There are residential functions within a 150’ radius of the sites, meaning that the 50’-0” height limit will be reduced to a 35’-0” height limit in some locations.
 - The height of the adjacent Courthouse introduces line-of-sight vulnerabilities to the PSB, as someone on the Courthouse rooftop has a visual advantage looking down on the police station.
 - The zoning and lot coverage requirements for Site B are not conducive to the layouts/configurations needed for structured parking, and will likely require planning exceptions during design.

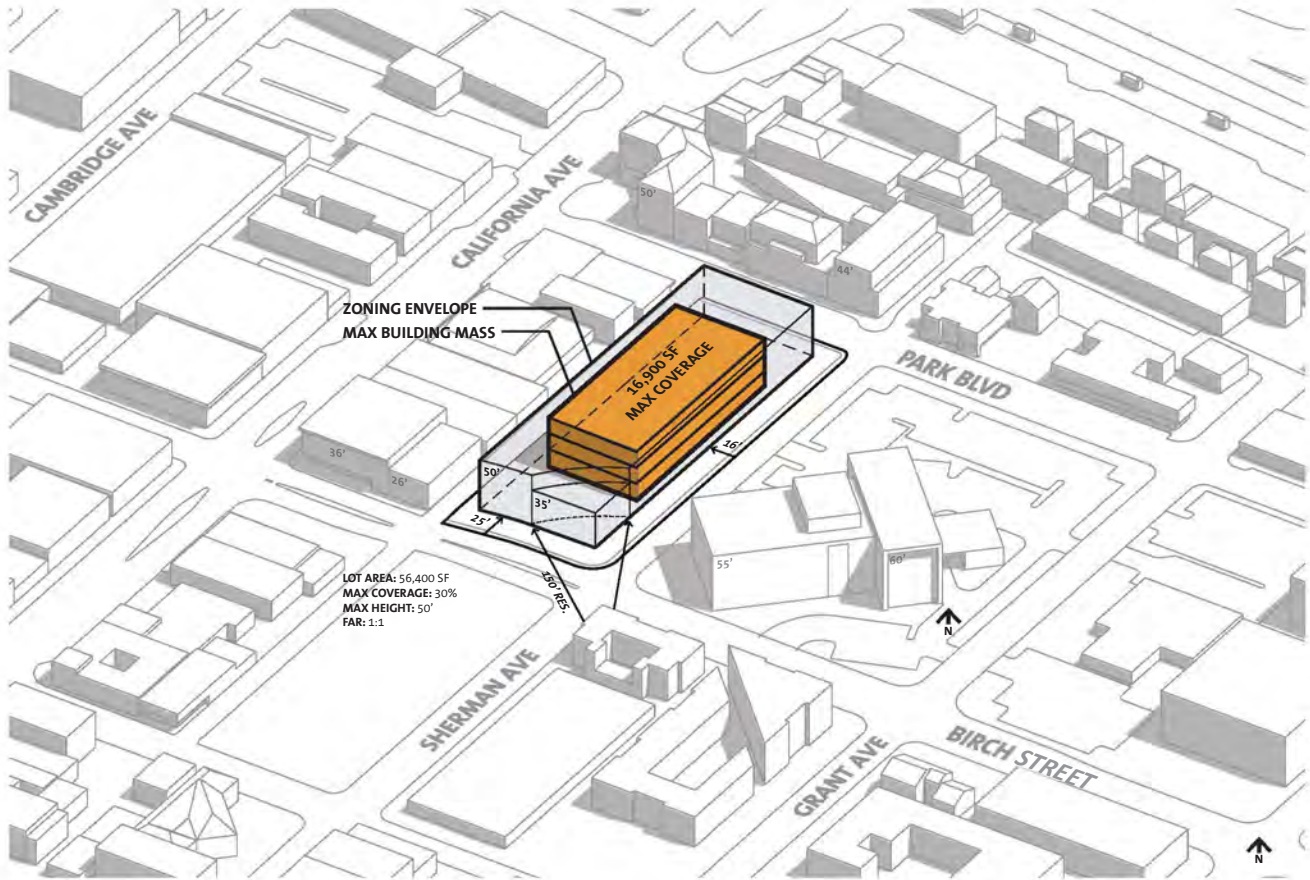


OPPORTUNITIES CONSTRAINTS

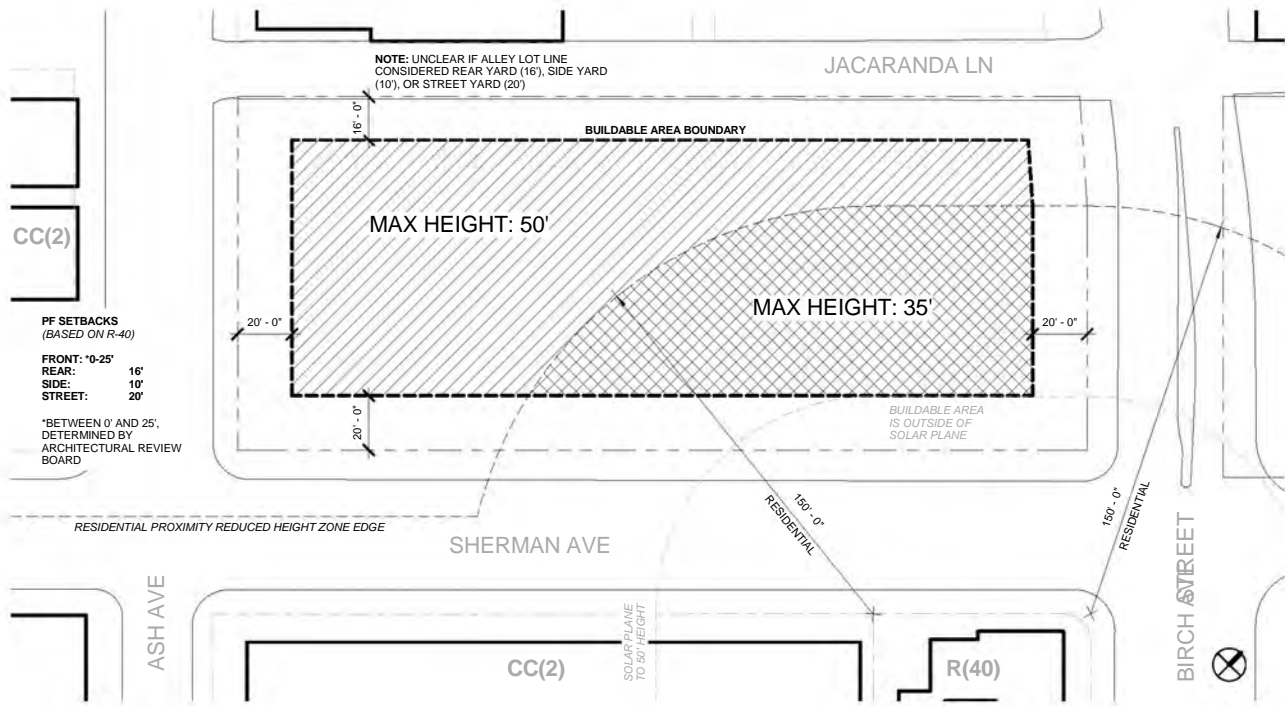


PARCEL PLAN

Site Background



PSB ZONING DIAGRAM



GARAGE ZONING DIAGRAM

PROGRAM SUMMARY

This chapter summarizes the staffing and area requirements for the new Palo Alto Public Safety facility. This program includes space for the following departments: Police Administration; Fire Department Administration; Communications (911 Dispatch Center); Office of Emergency Services; Records; Field Services, including Patrol and Detention; Traffic; Parking; Investigations; Property & Evidence; a Community Room/Training Room; and miscellaneous staff and facility support functions. The program parking requirements provide for all police patrol and other associated operational vehicles, as well as staff parking. The space requirements for Police Department's large vehicles, bicycle storage, trash and recycling, and emergency generator are also provided for.

This program revalidates a program that evolved over several years of careful and iterative changes. The following provides a detailed overview of the steps that this project has gone through over the last 30 years.

PUBLIC SAFETY BUILDING PROJECT -- A HISTORY

The existing police building at 275 Forest Avenue was

opened in 1970. This facility is approximately 25,000 sf. Due to changes in code and regulatory requirements, the existing police building does not meet current seismic, accessibility or regulatory code requirements that are applicable to an essential services facility.

Numerous assessments have been conducted over the past 30 years, and each has concluded that the size of the existing police building is inadequate; space needs for an adequate PSB in prior recommendations have reached as high as 70,000 square feet. Differences in these assessments were due to assumptions made during each study on cost, available sites, demographics, population growth, technological and regulatory trends, inclusion of other city department functions, potential environmental impacts, parking and emergency operations.

In 1997, Council directed staff to initiate the process for site selection and the construction of a new PSB. A capital improvement project was initiated in Fiscal Year 1998 to select a site and prepare a conceptual design.

From 1999 to 2000, extensive site assessment studies were

performed for sites at Park Boulevard, California Avenue, Page Mill/El Camino, the Downtown Library, and the existing Forest Avenue Civic Center location.

The costs for either renovating and expanding the existing facility or demolishing and reconstructing a new facility in the same location while relocating the Police Department for up to two years were found to be higher than other sites. However, public opposition to other sites and potential environmental impacts kept the focus on the Civic Center site as a top candidate.

In 2001, Council directed staff to proceed with the conceptual design for expansion and modernization of the Civic Center site (CMR:291:01). In December 2004, Council directed staff to begin conceptual design to expand and renovate the existing police facility, using the space needs analyses and site assessment studies that identified a building size of approximately 50,000 sf with an additional 5,000 sf of off-site warehouse space for property and evidence storage (CMR:498:04).

In February and May 2005, two colleagues' memos presented to City Council suggested that as much as \$5-6 million could be saved by considering a "turn-key" police building project, allowing the Police Department to remain operational by moving into a new facility rather than incurring additional costs associated with reconstruction of the existing police building. Because of the additional costs and disruption associated with the renovation and expansion of the existing facility, as well as the concerns raised by the need to exceed the downtown 50' height limit, Council directed staff to temporarily discontinue design of the renovation and expansion of the existing police building and proceed with a preliminary evaluation of a downtown site that included a partially city-owned parking lot behind the post office.

On August 8, 2005, the Council directed staff to issue a Request for Statements of Interest (SOI) for a "turn-key" police building and return with a comparison of the "turn-

key" proposal to the previously approved plan to renovate and expand the existing police building (CMR:349:05). On November 21, 2005, Council evaluated three SOI proposals and determined that there may be another option for a new police facility that would involve a Santa Clara County-owned parcel of land near the Palo Alto Courthouse in the California Avenue area. Because of this additional option Council decided not to pursue any of the SOI proposals submitted and directed staff to assess the potential of siting the new police building on the County-owned parcel. The Council also directed the mayor to appoint a community-based Blue Ribbon Task Force (BRTF) to evaluate the need, size, cost and site for a public safety building (CMR:428:05).

The Council requested the BRTF to evaluate overall programmatic space needs and to study feasible sites within Palo Alto. The BRTF met 13 times and considered 28 different Palo Alto sites, including an expansion of the existing site. To ensure the building size was carefully assessed, the BRTF convened a space subcommittee to evaluate the space and functional need of each program area, room-by-room. The subcommittee also compared the existing space with the proposed space needs. This reexamination of the building size resulted in a 15% space reduction of a new PSB from 58,076 sf to 49,600 sf. It should be noted that the BRTF did not include certain elements now required to be in the PSB, including the Fire Department and Office of Emergency Services. The Office of Emergency Services was created in 2011.

On June 26, 2006, the BRTF issued a report, concluding: (1) the most cost-effective means of upgrading and modernizing the facility was to construct a new building, rather than retrofit and expand the existing facility; (2) a minimum site size of 49,600 sf building would be required to accommodate all required programming needs; and (3) the Park Boulevard site was the most feasible location for a new PSB at that time.

On September 25, 2006, the Council approved a consultant services contract with RossDrulisCusenbery Architecture,

Inc. (RDC) to prepare an environmental impact report (EIR), preliminary engineering and architectural design drawings and cost estimates to a 25% level of effort for a new, approximately 50,000 sf PSB proposed for two parcels on Park Boulevard (CMR:374:06).

On November 19, 2007, the Council certified the Environmental Impact Report analyzing various site and building configurations located at 2747 and 2785 Park Boulevard and approved a purchase option agreement with Essex Park Boulevard, LLC to acquire the 2785 Park Boulevard property (CMR:420:07).

On June 1, 2009, the Council terminated purchase option agreements for two properties located at 2747 and 2785 Park Boulevard, originally identified for a new PSB, due to the City's financial position and the overall state of the national economy resulting from the Great Recession. Design of the new PSB was suspended at the 35% stage. Approximately \$3.2 million had been expended on the project up to that date (CIP PE-98020). Of the total expended, \$1.9 million was directly related to the 2747 and 2785 Park Blvd site.

Between 2010 and 2011, the Infrastructure Blue Ribbon Commission (IBRC), consisting of 17 Council-appointed residents, met to review and make recommendations on the overall infrastructure needs of the City. The final report, dated December 22, 2011, indicated that the PSB was still a critical priority and should be pursued expeditiously. IBRC recommendation #3-1 states: "Build a new Public Safety Building (PSB) as soon as possible on a new site, incorporating the Police Department, the Fire Department administration, the Communications Center, the Emergency Operations Center, and the Office of Emergency Services."

In July 2012, the Council held another study session to discuss the IBRC's recommendations. The Council reviewed the previous space programming work done to determine the size and cost estimate for the Public Safety Building. With input from the Public Safety departments and RossDrulisCusenbery Architecture, Inc. (RDC), Council

selected a new PSB program square footage of 44,848 and a project cost estimate of \$57 million. The \$57 million project cost estimate included \$10 million for land acquisition. This square footage was based on 1) Council direction to cut the total space by 10% and 2) a generic space-constrained site.

In 2013, the Jay Paul Company offered to construct the PSB at 3045 Park Boulevard as a public benefit in connection with the permitting of a large office development project within and adjacent to the California Avenue business district. The offer and the proposed office project were withdrawn by the developer in late 2013.

In early January 2013, the properties at 2747 and 2785 Park Boulevard were sold to the Jay Paul Company for \$2,390,000 and \$9,087,000, respectively. In October 2014, the Jay Paul Company submitted a planning application for a new three-story 33,000 sf office building on these two properties. The planning application is still in review.

The June 2014 Council Infrastructure Plan identified \$57 million in funding for the construction of a new Public Safety Building (PSB), which was designated as the City's top infrastructure priority.

In May 2015 the Council approved the City entering into a consultant services agreement with RossDrulisCusenbery Architecture, Inc. (RDC) to verify the PSB program and prepare a site evaluation study of city owned lots C-6 and C-7 in the California Avenue area for potential PSB use.

CURRENT PROGRAM RE-VALIDATION

RDC interviewed representatives from the Police Department, Fire Department, Office of Emergency Services, and the City of Palo Alto during the program verification process. Minor revisions were made to the previous version of the program, accounting for nominal changes in staffing and operational protocols. The net increase in building size was negligible. The following pages describe in detail the staffing and area requirements of the Palo Alto Public Safety Building projected to the year 2032.

PROGRAM SUMMARY

		2032 Staff	NSF	DGSF
BUILDING				
100	Police Administration, Personnel and Training	9	1,889	2,410
200	Fire Administration	9	1,108	1,406
300	Communications	23	2,243	2,886
400	EOC	4	2,514	3,157
500	Records and Information	13	1,956	2,539
600	Field Services - Patrol	65	4,039	5,006
700	Field Services - Detention	0	1,724	2,159
800	Traffic	7	997	1,269
900	Parking	9	794	1,007
1000	Investigative Services	17	2,447	3,176
1100	Property and Evidence	2	3,816	4,675
1200	Community Room	0	850	1,063
1300	Staff and Facility Support	0	3,786	4,733
Total Staff		158		
Subtotal	Building Area			35,484
1400	Building Support Area Allowance		9,930	9,970
Total	Building Area		38,093	45,454 ¹

Site Area Program

1500	Exterior Area Spaces		0	2738
1600	Parking Structure		72459	
	Police Dept. Secure:	54 Spaces		
	Police Dept. Specialty Vehicles	17 Spaces		
	Specialty Vehicles	3 Spaces		
	Secure Parking			
	Fire Administration:	4 Spaces		
	Visitors/Staff:	<u>116 Spaces</u>		
	Total Parking	194 Spaces		

¹Fire Marshal & Fire Inspector staffing and area requirements are not included in this program. Assume these functional areas to be located at the Developmental Center

PROGRAM ABBREVIATIONS & ASSUMPTIONS

Abbreviations:

NSF	= Net square feet: The amount of space assignable to a specific employee classification or function, exclusive of interior walls or internal circulation.
Internal Circulation=	Area allowance for intra-departmental spaces, partitions, columns, structural members.
DGSF	= Departmental Gross Square Feet: A Department's total NSF plus an allowance for internal circulation area.
GSF	= Gross Building Area: Total DGSF in a building plus an allowance for exterior wall thickness, vertical shafts, unassigned support spaces and inter-departmental circulation.
Building Support	= Shared spaces in support of total building or multi-departmental operations.

Assumptions:

This program is non site specific. For the purpose of this Study, building support areas are represented as if the new PSB was a three-story structure. The actual amount of building support areas will vary depending on the size of the site, number of stories, location of mechanical equipment, location of secure parking and other factors.

Architectural Program

POLICE ADMINISTRATION, PERSONNEL AND TRAINING

		PA2032					
	Area	Staff	Units/ Rms	NSF	DGSE	Comments	
POLICE ADMINISTRATION, PERSONNEL AND TRAINING							
PERSONNEL SPACES							
PRIVATE OFFICES							
Chief of Police							
101	Chief of Police	200	1	1	200	250	
102	Assistant Chief of Police	180	1	1	180	225	
103	Senior Administrator (Fiscal)	120	1	1	120	150	
104	Public Affairs Officer	100	1	1	100	125	Locate near EOC/OES
Personnel & Training							
105	Personnel & Training Lieutenant	130	1	1	130	163	Locate near Ref. #114
WORKSTATIONS							
106	Program Assistant II	64	1	1	64	86	
107	Personnel & Training Officer	64	1	1	64	86	
108	Administrative Assistant	64	1	1	64	86	Near entry
109	Admin Associate II	64	1	1	64	86	Increased from 48 SF to 64 SF
110	Drop-in Workstation	64		2	128	173	Share with Fire Administration
SUPPORT SPACES							
Areas							
111	Reception Area	25		4	100	135	Share with Fire Administration
Rooms							
112	Administration Conference Room (Large)	200		1	200	250	Share with Fire Administration. 8 - 10 people
113	Administration Conference Room (Small)/ Internal Audit/Investigations	120		1	120	150	Co-use
114	Personnel, Internal Investigations and Training File Storage	200		1	200	250	Secure
115	Work Room, Copier	100		1	100	125	Share with Fire Administration
116	Training Files	25		1	25	31	Locate near Ref. #105
117	Training Storage	30		1	30	38	Locate near Ref. #105
SUBTOTAL BUILDING GROSS AREA					2,410		
		Subtotal		9	1,889		
		Internal Circulation			521		
		Departmental Gross Square Feet			2,410		

FIRE ADMINISTRATION

		PA2032					
		Area	Staff	Units/ Rms	NSF	DGSE	Comments
FIRE ADMINISTRATION							
PERSONNEL SPACES							
PRIVATE OFFICES							
201	Fire Chief	200	1	1	200	250	
202	Deputy Chief OPS	180	1	1	180	225	
203	Deputy Chief Support Services	180	1	1	180	225	
204	EMS Chief	120	1	1	120	150	
205	Senior Management Analyst	120	1	1	120	150	
WORKSTATIONS							
206	Admin Asst./for Chief	64	1	1	64	86	
207	Drop-in Workstation	64		0	0		Share with Ref. #110
208	Admin. Support Professionals	48	3	3	144	194	
SUPPORT SPACES							
210	Fire Admin File Area	100		1	100	125	
		Subtotal		9	1,108		
		Internal Circulation			298		
		Departmental Gross Square Feet			1,406		

COMMUNICATIONS

	Area	Staff	Units/ Rms	PA2032		Comments	
				NSF	DGSF		
COMMUNICATIONS							
PERSONNEL SPACES							
Communications Center (9-1-1) with supervisory offices							
PRIVATE OFFICES							
301	Technical Services Coordinator	160	1	1	160	200	Increased from 130 SF to 160 SF
302	Supervisor, Police Services - Communications	120	1	1	120	150	
WORKSTATIONS							
303	Public Safety Dispatcher - Lead	100	4	2	200	270	
304	Public Safety Dispatcher	80	16	6	480	648	
305	Training Consoles	80	0	1	80	108	
306	Staff Secretary	48	0	0	0	0	
307	Public Safety Dispatcher - Lead (PSD Tech)	64	1	1	64	86	
SUPPORT SPACES							
Areas							
308	Breakroom / Kitchen	150		1	150	188	
309	Public Viewing Area	24		1	24	30	In public corridor
Rooms							
310	Lockers	5		29	145	181	
311	Toilets	40		2	80	100	
312	Server Room	200		1	200	250	
313	Radio Equipment Room	120		1	120	150	
314	Office storage & Equipment (Storage)	100		1	100	125	
315	911 Printout Storage	80		1	80	100	
316	Incident Dispatch Team storage	80		1	80	100	
317	Emergency Supply Storage	60		1	60	75	
318	9-1-1 Equipment	100		1	100	125	Adjacent to Ref. #312
SUBTOTAL BUILDING GROSS AREA						2,886	
		Subtotal		23	2,243		
		Internal Circulation			643		
		Departmental Gross Square Feet			2,886		

EMERGENCY OPERATIONS CENTER (EOC)

		PA2032						
		Area	Staff	Units/ Rms	NSF	Cir.	DGSF	Comments
EMERGENCY OPERATIONS CENTER (EOC)								
PERSONNEL SPACES								
PRIVATE OFFICES								
401	OES Director	200	1	1	200	50	250	
402	OES Coordinator	130	1	1	130	33	163	
WORKSTATIONS								
403	Program Assistant	64	1	1	64	22	86	
404	Situational Awareness / Intelligence	80	1	1	80	28	108	
SUPPORT SPACES								
Special Rooms								
405	Breakout Room	240		1	240	60	300	Adjacent to Ref. #407
406	Director / Joint Staff Conference Room	400		1	400	100	500	
407	EOC	1200		1	1200	300	1500	
408	Kitchen/Food & Water Storage					0	0	Share with Ref. #308 Breakroom/Kitchen
Rooms								
409	Backup Dispatch (two consoles)	0		0	0	0	0	Use Mobile EOC
410	Radio Room	80		1	80	20	100	
411	EOC Server Room	120		1	120	30	150	
313	Food & Water Storage			1	0	0	0	
314	EOC Sleep Rooms	80		0	0	0	0	
Subtotal			4		2,514			
Internal Circulation					643			
Departmental Gross Square Feet					3,157			

RECORDS AND INFORMATION

		PA2032					
	Area	Staff	Units/ Rms	NSF	DGSF	Comments	
RECORDS and INFORMATION							
PERSONNEL SPACES							
PRIVATE OFFICES							
501	Supervisor Police Services - Records	120	1	1	120	150	
	Internal Circulation Subtotal		1		120	150	
WORKSTATIONS							
502	Police Records Specialist - Lead	64	1	1	64	86	
503	Police Records Specialist II	64	6	3	192	259	
504	Police Records Specialist II (Warrants)	64	1	1	64	86	
505	Business Analyst	64	1	1	64	86	
506	Crime Analyst	64	1	1	64	86	
507	Volunteers	36		2	72	97	
508	CLETS California Law Enforcement Telecommunications System(1 CPU, 1 printer)	64		1	64	86	
509	CJIC (1 printer) Criminal Justice Information Center	64		1	64	86	
510	Large Scanner Station	48		1	48	65	
511	Code Enforcement Officer	64	1	1	64	86	
SUPPORT SPACES							
Areas							
512	Public Counter Queuing Area	200	1	1	200	254 Public side	
513	Reception/Waiting	140	0	1	140	189 Public	
514	Public Counter Workstations	48		2	96	120 Two permanently assigned at window staff side. Provide secure glazing.	
515	Optical Scanning & Storage	48		1	48	60	
Rooms							
516	Records Work Room	140		1	140	175	
517	Receiving, Staging, Office Supplies, Form Storage	140		1	140	175	
518	Fingerprint Area	80		1	80	100 Includes photo	
519	Computer Equipment Workroom	120		1	120	150	
520	Record File Storage - Incorporate removable shelves	100		1	100	125	
521	Coat Closet	12		1	12	15	
	Subtotal		13		1,956		
	Internal Circulation				583		
	Departmental Gross Square Feet				2,539		

FIELD SERVICES -- PATROL

		PA2032					Comments
		Area	Staff	Units/ Rms	NSF	DGSF	
FIELD SERVICES - PATROL							
PERSONNEL SPACES							
PRIVATE OFFICES							
601	Patrol Captain	160	1	1	160	200	
602	Watch Commander (Lts)	64	4	4	256	320	Four workstations shared in one office
603	Staff Assistant Sworn	100	1	1	100	125	
WORKSTATIONS							
604	Admin Associate II	48	1	1	48	65	Reception
605	Field Supervisor (Sgts)	64	10	4	256	346	
606	Police Officers		48	0	0	0	Use Report Writing, Ref. #610
SUPPORT SPACES							
Areas							
607	Confidential Report Writing Room	100		1	100	125	
608	Copier / Fax Station	100		1	100	125	
609	Mail Boxes	0.3		60	18	23	
610	Report Writing	28		10	280	350	Share with volunteers
Internal Circulation Subtotal					498	623	
Rooms							
611	Watch Commanders Conference	25		4	100	125	
612	Field Sgt. Conference Room	120		1	120	150	
613	Briefing Room	25		27	675	844	
614	FTO (Field Training Officer) Office	160		1	160	200	Shared office with three w.s.
615	SWAT Lockers	10		15	150	188	
616	SWAT (storage)	100		1	100	125	
617	Patrol Equipment Storage	100		1	100	125	
618	CP Storage	100		1	100	125	
619	Office Supplies	80		1	80	100	
620	Hostage Negotiations Team (HNT) Storage	60		1	60	75	
621	Evidence Team Storage	60		1	60	75	
622	Bike Team Storage	60		1	60	75	
623	Designated Rifle Officer (DRO) Team Storage	60		1	60	75	
624	Range Masters Storage	80		1	80	100	
625	Defensive Tactics Storage	80		1	80	100	
626	Driving Instructors Storage	80		1	80	100	
627	First Aid Storage	80		1	80	100	
628	Armory: Ammo, Weapons, Caged Special Weapons	120		1	120	150	

		PA2032					Comments
		Area	Staff	Units/ Rms	NSF	DGSF	
629	Weapons cleaning/maintenance area	100		1	100	125	
630	Patrol Bicycle Facility	12		27	326	341	
631	Bicycle Storage (bench)	30		1	30	30	
Subtotal			65		4039		
Internal Circulation					966		
Departmental Gross Square Feet					5,006		

FIELD SERVICES -- DETENTION

		PA2032				
	Area	Staff	Units/ Rms	NSF	DGSF	Comments
FIELD SERVICES - DETENTION						
PERSONNEL SPACES						
WORKSTATIONS						
701	CLETS (California Law Enforcement Telecommunications System) Workstation	36	1	36	49	
SUPPORT SPACES						
Areas						
702	Pedestrian Sallyport for Adult and Juvenile	40	2	80	100	
703	Metal Detector	48	2	96	120	
704	Booking	358	1	358	448	
705	Juvenile Processing	100	1	100	125	
706	Adult Processing	100	1	100	125	
707	Intoxilizer / DRE Room	80	1	80	100	
Rooms						
708	Haz. Mat. Shower	36	1	36	45	
709	Interview Room	80	2	160	200	
710	Juvenile Observation Area	20	2	40	50	
711	Temporary Juvenile Holding Cell	80	1	80	100	
712	Single Occupancy Juvenile Cell	80	2	160	200	
713	Temporary Adult Holding Cell	80	1	80	100	
714	Single Occupancy Adult Cell	60	2	120	150	
715	Safety Equipment	40	1	40	50	
716	Suspect Property Storage Area	30	1	30	38	
717	Janitorial Storage	80	1	80	100	
718	Staff Toilet	48	1	48	60	
719	Vehicle Sallyport			0	0	Refer to Ref. #1505
Subtotal			0	1,724		
Internal Circulation				435		
Departmental Gross Square Feet				2,159		

INVESTIGATIVE SERVICES

		PA2032					
		Area	Staff	Units/ Rms	NSF	DGSF	Comments
INVESTIGATIVE SERVICES							
PERSONNEL SPACES							
PRIVATE OFFICES							
1001	ISD (Investigative Services Division) Captain	160	1	1	160	200	
1002	Persons Crimes Sergeant	100	1	1	100	125	
1003	Property Crimes Sergeant	100	1	1	100	125	
WORKSTATIONS							
1004	Court Liaison	64	1	1	64	86	
1005	Persons Crimes Investigator/ sexual assault	64	5	5	320	432	Co-locate in secure, separate office space
1006	Property Crimes Investigator/ ID theft	64	5	5	320	432	Co-locate in secure, separate office space
1007	High Tech Investigators/ computer forensics	64	2	2	128	173	Co-locate in secure, separate office space
1008	Task Force Workstations/ Task Force/ situation room	64	0	4	256	346	
1009	Admin Associate II	48	1	1	48	65	
1010	Volunteers	36		1	36	49	
SUPPORT SPACES							
Areas							
1011	Waiting Area	25		4	100	125	
Rooms							
1012	Briefing/Conference Room	25		15	375	469	
1013	Equipment Storage Room	80		1	80	100	
1014	Victim / Witness Interview Room	100		1	100	125	Adjacent to Public Lobby
1015	Soft Interview Room	100		1	100	125	
1016	Suspect Interview Room	80		1	80	100	
1017	Video Monitoring Room	80		1	80	100	
Subtotal			17		2,447		
Internal Circulation					729		
Departmental Gross Square Feet					3,176		

PROPERTY AND EVIDENCE

		PA2032					
		Area	Staff	Units/ Rms	NSF	DGSF	Comments
PROPERTY AND EVIDENCE							
PERSONNEL SPACES							
WORKSTATIONS							
1101	Property & Evidence Tech	64	2	2	128	173	
		Internal Circulation Subtotal		2	128	173	
		WORK PLACES TOTAL		2	128	173	
SUPPORT SPACES							
Areas							
1102	Public Waiting Area	25		4	100	125	
1103	Evidence Processing Area	100		1	100	125	
1104	Bag & Tag Area (Area) / Transfer Lockers Lockers for evidence drop-off	80		1	80	100	
Rooms							
1105	Video Tape Duplicating Area	64		1	64	80	
1106	Viewing Room	100		1	100	125	
1107	Drying Closet	20		2	40	50	
1108	ID Lab	240		1	240	300	
1109	ID Supply Storage	60		1	60	75	
1110	Digital Workstation	48		3	144	180	
1111	Property Storage	1500		1	1500	1875	High density shelving
1112	Secured Area for firearms	40		1	40	50	Secure gun locker
1113	P/E Staging / Loading Area	100		1	100	125	
1114	Narcotics Storage	80		1	80	100	Vault
1115	Walk-in Freezer / Refrigerator	160		1	160	200	
1116	Money & Valuables Storage	80		1	80	100	Vault
1117	Large Drying Room	80		1	80	100	
1118	Vehicle Processing	720		1	720	792	Secure Garage with roll-up door
		Subtotal		2	3,816		
		Internal Circulation			859		
		Departmental Gross Square Feet			4,675		

STAFF AND FACILITY SUPPORT

		PA2032					Comments
		Area	Staff	Units/ Rms	NSF	DGSF	
STAFF AND FACILITY SUPPORT							
SUPPORT SPACES							
Areas							
1301	Break Area (Break)	400		1	400	500	Natural Light
1302	Break Area (Vending)	54		1	54	68	
1303	Fitness Facility	860		1	860	1075	
Rooms							
1304	PD Sworn Locker Rooms (assign male and female during design)	10		120	1200	1500	Includes Fire Admin. and reserve officers. Provide 80% male lockers. 20% female lockers in two separate locker rooms.
1305	PD Civilian Lockers	5		28	140	175	Locate in Ref. #1304 area
1306	Men's Toilet/Showers (Toilet)	40		4	160	200	
1307	Men's Toilet/Showers (Urinal)	15		3	45	56	
1308	Men's Toilet/Showers (Lavatory)	15		4	60	75	
1309	Men's Toilet/Showers (Shower)	32		6	192	240	
1310	Women's Toilet/Showers (Lavatory)	15		5	75	94	
1311	Women's Toilet/Showers (Shower)	32		5	160	200	
1312	Women's Toilet/Showers (Toilet)	40		5	200	250	
1313	Uniform Storage / Laundry Pick Up	80		1	80	100	
1314	Sleeping Rooms	80		2	160	200	
Subtotal			0		3,786		
Internal Circulation						947	
Departmental Gross Square Feet					4,733		

		PA2032						Comments
		Area	Staff	Units/ Rms	NSF	Cir.	DGSF	
BUILDING SUPPORT AREA ALLOWANCE (APPROXIMATELY 24% of TOTAL DGSF)								
PERSONNEL								
PRIVATE OFFICES								
1401	Building Operations Office	160		1	160	40	200	Provide plan table space
1402	I.T. Office	0			0	0	0	Refer to Ref. #519
SUPPORT SPACES								
1403	Fire Exit Stairs and Shaft	1400		1	1400	0	1400	
1404	Public Elevator and Shaft	270		1	270	0	270	
1405	Elevator Equipment Room	100		1	100	0	100	
1406	Electrical Transformer Vault	120		1	120	0	120	
1407	Secure Staff Elevator and Shaft	270		1	270	0	270	
1408	Electrical Switch Gear Room	300		1	300	0	300	
1409	Telephone Point of Entry	100		2	200	0	200	Increased from 1 unit to 2 units
1410	Tele Communication Closets	30		4	120	0	120	
1411	Mechanical Rooms	80		3	240	0	240	
1412	Server Room	200		1	200	0	200	Separate / additional to Ref. #312
1413	Vertical Air Shaft Allowance	280		1	280	0	280	
1414	Janitor Closets	40		2	80	0	80	
1415	Public Restrooms	160		2	320	0	320	
1416	Staff Restrooms	100		4	400	0	400	Locate one male and one female on first and third floor.
1417	Custodian Storage	100		1	100	0	100	
1418	UPS Battery Room	100		1	100	0	100	
1419	Electrical Closets	30		2	60	0	60	
1420	Recycle Bins (indoor)	20		3	60	0	60	
1421	Public Elevator Lobbies	144		2	288	0	288	
1422	Officers/Staff Stair	200		1	200	0	200	
1423	Officers/Staff Entry Lobby	120		1	120	0	120	
1424	Public Circulation Allowance	600		1	600	0	600	
1425	Inter Departmental Circulation	1000		1	1000	0	1000	
1426	Exterior Wall Thickness	1872		1	1872	0	1872	
1427	Public Lobby	800		1	800	0	800	
1428	Freight Elevator	270		1	270	0	270	Adjacent to Ref. #1509
Subtotal			0		9,930			
Internal Circulation						40		
Departmental Gross Square Feet					9,970			

¹ Based on an assumed three-story Building. Need for fire exit stairs and shafts varies depending on size of lot, number of building stories and the possibility of sharing support infrastructure with an existing building should it be available.

² Assumes roof mounted equipment

³ Assumes 18" overall wall thickness

SITE

		PA2032					
		Area	Staff	Units/ Rms	NSF	DGSF	Comments
Exterior Area							
SUPPORT SPACES							
Areas							
1501	Canines (kennel space) Storage	80		1	80	80	
1502	Waste Bins (outdoor)	100		2	200	200	
1503	Emergency Generator	300		1	300	300	Increased from 200 SF to 300 SF
1504	Temporary Holding Kennel for loose pets				0	0	
1505	Vehicle Sallyport	800		1	800	800	
1506	Recovered Bicycle Storage	518		1	518	518	Locate storage of 30 recovered bikes with parking at City Hall. Remaining bike storage to be located at Municipal Service Center.
1507	Communications Monopole Tower	200		1	200	200	80' total height above ground level
1508	Emergency Supplies (water, food)	320		1	320	320	Consider site container
1509	Exterior Loading Dock	320		1	320	320	At grade with roll-up receiving door
Subtotal			0		2,738		
Internal Circulation					0		
Departmental Gross Square Feet					2,738		

PARKING

		PA2032					Comments	
		Area	Cir %	Staff	Units/ Rms	NSF		DGSF
PARKING STRUCTURE¹								
SUPPORT SPACES								
Operations Support								
1601	Garage Ventilation Equipment Room	400	25%		0	0	0	
Fire Administration								
1602	Fire Administration Vehicles	400	25%		4	1600	2000	
Secure Parking								
1603	Police Department Automobiles	450	25%		54	24300	30375	
1604	Patrol Vehicle Radio Maintenance	486	25%		1	486	608	
1605	SWAT (/vehicle)	500	25%		1	500	625	
1606	Motorcycles (/motor)	32	25%		7	224	280	
1607	Cushmans	48	25%		8	384	480	
Specialty Vehicles Secure Parking								
1612	Director of Emergency Services Vehicle (DCV)	400	25%		1	400	500	8' w x 23' l x 13' h
1613	Mobile EOC (MEOC)	615	25%		1	615	769	15' w x 41' l x 14' h
1614	MEOC Support Vehicle (MSV)	450	25%		1	450	563	11' w x 27' l x 13' h
Employee, Visitor Parking								
1608	Employee Parking, and volunteers (calculated by 158 employees - 50 patrol not on duty)	375	25%		102	38250	47813	
1609	Visitor Parking	375	25%		12	4500	5625	Can be co-located in C7 Parking Structure
1610	Fire Battalion Chief (B/C) Truck	375	25%		1	375	469	8' w x 21' l x 11' h (includes antennas) Can park in the red zone or other grade-level parking
1611	Fire EMS Chief Truck	375	25%		1	375	469	8' w x 23' l x 13' h
		Subtotal			194			
1615	Vehicle Access Ramps	verify	25%			verify	verify	
		Subtotal			0			
		Internal Circulation				18,115		
		Departmental Gross Square Feet				90,574		

Notes

¹ Parking space standard includes actual vehicle parking space plus an allowance for drive aisles, garage structure, and ramps

OVERVIEW

The following two chapters present a series of site test-fit studies to determine the suitability of Sites A and B to accommodate a public safety building and public parking garage. The site layouts are conceptual in nature, and are intended only to determine the holding capacity of the site relative to the Chapter 3 program, and to determine if general operational relationships can be achieved.

For Site A, the design team studied two PSB options:

Option I: a three story, 50' high PSB over an operational basement with a combination below and at grade parking.

Option II: a two story, 35' high PSB over two basement levels.

Site A is the subject of this chapter.

For Site B, the design team studied three different configurations:

Parking Option A: Stand alone 50' (35') high public parking structure with no ground level commercial space or underground levels.

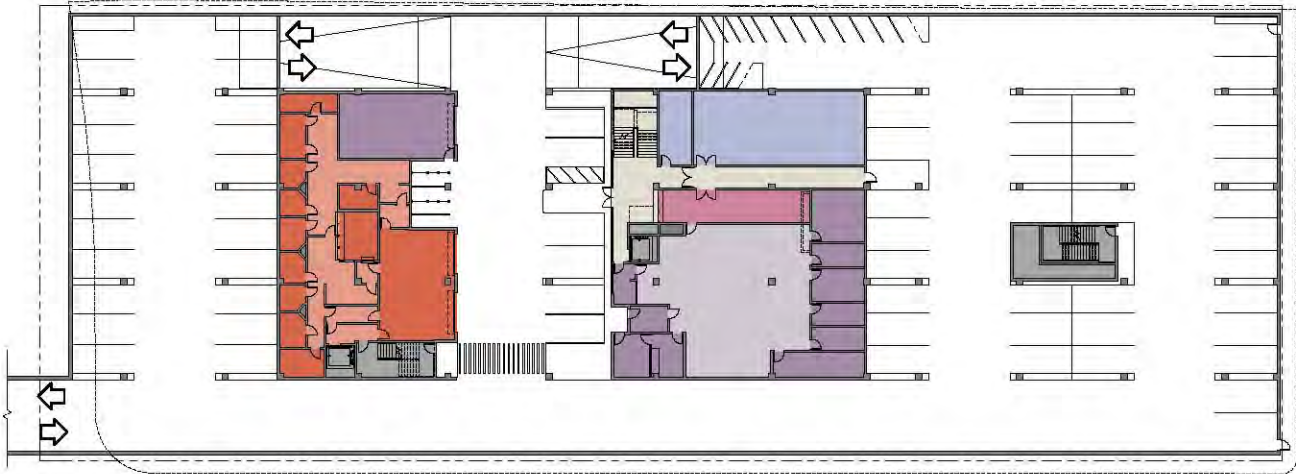
Parking Option B: Stand alone 35' high public parking structure over two floors of underground parking with no ground level commercial space

Parking Option C: a stand-alone, 35' high public parking structure over two floors of underground parking, and space for ground-floor commercial functions along one street frontage.

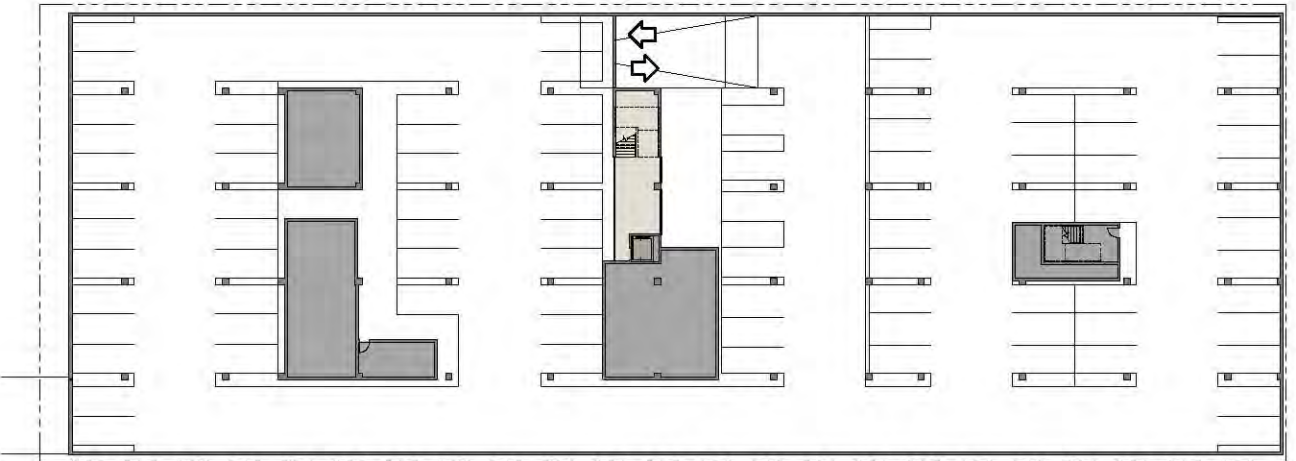
Site B is the subject of Chapter 05.

Though each of the options show significant detail in their plans, they are not intended as final design drawings. The purpose of the studies is strictly to establish whether or not the site is large enough, provides adequate access, and is configured in such a way as to allow for efficient and effective accommodation of the proposed program, and operational imperatives.

OPTION I -- CONCEPTUAL FLOOR PLANS



BASEMENT 1 PLAN



BASEMENT 2 PLAN

PUBLIC SAFETY BUILDING -- OPTION I

Option 1 is a three story scheme over an operational basement, with a combination of basement and surface parking. Public parking is on site, as is a screened/secured surface parking lot for the police department. Public entry and public-serving functions such as the community room are immediately adjacent and visible to the public portions of the site. The site configuration offers a perimeter security stand-off distance that is a minimum of 25'-0", a setback zone that can be landscaped as a community pedestrian amenity.

The configuration of this scenario's building massing, setbacks and lot coverage meet all prevailing zoning regulations, and do not require any exceptions. The 50'-0" height of the building, is not unprecedented in the immediate context, with the a mixed-use commercial building and the adjacent courthouse either matching or exceeding this height. The ramp to the subterranean parking area is on the north side of the property, minimizing its visual impact on the pedestrian streetscape. The temporary holding cells and vehicular sallyport are located in the basement, allowing all in-custody transfers to occur below grade and out of sight.

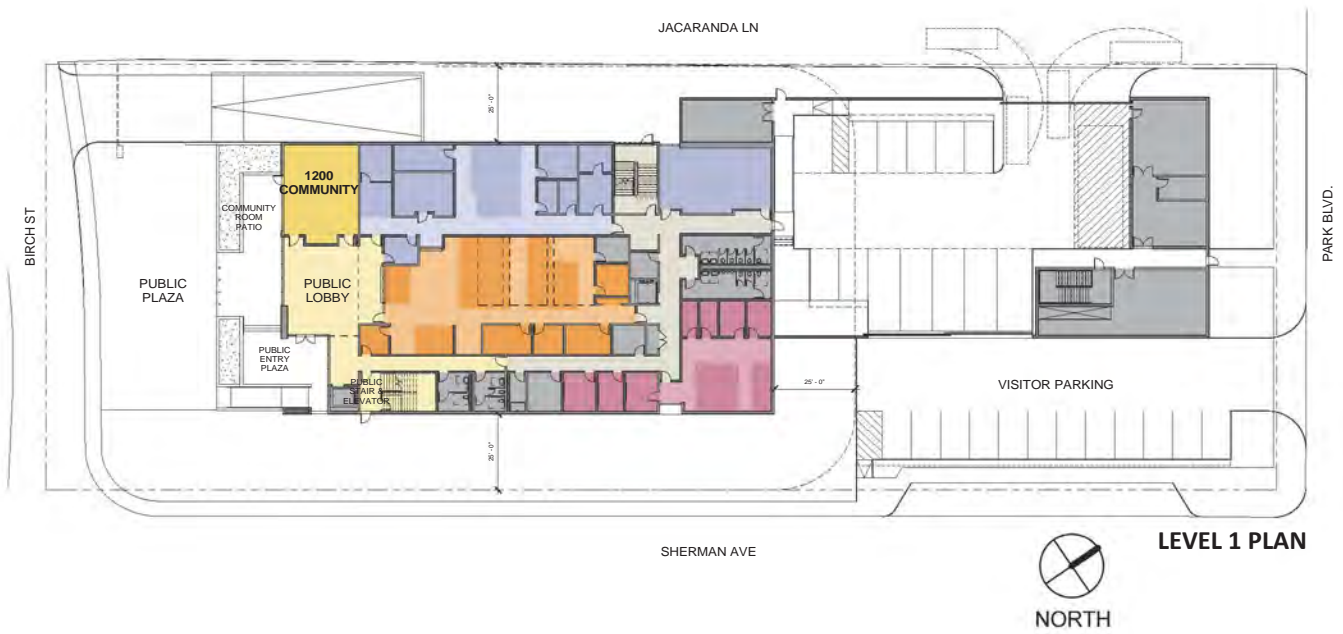
OPTION I



LEVEL 3 PLAN



LEVEL 2 PLAN



LEVEL 1 PLAN



OPTION 1 -- PHOTO MONTAGE MASSING VIEWS



View from Birch St.



View from Park Blvd

From an operational standpoint, the three story approach offers efficiency and security control benefits. The compactness of the layout keeps all key operational zones in close proximity to each other, separated primarily by floor levels. The third floor allows critical functions to be provided with greater access to light and view without creating a sight-line vulnerability. The floor can be accessed by pre-approved non-sworn personnel with card-key access that prevents them from entering other operational floors of the building. In addition, the additional building height provides a higher vantage point for tactical and security reasons.

After review of the both options, the Police Department selected Option 1 as their preferred approach.

OPTION I



View from Birch St. & California Ave.

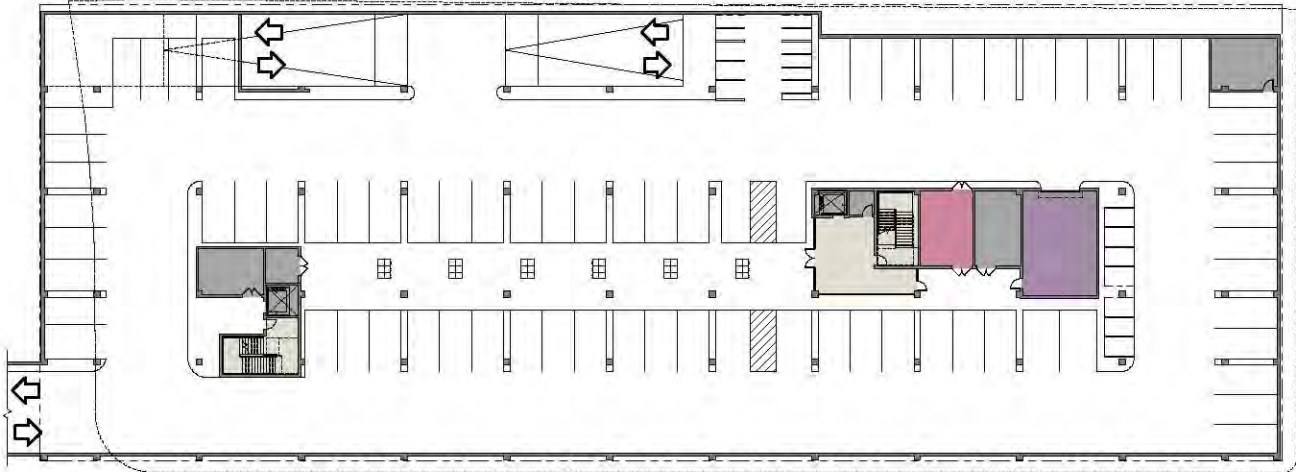


View from California Ave.

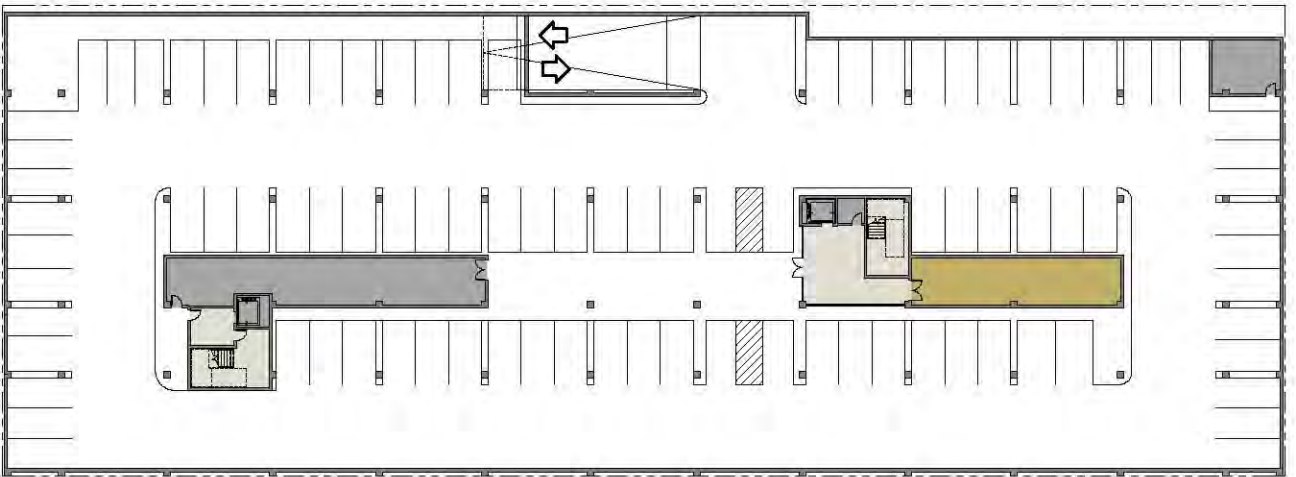


View from California Ave & Park Blvd.

OPTION II-- CONCEPTUAL FLOOR PLANS



BASEMENT 1 PLAN



BASEMENT 2 PLAN

PUBLIC SAFETY BUILDING -- OPTION II

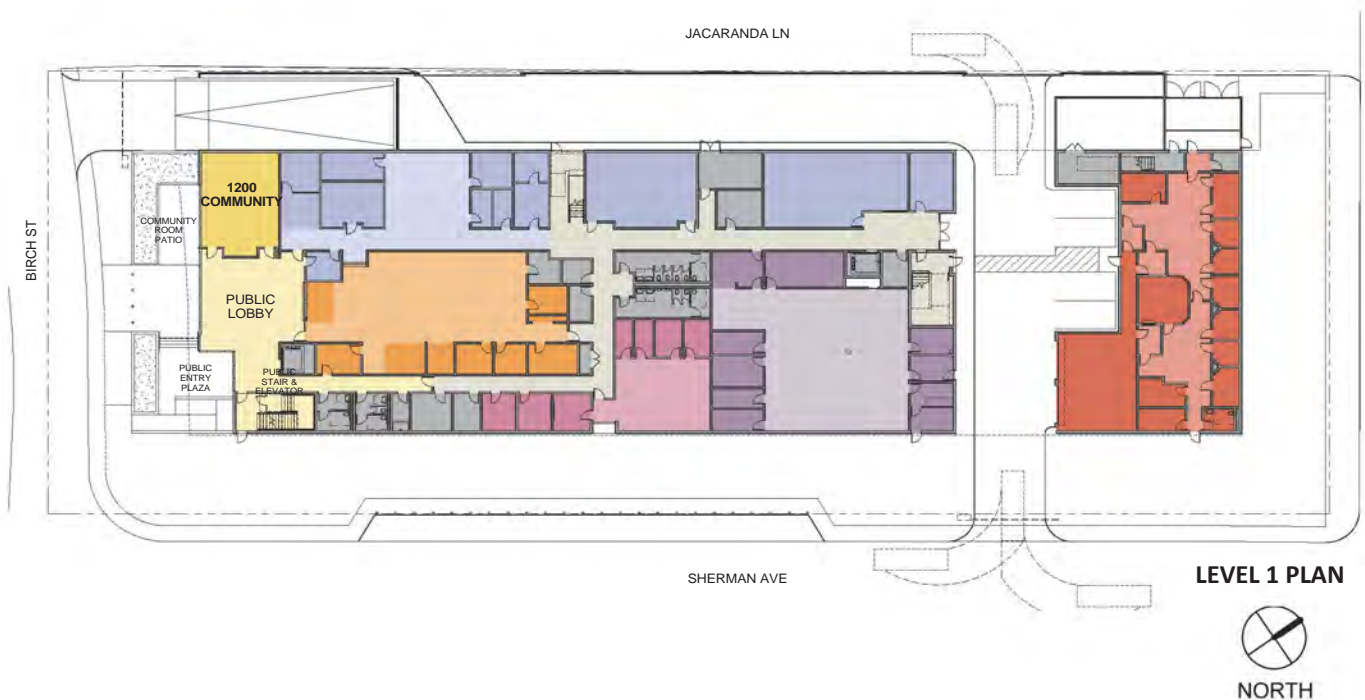
Option II is a two story scheme with all operational functions above grade, with two stories of basement parking. Public parking is off-site, located across the street in the public parking structure proposed for Parcel B. Except for a small group of oversize vehicles, all police parking is below grade. Like Option A, public entry and public-serving functions such as the community room are immediately adjacent and visible to the public portions of the site. This site configuration also offers 25'-0" a perimeter security stand-off zone that can be landscaped as a community pedestrian amenity.

Option II's building massing and setbacks meet the prevailing zoning regulations, however, the lot coverage necessitated by limiting the building to two floors will require a zoning exception. The 35'-0" height of the building is closer in scale to the one- and two-story retail buildings along California Avenue. The ramp to the subterranean parking areas is on the north side of the property, minimizing its visual impact on the pedestrian streetscape. However, in this scheme the temporary prisoner processing areas and vehicular sallyport are located at grade, meaning the in-custody transfer will require screening strategies to screen it from public view.

OPTION II



LEVEL 2 PLAN



LEVEL 1 PLAN



From an operational standpoint, the two-story approach is less efficient than the three-story approach, as the elongated building (necessitated by the narrow site) requires a larger footprint and creates longer distances between functions. With critical functions like the Dispatch and Emergency Operations Center occurring no higher than the second level, their design will require strategic design approaches allowing access to light and view without creating any sight-line vulnerabilities. Activation access to the EOC by non-sworn personnel will necessitate card-key access protocols to prevent them from having access to other operational functions on the same floor.

After review of the conceptual options, the Police department determined that Option II was a feasible, though not preferred option.

OPTION II -- PHOTO MONTAGE MASSING VIEWS



View from Birch St.



View from Park Blvd.

OPTION II



View from Birch St. & California Ave.



View from California Ave.



View from California Ave & Park Blvd.

OPPORTUNITIES & CONSTRAINTS SUMMARY MATRIX

This table summarizes the pros and cons of each site option as listed in preceding pages.

	Opportunities	Constraints
<p>OPTION I A three story scheme over an operational basement</p>	<ul style="list-style-type: none"> • City owned parcel avoids real estate acquisition costs • Public parking can be located on site • There is a screened/secured surface parking lot and open air operational staging area • Public entry and public-serving functions are adjacent and visible to the public rights-of-way • Provides a minimum perimeter security stand-off distance of 25'-0" • Setback zones can be landscaped as a community pedestrian amenity for streets that currently have narrow pedestrian ways • The building massing, setbacks and lot coverage all meet prevailing zoning regulations, and require no zoning exceptions • The height of the building, approximately 50'-0" has precedent in the neighborhood • The ramp to the subterranean parking and program areas is minimized in its visual impact on the pedestrian streetscape • The basement location for prisoner processing conceals the in-custody transfer process below grade • The compactness of the three story configuration locates all key operational zones in close proximity to each other • The third floor allows police functions there with greater access to light and view without creating a sight-line vulnerability • The EOC can be segregated (by floor) allowing added control of non-sworn personnel during activations • In addition, the extra floor provides a higher vantage point over the immediate area for tactical and security reasons • Some site area is available for future building expansion 	<ul style="list-style-type: none"> • Use of this site displaces existing public surface parking and requires the development of a new multi level public parking structure on the adjoining lot • The three story building may be perceived by some in the community as being "tall." • Public access to adjacent alley creates an operational vulnerability • The courthouse roof is taller than the top floor of the PSB, creating a "overview" vulnerability
<p>OPTION II A two story scheme with all ops functions above grade, and two stories of below-grade parking</p>	<ul style="list-style-type: none"> • City owned parcel avoids real estate acquisition costs • Except for a small group of oversize vehicles, all police parking is below grade. • Public entry and public-serving functions are adjacent and visible to the public rights-of-way • Provides a minimum perimeter security stand-off distance of 25'-0" • Setback zones can be landscaped as a community pedestrian amenity for streets that currently have narrow pedestrian ways • The configuration of this scenario's building massing and setbacks meet the prevailing zoning regulations • The height of the building, approximately 35'-0", is closer in scale to the one- and two-story retail buildings along California Avenue. • The ramp to the subterranean parking and program areas can be minimized in its visual impact on the pedestrian streetscape • Certain key functional areas will require strategic design approaches to provide access to light and view without creating any sight-line vulnerabilities 	<ul style="list-style-type: none"> • Use of this site displaces existing public surface parking and requires the development of a new multi level public parking structure on the adjoining lot • Public parking is off-site, located across the street in the public parking structure proposed for Parcel B. • The lot coverage necessitated by limiting the building to two floors will require a zoning exception. • The temporary holding cells and vehicular sallyport are located at grade, meaning the in-custody transfer will require screening strategies to keep it out of view • The two-story approach is less operationally efficient, as the elongated building requires a larger building footprint and creates long distances between functions • Activation access to the EOC by non-sworn personnel will necessitate a card-key access protocols to prevent them from having access to other operational functions on the same floor • There is no significant above-grade option for staging police vehicles • No site area is available for future building expansion

OVERVIEW

This chapter provides approaches to replacing all displaced parking and adding new public parking to this important retail district. The parking garage layouts are conceptual in nature, and are intended to determine the holding capacity of the site.

All parking options replace all displaced parking spaces due to development of Sites A and B, and provide an additional (+/-) 160 stalls of new parking. Currently, Site A has 158 surface parking spaces, and Site B has 148 surface parking spaces. The total goal for new public parking spaces is approximately 460 stalls.

For the Site B feasibility studies, the design team studied three different potential approaches:

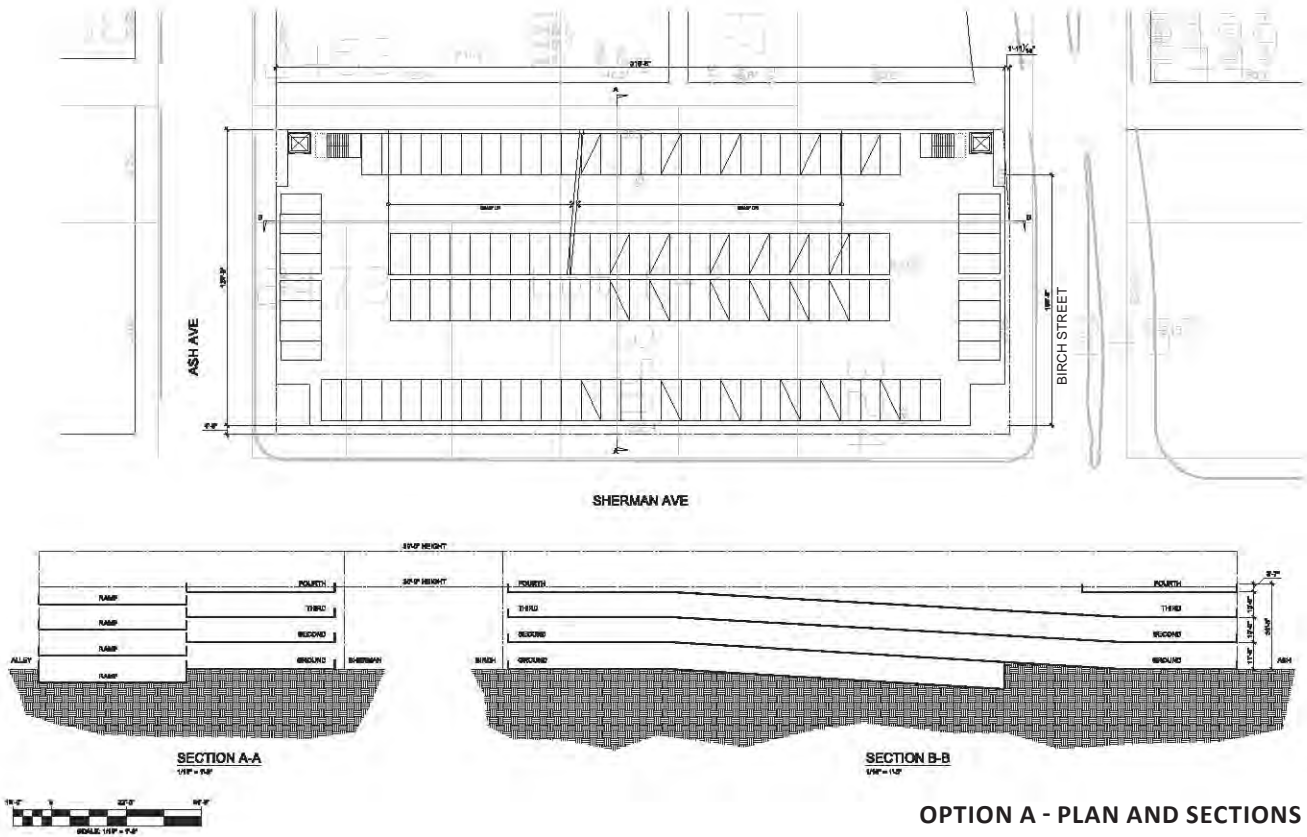
Parking Option A: Stand alone (+/-) 35' high, four story public parking structure with no ground level commercial space or underground levels.

Parking Option B: Stand alone 35' high public parking structure over two floors of underground parking with no ground level commercial space

Parking Option C: a stand-alone, 35' high public parking structure over two floors of underground parking, and space for ground-floor commercial functions along one street frontage.

All options studied either meet or exceed the parking quantity goals. The difference between the schemes is in their cost, and in their level of exception that their development would require from the prevailing zoning code regulations.

OPTION A



OPTION A - PLAN AND SECTIONS

PARKING GARAGE -- OPTION A

Option A optimizes garage layout efficiency and minimizes cost. It is a four story above grade parking garage, providing a total of 460 parking spaces, with no subterranean parking. The height of the structure is approximately 36'-5" above grade to the top of the upper level guardrail, but can be kept to within the 35'-0" height goal with strategic detailing of the top rail.

In order to achieve this efficient layout, the parking structure setbacks and lot coverage will require exceptions from the

prevailing zoning regulations. Building setbacks range from 0'-0" along the alley, to 4'-0" along Sherman. With this extra space, the building is able to have "park-on ramps," a layout that results in an efficient 329 square feet per stall. The ground floor footprint of the structure is 40,090 square feet. This option has the largest footprint of the three options, and requires the greatest level of exception from the zoning codes; however, it is also the least costly of the three options given that the larger footprint allows for a more efficient layout. No accommodation is made for retail functions around the perimeter of the building, meaning that 100% of the frontage is parking area.

SUMMATION CHART					OPTION 3 09-21-15
LEVEL	UNISTALL (8'-6" x 17'-6")	ACCESSIBLE (9'-0" x 18'-0")	TOTAL	AREA (SF)	SF/STALL
FOURTH	109	0	109	34,600	320
THIRD	124	0	124	38,370	309
SECOND	124	0	124	38,370	309
GROUND	95	9	104	40,090	385
TOTAL	451	9	460	151,430	329

Note: Currently, the PSB conceptual site test fit assumes a tunnel below Birch Street connecting the PSB basement parking with the parking structure. This affords a second means of emergency vehicle egress from the below grade Patrol Parking garage. Parking Garage Option A is a predominantly above-grade scheme, should this option be selected, design alternatives will be required. It may be more cost effective to provide another garage exit ramp on the PSB site rather than constructing a tunnel under Birch Street.

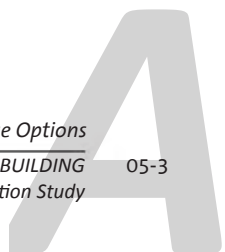
OPTION A



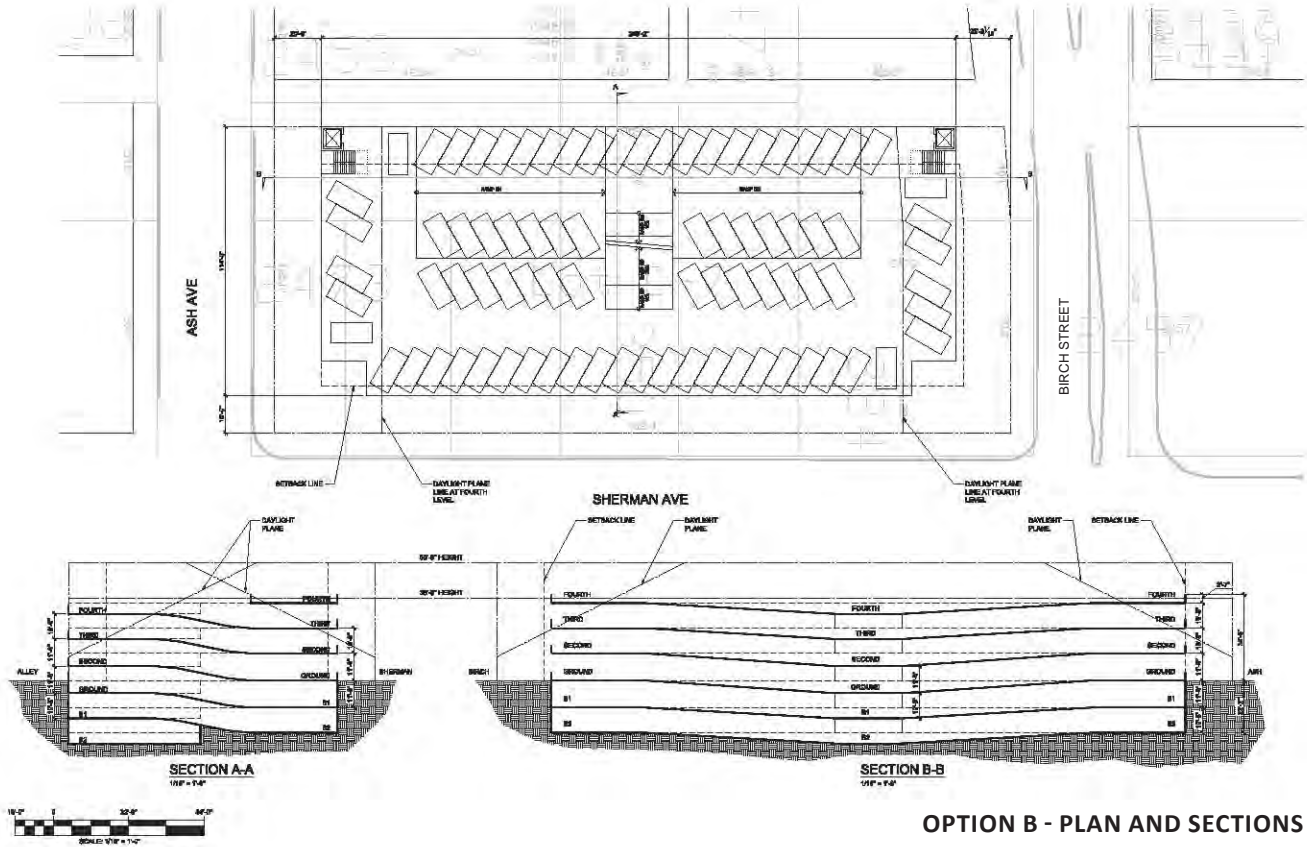
View from California Ave & Birch St.



View from Sherman Ave. & Ash St.



OPTION B



OPTION B - PLAN AND SECTIONS

PARKING GARAGE -- OPTION B

This option minimizes the exceptions required from the zoning code, impacting the efficiency of the garage efficiency and increasing cost. It is a four story above grade parking garage, with two subterranean levels of parking. It

provides a total of 463 parking spaces. The height of the structure is approximately 36'-5" above grade to the top of the upper level guardrail, but can be kept to within the 35'-0" height goal with strategic detailing of the top rail.

In order to minimize the exceptions from the prevailing zoning regulations, the garage configuration relies on more compact, but less efficient layouts. In this option, building setbacks include 0'-0" along the alley, 20'-0" along Ash and Birch Streets, and 16'-0" along Sherman Avenue. The 20'-0" setback is consistent with the zoning code, the 16'-0" setback is close, and the no-setback is along a mid-block alley where it will have the least impact. To achieve these greater setbacks, the parking spaces are angled and the drive-aisles are one-way, reducing the end-to-end dimension of the structure, but also reducing the efficiency. The building includes "park-on ramps," but also includes a mid-structure "butterfly ramp" to meet circulation needs, another element that negatively impacts efficiency. No accommodation is made for retail functions around the perimeter of the building, meaning that 100% of the frontage is parking area.

SUMMATION CHART			OPTION 2 08-24-15
LEVEL	UNINSTALL (8'-6" x 17'-6")	ACCESSIBLE (9'-0" x 18'-0")	TOTAL
FOURTH	82	0	82
THIRD	82	0	82
SECOND	82	0	82
GROUND	45	9	54
BASEMENT 1	79	0	79
BASEMENT 2	84	0	84
TOTAL	454	9	463

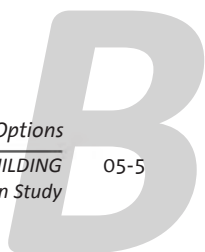
OPTION B



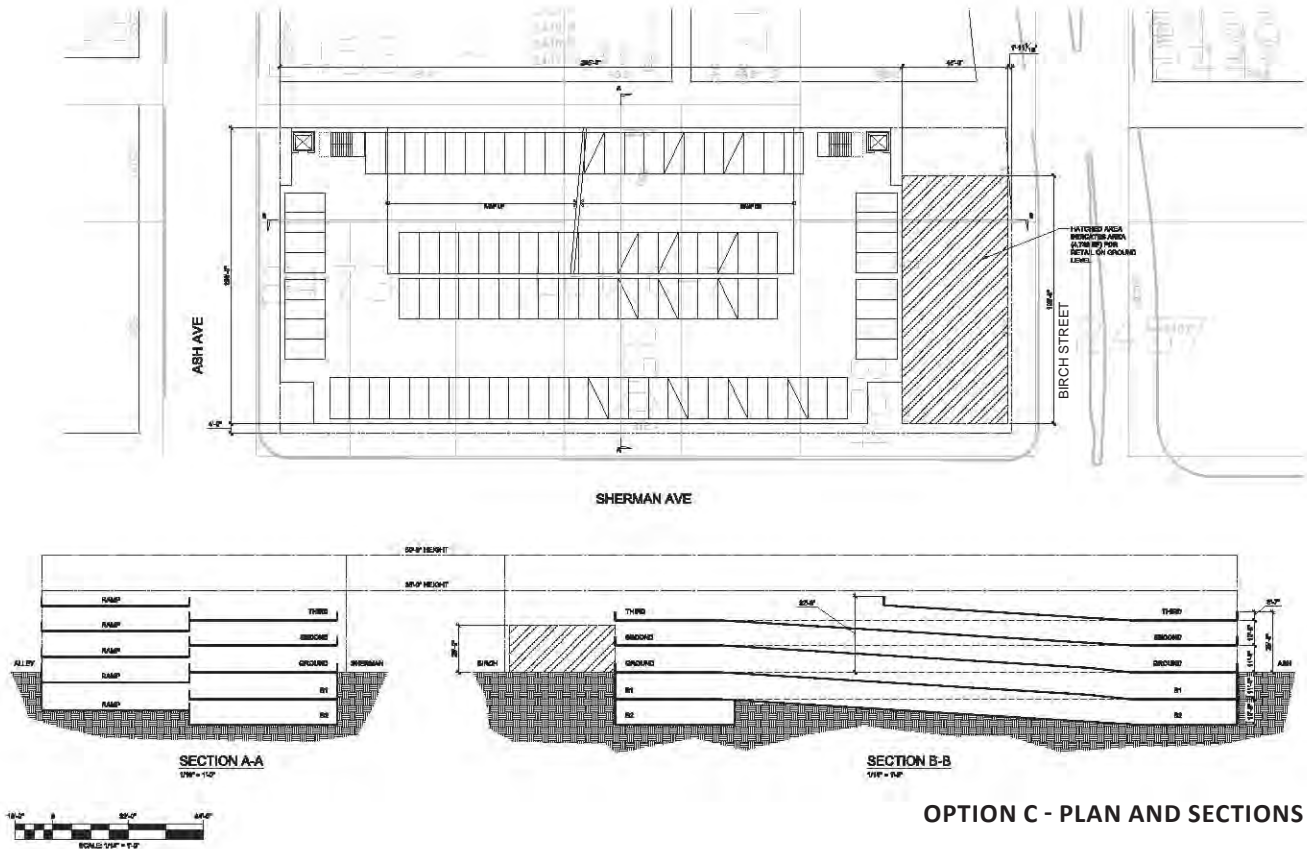
View from California Ave & Birch St.



View from Sherman Ave & Ash St.



OPTION C



OPTION C - PLAN AND SECTIONS

PARKING GARAGE -- OPTION C

This option optimizes community design continuity, making room for commercial functions along one frontage, and reducing the overall height of the building. It is only a three story above grade parking garage, with two subterranean levels of parking. It provides a total of 460 parking spaces. The height of the structure is approximately 25'-9" above grade at the perimeter of the garage, and 32'-6" at the center of the building (due to the sloping parking surface).

The garage is set back significantly from the Birch Street frontage, making room for a 4700 sf free-standing retail building. The cost for the potential commercial building space is not included in the Study's ROM Option C cost estimate.

The parking structure/commercial building setbacks and lot coverage require exceptions from the prevailing zoning regulation. Building setbacks range from 0'-0" along the alley, to 4'-0" along Sherman Avenue. Like Option A, the parking structure features "park-on ramps," but in this case shorter ones as a result of making space for the retail building; the result is a less efficient 361 square feet per stall. The ground floor footprint of the structure is 37,450 square feet, and the footprint of the retail building is 4,700 sf. The loss of efficiency resulting from the contextual adaptations results in a marginally more expensive parking structure, however, the trade-off can be seen as the greater community continuity and smaller visible scale.

SUMMATION CHART					OPTION 3a 09-22-15	
LEVEL	UNISTALL (8'-6" x 17'-6")	ACCESSIBLE (9'-0" x 18'-0")	TOTAL	AREA (SF)	SF/STALL	
THIRD	104	0	104	34,100	328	
SECOND	102	0	102	32,700	321	
GROUND	68	9	77	37,450*	486	
BASEMENT 1	92	0	92	32,700	355	
BASEMENT 2	85	0	85	29,090	342	
TOTAL	451	9	480	168,040	361	

*Includes Retail Area

OPTION C



View from California Ave & Birch St.



View from Sherman Ave & Ash St.



ROUGH ORDER-OF-MAGNITUDE COST SUMMARY

The following is a rough order-of-magnitude (R.O.M.) construction cost analysis. This analysis is preliminary in nature and is based on a combination of program level information and conceptual site layouts. Each of the two PSB options and three Parking Garage options have been considered.

PUBLIC SAFETY BUILDING

The estimated construction cost (excluding soft costs) for the PSB is summarized as follows:

Option I: \$46.6 million

Option II: \$51.7 million

These construction costs exclude the design alternates listed in the estimate.

PARKING GARAGE

The estimated construction costs for the parking structure options are:

Option A: \$9.9 million

Option B: \$15.3 million

Option C: \$14.3 million

These costs are exclusive of the site development costs, which vary by scheme, and soft costs.

PARKING GARAGE SUMMARY

Option	Total # Levels	# Below Grade	GSF	# Spaces	Efficiency	Construction Cost	Cost/Space	Cost/SF
A	4	0	151,340	460	329	\$ 9,912,831	\$ 21,550	\$ 65.50
B	6	2	180,170	463	389	\$ 15,296,980	\$ 33,039	\$ 84.90
C	5	2	166,060	460	361	\$ 14,274,109 ¹	\$ 31,031	\$ 85.96

¹ Excludes \$1.2 M cost of retail shell component.

PALO ALTO PUBLIC SAFETY BUILDING
Rough Order of Magnitude Rev2 Statement of Probable Cost
October 8, 2015
Cumming Project No. 15-00861.00

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INTRODUCTION

Project Description

The Portion of Work for this estimate involves the Site Evaluation for the Palo Alto Public Safety Building. Two options are included in this study: a three-story above grade option (Option 1), and a two-story above-grade option (Option 2).

Both options include below grade parking on Lot C6, and above grade parking on Lot C7. Costs for the parking component and associated tunnel have been included as provided by Watry Design, project parking consultants.

Basis of Estimate

This estimate is based on the Rough Order of Magnitude Rev2 drawing package dated 09/09/2015, prepared by RossDrulisCusenbery Architecture, along with verbal direction by the architect and engineer.

- 1 Drawing Package dated 09/09/15
- 2 Basement, Above Grade Parking, and Tunnel Budgets, provided by designer, dated 09/22/2015
- 3 Revit Model Quantities
- 4 LEED Gold Certification

Construction Schedule

Costs included herein have been based upon a construction period of 24 months. Any costs for excessive overtime to meet accelerated schedule milestone dates are not included in this estimate.

Basis for Quantities

Wherever possible, this estimate has been based upon the actual measurement of different items of work. For the remaining items, parametric measurements were used in conjunction with references from other projects of a similar nature.

Basis for Unit Costs

Unit costs as contained herein are based on current Palo Alto, California - Prevailing Wage prices. Subcontractor's overhead and profit is included in each line item unit cost. This overhead and profit covers each subcontractor's cost for labor burden, materials and equipment sales taxes, field overhead, home office overhead, and profit. The general contractor's overhead and profit is shown separately on the Summary.

Sources for Pricing

This estimate was prepared by a team of qualified cost consultants experienced in estimating construction costs at all stages of design. These consultants have used pricing data from Cumming's database for construction, updated to reflect current conditions in the Palo Alto, California area.

Subcontractor's Mark-ups

Depending on the trade, subcontractor mark-ups can range from 10% to 30% of the raw cost for that particular item of work. It should be noted that Design Assist Sub Contractors may influence Sub Contractor costs.

Design Allowances

An allowance of 12.0% for undeveloped design details has been included in the summary of this estimate. As the design of each system is further developed, details which historically increase cost became apparent and must be incorporated into the estimate.

General Contractor's Overhead and Profit

Jobsite general conditions, home office overhead, profit, and bond are shown on the Summary of this estimate. It is our opinion that for this project, a rate of 19.0% is appropriate to cover these mark-ups. (12.0% for General Conditions, 2.0% for Bonds & Insurance and 5.0% for Overhead and Profit)

Schedule

For the purposes of this estimate, construction is assumed to start immediately and complete in 24 months. Estimate should be adjusted for escalation based on actual construction start date.

Escalation Allowance

All subcontract prices herein are reflective of current prices. Escalation has been included on the summary level to take through to a mid point of construction, assuming a start of construction as of the date of this report.

For budgeting purposes escalation to the proposed start of construction, in accordance with the following per annum rates, must be added.

Estimated start date:	Oct-15
Estimated completion date:	Oct-17
Midpoint of construction:	Oct-16

Year	Rate
2015	10.0%
2016	5.7%
2017	4.4%
2018	3.5%

Construction Contingency

It is prudent for all program budgets to include an allowance for change orders which occur during construction. These change orders normally increase the cost of the project. It is recommended that a 5 - 10% contingency is carried in this respect. These costs are not included within this estimate.

Items Included in the Estimate

- 1 Construction of a new Public Safety Building and associated Public Parking Structures in accordance with the Site Evaluation Study.
- 2 Utility relocation allowance at construction of the new below-grade tunnel.
- 3 "Below the Line" allowances for incorporation of seismic base isolation of the Public Safety Building, and incorporation of a below-grade shooting range into the program.

Items Excluded from the Base Estimate

- 1 Professional fees, inspections and testing.
- 2 Escalation beyond midpoint of construction, (10/07/16)
- 3 Plan check fees and building permit fees.
- 4 Furnishings, fixtures and equipment (FF&E), except built-in cabinets, counters and other casework indicated.
- 5 Major site and building structures demolition unless noted in body of estimate.
- 6 Costs of offsite construction unless noted in estimate.
- 7 Construction contingency costs.
- 8 Computer-aided dispatch systems and consoles.

Items Affecting the Cost Estimate

Items which may change the estimated construction cost include, but are not limited to:

- 1 Modifications to the scope of work included in this estimate.
- 2 Restrictive technical specifications or excessive contract conditions.
- 3 Any specified item of equipment, material, or product that cannot be obtained from at least 3 different sources.
- 4 Any other non-competitive bid situations.
- 5 Bids delayed beyond the projected schedule.

Statement of Probable Cost

Cumming has no control over the cost of labor and materials, the general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. This opinion of the probable cost of construction is made on the basis of the experience, qualifications, and best judgment of a professional consultant familiar with the construction industry. Cumming, however, cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from this or subsequent cost estimates.

Cumming has no control over the quality, completeness, intricacy, constructability, or coordination of design documents. Cumming also has no control over the amount of funds available for the project. We, therefore, cannot be responsible for any design revision costs incurred in the event that this estimate is in excess of the budget.

Cumming's staff of professional cost consultants has prepared this estimate in accordance with generally accepted principles and practices. This staff is available to discuss its contents with any interested party.

Recommendations for Cost Control

Cumming recommends that the Owner and the Architect carefully review this entire document to insure that it reflects their design intent. Requests for modifications of any apparent errors or omissions to this document must be made to Cumming within ten days of receipt of this estimate, otherwise, it will be understood that the contents have been concurred with and accepted. If the project is over budget, or there are unresolved budgeting issues, alternate systems/schemes should be evaluated before proceeding into further design phases.

It is recommended that further cost estimates be prepared throughout design by Cumming to determine overall cost changes subsequent to the preparation of this preliminary estimate. These future estimates will have detailed breakdowns indicating materials by type, kind, and size, priced by their respective units of measure.

**CONSTRUCTION COST SUMMARY
OF LEAST EXPENSIVE OPTIONS**

Element	Area	Cost / SF	Total
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OPTION 1 - THREE STORY

1. Building	45,512 sf	\$680.96	\$30,991,835
2. Sitework	52,272 sf	\$70.46	\$3,683,056
3. Basement Parking - <i>Cost Provided by Designer</i>	91,500 sf	\$120.00	\$10,980,000
4. Connecting Tunnel to Public Parking - <i>Cost Provided by Designer</i>			\$700,000
5. Utility Relocation Allowance, Tunnel Only			\$250,000

TOTAL ESTIMATED CONSTRUCTION COST - OPTION 1 - THREE STORY			\$46,604,892
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OPTION 2 - TWO STORY

1. Building	48,495 sf	\$740.82	\$35,926,038
2. Sitework	52,272 sf	\$55.11	\$2,880,513
3. Basement Parking - <i>Cost Provided by Designer</i>	99,465 sf	\$120.00	\$11,935,800
4. Connecting Tunnel to Public Parking - <i>Cost Provided by Designer</i>			\$700,000
5. Utility Relocation Allowance, Tunnel Only			\$250,000

TOTAL ESTIMATED CONSTRUCTION COST - OPTION 2 - TWO STORY			\$51,692,351
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PUBLIC PARKING STRUCTURE

1. Above-Grade Parking - <i>Cost Provided by Designer</i>	151,340 sf	\$65.50	\$9,912,831
2. Miscellaneous Site Development / Finished Site	43,560 sf	\$8.00	\$348,480

TOTAL ESTIMATED CONSTRUCTION COST - PUBLIC PARKING STRUCTURE			\$10,261,311
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Alternates

1. Seismic Base Isolation (PSB Only) - Allow Pending Design	48,495 sf	\$50.00	\$2,500,000
2. Below-Grade Shooting Range, Including Allowance for Utility Relocation	2,981 sf	\$600.00	\$1,800,000

Cost Estimates

PSB OPTIONS I & II COST COMPARISON TABLE

Element	1. Option 1 45,512 sf			2. Option 1 - Sitework 52,272 sf			3. Option 1 TOTAL 45,512 sf			4. Option 2 48,495 sf			5. Option 2 - Sitework 52,272 sf			6. Option 2 TOTAL 48,495 sf			
	Subtotal	Total	Cost/SF	Subtotal	Total	Cost/SF	Subtotal	Total	Cost/SF	Subtotal	Total	Cost/SF	Subtotal	Total	Cost/SF	Subtotal	Total	Cost/SF	
A) Shell (1-5)		\$7,471,912	\$164.17				\$7,471,912	\$164.17		\$10,665,121	\$219.92						\$10,665,121	\$219.92	
1 Foundations	\$485,120	\$10.66					\$485,120	\$10.66	\$514,950	\$10.62							\$514,950	\$10.62	
2 Vertical Structure	\$855,000	\$18.79					\$855,000	\$18.79	\$900,000	\$18.56							\$900,000	\$18.56	
3 Floor & Roof Structures	\$1,836,924	\$40.36					\$1,836,924	\$40.36	\$2,045,678	\$42.18							\$2,045,678	\$42.18	
4 Exterior Cladding	\$3,218,288	\$70.71					\$3,218,288	\$70.71	\$5,949,543	\$122.68							\$5,949,543	\$122.68	
5 Roofing and Waterproofing	\$1,076,580	\$23.65					\$1,076,580	\$23.65	\$1,254,951	\$25.88							\$1,254,951	\$25.88	
B) Interiors (6-7)		\$4,793,632	\$105.33				\$4,793,632	\$105.33		\$4,671,833	\$96.34						\$4,671,833	\$96.34	
6 Interior Partitions, Doors and Glazing	\$3,219,736	\$70.74					\$3,219,736	\$70.74	\$2,999,498	\$61.85							\$2,999,498	\$61.85	
7 Floor, Wall and Ceiling Finishes	\$1,573,896	\$34.58					\$1,573,896	\$34.58	\$1,672,335	\$34.48							\$1,672,335	\$34.48	
C) Equipment and Vertical Transportation (8-9)		\$1,452,721	\$31.92				\$1,452,721	\$31.92		\$1,373,800	\$28.33						\$1,373,800	\$28.33	
8 Function Equipment and Specialties	\$852,721	\$18.74					\$852,721	\$18.74	\$933,800	\$19.26							\$933,800	\$19.26	
9 Stairs and Vertical Transportation	\$600,000	\$13.18					\$600,000	\$13.18	\$440,000	\$9.07							\$440,000	\$9.07	
D) Mechanical and Electrical (10-13)		\$7,880,928	\$173.16				\$7,880,928	\$173.16		\$8,327,243	\$171.71						\$8,327,243	\$171.71	
10 Plumbing Systems	\$1,063,548	\$23.37					\$1,063,548	\$23.37	\$1,098,357	\$22.65							\$1,098,357	\$22.65	
11 Heating, Ventilation and Air Conditioning	\$2,321,112	\$51.00					\$2,321,112	\$51.00	\$2,473,245	\$51.00							\$2,473,245	\$51.00	
12 Electrical Lighting, Power and Communications	\$4,173,196	\$91.69					\$4,173,196	\$91.69	\$4,414,670	\$91.03							\$4,414,670	\$91.03	
13 Fire Protection Systems	\$323,072	\$7.10					\$323,072	\$7.10	\$340,970	\$7.03							\$340,970	\$7.03	
E) Site Construction (14-16)					\$2,566,839	\$49.11			\$2,566,839	\$56.40				\$2,007,521	\$38.41			\$2,007,521	\$41.40
14 Site Preparation and Demolition					\$348,292	\$6.66		\$348,292	\$7.65					\$348,292	\$6.66		\$348,292	\$7.18	
15 Site Paving, Structures & Landscaping					\$1,896,547	\$36.28		\$1,896,547	\$41.67					\$1,337,229	\$25.58		\$1,337,229	\$27.57	
16 Utilities on Site					\$322,000	\$6.16		\$322,000	\$7.08					\$322,000	\$6.16		\$322,000	\$6.64	
Subtotal Cost		\$21,599,193	\$474.58		\$2,566,839	\$49.11		\$24,166,032	\$530.98		\$25,037,996	\$516.30		\$2,007,521	\$38.41		\$27,045,516	\$557.70	
General Conditions	12.0%	\$2,591,903	\$56.95	\$308,021	\$5.89	\$2,899,924	\$63.72	\$3,004,559	\$61.96	\$240,902	\$4.61	\$3,245,462	\$66.92	\$3,245,462	\$66.92	\$3,245,462	\$66.92		
Bonds & Insurance	2.0%	\$483,822	\$10.63	\$57,497	\$1.10	\$541,319	\$11.89	\$560,851	\$11.57	\$44,968	\$0.86	\$605,820	\$12.49	\$605,820	\$12.49	\$605,820	\$12.49		
General Contractor Fee	5.0%	\$1,233,746	\$27.11	\$146,618	\$2.80	\$1,380,364	\$30.33	\$1,430,170	\$29.49	\$114,670	\$2.19	\$1,544,840	\$31.86	\$1,544,840	\$31.86	\$1,544,840	\$31.86		
Design Contingency	12.0%	\$3,109,040	\$68.31	\$369,477	\$7.07	\$3,478,517	\$76.43	\$3,604,029	\$74.32	\$288,967	\$5.53	\$3,892,997	\$80.28	\$3,892,997	\$80.28	\$3,892,997	\$80.28		
Escalation to MOC, 10/07/16	6.80%	\$1,974,132	\$43.38	\$234,605	\$4.49	\$2,208,737	\$48.53	\$2,288,433	\$47.19	\$183,484	\$3.51	\$2,471,917	\$50.97	\$2,471,917	\$50.97	\$2,471,917	\$50.97		
Total Construction Cost		\$30,991,835	\$680.96		\$3,683,056	\$70.46		\$34,674,892	\$761.88		\$35,926,038	\$740.82		\$2,880,513	\$55.11		\$38,806,551	\$800.22	

Schedule of Areas and Control Quantities

Schedule of Areas	Option 1 Three Story	Option 2 Two Story
1. Enclosed Areas (x 100%)		
Building Areas		
Basement Level 1	9,157	1,909
Basement Level 2	-	501
Level 1	13,076	22,672
Level 2	10,877	23,413
Level 3	12,403	-
Site Areas		
Waste Enclosure, Bicycles, Equipment Yard	<i>Unenclosed</i>	<i>Unenclosed</i>
Total Enclosed	45,512	48,495

Control Quantities	Option 1	Option 2	U/M
Gross Area	45,512	48,495	sf
Enclosed Area	45,512	48,495	sf
Footprint (Building Only, Not Including Parking)	13,076	22,672	sf
Number of Stories	5	4	lf
Height of typical floor	15.0	15.0	lf
Height of Building (Above Grade)	45	30	lf
Basement Retaining Wall Area	<i>with Parking</i>	<i>with Parking</i>	sf
Gross Façade Area (incl parapets)	26,000	47,800	sf
Finished Façade Wall Area (excl glazing), 35%	16,900	31,000	sf
Façade Windows or Glazing Area, 35%	9,100	16,800	sf
Roof Area - Total	13,076	23,413	sf
Soffit Areas	1,526	741	sf
LF of Interior Partition	6,922	6,189	lf
Doors, Single	178	181	ea
Doors, Double	15	18	pr
Plumbing Fixtures	90	80	ea
Elevators	6	4	stop
Stairs	4	4	flt
Total Site Area	52,272	52,272	sf
Finished Site Area	39,196	29,600	sf

Site Evaluation Study

DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
1 Foundations								
Foundations, Shallow - Incremental Increase over Foundations included with Parking	45,512	gsf	\$10.00	\$455,120	48,495	gsf	\$10.00	\$484,950
Elevator Pits	2	ea	\$15,000.00	\$30,000	2	ea	\$15,000.00	\$30,000
Base Isolation Premium				<u>See Summary</u>				<u>See Summary</u>
Total - Foundations				<u>\$485,120</u>				<u>\$514,950</u>
2 Vertical Structure								
Basement Walls				<i>Included with Parking</i>				<i>Included with Parking</i>
Excavation				<i>Included with Parking</i>				<i>Included with Parking</i>
Steel Columns and Traditional Braced Frames, 8psf	190	tn	\$4,500.00	\$855,000	200	tn	\$4,500.00	\$900,000
Total - Vertical Structure				<u>\$855,000</u>				<u>\$900,000</u>
3 Floor & Roof Structures								
Slab On Grade	13,076	sf		<i>Included with Parking</i>	22,672	sf		<i>Included with Parking</i>
Floor and Roof Framing								
Steel beams and girders, 10psf	230	tn	\$4,750.00	\$1,092,500	250	tn	\$4,750.00	\$1,187,500
Concrete fill over metal deck	45,512	gsf	\$12.00	\$546,144	48,495	gsf	\$12.00	\$581,940
Miscellaneous								
Misc. support steel for precast concrete walls	16,900	wsf	\$5.00	\$84,500	31,000	wsf	\$5.00	\$155,000
Miscellaneous metals, concrete, and curbs	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Total - Floor & Roof Structures				<u>\$1,836,924</u>				<u>\$2,045,678</u>
4 Exterior Cladding								
Exterior Framed Walls								
Precast concrete walls, including furred walls and waterproofing to interior face of exterior wall	16,900	wsf	\$100.00	\$1,690,000	31,000	wsf	\$100.00	\$3,100,000
Exterior Glazing								
Curtain wall, storefront, etc.	9,100	sf	\$125.00	\$1,137,500	16,800	sf	\$125.00	\$2,100,000
Ballistic glazing premium	1,520	sf	\$100.00	\$152,000	4,200	sf	\$100.00	\$420,000
Doors								
Lobby entrance doors	1	pr	\$10,000.00	\$10,000	1	pr	\$10,000.00	\$10,000
Back of house doors								

Prepared by Cumming

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
Single	1	ea	\$2,500.00	\$2,500	6	ea	\$2,500.00	\$15,000
Double					2	pr	\$4,250.00	\$8,500
Vehicle sallyport doors at detention	2	ea	\$10,000.00	\$20,000	2	ea	\$10,000.00	\$20,000
Miscellaneous								
Soffit finish	1,526	sf	\$50.00	\$76,288	741	sf	\$50.00	\$37,043
Canopies, trelliage, and miscellaneous detailing of exterior wall	26,000	wsf	\$5.00	<u>\$130,000</u>	47,800	wsf	\$5.00	<u>\$239,000</u>
Total - Exterior Cladding				<u>\$3,218,288</u>				<u>\$5,949,543</u>
5 Roofing and Waterproofing								
Waterproofing								
Basement retaining walls				<i>Included with Parking</i>				<i>Included with Parking</i>
Slabs on grade				<i>Included with Parking</i>				<i>Included with Parking</i>
Parking roof slab	37,211	sf	\$15.00	\$558,170	28,328	sf	\$15.00	\$424,915
Roofing								
Roofing finish, specialties, etc.	13,076	sf	\$20.00	\$261,513	23,413	sf	\$20.00	\$468,264
Rear face of parapets	2,600	sf	\$15.00	\$39,000	8,000	sf	\$15.00	\$120,000
Sheetmeal								
Parapet caps	516	lf	\$35.00	\$18,060	1,585	lf	\$35.00	\$55,475
Miscellaneous sheetmetal	45,512	gsf	\$0.50	\$22,756	48,495	gsf	\$0.50	\$24,248
Miscellaneous Roof Specialties	13,076	sf	\$2.00	\$26,151	23,413	sf	\$2.00	\$46,826
Skylights								
Lightwell skylight	900	sf	\$150.00	\$135,000	655	sf	\$150.00	\$98,250
Caulking and Sealants	45,512	gsf	\$0.35	<u>\$15,929</u>	48,495	gsf	\$0.35	<u>\$16,973</u>
Total - Roofing and Waterproofing				<u>\$1,076,580</u>				<u>\$1,254,951</u>
6 Interior Partitions, Doors and Glazing								
Interior Partitions and Doors								
Partitions	6,922	lf	\$300.00	\$2,076,600	6,189	lf	\$300.00	\$1,856,700
Premium for CMU or similar for parking level, detention, etc.	45,512	gsf	\$7.00	\$318,584	48,495	gsf	\$7.00	\$339,465
Interior Glazing, Allowance	45,512	gsf	\$2.00	\$91,024	48,495	gsf	\$2.00	\$96,990
Premium for fire rated glazing, allow	45,512	gsf	\$1.50	\$68,268	48,495	gsf	\$1.50	\$72,743
Railings	35	lf	\$400.00	\$14,000		lf	\$400.00	
Interior Doors								
Single	157	ea	\$2,200.00	\$345,400	155	ea	\$2,200.00	\$341,000

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
Double	14	pr	\$3,740.00	\$52,360	15	pr	\$3,740.00	\$56,100
Detention doors	20	ea	\$5,500.00	\$110,000	20	ea	\$5,500.00	\$110,000
Upgraded hardware and doors, allowance	185	ea	\$500.00	\$92,500	185	ea	\$500.00	\$92,500
Elevator smoke curtains	6	ea	\$8,500.00	\$51,000	4	ea	\$8,500.00	\$34,000
Total - Interior Partitions, Doors and Glazing				<u>\$3,219,736</u>				<u>\$2,999,498</u>
7 Floor, Wall and Ceiling Finishes								
Floors								
Floor finishes	45,512	gsf	\$10.00	\$455,120	48,495	gsf	\$10.00	\$484,950
Raised floors, allow at EOC, Comms, etc	4,000	sf	\$18.00	\$72,000	4,000	sf	\$18.00	\$72,000
Vapor membrane	45,512	gsf	\$3.00	\$136,536	48,495	gsf	\$3.00	\$145,485
Walls								
Wall finishes	45,512	gsf	\$5.00	\$227,560	48,495	gsf	\$5.00	\$242,475
Ceilings								
Ceiling finishes	45,512	gsf	\$15.00	\$682,680	48,495	gsf	\$15.00	\$727,425
Total - Floor, Wall and Ceiling Finishes				<u>\$1,573,896</u>				<u>\$1,672,335</u>
8 Function Equipment and Specialties								
Toilet Cubicles								
ADA	10	ea	\$1,500.00	\$15,000	8	ea	\$1,500.00	\$12,000
Standard	22	ea	\$1,300.00	\$28,600	16	ea	\$1,300.00	\$20,800
Urinal screens	5	ea	\$550.00	\$2,750	4	ea	\$550.00	\$2,200
Toilet / Restroom Specialties								
Core restroom	32	ea	\$750.00	\$24,000	24	ea	\$750.00	\$18,000
Shower specialties, surrounds, etc.	9	ea	\$5,000.00	\$45,000	9	ea	\$5,000.00	\$45,000
Building Specialties								
Markerboards, tackboards, etc.	45,512	gsf	\$0.25	\$11,378	48,495	gsf	\$0.25	\$12,124
Signage	45,512	gsf	\$1.50	\$68,268	48,495	gsf	\$1.50	\$72,743
Projection screens	45,512	gsf	\$0.50	\$22,756	48,495	gsf	\$0.50	\$24,248
Projector mounting brackets	45,512	gsf	\$0.35	\$15,929	48,495	gsf	\$0.35	\$16,973
Projectors				<i>Excluded</i>				<i>Excluded</i>
Lockers, PD	99	ea	\$500.00	\$49,500	99	ea	\$500.00	\$49,500
Lockers, Dispatch	20	ea	\$500.00	\$10,000	99	ea	\$500.00	\$49,500
Window Coverings, Allow 25% of Glazing	2,280	sf	\$15.00	\$34,200.00	4,200	sf	\$15.00	\$63,000

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
Building Casework	45,512	gsf	\$3.50	\$159,292	48,495	gsf	\$3.50	\$169,733
Miscellaneous								
Public lobby seating, community seating, beds in support space, residential equipment				<i>Assume FF&E</i>				<i>Assume FF&E</i>
Fitness room mirrors	1	ls	\$27,000.00	\$27,000	1	ls	\$27,000.00	\$27,000
Property storage	785	sf	\$200.00	\$157,000	785	sf	\$200.00	\$157,000
Miscellaneous equipment	45,512	gsf	\$4.00	<u>\$182,048</u>	48,495	gsf	\$4.00	<u>\$193,980</u>
Total - Function Equipment and Specialties				<u>\$852,721</u>				<u>\$933,800</u>
9 Stairs and Vertical Transportation								
Stairs								
Exit stairs	4	flt	\$30,000.00	\$120,000	4	flt	\$30,000.00	\$120,000
Elevators								
Passenger elevator	3	stop	\$60,000.00	\$180,000	2	stop	\$60,000.00	\$120,000
Police elevator	3	stop	\$100,000.00	<u>\$300,000</u>	2	stop	\$100,000.00	<u>\$200,000</u>
Total - Stairs and Vertical Transportation				<u>\$600,000</u>				<u>\$440,000</u>
10 Plumbing Systems								
Fixtures, Including Rough-in								
Detention	6	ea	\$6,000.00	\$36,000	6	ea	\$6,000.00	\$36,000
Sink	25	ea	\$1,800.00	\$45,000	23	ea	\$1,800.00	\$41,400
Water closet	36	ea	\$1,900.00	\$68,400	30	ea	\$1,900.00	\$57,000
Urinal	9	ea	\$1,850.00	\$16,650	6	ea	\$1,850.00	\$11,100
Shower	9	ea	\$2,500.00	\$22,500	10	ea	\$2,500.00	\$25,000
Mop sink	5	ea	\$3,000.00	\$15,000	5	ea	\$3,000.00	\$15,000
Sensors	70	ea	\$225.00	\$15,750	59	ea	\$225.00	\$13,275
Floor drains, allowance	45,512	gsf	\$0.40	\$18,205	48,495	gsf	\$0.40	\$19,398
Equipment	45,512	gsf	\$1.25	\$56,890	48,495	gsf	\$1.25	\$60,619
Supply, Distribution	45,512	gsf	\$3.50	\$159,292	48,495	gsf	\$3.50	\$169,733
Waste, Vent	45,512	gsf	\$4.60	\$209,355	48,495	gsf	\$4.60	\$223,077
Rainwater	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Rainwater Harvesting, Storage, Filtration, for Irrigation	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Solar Water Panels	45,512	gsf	\$1.75	\$79,646	48,495	gsf	\$1.75	\$84,866
Miscellaneous								

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
Condensate	45,512	gsf	\$0.30	\$13,654	48,495	gsf	\$0.30	\$14,549
Gas	45,512	gsf	\$0.50	\$22,756	48,495	gsf	\$0.50	\$24,248
Kitchen				<i>Excluded</i>				<i>Excluded</i>
Testing, start-up, BIM, etc.	45,512	gsf	\$1.25	\$56,890	48,495	gsf	\$1.25	\$60,619
Total - Plumbing Systems				<u>\$1,063,548</u>				<u>\$1,098,357</u>
11 Heating, Ventilation and Air Conditioning								
Wet Side Equipment	45,512	gsf	\$9.00	\$409,608	48,495	gsf	\$9.00	\$436,455
Chilled and Hot Water Distribution	45,512	gsf	\$6.00	\$273,072	48,495	gsf	\$6.00	\$290,970
Dry Side Equipment	45,512	gsf	\$11.00	\$500,632	48,495	gsf	\$11.00	\$533,445
Ductwork and Air Distribution	45,512	gsf	\$15.00	\$682,680	48,495	gsf	\$15.00	\$727,425
Controls	45,512	gsf	\$6.50	\$295,828	48,495	gsf	\$6.50	\$315,218
Test and Balance	45,512	gsf	\$1.00	\$45,512	48,495	gsf	\$1.00	\$48,495
Miscellaneous HVAC	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Total - Heating, Ventilation and Air Conditioning				<u>\$2,321,112</u>				<u>\$2,473,245</u>
12 Electrical Lighting, Power and Communications								
Normal and Emergency Service and Distribution	45,512	gsf	\$15.00	\$682,680	48,495	gsf	\$15.00	\$727,425
HVAC	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Lighting & Controls	45,512	gsf	\$30.00	\$1,365,360	48,495	gsf	\$30.00	\$1,454,850
Convenience Power	45,512	gsf	\$8.00	\$364,096	48,495	gsf	\$8.00	\$387,960
Specialty Systems								
Fire alarm	45,512	gsf	\$5.50	\$250,316	48,495	gsf	\$5.50	\$266,723
Telecomm, conduit and boxes, not including cable / terminations	45,512	gsf	\$3.00	\$136,536	48,495	gsf	\$3.00	\$145,485
PA, assistive listening	45,512	gsf	\$2.50	\$113,780	48,495	gsf	\$2.50	\$121,238
Duress	45,512	gsf	\$1.00	\$45,512	48,495	gsf	\$1.00	\$48,495
AV rough conduit and boxes	45,512	gsf	\$3.00	\$136,536	48,495	gsf	\$3.00	\$145,485
Security rough conduit and boxes	45,512	gsf	\$4.00	\$182,048	48,495	gsf	\$4.00	\$193,980
Master clock system	45,512	gsf	\$1.00	\$45,512	48,495	gsf	\$1.00	\$48,495
CATV rough conduit and boxes	45,512	gsf	\$2.00	\$91,024	48,495	gsf	\$2.00	\$96,990
DAS	45,512	gsf	\$0.75	\$34,134	48,495	gsf	\$0.75	\$36,371
Emergency generator, diesel, 500kW, transfer switch, 3 day fuel tank, exterior	1	ls	\$414,000.00	\$414,000	1	ls	\$414,000.00	\$414,000

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
40' rooftop mounted monopole antennae tower	1	ls	\$75,000.00	\$75,000	1	ls	\$75,000.00	\$75,000
Miscellaneous Electrical	45,512	gsf	\$2.70	<u>\$122,882</u>	48,495	gsf	\$2.70	<u>\$130,937</u>
Total - Electrical Lighting, Power and Communications				<u>\$4,173,196</u>				<u>\$4,414,670</u>
13 Fire Protection Systems								
Wet-pipe sprinklers	45,512	gsf	\$6.00	\$273,072	48,495	gsf	\$6.00	\$290,970
Fire pump				<i>Assume Not Required</i>				<i>Assume Not Required</i>
Specialty Fire Protection Systems, Allowance	1	ls	\$50,000.00	<u>\$50,000</u>	1	ls	\$50,000.00	<u>\$50,000</u>
Total - Fire Protection Systems				<u>\$323,072</u>				<u>\$340,970</u>
14 Site Preparation and Demolition								
Site Clearance / Demolition								
Building demolition				<i>None / NIC</i>				<i>None / NIC</i>
Remove existing paving, landscaping, etc.	52,272	sf	\$3.00	\$156,816	52,272	sf	\$3.00	\$156,816
Utility Demolition, Allowance	1	ls	\$100,000.00	\$100,000	1	ls	\$100,000.00	\$100,000
Excavation Shoring				<i>Incl. w/ Parking</i>				<i>Incl. w/ Parking</i>
Earthwork								
Field staking / layout	52,272	sf	\$0.25	\$13,068	52,272	sf	\$0.25	\$13,068
Clear and grub site				<i>Incl. w/ Demo</i>				<i>Incl. w/ Demo</i>
Fine grade (see excavation / bldg. earthwork for balance)	52,272	sf	\$1.00	\$52,272	52,272	sf	\$1.00	\$52,272
Erosion control	52,272	sf	\$0.50	<u>\$26,136</u>	52,272	sf	\$0.50	<u>\$26,136</u>
Total - Site Preparation and Demolition				<u>\$348,292</u>				<u>\$348,292</u>
15 Site Paving, Structures & Landscaping								
Vehicular and Pedestrian Paving, Landscaping, Site Development, Site Drainage, Lighting, Walls - Finished Site Area	39,196	sf	\$35.00	\$1,371,872	29,600	sf	\$35.00	\$1,035,989
Site Walls (Waste Enclosure, Bicycles, Etc.), Allow CMU	565	lf	\$495.00	\$279,675	452	lf	\$495.00	\$223,740
Doors in Above, per Leaf	12	ea	\$2,500.00	\$30,000	5	ea	\$2,500.00	\$12,500
Vehicular Sliding Gates (Not Impact Rated), 30'					2	ea	\$32,500.00	\$65,000
Vehicular Sliding Gates (Not Impact Rated), 40'	1	ea	\$40,000.00	\$40,000				

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DETAIL ELEMENTS - Site Evaluation Study

Element	Option 1				Option 2			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
Vehicular Sliding Gates (Not Impact Rated), 55'	1	ea	\$50,000.00	\$50,000				
Garage Exit Stair Enclosure, All Trades	1	ls	\$125,000.00	\$125,000				
Total - Site Paving, Structures & Landscaping				<u>\$1,896,547</u>				<u>\$1,337,229</u>
16 Utilities on Site								
Utility Allowances								
Fire water	200	lf	\$125.00	\$25,000	200	lf	\$125.00	\$25,000
Fire water specialties (valves, manholes, etc.)	1	ls	\$13,000.00	\$13,000	1	ls	\$13,000.00	\$13,000
Domestic water	200	lf	\$100.00	\$20,000	200	lf	\$100.00	\$20,000
Domestic water specialties (valves, manholes, etc.)	1	ls	\$10,000.00	\$10,000	1	ls	\$10,000.00	\$10,000
Sanitary sewer	200	lf	\$120.00	\$24,000	200	lf	\$120.00	\$24,000
Sanitary sewer specialties (valves, manholes, etc.)	1	ls	\$12,000.00	\$12,000	1	ls	\$12,000.00	\$12,000
Gas	200	lf	\$60.00	\$12,000	200	lf	\$60.00	\$12,000
Gas specialties (valves, manholes, etc.)	1	ls	\$6,000.00	\$6,000	1	ls	\$6,000.00	\$6,000
Electrical service and site security	1	ls	\$150,000.00	\$150,000	1	ls	\$150,000.00	\$150,000
Telecommunications	1	ls	\$50,000.00	\$50,000	1	ls	\$50,000.00	\$50,000
Total - Utilities on Site				<u>\$322,000</u>				<u>\$322,000</u>

OPTION ONE PREFERRED

The Palo Alto Police Department selected Option 1 as the preferred concept, citing the following reasons:

- The setbacks on Option 1 are much greater.
- The surface level, large vehicle and equipment yard components are a positive feature.
- The ability for future building expansion is much greater.
- The Operational Basement is ideal and a great asset
- It has a height advantage
- Greater Plaza area and landscaping is a plus.
- Underground detention and sally port are more secure.
- Underground Vehicle processing is safe from elements and offers greater security for evidence.
- Appears to be less obvious than the two story wider structure to the general area; feels in line with being a “good neighbor”
- Option II results in a loss of large vehicle parking and equipment yard.
- Option II has a lower building height...not ideal compared to surrounding buildings
- Option II requires a loss of public plaza, setbacks.
- Option II requires the loss of the operational basement.

POLICE DEPARTMENT ADDITIONAL COMMENTS

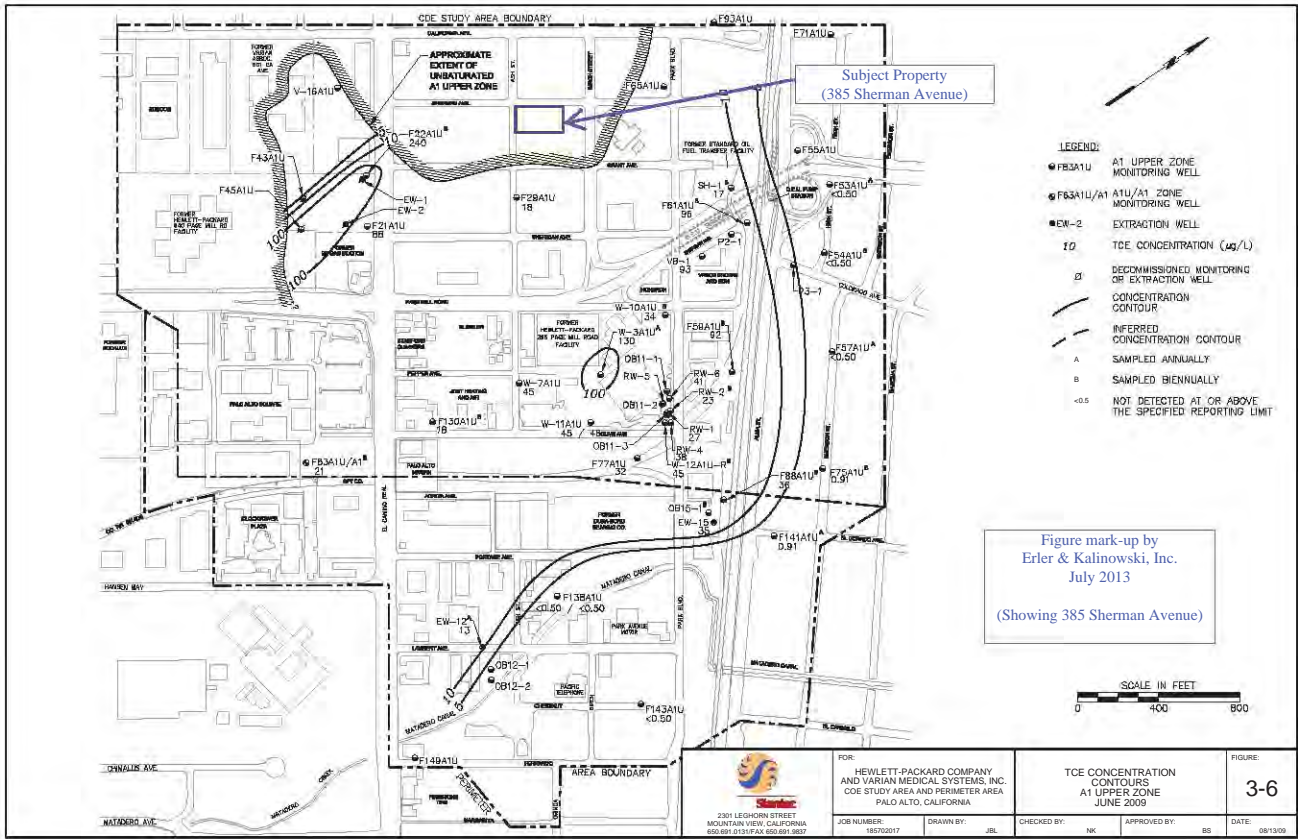
The following comments are provided by the Palo Alto Public Safety providers to be considered during the design phase of the project.

OPTION A	STATUS	ADDITIONAL COMMENTS
We would still like to address the alley access in the future (possibly restricted?)	Acknowledged. To be addressed during SD.	Complicating factors include the need to access the rear of California Avenue retail functions; for at least one business, the alley appears to provide the accessible parking for the business. Considerations for restricted access to the alley should be addressed early in the design phase.
Would suggest adding a loading dock or truck delivery area, with some sort of elevator access down to property and evidence or the armory for heavy items.	Acknowledged. To be addressed during SD.	This is achievable for Option 1.
Perhaps the loading area above can include a “viewing area component” for property and evidence (side window, staff entrance on the Sherman side?)	Acknowledged. To be addressed during SD.	This is potentially feasible. Additional study required.
Some Large Vehicles are missing, SWAT, MOFU (Mobile Forensic Unit), and an occasional visiting animal control truck.	Incorporated.	
Would love to keep the locker rooms and the break room on the first floor if at all possible with patrol. (this means we will have to give up something else on this level). Limits officers’ vertical movement to an operational ground level and basement, a plus.	Acknowledged. To be addressed during SD.	
Down the road, need to add 3-4 staff for Technology division on the third floor.	Acknowledged. To be implemented during SD.	
Can you confirm the number of parking spaces? Seems to be fewer in Option One.	Clarified in column to right.	Total parking count is schematic. Other parking space options exist and will be developed during design phase. PSB Option I: Admin/Patrol = 58 Stalls. Staff/Visitor = 114 stalls (incl. non-secure) Motorcycles = 7 PSB Option II: Admin/Patrol = 58 Stalls. Motorcycles = 7 Staff = 109 stalls Visitor = Public Parking Structure
The PD agrees with the idea of swapping Admin and ISD locations to bring the Chiefs’ offices out to a more prominent position and better view.	Acknowledged. To be implemented during SD.	

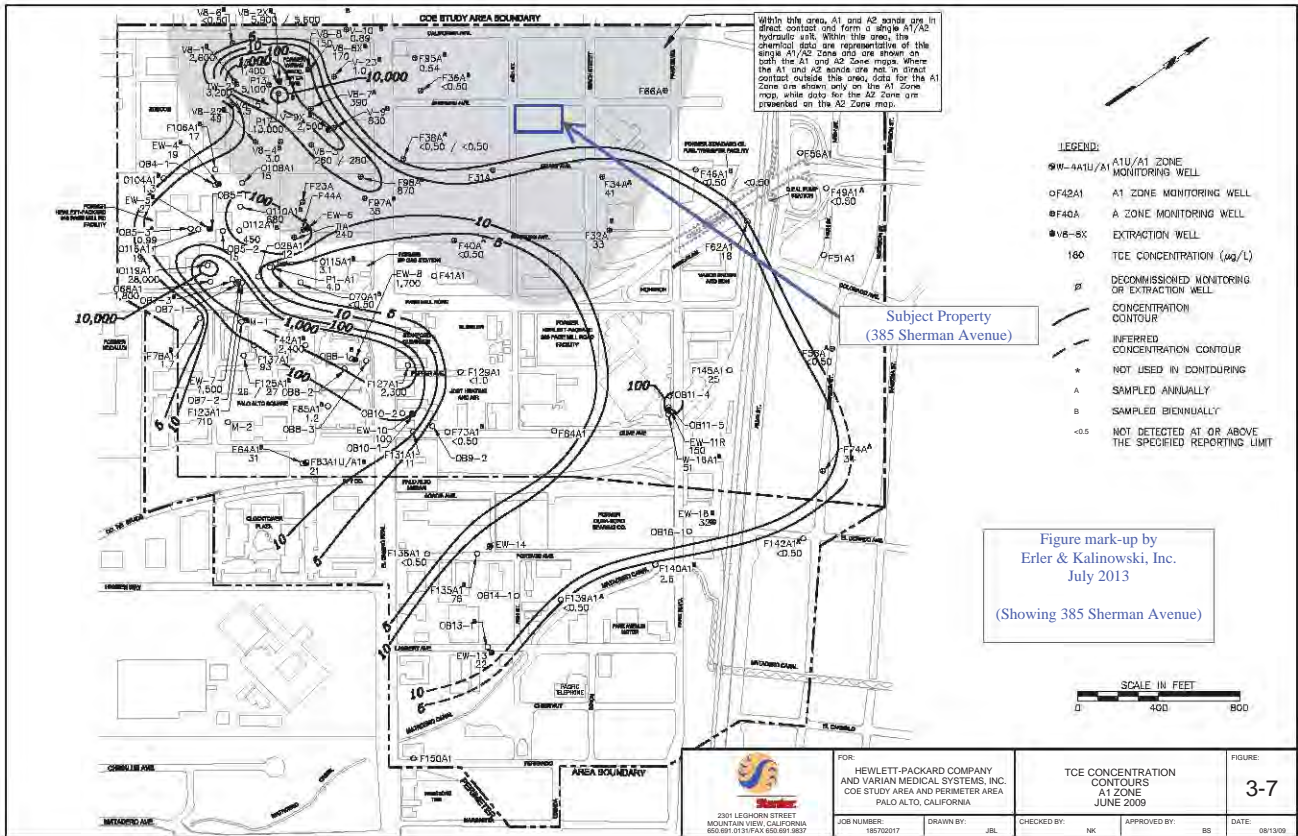
OPTION A	STATUS	ADDITIONAL COMMENTS
Want to continue to explore the option of adding a 25 yard indoor range.	Acknowledged. To be addressed during SD.	Adding this is feasible. Additional study required.
Want to discuss the Monopole further re: location, design and required equipment. Some equipment may stay at City Hall.	Acknowledged. To be addressed during SD.	
Seismic base isolation should be a core element.	Acknowledged. To be addressed during SD.	
Provide 2 different phone/fiber feeds (not on same side of building) and provide redundancy for other critical utilities such as electric, water, etc.	Acknowledged. To be addressed during SD.	
The HVAC system should have provisions for Chemical Biological Radiological Nuclear (CBRN) filters due to the proximity to the rail line and HazMat routinely traversing. An isolated HVAC (positive pressure) system for the Loading Dock/Mail Room (1509) - best practice for anthrax, etc. should also be considered.	Acknowledged. To be addressed during SD.	
The diesel fuel storage should be 14 days or greater with possible provisions to pump from the generator diesel tanks to fuel diesel vehicles or otherwise use the fuel (relates to cost savings vs. dealing with "stale" fuel).	Acknowledged. To be addressed during SD.	
Consider provisions for photovoltaic (PV) solar panels, wind turbines, etc. Solar-covered parking for Visitor Lot and/or Above-Ground Secured Yard/Lot. Consider a transfer switch and connection so that a generator trailer could be connected in the event the main PSB generator were down.	Acknowledged. To be addressed during SD.	
Provide provision for future electric vehicles (pre-wire, breaker panel capacity).	Acknowledged. To be addressed during SD.	
Consider a closed façade for the (East) side of the new parking garage that faces the PSB to 1) prevent firearms attacks and 2) mitigate deliberate or accidental blasts/fires from vehicles parked there.	Acknowledged. To be addressed during SD.	
Consider a 10,000+ gal. water storage tank [or multiple tanks, located in interstitial spaces. This could be plumbed such that the tank(s) connect to the water main(s) and then feed the building, so are constantly refreshed. The 320 sq. ft. Emergency Supplies storage room is too small to include sufficient water.	Acknowledged. To be addressed during SD.	
Consider excavating and "holding" the area under Birch (etc.) for a future firing range.	Acknowledged. To be addressed during SD.	

REFERENCE DOCUMENTS

The following includes additional background site information provided to the design team during the feasibility study phase. This information is provided for reference purposes.



CONTAMINATION PLUME MAPS






CONTAMINATION PLUME MAPS

DRILL TYPE: Minuteman with 3-1/4" Continuous Flight Auger

LOGGED BY: CS

DEPTH TO GROUND WATER: Not Encountered. SURFACE ELEVATION: NA

DATE DRILLED: 11/27/07

CLASSIFICATION AND DESCRIPTION	SOIL CONSISTENCY/ DENSITY or ROCK HARDNESS* (Figure A-2)	SOIL TYPE	SOIL SYMBOL	DEPTH (FEET)	SAMPLE INTERVAL	TEST RESULTS			
						SPT RESISTANCE (Blows/ft)	WATER CONTENT (%)	SHEAR STRENGTH (TSF)*	UNCONFIN. COMP. (TSF)*
Fill: Dark brown to brown, Sandy Clay, wet to moist, fine to coarse sand, trace fine gravel, low plasticity, possible fill. Hand auger used first 2 feet.	Stiff to Very Stiff	CL		0					
						15	15	>4.5	
Light brown to tan, Clayey Sand with gravel, moist, fine to coarse sand, fine to coarse gravel, some mottled brown and tan.	Dense to Very Dense	SC		5					
						49	13	>4.5	
						65	11		
				10		39			
Brown to gray, Sandy Clay, moist, fine to medium sand, some mottled dark brown, low to moderate plasticity. Note: The stratification lines represent the approximate boundary between soil and rock types, the actual transition may be gradual. *Measured using Torvane and Pocket Penetrometer devices. Gray, less sandy.	Stiff	CL		15					
						10	23	0.7	1.3
				20					

EXPLORATORY BORING LOG EB-1
PREMIER PROPERTIES OFFICE BUILDING
PALO ALTO, CALIFORNIA

BORING EB-1
PAGE 1 OF 2
DECEMBER 2007

DRILL TYPE: Minuteman with 3-1/4" Continuous Flight Auger

LOGGED BY: CS

DEPTH TO GROUND WATER: Not Encountered. SURFACE ELEVATION: NA

DATE DRILLED: 11/27/07

CLASSIFICATION AND DESCRIPTION	SOIL CONSISTENCY/ DENSITY or ROCK HARDNESS* (Figure A-2)	SOIL TYPE	SOIL SYMBOL	DEPTH (FEET)	SAMPLE INTERVAL	SPT RESISTANCE (Blows/ft)	WATER CONTENT (%)	SHEAR STRENGTH (TSF)*	UNCONFIN. COMP. (TSF)*
<p>Gray, Silty Clay, moist, fine sand, trace fine gravel, mottled orange, moderate plasticity.</p> <p>Becomes light gray with mottled white.</p>	Stiff	CL	CL	20		13	24	1.6	2.8

DRILL TYPE: Minuteman with 3-1/4" Continuous Flight Auger

LOGGED BY: CS

DEPTH TO GROUND WATER: Not Encountered. SURFACE ELEVATION: NA

DATE DRILLED: 11/27/07

CLASSIFICATION AND DESCRIPTION	SOIL CONSISTENCY/ DENSITY or ROCK HARDNESS* (Figure A-2)	SOIL TYPE	SOIL SYMBOL	DEPTH (FEET)	SAMPLE INTERVAL	SPT RESISTANCE (Blows/ft)	WATER CONTENT (%)	SHEAR STRENGTH (TSF)*	UNCONFIN. COMP. (TSF)*
Brown, Sandy Clay, slightly moist, fine to medium sand, trace coarse sand, trace fine gravel, mottled reddish brown, low plasticity. Hand auger used first 4 feet. ■ Liquid Limit = 30%, Plasticity Index = 14%.	Stiff	CL		0					
Light brown, Clayey Sand/Gravel, slightly moist, fine to coarse sand, fine to coarse gravel, mottled tan and reddish brown.	Very Dense	SC/ GC		5		50/5"	7	>4.5	
						63	9		
				10					
Sampler refusal.						50/5"	10		
Bottom of Boring at 12 Feet.									
Note: The stratification lines represent the approximate boundary between soil and rock types, the actual transition may be gradual.				15					
*Measured using Torvane and Pocket Penetrometer devices.									
				20					

EXPLORATORY BORING LOG EB-2
PREMIER PROPERTIES OFFICE BUILDING
PALO ALTO, CALIFORNIA

BORING EB-2
DECEMBER 2007

#	Paraphrased Questions	Staff Response
1	<p>Constructing the PSB on Lot C-6 will cause the loss of convenient parking behind the adjacent businesses on California Avenue. Can 1 row of parking be added along Jacaranda Lane?</p>	<p>In both conceptual PSB options, Jacaranda Lane would continue to be used for deliveries and garbage bin storage. Jacaranda Lane does represent a security concern for the new PSB. It is not possible add a row of public parking in the space and maintain minimum security setbacks for the PSB.</p>
2	<p>How will a PSB affect businesses in the area? Is there any information available from other areas?</p>	<p>Staff is not aware of specific research about changes to neighborhoods following the development of new public safety buildings. The current police station at 275 Forest Avenue does not appear to have detrimental effects on the surrounding neighborhood.</p>
3	<p>How often do police leave the PSB with full lights and sirens on? Won't officers be delayed by large crowds of Caltrain patrons going to and from the nearby train station?</p>	<p>Most patrol vehicles respond to incidents after they are already deployed in the field. Very few incidents require deployment from patrol vehicles that are still located in the building. When police vehicles do leave with lights and sirens, crowds and traffic typically clear a path for the emergency vehicles.</p>
4	<p>Traffic is very bad on Park Boulevard and there are lots of bikes. Why not combine police services with the fire stations for a distributed network? Why centralize in a single HQ?</p>	<p>Fire stations are currently sized for housing only fire personnel. Creating a decentralized network of stations to house the additional police records, fire administration, and emergency personnel is not practical or less expensive. The PSB will contain a large emergency operations center, evidence storage, administrators, and the central dispatch 911 call center.</p>

Public Safety Building and California Avenue Parking Garage Project
 Comments and Responses from 11/18/2015 Community Meeting

5	<p>The groundwater under the vicinity of Lots C-6 and C-7 is contaminated with a plume of chlorinated hydrocarbons.</p>	<p>This known issue will be mitigated during final design with vapor barriers and construction techniques. The current nearby construction for 385 Sherman has not encountered soil pollution or groundwater contamination.</p>
6	<p>Park Boulevard is very heavily used by bicycles commuters. Is it possible to relocate the conceptual visitor parking lot driveway to Sherman Avenue?</p>	<p>The PSB options are conceptual. It is very possible to make this change when the project begins full design.</p>
7	<p>The PSB should be sized for the worst case scenario. Plan for more growth than expected. What expansion capability is possible?</p>	<p>The 3-story PSB shown in Option 1 contains expansion potential over the outdoor secure parking area. Both options contain expansion potential by relocating evidence storage to another location if needed.</p>
8	<p>The options show a proposed community room. For whom is this room?</p>	<p>The program for the community room has not yet been established. It is shown as a placeholder.</p>
9	<p>Where is the safest location for the Emergency Operations Center (EOC)?</p>	<p>The EOC should be housed in a building constructed to Essential Services Building Standards. The new PSB will meet this standard and provide a high likelihood of operational space during and immediately after a disaster.</p>

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10	How many workers will be added to the area by the new building?	There are 158 total staff included in the program for the new PSB. Police patrol and 911 operators (88 total staff) are split over shifts for round-the-clock coverage. The shift split may vary over time depending on seasonal conditions and changing safety needs.
11	Consider digging out the alleys to provide even more parking. Is this possible?	It is possible to expand the underground parking area below Jacaranda Lane. This would require re-routing the underground electrical and communications lines serving the adjacent buildings on California Avenue. Some of those buildings area also built very close to the alley, so extensive protective shoring would be needed.
12	I don't see any space for Animal Services drop-off / holding. My understanding is that on evenings and weekends (when Animal Services is closed), drop offs of strays... can be done at PD in City Hall. I don't know how this is handled, for example, they may have collapsible cages that they put in offices that aren't being used at the moment.	The Police Department currently has a portable kennel in the police garage. Occasionally, it is used for a found dog overnight. There is no permanent structure nor is there a need. For urgent needs, an animal control officer is called in.
#	Public Comments from Community Meeting on 11/18/2015	
1	There is a choke point at Park Boulevard and Oregon Expressway.	
2	Build a bigger parking garage now. Spend extra and make it as large as possible before the opportunity is lost.	
3	Surface parking stalls are more convenient than garages.	
4	Size the emergency generator for at least one week. Add solar cells. Harden the building against assault. Add more parking if possible.	
5	Garages can be ugly. Make it attractive because it will be here for a long time. Supports Parking Garage Option C with the retail component.	

Public Safety Building and California Avenue Parking Garage Project
 Comments and Responses from 11/18/2015 Community Meeting

6	<p>As a business owner, my employees need parking. Employees are living very far from Palo Alto due to the high cost of housing. Parking is still very important for some activities like dinner dates and picking up dry cleaning. Maximize the parking to be added.</p>
7	<p>As a Grant Avenue resident, I am against more parking. The open atmosphere of California Avenue is appealing. Parking garages are intimidating. Make the garage as compact as possible. It currently takes 10 minutes to drive to El Camino Real. Encourage people to take the train.</p>
8	<p>As a resident of Sherman Avenue, I am also against adding more parking. New transit technologies in development will reduce the need for parking in the future.</p>
9	<p>As a Palo Alto Central resident, I am very concerned about traffic on Park Boulevard. With new developments about to open, traffic will be even worse. Don't forget that residents live here. Get away from massive buildings and keep residents informed.</p>
10	<p>I object to the City's plan to use valuable parking space for buildings. The "re-vamp" of California Avenue has already taken many, convenient parking spaces. Go somewhere else.</p>
11	<p>On Sherman Ave, we have 3 parking lots, C-6, C-7 and C-8; C-6 and C-7 being the closest to Park Blvd, and C-8 the closest to El Camino. All lots are very close to each other. A new Public Safety Building is proposed to be built in C-6. The new building will require additional parking.</p> <p>My suggestion is to increase the parking spaces in both remaining lots, C-7 and C-8, by building two-story parking structures in each of those lots. This is a more equitable way than to build a 3- or 4-story parking structure on C-7. This solution will also decrease traffic congestions due to enter/exit a single parking site.</p>
12	<p>I am in favor of the new Public Safety Building as long as the new parking garage is also constructed. Of the 3 options presented, I prefer Option C that includes much needed retail space. I would also recommend the parking garage be completed prior to the start of the public safety building. The parking situation in the neighborhood would be severely constrained if both buildings were constructed simultaneously and neither existing surface lot is available.</p>

13	<p>An interesting concept has been bouncing around but likely hasn't reached you -- applying the idea of a Cat Cafe to select government buildings. The example I can find is the office building for the County of Dona Ana (Los Cruces, New Mexico), which has a "cat library" off its lobby (on premises interaction with a cat). It need not be just for the building's occupants, but for the larger business district (no idea about the details).</p> <ul style="list-style-type: none">• Dona Ana County "cat library" goes viral, featured on "CBS Evening News": Workers can 'check out' a pet at county government center, take to office. Los Cruces Sun-News, 2015-06-05 (http://www.lcsun-news.com/las_cruces-news/ci_28261914/dona-ana-county-cat-library-goes-viral-featured).• "Cat library" offers purrfect solution to stress - CBS News, 2015-06-05 (http://www.cbsnews.com/news/cat-library-offers-purrfect-solution-to-stress/)
14	[see attached letter addressed to City Council]

Annette Glanckopf
2747 Bryant Street
Palo Alto, Ca 94306

November 17, 2105

Dear Council Members,

I am an enthusiastic supporter of building a public safety building ASAP. Public Safety is the key role for city government. The latest tragedy in Paris highlighted the importance of providing an adequately sized building with enough space for our current needs and the ability for future growth.

With all due respects, I do not support the location off California Ave as described in the staff report for the following reasons:

- The building space is woefully too small for our current functions and no room for growth. Seldom does a city affected by an emergency or disaster have sufficient resources in terms of personnel and equipment to deal with the response and recovery efforts itself. The PSB must reflect that in size for the needed functions. Additionally the building should be resilient in the face of the various threats identified in the THIRA report www.cityofpaloalto.org/thira (key natural ones - earthquake, fire, flood). We need to have power 24/7 – off the grid perhaps with wind turbines, and other alternative energy sources. Remember, we also support Stanford University and Hospital. This building needs to support our needs for the next 50+ years.
- Surrounding communities are building or have built new public safety. Why should we build a public safety building that isn't as good as those recently built in neighboring cities? Our proposed site size is less than half the acreage of the new City of San Mateo PSB We need to do better. Consider – Palo Alto is where the President and Hillary come to visit, as well as many other dignitaries from around the world. Stanford University and Hospital make this their home, as well as world class businesses in the Research Park and elsewhere. Let's take the best practices from other recent new PSBs, and then do better to be the model for other cities.
- There is limited parking for public safety vehicles.
- California Avenue is congested and under-parked. Construction will continue to impact businesses that have experienced major construction nearby
- A city central location is not as important as other factors. The police building has never been "centrally located" - it's always been downtown (Avenidas, then City Hall). Unlike fire crews, police patrol staff are almost always in the field, not sitting in the station. Online reporting has reduced the number of visitors to the PSB. We need to think outside the box for additional sites,

There are options for other locations for the PSB including:

- Leasing space in the Stanford Research Park as done for Fire Station 2
- Build behind MacArthur Park (where the Red Cross office is now). This is another city owned property and has the location advantage of being next to the new reservoir

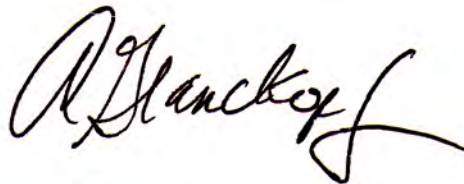
Annette_G@att.net
650-321-1280

- The previously identified underutilized utility yard on West Bayshore near Colorado which has more land.
- CPI site. See Nov 17, 2015 Daily Post on potential CPI move

On the topic of architecture. I hope that the presentation graphics do not illustrate the architectural design. The news is filled with reports of deranged people across the nation, who seek to destroy public buildings. Our new public safety building should not have a glass façade. Nor should it be close to the street to prevent damage from explosives, which could be detonated with even a small vehicle bomb or even accidentally - like explosions from electric cars or natural gas vehicles or even accidents such as car fires in the adjacent multilevel public parking structure and on the street. Best practices for building and protecting public safety buildings should be followed. Please note the VA protocols for their buildings.

Palo Alto needs to move forward on this now; **this** council needs to make the PSB building the highest priority. We need to protect our very precious lives & resources in Palo Alto

Sincerely,

A handwritten signature in black ink, appearing to read "Annette Glanckopf". The signature is fluid and cursive, with a large initial "A" and a long, sweeping tail.

Annette Glanckopf
Chair, Palo Alto Neighborhoods Eprep Committee
Team Leader, Palo Alto Emergency Service Volunteers
Citizen Corps Council Member

Annette_G@att.net
650-321-1280



Fund: Capital Improvement Fund
Category: Buildings and Facilities
Project Location: TBD
Managing Department: Public Works
IBRC Reference: New
Initial Project Start: Spring 2015
Initial Project Completion: Fall 2020
Revised Project Start:
Revised Project Completion:
Project Number: PE-15001

Palo Alto Police Department, April 2015

New Public Safety Building

Description

This project provides funding for the design and construction of a new Public Safety Building, including potential land acquisition. Design and environmental consultant services will be needed, including the development of preliminary plans, cost estimates and special studies as part of an Environmental Impact Report and site evaluation for the approximately 44,500 square foot facility. The size and programming of the new facility were developed by the 2006 Blue Ribbon Task Force with adjustments for current and future projected program needs during the Infrastructure Blue Ribbon Commission process.

Justification

The current Police Department facility is structurally, operationally and technologically deficient. This project will provide a new facility for the Police Department, Office of Emergency Services, the Emergency Operations Center, emergency dispatch, and Fire Department Administration. It will be built to essential services standards, having a high likelihood of being fully operational after a major disaster such as a significant earthquake.

Supplemental Information

The new Public Safety Building is part of the Council Infrastructure Plan, and has been identified by the City Council as the top priority within the Plan.

Funding Sources Schedule

Funding Source	Prior Years	FY 2015 Budget	FY2015 Est.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5 Year CIP Total	Beyond 5 Year CIP	Total
Other	0	0	0	0	0	52,250,000	0	0	52,250,000	0	52,250,000
Capital Improvement Fund	0	0	0	164,108	168,539	(2,826,911)	3,177,763	160,324	843,823	0	843,823
Transfer from Stanford University Medical Ctr Fund	0	0	0	1,100,000	2,800,000	750,000	0	0	4,650,000	0	4,650,000
Total	0	0	0	1,264,108	2,968,539	50,173,089	3,177,763	160,324	57,743,823	0	57,743,823

Expenditure Schedule

Project Phase	Prior Years	FY 2015 Budget	FY2015 Est.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5 Year CIP Total	Beyond 5 Year CIP	Total
Design	0	0	0	1,264,108	2,968,539	0	0	0	4,232,647	0	4,232,647
Construction	0	0	0	0	0	40,173,089	3,177,763	160,324	43,511,176	0	43,511,176
Land Acquisition	0	0	0	0	0	10,000,000	0	0	10,000,000	0	10,000,000
Total	0	0	0	1,264,108	2,968,539	50,173,089	3,177,763	160,324	57,743,823	0	57,743,823

Operating Impact

This project is anticipated to impact operating expenses in the future. As these costs are quantified, adjustments will be brought forward in future budgets, as necessary.

<p>Relationship to Comprehensive Plan</p> <p>Primary Connection</p> <p>Element: Community Services & Facilities</p> <p>Section: Parks and Public Facilities</p> <p>Goal: C-4</p> <p>Policy: C-24</p> <p>Environmental Impact Analysis:</p> <p>CEQA will be required.</p>	<p>Potential Board/Commission Review:</p> <p>Architectural Review Board</p> <p>Planning and Transportation Commission</p>
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California Avenue, March 2015

Fund: Capital Improvement Fund
Category: Buildings and Facilities
Project Location: TBD
Managing Department: Public Works
IBRC Reference: New
Initial Project Start: Summer 2017
Initial Project Completion: Fall 2020
Revised Project Start:
Revised Project Completion:
Project Number: PE-18000

New California Avenue Area Parking Garage

Description

This project will provide funding for the preliminary design and Environmental Impact Report (EIR) for a new public parking garage in the California Avenue commercial area. Site selection will be included in the preliminary design phase. The feasibility of including retail and stacked parking will also be evaluated.

Justification

A new parking garage is needed in the California Avenue commercial area. A new garage will increase parking supply and reduce parking spillover into nearby residential neighborhoods.

Supplemental Information

The New California Avenue Area Parking Garage project is included in the Council approved Infrastructure Plan. It is anticipated that once a specific site is identified, the title of this project will be refined.

Funding Sources Schedule

Funding Source	Prior Years	FY 2015 Budget	FY2015 Est.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5 Year CIP Total	Beyond 5 Year CIP	Total
Other	0	0	0	0	0	887,000	8,600,000	0	9,487,000	0	9,487,000
Capital Improvement Fund	0	0	0	0	0	(487,617)	(7,727,194)	8,810,720	595,909	0	595,909
Total	0	0	0	0	0	399,383	872,806	8,810,720	10,082,909	0	10,082,909

Expenditure Schedule

Project Phase	Prior Years	FY 2015 Budget	FY2015 Est.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5 Year CIP Total	Beyond 5 Year CIP	Total
Construction	0	0	0	0	0	0	0	8,600,000	8,600,000	0	8,600,000
Design	0	0	0	0	0	399,383	872,806	210,720	1,482,909	0	1,482,909
Total	0	0	0	0	0	399,383	872,806	8,810,720	10,082,909	0	10,082,909

Operating Impact

This project is anticipated to impact operating expenses in the future. As these costs are quantified, adjustments will be brought forward in future budgets, as necessary.

<p>Relationship to Comprehensive Plan</p> <p>Primary Connection</p> <p>Element: Transportation</p> <p>Section: Parking</p> <p>Goal: T-8</p> <p>Policy: T-45</p> <p>Program: T-52</p> <p>Environmental Impact Analysis:</p> <p>CEQA will be required.</p>	<p>Potential Board/Commission Review:</p> <p>Architectural Review Board</p> <p>Planning and Transportation Commission</p>
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