

# City Council Questions

## May 11, 2021 Council Meeting

### ITEM 3.1 Downtown Parking Strategy

1. If 48 marked parking spaces are being removed due to the Castro Street Grade Separation & Transit Center Access Improvements, how many unmarked spaces along Evelyn Ave will be removed?

It is estimated that the unmarked area under and on the other side of the Shoreline Boulevard overpass accommodates up to 29 vehicles if they are parked in an orderly manner.

2. On page 16 of the staff report it says the managing existing public parking supply is the best way to support parking demands in the downtown area. What analysis supports this?

Historical parking utilization data in downtown shows that demand is unevenly distributed, even at peak times. The graph and map on page 6 and 7 of Fact Sheet #3 – Parking Utilization show parking utilization in public parking lots and garages between 2015 and 2019. Parking Garage 3 is consistently underutilized, even at times when other lots are completely full. This imbalance indicates the need for parking management strategies to spread demand more evenly across all facilities.

On-street parking spaces are also an important component of the public parking supply. On-street parking turnover data, summarized on page 8 of Fact Sheet #3 – Parking Utilization, indicates that some vehicles are parked for long periods of time in some of the most conveniently-located on-street parking spaces. Improved management could help use these spaces more efficiently to meet the needs of more users.

The downtown parking permit program is summarized on page 6 of Fact Sheet 4 – Parking Management. In 2019, 98% of downtown parking permits were purchased by office employees. Furthermore, use of downtown parking permits increased by 20% between 2016 and 2019. This means there are more people parked in public lots and garages for long periods of time, which in turn means there are fewer spaces available for visitors, customers, or service and retail employees who work downtown. Parking management improvements, including revisions to the downtown parking permit program, could help address this challenge.

Other parking management challenges and opportunities include:

- Residential Permit Program challenges: this program is intended to help manage access to on-street parking in residential areas and to mitigate spillover impacts from nearby destinations. The city is in the process of revising this program (see pages 8 and 9 of Fact Sheet #4 – Parking Management).
- Wayfinding challenges: Stakeholders noted that it can be difficult for downtown customers and visitors to find available parking spaces.

3. Do we have any data on TDM programs that have been in existence for a while? How are they working, or not working?

Intuit and Samsung have reached their peak hour trip reduction targets of 35% and 20%, respectively, over the last several years, though newer office developments have not been operating long enough to have reportable data before COVID. Google’s and Stanford’s extensive TDM efforts and infrastructure, including their shuttle networks, are local examples of successful trip-reduction efforts. In addition, there are many examples of successful, long-running TDM programs throughout the US, including [Arlington, VA](#); [Portland, OR](#); [Seattle, WA](#); and [Columbus, OH](#). National research shows that TDM strategies can reduce vehicle miles travelled by the following percentages:

Marketing/Education	1%-5%
Carpooling	1%-15%
Ordinances	5%-15%
Parking Management	2%-7%
Transit Subsidies	3%-10%
Telecommuting	1%-5%
Car Sharing	1%-2%
Vanpools/Shuttles	1%-13%
Land Use	5%-20%

Based on data from the research report, “Quantifying Greenhouse Gas Mitigation Measures,” by the California Air Pollution Control Officers Association. August 2010.

4. For question #1, please clarify what is being asked. Are the “framework principles” the 6 items listed on pages 15 and 16? Are the “solutions” the 3 items listed on page 16, or the 7 items listed on pages 17 and 18?

Correct – the “framework principles” are the 6 items listed on pages 15 and 16 while the solutions are categorized into the three items on page 7 and “solutions” are the seven items listed on pages 17 and 18. Phase two of the Parking Strategy will include additional solutions with more detail and these are the areas we want to explore with Council.

5. How popular has the Valet Parking Program been and how much does it cost?

The Valet Parking Pilot Program is currently on hold due to the COVID-19 Pandemic. Prior to the pandemic, the program was in operation at Parking Lot 11 (Villa and Franklin Streets) Thursday through Saturday from 11:00 am to 10:00 pm. The program cost \$90,000 a year (\$7,500 per month). From July to December 2019, an average of 41 cars were parked per week. However, in January and February 2020, the program saw a significant drop due to the pandemic – an average of six cars were parked per week.

6. If we're 200 parking spaces short for current use of the center and capacity will go up with electrification, why are we requiring merely "up to 200 more spaces at redevelopment?" I read that "increased shuttle services and bicycle facilities are also planned to help reduce parking demand for transit users" but wouldn't increased development downtown still require more spaces to encourage train use?

Downtown is small enough that we would not expect people to drive to the train station, while Transit Center parking is intended for people coming from further away. In addition, driving to transit exacts a cost to the community and the parking system more than walking, biking, buses and shuttles do, so the City is looking at ways to manage transit center parking demand, much like other downtown parking. Even so, the focus of this study is on the parking needs of Downtown residents and businesses, rather than Caltrain or other transit users whose demand has been analyzed in the Transit Center Master Plan. However, this study will analyze ways to reduce the impact of transit users on parking spaces outside the transit center (such as public lots or street parking in neighborhoods), which better focuses the question of transit-user demand to the Master Plan.

7. With the grade separation/bike ped underpass won't the Moffett side of the downtown be more impacted? In other words, can't people park there and walk to Castro more easily? Shouldn't we be including at least the first block of Moffett in our downtown parking study area?

Yes, the Grade Separation Project could result in people finding Moffett Blvd an easier place to park and walk across Central Expwy and train tracks when the bike/ped undercrossing is built. Moffett Blvd was not included as part of the downtown parking study area because there is limited on-street public parking and Transit Center parking demands have been the primary impact on the Willowgate neighborhood. However, the Grade Separation Project will include modifications to Moffett Boulevard north of Central Expressway to add some new rideshare pick-up and drop-off areas on both sides in support of the goal to promote alternative modes of travel to the Transit Center. These areas can revert to general parking in off-peak hours. The result of these modifications on parking between Central Expressway and Central Avenue would be a gain of eight spaces in off-peak hours and a loss of four spaces in peak periods to accommodate the loading areas.

8. Can and do employers with office garages buy permits for on-street parking for their employees?

Employers with office garages who are within the Downtown Parking District boundaries (e.g., 899 W. Evelyn Avenue, 900 Villa Street and 250 Bryant Street) can and do purchase downtown parking permits for their employees to park in designed off-street public parking spaces.

9. The staff report says, "Applicability of the in-lieu fee also depends on minimum parking requirements in the City Code, which are outdated and are not well-calibrated for a mixed-use downtown." How could they be better calibrated for a mixed-use downtown?

Downtown has an office parking ratio similar to the Citywide office ratio but are higher than North Bayshore or East Whisman Precise Plans. These higher requirements do not reflect the unique opportunity of the Transit Center, which should reduce demand for parking. In addition, shared parking for a mix of uses is more efficient than single-use parking. For example, shared parking can better take advantage of different peak hours of demand among uses and the variation of demand among businesses. Because shared parking is more efficient, the parking requirements may be lower if the developer offers to make their parking available to the public or otherwise supports the creation of additional public parking spaces.

10. The staff report says, “Post pandemic Parking demand might also change with a decline in frequent parkers and a need for more daily parking options.” Is staff implying a need for a change in the parking permit program?

Yes, staff is recommending that shifts in post-pandemic travel behavior may require revisiting a number of programs, including but not limited to, the parking permit program. In the long-term, the Downtown Parking Strategy recommends a range of solutions that can be phased and applied in a flexible manner to respond to growth and change in downtown and shifts in parking demand and travel behavior.

11. Can you describe a little more about how each of these work: mobile payment, real-time parking information, mobile enforcement?

The three items are related to the use of parking technology to increase parking efficiencies. Mobile payment is the use of an online or app based platform on a smartphone to pay for timed parking or a parking permit. Real-time parking information is the use of sensors to detect available parking spaces and the information collected from the sensors is shared through signage and other parking information platforms. The City currently provides real-time parking information with signage at the two public parking structures. Meanwhile, mobile enforcement is the use of technology such cameras or handheld devices to support parking enforcement. These options would allow revamping existing programs as well as allowing for more efficient ways to implement future programs.

#### **ITEM 4.7 Participation in Santa Clara County Abandoned Vehicle Abatement Service Authority**

1. Does the Authority do anything other than allow the City to collect the fee? Does it play any specific role in the City’s vehicle abatement program?

For clarification, the City does not collect any fees (correction from the council report). The Department of Motor Vehicles (DMV) collects a \$1 per vehicle fee from every car registered in Santa Clara County and reimbursements are made available to the City of Mountain View through the AVASA program. This reimbursement mechanism *does not* give the Santa Clara County AVASA program any oversight or role in how and when the Police Department impounds abandoned vehicles.

For background, the AVASA program is in place for reimbursement of costs for addressing abandoned vehicles and does not apply to vehicles that have merely failed to move for 72 hours. For PD to qualify a vehicle for AVASA reimbursement it must have been noticed with a “10 Day Notice of Intent to Abate” and can then be towed on the 11<sup>th</sup> day. The vehicles that receive these notices have indicators of being abandoned (missing body parts or tires, significant cobwebs, etc.). A vehicle being lived in would not qualify as abandoned and would not be suitable for reimbursement through the AVASA program.

#### **ITEM 6.2 Rowhouse Development at 198 Easy Street**

1. What is the distance between the units?

The distance between the units is six feet. This is consistent with the Rowhouse Guidelines requirement for minimum and maximum separation between detached rowhouse units.

2. On page A.01 of attachment 4, it notes 13 trees in the inventory. Where is #13 on the drawing? I assume the job site address on the inventory is just a mistake, correct?

There are 12 trees on the site. The information in Sheet A.01 and L1.2 provided by the applicant are incorrect. The corrected plans are attached.

3. Comparing the tree inventories on pages A.01 and L1.2, the condition and hazard rating are different. Why is there a difference?

See comments above regarding corrected plan sheets.

4. Are trees 6, 10 and 11 within the footprint of any of the units or the parking?

Tree #10 (14" Coast Live Oak) is proposed for removal as it's located in the Public Service Easement for the gas and water lines and presents a hazard risk; tree #6 (32" Coast Live Oak) was found to be unbalanced and a hazard risk for failure as half of the tree has failed in the past leaving only half of the tree; and tree #11 (30" Blue Gum Eucalyptus) is likely a volunteer from the adjacent off-site Eucalyptus tree and has grown at a severe angle from under the adjacent tree and presents a hazard risk for failure.

5. Page 7 of the staff report indicates that "the existing single-family home on-site is exempt from the Community Stabilization and Fair Rent Act (CSFRA) and the Tenant Relocation Assistance Ordinance (TRAO). It is also not covered under SB 330 since it is an owner-occupied unit." Page 8 says that "the project adds ownership housing but does displace tenants in rent-controlled units." Can staff explain/clarify?

There is one existing single-family home on the site. The CSFRA exempts single-family homes (Article XVII. Section 1704 – Additional homeowner protections). Additionally, the existing unit is exempted by TRAO because there is only one (1) single-family dwelling on the lot and it is owner-occupied.

#### **ITEM 7.1 Sustainability Action Plan 4 Progress Update**

1. What specifically would the end product look like as it pertains to a fleet electrification plan?

Staff anticipates that the Fleet Electrification Plan will include the following components:

- A projection of when electric vehicles (EVs) will be incorporated into the fleet. This projection will be based primarily on the replacement schedule of existing vehicles and the availability (or projected availability) of suitable EV replacements. EV replacements for some classes of vehicles are available now or expected to be soon (sedans and light trucks), while others are still being developed by manufacturers or specialty firms (heavier trucks).
- A plan for the required charging infrastructure based on the projected number, type, and timing of EVs in the fleet. This plan will include number, type, and location of chargers and related infrastructure and will allow the City to deploy chargers to correspond with the expansion of EVs in the fleet (consultant assistance required).
- An energy and charging management plan to take advantage of varying utility rates, if possible (consultant assistance required).

Additional components may be included, but staff anticipates these elements at a minimum.

2. The staff report says, “Staff has researched how other cities have promoted plant-based eating and has solicited feedback from community members and organizations.” Where can we see this information?

Staff has conducted research on other cities’ plant-based eating initiatives and solicited feedback from various community members and organizations. Here is a non-exhaustive summary of our research:

#### Examples from Other Cities:

- **Los Angeles:** Implemented a Good Food Purchasing Program that requires departments to support and value local businesses and workers, environmental sustainability, animal welfare, and nutrition.
- **Philadelphia:** Holds an annual “Vegan Restaurant Week” in which restaurants offer a vegan dish and participate in monthly contests.
- **Berkeley:** Has implemented many programs, including serving only plant-based foods at municipal facilities and City Council meetings, offering City-sponsored educational programs about plant-based eating, and working with restaurants to include vegan items on menus by providing "Green Monday Approved" certificates.
- **New York City:** In New York City's Strategic Plan (One NYC 2050), the City has outlined plans to phase out purchasing of processed meat, and to cut beef purchasing in half.
- **Emeryville:** They followed Berkeley's lead and adopted a Green Monday resolution. Oakland, Sunnyvale, Palo Alto, and Saratoga are considering similar resolutions.

#### Ideas from Community Members and Organizations:

- Encourage Mountain View restaurants to offer plant-based specials and display promotional materials.
  - Create branded marketing materials for residents, explaining the importance of a plant-based diet.
  - Host annual plant-based cooking competitions for residents.
  - Implement a Value/Punch card program in which residents receive a punch for each plant-based special ordered at local restaurants. After 10 punches, they get a free meal (with restaurant agreement) or are entered into a City raffle for a prize.
  - Offer a free monthly lecture and/or film series on diet, environment, and nutrition.
  - Host a Mountain View restaurant competition in which participating restaurants feature plant-based specials over the course of a month and residents vote for their favorite. The winning restaurant receives a prize and publicity.
3. Might not EV charging stations concentrated in our downtown parking lots and garages encourage people to drive downtown to park their cars and charge them thus further impacting an already impacted parking situation? (I already know of downtown residents who park in the City Hall parking garage to charge rather than park in their own garages.) How might we prevent this problem?

Staff takes this issue into consideration when siting EV chargers and establishing their pricing, including (1) coordinating internally on the Downtown Parking Strategy to encourage turnover at the EV chargers, and (2) working with the Planning and Transportation divisions to implement other policies and projects that encourage people to walk, bike, or take transit instead of driving to downtown.

In February 2020, Council approved an amendment to the Master Fee Schedule to change the fees for EV chargers. The new fees are \$0.20 per kWh for electricity while the vehicle is actively charging and an “overstay” fee of \$3 per hour once the vehicle stops charging, after a grace period of 20 minutes. This new fee structure aims to encourage EV adoption while also promoting vehicle turnover at these parking spaces.

SAP-4 also contains an action that will help manage parking demand downtown, specifically action T6.6 (Explore development of downtown TDM pilot program), which is anticipated to be implemented in FY 2021-22 when a new TDM Analyst is hired and onboard.

4. Where can I see the TDM plans spelled out?

The City currently has transportation demand management (TDM) guidelines for the North Bayshore as well as a couple of other precise plan areas. These guidelines detail the TDM elements to be included or considered in the TDM plans for new development within these precise plan areas. The guidelines are listed within the precise plans, which are found here:

<https://www.mountainview.gov/depts/comdev/planning/regulations/precise.asp>

Public Works and Community Development will coordinate on putting into place TDM plan requirements for new developments for the entire City through development of a TDM ordinance. In addition, Public Works will be working on other TDM programs for existing businesses and residential developments through the Transportation Management Association (TMA). This work is expected to begin once a TDM Analyst is hired later this fiscal year.

5. Regarding Implementing a Citywide Pilot Bicycle Facilities and Monitoring Program. What do bike facilities encompass and what is the city doing about them? Do facilities include bike lock areas, signage to locate those areas and bike repair facilities?

Citywide Pilot Bicycle Facilities refers to bicycle network facilities such as pilot Class IV protected bikeways created along existing roadways using interim materials.

This project does not include bike repair facilities; however, bike racks will be installed as part of the Bike Parking Project. Staff is currently working on a bike parking project that was brought to B/PAC on August 26, 2020. This project will deliver 141 new bike racks using TFCA funding by the end of 2021. The City has also been awarded a grant by the County to install 5 bike fixit stations across the City. Staff is working to install the fixit stations by summer 2021. This would be in addition to the fixit station located outside the Library.



PROJECT:  
**198 EASY ST. DEVELOPMENT**

ADDRESS:  
 198 EASY ST.  
 MOUNTAIN VIEW CA 94043

TITLE:  
**EXIST SITE AND TREES REMOVAL & PROTECTION PLAN**

REV.	DATE	REMARKS
1	6.21.2018	TP
2	11.15.2020	TP

NOTES:  
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SUBMITTAL:  
 PLANNING

DRAWN BY:  
 PP  
 DATE:  
 JUNE 21, 2018

SCALE:  
 3/32"=1'-0"

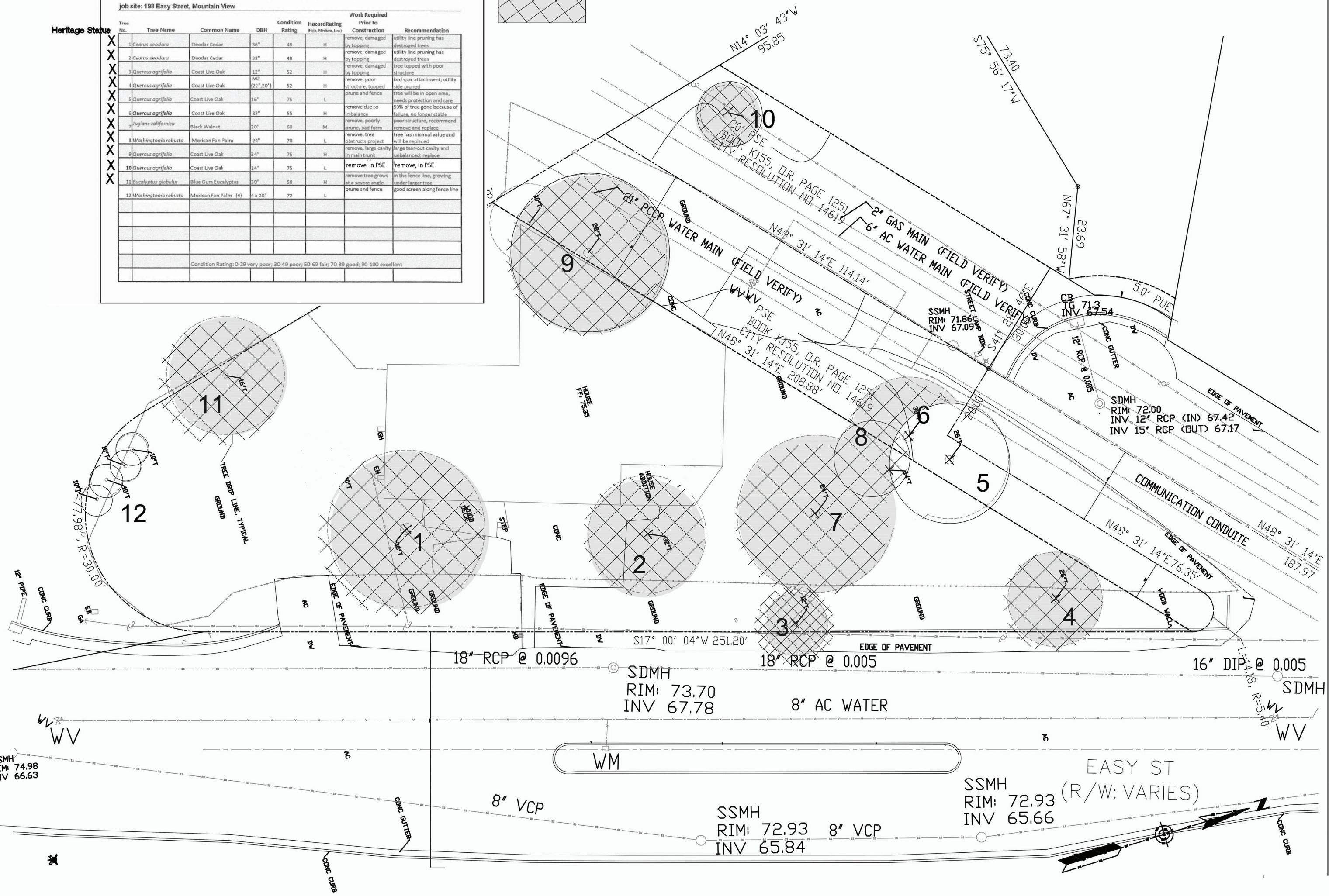
SHEET NUMBER:

**A.01**

**TREES TO BE REMOVED**

Tree Inventory List										
Julian Dong					date: 4/2/2018					
job site: 198 Easy Street, Mountain View										
Heritage Status	Tree No.	Tree Name	Common Name	DBH	Condition Rating	Hazard Rating (Risk, Medium, Low)	Work Required Prior to Construction	Recommendation	Work Required	
									Remove	Protect
X	1	Cedrus deodara	Deodar Cedar	36"	48	H	remove, damaged by topping	utility line pruning has destroyed trees		
X	2	Cedrus deodara	Deodar Cedar	32"	48	H	remove, damaged by topping	utility line pruning has destroyed trees		
X	3	Quercus agrifolia	Coast Live Oak	12"	52	H	remove, damaged by topping	tree topped with poor structure		
X	4	Quercus agrifolia	Coast Live Oak	M2 (22", 20")	52	H	remove, poor structure, topped	bad spar attachment; utility side pruned		
X	5	Quercus agrifolia	Coast Live Oak	16"	75	L	prune and fence	tree will be in open area, needs protection and care		
X	6	Quercus agrifolia	Coast Live Oak	32"	55	H	remove due to imbalance	50% of tree gone because of failure, no longer stable		
X	7	Juglans californica	Black Walnut	20"	60	M	remove, poorly pruned, bad form	poor structure, recommend remove and replace		
X	8	Washingtonia robusta	Mexican Fan Palm	24"	70	L	remove, tree obstructs project	tree has minimal value and will be replaced		
X	9	Quercus agrifolia	Coast Live Oak	34"	75	H	remove, large cavity in main trunk	large tear-out cavity and unbalanced; replace		
X	10	Quercus agrifolia	Coast Live Oak	14"	75	L	remove, in PSE	remove, in PSE		
X	11	Eucalyptus globulus	Blue Gum Eucalyptus	30"	58	H	remove tree grows at a severe angle	in the fence line, growing under larger tree		
X	12	Washingtonia robusta	Mexican Fan Palm (4)	4 x 20"	72	L	prune end fence	good screen along fence line		

Condition Rating: 0-29 very poor; 30-49 poor; 50-69 fair; 70-89 good; 90-100 excellent





**198 Easy Street  
 Development**

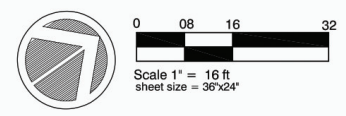
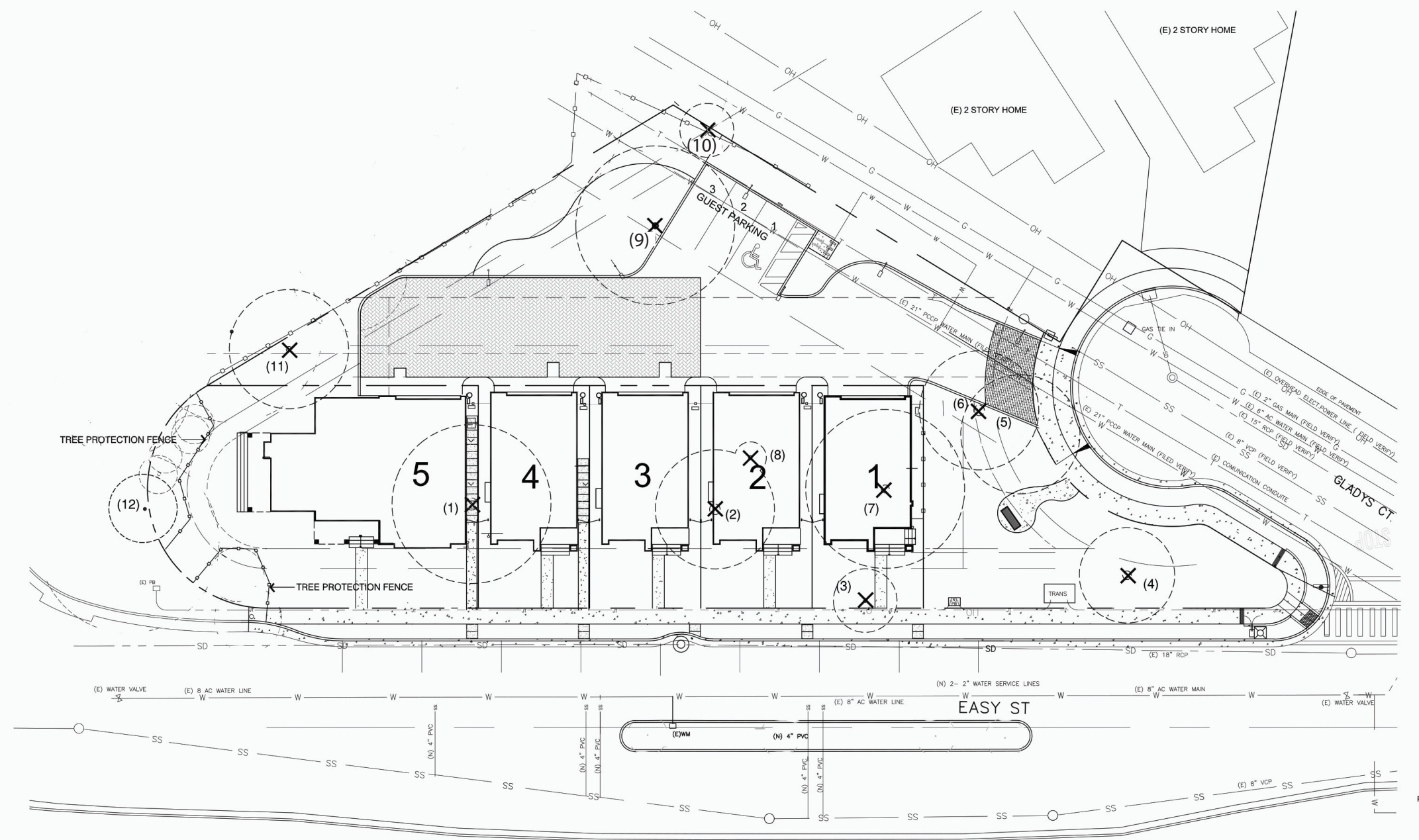
198 Easy Street  
 Mountain View, CA 94043

ISSUE	DATE
site changes	5.14.20



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Approved	pr	Reviewed	pr
Drawn	DS	Project No.	18.64
Scale	1"=16'	Issue Date	3.1.21



**TREE PROTECTION NOTES**

PROTECT EXISTING TREES SHOWN ON PLAN TO REMAIN BY FOLLOWING THESE INSTRUCTIONS.

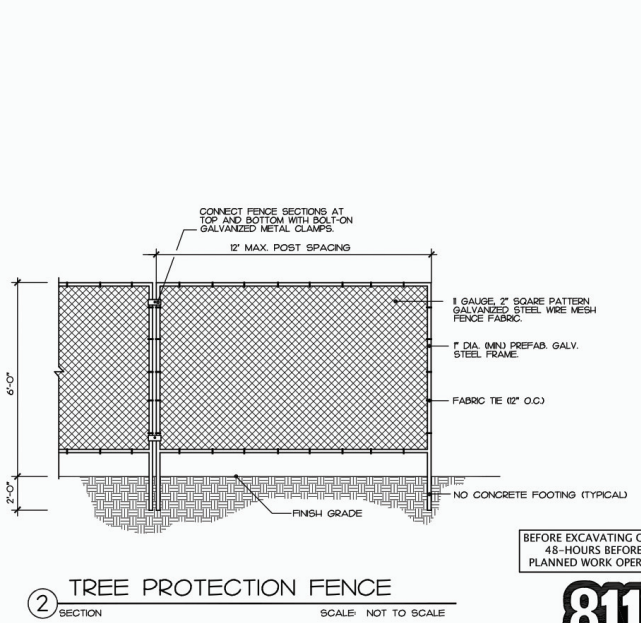
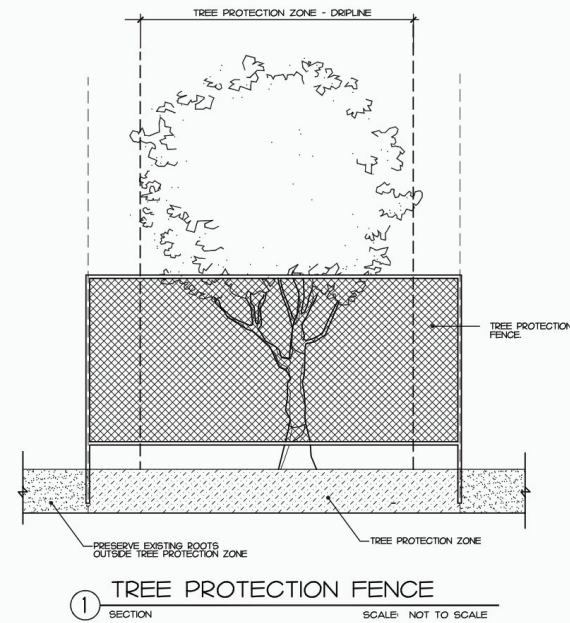
- THE GRADE BETWEEN THE DRIPLINE AND ROOT CROWN OF THE TREES SHALL NOT BE CUT AND CAN BE FILLED BY ONLY 3 INCHES, EXCEPT WITHIN 5'-0" OF THE TRUNK WHERE THE GRADE SHALL NOT BE DISTURBED.
- IRRIGATION AND RAIN WATER SHALL BE ABLE TO DRAIN AWAY FROM THE ROOT CROWN OF THE TREES.
- DO NOT DRIVE OR PARK VEHICLES WITHIN THE DRIPLINE AREA OF THE TREES UNLESS NECESSARY TO DO PAVING CONSTRUCTION. IF THERE HAS BEEN ANY VEHICULAR TRAFFIC WITHIN THE DRIPLINE, THE GROUND SHALL BE SCARIFIED BY HAND TO A DEPTH OF 12 INCHES TO DE-COMPACT.
- DO NOT ALLOW CONTRACTORS TO DUMP WASTE CONCRETE, PLASTER, ETC. UNDER DRIPLINE OF TREES. DO NOT ALLOW PAINTERS OR OTHER TO CLEAN EQUIPMENT UNDER DRIPLINE OR UPHILL OF EXISTING TREES WHERE NATURAL DRAINAGE WOULD CAUSE WASTE TO RUN WITHIN DRIPLINE. DO NOT ALLOW ANY WASTE TO BE DUMPED IN SOIL ON SITE.
- TREES SHALL NOT BE PRUNED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT OR ARBORIST.
- IF IT IS NECESSARY TO PRUNE OR CUT ANY ROOTS LARGER THAN 1 INCH IN DIAMETER, THE ROOTS SHALL BE CUT CLEANLY AND ROOT SEALED. WHERE EXCAVATION IS REQUIRED AROUND TREES (FOR WALL, PAVING, ETC.) THE REPLACED SOIL SHALL BE 1/3 SOIL AMENDMENT AND 2/3 NATIVE SOIL.
- NO IRRIGATION SHALL BE INSTALLED WITHIN 5'-0" OF THE TRUNK. NO SPRAY SHALL HIT THE TRUNKS OF TREES. ALL TRENCHING WITHIN THE DRIPLINE WILL BE DONE BY HAND. ALL PIPING SHALL RUN PERPENDICULAR TO THE TRUNK WITHIN THE DRIPLINE EXCEPT AT FACE OF CURB, PLANTER OR PAVING.

**TREE INVENTORY LIST BY CERTIFIED ARBORIST**

ARBORIST REPORT PREPARED BY HENRY KRAMER, ISA CERTIFIED ARBORIST WE-1559-A. ECONO TREE SERVICE, INC. (650) 367-4900

'X' FOR TREE NUMBER INDICATES 'HERITAGE' TREE DESIGNATION.  
 II - (E) TREES TO BE REMOVED  
 I - (E) TREES TO BE SAVE/PROTECTED  
 TREE REPLACEMENT RATIO IS 2:1 AT 24" BOX SIZE FOR HERITAGE TREES  
 22 NEW TREE REQUIRED. 23 NEW TREE TO BE INSTALLED

Tree Inventory List							
Tree No.		Tree Name	Common Name	DBH	Condition Rating	Hazard Rating (ISA Method)	Work Required
Julian Dong date: 4/2/2018							
job site: 198 Easy Street, Mountain View							
X	1	Quercus agrifolia	Coast Live Oak	18"	48	H	remove, damaged by logging
X	2	Quercus agrifolia	Coast Live Oak	32"	48	H	remove, damaged by logging
X	3	Quercus agrifolia	Coast Live Oak	14"	52	H	remove, poor structure, exposed
X	4	Quercus agrifolia	Coast Live Oak	16"	75	L	prune and fence
X	5	Quercus agrifolia	Coast Live Oak	12"	55	H	remove due to imbalance
X	6	Juglans californica	Black Walnut	20"	60	M	remove, poorly pruned, bad form
X	7	Washingtonia robusta	Mexican Fan Palm	24"	70	L	remove, tree has minimal value and will be replaced
X	8	Quercus agrifolia	Coast Live Oak	14"	75	H	remove, large cavity in main trunk
X	9	Quercus agrifolia	Coast Live Oak	14"	75	L	remove, in PSE
X	10	Washingtonia robusta	Mexican Fan Palm	10"	58	H	remove tree roots at a same grade
X	11	Washingtonia robusta	Mexican Fan Palm	4 x 20"	72	L	prune and fence
Condition Rating: 0-29 very poor; 30-49 poor; 50-69 fair; 70-89 good; 90-100 excellent							



BEFORE EXCAVATING CALL 811  
 48-HOURS BEFORE ALL  
 PLANNED WORK OPERATIONS



Know what's below.  
 Call before you dig.

**Existing Tree Removal Plan**

**L1.2**