PLANNING & TRANSPORTATION DIVISION

STAFF REPORT

TO: PLANNING & TRANSPORTATION COMMISSION

FROM: Jason Nortz, Planner **DEPARTMENT:** Planning and Community Environment

AGENDA DATE: March 16, 2011

SUBJECT: **355 and 335 Alma [11PLN-00045]:** Request by Lund Smith on behalf of Lytton Gateway LLC for initiation of a new Planned Community zone district and Comprehensive Plan land use designation amendment to allow a mixed use, five-story (64-foot high) building on the former Shell Station site on parcels having a combined area of 21,713 square feet and zoned CD-C (P) and CD-N (P). The Comprehensive Plan designation of Neighborhood Commercial for a portion of the site (335 Alma) would be amended to Regional/Community Commercial.

RECOMMENDATION:

Staff recommends that the Planning and Transportation Commission (P&TC) provide comment on the proposal and initiate the Planned Community request. Staff recommends that the P&TC provide direction and identify key issues for the applicant and staff to consider prior to the preparation of an environmental document and staff report for design review by the Architectural Review Board (ARB).

BACKGROUND:

Site Information

The existing site is located on the northeast corner of Alma Street and Lytton Avenue (as shown on Attachment A to this report, site location map). The site was previously occupied by a Shell automobile service station but has been unoccupied since the closure of the site in August 2010. The University Avenue CalTrain station is located immediately west of the site across Alma Street. South of the site across Lytton Avenue is a four-story office building occupied by the technology company A9. Directly east of the site along Lytton Avenue is a one-story multi-tenant commercial and retail building occupied by OnLive and Darbar Restaurant. North of the site is one story commercial building occupied by a technology start-up company. Northeast of the site on High Street are two single family residential lots that are zoned for medium density

multi-family use. At the north end of the block at the corner of Alma Street and Everett Avenue is Palo Alto Fire Station #1.

The site is comprised of two parcels for a total of nearly 0.50 acre (21,713 square feet or 0.498 acre), currently addressed as 335 and 355 Alma Street. The site consists of an abandoned service station, service garage and a covered fueling station with four pumps totaling approximately 2,300 square feet. The remainder of the site consists of paved area for parking/circulation and minimal landscaping. Access to the site can be gained from either Lytton Avenue or Alma Street with four existing entry lanes (two each on Alma Street and Lytton Avenue.) Existing landscaping on the site includes three pine trees and eight street trees. The site is currently enclosed by a six foot high chain link fence for safety reasons.

The site consists of two zoning designations: Downtown Community Commercial (CD-C) (P) for the 355 Alma parcel and Downtown Neighborhood Commercial (CD-N) (P) for the 335 Alma parcel. The site area of the 355 Alma parcel is 14,400 square feet, accounting for 66% percent of the project site. The 335 Alma parcel area is 7,313 square feet, making up the remaining 34% of the project site. The 355 Alma Street parcel is located within the Downtown University Avenue Parking Assessment District, while the 335 Alma Street parcel is not in the district.

In January of 2011 a permit was applied for by Shell for removal of the underground storage tanks regulated by the County of Santa Clara. The tanks were removed from the site on February 8, 2011. The applicant's long term ground lease of the site includes obligations by the previous owner and Shell to complete all clean-up and closure activities. The City is currently working with the applicant to review all the environmental documents associated with the site. Environmental review pursuant to the California Environmental Quality Act (CEQA) will be pursued if the project is initiated and will be presented to the Architectural Review Board, P&TC, and Council prior to their further reviews.

Planned Community Zone Change and Comprehensive Plan Amendment Processes

The project is a request for initiation of a new Planned Community zone district and Comprehensive Plan land use designation amendment to allow a mixed use, five-story building to be known as the "101 Lytton Avenue project" on the former Shell Station site. The parcels have zoning designations of CD-N (P) and CD-C (P), with associated Comprehensive Plan Land Use designations of Neighborhood Commercial and Regional/Community Commercial. The requested amendment would result in a Regional/Community Commercial designation for the entire site. The proposed new building and use would replace the existing automobile service station, so that the two adjacent commercially zoned parcels would form a single Planned Community (PC) zoned site.

Rezoning to a PC district follows a unique set of procedures and standards, which are described in Chapter 18.38 of the Palo Alto Municipal Code (PAMC). The first step in the PC process is P&TC review of the concept plans, development program statement and draft development schedule. With favorable feedback from the P&TC, the development plan, site plan, landscape plan and design plans are submitted for ARB review in the same manner as any commercial or mixed-use project. The environmental document is prepared and circulated prior to ARB

consideration, although a preliminary ARB review may be allowed. The development plan recommended for approval by the ARB is then returned to the P&TC, together with a draft zoning ordinance and environmental document, for its final review and recommendation to the City Council. The zoning ordinance would identify the permitted and conditionally permitted uses and site improvements, as well as a schedule for completion of the project. The P&TC may recommend a PC zone change only if it finds that:

(a) The site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development.

(b) Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the Planning and Transportation Commission and City Council, as appropriate, shall specifically cite the public benefits expected to result from use of the planned community district.

(c) The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan, and shall be compatible with existing and potential uses on adjoining sites or within the general vicinity.

Amending a site's Comprehensive Plan land use designation also requires P&TC initiation, followed by preparation of an environmental document and resolution for P&TC review and recommendation for Council decision. Comprehensive Plan Map designation amendments are not subject to ARB review and recommendation

DISCUSSION

Project Description

The applicant's project description and supplementary statements in support of the proposed PC district zone change are provided in Attachment C, and plans are provided as Attachment G.

The project at 335 and 355 Alma Street is the demolition of an existing 2,300 square foot automobile service station and construction of 58,650 square feet of new floor area within a five-story (64 feet tall) mixed use building on the 21,713 square foot site (a floor area ratio of 2.7:1). The intention is to create a "gateway" building for Downtown Palo Alto as seen from the western edge of the downtown. The mixed use building is intended to serve as a promenade entry to downtown beginning with the crosswalk from the University Avenue Transit Station, and would provide pedestrian-oriented high quality design and amenities available to the public such as art and raised gardens. The project would include two levels of below grade parking, ground floor retail of approximately 800 square feet, ground floor office space plus three floors of additional office space, and a fifth floor consisting of five, one bedroom transit-oriented residential rental units, including one affordable housing unit.

The main volume of the building would be primarily located along Alma Street, extending around the corner to Lytton Avenue and connecting to a ground floor garden area. The garden is intended to provide an attractive pedestrian experience and a smooth transition area between the neighboring two-story commercial buildings along Lytton Avenue. The garden is designed to terrace from the lower portion directly adjacent to Lytton Avenue to a slightly raised area directly behind it. The garden is intended as a public benefit and would be directly accessible to pedestrians from Lytton Avenue.

The ground floor along Lytton Avenue would include the lobby area, the 800 square foot retail space (a café or similar), and office space (along the Alma Street elevation only) and accounts for 11,500 square feet of floor area. Three levels of office space would be provided on floors 2, 3 and 4 with each floor consisting of 12,500 square feet of floor area. The fifth floor would include five, one bedroom apartments with one of the apartments provided as an affordable housing unit. Four of the five residential units would be oriented directly along the Alma Street elevation with the remaining unit situated at the corner of Alma and Lytton.

Three of the five residential units would be approximately 800 square feet in size. One residential unit would be approximately 600 square feet and the remaining corner unit would be approximately 1,650 square feet. Each residential unit would be provided with private open space area in the form of an open terrace fronting Alma St. Each terrace would be 300 square feet with the exception of the corner unit that would have a 100 square foot terrace. All required mechanical equipment would also be located on the fifth floor. The entire fifth floor would be set back 10 feet from the perimeter of the building below with the exception of a portion of the residential unit at the corner of Alma and Lytton which would be in line with the perimeter of the lower floors. The intent of extending the residential unit at the corner is to not detract from the architectural interest that the corner provides. The increased setback at the remaining elevations is designed to meet the daylight plane requirement of the abutting RM-30 zoned properties northeast of the site.

The total floor area breakdown for the project site is as follows:

First Floor (office /retail):	11,500 sf
Second Floor (office):	12,500 sf
Third Floor (office):	12,500 sf
Fourth Floor (office):	12,500 sf
Fifth Floor (residential):	9,500 sf
Total Floor Area:	**58,650 sf**

Vehicular Access/Circulation

By discontinuing the automobile service station use, the project would eliminate three of the four existing entryways (two on Lytton Avenue and one on Alma Street). The closure of these curb cuts would allow for additional on-street parking as well as helping to create a more walk-able, pedestrian friendly environment. Vehicular access to the site would be provided using one main entry along Alma St. near the northern edge of the property. The concealed entryway would cut through a section of the first floor between the edge of the office space and the stairwell. Beyond the concealed entryway would be surface parking spaces and the entry ramp leading to

two levels of below grade parking. The below grade parking would provide 106 spaces and the surface parking would provide an additional 17 spaces. An as yet undetermined number of the surface parking spaces and underground spaces would be electric vehicle (EV) spaces. The applicant states that at least two of the EV spaces will be located in the surface lot near and visible from Alma to demonstrate and educate the public about the use of such technology. The parking requirements are noted in the attached table (Attachment B) and will be further addressed in the *Discussion* section of this report.

Sustainable Design

The site design includes both private and common open space areas that would be available for the individual residences as well as the general public. The project would incorporate a variety of sustainable design and transportation friendly concepts that would help the development achieve both Cal Green Tier II requirements for the commercial portion of the project and meet Build it Green, Green Point Rated requirements for the residential portion of the project. In addition to these requirements the project would also be subject to comply with the standards for Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) pilot program, assuming the development application is submitted during the term of the pilot program.

Key Issues

The proposed project is intended to provide an exemplary high-density "gateway" design immediately proximate to the University Avenue Caltrain station. The project includes some retail and residential use as well as significant office space at a floor area ratio (FAR) and height not otherwise permitted by zoning. Staff and the applicants wish to explore the potential for this kind of mixed-use, pedestrian-oriented design at this location, rather than limiting such a unique location for many decades. The applicants have provided staff with conceptual plans they prepared for a two to three story office building (without the amenities or mix of uses proposed) that would not require any exceptions and could be processed as an ARB application without P&TC or Council review. The purpose of the PC Initiation process is to provide direction to the applicant as to whether this project may be warranted and, if so, what issues need to be further addressed.

Staff has identified the following issues for the P&TC's specific consideration and comment:

Comprehensive Plan Compliance

One of the three required findings the P&TC must make prior to recommending approval of any PC district application (per PAMC Section 18.38.060) is that: "The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan, and shall be compatible with existing and potential uses on adjoining sites or within the general vicinity." The uses proposed for the project include five one-bedroom apartments (including an affordable apartment), retail (restaurant/café), office uses, a public plaza and off-street parking. Each of these uses is consistent with similar uses in the general vicinity, including the recent nearby mixed use developments at 265 Lytton and 102 University. Establishment of the new PC district would allow this unique development to extend beyond the restrictions of the existing development standards associated with the underlying zoning districts, while providing a mixed use development that appears to be in line with a significant number of

the goals and policies associated with the Comprehensive Plan. A list of applicable policies was provided by the applicant (Section V of the applicant's submittal, provided as Attachment D) and further discussion is provided in the *Policy Implications* section of this report.

As previously mentioned the project site is situated on two separate parcels of land each with different zoning and land use designations. The interior (northernmost) parcel (335 Alma) is zoned CD-N (P) with a land use designation of Neighborhood Commercial. The Comprehensive Plan allows mixed use developments in this land use designation, with a non-residential floor area ratio (FAR) standard of up to 0.4:1. The corner (southernmost) parcel (355 Alma) is zoned CD-C (P) with a land use designation of Regional/Community Commercial. The Comprehensive Plan allows non-retail services such as offices, specifically in the Downtown/University Avenue, with a non-residential FAR standard up to 2.0:1. The total lot area of 355 Alma is 14,400 square feet. The amount of non-residential floor area proposed for this parcel is approximately 30,000 square feet, an FAR of approximately 2.0:1, which is consistent with the FAR standard for the Regional/Community Commercial land use designation.

As part of this proposal, a Comprehensive Plan Amendment is requested to revise the land use designation of the interior parcel (335 Alma Street) from Neighborhood Commercial to Regional/Community Commercial. If both parcels of land had the Regional/Community Commercial land use designation, 43,426 square feet (2.0:1 FAR) of non-residential area could be approved for the entire project site. The non-residential floor area proposed for the project is 49,150 square feet, 5,724 square feet over the non-residential 2.0:1 FAR standard stated in the Comprehensive Plan.

The Comprehensive Plan Land Use Definitions introductory paragraph (page L-10) states, "The FAR standards are consistent with those contained in the City's Zoning Ordinance. They were initially established to estimate daytime population and employment in different parts of the City. In the definitions below, FARs represent an expectation of the overall intensity of future development. Actual FARs on individual sites will vary."

Approvals have been issued in the past for downtown developments above 2.0:1 FAR associated with Planned Communities, "receiver" sites eligible for transferred "bonus" floor area, and existing buildings expanding with seismic and historic rehabilitation bonus floor area. Those approvals did not involve adjustments to the FAR standard set forth in the land use definition paragraph of the Comprehensive Plan for Regional/Community Commercial land use to accommodate those projects. The land use designation for the 335 Alma site would need to be modified to allow up to the 2.0:1 FAR standard, and the additional area requested above 2.0:1 FAR is not achievable with bonus floor area via the transfer of Development Rights to the site as discussed later in this report.

Staff is of the opinion that the Council would not need to change to the Comprehensive Plan land use definition paragraph to increase the FAR standard based on prior Council approvals of Planned Communities with FAR greater than 2.0:1. Therefore, staff does not believe there is a need for a P&TC finding to initiate a text change, given the past approvals. If the P&TC determines otherwise, the applicant could request: 1) a concession provided by Government Code (GC) 65915, which provides for concessions and site development incentives for any

developer that meets certain requirements with respect to affordable housing, or 2) a modification of the Comprehensive Plan (land use definition paragraph) to recognize sites proximate to transit.

Zoning Compliance

The first of the three required findings to be made by the P&TC to recommend a PC is that: "The project site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient enough flexibility to allow the proposed development." As noted earlier, the project site consists of two zoning designations: Downtown Community Commercial (CD-C (P)) and Downtown Neighborhood Commercial (CD-N (P)). CD-C (P) comprises the greatest portion of the site at 14,400 square feet (66% of the site). The CD-C (P) portion extends along the entire Lytton Avenue frontage and about 66 percent of the Alma Street frontage. The CD-N (P) portion of the site extends along the remaining 34 percent of Alma Street and also abuts the neighboring CD-N (P) property to the west and both RM-30 zoned residential properties to the north.

The (P) combining district regulations are set forth in PAMC Chapter 18.30(B), and are intended to ensure projects include "design features intended to create pedestrian or shopper interest, provide weather protection for pedestrians, and preclude inappropriate or inharmonious building design and siting." Some of these (P) design features are duplicated in the Context Based Design Criteria set forth in PAMC Section 18.18.110.

The proposed building design appears to be consistent with many of the requirements of the Context-Based Design Criteria as outlined in Section 18.18.110 of the Zoning Code. In summary, the project would provide pedestrian walk-ability, a bicycle-friendly environment, connectivity through design elements, and street facades having a strong relationship with the sidewalks and the street to support and encourage pedestrian activity. Bicycle storage is to be provided in the below grade parking garage as well as at grade for retail customers. The ground floor design is an attractive streetscape design with storefront windows and two clearly delineated entrances to the retail portion of the building. A separate entrance to the lobby area would provide entry to the upper floors of the building.

The building would minimize massing with increased setbacks at the upper floor in addition to other design elements such as terraces that help to accentuate the building's design. Private and public open spaces would be available to the residents, visitors, and employees of the site. Private terraces would be provided for the residences. One of the most significant components of the design is the large garden space facing Lytton. This space is intended to be open and inviting to the office users, residents and the public with lush landscaping and other pedestrian amenities.

The parking design is consistent with the design criteria in that parking is located behind the building and below grade and is concealed from public view.

Staff has prepared a zoning comparison table (Attachment B) that analyzes the development standards for the proposed PC zone development compared to a development of the site following the CD-C (P) and CD-N (P) development standards. The proposed development

standards are inconsistent with the Planned Community limits for height and daylight plane adjacent to residentially zoned property. The height requirement for the CD-C (P) zone is 50 feet whereas the height requirement for the CD-N (P) zone is 35 feet which is partially due to the project abutting two RM-30 zoned properties. There are special requirements for PC zoned sites that abut any RM zoned property for height and daylight plane. Specifically, the PC zoning (PAMC 18.38) requires that the height limit shall be 35 feet and that a daylight plane is to be established along that portion of the lot that abuts the neighboring RM zoned property. The daylight plane is to be measured beginning at a height of 10 feet and increasing inward at 1:2 slope (30 degree angle); however, project plans show a daylight plane at a 45 degree angle, such that a 100 foot length of building, including 4th floor office area, encroaches into the daylight plane. A concession under GC 65915 may be requested for daylight plane encroachment, since a Design Enhancement Exception is not allowed for increase of floor area. The proposed height for the project is 64 feet. The non-residential portion of the project is proposed at 50 feet. The residential portion and mechanical equipment extends an additional 14 feet. Staff notes that the residential portion elevates no higher than the 15 feet of mechanical equipment a commercial building is allowed to construct on top of the usable floor area (thought the floor area encroaches into the daylight plane as noted). A concession under GC 65915 may be requested for height. The side setback for the project from the RM-30 zoned properties (on the eastern property line) would be approximately 45 feet to provide an adequate buffer. In addition, the owner of the adjacent residential properties has provided a letter in support of the project as proposed (Attachment E).

The maximum floor area ratio for mixed use development in the CD-C (P) is 2.0:1 and 0.9:1 for the CD-N (P) zone. There is an exception in the code section, however, that allows development up to a 3.0:1 FAR in the CD (C) sub-district and up to 2.0:1 FAR in the CD-N subdistrict if the City approves an application for transfers of development rights (TDRs) and/or bonuses for seismic and historic rehabilitation upgrades If the site were eligible for TDRs and 335 Alma Street was rezoned to the CD-C sub-district, the project would comply with the 3.0:1 FAR (58,560 s.f. / 21,713 s.f. = 2.7:1 FAR). However, this project site is not an eligible receiver site for TDRs because it is closer than 150 feet to a residential zoned district (abutting RM-30 zoned properties).

Density Bonus Law and Development Concessions

The applicant would need to address the height exception with 1) a variance request (not likely to be justified), or 2) concessions and site development incentives pursuant to Government Code 65915. A project providing up to 20% of residential units as affordable is permitted up to two concessions, one of which could be used for the height up to 64 feet, with the rationale that there would likely be no residential component for the project if a fifth floor is not included. The floor area ratio and any other exceptions may be considered under a Planned Community zoning without further exceptions.

Public Benefits

The second of the three required PC approval findings is that: "Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the P&TC and City Council, as appropriate, shall

specifically cite the public benefits expected to result from use of the planned community district." The applicant's submittal includes a Section VI Determination of Public Benefits for the P&TC to consider. Among other items, the following project components are proposed public benefits:

1. Provision of a rental housing component, and in particular, providing one of the units at below market rates.
2. Incorporation of a substantial public plaza/garden and associated art as amenities.
3. Inclusion of 800 square feet of floor area as a retail café proximate to the train station.
4. Provision of at least two (2) electric vehicle (EV) charging stations at surface parking spaces near and visible from Alma Street and the train station, to publicize and educate the public regarding EV technology.
5. Developing an exemplary "gateway" transit and pedestrian-oriented designed building adjacent to the station.

The P&TC should carefully consider the intrinsic value of the benefits provided and the project as a whole, as compared to a project that would strictly comply with City zoning, i.e., a two to three story office building. Staff believes there is merit in the mixed-use approach, the EV charging stations demonstration, and the plaza/garden benefits. However, those must be tied to a truly exemplary design and performance to assure they will provide adequate benefit for the requested project components.

The provision of a plaza for use by the public has been approved by City Council as a public benefit for past Planned Community projects including, most recently 800 High Street and art has also been provided in past PCs. The P&TC, ARB and staff would evaluate whether the design of the plaza is conducive to public use as a public benefit.

Traffic/Parking

The project includes 123 off-street parking spaces both below grade and at the surface and additional parking spaces along the project's street frontage would be created with the closure of three existing curb cuts. As noted, a portion of the site is within the Downtown Parking Assessment District. The zoning table (Attachment B) includes a chart noting potential parking requirements for preliminary discussion, with a complete analysis to be prepared in conjunction with the environmental review. The project would be eligible to request a reduction in the total number of parking spaces based upon potential reductions for the site's location near transit, for the mix of uses and an intended transportation demand management program that would include train passes.

The Transportation staff is in discussion with the applicant's traffic consultant and a scope of work is being prepared. Initial traffic data was recently provided (Attachment E) and staff has acknowledged the benefit of access taken from Alma Street and there is some analysis needed as to whether a left turn from the site onto southbound Alma would be permissible and what the consequences of such a prohibition might be (traffic cutting through the neighborhood to the north is one possible result). Following an initiation, a traffic study would be provided for staff evaluation in conjunction with an environmental document.

Downtown Floor Area Cap

Annual monitoring of available space in the Commercial Downtown (CD) zoning area was established in 1998 by Comprehensive Plan Programs L-8 and L-9 as a result of the 1986 Downtown Study. These programs require reporting of non-residential development activity and trends within the CD zone district. Since 1998, staff has regularly tracked vacancy rates, changes in floor area and parking in the CD district resulting from approved development to comply with the Comprehensive Plan programs and to determine the ground floor vacancy rate in the CD zone district.

The Downtown Study incorporated a growth limit of 350,000 square feet of additional *non-residential* floor area above the total floor area existing in 1986, and provided for a re-evaluation of the CD regulations when net new development reaches 235,000 square feet. Since 1986, a total of 159,857 square feet of non-residential uses have been added in the Downtown area. Based on this recent monitoring, an additional 75,143 square feet of new non- residential development remains for development before the re-evaluation limit of 235,000 square feet growth limit is reached. The proposed mixed use project at 355 Alma would add nearly 50,000 square feet of non-residential floor area which would leave only 25,000 square feet before the re-evaluation of the area needs to occur.

Trees/Landscape

As this application is only a request to initiate the PC zone request limited information regarding trees and landscaping has been provided. Currently there is minimal landscaping on site which includes three pine trees. However, there are eight street trees along the site's frontages. The proposed project will more than likely have a negative impact on the existing trees due to the addition of below grade parking. Achievement of the urban forestry goals on a densely designed site of this nature will require creative and technological consideration. Staff would meet with the applicant team to discuss the areas that need to be addressed and set next steps for the design review, following initiation by the P&TC.

Community Concerns

The applicants have reached out to the immediate residential and commercial neighbors and have discussed the proposed project with them. The current design and setback provisions incorporate the dialogue the applicant has had thus far.

RESOURCE IMPACT:

The applicant would be required to pay impact fees, including Park, Community Center, and Library fees, and Citywide Traffic Impact Fees for the new development. The project has not been identified as a condominium project, but in the event of a subdivision proposal, the project would be subject to payment of in-lieu fees for Parkland Dedication. The pending reassessment of the property value is expected to result in a significant increase in property taxes. The property is also expected to contribute to new employment opportunities and revenue goals. The applicants will need to prepare a fiscal impact report for staff prior to final consideration by the P&TC and Council.

POLICY IMPLICATIONS:

As noted, the project would include an amendment to the Comprehensive Plan Land Use Designation of the parcel at 335 Alma Street in order to allow a greater amount of floor area than allowed for the site with the underlying Neighborhood Commercial Comprehensive Plan designation. The applicant has provided for the P&TC's consideration a list of Comprehensive Plan policies from the following Elements: Land Use and Community Design, Transportation, Natural Environment, Business and Economics, and Housing, in their submittal (Attachment D). The list contains a greater number of policies than directly applicable to the project, but staff is in agreement the project meets or addresses many of the listed policies.

ENVIRONMENTAL REVIEW:
If the P&TC recommends initiation, this project will be subject to the California Environmental Quality Act (CEQA) requirements. An environmental document would be prepared in accordance with the California Environmental Quality Act following initiation of the PC.

ALTERNATIVES:
The P&TC may suggest either of two alternatives to the staff's recommendation to initiate the Planned Community zoning:

1. Approve the request to initiate the Planned Community, but direct the applicant to reduce the proposed building height to fifty (50) feet. This would most likely result in the loss of the residential component of the project and/or some of the project amenities, and/or may make the project infeasible.
2. Deny the request to initiate and direct the applicants to provide alternative plans or a project that substantially complies with all Zoning Code provisions. This would likely result in a two to three story office project with pedestrian amenities/features. The applicants could, if desired, appeal the PTC action to the Council for consideration.

If the staff recommendation is accepted by the P&TC, the project would be referred with P&TC direction to the Architectural Review Board for formal design review following preparation and circulation of an environmental document. A preliminary review by the ARB is also allowable following initiation by the P&TC. Upon ARB recommendation for project approval, the project would return to the P&TC for review of a PC ordinance and recommendation of the project to the City Council.

ATTACHMENTS:
A. Site Location Map
B. Zoning Comparison Table
C. Applicant's Project Description, Development Program Statement and Schedule*
D. Applicant's List of Comprehensive Plan Policies*
E. Initial Traffic Data
F. Neighbor comment letters
G. Project Plans* (Commissioners only)

*prepared by applicant

COURTESY COPIES:
Lund Smith, project applicant
Scott Foster

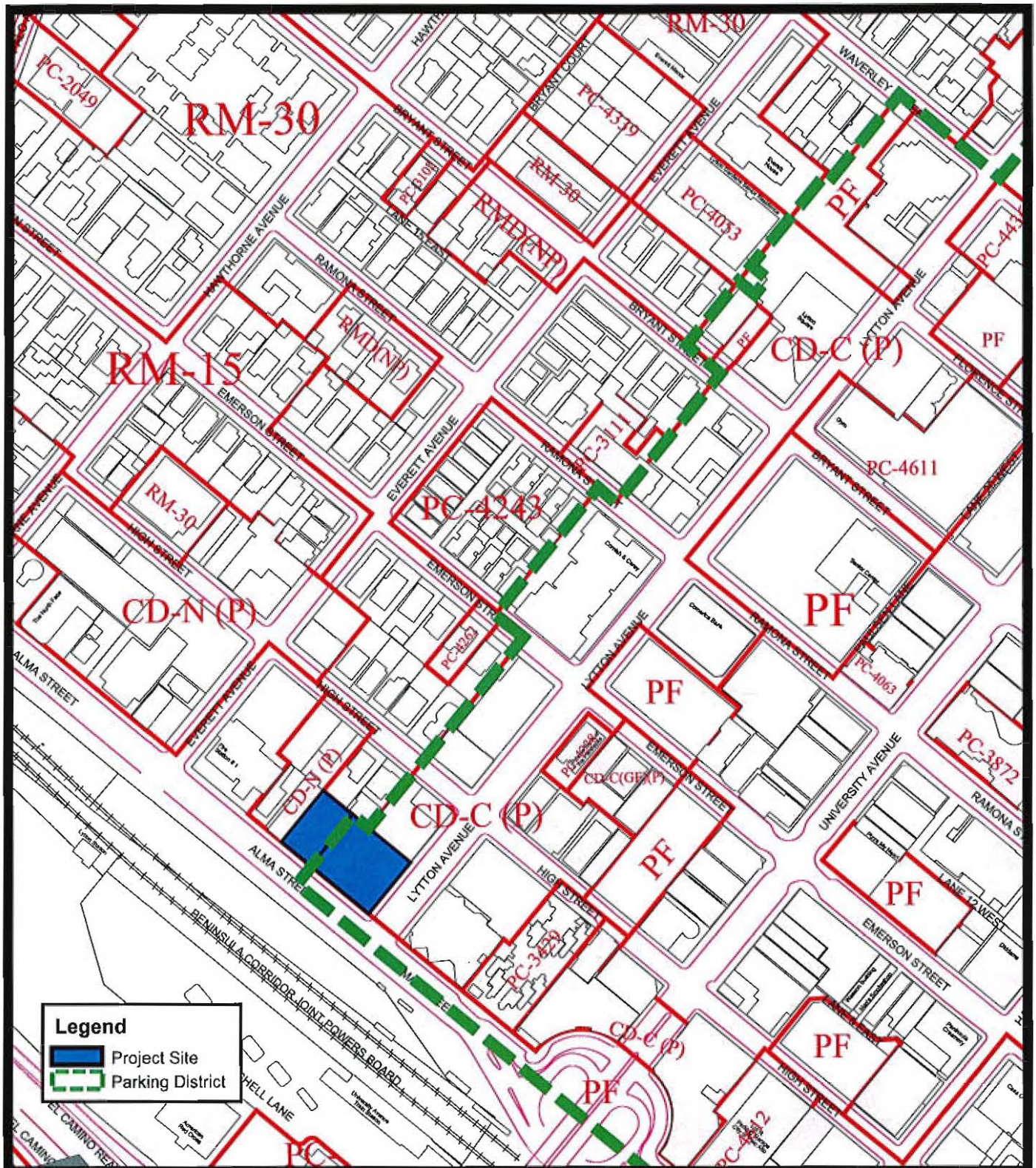
Jim Baer

Prepared by: Jason Nortz, Planner

Reviewed by: Amy French, Current Planning Manager

Department/Division Head Approval: _____

Curtis Williams, Director of Planning



The City of Palo Alto

ATTACHMENT A

335-355 Alma Street

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

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ATTACHMENT B – 335 and 355 ALMA PLANNED COMMUNITY - DEVELOPMENT STANDARDS COMPARISON*

DEVELOPMENT STANDARD FOR MIXED USES	CD-C (P) ZONE (355 Alma) REQUIREMENTS FOR MIXED USES	CD-N (P) ZONE (335 Alma) REQUIREMENTS FOR MIXED USES	PLANNED COMMUNITY REQUIRES	PROPOSED DEVELOPMENT
Site Area (sf)	No minimum	No minimum	No minimum	355 Alma=14,400 sf (.33 acre) 335 Alma=7,313 sf (.16 acre); site total: 21,713 sf/0.498 acre
Site Width/Depth (ft.)	No minimum	No minimum	No minimum	112' Lytton; 193' Alma
Nonresidential Use (site may be nonresidential; if residential, mixed with non-residential req'd per PAMC 18.18)	Ground floor office permitted. New buildings & alterations must be designed to accommodate retail use and comply with the provisions of the Pedestrian (P) combining district.	Ground floor office permitted up to 5,000 sf. Can request CUP to exceed 5,000 sf office limit; Eating and drinking limit 5,000 sf; Personal Services limit 2,500 sf. P-district provisions apply.	NA	49,150 sf nonresidential area including 800 sf retail café per plan set (residential is stated on sets as 9,500 sf). *Exceeds office area limitation of CD-C (N).*
PAMC 18.30(B) P District Regulations	Pedestrian design features required:	Display windows, weather protection, and landscaping	NA	evaluated in ARB review
Front setback (Lytton) Rear setback (ft) Interior side setback (ft) Street side setback -Alma	none 10' for residential portion, none for commercial portion None none	10 feet 10' for residential, none for commercial portion 10' abutting residential 5'	None required	*First four floors:* Lytton: 0 feet Rear: 3 feet Interior side: 45 feet per app. Alma: 0 feet *Fifth floor:* 57' side, 13' rear
Setback encroachments - all standard districts	Balconies, awnings, porches, stairways and similar elements may extend up to 6' into setbacks. Cornices, eaves and similar (excluding flat/continuous walls or enclosures of interior space) may extend up to 4' into front and rear and up to 3' into interior side setbacks			
Landscape Screening per PAMC 18.23	Setbacks abutting residential properties shall be planted and maintained as a landscaped screen; solid wall or fence 5 to 8' tall constructed along residential property line; windows offset to not have direct line of sight into residential; no highly reflective surfaces; Underground garages take into consideration need for landscaping along site perimeter and set back from property line to provide for landscaping when substantial planting is necessary.			

DEVELOPMENT STANDARD FOR MIXED USES	CD-C (P) ZONE (355 Alma) REQUIREMENTS FOR MIXED USES	CD-N (P) ZONE (335 Alma) REQUIREMENTS FOR MIXED USES	PLANNED COMMUNITY REQUIRES	PROPOSED DEVELOPMENT
Landscape Open Space	20% of site	35% of site	NA	3,478 sf garden +451 sf other = 3,929 sf (18% of site)
Usable Open Space	200 sf/unit for 5 units = 1000 sf may be a combination of private & common. Doesn't need to be ground floor (rooftop gardens not included).	200 sf/unit/5 units (150 sf/unit over 5 units, same as CD-C(P)) combo-allowance & dimensions as CD-C(P)	NA	300 sf terraces/4 units complies w/CD; 150 sf terrace/one unit (*non-compliant w/CD, unless mix of private/common requested*)
Min. dimension private	6 feet	NA	NA	NA
Min. dimension common	12 feet	NA	NA	NA
Maximum Height (ft) (a DEE per PAMC 18.76 may also be requested for architectural elements and design features to exceed height, but not for increased floor area)	40' within 150' of an abutting residential zone (the site abuts and within 150 feet of RM-30); Flues, chimneys, exhaust fans, AC equip't, elevator & similar architectural, utility or mechanical features may exceed height limit by up to15' (no habitable space for commercial/ advertising) per PAMC 18.40.090	35' within 150' of an abutting residential zone. PAMC 18.40.090 also applies.	35 feet within 150' of RM district. (If project is 60% residential and within 150 feet of RM40 can be 50 feet).	Does not conform to 35 feet maximum allowed for a PC within 150 of RM district. Proposal is 64 feet to parapet (top of aluminum panel equipment and residential floor) 50 feet is the level of the residential floor.
Daylight Plane	For a mixed use project, CD-C and CD-N have same situation: no daylight plane for a lot wider than 70' (as identical to those of the most restrictive residential zone abutting the lot line, RM-30). For nonresidential CD-N, plane is 10 foot above abutting res. property line, 1:2 slope)		Angle at 10 feet side/rear property line, increases 3' height for each 6' distance from line (unless 60% residential, then res. plane)	For northernmost 100 feet, bldg doesn't conform to PC daylight plane of 1:2; whereas project plans indicate a proposed daylight plane of 1:1. If not a PC, would comply.
Residential Density	40 units per acre (13 units allowable on 355 Alma without a PC, irrespective of commercial area in a mixed use project).	30 units/acre (4 units on 335 Alma w/o a PC (irrespective of commercial area)	NA	5 units proposed (12 less units than if the project site were developed pursuant to existing CD-C and CD-N zoning).
Total Mixed FAR	2.0:1 (if not next to residential, may be increased up to 3:1FAR with TDR/bonus floor area. This site is ineligible per 18.18.080(e))	.9:1 (if not next to residential, TDR/ bonus floor area up to 2.0:1. TDR ineligible.	NA (this site ineligible for TDR even as a PC)	58,650 sf total or 2.7:1 FAR

Total Residential FAR	1.0:1 in mixed use	.5:1 in mixed use	NA	.43:1 (9,500 sf per plan statement) – conforms with CD(N) and CD(P)
Non-Residential FAR=	1.0:1 in mixed use	.4:1 in mixed use	NA	2.26:1 (49.150 sf per plan) – *1.26 greater non-res FAR than if site were all CD-C(P)*

*Additional staff review required following initiation on conformance issues in conjunction with environmental review prior to ARB and PTC reviews.

Table 2: CONFORMANCE WITH CHAPTERS 18.52 and 18.54 (Off-Street Parking and Loading)**

Feature	Number Required**	Number Proposed	Conformance
Residential spaces for five one bedroom units	7.5 spaces (1.5 spaces per unit)	**123 parking spaces total;** 17 surface spaces, 49 spaces in level one underground, 57 spaces in level two below. Two EV charging stations at surface lot; undetermined number of EV spaces below grade. Applicant assumes the entire parcel is in the assessment district (it's not) and assumes assessment district exemptions for entire site, and hasn't provided data on how many spaces were assessed for 355 Alma in 2001.	83 spaces deficient prior to adjustments/exemptions: Need further data for consideration. a) Proposed exemption: Portion of 1st floor within Assessment District (approx. 32,404 sf not including residential or rooftop mechanical): Ground floor portion at approx. 7,444 sf = 29.7 spaces; Upper 3 floors each approx 8,320 sf of office area (128' x 65' including elevator lobby and one set of stairs) for 24,960 = 99.84 spaces: Potential parking reductions: Max 30%of remainder: (206-30) x 30% = 53 spaces Proposed: 206 spaces per code -30 (exemption) -53 (reductions) **123 parking spaces**
Residential guests	1 space for over 3 units plus 10% of total number of units = 1.5 spaces		
Commercial spaces	1 space/250 sf for all uses but residential = 196.6 spaces.		
Total Vehicle Parking Spaces *(without floor area exemptions proposed, some of which may be applicable – additional data required for analysis; eligible for adjustments due to proximity to transit, mixed use, TDM program, etc)*	**206 spaces** (197 commercial plus 9 residential) prior to adjustment. Exemptions and adjustments in assessment districts set forth in 18.52.060-080 (shared parking). Adjustments in non-assessment districts set forth in 18.52.050 (joint use, affordable housing, housing near transit, transportation and parking alternatives, TDM, etc)		
Residential Bicycle Parking	One/unit, long term (lt) = 5	Not addressed in prelim. plans	tbd
Commercial Bicycle Parking	In assessment district and outside, in CD-N: 1 bicycle space per 2,500 sf commercial space (40% long term(LT) 60% short term): 49,150 s.f./2,500 = 19.66 spaces including 7.8 LT	Not addressed in prelim. plans	tbd
Trees in surface lot (shading)	50% shade, perimeter planting, 1 tree per 11 space in row	Not address in prelim. plans	tbd

ATTACHMENT C

101 Lytton Project

Planning & Transportation Commission
Request for PC Zone Initiation

Applicant:

Lytton Gateway LLC
Boyd Smith
Lund Smith
Scott Foster

Jim Baer

Table of Contents

I. Introduction

The purpose of this application and the extensive materials provided are to enable the Planning & Transportation Commission to initiate the PC Zone process for 101 Lytton Avenue (the "101 Lytton Project"). It is our hope and expectation that the Planning and Transportation Commission finds that the urban design features, residential, retail and office uses, combined with spectacular architecture, transportation benefits and environmental leadership, are all cause to take pride in recommending advancement of 101 Lytton to ARB and the City Council. Such initiation will serve to entrench Palo Alto as a regional leader in mixed use, transportation oriented development and further the City's reputation of setting environmental standards for other communities to follow. The Applicant is committed to the many elements of the 101 Lytton Project and welcomes the many improvements that will arise during the public hearing process. What follows are general principles guiding the project without public benefit details.

A. Gateway and Urban Design Leadership

The 101 Lytton Project stands firmly beside the goals and policies of the City by creating a gateway that invites and welcomes all to Lytton Avenue and the Downtown, the City's and California's premier suburban commercial district. With unsurpassed contemporary design for the corner architecture, the 101 Lytton Project will become an iconic transit-oriented center. The 101 Lytton Project will become a pedestrian centered community building offering features that include a promenade entry to the Downtown beginning with the crosswalk from the Transit Station, amenities available to the public such as art, corner entry, rear plaza and raised garden, benches, landscaping, street trees, limited curb cuts, ground floor retail, and concealed rear surface and below grade parking, With excessive setbacks and consistent with a daylight plane for the entire building, the 101 Lytton Project becomes a compatible neighborhood building. With its mix of uses, the 101 Lytton Project combines ground floor retail, superior office, housing and affordable housing with spectacular integration and extremely low school, traffic, acoustic or other impacts. Signage on the building can announce this location for train riders as Silicon Valley's epicenter, welcoming visitors to Palo Alto. We will fulfill Comprehensive Land Use and Urban Design goals uniformly, with commitment and leadership that will make this location a proud Gateway for the community.

B. Transit-Oriented Housing Leadership

Throughout late 2009 and 2010 during public hearings of the City Council and the Planning & Transportation Commission and during Community Forums, updated housing policies have been discussed in preparation for the amendment to the Housing Element of the Comprehensive Plan. The August 11, 2010 hearing with the Planning and Transportation Commission well summarized the May 12, 2010 recommendations of the City Council:

- **Focus on sites within ½ mile of transit stations.**

- **Evaluate limited exceptions to the City's 50-foot height limit within ¼ mile of fixed rail transit stations.**

- **Housing sites shall be accessible to services and neighbors, compatible with the proximity to jobs and schools and accessible to transit and potential for mixed use development.**

- **Explore potential housing inventory sites using LEED for Neighborhood Development particularly near transit and services (University Avenue).**

The most recent community forum on September 7, 2010 City Council directions were specified:

- **Identify existing site zoned for mixed use in proximity to transit and services.**

- **Focus on sites within ½ mile of transit stations.**

- **Allow mixed use with no decrease of retail sites.**

- **Among the primary criteria for housing sites should provide such things as access to services, accessibility to neighbors, close to jobs and schools, accessible to transit, and evaluate potential for mixed use development.**

- **Emphasize smaller units, and minimize housing impacts on schools and other public facilities.**

The 101 Lytton Project advances all of these community goals for housing. **The site is less than 100 feet from the CalTrain Transit Station.** The units are entirely 1 Bedroom units and will minimize school and service impacts. The 101 Lytton Project is a mix of uses that preserves and enlarges the retail uses at a level greater than zoning. As a Gateway to the Downtown, there are abundant services in this most successful suburban Downtown in California. While the office building remains 50 feet tall the housing on the 5th floor serves as a leading example of TOD Housing exceeding 50 feet as it should. The 101 Lytton Project advances Palo Alto's achievement of its Regional Housing Need Allocation – and meets BMR requirements on site by providing one BMR unit. The 101 Lytton Project will not only provide sound leadership – it will be exemplary of Palo Alto's progressive policies for mixed-use housing near transit. Consistent with California Government Code 65915 and SB1818, the 101 Lytton Project requests a single concession to the height limit to allow for housing and the affordable housing,

C. Transportation Policy Leadership

For over a decade the City's land use policies and Comprehensive Plan have emphasized the importance of transportation leadership. Without identifying specific Comprehensive

Plan provisions, the City's transportation goals captured by the 101 Lytton Project are highlighted below:

- Pedestrian amenities and connectivity are emphasized. The many curb cuts and drive lanes of the current gas station facility interrupt and interfere with pedestrian movement. The 101 Lytton Project creates a walkable pedestrian environment along both Lytton and Alma.

- There will be numerous pedestrian amenities to encourage the walkable characteristics of the Downtown that include a plaza and garden as a public gathering place, a strong corner entry, with connectivity by location to residential neighbors.

- A portion of the ground floor of the 101 Lytton Project will be dedicated to retail or food service uses that support transit riders.

- Public transportation will be supported and emphasized by bus and train passes for employees of the 101 Lytton Project.

- Surface parking is located behind the building and in two-levels below grade that include electric vehicle charging stations available to the public.

- The underground parking area will include electric vehicle charging stations for employees of the 101 Lytton Project.

- While the parking provided exceeds the number of parking spaces required by code, the project provides 118 parking spaces on site that is substantially less than the 4/1000 that could be justified for the 101 Lytton Project. This parking scheme reduces the single use occupancy of vehicles.

- By proximity to a multi-modal transportation center automobile use is greatly reduced.

- By providing a mixed use development with on site housing, automobile use is reduced.

- The 101 Lytton Project will provide a Transportation Demand Management Plan administered by tenants of the project that can result in reduction of single use automobiles by 40%.

The Applicant invites other creative solutions from City policy makers and staff to further reduce vehicular dependency.

D. Environmental Design Leadership

In addition to the many transportation and housing policies described previously that greatly benefit and provide exemplary leadership policies for the environment related to transportation, the 101 Lytton Project also greatly benefits the environment by its important design leadership. These environmental design features include:

- LEED standards for the new site and building tenant improvements.
- Highly efficient design of irrigation for landscaping and street trees;
- Planting of new street trees that will provide temperature control and CO2 absorption.
- Refuse and perishable efficiencies with progressive purchasing policies for building tenants, comprehensive recycling, and proper treatment of disposable products.
- Installing a garden and plaza as a public gathering place that will serve those who ride the train and those who greet train-riding guests;
- Goal of 35% reduction of indoor energy and water use relative to similar Downtown businesses and buildings;
- Measurement and verification of reduced energy and water use;
- Support of City of Palo Alto conservation and environmental goals for the Downtown.

II. Existing Conditions

The Applicant has entered into a long-term lease for the site that contractually compels the Applicant to be responsible for obligations normally undertaken by an owner. The owner of the property had closed the Shell service station permanently in August of 2010 before the Applicant entered into a transaction with the owner. The Applicant has not been involved with the closure of the Shell station and services.

A. Difficult Site

Previously a Shell service station operated on the site since 1971. The site, after closure, is currently unoccupied and consists of an abandoned service station and mechanics' garage and eight covered fueling stations with four pump stations. There are four large entry drive lanes, two each from Lytton and Alma with curb cuts for vehicles. The site is currently enclosed by a six-foot high chain link fence. There are few street trees because of the curb cuts for driveways, no landscaping, and concrete and asphalt surfaces that are impervious over the entire site. There are a few unhealthy pine trees on site. There are only 3 on site parking spaces not associated with the pumping stations.

The site consists of approximately 22,000 square feet that is 193 feet along Alma and 112 feet along Lytton.

B. Existing Buildings Have No Historic Value

There are two connected buildings along the northern and eastern edge of the property totaling 2,300 square feet in addition to the pumping station islands on site. Built in 1971 and without architectural or use distinctions the building improvements are of no historic significance. The Northern portion of the structure (the portion closest to our residential neighbors and also the largest portion of the structure) has been used as a mechanics' shop with multiple car lifts. As an active four door mechanics' shop there has been extensive use of both compression and power tools that generated notable noise throughout the day. The Southern portion of the structure has been used as a mini-mart.

The structure sits a few feet from the site's Eastern abutting residential lot line, which is in violation of current setback requirements and impacts the daylight plane, and acoustic impacts for our residential neighbors.

The 101 Lytton Project mitigates noise, exceeds setback requirements and fully satisfies the daylight plane and should be a substantial improvement for residential neighbors.

C. No Hazardous Materials

Romig Engineering has conducted a Phase 1 environmental report for the site. We have provided this report to Staff and believe it may be valuable for the Planning and Transportation Commission's early review. No significant environmental concerns are identified by Romig Engineering. We anticipate that Shell, the responsible party on government records, and operator of the station, will be able to quickly obtain closure of the site from the appropriate government agencies after removing the underground storage tanks The obligations of Shell remain with Shell and have not been assumed by the Applicant. The Applicant's long term ground lease of the site includes obligations by the previous owner and Shell to complete clean up and closure activities. We have been involved previously with closure of service station sites at 775 Page Mill Road, 3980 Fabian Way, 1795 El Camino Real and 2701 El Camino Real. We understand the process that Shell will be able to manage expertly. Shell has been periodically monitoring the ground water quality at that the site with an internal groundwater monitoring program, and no historical impacts to ground water have been found.

D. Neighborhood Context

Directly East of the site along Lytton Avenue is a multi-tenant commercial and retail building occupied by OnLive and Darbar Restaurant. East of Darbar at the corner of Lytton and High is 3rd Door, a fitness and wellness facility. Directly North of the site is the Dahl Plumbing building, which is currently leased as an office use to a start-up technology company. North of the Dahl building is the Palo Alto Fire Station building at the South East corner of Alma and Everett. South. Directly south across Lytton is the four-story office building known as 130 Lytton and occupied by A9 – a technology leader owned by Amazon.com. West of the site across Alma Street is the Cal Train transit station which is the most active station between San Jose and San Francisco.

North East of the site are two residential lots with a single family home on each lot. These homes are not occupied by the owner – they are being rented and have been rented for many years. The rear section of the residential lot that abuts the site's most North Eastern border is currently fenced off and serves as a parking lot for the Dahl Plumbing technology office building.

The only residential lots on the block within which the site is located are the two lots that abut the site's North East border. Heading North across Everett along Alma and High is an entirely commercial block with Peninsula Open Space Trust, Sierra Designs, a building occupied previously by KKR, and a few buildings that house architects, non-profits and professional organizations.

See the attached aerial photos and site and building plans that should help clarify what is written here.

101 Lytton Project
"Gateway to Palo Alto"

III. Proposed Project

KORTH SUNSERI HAGEY ARCHITEC

12 January 2011 (DRAFT)

Design Description

101 Lytton Avenue is designed to be the prominent gateway building for Downtown Palo Alto from the western edge of the city.

This mixed-use building will include office space, retail, residential, parking and a ground floor garden.

The primary building volume is located along Alma Street, extending to Lytton Avenue, with a dynamic architectural corner anchoring the intersection of these two prominent streets. A ground floor garden is proposed between the building and the neighboring building to the east, creating a transition in from the existing context. The garden will be directly accessible to pedestrians from Lytton Avenue. The building Lobby, located directly adjacent to the garden will be enclosed with floor to ceiling glass, The blurring the line between indoor and outdoor space.

A café and other tenant space will also be located on the ground floor. Three levels of office space will be available on floors 2,3 and 4. The fifth floor will provide residential units along Alma, with the remainder of this level dedicated to required mechanical spaces. This entire level is set back from the perimeter of the building below, with outdoor terraces for the residents providing views to the west.

The exterior of the building will be composed of high quality materials, including a palette of high performance tinted glass, painted aluminum trim and warm-toned textured panels. The exterior wall system facing Lytton Avenue and the eastern elevation will be clad with the warm-toned panels and tinted glass, the warm tones responding to the existing context of Downtown Palo Alto. A varied palette of tinted glass is proposed for the Alma elevation and the prominent corner of the building. The pattern of the glazing on the western elevation will be arranged to imply movement, referencing the rail line and train station across the street. The ground floor storefront will be also be recessed along Alma, to provide a sense of pedestrian scale.

Two levels of below-grade parking will be available, accessed from Alma, near the northern edge of the property.

This project will also incorporate a thoughtful program of sustainable design features.

Ted Korth

A. Gateway Architecture

Located at one of the most prominent gateways to Downtown Palo Alto, this project presents the opportunity to create a mixed-use development that rightfully represents the City of Palo Alto as the epicenter of technology, information, financial and legal services, progressive community services and standards and culture for Silicon Valley. We are the undisputed center. The 101 Lytton Project intends to pronounce our central leadership establish a Palo Alto gateway with taste, timelessness and authority through extraordinary architecture, landscape and site planning and execution of these plans.

B. Gateway Commercial Office Project

An iconic, four-story, 49,000 square foot Class A office building will define this gateway.

C. Gateway Retail and Pedestrian Gathering Place

A ground floor retail presence is an essential feature of our pedestrian oriented project. Combining the warmth of a coffee shop with the inviting nature of a large public plaza, public garden with public art, stunning architecture and signage will create a new core gateway along the western edge of the downtown district.

D. Transit-Oriented Housing and New Homes

By including top floor residential, the 101 Lytton Project aims to contribute towards the vibrant Downtown environment. SB1818 encourages new residential developments to commit a substantial proportion of the project to affordable housing by offering incentives. 101 Lytton includes plans for five apartments with one of them reserved for affordable housing hereby invoking SB1818. All of the units are one-bedroom, smaller units that will have insignificant impacts on schools and services.

E. Opportunities

- Opportunity to meet many objectives of the City's Comprehensive Plan to provide a mixed-use, pedestrian friendly development on the rail line.

- Create gorgeous LEED transit oriented gateway project at entrance to downtown Palo Alto with a spectacular urban garden for public gathering.

- Provide example to other Peninsula cities of appropriate site development next to Caltrain. This will be the most visible project in the City of Palo Alto from the train.

IV. Project Cannot Be Developed Other Than As A PC Zone

PAMC 18.38.060 concerning Planned Community Zone Districts requires a first finding that "...the site is so situated, the use or uses proposed for the site, are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development."

In this section we demonstrate how little zoning relief is sought for the 101 Lytton Project and illustrate the mitigated measures we have undertaken to respect the lone abutting residential property in the entire block. Section V details the extensive list of public benefit features that the Applicant is committed to and that cannot be compelled by the City. As explained herein, this is a great land use transaction for the City and exemplifies the best of PC Zone practices.

A. The 101 Lytton Project Seeks Extremely Little Relief From Existing Zoning

There are only two forms of relief sought by the 101 Lytton Project from only two zoning constraints – both of which are related to the project abutting a small residential property located at the north eastern rear of the property along High Street. The abutting residential property is the only residential property in a block that is otherwise entirely commercial. The relief we seek is a PC Zone rather than pursuing a less difficult variance under SB1818 and state-mandate housing relief because the Applicant is committed to an extensive schedule of public benefits that will make this an extraordinary gateway design, Housing, Transportation and Environmental leadersnhip success.

We are unaware of any recent PC Zone that requires so little relief from current zoning in any location. The two items of zoning relief are:

(1) Exceeding the height limit of 35 feet allowed for a commercial building abutting a RM 30 residential property. Without the abutting residential property, the height limit would otherwise be 50 feet and to respect this sacrosanct height policy, the commercial portion of the building meets those criteria. As to the residential portion of the building, exceeding the 50 foot height limit has been encouraged for transit-oriented mixed-use buildings by both the City Council and the Planning and Transportation Commission during 2009 and 2010 hearings and Community Forums about the Housing Element and in some circumstances is compelled by SB1818 and Cl Government Code 65915. Following this guidance, the top floor of residential exceeds 50 feet. Worth noting, however, is that the residential portion elevates no higher than the 15 feet of mechanical equipment a commercial building is allowed to construct on top of the usable floor area.

(2) Exceeding a 1:1 commercial FAR without full ordinance support occurs only because the use of TDRs are prohibited for a property abutting a residential property. With TDRs, the 101 Lytton Project would otherwise achieve its commercial area of 49,000 square feet or 2.01 FAR. In fact, the 101 Lytton Project could be allowed as

much as **3.0 FAR in CD-C** and **2.0 in CD-N** for commercial uses. Therefore, the project's commercial FAR is below what could be achieved under current zoning given the use of TDRs, floor area exemptions, and beneficial adjustments to increase FAR under zoning ordinances particularly for the Downtown Assessment District for a mixed-use building.

The 101 Lytton Project requires a PC ZONE for relief from existing zoning only because it abuts a single residential property on an otherwise entirely commercial block, and as described below, has undergone extensive mitigations for such minimal zoning relief. All other zoning policies and constraints are respected and abided by.

B. The 101 Lytton Project Mitigates Its Possible Impacts On The Abutting Residential Property

The 101 Lytton Project mitigates its impacts on the adjacent residential properties by:

a. Providing a FAR setback on the eastern property line of approximately 45 feet that greatly exceeds the much lower 10 foot setback for CD Zoned property abutting residential;
b. With the great depth of setback, the entire building, including the commercial and residential floors, comply with a 1:1 daylight plane for the full height of the building, as applies in the CD-C Zone Districts;
c. greatly reduced noise from the 101 Lytton Project because of elimination of the mechanical repair building at the former Shell Station site.

C. Extensive Public Benefits

The 101 Lytton Project has planned many site development outcomes and use outcomes that benefit the City and that cannot otherwise be compelled under the CD Zone or any other "C" Zone. There are extraordinary urban design features, housing benefits (including affordability), parking features (including electric charging stations), and many environmental benefits. All these benefits are sincerely offered and committed to by the 101 Lytton Project. Many of these features are elements of public benefit not only by their inherent nature, but also because they cannot be compelled. Greater detail is provided in Section VI (Project Public Benefits).

VI. Determination of Public Benefits

PAMC 18.38.060 provides the required determinations for a PC Zone.

> *"Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the planning commission and city council, as appropriate, shall specifically cite the public benefits expected to result from use of the planned community district."*

In this Section V, we present the public benefits for the 101 Lytton Project with all of the items committed to by the Applicant and of the type of improvement or use that cannot be compelled by underlying zoning. We hope you concur that this is an extraordinary schedule of public benefits not otherwise achievable than through this PC Zone application. We apologize in advance for listing those few items that could not be compelled through underlying zoning or by ARB review, but their mention seemed appropriate to round out the full public benefit.

A. Retail Amenities

- The 101 Lytton Project commits to provide no less than 800 square feet for a ground floor coffee shop to support train riders, commercial tenants in the area, local residents and visitors to the west downtown area. This feature further enhances the pedestrian experience for west downtown with a cozy and welcoming indoor/outdoor atmosphere. *Cannot be compelled*

B. Urban Design Features

- Public use of an onsite garden along Lytton. This substantial area is specifically provided for public use with all maintenance provided by the 101 Lytton Project. Due to the ground lease nature of the Applicant's ownership, dedication to the City of this area is not possible. *Cannot be compelled*

- Public art in the Lytton plaza *Cannot be compelled*

- Corner architectural features will embrace and facilitate pedestrian movement. *Cannot be compelled*

- Full public use of amenities such as benches, seats and pedestrian waiting areas. *Cannot be compelled*

• Enhanced, new urban forest through a reduction of curb cuts (by closure of the Gas Station) and new onsite trees with modern irrigation.	*Cannot be compelled*
• Pededstrian design for 101 Lytton. Eliminating three of the four curb cuts currently in place and disguising surface parking to make this an important entry piece to downtown.	*Cannot be compelled*
• New plantings and landscaping for the public along frontage, including new street trees consistent with the City's street tree plan.	*Cannot be compelled*
• Creation of a major promenade for pedestrians along Lytton Avenue by eliminating the two existing curb cuts and drive lanes, and providing no new curb cuts along the entire length of Lytton.	*Cannot be compelled*
• All Parking is located behind the building or underground as recommended by the Comprehensive Plan. There is only one curb cut along Alma for all on-site parking – surface and below grade. This makes for a beautiful pedestrian environment.	*Cannot be compelled*
• Many Site Development outcomes and use outcomes that benefit the City.	*Cannot be compelled under the CD-N or CD-S Zones.*

C. Housing

1. Planning & Transportation Division Staff Report published August 11, 2010

101 Lytton fully subscribes to the ongoing effort that the City is making to update the Comprehensive Plan by defining the type and amount of housing that can best be accommodated. The City of Palo Alto Planning & Transportation Division Staff Report published August 11, 2010, has provided the following specific guidelines that this project adheres to:

- Focus on sites **within ½ mile of transit stations** if well served by transit or likely to be well served.
- Evaluate limited **exceptions to the City's 50-foot height policy** within ¼ mile of fixed rail transit stations.
- Housing sites shall be **accessible to services** and neighbors, compatible with the neighborhood, **proximity to jobs** and schools and accessible to transit and potential for **mixed use** development.

101 Lytton satisfies all the above criteria as well as the Council's direction regarding the type of housing the City should be supportive of:

- Emphasize smaller size units, and minimize housing impacts on schools and other public facilities including units for seniors.

- Evaluate higher density, smaller unit overlays particularly in the two transit oriented areas (Cal. Avenue and Downtown).

With 5 projected 1 BR apartments and 20% (1 unit) designated as affordable, 101 Lytton is directly on point with the Council's desire to provide affordable housing and minimize the demand for schools:

2. The Housing Element.

As part of the Housing Element, the California State Housing Element law requires that localities provide and plan for the development of their "fair share" of the region's housing need:

> *"State law does not require local governments to provide housing to meet all of its identified need, however, it requires that the community plan for the needs of all their residents and identify potential sites to accommodate the identified housing needs."*

The City of Palo Alto further directs development of housing through Housing Element H2.

> H2 Goal – Build housing that is near Transit, Shopping, and Employment.
>
> H2.1 Policy – Emphasize and encourage the development of affordable and attainable housing.

With no addition to the actual building height, 101 Lytton meets the Housing Element H2 by providing for housing across the street from the region's premier transit station and setting aside 20% of the units for affordable housing (1 of 5 total units).

3. Planning & Transportation Division Staff Report published October 20, 2010

In Staff Reports from the Planning & Transportation Division released as recently as October 20, 2010, the staff recommended that the Planning and Transportation Commission review and discuss the vision statement, goals, policies and programs for the Housing Element Update. The vision statement for that Housing Element Update reads as follows:

> *"Palo Alto is a sustainable community to live in, with neighborhoods that are near schools, transit, parks, shopping, work and treasured cultural institutions."*

The residential component of 101 Lytton clearly adheres to this vision with housing on the top fifth floor that cannot be compelled other than in a PC Zone.

C. Transportation Benefits

1. Electric Charging Stations

- Electric car charging stations in the private underground garage. *Cannot be compelled*

- Electric car charging stations in the publicly accessible surface parking area. *Cannot be compelled*

2. Bicycle Parking

- Secure bicycle locker storage in the private underground garage for office workers and residents.

- Secure bicycle parking for the public, including retail customers. *Cannot be compelled*

3. Way2Go Program Support

101 Lytton shall provide tenants with subsidized train passes as well as ample bike racks and lockers so as to encourage alternative transportation. *Cannot be compelled*

4. Transportation Demand Management

Transportation demand management program to reduce single occupancy vehicle use by 25%. *Cannot be compelled*

E. Parking

The 101 Lytton Project provides **41 more parking spaces on site than required** under existing zoning, and **5 more parking space on public streets** by closing 3 of the 4 driveways used by the previous gas station tenant. *Cannot be compelled*

1. On Site Parking.

The project's parking is entirely self-contained and the number of parking spaces provided is well above City requirements. Further, the Applicant meets the comprehensive plan objectives of reducing single occupancy vehicles by not providing excessive parking. The zoning provisions are complex and are detailed below:

- PAMC 18.52.070(a)(1)(E)(3) does not require parking in conjunction with replacement of existing building area. The 2,300 square feet of existing building are without parking and so no parking is required for this 2,300 sf area.

- PAMC 18.52.060 provides that in the Downtown Assessment District any property is allowed 1:1 FAR exempt from any parking requirement. Therefore, No parking is required for the first 22,000 square feet of commercial area (this is the size of the parcel) under this provision.

- PAMC 18.52.070(a)(1)(D) exempts 200 square feet for every building.

- PAMC 18.52.070(a)((1)(A) exempts any area required for compliance with ADA for the replaced existing floor area, We estimate the handicap upgrades to be about 400 square feet.

- PAMC requires 1.5 parking spaces per one-bedroom unit plus an additional 10% for guest parking. Therefore, the five apartment units on the top floor require a total of 7.5 spaces plus another 0.75 for guests totals 8.25, which rounds out to eight spaces.

The total commercial area that is exempt before taking any statutory mixed-use reductions is 24,900 square feet. The total commercial area of the building is approximately 49,000 square feet. Applicant does not yet have precise areas, however, a portion of the floors used for stairs, elevator and ground floor lobby are shared by both the top floor residences and the lower commercial floors. The residential portion of these areas will not be included in the project's final parking requirement measurements, therefore 49,000 square feet less 24,900 exempt square feet leaves approximately 24,000 new square feet that must be parked.

A building in the assessment district must provide 4 parking spaces per 1,000 square feet of non-exempt floor area. However, per numerous provisions of PAMC, the ratio may be lessened to require 3.2 spaces based on proximity to transit, mixed use buildings inclusive of residential, and affordable housing. Having satisfied each of these criteria, our requirement for 24,000 square feet of new, non-exempt commercial area at 3.2 ratio is 77 spaces.

Subject to final building measurements, the 101 Lytton Project provides 19 spaces on the surface and 99 spaces in the two-level underground parking garage for a total of 118 spaces – much greater than the 77 spaces that could be required by the ordinances after granting exemptions and adjustments. The addition of 41 spaces could not be compelled by the City other than as a PC Zone.

We provide 2.4 spaces per 1,000 square feet of commercial area which is consistent with technology and financial service users in the Downtown.

2. On Street Parking

By discontinuing the gas station use, Applicant eliminates one driveway on Alma and two driveways along Lytton. The closure of these curb cuts will generate at least 2 new parking spaces on Alma and 3 on Lytton for a total of 5 additional parking spaces the general public can use.

F. Environmental Benefits and Leadership

1. Electric Charging Stations.

Honoring the past and future of sustainability is a part of thoughtful design 101 Lytton has adopted. Electric vehicle charging stations open to the public, patrons and tenants will occupy the surface level parking area as well as the underground parking garage. *Cannot be compelled*

2. Surfaces

The 101 Lytton Project contains permeable treatments at or near the sidewalk to be implemented in conjunction with Public Works. State of the art design of the slabs and surface in the garages so no untreated water discharge into storm drains, and maximization of treatment of water on site. *Cannot be compelled*

3. LEED Design

LEED components, features and possible certification are an integral part of the 101 Lytton Project. *Cannot be compelled*

4. Water and Electric Conservation

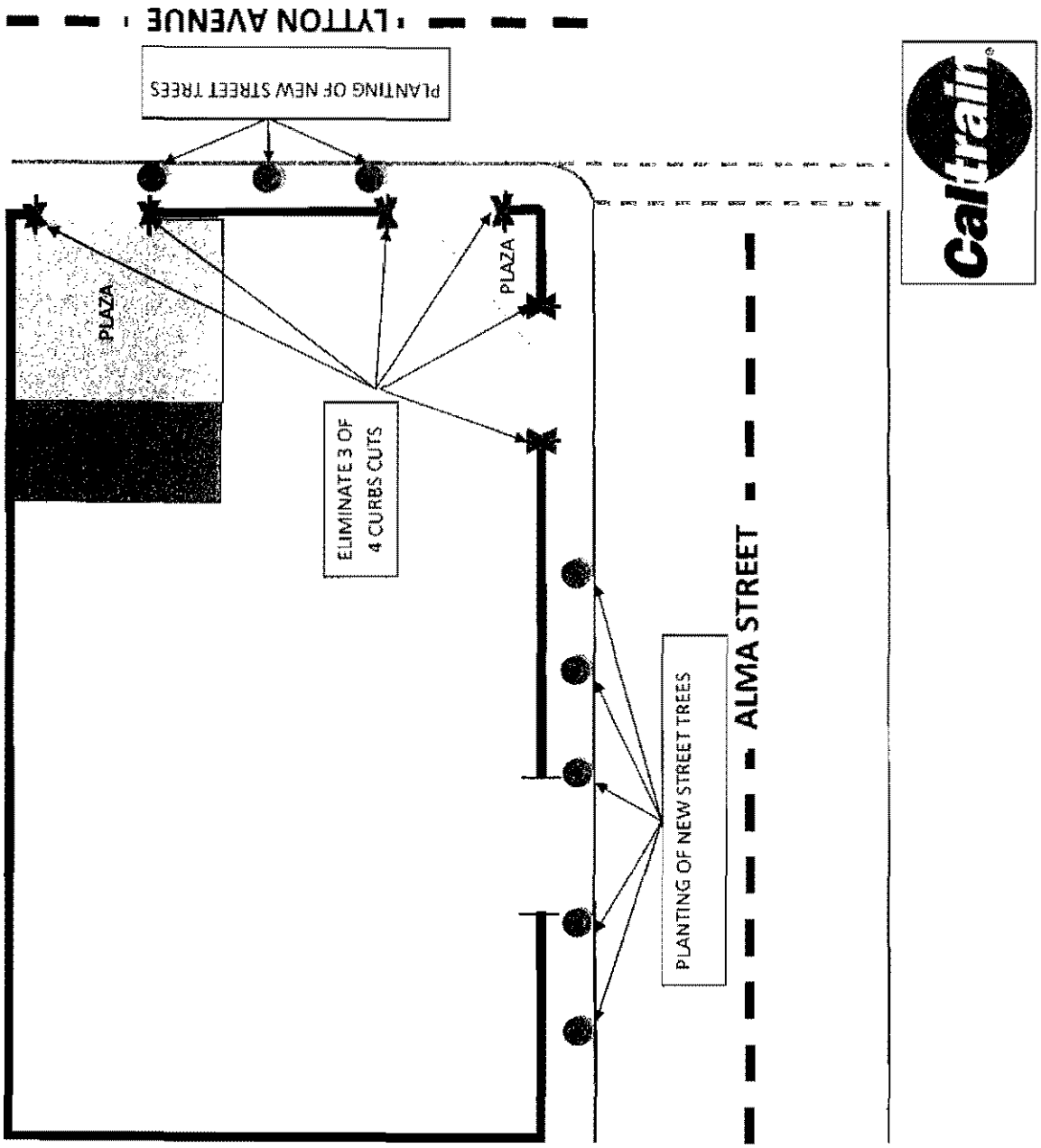
State of the art water and electric conservation standards developed with City of Palo Alto Utility Department. *Cannot be compelled*

5. Solid Waste Management

Management of the solid waste from construction and reduction of waste stream materials in operation. *Cannot be compelled*

G. New Employment and City Revenue

As the only new building of more than 10,000 square feet submitted to the city for 2011 approval and 2011 construction, the 101 Lytton Project significantly contributes to new employment and revenue goals and will bring great and needed vitality to Alma and Lytton.


LYTTON AVENUE
PLANTING OF NEW STREET TREES
PLAZA
PLAZA
ELIMINATE 3 OF 4 CURBS CUTS
PLANTING OF NEW STREET TREES
ALMA STREET
Caltrain

VII. Process and Public Outreach

Applicant has reached out to the immediate residential and commercial neighbors and has discussed the proposed project with them. The current design and setback incorporates the dialogue we have had thus far and will continue throughout the planning process. Applicant also looks forward to having the community involved and engaged in the Public Hearing Process to help make the project a success for local residents, businesses, and the City.

V. Compliance With Comprehensive Plan

The Zoning Ordinance governing PC ZONE provisions is set forth in PAMC 18.38. PAMC 18.38.060(c) requires that the following findings must be made: "The use or uses permitted, and the site development regulations within the district shall be consistent with the Palo Alto Comprehensive Plan."

The uses include one-bedroom rental housing units, including an affordable unit, retail (including restaurant) ground floor area, office and R&D uses, public plaza, public garden, public art and parking are all permitted uses that enables the finding with respect to uses.

The 101 Lytton Project so powerfully exemplifies the goals of the 1998-2010 Comprehensive Plan and land use policies discussed subsequently, particularly in 2009 and 2010, that we provide extensive analysis of compliance with the Comprehensive Plan. Please forgive us if we provide too many Comprehensive Plan Policies for this important finding, but we are confident that the 101 Lytton Project expresses and enhances City land use goals, policies and programs of the Comprehensive Plan.

The 101 Lytton Project addresses the following elements of The Comprehensive Plan.

A. Land Use and Community Design Element

Land Use and Community Design components of the Comprehensive Plan provide, Goal, Programs and Policies that deal primarily with physical and design characteristics such as:

a. Public art
b. Public plaza and gathering places
c. Establish links with the train station
d. Support pedestrian and bicycle use – a walkable community
e. Provide underground parking and parking located behind the building
f. Provide public landscaping
g. Strengthen the identity of important community gateways
h. Enhance desirable characteristics in mixed-use areas
i. Foster public life
j. Improve the downtown by encouraging large development projects
k. Enhance the downtown; with a mix of commercial, civic and residential uses
l. Enhance the image and character of the City
m. Promote high quality, creative design and site planning
n. Design buildings to enhance a sense of community
o. Strengthen the identity of community gateways
p. Provide creative parking solutions

The 101 Lytton Project advances and enhances each of the Comprehensive Plan goals set forth above and below and is consistent with creating 101 Lytton as an important gateway, with a link to CalTrain, public art, public park and plaza and mixed uses

enhancing community character, creative parking solutions and providing a pedestrian oriented building. The 101 Lytton Project will create a landmark project at the gateway to Downtown that rightfully represents the City of Palo Alto as the epicenter of technology, financial and investment analysis, retail services and culture for Silicon Valley. This is why we provide so much extensive Comprehensive Plan Land Use and Community Design elements. As you review the Application we are certain you will recognize and appreciate the efforts undertaken so that the 101 Lytton Project satisfies each of these Comprehensive Plan elements.

Goal L-2: An enhanced sense of "community" with **development designed to foster public life and meet citywide needs.**

Goal L-8: Attractive and safe **civic and cultural facilities provided in all neighborhoods and maintained and used in ways that foster and enrich public life.**

Goal L-9: **Attractive, inviting public spaces and streets** that enhance the image and character of the City.

Policy L-9: Enhance desirable characteristics in mixed use areas. Use the planning and zoning process to **create opportunities for new mixed use development.**

Program L-21: Improve the University Avenue/Downtown area **by adding landscaping and bicycle parking and encouraging large development projects to benefit the public by incorporating public art.**

Policy L-23: Maintain and enhance the University Avenue/Downtown area as the central business district of the City, with a mix of commercial, civic, cultural, recreational and residential uses. **Promote quality design that recognizes the regional and historical importance of the area and reinforces its pedestrian character.**

Policy L-24: Ensure that University Avenue/Downtown is pedestrian-friendly and supports bicycle use. **Use public art and other amenities to create an environment that is inviting to pedestrians.**

Policy L-27: **Pursue redevelopment of the University Avenue Multi-model Transit Station area to establish a link between University Avenue/Downtown and the Stanford Shopping Center.**

Policy L-42: Encourage Employment Districts to **develop in a way that encourages transit, pedestrian and bicycle travel and reduces the number of auto trips for daily errands**

Policy L-48: **Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.**

Policy L-49: **Design buildings to revitalize streets and public spaces and to enhance a sense of community and personal safety. Provide an ordered variety of entries, porches, windows, bays and balconies along public ways where it is consistent with neighborhood character; avoid blank or solid walls at street level; and include human-scale details and massing.**

Policy L-67: Balance traffic circulation needs with the goal of **creating walkable neighborhoods that are designed and oriented towards pedestrians.**

Policy L-71: **Strengthen the identity of important community gateways.**

Policy L-72: **Promote and maintain public art** and cultural facilities throughout Palo Alto. Ensure that such projects are compatible with the character and identity of the surrounding neighborhood.

Program L-72: **Develop a strategy to enhance gateway sites with special landscaping, at, public spaces and/or public buildings.**

Policy L-73: **Consider public art and cultural facilities as public benefit** in connection with new development projects. Consider incentives for including public art in large development projects.

Program L-73: Revise the Zoning Ordinance to require the **location of parking lots behind buildings rather than in front of them**, under appropriate conditions.

Policy L-75: **Minimize the negative physical impacts of parking lots. Locate parking behind buildings or underground wherever possible.**

Policy L-77 Encourage **alternatives to surface parking lots to minimize the amount of land that must be devoted to parking**, provided that economic and traffic safety goals can be achieved.

Program L-77: Revise parking requirements to encourage creative solutions such as valet parking, landscaped parking reserves, satellite parking, and others that **minimize the use of open land for parking.**

Policy L-78: **Encourage development that creatively integrates parking into the project by providing for shared use parking areas.**

Policy L-79: **Design public infrastructure, including paving, signs, utility structures, parking garages and parking lots to meet high quality urban design standards.** Look for opportunities to use art and artists in the design of public infrastructure.

B. Transportation Element

The Transportation elements of the Comprehensive Plan are enhanced by the 101 Lytton

Project. The Transportation element encourages reducing use of single-occupant vehicles, use of public transportation by supporting improvements and amenities that will encourage use of public transportation, improved sidewalks, including street crossings and use of street trees, provide for parking for employees that does not intrude onto residential neighborhoods, provide community gathering places that encourage pedestrian and bicycle uses.

The 101 Lytton Project embraces Transportation Programs and Policies. The 101 Lytton Project honors the CalTrain station and its use with extensive public amenities and services that will also support use of jitneys and buses that operate from CalTrain station to Stanford and employment centers in Palo Alto and throughout Santa Clara and San Mateo counties. The 101 Lytton Project will develop and implement a Transportation Demand Management System. The 101 Lytton Project physically improves sidewalks and pedestrian connections to the CalTrain multi-modal station in ways prescribed by the Comprehensive Plan. There will be secure bicycle parking for employees and the public. Parking does not intrude into neighborhoods. Mixed-use development, though extremely difficult to develop, finance and manage will be developed at this Gateway location as an example for the Greater Bay Area. Only Palo Alto can provide this kind of leadership because of its progressive policies and commercial and residential rental opportunities. The 101 Lytton Project addresses the following elements of the Comprehensive Plan.

Goal T-1 **Less Reliance on Single-Occupant Vehicles**

Policy T-1: Make land use decisions that **encourage walking, bicycling, and public transit use. Transit stations and bus routes present opportunities for higher density development.**

Program T-2: **Promote mixed use development to provide housing and commercial services near employment centers,** thereby reducing the necessity of driving. Caltrain is Palo Alto's primary regional transit service, with riders traveling to San Francisco, Gilroy, and all cities in between. On a city-by-city basis, Palo Alto is the second largest generator of weekday Caltrain trips, behind only San Francisco.

Program T-3: **Locate higher density development along transit corridors and near multimodal transit stations.**

Policy T-3: Support the development and expansion of **comprehensive, effective programs to reduce auto use** at both local and regional levels.

Program T-5: Work with private interests, such as the Chamber of Commerce and major institutions, to develop and **coordinate trip reduction strategies.**

Policy T-10: **Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.**

Program T-13: Establish a jitney bus system similar to Stanford University's Marguerite Shuttle.

Program T-14: **Pursue development of the University Avenue Multi-modal Transit Station conceptual plan.**

Program T-15: **Improve the environment at the University Avenue Multi-modal Transit Station,** including connecting tunnels, through short-term improvements and regular maintenance.

Goal T-3: **Facilities, Services, and Programs that Encourage and Promote Walking and Bicycling**

Policy T-19: **Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations**, on transit vehicles, in City parks, in private developments, and at other community destinations.

Policy T-23: **Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details.**

Program T-30: **Develop cooperative programs with the City and businesses to keep sidewalks clean in the University Avenue/Downtown** and California Avenue business districts, and other centers.

Program T-32: **Improve pedestrian crossings** with bulbouts, small curb radii, street trees near corners, bollards, and landscaping to create protected areas.

Policy T-37: Where sidewalks are directly adjacent to curbs and no planting strip exists, explore ways to add planting pockets with street trees to increase shade and reduce the apparent width of wide streets.

Policy T-46: **Minimize the need for all-day employee parking facilities** in the University Avenue/Downtown and California Avenue business districts and encourage short-term customer parking.

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

Program T-53: **Discourage parking facilities that would intrude into adjacent residential Neighborhoods.**

C. Natural Environment

The 101 Lytton Project fulfills nearly all relevant aspects of the Natural Environment element of the Comprehensive Plan. These aspects include: replacing and improving street tree planting and irrigation. as a LEED certified building, the 101 Lytton Project will provide leadership for: (a) water conservation both of landscaping and of interior plumbing, such bathrooms, faucets kitchens and other devices; (b) state-of-the-art solid waste management by extensive use of purchasing and recycling practices; (c) appropriate and responsible renewable energy; (d) sophisticated controls of the use of electricity other than for lighting such as equipment, plug loads, timers, sensors, and equipment purchases (e) low voltage lighting with extensive use of motion sensors, time clocks and task lighting; (f) noise impacts reduction with prescribed purhcases and practices; (g) permeability with paving landscaping and other surface features; (h) reduction of single use of automobiles through the use of train passes, proximity to CalTrain, shared parking arrangements with parking at lower than maximum levels; (i) reduction of emissions with electric charging stations for automobiles for use by employees and the public; (j) reduction of emissions by providing great bicycle and pedestrian amenities. It is the goal of the 101 Lytton Project to serve as a role model for TOD and LEED development projects throughout Northern California.

Goal N-3: **A thriving "Urban Forest"** that provides ecological, economic, and aesthetic benefits for Palo Alto.

Program N-16: **Continue to require replacement of trees,** including street trees lost to new development, and establish a program to have replacement trees planted offsite when it is impractical to locate them onsite.

Program N-17: **Develop and implement a plan for maintenance, irrigation, and replacement of trees in parks, parking lots, and City rights-of-way.**

Policy N-15: **Require** new commercial, multi-unit, and single-family housing projects to provide **street trees and related irrigation systems.**

Policy N-20: **Maximize the conservation and efficient use of water in new and existing residences, businesses and industries.**

Program N-34: **Evaluate the use of permeable paving materials** that allow for natural percolation and site drainage.

Program N-40: Expand the use of alternative fuels for City vehicles and establish a program to encourage expanded use of such fuels in private vehicles. **To support this program, encourage the development of alternative fuel infrastrueture (for instance, electric plug-ins)** in parking facilities and other key locations around the City.

Policy N-28: Encourage developers of new projects in Palo Alto, including City projects,

to provide improvements that **reduce the necessity of driving alone.**

Program N-45: Recommend revisions to proposed projects as needed to **reduce air quality impacts, including improvements that reduce single occupant vehicle use.**

Policy N-34: in the City's landfill by reducing the amount of waste generated and promoting the cost-effective **reuse of materials** that would otherwise be placed in a landfill.

Program N-54: Continue to develop long-term solid waste management programs that include **safe and environmentally sound disposal methods.**

Policy N-35: **Reduce solid waste generation** through salvage and reuse of building materials, including architecturally and historically significant materials.

Policy N-40: Evaluate the potential for noise pollution and **ways to reduce noise impacts** when reviewing development and activities in Palo Alto and surrounding communities.

Policy N-42: The City may require proposals to **reduce noise impacts** of development on adjacent properties through appropriate means.

Goal N-9: **A clean, efficient, competitively-priced energy supply that makes use of cost-effective renewable resources.**

Policy N-47: **Optimize energy conservation and efficiency** in new and existing residences, businesses, and industries in Palo Alto.

Program N-63: **Implement energy efficiency programs**

Policy N-48: **Encourage the appropriate use of alternative energy technologies.**

D. Business and Economics

The 101 Lytton Project enhances the Business and Economics element of the Comprehensive Plan. The primacy of Downtown and a distinct technology, legal, financial and business center is enhanced with our new Gateway building. The 101 Lytton Project isolates the nearby residential community from impacts of business growth. Business diversity will be ensured with one or more new employer(s) occupying the office portion of the 101 Lytton Projects – this will be the largest new office development in nearly ten years. The 101 Lytton Projects commits to provide retail and food-service businesses convenient for users of CalTrain and the Downtown that will increase revenues and services. The Gateway Design of the 101 Lytton Project will further enhance the distinctive characteristics of Downtown Palo Alto that is the most successful suburban business district in California. 101 Lytton Project is a spectacular and unique business and economic opportunity for Palo Alto.

Goal B-1: **A thriving business environment that is compatible with Palo Alto's residential character and natural environment.**

Policy B-2: **Support a strong interdependence between existing commercial centers and the surrounding neighborhoods as a way of encouraging economic vitality.**

Goal B-2: **A diverse mix of commercial, retail, and professional service businesses.**

Policy B-4: Nurture and support established businesses as well as new businesses.

Policy B-5: **Maintain distinct business districts within Palo Alto as a means of retaining local services and diversifying the City's economic base.**

Policy B-9: **Encourage new businesses that meet the City's business and economic goals to locate in Palo Alto.**

Goal B-3: **New businesses that provide needed local services and municipal revenues, contribute to economic vitality, and enhance the City's physical environment.**

Policy B-20: **Support and enhance the University Avenue/Downtown area** as a vital mixed use area containing retail, personal service, office, restaurant, and entertainment uses. Recognize the importance of an appropriate retail mix, including small local businesses, to the continued vitality of Downtown.

E. Housing Element, Government Code 65915 and Proposed Housing Element Amendments

1. Housing Element

Housing Element commits the City to increase the development of affordable and market-rate housing. In particular analysis of Residential Housing Needs Allocations for the City based on ABAG and State of California goals indicate that the City for the period 2014-2020 must develop substantially more affordable and market rate housing. The City proposes including converting some non-residential lands to residential or mixed use developments at appropriate locations provided that retail opportunities re not eliminated at proposed site. **Mixed-use developments, particularly near Cal Train will be encouraged to provide housing opportunities. There have been extensive materials, 2009-2010 public hearings and community workshops that, although not codified, establish a few parameters for housing applicable to the 101 Lytton Project as a TOD Project:**

(a) Increased height and other more relaxed site development standards;
(b) Location near employment and service centers;
(c) Smaller unit sizes that will reduce school and traffic impacts;
(d) Comply with Government Code 65915.
(e) Comply with SB1818

Program H-1: **Increase housing density immediately surrounding commercial areas and particularly near transit stations** by either increasing allowed densities or encouraging development at the higher end of the existing density range for sites within 2,000 feet of an existing or planned transit station or along two major transit corridors, El Camino Real and San Antonio Road, wherever appropriate.

Policy H2: **Identify and implement a variety of strategies to increase housing density and diversity in appropriate locations. Emphasize and encourage the development of affordable and attainable housing.**

Policy H-4: **Encourage mixed use projects as a means of increasing the housing supply while promoting diversity and neighborhood vitality.**

Program H-5: For proposed **projects located within 2,000 feet of an existing or planned rail transit station not adjacent to a single family neighborhood** with a substantial proportion of a proposed project's units affordable to very low-, low-, or moderate-income households, development may be allowed at a higher density than that normally allowed under these land use designations and zoning districts.

Policy H-5: **Allow a high or very high residential density under the Mixed Use land use designation for those sites within 2,000 feet of an existing or planned rail transit station.**

Program H-5: **Floor area ratio limits should be made flexible for the purpose of creating affordable housing.**

Program H-13: **Convert sites near transit** and other major transportation facilities to higher density residential and **mixed use to reinforce the City's policies supporting transit use, create a pedestrian friendly environment, and reduce reliance on the automobile as well as increase the supply of housing**, consistent with the City's policies of encouraging compact, infill development and optimizing the use of existing urban services.

Program H-21: Where appropriate and feasible, allow waivers of development fees as a means of promoting the development of housing affordable to very low-, low-, and moderate-income households. Waivers should be considered for projects that proposed affordable housing units in excess of minimum City BMR Program standards either in terms of the number of the affordable units or the household income levels that the project is targeted to serve.

Program H-22: Exempt permanently affordable housing units from any infrastructure impact fees that may be adopted by the City.

Program H-36: **Implement the City's "Below Market Rate" (BMR) Program** by requiring that at least 15 percent of all housing units in projects of five units or more, be

provided at below market rates to very low-, low-, and moderate-income households.

E.2 Government Code 65915:

Government Code 65915 as amended by SB 1818 provides for concessions and site development incentives for any developer that meets certain requirements with respect to affordable housing. These incentives and concessions may include fee waivers, height, FAR, density, setback and daylight plane standards. The 101 Lytton Project will meet 65915 affordability standards that will qualify it for site development concessions, and, perhaps certain incentives,

E. 3 2009/2010 Proposed Amendments to Housing Element:

Although the City Council has not yet adopted precise elements of amendments to the Housing Element, there have been some thematic positions recommended by the Council, Planning & Transportation Commission and community leaders in public workshops. We identify the following themes applicable to the 101Lyttton Project:

a. **Meet RHNA "fair share" of housing units - 2,860 unit**
b. **Identify existing sites zone for mixed use in proximity to transit and services**
c. **Focus on sites within ½ mile of transit stations**
d. **Allow mixed use with no decrease of retail sites**
e. **Site should provide such things as access to services, accessibility to neighborhoods, compatibility to neighborhood accessible to transit, close to jobs and schools, and evaluate potential for mixed use development**
f. **Emphasize smaller size units particularly in the two TOD (Cal Ave and Downtown)**
g. **Relax height and other development standards (eg setback and daylight plane) for TOD housing in mixed use projects.**

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 24, 2011

To: Scott Foster, Lytton Gateway LLC

From: Brett Walinski P.E.

Subject: Initial Traffic Data for the 101 Lytton Avenue Mixed Use Project

Per your request, Hexagon Transportation Consultants has prepared this memorandum regarding your proposed mixed use development at 101 Lytton Avenue. City staff has requested the following information: a preliminary list of study intersections, a preliminary trip generation estimate, and traffic count information at the intersection of Lytton Avenue/Alma Street.

Study Intersections

A preliminary list of study intersections is shown below. This intersection list may be revised slightly once the origins and destinations of project traffic are determined. This will occur in the next phase of the traffic impact study.

1. Alma street/Lytton Avenue
2. El Camino Real/Palo Alto Avenue-Alma Street
3. Alma/University (ramps)
4. Lytton Avenue/Middlefield Road
5. Middlefield Road/University Avenue

These intersections will be studied for impacts during the AM and PM commute hours to determine potential project impacts.

Trip Generation

The subject site has been a gas station since 1971 and in order to convert to commercial use, has been under demolition the last 90 days. Relative to the previous service station use, the project would generate 287 new daily trips, with 107 trips occurring during the AM peak hour and 105 trips occurring during the PM peak hour (See Table 1 for a preliminary project trip generation estimate. The proposed project would generate 820 daily trips, with 138 trips occurring during the AM peak hour and 152 trips occurring during the PM peak hour).

Since the site has been under demolition and materials clean up for the past 90 days, it is not currently generating trips other than for construction. Virtually all trips generated by the project are new compared to the construction site, but with only 287 new daily trips as described above as compared with the service station use.

4377 First Street, Suite A • Pleasanton, California 94566
phone 925.225.1439 • fax 925.225.0688 • www.hextrans.com

Traffic Count Data

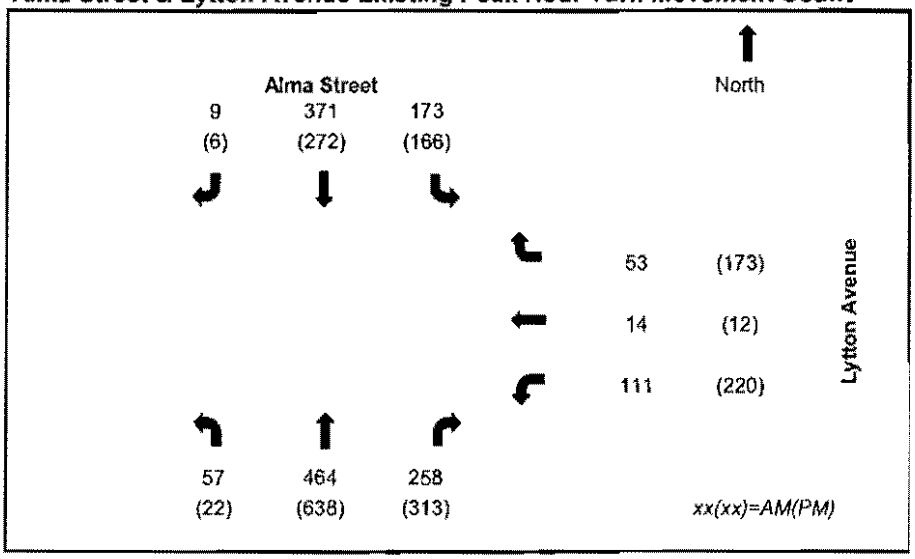
Traffic counts on Alma Street and Lytton Avenue were conducted in early December, 2010 (see attached). A summary of the turn movement counts is shown in Figure 1. The largest percentage of traffic at the intersection is through traffic on Alma. However, the right and left turn movements to and from Lytton Avenue carry significant traffic volumes.

Table 1
Project Trip Generation

		ITE	Daily		AM Peak Hour				PM Peak Hour			
Land Use	Size	Code	Rate[1]	Total	Rate[1]	Total	In	Out	Rate[1]	Total	In	Out
Proposed Uses												
Café	1.00 KSF	936	117.23	117	64.21	64	33	31	40.75	41	20	21
Office	48.68 KSF	710	15.74	766	2.17	105	93	12	2.74	133	23	110
Apartments	5.00 D.U.	220	6.65	33	0.51	3	1	2	0.62	3	2	1
Mixed Use Reduction[2]				-23		-3	-3	0		-4	-1	-3
Transit Reduction[3]				-23		-3	-3	0		-4	-1	-3
Subtotal				871		166	121	44		169	44	126
Passby Café Reduction[4]				-50		-28	-14	-13		-18	-9	-9
[a] Subtotal Primary Trips				820		138	107	31		152	35	117
Existing Use												
Service Station	8.00 Pumps	945	162.78	1,302	10.16	81	41	40	13.38	107	54	53
Service Station Passby Trips[4]				-768		-50	-25	-25		-60	-30	-30
[b] Subtotal Primary Trips				534		31	16	15		47	24	23
[a] - [b] Net New Primary Trips				**287**		**107**	**92**	**16**		**105**	**11**	**93**

[1] All Rates Per ITE Trip Generation Manual, 8th Edition, Regression Equation, where appropriate (average rates otherwise)
[2] Per VTA TIA Guidelines, the reduction is 3% off the employment component for retail and office uses
[3] Per VTA TIA Guidelines, the reduction is 3% off the employment component for close proximely to Caltrain Station
[4] Pass by Rates per ITE Trip Generation Handbook, Second Edition:
Service Station Passby Rates are 62% of AM Peak Hour and 56% of PM peak hour
Café Passby Rates derived from High Turnover Resturant: 43% during PM peak

Figure 1
Alma Street & Lytton Avenue Existing Peak Hour Turn Movement Count



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 12/7/2010
Page No : 1

Groups Printed- Vechicles

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	42	15	8	68	4	6	7	2	19	23	37	10	10	80	0	0	0	0	0	167
07:15 AM	7	41	24	3	75	8	11	13	2	34	22	63	15	19	119	0	0	0	0	0	228
07:30 AM	2	78	20	3	103	5	4	15	2	26	30	105	17	26	178	0	0	0	0	0	307
07:45 AM	5	103	29	9	146	13	7	28	0	48	23	119	19	16	177	0	0	0	0	0	371
Total	17	264	88	23	392	30	28	63	6	127	98	324	61	71	554	0	0	0	0	0	1073
08:00 AM	4	95	33	12	144	12	4	21	0	37	56	110	12	17	195	0	0	0	0	0	376
08:15 AM	3	96	59	12	170	17	6	19	4	46	75	103	19	37	234	0	0	0	0	0	450
08:30 AM	2	83	37	9	131	14	4	38	1	57	63	119	16	30	228	0	0	0	0	0	416
08:45 AM	0	97	44	15	156	10	0	33	2	45	64	132	10	28	234	0	0	0	0	0	435
Total	9	371	173	48	601	53	14	111	7	185	258	464	57	112	891	0	0	0	0	0	1677
Grand Total	26	635	261	71	993	83	42	174	13	312	356	788	118	183	1445	0	0	0	0	0	2750
Apprch %	2.6	63.9	26.3	7.2		26.6	13.5	55.8	4.2		24.6	54.5	8.2	12.7		0	0	0	0		
Total %	0.9	23.1	9.5	2.6	36.1	3	1.5	6.3	0.5	11.3	12.9	28.7	4.3	6.7	52.5	0	0	0	0	0	

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	95	33	12	144	12	4	21	0	37	56	110	12	17	195	0	0	0	0	0	376
08:15 AM	3	96	59	12	170	17	6	19	4	46	75	103	19	37	234	0	0	0	0	0	450
08:30 AM	2	83	37	9	131	14	4	38	1	57	63	119	16	30	228	0	0	0	0	0	416
08:45 AM	0	97	44	15	156	10	0	33	2	45	64	132	10	28	234	0	0	0	0	0	435
Total Volume	9	371	173	48	601	53	14	111	7	185	258	464	57	112	891	0	0	0	0	0	1677
% App. Total	1.5	61.7	28.8	8		28.6	7.6	60	3.8		29	52.1	6.4	12.6		0	0	0	0		
PHF	.563	.956	.733	.800	.884	.779	.583	.730	.438	.811	.860	.879	.750	.757	.952	.000	.000	.000	.000	.000	.932

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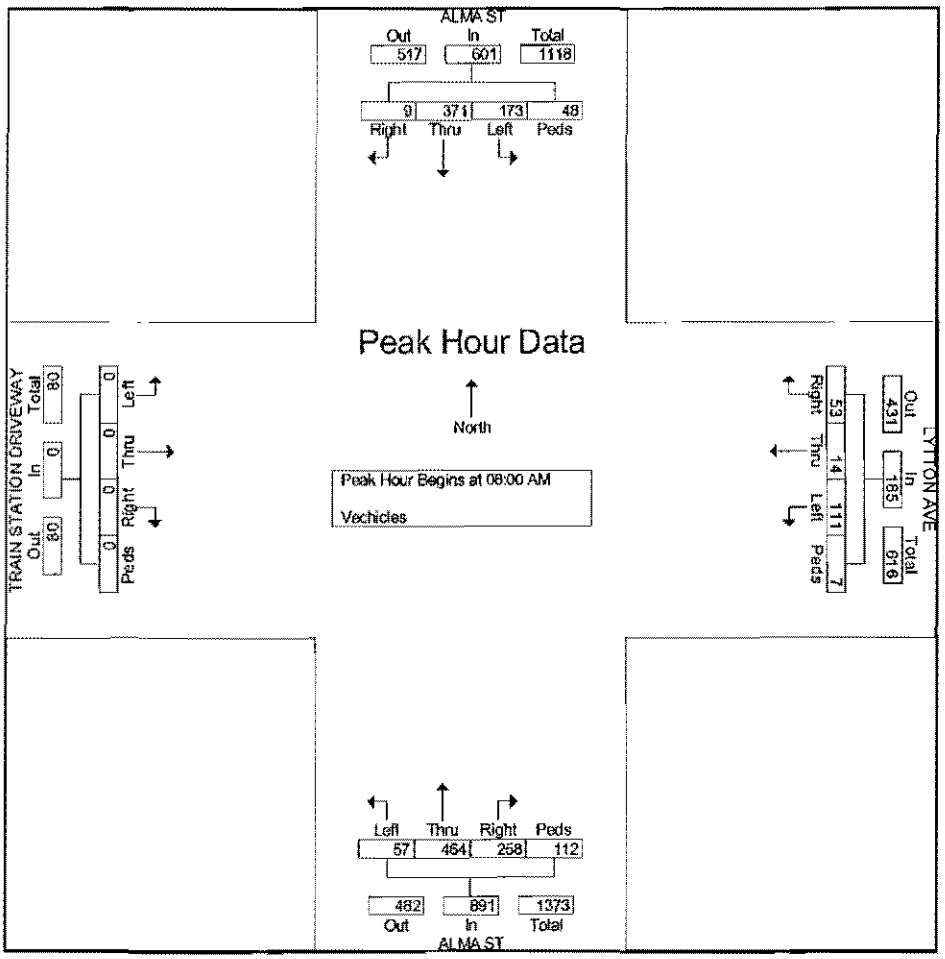

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BIKES

Groups Printed- Bikes

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8
07:15 AM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
07:30 AM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
07:45 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	3	0	4	8
Total	4	2	0	0	6	0	11	0	0	11	0	2	0	0	2	0	5	4	0	9	28
08:00 AM	3	1	0	0	4	0	2	0	0	2	0	2	0	0	2	0	2	1	0	3	11
08:15 AM	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7
08:30 AM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	6
Total	8	3	1	0	12	0	4	1	0	5	0	4	0	0	4	0	7	1	0	8	29
Grand Total	12	5	1	0	18	0	15	1	0	16	0	6	0	0	6	0	12	5	0	17	57
Apprch %	66.7	27.8	5.6	0		0	93.8	6.2	0		0	100	0	0		0	70.6	29.4	0		
Total %	21.1	8.8	1.8	0	31.6	0	26.3	1.8	0	28.1	0	10.5	0	0	10.5	0	21.1	8.8	0	29.8	

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
07:45 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	3	0	4	8
08:00 AM	3	1	0	0	4	0	2	0	0	2	0	2	0	0	2	0	2	1	0	3	11
08:15 AM	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7
Total Volume	8	3	0	0	11	0	7	0	0	7	0	4	0	0	4	0	7	4	0	11	33
% App. Total	72.7	27.3	0	0		0	100	0	0		0	100	0	0		0	63.6	36.4	0		
PHF	.667	.750	.000	.000	.688	.000	.875	.000	.000	.875	.000	.500	.000	.000	.500	.000	.875	.333	.000	.688	.750

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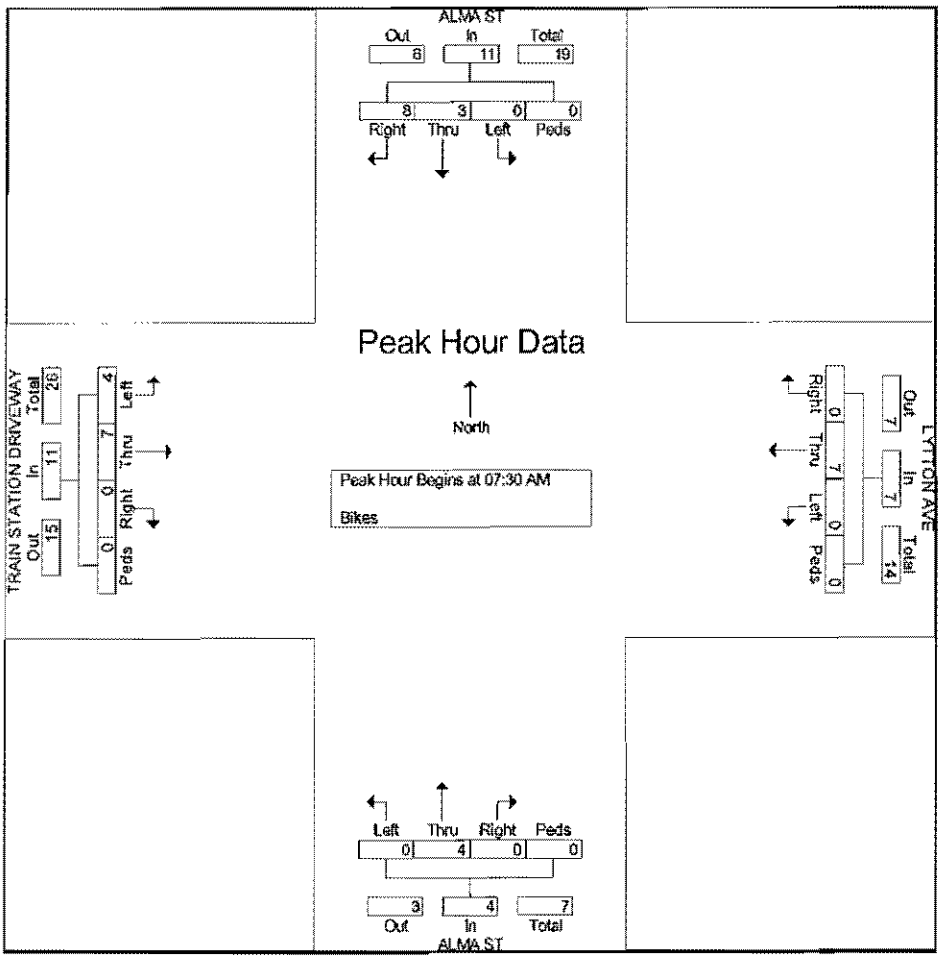

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Groups Printed- Vechicles

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	62	54	10	129	31	3	40	1	75	64	106	4	13	187	0	0	0	0	0	391
04:15 PM	0	97	53	7	157	30	1	49	1	81	75	125	4	26	230	0	0	0	0	0	468
04:30 PM	2	101	58	5	166	43	1	53	2	99	94	143	2	10	249	0	0	0	0	0	514
04:45 PM	1	86	56	8	151	33	5	52	4	94	78	108	7	9	202	0	0	0	0	0	447
Total	6	346	221	30	603	137	10	194	8	349	311	482	17	58	868	0	0	0	0	0	1820
05:00 PM	1	66	50	13	130	45	4	56	7	112	89	134	7	30	260	0	0	0	0	0	502
05:15 PM	3	77	46	9	135	48	5	61	2	116	80	145	2	25	252	0	0	0	0	0	503
05:30 PM	2	71	33	10	116	41	1	58	7	107	67	181	8	20	276	0	0	0	0	0	499
05:45 PM	0	58	37	19	114	39	2	45	0	86	77	178	5	26	286	0	0	0	0	0	486
Total	6	272	166	51	495	173	12	220	16	421	313	638	22	101	1074	0	0	0	0	0	1990
Grand Total	12	618	387	81	1098	310	22	414	24	770	624	1120	39	159	1942	0	0	0	0	0	3810
Apprch %	1.1	56.3	35.2	7.4		40.3	2.9	53.8	3.1		32.1	57.7	2	8.2		0	0	0	0		
Total %	0.3	16.2	10.2	2.1	28.8	8.1	0.6	10.9	0.6	20.2	16.4	29.4	1	4.2	51	0	0	0	0	0	

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	66	50	13	130	45	4	56	7	112	89	134	7	30	260	0	0	0	0	0	502
05:15 PM	3	77	46	9	135	48	5	61	2	116	80	145	2	25	252	0	0	0	0	0	503
05:30 PM	2	71	33	10	116	41	1	58	7	107	67	181	8	20	276	0	0	0	0	0	499
05:45 PM	0	58	37	19	114	39	2	45	0	86	77	178	5	26	286	0	0	0	0	0	486
Total Volume	6	272	166	51	495	173	12	220	16	421	313	638	22	101	1074	0	0	0	0	0	1990
% App. Total	1.2	54.9	33.5	10.3		41.1	2.9	52.3	3.8		29.1	59.4	2	9.4		0	0	0	0		
PHF	.500	.883	.830	.671	.917	.901	.600	.902	.571	.907	.879	.881	.688	.842	.939	.000	.000	.000	.000	.000	.989

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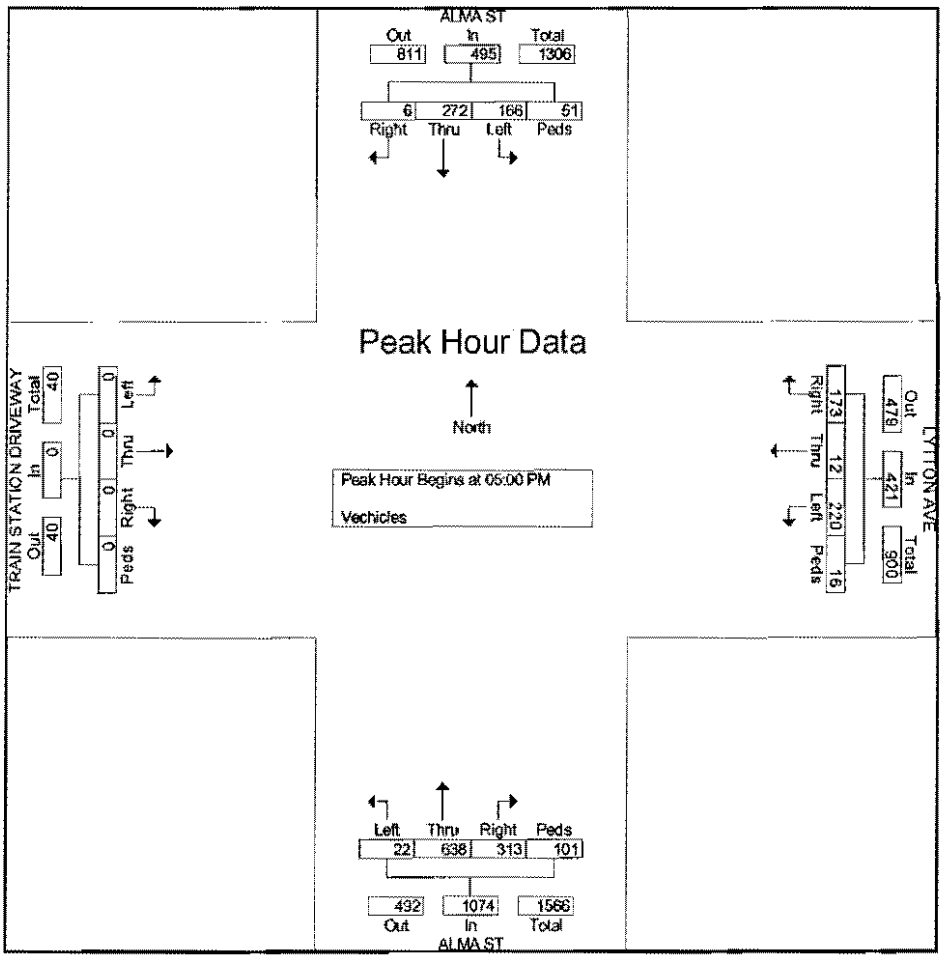

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BIKES

Groups Printed- Bikes

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	0	0	1	0	1	6
04:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	4	0	0	4	7
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	6
Total	0	2	0	0	2	1	4	1	0	6	1	2	1	0	4	0	7	4	0	11	23
05:00 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	4	1	0	5	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	2	3	0	5	9
05:30 PM	3	2	0	0	5	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	10
05:45 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	7
Total	4	2	0	0	6	0	6	0	0	6	3	9	0	0	12	0	9	4	0	13	37
Grand Total	4	4	0	0	8	1	10	1	0	12	4	11	1	0	16	0	16	8	0	24	60
Apprch %	50	50	0	0		8.3	83.3	8.3	0		25	68.8	6.2	0		0	66.7	33.3	0		
Total %	6.7	6.7	0	0	13.3	1.7	16.7	1.7	0	20	6.7	18.3	1.7	0	26.7	0	26.7	13.3	0	40	

	ALMA ST Southbound					LYTTON AVE Westbound					ALMA ST Northbound					TRAIN STATION DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	4	1	0	5	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	2	3	0	5	9
05:30 PM	3	2	0	0	5	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	10
05:45 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	7
Total Volume	4	2	0	0	6	0	6	0	0	6	3	9	0	0	12	0	9	4	0	13	37
% App. Total	66.7	33.3	0	0		0	100	0	0		25	75	0	0		0	69.2	30.8	0		
PHF	.333	.250	.000	.000	.300	.000	.500	.000	.000	.500	.375	.563	.000	.000	.750	.000	.563	.333	.000	.650	.841

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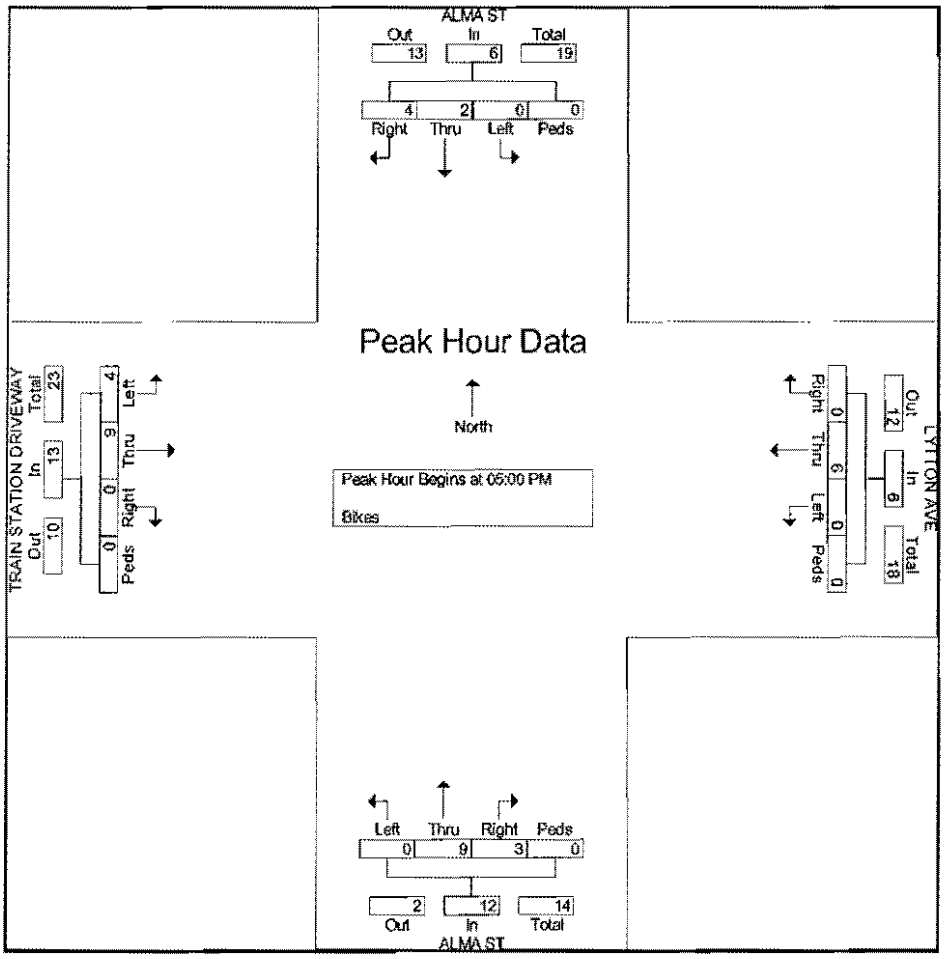


Traffic Data Service
Vehicle Counts

Datasets:

Site:	**[1E] EB LYTTON AVE E/O ALMA ST**
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	TDS Standard
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010 - Total=5512, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	13	10	4	8	33	94	161	452	372	328	253	333	357	363	456	525	461	463	314	203	145	100	44	
5	5	3	1	3	4	13	40	92	98	96	53	80	79	96	89	128	118	114	74	64	46	31	7	15
8	3	1	1	2	4	19	45	129	98	81	8	89	91	83	115	126	133	104	99	51	31	28	15	8
2	2	1	0	0	9	23	35	101	80	65	76	82	81	85	116	140	80	126	82	42	36	24	14	5
5	3	5	2	3	16	39	41	130	96	86	116	82	106	99	136	131	130	119	59	46	32	17	8	5

AM Peak 0815 - 0915 (458), AM PHF=0.88 PM Peak 1545 - 1645 (530), PM PHF=0.95

*** Wednesday, December 08, 2010 - Total=5812, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	17	6	5	12	24	61	247	441	456	321	328	392	344	354	454	479	518	473	317	211	142	103	74	
15	3	1	1	1	2	14	43	112	126	80	75	89	89	83	107	120	125	117	83	63	36	27	16	6
8	6	1	3	4	6	15	47	102	117	84	69	115	83	71	90	120	132	123	83	61	41	30	21	6
5	4	2	0	1	6	9	70	100	107	83	93	104	92	98	125	123	133	116	77	47	39	27	25	8
5	4	2	1	6	10	23	87	127	106	74	91	84	80	102	132	116	128	117	74	40	26	19	8	8

AM Peak 0845 - 0945 (477), AM PHF=0.94 PM Peak 1700 - 1800 (518), PM PHF=0.97

*** Thursday, December 09, 2010 - Total=5913, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	18	9	5	8	25	71	222	407	436	348	365	370	310	342	420	524	524	466	350	206	156	125	68	
6	4	2	3	0	1	7	35	105	125	104	86	96	41	85	95	122	136	120	101	64	53	33	11	13
6	2	1	0	2	6	16	44	113	123	88	78	108	90	75	82	128	140	138	117	59	33	47	21	8
8	5	3	1	3	7	18	71	121	85	61	97	85	93	86	119	125	123	116	88	36	34	25	25	5
8	7	3	1	3	11	30	74	148	103	75	104	81	86	96	124	149	125	102	74	47	36	20	11	9

AM Peak 0830 - 0930 (517), AM PHF=0.87 PM Peak 1630 - 1730 (550), PM PHF=0.92

Traffic Data Service
Vehicle Counts

Datasets:

Site:	**[1W] WB LYTTON AVE E/O ALMA ST**
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	TDS Standard
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010 - Total=3603, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	8	4	1	4	16	40	108	174	197	197	147	263	291	284	264	321	326	310	213	156	127	97	38	
6	1	1	0	1	0	6	21	37	46	50	27	70	80	76	72	79	88	94	56	48	35	23	12	5
3	2	2	0	0	3	5	35	41	64	48	9	68	72	77	68	72	98	75	48	33	34	24	12	6
3	4	1	0	1	7	10	16	48	35	54	55	58	64	75	53	94	56	68	59	41	34	23	7	4
5	1	0	1	2	6	19	36	48	52	45	56	67	75	56	71	76	84	73	50	34	24	27	7	5

AM Peak 1145 - 1245 (252), AM PHF=0.90 PM Peak 1630 - 1730 (356), PM PHF=0.91

*** Wednesday, December 08, 2010 - Total=3704, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	5	7	3	5	14	40	132	173	164	182	217	262	245	285	274	319	351	342	240	150	140	89	45	
5	2	2	2	0	1	5	23	47	47	41	46	61	52	72	82	77	89	86	78	39	31	25	16	6
6	2	2	0	1	1	9	32	45	39	42	52	64	54	69	47	64	83	85	60	38	40	19	10	7
4	0	1	1	4	5	8	27	44	46	46	58	70	64	79	70	85	95	91	61	38	34	19	7	6
5	1	2	0	0	7	18	50	37	32	53	61	67	75	65	75	93	84	80	41	35	35	26	4	4

AM Peak 1145 - 1245 (256), AM PHF=0.91 PM Peak 1645 - 1745 (360), PM PHF=0.95

*** Thursday, December 09, 2010 - Total=3965, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	20	8	0	0	15	38	137	159	208	185	270	285	234	323	311	312	369	327	247	175	157	103	59	
6	8	3	0	0	1	5	18	33	44	38	58	65	24	77	89	78	87	86	74	38	46	31	21	18
7	4	2	0	0	1	5	40	39	47	46	72	74	73	93	81	75	91	91	77	45	33	22	14	5
5	7	2	0	0	6	9	27	39	61	47	68	77	78	77	75	85	91	87	45	51	45	26	14	7
4	1	1	0	0	7	19	52	48	56	54	72	69	59	76	66	74	100	63	51	41	33	24	10	4

AM Peak 1145 - 1245 (288), AM PHF=0.94 PM Peak 1700 - 1900 (369), PM PHF=0.92

Traffic Data Service
Vehicle Counts

Datasets:

Site:	**[2N] NB ALMA ST N/O LYTTON AVE**
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	TDS Standard
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010 - Total=8368, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
27	14	10	5	13	36	100	378	538	475	447	537	525	569	593	601	627	765	702	505	335	283	188	95
7	3	1	0	2	4	14	42	115	114	103	123	124	128	133	147	144	170	181	145	99	81	59	23
10																							
7	5	3	1	2	5	15	78	122	120	111	132	147	161	147	155	155	205	181	137	80	73	44	34
17																							
6	4	3	1	5	13	23	116	138	120	109	133	126	153	145	147	186	184	169	117	74	67	43	21
7																							
7	2	3	3	4	14	48	142	163	121	124	149	128	127	168	152	142	206	171	106	82	62	42	17
13																							

AM Peak 1130 - 1230 (553), AM PHF=0.93 PM Peak 1715 - 1815 (776), PM PHF=0.94

*** Wednesday, December 08, 2010 - Total=8546, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
47	14	13	10	13	43	100	360	546	444	477	502	533	583	605	633	684	748	731	534	324	328	191	83
10	4	2	1	2	3	14	53	110	101	119	112	133	139	136	142	169	205	181	160	89	92	61	25
14																							
17	3	5	2	2	7	20	79	130	96	123	120	142	142	145	145	146	174	201	152	81	83	41	24
12																							
7	3	3	5	7	16	27	117	151	117	113	108	134	148	155	174	174	191	165	117	76	77	49	17
5																							
13	4	3	2	2	17	39	111	155	130	122	162	124	154	169	172	195	178	184	105	78	76	40	17
9																							

AM Peak 1145 - 1245 (571), AM PHF=0.88 PM Peak 1645 - 1745 (765), PM PHF=0.93

*** Thursday, December 09, 2010 - Total=8844, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
40	43	16	9	11	38	104	394	543	498	436	521	576	559	579	686	699	832	778	511	359	318	206	98
14	14	5	1	3	3	13	56	130	116	89	117	150	139	132	168	167	200	200	140	88	82	68	29
19																							
12	13	4	2	2	6	10	70	122	125	120	115	154	140	140	183	158	211	222	167	97	77	40	26
14																							
5	12	6	2	3	17	27	113	148	141	113	145	115	129	130	184	189	211	186	114	88	72	45	19
15																							
9	4	1	4	3	12	54	145	143	116	114	144	157	151	177	151	185	210	170	90	86	87	53	24
10																							

AM Peak 1130 - 1230 (593), AM PHF=0.96 PM Peak 1730 - 1830 (843), PM PHF=0.95

Traffic Data Service
Vehicle Counts

Datasets:

Site:	**[2S] SB ALMA ST N/O LYTTON AVE**
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	TDS Standard
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010 - Total=6558, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
22	16	12	3	15	55	150	396	540	461	396	375	374	397	419	515	579	483	451	333	243	177	100	46
8	7	3	2	1	2	27	65	129	115	104	96	90	88	117	133	139	121	111	98	67	58	31	8
11																							
8	4	1	1	4	7	29	84	155	123	100	86	107	97	92	129	145	125	106	88	53	51	32	17
2																							
3	2	3	0	4	15	41	95	118	112	89	90	87	111	103	117	147	112	119	89	68	37	20	12
3																							
3	3	5	0	6	31	53	152	138	111	103	103	90	101	107	136	148	125	115	58	55	31	17	9
7																							

AM Peak 0745 - 0845 (554), AM PHF=0.89 PM Peak 1600 - 1700 (579), PM PHF=0.98

*** Wednesday, December 08, 2010 - Total=6880, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
23	14	3	7	15	45	134	405	623	488	369	387	414	472	417	554	481	528	510	381	238	195	118	59
11	3	0	3	0	4	23	69	159	140	109	85	100	115	96	138	135	135	146	125	66	43	35	20
9																							
2	2	0	2	3	8	29	77	157	137	98	101	121	123	105	128	122	140	133	101	67	58	30	11
2																							
3	6	2	0	3	7	30	116	147	109	79	104	96	124	106	151	118	129	112	81	52	46	29	19
6																							
7	3	1	2	9	26	52	143	160	102	83	97	97	110	110	137	106	124	119	74	53	48	24	9
4																							

AM Peak 0800 - 0900 (623), AM PHF=0.97 PM Peak 1500 - 1600 (554), PM PHF=0.92

*** Thursday, December 09, 2010 - Total=6793, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
21	19	12	3	13	46	123	377	590	441	392	433	392	373	402	527	513	589	487	389	251	200	139	61
9	5	3	2	0	6	15	52	146	119	115	99	96	117	97	119	118	146	124	95	70	67	32	20
10																							
2	5	4	1	3	6	28	76	156	111	94	91	96	91	104	107	121	154	125	123	63	42	47	20
9																							
6	5	1	0	6	12	32	98	137	100	91	117	103	80	90	143	146	139	134	87	67	45	34	13
8																							
4	4	4	0	4	22	48	151	151	111	92	126	97	85	111	158	128	150	104	84	51	46	26	8
6																							

AM Peak 0745 - 0845 (590), AM PHF=0.95 PM Peak 1700 - 1800 (589), PM PHF=0.96

Traffic Data Service
Event Counts

Datasets:

Site:	**[3N] NB ALMA ST S/O LYTTON AVE**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	TDS Standard
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010=10552, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
36	18	10	14	20	62	173	508	794	639	537	660	621	665	676	750	819	1019	893	615	383	317	218	105
7	5	2	1	3	10	25	73	179	174	144	140	140	155	151	171	191	228	245	168	103	89	65	23
19																							
10	5	1	4	4	5	31	113	189	156	128	144	173	173	160	188	211	242	213	192	101	73	57	37
17																							
8	3	3	3	7	16	39	159	210	146	125	161	157	185	166	187	226	271	216	139	80	78	55	29
6																							
11	5	4	6	6	31	78	163	216	163	140	215	151	152	199	204	191	278	219	116	99	77	41	16
11																							

AM Peak 0800 - 0900 (794), AM PHF=0.92 PM Peak 1715 - 1915 (1036), PM PHF=0.93

*** Wednesday, December 08, 2010=11248, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
53	29	15	10	26	68	145	502	810	724	596	616	656	682	728	838	952	1079	973	676	391	361	206	112
19	6	2	0	4	5	33	73	162	182	150	141	164	184	171	196	226	280	239	197	117	105	66	27
13																							
17	6	5	3	8	9	31	120	206	156	165	139	179	166	161	188	231	261	262	194	105	94	51	32
14																							
6	6	4	4	8	20	33	159	198	186	141	150	160	159	187	209	250	269	236	149	81	82	56	35
6																							
11	11	4	3	6	34	58	150	244	200	140	186	153	173	209	245	245	269	236	136	88	80	33	18
13																							

AM Peak 0815 - 0915 (830), AM PHF=0.85 PM Peak 1700 - 1800 (1079), PM PHF=0.96

*** Thursday, December 09, 2010=11275, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
46	44	19	14	15	59	161	517	842	703	553	599	654	661	655	851	955	1104	1038	660	439	337	227	122
13	11	5	2	3	4	28	79	212	186	133	146	178	172	144	181	217	274	254	178	119	91	73	30
20																							
14	13	4	2	4	10	25	103	179	185	158	131	177	162	140	201	225	301	299	233	117	84	59	33
17																							
6	11	8	3	3	20	36	157	228	156	127	155	140	155	165	257	239	269	251	143	97	69	46	30
15																							
13	9	2	7	5	25	72	178	223	176	135	167	159	173	206	212	274	260	234	116	106	93	49	29
14																							

AM Peak 0800 - 0900 (842), AM PHF=0.92 PM Peak 1645 - 1745 (1118), PM PHF=0.93

Traffic Data Service
Event Counts

Datasets:

Site:	**[3S] SB ALMA ST S/O LYTTON AVE**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	TDS Standard
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 07, 2010=6108, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
25	14	7	3	15	43	117	335	455	418	348	349	373	366	386	452	551	506	459	303	238	185	117	43
9	3	2	2	0	1	16	52	111	102	103	84	92	85	102	114	120	117	138	85	60	55	28	11
9																							
6	4	0	1	4	6	25	63	114	128	80	81	104	90	90	119	146	143	112	87	53	54	43	15
1																							
4	5	3	0	6	14	32	84	110	96	93	85	87	100	96	104	147	122	92	75	67	47	21	13
2																							
6	2	2	0	5	22	44	136	120	92	82	99	90	91	98	115	138	124	117	56	58	29	25	4
4																							

AM Peak 0745 - 0845 (471), AM PHF=0.87 PM Peak 1600 - 1700 (551), PM PHF=0.94

*** Wednesday, December 08, 2010=6427, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
16	13	5	6	15	30	111	322	509	416	307	365	383	428	420	510	492	548	548	386	228	201	116	52
9	2	1	3	0	2	15	40	127	127	80	76	97	101	105	139	125	118	158	123	67	45	36	21
9																							
1	0	0	0	4	6	24	64	134	118	94	99	92	115	87	123	125	156	145	115	61	56	27	12
4																							
2	6	1	0	5	6	29	99	120	90	71	89	97	118	119	130	125	139	117	80	53	45	29	13
5																							
4	5	3	3	6	16	43	119	138	81	62	101	97	94	109	118	117	135	128	68	47	55	24	6
3																							

AM Peak 0800 - 0900 (509), AM PHF=0.92 PM Peak 1715 - 1815 (586), PM PHF=0.93

*** Thursday, December 09, 2010=6373, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
21	17	11	2	9	40	108	324	475	376	319	365	384	378	417	481	493	580	522	350	275	223	130	73
9	7	4	1	0	5	15	34	111	106	83	86	94	100	100	118	109	142	128	87	70	69	34	30
16																							
4	4	4	1	2	4	23	66	124	87	75	79	90	99	110	117	122	156	138	115	66	49	37	19
8																							
5	3	2	0	5	12	28	75	125	84	78	91	109	89	96	117	140	143	141	72	84	50	34	15
10																							
3	3	1	0	2	19	42	149	115	99	83	109	91	90	111	129	122	139	115	76	55	55	25	9
4																							

AM Peak 0745 - 0845 (509), AM PHF=0.85 PM Peak 1700 - 1800 (580), PM PHF=0.93

ATTACHMENT F

February 17, 2011

Mr. Curtis Williams
Department Director
City of Palo Alto Planning Department
250 Hamilton Avenue
Palo Alto, CA 94301

Re: 101 Lytton Project

Dear Mr. Williams,

The applicants for the proposed project at 101 Lytton Avenue met with me on Friday, January 21st to present their plans for the site. I own a total of six parcels on this block – four that directly abut this project. 325 Alma Street, 329 Alma Street, 316 High Street and 328 High Street are commercial buildings and identified in the enclosed map in blue. The other two parcels carry a RM-30 residential zoning and are identified on the enclosed map in green – 334 High Street and 342 High Street. These buildings have made wonderful rental properties for us for many years. We now live in Monterey and have fortunately kept our properties leased trouble-free.

I am excited about the project proposed for 101 Lytton and I am in complete support of the improvements the project will bring to the community and to my neighboring properties. I understand from the applicant that the project will satisfy many city-wide goals for a gateway commercial building with a ground floor café, apartments, a park open to the public and public art.

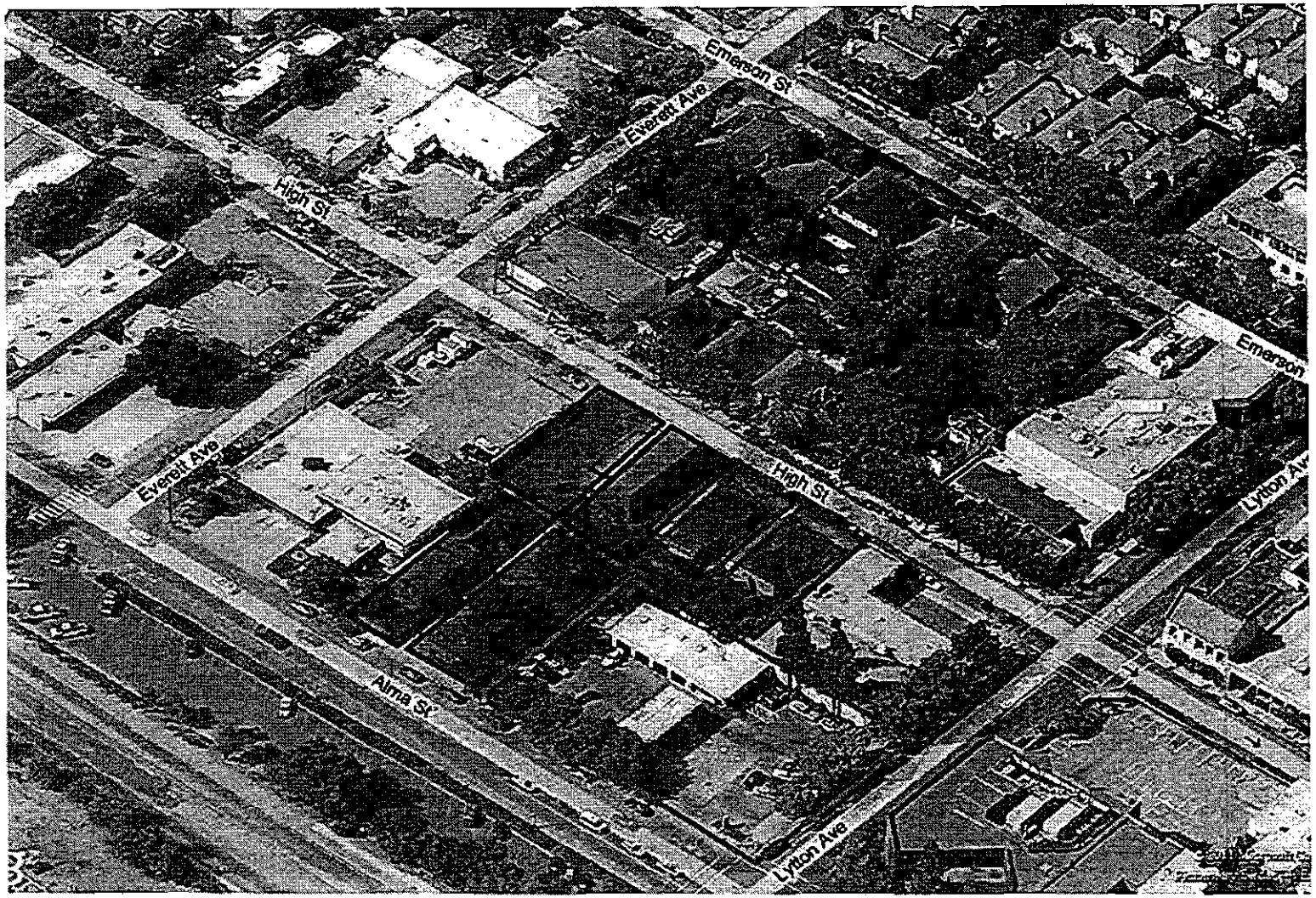
The project aspires to be an important leader for environmental, transportation and community concerns. All of these efforts are admirable. However, it is the extraordinary sensitivity to our neighboring buildings – the "fence-line" issues that I most appreciate. The placement of the building on the southwest corner of the site with an extraordinary setback for the building of more than 45 feet preserves the daylight plane of my properties on High Street. In addition, the height, size and mass of the proposed project are appropriate for this highly visible corner and will block the disruptive sounds from the trains.

Please let me know if there is anything I can do to help make sure the 101 Lytton Project is approved and welcomed by the City of Palo Alto. This is a truly remarkable project.

Best regards,

Lad Wilson
Cell: (831) 624-7000
Enclosure

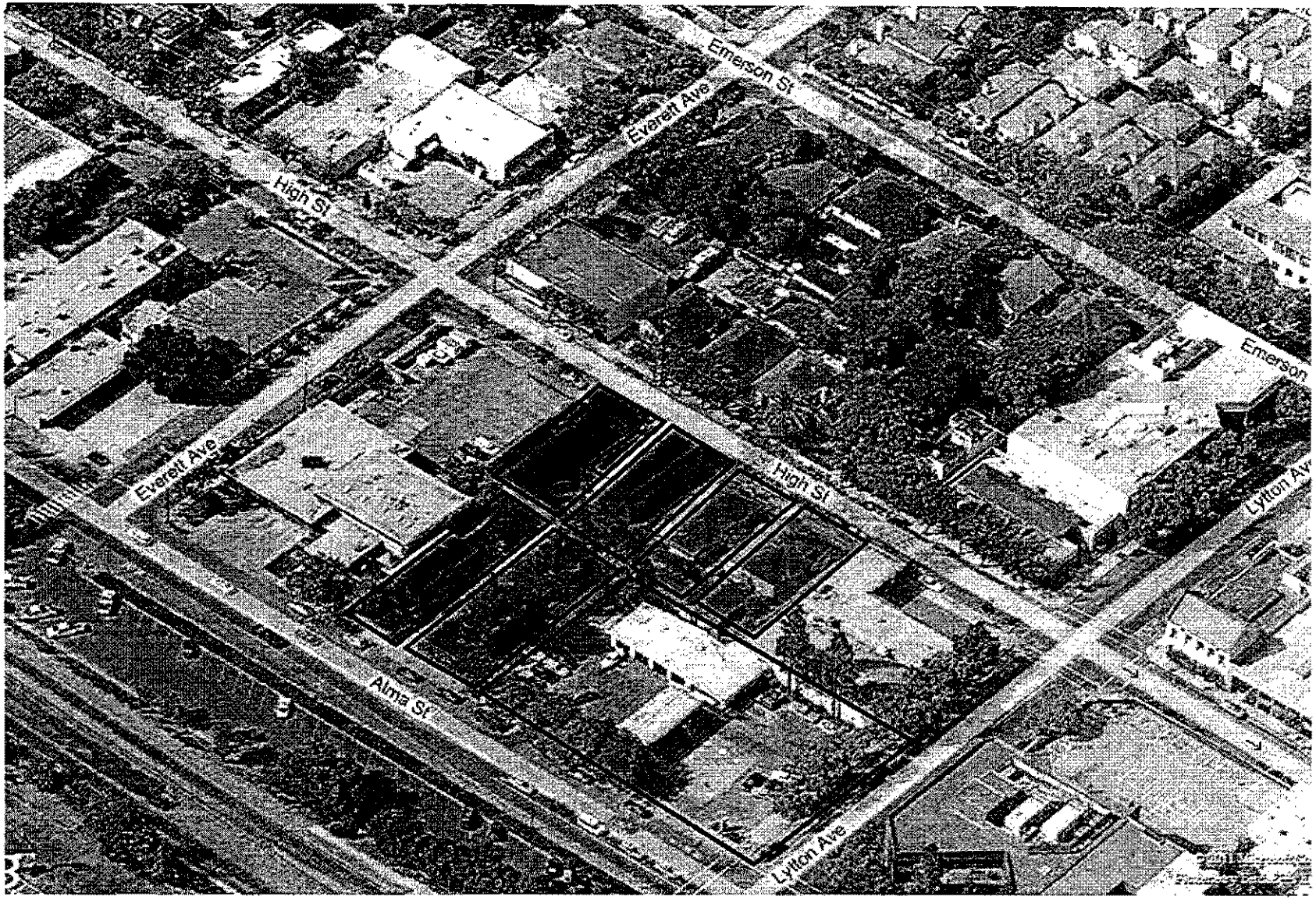
Parcels owned by Lad Wilson



Commercial buildings: 316 High, 328 High, 325 Alma Street and 329 Alma Street

Residential buildings: 334 High Street and 342 High Street

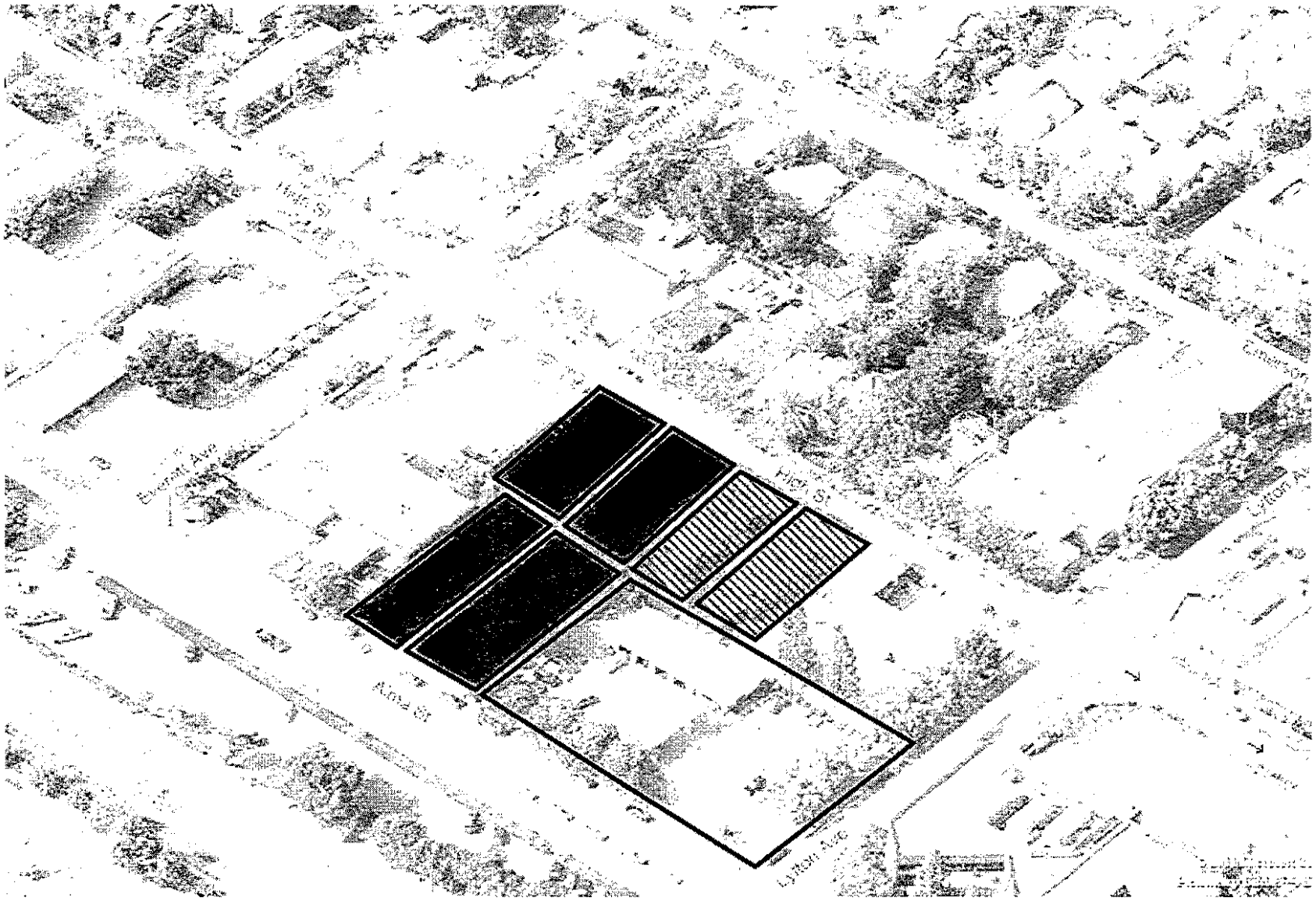
Parcels owned by Lad Wilson



Commercial buildings: 316 High, 328 High, 325 Alma Street and 329 Alma Street

Residential buildings: 334 High Street and 342 High Street

Parcels owned by Lad Wilson



Commercial buildings: 316 High, 328 High, 325 Alma Street and 329 Alma Street

Residential buildings: 334 High Street and 342 High Street