STAFF REPORT

Planning Commission
Meeting Date: **6/24/2019**
Staff Report Number: **19-046-PC**

Choose an item. **Architectural Control, Variance, Sign Review and Below Market Rate (BMR) Agreement/Sagar Patel/1704 El Camino Real**

Recommendation

Staff recommends that the Planning Commission approve a request for architectural control to demolish an existing hotel and construct a new 70-room hotel consisting of three stories with below grade parking in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project would incorporate an eight-foot tall fence along the majority of the site perimeter. The project includes a variance request to permit a reduced floor-to-floor height on the first floor. In addition, the applicant is requesting sign review, including review of a shared monument sign located on 1706 El Camino Real, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement. The proposal also includes a request for a Public Benefit Bonus, with the benefit consisting of Transient Occupancy Tax (TOT) revenue. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a two-to-one replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed. The recommended actions are included as Attachment A.

Policy Issues

The proposed project requires the Planning Commission to consider the merits of the project, including project consistency with the El Camino Real/Downtown Specific Plan and the provisions for the Public Benefit Bonus requirements set forth in the Specific Plan. Each architectural control permit, variance, sign review, Public Benefit Bonus request, and BMR housing agreement is considered individually. The Planning Commission should consider whether the required findings can be made for the proposal.

At its June 11, 2019 meeting, the City Council discussed the possibility of directing the City Attorney to prepare an ordinance putting a moratorium on commercial development city-wide and all residential developments over 100 units in size in the Bayfront Area. The Council decided to not direct the City Attorney to prepare an ordinance placing a moratorium on development in the City. Instead, the City Council determined there is a need to review the ConnectMenlo General Plan and Zoning Ordinance Update and the Downtown Specific Plan to assess whether the documents reflect current community values, conditions and needs. While the City Council and its subcommittees review the City's land use planning documents to outline potential modifications, which may include but are not limited to, the allowed land uses, densities and intensities, and overall development caps, the City is obligated to continue to process development applications under the current adopted Zoning Ordinance, General Plan, and Specific Plan. If as a result of the subcommittee work the City Council adopts changes to the City's land use planning documents while this project is still in the pipeline, the proposed project could be required to make modifications to comply with those changes.

Background

Site location

The subject property is located at 1704 El Camino Real, between Buckthorn Way and Stone Pine Lane, in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The property is primarily accessed via shared access easements over two separate parcels (1702 and 1706 El Camino Real), although a panhandle-like extension to Buckthorn Way also provides secondary service access. Using El Camino Real in a north to south orientation, adjacent parcels generally to the north and west of the subject site are also in the SP-ECR/D zoning district, and are developed with residential, office and personal service uses. The adjacent properties generally to the east and south of the subject site are zoned R-3 (Apartment) and developed with residential uses. The subject site is currently developed with the Red Cottage Inn, a 28-room hotel. A location map is included as Attachment B.

Analysis

Previous Planning Commission review

On March 12, 2018, the Planning Commission held a study session on a proposal to demolish the existing hotel and construct a new 70-room, three-story hotel and an underground parking level. The Planning Commission reviewed a presentation from the applicant, asked questions of the applicant and staff, considered public comment, and made comments to inform future review of the project. Key direction included:

- Commissioners provided positive direction that the proposed hotel's inherent benefit of generating Transient Occupancy Tax (TOT) revenue for the City on an on-going basis was sufficient as a public benefit in exchange for allowing the floor area ratio (FAR) to be at the Public Benefit level.
- Commissioners noted appreciation for the applicant's work with neighboring property owners to move the hotel farther from the east property line and to change the architectural style from the originally-submitted modern farmhouse style to a Spanish Eclectic style preferred by neighbors.
- Commissioners were supportive of the proposed variance to reduce first floor height from the 15 feet that the Specific Plan requires for commercial projects, to 13 feet, in order to allow the structure to be less imposing and provide greater privacy to the surrounding residential properties.
- Commissioners provided direction that certain Specific Plan requirements including setbacks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
- Commissioners were supportive of staff suggested design revisions to increase the authenticity of the proposed Spanish Eclectic style.

The staff report and minutes for the March 12, 2018 study session are included as hyperlink Attachments C and D, respectively.

On October 8, 2018, the Planning Commission held a study session on a revised proposal to demolish the existing 28-room hotel and construct a new 68-room, three-story hotel with guest rooms located on the second and third floors, and parking located on the first floor. The applicant stated that increasing construction costs made the previously proposed underground parking garage financially infeasible. The building was proposed with a rectangular footprint with the second and third floor guest rooms arranged in a "U" shape around a north-facing spa deck and patio on the second floor. The applicant developed an alternative proposal to address concerns of neighboring property owners to the east shorty before the study session. While the main plan set showed a rear setback along the eastern property line of approximately 24 feet, five inches, the alternative proposal included a site layout where the proposed hotel would be shifted

west, resulting in a rear setback of slightly over 26 feet, seven inches on the first floor and slightly over 32 feet, seven inches on the second and third floors. The alternate proposal also re-orientated two, third story, formerly east-facing rooms towards the south, resulting in a larger roof deck, as well as a slightly lower building height in the southeast corner due to the elimination of a previously proposed mansard feature. Several members of the public spoke, many with concerns about the at-grade parking and the proximity of the proposed hotel to nearby residences.

The Planning Commission reviewed a presentation from the applicant, asked questions of the applicant and staff, considered public comment, and made comments to inform future review of the project. Key direction included:

- Commissioners indicated the alternate proposal should be the starting point for the applicant to work with the neighbors.
- The applicant agreed to make multiple bids for the construction of an underground garage available to the Planning Commission and interested neighbors.
- Commissioners indicated the applicant has made several compromises and the neighboring property owners should also make compromises so an agreement can be reached.
- Commissioners commented that the residences on Buckthorn Way appeared to be most impacted by the current and alternate designs.
- Commissioners indicated most of the design comments from the March study session have been incorporated, improving the overall design.

The staff report and minutes for the October 8, 2018 study session are included as hyperlink Attachments E and F, respectively.

Project description

Since the October 8, 2018 study session the applicant has revised the project to a layout similar to the design reviewed at the March 12, 2018 study session, again including an underground parking garage and increased setbacks. The rear setback would be increased from the approximately 26 feet shown in the alternate plans presented at the October 8, 2018 study session, to 39 feet, five inches. The third floor rooms along the eastern property line would again be oriented away from the eastern property line and the design would include a slightly lower building height in the southeast corner compared to the March 2018 proposal. Additionally, the current proposal incorporates design refinements to the March 2018 proposal, including the reduction of the height of the entry tower to adhere to Specific Plan regulations and the elimination of a proposed porte-cochere, which did not combine well with the entry tower. In addition, the following design modifications were made, which were incorporated into both the design presented at the October 8, 2018 study session as well as the current design:

- The number of decorative railings at second floor windows have been reduced but ledges have been added under the remaining two railings to make them look more authentic.
- The 8:12 roof pitches have been revised to 4:12 to be more reflective of the architectural style and to adhere to height limits.
- The white stucco headers above the windows have now been removed, and recessed powder coated aluminum windows are now proposed.
- The stone wainscot material (tiles to simulate honed limestone) that did not match the architectural style have been removed and replaced with Terra cotta color tile along the base of the structure.
- In many locations where the upper floor projects out over lower floors, corbels have been added to

provide stylistically typical wall transitions.

The current proposal includes 70 hotel rooms in a 3-story hotel with an underground parking level, consistent with previous versions of the project proposal. The project would have guest rooms on all three levels, and the building entry and guest services, lobby, lounge, and dining would be located on the first floor at the west/El Camino Real-facing side of the building. The building would have an L-shape footprint with a north-facing courtyard with a pool on the ground level. The rear portion of the building would step down to two stories facing the rear lot line, except for the stair tower at the northeast building corner, which would be a narrow three-story form.

The proposed site layout is designed with El Camino Real as the primary access, with a driveway leading to the hotel's underground parking garage. A service and Fire District access driveway would take access from Buckthorn Way at the rear of the site. The proposal requires architectural control review by the Planning Commission, including consideration of a public benefit bonus for an increased Floor Area Ratio (FAR). The applicant is also requesting a variance to reduce the first floor height from the 15 feet that the Specific Plan requires for commercial projects, to 13 feet, in order to allow the structure to be less imposing and provide greater privacy to the surrounding residential properties. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a two-to-one replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.

The proposed development would be developed at the Public Benefit Bonus level FAR, and would exceed the Base level density/intensity standards of 0.75 FAR in the ECR NE-L (El Camino Real North-East – Low Density) sub-district. The October 2018 proposal had a slightly lower FAR than the current proposal as it included only 68 hotel rooms to accommodate parking on the first floor. The table below provides additional information.

Table 1: FAR Comparison

Maximum Base FAR	Maximum Bonus Level FAR	October 2018 Proposed FAR	Currently Proposed FAR
0.75	1.1	1.05	1.1

The proposed building would adhere to the ECR NE-L sub-district height maximums, which have an overall limit of 38 feet, and a façade height of 30 feet for all façades, except interior side facades, as measured at the minimum setback.

In response to neighbor's concerns, the applicant is proposing to add an 8-foot tall, solid, wood, fence around most of the parcel, as shown on Sheet A2 (site plan). A portion of the existing fence along the west property line, facing El Camino Real, would be reduced to 3 feet to met the Transportation Division's requirements for visibility. Along the eastern property line, a fence would be added on the southern side, while an existing 13-foot tall stucco wall and two buildings along the lot line would provide screening along the northern portion. The proposed fence may be approved as part of the architectural control request.

The applicant's project description letter is included as Attachment G and the project plans are included as Attachment H. A detailed review of the project's compliance with all Specific Plan standards and guidelines is included in the project's compliance worksheet (Attachment I).

Design and materials

The applicant initially submitted a proposal with a modern farmhouse style but revised the design after receiving input from neighboring property owners prior to the first study session. The currently proposed structure's architectural character would be Spanish Eclectic. Forms, rooflines, details, and materials would be reminiscent of early twentieth century California's Spanish Revival architecture. The potentially boxy hotel volume has been mitigated by the use of building segments that establish revival style forms and proportions. The roof form variations—hip, gable, and shed—would play off each other well and result in a balanced composition with strong focal points.

The strongest architectural feature would be the corner tower, which is shaped with chamfered corners, radius shaped transitions from the upper third of the tower to the lower two-thirds, and a modified octagon roof. The roof overhang features simulated wood corbels, while wall trim is used to manage the form's proportions. Another strong design feature would be the main portion of the west façade which is set under the gable roof and proportioned by projecting the façade's upper two floors out from the first floor supported by corbels. The roof corbels also work well with this façade by complementing the regularly spaced window openings. Additionally, the lower shed form at the left-front corner of the building and the third-floor hip roof at the third floor at the left side provide scale and form articulation from both the El Camino Real view and from buildings along Buckthorn Way. In this way both building corners at the front of the building would have form articulation that recognizes the building as a three-dimensional form instead of just a "designed" front façade with utility side facades. Along the side and rear wall planes, projecting forms supported by corbels and other roofline refinements such as the small hip roofs at stair and elevator towers and the vine covered upper level trellis lend architectural character and rhythm to these facades.

The main materials would be smooth texture stucco walls and 2-piece mission style clay tile roofing. The roofing would have a mix of terra cotta, red, and brown colored tiles to provide a more authentic look. Walls would be white in color except at the rear portion of the building (east façade), where a medium, putty grey color is proposed to reduce the impact of the structure to residential properties across the rear lot line.

An alternative color scheme for walls is provided within the plan set (Sheet A19) and the separate material board. The alternative would render the building in one color, instead of the combination of white and grey, but with an earthy sand to yellow/orange color stucco. The alternate color scheme board shows four different options. Alternate color #3, Glowing Apricot, would have the deepest/earthiest color of the four with a hint of orange. Color #2, Golden Lab, is lighter but still with a golden tint to the sand color. Colors #1, Key West Ivory, and #4, Birmingham Cream, would be more pale and sandy than the other colors, but would still have a hint of yellow and would calm the building relative to the proposed white color. All four alternative colors would allow one color for the whole building as well as create less contrast between terra cotta roof and wall tiles to the stucco walls.

Windows would be aluminum frames with a sepia brown frame color and near clear Solarban glazing. Windows would have exterior applied rectangular subdivisions to imply period fenestration. Windows would also be recessed four to six inches from the exterior wall to create a deep wall thickness impression. Overall, while window fenestration pattern could be fine-tuned to give a more enhanced sense of period architecture (e.g. adding an extra horizontal muntin to guest room windows), there would be sufficient patterning to mullions and muntins to maintain the architectural style.

Accent materials include Terra cotta tile along the base of walls, copper roof gutters and leader heads treated to accelerate the patina, and decorative iron railings.

Stylistic details such as the eave detail with a shaped cornice and half-round gutter, triple stacked ridge tiles

at hip ridges, recessed windows, large stucco clad corbels, occasional arched openings, decorative dark brown metal railings, and bronze color period exterior wall sconces suggest Spanish architectural precedents. The wall, window opening and roof profile details on Sheet A15.1 and the materials and color exhibit on Sheet A16 give impressions of some of these conditions. Of particular interest is the scale and shape of horizontal wall moldings/trim, corbels, and window sills.

Overall, the well composed combination of roof forms, strong focal points, use of deep set windows with dark brown color windows, white stucco with a smooth finish and clay tile roofing with a mix of tile colors along with the aforementioned accent materials and detailing would be reasonably cohesive in stylizing the building to meet Spanish Revival precedents, along with providing façade depth with shadow lines and a pleasing silhouette.

Staff believes the proposed white walls with the rear portion of the building (east façade) proposed in a medium, putty grey color, suits the design well. However, the Planning Commission may wish to consider if the alternative color scheme would soften the building forms or better relate the form and mass of the building to neighborhood conditions, and if so, which color alternative would be best suited for the architecture and neighborhood.

Variance

The applicant is requesting a variance to reduce first floor height from the 15 feet that the Specific Plan requires for commercial projects, to 13 feet, in order to allow the structure to be less imposing and provide greater privacy to the surrounding residential properties. The Zoning Ordinance provides for variances from development regulations when it has been found that, because of special circumstances applicable to the subject property, the standard regulations are found to deprive such property of privileges enjoyed by other nearby properties within the same zoning district. Any such variance is not to constitute a grant of special privilege, and must not compromise the public health, safety, and welfare. Five findings need to be made to approve the variance. Each finding is discussed below.

- That a hardship peculiar to the property and not created by any act of the owner exists. In this context, personal, family or financial difficulties, loss of prospective profits and neighboring violations are not hardships justifying a variance. Further, a previous variance can never have set a precedent, for each case must be considered only on its individual merits;

A hardship peculiar to the property and not created by any act of the current property owner exists. As noted earlier, the parcel is setback approximately 130 feet from El Camino Real and including a 15-foot first floor, floor to ceiling height would not add visual interest along the street but it could impact the privacy of neighboring properties by raising the height of the proposed hotel.

- That such variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity and that a variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his/her neighbors;

The proposed variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity, and the variance would not constitute a special privilege of the recipient not enjoyed by neighbors. In this case, the location of the parcel is unique, both due to its setback from El Camino Real and its location surrounding residential properties, and the variance would allow for a commercial development with reduced impacts to the neighboring, residential properties. While almost all other commercial properties within the Specific Plan are set along a public

street, leading to an expectation that they provide visual interest to pedestrians, the subject parcel is setback approximately 130 feet from El Camino Real. In addition, the reduction in first floor, floor-to-ceiling height would not be perceptible from El Camino Real.

- That the granting of the variance will not be materially detrimental to the public health, safety, or welfare, or will not impair an adequate supply of light and air to adjacent property.

The granting of the variance would not be materially detrimental to the public health, safety, or welfare, and would not impair an adequate supply of light and air to adjacent property. The requested variance would allow additional supply of light and air to adjacent properties by lowering the overall hotel of the proposed hotel. Except for the requested variance, the proposed hotel would conform to all other requirements of the ECR NE-L sub-district of the Specific Plan.

- That the conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification.

The conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification due to the unique location of this property and the layout of the site as a panhandle lot.

- That the condition upon which the requested variance is based is an unusual factor that was not anticipated or discussed in detail during any applicable Specific Plan process.

Although the parcel is located within the El Camino Real/Downtown Specific Plan, panhandle types of lots were not discussed during the Specific Plan process.

Parking and circulation
The proposed development includes 56 parking spaces with the possibility of a valet parking system accommodating an additional 14 cars, for a total of 70 cars. The Specific Plan specifies a parking rate of 1.25 spaces per guest room for a full-service hotel, although the Transportation Manager may approve a lower rate for a limited-service hotel. The Transportation Division has indicated the proposed parking rate is appropriate for the proposal as it is considered a limited-service hotel without a restaurant or a large conference space, and the proposed parking rate is consistent with the approval of the Hotel Lucent at 727 El Camino Real. (The applicant has indicated the dining space would only be used for breakfast provided to hotel guests.) The table below provides a comparison between the current proposal and what would be required of a full-service hotel in the Specific Plan.

Table 2: Comparison of Parking Rates					
Proposed and required parking spaces for currently proposed limited service hotel	**Proposed and required parking ratio for currently proposed limited service hotel**	**Proposed parking rate with valet parking system**	**Proposed Parking ratio with valet parking system**	**Required parking spaces for a 70-room, full-service hotel**	**Required parking ratio for a 70-room full service hotel**
56 spaces	0.8 spaces per room	70 spaces	1 space per room	88 spaces	1.25 spaces per room

Primary access would be through the easement/driveway connection to El Camino Real. Secondary service access would be along the rear lot line from Buckhorn Way. The Transportation and Engineering Divisions have indicated the proposed access is acceptable.

Trash and recycling enclosure
The trash and recycling enclosure is proposed to be located at the east property line, which may be approved as part of the architectural control for the project. Recology has approved of this location, and it complies with all Engineering Division requriements. The applicant states that the proposed location of the enclosure was selected to provide adequate fire truck access from Buckthorn Way and to minimize the view of the enclosure from neighboring properties.

Signage
A three-story tower form with the “Hampton Inn” sign would be located above the entry and also directly visible from El Camino Real. The applicant has indicated the existing monument sign on El Camino Real would be removed and replaced with a monument sign that would be shared with 1706 El Camino Real as it would be located on their property, adjacent to the access easement. Written permission from the property owner at 1706 El Camino Real was submitted, and sign review from the Planning Commission is required as the red color in the signs exceeds 25 percent of the total sign area. At the October 8, 2018 study session, the Planning Commission indicated the west property boundary facing El Camino Real is considered the frontage for the purposes of calculating the permitted sign area, meaning a 100 square feet of maximum sign area would be permitted. The two proposed signs total approximately 97.2 square feet of sign area. The applicant indicates the design of the signs, including the red lettering, was developed pursuant to brand size, color and location requirements for Hampton Inns. Staff believes the design of the signs is good quality, including individual lettering, and would be appropriate for the proposed Hampton Inn.

Trees and landscaping
There are currently 21 trees on or near the project site. The applicant’s arborist report (Attachment J) includes detailed information on these trees.

All 13 trees currently on the project site would be removed, including five heritage trees. Table 3 includes information on the five heritage trees proposed for removal as well as the eight heritage trees that have already been removed. Of the previously removed eight heritage trees, six trees were multi-trunk, heritage Hollywood Junipers (trees #19-24), that were removed along the access drive to Buckthorn Drive, and have been replaced with six ever green trees along the access drive. These six trees were removed without

permits and the applicant indicated he did not know they were heritage size since they were multi-trunk trees. Two heritage trees (trees #11 and #12) have also been removed with heritage tree removal permits due to poor condition as a result of bark beetle infestation. In total, 20 heritage tree replacements would be planted through out the property, in addition to the six replacement trees that have already been planted along the access drive to Buckthorn Way, to provide a two-to-one replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.

The heritage tree ordinance provides eight reasons why heritage trees may be removed. For the trees on the subject parcel, the reasons are poor condition (reason #1), the necessity to remove the tree to construct proposed improvements (reason #2) and a low long-term value of the species (reason #4), as described in Table 3.

Table 3: Heritage Trees Proposed for Removal

Tree #	Species	Location	Status	City Arborist Evaluation and Reason for Removal
1	Valley Oak	Front of hotel	Proposed for removal	Proposed construction (reason #2)
2	Valley Oak	Mid-rear half of lot	Proposed for removal	Poor condition (reason #1)
11	Monterey Pine	Along rear property line	Removed	Poor condition (reason #1)
12	Monterey Pine	Along rear property line	Removed	Poor condition (reason #1)
13	Monterey Pine	Along rear property line	Proposed for removal	Poor condition (reason #1)
14	Monterey Pine	Along rear property line	Proposed for removal	Poor condition (reason #1)
16	Glossy Pivet	Along rear property line	Proposed for removal	Low long-term value (reason #4)
19	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
20	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
21	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
22	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
23	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
24	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)

New landscape would be provided around the edges of the site and at courtyards, patios, and walkways, including a new Valley Oak at the front of the property and olive and crape myrtle trees. Wood trellis structures and vines are also provided near the entry and on the upper floor at the rear of the structure.

To reduce impacts on neighboring properties significant evergreen screening landscape would include a dense line of six Fern Pine (podocarpus) trees along the rear lot line to screen the property from the adjacent residential development as well as six Marina Madrone and five Saratoga Laurel cherry trees along the north side lot line also to screen the building and pool area from the adjacent residential buildings and other landscape along the side yards and rear driveway.

Below Market Rate (BMR) Housing Agreement

The proposed development would be subject to the City's BMR requirement. The City may allow such a BMR requirement to be met in a number of ways, including on-site provision of an affordable dwelling unit, off-site provision of an affordable dwelling unit, or payment of an in-lieu fee.

The proposed project would have a BMR requirement of 0.77 BMR units or an in-lieu fee payment of approximately $282,575.29. The proposed project does not include a residential component, although the zoning designation for the subject site does allow residential uses. According to the applicant, the need to maximize allowable square footage for hotel uses for a financially viable hotel project on a relatively small infill site would limit the ability to develop residential units on site as part of the proposed project. In addition, the applicant indicates the Hampton Inn brand does not usually allow a development to be mixed use unless the site is in a high-density urban location and the two uses can be effectively separated. Therefore, the applicant is proposing to satisfy the project's BMR obligations through the payment of in lieu fees. On November 2, 2016, the Housing Commission unanimously recommended that the Planning Commission approve the proposed BMR proposal for the payment of in lieu fees, which would be adjusted to the in-lieu fees and project square footage current at the time of building permit issuance. The draft BMR agreement is included as Attachment K.

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

- **Base:** Intended to inherently address community goals, such as: encourage redevelopment of underutilized parcels, activate train station area and increase transit use, and enhance downtown vibrancy and retail sales. These standards were established through the iterative Community Workshop and Commission/Council review process, wherein precedent photographs, photomontages, sections, and sketches were evaluated for preferences, and simultaneously assessed for basic financial feasibility.
- **Public Benefit Bonus:** Absolute maximums subject to provision of negotiated public benefit, which can take the form of a Development Agreement. In particular, a public study session is required prior to a full application, and has to be informed by appropriate fiscal/economic analysis. The list of recommended public benefits was also expanded with public suggestions, and a process was established to review and revise the list over time.

The Public Benefit Bonus process, including background on how the structured negotiation process was selected relative to other procedural options, is described on Specific Plan pages E16-E17. Past Public Benefit Bonus approvals include the hotel conversion project at 555 Glenwood Avenue, the office project at 1010-1026 Alma Street, the Park James hotel at 1400 El Camino Real, and the mixed-use Station 1300 project with office, residential, and community-serving uses.

Public benefit proposal
The applicant is proposing a hotel development, a use which has an inherent benefit of generating Transient Occupancy Tax (TOT) revenue for the City on an on-going basis. The Specific Plan lists "Hotel Facility" as one of several elements that could be considered as public benefits due to its higher tax revenue generation and potential for enhancing downtown vibrancy, although this list is not binding; each proposal needs to be reviewed on a case-by-case basis.

Financial analysis
The Specific Plan requires that Public Benefit Bonus study sessions "incorporate appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit." The intent of this independent analysis is not to make a definitive determination of the value of the bonus development or the public benefit, or a recommendation whether the bonus should be granted. Rather, the analysis is intended to provide likely estimates and other information to inform the Planning Commission's discussion. The City has commissioned such an analysis by BAE Urban Economics (BAE), which is included as Attachment L.

For the value of the proposed Bonus project as proposed with 70 hotel rooms and underground parking, BAE prepared a detailed pro forma which examines typical revenues and costs for the Public Benefit Bonus proposal (Bonus Project). The applicant has indicated that a hotel development at the Base level is financially infeasible. BAE indicates their research supports the assumption that the application would experience significant challenges in achieving financial feasibility for a hotel project at the base level. The pro forma takes into account factors such as current construction costs, City fees, capitalization rates, and typical market hotel rates. However, as noted in the document, such factors can change, which may substantively affect the conclusions of the analysis. The analysis determined that the Bonus Project would result in an estimated profit of $3.4 million for the applicant, and would generate an estimated $680,500 annually in Transient Occupancy Tax (TOT) revenue to the City. Actual TOT revenue would be highly dependent upon room and occupancy rates. The yearly nature of TOT would mean that the City could receive the same revenue in five years (and every five years thereafter) that the applicant would receive in total project profit.

The TOT estimate does not account for the current TOT revenues at this site, partly because actual tax revenue for individual businesses cannot be reported due to confidentiality requirements and partly due to the fact that the uniqueness and age of the Red Cottage Inn make it difficult to estimate average room and occupancy rates. However, even if the current 28-room hotel generated TOT revenue on a per-room basis equal to the proposed Hampton Inn (which is unlikely due to the current building's age), the net new TOT revenue would be approximately $390,000, which would still be a significant contribution to the City's general fund. In addition, it is not certain that the Red Cottage Inn would stay in operation if the current proposal is not approved; if this land use were to be converted to another type of use, the TOT revenue would drop to zero.

As previously noted, at the March 12, 2018 study session, the Planning Commission provided positive direction that the proposed hotel's inherent benefit of generating Transient Occupancy Tax (TOT) revenue for the City on an on-going basis was sufficient as a public benefit in exchange for allowing the floor area ratio (FAR) to be at the Public Benefit level, the Commission did not provide alternate direction to Staff at the October 8, 2018 study session.

Correspondence
The applicant indicates he held four community meetings between December 2016 and September 2017, and made a number of changes to the proposal as a result of feedback received at the meetings. These

changes included reducing the first floor height, relocating guestrooms from the third floor at the rear to the front of the hotel, and changing the architectural style from modern farmhouse to a Spanish style. After submittal of that design, staff received correspondence with more positive feedback and appreciation for the changes made. When the applicant further revised the design to remove the underground parking, staff received additional correspondence from neighboring property owners. The majority of this correspondence was from neighbors who no longer supported the proposal, mainly due to concerns about the height, proximity to residential properties, and the third floor guest rooms facing residences.

All correspondence received after the publication of the October 8, 2018 staff report is included as Attachment M. This correspondence includes further feedback on the proposal without underground parking as well as the current proposal with underground parking. Although the correspondence indicates a strong preference for the proposal with underground parking versus the previous proposal without underground parking, remaining concerns about the size of the proposed hotel, and privacy and other impacts to neighboring, residential properties remain. Additionally, neighbors have expressed concerns about the application of the public benefit bonus level that would allow a higher FAR. The current proposal does not include any east facing hotel rooms and the applicant has indicated the only access to the third floor balcony along the east elevation would be for employees performing maintenance. Concerns about potential impacts from runoff from landscaping and light pollution would be addressed through the conditions of approval, which require adherence to water efficient landscaping as well as mitigation measures that prohibit exterior lighting that shines upwards, as well as policies to reduce interior lighting. The current proposal also includes alternative colors that may address concerns from neighbors. Additionally, staff received emails from physicians at 1706 El Camino Real, both before and after the October 8, 2018 study session, who raised concerns regarding traffic, especially as it relates to construction. The applicant has submitted preliminary construction phasing plans as part of the proposed plan set, which will be subject to additional review as the project goes forward.

Conclusion

Staff believes the proposed structure's Spanish Eclectic architectural style is well designed. The potentially boxy hotel volume has been mitigated by the use of building segments that establish revival style forms and proportions. The roof form variations would result in a balanced composition with strong focal points. The proposed underground parking would have a positive impact on the overall character of the site development and the proposed eight-foot tall fence along the majority of the site perimeter would increase privacy. With the exception of the requested variance for the reduced first floor height, the proposal would adhere to the extensive standards and guidelines established by the Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet. Additionally, the reduced first floor height would enhance privacy. Although the red color in the proposed signs exceeds 25 percent, the signs are well designed, including the use of individual lettering, and would adhere to the Hampton Inn brand signage requirements. The BMR Agreement, requiring the payment of an in-lieu fee, would address the project's BMR obligations. The proposed Development at the Public Benefit Bonus level is consistent with the feedback provided by the Planning Commission at the study sessions and would provide the City with additional Transient Occupancy Tax (TOT) revenue. The heritage tree removals would be replaced at a two-to-one ratio, and new landscape would be provided around the edges of the site and at courtyards, patios, and walkways, including a new coast live oak at the front of the property. Staff recommends that the Planning Commission approve the proposed architectural control, variance, sign review and BMR agreement.

Impact on City Resources

The project sponsor is required to pay Planning, Building and Public Works permit fees, based on the City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project. The project

sponsor is also required to bear the cost of the associated environmental review.

Environmental Review

The Specific Plan process included detailed review of projected environmental impacts through a program Environmental Impact Report (EIR), as required by the California Environmental Quality Act (CEQA). In compliance with CEQA requirements, the Draft EIR was released in April 2011, with a public comment period that closed in June 2011. The Final EIR, incorporating responses to Draft EIR comments, as well as text changes to parts of the Draft EIR itself, was released in April 2012, and certified along with the final Plan approvals in June 2012.

The Specific Plan EIR identifies no impacts or less-than-significant impacts in the following categories: Aesthetic Resources; Geology and Soils; Hydrology and Water Quality; Land Use Planning and Policies; Population and Housing; and Public Services and Utilities. The EIR identifies potentially significant environmental effects that, with mitigation, would be less than significant in the following categories: Biological Resources; Cultural Resources; Hazards and Hazardous Materials. The EIR identifies potentially significant environmental effects that will remain significant and unavoidable in the following categories: Air Quality; Greenhouse Gases and Climate Change; Noise; and Transportation, Circulation and Parking. The Final EIR actions included adoption of a Statement of Overriding Considerations, which is a specific finding that the project includes substantial benefits that outweighs its significant, adverse environmental impact.

As specified in the Specific Plan EIR and the CEQA Guidelines, program EIRs provide the initial framework for review of discrete projects. In particular, projects of the scale of 1704 El Camino Real are required to be analyzed with regard to whether they would have impacts not examined in the Program EIR. This conformance checklist, which analyzes the project in relation to each environmental category in appropriate detail, is included as Attachment N. As detailed in the conformance checklist, the proposed project would not result in greater impacts than were identified for the Program EIR. Relevant mitigation measures have been applied and would be adopted as part of the Mitigation Monitoring and Reporting Program (MMRP), which is included as Attachment O. Full compliance with the MMRP would be ensured through condition 7(a). No new impacts have been identified and no new mitigation measures are required for the proposed project. Mitigations include construction-related best practices regarding air quality and noise, payment of transportation-impact-related fees (conditions 7(g) and 7(h)) and implementation of a Transportation Demand Management (TDM) program. The applicant has submitted an initial draft TDM plan, which would be revised concurrent with the submittal of the building permit. The MMRP also includes two completed mitigation measures related to cultural resources. Archeological resource evaluations and historical resources evaluations were performed by qualified professionals and determined that the proposed project would have no additional impacts. These studies are available for review upon request.

Specific Plan Maximum Allowable Development

Per Section G.3, the Specific Plan establishes the maximum allowable net new development as follows:

Residential uses: 680 units; and
Non-residential uses, including retail, office and hotel: 474,000 square feet.

These totals are intended to reflect likely development throughout the Specific Plan area. As noted in the Plan, development in excess of these thresholds will require amending the Specific Plan and conducting additional environmental review.

If the project is approved and implemented, the Specific Plan Maximum Allowable Development would be

revised to account for the net changes as follows:

Table 4: Specific Plan Totals		
	Dwelling Units	Commercial Square Footage
Existing	0	10,766.18
Proposed	0	40,004.18
Net Change	0	29,228
% of Maximum Allowable Development	0	6.16%
Available Units & Commercial SF in SP if Project is Approved	191	47,152
Available Units & Commercial SF in SP if all Pending Projects in SP are Approved	171	30,521

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Recommended Actions
B. Location map
C. Hyperlink: Planning Commission staff report, March 12, 2018- https://www.menlopark.org/DocumentCenter/1704-El-Camino-Real
D. Hyperlink: Planning Commission Minutes, March 12, 2018 – https://www.menlopark.org/AgendaCenter/ViewFile/Minutes
E. Hyperlink: Planning Commission staff report, October 8, 2019 – https://www.menlopark.org/DocumentCenter/1704-El-Camino-Real
F. Hyperlink: Planning Commission Minutes, October 8, 2019 – https://www.menlopark.org/AgendaCenter/ViewFile/Minutes
G. Project Description Letter and Variance Request
H. Project Plans
I. Specific Plan Standards and Guidelines Compliance Worksheet
J. Arborist Report
K. BMR Agreement
L. Analysis of Proposed Public Benefits for 1704 El Camino Real Project prepared by BAE Urban Economics, dated February 28, 2018
M. Correspondence
N. EIR Conformance Checklist
O. Mitigation Monitoring and Reporting Program (MMRP)

Report prepared by:
Corinna Sandmeier, Senior Planner

Report reviewed by:
Kyle Perata, Principal Planner

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LOCATION: 1704 El Camino Real	**PROJECT NUMBER:** PLN2016-00085	**APPLICANT:** Sagar Patel	**OWNER:** Sagar Patel

PROPOSAL:
Architectural Control, Variance, Sign Review and Below Market Rate (BMR) In-Lieu Fee Agreement/Sagar Patel/1704 El Camino Real:
Request for architectural control approval to demolish an existing hotel and construct a new 70-room hotel consisting of three stories with below grade parking in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project includes a variance request to permit reduced floor-to-floor height on the first floor. In addition, the applicant is requesting sign review, including review of a shared monument sign located on 1706 El Camino Real, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement. The proposal also includes a request for a Public Benefit Bonus, with the benefit consisting of Transient Occupancy Tax (TOT) revenue. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.

DECISION ENTITY: Planning Commission	**DATE:** June 24, 2019	**ACTION:** TBD

VOTE: TBD (Barnes, DeCardy, Doran, Kennedy, Riggs, Strehl, and Tate)

ACTION:

1. Make findings with regard to the California Environmental Quality Act (CEQA) that the proposal is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012. Specifically, make findings that:
    a. A checklist has been prepared detailing that no new effects could occur and no new mitigation measures would be required (Attachment N).
    b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment O), which is approved as part of this finding.
    c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 29,228 square feet of non-residential uses, accounting for the project's net share of the Plan's overall projected development and associated impacts.
2. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval:
    a. The general appearance of the structure is in keeping with the character of the neighborhood.
    b. The development will not be detrimental to the harmonious and orderly growth of the City.
    c. The development will not impair the desirability of investment or occupation in the neighborhood.
    d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking.
    e. The development is consistent with the El Camino Real/Downtown Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet (Attachment I).

3. Make the following findings as per Section 16.82.340 of the Zoning Ordinance pertaining to the granting of the variance:

    a. A hardship peculiar to the property and not created by any act of the current property owner exists. The parcel is setback approximately 130 feet from El Camino Real and including a 15-foot first floor, floor to ceiling height would not add visual interest along the street but it would impact neighboring properties by raising the height of the proposed hotel.

    b. The proposed variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity, and the variance would not constitute a special privilege of the recipient not enjoyed by neighbors. In this case, the location of the parcel is unique, both due to its setback from El Camino Real and its location surrounding residential properties, and the variance allows for a commercial development with reduced impacts to the neighboring, residential properties.

    c. The granting of the variance will not be materially detrimental to the public health, safety, or welfare, or will not impair an adequate supply of light and air to adjacent property. Except for the requested variance, the subdivision will conform to all other requirements of the Zoning Ordinance. The requested variance would allow additional supply of light and air to adjacent properties by lowering the overall hotel of the proposed hotel. Except for the requested variance, the proposed hotel would conform to all other requirements of the ECR NE-L sub-district of the Specific Plan.

    d. The conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification. The conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification due to the unique location of this property.

    e. The condition upon which the requested variance is based is an unusual factor that was not anticipated or discussed in detail during any applicable Specific Plan process. Although the parcel is located within the El Camino Real/Downtown Specific Plan, pan handle types of lots were not discussed during the Specific Plan process.

4. Make findings that the signs are appropriate and compatible with the business and signage in the general area and that the use of red in the signs greater than 25 percent of the sign area is appropriate based on the sign design and location.

5. Approve the Below Market Rate Housing Agreement (Attachment K) in accordance with the City's Below Market Rate Housing Program, subject to final review and approval by the City Attorney.

6. Approve the Architectural Control, Variance, and Sign Review subject to the following ***standard*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by RYS Architects, consisting of 50 plan sheets, dated received June 14, 2019 and approved by the Planning Commission on June 24, 2019, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.

    b. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

    c. Prior to building permit issuance, the applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, California Water Company and utility companies' regulations that are directly applicable to the project.

d. Prior to building permit issuance, the Applicant shall submit a finalized version of the Stormwater Control Plan, which shall provide stormwater treatment for the entire project site pursuant to the latest regulations specified in the San Mateo County C.3 Technical Guidance Manual, subject to review and approval of the Engineering Division. The Stormwater Control Plan shall include a written report identifying existing and proposed project conditions, and all applicable source controls, and mitigation measures (i.e. bioretention areas, flow through planters, etc.) implemented to meet NPDES compliance.

e. Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP), subject to review and approval of the Engineering Division. BMP plan sheets are available electronically for inserting into Project plans.

f. Prior to building permit issuance, the applicant shall submit a plan for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, and 5) tree protection fencing. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.

g. Prior to building permit issuance, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades. The plan shall include construction phasing and anticipated method of traffic handling for each phase.

h. Prior to building permit issuance, the Applicant shall submit a draft “Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement” with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall also include operation and maintenance of the stormwater treatment facility on Garwood Way including curb gutter and retaining walls. The agreement shall be recorded and documentation shall be provided to the City prior to final inspection.

i. Prior to building permit issuance, the applicant shall submit a Grading and Drainage Plan for review and approval by the Engineering Division. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report will be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be 5% minimum for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3. Discharges from the garage ramp and underground parking areas are not allowed into the storm drain system. Discharge must be treated with an oil/water separator and must connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District.

j. Prior to building permit issuance, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements. All public

improvements shall be designed and constructed to the satisfaction of the Engineering Division.

k. Prior to building permit issuance, the Applicant shall submit joint trench drawings showing all applicable on-site lateral connections to overhead electric, fiber optic, and communication lines as undergrounded. The joint trench drawings shall be subject to review and approval of the Engineering Division.

l. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths and recorded on the improvement plans, submitted for Engineering Division review and approval.

m. Prior to building permit issuance, Applicant shall submit plans to remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for the review and approval of the Engineering Division.

n. Prior to building permit issuance, Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.

o. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering, and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

p. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of mulch onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction.

q. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division, prior to Final Occupancy.

r. Street trees and heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations of the arborist report prepared by Arbor Resources, dated revised March 13, 2019.

s. Prior to building permit issuance, Applicant shall submit a heritage street tree preservation plan, detailing the location of and methods for all tree protection measures.

t. Prior to building permit issuance, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule.

u. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a lighting plan, providing the location, architectural details and specifications for all exterior lighting subject to review and approval by the Planning Division.

v. Simultaneous with the submittal of a complete building permit application, a design-level geotechnical investigation report shall be submitted to the Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage.

w. Prior to building permit issuance, the Applicant shall submit a Geotechnical Report detailing on- and off-site soils conditions in preparation for the proposed tie-backs, subject to review and approval of the Building and Engineering Divisions.

x. A complete building permit application will be required for any remediation work that requires a building permit. No remediation work that requires approval of a building permit shall be initiated until the applicant has received building permit approvals for that work. All building permit applications are subject to the review and approval of the Building Division.

y. Prior to building permit issuance, all public right-of-way improvements, including frontage improvements, and the dedication of private easements, shall be completed to the satisfaction of the Engineering Division and recorded with the County of San Mateo prior to building permit final inspection.

z. Simultaneous with the submittal of a complete building permit, the Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board under the Construction Activities Storm Water General Permit (General Permit). The NOI indicates the Applicant's intent to comply with the San Mateo Countywide Stormwater Pollution Prevention Program, including a Storm Pollution Prevention Plan (SWPPP). The Applicant shall hire a state licensed Qualified Stormwater Developer (QSD) to prepare the NOI and SWPPP for the proposed grading and submit a finalized version of the documents to the Engineering Division.

aa. Simultaneous with the submittal of a complete building permit application, the Applicant shall provide documentation indicating the amount of irrigated landscaping, subject to review and approval of the Engineering Division. The project is subject to the City' Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44). Submittal of a detailed landscape plan is required concurrently with the submittal of a complete building permit application. The landscaping shall be installed prior to final building inspection.

bb. Prior to final inspection, the Applicant shall submit a landscape audit report to the Public Works Department.

cc. All Agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to final inspection, subject to review and approval of the Engineering Division.

7. Approve the Architectural Control, Variance, and Sign Review subject to the following ***project-specific*** conditions:

a. The applicant shall address all Mitigation Monitoring and Reporting Program (MMRP) requirements as specified in the MMRP (Attachment O). Failure to meet these requirements

may result in delays to the building permit issuance, stop work orders during construction, and/or fines.

b. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated LEED Checklist, subject to review and approval of the Planning Division. The Checklist shall be prepared by a LEED Accredited Professional (LEED AP). The LEED AP should submit a cover letter stating their qualifications, and confirm that they have prepared the Checklist and that the information presented is accurate. Confirmation that the project conceptually achieves LEED Silver certification shall be required before issuance of the building permit. Prior to final inspection of the building permit or as early as the project can be certified by the United States Green Building Council, the project shall submit verification that the development has achieved final LEED Silver certification.

c. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a full shoring plan subject to review and approval of the Planning and Building Divisions.

d. Prior to issuance of each building permit, the applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058.

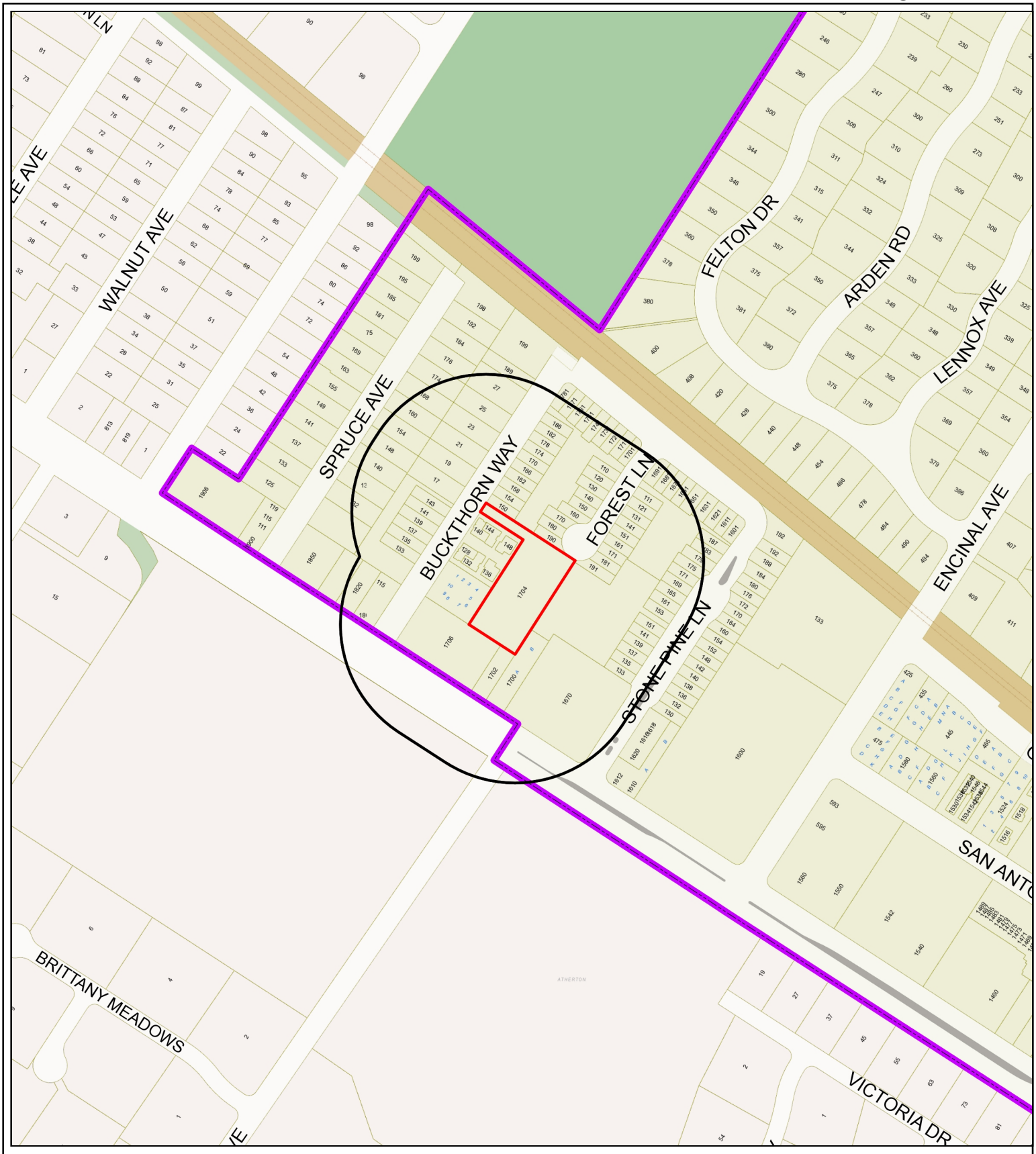
e. Prior to commencing any work within the right-of-way or public easements, the Applicant shall obtain an encroachment permit from the appropriate reviewing jurisdiction.

f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated landscape plan showing the fence heights, materials, and locations consistent with Sheet A2 and the project description letter.

g. Prior to issuance of building permit, the applicant shall submit the El Camino Real/Downtown Specific Plan Preparation Fee, which is established at $1.13/square foot for all net new development. For the subject proposal, the fee is estimated at $33,027.64 ($1.13 x 29,228 net new square feet).

h. The Transportation Impact Fee (TIF) is estimated to be $80,818.08. This was calculated by multiplying $1,924.24 by 42 net new hotel rooms. Please note this fee is updated annually on July 1st based on the Engineering News Record Bay Area Construction Cost Index. Fees are due before a building permit is issued.

i. The City has adopted a Supplemental Transportation Impact Fee for the infrastructure required as part of the El Camino Real / Downtown Specific Plan. The fee is calculated at $398.95 per PM peak hour vehicle trip. The proposed projects is subject to a Supplemental TIF of $3,590.55 for a total 9 PM peak hour trips. Payment is due before a building permit is issued and the supplemental TIF will be updated annually on July 1st along with the TIF.



City of Menlo Park

Location Map
1704 El Camino Real

Scale: 1:3,600 | Drawn By: CDS | Checked By: CDS | Date: 6/24/2019 | Sheet: 1

Hampton Inn by Hilton

Developer: Sagar Patel
1704 El Camino Real

June 12, 2019

Project Description

The applicant wishes to build a new 70-room, 3-story, nationally-branded hotel including an underground parking garage for 56 cars (74 if valet) to replace the existing Red Cottage Inn currently occupying this property. The project site is a "flag" lot located on the easterly side of El Camino Real but set back from it approximately 130 feet, with a portion of an intervening property acting as an ingress-egress easement for the applicant and his immediate neighbors - thus giving him some "frontage" along El Camino. The narrow sliver of this "L" shaped property fronts on Buckthorn Way on the north side.

The architectural design of the building will follow a Neo-Spanish style. It blends a design vocabulary that is reminiscent of the Spanish Colonial past – light-colored plaster, barrel-tiled roofs, exposed beams or rafters and occasional use of tile & wrought iron elements to accent openings. This is complemented with contemporary elements such as terra-cotta tile, aluminum storefront, metal roof screen & privacy screen. Some restraint in the use of these modern and traditional elements is desired by the applicant so as not to make it look "busy" due to the relatively small and enclosed nature of the site, and the repetitive & stacking nature of a hotel building. A touch of classical order is subtly introduced to the building mass in the use of accent-colored stone at the base, a somewhat un-adorned middle portion and a "capital" that is marked by a raised band in the upper quarter of the building mass & capped by articulation of the eaves & roof tile. The three-part division of the mass is subtly reinforced by varying the height of the windows, each of which are further detailed with either different divided lights, decorative iron work. The long portions of the building mass are relieved by cantilevered bays and occasional towers which also provided opportunities to vary the roof line. The proposed white color is in keeping with the architecture but is more muted to meet the neighbors halfway in their request to further "fade" the building from view. Although the applicant strongly prefers the white color, alternate color schemes are included.

The applicant is requesting a variance for a reduction of the height to the second-floor level. This addresses one of the critical concerns of the neighbors – the total overall height of the building. While it was determined that setting the second floor at the zoning district's requirement of 15 feet would still make the building height-compliant, the applicant, with the neighbors' support, wishes relief from this by lowering the second floor height to 13 feet. This not only addresses the building height but also provides opportunities to make the roofline more varied.

To further accommodate the neighbors' request to minimize the visual impact of the hotel's bulk, the applicant has removed guestrooms along the third floor of the east wing. A roof deck with a trellis for vine planting in lieu of guestrooms will face the east side. There will be no guest use of the deck, only hotel staff to maintain the roof and landscaping.

There are currently some heritage trees in the property – two valley oaks, four Monterey pines and a multi-trunked group of junipers. The westerly valley oak will be removed due to its proximity to the building within the front setback requirements. The more inwardly located oak will be removed to accommodate the building & an underground garage, and due to its advanced stage of decay. The four pines were found to be in moderate stage of decay, recommended to be removed by the arborist, will be removed. Since the onset of the project application, several of these trees have been removed or died. Landscape design will help mitigate the removal of these trees. In addition, several mature pines on the east side and some medium size oaks & redwoods on the neighboring properties will be part of a comprehensive tree protection plan.

As much as practicable, sustainable design features such as solar hot water panels, low VOC materials, high-efficiency HVAC equipment and water-efficient landscaping will be an integral part of this project. Daily hotel operations will also reflect the most up-to-date in sustainable practices as have become the norm in the hospitality industry. A LEED professional consultant is part of the design team and a prepared sustainability statement is attached to this document.

"Hampton Inn" is a brand logo of Hilton Corporation and is recognized worldwide. The brand has size, color and location requirements for monument signs and exterior building signs. The Hampton Inn exterior building letters are in red per the brand standards. The client is requesting a sign review due to the signage letters exceeding the 25% red color allowed by the city.

Hilton has approved this project at a preliminary stage, pending franchise negotiation with the applicant and additional information regarding city planning requirements that may affect hotel brand requirements.

Sagar Patel
Owner & Applicant

Jim Rato, Architect
RYS Architects

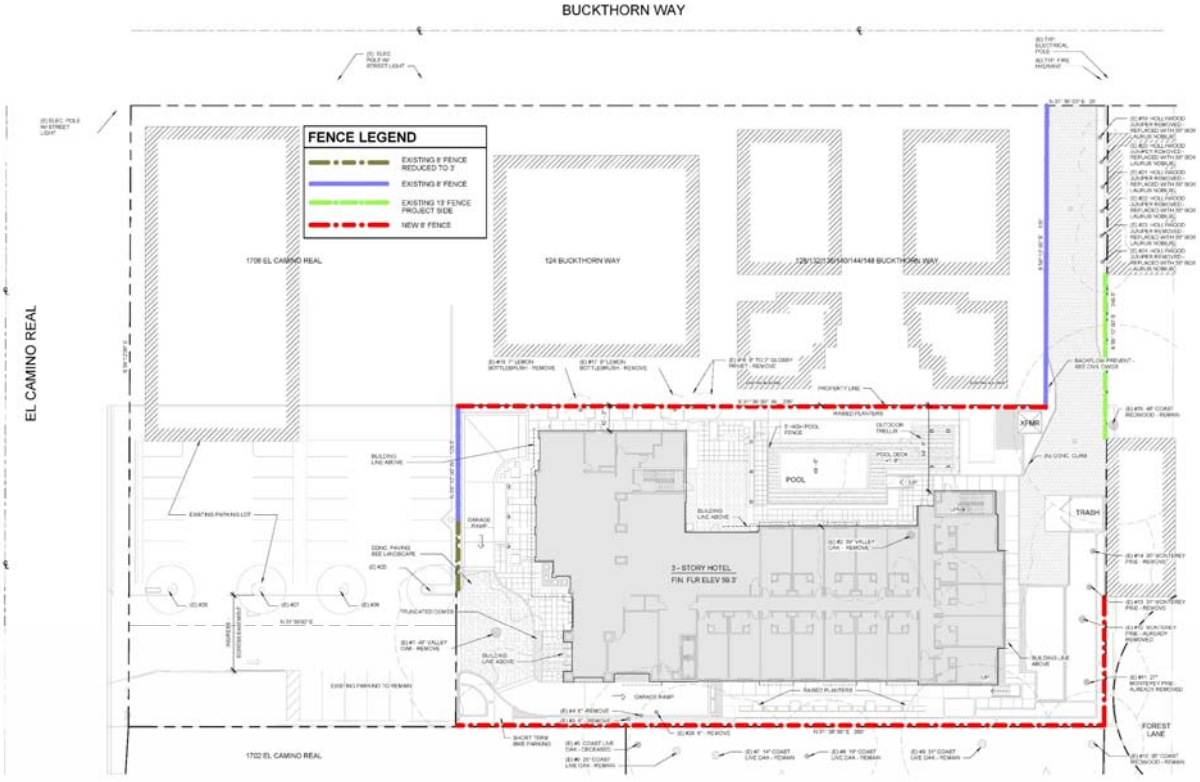
Attachment: Response to some recent email comments from neighbors

Response to email comments from neighbors:

From the first day of this application, the project owner has been quite open to the suggestions of his neighbors. Being a former resident and still owning a property in the neighborhood, he has been sensitive to the comments made on the design of the proposed hotel. The present architecture & landscape design, size and setbacks have all been affected in one way or another by comments coming from the neighbors. The applicant, however, must balance the limitations imposed by the district's zoning, the needs of his neighbors and the necessity of making reasonable business decisions.

1. Rooftop terrace: what originally was occupied by 5 guestrooms at the southeast corner has been revised as a rooftop terrace. This helps bring down the building mass and minimizes the views of hotel guests from the third floor to the adjacent residential areas. Removal of these rooms offer no benefit to the applicant due to the insistence of neighbors that this terrace be off limits to guest use. He will absorb the loss of revenue and loss of a potentially pleasant gathering space but feel justified in asking the neighbors for a little return by letting a room be reinstated – a room whose window is redirected to the south to preserve neighbor privacy and its easterly wall at 57' from the east property line. The neighbors' view of this building corner had already been minimized due to the larger than required setback (39' versus required 20'), the addition of a deck trellis with vine planting to block view of the roofline, the existing 15' high public sidewalk trees, the existing solid fence and the addition of two rows of new replacement heritage trees (36" box). These view obstructing elements will render the one reinstated guestroom virtually invisible.

2. Fencing: The applicant agrees to provide 8' high solid wood fence with no lattice work at the areas shown in the illustration below. There are some existing, already-high fence work that does not make sense to replace (solid plaster fences built by neighbors and 26' tall blank building walls).



3. Drainage: site drainage will comply with city requirements to direct surface water to areas within the site boundaries. Civil engineering drainage drawings already show this. The applicant will continue to accommodate the additional water to be drained coming from the easterly neighbors' existing 26' tall blank walls.

4. Building Color: the applicant believes that the proposed, slightly toned-down white color is in keeping with the architectural style. He strongly prefers to stay with this color. Alternate colors have been submitted.

5. Lighting: the site lighting has no pole-mounted lighting that will spill light onto adjacent properties, as is required by city lighting codes. Most of the fixtures in the open landscaped areas are either waist-high bollards or low, wall-imbedded path lighting. The fixtures shown in the lighting plan include utilitarian light fixtures that will be mounted in areas not seen by neighbors, such as in the garage. A minimum number of fixtures are shown enough to comply with life safety light level requirements and also to anticipate a fuller more mature landscaping that will partially obstruct the path lighting.

6. Transformer: the utility company of the area requires the project to draw power from Buckthorn Way. As required, transformers are to be as close as possible to the street and be readily accessible by a maintenance truck on the driveway. Fire department requirements doesn't allow other obstructions in that 25' wide driveway. As is already in the existing hotel, all utilities (electrical, water, sewer & storm, etc.) are routed via the 25' wide driveway off of Buckthorn. The proposed location is the safest and most compliant to the utility company & fire department requirements.

7. Potential alley disturbance: the applicant will work with the city and its waste removal provider for scheduling of recurring waste pickups. Hotel operations also requires noise-generating activities to happen during non-sleeping hours, as much as practicable.

RYS
ARCHITECTS

Request for Variance

PLN2016-00085
Hampton Inn Hotel
1704 El Camino Real

Request to allow the applicant to lower the ground floor height from 15 feet to 13 feet.

1. The project sits in a "flag" property where none of the property lines touches the El Camino Real right-of-way. The owner has an ingress-egress easement with his neighbors whose lots front on El Camino Real. The site is about 130 feet east of El Camino Real. Given this location, it seems the 15-foot second floor height requirement should qualify for a variance to be lowered to 13 feet. The home owner associations that surround the project have been working with the applicant to lower the building height even as the building complies with height limits. The various HOAs has stated that they would support a variance to lower this height requirement.

2. Making the ground floor height two feet lower that the required height is does not significantly reduce the perception of a highly visible transparent activated space due to the distance of building from the El Camino Real right-of-way. The distance of 2 feet at 130 feet away is not easily perceived, especially from viewers who are mostly driving. We do not believe that lowering the height will significantly put our neighbors fronting El Camino at a disadvantage.

3. Lowering the height will actually improve the structural stability of the building and improve the supply of light and air to all the adjacent properties.

4. Since the vast majority of properties within the same or similar zoning along El Camino actually abuts its right-of-way line this request for a variance is very specific to the unusual location of this site.

5. The unusual location of this "flag" property relative to the street for which the height requirement makes most sense is not specifically addressed in the zoning ordinance probably because of its rare occurrence.

Sagar Patel, owner & applicant
Red Cottage Inn

Jim Rato, Architect
RYS Architects

VICINTY MAP

HAMPTON INN BY HILTON MENLO PARK

BY SAGAR PATEL

BY HAMPTON INN PROTOTYPE VERSION 7.0 DATED, DATED JANUARY 2014

PROJECT DIRECTORY

OWNER:
SAGAR PATEL
1704 EL CAMINO REAL
MENLO PARK, CA 94025
(408) 781-4877
sagarkp@yahoo.com

ARCHITECT:
ROBERT SAUVAGEAU
RYS ARCHITECTS, INC.
10 MONTEREY BLVD.
SAN FRANCISCO, CA 94131
(415) 841-9090
bobs@rysarchitects.com

CIVIL:
MICHAEL MORGAN
HOHBACH-LEWIN, INC.
260 SHERIDAN AVENUE, SUITE 150
PALO ALTO, CA 94306
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mmorgan@hohbach-lewin.com

GEOTECHNICAL:
TOM PORTER
ROMIG ENGINEERS, INC.
1390 EL CAMINO REAL, 2ND FLOOR
SAN CARLOS, CA 94070
(650) 591-5224

SUSTAINABILITY:
HEALTHY BUILDING SCIENCE
28 2ND STREET, 3RD FLOOR
SAN FRANCISCO, CA 94105
(415) 785-7986

LANDSCAPE:
TOM HOLLOWAY
KLA, INC.
151 NORTH NORLIN STREET
SONORA, CA 95370
(209)532-2856
tom@kla-ca.com

LIGHTING:
JARED THEISS
SILVERMAN & LIGHT
1201 PARK AVE, STE 100
EMERYVILLE, CA 94608
(510) 655-1200
jared@silvermanlight.com

ARBORIST:
DAVID L. BABBY
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arborresources@comcast.net

TRAFFIC ENGINEER:
RICHARD HOPPER
RKH CIVIL AND TRANSPORTATION ENGINEERING
837 COLUMBA LANE
FOSTER CITY, CA 94404
(650)212-0837
FAX(650)212-3150

SITE ANALYSIS

A.P.N.:	060343790
ADDRESS:	1704 EL CAMINO REAL, MENLO PARK, CA 94027
EXISTING ZONE:	ECR-NE-L EL CAMINO REAL DOWNTOWN SPECIFIC PLAN
TYPES OF OCCUPANCY:	R-1 / B / A-2
PROPOSED OF USE:	VISITOR ACCOMODATION: SELECT-SERVICE HOTEL
NO. OF STORIES:	3 LEVELS ABOVE GRADE
PARKING PROVIDED:	56 VEHICLE SPACES

PARKING

1.25 CAR PER ROOM	1 BIKE SPACE PER 20 ROOMS
70 ROOMS X 1.25 = 88	70 ROOMS / 20 = (3.5) 4
PARKING PROVIDED 56 3 ACCESSIBLE SPACES 6 CLEAN AIR SPACES	SHORT TERM BIKE PARKING PROVIDED 4
9 EV SPACES PROVIDED OF WHICH 6 ARE EVSE SPACES	LONG TERM BIKE PARKING PROVIDED 4
VALET SYSTEM ACCOMMODATES 70 CARS	

BUILDING AREA

LEVEL	GROSS	FLOOR AREA
GARAGE	26,031.27 S.F.	1,409.12 S.F.
FIRST FLOOR	13,618.81 S.F.	13,346.98 S.F.
SECOND FLOOR	13,923.90 S.F.	13,570.67 S.F.
THIRD FLOOR	12,015.49 S.F.	11,677.41 S.F.
TOTAL	65,589.47 S.F.	40,004.18 S.F.
FLOOR AREA RATIO:	40,004.18 S.F. / 36,410 S.F. = 1.099	

ROOM MIX

TYPE	LEVEL			TOTAL
	FIRST	SECOND	THIRD	
KING	2	5	4	11
ACC. KING	-	2	1	3
ACC. KING SUITE	-	-	-	-
DOUBLE QUEEN	15	22	19	56
ACC. DOUBLE QUEEN	-	-	-	-
TOTAL	17	29	24	70

EXISTING SITE AREA :

AREA	S.F.	PERCENTAGE
BUILDING FOOTPRINT:	8,384 S.F.	23.03%
DRIVEWAY:	12,796 S.F.	35.14%
OPEN SPACE:	15,230 S.F.	41.83%
TOTAL SITE AREA:	36,410 S.F.	100%

PROPOSED SITE AREA :

AREA	S.F.	PERCENTAGE
BUILDING FOOTPRINT:	13,618.81 S.F.	37.40%
DRIVEWAY:	7,861.33 S.F.	21.59%
OPEN SPACE:	14,929.86 S.F.	41.01%
TOTAL SITE AREA:	36,410.00 S.F.	100%
FLOOR AREA RATIO:	40,004.18 S.F. / 36,410 S.F. = 1.099	
TOTAL OPEN SPACE RATIO:	14,929.86 S.F. / 36,410 S.F. = 41.01%	

DRAWING INDEX

Allowable Area Calculations
Dec 5, 2018

Based on CBC 2016

Project address: 1704 El Camino Real

Building Use: Hotel, 3-story above grade, underground parking garage

Occupancies: R-1, B, A2, U at above grade stories
S2 at underground parking garage

Construction type: Type V-A fully sprinklered

Sprinkler system: CBC 903.3.1.1 NFPA 13

Allowable Area Calculations

Actual Occupancy Areas:

First Floor:
B 3,943 sf (office, toilets, fitness, mechanical, electrical, trash encl)
A2 2,493 sf (breakfast, lounge, lobby)
R-1 7,312 sf (storage less than 10% counted as incidental)

Second Floor:
R-1 13,922 sf (storage less than 10% counted as incidental)

Third Floor:
R-1 12,009 sf (storage less than 10% counted as incidental)

Garage:
S-2 26,031 sf (laundry/mechanical rooms less than 10% as incidental)

Requirements per CBC Tables:

	Table 504.3	Table 504.4	Table 506.2
Occupancy	Height	Stories	Allowable Area
R-1	50'	4	SM - 36,000
B	70'	4	SM - 54,000
A-2	50'	2	SM - 34,500
S-2	70'	5	S1 - 84,000

Per Section 506.2.4 Mixed Occupancies, Multiple Stories
Each story to comply with section 508.1 for Separated Occupancies 508.4.

Section 508.4 Separated Occupancies:
Sum of ratios of each occupancies area divided by allowable area of each occupancy shall not exceed 1.

Thus,
Garage Floor:
S-2 ratio = 26,031 / 84,000 = .31 < 1 **OK**

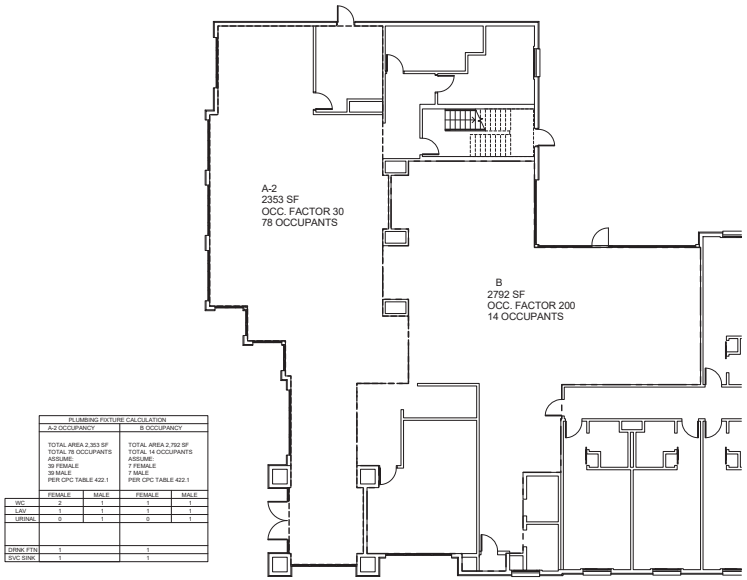
First Floor:
B ratio = B actual area / B allowable area = 3,943 / 54,000 = .073
A-2 ratio = A2 actual area / A2 allowable = 2,493 / 34,500 = .072
R-1 ratio = 7,312 / 36,000 = .203
Sum of ratio = .073 + .072 + .203 = .348 < 1 **OK**

Second Floor:
R-1 ratio = 13,922 / 36,000 = .387 < 1 **OK**

Third Floor:
R-1 ratio = 12,009 / 36,000 = .33 < 1 **OK**

Per 506.2.4 aggregate sum of ratios must not exceed 3
Thus,
Garage Flr ratio + 1st Flr ratio + 2nd Flr ratio + 3rd Flr ratio < 3
.31 + .348 + .387 + .33 = 1.375 < 3 OK

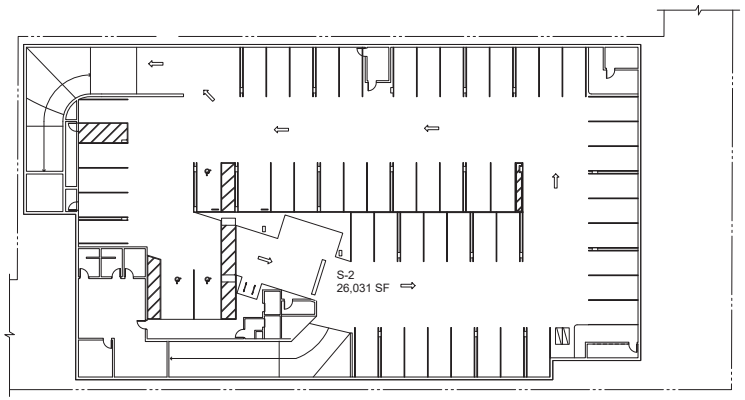
Provided, aggregate sum of ratios of A & R occupancies must not exceed 2
Thus,
1st Flr A & R + 2nd Flr A & R + 3rd Flr A & R ≤ 2
.072 + .203 + .387 + .33 = .992 < 2 OK



PLUMBING FIXTURE CALCULATION

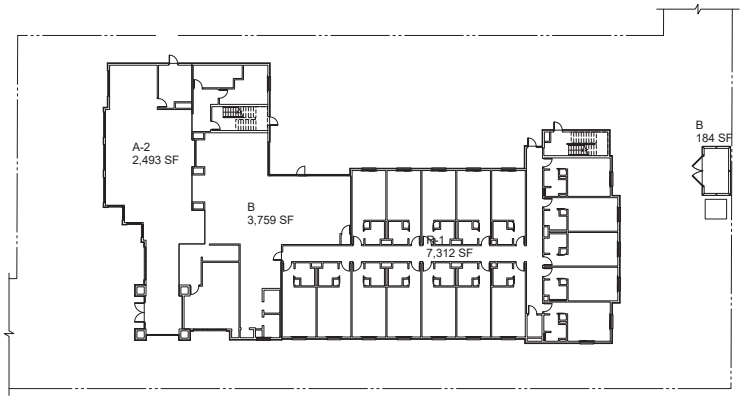
	A-2 OCCUPANCY		B OCCUPANCY	
	TOTAL AREA 2,353 SF TOTAL 78 OCCUPANTS ASSUME: 39 FEMALE 39 MALE PER CPC TABLE 422.1		TOTAL AREA 2,792 SF TOTAL 14 OCCUPANTS ASSUME: 7 FEMALE 7 MALE PER CPC TABLE 422.1	
	FEMALE	MALE	FEMALE	MALE
WC	2	1	1	1
LAV	1	1	1	1
URINAL	0	1	0	1
DRINK FTN	1		1	
SVC SINK	1		1	

② PLUMBING CALCULATION
3/32" = 1'-0"



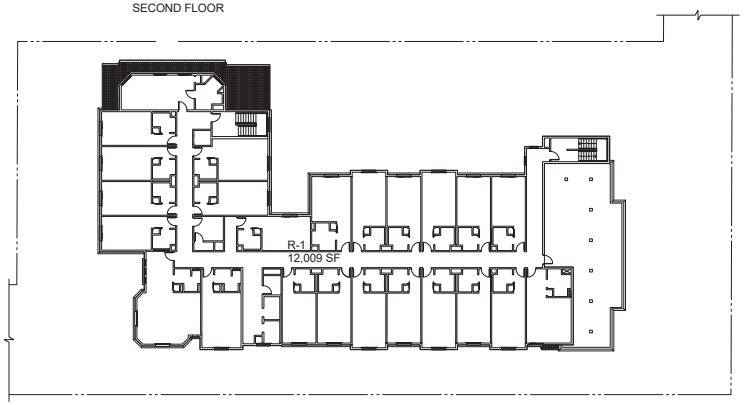
GARAGE FLOOR

① ALLOWABLE AREA CALCULATION
3/64" = 1'-0"



FIRST FLOOR

SECOND FLOOR



THIRD FLOOR

BUILDING CODE CALCULATIONS

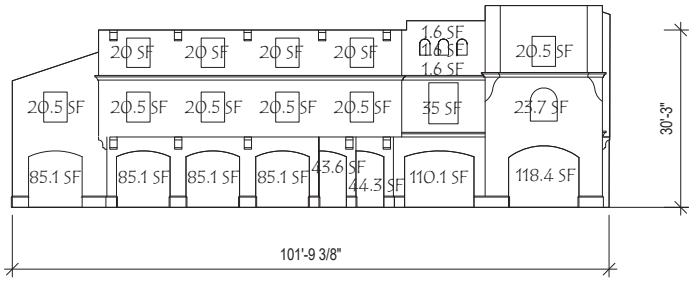
T2

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

H2

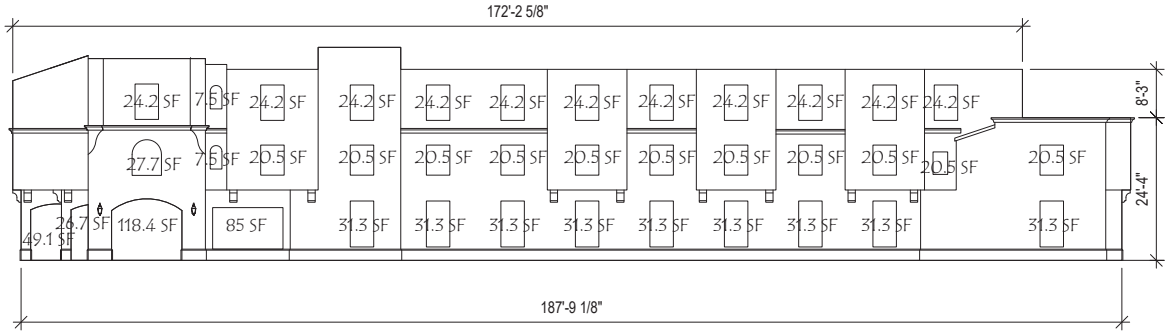


WEST WALL

TOTAL BUILDING WALL AREA 101' x 30' = 3,030 sf

TOTAL OPENING AREA 923 SF

PERCENT OPENING 923 / 3,030 = 30.5 %



SOUTH WALL

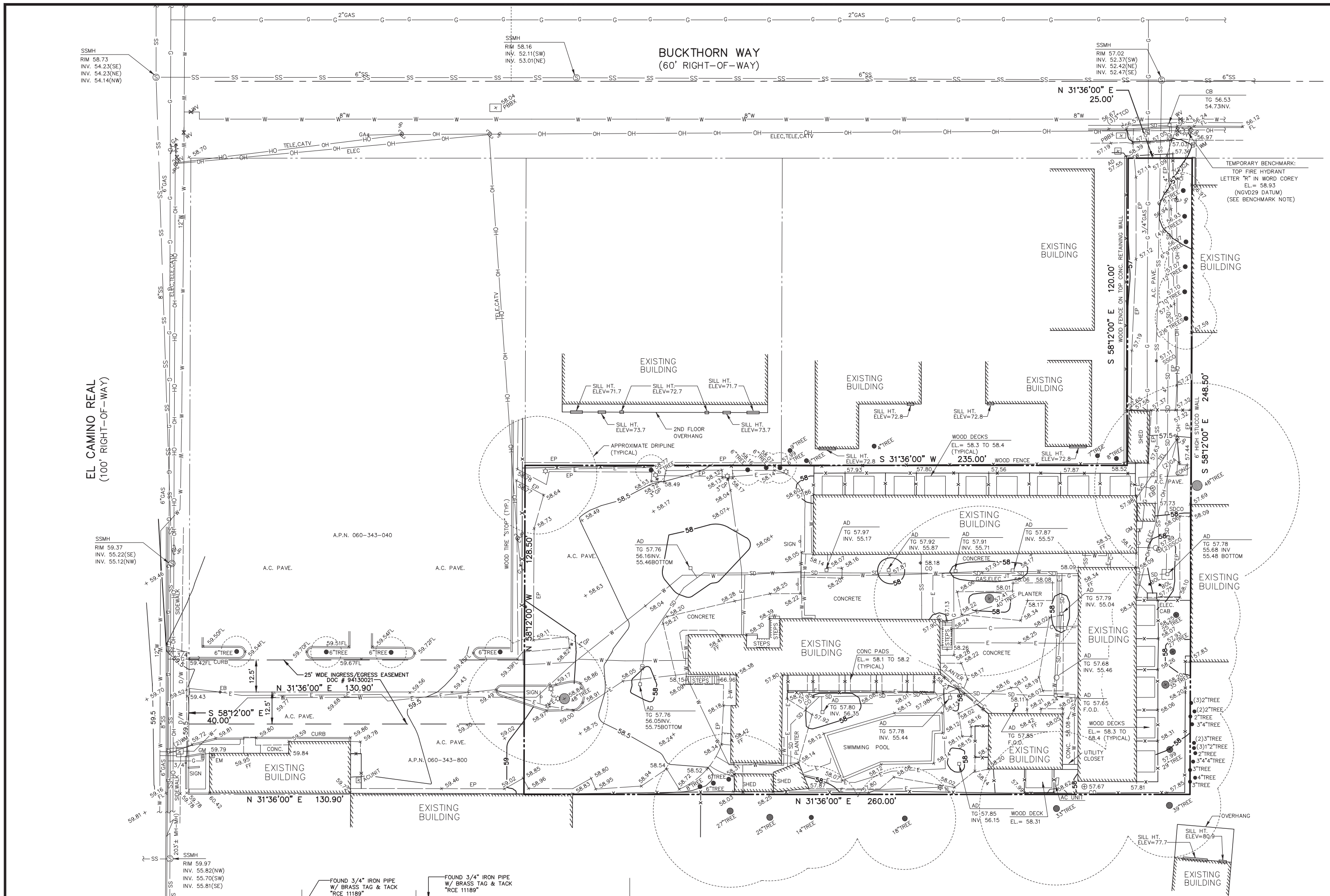
TOTAL BUILDING WALL AREA 187' x 24' = 4,488 sf
172' x 8' = 1,376
5,350 + 1,316 = 5,864 SF

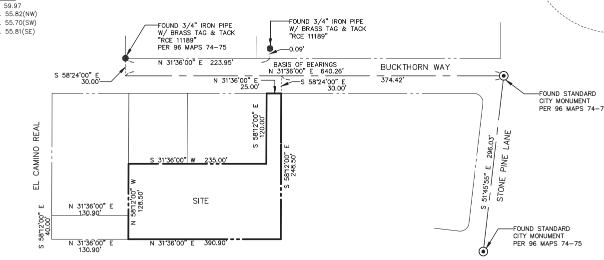
TOTAL OPENING AREA 1,069 SF

PERCENT OPENING 1,069 / 5,864 = 18.2 %

CALCULATIONS BASED ON CBC TABLE 705.8
SEPARATION DISTANCE: 10' TO 15'
NON-PROTECED, SPRINKLERED BUILDING
ALLOWED OPENING: 45%

ALLOWABLE OPENING CALCULATIONS
NOT TO SCALE





HORIZONTAL CONTROL & BASIS OF BEARINGS

BEARINGS PER 96 MAPS 74-75 HAVE BEEN ROTATED TO MATCH PROPERTY DEED BEARINGS
(NOT TO SCALE)

LEGEND

——-·-·——	PROPERTY LINE
A.C. PAVE	ASPHALTIC CONCRETE PAVEMENT
AD	AREA DRAIN
BOL	BOOLARD
CATV	CABLE TELEVISION
CB	CATCH BASIN
CO	CLEANOUT
CONC.	CONCRETE
D/W	DRIVEWAY
EB	ELECTRIC BOX
EL.	ELEVATION
ELEC	ELECTRIC
ELEC. CAB.	ELECTRIC CABINET
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FL	FLOWLINE
F.O.D.	FULL OF DEBRIS
GA	GUY ANCHOR
GP	GUARD POST
GM	GAS METER
INV.	INVERT
JP	JOINT UTILITY POLE
MH	MANHOLE
PBBX	PAC-BELL BOX
SDCO	STORM DRAIN CLEANOUT
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANOLE
TCD	THRU CURB DRAIN
TELE	TELEPHONE
TG	TOP OF GRATE
TW	TOP OF WALL
WM	WATER METER
WV	WATER VALVE
YL	YARD LIGHT
	FIRE HYDRANT
	JOINT UTILITY POLE
57.41 6"TREE	TREE W/ SIZE & ELEVATION
	SANITARY SEWER MANHOLE
	SIGN
	YARD LIGHT
	WATER VALVE
—X——X—	FENCE
——C——	COMMUNICATIONS LINE
——E——	ELECTRIC LINE
——G——	GAS LINE
——OH——	OVERHEAD LINE
——SD——	STORM DRAIN LINE
——SS——	SANITARY SEWER LINE
——W——	WATER LINE

UTILITY NOTE:

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM SURFACE MARKINGS DELINEATED BY SUBDYNAMIC UTILITY LOCATORS IN APRIL 2011 AND FROM RECORDS OF THE VARIOUS UTILITY COMPANIES. THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION, OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY.

BOUNDARY NOTE:

THE PARCEL BOUNDARY SHOWN HEREON WAS ESTABLISHED BY ME, OR UNDER MY SUPERVISION, AND IS BASED UPON A FIELD SURVEY OF MONUMENTS FOUND IN THE PROJECT VICINITY.

LICENSED LAND SURVEYOR DANIEL G. MacLEOD No. 5304 STATE OF CALIFORNIA

11/6/17
DATE

BENCHMARK NOTE:

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON NGVD29 DATUM. ADD 2.72 FEET TO ELEVATIONS TO CONVERT NGVD29 DATUM TO NAVD88 DATUM.

REFERENCED CITY BENCHMARK:
UU110
ORIGINALLY 71.13 NGVD29 DATUM
CURRENTLY 73.85 NAVD88 DATUM

PARCEL AREA:

= 36,410 S.F.±
= 0.836 ACRES±

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

REV.	DESCRIPTION	BY:	DATE:
-	ADDED TREES, BLDGS AND SILL HEIGHTS AND UPDATED DRIVEWAY	DPM	06/21/16
-	ADDED HORIZONTAL CONTROL PLAN	DPM	10/31/17
-	UPDATED SITE BOUNDARY & INGRESS/EGRESS EASEMENT; ADDED BENCHMARK NOTE AND PARCEL AREA	DPM	11/06/17
-			

MacLEOD AND ASSOCIATES

CIVIL ENGINEERING • LAND SURVEYING
965 CENTER STREET•SAN CARLOS•CA 94070•(650) 593-8580

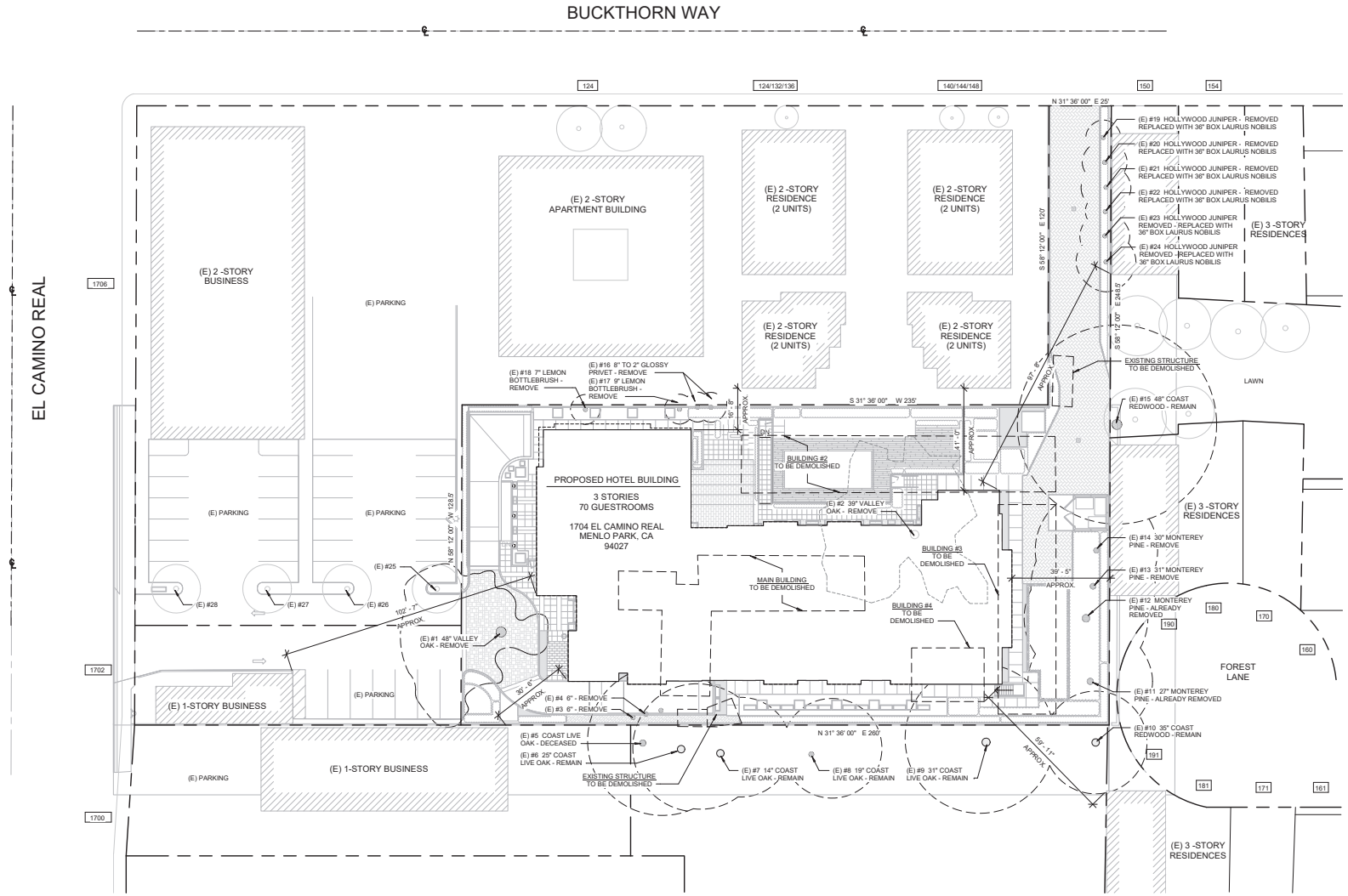
PREPARED FOR:
SAGAR PATEL

BOUNDARY / TOPOGRAPHIC SURVEY PLAN

A.P.N. 060-343-790
1704 EL CAMINO REAL
MENLO PARK SAN MATEO COUNTY CALIFORNIA

DRAWN BY:	RJD
DESIGNED BY:	---
CHECKED BY:	DGM
SCALE:	1"=20'
DATE:	05-11-11
DRAWING NO.	2017-TOPO
SHEET	1 OF 1

H4



AREA PLAN

SCALE: 1" = 20'

0 10 20 40 60

N TRUE NORTH

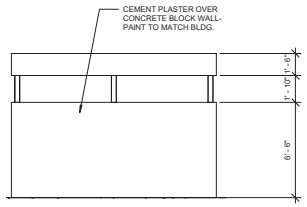
A1

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

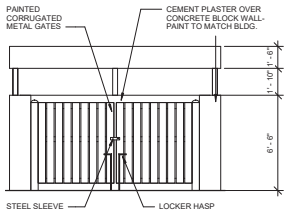
PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

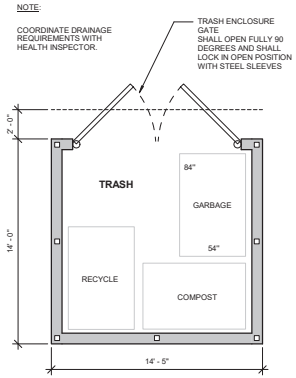
RYS ARCHITECTS



1 TRASH ENCLOSURE - FRONT ELEVATION
1/4" = 1'-0"



2 TRASH ENCLOSURE - SIDE ELEVATION
1/4" = 1'-0"



3 TRASH ENCLOSURE PLAN
1/4" = 1'-0"

EL CAMINO REAL

BUCKTHORN WAY

(E) ELEC. POLE W/ STREET LIGHT

(E) TYP. ELECTRICAL POLE

(E) TYP. FIRE HYDRANT

(E) ELEC. POLE W/ STREET LIGHT

1706 EL CAMINO REAL

124 BUCKTHORN WAY

128/132/136/140/144/148 BUCKTHORN WAY

1702 EL CAMINO REAL

FOREST LANE

S 58° 12' 00" E 120'

S 58° 12' 00" E 248.5'

N 31° 36' 00" E 25'

EXISTING BUILDING WALL 26'

EXISTING 8' FENCE

EXISTING 13' FENCE PROJECT SIDE

EXISTING BUILDING WALL 26'

NEW 8' FENCE

(E) #19 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #20 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #21 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #22 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #23 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #24 HOLLYWOOD JUNIPER REMOVED - REPLACED WITH 36" BOX LAURUS NOBILIS.

(E) #15 48" COAST REDWOOD - REMAIN

(E) #14 30" MONTEREY PINE - REMOVE

(E) #13 31" MONTEREY PINE - REMOVE

(E) #12 MONTEREY PINE - ALREADY REMOVED

(E) #11 27" MONTEREY PINE - ALREADY REMOVED

(E) #10 35" COAST REDWOOD - REMAIN

(E) #18 7" LEMON BOTTLEBRUSH - REMOVE

(E) #17 9" LEMON BOTTLEBRUSH - REMOVE

(E) #16 8" TO 2" GLOSSY PRIVET - REMOVE

BACKFLOW PREVENT - SEE CIVIL DWGS

PROPERTY LINE

S 31° 36' 00" W 235'

RAISED PLANTERS

XFMR

5' HIGH POOL FENCE

OUTDOOR TRELLIS

POOL DECK +1'-8"

POOL

48' - 6"

(N) CONC. CURB

3 A2

TRASH

UP

BUILDING LINE ABOVE

(E) #2 39" VALLEY OAK - REMOVE

3 - STORY HOTEL

FIN. FLR ELEV 59.3'

GARAGE RAMP

20' - 5"

30' - 2"

N 58° 12' 00" W 128.5'

EXISTING PARKING LOT

EXISTING 8' FENCE REDUCED TO 3'

CONC. PAVING SEE LANDSCAPE

(E) #25

(E) #28

(E) #27

(E) #26

TRUNCATED DOMES

INGRESS - EGRESS EASEMENT

N 31°36'00" E

(E) #1 48" VALLEY OAK - REMOVE

EXISTING PARKING TO REMAIN

SHORT TERM BIKE PARKING

(E) #4 6" -REMOVE

(E) #3 6" - REMOVE

(E) #29 6" - REMOVE

(E) #5 COAST LIVE OAK - DECEASED

(E) #6 25" COAST LIVE OAK - REMAIN

(E) #7 14" COAST LIVE OAK - REMAIN

(E) #8 19" COAST LIVE OAK - REMAIN

(E) #9 31" COAST LIVE OAK - REMAIN

N 31° 36' 00" E 260'

39' - 5"

16' -5"

N TRUE NORTH

SCALE: 1/16" = 1'-0"

0 5 10 20 30 40

SITE PLAN

A2

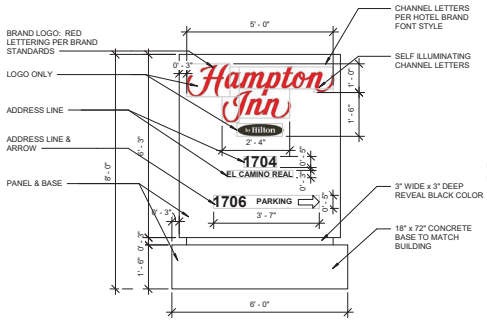
PLANNING SUBMITTAL 05/15/2019

PROJECT NO: 15111

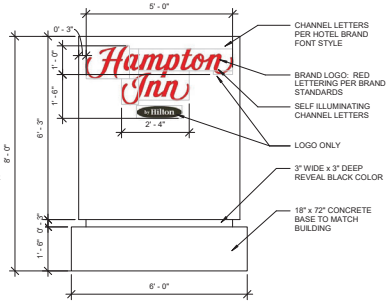
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

RYS ARCHITECTS

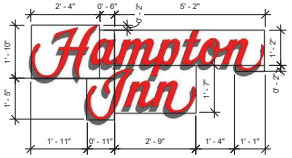
H6



MONUMENT SIGN - FRONT ELEVATION - FACING ENTRY DRIVE



MONUMENT SIGN - BACK ELEVATION - FACING PARKING



BUILDING SIGN - FRONT ELEVATION

"HAMPTON INN" IS A BRAND LOGO OF HILTON CORPORATION AND IS RECOGNIZED WORLDWIDE. THE BRAND HAS SIZE, COLOR & LOCATION REQUIREMENTS FOR MONUMENT SIGNS AND EXTERIOR BUILDING SIGNS.

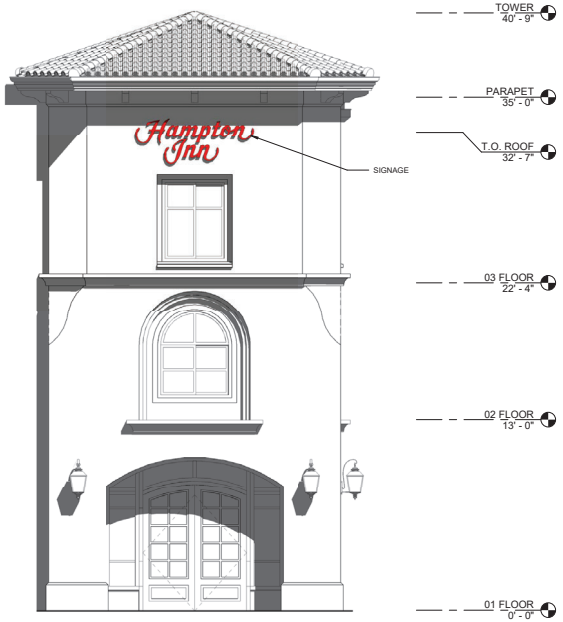
HAMPTON INN EXTERIOR BUILDING LETTERS ARE RED PER BRAND STANDARDS.

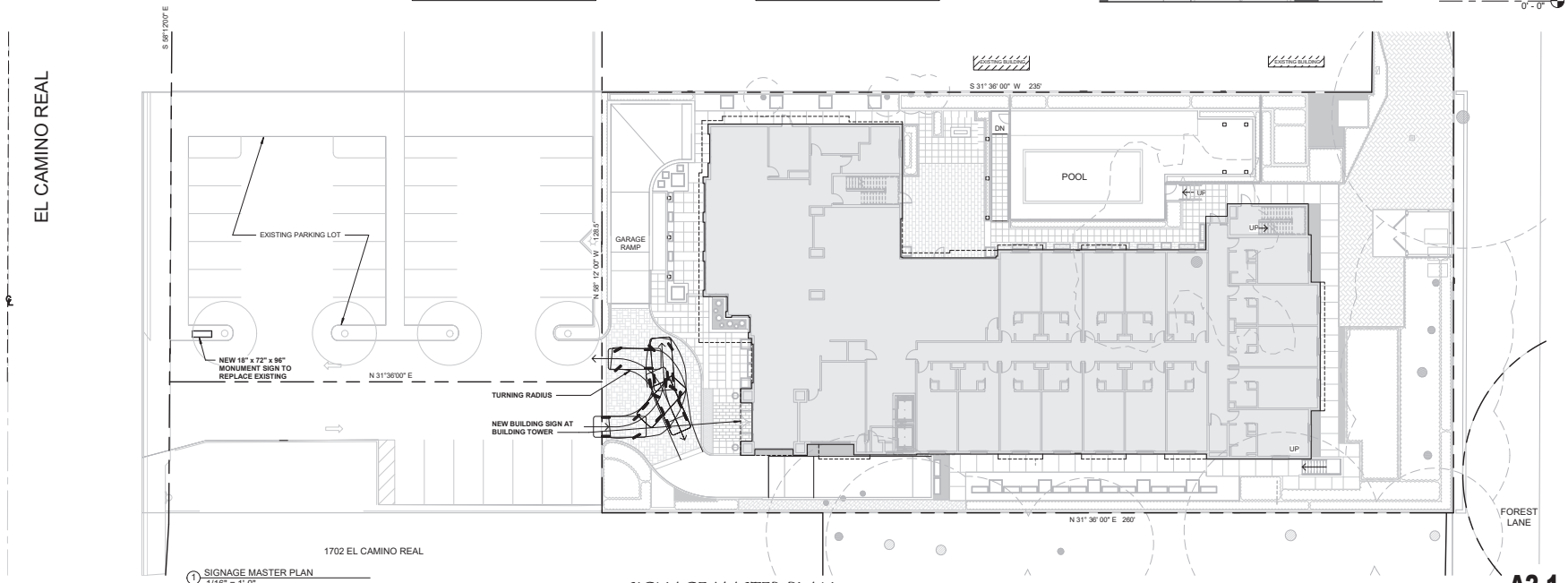
SIGNAGE AREA

BUILDING FRONTAGE FOR SIGN = 97'
PER SIGN GUIDELINE TABLE
USE MAX FRONTAGE = 80' or 100 s.f. SIGN AREA

TOTAL AREA ALL SIGNS
MONUMENT + BLDG = (5x8) x 2 + 17.18 = 97.18 s.f.

NOTE:
DUE TO THE BRAND STANDARDS LOGO COLOR BEING RED, A REQUEST FOR A SIGN REVIEW HAS BEEN ASKED OF THE PLANNING DEPARTMENT





1 SIGNAGE MASTER PLAN
1/16" = 1'-0"

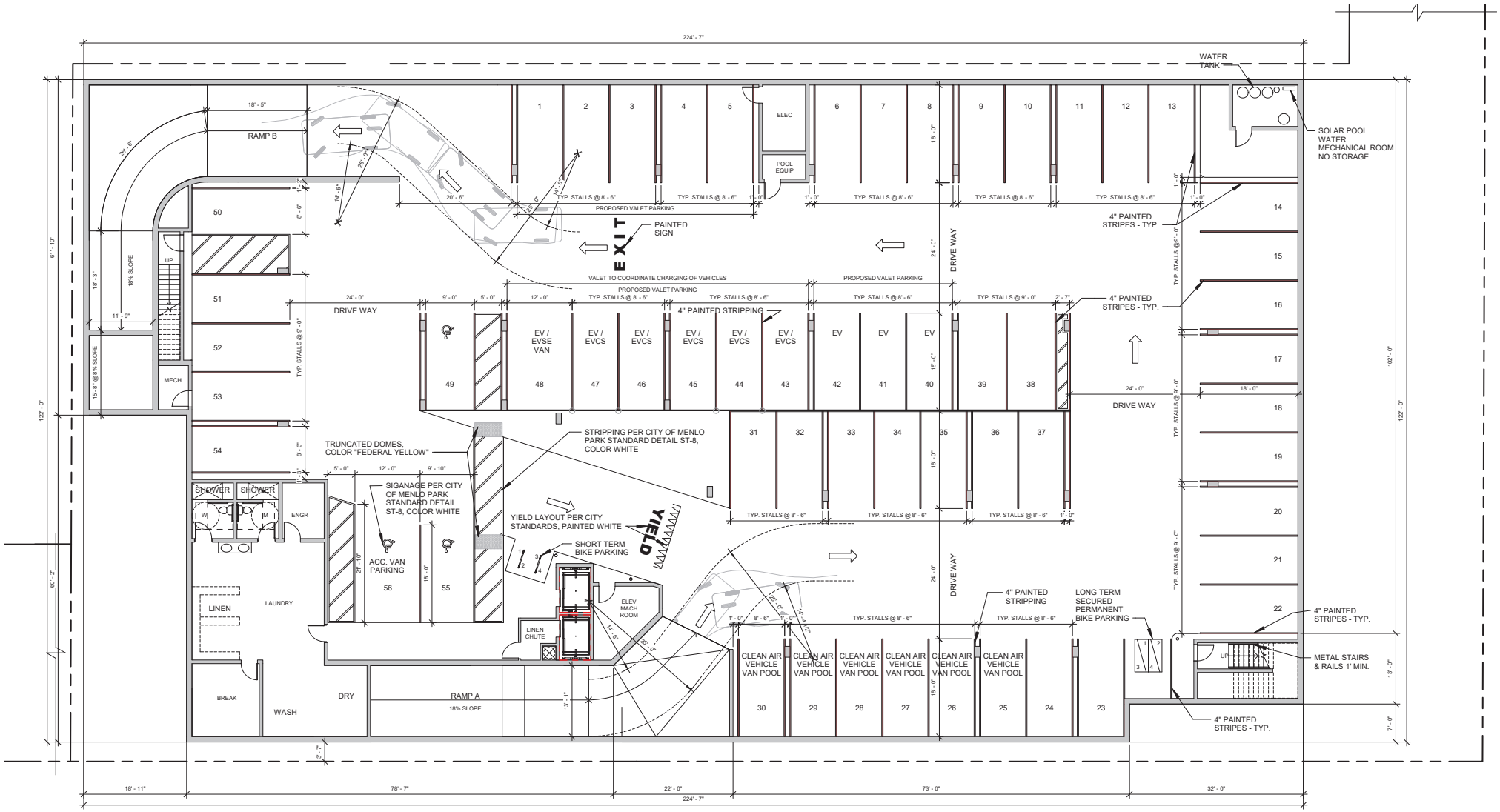
SIGNAGE MASTER PLAN

A2.1

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 05/15/2019
PROJECT NO: 15111

RYS ARCHITECTS



GARAGE PLAN

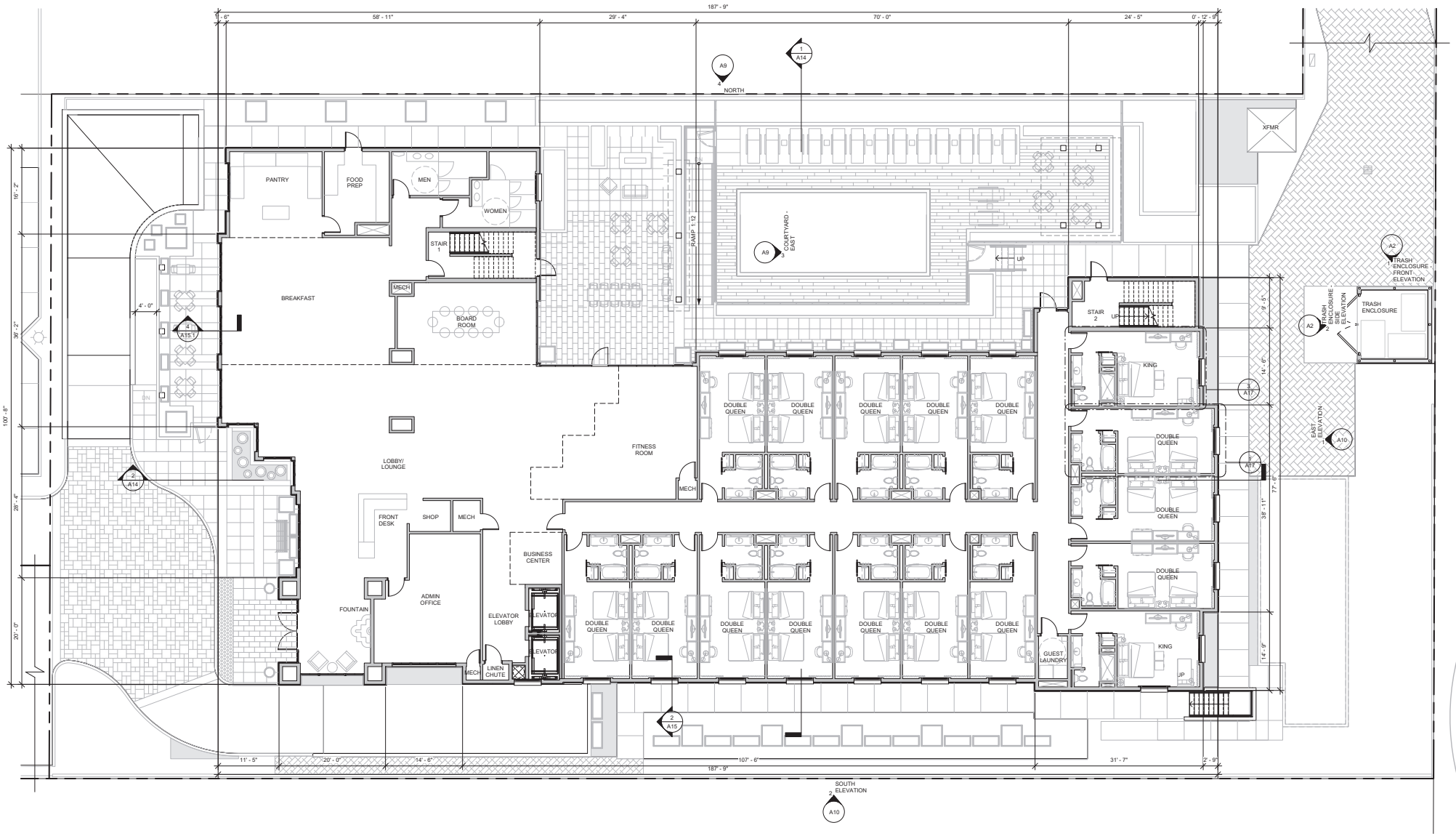
A3

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS



FIRST FLOOR PLAN

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

SCALE: 1/8" = 1'-0"

0 5 10 15 20

N TRUE NORTH

A4

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

H9

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 5 10 15 20

N TRUE NORTH

A5

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

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RYS ARCHITECTS

H10

THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 5 10 15 20

N TRUE NORTH

A6

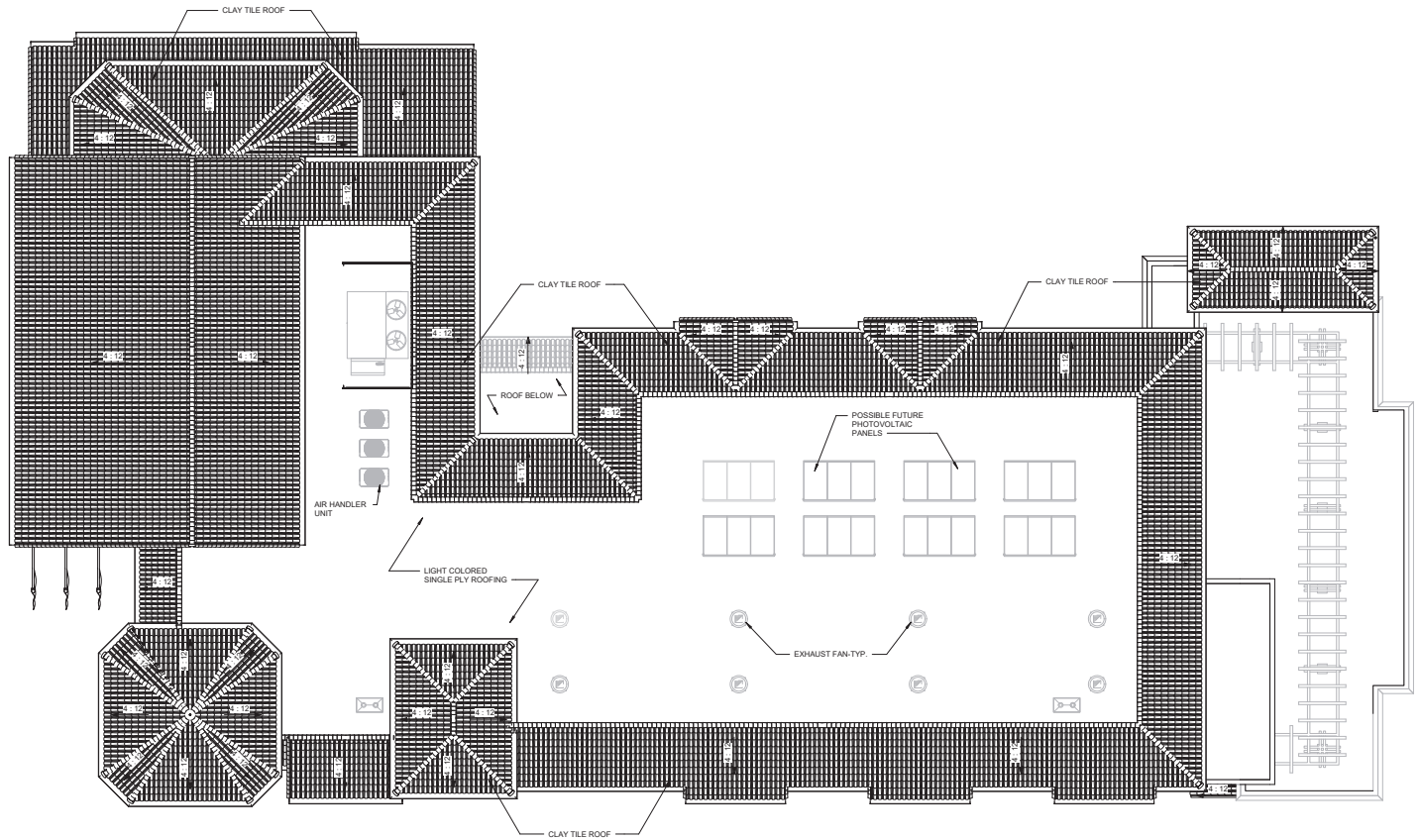
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 05/15/2019

PROJECT NO: 15111

RYS ARCHITECTS

H11



ROOF PLAN

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

SCALE: 1/8" = 1'-0"

0 5 10 15 20

N TRUE NORTH

A7

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

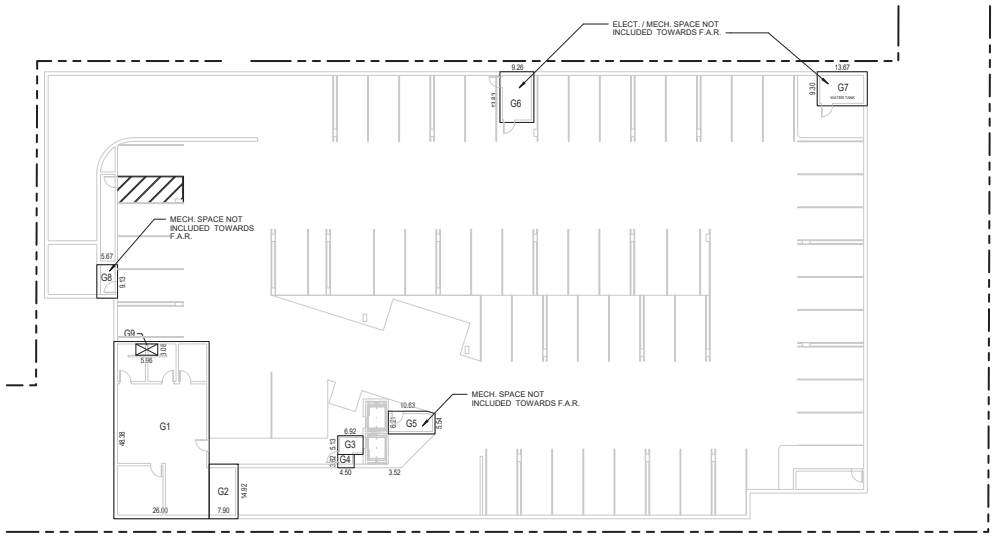
H12

Levels						
Area #	Garage	Open Space	1st Floor	2nd Floor	3rd Floor	Property
	G*	S	A*	B*	C*	P*
1	1257.8	227.9	955.4	866.6	133.1	3000.0
2	117.9	4.2	1518.5	3197.3	339.1	33410.0
3	35.5	96.4	698.8	523.3	10.1	
4	16.3	103.9	340.5	20.8	10.1	
5	78.5	8.0	300.0	20.9	3197.3	
6	128.1	64.8	704.0	11.4	237.2	
7	127.1	22.2	8.0	17.7	3.3	
8	51.8	576.7	261.4	16.8	38.3	
9	-18.4	3.1	28.0	17.7	3.3	
10		201.5	492.6	112.5	38.3	
11		46.7	47.3	553.7	3.3	
12		91.2	261.6	332.3	303.3	
13		233.9	1479.8	198.0	112.5	
14		215.6	3963.3	148.2	553.7	
15		22.0	430.6	2191.9	332.3	
16		2.6	57.0	3026.2	198.0	
17		8.9	2.7	21.5	148.2	
18		291.7	229.2	21.5	2191.9	
19		474.2	363.9	23.2	3026.2	
20		45.0	1094.6	23.2	21.5	
21		1374.5	370.2	23.1	21.5	
22		1229.6	-18.6	36.5	23.2	
23		635.1	-14.2	230.4	23.2	
24		1039.5	-14.2	205.3	23.1	
25		317.1	-14.2	183.5	39.7	
26		76.3	-16.0	1735.1	242.6	
27		121.2	-14.7	165.2	230.2	
28		87.4	-14.6	-5.5	34.9	
29		422.7	-17.8	-5.2	475.8	
30		28.5	-11.4	-6.2	-14.4	
31		5.2	-11.4	-8.9	-6.7	
32		72.2	-11.4	-7.3	-10.8	
33		28.1	-11.4	-45.1	-6.8	
34		36.1	-11.4	-11.4	-45.1	
35		13.2	-6.2	-11.4	-11.4	
36		176.2	-6.2	-6.2	-11.4	
37		48.4	-13.4	-30.6	-6.2	
38		1166.6	-5.5	-16.0	-30.6	
39		260.8	-5.2	-5.5	-16.0	
40		3066.5	-11.4	-5.2	-5.5	
41		1467.2	-6.2	-5.5	-5.2	
42		592.5	-5.5	-5.2	-5.5	
43		-75.6	-13.4	-6.2	-5.2	
44			-5.9	-21.4	-6.2	
45			15.2	-6.0	-21.4	
46			16.0	-7.9	-6.0	
47			16.0	-11.4	-7.9	
48				-11.4	-11.4	
49				-11.4	-11.4	
50				-11.4	-11.4	
51				-11.4	-11.4	
52				-6.2	-11.4	
53				-6.2	-6.2	
54				-13.4	-6.2	
55				-5.5	-11.9	
56				-5.2	-7.0	
57				-11.4	-13.4	
58				-6.2	-13.9	
59				-5.5		
60				-5.9		
61				-13.9		
Total	1409.12	14929.86	13346.98	13570.67	11677.41	36410.00

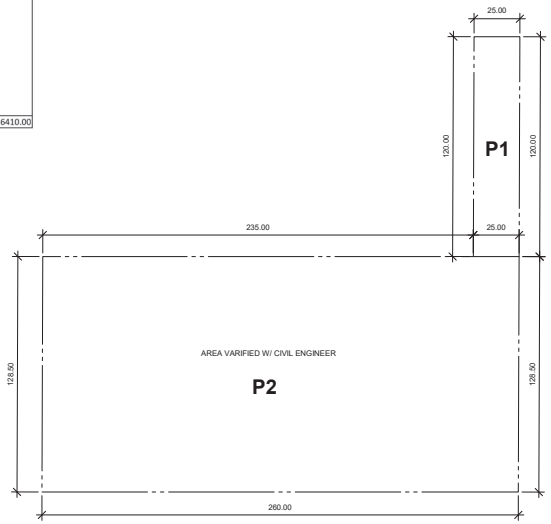
F.A.R CALCULATIONS		
Total Building Area	40004.18	
Total Site Area	36410.00	
TOTAL F.A.R.	**1.099**	
Total Open Space Area	14929.86	**41.005%** ≥30%
Total Nonusable Space	965.81	**2.414%** ≤3%
Nonusable Mech Space	400.04	**1.000%** ≤1%

* Count towards F.A.R. ^ Count towards Mech/Elec space

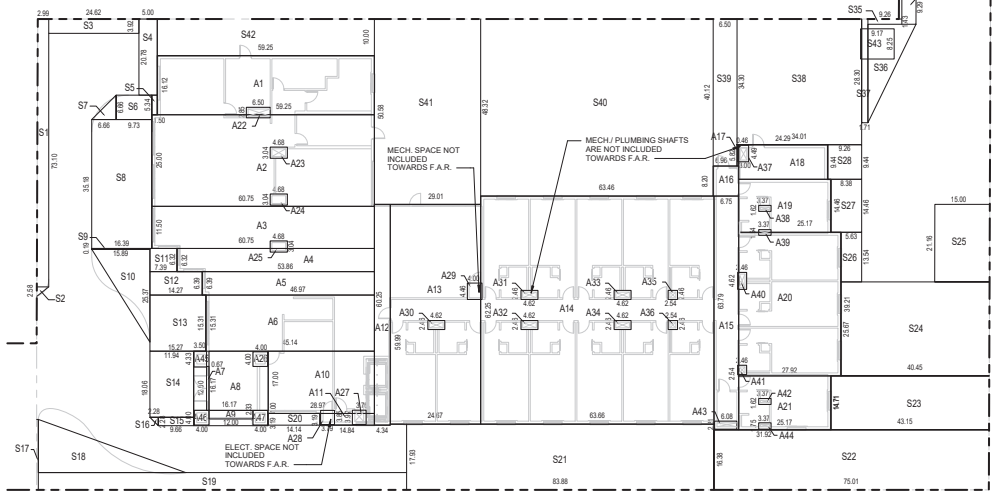
Note: G5 to G8, A28 to A29, A44, B33, B37, C34 and C38 are the mechanical /electrical space with noise generating equipments; G9, A22 to A27, A30 to A47, B28 to B32, B34 to B36, B38 to B61, C3C to C33, C35 to C37 and C39 to C58 are the mechanical/plumbing shafts.



3 GARAGE PLAN
1/16" = 1'-0"



1 PROPERTY AREA
1/32" = 1'-0"



2 SITE PLAN
1/16" = 1'-0"

BUILDING AREA CALCULATIONS

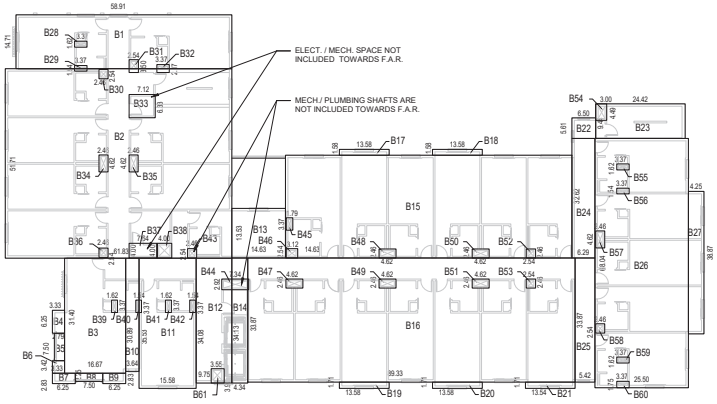
A8

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

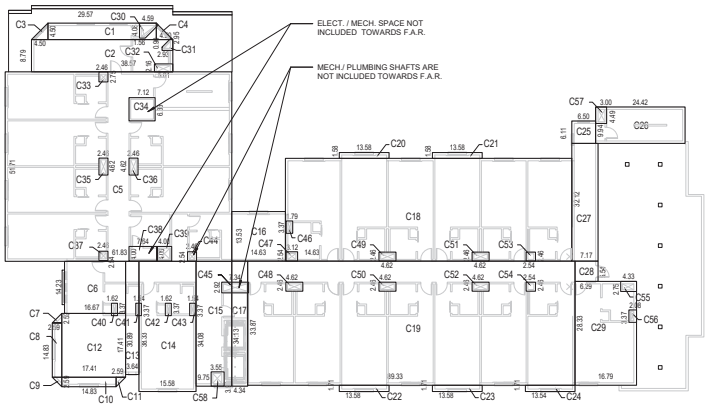
PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

H13



1 SECOND FLOOR AREA PLAN
1/16" = 1'-0"



2 THIRD FLOOR AREA PLAN
1/16" = 1'-0"

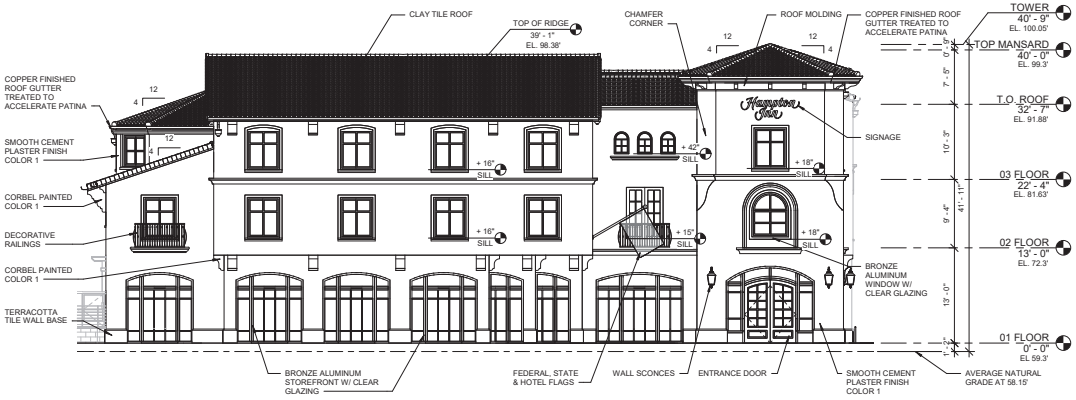
BUILDING AREA CALCULATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

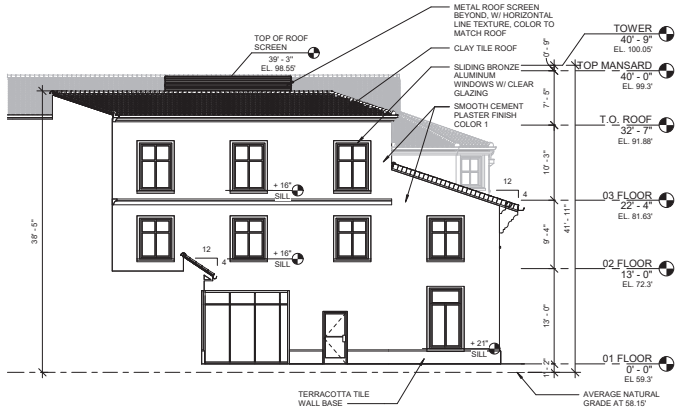
A8.1

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

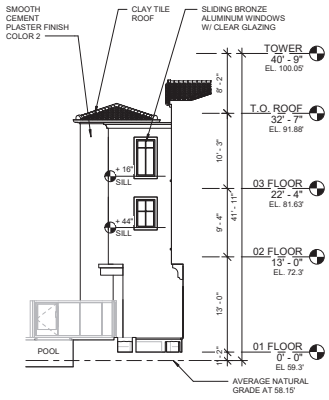
RYS ARCHITECTS



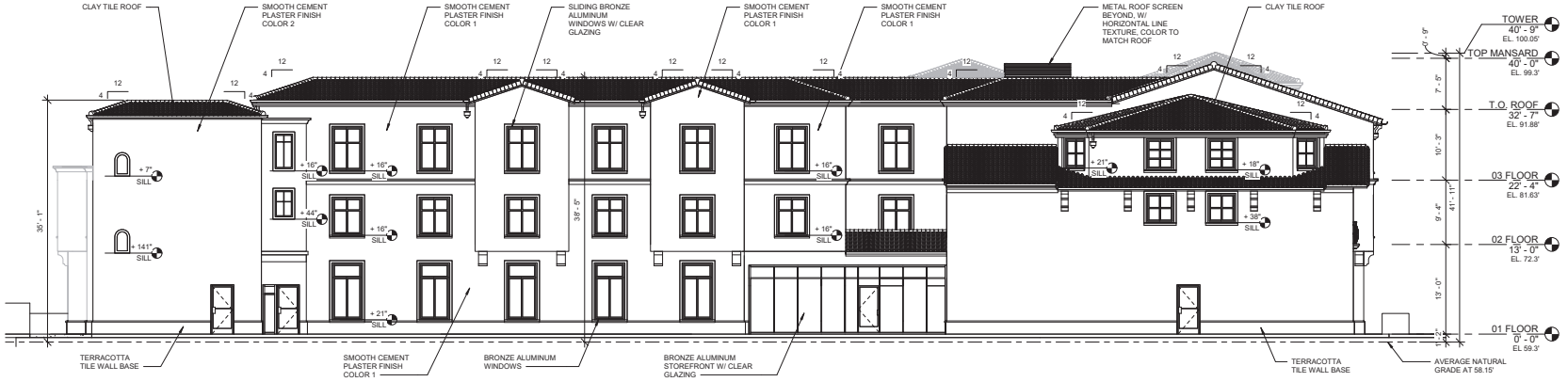
1 WEST ELEVATION
1/8" = 1'-0"



2 COURTYARD - WEST
1/8" = 1'-0"



3 COURTYARD - EAST
1/8" = 1'-0"



4 NORTH ELEVATION
1/8" = 1'-0"

EXISTING GRADE:

DUE TO VARYING EXISTING GRADE CONDITIONS, EXISTING GRADE SHOWN IS SET AT MEAN ELEVATION OF 58.15'.

Hampton Inn

BUILDING ELEVATIONS

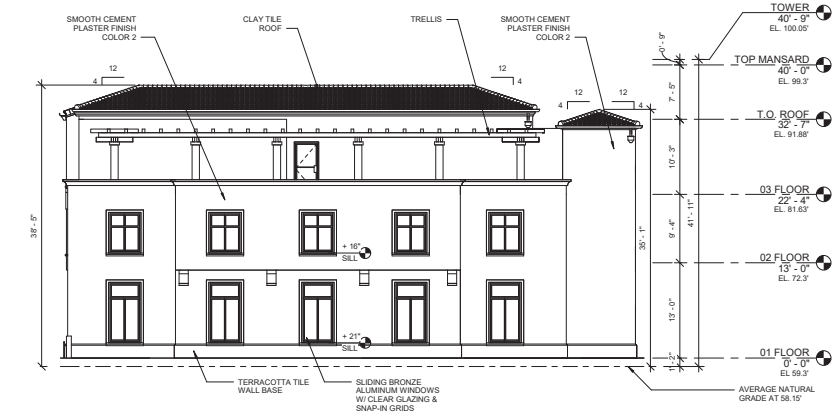
A9

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

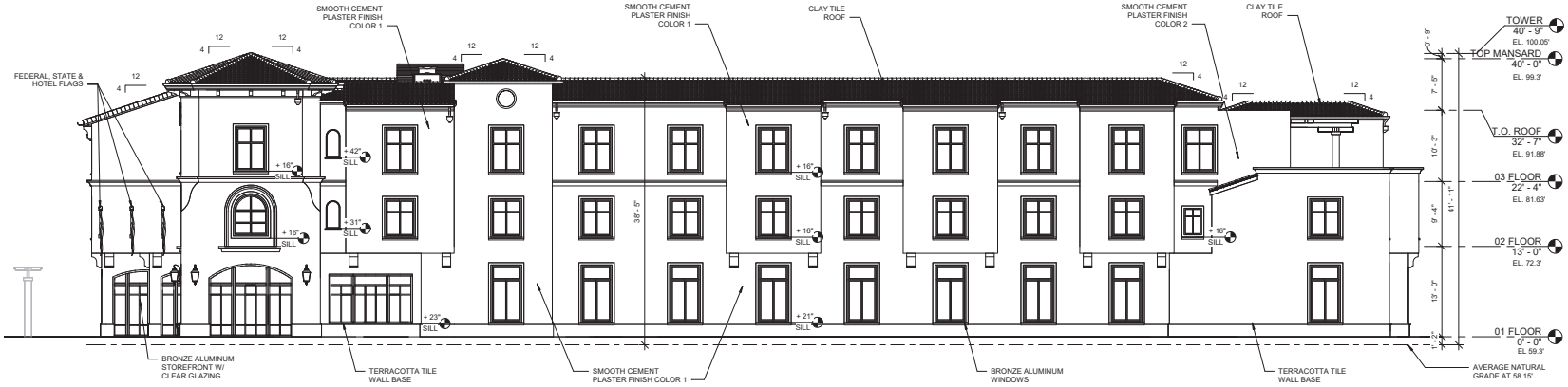
PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS



1 EAST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

EXISTING GRADE:

DUE TO VARYING EXISTING GRADE CONDITIONS, EXISTING GRADE SHOWN IS SET AT MEAN ELEVATION OF 58.15'.

Hampton Inn

BUILDING ELEVATIONS

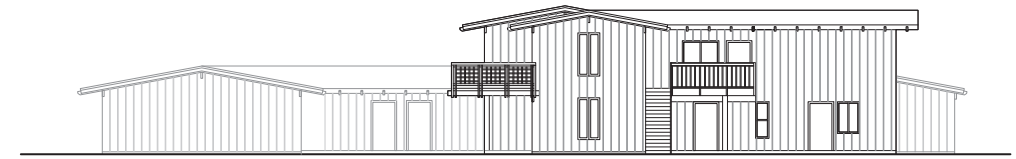
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A10

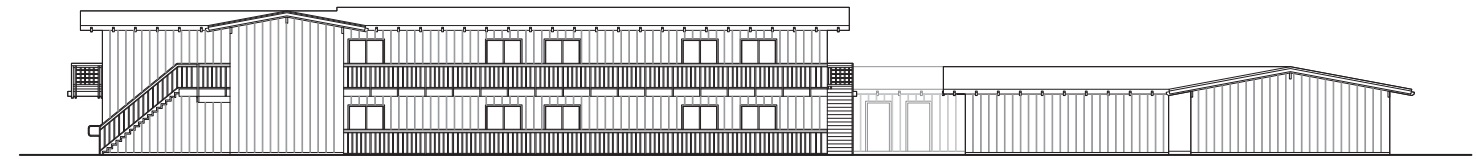
PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

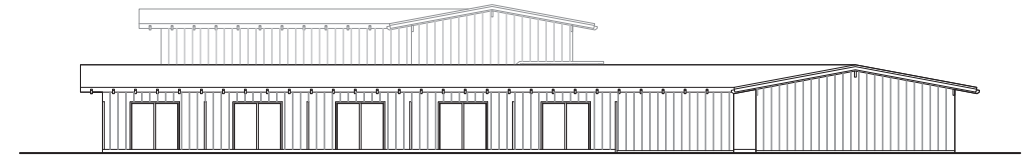
H16



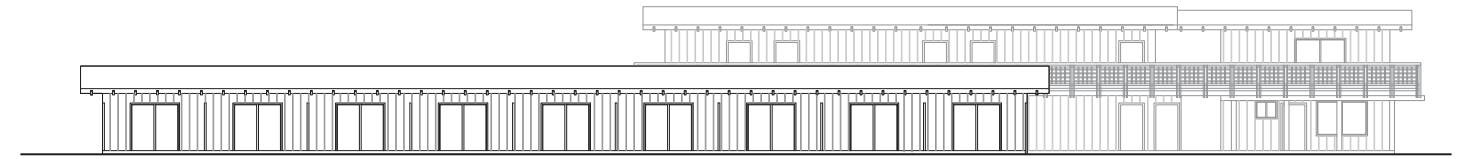
1 EXISTING WEST ELEVATION
1/8" = 1'-0"



2 EXISTING SOUTH ELEVATION
1/8" = 1'-0"



3 EXISTING EAST ELEVATION
1/8" = 1'-0"



4 EXISTING NORTH ELEVATION
1/8" = 1'-0"

Hampton Inn

EXISTING BUIDLING ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A10.1

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

WEST ELEVATION

NOT TO SCALE

NORTH ELEVATION

NOT TO SCALE

RENDERED COLOR ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A11

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

EAST ELEVATION

NOT TO SCALE

SOUTH ELEVATION

NOT TO SCALE

RENDERED COLOR ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A12

PLANNING SUBMITTAL 05/15/2019

PROJECT NO: 15111

RYS ARCHITECTS

H19

1706 EL CAMINO REAL

1704 EL CAMINO REAL

1702 EL CAMINO REAL

STREETSCAPE ELEVATION

A13

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

EAST SIDE

NOT TO SCALE

SOUTH SIDE

NOT TO SCALE

PHOTO SIMULATIONS

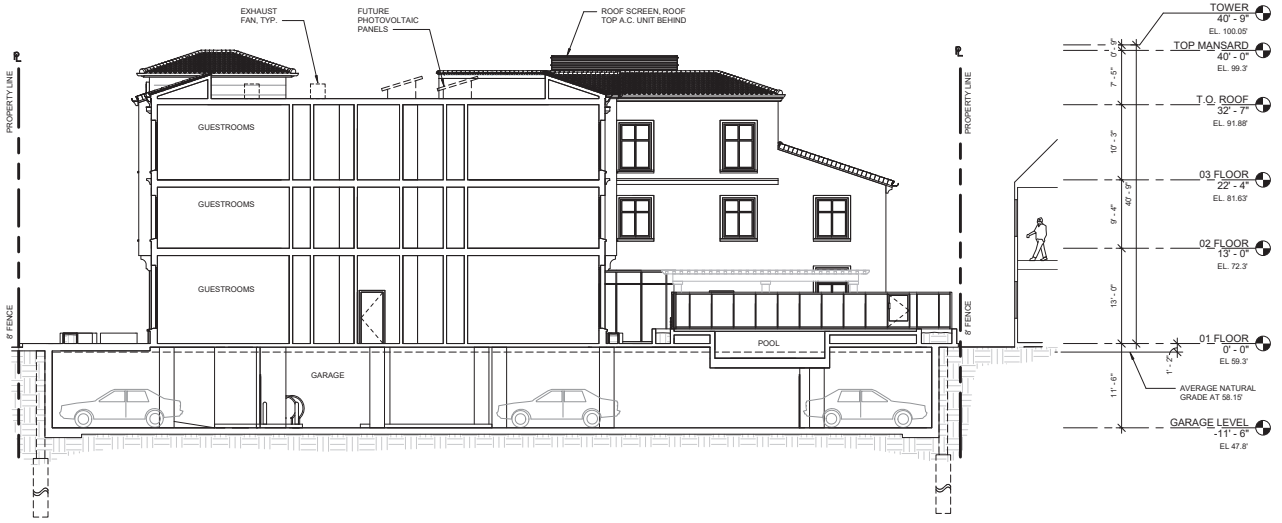
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A13.1

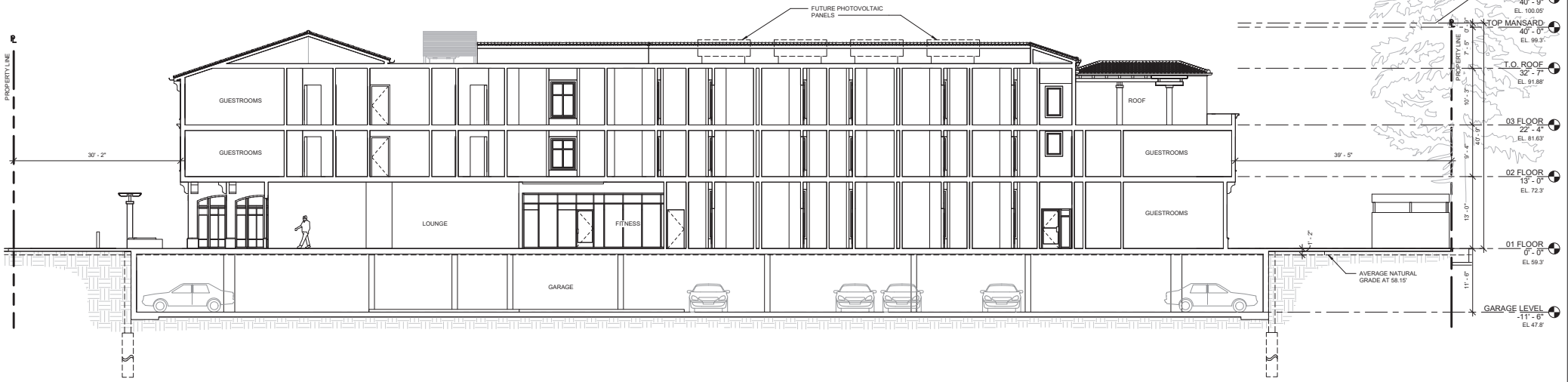
PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS



1 BUILDING SECTION A
1/8" = 1'-0"



2 BUILDING SECTION B
1/8" = 1'-0"

BUILDING SECTIONS

SCALE: 1/8" = 1'-0"

0 5 10 15 20

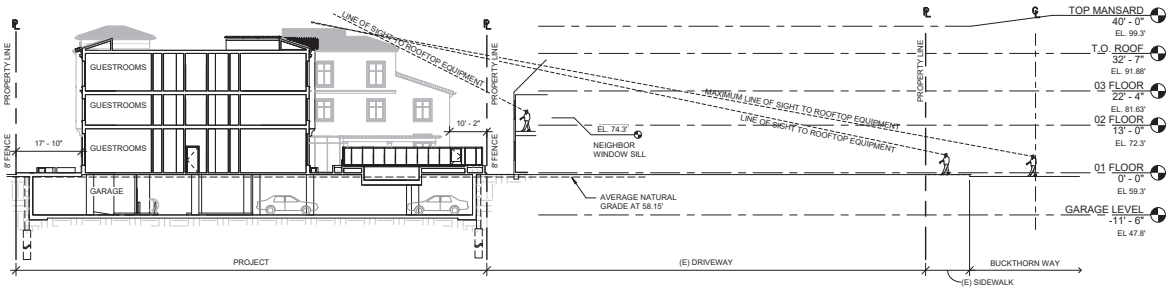
A14

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

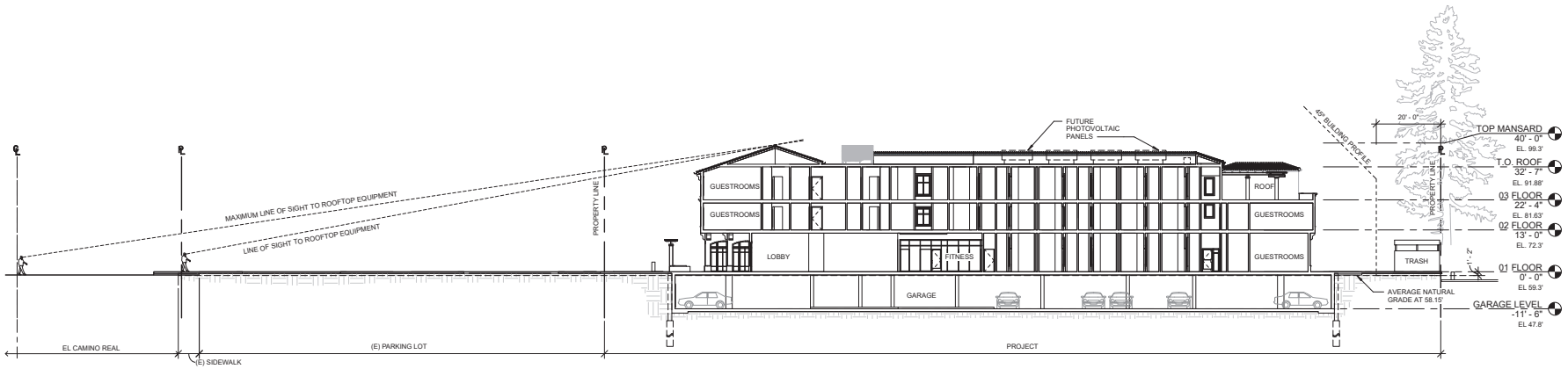
PLANNING SUBMITTAL 05/15/2019
PROJECT NO: 15111

RYS ARCHITECTS

H22



1 SITE SECTION A
1/16" = 1'-0"



2 SITE SECTION B
1/16" = 1'-0"

LINE OF SIGHT DIAGRAMS

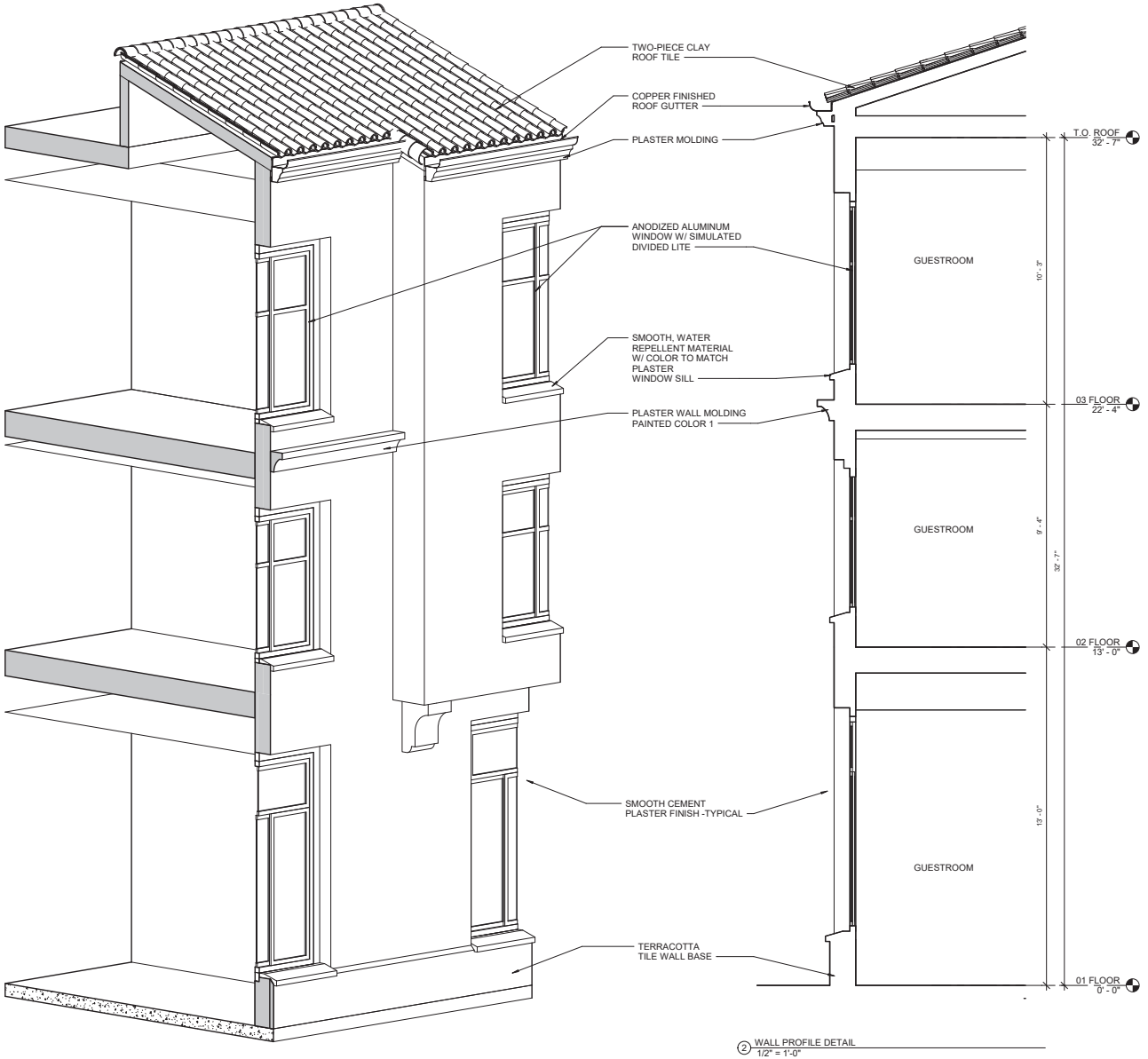
SCALE: 1/16" = 1'-0"
0 5 10 20 30 40

A14.1

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 05/15/2019
PROJECT NO: 15111

RYS ARCHITECTS



1 WALL PROFILE AXO

2 WALL PROFILE DETAIL
1/2" = 1'-0"

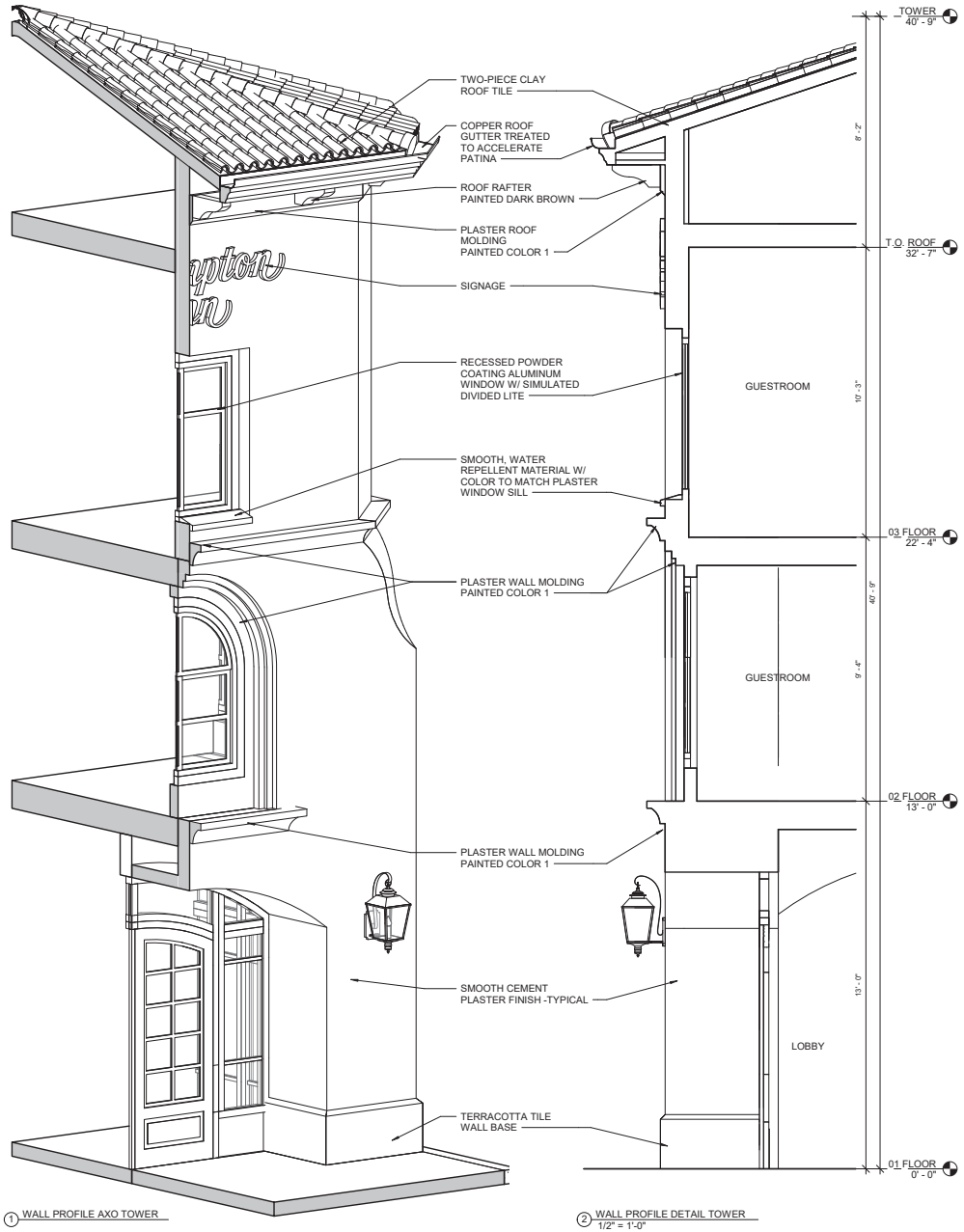
WALL PROFILE DETAILS

A15

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

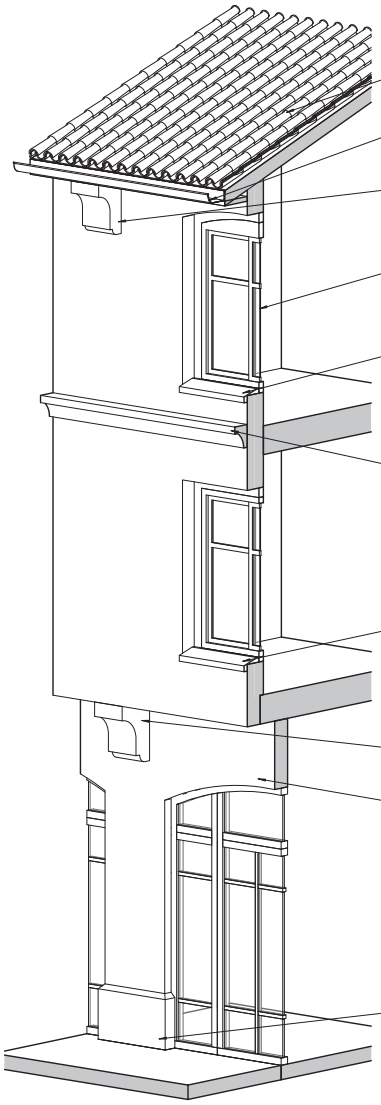
PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

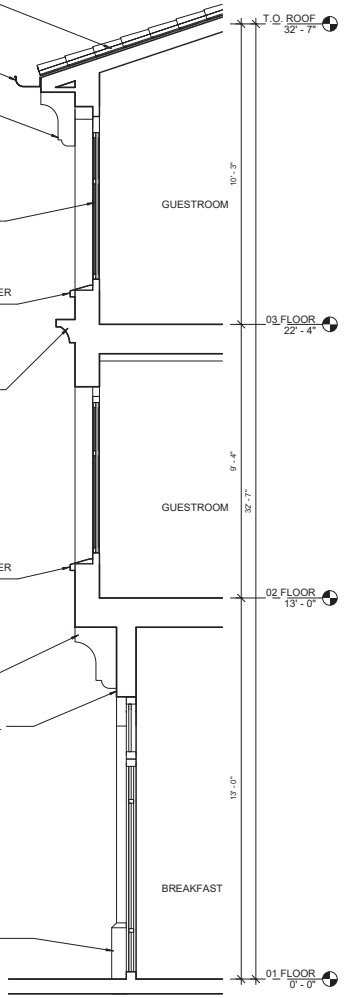


1 WALL PROFILE AXO TOWER

2 WALL PROFILE DETAIL TOWER
1/2" = 1'-0"



3 WALL PROFILE AXO WEST FACADE



4 WALL PROFILE DETAIL WEST FACADE
1/2" = 1'-0"

WALL PROFILE DETAILS

A15.1

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

H25

ALUMINUM SLIDING WINDOWS WITH CLEAR GLAZING

MANUFACTURER: KAWNEER
PRODUCT NUMBER: ARCHITECTURAL FINISHES
FRAME COLOR: SEPIA BROWN

MANUFACTURER: VITRO
PRODUCT NUMBER: SOLARBAN 70XL(2) CLEAR+ CLEAR GLASS
FRAME COLOR: CLEAR

CLAY ROOF TILE

PRODUCT NAME: 2 PIECE MISSION CLAY TILE ROOF
MODEL COLOR: STANDARD RED 75%, OLD WORLD 10%, TUSCANY 15%
MANUFACTURER: BORAL ROOFING; US TILE

PRE-FAB METAL ROOF SCREEN

PRODUCT NAME: ROOF SCREEN
MODEL NUMBER: SC3& FLUSH PANEL
COLOR: PAINT TO MATCH THE ROOF TILE

WINDOW RAILING

MANUFACTURER: DECIRON
PRODUCT NAME: LIGHT IRON DOVE BALCONY
MATERIAL: METAL
COLOR: BROWN

ALUMINUM STOREFRONT WITH CLEAR GLAZING

MANUFACTURER: KAWNEER
PRODUCT NUMBER: PERMAFLUOR ARCHITECTURAL FINISHES
FRAME COLOR: BROWN

DECORATIVE WALL SCONCE

PRODUCT NAME: FEISS
MODEL NUMBER: OL5421GBZ
FRAME COLOR: GRECIAN BRONZE

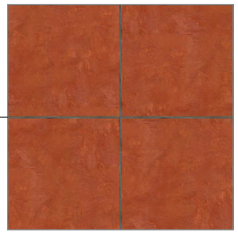
CEMENT PLASTER COLOR 1

BENJAMIN MOORE COLOR: CLOUD NINE 2144-60
SMOOTH FINISH

CEMENT PLASTER COLOR 2

BENJAMIN MOORE COLOR: SHALE 861
SMOOTH FINISH

* ONLY APPEAR IN EAST PART OF THE BUILDING



TERRACOTTA TILE

PRODUCT NAME: DALTILE
MODEL NUMBER: QUARRY TILE 0Q40 RED BLAZE
FINISH: QUARRY & SALTILLO
COLOR: RED

COLORS AND MATERIAL BOARD

A16

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS

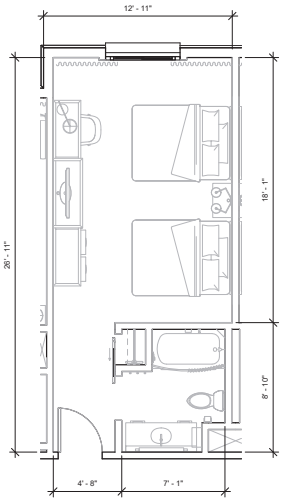
H26

LEED 2009 for New Construction and Major Renovations

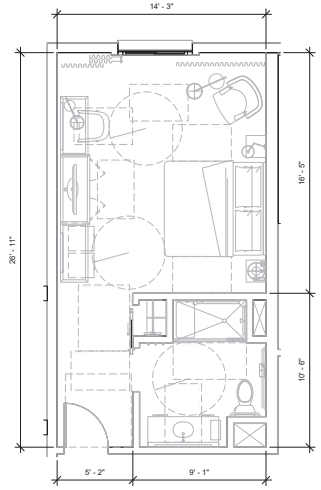
Project Checklist

Y	?	N			
17	1		**Sustainable Sites**	**Possible Points:**	**26**
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
			Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
1			Credit 4.4	Alternative Transportation—Parking Capacity	2
			Credit 5.1	Site Development—Protect or Restore Habitat	1
			Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
	1		Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
			Credit 8	Light Pollution Reduction	1
6			**Water Efficiency**	**Possible Points:**	**10**
Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
			Credit 2	Innovative Wastewater Technologies	2
4			Credit 3	Water Use Reduction	2 to 4
14			**Energy and Atmosphere**	**Possible Points:**	**35**
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
10			Credit 1	Optimize Energy Performance	1 to 19
			Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
			Credit 5	Measurement and Verification	3
			Credit 6	Green Power	2
6			**Materials and Resources**	**Possible Points:**	**14**
Y			Prereq 1	Storage and Collection of Recyclables	
			Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
			Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2	Construction Waste Management	1 to 2
			Credit 3	Materials Reuse	1 to 2
2			Credit 4	Recycled Content	1 to 2
2			Credit 5	Regional Materials	1 to 2
1			Credit 6	Rapidly Renewable Materials	1
			Credit 7	Certified Wood	1
9	2		**Indoor Environmental Quality**	**Possible Points:**	**15**
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
			Credit 1	Outdoor Air Delivery Monitoring	1
			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
			Credit 7.2	Thermal Comfort—Verification	1
	1		Credit 8.1	Daylight and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1
1			**Innovation and Design Process**	**Possible Points:**	**6**
			Credit 1.1	Innovation in Design: Specific Title	1
			Credit 1.2	Innovation in Design: Specific Title	1
			Credit 1.3	Innovation in Design: Specific Title	1
			Credit 1.4	Innovation in Design: Specific Title	1
			Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1
	1		**Regional Priority Credits**	**Possible Points:**	**4**
	1		Credit 1.1	Regional Priority: Specific Credit	1
			Credit 1.2	Regional Priority: Specific Credit	1
			Credit 1.3	Regional Priority: Specific Credit	1
			Credit 1.4	Regional Priority: Specific Credit	1
53	4		**Total**	**Possible Points:**	**110**

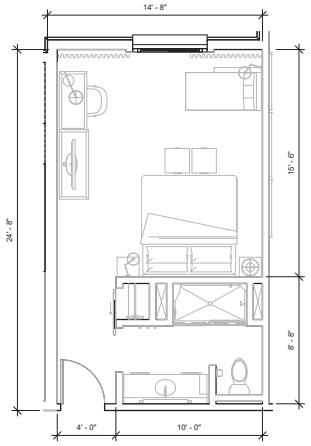
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110



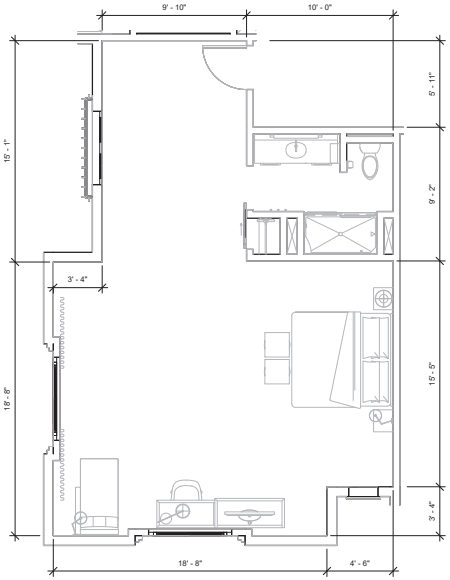
1 MODEL ROOM- DOUBLE QUEEN
1/4" = 1'-0"



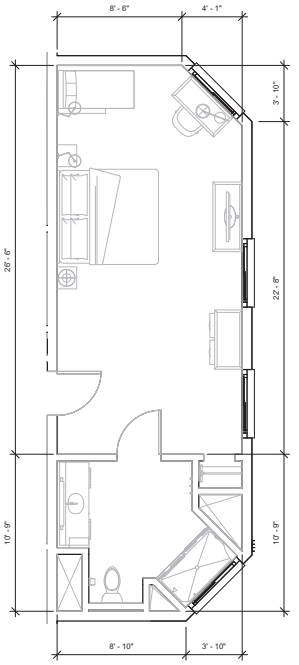
2 MODEL ROOM- ACCESSIBLE DOUBLE QUEEN
1/4" = 1'-0"



3 MODEL ROOM- KING
1/4" = 1'-0"



4 MODEL ROOM- KING SUITE A
1/4" = 1'-0"



5 MODEL ROOM- KING SUITE B
1/4" = 1'-0"

SCALE: 1/4" = 1'-0"

0 1 5 10 12

A17

UNIT PLANS & LEED CHECKLIST

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

AXONOMETRIC VIEW - SOUTH WEST

NOT TO SCALE

AXONOMETRIC VIEW - NORTH EAST

NOT TO SCALE

MASSING STUDIES

A18

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS

ALTERNATE COLOR 1

BENJAMIN MOORE COLOR: KEY WEST IVORY 192
SMOOTH FINISH

ALTERNATE COLOR 2

BENJAMIN MOORE COLOR: GOLDEN LAB 178
SMOOTH FINISH

ALTERNATE COLOR 3

BENJAMIN MOORE COLOR: GLOWING APRICOT 165
SMOOTH FINISH

ALTERNATE COLOR 4

BENJAMIN MOORE COLOR: BIRMINGHAM CREAM 164
SMOOTH FINISH

RENDERED SOUTH ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE

RENDERED WEST ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE

RENDERED NORTH ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE

RENDERED EAST ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE

Hampton Inn

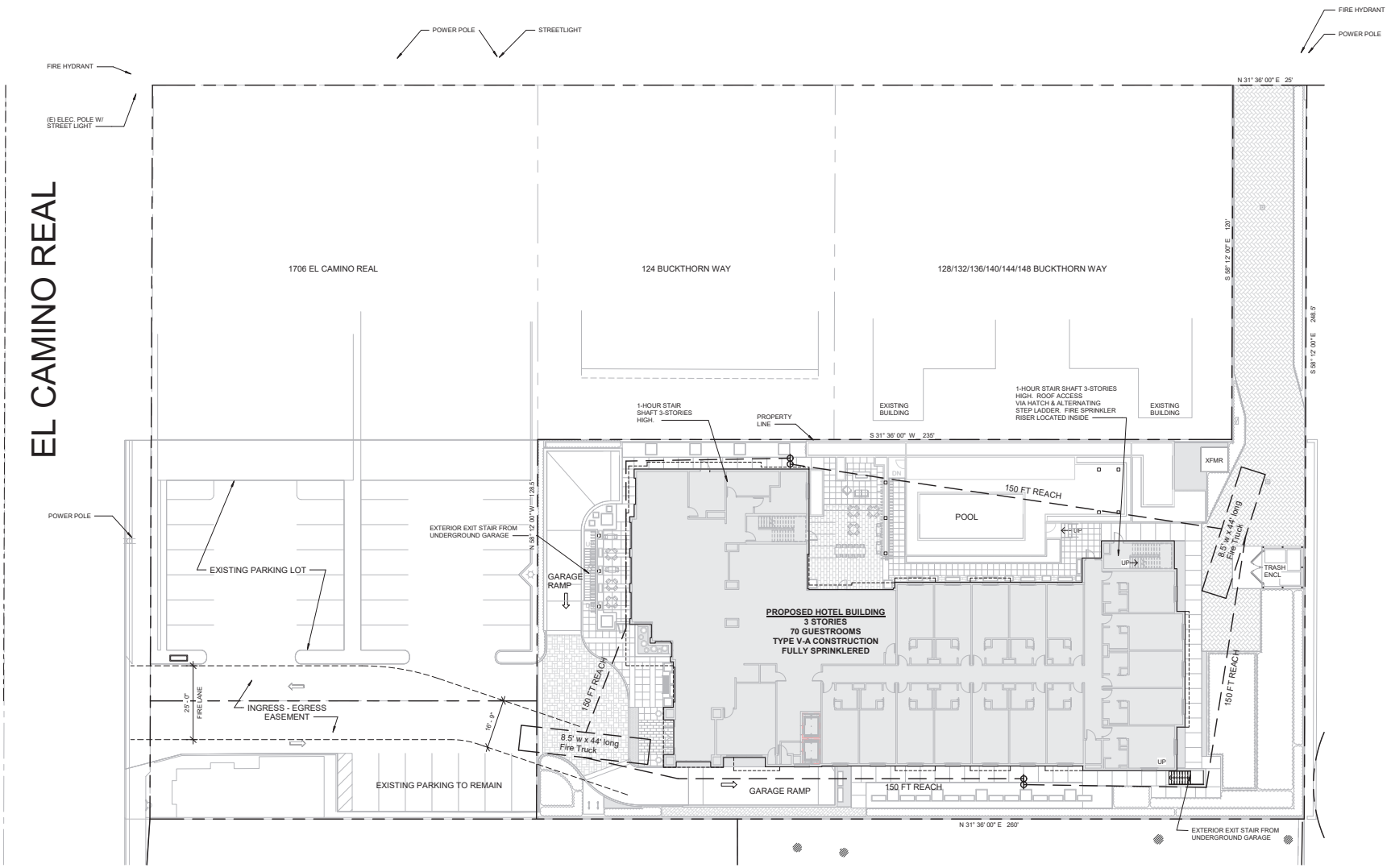
ALTERNATE COLOR SCHEMES

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

A19

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

RYS ARCHITECTS



FIRE ACCESS SITE PLAN

SCALE: 1/16" = 1'-0"

0 5 10 20 30 40

N TRUE NORTH

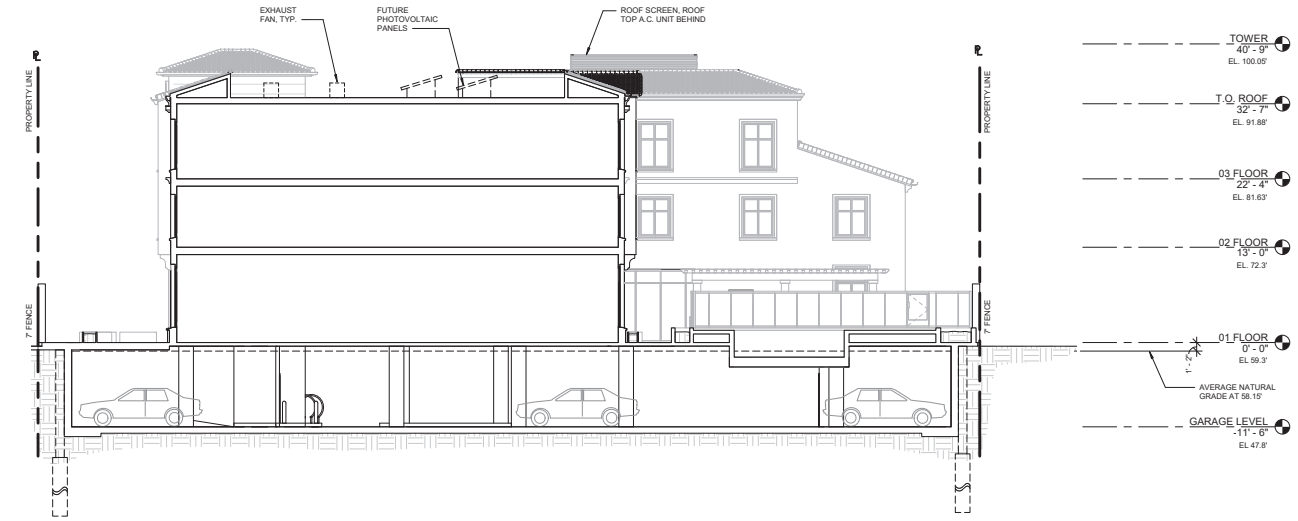
F1

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

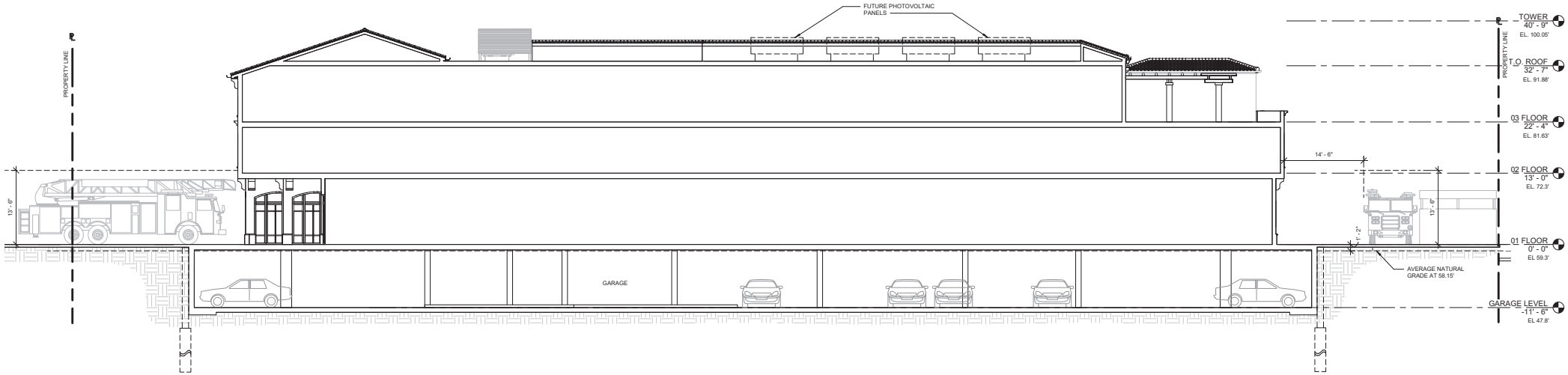
PLANNING SUBMITTAL 04/19/2019

PROJECT NO: 15111

RYS ARCHITECTS



1 FIRE ACCESS BUILDING SECTION A
1/8" = 1'-0"



2 FIRE ACCESS BUILDING SECTION B
1/8" = 1'-0"

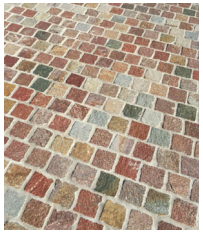
FIRE ACCESS BUILDING SECTIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

F2

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 15111

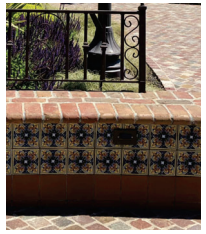
RYS ARCHITECTS



Enhanced Motor Court Paving - Pavers or similar stamped and colored concrete

Colonnade - Similar Example

Container Fountain



Seat Wall and Ornamental Fence

Landscape Concept

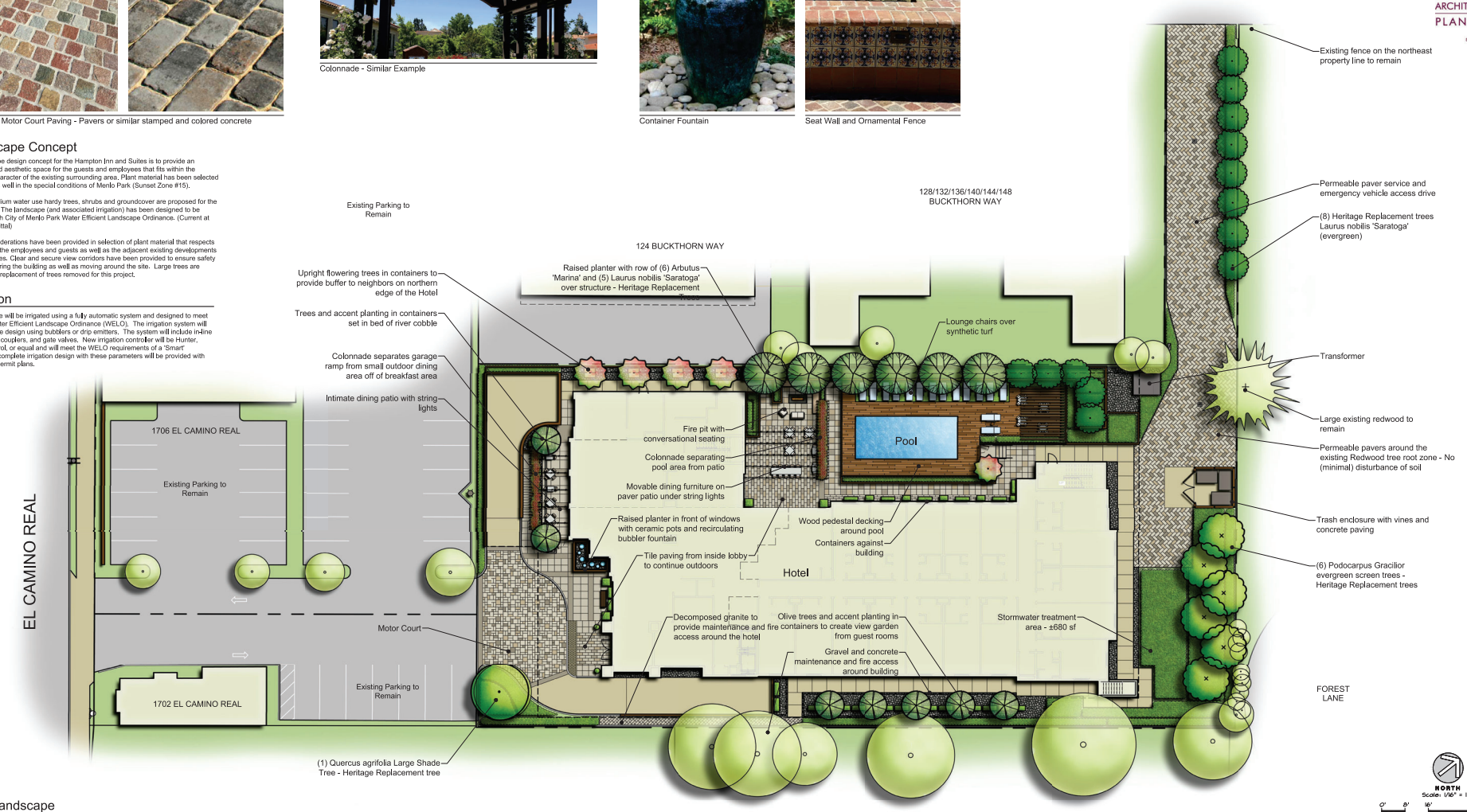
The landscape design concept for the Hampton Inn and Suites is to provide an enjoyable and aesthetic space for the guests and employees that fits within the landscape character of the existing surrounding area. Plant material has been selected that performs well in the special conditions of Menlo Park (Sunset Zone #15).

Low and medium water use hardy trees, shrubs and groundcover are proposed for the plant palette. The landscape (and associated irrigation) has been designed to be compliant with City of Menlo Park Water Efficient Landscape Ordinance. (Current at time of submittal)

Special considerations have been provided in selection of plant material that respects the needs of the employees and guests as well as the adjacent existing developments and residences. Clear and secure view corridors have been provided to ensure safety of those entering the building as well as moving around the site. Large trees are proposed for replacement of trees removed for this project.

Irrigation

The entire site will be irrigated using a fully automatic system and designed to meet the City's Water Efficient Landscape Ordinance (WELO). The irrigation system will be low-volume design using bubblers or drip emitters. The system will include in-line valves, quick couplers, and gate valves. New irrigation controller will be Hunter, Rainbird, Irritrol, or equal and will meet the WELO requirements of a 'Smart' controller. A complete irrigation design with these parameters will be provided with the building permit plans.



Bay Friendly Landscape

The landscape and irrigation has been designed to comply with the Bay Friendly Landscape Design Guidelines, CalGreen code requirements, and Water Efficient Landscape Ordinance (WELO) requirements.

Existing Trees

There are a number of existing trees, including heritage trees, directly adjacent to the property that will be impacted by the proposed development. All work to be done for this project is to be in accordance with the design guidelines outlined in the Arborist Report prepared for the project (dated July 16, 2018). See also specific requirements outlined in the Arborist Report for Tree Protection Zones as they apply to each tree.

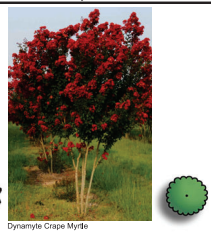
For Tree Replacement Table see Sheet L0.2

Hampton Inn - Menlo Park, CA

L0.1 - Conceptual Landscape Plan

KLA
LANDSCAPE ARCHITECTURE PLANNING
151 N. Nortin St
Sonora, CA 95370
(209)532-2856

Proposed Replacement Trees

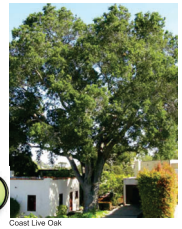

Dynamyte Crape Myrtle


Saratoga Laurel Cherry


Marina Madrone


Swan Hill Olive


Fern Pine (Podocarpus)


Coast Live Oak

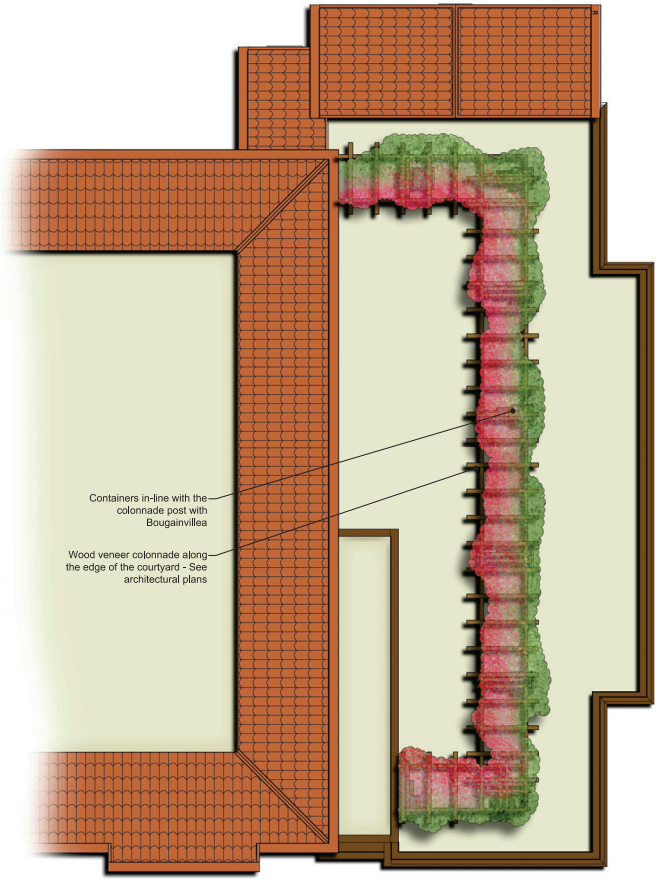
Tree Replacement / Mitigation Table

Removed Trees and Replacement Requirements

Heritage Tree #	Replacement Species	Size	Qty.
#1 - Valley Oak	Podocarpus gracilior	36" Box	2
#2 - Valley Oak	Podocarpus gracilior	36" Box	2
#11 - Monterey Pine	Podocarpus gracilior	36" Box	2
#12 - Monterey Pine	Arbutus 'Marina'	36" Box	2
#13 - Monterey Pine	Arbutus 'Marina'	36" Box	2
#14 - Monterey Pine	Arbutus 'Marina'	36" Box	2
#16 - Glossy Privet	Laurus nobilis 'Saratoga'	36" Box	2
#19 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	2
#20 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	2
#21 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	2
#22 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	2
#23 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	1
	Quercus agrifolia	36" Box	1
#24 - Hollywood Juniper	Laurus nobilis 'Saratoga'	36" Box	2

Existing Trees

There are a number of existing trees, including heritage trees, directly adjacent to the property that will be impacted by the proposed development. All work to be done for this project is to be in accordance with the design guidelines outlined in the Arborist Report prepared for the project (dated July 16, 2018). See also specific requirements outlined in the Arborist Report for Tree Protection Zones as they apply to each tree.



Third Floor Deck Plan

Scale: 3/16" = 1'-0"

NORTH

Preliminary Plant Palette

Trees

Replacement and Screen Trees - 24" - 36" Box
Combination of evergreen and deciduous trees to replace those that will be removed. Primary role of trees is to create a dense screen between the guest rooms and hotel activity zones from the adjacent residences and offices. Trees are aligned with guest room windows where possible. See separate table for specific Heritage Tree Replacements. Heritage Tree Replacent Species are underlined in the list below.

(6)	Arbutus 'Marina'	Marina Madrone	36" Box
(5)	Lagerstroemia indica 'Dynamite'	Dynamite Crape Myrtle	24" Box
(13)	Laurus nobilis 'Saratoga'	Saratoga Laurel Cherry	36" Box
(7)	Olea europaea 'Swan Hill'	Swan Hill Olive	24" Box
(6)	Podocarpus gracilior	Fern Pine	36" Box
(1)	Quercus agrifolia	Coast Live Oak	36" Box

Shrubs

Hedge Shrubs - 5 gallon
Low to medium height shrubs planted as hedges along building.

Buxus microphylla japonica 'Green Beauty'	Japanese Boxwood
Callistemon viminalis 'Little John'	Dwarf Bottle Brush
Myrtus communis 'Compacta'	Dwarf Myrtle
Nandina domestica 'Fire Power'	Heavenly Bamboo
Olea europea 'Little Ollie'	Dwarf Olive
Rhaphidepis indica 'White Enchantress'	India Hawthorn
Rhaphidepis umbellata 'Minor'	Yedda Hawthorn
Rosmarinus officinalis	Rosemary

Upright Shrubs - 15 gallon
Narrow upright evergreen shrubs to compliment architecture.

Cupressus sempervirens 'Tiny Towers'	Dwarf Italian Cypress
Podocarpus henkelii	Long-Leaf Yellow-Wood
Thuja occidentalis 'Emerald'	American Arborvitae

Vines

Vines - 1 and 5 gallon
Climbing and clinging vines for screening and accent

Bougainvillea species	Bougainvillea
Clematis species	Clematis
Clytostoma callistegioides	Violet Trumpet Vine
Ficus pumila	Creeping Fig
Jasminum polyanthemum	Jasmine
Trachelospermum jasminoides	Star Jasmine

Groundcovers and Accent Plants

Grasses - 1 and 5 gallon
Plants approved for use in stormwater management flow-through planters and for accent planting throughout.

Bouteloua gracilus	Blue Grama
Carex species	New Zealand Hair Sedge
Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass
Muhlenbergia dubia	Pine Muhly

Flowering and accent plants - 5 gallon
Planted in front of hedges for visual interest and layering in larger planters.

Anigozanthos 'Bush Baby'	Kangaroo Paw
Euphorbia characias wulfenii	Euphorbia
Heseraloe parviflora	Red Yucca
Kniphofia uvaria	Red-Hot Poker
Lantana species	Lantana
Russelia equisetiformis	Coral Fountain
Salvia greggii	Autumn Sage
Yucca species	Yucca

Low flowering accent plants - 1, 2 and 5 gallon
Provide year round visual interest and area planted in high use areas and as foreground in larger planters.

Dianthus reveluta	Flax Lily
Hemerocallis species	Day Lily
Hesperaloe parviflora	Red Yucca
Rosa 'Flower Carpet'	Flower Carpet Rose

Low growing groundcover - 1 gallon
Groundcover that allows access

Archtostaphylos uva-ursi	Trailing Manzanita
Cotoneaster dammeri 'Lowfast'	Bearberry
Juniperus conferta	Shore Juniper
Trachelospirmum asiaticum	Asian Jasmine

This plan represents the design style and theme of the landscape design and planting. These plans are preliminary and may change through the design process. The final planting plan may not contain all of the above plants in the sizes as shown. Additionally some new plant species may be used in the final design. This plan does however indicate the quantity of trees and the overall level of landscape development that will be carried through with the final design.

Final landscape design shall meet Menlo Park codes and requirements as well as Project Specific Conditions of Approval. Final design is subject to approval through the building permit review process.

WELO Water Use Calculations

The following calculations represent the intended hydrozones and water usage as designed with this Preliminary Landscape Plan. As we move through the design process we anticipate minor adjustments/revisions of these calculations. However, compliance with WELO code requirements will always remain.

ETO for Menlo Park 42.8

Hydrozone	Type of Plants	Water Use	Plant Factor	Type of Irrigation	Irrigation Efficiency	ETAF	Hydrozone Area	ETAF x Area	ETWU
1	Stormwater	Medium	0.4	Drip Emitter	.81	0.49	682 sf	336.8	8,937.1
2	Shrubs	Medium	0.4	Drip Emitter	.81	0.49	1,314 sf	648.9	17,218.9
3	Shrubs	Low	0.3	Drip Emitter	.81	0.37	3,065 sf	1,135.2	30,123.3
4	Containers	Medium	0.4	Drip Emitter	.81	0.49	108 sf	53.3	1,415.3
5	Containers	Low	0.3	Drip Emitter	.81	0.37	252 sf	93.3	2,476.7
TOTAL							5,421 sf		60,171.2 Gallons

Maximum Applied Water Allowance (MAWA) 60,171.2 gallon/year

Estimated Total Water Usage (ETWU) 64,733.2 gallon/year

Average Irrigation Efficiency .81

ETWU is less than MAWA, therefore water usage as designed exceeds code requirements

April 19, 2019
16-2052

Hampton Inn - Menlo Park, CA

L0.2 - Conceptual Landscape Plan

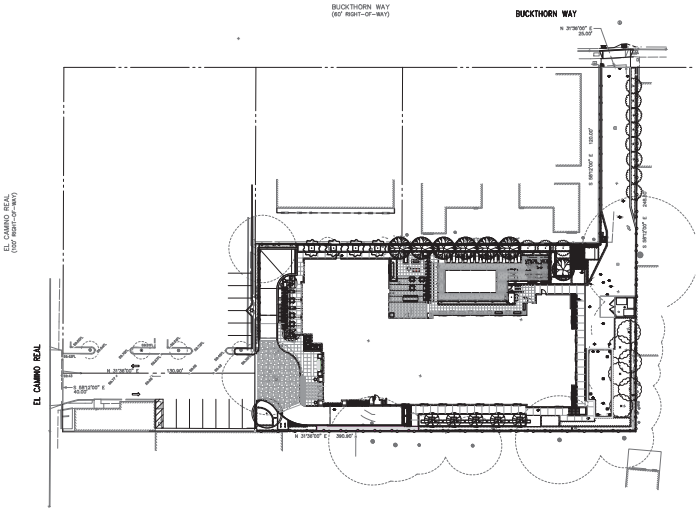
PRELIMINARY IMPROVEMENT PLANS

FOR

HAMPTON INN

1704 EL CAMINO REAL

MENLO PARK, CA



VICINITY MAP

GENERAL CIVIL NOTES

GENERAL:

1. ALL PERMITS WILL BE SECURED BY THE OWNER AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY WITH THE CONDITIONS AND REQUIREMENTS OF THE PERMITS.
2. THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR DAMAGE RESULTING FROM THEIR FAILURE TO DO SO.
3. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR SAFETY.
4. THE CONTRACTOR SHALL POST EMERGENCY TELEPHONE NUMBERS FOR THE POLICE, FIRE AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF THE JOB SITE.
5. LENGTHS OF SANITARY SEWERS AND STORM DRAINS SPECIFIED ARE HORIZONTAL DISTANCES AS MEASURED FROM CENTERS OF STRUCTURES ROUNDED TO THE NEAREST FOOT.
6. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CONTRACTOR SHALL PERFORM AT THEIR EXPENSE A FIELD OBSERVATION LOCATING ALL EXISTING UTILITIES INCLUDING ELEVATIONS AND NOTIFY THE OWNER AND THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTING LOCATIONS OF UTILITIES SHOWN ON THESE PLANS. ANY ADDITIONAL COST INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF THE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION SHALL BE BORNE BY THE CONTRACTOR.
7. CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
8. CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY AND SEWER LINES WHERE THEY ARE CROSSED ABOVE OR BELOW BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. PIPES SHALL NOT BE STRUNG NOR TRENCHING COMMENCED UNTIL ALL CROSSINGS HAVE BEEN VERIFIED FOR CLEARANCE. IF THE CONTRACTOR FAILS TO FOLLOW THIS PROCEDURE HE WILL BE SOLELY RESPONSIBLE FOR ANY EXTRA WORK OR MATERIAL REQUIRED IF MODIFICATIONS TO THE DESIGN ARE NECESSARY.
9. ALL EXISTING UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S SOLE EXPENSE.
10. CONTRACTOR TO TAKE NECESSARY PRECAUTIONARY MEASURES TO PREVENT SOIL EROSION AND SEDIMENTATION. EXISTING AND PROPOSED DRAINAGE STRUCTURES TO BE TEMPORARILY COVERED WITH FILTER FABRIC OR EQUAL UNTIL SURROUNDING PAVEMENT IS INSTALLED.
11. ANY RELOCATION OF UTILITIES SHALL BE COORDINATED WITH THE OWNER AND CONDUCTED IN ACCORDANCE WITH ANY AND ALL REQUIREMENTS OF THE OWNER, INCLUDING FEES, BONDS. PERMITS AND WORKING CONDITIONS, ETC. THE OWNER SHALL PAY THE FEES, BONDS, AND FILE THE APPROPRIATE PERMITS FOR ALL SUCH RELOCATION WORK. ALL ON- SITE UTILITY WORK IS THE RESPONSIBILITY OF THE CONTRACTOR (MATERIALS AND INSTALLATION).
12. IF ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK WITHIN 100 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY (SOPA) HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF THEY ARE DEEMED NECESSARY.
13. THESE PLANS DO NOT SPECIFY NOR RECOMMEND THE USE OR INSTALLATION OF ANY MATERIAL OR EQUIPMENT WHICH IS MADE FROM, OR WHICH CONTAINS ASBESTOS FOR USE IN THE CONSTRUCTION OF THESE IMPROVEMENTS. ANY PARTY INSTALLING OR USING SUCH MATERIALS OR EQUIPMENT SHALL BE SOLELY RESPONSIBLE FOR ALL INJURIES, DAMAGES, OR LIABILITIES, OF ANY KIND, CAUSED BY THE USE OF SUCH MATERIALS, OR EQUIPMENT. NOTIFY OWNER WHEN DISCOVERING ASBESTOS MATERIALS. REFER TO SPECIFICATION 'HAZARDOUS MATERIALS PROCEDURES AND CONTROL' AND 'HAZARDOUS MATERIALS ABATEMENT AND CONTROL.'
14. THE CONTRACTOR SHALL MEET AND FOLLOW ALL (NPDES) NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.
15. SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
16. CONTRACTOR SHALL ARRANGE, INSTALL, AND PAY FOR ANY TEMPORARY UTILITIES, INCLUDING BUT NOT LIMITED TO TELEPHONE, ELECTRIC, SEWER, WATER, ETC.. THE CONTRACTOR IS TO COORDINATE ANY SUCH UTILITY NEEDS WITH THE OWNER.
17. ALL SITE AREAS SHALL BE GRADED AT 1% MINIMUM FOR DRAINAGE UNLESS OTHERWISE NOTED OR ALONG FLOWLINES OF CONCRETE LINED GUTTERS AND VALLEY GUTTERS.
18. ESTIMATED EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE ONLY AND SHOWN FOR THE PURPOSES OF ESTIMATING GRADING PERMIT FEES, HOHBACH-LEWIN ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE QUANTITIES.
19. WHERE EXISTING STRUCTURES ARE TO REMAIN IN CONSTRUCTION ZONE AREA, CONTRACTOR SHALL ADJUST RIMS OF THESE STRUCTURES, I.E. CATCH BASINS, VALVE BOXES, CLEAN OUTS, UTILITY BOXES, ETC. TO NEW FINISH GRADE.
20. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT FOR NORTHERN CALIFORNIA AT LEAST 48 HOURS (2 WORKING DAY) PRIOR TO COMMENCEMENT OF CONSTRUCTION. (800) 227-2600.
21. THE ORGANIC MATERIAL COVERING THE SITE SHALL BE STRIPPED AND STOCKPILED. THE STRIPPINGS SHALL BE USED TO BACKFILL ALL LANDSCAPE PLANTERS AND ROUGH GRADE MOUND AREAS, AS SHOWN ON LANDSCAPE DRAWINGS, TO WITHIN 1" OF GRADES SHOWN. EXCESS STRIPPINGS AND EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR.
22. ADJUSTMENTS TO PAD ELEVATIONS OR PARKING LOT GRADES TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.
23. COMPACTION TO BE DETERMINED USING ASTM D1557-LATEST EDITION.
24. STORM DRAIN PIPES DESIGNATED AS SD FROM 4" TO 24" IN DIAMETER SHALL BE SDR-35 PVC. (GREEN-TITE PIPE BY MANVILLE OR APPROVED EQUAL), CLASS HDPE SMOOTH INTERIOR PIPE PER ASTM D3212 HANCOR SURE-LOK WT PIPE OR APPROVED EQUAL WITH CLASS 1 BACKFILL OR DUCTILE IRON PIPE DIP, IF SPECIFIED ON PLANS. NO MATERIAL SUBSTITUTE SHALL BE ALLOWED FOR DUCTILE IRON PIPE. ANY PIPES LARGER THAN 24" IN DIAMETER SHALL BE CLASS III REINFORCED CONCRETE PIPE RCP. PVC PIPE EXCEEDING 24" DIAMETER SHALL ONLY BE USED WHEN APPROVED BY MANUFACTURER IN THIS JURISDICTION.
25. PROPOSED SPOT GRADES (ELEVATIONS) SHOWN HEREON ARE FINISHED PAVEMENT GRADES, NOT TOP OF CURB GRADES, UNLESS NOTED OTHERWISE.
26. THE CONTRACTOR SHALL VERIFY THE CONTENTS AND THICKNESS OF THE BUILDING SLAB SECTION (IE: CONCRETE, SAND, ROCK) WITH THE STRUCTURAL PLANS AND THE ELEVATIONS SHOWN HEREON PRIOR TO COMMENCEMENT OF GRADING.
27. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE O.S.H.A. REGULATIONS.
28. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.
29. WHERE OFF-SITE DRIVEWAY APPROACHES ARE TO BE CONSTRUCTED THE ON-SITE DRIVEWAY SHALL NOT BE CONSTRUCTED UNTIL THE OFF-SITE IMPROVEMENTS ARE INSTALLED. THE ON-SITE DRIVEWAY SHALL CONFORM TO THE COMPLETED OFF-SITE DRIVEWAY.

GENERAL NOTES CONTINUATION

GRADING NOTES:

1. UNDERGROUND UTILITY LOCATIONS SHOWN HEREON WERE TAKEN FROM RECORD DATA. NO GUARANTEE IS MADE OR IMPLIED AS TO THE ACCURACY OF SUCH RECORD DATA. NO EXCAVATIONS WERE MADE TO CONFIRM LOCATIONS. CONTRACTORS ARE CAUTIONED TO CONTACT U.S.A. UNDERGROUND AND TO EXERCISE EXTREME CARE IN VERIFYING ALL LOCATIONS PRIOR TO COMMENCING EXCAVATIONS OR OTHER WORK WHICH MAY AFFECT THESE UTILITIES.
2. IRRIGATION LATERALS, PARKING LOT LIGHTING WIRING AND SIGNAL WIRING NOT SHOWN. VERIFY LOCATION BEFORE COMMENCING TRENCHING. REPLACE OR REPAIR IMMEDIATELY WHERE BROKEN TO PROVIDE UNINTERRUPTED SERVICE.
3. ALL FINISH GRADES SHOWN ARE FINISH GRADE ELEVATIONS UNLESS NOTED OTHERWISE.

UTILITY NOTES:

1. THIS SURVEY IS NOT INTENDED TO REPRESENT THE EXACT LOCATIONS, SIZES OR EXTENT OF THE UTILITIES WITHIN THE AREA ENCOMPASSED BY THIS SURVEY. THEREFORE, IT IS THE RESPONSIBILITY OF THE OWNER AND/OR CONTRACTOR TO VERIFY THE LOCATION, SIZE AND EXTENT OF ANY EXISTING UTILITIES PRIOR TO DESIGN OR CONSTRUCTION. CONTRACTORS ARE CAUTIONED TO CONTACT U.S.A. UNDERGROUND AND TO EXERCISE EXTREME CARE IN VERIFYING ALL LOCATIONS PRIOR TO COMMENCING EXCAVATIONS OR OTHER WORK WHICH MAY AFFECT THESE UTILITIES.
2. IRRIGATION LATERALS, PARKING LOT LIGHTING WIRING AND SIGNAL WIRING NOT SHOWN. VERIFY LOCATION BEFORE COMMENCING TRENCHING. REPLACE OR REPAIR IMMEDIATELY WHERE BROKEN TO PROVIDE UNINTERRUPTED SERVICE.
3. UTILITY ABANDONMENT/REMOVAL: DISCONNECT AND CAP PIPES AND SERVICES TO REMAIN. REMOVE ALL PORTIONS OF ALL UTILITIES WITHIN NEW BUILDING FOOTPRINT AND DISPOSE OF OFF-SITE. OTHERWISE ABANDON IN PLACE UNLESS NOTED OTHERWISE.
4. NOTIFY THE ENGINEER IMMEDIATELY OF ANY UTILITIES ENCOUNTERED THAT ARE NOT SHOWN ON THE DRAWINGS. PRESERVE AND REPAIR ANY UTILITIES THAT ARE DAMAGED AND THAT ARE TO REMAIN.
5. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL CROSSINGS OF NEW UTILITIES WITH EACH OTHER, AND WITH EXISTING UTILITIES. VERIFY EXISTING PIPE LOCATION AND INVERT PRIOR TO INSTALLING NEW UTILITIES. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR DEVIATIONS.
6. PRIOR TO CONNECTING TO EXISTING UTILITIES FIELD VERIFY LOCATION & & INVERT OR DEPTH PRIOR TO INSTALLING NEW PIPE OR EQUIPMENT.
7. EACH BUILDING WATER SERVICE CONNECTION SHALL BE WITH VALVE AND VALVE BOX SET AT GRADE.
8. ALL BUILDING SEWER LATERALS SHALL BE WITH CLEANOUT TO GRADE.
9. ALL CATCH BASINS WITHIN VEHICULAR AREAS SHALL BE TRAFFIC RATED FOR H20 VEHICULAR LOADS. FOR CATCH BASINS IN WALKWAY AREAS, INCLUDING EXISTING CATCH BASINS, USE HEEL PROOF AND ADA GRATE.

LEGEND

BOUNDARY LINES
- CENTER LINE
- EASEMENT LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE

MISCELLANEOUS LINES
- SIDEWALK
- LIP OF GUTTER
- FENCE-WIRE
- BIORETENTION
- GARAGE OUTLINE

UTILITY LINES
- FS — FIRE SERVICE
- G — GAS LINE
- IRR — IRRIGATION LINE
- STORM DRAIN
- SS — SANITARY SEWER
- W — WATER
- PERFORATED PIPE

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALTIC CONCRETE
AD	AREA DRAIN
ATT	AT&T
BC	BACK OF CURB
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BOL	BOLLARD
BOW	BACK OF WALK
BW	BOTTOM OF WALL
C	CONCRETE
CATV	CABLE TV
CB	CATCH BASIN
CONC	CONCRETE
COTG	CLEANOUT TO GRADE
DI	DRAIN INLET
DS	DOWN SPOUT
E	ELECTRIC OR EAST
EX.	EXISTING
(E)	EXISTING
ELEC	ELECTRIC
ESMT	EASEMENT
G	GAS
GB	GRADE BREAK
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FNC	FENCE
FS	FINISHED SURFACE
GRN	GROUND
HP	HIGH POINT
INV	INVERT
JP	JOINT POLE
LF	LINEAR FEET
LIP	LIP OF GUTTER
LP	LOW POINT
LT	LIGHT
M	MAPS
N	NORTH
NE	NORTHEAST
NW	NORTHWEST
OC	ON CENTER
OH	OVERHEAD
OR	OF RECORD
PGE	PACIFIC GAS & ELECTRIC
PV	PAVEMENT
RC	RELATIVE COMPACTION
RD	ROOF DRAIN
RW	RECYCLED WATER
RWL	RAINWATER LEADER
RIM	RIM OF UTILITY OBJECT
S	SOUTH
SD	STORMDRAIN
SE	SOUTHEAST
SF	SQUARE FEET
SJWC	SAN JOSE WATER COMPANY
SS	SANITARY SEWER
SL	STREET LIGHT
SW	SOUTHWEST
T	TREE
TC	TOP OF CURB
TD	TRENCH DRAIN
TW	TOP OF WALL
TYP.	TYPICAL
USA	UNDERGROUND SERVICE ALERT
VG	VALLEY GUTTER
W	WATER/WEST/WITH
WM	WATER METER
WTR	WATER
WV	WATER VALVE

BENCHMARK:

(SURVEY BY MACLEOD AND ASSOCIATES, 6/21/16)

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON NGVD29 DATUM. ADD 2.72 FEET TO ELEVATIONS TO CONVERT NGVD29 DATUM TO NAVD88 DATUM.

REFERENCED CITY BENCHMARK:
UU110
ORIGINALLY 71.13 NGVD29 DATUM
CURRENTLY 73.85 NAVD88 DATUM

FLOOD ZONE NOTE:

THE SUBJECT PROPERTY LIES ENTIRELY WITHIN FLOOD ZONE "X", AREA OF MINIMAL FLOOD HAZARD, BASED ON FLOOD INSURANCE RATE MAP 06081C0304E, 10/16/2012.

ADA COMPLIANCE:

1. ALL NEW WORK SHALL CONFORM TO TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AND THE AMERICANS WITH DISABILITIES ACT 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN, AND ANY LOCAL OR STATE AMENDMENTS THEREOF.
2. ALL NEW CURB RAMPS SHALL NOT EXCEED A SLOPE OF 1:12 (8.33%).
3. ALL NEW ENTRANCE WALKS TO THE BUILDINGS SHALL NOT EXCEED A SLOPE OF 1:20 (5%) LONGITUDINALLY UNLESS RAILINGS ARE PROVIDED IN WHICH CASE THE SLOPE SHALL NOT EXCEED 1:12 (8.33%). SEE ARCHITECTURAL PLANS FOR RAILING REQUIREMENTS.
4. LANDINGS SHALL BE PROVIDED AT PRIMARY ENTRANCES TO BUILDINGS WITH A 2% MAXIMUM SLOPE THE LANDINGS SHALL HAVE A MINIMUM WIDTH OF 60" AND A MINIMUM DEPTH OF 60" WHEN THE DOOR OPENS INTO THE BUILDING, AND 42" PLUS THE WIDTH OF THE DOOR WHEN THE DOOR OPENS ONTO THE LANDING.
5. RAMPS ARE DEFINED AS ANY WALKWAY BETWEEN SLOPES OF 1:20 (5%) AND 1:12 (8.33%), AND SHALL HAVE A MINIMUM WIDTH OF 48" AND A MAXIMUM CROSS-SLOPE OF 2%. RAMPS EXCEEDING 30" VERTICAL DROP SHALL HAVE INTERMEDIATE (2% MAXIMUM SLOPE) LANDINGS HAVING A MINIMUM LENGTH IN THE DIRECTION OF TRAVEL OF 60". BOTTOM LANDINGS AT CHANGES IN RAMP DIRECTION SHALL HAVE A MINIMUM LENGTH OF 72".
6. MAXIMUM CROSS-SLOPE ON ANY SIDEWALK OR RAMP SHALL BE 2%. MAXIMUM SLOPE IN ANY DIRECTION WITHIN PARKING STALLS DESIGNATED AS ACCESSIBLE PARKING STALL SHALL BE 2%.

GEOTECHNICAL CRITERIA:

1. ALL WORK INCLUDING GRADING, TRENCHING, COMPACTION, AND SUBBASES SHALL FOLLOW THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL REPORT.
2. ALL ENGINEERED FILL SHALL HAVE A MINIMUM RELATIVE COMPACTION PER PROJECT GEOTECHNICAL REPORT.

SHEET INDEX

REGISTERED PROFESSIONAL ENGINEER — DOUGLAS C. HOHBACH — NO. 38242 — CIVIL — STATE OF CALIFORNIA

HOHBACH-LEWIN, INC.
STRUCTURAL & CIVIL ENGINEERS
260 Sheridan Avenue, Suite 150
Palo Alto, CA 94306
(650) 617-5930, Fax (650) 617-5932

Cover Sheet

SHEET NO. C1.0

PLANNING SUBMITTAL 3/14/2019

PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

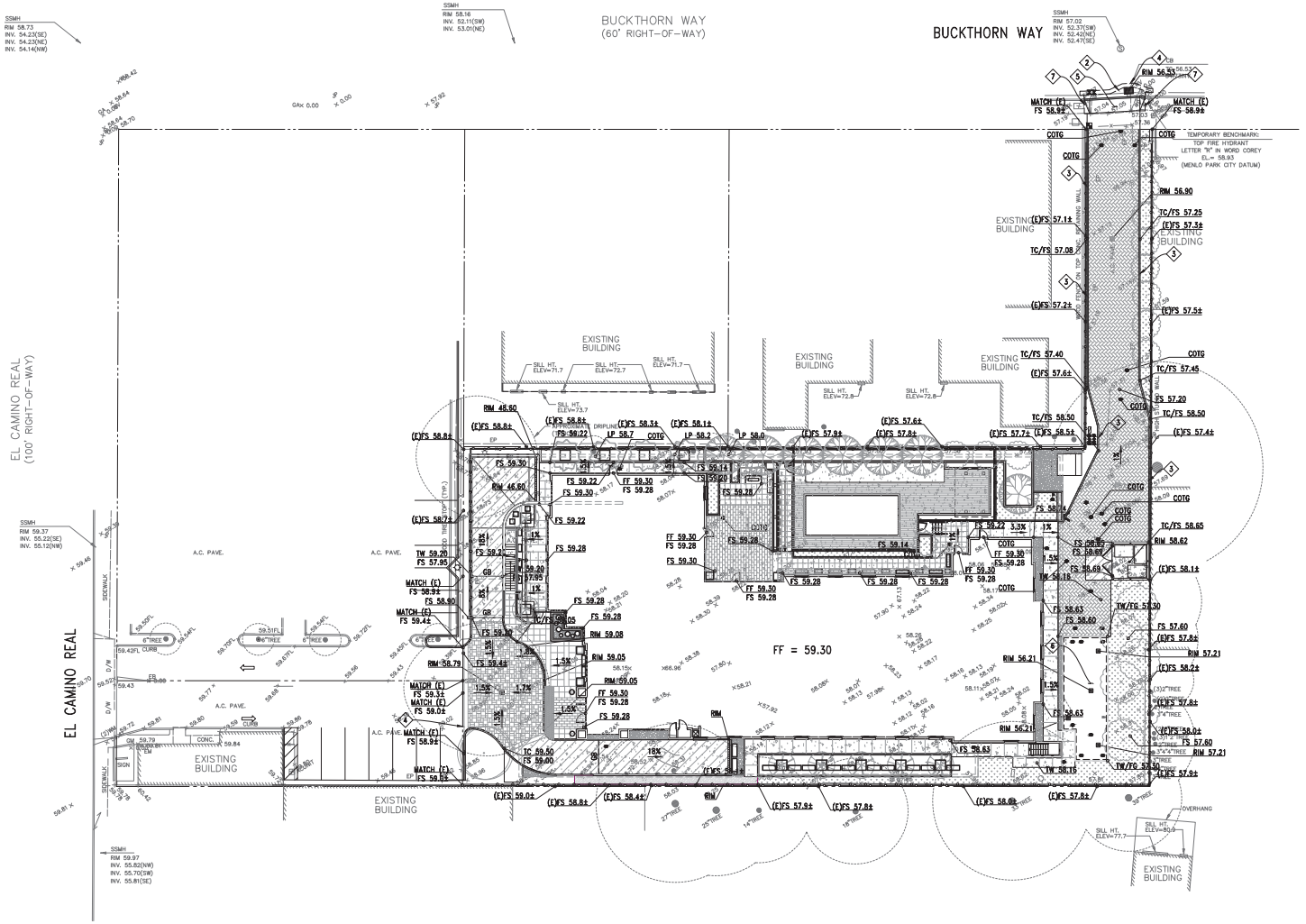
RYS ARCHITECTS

Hampton Inn

MENLO PARK, CALIFORNIA

SAGAR PATEL

Plot Date: Mar 13, 2019 - 3:57pm



GRADING LEGEND

- XX.XX — GRADE ELEVATION
- X% — SLOPE AND DIRECTION
- GARAGE WALL OUTLINE

GRADING KEYNOTES

1. INSTALL NEW 6" CURB
2. INSTALL NEW CURB & GUTTER
3. INSTALL NEW FLUSH CURB
4. SAWCUT AND CONFORM
5. NEW DRIVEWAY PER CITY OF MENLO PARK STANDARD DETAIL CG-13. SEE DETAIL 3/C7.0.
6. FLOW-THROUGH PLANTER. SEE DETAIL 1/C7.0
7. SAWCUT & CONFORM TO NEAREST EXPANSION OR SCORE MARK.

ARBORIST NOTE

TRENCHING OR OTHER ACTIVITIES WITHIN TREE PROTECTION ZONES (TPZ), AS OUTLINED IN THE PROJECT ARBORIST REPORT BY ARBOR RESOURCES, DATED 7/16/2018, SHOULD BE HAND-DUG OR BY HAND-MEANS AND PER ARBORIST REPORT RECOMMENDATIONS.

CITY OF MENLO PARK UTILITY NOTE

LATERAL CONNECTIONS TO OVERHEAD ELECTRIC, FIBER OPTIC AND COMMUNICATIONS SHALL BE PLACED IN JOINT TRENCH. SEE MEP DRAWINGS.

PAVEMENT LEGEND

CONCRETE (PEDESTRIAN AREAS)	5" CONCRETE W/ #4 12" O.C. E.W. OVER 6" CLASS 2 BASEROCK COMPACTED TO 95% R.C. OVER NATIVE SOILS COMPACTED TO 90% R.C.
VEHICULAR CONCRETE	6" CONCRETE W/ #4 12" O.C. E.W. OVER 6" CLASS 2 BASEROCK COMPACTED TO 95% R.C. OVER NATIVE SOILS COMPACTED TO 90% R.C.
PERMEABLE PAVERS	
PAVERS (SEE LANDSCAPE PLANS)	
DECOMPOSED GRANITE (SEE LANDSCAPE PLANS)	
LANDSCAPE (SEE LANDSCAPE PLANS)	

PAVEMENT NOTE

- SEE LANDSCAPE PLANS FOR PAVING PATTERNS AND MATERIALS NOT SHOW AS WELL AS CONCRETE COLOR SCORE MARK LOCATIONS.

NORTH

0 10' 20' 30' 40'

SCALE: 1" = 20'

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REGISTERED PROFESSIONAL ENGINEER DOUG A.S.C. HOHBACH NO. 38242 CIVIL STATE OF CALIFORNIA

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Preliminary Grading & Drainage Plan

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. **C3.0**

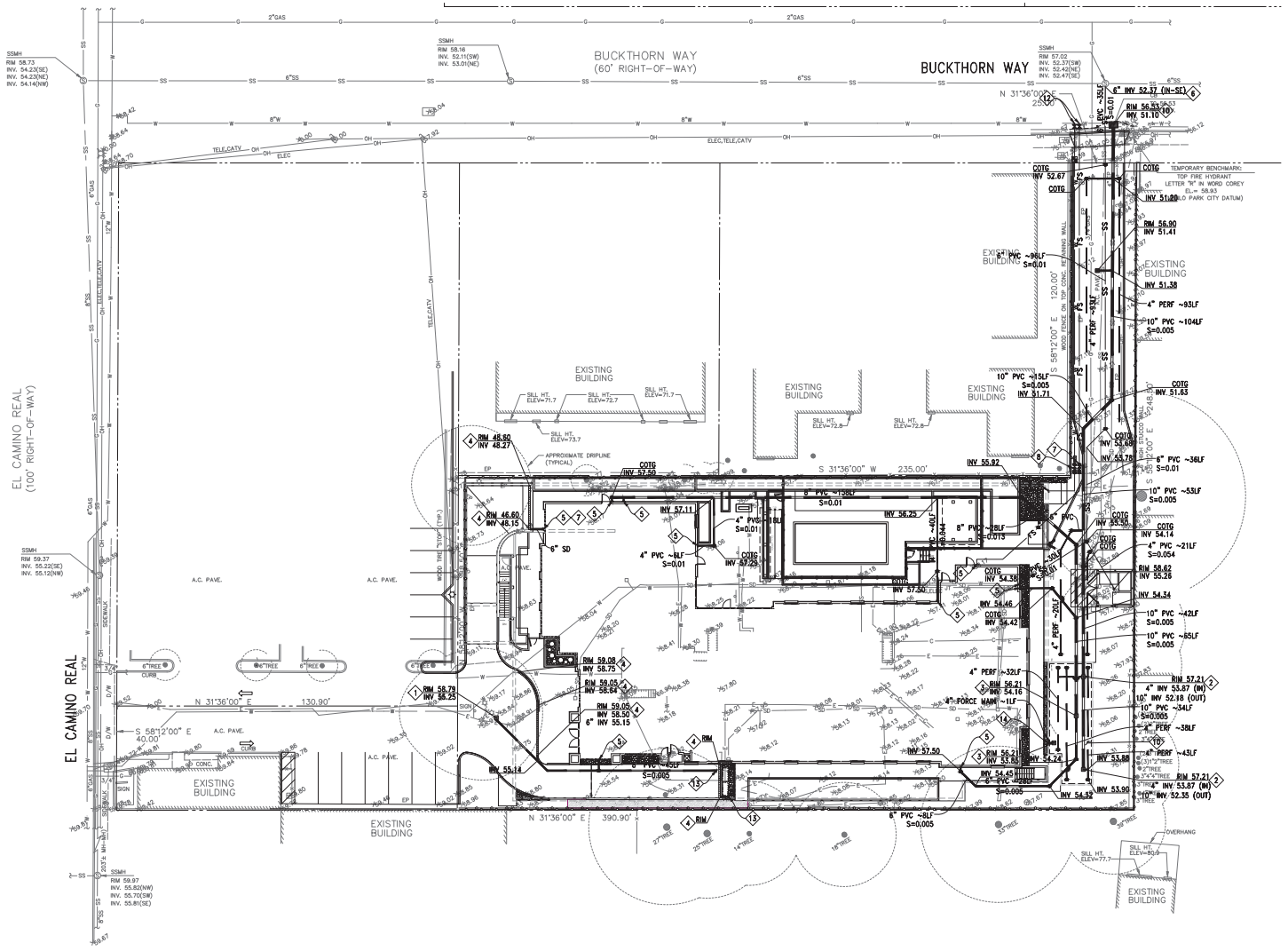
PLANNING SUBMITTAL 3/14/2019

PROJ NO.: 15111

HOHBACH-LEWIN #11084.31

RYS ARCHITECTS

Plot Date: Mar 13, 2019 - 3:58pm



UTILITY LEGEND

- WATER VALVE
- WATER METER
- BACKFLOW PREVENTER
- CATCH BASIN
- AREA DRAIN
- CLEANOUT TO GRADE
- FIRE DEPARTMENT CONNECTION
- GARAGE WALL OUTLINE

UTILITY KEYNOTES

1. 18"x18" CATCH BASIN
2. 18"x18" OVERFLOW CATCH BASIN
3. 18"x18" BUBBLER
4. TRENCH DRAIN
5. SEE MEP DRAWINGS FOR CONTINUATION
6. CONNECT TO EXISTING SANITARY SEWER MANHOLE PER WEST BAY SANITARY DISTRICT STANDARDS
7. DOUBLE DETECTOR CHECK ASSEMBLY
8. DOMESTIC BACKFLOW PREVENTOR
9. FLOW-THROUGH PLANTER. SEE DETAIL 1/C7.0
10. BUBBLER PER CITY STANDARD DETAILS DR-7 AND DR-10. SEE DETAILS 4 AND 5/C7.0.
11. FIRE DEPARTMENT CONNECTION
12. CONNECT TO EXISTING WATER PER CITY OF MENLO PARK STANDARDS
13. DOWN TO GARAGE LEVEL PUMP. SEE MEP DRAWINGS.
14. UP FROM GARAGE LEVEL PUMP. SEE MEP DRAWINGS.

ARBORIST NOTE

TRENCHING OR OTHER ACTIVITIES WITHIN TREE PROTECTION ZONES (TPZ), AS OUTLINED IN THE PROJECT ARBORIST REPORT BY ARBOR RESOURCES, DATED 7/18/2018, SHOULD BE HAND-DUG OR BY HAND-MEANS AND PER ARBORIST REPORT RECOMMENDATIONS.

CITY OF MENLO PARK NOTE – POTENTIAL UTILITY CONFLICTS

DURING THE DESIGN PHASE OF THE CONSTRUCTION DRAWINGS, ALL POTENTIAL UTILITY CONFLICTS WILL BE POTHOLED WITH ACTUAL DEPTHS RECORDED ON THE IMPROVEMENT PLANS SUBMITTED FOR CITY REVIEW AND APPROVAL.

CITY OF MENLO PARK UTILITY NOTE

LATERAL CONNECTIONS TO OVERHEAD ELECTRIC, FIBER OPTIC AND COMMUNICATIONS SHALL BE PLACED IN JOINT TRENCH. SEE MEP DRAWINGS.

NORTH

0 10' 20' 30' 40'

SCALE: 1" = 20'

REGISTERED PROFESSIONAL ENGINEER
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Hampton Inn

Preliminary Utility Plan

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. **C4.0**

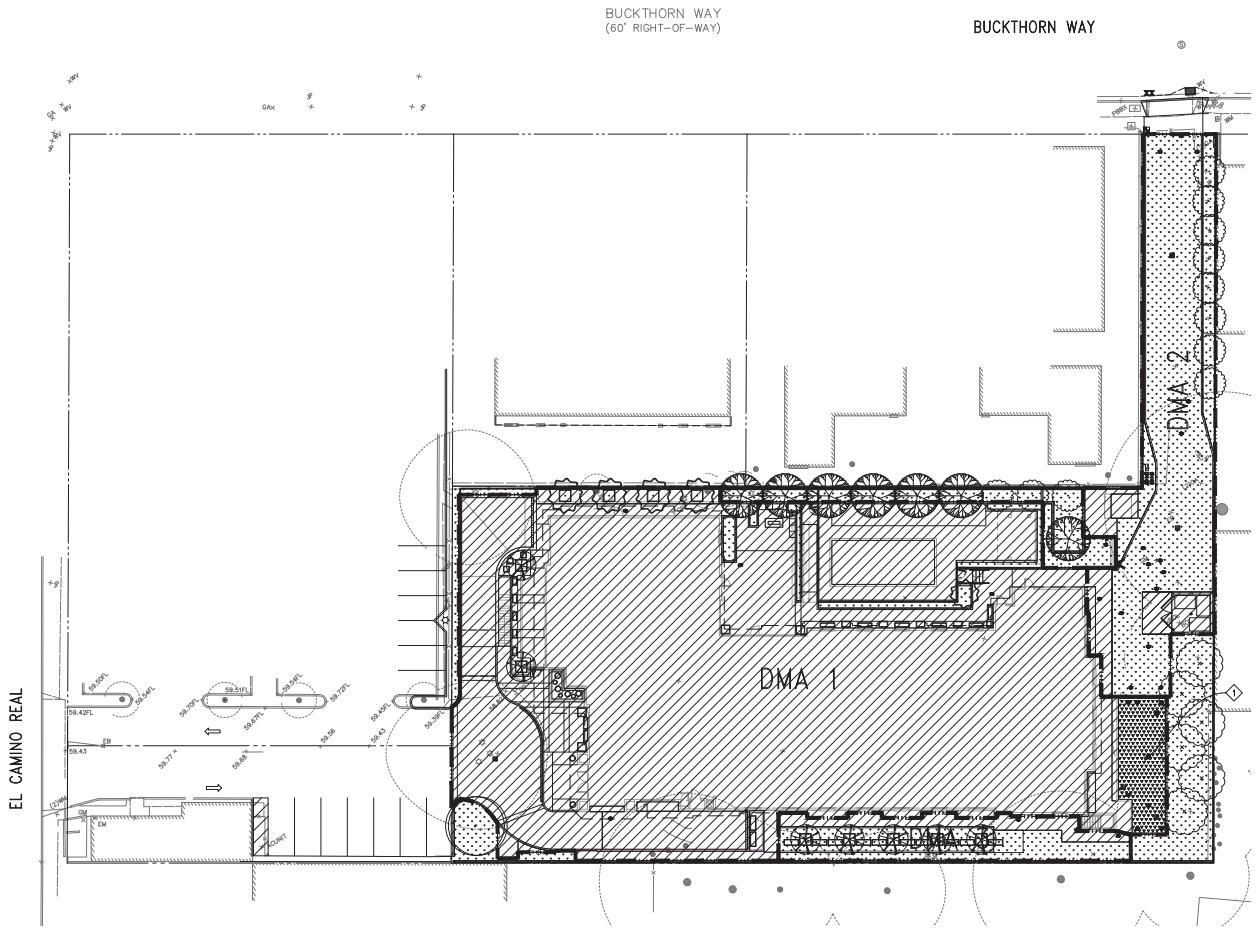
PLANNING SUBMITTAL 3/14/2019

PROJ NO.: 15111

HOHBACH-LEWIN #11084.31

RYS ARCHITECTS

Plot Date: Mar 13, 2019 - 3:58pm



LEGEND

- PERVIOUS AREA (LANDSCAPE, C.3 TREATMENT, PERVIOUS PAVERS)
- IMPERVIOUS AREAS
- BIORETENTION AREA
- PERVIOUS PAVERS
- DRAINAGE MANAGEMENT AREA (DMA)
- ROOF OUTLINE

NORTH

0 10' 20' 30' 40'

SCALE: 1" = 20'

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REGISTERED PROFESSIONAL ENGINEER DOUGLAS C. HOHBACH NO. 38242 CIVIL STATE OF CALIFORNIA

Impervious and Pervious Area Comparison

	Existing Conditions (sf)	Percentage (%)	Proposed Conditions (sf)	Percentage (%)	Net Change (sf)
Impervious Surface	29,931	82.2	26,512	72.8	-3,419
Pervious Surface	6,479	17.8	9,898	27.2	3,419
Total Project Area	36,410		36,410		

Storm Water Treatment Summary

	Total Area		Impervious Area		Pervious Area		Average Run-off Coefficient			
Drainage Management Area	sf	ac	sf	ac	sf	ac	C_{av}	Provided Treatment Measure	Required Area or Depth of Treatment Measure	Provided Area or Depth of Treatment Measure
DMA 1	25,749	0.591	24,683	0.567	1,066	0.024	0.867	Flow-through planter	604 sf*	682 sf
DMA 2	5,638	0.129	1,038	0.024	4,600	0.106	0.247	Self-retaining area/pervious pavers	0.23 ft**	.25 ft
DMA 3	1,745	0.040	507	0.012	1,238	0.028	0.332	Self-retaining area	1 inch	1 inch
Total	33,132***	0.761	26,228		6,904					

* REQUIRED TREATMENT AREA USING THE COMBINATION FLOW AND VOLUME DESIGN BASIS PER SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM C.3 STORM WATER TECHNICAL GUIDANCE MANUAL, JUNE 2016, VERSION 5.0

** REQUIRED STORAGE DEPTH USING THE VOLUME DESIGN BASIS PER SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM C.3 STORM WATER TECHNICAL GUIDANCE MANUAL, JUNE 2016, VERSION 5.0.

*** THE REMAINING AREA NOT WITHIN ONE OF THE DESIGNATED DRAINAGE MANAGEMENT AREAS ARE PERVIOUS AREAS AND ARE "SELF-TREATING AREAS" PER SECTION 4.2, SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM C.3 STORM WATER TECHNICAL GUIDANCE MANUAL, JUNE 2016, VERSION 5.0.

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(650) 617-5930, Fax (650) 617-5932

Storm Water Treatment Plan

Hampton Inn

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. C5.0

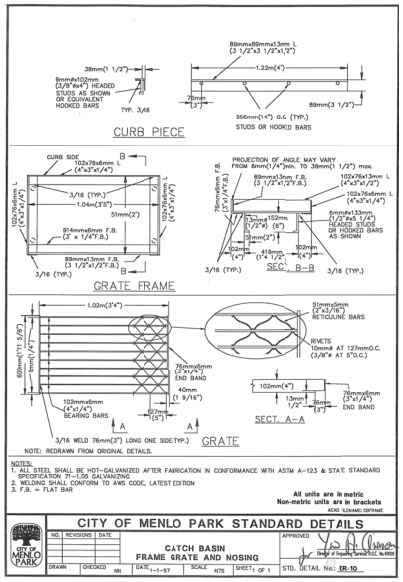
PLANNING SUBMITTAL 3/14/2019

PROJ NO.: 15111

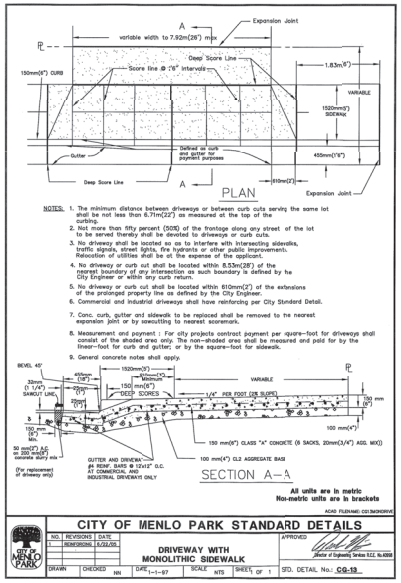
HOHBACH-LEWIN #11084.31

RYS ARCHITECTS

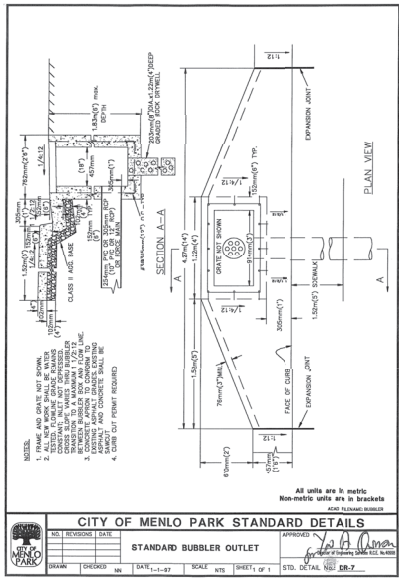
Plot Date: Mar 13, 2019 - 3:58pm



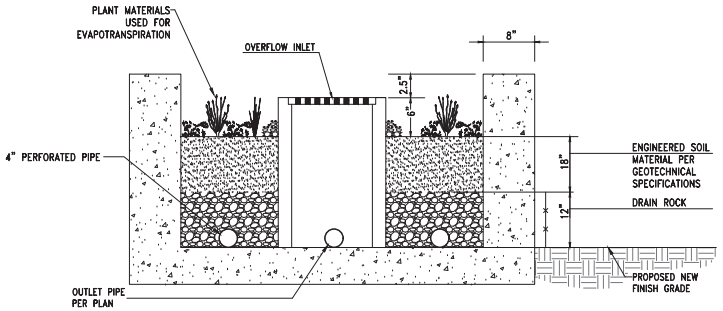
5 CATCH BASIN — NOT TO SCALE



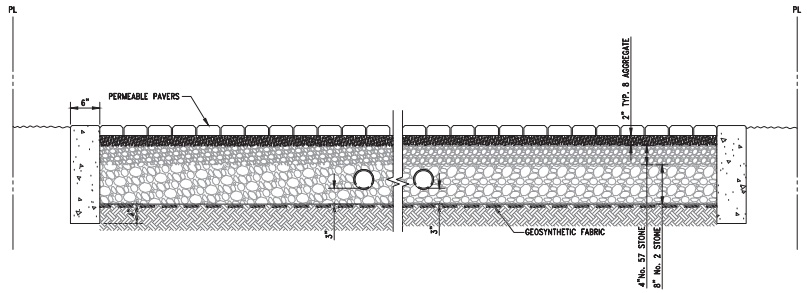
3 DRIVEWAY WITH MONOLITHIC SIDEWALK — NOT TO SCALE



4 STANDARD BUBBLER OUTLET — NOT TO SCALE



1 FLOW-THROUGH PLANTER — NOT TO SCALE



2 FIRE APPARATUS ACCESS ROAD W/ PERMEABLE PAVERS SECTION — NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER DOUG A.S.C. HOHBACH NO. 38242 CIVIL STATE OF CALIFORNIA

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Hampton Inn

MENLO PARK, CALIFORNIA

Details

SAGAR PATEL

SHEET NO. C7.0

PLANNING SUBMITTAL 3/14/2019

RYS ARCHITECTS

PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

Plot Date: Mar 13, 2019 - 3:59pm

SYMBOLS LIST

LIGHTING

- LAY-IN CEILING MOUNTED LIGHT FIXTURE
- LIGHT FIXTURE, SURFACE OR PENDANT MOUNTED
- SURFACE MOUNTED LINEAR WALL MOUNT FIXTURE
- RECESSED LED DOWNLIGHT
- SURFACE MOUNT LED LIGHT FIXTURE
- LED DIRECTIONAL OR ACCENT LIGHT FIXTURE
- LED BOLLARD LIGHT FIXTURE
- LED WALL MOUNTED SCONCE LIGHT FIXTURE
- LED LINEAR UNDER-SURFACE MOUNTED LIGHT FIXTURE
- LED SURFACE MOUNTED WRAP LIGHT FIXTURE
- EXIT FIXTURE, CEILING OR WALL MOUNTED, DIRECTIONAL ARROWS AS INDICATED
- SHADING OF ANY FIXTURE INDICATES CONNECTION TO EMERGENCY SYSTEM

POWER

- PANELBOARD, 277/480V, SURFACE MOUNTED
- PANELBOARD, 277/480V, FLUSH MOUNTED
- PANELBOARD, 120/208V, SURFACE MOUNTED
- PANELBOARD, 120/208V, FLUSH MOUNTED
- (2) ELECTRIC MOTOR-CONNECTION, NUMBER INDICATES HORSEPOWER
- (J) JUNCTION BOX, CEILING MOUNTED
- J JUNCTION BOX, FLUSH FLOOR MOUNTED
- (J) FLUSH WALL MOUNTED JUNCTION BOX
- DUPLEX CONVENIENCE OUTLET, +18" AFF UON
- DOUBLE DUPLEX CONVENIENCE OUTLET, +18" AFF UON
- DUPLEX GFI OUTLET, +18" AFF UON
- DOUBLE DUPLEX GFI OUTLET, +18" AFF UON
- SHADING THROUGH CENTER OF OUTLET INDICATES OUTLET ON EMERGENCY
- PP TELE/POWER POLE. INSTALL PER MFR'S INSTRUCTIONS.
- SPECIALTY OUTLET, 18" UON. TYPE AS NOTED ON PLANS
- HEAVY DUTY FUSIBLE SAFETY SWITCH
  40/60/3/460 =AMP FUSE/AMP SWITCH/POLES/MAX VOLTS
- PACKAGE CONTROLLER OR STARTER FURNISHED UNDER ANOTHER DIVISION, INSTALLED AND WIRED UNDER THIS DIVISION.

RACEWAYS

- G GROUND CONDUCTOR
- CONDUIT RUN CONCEALED IN SLAB, UNDERSLAB OR UNDERGROUND
- CONDUIT RUN CONCEALED IN WALL OR CEILING
- CONDUIT HOMERUN, CONTINUOUS RUN TO PANEL OR EQUIPMENT CABINET
- FLEXIBLE METALLIC CONDUIT
- CONDUIT TURNED UP
- CONDUIT TURNED DOWN
- CROSS MARKS ON BRANCH CIRCUIT CONDUIT RUNS I INDICATE THE QUANTITY OF CONDUCTORS AS FOLLOWS:
  - NEUTRAL CONDUCTOR(S)
  - PHASE CONDUCTORS
1. NO CROSS MARKS INDICATES TWO #12 AWG CONDUCTORS, U.O.N.
2. THREE TO SIX CROSS MARKS INDICATES THE QUANTITY OF #12 AWG CONDUCTORS, U.O.N.
3. SEVEN OR MORE CROSS MARKS INDICATES THE QUANTITY OF #10 AWG CONDUCTORS, U.O.N.
4. ALL 120V, 20A HOMERUNS LONGER THAN 100' AND ALL 277V, 20A HOMERUNS LONGER THAN 150' SHALL BE #10 MINIMUM
5. EXPOSED RACEWAYS IN MECHANICAL ROOMS AND ELECTRICAL ROOMS SHALL BE EMT OR RIGID

GROUND BAR, REFER TO DETAIL

LIGHTING CONTROL

- S_a SINGLE POLE TOGGLE SWITCH, +45" UON, SUBSCRIPT INDICATES FIXTURES CONTROLLED
- S_K KEY OPERATED TOGGLE SWITCH, +45" UON
- S_D WALLBOX DIMMER SWITCH, +45" UON
- S_{ms} OCCUPANCY SENSOR SWITCH, WALL MOUNTED +45" UON
- (OS) STANDALONE OCCUPANCY SENSOR, CEILING MOUNTED, COMPLETE WITH SWITCHPACK. PROVIDE CONNECTION BETWEEN SENSOR AND SWITCHPACK USING LOW-VOLTAGE CABLING PER MANUFACTURER'S INSTRUCTIONS.
- LCH WALL MOUNTED CONTROL STATION.
- LC CONTROL STATION IN LOCATION OTHER THAN WALL. MOUNT AS DESCRIBED ON DRAWINGS.
- RC ROOM CONTROLLER RELAY UNIT. MOUNT ABOVE CEILING OR IN LOCATIONS AS INDICATED ON DRAWINGS.
- DS DAYLIGHT SENSOR. LOCATE PER DRAWINGS.
- OS CEILING MOUNTED OCCUPANCY SENSOR.

CONVENTIONS

- (1) NUMBERED SHEET NOTE, APPLIES TO DRAWING CONTAINING NOTES ONLY
- AC MECHANICAL EQUIPMENT IDENTIFICATION TAG:
  - AC: AIR CONDITIONING UNIT
  - CU: CONDENSING UNIT
  - EF: EXHAUST FAN
  - HP: HEAT PUMP
  - HV: HEAT VENT UNIT
  - TEF: TOILET EXHAUST FAN
- 1 ADDENDUM, BULLETIN, OR REVISION NUMBER
- 5302 FEEDER TAG
- XXXXX EQUIPMENT TAG
- DETAIL REFERENCE:
  - E — DETAIL DESIGNATION
  - E7.5 — SHEET NUMBER
- FIXTURE IDENTIFICATION TAG:
  - F3 FIXTURE TYPE
- (1) 1-1/4
  - DASH INDICATES FRACTION
  - PARENTHESIS INDICATES QUANTITY

DRAWING INDEX

ABBREVIATIONS

AC	ALTERNATING CURRENT
A/C	AIR CONDITIONER
AFF	ABOVE FINISHED FLOOR
ALT	ALTERNATE
AA/FA	AMBIENT AIR/FORCED AIR
AUX	AUXILIARY
A OR AMP	AMPERE
A.T.S	AUTOMATIC TRANSFER SWITCH
BD	BOARD
CB	CIRCUIT BREAKER
C	CONDUIT
CAB	CABINET
CLG	CEILING
CCT	CIRCUIT
COAX	COAXIAL
CONT	CONTINUOUS
CONTR	CONTRACTOR
CORR.	CORRIDOR
CRT	CATHODE RAY TUBE
CT	CURRENT TRANSFORMER
DGP	DATA GATHERING PANEL
DIA	DIAMETER
DIAG	DIAGRAM
DC	DIRECT CURRENT
DISC	DISCONNECT
DIST	DISTRIBUTION
DN	DOWN
DPST	DOUBLE POLE SINGLE THROW
DSD	DUCT SMOKE DETECTOR
EC	EMPTY CONDUIT
ELEC	ELECTRICAL
EMT	ELECTRICAL METALLIC TUBING
EP	EMERGENCY POWER
EPO	EMERGENCY POWER OFF
EUGP	EXISTING UNDERGROUND PRIMARY
EUGS	EXISTING UNDERGROUND SECONDARY
EWC	ELECTRIC WATER COOLER
EXP	EXPLOSION PROOF
FIXT	FIXTURE
FLEX	FLEXIBLE
FLR	FLOOR
FVNR	FULL VOLTAGE, NON REVERSING
GFI	GROUND FAULT INTERRUPTER
GFP	GROUND FAULT PROTECTION
GRC	GALVANIZED RIGID CONDUIT
GRD	GROUND
GFCT	GROUND FAULT CURRENT TRANSFORMER
HG	HOSPITAL GRADE
HGT	HEIGHT
HP	HORSEPOWER
HTR	HEATER
HZ	HERTZ
IMC	INTERMEDIATE METAL CONDUIT
ISO	ISOLATED
KPIT	KAISER PERMANENTE INFORMATION TECHNOLOGY
JB OR J-BOX	JUNCTION BOX
KVA	KILOVOLT AMPERE
KW	KILOWATT
KWH	KILOWATT HOUR
KALC	KILO-AMPERES INTERRUPTING CURRENT
LT	LIGHT
LTFX	LIGHT FIXTURE
LV	LOW VOLTAGE
LCP	LIGHTING CONTROL PANEL
MFR	MANUFACTURER
MAX	MAXIMUM
MIN	MINIMUM
MCC	MOTOR CONTROL CENTER
MT	MOUNT
MTD	MOUNTED
MTG	MOUNTING
MLO	MAIN LUGS ONLY
MCB	MAIN CIRCUIT BREAKER
NL	NIGHT LIGHT
NTS	NOT TO SCALE
N/A or NA	NOT APPLICABLE
NO	NUMBER
NIC	NOT IN CONTRACT
NF	NONFUSIBLE
NPA	NATIONAL PURCHASING AGREEMENT
OC	ON CENTER
PH	PHASE
PNL	PANEL
PB	PULL BOX
PVC	POLYVINYL CHLORIDE
P	POLE
PT	POTENTIAL TRANSFORMER
RECEPT	RECEPTACLE
REQ'D.	REQUIRED
RM	ROOM
S	SAFETY
S/N	SOLID NEUTRAL
SES	SERVICE ENTRANCE SECTION
SHT	SHEET
STD	STANDARD
SWT	SWITCH
SWBD	SWITCHBOARD
TELE	TELEPHONE
TTB	TELEPHONE TERMINAL BOARD
TV	TELEVISION
TS	TIME SWITCH
TP	TAMPER PROOF
T	TRANSFORMER
TYP	TYPICAL
TC	TIMECLOCK
UF	UNDERFLOOR
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
UGP	UNDERGROUND PRIMARY
UGS	UNDERGROUND SECONDARY
UON	UNLESS OTHERWISE NOTED
V	VOLT
VA	VOLTAMPERE
VFD	VARIABLE FREQUENCY DRIVE
WW	WIREWAY
W	WATT OR WIRE
WP	WEATHERPROOF
XFMR	TRANSFORMER

GENERAL NOTES

1. MAINTAIN FIRE RATING OF ALL FLOORS, CEILINGS AND WALLS PENETRATED BY ELECTRICAL WORK.
2. ELECTRICAL DEVICE OPENINGS IN FIRE RATED WALLS SHALL NOT EXCEED 16 SQUARE INCHES, AND SHALL NOT EXCEED 100 SQUARE INCHES PER 100 SQUARE FEET OF WALL AREA. DEVICE OPENINGS ON OPPOSITE SIDES OF FIRE RATED WALLS SHALL BE HORIZONTALLY SEPARATED BY A MINIMUM OF 24 INCHES.
3. ALL ELECTRICAL EQUIPMENT SHALL BE BRACED OR ANCHORED TO RESIST A HORIZONTAL FORCE ACTING IN ANY DIRECTION PER THE 2013 CALIFORNIA BUILDING CODE.
4. VERIFY CIRCUIT VOLTAGE OF SUPPLY CIRCUIT SHOWN ON PLANS FOR ALL LIGHT FIXTURES. PROVIDE FIXTURES/DRIVERS SUITABLE FOR SUPPLY CIRCUIT VOLTAGE.
5. UNLESS OTHERWISE NOTED, CONDUIT ROUTING, IF SHOWN, IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR SHALL LAYOUT RUNS TO SUIT FIELD CONDITIONS AND THE COORDINATION REQUIREMENTS OF UTILITIES AND OTHER TRADES.
6. INSTALL AND CONNECT A CODE SIZED INSULATED COPPER EQUIPMENT GROUNDING CONDUCTOR IN ALL BRANCH CIRCUIT AND FEEDER CONDUITS. THESE EQUIPMENT GROUND WIRES ARE NOT SHOWN ON THE PLANS; INCREASE CONDUIT SIZE WHERE REQUIRED.
7. INSTALL A POLYETHYLENE PULLING ROPE IN ALL EMPTY CONDUITS.
8. MOUNTING HEIGHTS SHOWN ARE FROM FINISHED FLOOR TO THE CENTERLINE OF THE DEVICE, U.O.N. ALL MOUNTING HEIGHTS SHALL BE AS SHOWN ON THE SYMBOLS LIST UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIFICATIONS.
9. ALL CONDUIT AND RACEWAY PENETRATIONS THROUGH FIRE RATED WALLS AND FLOORS SHALL BE MADE IN ACCORDANCE WITH 2013 CALIFORNIA BUILDING CODE, CHAPTER 7.
10. ALL CIRCUITS SHALL HAVE A DEDICATED NEUTRAL CONDUCTOR. OTHERWISE, FOR MULTI-WIRE BRANCH CIRCUITS USE MULTI-POLE (HANDLE-TIE) CIRCUIT BREAKERS.
11. SUBSCRIPTS ON SWITCH SYMBOLS (So) DENOTE THE FIXTURE CONTROLLED.
12. VERIFY THE EXACT LOCATION OF ALL EQUIPMENT FURNISHED BY OTHERS PRIOR TO DETERMINING CONDUIT TERMINATION POINTS.
13. VERIFY CEILING TYPE FOR ALL FIXTURES. PROVIDE MOUNTING/TRIM HARDWARE SUITABLE FOR CEILING CONTAINING EACH FIXTURE.
14. ALL WIRING DEVICES SHALL BE PERMANENTLY LABELED WITH PANEL AND CIRCUIT NUMBER SUPPLYING THEM.
15. ALL EQUIPMENT TO BE INSTALLED OR PERMANENTLY CONNECTED (HARDWIRED) SHALL BE LISTED, LABELED OR CERTIFIED BY A NATIONALLY RECOGNIZED TESTING LABORATORY (NRTL).
16. ALL RECEPTACLES, SWITCHES, AND JUNCTION BOXES SHALL BE COLOR CODED AND IDENTIFIED PER THE DIVISION 26 SPECIFICATIONS. ALL EMERGENCY SYSTEM DEVICES AND COVERPLATES SHALL BE RED IN COLOR.

EXTERIOR LIGHTING FIXTURES

TYPE	DESCRIPTION	MANUF., MODEL	CATALOG NUMBER	LAMPS	OUTPUT	CONTROLS	WATTAGE	WATTS/FT	VOLTS	APPLICATION
E1	NOT USED									
E2	NOT USED									
E3	ADJUSTABLE LED FLOOD LIGHT. DIE-CAST ALUMINUM HOUSING. CLEAR TEMPERED GLASS LENS. OVAL BEAM SPREAD. 90° TILT, 300° ROTATION.	ERCO "LIGHTSCAN"	34898.023 - 33974.000	3000°K	8100 LUMENS	0-10V DIMMABLE	96		120-277	MAIN TOWER HIGHLIGHT
E4	LED RECESSED STEP LIGHT. ASYMMETRIC FORWARD THROW DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. AT GARAGE RAMPS, CENTERLINE OF FIXTURE TO BE MOUNTE 18" AFF. AT POOL, CENTERLINE OF FIXTURES TO BE MOUNTED 4'-0" ABOVE TOP OF POOL DECK.	BEGA "24 061"	24 061-K3-**FINISH	3000°K	1183 LUMENS	0-10V DIMMABLE	21		120-277	GARAGE RAMP LIGHT, NORTH POOL DECK LIGHT
E5	NOT USED									
E6	PARKING GARAGE UPLIGHT. EXTRUDED ALUMINUM HOUSING AND HEAT SINK. ASYMMETRIC FORWARD THROW DISTRIBUTION. FIXTURES TO BE MOUNTED AT 7'-0" AFF, EXCEPT FOR FIXTURES MOUNTED TO SIDES OF POOL FRAME. FIXTURES MOUNTED TO SIDES OF POOL FRAME TO BE MOUNTED WITH BOTTOM OF FIXTURE ALIGNING WITH UNDERSIDE OF POOL FRAME.	ELLIPTIPAR "STYLE 172"	S172-5036-S-**FINISH-M-V0-0-30-ZX	3000°K	3812 LUMENS	0-10V DIMMABLE	56		120-277	PARKING GARAGE UPLIGHT
E7A	4 IN APERTURE LED DOWNLIGHT. WIDE BEAM ANGLE. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. ANODIZED ALUMINUM REFLECTOR.	BEGA "55 824"	55 824-K3-**FINISH	3000°K	933 LUMENS	0-10V DIMMABLE	11		120-277	DOWNLIGHTS AT MAIN ENTRY
E7B	SIMILAR TO TYPE E7A, BUT WITH ADJUSTABLE OPTICS AND A NARROW BEAM SPREAD. 30° TILT AND 360° ROTATION.	BEGA " 55 842"	55 842-K3-FINISH	3000°K	583 LUMENS	0-10V DIMMABLE	5.7		120-277	DOWNLIGHTS OVER BUBBLER PLANTERS
E8	EXTERIOR WRAP LUMINAIRE. 20 GAUGE CRS WITH STAINLESS STEEL EXTERIOR. FROSTED ACRYLIC LENS.	PARAMOUNT "STARDUSTER"	C2-1-L-4-7-S3-30K-120-277	3000°K	4800 LUMENS	0-10V DIMMABLE	40		120-277	TRASH ENCLOSURE LEVEL 3 TRELLIS, SOUTHEAST STAIR
E9	LED BOLLARD WITH 180° DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. MATTE BLACK OPTICAL CASTINGS.	SELUX INNULA	IBL-4-2Q90-30-**FINISH-277-DM	3000°K	1083 LUMENS	0-10V DIMMABLE	14		277	WALKING PATHS
E10	ADJUSTABLE ACCENT TREE FLOODLIGHT. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. ADJUSTABLE COLOR TEMPERATURE VIA BLUETOOTH CONTROL.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-**FINISH-12-11-B + PPII	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	FEATURE TREE UPLIGHT
E11	NOT USED									
E12	LED DECORATIVE CATENARY FIXTURES. FROSTED GLASS GLOBES. SELF-HEALING JACKETED POWER CABLE. PROVIDE ALL ELEMENTS TO COMPRISE A COMPLETE SYSTEM.	TEGAN "EXTON"	GLOBE: EX5-K-PX-C-GEF-AL CABLE:EX-C-BLK	2700°K	205 LUMENS/ HEAD	0-10V DIMMABLE	5.3		120-277	STRING LIGHTING
E13	LINEAR LED PATH LIGHT - MID OUTPUT. WET LOCATION LISTED LED TAPE. ANGLED EXTRUDED ALUMINUM HOUSING. FIXTURES TO BE MOUNTED CONTINUOUSLY END-TO-END WITH NO VISIBLE GAPS ALONG LENGTH OF FIXTURE RUN. PROVIDE NOTCH OR OVERHANG AT TOP OF PLANTER WHERE FIXTURES ARE INDICATED ON DRAWINGS TO CONCEAL FIXTURE LOCATIONS.	KELVIX "PERFORMANCE 200"	TAPE: PL3K-WR-24V HOUSING: CH006-2-FRR-CP-EC	3000°K	169 LUMENS / FT	0-10V DIMMABLE		1.9	120-277	WALKWAYS ADJACENT TO POOL DECK
E14A	ADJUSTABLE ACCENT FLOODLIGHT MOUNTED TO CANOPY TRELLIS STRUCTURE. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. WIDE FLOOD OPTIC. ADJUSTABLE COLOR TEMPERATURE CONTROLLED VIA BLUETOOTH.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-**FINISH-12-11-A + REMOTE DRIVER	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	POOL DECK LOUNGE CANOPY, LEVEL 3 DECK
E14B	ADJUSTABLE ACCENT FLOODLIGHT MOUNTED BUILDING WALLS. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. LINEAR SPREAD OPTIC. ADJUSTABLE COLOR TEMPERATURE CONTROLLED VIA BLUETOOTH.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-**FINISH-13-A + REMOTE DRIVER	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	POOL DECK RAMP
E15	LED DECORATIVE DOWNLIGHT FIXTURES. FROSTED AND CLEAR GLASS "GEMS". FIXTURES TO BE EITHER SURFACE MONOPOINT OR CATENARY MOUNTED.	TEGAN "EXTON"	GLOBE: EX5-K-PX-C-FCG-AL	3000°K	148 LUMENS	0-10V DIMMABLE	5.3		120-277	POOL DECK CANOPY
E16	NOT USED									
E17	LED LINEAR ASYMMETRIC HANDRAIL LIGHT. LED MODULE INTEGRATED INTO GRIP OF HANDRAIL. FROSTED LENS. NON-ILLUMINATED HANDRAIL HARDWARE TO BE COORDINATED WITH ARCHITECT.	COLE LIGHTING "LUXRAIL LR5"	LR5P-LED-AL/*-INT-FL-ASYM-DIM	3000°K	205 LUMENS / FT	0-10V DIMMABLE		2.5	120-277	POOL DECK LIGHT
E18	NOT USED									
E19	DECORATIVE WALL SCONCE. STAINLESS STEEL HOUSING. CLEAR GLASS LENS. PROVIDE WITH LED RETROFIT LAMPS. MANUFACTURER TO PROVIDE WATTAGE RESTRICTION LABEL TO MATCH SELECTED LED RETROFIT LAMP.	FEISS "COTSWALD LANE"	OL13701ANBZ-L1	2700°K	TBD	TELV DIMMABLE	120		120	EXTERIOR DECORATIVE SCONCES
E20	LED BOLLARD WITH 180° DISTRIBUTION. EXTRUDED AND DIE-CAST ALUMINUM HOUSING.	GARDCO "BRM SERIES"	BRM834-42-CWL-WW-180-UNV-**FINISH	3000°K	280 LUMENS	TIMECLOCK ON/OFF	22		120-277	EXTERIOR PATHWAYS, REAR ENTRY DRIVE
E21	LED RECESSED STEP LIGHT. ASYMMETRIC FORWARD THROW DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. BOTTOM OF FIXTURE TO BE MOUNTED 1'-6" ABOVE GRADE OR FINISHED FLOOR.	BEGA "33 053"	33 053-K3-**FINISH	3000°K	231 LUMENS	TIMECLOCK ON/OFF	6		120-277	WALKWAYS, EXTERIOR STAIRS
E22A	LED POLE ARM MOUNTED LANTERN STYLE AREA LIGHT. CAST ALUMINUM ALLOY HOUSING. LENSED BOTTOM. MOLDED SILICON REFRACTOR OPTICS. IES TYPE 4 DISTRIBUTION WITH HOUSE SIDE SHIELD TO MITIGATE BACKLIGHT. PROVIDE FIXTURE WITH 10' POLE PROVIDE 2' TALL CONCRETE BASE ON WHICH POLE AND FIXTURE WILL BE MOUNTED FOR AN OVERALL POLE AND BASE HEIGHT OF 12'-0".	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T4-MDL10 -CSA-SV1D-HSS-**ARM STYLE-**10 FOOT POLE-**FINISH-**OPTIONS AS REQUIRED	3000°K	5976 LUMENS	TIMECLOCK ON/OFF	59		120-277	MOTOR COURT SOUTHWEST
E22B	SIMILAR TO TYPE E22A, BUT WITH TYPE 2 DISTRIBUTION.	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T2-MDL10 -CSA-SV1D-HSS-**ARM STYLE-**10 FOOT POLE-**FINISH-**OPTIONS AS REQUIRED	3000°K	5987 LUMENS	TIMECLOCK ON/OFF	59		120-277	MOTOR COURT GARAGE ENTRIES
E22C	SIMILAR TO TYPE E22A, BUT WITHOUT A HOUSE-SIDE SHIELD, AND WITH A 12' POLE NOT MOUNTED TO A 2' CONCRETE BASE.	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T2-MDL10 -CSA-SV1D-**ARM STYLE-**12 FOOT POLE-**FINISH-**OPTIONS AS REQUIRED	3000°K	6740 LUMENS	TIMECLOCK ON/OFF	59		120-277	MOTOR COURT BUILDING SIDE
E23	LED LINEAR ASYMMETRIC FORWARD THROW PATH DOWNLIGHT. PARABOLIC "VORTEX" REFLECTORS. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. ANODIZED ALUMINUM REFLECTOR. FIXTURES TO BE MOUNTED WITH ASYMMETRIC DISTRIBUTION FACING AWAY FROM BUILDING, TO LIGHT PATH ADJACENT TO BUILDING WITHOUT LIGHTING VERTICAL SURFACE OF BUILDING.	BEGA "24 306"	24 306-K3-**FINISH	3000°K	1944 LUMENS	TIMECLOCK ON/OFF	19		120-277	EAST PATH

TYPE E1

NOT USED

TYPE E2

NOT USED

TYPE E3

ERCO Lightscan Floodlight

TYPE E4

LED recessed wall luminaires - asymmetrical forward throw

TYPE E5

NOT USED

TYPE E6

TYPE E7A

LED recessed ceiling downlight - wide beam

TYPE E7B

LED compact downlights - adjustable light distribution

TYPE E8

Stardust C2 Series LED

TYPE E9

selux

Inula Bollard LED

TYPE E10

DENALI SERIES™ FLOODLIGHT

Tunable White + Saturation & Hue

PROJECT:

TYPE:

CATALOG NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: DE - LED - C20 - FL - BZP - 9 - 11 - A

Configure Driver Housing Separately

Driver Housing Required

INTEGRAL DRIVER HOUSING:
- PH1 – Universal Power Module 1
- PH2 – Universal Power Module 2 Dual
- PH3 – Power Cord
- PH4 – Power Plug 5
- THR – Pole Mount w/ Tenon Mount

REMOTE DRIVER HOUSING:
- DP24RC – HF2 Remote Housing
- PH2RM – Universal Power Module 2 Remote
- PH2DRM – Universal Power Module 2 Dual Remote
- RM – Remote Wall Mount
- DRM – Dual Remote Wall Mount

Series: DE – Denali Series™ Floodlight

Source: LED – "C" Module with Color Tuning Technology

LED Type: C20 – 2098LED/1650-4000K – Saturation and Hue (Bluetooth Installation); C21 – 2098LED/1650-4000K – Saturation and Hue (6-10 Wired Installation)

Optics: SP – Spot (20°); FL – Flood (40°); WFL – Wide Flood (60°)

Finish

Standard Finish				Premium Finish			
Powder Coat Color	Suffix	Metallic		ABP Antique Brass Powder	CRN Cascade Mountain Granite	RMG Rocky Mountain Granite	
Bronze	BZP	BZM		ANG Alaskan Mountain Granite	CR Crochet Ice	SDS Sonoran Desert Sandstone	
Black	BLP	BLM		AGW Antique White	CRM Cream	SMG Sierra Mountain Granite	
White (Gloss)	WHP	WHM		BCM Black Chrome	HUG Hunter Green	TAP Textured Pewter	
Aluminum	SAP	—		NKI Ninja	NDS Nojoqui Desert Sandstone	WCP Weathered Copper	
Verde	—	VDS		BPP Brown Patina Powder	NBP Natural Brass Powder	WB Weathered Iron	
				CAP Clear Anodized Powder	OCP Old Copper	Also available in Sky Harbor fire-extinguisher RAL® red	

Lens Type: 9 – Clear (Standard); 10 – Spread Lens*; 12 – Soft Focus Lens*; 13 – Reclosed Lens*

Shielding: 11 – Honeycomb Baffle*; *Recommendations up to 6 Lens/Shielding maximum

Cap Style: A – 45°; B – 90°; C – Flush; D – 45° Slot Wasp Hole (Aiming Up Only); E – 90° Slot Wasp Hole (Aiming Up Only)

LM79 DATA

SKU No.	Lumens (Source)	CCT (Typ.)	CRI (Min. @3000K)	CRI (R9@3000K)	Input Watts (Varies through Variable range)
C20	1200	1650-4000K	90	80K	20W
C21	1200	1650-4000K	90	80K	20W

L70 DATA

Minimum Rated Life (hrs.) 70% of Initial Lumens (Lup)	
50,000	
50,000	

OPTICAL DATA

Beam Type	Angle	CBCP/CU @4000K CBCP
Spot	20°	3907
Flood	40°	1186
Wide Flood	60°	661

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RELEASED 06-24-16

DRAWING NUMBER SLTB-2409-00

TYPE E11

NOT USED

TYPE E12

NEW Featuring Tegan's Exclusive "Powerspan Cable"

Exton Powerspan Cable System

Kore-EXS IP65 Powerspan Cable Pendant with "G" Envelope

Category: Exton Pendant Mount with G Envelope features Tegan's exclusive Powerspan Cable. Can be installed with tensioned or swagged mounting. Designed for use with a remote Power Supply Enclosure with Driver. Optional 0-10V Dimming.

Material: Power Cable: Embedded stainless steel wire in the center of the Custom Cable with 10 gauge conductors inside a IP-65 Self-Sealing Jacket.
Mounting Powdercoated or anodized steel and aluminum.
Kore-EXS LED Module: UV stable exterior anodized aluminum, UV stable polycarbonate glass lenses, O-rings.
Gem: 100% machined, clear/frosted acrylic.
Envelope: Hand blown, boiled glass. Note: Tegan's Glass Envelopes are hand blown with tooling. While the tooling provides consistency in scale, the Envelopes will have minor variations from Envelope-to-Envelope and batch-to-batch in scale and appearance. There also can be minor bubbles (clear/frosted versions) and tool marks on the surface. These are all common attributes of blown glass.

Finish: Powerspan Cable: Black (BLK). Custom finishes not available.
Kore-EXS LED Module: Exterior rated, brushed, two-step electrolytic color anodizing. Anodized Black (BLK) or Anodized Aluminum (AL).
Gem: Clear/frosted acrylic.
Envelope: Frosted Globe, Clear Globe w/half copper or silver mirror finish.
Pendant Power Cord: Clear with aluminum Kore-EXS Module and black with black Kore-EXS Module. SJ Cord is factory cut in 1" (305m) increments as specified from 9" (48m) min. up to 14' (4.3m) max. Mounting: Powdercoat Black.

Power Supply Enclosure: Refer to Exton Power Supply IP20 Specsheet, IP44 Specsheet or IP66 Specsheet for details.

Powerspan Cable: Exton Powerspan, Self-Sealing Cable is IP-65 for interior/exterior use. Supplied in 1' (30.5cm) increments, with End Cap, as a stand alone to be tensioned or swagged. Field cuttable. Refer to Installation Instructions for max Powerspan runs.

Mounting: Surface Mount 3" Wrap Bracket, Black (BLK) IDA-3WB-D-BLK; Surface Mount 3" Wrap Bracket, Black (EXI-3WB-D-BLK), Vertical Surface Mount Bracket, Black finish (EXI-VSB-BLK), Horizontal Surface Mount Bracket, Black finish (EXI-HSB-BLK), Standoff Bracket, Black finish (SCBM-BLK) Surface Mount "Sniper" Bracket, Black finish (EXI-SNP-BLK), Tensioning Surface End Bracket, Black finish (EXI-TSB), Tree Strap & Buckle, Black finish (EXI-TSB-BLK). Exton End Cap – Black finish (EXI-EC-BLK).

Pole Mounting: Tegan has partnered with AV Poles & Lighting Arms can be ordered from Tegan Lighting. AV is well-versed on the Exton System and has installed many similar tensioned projects.
As required, engineering services will be provided in the quote to insure proper structural installation per code requirements. Refer to Exton Application Guide for information and more details. Poles can be provided by others; engineering is required by others to ensure structural integrity.
Note: Tegan is not responsible for Poles/Engineering provided by others.

Cable Sizes: Maximum Cable runs is 150' (33.5m). Note that the cable must be a continuous run without interruption. ES09W max. per circuit. When specifying cable length, add 95% to the run length for installation.

Power feed: Exton IP-65 Power Feed for Remote Power Supply - Black finish (EXPF-BLK). Field paintable; contact factory for custom colors. Mounts to IP65 J-Box (for External Install), by others. Note: Power Feed cannot be used for structural Powerspan Cable support. Refer to Installation Instructions for details.

LED: High Wattage Array Cree LED, 0-Step Macadam. 5W @ 500 Lumen Output with E700K 80-85 CRI, 3-Step SDCM. All white tones & systems. For exact lumen output and wattage consumption data, please consult LM79 reports. Online power consumption does not include driver losses. Contact factory for E400K, 3500K, 4000K or 90 CRI.

Optics: A 15° reflector is supplied in all G Envelope options to maximize decorative element illumination.

Electrical: 24VDC Total input watts: 6.5W. ES09W max. per circuit.

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TYPE E13

PERFORMANCE 200 (OUTDOOR)

PL-SERIES | RUBBER COATED | LINEAR LED LIGHTING

Fixture Type:

Project:

Location:

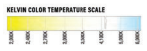
MODEL:	PL27K-WB-24V	PL36-WB-24V	PL36K-WB-24V	PL45K-WB-24V	PL60-WB-24V
Kelvin	2700K	3000K	3500K	4100K	5000K
Lumens	140 lm/ft	160 lm/ft	176 lm/ft	184 lm/ft	199 lm/ft
Rating	IP67	IP67	IP67	IP67	IP67

PRODUCT FEATURES
- 90+ CRI
- Dimmable
- 50,000 hour life
- 5-year warranty
- UL-listed for indoor and outdoor use
- 3M™ industrial adhesive backing
- For use with 24V power supplies

SPECIFICATIONS

Series	PL - Performance 200 (Outdoor)
Input Voltage	24V DC / Constant Voltage
Watts per Foot	1.9W/ft @ Maximum Run Length
Beam Spread	120°
Max Run Length	Unlimited, power every 30ft
Cut Intervals	2-5/8" (66.7mm)
End Cap Dimensions	1/2" (12.2mm) x 3/8" (9mm)
Tape Dimensions	7/16" (11.2mm) x 1/4"(6mm)
CRI	90+
Diode	Epistar 2835
Dimming Options	PWM, Triac, 0-10V, DMX, Hi-lume
Temp Range	-40°F (-40°C) to 140°F (60°C)

KELVIN COLOR TEMPERATURE SCALE



TOTAL WATTAGE USED AT EACH LENGTH

1ft	2ft	3ft	4ft	5ft	6ft	7ft	8ft	9ft	10ft	11ft	12ft	13ft	14ft	15ft
2.1	5.2	8.2	9.6	12.4	14.4	17.2	18.7	21.0	23	25.8	26.9	29.7	31.5	33.6
168	176	189	198	206	216	226	236	246	256	266	276	286	296	306
35.1	37.1	39	40.7	41.9	43.9	46.6	47.7	49.9	50.7	52.4	54.2	55.6	57.5	57.8

Conforms to ANSI/UL Standard 2108
Certified to CAN/CSA Standard C22.2 No. 250.0

RoHS COMPLIANT | cULus LISTED | CLASS 2 | 24V DC | DIMMING | LIGHTING

Questions/Support | 800-789-3810 | quotes@kelvix.com

041818SM

TYPE E14A

DENALI SERIES™ FLOODLIGHT

Tunable White + Saturation & Hue

PROJECT:

TYPE:

CATALOG NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: DE - LED - C20 - FL - BZP - 9 - 11 - A

Configure Driver Housing Separately

Driver Housing Required

INTEGRAL DRIVER HOUSING:
- PH1 – Universal Power Module 1
- PH2 – Universal Power Module 2 Dual
- PH3 – Power Cord
- PH4 – Power Plug 5
- THR – Pole Mount w/ Tenon Mount

REMOTE DRIVER HOUSING:
- DP24RC – HF2 Remote Housing
- PH2RM – Universal Power Module 2 Remote
- PH2DRM – Universal Power Module 2 Dual Remote
- RM – Remote Wall Mount
- DRM – Dual Remote Wall Mount

Series: DE – Denali Series™ Floodlight

Source: LED – "C" Module with Color Tuning Technology

LED Type: C20 – 2098LED/1650-4000K – Saturation and Hue (Bluetooth Installation); C21 – 2098LED/1650-4000K – Saturation and Hue (6-10 Wired Installation)

Optics: SP – Spot (20°); FL – Flood (40°); WFL – Wide Flood (60°)

Finish

Standard Finish				Premium Finish			
Powder Coat Color	Suffix	Metallic		ABP Antique Brass Powder	CRN Cascade Mountain Granite	RMG Rocky Mountain Granite	
Bronze	BZP	BZM		ANG Alaskan Mountain Granite	CR Crochet Ice	SDS Sonoran Desert Sandstone	
Black	BLP	BLM		AGW Antique White	CRM Cream	SMG Sierra Mountain Granite	
White (Gloss)	WHP	WHM		BCM Black Chrome	HUG Hunter Green	TAP Textured Pewter	
Aluminum	SAP	—		NKI Ninja	NDS Nojoqui Desert Sandstone	WCP Weathered Copper	
Verde	—	VDS		BPP Brown Patina Powder	NBP Natural Brass Powder	WB Weathered Iron	
				CAP Clear Anodized Powder	OCP Old Copper	Also available in Sky Harbor fire-extinguisher RAL® red	

Lens Type: 9 – Clear (Standard); 10 – Spread Lens*; 12 – Soft Focus Lens*; 13 – Reclosed Lens*

Shielding: 11 – Honeycomb Baffle*; *Recommendations up to 6 Lens/Shielding maximum

Cap Style: A – 45°; B – 90°; C – Flush; D – 45° Slot Wasp Hole (Aiming Up Only); E – 90° Slot Wasp Hole (Aiming Up Only)

LM79 DATA

SKU No.	Lumens (Source)	CCT (Typ.)	CRI (Min. @3000K)	CRI (R9@3000K)	Input Watts (Varies through Variable range)
C20	1200	1650-4000K	90	80K	20W
C21	1200	1650-4000K	90	80K	20W

L70 DATA

Minimum Rated Life (hrs.) 70% of Initial Lumens (Lup)	
50,000	
50,000	

OPTICAL DATA

Beam Type	Angle	CBCP/CU @4000K CBCP
Spot	20°	3907
Flood	40°	1186
Wide Flood	60°	661

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RELEASED 06-24-16

DRAWING NUMBER SLTB-2409-00

TYPE E14B

DENALI SERIES™ FLOODLIGHT

Tunable White + Saturation & Hue

PROJECT:

TYPE:

CATALOG NUMBER:

SOURCE:

NOTES:

CATALOG NUMBER LOGIC

Example: DE - LED - C20 - FL - BZP - 9 - 11 - A

Configure Driver Housing Separately

Driver Housing Required

INTEGRAL DRIVER HOUSING:
- PH1 – Universal Power Module 1
- PH2 – Universal Power Module 2 Dual
- PH3 – Power Cord
- PH4 – Power Plug 5
- THR – Pole Mount w/ Tenon Mount

REMOTE DRIVER HOUSING:
- DP24RC – HF2 Remote Housing
- PH2RM – Universal Power Module 2 Remote
- PH2DRM – Universal Power Module 2 Dual Remote
- RM – Remote Wall Mount
- DRM – Dual Remote Wall Mount

Series: DE – Denali Series™ Floodlight

Source: LED – "C" Module with Color Tuning Technology

LED Type: C20 – 2098LED/1650-4000K – Saturation and Hue (Bluetooth Installation); C21 – 2098LED/1650-4000K – Saturation and Hue (6-10 Wired Installation)

Optics: SP – Spot (20°); FL – Flood (40°); WFL – Wide Flood (60°)

Finish

Standard Finish				Premium Finish			
Powder Coat Color	Suffix	Metallic		ABP Antique Brass Powder	CRN Cascade Mountain Granite	RMG Rocky Mountain Granite	
Bronze	BZP	BZM		ANG Alaskan Mountain Granite	CR Crochet Ice	SDS Sonoran Desert Sandstone	
Black	BLP	BLM		AGW Antique White	CRM Cream	SMG Sierra Mountain Granite	
White (Gloss)	WHP	WHM		BCM Black Chrome	HUG Hunter Green	TAP Textured Pewter	
Aluminum	SAP	—		NKI Ninja	NDS Nojoqui Desert Sandstone	WCP Weathered Copper	
Verde	—	VDS		BPP Brown Patina Powder	NBP Natural Brass Powder	WB Weathered Iron	
				CAP Clear Anodized Powder	OCP Old Copper	Also available in Sky Harbor fire-extinguisher RAL® red	

Lens Type: 9 – Clear (Standard); 10 – Spread Lens*; 12 – Soft Focus Lens*; 13 – Reclosed Lens*

Shielding: 11 – Honeycomb Baffle*; *Recommendations up to 6 Lens/Shielding maximum

Cap Style: A – 45°; B – 90°; C – Flush; D – 45° Slot Wasp Hole (Aiming Up Only); E – 90° Slot Wasp Hole (Aiming Up Only)

LM79 DATA

SKU No.	Lumens (Source)	CCT (Typ.)	CRI (Min. @3000K)	CRI (R9@3000K)	Input Watts (Varies through Variable range)
C20	1200	1650-4000K	90	80K	20W
C21	1200	1650-4000K	90	80K	20W

L70 DATA

Minimum Rated Life (hrs.) 70% of Initial Lumens (Lup)	
50,000	
50,000	

OPTICAL DATA

Beam Type	Angle	CBCP/CU @4000K CBCP
Spot	20°	3907
Flood	40°	1186
Wide Flood	60°	661

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RELEASED 06-24-16

DRAWING NUMBER SLTB-2409-00

TYPE E15

NEW Featuring Tegan's Exclusive "Powerspan Cable"

Exton Powerspan Cable System

Kore-EXS IP65 Cable Mount Pendant with Gem

Category: Exton features Tegan's exclusive Powerspan Cable. Tensioned or swagged mounting with various Gems, Glass Envelopes and Shades. Designed for use with a remote Power Supply Enclosure with Driver. Optional 0-10V Dimming.

Material: Power Cable: Embedded stainless steel wire in the center of the Custom Cable with 10 gauge conductors inside a IP-65 Self-Sealing Jacket.
Mounting Powdercoated or anodized steel and aluminum.
Kore-EXS LED Module: UV stable exterior anodized aluminum, UV stable polycarbonate glass lenses, O-rings.
Gem: 100% machined, clear/frosted acrylic.

Finish: Powerspan Cable: Black (BLK) only. Custom finishes not available.
Kore-EXS LED Module: Exterior rated, brushed, two-step electrolytic color anodizing. Anodized Black (BLK) or Anodized Aluminum (AL).
Gem: Clear/frosted acrylic or Amber/frosted glass.
Pendant Power Cord: Clear with aluminum Kore-EXS Module and black with black Kore-EXS Module. SJ Cord is factory cut in 1" (305m) increments as specified from 9" (48m) min. up to 14' (4.3m) max. Mounting: Powdercoat Black.

Power Supply Enclosure: Refer to Exton Power Supply IP20 Specsheet, IP44 Specsheet or IP66 Specsheet for details.

Powerspan Cable: Exton Powerspan, Self-Sealing Cable is IP-65 for interior/exterior use. Supplied in 1' (30.5cm) increments, with End Cap, as a stand alone to be tensioned or swagged. Field cuttable.

Mounting: Surface Mount 3" Wrap Bracket, Black (EXI-3WB-D-BLK); Surface Mount 3" Wrap Bracket, Black (EXI-3WB-D-BLK), Vertical Surface Mount Bracket, Black finish (EXI-VSB-BLK), Horizontal Surface Mount Bracket, Black finish (EXI-HSB-BLK), Standoff Bracket, Black finish (SCBM-BLK) Surface Mount "Sniper" Bracket, Black finish (EXI-SNP-BLK), Tensioning Surface End Bracket, Black finish (EXI-TSB), Tree Strap & Buckle, Black finish (EXI-TSB-BLK). Exton End Cap – Black finish (EXI-EC-BLK).

Pole Mounting: Tegan has partnered with AV Poles & Lighting Arms can be ordered from Tegan Lighting. AV is well-versed on the Exton System and has installed many similar tensioned projects.
As required, engineering services will be provided in the quote to insure proper structural installation per code requirements. Refer to Exton Application Guide for information and more details. Poles can be provided by others; engineering is required by others to ensure structural integrity.
Note: Tegan will not be responsible for Poles/Engineering provided by others.

Cable Sizes: Maximum Cable runs is 150' (33.5m). Note that the cable must be a continuous run without interruption. ES09W max. per circuit. When specifying cable length, add 95% to the run length for installation.

Kore-EXS LED Module: Kore-EXS LED Pendant - Anodized Aluminum or Anodized Black finish.

Power feed: Exton IP-65 Power Feed for Remote Power Supply - Black finish (EXPF-BLK). Field paintable; contact factory for custom colors. J-Box by others.

LED: High Wattage Array Cree LED, 0-Step Macadam. 5W @ 500 (estimated, in testing) with E700K 80-85 CRI, 3-Step SDCM. All white tones & systems. For exact lumen output and wattage consumption data, please consult LM79 reports. Online power consumption does not include driver losses. Contact factory for E400K, 3500K, 4000K or 90 CRI.

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TYPE E16

NOT USED

COLE LIGHTING SUBMITTAL

JOB NAME

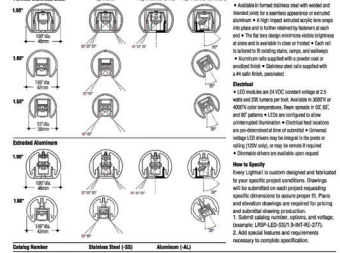
TYPE

TYPE E17

CATALOG NUMBER

Lightrail - LR5

Formed Stainless Steel



Construction
- Available in formed stainless steel with welded and beveled joints for a seamless appearance or extruded aluminum • A high impact extruded acrylic lens snaps into place and is further retained by fasteners at each end • The flat lens design minimizes visible brightness at sides and is available in clear or frosted • Each rail is tailored to fit existing stairs, ramps, and walkways • Aluminum rails supplied with a powder coat or anodized finish • Stainless steel rails supplied with a #4 satin finish, passivated

Electrical
- LED modules are 24 VDC constant voltage at 2.5 watts and 256 lumens per foot. Available in 3000°K or 4000°K color temperatures. Beam spreads in 92° 60°, and 90° patterns • LEDs are configured to allow uniform pulled illumination • Electrical feed locations are pre-determined at time of submittal • Universal voltage LED drivers may be integral in the posts or railing (120V only), or may be remote if required
- Dimmable drivers are available upon request

How to Specify
Every Lightrail is custom designed and fabricated to your specific project conditions. Drawings will be submitted on each project requesting specific dimensions to assure proper fit. Plans and elevation drawings are required for pricing and submittal drawing production.
1. Submit catalog number, options, and voltage; (example: LR5P-LED-SS21-S-847-RE-277).
2. Add special features and requirements necessary to complete specification.

Catalog Number	Stainless Steel (-SS)	Aluminum (-AL)
Post mounted, Integral driver	☐ LR5P-LED-SS/*-INT	☐ LR5P-LED-AL/*-INT
Post mounted, remote driver	☐ LR5P-LED-SS/*-REM	☐ LR5P-LED-AL/*-REM
Wall mounted, Integral driver**	☐ LR5W-LED-SS/LS-INT	☐ LR5W-LED-AL/LS-INT
Wall mounted, remote driver	☐ LR5W-LED-SS/*-REM	☐ LR5W-LED-AL/*-REM

* Insert choice of rail diameter after slash, 1.0", 1.50" or 2.0"
** Limited driver capacity: allows for only 1.0" rail choice.

Options
Ends: Add suffix. Radius ☐ -RE. Loop ☐ -LE. Miter ☐ -ME. Stub ☐ -EE.
Baseplate: 3" x 5" x 3/8" (aluminum) 5" x 5" x 3/16" (Stainless Steel) baseplate with four 5/8" holes. Add suffix ☐ -BP.
Escutcheon: Add suffix ☐ -ES.
Frosted lens: (clear diffuser std.). Add suffix ☐ -FL.
Curved rail: Consult with factory. Add suffix ☐ -CRV.
Emergency battery: Provides up to 90 min operation for both LED and fluorescent models (remote only). Add suffix ☐ -EM.

Asymmetric distribution: One side blocked (not available on Prolume models). Add suffix ☐ -ASYM. 70° tilt. Add suffix ☐ -ASYM70°
4000°K Color temperature: (3000°K std.). Add suffix ☐ -4K.
Beam spread: (90° std.). 60°. Add suffix ☐ -60. 90°. Add suffix ☐ -90. (1.0" rails only)
Dimming: Universal voltage 0-10V driver. Add suffix ☐ -DIM.
Color: FWC Turtle compliant. 590 nm. Amber. Add suffix ☐ -AMB.

End Treatments

TPT

Wire Out | Loop Out | Stub Out | Radius Out

COLE Lighting www.colelighting.com

C.W. Cole & Company, Inc.
3500 N. Rosemead Blvd.
South El Monte, CA
91733-1593

T: (626) 443-2473
F: (626) 443-0253

016

TYPE E18

NOT USED

TYPE E19

FEISS

TYPE E20

PHILIPS GARDCO

Bollards

Dome/bevel top louver

TYPE E21

S640LED SEVILLE SERIES

TYPE E22A, E22B, E22C

BUILD A PART NUMBER

Specifications

SternbergLighting

TYPE E23

LIGHTING EQUIPMENT CUTSHEETS - PAGE 3 OF 3

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

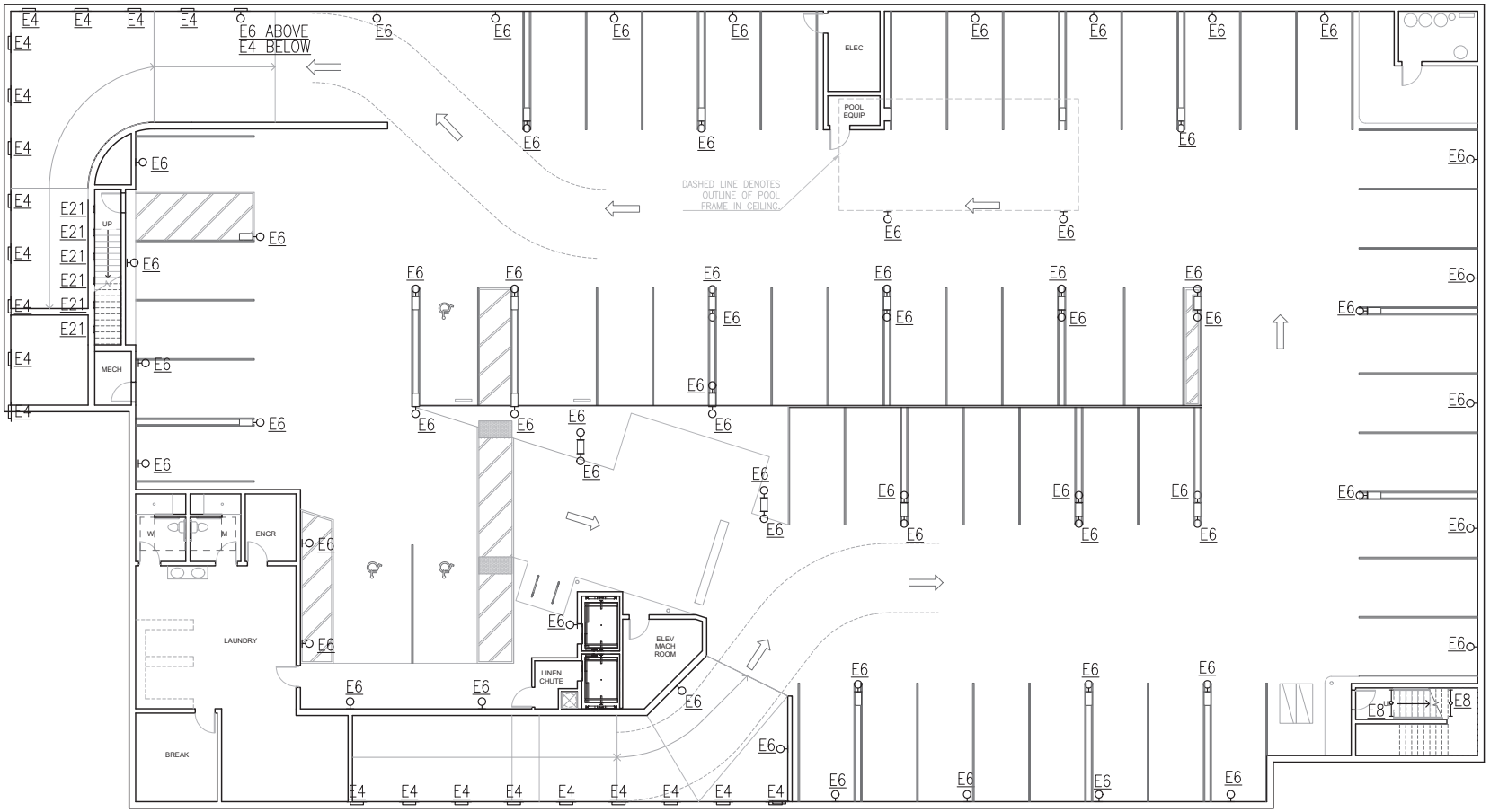
E0.05

PLANNING SUBMITTAL 01/29/2019

PROJECT NO. 15111

RYS ARCHITECTS

SILVERMAN & LIGHT



GARAGE LIGHTING PLAN - BASEMENT LEVEL

SCALE: 1/8"= 1'-0"

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

E1.00

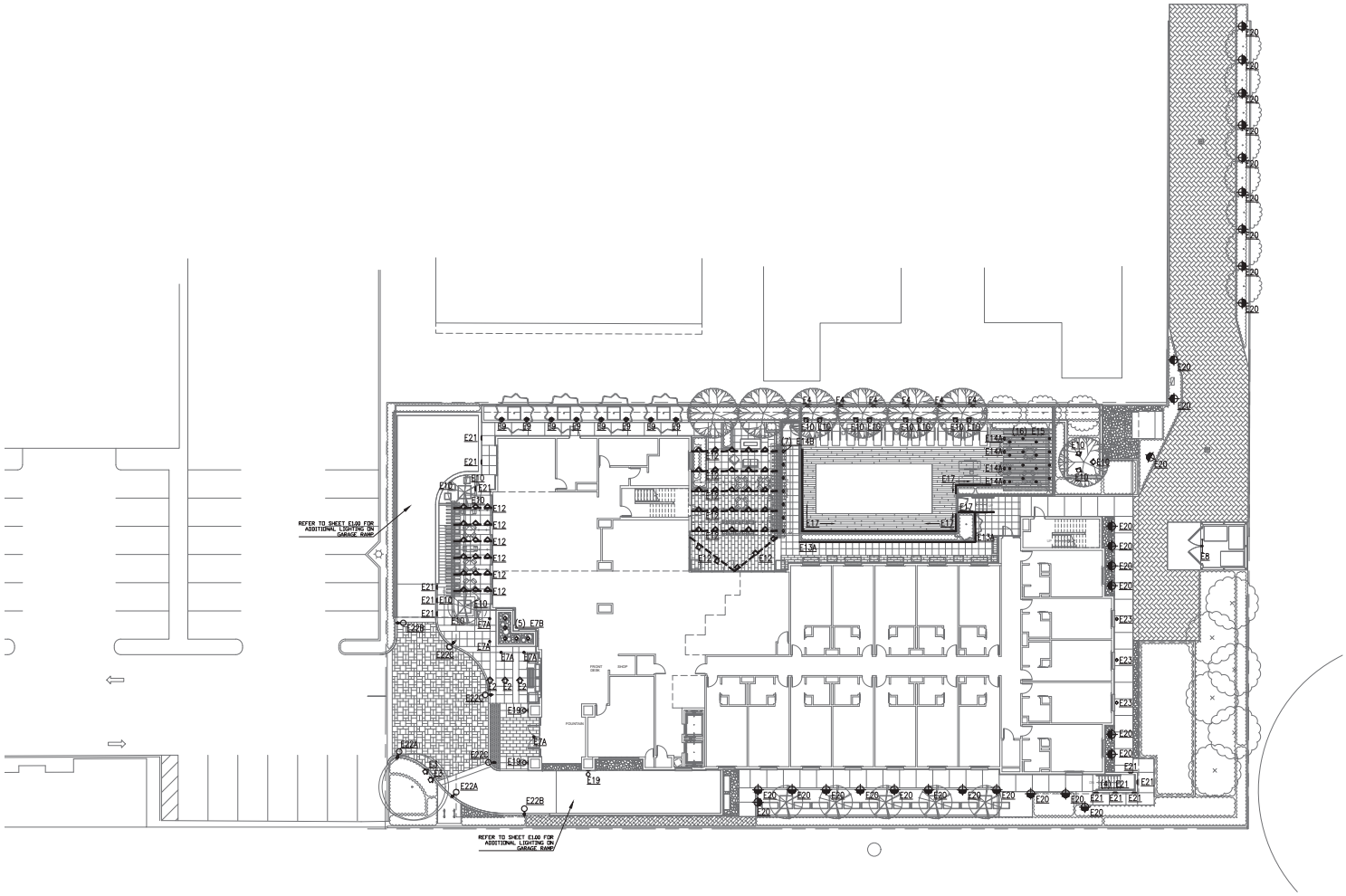
PLANNING SUBMITTAL 01/29/2019

PROJECT NO: 15111

RYS ARCHITECTS

SILVERMAN & LIGHT

H44



EXTERIOR AND SITE LIGHTING PLAN - LEVEL 1

SCALE: 1/16"= 1'-0"

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

E1.01

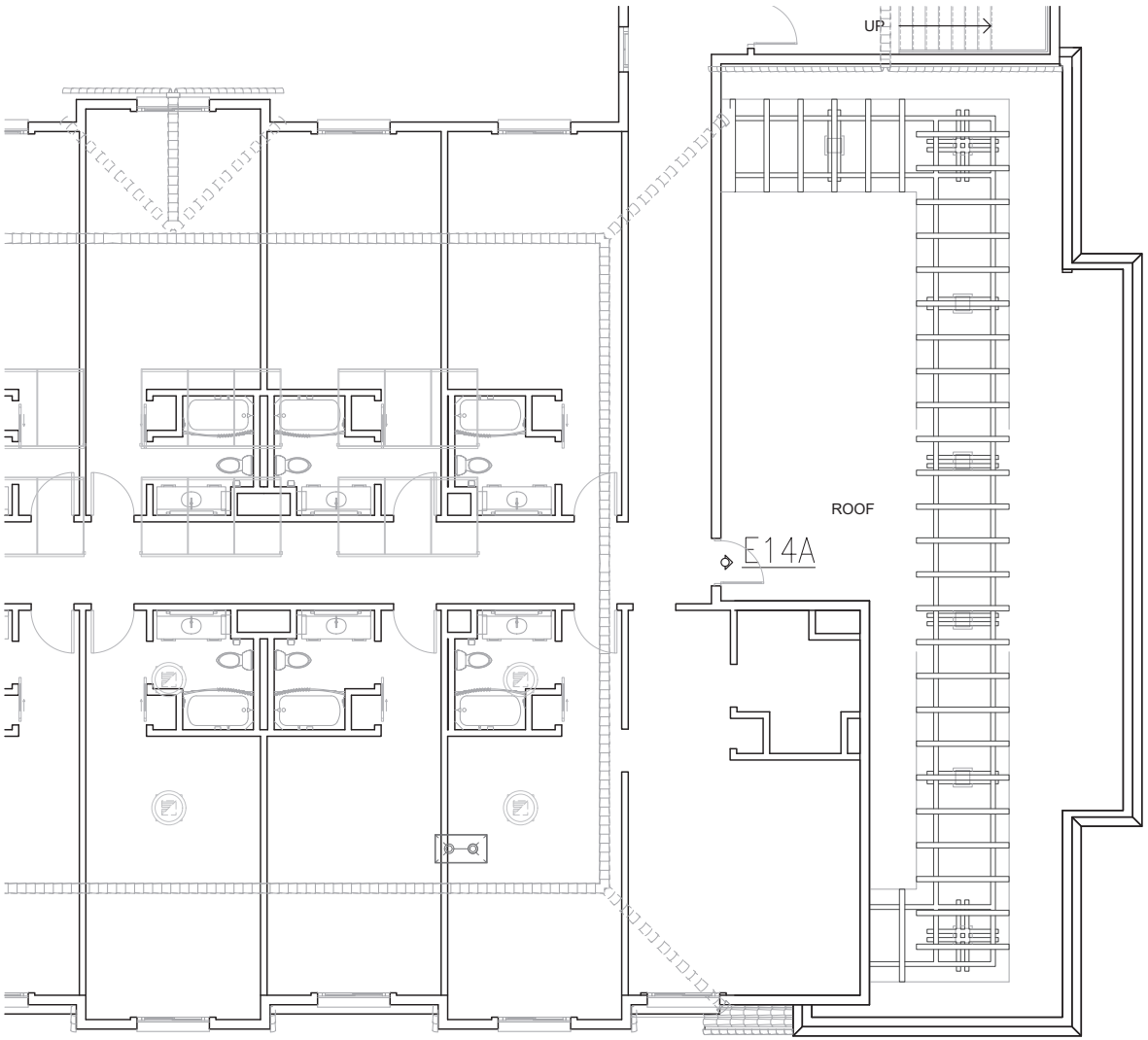
PLANNING SUBMITTAL 01/29/2019

PROJECT NO: 15111

RYS ARCHITECTS

SILVERMAN & LIGHT

H45



EXTERIOR AND SITE LIGHTING PLAN - LEVEL 3

SCALE: 1/4"= 1'-0"

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

E1.02

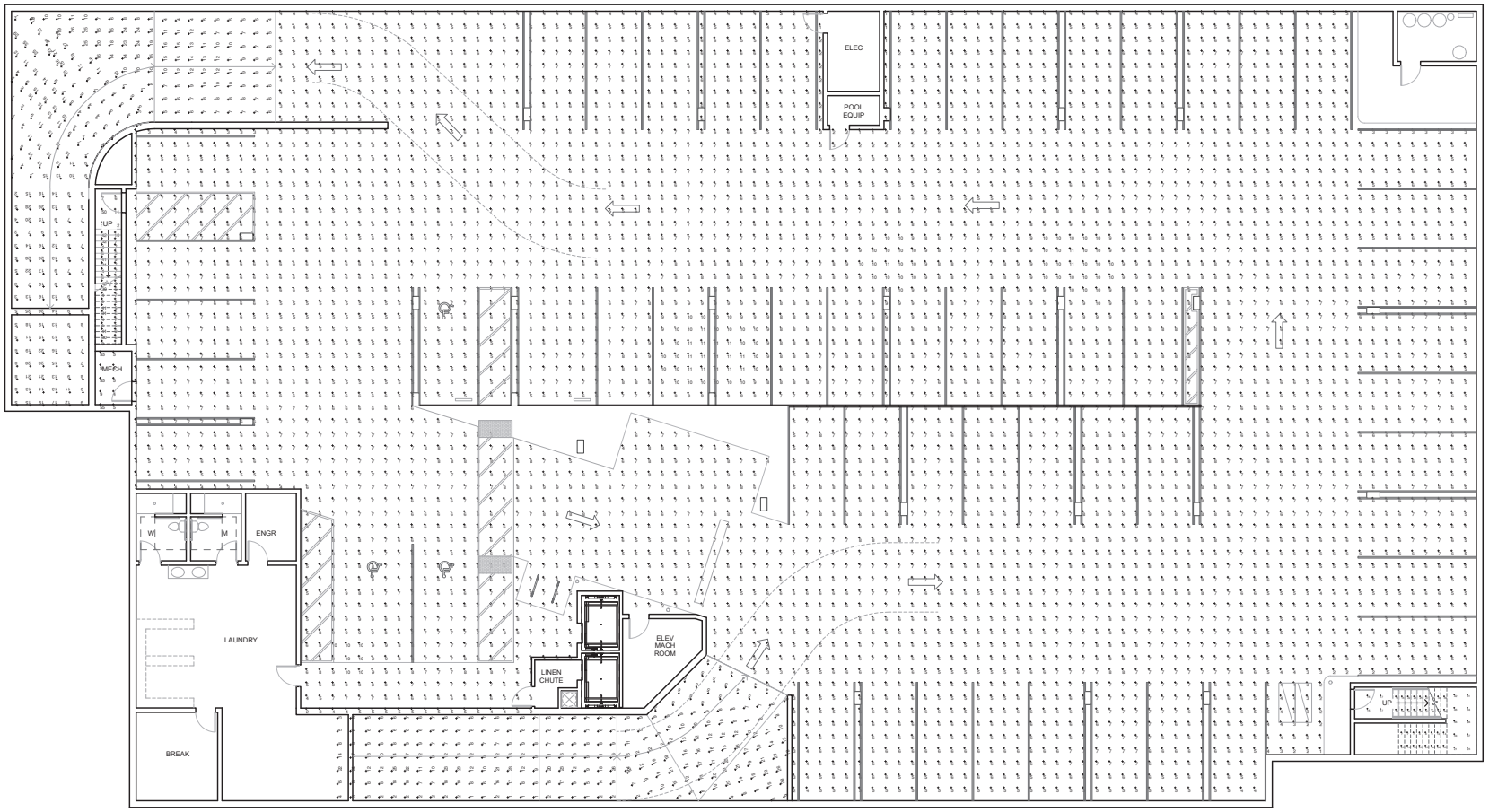
PLANNING SUBMITTAL 01/29/2019

PROJECT NO: 15111

RYS ARCHITECTS

SILVERMAN & LIGHT

H46



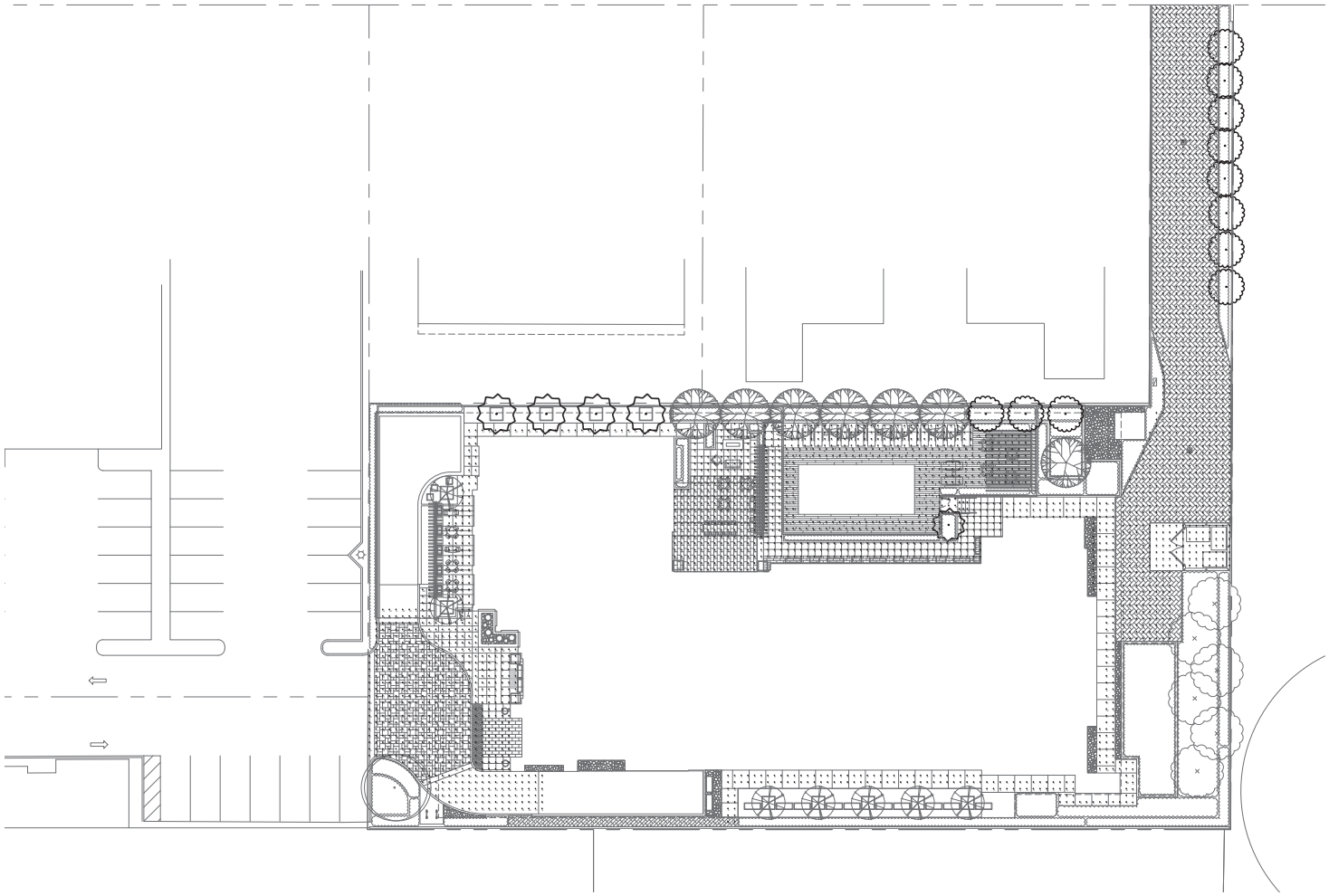
GARAGE PHOTOMETRIC PLAN - BASEMENT LEVEL

E1.10

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

PLANNING SUBMITTAL 01/29/2019
PROJECT NO: 15111

H47



EXTERIOR AND SITE PHOTOMETRIC PLAN - LEVEL 1

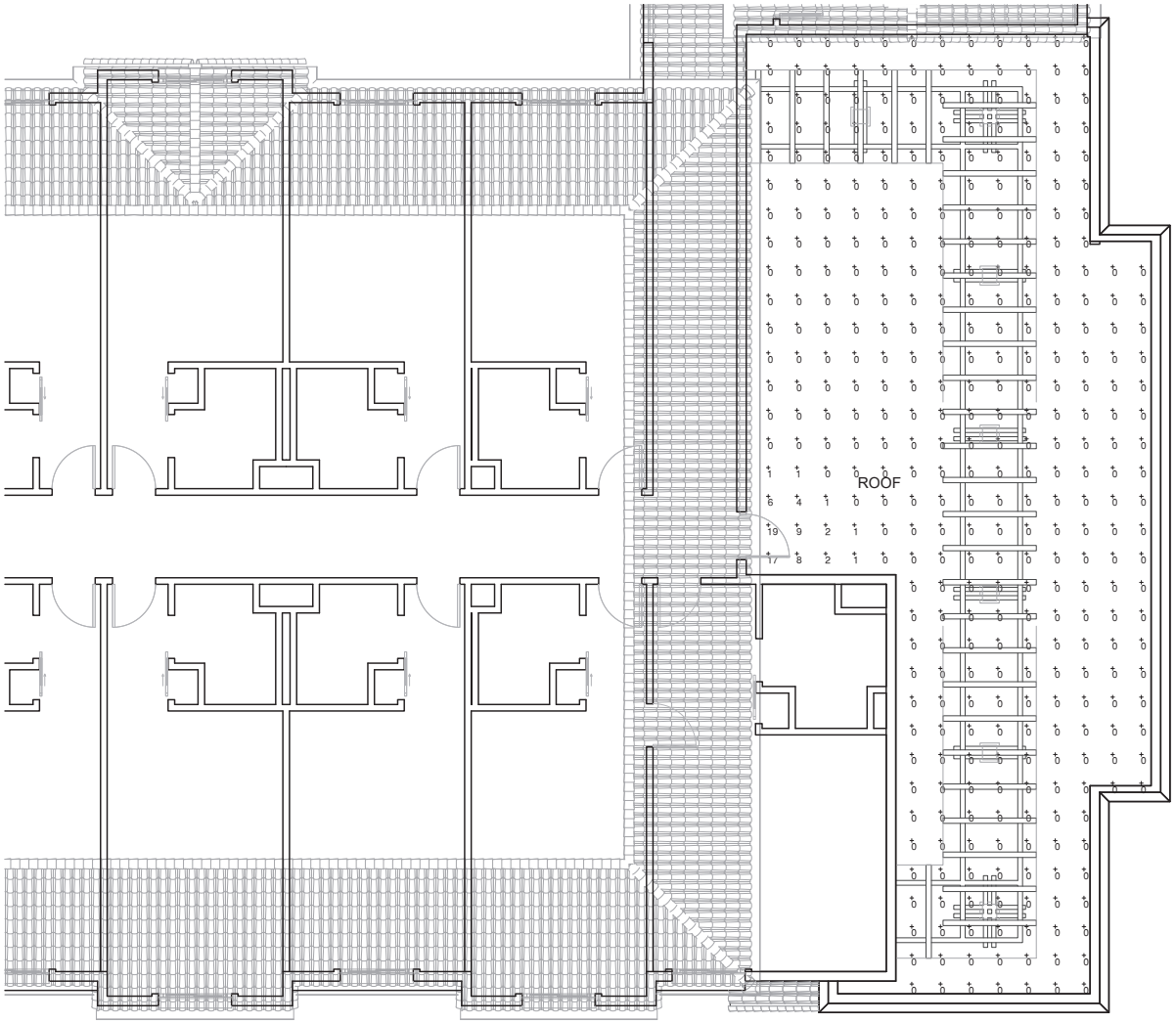
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

E1.11

PLANNING SUBMITTAL 01/29/2019
PROJECT NO: 15111

RYS ARCHITECTS

SILVERMAN & LIGHT



EXTERIOR AND SITE PHOTOMETRICPLAN - LEVEL 3

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 SAGAR PATEL

E1.12

PLANNING SUBMITTAL 01/29/2019
PROJECT NO: 15111

RYS ARCHITECTS

SILVERMAN & LIGHT

H49

CONSTRUCTION PHASES
(Work Hours 8AM — 5PM)

PHASE 1: Demolition = *15 days*

PHASE 2: Excavation, grading, site prep = *38 days*

PHASE 3: Trenching = *9 days*

PHASE 4: Building interior/exterior = *165 days*

PHASE 5: Final site and landscape = *10 days*

TOTAL DURATION = *13 months*

Jobsite Trailer

TRUCK HAUL LOGISTICS
(Final plan submitted after contractor selection and dirt disposal site determined)

During off haul and concrete truck access — traffic control to be in place:

- Flagman
- Temp lane closure during non-peak commute hours
- Sidewalk temp closure during construction, excavation and concrete pours

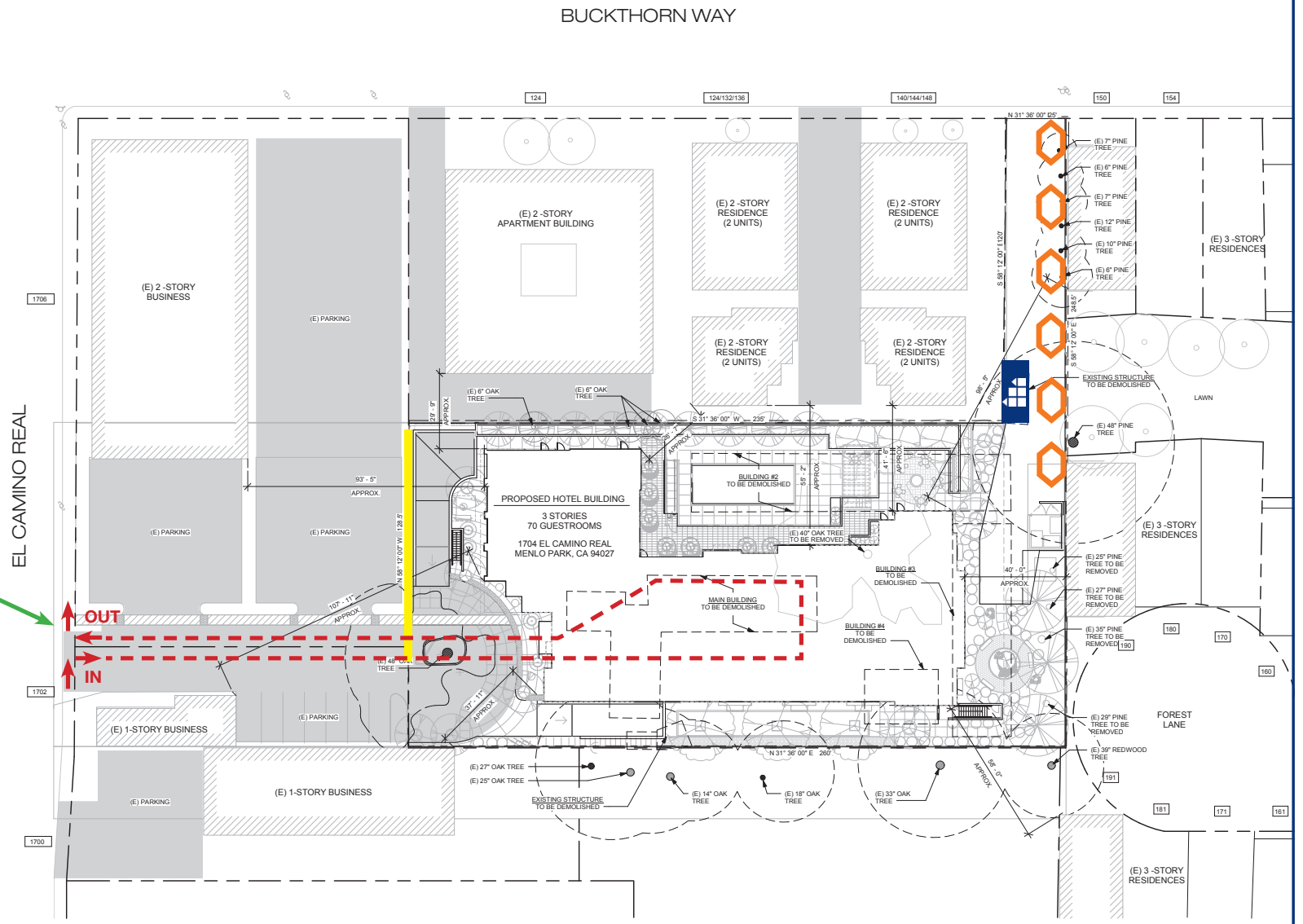
Entrance and exit to be off El Camino Real *(only access point off property)*

- Import 383 CY asphalt and soils
- Export 10,000 CY soils
- Export 245 CY demo for recycle

CONSTRUCTION PARKING

ALL PHASES: Construction fence

PHASE 1 & 2: Construction parking *(small vehicles will use onsite garage for Phases 3 & 4)*



1704 El Camino Real, Menlo Park

W. L. BUTLER Construction, Inc.

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: Project Compliance Worksheet

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Section	Standard or Guideline	Requirement	Evaluation
E.3.1 Development Intensity			
E.3.1.01	Standard	Business and Professional office (inclusive of medical and dental office) shall not exceed one half of the base FAR or public benefit bonus FAR, whichever is applicable.	N/A: Hotel Use
E.3.1.02	Standard	Medical and Dental office shall not exceed one third of the base FAR or public benefit bonus FAR, whichever is applicable.	N/A: Hotel Use
E.3.2 Height			
E.3.2.01	Standard	Roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.	Complies: Roof-mounted equipment are behind roof screen or parapet. Metal roof screen at +40'-5". See building section sheet A14, Roof Plan A7 & Line-of-Sight diagram A14.1. NOTE: **All heights taken from average natural grade at 58.15'**
E.3.2.02	Standard	Vertical building projections such as parapets and balcony railings may extend up to 4 feet beyond the maximum façade height or the maximum building height, and shall be integrated into the design of the building.	Complies: Generally, parapets or top of mansards are at 38'-4". Mansard at main tower at façade with hip roof peaks at 41'-11"; Mansard at roof ridge at west side of building at 40'-3". See sheet A9.
E.3.2.03	Standard	Rooftop elements that may need to exceed the maximum building height due to their function, such as stair and elevator towers, shall not exceed 14 feet beyond the maximum building height. Such rooftop elements shall be integrated into the design of the building.	Complies: Elevator tower hip roof peak is approximately 41-2"'. The northwest stairs are under the building flat roof. The northeast stairs are under a gable with the ridge at about 39'-11". Main tower roof peak is approximately 41'-11". See sheet A9.
E.3.3 Setbacks and Projections within Setbacks			
E.3.3.01	Standard	Front setback areas shall be developed with sidewalks, plazas, and/or landscaping as appropriate.	Complies: An arrival/entry motor court with cobblestone style accent paving, specimen plantings including 36" box size Coast Live Oak & period light fixtures. Motor court walks leads to decorative gate & trellis which opens up to an outdoor patio servicing the breakfast room. Hotel entrance canopy is integrated under the main tower. See site plan, elevations, landscape drawings L0.1 and L0.2, and E0.05 (period light fixture).
E.3.3.02	Standard	Parking shall not be permitted in front setback areas.	Complies: All parking is located in an underground parking garage.
E.3.3.03	Standard	In areas where no or a minimal setback is required, limited setback for store or lobby entry recesses shall not exceed a maximum of 4-foot depth and a maximum of 6-foot width.	N/A: setbacks are required in the ECR NE-L sub-district.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.3.04	Standard	In areas where no or a minimal setback is required, building projections, such as balconies, bay windows and dormer windows, shall not project beyond a maximum of 3 feet from the building face into the sidewalk clear walking zone, public right-of-way or public spaces, provided they have a minimum 8-foot vertical clearance above the sidewalk clear walking zone, public right-of-way or public space.	N/A: setbacks are required in the ECR NE-L sub-district.
E.3.3.05	Standard	In areas where setbacks are required, building projections, such as balconies, bay windows and dormer windows, at or above the second habitable floor shall not project beyond a maximum of 5 feet from the building face into the setback area.	Complies: No balcony, bay window or similar projection extends into a minimal setback. Note: Most roof eaves are less than 12" beyond the exterior wall with exception of the 3rd floor, northwest corner where city-requested embellished eave & corbel design has been added. That projection is about 3'-5" into the side setback.
E.3.3.06	Standard	The total area of all building projections shall not exceed 35% of the primary building façade area. Primary building façade is the façade built at the property or setback line.	Complies: There are no projections encroaching beyond the front façade setback lines.
E.3.3.07	Standard	Architectural projections like canopies, awnings and signage shall not project beyond a maximum of 6 feet horizontally from the building face at the property line or at the minimum setback line. There shall be a minimum of 8-foot vertical clearance above the sidewalk, public right-of-way or public space.	N/A: Project does not include canopies or awnings.
E.3.3.08	Standard	No development activities may take place within the San Francisquito Creek bed, below the creek bank, or in the riparian corridor.	N/A: Project location is not near San Francisquito Creek.
E.3.4 Massing and Modulation			
E.3.4.1 Building Breaks			
E.3.4.1.01	Standard	The total of all building breaks shall not exceed 25 percent of the primary façade plane in a development.	NA: PC provided direction that certain Specific Plan requirements including setbacks, building breaks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
E.3.4.1.02	Standard	Building breaks shall be located at ground level and extend the entire building height.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.4.1.03	Standard	In all districts except the ECR-SE zoning district, recesses that function as building breaks shall have minimum dimensions of 20 feet in width and depth and a maximum dimension of 50 feet in width. For the ECR-SE zoning district, recesses that function as building breaks shall have a minimum dimension of 60 feet in width and 40 feet in depth.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.04	Standard	Building breaks shall be accompanied with a major change in fenestration pattern, material and color to have a distinct treatment for each volume.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.05	Standard	In all districts except the ECR-SE zoning district, building breaks shall be required as shown in Table E3.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.06	Standard	In the ECR-SE zoning district, and consistent with Table E4 the building breaks shall: • Comply with Figure E9; • Be a minimum of 60 feet in width, except where noted on Figure E9; • Be a minimum of 120 feet in width at Middle Avenue; • Align with intersecting streets, except for the area between Roble Avenue and Middle Avenue; • Be provided at least every 350 feet in the area between Roble Avenue and Middle Avenue; where properties under different ownership coincide with this measurement, the standard side setbacks (10 to 25 feet) shall be applied, resulting in an effective break of between 20 to 50 feet. • Extend through the entire building height and depth at Live Oak Avenue, Roble Avenue, Middle Avenue, Partridge Avenue and Harvard Avenue; and • Include two publicly-accessible building breaks at Middle Avenue and Roble Avenue.	N/A: Project is located in the ECR NE-L district.
E.3.4.1.07	Standard	In the ECR-SE zoning district, the Middle Avenue break shall include vehicular access; publicly-accessible open space with seating, landscaping and shade; retail and restaurant uses activating the open space; and a pedestrian/bicycle connection to Alma Street and Burgess Park. The Roble Avenue break shall include publicly-accessible open space with seating, landscaping and shade.	N/A: Project is located in the ECR NE-L district.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.4.1.08	Guideline	In the ECR-SE zoning district, the breaks at Live Oak, Roble, Middle, Partridge and Harvard Avenues may provide vehicular access.	N/A: Project is located in the ECR NE-L district.
E.3.4.2 Façade Modulation and Treatment			
E.3.4.2.01	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 50 feet in length without a minor building façade modulation. At a minimum of every 50' façade length, the **minor vertical façade modulation** shall be a minimum 2 feet deep by 5 feet wide recess or a minimum 2-foot setback of the building plane from the primary building façade.	NA: PC provided direction that certain Specific Plan requirements including setbacks, building breaks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
E.3.4.2.02	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 100 feet in length without a major building modulation. At a minimum of every 100 feet of façade length, a **major vertical façade modulation** shall be a minimum of 6 feet deep by 20 feet wide recess or a minimum of 6 feet setback of building plane from primary building façade for the full height of the building. This standard applies to all districts except ECR NE-L and ECR SW since those two districts are required to provide a building break at every 100 feet.	NA: PC provided direction that certain Specific Plan requirements including setbacks, building breaks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
E.3.4.2.03	Standard	In addition, the major building façade modulation shall be accompanied with a 4-foot minimum height modulation and a major change in fenestration pattern, material and/or color.	NA: PC provided direction that certain Specific Plan requirements including setbacks, building breaks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
E.3.4.2.04	Guideline	Minor façade modulation may be accompanied with a change in fenestration pattern, and/or material, and/or color, and/or height.	NA: PC provided direction that certain Specific Plan requirements including setbacks, building breaks and modulations, normally required along the front elevation, would not apply in this case as the west elevation of the parcel is located over 130 feet from the El Camino Real right-of-way.
E.3.4.2.05	Guideline	Buildings should consider sun shading mechanisms, like overhangs, *bris soleils* and clerestory lighting, as façade articulation strategies.	Complies: Windows are recessed 4" or more back into the exterior walls and a few windows have deep recesses such as the entry, overhangs at cantilevered bays and eaves with corbels also articulate the façade. There is also a trellis at the front facade. See elevation sheets A9 thru A13.
E.3.4.3 Building Profile			

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Section	Standard or Guideline	Requirement	Evaluation
E.3.4.3.01	Standard	The 45-degree building profile shall be set at the minimum setback line to allow for flexibility and variation in building façade height within a district.	Note: Applicable only at east elevation. See sheet A14.1 for diagram
E.3.4.3.02	Standard	Horizontal building and architectural projections, like balconies, bay windows, dormer windows, canopies, awnings, and signage, beyond the 45-degree building profile shall comply with the standards for Building Setbacks & Projection within Setbacks (E.3.3.04 to E.3.3.07) and shall be integrated into the design of the building.	Complies. All projections within the 45-degree profile. See sheet A14.1
E.3.4.3.03	Standard	Vertical building projections like parapets and balcony railings shall not extend 4 feet beyond the 45-degree building profile and shall be integrated into the design of the building.	Complies: No vertical building projections extend above 45-degree building profile line.
E.3.4.3.04	Standard	Rooftop elements that may need to extend beyond the 45-degree building profile due to their function, such as stair and elevator towers, shall be integrated into the design of the building.	Complies: No roof-top elements extend above the building profile line.
E.3.4.4 Upper Story Façade Length			
E.3.4.4.01	Standard	Building stories above the 38-foot façade height shall have a maximum allowable façade length of 175 feet along a public right-of-way or public open space.	N/A
E.3.5 Ground Floor Treatment, Entry and Commercial Frontage			
Ground Floor Treatment			
E.3.5.01	Standard	The retail or commercial ground floor shall be a minimum 15-foot floor-to-floor height to allow natural light into the space**.**	Note: Applicant is applying for a variance to second floor height in response to neighborhood group requests. Second floor is set at 13' high.
E.3.5.02	Standard	Ground floor commercial buildings shall have a minimum of 50% transparency (i.e., clear-glass windows) for retail uses, office uses and lobbies to enhance the visual experience from the sidewalk and street. Heavily tinted or mirrored glass shall not be permitted.	N/A: This requirement was previously deemed not applicable for this project but there is extensive glazing on the first floor facing ECR.
E.3.5.03	Guideline	Buildings should orient ground-floor retail uses, entries and direct-access residential units to the street.	Complies: The entry is located at the base of the tower form, which will be directly visible from the street.
E.3.5.04	Guideline	Buildings should activate the street by providing visually interesting and active uses, such as retail and personal service uses, in ground floors that face the street. If office and residential uses are provided, they should be enhanced with landscaping and interesting building design and materials.	Complies: The building is not adjacent to ECR – it's over 130' away, but street facing/street visible areas of the project would include lobby, office & gathering room uses. Landscape design element would include colorful plantings, benches, special paving, and bicycle racks.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.5.05	Guideline	For buildings where ground floor retail, commercial or residential uses are not desired or viable, other project-related uses, such as a community room, fitness center, daycare facility or sales center, should be located at the ground floor to activate the street.	Complies: Most public type functions such as customer entry, gathering, breakfast room & lounge face the street.
E.3.5.06	Guideline	Blank walls at ground floor are discouraged and should be minimized. When unavoidable, continuous lengths of blank wall at the street should use other appropriate measures such as landscaping or artistic intervention, such as murals.	N/A: No blank walls.
E.3.5.07	Guideline	Residential units located at ground level should have their floors elevated a minimum of 2 feet to a maximum of 4 feet above the finished grade sidewalk for better transition and privacy, provided that accessibility codes are met.	N/A: Hotel use.
E.3.5.08	Guideline	Architectural projections like canopies and awnings should be integrated with the ground floor and overall building design to break up building mass, to add visual interest to the building and provide shelter and shade.	Complies: Main entrance has been integrated under the main tower as a large, arched opening with recessed entry. Canopies and awnings would not be necessary/consistent with tower form.
Building Entries			
E.3.5.09	Standard	Building entries shall be oriented to a public street or other public space. For larger residential buildings with shared entries, the main entry shall be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards provide additional visual interest, orientation and a sense of invitation.	Complies: The main entrance is oriented towards the El Camino side with the central lobby facing and visible from the street. The tower form is distinctive and marks the entry well even at the 130' distance from the street.
E.3.5.10	Guideline	Entries should be prominent and visually distinctive from the rest of the façade with creative use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings.	Complies: The main entrance is at ground level under the well scaled and turret shaped tower with arched openings. Varied window opening shapes and period details and lighting enhance the entry form.
E.3.5.11	Guideline	Multiple entries at street level are encouraged where appropriate.	N/A: Hotel use.
E.3.5.12	Guideline	Ground floor residential units are encouraged to have their entrance from the street.	N/A: Hotel use.
E.3.5.13	Guideline	Stoops and entry steps from the street are encouraged for individual unit entries when compliant with applicable accessibility codes. Stoops associated with landscaping create inviting, usable and visually attractive transitions from private spaces to the street.	N/A: Hotel use.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.5.14	Guideline	Building entries are allowed to be recessed from the primary building façade.	Complies: Entrance recessed under the arched opening of main tower.
Commercial Frontage			
E.3.5.15	Standard	Commercial windows/storefronts shall be recessed from the primary building façade a minimum of 6 inches	Tentatively Complies: Commercial windows/storefronts include first level windows on ECR facing building façade. Storefront system at façade is set back from exterior wall under arched openings, but dimension is not provided to verify 6-inch recess from face of stucco to face of window frame. Building permit plans should include dimension.
E.3.5.16	Standard	Retail frontage, whether ground floor or upper floor, shall have a minimum 50% of the façade area transparent with clear vision glass, not heavily tinted or highly mirrored glass.	N/A: No retail proposed. Note: Ground floor "public spaces" have floor to ceiling storefronts with clear glazing for approximately 50 percent of wall surface.
E.3.5.17	Guideline	Storefront design should be consistent with the building's overall design and contribute to establishing a well-defined ground floor for the façade along streets.	Complies: Storefront only on entry side at public & large group gathering type spaces. Storefront arched openings and fenestration pattern fit the Spanish style building architecture well.
E.3.5.18	Guideline	The distinction between individual storefronts, entire building façades and adjacent properties should be maintained.	Complies: Storefront fenestration fit well with building facades. Storefronts are repetitive and are only varied at entry, which would be consistent with the program that does not include retail uses.
E.3.5.19	Guideline	Storefront elements such as windows, entrances and signage should provide clarity and lend interest to the façade.	Complies. Storefronts have window division patterns consistent with the architecture and which add interest to the façade.
E.3.5.20	Guideline	Individual storefronts should have clearly defined bays. These bays should be no greater than 20 feet in length. Architectural elements, such as piers, recesses and projections help articulate bays.	Complies: Storefront elements follow the strong nature of guestroom bays which are less than 20 feet. Arches & recesses are employed for articulation.
E.3.5.21	Guideline	All individual retail uses should have direct access from the public sidewalk. For larger retail tenants, entries should occur at lengths at a maximum at every 50 feet, consistent with the typical lot size in downtown.	N/A: hotel use.
E.3.5.22	Guideline	Recessed doorways for retail uses should be a minimum of two feet in depth. Recessed doorways provide cover or shade, help identify the location of store entrances, provide a clear area for out-swinging doors and offer the opportunity for interesting paving patterns, signage and displays.	N/A: hotel use.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.5.23	Guideline	Storefronts should remain un-shuttered at night and provide clear views of interior spaces lit from within. If storefronts must be shuttered for security reasons, the shutters should be located on the inside of the store windows and allow for maximum visibility of the interior.	Complies: Per applicant: Lobby space are lit 24-hours daily but locked accessible by customer cardkey for security at late night hours, as required by hotel brand.
E.3.5.24	Guideline	Storefronts should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.	N/A: hotel use.
E.3.5.25	Guideline	Signage should not be attached to storefront windows.	Complies: Hotel brand signage at tower & monument sign at ECR driveway only.
E.3.6 Open Space			
E.3.6.01	Standard	Residential developments or Mixed Use developments with residential use shall have a minimum of 100 square feet of open space per unit created as common open space or a minimum of 80 square feet of open space per unit created as private open space, where private open space shall have a minimum dimension of 6 feet by 6 feet. In case of a mix of private and common open space, such common open space shall be provided at a ratio equal to 1.25 square feet for each one square foot of private open space that is not provided.	N/A: hotel use.
E.3.6.02	Standard	Residential open space (whether in common or private areas) and accessible open space above parking podiums up to 16 feet high shall count towards the minimum open space requirement for the development.	N/A: hotel use.
E.3.6.03	Guideline	Private and/or common open spaces are encouraged in all developments as part of building modulation and articulation to enhance building façade.	Complies: Public landscaped space provided near entry at motor court & drop-off are accessible by public. Adjacent outdoor dining area also at west façade. Private patios and pool area common space for guests also provided.
E.3.6.04	Guideline	Private development should provide accessible and usable common open space for building occupants and/or the general public.	Complies: See above item.
E.3.6.05	Guideline	For residential developments, private open space should be designed as an extension of the indoor living area, providing an area that is usable and has some degree of privacy.	N/A: hotel use.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.6.06	Guideline	Landscaping in setback areas should define and enhance pedestrian and open space areas. It should provide visual interest to streets and sidewalks, particularly where building façades are long.	Complies: Landscape design use combination of hardscape, planter boxes & low walls to complement the motor court, west outside patio & inner courtyard pool deck. (See L0.1 and L0.2)
E.3.6.07	Guideline	Landscaping of private open spaces should be attractive, durable and drought-resistant.	Complies: The plants selected will be low-to-medium water use. Trees from heritage replacement list using evergreen & deciduous types. The other category of plant species that occur on the plans comply with C-3 bio swale ordinance.
E.3.7 Parking, Service and Utilities			
General Parking and Service Access			
E.3.7.01	Guideline	The location, number and width of parking and service entrances should be limited to minimize breaks in building design, sidewalk curb cuts and potential conflicts with streetscape elements.	Complies: All parking is located in an underground parking garage with ramps set away from façade to minimize their visual impact.
E.3.7.02	Guideline	In order to minimize curb cuts, shared entrances for both retail and residential use are encouraged. In shared entrance conditions, secure access for residential parking should be provided.	Complies: No new curb cuts.
E.3.7.03	Guideline	When feasible, service access and loading docks should be located on secondary streets or alleys and to the rear of the building.	Complies: Trash service from alley/driveway off Buckthorn Way. Applicant indicates delivery vehicles will be limited to vans that will fit in the garage space. Deliveries would be scheduled during least busy hours.
E.3.7.04	Guideline	The size and pattern of loading dock entrances and doors should be integrated with the overall building design.	Complies: No above ground loading docks. See above item.
E.3.7.05	Guideline	Loading docks should be screened from public ways and adjacent properties to the greatest extent possible. In particular, buildings that directly adjoin residential properties should limit the potential for loading-related impacts, such as noise. Where possible, loading docks should be internal to the building envelope and equipped with closable doors. For all locations, loading areas should be kept clean.	Complies: No above ground loading docks. See above item.
E.3.7.06	Guideline	Surface parking should be visually attractive, address security and safety concerns, retain existing mature trees and incorporate canopy trees for shade. See Section D.5 for more compete guidelines regarding landscaping in parking areas.	Complies: No above grade parking proposed.
Utilities			
E.3.7.07	Guideline	All utilities in conjunction with new residential and commercial development should be placed underground.	Complies: All new utilities will be designed as underground utilities.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.7.08	Guideline	Above ground meters, boxes and other utility equipment should be screened from public view through use of landscaping or by integrating into the overall building design.	Tentatively Complies: Above ground utility boxes would be screened by landscaping and/or fences. Transformer located near rear setback line at side lot line per L0.1. Back flow device shown adjacent to transformer on C4.0. These locations have limited visibility to the public or neighboring property.
Parking Garages			
E.3.7.09	Standard	To promote the use of bicycles, secure bicycle parking shall be provided at the street level of public parking garages. Bicycle parking is also discussed in more detail in Section F.5 “Bicycle Storage Standards and Guidelines.”	Complies: Bicycle parking at motor court & parking garage.
E.3.7.10	Guideline	Parking garages on downtown parking plazas should avoid monolithic massing by employing change in façade rhythm, materials and/or color.	N/A: Not part of a parking plaza.
E.3.7.11	Guideline	To minimize or eliminate their visibility and impact from the street and other significant public spaces, parking garages should be underground, wrapped by other uses (i.e. parking podium within a development) and/or screened from view through architectural and/or landscape treatment.	Complies: Parking is located underground.
E.3.7.12	Guideline	Whether free-standing or incorporated into overall building design, garage façades should be designed with a modulated system of vertical openings and pilasters, with design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale and massing of surrounding building character.	N/A: Parking located underground.
E.3.7.13	Guideline	Shared parking is encouraged where feasible to minimize space needs, and it is effectively codified through the plan’s off-street parking standards and allowance for shared parking studies.	N/A: Hotel use only.
E.3.7.14	Guideline	A parking garage roof should be approached as a usable surface and an opportunity for sustainable strategies, such as installment of a green roof, solar panels or other measures that minimize the heat island effect.	N/A: Hotel on top of agarage.
E.3.8 Sustainable Practices			
Overall Standards			
E.3.8.01	Standard	Unless the Specific Plan area is explicitly exempted, all citywide sustainability codes or requirements shall apply.	Tentatively Complies: LEED Silver required as condition of approval.
Overall Guidelines			

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Section	Standard or Guideline	Requirement	Evaluation
E.3.8.02	Guideline	Because green building standards are constantly evolving, the requirements in this section should be reviewed and updated on a regular basis of at least every two years.	Complies: City task.
Leadership in Energy and Environmental Design (LEED) Standards			

E.3.8.03	Standard	Development shall achieve LEED certification, at Silver level or higher, or a LEED Silver equivalent standard for the project types listed below. For LEED certification, the applicable standards include LEED New Construction; LEED Core and Shell; LEED New Homes; LEED Schools; and LEED Commercial Interiors. Attainment shall be achieved through LEED certification or through a City-approved outside auditor for those projects pursing a LEED equivalent standard. The requirements, process and applicable fees for an outside auditor program shall be established by the City and shall be reviewed and updated on a regular basis. LEED certification or equivalent standard, at a Silver lever or higher, shall be required for: • Newly constructed residential buildings of Group R (single-family, duplex and multi-family); • Newly constructed commercial buildings of Group B (occupancies including among others office, professional and service type transactions) and Group M (occupancies including among others display or sale of merchandise such as department stores, retail stores, wholesale stores, markets and sales rooms) that are 5,000 gross square feet or more; • New first-time build-outs of commercial interiors that are 20,000 gross square feet or more in buildings of Group B and M occupancies; and • Major alterations that are 20,000 gross square feet or more in existing buildings of Group B, M and R occupancies, where interior finishes are removed and significant upgrades to structural and mechanical, electrical and/or plumbing systems are proposed. All residential and/or mixed use developments of sufficient size to require LEED certification or equivalent standard under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit	Tentatively Complies: See E.3.01. Future documentation required per conditions of approval.

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Section	Standard or Guideline	Requirement	Evaluation
		processing, fee discounts, or design templates.	
Leadership in Energy and Environmental Design (LEED) Guidelines			
E.3.8.04	Guideline	The development of larger projects allows for more comprehensive sustainability planning and design, such as efficiency in water use, stormwater management, renewable energy sources and carbon reduction features. A larger development project is defined as one with two or more buildings on a lot one acre or larger in size. Such development projects should have sustainability requirements and GHG reduction targets that address neighborhood planning, in addition to the sustainability requirements for individual buildings (See Standard E.3.8.03 above). These should include being certified or equivalently verified at a LEED-ND (neighborhood development), Silver level or higher, and mandating a phased reduction of GHG emissions over a period of time as prescribed in the 2030 Challenge. The sustainable guidelines listed below are also relevant to the project area. They relate to but do not replace LEED certification or equivalent standard rating requirements.	N/A: hotel use only.
Building Design Guidelines			
E.3.8.05	Guideline	Buildings should incorporate narrow floor plates to allow natural light deeper into the interior.	Complies: Floor plate is as narrow as can be fitted in a double-loaded hotel corridor. Large floor-to-ceiling windows at front façade.
E.3.8.06	Guideline	Buildings should reduce use of daytime artificial lighting through design elements, such as bigger wall openings, light shelves, clerestory lighting, skylights, and translucent wall materials.	Complies: Guest room windows, 4.5' wide by 6' tall, appear well suited to this objective. Storefront windows at common spaces are large.
E.3.8.07	Guideline	Buildings should allow for flexibility to regulate the amount of direct sunlight into the interiors. Louvered wall openings or shading devices like *bris soleils* help control solar gain and check overheating. *Bris soleils*, which are permanent sun-shading elements, extend from the sun-facing façade of a building, in the form of horizontal or vertical projections depending on sun orientation, to cut out the sun's direct rays, help protect windows from excessive solar light and heat and reduce glare within.	Complies: Period details prevent overly deep roof eaves for shading. Windows are recessed back into exterior walls. Some cantilevered bays provided vertical & horizontal shading.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.8.08	Guideline	Where appropriate, buildings should incorporate arcades, trellis and appropriate tree planting to screen and mitigate south and west sun exposure during summer. This guideline would not apply to downtown, the station area and the west side of El Camino Real where buildings have a narrower setback and street trees provide shade.	Complies: Landscape Design incorporating these elements are shown in the landscape drawings. Trees are sufficiently large to provide shading.
E.3.8.09	Guideline	Operable windows are encouraged in new buildings for natural ventilation.	Complies: Operable sliding windows at guest rooms are building code dictated. Hotel HVAC system will have sensor to regulate HVAC when sliding glass windows are open.
E.3.8.10	Guideline	To maximize use of solar energy, buildings should consider integrating photovoltaic panels on roofs.	Complies: Partial solar system. Per Applicant: Due to small roof area, where much will be used for required HVAC units & other rooftop equipment, the remaining areas may only allow a very limited number of PV panels for hot water heating.
E.3.8.11	Guideline	Inclusion of recycling centers in kitchen facilities of commercial and residential buildings shall be encouraged. The minimum size of recycling centers in commercial buildings should be 20 cubic feet (48 inches wide x 30 inches deep x 24 inches high) to provide for garbage and recyclable materials.	Complies: Per Applicant: Hotel brand has internal recycling requirements plus trash enclosure can accommodate three 2-cu. yd. bins or more if smaller bins.
Stormwater and Wastewater Management Guidelines			
E.3.8.12	Guideline	Buildings should incorporate intensive or extensive green roofs in their design. Green roofs harvest rain water that can be recycled for plant irrigation or for some domestic uses. Green roofs are also effective in cutting-back on the cooling load of the air-conditioning system of the building and reducing the heat island effect from the roof surface.	TBD: The third-floor deck at the rear of the building has a trellis with vines that could provide some shading to the roof and help reduce heat island effect. Per Applicant: As design is developed, we will evaluate if enough roof area is available to integrate green roof elements.
E.3.8.13	Guideline	Projects should use porous material on driveways and parking lots to minimize stormwater run-off from paved surfaces.	Tentatively Complies: Paving material imagers are noted on L1.0 as “Pavers or similar stamped and colored concrete”. Paving at the rear driveway, however, is noted as “Permeable paver surface” at the emergency access drive. Per Applicant: Turf block paving may be used in the emergency vehicle access way off Buckthorn Way.
Landscaping Guidelines			
E.3.8.14	Guideline	Planting plans should support passive heating and cooling of buildings and outdoor spaces.	Complies: Landscape Design incorporates evergreen & deciduous tree shading, including large, fast growing trees planted at 36 inch box size (Fern Pine, Marina Madrone, and Saratoga Laurel Cherry).

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Section	Standard or Guideline	Requirement	Evaluation
E.3.8.15	Guideline	Regional native and drought resistant plant species are encouraged as planting material.	Complies: Regional native and/or drought resistant plant palette includes Coast Live Oak, Swan Hill Olive, and Marina Madrone.
E.3.8.16	Guideline	Provision of efficient irrigation system is recommended, consistent with the City's Municipal Code Chapter 12.44 "Water-Efficient Landscaping".	Complies: See landscape L0.2 drawing. The irrigation plan will comply with Ordinance 12.44 using drip irrigation and smart weather-based irrigation controller.
Lighting Standards			
E.3.8.17	Standard	Exterior lighting fixtures shall use fixtures with low cut-off angles, appropriately positioned, to minimize glare into dwelling units and light pollution into the night sky.	Complies: See lighting plans for specific fixture information.
E.3.8.18	Standard	Lighting in parking garages shall be screened and controlled so as not to disturb surrounding properties, but shall ensure adequate public security.	Complies: Underground parking with hotel brand required lighting levels will not be seen beyond the garage area.
Lighting Guidelines			
E.3.8.19	Guideline	Energy-efficient and color-balanced outdoor lighting, at the lowest lighting levels possible, are encouraged to provide for safe pedestrian and auto circulation.	Complies: Bollard lighting, downlights at egress door soffits. Building up-lighting to accent building at entry side, with cutoff angles to prevent spill-over beyond building surfaces. See lighting plan.
E.3.8.20	Guideline	Improvements should use ENERGY STAR-qualified fixtures to reduce a building's energy consumption.	Tentatively Complies: Where practicable Energy Star equipment will be used as it relates to compliance with LEED/CalGreen code/Title-24 requirements.
E.3.8.21	Guideline	Installation of high-efficiency lighting systems with advanced lighting control, including motion sensors tied to dimmable lighting controls or lighting controlled by timers set to turn off at the earliest practicable hour, are recommended.	Tentatively Complies: These are part of the LEED/CalGreen code/Title-24 requirements.
Green Building Material Guidelines			
E.3.8.22	Guideline	The reuse and recycle of construction and demolition materials is recommended. The use of demolition materials as a base course for a parking lot keeps materials out of landfills and reduces costs.	Tentatively Complies: Per Applicant: Very limited use of new asphalt concrete for this project. Engineered soil may be required under garage foundation. To the extent possible, re-used or recycled material will be incorporated subject to soils engineer's review.

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Section	Standard or Guideline	Requirement	Evaluation
E.3.8.23	Guideline	The use of products with identifiable recycled content, including post-industrial content with a preference for post-consumer content, are encouraged.	Tentatively Complies: Per Applicant: Will be used to comply with LEED requirements.
E.3.8.24	Guideline	Building materials, components, and systems found locally or regionally should be used, thereby saving energy and resources in transportation.	Tentatively Complies: Per Applicant: Will be used to comply with LEED requirements. Preference will be given to local or regional sourced materials.
E.3.8.25	Guideline	A design with adequate space to facilitate recycling collection and to incorporate a solid waste management program, preventing waste generation, is recommended.	Complies: Per Applicant: Hotel brand & trash-hauling company recycling program. Trash enclosure space for additional re-cycling bins.
E.3.8.26	Guideline	The use of material from renewable sources is encouraged.	Tentatively Complies: Per Applicant: Will be used to comply with LEED requirements.

ARBORIST REPORT

HAMPTON INN
1704 EL CAMINO REAL
MENLO PARK, CALIFORNIA
(PLN2016-00085)

Submitted to:

Mr. Sagar Patel
Red Cottage Inn & Suites
1704 El Camino Real
Menlo Park, CA 94025

Prepared by:

David L. Babby
Registered Consulting Arborist® #399
Board-Certified Master Arborist® #WE-4001B

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Revised: August 30, 2017
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Revised: July 16, 2018
Revised: September 14, 2018
Current: **March 13, 2019**

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EXHIBITS

1.0 INTRODUCTION

A Hampton Inn hotel is planned for development at 1704 El Camino Real, Menlo Park, currently occupied by Red Cottage Inn & Suites. The property owner, Mr. Sagar Patel, has retained me to prepare this *Arborist Report* to consider the current project design, and specific tasks executed are as follows:

- Identify trees originating either on-site with a diameter of ≥6 inches at 54 inches above grade, or offsite and are defined as a "heritage tree"[1] pursuant to the Menlo Park Municipal Code. Four non-heritage trees located immediately adjacent to the pedestrian walkway proposed between the hotel and El Camino Real were also included. Site visits were performed on various dates in 2016, 2017 and 2018.
- Revisit the site on 3/8/19 to ascertain conditions of onsite trees and proposed heritage tree replacements.
- Review the most recent civil set, architectural and landscape plan sets, dated January 2019, to analyze and identify potential impacts.
- Measure each tree's trunk diameter in accordance with Section 13.24.020 of the Menlo Park Municipal Code; all diameters are rounded to the nearest inch.
- Ascertain each tree's condition and suitability for preservation.
- Document pertinent and observed health, structural and adjacent hardscape issues.
- Obtain photos (on 7/10/18 for #25 thru 28, and 11/7/16 and 10/19/17 for all others).
- Assign numbers in a sequential pattern to each inventoried tree, and show on a copy of a tree disposition plan (not dated or titled); see Exhibit B.
- Affix round metal tags with corresponding numbers to each onsite tree, or in the case of heritage offsite ones, on fencing[2] adjacent to their trunks.
- Provide protection measures to help mitigate or avoid impacts to trees being retained.
- Prepare a written report that presents the aforementioned information, and submit via email as a PDF document (updated from my prior 9/14/18 report).

[1] A "heritage tree" for this project is defined as follows per Section 13.24.020 of the Menlo Park Municipal Code: any California native oak ≥12' tall, and having a trunk diameter ≥10" at 54" above grade; [2] any other tree ≥12' tall, and having a trunk diameter ≥15" at 54" above grade; and [3] any multi-trunk tree ≥12' tall and having a trunk diameter ≥10" (native oaks) or ≥15" (all others) where trunks divide.

[2] For offsite heritage trees, tags are affixed to fencing for all but #6 (due to a shed occupying space near its trunk). Also, tags are not attached to the four small offsite trees #25 thru 28.

2.0 TREE COUNT AND COMPOSITION

Twenty (20) trees of eight various species were inventoried for this report. They are sequentially numbered 1-4, 6-10, 13-18 and 25-29,[3] and the table below identifies their names, assigned numbers, counts and overall percentages.

NAME	TREE NUMBER(S)	COUNT	% OF TOTAL
Coast live oak	6 thru 9	4	20%
Coast redwood	10, 15	2	10%
European white birch	3 thru 5	3	15%
Glossy privet	16	1	5%
Jacaranda	25 thru 28	4	20%
Lemon bottlebrush	17, 18	2	10%
Monterey pine	13, 14	2	10%
Valley oak	1, 2	2	10%
	Total	**20**	**100%**

Specific information regarding each tree is presented within the table in Exhibit A. The trees' numbers and approximate locations can be viewed on the site map in Exhibit B, and photographs are presented in Exhibit C. Detailed information regarding valley oak #2 is provided within the report in Exhibit D (by Mr. Straun Edwards of Trees 360 Degrees).

[3] The break in sequential numbering is due to the following: oak #5 fell over during a significant storm event; one mostly dead Monterey pine #12 was removed in 2018; and another reportedly dead Monterey pine #11 was recently removed (and on 11/30/17, I observed it was in decline and highly infested with bark beetles, both conditions presenting an imminent demise in the near future).

Eleven (11) trees are categorized as heritage pursuant to either the City of Menlo Park Municipal Code or staff; they include #1, 2, 6-10 and 13-16.

Ten (10) trees originate offsite and have roots and/or canopies exposed to potential impacts during site development; they include #6-10, 15 and 25-28; of these, #6-10 and 15 are defined as heritage trees, and #25-28 as non-heritage. Trees #6-10 originate from, and form a row along the neighboring southern property. Tree #15 originates from a neighboring eastern property, its trunk's base abutting or being inches from an adjacent wall. Trees #25 thru 28 are small Jacarandas within parking lot planters aligning the current entry and future pedestrian walkway between the hotel and El Camino Real.

Nine (9) previous trees inventoried for my initial prior report no longer exist; they were assigned and tagged as #5, 11, 12 and 19-24, and their locations are shown on the map in Exhibit B (in black). Information regarding each is presented below.

- Tree #5, coast live oak, originated offsite and reportedly fell during a significant storm event in February 2017 (photos are presented in Exhibit C).
- Tree #11, Monterey pine, reportedly died and was subsequently removed; my observations on 11/30/17 reveal it had already declined and was highly infested with bark beetles, both conditions warranting my recommendation for its removal regardless of future development (as its demise in the near future was imminent).
- Tree #12, also a Monterey pine, was nearly dead and its demise imminent; it required removal for safety reasons, and photos are provided in Exhibit C.
- Trees #19 thru 24, Hollywood junipers, aligned the drive aisle's east side, between Buckthorn Way and the site; they were formed by multiple trunks originating at grade, diameters ranging from 4 to 13 inches.

3.0 SUITABILITY FOR TREE PRESERVATION

Each tree has been assigned either a "good," "moderate" or "low" suitability for preservation rating as a means to cumulatively measure its existing health (e.g. live crown ratio, vigor, shoot growth, foliage density and color, etc.); structural integrity (e.g. limb and trunk strength, taper, defects, root crown, etc.); anticipated life span; remaining life expectancy; prognosis; location; size; particular species; tolerance to construction impacts; growing space; and safety to property and persons within striking distance. Descriptions of these ratings are presented below; the good category is comprised of 1 tree (or 5%), the moderate category 13 (or 65%), and the low category 6 (or 30%).

Good: Applies to #1.

This valley oak appears relatively healthy and structurally stable; has no apparent, significant health issues or structural defects; presents a good potential for contributing long-term to the site; and seemingly requires only periodic or regular care and monitoring to maintain its longevity and structural integrity. More detailed analysis could benefit in understanding the internal composition, such as the extent of internal decay where two large wounds are located above the trunk, and the presence of any harmful wood decaying organisms following a root collar clearance and examination.

Moderate: Applies to #3, 4, 6-10, 14-17, 28 and 29.

These trees contribute to the site, but at levels less than those assigned a good suitability; might have health and/or structural issues which may or may not be reasonably addressed and properly mitigated; and frequent care is typically required for their remaining lifespan.

Low: Applies to #2, 13, 18 and 25-27.

These trees have significantly weak structures, and are expected to worsen regardless of tree care measures employed (i.e. beyond likely recovery). As a general guideline, these trees are not suitable for incorporating into the future landscape, and removal at this time is the appropriate action regardless of future development.

4.0 REVIEW OF POTENTIAL IMPACTS

4.1 Tree Disposition Summary

Implementation of the proposed plans results in the following tree disposition:

- Remove (10 in total): #1-4, 13, 14, 16-18 and 29. Accounts for all onsite trees.
- Retain (10 in total): #6-10, 15 and 25-28. Accounts for all offsite trees.

More detailed discussion regarding the trees and their proposed disposition is presented in Sections 4.2 and 4.3. Note all directional references consider project north.

4.2 Remove

Tree #1 is the large valley oak situated at the property's front entry. Its removal is required for reasons such as grading and drainage; very close proximity to the garage wall; and its trunk being within the proposed motor court serving as the vehicle entry and exit, including for the underground garage.

Tree #2 is the large valley oak located within the existing hotel's courtyard, as well as the footprint of the future one. Detailed information regarding its structurally deficient and unsafe condition is described in the 2/14/16 report by Mr. Straun Edwards; see Exhibit D.

Trees #3, 4 and 29 are small birch at the front, southwest section of the existing hotel, and all three require removal to allow construction of the underground garage, hotel, and grading and drainage features.

Trees #13 and 14 are large and tall Monterey pines situated adjacent to another along the northern boundary, and require removal to accommodate hotel construction, excavation for the underground garage, site grading and installing drainage features (including a flow-thru planter). Both are infested by red turpentine bark beetles, and contain heavy limbs presenting a probable risk of breaking in the foreseeable future onto high value targets below. For all practical purposes, they have outgrown their location, and present a progressive risk to persons and property below. They also exhibit symptoms of declining (on 11/30/17), a condition ultimately leading to irreparable levels, such as occurred to the prior adjacent and removed pines #11 and 12.

Trees #16 thru 18 are ornamental trees aligning the existing parking lot's north side; #16 is a privet, and #17 and 18 are bottlebrush. Both are within or at the very edge of the future underground garage.

4.3 Retain in Place

Further information regarding Tree Protection Zones (TPZs) for retained trees is specified within Section 5.1 of this report.

Oaks #6 thru 9

These four oaks are situated along the neighboring southern property, their trunks aligning and setback from the fence at the following respective distances: 8.5, 9.5, 9.5 and 4 feet (measured from the neighboring property, rounded to the nearest half-of-a-foot). Site grading is proposed up to the property line, which along these trees is roughly 1-foot inside (i.e. towards) the neighboring property from the existing fence.

Based on the trees' locations, sizes, rooting structures and growth habits, ground disturbance will occur a sufficient distance from #7 and 8, at a close distance to #6, and at a much greater distance to #9. Measures presented within the following paragraphs, as well as within the next section of this report, will help minimize impacts and promote the trees' survival and longevity.

Oaks #6 and 7. The new garage wall is planned at 11 and 12 feet from their trunks, respectively. To minimize root loss, shoring for the garage wall should be utilized and require ground disturbance[4] no farther the 24 inches beyond the garage wall, hence establishing the soil cut respectively at 9 and 10 feet their trunks. Additionally, the following should be performed beneath the trees' canopies before any mechanical grading occurs, and applicable to all impacted offsite trees: manually dig a 1-foot wide trench along the edge of shoring down to an 18-inch depth; cleanly severe all roots ≥1-inch in diameter along the tree side; and apply water daily along the soil cut (light application to keep the exposed root ends moist but to not oversaturate the ground) for a period of time until the void is backfilled. An intensive watering program is also needed to help mitigate root loss and improve chances for tree survival beyond site development.

[4] Ground disturbance shall mean and consider, but is not necessarily limited to, sub- and overexcavation; drilling; trenching for utilities, drainage, irrigation, and lighting; and compaction for constructing the new building/underground garage (and ensure this aligns with the structural and soil engineers' reports).

Oak #8. Confine all ground disturbance for shoring of the underground garage, to 24 inches from the garage wall where within 20 feet from its trunk. Also applicable beneath its canopy includes recommendations for trees #6 and 7 regarding hand-digging and root pruning prior to mechanical excavation.

Oak #9. The current proposal adheres to recommendations presented by me for developing near this tree. For the section of walk aligning the staircase (portion beyond the wall), overexcavation must not exceed 6 inches from its edge, and all work manually performed under supervision by the project arborist. Also, confining ground disturbance to within 24 inches from the garage wall will also minimize root loss, as reflected on the plans (including the storm drain). Also applicable beneath its canopy includes recommendations for trees #6 and 7 regarding hand-digging and root pruning prior to mechanical excavation.

Pruning for #8 and 9. Regarding potential impacts to canopies of #8 and 9, both require pruning to achieve both building and construction scaffolding clearance; my best estimation of total canopy lost is roughly 10-percent for #8 and 15-percent for #9. Provided the work is highly selective so all or most cuts focus along canopy edges versus at the trunks, executed by an experienced and licensed tree service, and performed under the direct supervision of an ISA certified arborist, the trees' existing shapes and structural forms will remain intact, and impacted at only minor or highly tolerable levels.

Redwood #10

This redwood is also located on the southern neighboring property, its trunk being approximately 5 feet from the property line, immediately adjacent to the southeast property corner. The nearest impact includes a flow-thru planter proposed 15 feet from its trunk; at this distance, and with the understanding the wall shall not require overexcavation, subexcavation, or compaction beyond the section of wall 25 feet from the trunk, impacts can be regarded as fairly tolerable. Opportunity to reduce the impact would include omitting a section of the flow-thru planter and associated storm drain lines for a 20-foot setback. Also applicable within the 25 feet from the trunk include hand-digging prior to excavation occurring for the section of flow-thru planter and walkway around staircase before mechanical excavation occurs.

Redwood #15

This large redwood originates from the neighboring eastern property, its trunk abutting or within inches from the property line, and its large roots grow into the site, forming large asphalt mounds and depressions. Exploratory digging below the tallest mound revealed small roots underlying the asphalt surface, and a large root 12 inches below ground (i.e. 12 inches beneath bottom of asphalt surface). Based on these observations, key guidelines for designing the future EVA are as follows: excavation and trenching required for base material, edging, forms, EVA surface, curb, storm drains, inlets, etc. do not exceed 6 inches below the soil high point where exploratory digging occurred (possibly a 4-inch max for the area), and roots encountered with diameters ≥2 inches shall be retained and not damaged (base material would simply be placed around any encountered root of this size).

Setbacks where the above guidelines apply include up to the proposed sewer and storm drain lines and 25 feet in all other directions from the trunk. Utilities and services not shown, such as routes for electrical, gas, telecommunications, irrigation, lighting, etc. also need conforming with the setbacks, and potentially installed in a joint trench, directionally-bored by at least 4 feet deep, and access pits established beyond the setbacks. Furthermore, direct compaction of the subgrade within the redwood's TPZ must be avoided; Tensar® Biaxial Geogrid placed on subgrade and utilizing CU-Structural Soil™ (licensed supplier is TMT Enterprises, San Jose) as base material should be prescribed; and maintaining the proposed permeable surface is also beneficial. Additionally, all work performed for the section of driveway within the setbacks must adhere to hand-digging recommendations for trees #6 and 7.

Jacaranda #25

The finger planter which surrounds this 7-inch diameter tree is planned for reduction. In doing so, however, the work would eliminate a severe portion of its root system, and thus, requiring its removal and replacement. Should the tree remain, I recommend the existing planter remain. If removed, a new tree could be installed (and perhaps with a stronger, more balanced structure and healthier condition).

4.4 Proposed New Trees

Conclusions reached from my review of the proposed heritage tree replacements, suitability of proposed locations, and potential impacts to neighboring trees are as follows:

- The single coast live oak proposed at the southwest corner of the site appears a suitable selection within the planter at the southwest corner of the site.
- The six fern pine trees proposed as screen trees along the eastern boundary, near the southeast property corner, present no conflict with neighboring heritage trees. This particular species can grow quite large, but does serve as an effective, dense screening element.
- The five olive trees proposed along the southern boundary are appropriate understory selections beneath the neighboring heritage trees (oaks), and are sufficiently setback to avoid any foreseeable conflicts with their roots.

5.0 TREE PROTECTION MEASURES

Recommendations presented within this section serve as measures to help mitigate or avoid impacts to trees being retained, and all should be carefully followed throughout the demolition, grading, utility, construction and landscaping phases. They are subject to change upon reviewing any revised or updated project plans, and I (hereinafter, "project arborist") should be consulted in the event any cannot be feasibly implemented. Please note that, unless otherwise stated, all referenced distances from trunks are intended to be from their closest edge where they converge at the root crown.

5.1 Design Guidelines

1. A Tree Protection Zone (TPZ) is necessary to confine or restrict activities within certain distances from trunks, for the purpose of achieving a reasonable assurance of anchoring capacity and tree survival. Such activities include, but are not necessarily limited to, the following: trenching, soil scraping, compaction, mass and finish-grading, overexcavation, subexcavation, tilling, ripping, swales, bioswales, storm drains, dissipaters, equipment cleaning, stockpiling and dumping of materials, altering natural drainage patterns, and equipment and vehicle operation. In the event an impact encroaches slightly within a setback, it can be reviewed on a case-by-case basis by the project arborist to determine whether measures can sufficiently mitigate impacts to less-than-significant levels. Based on the proposed design and existing site/tree conditions, I recommend the following TPZs for each tree:
   - #6 thru 8: Up to 24 inches from the proposed underground garage wall, and beneath their canopies in all other directions.
   - #9: Up to 6 inches from the proposed walkway, 24 inches from the proposed underground garage wall, and 25 feet in all other directions.
   - #10: A distance of 15 to 20 feet or more from the trunk in all directions.
   - #15: Up to the proposed storm drain and sewer lines, and 25 feet from its trunk in all other directions.
   - #25 thru 28: The entire existing planters delineated by curbs.

2. All site-related plans should contain notes referring to this report for tree protection measures.

3. Items specified in Section 4.3 of this report shall be considered part of this section.

4. Modify arborist notes within the civil and landscape plans to reflect the date of this report (versus of the prior report). Also, tree #5 can be omitted from L0.1.

5. On a tree disposition or protection plan, add fencing or TPZ designations as defined within item #1 of this section.

6. Abandon all existing, unused lines or pipes within a TPZ, and any above-ground section should be cut off at existing soil grade (rather than being dug up and causing subsequent root damage); specify this provision on the demolition plan.

7. The demolition and grading design should consider retaining existing hardscape within a TPZ up until landscape construction, for the purpose of providing much greater access for staging, equipment, and vehicular and personnel access, space which would otherwise be confined should pavement be removed. To specify, a note would be added to the demolition and grading plans.

8. Design and route utilities, including electrical (see Section 4.3), irrigation, storm drains, dissipaters and swales beyond TPZs. Depending on proximity to tree trunks, directional boring by at least 4 feet below existing grade may be needed, or digging within a TPZ can be manually performed using shovels (no jackhammers, and roots ≥2 inches in diameter retained and not damaged during the process). Pipe bursting is also a possible alternative option to consider. All tentative routes should be reviewed with the project arborist beforehand, and any authorized digging within a TPZ shall only be performed under supervision by the project arborist. Where within a TPZ, shoring shall be utilized for the trenches to avoid cutting beyond trench walls.

9. The erosion control design should consider that any straw wattle or fiber rolls require a maximum vertical soil cut of 2 inches for their embedment, and are established as close to canopy edges as possible (and not against a tree trunk).

10. The permanent and temporary drainage design, including downspouts, should not require water being discharged towards a tree's trunk.

11. Show the future staging area and route(s) of access on the final site plan, striving to avoid TPZs (or if needed, reviewed with the project arborist).

12. Avoid specifying the use of herbicides within a TPZ; where used on site, they should be labeled for safe use near trees. Also, avoid liming within 50 feet of a tree's canopy.

13. Where within 10 feet from a TPZ, overexcavation shall be avoided, or at a minimum, confined 6 inches from back of curbs (and supervised by the project arborist).

14. Adhere to the following additional landscape guidelines:
    - Establish irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) so no trenching occurs within a TPZ. In the event this is not feasible, they may require being installed in a radial direction to, and terminate a specific distance from a tree's trunk (versus crossing past it). The routes and overall layout should be reviewed with the project arborist prior to any trenching or excavation occurring.
    - Design any new site fencing or fence posts to be at least 2 to 5 feet from a tree's trunk (depending on trunk size and growth pattern).
    - Avoid tilling, ripping and compaction within TPZs.
    - Establish any bender board or other edging material within TPZs to be on top of existing soil grade (such as by using vertical stakes).
    - Utilize a 3- to 4-inch layer of coarse wood chips or other high-quality mulch for new ground cover beneath canopies (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided).

5.2 Before Demolition, Grading and Construction

15. Pruning shall only be performed under direction of the project arborist. The work shall be conducted in accordance with the most recent ANSI A300 standards, and by a California licensed tree-service contractor (D-49) that has an ISA certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by ANSI Safety Operations.

16. Begin supplying water to all retained trees, applied where possible for roots to uptake, but not against trunks. The methodology, frequency and amounts shall be reviewed with the project arborist prior to application; various methodologies include flooding the ground, soaker hoses or deep-root injection.

17. Conduct a site meeting between the general contractor and project arborist several weeks or more prior to demolition for the purpose of reviewing tree fencing, routes of access, staging, necessary pruning, watering, drilling, limits of grading, building location, and protection measures presented in this report.

18. Install tree protection fencing prior to any demolition for the purpose of restricting access into *unpaved* sections of ground within a TPZ. Where existing pavement can remain within a TPZ, fencing is not needed (in effect, the pavement allows access beneath canopies while serving as a superior root zone buffer). Fencing should consist of 6-foot tall chain link mounted on roughly 2-inch diameter steel posts, which are driven into the ground, where needed, for vertical alignment. Fencing shall remain in place throughout site development, and will need to be installed, when needed, in various phases (e.g. demolition is phase 1, grading and construction phase 2). Note that prior to the City issuing a permit, they require a letter by the project arborist confirming fencing has been installed per this report.

19. The removal of asphalt within a TPZ will trigger any fencing layout to be immediately modified to capture the newly unpaved area.

20. Spread, and replenish as needed throughout the entire construction process, a 4- to 5-inch layer of coarse wood chips (¼- to ¾-inch in size) from a tree-service company over unpaved ground within TPZs. The source and type should be reviewed with, and consent provided by, the project arborist before spreading.

21. Fertilization may benefit a tree's health, vigor and appearance. If applied, however, soil samples should first be obtained to identify the pH levels and nutrient levels so a proper fertilization program can be established. I further recommend any fertilization is performed under the direction and supervision of a certified arborist, and in accordance with the most recent ANSI A300 Fertilization standards.

5.3 During Demolition, Grading and Construction

22. Take great care during demolition of existing pavement and other features to avoid damaging a tree's trunk, crown and roots within a TPZ.

23. Great care must be taken by equipment operators to position their equipment to avoid trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist for review of treatment.

24. Construction of the new pedestrian walkway between the hotel and El Camino Real, including demolition of the pertinent section of parking lot, shall not require excavation or disturbance of ground within the planters containing trees #25 thru 28.

25. The drilling of piers to support the building above the parking lot shall not require the loss of large limbs or branches. As such, drilling locations shall be reviewed with the project arborist beforehand.

26. Construction scaffolding shall not extend into canopies, and where needed to accommodate this, narrowed in width (e.g. ≤5 feet wide), or avoided altogether and a manlift used.

27. Removing existing hardscape (including curbs and gutters) within a TPZ must be carefully performed to avoid excavating roots and soil during the process, and the removal of base material shall be performed under direction of the project arborist (and where necessary, shall remain in place and utilized as future base course).

28. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees. Liming shall not occur within 50 feet from a trunk.

29. Any authorized access, digging or trenching within designated-fenced areas shall be foot-traffic only and manually performed under supervision by the project arborist, and without the use of heavy equipment or tractors.

30. Avoid using the trees' trunks as winch supports for moving or lifting heavy loads.

31. Avoid damaging or cutting roots with diameters of ≥2 inches without prior assessment by the project arborist. Should roots of this size be encountered, within one hour of exposure, they should either be buried by soil or covered by burlap that remains continually moist until the root is covered by soil. If they are approved for cutting, cleanly severe at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, the cut end either buried with soil or covered by a plastic sandwich bag (and secured using a rubber band, removed just before backfilling). Roots encountered with diameters <2 inches and require removal can be cleanly severed at 90° to the direction of root growth.

32. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If essential, spoils can be temporarily piled on plywood or a tarp.

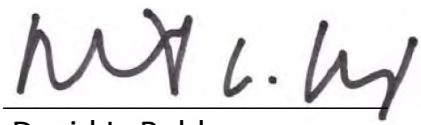
33. Dust accumulating on trunks and canopies during dry weather periods should be periodically washed away (e.g. every 3 to 4 months).

34. New irrigation and lighting features (e.g. main line, laterals, valve boxes, wiring and controllers) should be established so that no trenching occurs within a TPZ. In the event this is not feasible, the trenches may require being installed in a radial direction to a tree's trunk, and terminate a specific distance from a trunk (versus crossing past it). The use of a pneumatic air device (such as an Air-Spade®) may be needed to avoid root damage. Additionally, any Netafim tubing used should be placed on grade, and header lines installed as mentioned above. All routes within and near a TPZ shall be reviewed with the project arborist several weeks or months prior to installation.

35. Digging holes for fence posts within a TPZ should be manually performed using a post-hole digger or shovel, and in the event a root ≥2 inches in diameter is encountered during the process, the hole should be shifted over by 12 inches, or as needed to avoid the root(s) and the process repeated.

6.0 ASSUMPTIONS AND LIMITING CONDITIONS

- Information regarding the size of inventoried trees, condition of offsite trees and photographs were derived from my prior 9/14/18 report. The condition of onsite trees was ascertained on 3/8/19. All observations were obtained from the ground.
- My observations were performed visually without probing, coring, dissecting or excavating.
- The assignment pertains solely to trees listed in Exhibit A. I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed the desired results may be achieved.
- I cannot guarantee or be responsible for the accuracy of information provided by others.
- I assume no responsibility for the means and methods used by any person or company implementing the recommendations provided in this report.
- The information provided herein represents my opinion. Accordingly, my fee is in no way contingent upon the reporting of a specified finding, conclusion or value.
- Numbers shown on the site map in Exhibit B are intended to only roughly approximate a specific tree's location and shall not be considered surveyed points.
- This report is proprietary to me and may not be copied or reproduced in whole or part without prior written consent. It has been prepared for the sole and exclusive use of the parties to who submitted for the purpose of contracting services provided by David L. Babby.
- If any part of this report or copy thereof be lost or altered, the entire evaluation shall be invalid.

Prepared By:  Date: March 13, 2019

David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

CA Licensed Tree Service Contractor #796763 (C61/D49)

EXHIBIT A:

TREE INVENTORY TABLE

(three sheets)

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
1	Valley oak (*Quercus lobata*)	44	70	65	60%	40%	Fair	Good	X
	Comments: Crown is asymmetrical, the dominant and sinuous limb structure sweeping west and southwest. Within a very narrow, tear-drop shaped planter, and its trunk is surrounded by river rock up to 5' away, and beneath dripline beyond planter is predominantly pavement. Trunk's base is somewhat buried by the rock and soil. Trunk's base is lower than surrounding asphalt lot grade. Structure formed by a main trunk dividing into codominant leaders at 13' high, forming a seemingly stable attachment. Below this union is a large wound filled with foam, and a substantial amount of woundwood has developed around the perimeter. Above the union is another large wound, with a decaying wall and limited woundwood (and has a fruiting body growing on the wound's face).								
2	Valley oak (*Quercus lobata*)	39	70	80	30%	20%	Poor	Low	X
	Comments: To be removed. Unsafe condition detailed within the 2/14/16 report by Mr. Straun Edwards (provided in Exhibit D of this report).								
3	European white birch (*Betula pendula*)	7	35	15	70%	40%	Fair	Moderate	
	Comments: Asymmetrical crown growing NW away from a prior oak on neighboring site.								
4	European white birch (*Betula pendula*)	6	40	10	50%	40%	Poor	Moderate	
	Comments: Asymmetrical crown growing NW away from a prior oak on neighboring site. Soil is piled at trunk's base (between a boulder and trunk). Crowded conditions between #3 and 29.								
6	Coast live oak (*Quercus agrifolia*)	25	50	35	60%	40%	Fair	Moderate	X
	Comments: Offsite. Narrow form, and trunk has a slight lean towards project site. Structure bifurcates at 6' high, has a rangy form, and grows mostly vertical above property line. Trunk is 8.5' from fence. Top is thinning.								
7	Coast live oak (*Quercus agrifolia*)	14	40	25	60%	60%	Fair	Moderate	X
	Comments: Offsite. Sinuous and narrow form, trunk grows entirely away from site. The top center, northern-most section is sparse. Trunk is 9.5' from fence.								

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
8	Coast live oak (*Quercus agrifolia*)	19	35	35	60%	70%	Fair	Moderate	X
	Comments: Offsite. Structure comprised of three main leaders dividing as low at 5.5' high, two growing into project site. Sparse and asymmetrical canopy. Trunk is 9.5' from fence. Dominant surface root along opposite site of project.								
9	Coast live oak (*Quercus agrifolia*)	31	50	75	70%	20%	Poor	Moderate	X
	Comments: Offsite. Pronounced, severe lean towards SE. Trunk divides at 2' along trunk into one smaller lateral, which forms a weak union with the main stem. Trunk's base is 4' from fence. Browning canopy at the very top, south side, and some along north perimeter. Pole support beneath, and embedded into main stem 11' high. Broad canopy, branches nearing 3.5' above the ground.								
10	Coast redwood (*Sequoia sempervirens*)	35	120	35	40%	70%	Poor	Moderate	X
	Comments: Offsite. Sparse and thin canopy with deadwood. Trunk is 5.6' from fence.								
13	Monterey pine (*Pinus radiata*)	31	70	40	40%	30%	Poor	Low	X
	Comments: Moderate level of infestation by bark beetles to 9' high. Excessive limb weight. Large lower 12-13" diameter limb removed at trunk, and remaining canopy is narrow. Some dieback seemingly caused by pine pitch canker.								
14	Monterey pine (*Pinus radiata*)	30	65	35	40%	50%	Poor	Moderate	X
	Comments: Moderate level of infestation by bark beetles (at trunk's base). High crown along side adjacent to neighboring building. Excessive limb weight. Has a 4" root surfacing north of trunk, and mounds are formed in asphalt up to existing storm drain inlet. Chlorotic foliage and low canopy. Has several large dead limbs. Asymmetrical canopy, weight of which is dominant over site.								
15	Coast redwood (*Sequoia sempervirens*)	~48	12	45	60%	70%	Fair	Moderate	X
	Comments: Offsite. Sparse and thin canopy. Lower trunk is not visible. Adjacent wall is pushed into site, likely from expansion of the root crown, and has created many vertical and horizontal cracks. Adjacent to existing building (at its corner). Limbs are elongated. Large mounds in asphalt, up to 20' from the wall.								

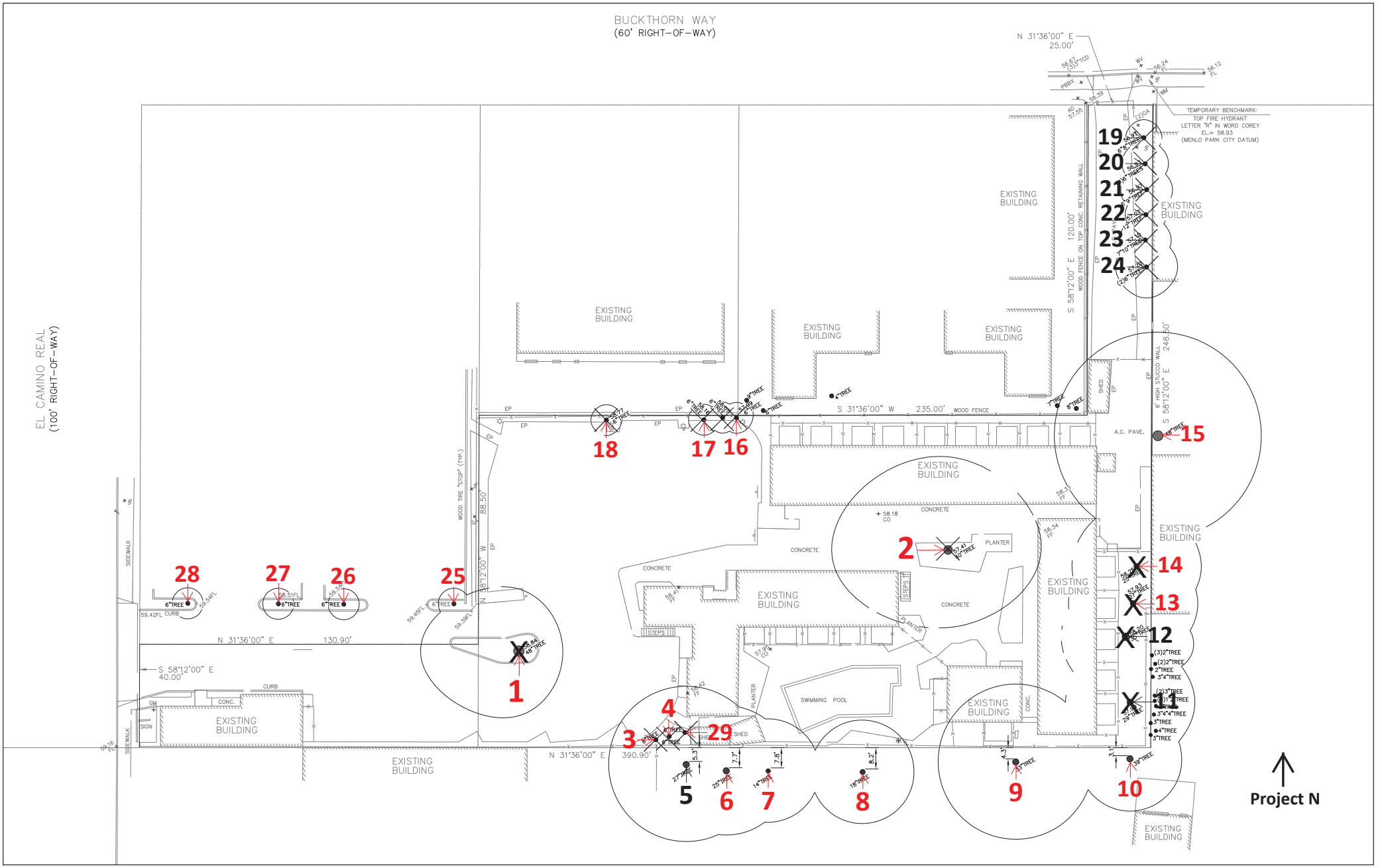
TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
16	Glossy privet (*Ligustrum lucidum*)	8, 5, 5, 4, 2	30	25	60%	40%	Fair	Moderate	X*
	Comments: Multi-trunk with narrow, poor attachments. Some dieback along canopy's north side. *Assigned per the City's request.								
17	Lemon bottlebrush (*Callistemon citrinus*)	9	15	20	60%	50%	Fair	Moderate	
	Comments: Large limb cut from mid-trunk area sometime ago.								
18	Lemon bottlebrush (*Callistemon citrinus*)	7	10	15	70%	30%	Fair	Low	
	Comments: Has a pronounced SE lean, and a distinct mound has along the opposite side (indicating the tree potentially partially uprooted in the past).								
25	Jacaranda (*Jacaranda mimosifolia*)	7	20	25	40%	40%	Poor	Low	
	Comments: Offsite. Originates beneath oak #1 and grows towards SW. Trunk bifurcates at 5.5' high. Has a fairly low canopy. Thin with dieback and excessive limb weight. Within a 3' wide planter.								
26	Jacaranda (*Jacaranda mimosifolia*)	6	15	20	30%	50%	Poor	Low	
	Comments: Offsite. Limbs originate along trunk at 5.5' high. Girdling root and has a thin canopy.								
27	Jacaranda (*Jacaranda mimosifolia*)	5	10	15	40%	30%	Poor	Low	
	Comments: Offsite. Leans SW, and has a slight mount opposite lean. Limbs originate along trunk at 5.5' high.								
28	Jacaranda (*Jacaranda mimosifolia*)	5	15	15	80%	50%	Fair	Moderate	
	Comments: Offsite. Limbs originate along trunk at 5' high. Healthy.								
29	European white birch (*Betula pendula*)	6	40	10	60%	40%	Fair	Moderate	
	Comments: Growth sweeps away from adjacent birch #4 and trunk nears within 1' of building's eave.								

EXHIBIT B:

SITE MAP

(one sheet)


BUCKTHORN WAY
(60' RIGHT-OF-WAY)
EL CAMINO REAL
(100' RIGHT-OF-WAY)
N 31°36'00" E
25.00'
TEMPORARY BENCHMARK:
TOP FIRE HYDRANT
LETTER "R" IN WORD COREY
EL= 58.93
(MENLO PARK CITY DATUM)
EXISTING BUILDING
S 58°12'00" E
120.00'
WOOD FENCE ON TOP CONC. RETAINING WALL
6' HIGH STUCCO WALL
248.50'
S 31°36'00" W
235.00'
WOOD FENCE
A.C. PAVE.
SHED
CONCRETE
PLANTER
STEPS
SWIMMING POOL
CONC.
WOOD TIRE "STOP" (TYP.)
N 58°12'00" W
88.50'
N 31°36'00" E
130.90'
S 58°12'00" E
40.00'
CURB
SIDEWALK
SIGN
GM
N 31°36'00" E
390.90'
1
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Project N

J24

EXHIBIT C:

PHOTOGRAPHS

(seven sheets)

Photo Index


#1

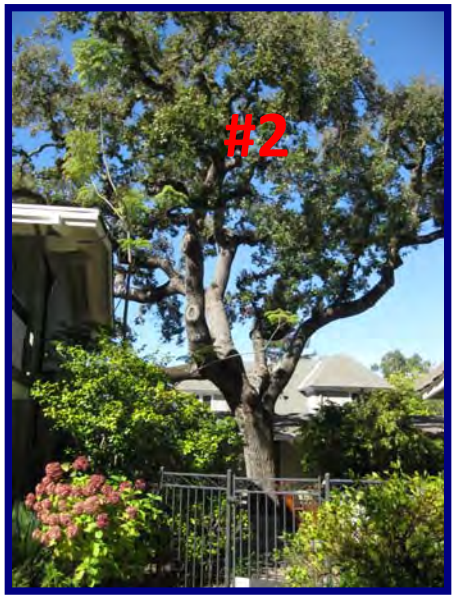

#1


#1


#1


#1


#2


#2


#2


#2


#2


#29
#4
#3


#5 (fell over)


#6
#7


#5 (fell over)
#6
#7


#5 (fell over)
#6
#7


#8


#8


#9


#9


#9


#10


#10


#14


#12 (removed)
#15
#11 (removed)
#14
#13


#12 (removed)
Large amount of sawdust ("frass") indicates severe infestation by bark beetles


#15
(behind wall)


#15


#15


#16
#17


#18


#25


#27
#26


#28

EXHIBIT D:

REPORT FOR TREE #2

(seven sheets)

A FULL SPECTRUM PROFESSIONAL TREE CARE COMPANY

VALLEY OAKS
AT
RED COTTAGE INN & SUITES

Location: 1704 El Camino Real
Menlo Park, CA

Straun Edwards
Trees 360 Degrees
Certified Arborist #WE5612-A
Ph. (408) 898-0625

February 14, 2016

ASSIGNMENT:

On Friday, February the 12th, 2016 I was asked to inspect two *Quercus lobata* (valley oak) trees. The trees are located at the Red Cottage Inn & Suites in Menlo Park, CA. The client has plans for construction and is therefore concerned about the condition of the trees. The purpose of my investigation is to assess and determine both the health and structural stability of the valley oaks.

OBSERVATIONS:

Tree No. 1: *Quercus lobata* (valley oak)

This tree is a large, mature specimen with a trunk diameter of 44in. (measured at breast height) with a canopy height and spread of approximately 75ft.x 55ft. It is centrally located in the driveway. Although fill soil in the driveway exists over the entire root area, the trunk of the tree appears to have stayed relatively dry. I attribute this to the tree location and the road which has allowed drainage away from the tree. There is no obvious basal decay evident. This tree has very good structure with a fairly symmetrical canopy, good health and vigor. All major branch unions appear sound with no major structural defects apparent at the branch unions. There are a few obvious, large hollows in the upper canopy which have previously been filled with expanding foam.

Tree No. 2: *Quercus lobata* (valley oak)

The tree in questions is a large, mature *Quercus lobata* (valley oak) with a height and spread of approximately 80ft. x 110ft. and a trunk dbh of 42in. The tree is located in the center of the courtyard area and leans heavily to the west. It has good structure with well-developed main branch unions. This tree has been well maintained in the past, with weight reduction pruning and the installation of cable support systems on the largest of the lateral limbs. The trunk of the tree has been buried, approximately 20in. deep and the surrounding root area of the tree has also been compromised with fill soil and hardscape installed over the top. There is extensive decay in both the lower trunk and large supporting roots. Both *Armillaria sp.* and *Phytophthera sp.* appear to be present, with mycelial fans and bleeding from below the bark respectively (see photos A-D). The base and trunk of the tree, at original ground level, has approximately 4in. - 6in. thick of sound wood around the exterior. The interior area, where large

support roots would typically be attached, is hollow (see photos E-F). I used a hose to measure the depth of the cavity and was able to insert it approximately 2ft. into the cavity, horizontally and 9ft. vertically up into the hollow interior of the trunk (see photos G).

DISCUSSION & CONCLUSION:

The valley oak listed as (Tree No. 1) appears to be a healthy and stable specimen with no obvious, large defects within the lower base/trunk area. This tree appears to have been well maintained. The second valley oak (Tree No. 2), I assume, that during the original construction many years ago, the tree had excess soil filled around its base. I also understand that a root crown inspection was conducted by Barry Coate and associates, approximately 6 years ago. In his report, he confirmed that the tree had been extensively buried for many years and *Armillaria mellea* (oak root rot fungus) was found in the lower root bowl. At that time, the area was excavated and the fungus treated. I also conducted a root crown excavation on Tree No. 2, which was a little deeper than the previous excavation by Mr. Coate, I noted extensive decay in the lower trunk and large supporting roots but also found extensive internal decay.

It was confirmed that both the below grade large supporting roots and the main lower trunk, continue to be infected with bacterial and fungal pathogens. After much consideration, given to the aesthetic value and cultural significance of this tree, I believe whole tree failure is a valid concern. Although the tree has a good branch structure and appears to be in good health above soil grade, due to the extent of the below grade degradation I have come to the conclusion that the tree is hazardous. It is my professional opinion that this tree has a high probability of failure due to the long term conditions it has been subjected to. Furthermore, the locations of the decay in the tree lead me to believe that this tree will inevitably fail, as a whole, from ground level. This would cause catastrophic damage with the primary target being the adjacent buildings and/or their inhabitants.

Photo A was taken on the North side of the tree.

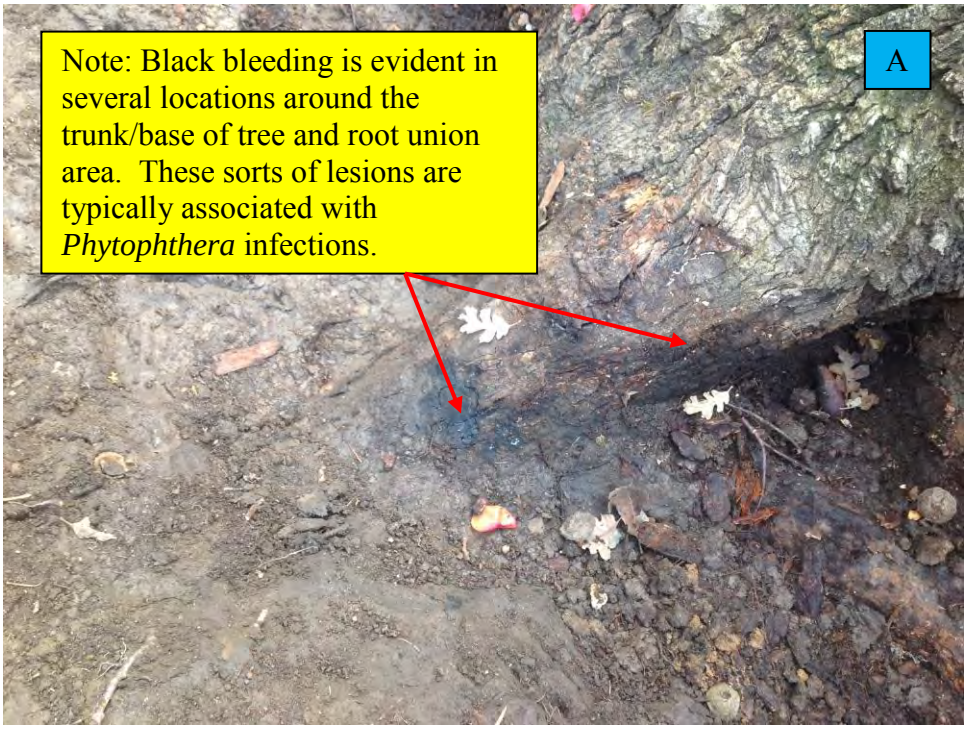


Photo B was taken on the West side of tree.

Photo C was taken on the South side of the tree.

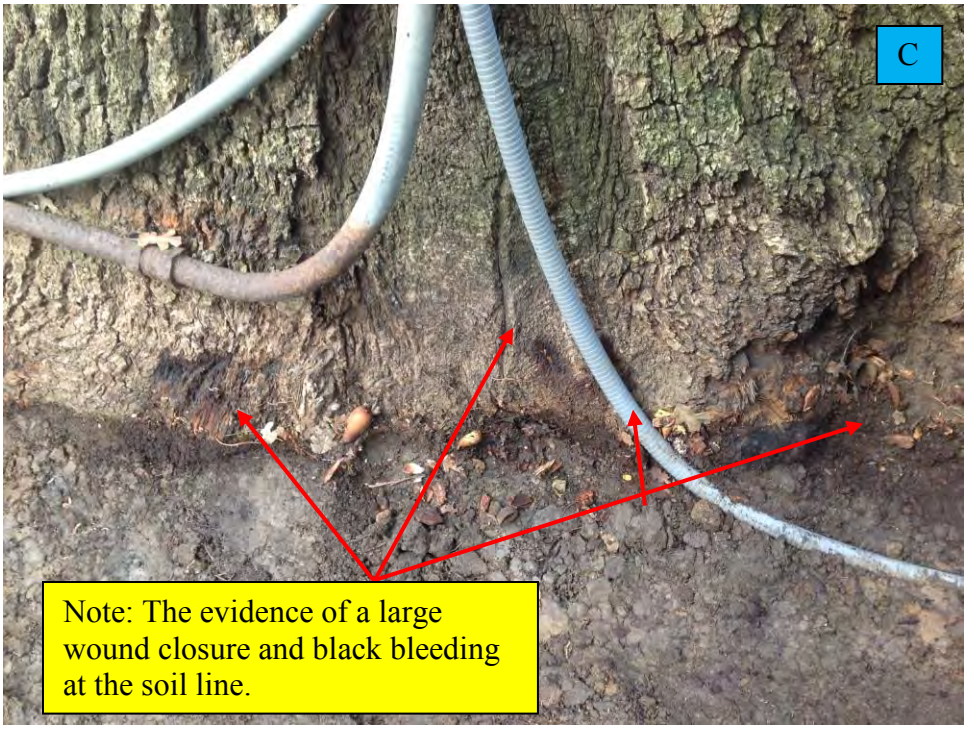
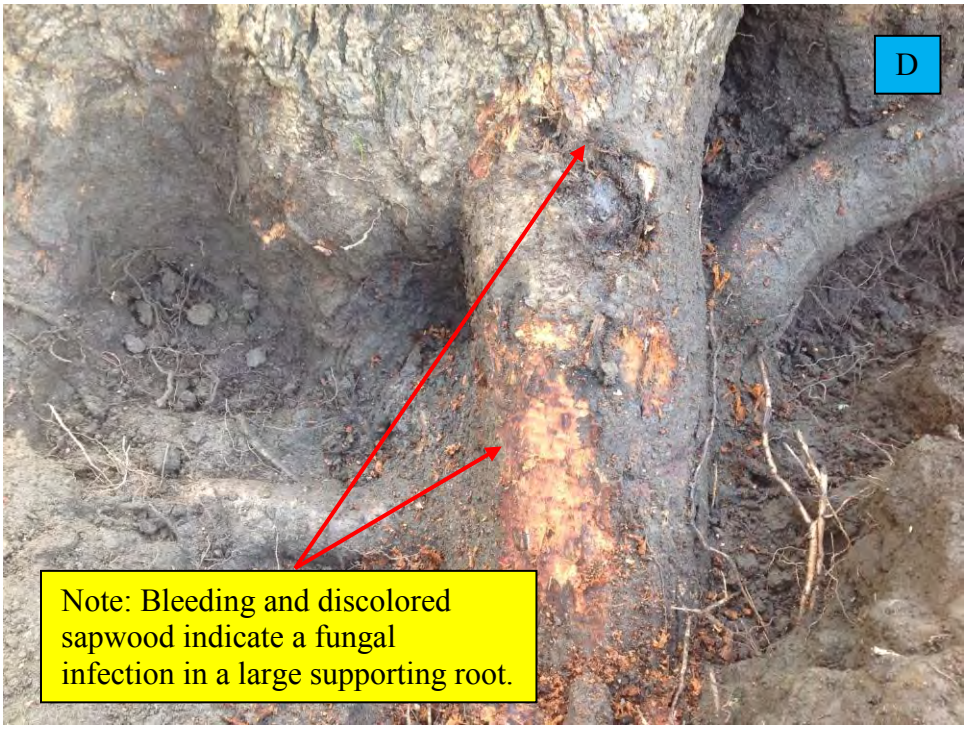


Photo D was taken on the North side of the tree.



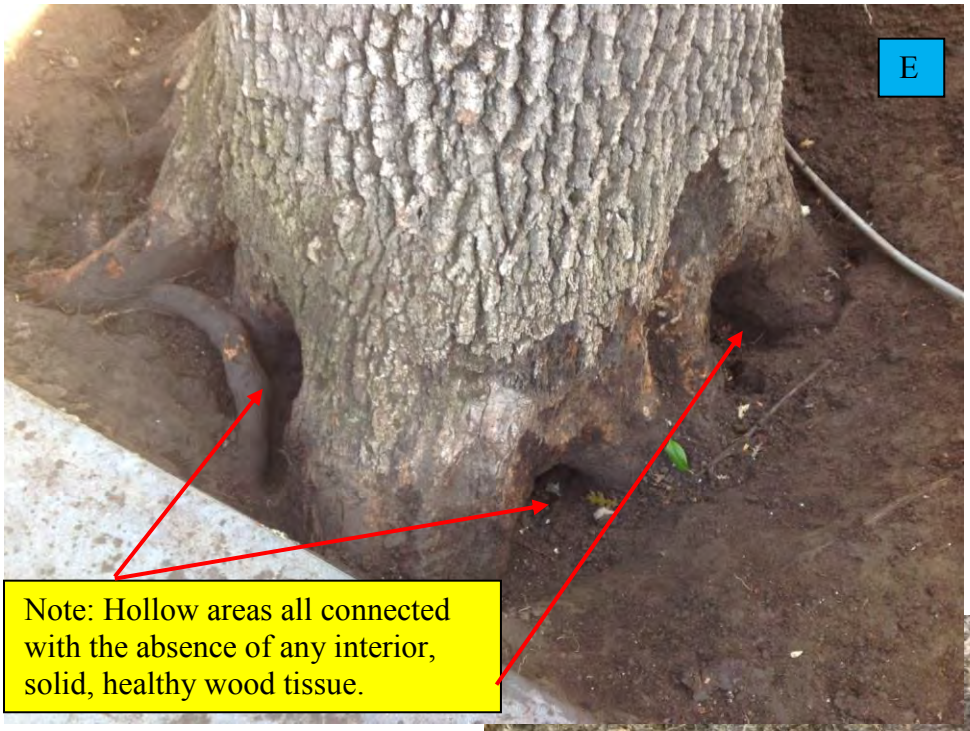
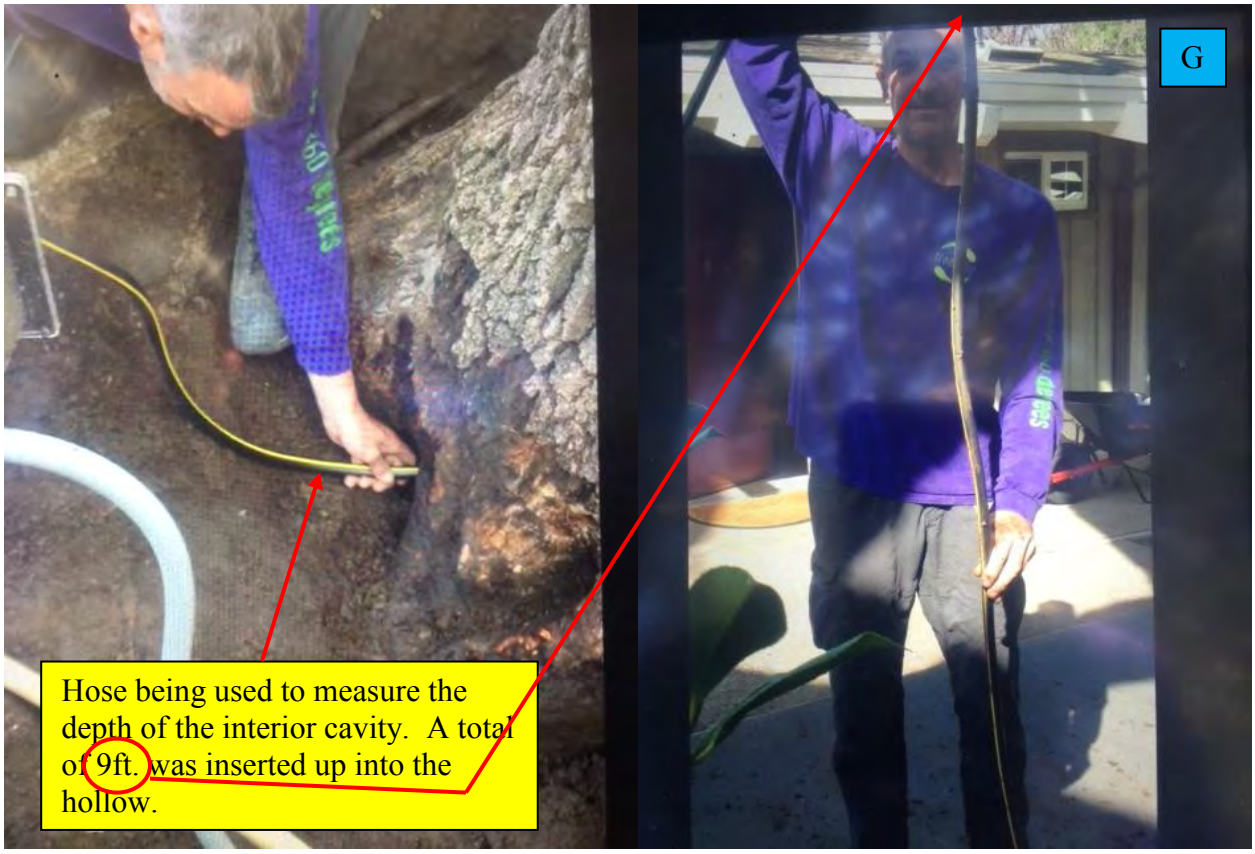


Photo E was taken from the West side.

Photo F below was taken on the South side.

Photo G Hose used to measure depth of cavity.



Should you have any questions regarding the above information please do not hesitate to call me at (408) 898-0625.

Straun Edwards
Trees 360 Degrees
ISA Certified Arborist. # WE5612-A

SAGAR PATEL (1704 EL CAMINO REAL)
BELOW MARKET RATE HOUSING IN LIEU FEE AGREEMENT

This "Agreement" is made as of this _____ day of _____, 2019 by and between the City of Menlo Park, a California municipality ("City") and SAGAR PATEL, an individual, ("Developer"), with respect to the following:

RECITALS

A. Developer owns certain real property in the City of Menlo Park, County of San Mateo, State of California, commonly known 1704 El Camino Real and consisting of approximately 0.8 acres (assessor's parcel number 060-034-379) (the "Property"). The Property is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan) which allows for a maximum public benefit bonus level floor area ratio of 110 percent.

B. The Property currently contains a 28-room hotel. The existing gross floor area ("GFA") of all the buildings is 10,775.8 square feet.

C. Developer proposes to construct a 40,004.2 square foot commercial non-office building on the Property (the "Project"), by demolishing an existing 28-room hotel and constructing a new 70-room hotel consisting of three stories and an underground parking level. The net new square footage resulting from the project would be 29,228.40 square feet of gross floor area. Developer has applied to the City for architectural control, a variance request to permit reduced floor-to-floor height on the first floor, sign review, and a request for a public benefit bonus and intends to apply for a building permit to construct the Project.

D. Developer is required to comply with Chapter 16.96 of City's Municipal Code, ("BMR Ordinance"), and with the BMR housing program guidelines adopted by the City Council to implement the BMR Ordinance ("Guidelines") as the project would exceed 10,000 square feet in gross floor area. The BMR ordinance requires the applicant to submit a below market rate housing proposal for review by the Housing Commission. The Housing Commission reviewed and approved the draft BMR in lieu fee Agreement term sheet on November 2, 2016. The BMR term sheet is used to prepare the BMR in lieu fee Agreement, which is subsequently reviewed and acted on by the Planning Commission along with the main project actions. In order to process its application, the BMR Ordinance requires Developer to submit a BMR in lieu fee Agreement. This Agreement is intended to satisfy that requirement. Approval of a below market rate housing Agreement is a condition precedent to the approval of the applications and the issuance of a building permit for the Project.

E. Residential use of the property is allowed by the applicable zoning regulations; however, residential use is not being pursued as part of the proposed project. Site constraints due to developing a financially viable hotel project on a 0.8-acre infill site limits opportunities to develop residential uses as part of the proposed project. The applicant does not own any sites in the city that are available and feasible for construction of sufficient below market rate units to satisfy the requirements of the BMR Ordinance, which in this case is 0.77 unit. Based on these facts, staff has found that development of such a unit on-site or off-site in accordance with the requirements of the BMR Ordinance and Guidelines is

not feasible.

F. City has determined not to require Developer to provide below market rate units and, under the terms of the BMR Ordinance and the Guidelines, Developer therefore is required to pay an in lieu fee as provided in this Agreement. Developer is willing to pay said fee on the terms set forth in this Agreement, which the City has found are consistent with the BMR Ordinance and Guidelines.

NOW, THEREFORE, the parties agree as follows:

1. Developer shall pay the applicable in lieu fee as provided in the BMR Ordinance and Guidelines. The applicable in lieu fee is that which is in effect on the date the payment is made. The method of calculating the fee for the Project consists of multiplying the gross floor area of the net new square footage resulting from the Project (29,228.4 square feet) times the fee for Group B uses, which include non-office uses. The current "Group B" use fee, which is subject to escalation each July 1, is $9.66 per square foot. The total amount due is $282,575.29 (based on the fee currently in effect, subject to escalation).

2. The fee shall be paid before issuance of a building permit for the project and may be paid at any time after approval of this Agreement by the Planning Commission. If for any reason, a building permit is not issued within a reasonable time of payment of the fee, upon request by Developer, City shall promptly refund the fee, without interest, in which case the building permit shall not be issued until payment of the fee is again made at the rate applicable at the time of payment.

3. This Agreement shall be binding on and inure to the benefit of the parties hereto and their successors and assigns. Each party may assign this Agreement without the consent of the other, provided the assignment is in writing. Execution of this Agreement by Developer shall satisfy the requirements set forth in the BMR Ordinance.

4. If any legal action is commenced to interpret or enforce this Agreement or to collect damages as a result of any breach of this Agreement, the party prevailing shall be entitled to recover all reasonable attorneys' fees and costs incurred in such action from the other party.

5. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

6. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the parties hereto.

7. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between the parties as to the subject matter hereof.

8. Any and all obligations or responsibilities of Developer under this Agreement shall terminate upon the payment of the required fee.

9. To the extent there is any conflict between the terms and provisions of the Guidelines and the terms and provisions of this Agreement, the terms and provisions of this Agreement shall prevail.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

CITY OF MENLO PARK:

By: _____

Starla Jerome-Robinson,
City Manager

_____
SAGAR PATEL

bae urban economics

Memorandum

To: Corinna Sandmeier, City of Menlo Park

From: David Shiver, Stephanie Hagar, & Chelsea Guerrero, BAE Urban Economics

Date: February 28, 2018

Re: Analysis of Proposed Density Bonus for 1704 El Camino Real Project

Key Findings

This memorandum presents the findings of a static pro forma analysis that BAE conducted to estimate the project profit from a proposed redevelopment of a 28-room hotel to construct a 70-room Hampton Inn at 1704 El Camino Real in Menlo Park. The proforma analysis compares the project profit of the proposed project, which is seeking a density bonus under the City's public benefit program for the El Camino Real/Downtown Specific Plan, to the potential project profit from an alternative project developed at the base level density for the site. The pro forma analysis uses information provided by the developer as well as BAE's own research of development costs and market conditions. Pro formas for the proposed project and a project that could be developed at the base level density are attached to this memorandum. Key findings include:

- Based on cost and income assumptions shown in the attached pro forma, the proposed project (developed at the public benefit level), would result in approximately $3.4 million in profit to the developer. This figure is based on the estimated capitalized value of the completed project, less total development costs, and includes both a 10 percent baseline developer profit ($2.2 million) and the remaining project profit after accounting for all development costs ($1.2 million).
- The proposed project is feasible in part because the developer currently owns the project site, and therefore has no land acquisition cost associated with the redevelopment of the property.
- The developer has indicated that a hotel project at the base level density would not be financially feasible. BAE research supports the assumption that the developer would experience significant challenges in achieving financial feasibility for a hotel project at the base level density. This analysis does not include analysis of a potential alternative project that would include a mix of uses (e.g., residential units, or a mix of office and residential uses) at the base level density that might result in a profitable development.

- The development return shown in the pro forma is highly sensitive to changes in the assumptions used for the analysis. The results could change substantially based on differences in construction costs, hotel room rates, operating expenses, occupancy rates, or other factors.
- Once stabilized, the proposed project would generate an estimated $680,500 per year in transient occupancy tax (TOT) to the City of Menlo Park in 2018 dollars. This figure is based on the average room rate ($274 per night) and occupancy (81 percent) assumptions used for the financial analysis included in this memorandum. Higher room or occupancy rates would result in higher TOT revenues to the City, whereas lower room or occupancy rates would result in lower TOT revenues to the City.

Overview of the Analysis

This memorandum presents the results of BAE's analysis, based on a development pro forma, to estimate the increase in value that could arise from a proposed public benefit bonus for a potential development project at 1704 El Camino Real in Menlo Park. The Project Applicant owns the property, which is the site of an existing 28-room hotel property (the Red Cottage Inn) and has proposed construction of a 70-room Hampton Inn hotel on the site.

The site is in a location eligible for a public benefit bonus pursuant to the El Camino Real/Downtown Specific Plan (Specific Plan), which establishes the formula for the additional built area that is allowed in return for public benefits acceptable to the City. The public benefit bonus program outlined in the Specific Plan anticipates that public benefits provided pursuant to the program can take the form of on-site improvements, offsite improvements, cash payment to the City for future use toward public benefits, or a mixture. As a hotel use, the proposed development would generate Transient Occupancy Tax (TOT) revenue for the City, which is an inherent public benefit.

Proposed Project

The project site consists of an approximately 0.84 acre parcel located at 1704 El Camino Real, between Buckthorn Way and Stone Pine Lane, in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The site is primarily accessed via shared access easements over two parcels (1702 and 1706 El Camino Real).

Public Benefit Bonus Project

The developer's proposed project with the public benefit bonus under the Specific Plan (Project) would consist of a 70-room Hampton Inn hotel consisting of three stories and an underground parking garage. The ground floor would contain the hotel lobby, a breakfast area, a board room, a fitness room, back-of-house space, and guest rooms. The second and third floors would be developed entirely with guest rooms. The proposed project would contain

39,950 square feet, resulting in a FAR of 1.1, the maximum allowed at the Public Benefit Bonus level. The underground garage would provide 58 parking spaces.

As discussed in more detail below, the proposed project would generate TOT revenue for the City, which the City could potentially evaluate as a public benefit from the Project.

Base Zoning Project

Although the developer has not prepared plans for a project that would conform to the existing base zoning (i.e. without the public benefit bonus), BAE evaluated a base level project for this analysis (Base Project). Under the base zoning, the maximum allowable square footage for the Project would total 27,299 square feet, at a FAR of 0.75. BAE conducted a high-level capacity study to identify a project typology that would conform to the base level density and estimated that the site could potentially accommodate a three-story building with 47 hotel rooms. Assuming that the Base Project would have the same parking ratio as the Public Benefit Bonus Project (0.83 spaces per room) this Base Project would require 39 spaces. Although this analysis did not include preparation of detailed drawings of a project that would be possible at the Base Level density, BAE estimates that the site could accommodate 47 hotel rooms in three floors along with 39 surface parking spaces. To the extent that development standards or other factors make surface parking infeasible for the Base Project, the construction costs for this scenario would be substantially higher than shown in this analysis.

Due to the small number of rooms that would be possible at the base level density, the Base Project would not meet the size requirements for a Hampton Inn and would be unlikely to meet the size requirements for another hotel brand. Therefore, the Base Project would consist of an independent hotel property. The pro forma assumptions for the Base Project generally reflect a lower-quality hotel property than the proposed project, with lower quality finishes that are more similar to an economy property.

Methodology for the Financial Analysis

BAE used information provided by the Project Applicant and information from BAE's independent research to formulate proforma assumptions. BAE met with City staff and the Project Applicant to review the proposed site plan and development program and review assumptions regarding costs, rental rates, operating costs, and other factors. The developer provided a comprehensive package describing the project, with estimated construction costs as well as operating costs and revenues for the first year of operation. BAE also researched development costs, operating costs, and revenues for other comparable hotel properties to identify costs and revenues that would be typical a limited service hotel property. This included a review of published data on local market area capitalization rates and hotel construction cost figures as published by HVS and the R.S. Means Company square feet construction cost guides. BAE also obtained data on hotel room and occupancy rates for similar limited-service hotels in the local market from STR. In addition, BAE consulted with a

hotel development expert familiar with current hotel development and operating conditions to vet all key assumptions provided by the developer and BAE research, both for the proposed Public Benefit Project and the hypothetical Base Project.

This information was then used to prepare a project pro forma model for the proposed project. The pro forma consists of an Excel worksheet that shows assumptions for the development program, development costs, income, operating expenses, and financing costs. The worksheets show the calculation of project cost by category, an analysis of the revenue from the new development by component, and the resulting developer profit.

The model is set up to calculate project profit as a residual value. The calculation starts with the market value of the completed project at stabilization, and then deducts total development costs. The pro forma model is attached to this memorandum.

Key Assumptions

The pro formas that are attached to this memorandum set forth all assumptions used in the analysis. Following is an overview of key assumptions:

- BAE classified hard construction costs provided by the developer into the following categories: (1) site preparation costs for demolition of existing buildings, environmental remediation, grading, and other improvements, including hard surfaces and landscaping; (2) hard construction costs for the shell and core of the hotel portion of the building, including the rooms, corridors and circulation, lobby, back of house functions, and meeting and event space; (3) hard construction costs for underground parking; and (4) developer contributions toward furniture, fixtures, and equipment (FF&E).

  To estimate hard construction costs in categories (1) through (3) above, BAE used the estimates provided by the developer via a contractor. Based on these figures, hard construction costs would average $43 per site square foot for demolition and site improvements; $201 per square foot for hotel rooms, corridors and circulation, lobby, back of house functions, and meeting and event space; and $157 per square foot for underground parking. With the exception of the underground parking cost, the hard costs shown the pro forma are consistent with typical hotel development costs for similar properties in the region, as well as cost estimates from RS Means. The underground parking costs are higher than typical underground parking costs, but within a reasonable range given the inefficiencies associated with constructing a small underground parking lot. BAE used an estimate of $16,000 per room for FF&E, based on data for limited service hotels provided by HVS. These assumptions result in a total hard construction costs of $218,500 per room for the Public Benefit Bonus Project.

  To estimate hard construction costs for the Base Zoning Project, BAE generally used the same assumptions as in the Bonus Level Project, with two key exceptions: 1) the costs for

surface parking are included in the site improvement costs that were provided by the developer, with no underground parking cost; 2) the cost of FF&E average $14,000 per room, reflecting a lower quality of finishes that would be more similar to an economy hotel than the proposed limited service property. Overall, these assumptions result in total hard construction costs of $169,300 per room for the Base Zoning Project.

- Soft costs were estimated at 20 percent of total hard costs, not including impact fees, developer profit, financing costs, or contingency. Soft costs totaled $3.1 million for the Public Benefit Bonus Project and $1.6 million for the Base Zoning Project.
- The pro forma analysis for the Public Benefit Bonus Project uses the average daily room rate (ADR) provided by the developer ($274.40), plus the developer's estimate of other non-room revenues ($1.36 per occupied room night), totaling $276 in revenue per occupied room rate. This is higher than the ADR for existing properties as indicated by the STR data ($205). However, compared to each of the existing properties included in the STR sample, the proposed Project will be in a superior location and/or of a higher quality, and therefore the developer's ADR estimate is within a reasonable range. BAE confirmed the reasonableness or the ADR assumption with a hotel industry expert.
- BAE assumed $220 in revenue per occupied room night for the Base Project, which reflects input from a hotel industry expert that a project of a size that would be consistent with the Base Level Density would likely consist of a small, un-branded property more similar to an economy hotel.
- The pro forma analysis for the Public Benefit Bonus Project uses an 81 percent occupancy rate, which reflects the average occupancy trends over the past several years as indicated by STR data, and is lower than the occupancy rate provided by the developer (86 percent). BAE estimates that an 81 percent occupancy rate is consistent with stabilized operations, whereas the developer's occupancy rate estimate is for year one of operations, which could coincide with the current high point in the hotel market cycle.
- The pro forma for the Base Project uses a lower average occupancy rate of 77 percent, reflecting an assumption that occupancy rates will be lower because the Base Project will not be a branded property.
- BAE assumed that operating expenses for the Public Benefit Project will be equal to 65 percent of operating revenues. This assumption is higher than the operating expense ratio provided by the developer (43 percent), but consistent with operating expense ratios for similar limited-service hotels as reported by CBRE. [1]
- Based on consultation with a hotel industry expert, BAE assumed that operating expenses for the Base Project would be equal to 70 percent of room revenues, reflecting the lower overall room revenues.

[1] CBRE Research (2017). Trends in the U.S. Hotel Industry, 2016.

- BAE estimated the City of Menlo Park Building Construction Street Impact Fee, Traffic Impact Fee, El Camino Real/Downtown Specific Plan Preparation Fee, and school district impact fees that would apply to each project. The City of Menlo Park provided calculations for the City's Supplemental Transportation Impact Fee and Below Market Rate Housing In-Lieu Fee. Water Capital Facilities Charges and Sewer Connection Fees were not calculated for either project due to the unavailability of the information needed to calculate these fees.
- BAE assumed a developer profit equal to ten percent of total development costs. This results in approximately $2.2 million in profit to the developer under the Public Benefit Bonus Project. This figure is separate from the $1.3 million in project profit that the Project would generate ($25.0 million capitalized value less $23.7 million in development costs, land cost, and developer profit) from the project. In other words, the $1.3 million in excess profit from the project is net of a base ten percent profit to the developer, making the total potential profit approximately $3.4 million. As demonstrated by the pro forma for the Base Zoning Project, a hotel project at the base level is infeasible.
- Financing assumptions are based on current market rates and BAE experience, and assume a construction loan interest rate of 6.0 percent, with two points for fees. The capitalization rate to value the finished project is eight percent.

Sensitivity Analysis

The development returns shown in the pro forma are highly sensitive to changes in construction costs, hotel room rates, and occupancy rates. Although Silicon Valley currently has a strong hotel sector with some of the highest hotel room rates in the nation, hotels are generally considered risky investments relative to other types of real estate investments because occupancy and room rates are often highly affected by downturns in the economic cycle. BAE conducted a sensitivity analysis of a number of these risk factors to identify how changes could impact the pro forma findings. The results of this analysis are shown in the table below:

Sensitivity Analysis for Potential 1704 El Camino Real Project Profit ($ millions)

Scenario	Project Profit
BAE Estimate	$1.2
Construction Hard Cost	
10% Higher Costs	$0 (project is infeasible)
10% Lower Costs	$3.4
Average Daily Room Rate (ADR)	
Decrease to $240 per occupied room night	$0 (project is infeasible)
Increase to $300 per occupied room night	$3.6
Occupancy Rate	
Decrease to 77%	$0 (project is infeasible)
Increase to 86%	$2.8

Source: BAE, 2018.

The sensitivity analysis shows that the estimate of $1.2 million in profit from the proposed project falls within a range of potential outcomes from a profit of zero, making the project infeasible, to $3.6 million. As shown, the project would become infeasible as a result of a 10-percent increase in construction hard costs, a decrease in room rates to $240 per occupied room night, or a decrease in the occupancy rate to 77 percent.

The sensitivity analysis evaluates the impact of a decrease in the ADR to $240, which is the lower bound of the likely ADR range for the proposed Hampton Inn Project. The sensitivity analysis also evaluates the impact of room rates that are approximately 10 percent higher than those shown in the pro forma. Profit will increase if the proposed project achieves room rates that are higher than projected and will decrease if a future downturn in the economic cycle leads to a decrease in room rates.

To the extent that the occupancy rate for the proposed project differs from the occupancy rate shown in the pro forma, this difference will have a substantial impact on revenues and profit. BAE included a 77-percent occupancy scenario in the sensitivity analysis, which is consistent with the lowest annual occupancy rate between 2011 and 2017 among a sample of comparable hotels, as indicated by data from STR. As shown, the hotel would be infeasible if occupancy rates average 77 percent. If the occupancy rate averages 86 percent, which is consistent with the developer's projections for the first year of operations, the total project profit would total $2.8 million.

Transient Occupancy Tax Analysis

The City of Menlo Park collects TOT at a rate of 12 percent of room revenues from hotel stays of 30 days or less in Menlo Park hotels. Based on the average room and occupancy rates

shown in the attached pro forma, the proposed project would generate approximately $680,500 per year in TOT revenue to the City in 2018 dollars.

The exact TOT generated by the project will fluctuate year-to-year depending on the extent to which room and occupancy rates differ from those shown in the pro forma. BAE prepared a sensitivity analysis to estimate hotel room revenues and resulting TOT receipts during low, moderate, and high revenue and occupancy years. For example, if room rates average $240 per night and the average occupancy rate is 77 percent, the project will generate approximately $566,600 per year in TOT revenues to the City. If room rates are 10 percent higher than the rates shown in the pro forma (or approximately $300 per night) and the occupancy rate averages 86 percent, the proposed project will generate approximately $791,000 per year in TOT to the City.

Projected Annual TOT Revenue for the City of Menlo Park from Proposed Hotel Project at 1704 El Camino Real at Project Stabilization

	Low Estimate	Moderate Estimate	High Estimate
Annual Transient Occupancy Tax	$566,597	$680,468	$791,028
Assumptions			
Average Room Rate	$240	$274	$300
Average Occupancy	77%	81%	86%
City of Menlo Park TOT Rate	12%	12%	12%
Number of Rooms	70	70	70

Sources: City of Menlo Park; STR; BAE, 2018.

Limiting Conditions

The above analysis is based on cost and valuation factors along with hotel room rates provided by the potential developer, as well as research conducted by BAE during the first quarter of 2018. The project is in pre-development, and as design and development work proceeds, it is possible that changes in design, building code requirements, construction costs, market conditions, interest rates, or other factors may result in significant changes in costs, profits, and TOT revenues.

Pro Forma for Hampton Inn Hotel Development at 1704 El Camino Real, Menlo Park

Development Program Assumptions

Project Characteristics

Site	
Site area (acres)	0.84
Site area (sq. ft.)	36,398
Off-site work area (sq. ft.)	5,275
Building	
Hotel rooms	70
Building gross sq. ft.	39,950
Parking	
Below grade parking garage (sq. ft.)	27,629
Below grade parking spaces	58
Parking ratio (spaces per room)	0.83
Built Project FAR	1.10

Notes:
(a) Construction costs provided by the developer were supported by contractor detail and were reorganized by BAE for this proforma.
(b) Includes the following FY 2017-18 impact fees: Building Construction Road Impact Fee, Traffic Impact Fee, Supplemental Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Excludes sewer connection fees, water capital facilities charges, storm drainage connection fees, pending City calculations. Figures are net of existing hotel rooms to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.
(c) Site prep costs include demolition, underground utilities, and landscaping costs. Overall site prep work area includes off-site work area.
(d) Developer soft costs exclude financing costs, contingency fee, developer fee, and other line items in this proforma.
(e) Operating revenue (per occupied room night) includes $274.40 in room revenues and $1.75 in other revenues.
(f) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

Cost and Income Assumptions

Development Costs

Hotel	**Per Room**	**Per SF**
Construction hard costs (a)	$114,714	$201
FF&E	$16,000	$28.04
Impact and connection fees (b)	$7,138	$12.51
Parking	**Per Space**	**Per SF**
Construction hard costs (a)	$74,765	$157

General Development Costs	
Site prep cost, per site work area sq. ft. (a)(c)	$43.47
Soft costs as % of hard costs (d)	20%
Developer fee as % of hard and soft costs	5%
Developer profit as % of total construction costs	10%
Contingency as % of hard and soft costs	5%

Operating Revenues and Expenses

Operating revenue (per occupied room night) (e)	$276
Expenses (as % of operating revenue)	65%
Hotel occupancy rate	81%

Construction Financing

Construction loan to cost ratio	65.0%
Loan fee (points)	2%
Interest rate	6%
Loan period (months)	18
Drawdown factor	50%
Total construction costs (excluding financing costs)	$20,692,625
Capitalization rate	8%

Development Costs

Development Costs	**Per Room**	**Total**
Building hard construction costs	$114,714	$8,029,990
FF&E costs	$16,000	$1,120,000
Underground parking costs	$61,948	$4,336,362
Demolition and site prep costs	$25,877	$1,811,365
Subtotal, Hard Costs	**$218,539**	**$15,297,716**
Soft costs (d)	$43,708	$3,059,543
Impact and connection fees	$7,138	$499,640
Contingency Fee	$13,112	$917,863
Developer Fee (f)	$13,112	$917,863
Construction financing - interest	$8,647	$605,259
Construction financing - loan fees	$3,843	$269,004
Subtotal, Soft Costs	**$89,560**	**$6,269,172**
Total Construction Costs	**$308,098**	**$21,566,888**
Developer Profit	**$30,810**	**$2,156,689**
Total Development Costs (Excluding Land)		**$23,723,577**
Cost per built sq. ft.		$593.83
Cost per room		$338,908.25

Value Analysis

Projected Income	**Per Room**	**Total**
Gross Hotel Revenues	$81,528	$5,706,965
Less Operating Expenses	($52,993)	($3,709,527)
Net Operating Income (NOI)	$28,535	$1,997,438
Yield as % of Total Development Cost		8.4%

Development Feasibility		
Capitalized Value	$356,685	$24,967,970
Less Development Costs	($338,908)	($23,723,577)
Less Land Cost	$0	$0
Project Profit	**$17,777**	**$1,244,393**

Source: BAE, 2018.

Pro Forma for Baseline Hotel Development at 1704 El Camino Real, Menlo Park

Development Program Assumptions

Project Characteristics

Site	
Site area (acres)	0.84
Site area (sq. ft.)	36,398
Off-site work area (sq. ft.)	5,275
Building	
Hotel rooms	47
Building gross sq. ft.	27,299
Parking	
Surface parking spaces	39
Parking ratio (spaces per room)	0.83
Built Project FAR	0.75

Cost and Income Assumptions

Development Costs

Hotel	**Per Room**	**Per SF**
Construction hard costs (a)	$116,745	$201
FF&E	$14,000	$24.10
Impact and connection fees (b)	$5,692	$9.80

General Development Costs	
Site prep cost, per site work area sq. ft. (a)(c)	$43.47
Soft costs as % of hard costs (d)	20%
Developer fee as % of hard and soft costs	5%
Developer profit as % of total construction costs	10%
Contingency as % of hard and soft costs	5%

Operating Revenues and Expenses

Operating revenue (per occupied room night)	$220
Expenses (as % of operating revenue)	70%
Hotel occupancy rate	77%

Construction Financing

Construction loan to cost ratio	65%
Loan fee (points)	2%
Interest rate	6%
Loan period (months)	18
Drawdown factor	50%
Total construction costs (excluding financing costs)	$10,769,967
Capitalization rate	8%

Development Costs

Development Costs	**Per Room**	**Total**
Building hard construction costs	$116,745	$5,487,026
FF&E costs	$14,000	$658,000
Demolition, site prep and surface parking costs	$38,540	$1,811,365
Subtotal, Hard Costs	**$169,285**	**$7,956,390**
Soft costs (d)	$33,857	$1,591,278
Impact and connection fees	$5,692	$267,532
Contingency Fee	$10,157	$477,383
Developer Fee (e)	$10,157	$477,383
Construction financing - interest	$6,703	$315,022
Construction financing - loan fees	$2,979	$140,010
Subtotal, Soft Costs	**$69,545**	**$3,268,608**
Total Construction Costs	**$238,830**	**$11,224,999**
Developer Profit	**$23,883**	**$1,122,500**
Total Development Costs (Excluding Land)		**$12,347,498**
Cost per built sq. ft.		$452.31
Cost per room		$262,713

Value Analysis

Projected Income	**Per Room**	**Total**
Gross Hotel Revenues	$61,831	$2,906,057
Less Operating Expenses	($43,282)	($2,034,240)
Net Operating Income (NOI)	$18,549	$871,817
Yield as % of Total Development Cost		7.1%

Development Feasibility		
Capitalized Value	$231,866	$10,897,714
Less Development Costs	($262,713)	($12,347,498)
Less Land Cost	$0	$0
Project Profit	**($30,846)**	**($1,449,785)**

Notes:
(a) Construction costs provided by the developer were supported by contractor detail and were reorganized by BAE for this proforma.
(b) Includes the following FY 2017-18 impact fees: Building Construction Road Impact Fee, Traffic Impact Fee, Supplemental Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Excludes sewer connection fees, water capital facilities charges, storm drainage connection fees, pending City calculations. Figures are net of existing hotel rooms to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.
(c) Site prep costs include demolition, underground utilities, and landscaping costs. Overall site prep work area includes off-site work area.
(d) Developer soft costs exclude financing costs, contingency fee, developer fee, and other line items in this proforma.
(e) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

Source: BAE, 2018.

From: S Liao
To: _Planning Commission; _CCIN
Subject: PLANNING COMMISSION MEETING TO VOTE ON HAMPTON INN HOTEL
Date: Wednesday, June 19, 2019 4:18:24 PM

Dear Commissioners -

I live on Buckthorn Way in the Buckthorn Park development. I'm writing to express the views of several residents in our HOA, along with Park Forest. We have studied Mr. Patel's proposal to build an expanded Hampton Inn since the fall of 2016. I've spoken at one meeting and relayed our concerns about noise, density, privacy, traffic and design and signed the petition along side the Park Forest residents.

We as neighbors have proactively campaigned, against size and design of the development, considering it will replace a large oak tree and lots of greenery with an unobtrusive business. We tried working with Mr. Patel, but received less consideration than our more populous neighboring HOA, but tried to work with them to reach a compromise. We shared our concerns and desire for underground parking, property line set backs, and a visual set back to the Forest Lane and Buckthorn sides of the hotel, in addition to tall trees that would shield the building from view. We were concerned about the unreasonableness of the Public Benefit Bonus for the Low Density NE area, in which we reside, and continue to strongly protest its application. Mr. Patel's change to his plans in 2018, moving the underground parking to the ground level, changing the setback, and increasing the bulk and the proposing blinding color of the building, etc., showed his total lack of concern about the issues we raised. I have spoken at a meeting, and continue to oppose that plan.

As some of my neighbors have mentioned and I would like to echo herein, we need to question the application of this Public Benefit Bonus for the Low Density NE area. The traffic congestion seems to have quadrupled, so that turning into and from El Camino or Middlefield takes several minutes, due to lack of stop lights or stop signs. A large hotel in this area would significantly exacerbate the situation. The city needs to revisit the circumstances for granting a right to high density in a low-density zoned district, especially since the hotel location is not on El Camino Real, but several hundred feet back from the road.

Furthermore, it is unclear that the Transit Occupancy Tax will be collected as expected and that will not resolve any of the traffic, noise, and size/decor issues that would result if this project is approved.

In addition, the large mature trees that are "diseased" or "dying" should be examined by a third party, before they are removed.
Thank you in advance for considering my concerns.

Kind regards,

Suzan Liao

132 Buckthorn Way
Menlo Park

From:	Eric Easom
To:	_Planning Commission
Cc:	ParkForestPlus@groups.io; _CCIN
Subject:	1704 ECR Development - Hampton Inn Proposal
Date:	Tuesday, June 18, 2019 11:53:22 PM

Dear Planning Commission,

I am writing in regards to the 1704 ECR project. As a resident of 171 Forest Lane in the Park Forest neighborhood, my wife have raised our two kids, ages 11 and 13, here since 2011. While I am generally very supportive of development in Menlo Park and, especially along ECR, I do not support having a large Hampton Inn sitting right in plain sight of our main living area. The proposed 1704 ECR project proposes to build a three story Hampton Inn on a flag lot that sits some 200 feet back from ECR via an access road. This is behind the local businesses along ECR and smack dab in the middle of three residential areas surrounding all sides of the proposed development. This area is designated "low-density" in the overall master development plan. The planning commission is being asked to approve a project that would allow a **public benefit bonus** that would ***"increase"*** **the size** of the building **by 30%** based solely on the rationale of getting an additional transient occupancy tax without any consideration of the negative effects on the surrounding neighbors and neighborhoods.

I ask you to please strongly consider the public benefit of such a project that puts a large Hampton Inn with transient occupants in the middle of a neighborhood with families and children. This does not create a sense of community and will have a negative public benefit to more than 80 homes in the surrounding area.
I also want to mention that the current site has two amazingly beautiful heritage oaks that have been claimed to be "dying" and, two more 100'+ tall pine trees that have been labelled beetle-infested that must be removed and replaced by this large structure. I think it is worth inspecting this decision further to make sure that an independent assessment was made, as the removal of these trees and replacing them with a three story Hampton Inn will change the entire landscape and western skyline of this unique property and neighborhood.

I'm certain if the negative impacts of the proposed development are considered there is no justification for a public benefit for such a project.

Thank you for your consideration of our views and opposition the public benefit bonus.

Kind regards,
Eric Easom

171 Forest Lane
Menlo Park, CA 94025

From:	Dave Forter
To:	_Planning Commission
Cc:	ParkForestPlus@groups.io; _CCIN
Subject:	1704 El Camino Real(ECR) Development Project
Date:	Monday, June 17, 2019 4:02:31 PM

Planning Commission,

I am one of the many signatories on the Petition to remove the Public Benefit Bonus(PBB) from the 1704 ECR Development Project (aka Hampton Inn). I believe that the PBB for this project is entirely unwarranted. The stated public benefit is increased occupancy tax. While this will add to the city's coffers, it has no benefit for the surrounding neighborhood. There is no green space; no amenity; only unwanted mass in the middle of residential buildings.

I am a member of the public and the neighborhood. I live on Forest Lane and will be directly impacted by this massive proposed structure. I see only diminished light and increased refuse from this project. I don't see any benefit whatsoever. I am a constituent and voter, who hopes that you are listening to and working for me as much as for a developer who does not live in the neighborhood.

This project is inappropriate for its location. It is enclosed on three sides by residential structures. It is well set back from ECR and only has access via an easement. I don't believe that the either the city council or the residents intended this section of the Menlo Park Specific Plan to have incompatible, commercial structures in the midst of residential areas. This is not downtown.

The PBB revenue from this project is a pittance compared to the tax revenue generated by the Facebook, Stanford, etc. developments. Is it really worth upsetting a couple of hundred voters? How much is enough? I hope that is not what this is all about.

Please represent your constituents when you consider this project on June 24th. Please consider the negative impacts on the residential neighborhoods. Please deny the PBB for the 1704 ECR Development Project.

Thank you for considering my request,

David Forter
151 Forest Lane
Menlo Park, CA 94025

From:	Scott Barnum
To:	_Planning Commission
Cc:	ParkForestPlus@groups.io; _CCIN
Subject:	1704 El Camino - Overhauling The Red Cottage Inn - Resident Feedback
Date:	Monday, June 17, 2019 9:41:32 AM

Members Of The Planning Commission:

I am a resident of the Park Forest neighborhood where the conversion of the Red Cottage to a Hampton Inn at 1704 El Camino is being proposed. This project is coming up for a hearing on June 24th. I am also a member of the Park Forest Plus group of residents from the area representing three Homeowner Associations along Stone Pine Lane, Forest Lane and Buckthorn as well as the independent residents of the neighborhood. Park Forest Plus has coalesced to deal with this commercial development project in our backyard. As you know, we have invited Planning Commission members to view our neighborhood (there are invites out to the two new members) and see first-hand how the hotel is situated within Park Forest and why nearly 80 people have signed a petition noting concern about the plans, the Public Benefit Bonus for hotel projects like this one and about commercial development generally within a low-density residential neighborhood.

In my view, commercial development in a residential neighborhood, *like ours*, should be mitigated. Additionally, the City should think long and hard when and how it uses the Public Benefit Bonus and about *eliminating the PPB altogether where there is no real benefit to the public.* As you can understand, it's about resident homeowners defending our property values, quality of life, privacy and mitigating noise, light, traffic et.al, to the maximum extent possible. If someone desires lots of noise, light, traffic and less privacy in a residence, they can move into a City or high-rise living in a downtown core. Proximity to downtown *without* most of the "stuff" that comes with a downtown is what I, and most of my neighbors, bought into in Park Forest. It is a unique neighborhood that is worth defending.

Personally, I doubt officials in charge of developing the City's ECR Downtown Specific Plan at the time understood where 1704 El Camino was actually situated, i.e., a couple of hundred yards back off of El Camino and embedded deeply within a neighborhood that has been historically zoned low-density residential. The property had an ECR address so it was included in the plan, likely without much thought. Please note. I don't think that all commercial development is evil. Nor is the developer of 1704 El Camino, Mr. Sagar. He's looking to improve his property and it's ROI. He has also been reasonable in dealing with our group/neighborhood. Indeed, he and his family used to live in our neighborhood and president of one of its HOA's. That said, the granting of the PBB is likely the lynchpin in making the project economically viable for the developer. You, the Council and the City attorney need to ask is collecting the extra hotel occupancy taxes that the additional hotel rooms provide, but which is already mandated by law, *a true public benefit* and worthy of granting a PBB as defined in the meaning and intent of the PPB statute? I and many others don't think so.

As this project specifically is reviewed and commercial development in general for the City is reevaluated, please give some real deliberation to the appropriateness and validity of the PPB grant in projects like the Hampton Inn, especially for projects situated in low-density neighborhoods like Park Forest throughout Menlo Park.

Cheers,
Scott Barnum
137 Stone Pine Lane
Menlo Park, CA 94025
microbarny@msn.com
(650-224-5671 (m)

From:	John Dearborn
To:	Sandmeier, Corinna D
Cc:	Harlan Matles; Sarah Watson; Darren Phelan
Subject:	Re: 1704 ECR - Proposed Hampton Inn
Date:	Saturday, June 8, 2019 9:51:29 PM
Attachments:	emailDearAssoc Logo 4.16.18.pdf ATT00001.htm

Greetings,

I am an orthopaedic surgeon and my outpatient office occupies the ground floor of 1706 ECR. I have a joint replacement practice. We see patients M-F and some are quite elderly and frail. Access to our building is a critical issue. On occasion we have needed emergency vehicles in our parking lot to help. Given the traffic on ECR and the obstruction to our parking lot that a construction project might bring, I wonder if it makes sense to create an access point from Buckthorn. I am concerned that we could have a problem with one of our patients and not be able to manage it appropriately during a construction project. I am sure that the medical group upstairs shares my concern.

Please advise. I do not know the timing of your meeting on June 24th.

John T. Dearborn, MD

From:	Ching-Yu Hu
To:	Sandmeier, Corinna D
Cc:	Wei Gu
Subject:	Re: 1704 ECR - Proposed Hampton Inn
Date:	Saturday, June 8, 2019 10:40:17 AM
Attachments:	CMP_Email_Logo_100dpi_05d92d5b-e8e3-498f-93a6-d0da509bd602111111111.png

Hi Corinna --

Thank you for sending this update. I will not be able to make the hearing due to work constraints but wanted to outline further thoughts below on my objection for your consideration. Is there a broader team that I can forward this email to?

1) this hampton inn tarnishes the menlo park atmosphere and is sandwiched on 3 sides with quiet, residential units. even though there is a parking garage, there will certainly be overflow and greater unnecessary traffic into the residential parking areas. i urge you to come take a look at the area to see how strange it would be to have a hampton inn here - all the stone pine 3 story units aren't even allowed to be rented due to HOA (just for this reason to be quaint, quiet, low traffic).
2) the marginal tax benefits of such a building do not outweigh the inconvenience and oddity of having a hampton inn in the heart of menlo park
3) there at least 4 hotels in a one mile radius that are underutilized, the demand for such a hotel will be minimal and there's a non-zero chance it won't be a profitable venture that will need to be redone in the future
4) i do not live alongside the border of the construction area but want to speak on behalf of all the units adjacent to them and voice my concerns that it will reduce their property value as well as serve as a nuisance for having a hotel nearby (noise, traffic, etc.)
5) if there is significant interest from the city to have a new hotel in this lot, why not find a developer of a high-end luxury hotel vs a third rate hotel chain? i'd venture there's a reason why there aren't ANY hampton inns along most of the peninsula - and are only in fremont/south mountain view/south san jose/milpitas. there isn't demand and i would not be surprised if most city planning commissioners denied proposals to do so for a variety of reasons.

Thanks for your consideration and review. Happy to discuss via phone/email as well if helpful.

CY

On Fri, Jun 7, 2019 at 12:33 PM Sandmeier, Corinna D <cdsandmeier@menlopark.org> wrote:

> Hi All,
>
> I wanted to let you know this project is scheduled for the June 24th Planning Commission hearing. Information on the project is available on the project webpage: https://www.menlopark.org/1352/1704-El-Camino-Real

Please let me know if you have any questions.

Thanks,

Corinna

Corinna D. Sandmeier
Senior Planner
City Hall - 1st Floor
701 Laurel St.
tel 650-330-6726
menlopark.org

From:	Susan Neville
To:	Sandmeier, Corinna D
Subject:	Comments on 1704 ECR
Date:	Wednesday, May 15, 2019 4:15:58 PM

Hi Corinna,

In response to your request for a summary of neighborhood concerns and follow up to our meeting on May 7, 2019, I've asked for input from the Park Forest Plus group of homeowners. We all live adjacent to 1704 ECR (north, east and south) and have been following the developments of 1704 ECR since its initial proposal and inception. For 3 years now, we have collected input, studied plans, met with city staff and collaborated with the developer, Mr. Patel, about the impact of his proposed plans on our neighborhood and community. From the outset our efforts have been to work with, not against, him. We recognize some development will happen and we want that development to be in the interest of people who live here.

Here are the concerns that we see with current project design/plans (dated Apr 2019). I can't be sure that there aren't others. This is what I have at hand. Will you be sharing this with Planning Commissioners?

1. ***The second floor roof top terrace*:** There was agreement between the developer and neighbors to set back the third story and create a clean, not for public use, second story roof top terrace. Visually, this would break-up the mass of the rear view and be an attractive add to the view. However, the current plans show a hotel room has been added at the rear of the 2nd floor that juts out on this terrace. A trellis is planned there to add some decorative greenery, but it was never the intention to use this trellis to hide a building afterthought. This room addition takes away from the visual integrity of the design; it is unattractive and compromises what we agreed to. This architectural projection will be the first thing that anyone on Forest Lane sees. The room should be eliminated. There are alternative ways to get the extra room that the developer wants. (We believe this modification to the March 2018 plans was made because of a request from a 3rd party city designer who may not understand the follow-on consequences of the proposed change he suggested to the north side.)

2. ***Fencing:*** The fencing details are not laid out on the plans that we could see. Neighbors would like assurance that the fencing along each of the sides, including the access drive to the east, will be at least 8 feet in height and solid wood (no lattice). The Forest Lane fence line is getting additional attention from residents. There may be a request for a different treatment of the fence directly facing Forest Lane.

3. ***Drainage:*** Neighbors on all sides are concerned about potential drainage from the landscaping and irrigation being proposed, that will affect trees and landscaping on their properties,. Of particular concern are the oaks and redwood on the south side of the project, as well as the trees at the end of Forest Lane. We can't tell where the runoff water from 1704 ECR goes and want to make sure that the engineers consider the health of adjacent trees.

4. ***Building Color:*** The bright white color of the facade that faces north is of concern to neighbors on that side. They are glad to see the alternate choices that were submitted and prefer a warmer and more subdued shade. They are taking a closer look at the options.

5. ***Lighting:*** We couldn't accurately determine the specs of the lighting fixtures on the plan. We believe many to be bollards, which are low to the ground, but would like to know more about the spot lights and safety lights and what the impact is on the surrounding properties at night.

6. ***Transformer:*** The neighbors at Buckthorn Park are very concerned about the placement of the transformer so close to their homes. It is a potential hazard and they would like it located further away.

7. ***Potential alley disturbance:*** Neighbors on the north side and those bordering the alleyway would like assurances that the alley will not be used for deliveries to the hotel and that trash pickup will be no earlier than 8 am, given the very close proximity of the homes.

We appreciate the time and consideration your staff is giving this project because of the potential impacts on and legitimate concerns of the many residential neighbors that border 1704 ECR (e.g., property values, light/noise pollution, privacy, security and quality of life).

In light of the above, we would like to reiterate a more general and strategic concern of our neighborhood. If we were starting out today, we would likely oppose ANY project of this scope and commercial nature within a residential neighborhood. In the past 3 years, anxiety about the amount of development along ECR and the related traffic, congestion and noise has certainly increased. Our neighborhood, Park Forest, is a designated "low-density" zone and that should afford some protection against a large commercial structure, such as the one being proposed, that is situated not on ECR but several hundred feet off of ECR tucked in between residential buildings within a predominantly residential neighborhood. We believe the Public Benefit Bonus and FAR waivers should not apply in "low-density" zones. At least 80 people signed a petition to this effect. Unfortunately, there is no real Public Benefit being offered in this project that we

can see. The occupancy tax that a hotel collects is required by law and paid by the customers - not the owner. We believe that carefully specifying what is and is not allowed in a “low density” zone (including size/type of building and any PBB’s/exemptions) is an important consideration for the Planning Commission and City Council to review going forward with its Master and Downtown Specific Plans.

If you or any of the Planning personnel have any questions regarding this, please contact me for further input.

Warmest regards,

Susan Neville

On behalf of Park Forest Plus

1704 El Camino Real – A Planning Misfire

To The Commissioners:

As you know, Menlo Park has been pursuing its Downtown Specific Plan along El Camino Real in an effort to enliven a land of barren ground and chainlink fences. Those laudable efforts have to date concentrated in the southern and middle sections of the city. Now comes the first big effort at the very northern edge of the city, and it's a perfect misfire, putting a large, unwelcome hotel in a low-density, residential section of the city.

Flying in the face of current practice in the El Camino planning area, Planning Staff seems to assume a special deal for the proposed Hampton Inn at 1704 El Camino Real that brings elements of a freeway-inn to a residential area (zoning ECR NE-L), including above-ground parking. While all other important projects along El Camino in Menlo Park's Downtown Specific Planning zone have been designed with underground parking, the Hampton Inn's plan is to squat atop its parking, which, by a loophole, doesn't count in computation of the Floor Area Ratio. At the same time, staff seem to be assuming award of a Public Benefit Bonus that allows a substantial increase in building size. These Public Benefit Bonuses are intended for projects that provide a special element for the public good, such as a plaza for public enjoyment.

Yet, there's no such plaza at the Hampton Inn. Instead, the project's purported special contribution is to pay the same 12% Transient Occupancy Tax that every other hotel in town pays. In return for sticking by the law, the project's developers are apparently to be rewarded an FAR up to 1.10—30% bulkier than the standard FAR in Menlo Park's Downtown Specific Plan. With the fatter FAR, there's simply more Hampton Inn, which at 38 feet will loom over neighboring houses that are less than two-thirds that height and cram far closer to those houses.

The originally-proposed Hampton Inn project had underground parking, and as of late last year there was a hard-fought pact crafted with neighbors that had brought many improvements to the initial design. All seemed in balance until the developer, Sagar Patel, unilaterally walked away from that agreement this May, saying at the time that he couldn't afford the deal. The current design (as of drawings filed for October 8 study session) cut costs by an estimated $4 million through elimination of under-ground parking. In addition, design details have been removed and the design's increased footprint means razor-thin clearances next to neighboring houses, clearances that had been widened by the earlier neighborhood pact.

It's impossible to fathom the Planning Staff's persistent assumption of a Public Benefit Bonus application to a design that violates standard parking practice in the downtown planning area. It's difficult to figure the public benefit from a plan that saves money for the developer and yet worsens the lot of the public. It's an astonishing turn of events that could be resolved by re-establishing the earlier agreement with the neighborhood that includes the underground parking. I urge that you, as commissioners, reverse the assumption of a Public Benefit Bonus and require re-establishment of underground parking plus other elements foreseen by the earlier neighborhood agreement.

Sincerely,

Frederick B Rose,
Menlo Park Resident

From:	Healey, Panteha
To:	_Planning Commission
Subject:	Hampton Inn Development
Date:	Wednesday, October 31, 2018 1:21:15 PM
Attachments:	image001.png
Importance:	High

To The City Council Persons and or Planning Commissioners,

I am a resident within the Park Forest Community and I have concerns regarding the potential Hampton Inn development at 1704 El Camino Real.

I'm not clear on why the City Planners have taken the step of granting a discretionary Public Benefit Bonus for this project, without taking into consideration the perpetual negative impacts of congestion, traffic, noise (air, light and sound) and a general lack of privacy that this new structure will represent to the Park Forest community, and I'd like to understand the reasoning here.

I feel strongly that a project of this magnitude, if approved, will permanently and negatively affect the desirability and economic viability of our neighborhood. Over 100 concerned residents will have to bear not only the long-term economic costs that are sure to affect our home values but also the more "personal" costs of this project that effect our quality of life. How is this fair? What is the tipping point to influence your decision, if 100 is not enough?

Surely there are more creative ways to get this project built the proper way (underground parking making the most sense). I urge you to reconsider the many costly, long-term impacts of this project on our neighborhood. Also, to not simply look to the “benefit” that both the developer (in cost savings) and City (via collecting more TOT) reap. The residents of Park Forest are the ones who will bear the greatest costs of your decisions.

Best,
Panteha Healey
Startup Business Development
Amazon Web Services | San Francisco
panteha@amazon.com

From:	Carol Broadbent
To:	_Planning Commission; _CCIN
Cc:	Susan Neville
Subject:	17-year resident of Menlo Park: Opposed to Misguided Hampton Inn Proposal
Date:	Tuesday, October 30, 2018 11:48:58 AM

Dear City of Menlo Park Leadership,

After two years of constructive communication, planning and collaboration with the hotel developer Sagar Patel, we of the Park Forest home community are now opposed to the revised plan (unveiled in May 2018) for redevelopment of the existing Red Cottage Inn. I'm writing to reiterate my opposition to the current plan because it does not include underground parking, and instead creates a hardship on our City, and on our Park Forest home community in particular, with increased noise, traffic congestion from the proximity and size of the new structure.

The City leaders have granted a discretionary Public Benefit Bonus for this project without taking into consideration the serious negative impacts of congestion, traffic, noise, lack of privacy and undesirable encroachment of this new, large commercial building on our residential community. Without the underground parking as part of the plan, the new building will be nearly double the size allowed for our low-density zoning. Further, this new hotel appears to violate Municipal Code Section 16.68.020 by diminishing the character of our neighborhood and negatively impacting the desirability of our Park Forest neighborhood which is directly adjacent.

We in the Park Forest community had supported the previous plan which was far more reasonable, and was designed to include underground parking. Simply put, without underground parking, this large commercial building will no longer include the setbacks from property lines that would make the new structure a favorable addition to the City that "fit" into our community.

We are asking the City leaders to consider the long-term impacts of their decisions so that we can preserve the character and quality of our neighborhood. I'm asking the Commissioners again to please take a longer-term view of their decisions and find a way to compel developer Sagar Patel to incorporate underground parking with reasonable setbacks and hotel size into his plans. I attended the City Planning Commission meeting on October 8, and it struck me that the Commissioners were bending over backwards to accommodate Mr. Patel's increasing costs. But it's not fair for the Commissioners to make the Park Forest residents bear those costs in terms our diminished quality of life.

Respectfully,

Carol Broadbent
Buckthorn Way
Menlo Park

To: Menlo Park Planning Commissioners
From: Fred Rose, Menlo Park Resident
Date: October 22, 2018
Re: The Proposed Hampton Inn

This correspondence addresses the concept of "Public Benefit," more specifically, just how much Public Benefit does the proposed Hampton Inn project provide, and to whom? In doing so, we look at a number of factors, from the Transient Occupancy Tax (TOT), to the massed structure that would be permitted by a Bonus, and to the uncomfortably rapid development of hotel rooms. What follows demonstrates clearly that the Public Benefit Bonus is being erroneously applied to this project. Accordingly, the Planning Commission should immediately withdraw any grant of a "Public Benefit Bonus" from the planning process. *

1) **Let's start at the beginning:** When the ECR/Downtown Specific Plan was first approved, the little Red Cottage Inn wasn't really a part of that ambitious vision to reshape the city. A close look at maps in the initial program shows the Red Cottage Inn, while technically backed into the Plan area, as an "existing building not included in opportunity sites." As a result of circumstances rather than planning, a change occurred around 2016. Now the Red Cottage Inn's proposed successor, a freeway-style Hampton Inn, is being considered among other things to enhance "downtown vibrancy."

2) **Neighborhood involvement with the site started early:** Beginning in 2016, the group that has since become Park Forest Plus undertook negotiations with the developer, Sagar Patel. (A detailed timeline of those talks is attached.) As has been widely noted, after negotiating for a year and a half, the neighborhood came to an agreement with Mr. Patel, a pact that was unilaterally abrogated by the developer this May. This agreement included underground parking, called for wider setbacks at property lines and other considerations. However, Mr. Patel has since said that construction costs had risen to the point where he was unable to put parking underground, as agreed to. From there, once underground parking shifted above-ground, the mass of the structure was drastically altered and increased, as we shall see shortly.

3) **The purported Public Benefit:** This "Public Benefit" being applied to the Hampton Inn is based solely on the TOT, estimated at $680,500 annually. However, this gross figure overlooks the current contribution of the Red Cottage Inn, which is to be torn down. The Hampton Inn's net contribution to the public purse, after deducting the Red Cottage Inn's existing payments, is projected at $390,000, or a slim 3.5% of the currently-budgeted $11.2 million city-wide TOT. Note here that TOT is the second-largest revenue item in the city budget and by far the fastest-growing category. Such rapid growth strongly suggests Menlo Park's scant need for further, small contributions such as that of the Hampton Inn. The Inn's prospective contribution is not a "significant" public benefit (in Commission staff's words) but in fact a very small and costly one in terms of neighborhood integrity. On this basis alone, the Commission should strike the Public Benefit Bonus.

4) **Good Planning?:** In return for this small TOT contribution, the Hampton Inn project is being granted an extraordinary 40% increase in Floor Area Ratio (1.05 FAR) over the standard 0.75 FAR for projects in the ECR/Downtown Specific Plan. There's more. Since covered parking spaces are now above ground, the mass of the building has mushroomed. By city definition, covered parking spaces are not counted in an "official" FAR calculation. Thus, by this loophole, a large part of the structure is excluded from the Commission's math. Counting the above-ground (but-covered) parking pushes the bonus boost to an outrageous 78%. This commercial bulk is in sharp contrast to the surrounding leafy residential area of residential townhouses and park-like wooded area. For this alone, good planning and equity argue that the Planning Commission should immediately stop further consideration based on the Public Benefit Bonus planning assumptions.

5) **Massing of the Hampton Inn:** Without question massing has exploded with the elimination of under-ground parking. The building has pushed ever wider in a residential neighborhood never intended to be exposed to such commercial pressure under the initial ECR/Downtown Specific Plan. This is shocking—nowhere else in the ECR/Downtown Specific Plan is a large, new commercial building jammed up against a residential neighborhood as the Planning Commission now proposes. Suddenly, under a September 14 plan, a 40 foot-high combined wall and roof slope loomed over the much shorter 26-foot height of neighboring townhouses. This hotel face, with trash bins against the fence, was squeezed within just 24 feet 5 inches of its eastern boundary instead of the earlier-negotiated 38 feet of clearance. On the north side, cars will be parking within 5 feet of neighboring houses. To the south, clearance is currently planned at 10 feet. What was the first floor under the agreed-upon plan has become a parking level, moving the hotel's first floor to the second level, above the parking, in turn squashing the building's vertical flooring. One easily might ask the question: "What kind of planning is this?"

6) **What's happened with construction costs?:** Like everything else, they've grown—but not nearly to the extent put forth by the developer. In the core of this case, under-ground parking has gone from $74,800 per space (cited in a March 2018 staff study) to $80,000 a space, now declared by Mr. Patel. While an unfortunate increase for the developer, it's well short of the doubling that's sometimes spoken of.

7) **There really is no precedent:** The newly-opened Park James Hotel also used the TOT as the basis for its Public Benefit Bonus; while it's tempting to cite the newly-opened hotel as a precedent, the Park James is a completely different case study. The hotel is set far closer to the heart of the city, in a commercial area across from a gas station and next door to an office building. There is underground parking. Unlike the Hampton Inn, the Park James was approved without significant neighborhood opposition. In 2016, Planning Commission staff commissioned a study by BAE Urban Economics that estimated TOT of $445,000 to $756,000 annually, somewhat higher at the top end than the Hampton Inn's and with more room for revenue growth. City-wide TOT receipts at that time the Park James was approved were a lesser $6.7 million, meaning that the Park James' contribution to city coffers promised 7.1% to 12.1% of the city's TOT take—more than twice the 3.5% that the Hampton Inn is now said to offer. Looking ahead, the boutique hotel will likely will have room rates considerably higher than the Hampton Inn. While staff termed the Park James contribution "substantial," it throttled that back in the Hampton Inn description to "significant."

8) **In either case the TOT contribution presents a poor case for a Public Benefit Bonus:** Paying one's taxes shouldn't be the basis for a Bonus. The Commission's two TOT mistakes don't make for good planning. Indeed, the defacto presumption that the Public Benefit allowance is also applicable for the Hampton Inn project has been more an exercise in expeditious permitting than sound planning. To avoid a second error, the Commission should remove the TOT as a basis for a bonus immediately.

9) **More planning needed:** The need for the Hampton Inn's 68 rooms is questionable in Menlo Park, where not only has the Park James Hotel recently opened but also the new 200-room Hotel Nia. In the works as well is another 200-room hotel in the Facebook development. In 2012, the ECR/Downtown Specific Plan forecast some 380 new hotel rooms over the next 30 to 40 years. That figure is already about to be exceeded in only seven years by projects already on the books. Too many hotels with too many rooms now threaten cannibalization of the city's eventually limited demand. What Menlo Park needs aren't more hotel rooms, but more common sense and good planning.

10) **On the matter of neighborhood involvement:** It has been disappointing to note that commission staff has put all mention of residential views at the bottom of its studies, suggesting callous disregard for public opinion in the Commission's decisions. Some Commissioners seem not to have studied the file thoroughly. In remarks at a public study session, on Oct. 8, 2018, I'm told that Commission Chair, Ms. Susan Goodhue, said of an issue before the Commission that it's no big deal. I'd strongly argue otherwise. The Commission clearly needs to improve its understanding of the interface between town planning and the political plane.

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** I want to emphasize that these remarks are entirely my own. I do not speak in any official capacity for the neighborhood.*

PARK FOREST NEIGHBORHOOD'S TIMELINE OF ENGAGEMENT: 1704 ECR DEVELOPMENT

October 12, 2016	Petition letter opposing the development circulated to Park Forest and surrounding communities, garnering widespread support. ***Exhibit A***
November 8, 2016	First meeting between Neighborhood representatives and Corinna Sandmeier (Associate Planner, Menlo Park).
December 5, 2016	Neighborhood meeting at Pacific Union. Sagar Patel (Developer) was invited to answer residents' many concerns. 35 neighbors attended. Many letters sent to City Planning following the meeting.
December 14, 2016	Summary of issues raised at 12/5 meeting circulated to residents. ***Exhibit B***
February 4, 2017	First meeting of Neighborhood Committee (Susan Neville, Mike Brady, Dave Forter, Margaret Race, Carol Diamond, Glenna Patton).
February 6, 2017	Updated petition letter submitted to Corinna Sandmeier to reflect additional signatures (final total of 80). ***Exhibit C***
March 13, 2017	Neighborhood Committee meeting (same participants as noted above).
March 27, 2017	Neighborhood Committee pre-meeting for Sagar Patel meeting.
April 3, 2017	First meeting with Sagar Patel (Developer) to view the site from 190 Forest Lane (closest to 1704 ECR property) and discuss neighborhood concerns. Verbal agreement from Sagar Patel to move 3rd story rooms from rear-facing side of hotel (facing Forest Lane).
May 3, 2017	Second meeting with Sagar Patel to discuss additional modifications to the plans. Initial agreements summarized in letter to Menlo Park. ***Exhibit D***
May 8, 2017	Susan Neville sends Sagar Patel a recap of the outstanding issues, as well as a draft letter to neighbors summarizing Patel's agreed changes. Patel had the opportunity to weigh in on letter prior to circulation.
May 9, 2017	Updated letter on agreed changes by Sagar Patel circulated to neighborhood residents. ***Exhibit E***
June 11, 2017	Sagar Patel sends renderings of new exterior design, which reflects a shift to a "Mediterranean" look in line with other buildings along ECR, as requested by Neighborhood Committee.
July 28, 2017	Sagar Patel circulates updated renderings of the exterior design, reflecting a shift to a "taupe" color to better blend into the surrounding nature, as requested by Neighborhood Committee.
September 19, 2017	Susan Neville submits a letter of support for the development on behalf of the Neighborhood Committee, based on extended negotiations to reflect the issues raised by residents. ***Exhibit F***
November 17, 2017	Neighborhood Committee meets with Corinna Sandmeier to inform her of agreements with Sagar Patel. She informs us that the City has issues with the design and a public Study Session will take place in January.
November 21, 2017	Glenna Patton submits letter to Corinna Sandmeier on behalf of the Neighborhood Committee requesting that the new designs are previewed with the Committee prior to the January Study Session.
December 4, 2017	Sagar Patel provides preview of updated exterior design, which he characterizes as a "more authentic, classic Spanish design".

February 26, 2018	Neighborhood receives notice of Menlo Park Planning Committee Study Session, scheduled for March 12th, at 7pm.
March 7, 2018	Neighborhood Committee meets to prep for Study Session, agrees to send a letter to the City stating its formal position prior to the Study Session.
March 12, 2018 (12pm)	Susan Neville submits letter to Planning Commissioners saying the Neighborhood's preference is for the development not to move forward but if it does, residents won't oppose it as long as our agreed changes are approved. ***Exhibit G***
March 12, 2018 (7pm)	Neighborhood Committee attends Study Session, where the City requests a number of design changes to the hotel – none of which affect agreements with the Neighborhood.
May 29, 2018	Sagar Patel sends Neighborhood Committee an email backtracking on all prior agreements due to moving parking from underground to street level (driven by "skyrocketing costs" of underground garage).
June 5, 2018	Neighborhood Committee meets with Sagar Patel to review the new plans, confirming that no prior agreements have been honored (beyond design).
June 18, 2018	Susan Neville emails Sagar Patel the Neighborhood's opposition to the plans and lays out its top requirements. Email forwarded to Corinna Sandmeier to inform her of the Neighborhood's position. ***Exhibit H***
August 18, 2018	Petition to declare neighborhood petition against the new plans is launched via **Change.org**, securing 70 signatures (online and hard copy).
September 16, 2018	Neighborhood coffee event to update residents attended by 30 neighbors. Neighborhood Committee is expanded due to residents' urgent concerns.
September 19, 2018 (4:30pm)	Neighborhood reps meet with Corinna Sandmeier to communicate opposition to the City's process. Sandmeier indicates a Formal Review by the Planning Commission will be held October 8th. Neighborhood requests a Study Session instead given the dramatic changes in the plans.
September 20, 2018	Sagar Patel informs Neighborhood that the request for a Study Session on October 8th is accepted, replacing the previously planned Formal Review. Glenna Patton emails Corinna Sandmeier to acknowledge Study Session and voice continued opposition by the residents.
September 24, 2018	Resident Eric Easom meets with Sagar Patel to discuss the Neighborhood's issues with the development. Patel indicates an openness to explore further changes – although the details appear to be fluid.
September 24-28, 2018	Various residents submit letters of opposition to the City Planning Commissioners.
September 26, 2018	Neighborhood Committee meeting to discuss updates and further actions prior to the October 8 Study Session.
October 1, 2018	Neighborhood Committee submits to Planning Commission a formal letter of opposition with changes required to gain residents' support. ***Exhibit I***
October 8, 2018	Sagar Patel presents a further evolution of the plans at a Planning Commission Study Session attended by 25 neighbors, who oppose the plans and advocate for what was agreed prior to the March Study Session.

From:	Herren, Judi A
To:	Herren, Judi A
Cc:	Brady, Michael J.
Subject:	FW: the red cottage--deterioarion in the quality of project proposed
Date:	Wednesday, October 17, 2018 3:10:35 PM

Hello City Councilmembers, Planning Commission members and City Attorney Bill McClure,

Below is an email from Mr. Michael J. Brady, esq.

Thank you,
Judi

Judi A. Herren
City Clerk
City Hall - 2nd Floor
701 Laurel St.
tel 650-330-6621
menlopark.org
-----Original Message-----
From: Brady, Michael J.
Sent: Wednesday, October 17, 2018 1:58 PM
To: Brady, Michael J.
Cc: Brady, Michael J.
Subject: the red cottage--deterioarion in the quality of project proposed

Introduction: the new Red Cottage or Hampton Inn project has now been in the works for more than 3 years. Unfortunately, it has recently deteriorated materially and no longer deserves approval or the finding of a public benefit. The project needs to go back to the drawing boards in light of what has occurred.

This writer has lived in the Park Forest townhouses for more than 20 years and in the MP area for almost 50 years; I have also had a law practice in Redwoodd City for 50 years THE ORIGINAL IDEA:
The developer is Sagar Patel. More than 3 years ago, he proposed erecting a Hampton Inn at 1704 ECR. The original concept was a giant, massive, bulky "sqared off" buildiding painted grey, red, and white (like other Hapmpton Inns) and towering more than 40' high.
The Park Forest townhome residents (more than 100 townhomes) and others in the Buckthorn neighborhood strongly objected; this massive new commercial building INTRUDED INTO their purely residential neighborhood and was unsightly and depressed property values, not to mention loss of privacy and quietude.
An intensive period of negotiations commenced more than 2.5 years ago with Mr. Patel. Much time and effort was invested, and good faith was shown by both sides. An agreement was reached which called for the project to be less massive in scope and less intrusive, with important areas pushed back away from the townhomes and toward ECR. A complete underground parking garage was in the plans, and we agreed.
Several months ago this plan (the one we all agreed on) was put before a study session of the Planning Commission (PC); the main aspect that they wanted to see changed was the design-to make the project more in the "Santa Barbara" style.

THE FIRST NEGATIVE DEVELOPMENT:
But then things turned negative; Mr. Patel indicated that he could no longer afford an underground parking garage (parking was proposed to be surface only) and he abandoned the agreement that had been reached (he did suggest some modifications, but they have been unacceptable to the homeowners).
Another study session of the PC was held in early October of this year. No important substantive changes were proposed.
It is unfair to criticize the homeowners ; they spent more than two years in countless meetings whch DID RESULT

in an agreement with Mr. Patel. There is no reason to believe that that agreement would not have been accepted by the City. It is what the city likes to see (cooperation).
Rather, it was Mr. Patel, allegedly for economic reasons, who made a HUGE ALTERATION in the project, abandoning what has become sacred to Menlo Park, namely, underground parking for such projects. I ask the city to examine its files: is it not true that in recent years, underground parking has become the Bible for such projects and is essential to city planning? Witness Park James Hotel at Glenwood and ECR with its extensive and deep underground garage.

The abandonment of underground parking is therefore THE ESSENTIAL factor that has occurred with this project to make it DETERIORATE materially since its conception. The City seems to be ignoring this. Why should 1704 ECR be treated differently from other commercial ECR corridor developments? How is this considtent with the city's general planning processes?

THE EFFECT

City officials should now send this project back to the drawing boards. When the project was originally before a study session (more than a year ago), it DID HAVE underground parking; maybe (not certain at all given the legal requirements) at that time, a "public benefit bonus" would have been merited. But now!? Things have gone sour and important public concerns no longer are being pursued; no possible public benefit exists, and this enire issue needs to be explored in depth (it has not been analyzed thus far). Another surprising (and negative) development that has occurred is this: with the abandonment of the underground parking garage, the MASSIVENESS IN SCALE of the project has returned, with estimates that without the garage the building is approximately 28% larger in scope. The reduction in massiveness was the principal reason for the original homeowers' concern.
Maybe the developer needs to take a little less profit in order for the underground parking garage to continue; is this being explored? Maybe a different concept needs to be considered, for example: a more expensive "boutique" type hotel, withi more expensive per night rooms, but with fewer rooms and less massiveness in size, while still proviiind the developer with adequate financial return.
CONCUSION:
It would be premature and illegal to allow this project to proceed as currently proposed. The homeowners, as always, will entertain reasonable plans (and spent two years doing so with success), but we and the City are getting no where with the present project. Most projects improve with city input; not so with this one. It is time to take a hard look.
Michael J. Brady, esq
191 Forest Lane
MP 94025

From:	Carol Broadbent
To:	_Planning Commission; _CCIN
Cc:	Susan Neville
Subject:	Underground Parking Benefits All City Residents
Date:	Monday, October 15, 2018 5:31:31 PM

To the City Planning Commissioners

I attended the Planning Commission's study session on October 8 on the Red Cottage Inn expansion. I have lived in Menlo Park since 1995. My first home was in West Menlo Park. I have been a resident and homeowner in the Park Forest community since 2014.

With all of the building under way in Menlo Park, especially along the El Camino Real corridor, has there been any tally of the number of structures that are incorporating underground parking? Is that decision (and approval and support by the City) to use underground parking guided by policies of the City of Menlo Park?

In other words, has the City Planning Commission undertaken, or even considered, anything akin to a "policy" that would require new commercial building projects to put parking underground? The benefits of such a policy would be enormous and long-lasting.

As a long-time resident, this idea is akin to adopting a policy regarding placing utilities underground — a forward-thinking plan that I'm guessing a majority of residents would love to find a way to make happen for the safety of every neighborhood.

Just as there are so many good reasons to place utilities underground, there are equally strong, and forward-thinking reasons to plan for parking underground for commercial projects. As you heard from the cooperative and collaborative presentations made by Park Forest residents at the October 8 meeting, none of us wants to force the developer of the Red Cottage Inn expansion, Mr. Patel, to bear an inappropriate burden, or to become the test case for an onerous city building policy. But I'm asking why the City of Menlo Park commissioners won't take a forward-thinking position in this immediate opportunity to get creative about how to incentivize and reward a plan for the Red Cottage Inn developers that includes underground parking, which will support our city values and quality of life for the Park Forest residents and our entire community.

With respect to the Red Cottage Inn expansion, say, ten years down the road, all of us — the 30,000+ residents of Menlo Park — will be grateful to our City leadership if they have the foresight to protect the quality, values, and privacy of our residents with support for underground parking. It's just smart.

Respectfully,
Carol Broadbent

October 14, 2018

Dear Members of the Planning Commission

We would like to thank you for hearing the views of the Park Forest Neighborhood residents that attended the October 8, 2018 study session regarding the proposed 1704 El Camino Hampton Inn project. We represent a significant block of concerned Menlo Park citizens opposing the development consisting of over 100 affected homes, over 115 signed petitions submitted to the City Council opposing the project and 25 home owners that were present for the study session.

As stated in the meeting, we are not fundamentally opposed to development on the proposed site. We worked closely with Mr. Sagar Patel, the developer, for nearly 18 months in good faith, making many concessions, and agreed to a plan that was acceptable to all parties. In late May, a new set of plans were submitted to the commission that were massively different than the previously agreed-to plans. The building structure was substantially larger, solely due to the removal of the underground garage. A new parking garage was included as part of the first floor structure of the building, causing the size of the overall building to be substantially increased. This larger structure resulted in an overall building size that exceeds the base FAR allowed in the Downtown Specific Plan and requires a public benefit bonus exception. This is before even considering the additional expansion of the structure and FAR implications added by the first level parking. The developer has stated that underground parking needed to be eliminated as it is too expensive to make the project economically viable. We note that there is another new hotel, the Park James, that is smaller (61 rooms vs 68 rooms), that recently opened and includes under-ground parking and most other projects planned for the ECR corridor will also include underground parking.

We believe that returning to underground parking is the only way to reduce the size of the structure and create a win-win, not only for the neighbors in the greater Park Forest area (which there are approximately 100 homes and approximately 200 voters opposed to the current plan), but also the developer, hotel guests and the city. Underground parking is the optimal use of land and would enable a smaller structure to be built, and create a more park-like setting surrounding the hotel.

We propose that the developer return to the agreement we previously reached that results in a smaller building that is in line with the Downtown Specific Plan. If underground parking is not economically feasible our default position is that the building must be reduced in size to conform with the 0.75 FAR.

Some follow up items brought forth at the planning commission that we ask the planning committee and staff to respond to are as follows:

1. **Conduct and make publically available a full public benefit bonus (PBB) impact analysis.** This should not only consider the additional tax revenue the city would receive (TOT), but at a very minimum, an analysis of the negative impact on surrounding property values that accrue from

having such a large nearby structure that occupies a very small lot. The negative impacts of traffic, noise, congestion and a huge commercial intrusion in a residential setting have impacts beyond this neighborhood – they should also be considered. The PBB cannot be solely based on the rationale stated "that it brings in more money to the city". We believe the long term negative impacts of this development will offset the TOT gains. Note, the current plan proposed by the developer significantly exceeds the allowed FAR from the Downtown Specific Plan and is relying on a public benefit bonus to justify the deviation. It is our understanding that the study session should have incorporated the appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit. We have not seen this full analysis.

2. **Provide a formal response as to the acceptance of the developer's proposed FAR calculation and why this does not include the first floor garage, which is part of the building structure.** The current FAR, which already exceeds the base FAR that is allowed in the Downtown Specific Plan zoning without the public benefit bonus, does not include the first story parking garage. The purpose of the FAR is to ensure the size of the structure falls within a range that is reasonable to the surrounding developments. The FAR calculation is not an accurate reflection of the proportion of mass to site because FAR does not include ground floor parking located within the footprint of the building. A better calculation is to compare the total size of visual above ground mass between the March and current plans. This building is too large for the site.

3. **Explore creative ways the city can incentivize the developer to make underground parking available (fewer spaces required in the modern age of Uber, etc).**

We look forward to further discussions and coming to a reasonable resolution similar to the one we struck previously that is a win-win for all constituents.

Sincerely,

Park Forest Plus

Susan Neville; scneville@gmail.com
Frederick Rose; fred_rose@sbcglobal.net
Carolyn Diamond; carolx@tenofus.com
Glenna Patton; glenna.patton@gmail.com
Mark Clayton; mjclayton31@yahoo.com
Michael J. Brady; michael.brady@rmkb.com
Peter Carpenter; peterfcarpenter@me.com
Scott Barnum; microbarny@msn.com

Carol Boyden; boydenc@yahoo.com

Margaret Race; mracemom@aol.com

Dave Forter; davef@lcdsystems.com

Eric Easom; hopepharma@hotmail.com

Deborah Melmon; debmelmon@gmail.com

Linda Sadunas; lsadunas@comcast.net

From:	Carol X
To:	Sandmeier, Corinna D; _Planning Commission; _CCIN
Subject:	Redevelopment of 1704 El Camino Real
Date:	Monday, October 15, 2018 8:45:57 AM
Attachments:	Hampton Inn Study Session 101018.docx ATT00001.txt

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Attached please find my comments and concerns about the October 8, 2018 Study Session regarding the redevelopment of 1704 El Camino Real.

Thank you,
Carolyn Diamond
180 Forest Ln.
Menlo Park, CA 94025

Carolyn Diamond
180 Forest Ln., Menlo Park, CA 94025
Home: 650-328-1153 ● Email: carolx@tenofus.com

October 15, 2018

To: City of Menlo Park City Council Members, Planning Commissioners and Planning Staff

RE: Redevelopment of 1704 El Camino Real, Study Session on October 10, 2018

Since attending the above-mentioned Study Session, I have been trying to understand what the session accomplished. The Planning Commissioners listened to the project developer and to the public comments but they seemed to ignore basic facts.

- Commissioners seemed to dismiss the fact that after lengthy negotiations between neighbors and developer, complete with many compromises on both sides, an amicable agreement was reached and transparently supported by all parties.
  The fact that there was a good-faith agreement couldn't have been a surprise to any Commissioner on October 8th, because neighbors attended the March 2018 Study Session to show support for the plans.

- Commissioners did not acknowledge the fact that it was the developer who, without warning, reneged on this agreement and submitted radically new plans.

- Commissioners seemed to miss the significance that 25 residents made the effort to attend the Session, of the importance of a petition with over 115 signatures and of the fact that there must be valid concerns to inspire these Menlo Park residents to unite and vigorously oppose these new plans.

- Commissioners looked at the new version of the plans without significant comment about how massive the building is, how it dominates and intrudes in a residential area unlike other nearby commercial buildings and how lacking it is in architectural interest or detail.

Among the most revealing and frustrating parts of the Session were two statements. The first, released after the Session when the City's review comments said Commissioners advised neighbors to compromise because the developer has already compromised a lot. The second was at the end of the session when the chairperson reminded those in attendance that they had to compromise and had to understand you can never get all that you want. The attending residents understandably felt patronized by these remarks that ignored their extensive efforts and substantial compromises.

In short, this Study Session left me wondering if there is any value for residents to invest the time negotiating an agreement for the redevelopment of 1704 El Camino Real, when an agreement is so easily cast-out and summarily dismissed by the developer and most surprisingly, by the City Planning Commissioners.

Respectfully,
Carolyn Diamond

From:	Susan Neville
To:	Sandmeier, Corinna D; _Planning Commission; _CCIN
Subject:	115 signatures to petition opposing 1704 ECR
Date:	Monday, October 8, 2018 4:21:24 PM
Attachments:	Change.org signatures - 1704 ECR - Sheet1 (5).pdf

Hello Corinna,

Please see attached updated signatures to the petition opposing the current plans for 1704 ECR.

See you tonight,

Susan

Signatures for Change.Org Petition opposing 1704 ECR			
NAME	**Address**	**Zip**	**Date**
115 TOTAL signatures as of 10/8/18			
PAPER Signatures 33			
Theo Keet	138 Stone Pine	94025	9/16/18
Elza Keet	138 Stone Pine	94025	9/16/18
Joann Carole English	151 Stone Pine	94025	9/16/18
Michael Edwards	161 Stone Pine	94025	9/28/18
Linda Edwards	153 Stone Pine	94025	9/28/18
Wm. Harper	1681 Stone Pine	94025	9/28/18
Kathleen Harper	1681 Stone Pine	94025	9/28/18
Mark Cohen	1671 Stone Pine	94025	10/3/18
Jackie Pelavin	1671 Stone Pine	94025	10/3/18
Michael Edwards	153 Stone Pine	94025	9/28/18
Linda Edwards	161 Stone Pine	94025	9/28/18
Frederick Rose	130 Forest Lane	94025	9/16/18
Anne Gregor	130 Forest Lane	94025	9/16/18
Wei Gu	1731 Stone Pine	94025	9/16/18
Eric Easom	171 Forest Lane	94025	9/16/18
Assaf Kramer	110 Forest Lane	94025	9/16/18
Jessica Kramer	110 Forest Lane	94025	9/16/18
Miki Coupal	181 Forest Lane	94025	9/16/18
Jack Liebau	182 Buckthorn	94025	9/16/18
Charlene Liebau	182 Buckthorn	94025	9/16/18
Mark Clayton	161 Forest	94025	9/16/18
Robert Flax	111 Forest Lane	94025	9/16/18
Susan Flax	111 Forest lane	94025	9/16/18
Jean Lee	1692 Stone Pine	94025	9/16/18
Pam Zink	1800 ECR - Zink Salor	94025	9/16/18
Kathy Engelmann	143 Buckthorn Way	94025	9/16/18
Linda Sadunas	144 Buckthorn Park	94025	9/16/18
CJ Nalie	3 Wood Lane	94025	10/3/18
Ursula Feusi	184 Stone Pine	94025	10/3/18
Diane Rosensweig	178 Buckthorn Way	94025	9/17/18
Warren Chamberlain	Buckthorn Way	94025	10/4/18
Panteha Healey	1701 Stone Pine Lane	94025	10/4/18

William Kamin	169 Stone Pine lane	94025	10/4/18
ONLINE: 82			
Carol Boyden	161 Forest Lane	94025	7/26/18
Susan Neville	160 Forest Lane	94025	7/27/18
David Forter	151 Forest Lane	94025	8/15/18
Beth Goldfaden	Oakland	94612	8/15/18
Stephanie Lettieri	1601 Stone Pine	94025	8/15/18
Paolo Scafetta	1601 Stone Pine	94025	8/15/18
Margaret Race	151 Forest Lane	94025	8/15/18
randy eyler	179 Stone Pine	94025	8/16/18
Barry Goldblatt	1631 Stone Pine	94025	8/17/18
Glenna Patton	190 Forest Lane	94025	8/18/18
Carolyn Diamond	180 Forest Lane	94025	8/18/18
Patrick Healey	1701 Stone Pine	94025	8/19/18
Victor Kliorin	170 Forest Lane	94025	8/19/18
Jane Carpenter	140 Stone Pine	94025	8/19/18
richard rosensweig	178 Buckthorn Way	94025	8/19/18
Renee Barnstone	1751 Stone Pine	94025	8/19/18
Diane Rosensweig	178 Buckthorn Way	94025	8/19/18
Owen Harper	1681 Stone Pine	94025	8/20/18
Anna G. Eshoo	120 Forest Lane	94025	8/21/18
Jennifer Bryson			8/21/18
Linda Golub	150 Forest Lane	94025	8/22/18
Hillary Easom	171 Forest Lane	94025	8/24/18
Cindy Berrios			9/1/18
Tabitha Cunningham			9/1/18
Tim Grlorme			9/4/18
Phil Weber			9/10/18
halls halls			9/12/18
Deborah Koelling	1611 Stone Pine	94025	9/14/18
Scott Barnum	Stone Pine	94025	9/15/18
Boya Yang	Palo Alto	94303	9/15/18
Deb Barnum	Stone Pine	94025	9/15/18
Kimberly Weber			9/15/18
Sophie Eam			9/15/18
Susan Lynch	121 Forest Lane	94025	9/25/18

Michael Lynch	121 Forest Lane	94025	9/25/18
Owen Payne		94025	9/27/18
Richard Trihy	152 Stone Pine Lane	94025	9/27/18
Karin Freuler	152 Stone Pine Lane	94025	9/27/18
Regina C Katzenberg		94025	9/27/18
Kelsey Fatebene			9/21/18
Hanging Liu	Buckthorn Park		9/20/18
Deborah Melmon	Buckthorn Park	94025	9/19/18
Liren Peng	Buckthorn Park	94025	9/22/18
Patti Andress	Menlo Park	94025	9/23/18
Scott Stanton	Menlo Park	94025	9/23/18
Anne Adams	Palo Alto		9/23/18
Jeanne Heise	Buckthorn Way	94025	9/29/18
Suzan Liao	Buckthorn Way	94025	9/29/18
Alicia Castillo Holly	Mills Court	94025	10/1/18
John Neville	160 Forest Lane	94025	10/1/18
Simonetta Holley	Mills Court	94025	10/1/18
Melissa berhow	Buckthorn Way	94025	10/2/18
GC Frank	1202 Cloud Ave	94025	10/2/18
Ted Choc	Stone Pine	94025	10/2/18
Melissa Karp	Stone Pine	94025	10/2/18
Kevin Purser	Menlo Park	94025	10/2/18
Jamie Purser	Menlo Park	94025	10/2/18
Helen Peters	Forest lane	94025	10/2/18
Detlev Kunz	Forest Lane	94025	10/2/18
Darshana Greenfield	Menlo Park	94025	10/3/18
David Barca	Menlo Park	94025	10/3/18
Elyse Barca	Menlo Park	94025	10/3/18
Nicole Ogrey	Menlo Park	94025	10/3/18
Jill Bollier	Redwood Citiy		10/3/18
Carol Marquez	Buckthorn Way	94025	10/3/18
Carla Shnier	139 Stone Pine	94025	10/4/18
Natalia Korsunova	170 Forest Lane	94025	10/4/18
Christian Melendez			10/4/18
Carol Broadbent	174 Buckthorn	94025	10/5/18
Jessica Kremer	Forest Lane	94025	10/5/18
Peter Carpenter	Forest Lane	94025	10/5/18
Pat Hagglof	Santa Cruz		10/6/18
Danielle Lynch			10/6/18

Desitny Rodriguez			10/7/18
Kelley Ramatici			10/7/18
Kym Steinberg	CA		10/7/18
jackie Sollivan			10/7/18
Krin Asselta			10/8/18
Lourdes Perez			10/8/18
Jayne Bursott			10/8/18
alison Wallendorf			10/8/18
Ching-Yu Hu	1731 Stone Pine	94025	10/8/18

From: Carol Broadbent
To: _Planning Commission; _CCIN
Subject: opposition to Hampton Inn proposal
Date: Friday, October 5, 2018 1:04:16 PM

I am a long-time resident and homeowner in Menlo Park. I have owned a home on Buckthorn Way for four years. Previously, I owned a home in West Menlo Park for 17 years.

As a current owner of a home on Buckthorn Way, I am concerned about the crowding, noise and overall negative impact of the planned Hampton Inn Hotel which is adjacent to the Park Forest homes on Stone Pine Lane, Forest Lane and Buckthorn Way.

The City Council and the Planning Commission need to partner with our existing community and neighborhood to force the hotel developer to preserve the character, privacy, safety and value of our homes. I have signed the petition that opposes the Hampton Inn development. I plan to attend the Planning Commission meeting on Monday at a 7 pm to voice my concerns and opposition. With all of the growth, including increased traffic, in Menlo Park, I hope the City Council and Planning Commission can take a serious, and longer-term view of the compromises that are within your power to make to accommodate our needs. The compromises that our community supports and that we have recommended to the City should be supported.

Sincerely,

Carol Broadbent
174 Buckthorn Way

From:	Susan Neville <scneville@gmail.com>
Sent:	Thursday, October 4, 2018 11:54 AM
To:	Sandmeier, Corinna D; _Planning Commission; _CCIN
Subject:	Petition opposing the plans for 1704 ECR
Attachments:	Change.org signatures - 1704 ECR - Sheet1.pdf

Hi Corinna,

Please see the link below to our Change.org petition opposing the current 1704 ECR plan. I believe you have been receiving notices when people sign. In addition to the online signatures people have also signed an identical paper petition. I've attached all those signatures. **As of today, 10/4/18, 93 signatures have been collected opposing the plans that are slated for the study session on Oct 8.**

We request that you share this petition and signatures with the planning commission for the Oct 8 study session.

Best, Susan Neville

https://tinyurl.com/yb7yko75

Our Neighborhood stands united in opposition to the recent changes proposed for the Hampton Inn development. We changed our formerly supportive position when the developer submitted new plans that shifted parking to ground level (from underground) which resulted in an overall increase to the project scale.

It has grown in size (3 floors, 67 rooms, 36.4K square feet) from what was previously proposed and is now positioned too close to nearby housing and has added back hotel rooms to the 3rd floor at the east elevation. Specifically, the developer's latest plans shift the building to only 21.7 feet from the Forest Lane boundary, and will have four hotel rooms overlooking homes on Forest Lane. View the plans here.

We call for the City of Menlo Park to require the developer to implement two changes to the plans:
• create a minimum 38' set-back from the Forest Lane boundary;
• replace all 3rd floor rooms facing Forest Lane with a full-length trellis, as well as 2nd-story landscaping

Signatures for Change.Org Petition opposing 1704 ECR			
NAME	**Address**	**Zip**	**Date**
93 TOTAL signatures as of 10/4/18			
PAPER Signatures 31			
Theo Keet	138 Stone Pine	94025	9/16/18
Elza Keet	138 Stone Pine	94025	9/16/18
Joann Carole English	151 Stone Pine	94025	9/16/18
Michael Edwards	161 Stone Pine	94025	9/28/18
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Miki Coupal	181 Forest Lane	94025	9/16/18
Jack Liebau	182 Buckthorn	94025	9/16/18
Charlene Liebau	182 Buckthorn	94025	9/16/18
Mark Clayton	161 Forest	94025	9/16/18
Carol Broadbent	174 Buckthorn	94025	9/16/18
Robert Flax	111 Forest Lane	94025	9/16/18
Susan Flax	111 Forest lane	94025	9/16/18
Jean Lee	1692 Stone Pine	94025	9/16/18
Pam Zink	1800 ECR - Zink Salor	94025	9/16/18
Kathy Engelmann	143 Buckthorn Way	94025	9/16/18
Linda Sadunas	144 Buckthorn Park	94025	9/16/18
CJ Nalie	3 Wood Lane	94025	10/3/18
Ursula Feusi	184 Stone Pine	94025	10/3/18
ONLINE: 62			
Carol Boyden	161 Forest Lane	94025	7/26/18
Susan Neville	160 Forest Lane	94025	7/27/18
David Forter	151 Forest Lane	94025	8/15/18
Beth Goldfaden	Oakland	94612	8/15/18
Stephanie Lettieri	1601 Stone Pine	94025	8/15/18

Paolo Scafetta	1601 Stone Pine	94025	8/15/18
Margaret Race	151 Forest Lane	94025	8/15/18
randy eyler	179 Stone Pine	94025	8/16/18
Barry Goldblatt	1631 Stone Pine	94025	8/17/18
Glenna Patton	190 Forest Lane	94025	8/18/18
Carolyn Diamond	180 Forest Lane	94025	8/18/18
Patrick Healey	1701 Stone Pine	94025	8/19/18
Victor Kliorin	170 Forest Lane	94025	8/19/18
Jane Carpenter	140 Stone Pine	94025	8/19/18
richard rosensweig	178 Buckthorn Way	94025	8/19/18
Renee Barnstone	1751 Stone Pine	94025	8/19/18
Diane Rosensweig	178 Buckthorn Way	94025	8/19/18
Owen Harper	1681 Stone Pine	94025	8/20/18
Anna G. Eshoo	120 Forest Lane	94025	8/21/18
Jennifer Bryson			8/21/18
Linda Golub	150 Forest Lane	94025	8/22/18
Hillary Easom	171 Forest Lane	94025	8/24/18
Cindy Berrios			9/1/18
Tabitha Cunningham			9/1/18
Tim Grlorme			9/4/18
Phil Weber			9/10/18
halls halls			9/12/18
Deborah Koelling	1611 Stone Pine	94025	9/14/18
Scott Barnum	Stone Pine	94025	9/15/18
Boya Yang	Palo Alto	94303	9/15/18
Deb Barnum	Stone Pine	94025	9/15/18
Kimberly Weber			9/15/18
Sophie Eam			9/15/18
Susan Lynch	121 Forest Lane	94025	9/25/18
Michael Lynch	121 Forest Lane	94025	9/25/18
Owen Payne		94025	9/27/18
Richard Trihy	152 Stone Pine Lane	94025	9/27/18
Karin Freuler	152 Stone Pine Lane	94025	9/27/18
Regina C Katzenberg		94025	9/27/18
Deborah Melman	Buckthorn Way	94025	9/19/18
Liren Peng	Buckthorn Way	94025	9/22/18
Patti Andress	Menlo Park	94025	9/23/18
Scott Stanton	Menlo Park	94025	9/23/18
Jeanne Heise	Buckthorn Way	94025	9/29/18
Suzan Liao	Buckthorn Way	94025	9/29/18
Alicia Castillo Holly	Mills Court	94025	10/1/18
John Neville	160 Forest Lane	94025	10/1/18
Simonetta Holley	Mills Court	94025	10/1/18
Melissa berhow	Buckthorn Way	94025	10/2/18
GC Frank	1202 Cloud Ave	94025	10/2/18
Ted Choc	Stone Pine	94025	10/2/18

Melissa Karp	Stone Pine	94025	10/2/18		
Kevin Purser	Menlo Park	94025	10/2/18		
Jamie Purser	Menlo Park	94025	10/2/18		
Helen Peters	Forest lane	94025	10/2/18		
Detlev Kunz	Forest Lane	94025	10/2/18		
Darshana Greenfield	Menlo Park	94025	10/3/18		
David Barca	Menlo Park	94025	10/3/18		
Elyse Barca	Menlo Park	94025	10/3/18		
Nicole Ogrey	Menlo Park	94025	10/3/18		
Jill Bollier	Redwood Citiy		10/3/18		
Carol Marquez	Buckthorn Way	94025	10/3/18		

1704 El Camino Real Project
El Camino Real/Downtown Specific Plan Program EIR – Conformance Checklist

Introduction

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area over the coming decades. The Specific Plan addresses approximately 130 acres and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to "enhance the community life, character and vitality through mixed use infill Projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real." The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but establishes a maximum development capacity of 474,000 square feet of non-residential development (inclusive of retail, hotel, and commercial development), and 680 new residential units.

Sagar Patel has submitted an application for an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. The Project site consists of one parcel (Assessor's Parcel Number 063-432-790) at 1704 El Camino Real, which is currently occupied by an existing hotel, Red Cottage Inn and Suites. The Project would demolish the existing hotel and site improvements. The property is part of the Specific Plan area, and as such may be covered by the Program EIR analysis. The intent of this Environmental Conformity Analysis is to determine: 1) whether the Project does or does not exceed the environmental impacts analyzed in the Program EIR, 2) whether new impacts have or have not been identified, and 3) whether new mitigation measures are or are not required.

Existing Condition

The subject parcel is located at 1704 El Camino Real, on the east side of El Camino Real, on an interior parcel between Buckhorn Way on the west, Stone Pine Lane to the east near the termination of Forest Lane, which is part of the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The adjoining properties to the site include a small commercial mall to the southwest, apartments to the northeast, apartments and residential assisted living care to the northwest, apartments and small commercial sites to the south and southeast. The Project site is rectangular shaped

parcel, with a driveway extending to El Camino Real and an ally at the rear extending to Buckhorn Way. The approximately 0.84 acre (36,410 square feet) property is developed with the Red Cottage Inn and Suites, comprised of one 2-story building and two 1-story buildings with a swimming pool, parking lot, several storage sheds and landscaped area.

Project

The Project includes the demolition of the existing site improvements including the swimming pool and the construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. The maximum building height is 41 feet, 11 inches at the main tower roof peak.

The ground level includes a vestibule front entrance to the hotel off of a circular driveway. The lobby, board room, fitness center and business center and dining area are all included on the ground level with some guest rooms. The second and third floors include guest rooms. A swimming pool is proposed on the northwest side of the hotel.

The Project includes one-level of below grade parking. The parking is accessed by a ramp down on the southern property line and a ramp up on the western corner of the site via the extended driveway from El Camino Real. Fifty-six below grade parking spaces are proposed. Laundry facilities are located in the below grade garage and the pool equipment room. Long term bike parking and stairs to access the first level are located in the southeast corner of the garage.

The trash and recycle area is located near the rear of the site. Trash and recycle containers are accessed via Buckhorn Way alley. Landscaping is proposed around the perimeter of the site. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.

The Project requires architectural control approval, approval of a variance to permit reduced floor-to-floor height on the first floor, sign review, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement by the Planning Commission. The proposal also includes a Public Benefit Bonus to exceed the Base level development floor area ratio (FAR), which can be considered under the Specific Plan and would not entail any changes to the General Plan. The Specific Plan allows for a higher amount of FAR in exchange for public benefits. The Public benefit includes a Transient Occupancy Tax (TOT) revenue. The public benefit package would be reviewed by the Planning Commission. The proposed development and public benefit bonus proposal would not conflict with any applicable land use plans or policies.

Environmental Analysis

As discussed in the introduction, this comparative analysis has been undertaken to analyze whether the Project would have any significant environmental impacts that are not addressed in the Program EIR. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Program EIR. The comparative analysis also addresses whether any changes to mitigation measures are required.

As noted previously, the proposal is a new hotel Project, demolishing the existing hotel and site improvements. Assuming full occupancy, the Project is estimated to generate 51 peak hour trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as long as the land use assumptions on-site are consistent with those outlined in the Specific Plan. The Project is consistent with the Specific Plan land uses. The Project will be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

Aesthetic Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that the Project would not have a substantial adverse effect on a scenic view, vista, or designated state scenic highway, nor would the Project have significant impacts to the degradation of character/quality, light and glare, or shadows.

Implementation of the Project would result in the construction of a hotel development. Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to the visual character would not be substantially adverse, and the impact would be considered less than significant. The Project is subject to the Planning Commission architectural control review and approval, which includes public notice and ensures aesthetic compatibility. Therefore, the Project would not result in any impacts to the existing visual character of the site and its surroundings.

Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to light and glare would not be substantially adverse, and the impact would be less than significant. The Specific Plan includes regulatory standards for nighttime lighting and nighttime and daytime glare. Therefore, the Project would not result in any impacts associated with substantial light or glare.

As was the case with the Specific Plan, the Project would not have a substantial adverse effect on a scenic view or vista, a state scenic highway, character/quality, or light and glare impacts. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Agriculture Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that no impacts would result with regard to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or any area zoned for agricultural use or forest land.

As was the case with the Program EIR, the Project would not result in any impacts to farmland, agricultural uses, or forest land. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Air Quality

Impacts would be the same as the Specific Plan.

AIR-1: The Program EIR determined that emissions of criteria pollutants associated with construction would be significant, and established Mitigation Measures AIR-1a and AIR-1b to address such impacts. Mitigation Measure AIR-1a would be applied to this proposal. However, the Program EIR concluded that impacts could still be significant and unavoidable even with implementation of such mitigations. The Project would construct an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking and would not involve the type of large-scale construction activities that would create additional impacts. The Project would be well below the 554 guest room construction screening threshold adopted by the Bay Area Air Quality Management District. As a result, implementation of Mitigation Measure AIR-1b is not required for this Project.

AIR-2: The Program EIR determined that the Specific Plan would have long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute to an air quality violation (due to being inconsistent with an element of the *2010 Clean Air Plan*), and established Mitigation Measure AIR-2 requiring implementation of Mitigation Measure TR-2 regarding Transportation Demand Management (TDM) strategies to address this impact. However, the Program EIR noted that TDM effectiveness cannot be guaranteed, and concluded that the impact would be significant and unavoidable. The Project would be consistent with the Program EIR analysis, and as such would be required to implement Mitigation Measure AIR-2.

AIR-3: The Program EIR determined that the Specific Plan would increase levels of Toxic Air Contaminants (TACs) due to increased heavy duty truck traffic, but that the impacts would be less than significant. The Project would not generate an unusual amount of heavy truck traffic relative to other commercial developments due to the limited nature of the construction, and the Project's limited share of overall Specific Plan development would be accounted for through deduction of its totals from the Specific Plan Maximum Allowable Development. The health risks posed by Plan-generated traffic on El Camino Real would remain less than significant.

AIR-4: The Program EIR concluded that the Specific Plan would not have a substantial adverse effect pertaining to Particulate Matter ($PM_{2.5}$). The Project is consistent with the assumptions of this analysis.

No new Air Quality impacts have been identified and no new mitigation measures are required for the Project.

Biological Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that less than significant impacts would result with regard to special status plant and wildlife species, sensitive natural communities, migratory birds, and jurisdictional waters and wetlands upon implementation of the recommended Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a through BIO-5c, and BIO-6a. Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-5a through BIO-5c would apply to the Project, but BIO-6a would not (it is limited to Projects proposing development near San Francisquito Creek). The analysis also found that the Specific Plan would not conflict with local policies, ordinances, or plans. The Project site is fully developed and within a highly urbanized/landscaped area.

The Project site includes little wildlife habitat and essentially no habitat for plants other than the opportunity ruderal species adapted to the built environment or horticultural plants used in landscaping. The Project would not result in the take of candidate, sensitive, or special-status species.

As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed. The Program EIR determined that no mitigation would be required with implementation of the Heritage Tree Ordinance Chapter 13.24 which requires a planting replacement at a 2:1 basis for commercial Projects. Additionally, the City of Menlo Park's Building Division provides "Tree Protection Specification" measures and procedures to further insure the protection of heritage trees during construction. Compliance with these existing code requirements, guidelines, and Tree Protection Specification measures and procedures, coupled with additional tree planting, would mitigate the impact of any loss of protected trees and would constitute consistency with local ordinances designed to protect existing tree resources. The impact would be less than significant.

With implementation of the Project, construction activities would occur on an existing developed site. Therefore, as with the Program EIR, the Project would result in less than significant impacts to biological resources and no new Mitigation Measures would be required. The Project would also not conflict with local policies, ordinances, or plans, similar to the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

Cultural Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that no significant impacts to a historic resource would result with implementation of Mitigation

Measure CUL-1. The analysis also concluded that the Specific Plan would result in less than significant impacts to archeological resources, paleontological resources, and burial sites with implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-3, and CUL-4. With regard to the Project site, the physical conditions, as they relate to archeological resource, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate Mitigation Measures CUL-3 and CUL-4 through notations on plan sheets and ongoing on-site monitoring**.**

In compliance with Mitigation Measure CUL-1, a Historic Resource Evaluation was prepared by Archives and Architecture, LLC, dated July 2016 for the Project. The report concluded the Red Cottage Inn and Suites was found not to be historically significant, as the motel is not a distinctive architectural specimen, does not appear associated with any important personages, nor is a commercial site important in the historic development of Downtown Menlo Park.

In compliance with Mitigation Measure CUL-2a, an Archeological Resource Evaluation was prepared by Basin Research Associates, dated September 2, 2016 for the Project. The report concluded, the archival research revealed that there are no recorded cultural resources located within the study area. No traces of significant cultural materials, prehistoric or historic, were noted during the surface reconnaissance. In the event, however, that prehistoric traces are encountered, the Specific EIR requires protection activities if archaeological artifacts are found during construction.

No new impacts have been identified and no new mitigation measures are required.

Geology and Soils

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to earthquake faults, seismic ground shaking, seismically induced hazards (e.g., liquefaction, lateral spreading, land sliding, settlement, and ground lurching), unstable geologic units, expansive soils, corrosive soils, landslides, and soil erosion would result. No Mitigation Measures are required.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Society, and no known active faults exist on the site. The nearest active fault to the Project area is the San Andreas fault which is located approximately seven miles southwest. Although this is the case, the Project is located in a seismically active area and, while unlikely, there is a possibility of future faulting and consequent secondary ground failure from unknown faults is considered to be low. Furthermore, the Project would comply with requirements set in the California Building Code (CBC) to withstand settlement and forces associated with the maximum credible earthquake. The CBC provides standards intended to permit structures to withstand seismic hazards. Therefore, the code sets standards for excavation, grading, construction earthwork, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. A Geotechnical Investigation was prepared by Romig Engineers, INC, dated December 2013 for the Project. The report concluded

the site is suitable for the proposed hotel provided the recommendations in the report are followed during design and construction. No mitigation is required.

Greenhouse Gas Emissions

Impacts would be the same as the Specific Plan.

GHG-1: The Program EIR determined that the Specific Plan would generate Greenhouse Gas (GHG) emissions, both directly and indirectly, that would have a significant impact on the environment. Specifically, the operational GHG using the Bay Area Air Quality District (BAAQMD) GHG Model, measured on a "GHG: service population" ratio, were determined to exceed the BAAQMD threshold. The Project's share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-1, although it was determined that the impact would remain significant and unavoidable even with this mitigation. For the Project, implementation of Mitigation Measure GHG-1 is not necessary as the BAAQMD-identified GHG Mitigation Measures are primarily relevant to City-wide plans and policies.

GHG-2: The Program EIR determined that the Specific Plan could conflict with AB 32 and its Climate Change Scoping Plan by virtue of exceeding the per-capita threshold cited in GHG-1. Again, the Project's share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-2a and GHG-2b, although it was determined that the impact would remain significant and unavoidable even with this mitigation. Mitigation Measure GHG-2 would apply to the project.

No new impacts have been identified and no new mitigation measures are required for the Project.

Hazards and Hazardous Materials

Impacts would be the same as the Specific Plan. The Program EIR determined that a less than significant impact would result in regards to the handling, transport, use, or disposal of hazardous materials during construction operations. The analysis also concluded that the Project site is not included on a list of hazardous materials sites, is not within the vicinity of an airport or private airstrip, would not conflict with an emergency response plan, and would not be located in an area at risk for wildfires. The Specific Plan analysis determined that with implementation of Mitigation Measures HAZ-1 and HAZ-3, impacts related to short-term construction activities, and the potential handling of and accidental release of hazardous materials would be reduced to less than significant levels.

The Project would involve ground-disturbance and as such implementation of Mitigation Measures HAZ-1 and HAZ-3 would be required. Project operations would result in a new hotel. The Project would not handle, store, or transport hazardous materials in quantities that would be required to be regulated. Thus, Project operations would result in similar impacts as that analyzed for the Specific Plan. No new impacts have been identified and no new mitigation measures are required for the Project.

Hydrology and Water Quality

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to construction-related impacts (i.e., water quality and drainage patterns due to erosion and sedimentation), or operational-related impacts to water quality, groundwater recharge, the alteration of drainage patterns, or flooding would result. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction Project disturbing 500 square feet or more. The Grading and Drainage (G&D) Permit requirements specify that the construction must demonstrate that the sediment laden-water shall not leave the site. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation to a less-than-significant level. No Mitigation Measures are required.

Land Use and Planning

Impacts would be the same as the Specific Plan.

LU-1: The Program EIR determined that the Specific Plan would not divide an established community. The Project would involve demolition of existing on-site improvements. The Specific Plan would allow for taller buildings, any new development would occur along the existing grid pattern and proposed heights and massing controls would result in buildings comparable with existing and proposed buildings found in the Plan area. The proposed development consists of a construction of an approximately 40,004.2-foot, three-story, 70-room hotel with one-level of underground parking and is subject to architectural review by the Planning Commission. The Project would not create a physical or visual barrier, therefore would not physically divide a community**.** There are no impacts.

LU-2: The Program EIR determined that the Specific Plan would not alter the type and intensity of land uses in a manner that would cause them to be substantially incompatible with surrounding land uses or neighborhood character. The Project is an infill hotel development at the Public Benefit Bonus level that meets the intent of the Specific Plan, and would be consistent with the General Plan. The Specific Plan allows for a higher FAR in exchange for public benefits. The public benefit package would be reviewed by the Planning Commission, and would have to achieve key standards as noted in the Specific Plan. No mitigation is required for this impact, which is less than significant.

LU-3: The Program EIR determined that the Specific Plan would not conflict with the City's General Plan, Zoning Ordinance, or other land use plans or policies adopted for the purpose of mitigating an environmental effect. The General Plan and Zoning Ordinance were amended concurrent with the Specific Plan adoption, and the Project would comply with all relevant regulations. No mitigation is required for this impact, which is less than significant.

LU-4: The Program EIR determined that the Specific Plan, in combination with other plans and Projects, would not result in cumulatively considerable impacts to land use. The Project, being a part of the Specific Plan area and accounted for as part of the Maximum Allowable Development, is consistent with this determination. No mitigation is required for this impact, which is less than significant.

No new impacts have been identified and no new mitigation measures are required for the Project.

Mineral Resources

Impacts would be the same as the Specific Plan. The Program EIR noted that the Project site is not located within an area of known mineral resources, either of regional or local value.

As was the case with the Specific Plan, the Project would not result in the loss of availability of a known mineral resource or mineral resources recovery site. No new impacts have been identified and no new mitigation measures are required for the Project.

Noise

Impacts would be the same as the Specific Plan.

NOI-1: The Program EIR determined that construction noise, in particular exterior sources such as jackhammering and pile driving, could result in a potentially significant impact, and established Mitigation Measures NOI-1a through NOI-1c to address such impacts. The physical conditions as they relate to noise levels have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, construction noise impacts of the Project would be less than significant, and these mitigation measures would apply (with the exception of Mitigation Measure NOI-1b, which applies to pile driving activities, which wouldn't take place as part of the Project).

NOI-2: The Program EIR determined that impacts to ambient noise and traffic-related noise levels as a result of the Specific Plan would be less than significant. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development.

NOI-5: The Program EIR determined that implementation of the Specific Plan, together with anticipated future development in the area in general, would result in a significant increase in noise levels in the area. The Program EIR established Mitigation Measure NOI-5 to require the City to use rubberized asphalt in future paving Projects within the Plan area if it determines that it will significantly reduce noise levels and is feasible given cost and durability, but determined that due to uncertainties regarding Caltrans approval and cost/feasibility factors, the cumulative impact of increased traffic noise on existing sensitive receptors is significant and unavoidable. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development.

No new Noise impacts have been identified and no new mitigation measures are required for the Project.

Population and Housing

Impacts would be similar from that analyzed in the Program EIR.

POP-1: The Program EIR determined that the implementation of the Specific Plan would not cause the displacement of existing residents to the extent that the construction of replacement facilities outside of the Plan area would be required. The Project site is an existing hotel and includes the construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking construction. Therefore, no residents would be displaced. No mitigation is required for this impact, which is less than significant.

POP-2: The Program EIR determined that the implementation of the Specific Plan would not be expected to induce growth in excess of current Projections, either directly or indirectly. The Program EIR found that full build-out under the Specific Plan would result in 1,537 new residents, well within the Association of Bay Area Governments (ABAG) Projection of 5,400 new residents between 2010 and 2030 in Menlo Park and its sphere of influence. Additionally, the Program EIR projected the new job growth associated with the new retail, commercial and hotel development to be 1,357 new jobs. The ABAG projection for job growth within Menlo Park and its sphere of influence is an increase of 7,240 jobs between 2010 and 2030. The Program EIR further determines that based on the ratio of new residents to new jobs, the Specific Plan would result in a jobs-housing ratio of 1.56, below the projected overall ratio for Menlo Park and its sphere of influence of 1.70 in 2030 and below the existing ratio of 1.78.

The Project includes the construction of a construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. Construction of the Project, including site preparation, would temporarily increase construction employment. Given the relatively common nature and scale of the construction associated with the Project, the demand for construction employment would likely be met within the existing and future labor market in the City and the

County. The size of the construction workforce would vary during the different stages of construction, but a substantial quality of workers from outside the City or County would not be expected to relocate permanently.

POP-3: The Program EIR determined that implementation of the Specific Plan, in combination with other plans and projects would not result in cumulatively considerable impacts to population and housing. The EIR identified an additional 959 new residents and 4,126 new jobs as a result of other pending Projects. These combined with the projection for residents and jobs from the Specific Plan equate to 2,496 new residents and 5,483 new jobs, both within ABAG Projections for Menlo Park and its sphere of influence in 2030. The additional jobs associated with the Project would not be considered a substantial increase, would continue to be within all projections and impacts in this regard would be considered less than significant. Thus, no new impacts have been identified and no new mitigation measures are required for the Project.

No new Population and Housing impacts have been identified and no new mitigation measures are required for the Project.

Public Services and Utilities

Impacts would be the same as the Specific Plan. The Program EIR concluded that less than significant impacts to public services, including fire protection, police protection, schools, parks, and other public facilities would result. In addition, the Program EIR concluded that the Project would result in less than significant impacts to utilities and service systems, including water services, wastewater services, and solid waste. No mitigation measures were required under the Program EIR for Public Services and Utilities impacts.

The Menlo Park Fire Protection District (MPFPD) currently serves the Project area. MPFPD review and approval of individual development plans is a standard part of the Project review process, ensuring that new buildings meet all relevant service requirements. MPFPD have completed initial Project review, and have tentatively approved the Project for compliance with applicable Fire Code regulations. The Project would not intensify development over what has previously been analyzed, nor modify building standards (height, setbacks, etc.) in a way that could affect the provision of emergency services by the MPFPD. The Project is requesting a front yard setback variance but would not affect emergency services. Therefore, the Project would not result in any impacts resulting in the need for new or physically altered fire facilities.

Public parks near the Project area include Hollbrook-Palmer Park and Cartan Athletic Fields. Additional public facilities, such as the Library and recreation buildings, are located next to Burgess Park, in the Civic Center. The Project would not intensify development over what has previously been analyzed, and existing public facilities would continue to be sufficient to serve the population of the Project area. Therefore, the Project would not result in the demand for new public parks or other public facilities.

The existing water, wastewater, electric, gas, and solid waste infrastructure is adequate to support the Project, as the number of hotel rooms would not exceed what was previously analyzed, which the current site was developed to support.

No new Public Services and Utilities impacts have been identified and no new mitigation measures are required for the Project.

Transportation, Circulation and Parking

Assuming full occupancy, the Project is estimated to generate 51 peak hour trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as the land use assumptions on site are consistent with those outlined in the Downtown Specific Plan. The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts.

The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

TR-1 and TR-7: The Program EIR concluded that the Specific Plan would result in significant and unavoidable traffic impacts related to operation of area intersections and local roadway segments, in both the short-term and cumulative scenarios, even after implementation of Mitigation Measures TR-1 and TR-7. The Project would pay required TIF (Transportation Impact Fee) and fair-share contributions as part of these mitigations.

TR-2 and TR-8: The Program EIR determined that the Specific Plan would adversely affect operation of certain local roadway segments, in both the near-term and cumulative scenarios. The Project's share of the overall Specific Plan development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis.

In addition, the Project would be required through the MMRP to implement Mitigation Measure TR-2, requiring submittal and City approval of a Transportation Demand Management (TDM) program prior to Project occupancy. However, this mitigation (which is also implemented through Mitigation Measure AIR-2) cannot have its effectiveness guaranteed, as noted by the Program EIR, so the impact remains significant and unavoidable.

TR-3, TR-4, TR-5, and TR-6: The Program EIR determined that the Specific Plan would not result in impacts to freeway segment operations, transit ridership, pedestrian and bicycle safety, or parking in the downtown. The Project, using a parking rate supported by appropriate data and analysis, would be consistent with this analysis, and no new impacts or mitigation measures would be projected.

No new impacts have been identified and no new mitigation measures are required for the Project.

Conclusion

As discussed, the Conformance Checklist is to confirm that 1) the Project does not exceed the environmental impacts analyzed in the Program EIR, 2) that no new impacts have been identified, and 3) no new mitigation measures are required. As detailed in the analysis presented above, the Project would not result in greater impacts than were identified for the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

References

1. Arborist Report prepared by Arbor Resources dated revised March 13, 2019

2. Cultural Resource Evaluation prepared by Basin Research Associates dated September 2, 2016

3. Historic Resource Evaluation prepared by Archives and Architecture, LLC dated July 2016.

4. Phase I Environmental Site Assessment prepared by Romig Engineers, INC, dated August 2016

5. Geotechnical Investigation prepared by prepared by Romig Engineers, INC, dated December 2015.

6. Plans prepared by the RYS.

7. Staff site visit October 28, 2016.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
AIR QUALITY				
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-1a : During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.		Measures shown on plans, construction documents and on-going during demolition, excavation and construction.	Project sponsor(s) and contractor(s)	PW/CDD
<u>*Basic Controls that Apply to All Construction Sites*</u>				
1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.	Exposed surfaces shall be watered twice daily.			
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.	Trucks carrying demolition debris shall be covered.			
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.	Dirt carried from construction areas shall be cleaned daily.			
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.	Speed limit on unpaved roads shall be 15 mph.			
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.			
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.			
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Construction equipment shall be properly tuned and maintained.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Signage will be posted with the appropriate contact information regarding dust complaints.			
Additional Measures for Development Projects that Exceed Significance Criteria				
1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.	Water exposed surfaces to maintain minimum soil moisture of 12 percent.			
2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.	Halt excavation, grading and demolition when wind is over 20 mph.			
3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.	Install wind breaks on the windward side(s) of disturbed construction areas.			
4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.	Vegetative ground cover shall be planted in disturbed areas as soon as possible.			
5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.	Ground-disturbing construction activities shall not occur simultaneously.			
6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.	Trucks and equipment shall be washed before exiting the site.			
7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.	Cover site access roads.			
8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.	Erosion control measures shall be used.			
9. Minimizing the idling time of diesel powered construction equipment to two minutes.	Idling time of diesel powered equipment will not exceed two minutes.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.	Plan developed that demonstrates emissions from use of off-road equipment during construction will be reduced as specified.			
11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).	Low VOC coatings shall be used.			
12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.	Require Best Available Control Technology for all construction equipment, diesel trucks, and generators.			
13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.	Equipment shall meet standards for off-road heavy duty diesel engines.			
Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-2: Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	See Mitigation Measure TR-2.			
Impact AIR-5: Implementation of the Specific Plan would locate sensitive receptors in an area of elevated concentrations of toxic air contaminants associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)				
Mitigation Measure AIR-5: The Mitigation Monitoring and	A health risk analysis shall be prepared.	Simultaneous with a	Project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within 200 feet of the edge of El Camino Real or within 100 feet of the edge of Ravenswood Avenue, Oak Grove Avenue east of El Camino Real, or Santa Cruz Avenue west of University Avenue shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or $PM_{2.5}$ concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.	If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks Plan developed for ongoing maintenance and disclosure to buyers and/renters.	building permit submittal		
Impact AIR-6: Implementation of the Specific Plan would locate new sensitive receptors in an area of elevated concentrations of $PM_{2.5}$ associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)				
Mitigation Measure AIR-5 associated with Impact AIR-5 regarding DPM exposure would also reduce $PM_{2.5}$ exposure impacts along El Camino Real and other high volume streets to a less than significant level.	See Mitigation Measure AIR-5.			
BIOLOGICAL RESOURCES				
Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered. ***If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:*** no further mitigation is required. ***If active nests of special-status birds are found during the surveys:*** implement Mitigation Measure BIO-1b.	A nesting bird survey shall be prepared if tree or shrub pruning, removal or ground-disturbing activity will commence between February 1 through August 31.	Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.	Qualified wildlife biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by- case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following: 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds.	If active nests are found during survey, the results will be discussed with the California Department of Fish and Game and avoidance procedures adopted. Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.	Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)				
Mitigation Measure BIO-3a: Reduce building lighting from exterior sources. a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid uplighting of rooftop antennae and other tall equipment, as well as of any decorative features; b. Installing motion-sensor lighting, or lighting controlled by timers set to turn off at the earliest practicable hour; c. Utilize minimum wattage fixtures to achieve required lighting levels; d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.	Reduce building lighting from exterior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD
Mitigation Measure BIO-3b: Reduce building lighting from interior sources.	Reduce building lighting from interior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
a. Dim lights in lobbies, perimeter circulation areas, and atria; b. Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October); c. Use gradual or staggered switching to progressively turn on building lights at sunrise. d. Utilize automatic controls (motion sensors, photosensors, etc.) to shut off lights in the evening when no one is present; e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting; f. Schedule nightly maintenance to conclude by 11 p.m.; g. Educate building users about the dangers of night lighting to birds.				
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)				
Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented. ***If no active roosts present:*** no further action is warranted. ***If roosts or hibernacula are present:*** implement Mitigation Measures BIO-5b and 5c.	Retain a qualified bat biologist to conduct pre-construction survey for bats and potential roosting sites in vicinity of planned activity. Halt construction if bats are discovered during construction until surveys can be completed and proper mitigation measures implemented.	Prior to tree pruning or removal or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-5b: Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the “take” of individuals is prohibited.	If any active nursery or maternity roosts or hibernacula are located, no disturbance buffer zones shall be established during the maternity roost and breeding seasons and hibernacula.	Prior to tree removal or pruning or issuance of demolition, grading or building permits	Qualified bat biologist retained by project sponsor(s)	CDD
Mitigation Measure BIO-5c: Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the “take” of individuals is prohibited.	A qualified bat biologist shall direct the eviction of non-breeding roosts.	Prior to tree removal or pruning or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD
CULTURAL RESOURCES				
Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards: ***Site-Specific Evaluations:*** In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old. The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format. ***Treatment in Accordance with the Secretary of the Interior's Standards.*** Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.	A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specify treating conforming to Secretary of the Interior's standards, as applicable.	Simultaneously with a project application submittal.	Qualified architectural historian retained by the Project sponsor(s).	CDD - **STATUS COMPLETE**: Historic Resource Evaluation prepared by Archives and Architecture, LLC, dated July 2016
Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure CUL-2a: When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).	A qualified archeologist shall complete a site-specific cultural resources study. If resources are identified and cannot be avoided, treatment plans will be developed to mitigate impacts to less than significant, as specified.	Simultaneously with a project application submittal.	Qualified archaeologist retained by the project sponsor(s).	CDD - **STATUS COMPLETE**: Archeological Resource Evaluation prepared by Basin Research Associated, dated September 2, 2016
Mitigation Measure CUL-2b: Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.	If any archaeological artifacts are discovered during demolition/construction, all ground disturbing activity within 50 feet shall be halted immediately, and the City of Menlo Park Community Development Department shall be notified within 24 hours. A qualified archaeologist shall inspect any archaeological artifacts found during construction and if determined to be a resource shall prepare a plan meeting the specified standards which shall be implemented by the project sponsor(s).	Ongoing during construction.	Qualified archaeologist retained by the project sponsor(s).	CDD
Impact CUL-3: The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. (SVP, 1996)	A qualified paleontologist shall conduct training for all construction personnel and field supervisors. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.	Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.	Qualified archaeologist retained by the project sponsor(s).	CDD
Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)				
Mitigation Measure CUL-4: If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows: * In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b) If the coroner determines the remains to be Native American:	If human remains are discovered during any construction activities, all ground-disturbing activity within the site or any nearby area shall be halted immediately, and the County coroner must be contacted immediately and other specified procedures must be followed as applicable.	On-going during construction	Qualified archeologist retained by the project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
1. The coroner shall contact the Native American Heritage Commission within 24 hours; 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American; 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission. b) The descendant identified fails to make a recommendation; or c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)				
Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces	Simultaneous with project application submittal	Project sponsor(s)	CDD
HAZARDOUS MATERIALS				
Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure HAZ-1: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. The City may waive the requirement for a Phase I site assessment for sites under current and recent regulatory oversight with respect to hazardous materials contamination. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.	Prepare a Phase I site assessment. If assessment shows potential for hazardous releases, then a Phase II site assessment shall be conducted. Remediation shall be conducted according to standards of overseeing regulatory agency where previous hazardous releases have occurred. Groundbreaking activities where there is identified or suspected contamination shall be conducted according to a site-specific health and safety plan.	Prior to issuance of any grading or building permit for sites with groundbreaking activity.	Qualified environmental consulting firm and licensed professionals hired by project sponsor(s)	CDD
Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)				
Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Implement best management practices to reduce the release of hazardous materials during construction.	Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites	Project sponsor(s) and contractor(s)	CDD
NOISE				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable				
Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acousticallyattenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements: * Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible; * Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and	A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.	Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
* When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.				
Mitigation Measure NOI-1c: The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.	Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.	Condition shown on plans, construction documents and specifications. When justified complaint received by City.	Project sponsor(s) and contractor(s) for revisions to construction noise control plan.	CDD
Impact NOI-4: The Specific Plan would expose sensitive receptors to substantial levels of groundborne vibration. (Potentially Significant)				
Mitigation Measure NOI-4: Prior to project approval for development within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences and 78 VdB for other uses. If required, vibration isolation techniques could include supporting the new building foundations on elastomer pads similar to bridge bearing pads.	A qualified acoustical engineer to complete a vibration design study.	Simultaneous with submittal for a building permit	Qualified acoustical engineer retained by the project sponsor(s)	CDD
TRANSPORTATION, CIRCULATION AND PARKING				
Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)				
Mitigation Measures TR-1a through TR-1d: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
Mitigation Measure TR-2: New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:	Develop a Transportation Demand Management program.	Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.	Project sponsor(s)	PW/CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
* Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies; * Operating dedicated shuttle service (or buying into a shuttle consortium); * Subsidizing transit tickets; * Preferential parking for carpoolers; * Provide child care services and convenience shopping within new developments; * Van pool programs; * Guaranteed ride home program for those who use alternative modes; * Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit; * Imposing charges for parking rather than providing free parking; * Providing shuttles for customers and visitors; and/or * Car share programs.				
Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)				
Mitigation Measures TR-7a through TR-7n: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD