

**2019-7923  
300 S Mathilda Ave**

## **RECOMMENDED FINDINGS**

### **California Environmental Quality Act**

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The Planning Commission hereby makes the following findings:

1. The Planning Commission has independently reviewed the programmatic Final Environmental Impact Report for the Downtown Specific Plan, State Clearinghouse #2018052020, certified on August 11, 2020 ("Program EIR").
2. The Downtown Specific Plan ("DSP") anticipated the construction of this project including a six story (90 feet max), mixed use building with approximately 153,000 square feet of office space and 7,131 square feet of commercial space at 300 S. Mathilda Avenue. Additionally, the DSP EIR analyzed four projects located within Block 18, which included Subblock 1 (300 S. Mathilda Avenue/Subject Site), Subblock 3 (200 W. Washington Avenue and 200 S. Taaffe Street), Subblock 2 (300 W. Washington) and Subblock 6. The DSP EIR analyzed a total of 793 dwelling units, 164,906 square feet of commercial space and 856,199 square feet of office space. While the proposed project is 5,604 square feet over the anticipated commercial square footage for the site, it is still under the total studied for all of Block 18. Staff is tracking the anticipated, approved and remaining development potential for Block 18 to ensure that development remains within the scope of the DSP EIR.
3. In addition to serving as the environmental document for the approval of the DSP, the Program EIR was intended by the City to serve as the basis for compliance with CEQA for future discretionary actions to implement the DSP, in accordance with Public Resources Code Section 21094 and Section 15168 of the CEQA Guidelines.
4. The Program EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the DSP and more specifically, for the proposed project. In addition, the Program EIR identified significant and unavoidable impacts with regard to cultural and historic resources, noise, utilities, and traffic operations.
5. On August 11, 2020, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the Program EIR and adopted the DSP.
6. The City has analyzed the proposed Project pursuant to Public Resources Code Section 21094(c) and Section 15168(c)(2) and (4) of the CEQA Guidelines to

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determine if the Project may cause significant effects on the environment that were not examined in the Program EIR and whether the Project is within the scope of the Program EIR.

7. The Planning Commission finds that the Project will not result in environmental effects that were not adequately examined in Program EIR. As demonstrated by the City's analysis of the Project, the Project will incrementally contribute to, but will not increase the severity of, significant environmental impacts previously identified in the Program EIR.
8. For the reasons discussed in Section ENVIRONMENTAL REVIEW of the PLANNING COMMISSION Staff Report for the proposed Project dated October 12, 2020, the Planning Commission finds that the proposed Project is consistent with the DSP. In accordance with Public Resources Code Section 21094(b) and Section 15168(c)(2) and (4) of the CEQA Guidelines, none of the conditions or circumstances that would require preparation of subsequent or supplemental environmental review pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the Project:
  - a) The Project does not include any substantial changes in the DSP and no substantial changes have occurred with respect to the circumstances under which the Project is to be undertaken consistent with the DSP, so the Program EIR does not require any revisions due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
  - b) No new information of substantial importance, which was not known and could not have been known at the time that the Program EIR was certified as complete, shows that the Project would cause new or substantially more severe significant environmental impacts as compared against the impacts disclosed in the Program EIR, that mitigation measures or alternatives found infeasible in the Program EIR would, in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Program EIR would substantially reduce one or more significant environmental impacts found in the Program EIR.
9. All significant effects on the environment due to the implementation of the Project have been eliminated or substantially lessened where feasible through the Program EIR mitigation measures adopted in connection with the City Council's approval of the Program EIR. All Program EIR mitigation measures applicable to the Project are hereby made a condition of the Project's approval.
10. In accordance with Public Resources Code Section 21094(d), the Planning Commission finds that any significant and unavoidable impacts of the Project

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with regard to construction air quality, cumulative air quality and traffic operation are outweighed by overriding considerations as set forth in the Program EIR and in the Findings adopted by the City Council in connection with the approval of the Program EIR, as incorporated by reference and reaffirmed herein.

11. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the Planning Commission, exercising its independent judgment and analysis, finds that the Project is consistent with the DSP, falls within the environmental parameters analyzed in the Program EIR, and would not result in any new significant environmental effects or a substantial increase in the severity of any previously identified effects beyond those disclosed and analyzed in the Program EIR, nor would new mitigation be required for the Project.
12. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Ave., Sunnyvale, CA 94086.

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### **Special Development Permit**

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The Downtown Specific Plan Goals and Policies that relate to this project are:

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**Goal A-1: A Mixed-Use Center Establish the Downtown as a cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transit opportunities.**

*Policy A-1. Encourage a broad mix and scale of uses throughout the Downtown when consistent with the district character.*

*Policy A-1.3 Promote opportunities for small independent businesses and merchants by creating sites for independent retail and entertainment venues.*

*Policy A-1.4 Encourage the provision of space for small, new, emerging, and innovative businesses.*

*Policy A-1.7 Support local restaurant and retail businesses in the Downtown by discouraging private employee cafeterias and other on-site retail, medical, and personal services.*

*Policy A-1.8 Where appropriate, allow for additional development beyond the base allowable development in exchange for amenities that benefit the community.*

**Goal B-1: A Distinct Downtown for Sunnyvale Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.**

*Policy B-1.1 Promote sustainable building design and infrastructure as a model for other districts in the City.*

*Policy B-1.2 Ensure adequate public utility services and infrastructure.*

*Policy B-1.4 Encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan Area.*

*Policy B-1.5 Establish a clear identity and sense of arrival to the Downtown through attractive and easily visible wayfinding and branding signs, kiosks, banners, and other elements.*

**Goal B-2: Preservation of Existing Neighborhood Character Protect and enhance the community character of existing neighborhoods, preserving distinctive features.**

*Policy B-2.3 Encourage intensification of the Downtown Core while maintaining and enhancing the character of the lower density neighborhoods surrounding the Downtown.*

**Goal B-3: A Pedestrian-Oriented Environment Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.**

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*Policy B-3.2 Create a sense of arrival and address through the improvement of major arterials to the Downtown in accordance with the proposed streetscape designs.*

*Policy B-3.4 Continue to encourage landscape, streetscape, and façade improvements for all streets throughout the Downtown.*

*Policy B-3.5 Improve the character of local streets with shade trees, wide sidewalks, and public amenities, such as public seating, shade, and “smart city infrastructure” (i.e. wi-fi, charging stations, etc.) that support the land uses and functions of the street, where appropriate.*

*Policy B-3.7 Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.*

**C-1: A Balanced Transportation System Promote a balanced transportation system to meet the needs of alternative methods of travel.**

*Policy C-1.1 Encourage strong pedestrian, bicycle, and alternate methods of transportation linkages throughout the Downtown.*

*Policy C-1.3 As development occurs, require shared use easements for parking in the Downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.*

*Policy C-1.4 Provide adequate access to parking in the Downtown while promoting trip reduction through parking management practices.*

*Policy C-1.5 Follow the VTA standards for bicycle parking.*

*Policy C-1.6 Encourage and promote flexibility in land use and streetscape standards to accommodate new and emerging transportation technologies, including options for ridesharing pick-up and drop-off.*

*Policy C-1.9 Encourage ample public and private bicycle parking facilities.*

1. *The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale. **Finding met.***

The proposed use attains the objectives and purposes of the Downtown Specific Plan of the City of Sunnyvale as the project is a six-story mixed use building providing additional employment opportunities and retail in the downtown and the project accesses increased height and floor area through a Community Benefit contribution. The proposed building will comply with the City's Green Building requirements and meets the LEED Gold with

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USBC Certification as required in the Development Agreement. The exterior materials are high quality, and the architecture helps in defining the gateway to the Downtown's commercial core area. The proposed project intensifies an underutilized parcel and provides improvements to the streetscape and pedestrian realm through improved sidewalks, added street trees, and street furniture. Lastly, the project site is located within walking distance to Caltrain, and it includes locked bike storage facilities for future employees.

2. *The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties. **Finding met.***

The proposed project has been designed to the requirements of the updated Downtown Specific Plan including new streetscape improvements around the site. Additionally, the project has been designed to comply with the new adopted design guidelines found in Chapter 6 of the Downtown Specific Plan. The following table indicates the applicable design guidelines and if they are met or not and comments when needed to explain.

| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |                        |   |             |  |
|--|------------------------|---|-------------|--|
|  | SECTION                | GUIDELINE   | FINDING MET | COMMENT  |
| General Design Guidelines                            |                        |   |             |  |
| 1.   | Site Layout and Design | <b>GG-A.1</b> Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include: <ul style="list-style-type: none"> <li>a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and residential amenity spaces; along with private usable open spaces at the upper levels;</li> <li>b. Primary façade of entertainment uses, such as a movie theater;</li> <li>c. Attached residential units, such as townhouses or live and work units, that are served by rear access drives; and</li> <li>d. Other uses and configurations that achieve the goal and intent of activating these edges.</li> </ul> | Yes         | Ground floor provides commercial uses on McKinley Avenue and maker's space on Mathilda Avenue. |
| 2.   |                        | <b>GG-A.2</b> Along the pedestrian priority ways, shown in Figure 6-1, at least 75% of the building frontage should include active ground floor uses (as defined in Guideline A-1) that allow for maximum visual interaction with the pedestrian zone.  | Yes         | Minor portion of the Mathilda façade is dedicated to service area at 10% of frontage.          |

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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |  |   |                |   |
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|  | SECTION                                  | GUIDELINE   | FINDING MET    | COMMENT   |
| 3.   |  | <b>GG-A.3</b> Where uses are located adjacent to public space, ground floor commercial uses must be physically and visually oriented towards the public space or plaza. Refer to Section 6.3 for guidelines related to ground floor retail uses.  | Yes            | The commercial space along McKinley Avenue and maker's space along Mathilda are directly oriented towards the streets. The use of clear storefront glass further allows for direct visual connection.   |
| 4.   | <b>Building Organization and Massing</b> | <b>GG-B.1</b> For buildings occupying an entire block greater than 300 feet, building massing and architecture should be varied every one-third of the block, to avoid the appearance of a monolithic structure.  | Yes            | All frontages are less than 300 feet in length.   |
| 5.   |  | <b>GG-B.2</b> Mid-rise and high-rise buildings should be organized with a base, middle, and top as a fundamental design approach. <ul style="list-style-type: none"> <li>a. The building base should be differentiated with projections and setbacks and enriched with finer grain design detail and decorative elements, such as awnings, canopies, arcades, entries, window treatments, planter boxes, etc., to support a more pedestrian-oriented scale along the street.</li> <li>b. The middle and top portions of the building, including the upper floors above the building base should be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of pedestrian-scaled enclosure to the public realm. Smaller sites and sites with shallow depths may propose alternative design approaches to provide architectural interest through quality exterior materials and architectural features.</li> <li>c. A building column grid system of 30 foot on center is commonly used for new mid-rise and high-rise buildings in the Downtown and should be referenced in the design of new buildings, to establish a consistent façade rhythm and pattern for commercial storefront widths along the street.</li> </ul> | Yes            | The building includes a defined two-story building base using a combination of storefront glass, GFRC, metal panels and dark metal trims. Curtain walls on upper floors are broken up by vertical metal panel fins of varying widths and projections. Use of staggered pattern of vertical fins along Mathilda Avenue and solid flush panels along Booker and Aeries Avenue further helps in façade articulation and variation. The building top is well-defined by beveled roof cornice. |
| 6.   |  | <b>GG-B.3</b> New development which is adjacent to or across the street from lower scale neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be  | Not applicable | .   |

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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |  |  |             |   |
|--|--|--|-------------|---|
|  | SECTION                                  | GUIDELINE  | FINDING MET | COMMENT   |
|  |  | generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. Refer to Section 6.4 for guidelines on design transitions in the Commercial Core district adjacent to lower-scaled neighborhoods.  |             |   |
| 7.   |  | <b>GG-B.4</b> Building massing and form should preserve the view corridor and line of sight to significant civic, cultural, or natural landmarks from high pedestrian use streets by matching the setback of existing buildings along the street. These landmarks include, but are not limited to, historic Murphy Ave, the existing redwood trees in Redwood Square, and the primary entry and marquee for the theater on McKinley Avenue. Refer to Figure 6-3, below, which illustrates an example.  | Yes         | The proposed development matches the setback of existing buildings along the street.  |
| 8.   | <b>Façade Articulation and Variation</b> | <p><b>GG-B.5</b> Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure.</p> <ul style="list-style-type: none"> <li>a. Continuous flat facades should be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes.</li> <li>b. Commercial building facades should be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront patterns, such as the Murphy Station Landmark District, consisting of lots that are more typically 25 feet and 50 feet in width.</li> <li>c. Articulation of residential buildings should be smaller, at 40-50 feet, to better respond to historic lot sizes and patterns that are in the neighborhoods surrounding the Commercial Core district.</li> </ul> | Yes         | The ground floor is broken up by change in materials and varying wall planes. The upper floors are articulated by use of wrap around decks and staggered pattern of vertical fins.  |
| 9.   |  | <p><b>GG-B.6</b> A well-defined street edge is encouraged, especially within the Commercial Core and North of Washington districts. Ground floor facades should address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk width (as defined in Section 7.5), to create a consistent but articulated setback along the street.</p> <ul style="list-style-type: none"> <li>a. A minimum ground floor setback of at least 30 inches from the back of</li> </ul>   | Yes         | The building establishes a build-to-line, generally at 20 feet from the curb. The ground floor is commercial uses along McKinley and Mathilda Avenue with a 22-foot plate height and storefront glazing that provides lighting into the spaces. |



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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |                                |   |                |  |
|--|--------------------------------|---|----------------|--|
|  | SECTION                        | GUIDELINE   | FINDING MET    | COMMENT  |
|  |                                | <p>sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities.</p> <p>b. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line to provide additional public space on the street.</p> <p>c. The height of the ground floor should be a minimum of 18 feet from floor to floor and designed with transparent storefronts that allow full visibility into retail or common area spaces.</p> <p>d. Where residential is proposed, the first floor of residential units should transition from the public realm with raised stoops, steps, or other transitional elements.</p> <p>e. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings.</p> |                |  |
| 10.  |                                | <b>GG-B.7</b> Buildings used as focal points at a street corner should include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.   | Yes            | The angled upper floor wall planes help in providing a focal point at McKinley and S. Mathilda Avenue intersection. Wrap-around decks on the upper floor level at Mathilda and Booker Avenue intersection further helps in defining the building corner. |
| 11.  |                                | <b>GG-B.8</b> Special corner entry treatment such as angled corner entries, as well as recessed mid-block entries with a forecourt, are acceptable, to create an interesting pedestrian environment.  | Yes            | See above.   |
| 12.  |                                | <b>GG-B.9</b> Direct entrances to street-level residential units are encouraged for residential buildings to create a lively streetscape, where appropriate.  | Not Applicable |  |
| 13.  | <b>Building Tops and Roofs</b> | <b>GG-B.10</b> Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit should be avoided.  | Yes            | The building provides various setbacks and decks at the upper floors to break up the mass of the buildings.  |
| 14.  |                                | <b>GG-B.11</b> Roof treatments, such as cornices and overhangs, are encouraged to define  | Yes            | The beveled metal panel overhang help in defining the building top.  |

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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |  |   |                |  |
|--|--|---|----------------|--|
|  | SECTION                                    | GUIDELINE   | FINDING MET    | COMMENT  |
|  |  | building tops. Parapets without architectural detailing are not allowed.  |                |  |
| 15.  |  | <b>GG-B.12</b> Minimize the appearance of exterior roof drains.   | Yes            |  |
| 16.  | <b>Architectural Character and Details</b> | <b>GG-C.1</b> New buildings within Downtown Sunnyvale may be more contemporary in style. Buildings adjacent to a historic building or district should consider ways to respond to the historic context and increase compatibility. Literal replication or mimicry of past architectural styles should be avoided.   | Yes            | The proposed architecture can be considered contemporary or modern and relates to the site's surrounding.                    |
| 17.  |  | <b>GG-C.2</b> Building bases should be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided, especially along The Loop and pedestrian priority ways. | Yes            | Use of change of materials and wall planes provides a clear delineation of the ground floor.                                 |
| 18.  |  | <b>GG-C.3</b> Awnings, canopies, and shade structures should be provided along the street level to create more pedestrian-scaled enclosures at the sidewalk and accommodate signs, graphics, and lighting.  | No             |  |
| 19.  |  | <b>GG-C.4</b> Design ground level commercial uses within a building with multiple bays that accommodate multi-tenant occupancy or help to articulate the storefront of a larger single tenant.  | Yes            | Mullions spaced at 5 feet distance help to articulate the storefronts.   |
| 20.  | <b>Windows</b>                             | <b>GG-C.5</b> Where new development is planned near existing residential development, new windows and outdoor spaces should be carefully designed to respect the privacy of adjacent and nearby neighbors by limiting direct views into the windows of other residential units.   | Yes            | The design proposes limited glazing for the upper floor levels facing existing multi-family development across Aries Avenue. |
| 21.  |  | <b>GG-C.6</b> Window design should contribute to and complement the architectural character and style of the building. Its materials, and features, such as the trims and sills, should be of high quality and include some depth to cast shadows and articulate the building.  | Yes            | The proposed curtain glazing with dark metal trims complements the modern architecture style of the development.             |
| 22.  |  | <b>GG-C.7</b> Windows and mullions are encouraged for residential building applications to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullion-less, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to   | Not Applicable |  |

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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |                                       |  |                |  |
|--|---------------------------------------|--|----------------|--|
|  | SECTION                               | GUIDELINE  | FINDING MET    | COMMENT  |
|  |                                       | the overall design but shall not be used as an overall design theme.   |                |  |
| 23.  |                                       | <b>GG-C.8</b> The use of transparent glass is required. <ul style="list-style-type: none"> <li>a. To provide visibility into active spaces, fenestration should, at a minimum, provide visibility from three feet above the sidewalk to the clear ceiling height, as addressed in Guideline GG-B.5 above.</li> <li>b. Clerestory glass above a building canopy or awning is encouraged consistent with traditional commercial development patterns in Downtown.</li> <li>c. Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors.</li> </ul> | Yes            | The ground floor is comprised of clear floor to ceiling clear storefront glass. Clear curtain glass walls are proposed for the upper floor levels. |
| 24.  |                                       | <b>GG-C.9</b> Additional protection to reduce solar gain shall be enhanced by building design utilizing recesses and shading devices, especially for the south and west facing facades of the building.  | Yes            | The building will need to be consistent with Title 24 requirements which address solar gain.   |
| 25.  |                                       | <b>GG-C.10</b> Reflective glass is not permitted, except in minor decorative applications.   | Yes            | None proposed.   |
| 26.  |                                       | <b>GG-C.11</b> Development projects shall comply with the City-adopted Bird Safe Design Guidelines.  | Yes            | As conditioned and designed.   |
| 27.  | Building Materials                    | <b>GG-C.12</b> Use of durable, high quality materials on building exteriors is required. Refer to Table 6-1 for the list of preferred and discouraged building materials.  | Yes            | The materials provide interest and texture on the façade.  |
| 28.  | Color                                 | <b>GG-C.13</b> A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile.   | Yes            | The color palate includes a combination of grey and bronze toned materials including GFRC, metal panels, storefront and curtain wall.              |
| 29.  |                                       | <b>GG-C.14</b> Proposed building colors should be compatible with one another, as well as with that of the adjacent historic buildings, where applicable   | Yes            | The proposed colors are complementary.   |
| 30.  |                                       | <b>GG-C.15</b> Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base.   | Not Applicable |  |
| 31.  | Parking Structure Location and Access | <b>GG-D.1</b> Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located primarily on the ground floor. Parking for residents and office employees   | Yes            | The project is using adjacent "Pear" parking structure for commercial retail uses.   |

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| <b>DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)</b> |  |  |                    |  |
|---|--|--|--------------------|--|
|   | <b>SECTION</b>                                     | <b>GUIDELINE</b>   | <b>FINDING MET</b> | <b>COMMENT</b>   |
|   |  | should be located either below grade or on upper floors.   |                    |  |
| 32.   |  | <b>GG-D.2</b> Vehicular entries to parking garages should be away from pedestrian priority ways, to the maximum extent possible, to reduce pedestrian and vehicle conflicts.   | Yes                | The vehicular entries to parking levels is proposed from Booker and Aries Avenue, away from pedestrian priority ways.  |
| 33.   |  | <b>GG-D.3</b> Driveways into parking garages should not exceed a width of 30 feet and should be separated by a minimum distance of 10 feet.  | Yes                | Driveways into the garages are less than 30 feet. However, some curb cuts may total more than 30 feet as they provide access into loading areas and solid waste areas. |
| 34.   |  | <b>GG-D.4</b> Avoid accessing parking garages and large surface parking lots directly from Mathilda, Murphy, Sunnyvale, and Evelyn Avenues, Driveways internal to the block may be used for access into the parking garage from these streets  | Yes                |  |
|   | <b>Design of Parking Structures / Parking Lots</b> | <b>GG-D.5 – GG-D.16</b>  | Not Applicable     | The proposed parking is in at lower level, first floor and second floor levels within the building.  |
| 35.   | <b>Open Space and Landscaping</b>                  | <b>GG-F.1</b> Major plazas are encouraged to incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances, and provide areas of shade and seating.  | Not applicable     |  |
| 36.   |  | <b>GG-F.2</b> In courtyards and exterior gathering spaces, public art, water elements, and/or outdoor seating should be incorporated into the design to provide additional interest and relaxing sounds at key pedestrian locations. These features should be in scale with the size of the gathering space. | Not applicable     |  |
| 37.   |  | <b>GG-F.3</b> Comply with Municipal Code requirements for tree preservation. Healthy significantly sized trees shall be preserved and incorporated into the design of plazas and common open space areas unless the standards and criteria for removal are met.  | Not applicable     |  |
| 38.   |  | <b>GG-F.4</b> Public gathering areas are encouraged to include well-designed seating options such as benches, seat walls, planter ledges, moveable chairs, and seating steps that complement existing plaza space in the   | Not applicable     |  |

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| DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6) |                          |   |                |   |
|--|--------------------------|---|----------------|---|
|  | SECTION                  | GUIDELINE   | FINDING MET    | COMMENT   |
|  |                          | Downtown. Seating and gathering areas should have a mixture of shaded and unshaded areas to increase usability in various weather conditions.   |                |   |
| 39.  |                          | <b>GG-F.5</b> Special paving materials, such as pavers, precast concrete, stone, tile, or other accent materials are encouraged at focal points and highly visible areas outside of the required public sidewalk.   | Yes            | The DSP standard sidewalk details will be used for the perimeter sidewalks. |
| 40.  |                          | <b>GG-F.6</b> Sustainable design features that are associated with utilizing renewable energy, reducing the heat island effect, and adopting low impact development (LID) stormwater strategies are highly encouraged   | Yes            | The project will comply with the City's Green Building requirements.        |
| 41.  |                          | <b>GG-F.7</b> Use of appropriate native vegetation and water conserving plant material of varying textures and colors is highly encouraged. Plant material should conform to water efficient landscaping requirements in Title 19 (Zoning).   | Yes            | This project complies with Water Efficient Landscaping requirements.        |
| 42.  |                          | <b>GG-F.8</b> All areas of plazas should be visible from surrounding building entrances, residential units or non-residential spaces, or other frequently occupied indoor/ outdoor spaces to maximize natural surveillance.   | Not applicable |   |
| 43.  |                          | <b>GG-F.9</b> Adequate lighting in plazas should be included for evening/nighttime uses and security and should be integrated as design features, to provide ambient lighting. Path lighting may be used to highlight main pedestrian circulation. Pole lighting should be placed adequately and equipped with necessary cut-off fixtures, to prevent light pollution and glare to the adjacent properties. | Not applicable |   |
| 44.  | <b>Usable Open Space</b> | <b>GG-F.12</b> Usable open space should be well landscaped to enhance the aesthetics of individual developments.  | Not applicable | .   |
| 45.  |                          | <b>GG-F.13</b> Residential common areas may be provided in a variety of formats, including courtyards, roof gardens, play areas, and outdoor kitchens. Common areas that have direct access from the public streets may establish access restrictions.  | Not Applicable |   |

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| <b>DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)</b> |  |  |                    |  |
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|   | <b>SECTION</b>                               | <b>GUIDELINE</b>   | <b>FINDING MET</b> | <b>COMMENT</b>   |
| 46.   |  | <b>GG-F.14</b> Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space.   | Not Applicable     |  |
| 47.   |  | <b>GG-F.15</b> Podium or rooftop patios and gardens with usable open spaces are highly encouraged.   | Yes                | The proposed buildings include decks at all upper floor levels.  |
| 48.   |  | <b>GG-F.16</b> At the street level, residential developments should provide a transition zone between the public realm and the private realm through use of open space and landscaping. The transition space may utilize a combination of planting beds, steps, varying paving materials, trellises, arcades, and low hedges or fencing. | Not Applicable     |  |
| 49.   | <b>Plant Palette and Landscape Materials</b> | <b>GG-F.18</b> Maintain a recommended street tree list for the Downtown Specific Plan Area.  | Yes                |  |
| 50.   |  | <b>GG-F.19</b> The use of native and drought-tolerant trees is encouraged.   | Yes                |  |
| 51.   |  | <b>GG-F.20</b> Table 6-2 lists preferred and discouraged non-plant materials for use in landscaped and outdoor spaces  | Yes                |  |
| 52.   | <b>Streetscape Elements</b>                  | <b>GG-G.1</b> Unifying elements along The Loop should be considered to highlight this route, including street trees or plants, wayfinding signage, and/or paving materials.  | Yes                | The pedestrian sidewalk areas shall be consistent with the DSP standards for sidewalk treatments, plantings, lighting and furniture. |
| 53.   |  | <b>GG-G.2</b> Key pedestrian crossings along pedestrian priority ways should be highlighted with color or special, durable paving, such as enhanced concrete.  | Not applicable     |  |
| 54.   |  | <b>GG-G.3</b> Encourage intersection bulb-outs to reduce the crossing distance for pedestrians.  | Not applicable     |  |
| 55.   |  | <b>GG-G.4</b> Consider "scramble crosswalks" or other innovative pedestrian crossings where appropriate.   | Not Applicable     |  |
| 56.   |  | <b>GG-G.5</b> Where there is no on-street parking, use landscape elements such as street trees, small bollards, raised planters, or other similar devices to provide protection for pedestrians from moving vehicles.  | Yes                |  |

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| 57.  |                                | <b>GG-G.6</b> Safe passenger pick-up/drop-off zones should be planned and incorporated near commercial and residential developments. These zones may be pull out spaces where there is adequate street right-of-way, public easement, and/or may be provided on private property, as addressed in Chapter 7.                                | Yes            | There is an area proposed on Aries Avenue where pick-up and drop off can occur.  |
| 58.  |                                | <b>GG-G.7</b> Street trees should be planted at an average of every 25 to 30 feet on center, when possible; 25 feet is preferred along pedestrian-oriented streets. Tree grates should be used in the Downtown Core for the street trees, to prevent compaction of soils in root zones.   | Yes            | Generally, 25 feet apart. Plantings on new street will more varied due driveway, loading and solid waste access on the north façade. |
| 59.  |                                | <b>GG-G.8</b> Permeable paving materials or planters that allow for stormwater capture are highly encouraged and should be used whenever possible to minimize the volume and/or rate of stormwater run-off.   | Yes            | The project is complying with the City's stormwater management requirements.   |
| 60.  | <b>Street Types</b>            | <b>GG-G.11 Local Commercial Streets</b> distribute traffic at the district level. Identified pedestrian priority ways serve to provide critical pedestrian connectivity among various destinations, while limiting vehicular driveways and access into individual parcels.  | Not Applicable |  |
| 61.  | <b>Streetscape Furnishings</b> | <b>GG-G.14</b> Streetscape furnishings such as benches, planters, bike racks, trash receptacles, bollards, and tree grates should be selected from a coordinated palette and be compatible and well-integrated with the surrounding built environment within the Downtown.  | Yes            | Street furniture and lighting will be consistent with the DSP standards.   |
| 62.  |                                | <b>GG-G.15</b> Streetscape furnishings should be used to reinforce the character and identity of a block or street. If desired, they may be used as a unifying element to tie together a larger district or corridor. Street furnishings should be functional while improving the pedestrian comfort, security, and safety of the Downtown. | Yes            |  |
| 63.  |                                | <b>GG-G.16</b> Street furniture, such as benches and seating areas, should be provided throughout The Loop and pedestrian priority ways, as well as in all plazas within  | Yes            | As noted above.  |



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|  |  | the Downtown to provide pedestrians a place to sit and relax.  |                |  |
| 64.  |  | <b>GG-G.17</b> Seating options should be composed of durable materials that can be easily maintained.  | Yes            | As noted above.  |
| 65.  |  | <b>GG-G.18</b> Both fixed and movable outdoor seating should be included in plazas, allowing for privacy as well as group interaction, for additional flexibility of use.  | Not applicable |  |
| 66.  |  | <b>GG-G.19</b> Seats with a back are encouraged where feasible.  | Yes            | These will be consistent with the DSP standards and benches located on the planters around the site. |
| 67.  |  | <b>GG-G.20</b> Defensive design elements such as uncomfortable seating and similar obstacles to discourage public use, are discouraged in the public spaces.   | Not applicable |  |
| 68.  | <b>Street Lighting</b>                             | <b>GG-G.21</b> Street lighting should be compatible in style and aesthetics with the street furnishings in the surrounding environment.  | Yes            |  |
| 69.  |  | <b>GG-G.22</b> Sufficient lighting should be provided to ensure safe pedestrian movement along The Loop and pedestrian priority ways during low light periods.   | Yes            |  |
| 70.  |  | <b>GG-G.23</b> Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.   | Yes            |  |
| 71.  | <b>Service Facilities and Mechanical Equipment</b> | <b>GG-H.1</b> Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas. The Loop or pedestrian priority ways should be avoided for any street level service facilities or mechanical equipment. | Yes            | Service areas and drives located along Booker Avenue.  |
| 72.  |  | <b>GG-H.2</b> Fully screen all service facilities from the public street and adjoining properties with walls, fences, and/or landscaping treatments.   | Yes            |  |
| 73.  |  | <b>GG-H.3</b> Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials.  | Yes            | Rooftop mechanical equipment has been located on the top floors. Screening has                       |



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|  |               | Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.   |             | been designed to complement the architecture of the building.   |
| <b>Building Type-Specific Design Guidelines</b>      |               |   |             |   |
| 74.  | <b>Office</b> | <b>BT-C.1</b> Facade design should include high quality exterior materials, windows, sun control devices and other design elements to produce a well-articulated building. Techniques to create high quality exteriors include changes in materials and/or color, variations in the vertical planes, and incorporation of upper-level outdoor common areas should be used to avoid a monolithic and sterile appearance. | Yes         | The upper floors of the proposed building utilize curtain glass walls broken up by vertical metal panel fins of varying widths and projections. Additionally, upper floors include decks to provide additional interest.  |
| 75.  |               | <b>BT-C.2</b> Additional articulation and transparency should be provided on the ground floor and at corners for a visually inviting pedestrian experience.   | Yes         | The double height ground floor is well-defined and enriched by a combination of Glass Fiber Reinforced Concrete (GFRC) panels, clear storefront glass, and dark bronze painted metal trims. The double height art walls near the lobby at Aries Avenue further adds warmth and visual interest at the pedestrian-level. |
| 76.  |               | <b>BT-C.3</b> Windows should be well proportioned. Glazing should provide a high degree of light transmittance and prevent glare.   | Yes         | The proposed glazing for the upper floors is proportioned broken up by vertical metal panel fins of varying widths and projections. The size of glazing is limited along the east façade.   |
| 77.  |               | <b>BT-C.4</b> Main entrances for the public, staff, and visitors should be clearly identifiable. Within the Commercial Core and North of Washington Districts, building entries should be located along The Loop, pedestrian priority ways, or a primary pedestrian frontage, such as a plaza or  | No          | Although the main lobby is proposed along Aries Avenue, the entrance is clearly identifiable and well-designed.   |

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|  |   | other public street and lead directly to the main lobby space.  |                |  |
| 78.  |   | <b>BT-C.5</b> The lobby should be inviting, well-lit, secure, and clearly visible from the street, both day and night.  | Yes            |  |
| 79.  |   | <b>BT-C.6</b> Indoor atriums, outdoor plazas and public amenity areas should be incorporated into building frontages for employee and visitor uses.   | Not applicable | .  |
| 80.  |   | <b>BT-C.7</b> Public art is encouraged in the design of atriums, plazas, and public amenity areas.  | Yes            | The project proposes double height art wall on Mathilda and Aries Avenue   |
| 81.  |   | <b>BT-C.8</b> Roofs should be designed with usable rooftop gardens and/or light-colored roofing, to help reduce heating and cooling loads, address 'urban heat island' effects, and provide workers a significant private outdoor amenity area.   | Yes            | While the upper roof is mechanical screening, decks on all upper floor levels provide workers with outdoor area. |
| 82.  |   | <b>BT-C.9</b> Parking should be accessed from alleys, away from pedestrian priority ways, when possible.  | Yes            | Access to parking levels is proposed from Aries and Booker Avenue.   |
| 83.  | <b>Ground Floor Retail within Mixed-Use Buildings</b> | <p><b>BT-D.1</b> Ground floor retail and similar commercial uses should help define the public realm by placing the base of the building at the build-to-line (at the back of the sidewalk), with additional setbacks and recesses to support public activity on the street.</p> <p>a. As addressed in Section 6.2 B.1, ground floor setbacks and setbacks of partial or full portions of a building from the build-to-line are encouraged, to enhance and support the activities in the public realm.</p> <p>b. Setbacks and recesses should be a minimum of 30 inches deep to support landscaping and seating areas.</p> <p>c. A minimum 10-foot setback is recommended for café seating and outdoor dining activities, although a width of 15 feet is preferred.</p> | Yes            | See responses to General Design Guidelines, Building Form and Articulation above.                                |
| 84.  |   | <b>BT-D.2</b> Where outdoor dining areas are provided, dining activities shall not encroach into a minimum clear width of 5 feet for pedestrian access, at any given point along the pedestrian zone (defined in Section 7.5.1) for compliance with the American with Disabilities Act.   | Yes            | Any proposed outdoor dining areas shall maintain a minimum of 5 feet.  |

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| 85.   |                                 | <b>BT-D.3</b> A strong physical and visual connection should be maintained with the streets or open space through entrances, open (transparent) storefronts, and outdoor seating. See Section 6.2 C.4 for additional guidelines.   | Yes                | As noted above the ground floor is comprised of storefront glazing and utility areas have been minimized.                                    |
| 86.   |                                 | <b>BT-D.4</b> A fine-grain rhythm should be created at the pedestrian level, using store windows, awnings, and columns.  | Yes                | Mullions help in visually breaking the storefront glass.   |
| 87.   |                                 | <b>BT-D.5</b> For larger tenants, retail entrances, displays, and special design features, such as recessed entry treatments should be located at the corner of the blocks.  | Yes                | A recessed entrance is proposed for the retail space near the intersection of McKinley and Aries Avenue.                                     |
| 88.   |                                 | <b>BT-D.6</b> Commercial storefront entrances should be easily identifiable and distinguishable from residential and office entrances. Recessed doorways, awnings, transparencies, changes in color or materials are encouraged to identify and enhance entrances.                                   | Yes                | The ground floor storefronts have been defined through exterior materials and changes in planes.   |
| 89.   |                                 | <b>BT-D.7</b> Storefronts, windows, and entry doors should be recessed at least six inches from the adjacent wall surface to create architectural relief, definition, and shadow.  | Yes                | Storefront and entry doors are recessed two to four feet from adjacent wall surface.   |
| <b>Commercial Core District Design Guidelines</b>           |                                 |  |                    |  |
| 90.   | <b>Site Layout and Design</b>   | <b>CC-A.1</b> Blocks measuring more than 400 feet in length should be divided with mid-block connections that provide pedestrian only access or shared access for vehicles, bicycles, and pedestrians.   | Not applicable     | The existing parcel is less than 400 feet wide along S. Mathilda Avenue.   |
| 91.   | <b>Architecture and Massing</b> | <b>CC-B.1</b> New buildings in the Downtown should be visually interesting and incorporate diverse materials and forms to maintain visual appeal and attraction.   | Yes                | See responses above.   |
| 92.   |                                 | <b>CC-B.2</b> Along Mathilda and Sunnyvale Avenues, building facades that occupy an entire block greater than 300 feet shall vary every one-third of the block and include a change in the architectural design elements (e.g., form, plane, texture, and colors), to ensure architectural interest. | Not Applicable     | The block along Mathilda Avenue is not more than 300 feet. Nevertheless, the project incorporates change of material, wall planes and color. |

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| 93.  |  | <b>CC-B.3</b> Design of ground floor retail and commercial storefronts shall address the specific guidelines in Section 6.3 A.   | Yes            | See response above.   |
| 94.  |  | <b>CC-B.4</b> New mid-rise and high-rise residential developments shall be subject to the specific guidelines in Section 6.3 B.  | Not Applicable |   |
| 95.  |  | <b>CC-B.5</b> New office developments shall be subject to the specific guidelines in Section 6.3 C.  | Yes            | See responses above.  |
| 96.  | <b>Adjacent to Lower Scale Districts and Neighborhoods</b> | <p><b>CC-C.3</b> New larger scale development that is located across the street from lower scaled districts, shall be designed to respect the scale of adjacent land uses through:</p> <ul style="list-style-type: none"> <li>a. Providing lower heights at the street level or defining a building base with a maximum height limit of 40 feet adjacent to residential development, and 50 feet adjacent to commercial or mixed-use development.</li> <li>b. Above the building base on the street, upper stories of the building must be set back, the greater of: 1) a distance equal to the height of the proposed building, measured from the build-to-line on the opposite side of the street (similar to Figure 6-7) or 2) a minimum of 15-feet from the build-to-line as shown in Figure 6-6 A.</li> <li>c. As an alternative to Guideline CC-C.3 b. above, buildings shall be set back in part or in whole to create an average sidewalk width of 20 feet (provided the minimum sidewalk width is 11 feet) and shall include a minimum setback of 5 feet above the building base as shown in Figure 6-6 B.</li> <li>d. Additionally, for high-rise buildings that are permitted through community benefits, upper floors above 100 feet should be reduced in scale by 10% from the floor below where this transition occurs.</li> </ul> | Not applicable |   |
| 97.  |  | <b>CC-C.4</b> On Mathilda Avenue, upper floors of buildings are not required to be set back and should provide articulation at the building base to support a more pedestrian-friendly scale on the street.  | Yes            | The proposed development has a well-defined building base articulated by a combination of Glass Fiber Reinforced Concrete (GFRC) panels, clear storefront |

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|  |                      |   |             | glass, and dark bronze painted metal trims. The double height art walls along Mathilda Avenue and Aries Avenue further adds warmth and visual interest at the pedestrian-level.    |
| 98.  | <b>CC-D. Parking</b> | <b>CC-D.1</b> On-site parking for new developments should be provided below grade or behind active uses.  | Yes         | The project proposes three levels of parking-lower, ground and second. The ground and second floor level parking areas are behind active uses.                                     |
| 99.  |                      | <b>CC-D.2</b> Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located on the ground floor. Parking for residents and office employees should be located either below grade or on upper floors. | Yes         | Commercial retail and service uses, and visitors will use parking at Pear garage. Office employees will use the parking proposed on-site at lower, ground and second floor levels. |
| 100.   |                      | <b>CC-D.3</b> Parking structure facades should be compatible with the principal building and use a similar color and composition or be screened using artistic or ornamental screens or “green” walls.  | Yes         | Parking is provided underground and within the main building. All parking areas are screened from view.  |
| 101.   |                      | <b>CC-D.4</b> Parking structure facades should be located on local streets, with a minimal amount of access on Boulevards and Avenues.  | Yes         | Access to parking areas is provided from Aries and Booker Avenue.  |
| 102.   |                      | <b>CC-D.5</b> The ground floor of a parking structure shall include active uses and/or decorative elements to maintain the quality of the pedestrian realm.   | Yes         | The project proposes three levels of parking-lower, ground and second. The ground floor level parking areas are behind active uses.  |
| 103.   |                      | <b>CC-D.6</b> The ground floor should be designed to shield direct view of parked cars through use of decorative grilles, landscaping, or low walls.  | Yes         | All parking areas are screened from view   |
| 104.   |                      | <b>CC-D.7</b> Upper floors of parking structures shall use fine-detail cladding materials and include decorative elements.  | Yes         |  |
| 105.   |                      | <b>CC-D.8</b> Given the tighter constraints Downtown, parking garage ramps may be steeper than the city’s Parking Structure   | Yes         | Parking ramps provide a 17% slope where the Parking Structure Design Guidelines recommend a 12%  |

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|  |                         | Design Guidelines, subject to City review for pedestrian and vehicle safety.   |                | slope. The proposed slope of 17% has been evaluated by the City's Traffic Division and the slope is within typical parameters. |
| 106.   | <b>Parks and Plazas</b> | <b>CC-E.1</b> The Heritage Trees north of McKinley Avenue should be preserved and incorporated into Redwood Square.  | Not Applicable |  |
| 107.   |                         | <b>CC-E.2</b> Redwood Square should incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances and provide areas of shade and seating.                                    | Not Applicable | .  |
| 108.   |                         | <b>CC-E.3</b> Smaller outdoor plazas should be provided around the corners immediately south of the Murphy Station Heritage Landmark District as a transition from the historic buildings to newer higher density/intensity developments south of Washington Avenue. | Not applicable |  |