

**TO: HONORABLE CITY COUNCIL**

**FROM: CITY MANAGER**


**DEPARTMENT: PLANNING & DEVELOPMENT SERVICES**

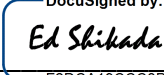
**DATE: SEPTEMBER 20, 2021**

**SUBJECT: AGENDA ITEM NO. 8 – STAFF RECOMMEND THE CITY COUNCIL REVIEW THE NORTH VENTURA COORDINATED AREA PLAN (NVCAP) ALTERNATIVES, TAKE PUBLIC COMMENT, AND DETERMINE THE PREFERRED ALTERNATIVE.**

The City Council and staff have received two proposed concepts from property owners within the NVCAP area, the owners of 395 Page Mill and 340 Portage. This memorandum summarizes those concepts and compares the concepts to the draft Alternatives.

These concepts were transmitted from the property owners to the City on September 14 and 15, 2021. Therefore, this review is limited by the short amount of time available.

DocuSigned by:  
  
293CF322E1294F6...  
Jonathan Lait  
Director of Planning & Development Services

DocuSigned by:  
  
F2DCA19CCC8D4F9...  
Ed Shikada  
City Manager

## **Executive Summary**

This memo serves to augment the agenda item No. 8 staff report regarding the review of alternatives for North Ventura Coordinated Area Plan (NVCAP). Two of the property owners within the NVCAP, at 395 Page Mill Road and 340 Portage Avenue, submitted proposed concepts of how they could develop the property taking into account physical and economic opportunities and site constraints. This memo provides some background on each property, how the project concepts compare to the existing development on the site, and how the concepts compare with the NVCAP alternatives under review.

## **395 Page Mill Road**

### **Current Site & Property Use**

The site is a 9.87 acre parcel, making it the second largest parcel within the NVCAP area. This contiguous parcel is bounded by Page Mill Road (northwest), Park Boulevard (northeast), Olive Avenue (east) and Ash Street (southwest). The site is located diagonally to the California Avenue Caltrain station a quarter of a mile away.

The site currently contains a 224,852 square foot three-story commercial building, that is 49'-6" in height. The building, built in 2000, is permitted for office and Research & Development (R & D) space. The site is zoned ROLM (Research, Office and Limited Manufacturing) with a Comprehensive Plan land use designation of RO (Research / Office Park).

The building is leased to Cloudera, a US-based company that provides an enterprise data cloud. Built on open-source technology, Cloudera's platform uses analytics and machine learning to yield insights from data through a secure connection. Because of the pandemic, however, Cloudera has subleased the space to other firms including Snap and Pinterest.

The site contains 704 parking spaces in a surface parking lot and a parking structure.

Residents proximate to the site have emphasized the value of the tree canopy along Olive Avenue and their desire to maintain the aesthetics of the mature trees there. Nearby residents describe using this area from time to time for leisure and enjoyment.

### **Concept Description**

The concept proposes to completely re-develop the site. The existing structures would be demolished and replaced with a mixed-use development. The proposal includes one office building, two residential buildings, open space areas, and a portion of the site dedicated to parking. Parking would be provided in a two-level basement and limited surface parking. The open space program includes a 2.3 acre public park, usable green setbacks (average 30' to 40' feet in depth). The open space (public and private spaces) would represent 60% of the site. The concept proposes bicycle and pedestrian connections to the site from the adjacent streets.

The following table summarizes the proposed concept and net change from the existing conditions on the site.

<b>Table 1: 395 Page Mill - Comparison Between Proposal and Existing Site Conditions</b>		
	<b>Proposal</b>	<b>Net Change from Existing</b>
<b>Housing</b>	508 units 84 studio (17%) 306 1-bed (60%) 118 2-bed (23%)	508 net-new rental units
<b>Affordable Housing</b>	76 units on site	15% on-site below market rate units
<b>Dwelling Units/Acre</b>	51.8	51.8
<b>Potential Residential Population*</b>	1,295	1,295
<b>Height**</b>	6 to 8-stories (63 to 84 feet)	3 to 5 additional stories (14 to 28 feet taller)
<b>Residential Parking Ratio</b>	1 space per unit 508 spaces	
<b>Office</b>	420,000 square feet	Net new of 195,148 square feet (87% increase)
<b>Height**</b>	Up to 8-stories (112 feet)	Up to 5 additional stories (62 feet taller)
<b>Commercial Parking</b>	1,260 spaces	Net new increase of 580 spaces (85% increase)
<b>Open Space</b>		Net new increase of 35% in open space (public + private)
<b>Public Park</b>	2.3 acres	2.3 acres
<b>Private &amp; Publicly Accessible</b>	Additional 1.3 acres in usable green space setbacks	Approximately 1.3 acres

\*Population estimates based on current household sizes in Palo Alto (2.55 persons/household) from 2014-2018 American Community Survey 5-Year Estimates. Assumes 5% vacancy rate of housing units. This does not account for the specific unit mix provided.

\*\*Heights not provided by property owner; these are staff estimates based on number of stories described and typical heights for these uses.

### **Comparison of Concept to Draft Alternatives**

Overall, this concept most closely resembles Draft Alternatives 2 and 3B. These draft alternatives include a public park, housing, commercial space, pedestrian and bike paths bisecting the site, and landscaped areas.

The following table summarizes proposed concept and its comparison to Draft Alternative 3B (the Planning and Transportation Commission's preferred alternative).

<b>Table 2: 395 Page Mill - Comparison Between Proposal and Draft NVCAP Alternative 3B</b>		
	<b>Proposal</b>	<b>Comparison to Draft Alternative 3B</b>
<b>Housing</b>	508 units 84 studio (17%) 306 1-bed (60%) 118 2-bed (23%)	364 units
<b>Affordable Housing</b>	76 units on site (15%)	54 units on site (15%)
<b>Dwelling Units/Acre</b>	51.8	36.8
<b>Potential Residential Population*</b>	1,295	928
<b>Height</b>	6 to 8-stories (63 feet to 84 feet)	Office: 5-stories (50 feet) Residential: 3 to 6-stories (35 feet to 70 feet)
<b>Residential Parking Ratio</b>	1 space/unit	1 space/unit
<b>Office</b>	420,000 square feet	322,852 square feet
<b>Height</b>	8-stories (112 feet)	Office: 50 feet Residential: 35 feet to 70 feet
<b>Jobs to Housing Ratio**</b>	Need 517 units to support office jobs (new and existing office square footage)	The entire project needs 9 additional units to provide housing to support the commercial square footage.
	Need 240 units to support net office jobs (net new commercial square footage)	The project <i>does</i> provide enough housing units to support the increased commercial square footage
<b>Commercial Parking</b>	1,260 spaces (1/333 sf)	Blended rate 1/250 sf
<b>Public Park</b>	2.3 acres	1.0 acres (concept has 1.3 more acres)
<b>Public Park Acres/1,000***</b>	1.77 acres/1,000 residents	1.07 acres/1,000 residents
<b>Pedestrian &amp; Bicycle Connections</b>	Connections to surrounding streets	Includes most bike/ped connections but lacks connection from Page Mill to Olive.

\*Population estimates based on current household sizes in Palo Alto (2.55 persons/household) from 2014-2018 American Community Survey 5-Year Estimates. Assumes 5% vacancy rate of housing units. This does not account for the specific unit mix provided.

\*\*Calculated based on employed residents per household

\*\*\*This calculates the acres/1000 based on the potential population of the development. This is not a ratio taking into account the entire plan area.

Notably, the proposed project delivers 76 below market rate units, an important goal of the NVCAP Working Group and City Council. The proposed 15% is less than the 20% inclusionary goal recommended by the Planning & Transportation Commission (PTC) for the NVCAP area. However, this is consistent with the feasibility analysis that 20% inclusionary is infeasible for rental projects.

Additionally, the concept features significant public open space, including a public park and wide publicly accessible setback areas. As currently presented, the residential component of the project is rental and parkland dedication would not be required. The proposed park, therefore, is beyond the current code requirements for rental projects. Additionally, the 2.3 acres proposed exceeds the park acreage proposed in the draft alternatives—thus furthering the goal of the Working Group to provide more park space.

Some notable differences between the proposal and the NVCAP alternatives include:

- *Retail Space* – The concept presented does not include retail space; or at least it is not mentioned in the description or diagrams. Retail/retail-like space adjacent to the public park and/or Caltrain is desired as an amenity for residents, park visitors, and commuters heading to the train.
- *Circulation* – While there are bike and pedestrian paths improving circulation, there is not a direct mid-block path connecting Page Mill and Olive. This connection would be important to break up the large block. Staff suggests the design accommodate access through and/or on the edges of the surface parking lot.
- *Height* - The proposed buildings range in height from six stories to eight stories. According to the project architect these would range between 63 to 84 feet for the residential buildings and up to 112 feet for the office building. These heights exceed the proposed heights in any of the alternatives. The maximum heights in the alternatives range from 50 feet for office and 35 feet to 70 feet for residential. The height, however, does allow for consolidation of square footage into fewer taller buildings, leaving more ground level space open for parks, landscaping, and bike paths. In contrast, shorter buildings might require more ground area to provide the same number of housing units. This trade off was discussed by the Working Group; still this height exceeds those contemplated by the Working Group.
- *Office Space* – The proposed office square footage exceeds the amount contemplated in any of the alternatives. As a reminder, Alternative 2 proposes to allow reconstruction of the existing amount of office space; Alternative 3B contemplates an additional 126,000 square feet of office space.

### **Recommended Alternative**

Council may choose to incorporate all, some, or none of the proposed concept into its preferred alternative.

Staff anticipates the property owner will be present during the public comment period at the Council meeting. The Mayor may also permit Council members to direct questions regarding the concept to the property owner.

## **340 Portage Avenue**

### **Current Site & Property Use**

The site is most recognized as the location of the former Bayside Canning Company Cannery and, more recently, Fry's Electronics. The parcel, however, contains several different buildings. The site contains the 232,000 square foot former cannery; a 4,707 square foot "Ash Office Building"; and 11,762 square foot commercial/automotive building. In addition, the Matadero Creek crosses through this site separating the commercial/automotive building from the rest of the site. At a total of 12.38 acres, this is the largest site within the NVCAP. It is bounded by parking lots to the northwest and southeast side and Park Boulevard.

The site is zoned RM-30. At present the site houses a number of legal non-conforming uses, including research and development. Until December 2019, the former cannery building housed Fry's Electronics; this retailer has since vacated. A discussion of the presently permitted uses is part of a separate discussion and action by Council. This particular memorandum and the proposed concept below focus on potential redevelopment and associated future land-use regulations.

The cannery building (340 Portage Avenue) was constructed over a period between 1918 through 1941. A Historic Resource Evaluation (HRE)<sup>1</sup> was prepared by Page and Turnbull, at the Council's direction. At its commercial height, the cannery was the third largest cannery in the nation—behind Dole and Del Monte. It was owned by Thomas Foon Chew, one of the most accomplished Chinese-American businessmen. Both the 340 Portage Avenue building and the Ash Office Building were found to be historically significant and eligible for listing in the California Register of Historical Resources at the local level of significance under Criterion 1 (Events) for its association with the history of the canning industry in Santa Clara County.

In addition to the structures, the site also contains 460 surface parking spaces.

### **Concept Description**

The concept would retain 142,744 square feet of the cannery building and would retain and rehabilitate the "monitor roof" portion of the historic building. The concept would retain the Ash office building in its entirety. The commercial/automotive building would be demolished.

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<sup>1</sup> HRE prepared by Page and Turnbull: <https://www.cityofpaloalto.org/files/assets/public/planning-amp-development-services/north-ventura-cap/nvcap-historic-reports-340-portage-evaluation.pdf?t=54966.14>

No new office and R&D space is proposed with this concept with the existing office to remain (142,744 square feet of the cannery building and 4,707 square feet of the Ash office building). The concept proposes 91 townhome (for-sale) units that would include 13 below market rate (15% of total units). The concept proposes to be consistent with the NVCAP regarding vehicular circulation, bicycle and pedestrian connections and the pedestrian trail along the Matadero Creek. The concept also includes a public park at the corner of Park Avenue and Olive Avenue.

The following table summarizes the proposed concept and net change from the existing conditions on the site.

	<b>Proposal</b>	<b>Net Change from Existing</b>
<b>Housing</b>	91 townhome Units 60 3-bed (66%) 31 4-bed (33%)	91 net for-sale units
<b>Affordable Housing</b>	13 units on-site (15%)	15% on-site below market rate units
<b>Dwelling Units/Acre</b>	4.8 acres (18.7 du/ac)	4.8 acres (18.7 du/ac)
<b>Potential Residential Population*</b>	232	232
<b>Height</b>	34 feet	Not stated
<b>Residential Parking Ratio</b>	2 spaces per unit	
<b>Office/Commercial</b>	147,451 square feet	Net decrease of 84,549 of commercial space
<b>Height</b>	No change	No change
<b>Commercial Parking</b>	No information submitted	
<b>Open Space</b>	Public Park (9,292 square feet)	Net 9,292 square feet increase
<b>Public Park</b>	0.2 acres	Net 0.2 acre increase
<b>Private &amp; Publicly Accessible</b>	Not specified	

\*Population estimates based on current household sizes in Palo Alto (2.55 persons/household) from 2014-2018 American Community Survey 5-Year Estimates. Assumes 5% vacancy rate of housing units.

### **Comparison of Concept to Draft Alternatives**

This plan integrates elements from each of the draft alternatives. The proposed circulation, allowing pedestrian and bicycle traffic through on Portage Avenue and Acacia Avenue is reflected across the alternatives. It is not clear if vehicles can access Park Boulevard at these locations.

Overall, the plan resembles draft Alternative 1. In this alternative, the cannery building is adaptively reused and a portion of the parking lot adjacent to the creek and the frontage along Park Boulevard becomes housing. In the proposed concept, the cannery building and Ash office buildings are retained and adaptively reused for commercial purposes. So overall, the mix of uses—office and housing—reflect Alternative 1. Likewise, due to limited incentives, Alternative 1 does not assume a large public park. The public benefit is the retention and restoration of the

historic resource. Council may wish to note that this concept differs from “Alternative M” which seeks for the building to be adaptively reused into housing.

The Working Group remained divided regarding the future of the cannery. Some wanted to see it adaptively reused, while the majority (who supported Alternative 2) wanted to see more contemporary structures replaces the building. This concept may balance the two perspectives.

The concept proposes to retain 147,451 square feet of commercial uses. This is consistent with draft Alternative 2, which allows the reconstruction of existing office and/or R & D square footage. The floor area here is existing and retained floor area, not additional and not reconstructed.

The passageway/connection from the Matadero Creek side of the cannery to the Acacia side reflects Alternatives 2 and 3B. This porosity helps decrease the building as a barrier between the north and south sides of the plan area. This connection is beneficial to the plan area.

The creekside amenity reflects a version of the creek naturalization area featured in the alternatives. A wider area of naturalization would impact the proposed townhomes and reduce the parking spaces provided in the surface parking lot.

The following table summarizes proposed concept and its comparison to Draft Alternative 3B.

<b>Table 4: 340 Portage - Comparison between Proposal and Draft NVCAP Alternatives</b>		
	<b>Proposal</b>	<b>Comparison to Draft Alternative 3B</b>
<b>Housing</b>	91 townhome Units 60 3-bed (66%) 31 4-bed (33%)	576 ( <i>Decrease of 485 units</i> )
<b>Affordable Housing</b>	13 units on-site (15%)	86 units on site (15%)
<b>Dwelling Units/Acre</b>	4.8 acres (18.7 du/ac)	4.9 acres (117.5 du/ac)
<b>Potential Residential Population*</b>	232	1,469
<b>Height</b>	34 feet	35 feet max
<b>Residential Parking Ratio</b>	2 spaces per unit	1 space/unit
<b>Office/Commercial</b>	147,451 square feet	
<b>Height</b>	No change	Consistent up to 50 feet
<b>Jobs to Housing Ratio**</b>	Need 181 units to support office/commercial square footage (proposed concept)	Does not meet entire jobs for site, but better than existing.
<b>Commercial Parking</b>	Not specified	
<b>Public Park</b>	Public Park (9,292 square feet)	1.38 acres



<b>Public Park Acres/1000***</b>	0.0464acres/1,000 residents	0.94 acres/1,000 residents
<b>Pedestrian &amp; Bicycle Connections</b>	Not specified	

\*Population estimates based on current household sizes in Palo Alto (2.55 persons/household) from 2014-2018 American Community Survey 5-Year Estimates. Assumes 5% vacancy rate of housing units. This does not account for the specific unit mix provided.

\*\*Calculated based on employed residents per household

\*\*\*This calculates the acres/1000 based on the potential population of the development. This is not a ratio taking into account the entire plan area.

Some notable differences include:

- *Sequencing* – The Sobrato Organization has already filed an application for the 91-townhome project. This project would require demolition of a portion of the cannery building. This project, which is covered by the Housing Accountability Act, is being processed by the Planning and Development Services Department. The project does not require the adoption of the NVCAP to proceed and will be processed under the zoning and land use codes in place at the time of the filing of the complete application.
- *Housing* – While the alternatives differ in the number of housing units proposed, they all propose more than 91 housing units at this site. This difference is driven in part by the land area and volume of built area envisioned to be housing versus commercial areas compared to this concept.

The draft alternatives would seek to apply the 20% below market rate requirement for for-sale condos and townhomes, as recommended by the Planning and Transportation Commission. The concept, however, proposes 15% below market rate units. Because the application for the townhomes included a pre-application pursuant to SB 330, the required inclusionary rate cannot be increased for the pending application.

- *Retail* – While the cannery building contained approximately 84,000 - 98,000 square feet of prior retail space, retail does not appear to be envisioned in the concept.
- *Parks and Open Space* – The concept proposes an approximate 9,392 square foot park at the corner of Olive Avenue and Park Boulevard. This is less than Alternatives 2 and 3B, however more than Alternative 1. The concept also includes walking/biking path and plaza along the Matadero Creek. Notably, because the proposed townhome project involves a subdivision, the City's Quimby Act ordinance (PAMC Chapter 21.50) comes into play. That ordinance requires land dedication at a rate of five acres per 1,000 residents for large subdivisions, though the City may accept in-lieu fees where land dedication is impossible, impractical, or undesirable.

### **Recommended Alternative**

Council may choose to incorporate all, some, or none of the proposed concept into Council's preferred alternative.

Staff anticipates the property owner will be present during the Council meeting. The Mayor may also permit Council members to direct questions regarding the concept to the property owner.

**From:** Tim Steele <[tsteele@sobrato.com](mailto:tsteele@sobrato.com)>

**Sent:** Wednesday, September 15, 2021 2:57 PM

**To:** Council, City <[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org)>

**Cc:** Shikada, Ed <[Ed.Shikada@CityofPaloAlto.org](mailto:Ed.Shikada@CityofPaloAlto.org)>; Lait, Jonathan <[Jonathan.Lait@CityofPaloAlto.org](mailto:Jonathan.Lait@CityofPaloAlto.org)>; Jones, Rachel, LAFCo <[Rachel.Jones@acgov.org](mailto:Rachel.Jones@acgov.org)>; Yang, Albert <[Albert.Yang@CityofPaloAlto.org](mailto:Albert.Yang@CityofPaloAlto.org)>; Raybould, Claire <[Claire.Raybould@CityofPaloAlto.org](mailto:Claire.Raybould@CityofPaloAlto.org)>; Robert Tersini <[rtersini@sobrato.com](mailto:rtersini@sobrato.com)>; Steve Emslie <[Steve@lh-pa.com](mailto:Steve@lh-pa.com)>; Richard Hackmann <[rhackmann@lh-pa.com](mailto:rhackmann@lh-pa.com)>; [tamsen.plume@hklaw.com](mailto:tamsen.plume@hklaw.com); [Deborah.Brundy@hklaw.com](mailto:Deborah.Brundy@hklaw.com); [Genna.Yarkin@hklaw.com](mailto:Genna.Yarkin@hklaw.com); Tim Steele <[tsteele@sobrato.com](mailto:tsteele@sobrato.com)>

**Subject:** Submittal of Sobrato's proposal for its lands it owns in the NVCAP planning area for consideration at the City Council

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Jonathan,

Please find attached our submittal letter and attachments supporting our land use proposal for the lands we own within the NVCAP planning area for consideration by the Council at the upcoming September 20, 2021 NVCAP discussion.

Regards,

Tim

September 15<sup>th</sup>, 2021

Jonathan Lait  
Director, Planning and Development  
City of Palo Alto

Re: Submittal of Sobrato proposal for lands it owns in the NVCAP planning area for consideration at the City Council hearing on September 20, 2021

Dear Jonathan,

As you know, we have been supportive of the long-term planning for the City's Comprehensive Plan and eventually the North Ventura Coordinated Area Plan (NVCAP) since purchasing the Portage site in 2011. We have and continue to participate as a Working Group member and also financially supported the process by contributing matching funds of \$250,000 to the planning process which assisted in the City securing the Metropolitan Transportation Commission (MTC) planning grant funds.

The NVCAP planning process has been ongoing for an extended period of time. One thing is clear is that there is no consensus of any one alternative nor is it clear which would be the more successful. Each has clear and differing benefits and challenges.

We are pleased to read in the latest staff report for the September 20<sup>th</sup> Council meeting about a proposed change in the approach to developing the preferred alternative. Staff is characterizing the new approach as "Comparing the component parts to puzzle pieces".

Over these past several years we have spent a significant amount of time participating on the Working Group and have listened intently trying to understand how our one puzzle piece, being just 20% of the total NVCAP planning area, might best fit within the larger puzzle. Since the beginning, we have wanted to be a collaborative partner in this planning process and want to continue in the same approach.

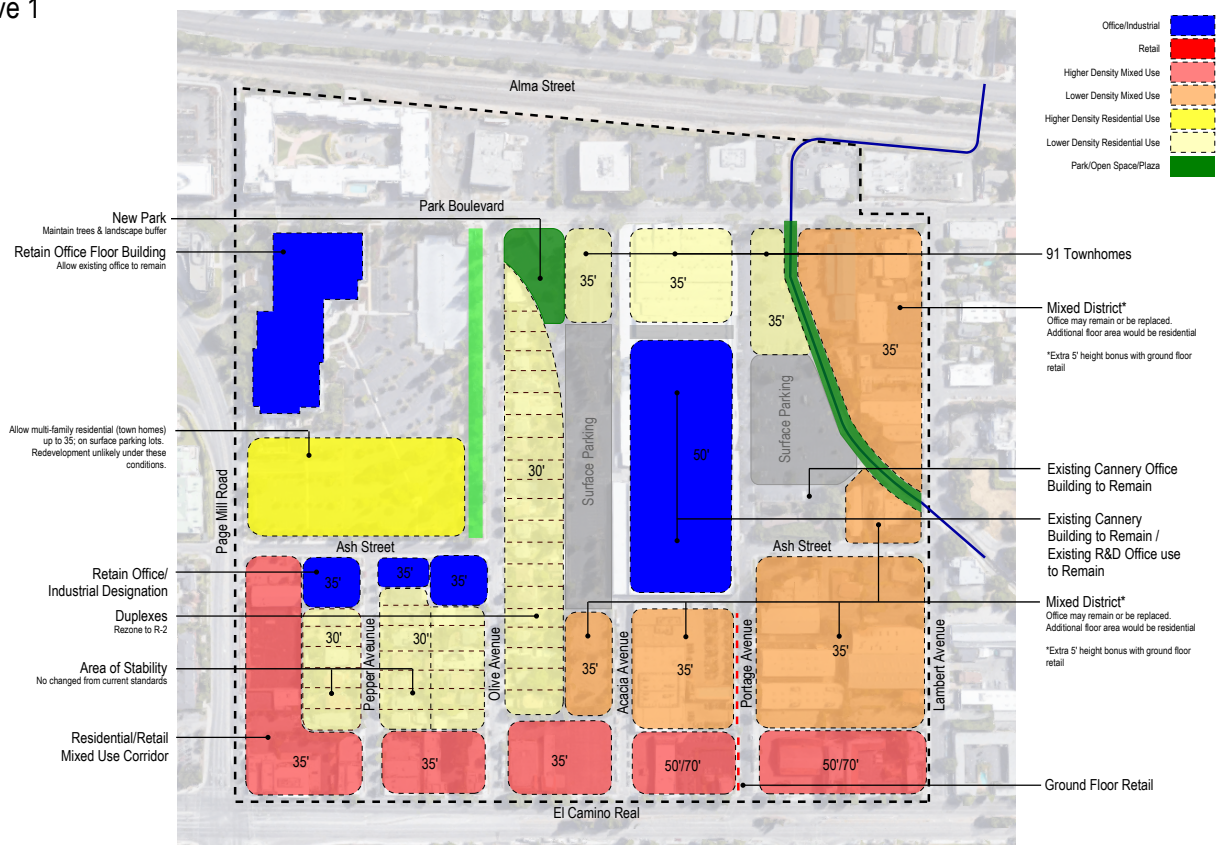
Our design team has developed a plan for our property that we believe integrates many of the principal design concepts identified through the NVCAP planning process and expressed in the current three alternatives (Attachment A). We feel that our design fits very well within all of the proposed alternatives and achieves the following:

- Retains 142,744 sf of the existing approximate 232,000 sf of the main Cannery Building, and would retain and rehabilitate the Monitor Roof portion of the historical Cannery Building. This is rendered on the attached exhibit and uses a historical picture as reference (Attachment B).
- Retains the historic building on Ash and Portage.
- We propose NO NEW R&D/Office sf. Only the existing 142,744 sf would remain within the main Cannery Building and the 4,707 sf Ash building. The additional existing ancillary buildings would also remain.

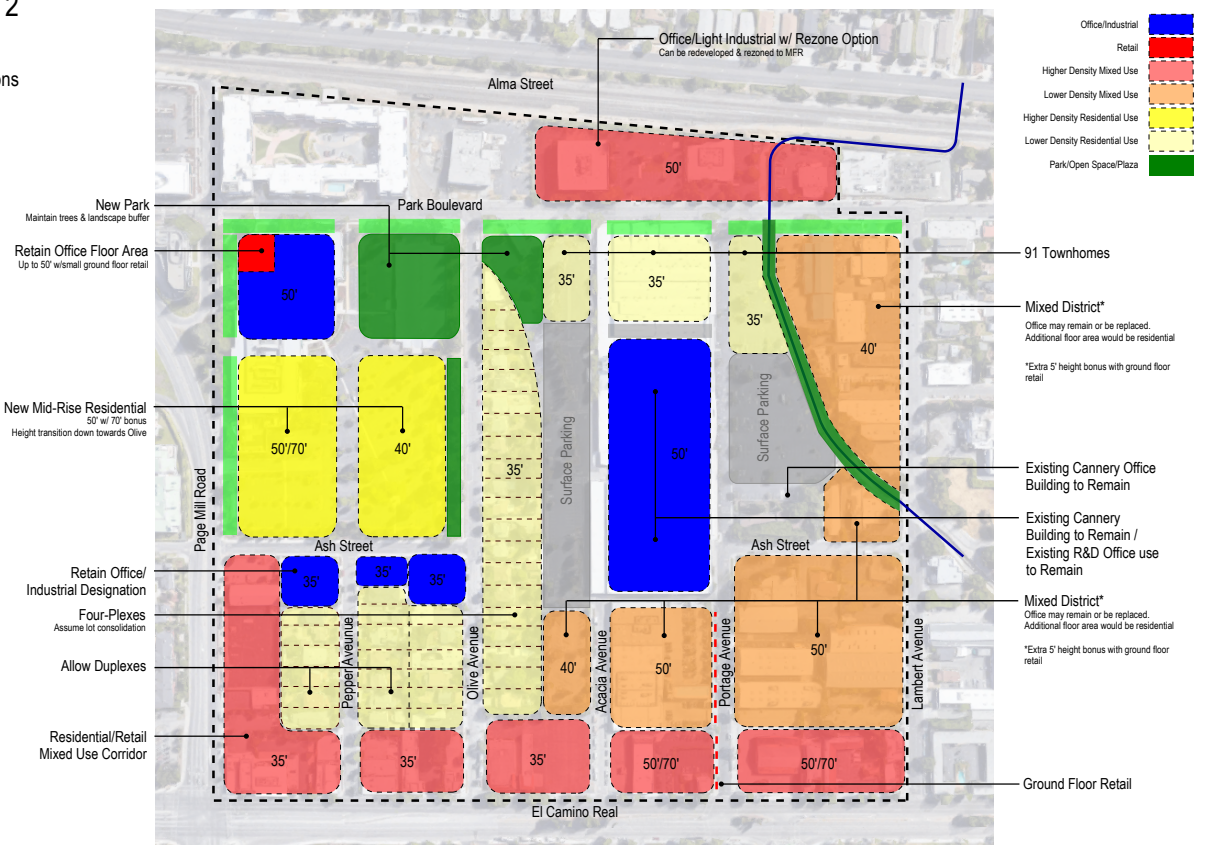


# Sobrato Plan Conformance w/NVCAP Alternates

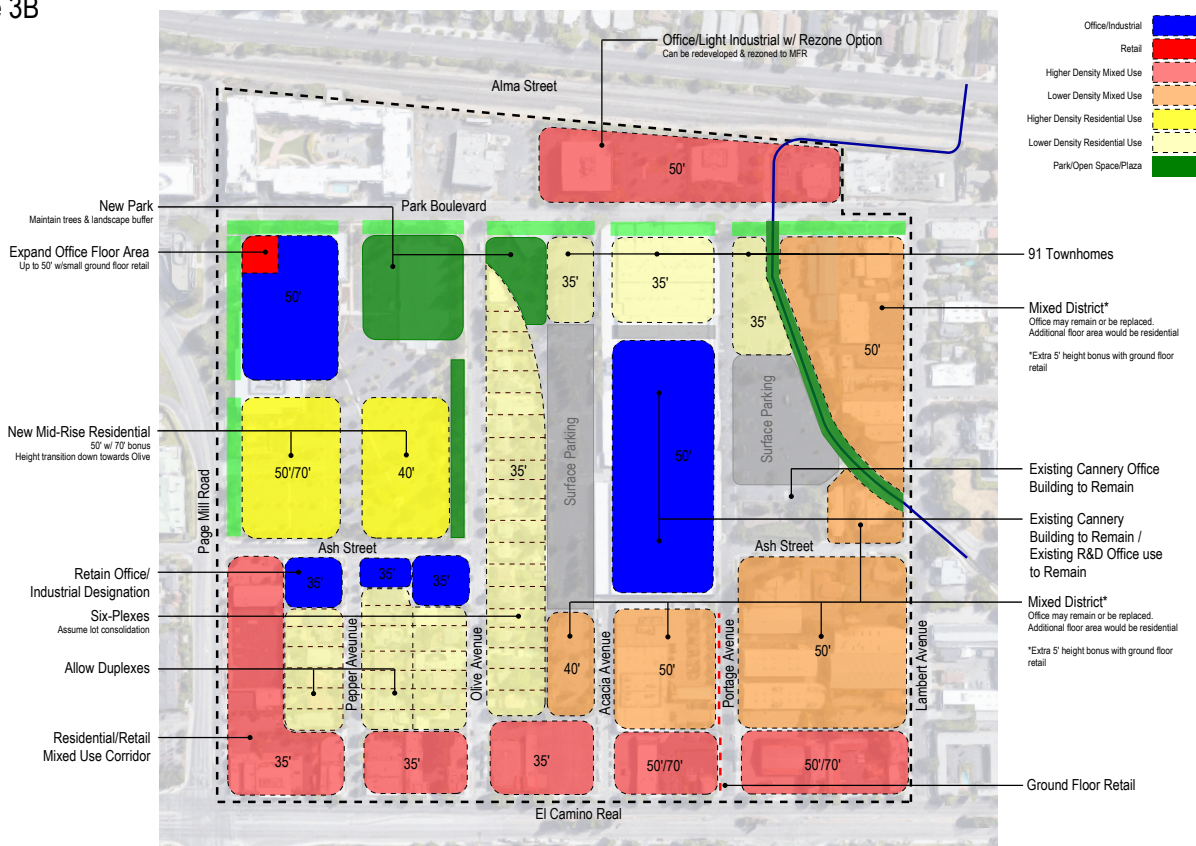
### Alternative 1



### Alternative 2 Incorporating NVCAP Recommendations (No New R/D)



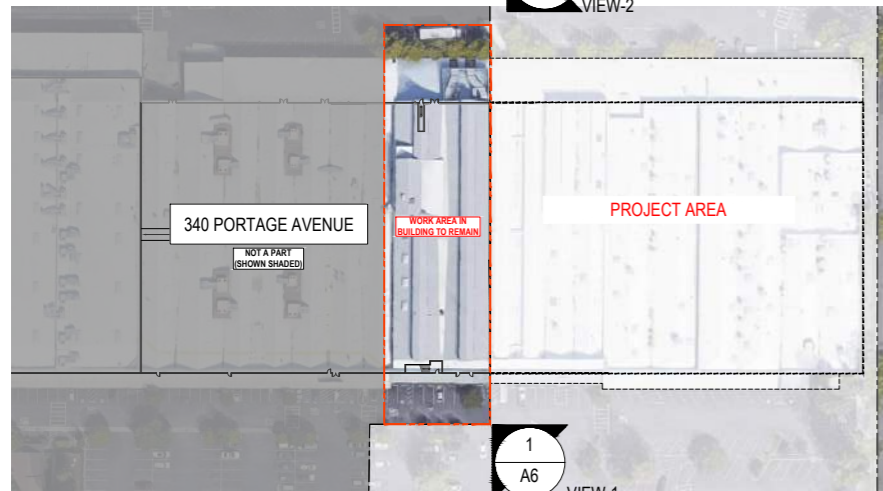
### Alternative 3B



### Sobrato NVCAP Area Overlay Incorporating NVCAP Recommendations (No New R/D)



2  
A6  
VIEW-2



1  
A6  
VIEW-1

REFERENCE SITE PLAN

SCALE: 1" = 60'-0"



RENDERING VIEW 1

SCALE: N.T.S.

1



HISTORIC BUILDING DESIGN - SHOWN FOR REFERENCE

SCALE: N.T.S.

4



RENDERING VIEW 2

SCALE: N.T.S.

2



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DATE 07.12.2021

RENDERINGS

A6

PROJECT NO: 215273

**From:** Tom Gilman <[tgilman@des-ae.com](mailto:tgilman@des-ae.com)>

**Sent:** Tuesday, September 14, 2021 4:34 PM

**To:** Council, City <[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org)>

**Cc:** Lait, Jonathan <[Jonathan.Lait@CityofPaloAlto.org](mailto:Jonathan.Lait@CityofPaloAlto.org)>; Tanner, Rachael

<[Rachael.Tanner@CityofPaloAlto.org](mailto:Rachael.Tanner@CityofPaloAlto.org)>; Campbell, Clare <[clare.campbell@cityofpaloalto.org](mailto:clare.campbell@cityofpaloalto.org)>

**Subject:** 395 Page Mill within the NVCAP plan

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To the Palo Alto City Council-

In regards to the NVCAP process, the Planning staff has requested from the Jay Paul Company, a response to the concepts presented at the June 2021 City Council meeting.

Based on the Planning documents from that meeting and in discussions with the Staff, the owner needed to take a more detailed look into the numbers to evaluate the potential redevelopment for the 395 Page Mill site.

This has included reviewing several existing conditions:

- Rapidly increasing construction costs
- The considerable investment that he has made to the existing building
- Potential buy-out of the existing tenant's lease and lease extension possibility
- Major construction cost of building 2 1/2 levels of underground parking

Based on the considerable financial investment that a redevelopment would entail, the Jay Paul Company would be prepared to go along with a redevelopment of the site based on the following:

- Build 508 new living units in a multifamily project with a 15% affordability (BMR) ratio, built in 6-story and 8-story buildings
- Build an additional 200k sf of tech-office space for a total office area of 420K sf on the site, built in a new 8-story tech-office building
- Include a new 2.3 acre public park, plus significant usable green space setbacks totaling an additional 1.3 acres. On average the existing setbacks are 25', which would be increased to 30'-40'.
- 95% of the parking would be housed in a new 2 1/2 level underground parking garage, opening up a significant portion of the site as green space.
  - The 9.8 acre site would have almost 60% open space, (public + private) compared to the current 25%
- The multi-family residential buildings would be highly sustainable, built to CalGreen standards.
- The tech-office buildings would be built to highly sustainable green levels, including LEED Platinum, and Fitwell accredited
- Designing this office building as a Mass-Timber building. This will help ensure that the project is a highly sustainable project with the goal of significant Carbon reduction.



- The Jay Paul Company has an on-going relationship with Magical Bridge Foundation, with whom they have worked in Palo Alto and other communities. They will work with them to consider Magical Bridge play spaces in the proposed Park area.

The owner believes that this location is ideal for this transit-oriented development with Caltrain and multiple bus lines within easy walking distance.

Without these levels of additional office space redevelopment, the owner is not motivated to redevelop the site, given the highly successful development with the current tenancy.

The owner looks forward to helping the City make this NVCAP effort a reality and is available for further conversation.

Thank you,

Tom Gilman, AIA

**C. Thomas Gilman**, AIA, LEED AP  
Principal | President

**DES Architects + Engineers** | 399 Bradford Street | Redwood City, CA 94063

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**SITE DATA**

SITE AREA:	9.8 Acres
OFFICE BUILDING:	420,000 sf
RESIDENTIAL UNITS:	508 units
Studio	84 units (17%)
1-Bed	306 units (60%)
2-Bed	118 units (23%)
PARKING REQUIRED:	1,768 cars
Office (3/1000)	1,260 cars
Resi (1/1 Unit)	508 cars
PARKING PROVIDED:	1,701 cars
Basement (2 Levels)	1,701 cars
Surface	67 cars