STAFF REPORT

Planning Commission
Meeting Date: **10/8/2018**
Staff Report Number: **18-085-PC**

Study Session: **Study Session/Sagar Patel/1704 El Camino Real**

Recommendation

Staff recommends that the Planning Commission use the study session to consider a presentation from the applicant, receive public comment, and provide individual feedback on the proposal to demolish an existing 28-room hotel and construct a new 68-room hotel at 1704 El Camino Real, in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposal will be subject to additional review at a future Planning Commission meeting.

Policy Issues

Study sessions provide an opportunity for Planning Commissioners and the public to provide feedback on the overall project. Study sessions should be considered on a case-by-case basis, with comments used to inform future consideration of the project. The Planning Commission will ultimately consider whether the required architectural control findings can be made for the proposal. For the study session, Planning Commissioners should provide feedback on the revised proposal, including an alternative design included at the end of the plan set to address concerns expressed by neighboring property owners to the east.

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 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 A.

Previous Planning Commission review

On March 12, 2018, the Planning Commission held a study session on a proposal to demolish an existing hotel and construct a new 70-room, three-story hotel and an underground parking level. The Planning 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. The Planning Commission noted appreciation for the applicant's work at that time 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. Planning Commissioners were also 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. Additionally, 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 also 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 B and C, respectively.

Analysis

Project description

Since the study session the applicant has revised the project, stating that increasing construction costs make the previously proposed underground parking garage financially infeasible. The applicant is now proposing 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. 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, with on-grade parking on the east side of the first floor. The building would have a rectangular footprint with the second and third floor guest rooms arranged in a “U” shape around the north-facing spa deck and patio on the second floor.

The proposed site layout is designed with El Camino Real as the primary access, with a driveway leading to the hotel’s first floor 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 a higher 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 project, six heritage trees are proposed for removal.

The proposed development would be at an approximately 1.05 FAR at the Public Benefit Bonus level, 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 proposal is slightly reduced in size from the 39,541-square foot proposal submitted for the March study session to approximately 37,787 square feet.) 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.

Recently the applicant has developed an alternative proposal to address concerns of neighboring property owners to the east. The main plan set shows a rear setback along the eastern property line of approximately 24 feet, five inches, while the alternative proposal included as the last seven plan sheets, shows a site layout where the proposed hotel is 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 includes the re-orientation of 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. The applicant’s project description letters, explaining the revisions since the study session as well as the alternative proposal are included as Attachment D, and the project plans (including the alternative proposal, located at the end) are included as Attachments E.

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 given its main materials (smooth stucco body walls in off-white color with tan to taupe accent colors, and clay tile roofing).

As noted in the staff report for the March 12th study session, staff recommended some revisions to create a more cohesive architectural expression. Since the study session, the applicant has made several revisions related to the architecture, most notably the following:

- 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 coating 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 were the upper floor projects out over lower floors, corbels have been added to provide stylistically typical wall transitions.

Specific Plan standards and guidelines

The following Specific Plan standards and guidelines were discussed in the March staff report and the applicant since revised the proposal to address comments on the following standards and guidelines:

- E.3.3.02 (Height; Vertical Building Projections Standard): 42 feet is the maximum permitted height including parapets/mansards given the 38 foot maximum height limit. Previously, the corner tower element measured about 44 feet at its peak from natural grade. The tower has now been reduced to 42 feet from natural grade, and the proposal now complies with all height limitations.
- E.3.4.1 (Building Breaks): Based on Planning Commissioners' comments at the Study Session that the minor façade modulation does not apply since the west elevation is over 130 feet from El Camino Real, staff believes the building break requirement similarly does not apply. (Both the proposal submitted in March and the current proposal would not be in compliance if the building breaks or minor façade modulation were applied to the west elevation.)
- E.3.4.2.01 (Minor Façade Modulation Standard): This standard does not apply as described above.
- E.3.5.08 (Architectural Projections Guideline): This guideline states that architectural projections like canopies and awnings should be integrated with the ground floor and overall building design to break up the mass, to add visual interest to the building, and provide shelter and shade. The previous staff report noted that the porte-cochere proposed at that time did add a massing element to break up the mass; however, the report also noted that the form did not seem well integrated with the ground floor or overall building design. The porte-cochere has now been removed and replaced with patio space underneath the tower where the entry is located.
- E3.5.10 (Entry Design Guideline): This guideline states that 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. The previously proposed porte-cochere did not seem to have any of these elements and did not combine well with the tower form, which could be seen as part of the entry composition. This issue appears to be have been resolved with the removal of the porte-cochere and the addition of patio space and the building entry beneath the tower.

Similar to the minor façade modulation standard, staff believes the west elevation would not be subject to the building profile requirement (E.3.4.3) since it is over 130 feet from El Camino Real. It appears the applicant's alternative proposal, depicted on the last seven sheets of the plan set, may not be in compliance if the building profile were applied to the west elevation.

Staff will continue to review the standards and guidelines as the project is refined, and additional comments/questions may be identified in the future.

Parking and circulation

The proposed development includes 52 parking spaces with the possibility of a valet parking system accommodating an additional 16 cars, for a total of 68 cars. The previous proposal included 60 underground parking spaces with the possibility of a valet parking system accommodating an additional 10 to 16 cars, for a total of 70 to 76 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 conference space. The applicant has indicated the dining space would only be used for breakfast provided to hotel guests.

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 Division has indicated the proposed access is acceptable, although turning radiuses on the first floor plan (for either proposal) would be required on the next submittal, to verify that circulation within the garage would function smoothly.

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 would be required, and as proposed, sign review from the Planning Commission would also be required for the amount of red color in the signs. Permitted sign area is based on street frontage, and if only the frontage along Buckthorn is used the subject property would be permitted only about 45 square feet of sign area and a sign variance to allow additional square footage would be needed to implement the signs as shown on the current plans. However, if the west property boundary facing El Camino Real is considered the frontage for the purposes of calculating the permitted sign area, a 100 square feet of maximum sign area would be permitted and a sign variance would not be required. The Planning Commission can provide feedback on this question as part of the study session.

Trees and landscaping

There are currently 15 trees on or near the project site. As currently proposed, all on-site trees would be removed, including six heritage trees. Trees #1 and #2 are heritage valley oaks, both of which are proposed for removal to accommodate the proposed development. Tree #2 is in poor health and was proposed for removal with the initial application submittal. Tree #1 was originally proposed to be retained; however, after

receiving input from neighboring residential property owners, the applicant revised the proposal to be closer to El Camino Real, resulting in a design that would require the removal of tree #1. Since the redesign presented at the March study session, the project has again been redesigned with a larger footprint, providing space for on-grade parking, and requiring removal of tree #1 without providing a larger rear setback along the eastern property line. The alternative proposal included as the last seven pages of the current plan set again provides a greater setback along the eastern property line, which may additionally justify the removal of tree #1.

Trees #13 and #14 are tall Monterey pines forming a row along the eastern property line. The applicant's arborist report (Attachment G) indicates that these trees are infested, at increasing levels, by red turpentine bark beetle. Two other Monterey pines along the eastern property line have been removed as tree #11 died and tree #12 was almost dead, both as a result of bark beetle infestations. Replacement fern pine trees are proposed along this property line, as shown on Sheet L1.1. All removed heritage trees would be replaced at a ratio of two replacement trees for each tree removed. As noted by the applicant, the revised proposal's absence of a basement garage may allow for new trees along the sides and rear to grow more successfully.

Below Market Rate (BMR) 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 $256,248.40. 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.

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, a 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 does list "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. In addition, it is worth noting that the City Council has previously directed that the Specific Plan be revised to designate hotel uses as permitted by right at the Public Benefit Bonus levels, in order to incentivize such uses. However, these revisions have been delayed by staffing shortages and workload constraints.

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 F.

For the value of the proposed Bonus project as previously 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.

Due the revisions in the project since the original analysis, staff asked BAE to recheck aspects of the earlier memorandum (which was presented and considered with the March 2018 study session). A letter from BAE indicating a 68-room hotel would generate an estimated $661,000 annually in TOT revenue, similar to the earlier estimate for a 70-room hotel, is included as part of Attachment F. Although construction costs were not estimated for the revised proposal, general increases in construction costs would likely balance out at least some of the decrease in construction costs associated with the elimination of underground parking.

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.

Planning Commission considerations

The study session format allows for a wide range of discussion/direction on the Public Benefit Bonus topic as well as on the proposed design. However, to assist the Planning Commission, staff recommends considering the following questions at a minimum:

- Which of the two current proposals is preferred?
- Are there aspects of the architectural design that would benefit from further revision?
- For the purpose of calculating sign area should only the frontage along Buckthorn Way be used or should the western property line facing El Camino Real also be considered?

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 five 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; this correspondence, received after the staff report for the March study session was published, is included as part of Attachment H of this report. Since the applicant has further revised the design to remove the underground parking, staff has received additional correspondence from neighboring property owners. The majority of the correspondence is from neighbors who no longer support the proposal, mainly due to concerns about the height, proximity to residential properties, and the third floor guest rooms facing residences. Staff has also received two emails of support from neighboring property owners. Additionally, staff received emails from three physicians at 1706 El Camino Real 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. All correspondence since the first study session is included as Attachment H.

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

As a study session item, the Planning Commission will not be taking an action, and thus no environmental review is required at this time. The overall project will be evaluated in relation to the Environmental Impact Report (EIR) prepared for the Specific Plan, and will be required to apply the relevant mitigation measures.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property.

Attachments

A. Location map
B. Hyperlink: Planning Commission staff report, March 12, 2018- https://www.menlopark.org/DocumentCenter/View/16901/HI---1704-El-Camino-Real?bidId=
C. Hyperlink: Planning Commission Minutes, March 12, 2018 – https://www.menlopark.org/AgendaCenter/ViewFile/Minutes/_03122018-3058
D. Project Description Letter
E. Project Plans, including alternative layout
F. Analysis of Proposed Public Benefits for 1704 El Camino Real Project prepared by BAE Urban Economics, dated February 28, 2018 and Letter dated June 21, 2018
G. Arborist Report
H. Correspondence

Disclaimer

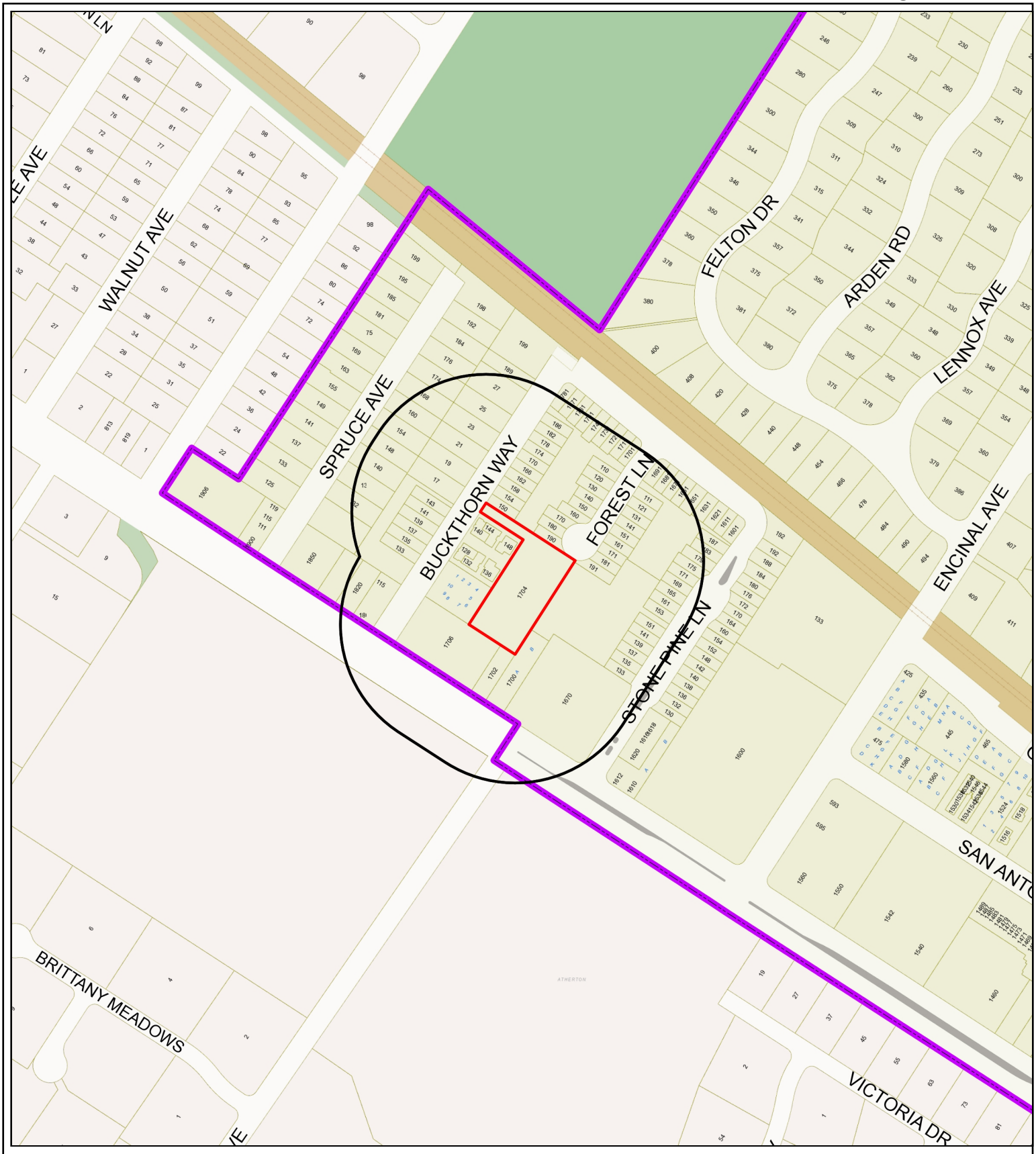
Attached are reduced versions of maps and diagrams submitted by the applicants. The accuracy of the information in these drawings is the responsibility of the applicants, and verification of the accuracy by City Staff is not always possible. The original full-scale maps, drawings and exhibits are available for public viewing at the Community Development Department.

Exhibits to Be Provided at Meeting

Colors and Materials Boards

Report prepared by:
Corinna Sandmeier, Senior Planner

Report reviewed by:
Thomas Rogers, Principal Planner



City of Menlo Park

Location Map
1704 El Camino Real

Scale: 1:3,600 | Drawn By: CDS | Checked By: CDS | Date: 8/10/2018 | Sheet: 1

ATTACHMENT D

June 13, 2018

Dear Neighbors,

I would like to share some updates with you regarding the proposed hotel at 1704 El Camino Real (currently the Red Cottage Inn). Based on city planning feedback, neighborhood concerns and a recent jump in construction costs, we have made modifications to our hotel plans. We have adjusted the overall design of the project to create a more authentic modern Spanish themed design and have removed the underground parking garage. In addition, we have reduced the size of the north courtyard by replacing the pool with a second floor garden spa.

Architecturally, we have worked with the city designer to create a more authentic modern Spanish design with redesigned rooflines and the addition of arched windows and trim, groin vaults, copper gutters, corbels and other decorative styling elements. We have increased the use of decorative tile and have additional higher quality landscaping elements ultimately creating the look and feel of a boutique hotel. Aesthetically, the hotel no longer looks like a traditional Hampton Inn.

The parking garage was removed due to unforeseeable underground construction cost increases. Our new parking plan now has all on grade parking. We expect a 3 month reduction in overall construction time and a significant decrease in disruption from dust, noise, and traffic.

The overall size of the project had reduced slightly from 39,541 sq/ft to 37,787. This was achieved by reducing rooms and the size of guestrooms and public spaces. However, our rear and side setbacks have decreased to the minimum allowed per the Downtown Specific Plan. We understand that you value your privacy so we have done our best to adjust the layout of guestrooms accordingly. Specifically, along the north side of the hotel (Buckthorn), we have reduced the number of visible windows by over 50%. In addition, since we do not have a parking garage our new trees have substantially more soil to grow so we able to increase the density of foliage screening.

Lastly, based on noise concerns of the swimming pool and outdoor recreation courtyard we have designed an elevated spa area and lounge. The pool was removed and the courtyard decreased in size by 30%. We now have a second floor greenspace and hot tub, a stucco fence screens the area with a raised arbor/trellis designed to accommodate foliage.

I understand that you may have concerns and I am happy to review these plans at your leisure. You can reach me by email at sagarkp@yahoo.com.. Thank you for your time and essential contributions.

Sincerely,

Sagar Patel

Sagar Patel
1704 El Camino Real, Menlo Park, CA 94025
E-mail: sagarkp@yahoo.com

Hampton Inn Hotel
1704 El Camino Real
September 26, 2018
PLN2016-00085

Alternate design to the current application

Adjacent neighbors of the proposed hotel are concerned that the current design has gone much closer to the easterly property line than the previously reviewed design. This change in the eastern setback distance is due primarily to the redesign of the hotel when recent estimate of construction cost increased dramatically, making the underground parking garage cost prohibitive for a hotel with a relatively low room count. The current design will actually make the project smaller (FAR 1.047 versus 1.088) and the construction schedule shorter by at least two months with far less truck traffic by eliminating the export of excavated soil for the underground garage.

The current proposal brought all car parking above ground towards the easterly half of the site. The western half of the ground floor remains as the lobby, public large group areas and back-of-house functions. To keep the number of guestrooms the same, the building is lengthened primarily towards the east and widened towards the north & south sides. To make room for the garage on grade, the courtyard and pool deck have been relocated to the 2nd level and the swimming pool replaced by a smaller jacuzzi pool. Similar to the previous scheme, this courtyard opens to the north but is screened from that side with an 8-foot, decorative and acoustical privacy fence.

Similar to the previous design, all guestrooms are on the upper levels, forming a "C" shaped plan with the open courtyard facing north. Guestroom windows facing the closest residential neighbors (east & north sides) have been minimized by either facing them as much as possible towards the courtyard space or by re-orienting them towards a less sensitive south side. The southeastern corner, as it opens up towards Forest Lane, had guestrooms eliminated, replaced instead with a landscaped roof deck. Roof lines were kept to a minimum at this corner while still maintaining the Spanish period look.

An alternate design was requested by the easterly neighbors to explore an eastern side with a larger setback to minimize the bulk of the building mass and maintain as much visual privacy as possible. The applicant is willing to compromise by moving the entire building towards the west, being careful not to eliminate parking spaces and the entrance drive court and leaving enough space in the westerly front yard so that the emergency egress path for the north stairs is maintained while still affording some useful, landscaped patio space for the building occupants. Visual privacy is achieved not only by generous landscape screening on that side but also by re-orienting two, third story, formerly east-facing rooms towards the south. This resulted in a larger overall void in that corner in the form of a roof deck. Building height at the corner is further reduced by eliminating the mansard feature, replaced by a low parapet over an intentionally low-ceilinged guestroom. A terracing effect is created which further increases the setback distances at the highest & closest corner of the building to the Forest Lane frontage.

Applicant: Sagar Patel
Architect: Jim Rato, RYS Architects

VICINTY MAP

HAMPTON INN BY HILTON MENLO PARK

BY SAGAR PATEL DEVELOPER

BY HAMPTON INN PROTOTYPE VERSION 8.0 DATED, DATED JANUARY 2018

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

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

CIVIL:
MICHAEL MORGAN
HOHBACH-LEWIN, INC.
260 SHERIDAN AVENUE, SUITE 150
PALO ALTO, CA 94306
(650) 617-5930
mmorgan@hohbach-lewin.com

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

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

ARBORIST:
DAVID L. BABBY
ARBOR RESOURCES
PO BOX 25295
SAN MATEO, CA
(650) 654-3351
arborresources@comcast.net

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

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:	50 VEHICLE SPACES

PARKING

1.25 CAR PER ROOM	1 BIKE SPACE PER 20 ROOMS
68 ROOMS X 1.25 = 85	68 ROOMS / 20 = (3.4) 4
PARKING PROVIDED 52 2 ACCESSIBLE SPACES 3 CLEAN AIR SPACES 2 EVCS SPACES PROVIDED	SHORT TERM BIKE PARKING PROVIDED 4 LONG TERM BIKE PARKING PROVIDED 4
VALET SYSTEM ACCOMMODATES 68 CARS	

BUILDING AREA

LEVEL	GROSS	FLOOR AREA
FIRST FLOOR	5,228.95 S.F.	5,125.22 S.F.
SECOND FLOOR	17,437.79 S.F.	17,073.44 S.F.
THIRD FLOOR	16,213.44 S.F.	15,926.09 S.F.
TOTAL	38,880.18 S.F.	38,124.75 S.F.

FLOOR AREA RATIO: 38,124.75 S.F. / 36,410 S.F. = 1.047

ROOM MIX

TYPE	LEVEL			TOTAL
	FIRST	SECOND	THIRD	
KING	-	4	3	7
ACC. KING	-	1	0	1
ACC. KING SUITE	-	0	1	1
DOUBLE QUEEN	-	27	30	57
ACC. DOUBLE QUEEN	-	1	1	2
TOTAL	-	33	35	68

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:	21,912.26 S.F.	60.18%
DRIVEWAY:	6,801.10 S.F.	18.68%
OPEN SPACE(1ST FL):	7,696.64 S.F.	21.14%
TOTAL SITE AREA:	36,410.00 S.F.	100%
FLOOR AREA RATIO:	38,124.75 S.F. / 36,410 S.F. = 1.047	
OPEN SPACE(2ND FL):	3,659.80 S.F.	
TOTAL SITE OPEN SPACE:	11,356.44 S.F.	
TOTAL OPEN SPACE RATIO:	11,356.44 S.F. / 36,410 S.F. = 31.19%	

DRAWING INDEX

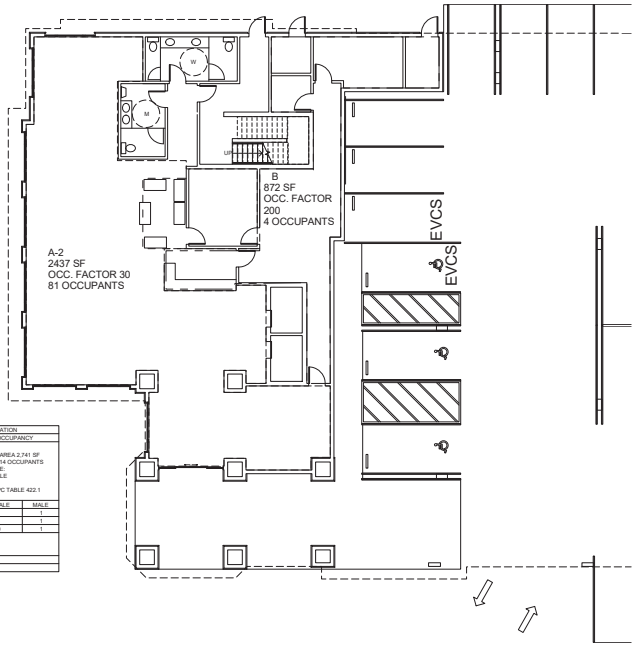
COVER SHEET

T1

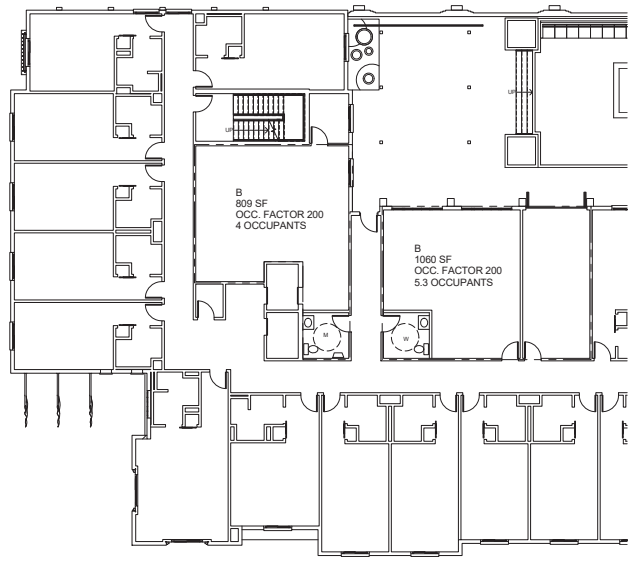
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111
REVISED 09/14/2018

RYS ARCHITECTS



PLUMBING FIXTURE CALCULATION				
A-2 OCCUPANCY			B OCCUPANCY	
TOTAL AREA 2,437 SF TOTAL 81 OCCUPANTS ASSUME: 41 FEMALE 41 MALE PER CPC TABLE 422.1			TOTAL AREA 2,741 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	



1 PLUMBING CALCS
3/32" = 1'-0"

Allowable Area Calculations
July 27, 2018

Based on CBC 2016

Project address: 1704 El Camino Real

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

Occupancies: R-1, B, A2, U at above grade stories
S2 at open 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 1,843 sf (office, toilets, mechanical, electrical, trash encl)
A2 2,611 sf (breakfast, lounge, lobby)

Second Floor: B 2,911 sf
R-1 14,524 sf
(storage less than 10% counted as incidental)

Third Floor: R-1 16,213 sf
(storage less than 10% counted as incidental)

Garage: S-2 24,543 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 / A-3	50'	2 / 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 508.3 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,
First Floor:
B ratio = B actual area / B allowable area = 1,843 / 54,000 = .034
A-2 = A2 actual area / A2 allowable = 2611/34500 = .075
S-2 = S2 actual area / S2 allowable = 15,453/84,000 = .184
Sum of ratio = .034 + .075 + .184 = .293 < 1 OK

Second Floor:
R-1 ratio = 14,524 / 36000 = .403
B ratio = 2911 / 54000 = .053
Sum of ratio = .456 < 1 OK

Third Floor:
R-1 ratio = 16,213 / 36000 = .45 < 1 OK

Per 508.3.4 aggregate sum of ratios must not exceed 3
Thus,
1st Flr ratio + 2nd Flr ratio + 3rd Flr ratio < 3
.293 + .456 + .45 = 1.199 < 3 OK

Rounded, aggregate sum of ratios of A & B occupancies must not exceed 2
Thus,
1st Flr A & B + 2nd Flr A & B + 3rd Flr A & B ≤ 2
.075 + .403 + .45 = .928 < 2 OK

THIRD FLOOR

SECOND FLOOR

FIRST FLOOR

ALLOWABLE AREA CALCULATION
NOT TO SCALE

BUILDING CODE CALCULATIONS

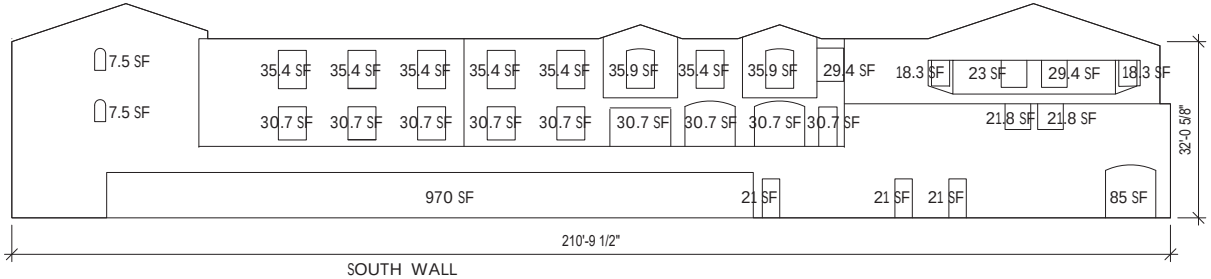
T2

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS

E2

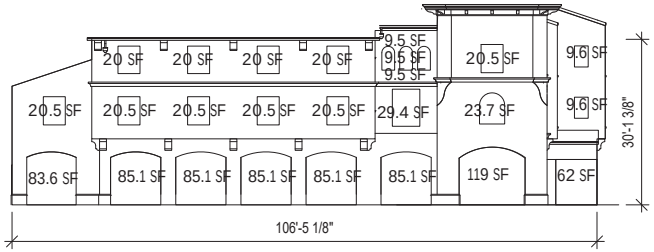


SOUTH WALL

TOTAL BUILDING WALL AREA 210' x 32' = 6,720 sf

TOTAL OPENING AREA 1,528 SF

PERCENT OPENING 1,528 / 6,720 = 22.7 %

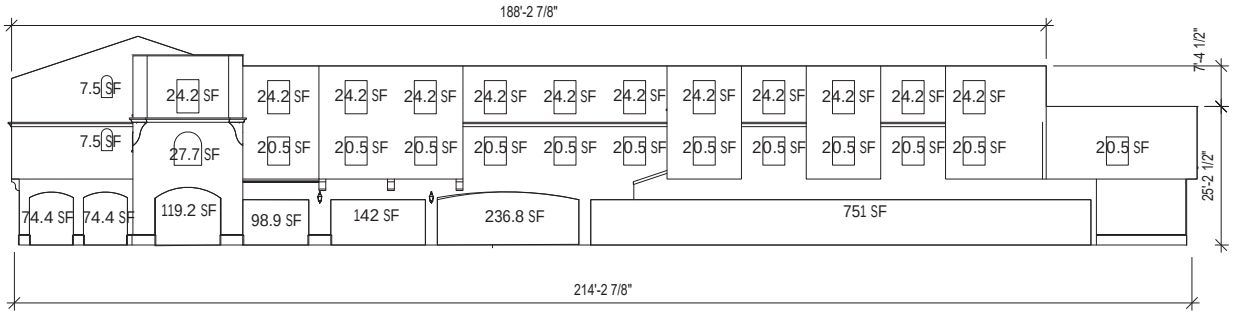


WEST WALL

TOTAL BUILDING WALL AREA 106' x 30' = 3,180 sf

TOTAL OPENING AREA 998 SF

PERCENT OPENING 998 / 3,180 = 31.4 %

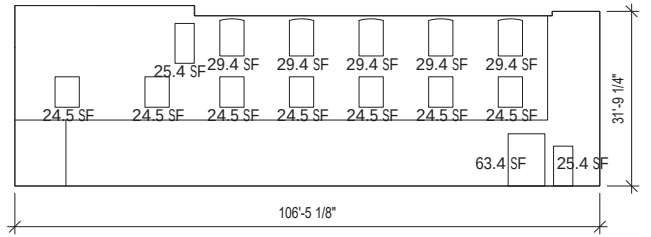


SOUTH WALL

TOTAL BUILDING WALL AREA 214' x 25' = 5,350 sf
188' x 7' = 1,316
5,350 + 1,316 = 6,666 SF

TOTAL OPENING AREA 2,075 SF

PERCENT OPENING 2,075 / 6,666 = 31.1 %



EAST WALL

TOTAL BUILDING WALL AREA 106' x 31' = 3,286 sf

TOTAL OPENING AREA 433 SF

PERCENT OPENING 433 / 3,286 = 13.2 %

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

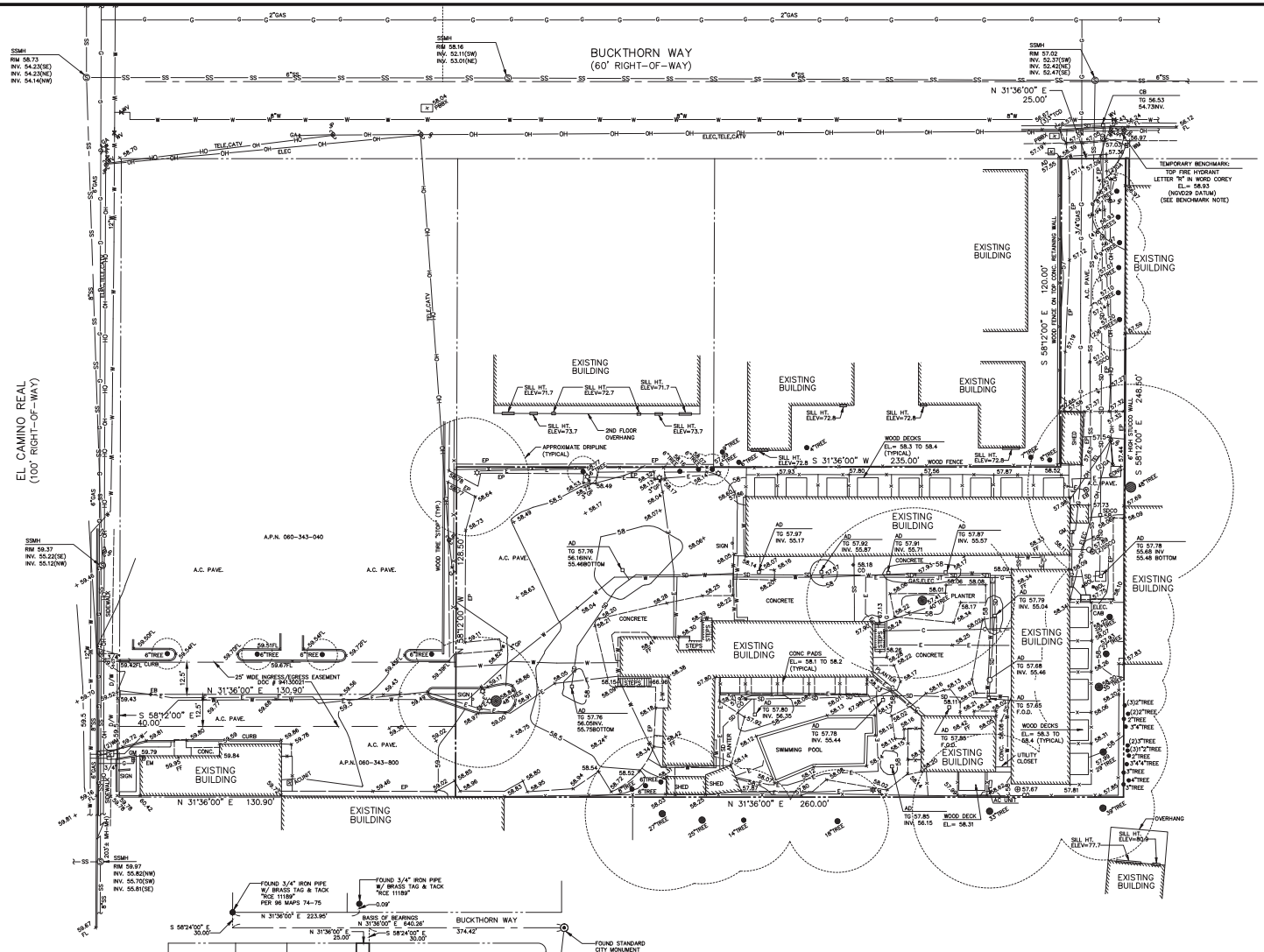
ALLOWABLE OPENING CALCULATIONS

T3

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS



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.

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.

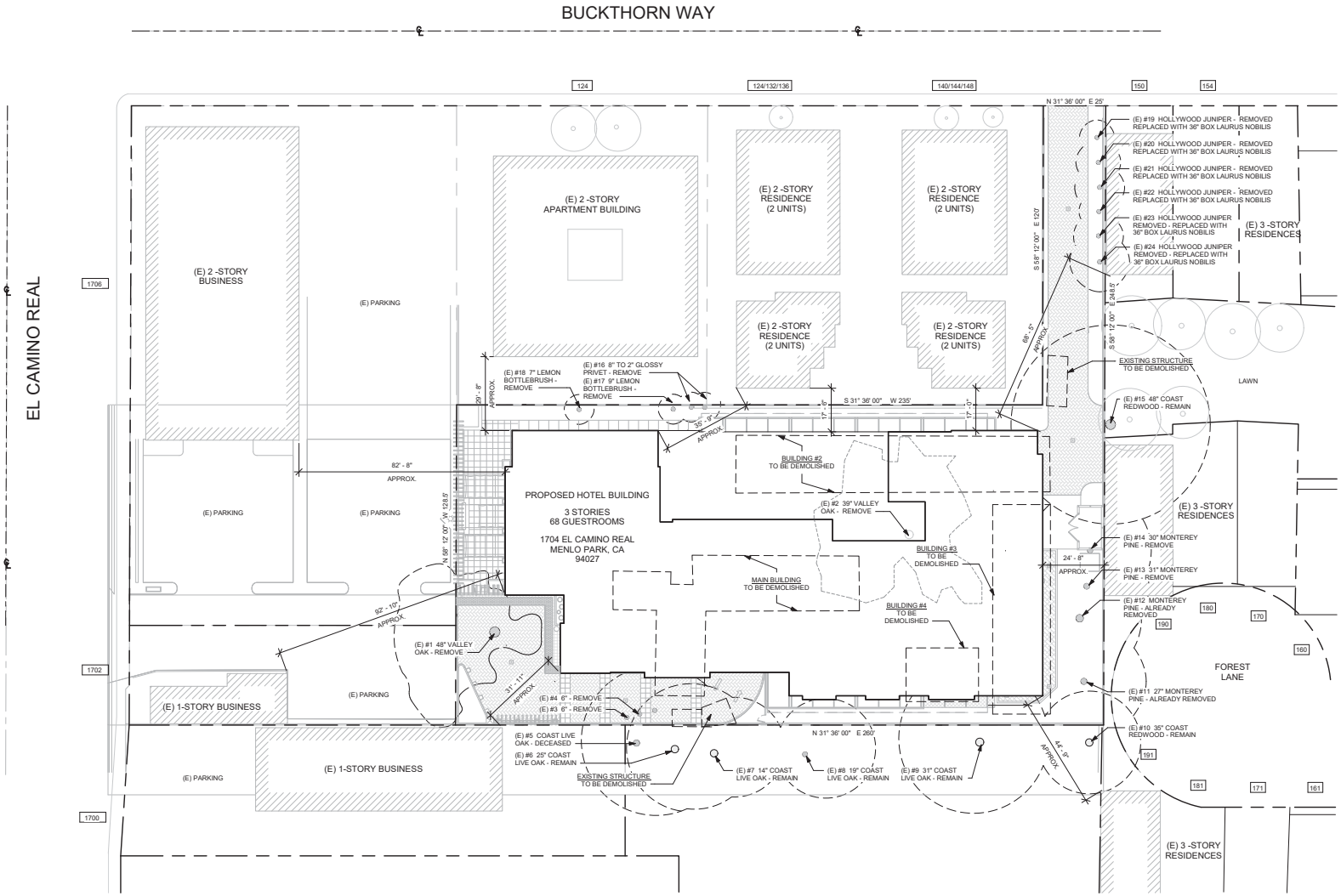
REV	DESCRIPTION	BY	DATE
-	UPDATED SITE BOUNDARY & ADDED EXPRESS EASEMENT, ADDED BENCHMARK	DPM	11/06/17
-	ADDED HORIZONTAL CONTROL PLAN	DPM	10/31/17
-	ADDED TREES AND SHRUBS	DPM	06/21/16
-	HIDDEN TREES, BUSES AND SHRUBS	DPM	

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



AREA PLAN

SCALE: 1" = 20'

0 10 20 40 60

N TRUE NORTH

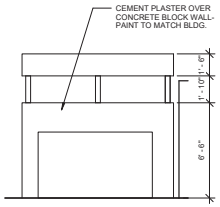
A1

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

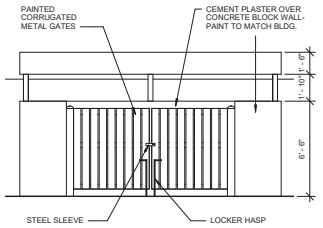
PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

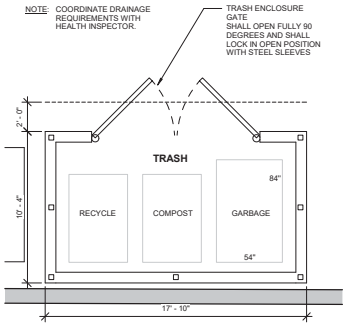
RYS ARCHITECTS



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



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



2 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

N 31° 36' 00" E 25'

S 58° 12' 00" E 120'

S 58° 12' 00" E 248.5'

S 58° 12' 00" E

(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) #18 7" LEMON BOTTLEBRUSH - REMOVE

(E) #17 9" LEMON BOTTLEBRUSH - REMOVE

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

EXISTING BUILDING

EXISTING BUILDING

PROPERTY LINE

BACKFLOW PREVENT - SEE CIVIL DWGS

S 31° 36' 00" W 235'

(E) #15 48" COAST REDWOOD - REMAIN

10' - 4"

BUILDING LINE ABOVE

10' - 10"

N 58° 12' 00" W 128.5'

BUILDING LINE ABOVE

UP

PERMANENT BIKE PARKING

2 A2

(N) CONC. APRON

TRASH

EXISTING PARKING LOT

19' - 5"

CONC. PAVING SEE LANDSCAPE

TRUNCATED DOMES PATHWAY

3 - STORY HOTEL
FIN. FLR ELEV 59.3'

PARKING

(E) #2 39" VALLEY OAK - REMOVE

XFMR

(E) #14 30" MONTEREY PINE - REMOVE

(E) #13 31" MONTEREY PINE - REMOVE

(E) #12 MONTEREY PINE - ALREADY REMOVED

NEW PAINTED ACCESSIBLE PATH FLUSH TO (E) PAVING W/ TRUNCATED DOMES

INGRESS - EGRESS EASEMENT

N 31°36'00" E

(E) #1 48" VALLEY OAK - REMOVE

41' - 6"

OUTDOOR SMOKING AREA

130' - 11"

24' - 5"

EXISTING PARKING TO REMAIN

BUILDING LINE ABOVE

20' - 10"

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

(E) #4 6" -REMOVE

(E) #3 6" - REMOVE

BUILDING LINE ABOVE

10' - 3"

N 31° 36' 00" E 260'

FOREST LANE

(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

(E) #10 35" COAST REDWOOD - REMAIN

1702 EL CAMINO REAL

N TRUE NORTH

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

0 5 10 20 30 40

A2

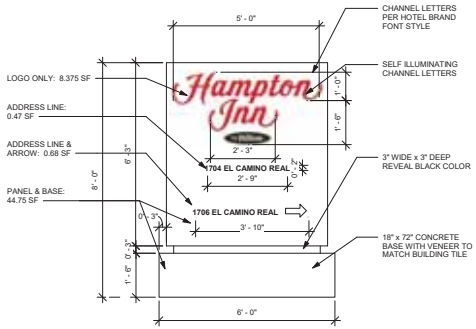
SITE PLAN

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

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

RYS ARCHITECTS



MONUMENT SIGN AREA = 6' x 6.25' = 31.3 S.F. x 2 SIDES = 62.6 S.F.

ACTUAL AREA OF RED LETTERS = 3.1 S.F. x 2 SIDES = 6.2 S.F.

MONUMENT SIGN - FRONT & BACK ELEVATION - TYPICAL

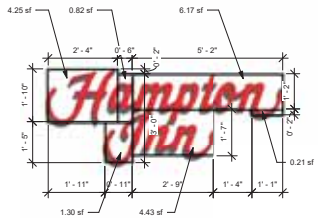
BUILDING FRONTAGE FOR SIGN = 97'
PER SIGN GUIDELINE TABLE
USE MAX FRONTAGE = 80' or 100 s.f. SIGN AREA

AREA OF RED-LETTERED TEXT ON ALL SIGNS

MONUMENT SIGN (2 sides):	**6.2 s.f.**
BUILDING SIGN:	**5.2 s.f.**
TOTAL	**11.4 s.f.**

TOTAL AREA ALL SIGNS
MONUMENT + BLDG = 62.6 + 17.17 = 80 s.f.

PERCENTAGE RED LETTERS = 11.4 / 80 = 14.3 %.

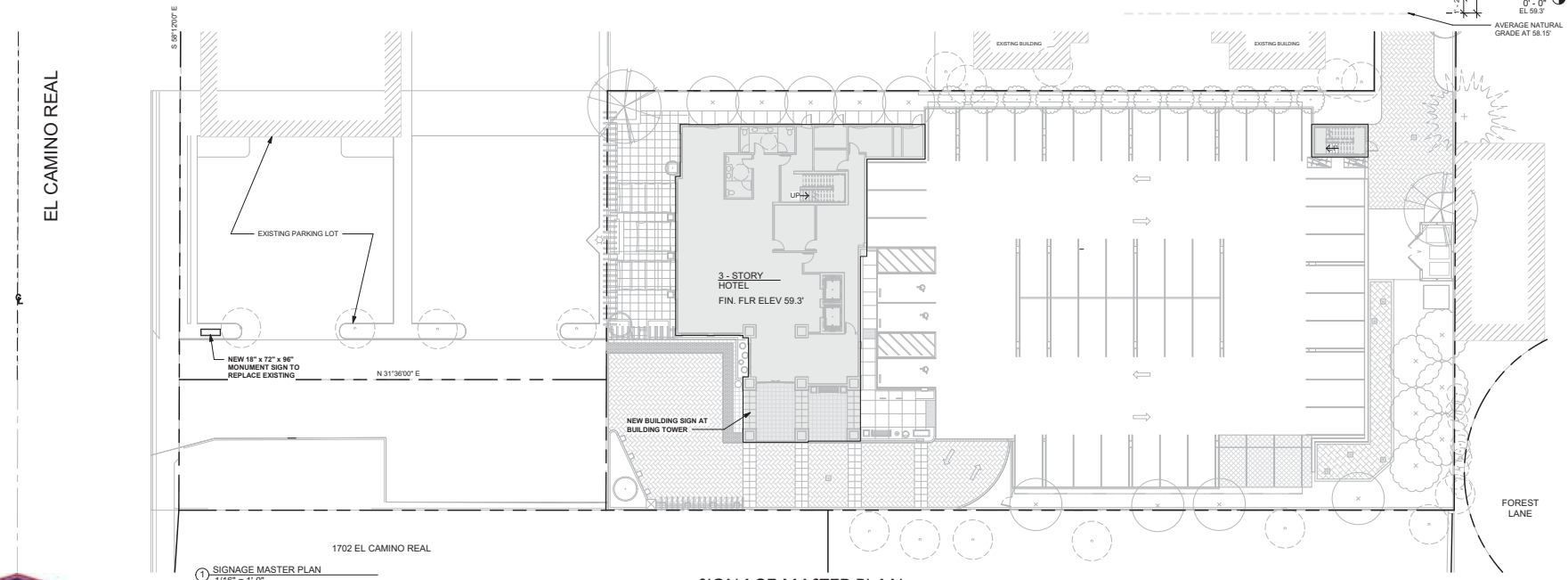


TOTAL BUILDING SIGN AREA = 17.17 SF

ACTUAL AREA OF RED-LETTERED TEXT = 5.2 S.F.

SIGNS ARE BACKLIT AT NIGHT

BUILDING SIGN - FRONT ELEVATION



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

SIGNAGE MASTER PLAN

A3

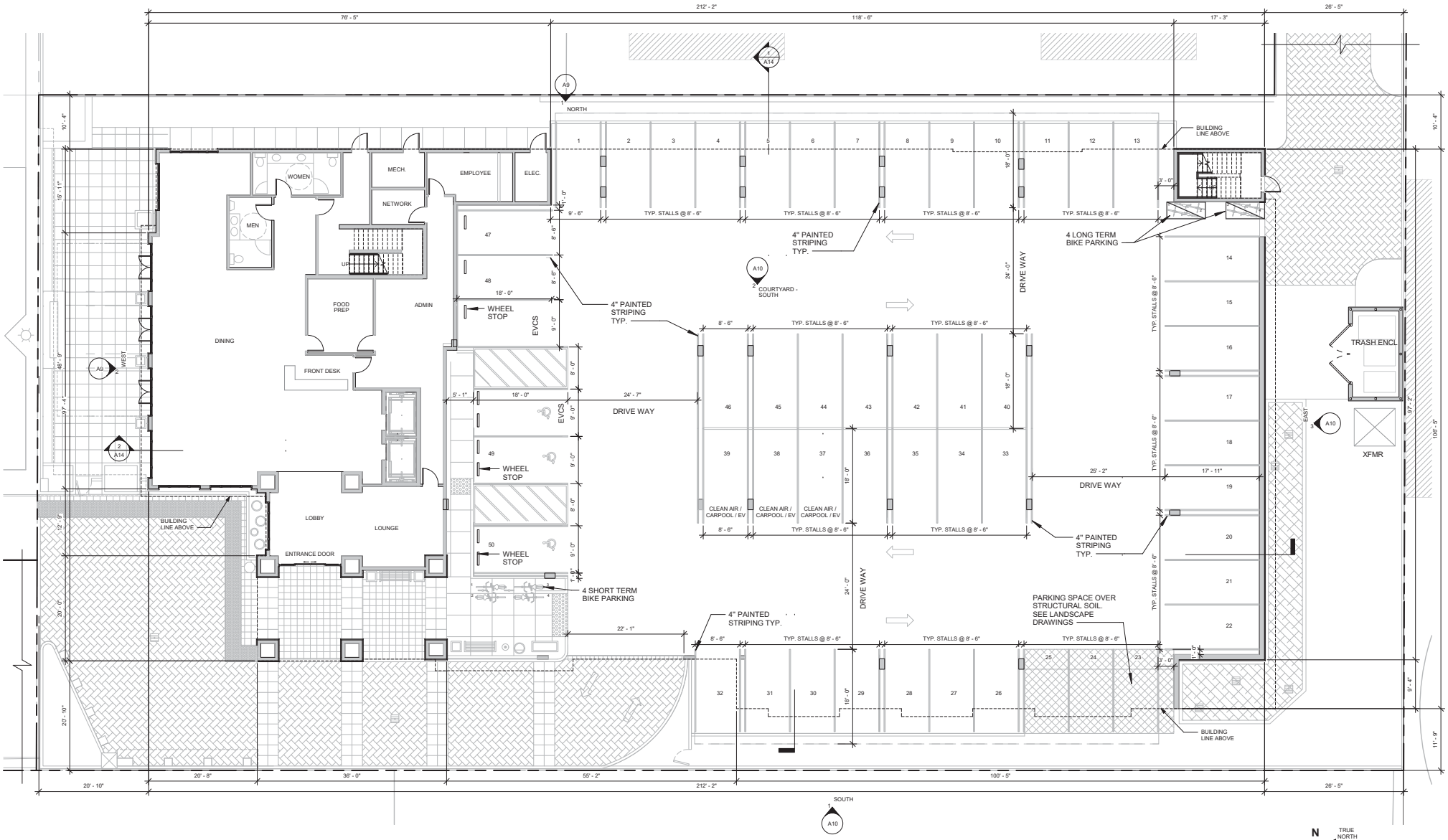
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 **DEVELOPER: SAGAR PATEL**

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

REVISED 09/14/2018

RYS ARCHITECTS



FIRST FLOOR PLAN

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

0 5 10 15 20

N TRUE NORTH

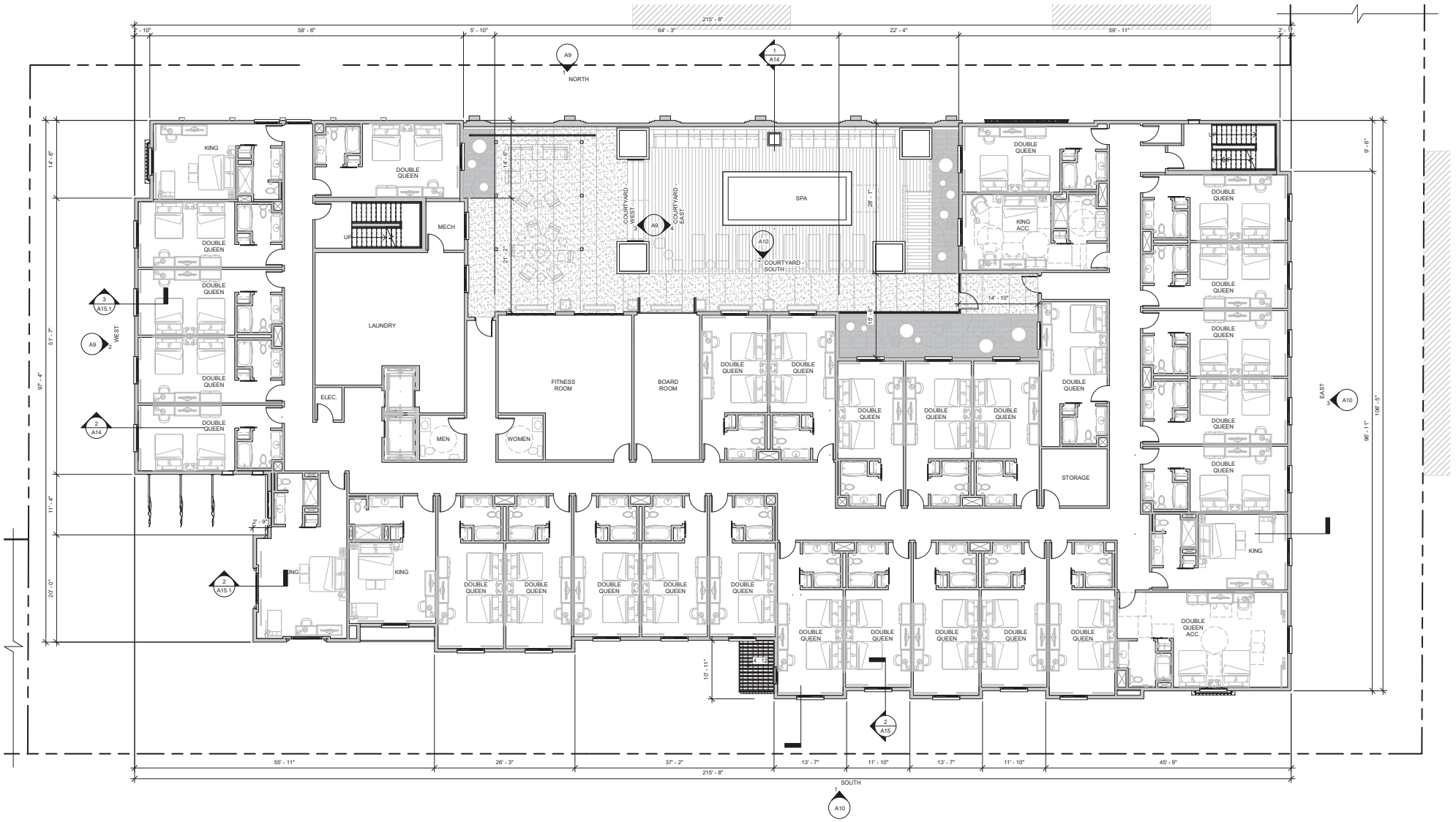
A4

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

RYS ARCHITECTS



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 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

RYS ARCHITECTS

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

0 5 10 15 20

N TRUE NORTH

THIRD FLOOR PLAN

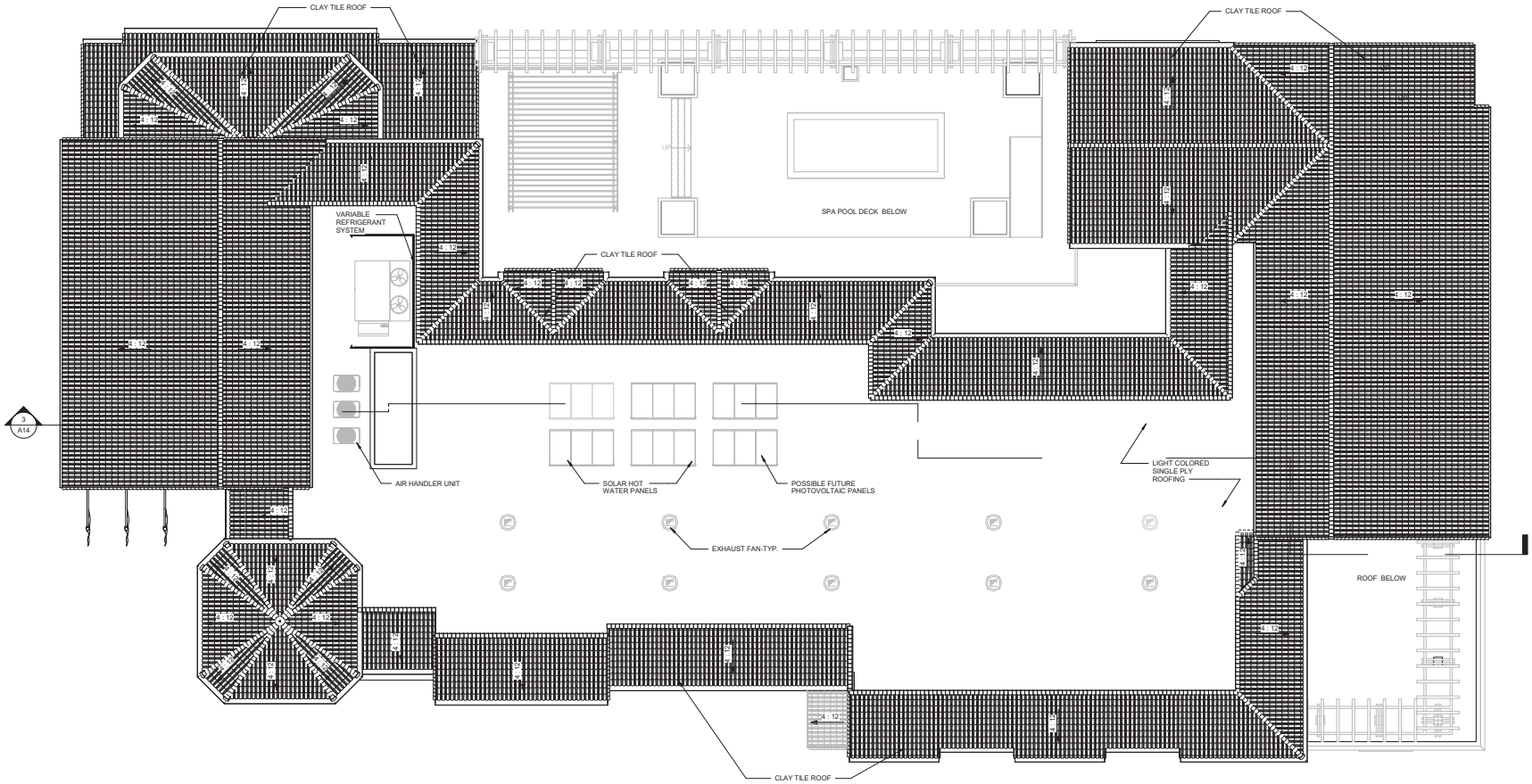
A6

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

RYS ARCHITECTS



ROOF PLAN

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

0 5 10 15 20

N TRUE NORTH

A7

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

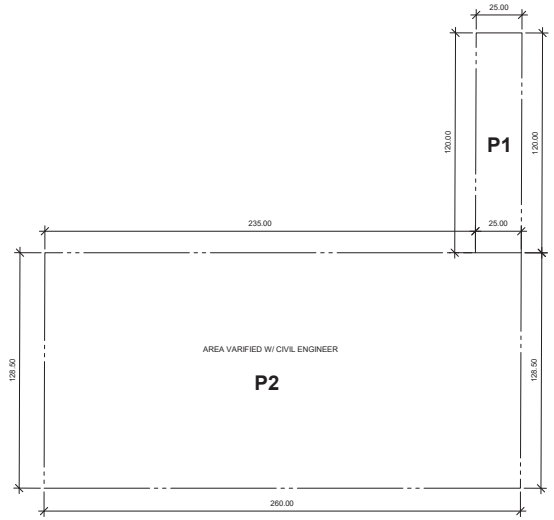
RYS ARCHITECTS

	Levels				
Area #	Open Space	1st Floor	2nd Floor	3rd Floor	Property
	S	A*	B*	C*	P*
1	178.7	911.0	848.9	133.1	3000.0
2	412.8	1309.1	1277.8	339.1	33410.0
3	275.8	189.8	1112.0	10.1	
4	777.1	1503.7	37.8	10.1	
5	19.8	19.5	2058.1	1277.8	
6	177.6	33.3	16.4	1112.0	
7	56.9	586.7	17.2	2058.1	
8	121.5	506.7	8.7	195.2	
9	88.4	172.5	17.1	3.3	
10	13.3	-107.2	17.8	38.3	
11	38.2		17.1	3.3	
12	621.4		2688.6	303.3	
13	45.5		123.3	38.3	
14	899.2		92.6	3.3	
15	1306.9		551.3	2196.6	
16	87.1		3149.8	123.3	
17	252.2		20.3	92.6	
18	830.0		20.3	37.8	
19	178.0		709.2	20.3	
20	603.7		329.6	20.3	
21	783.3		309.3	551.3	
22	-5.5		1166.3	20.3	
23	-55.7		702.4	20.3	
24	1294.1		2137.0	3149.8	
25	110.5		-5.5	709.2	
26	1359.1		-6.8	329.6	
27	314.7		-6.9	177.8	
28	581.4		-6.2	309.3	
29	-8.1		-79.6	1763.1	
30	-1.4		-11.4	1166.3	
31			-6.8	-7.1	
32			-5.2	-2.3	
33			-5.5	-11.0	
34			-5.2	-6.2	
35			-5.5	-5.7	
36			-11.4	-11.4	
37			-11.4	-6.8	
38			-11.4	-5.5	
39			-6.2	-5.2	
40			-6.2	-5.2	
41			-11.4	-5.5	
42			-11.4	-11.4	
43			-11.4	-11.4	
44			-1.6	-11.4	
45			-4.5	-11.4	
46			-6.2	-6.2	
47			-7.1	-11.4	
48			-11.4	-6.2	
49			-11.4	-11.4	
50			-6.2	-11.4	
51			-6.2	-11.4	
52			-5.2	-1.6	
53			-6.2	-4.5	
54			-5.5	-6.2	
55			-10.8	-7.1	
56			-6.8	-11.4	
57			-41.0	-11.4	
58				-6.2	
59				-10.8	
60				-6.0	
61				-6.8	
62				-40.0	
Total	11356.44	5125.22	17073.44	15926.09	36410.00

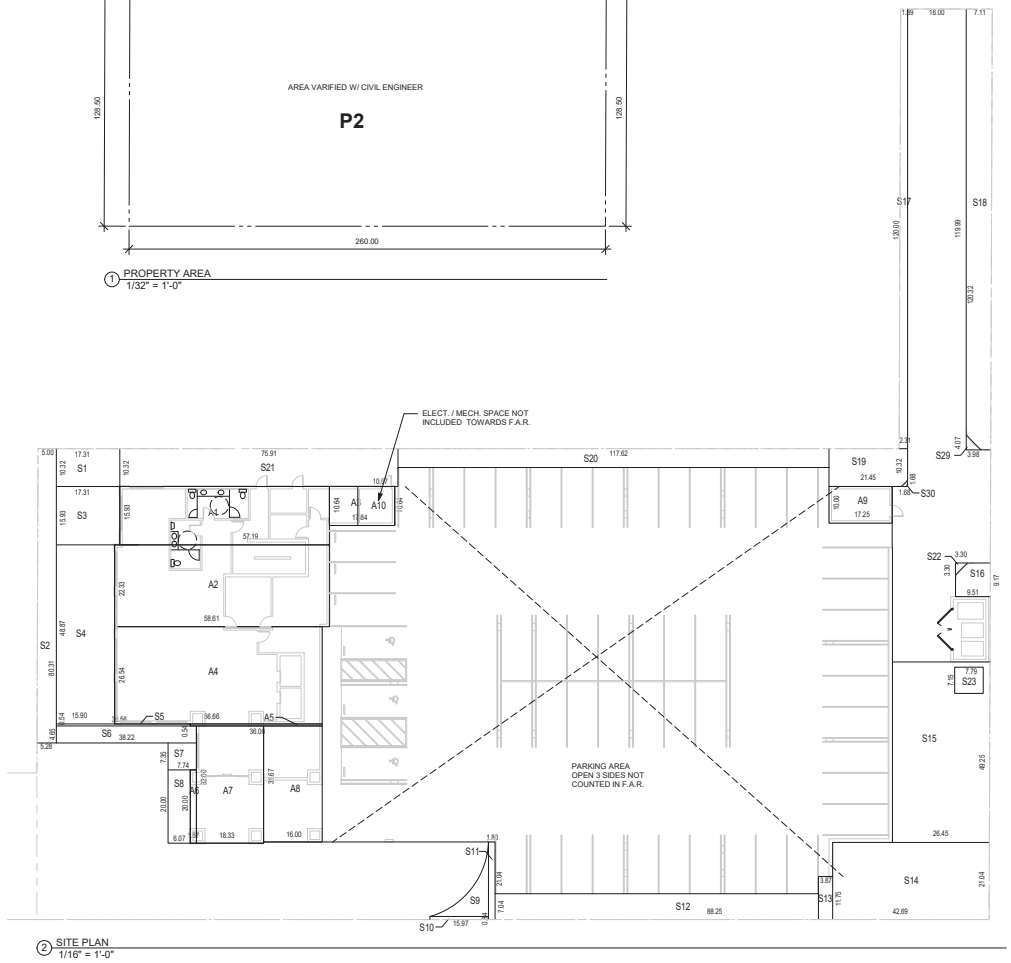
F.A.R CALCULATIONS		
Total Building Area	38124.75	
Total Site Area	36410.00	
TOTAL F.A.R.	**1.047**	
Total Open Space Area	11356.44	**31.190%**
Total Nonusable Space	482.1274	**1.265%**
Nonusable Mech Space	267.84	**0.703%**

* Count towards F.A.R.

Note: A10, B25 to B57, and C31 to C62 are the mechanical/plumbing



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



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

BUILDING AREA CALCULATIONS

A8

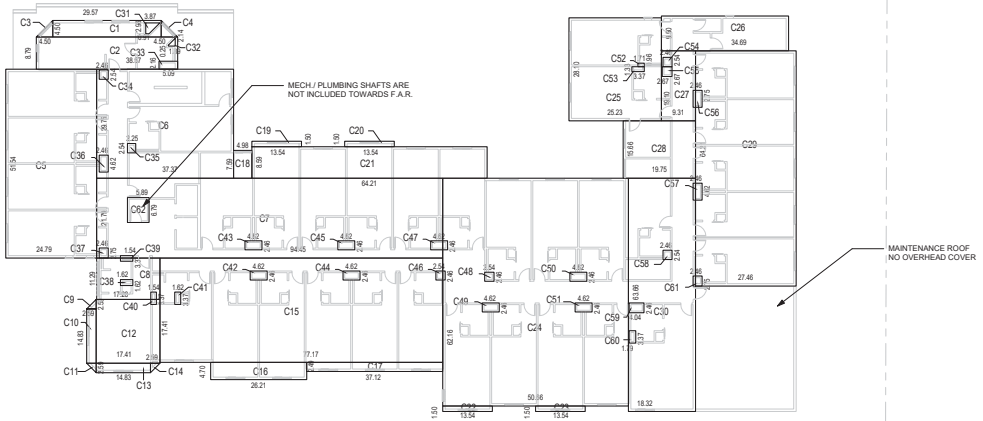
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

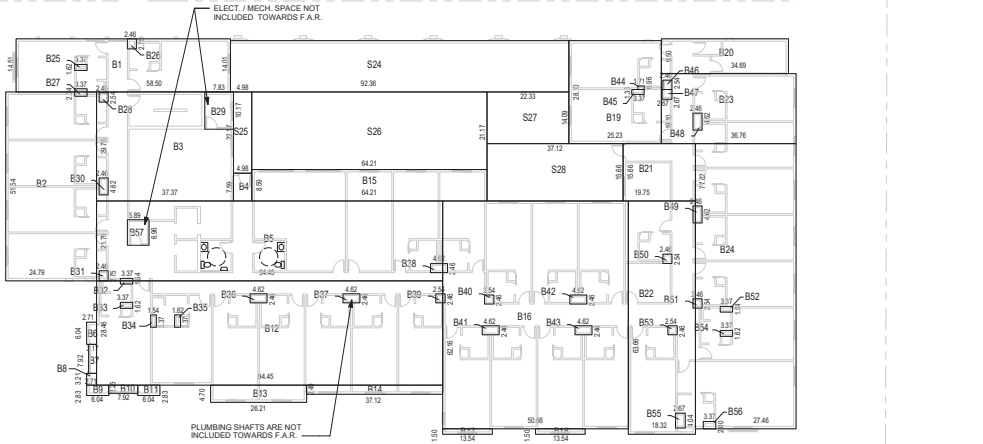
PROJECT NO: 15111

REVISED 09/14/2018

RYS ARCHITECTS



② THIRD FLOOR AREA PLAN
1/16" = 1'-0"



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

NOTE: FOR F.A.R. CALCULATION TABLE, SEE SHEET A8.

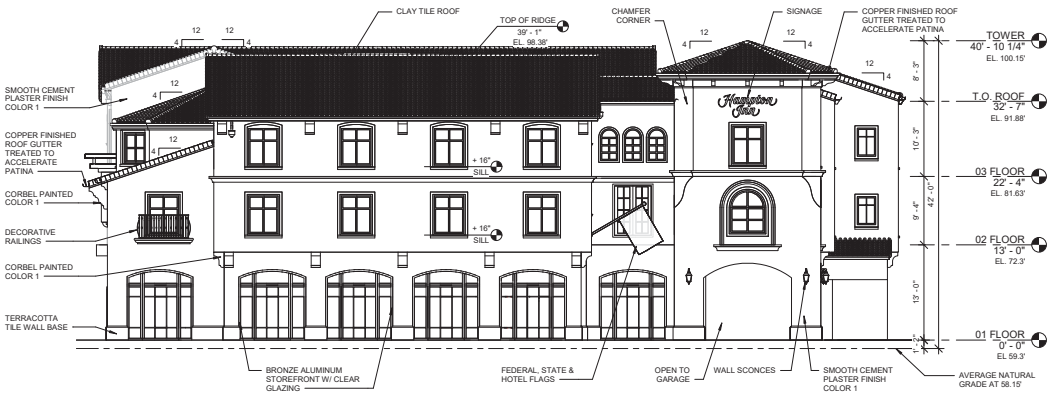
BUILDING AREA CALCULATIONS

A8.1

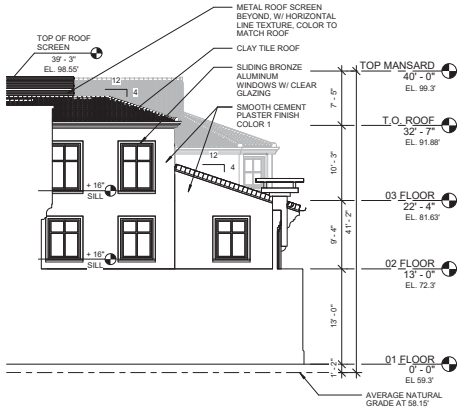
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

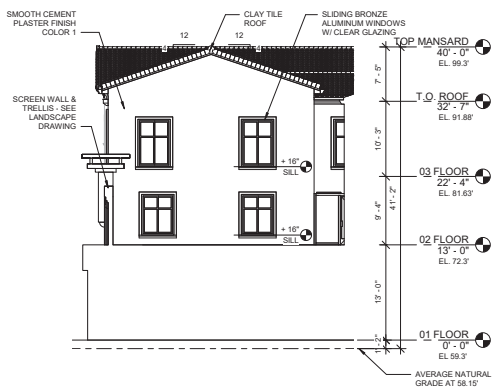
RYS ARCHITECTS



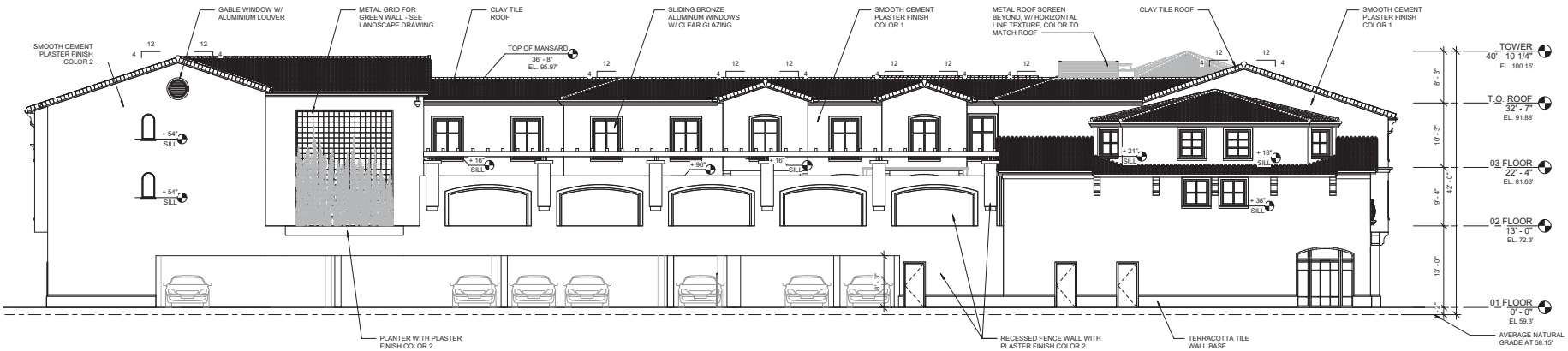
2 WEST ELEVATION
1/8" = 1'-0"



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



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



1 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'.

BUILDING ELEVATIONS

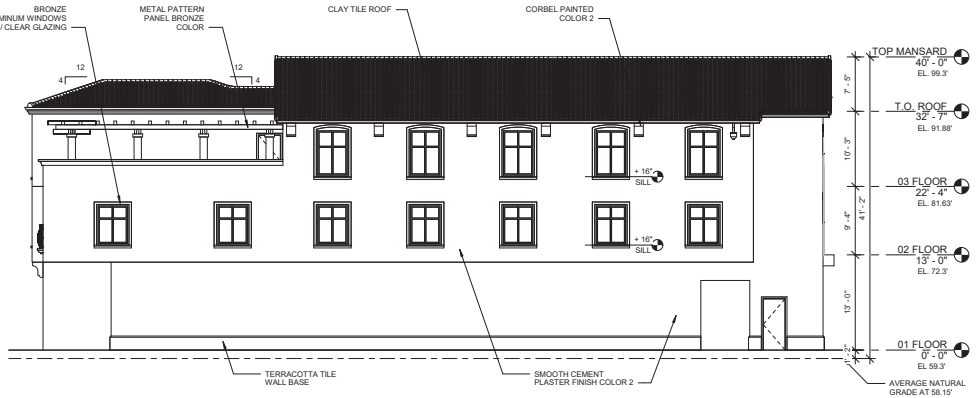
A9

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

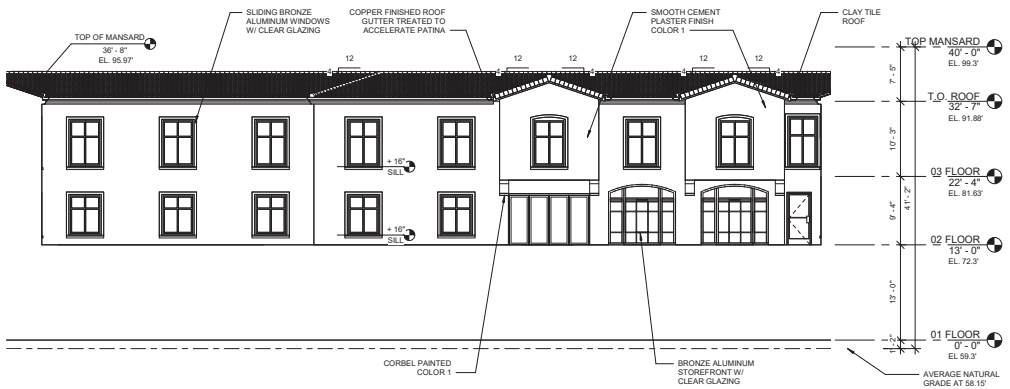
PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

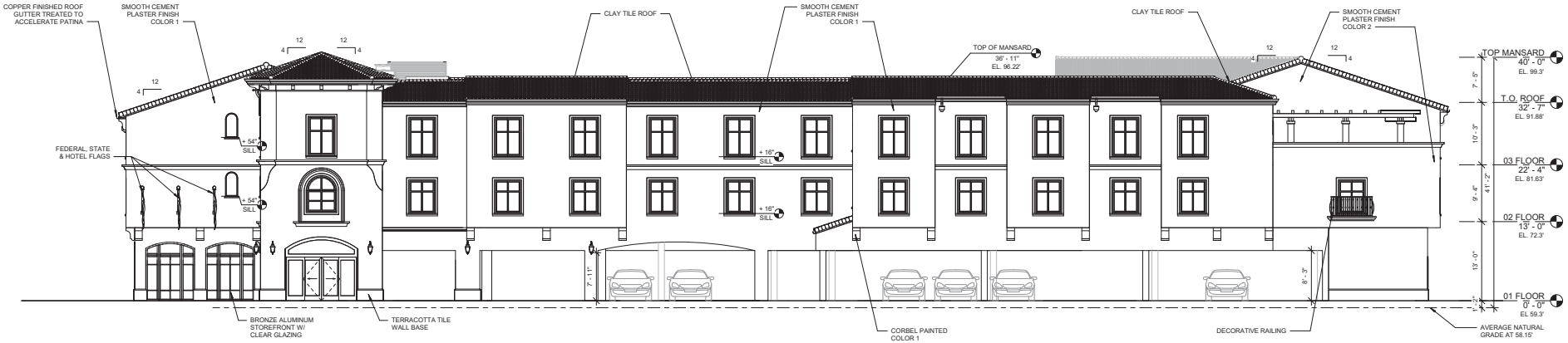
RYS ARCHITECTS



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



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



1 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

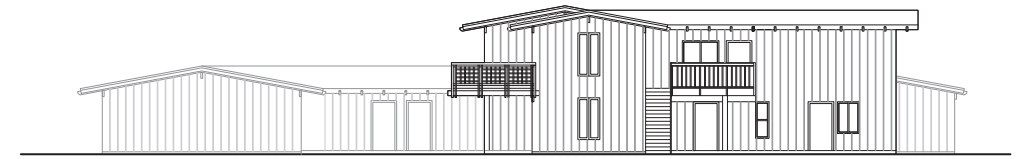
A10

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

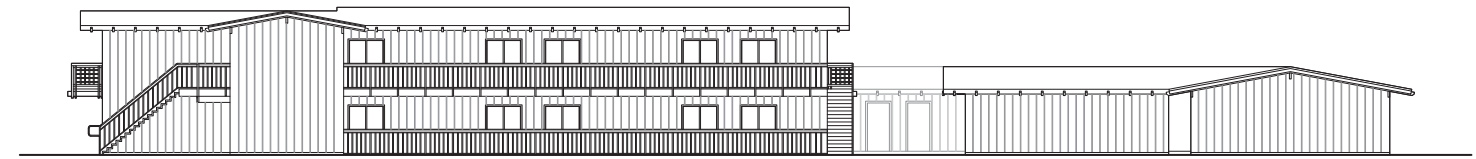
PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

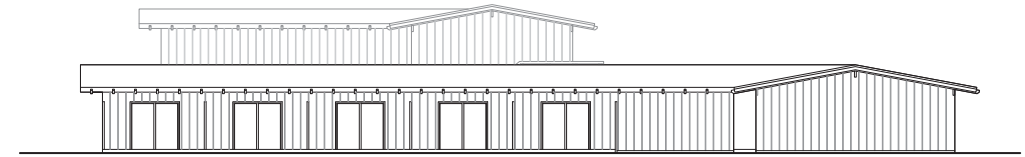
RYS ARCHITECTS



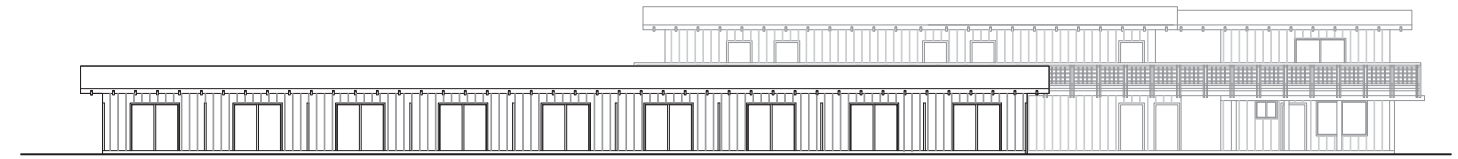
1 EXISTING WEST ELEVATION
1/8" = 1'-0"



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



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



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

EXISTING BUIDLING ELEVATIONS

A10.1

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS

WEST ELEVATION
NOT TO SCALE

NORTH ELEVATION
NOT TO SCALE

RENDERED COLOR ELEVATIONS

A11

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111
REVISED 09/14/2018

RYS ARCHITECTS

EAST ELEVATION
NOT TO SCALE

SOUTH ELEVATION
NOT TO SCALE

RENDERED COLOR ELEVATIONS

A12

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111
REVISED 09/14/2018

1706 EL CAMINO REAL

1704 EL CAMINO REAL

1702 EL CAMINO REAL

STREETSCAPE ELEVATION

A13

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

RYS ARCHITECTS

EAST SIDE
NOT TO SCALE

SOUTH SITE ELEVATION FROM SOUTH NEIGHBOR
NOT TO SCALE

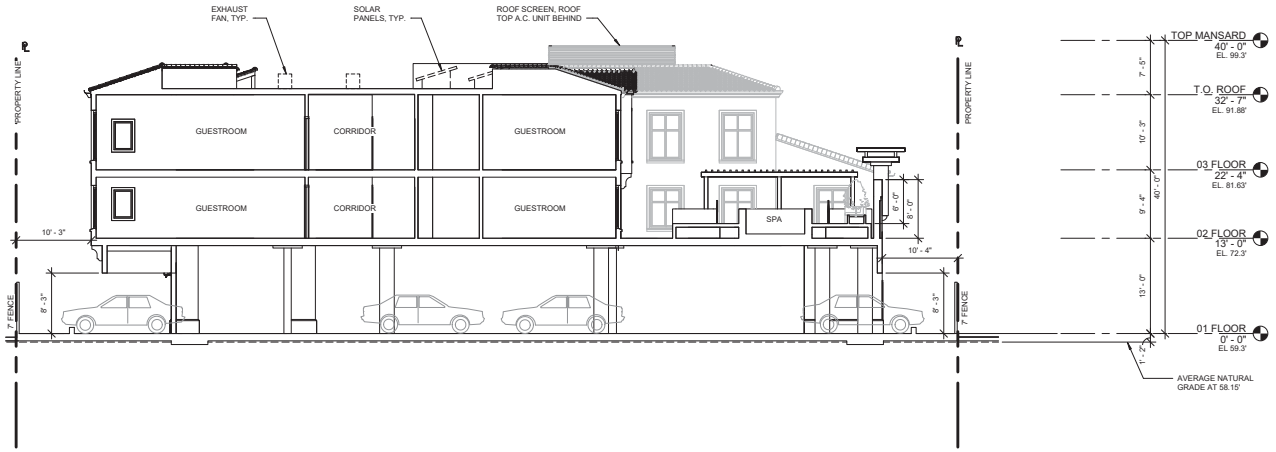
PHOTO SIMULATIONS

A13.1

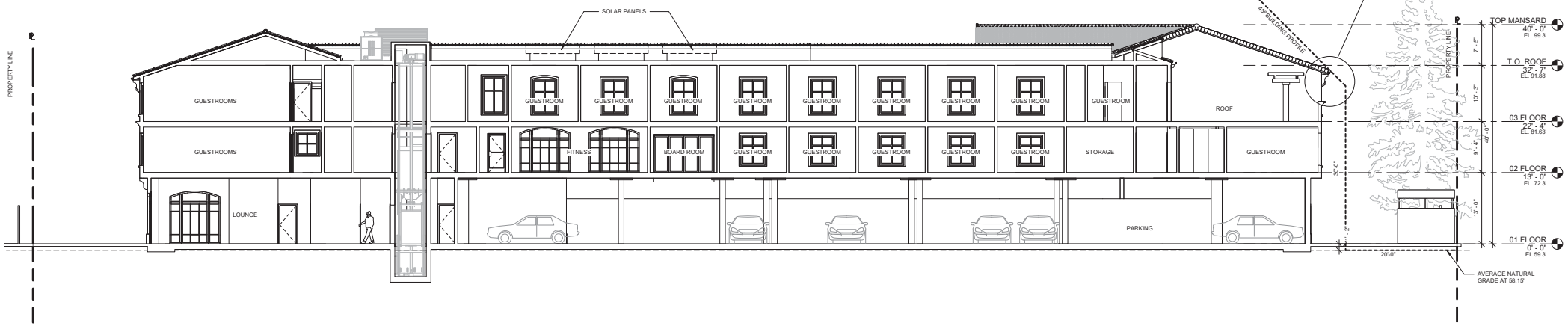
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111
REVISED 09/14/2018

RYS ARCHITECTS



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



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

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

0 5 10 15 20

BUILDING SECTIONS

A14

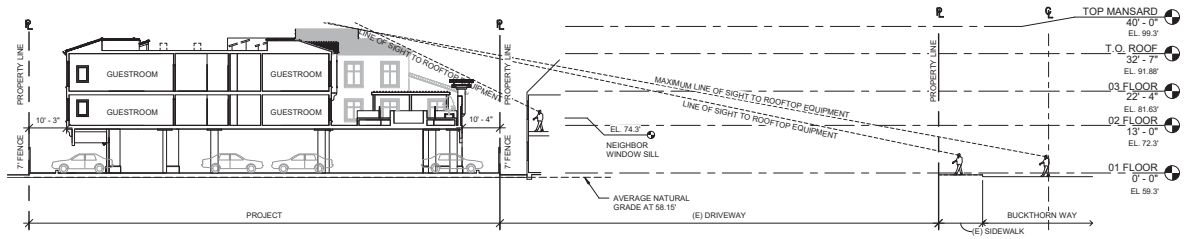
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

REVISED 09/14/2018

RYS ARCHITECTS



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

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

LINE OF SIGHT DIAGRAMS

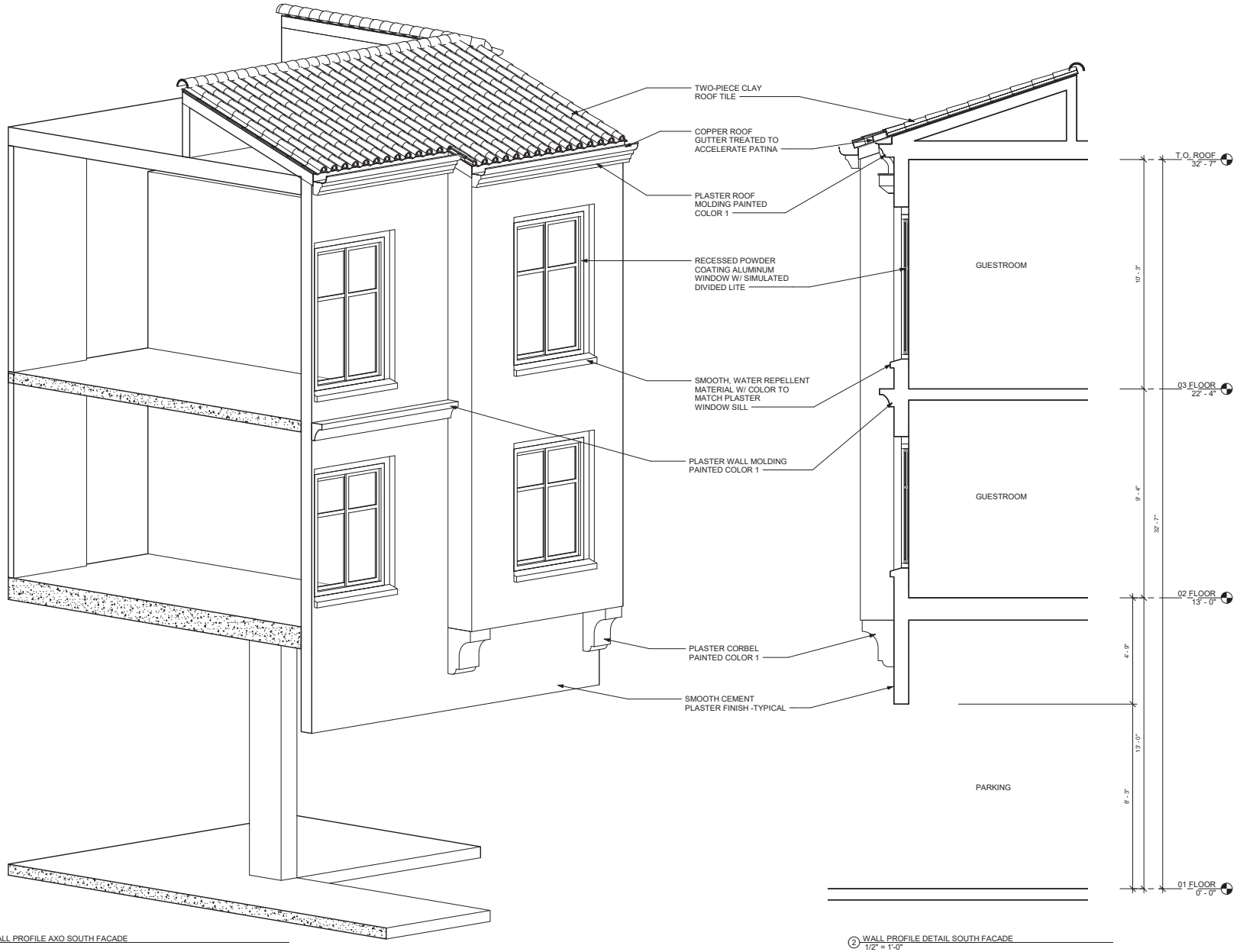
SCALE: 1/16" = 1'-0"
0 5 10 20 30 40

A14.1

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111
REVISED 09/14/2018

RYS ARCHITECTS



1 WALL PROFILE AXO SOUTH FACADE

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

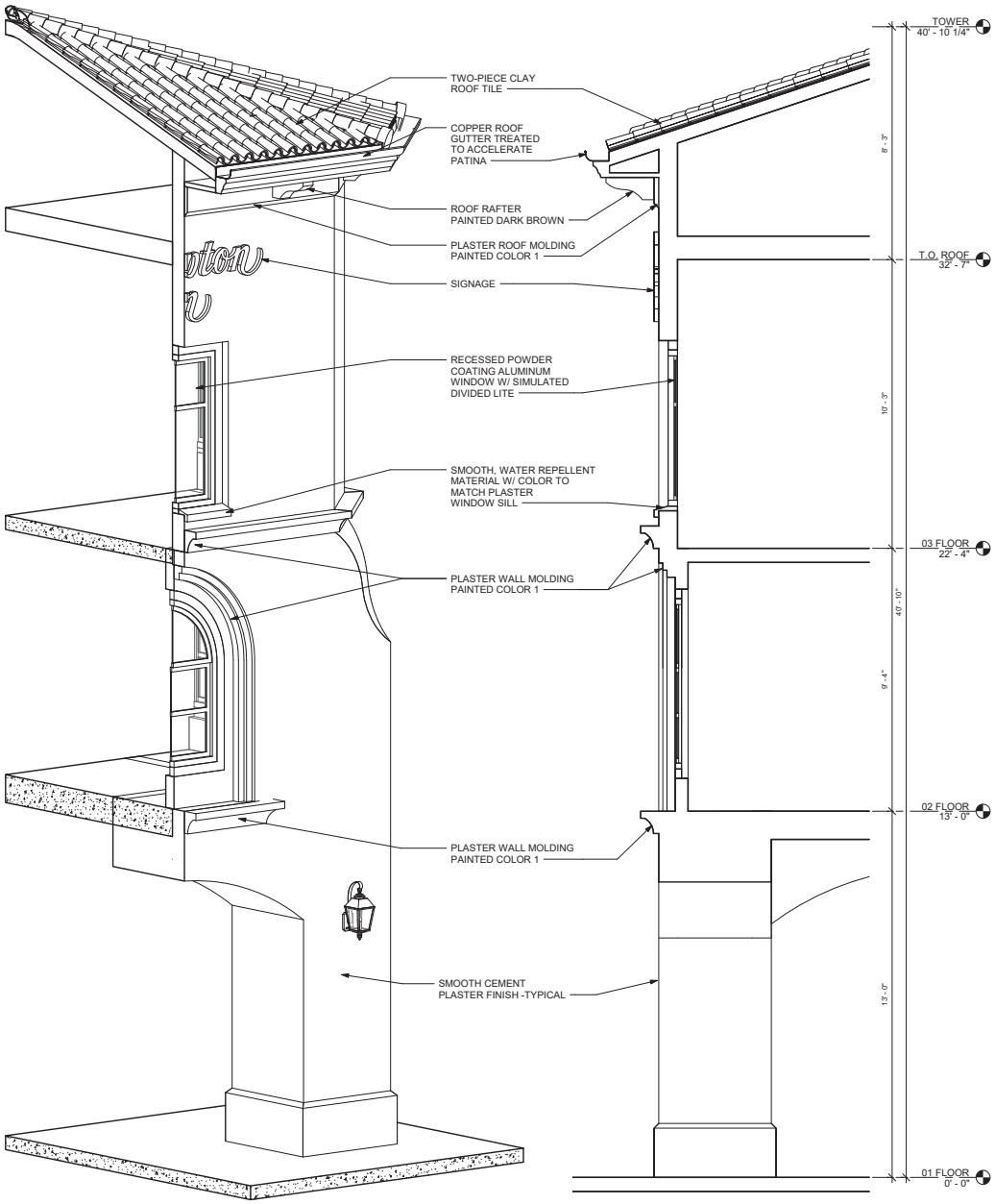
WALL PROFILE DETAILS

A15

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

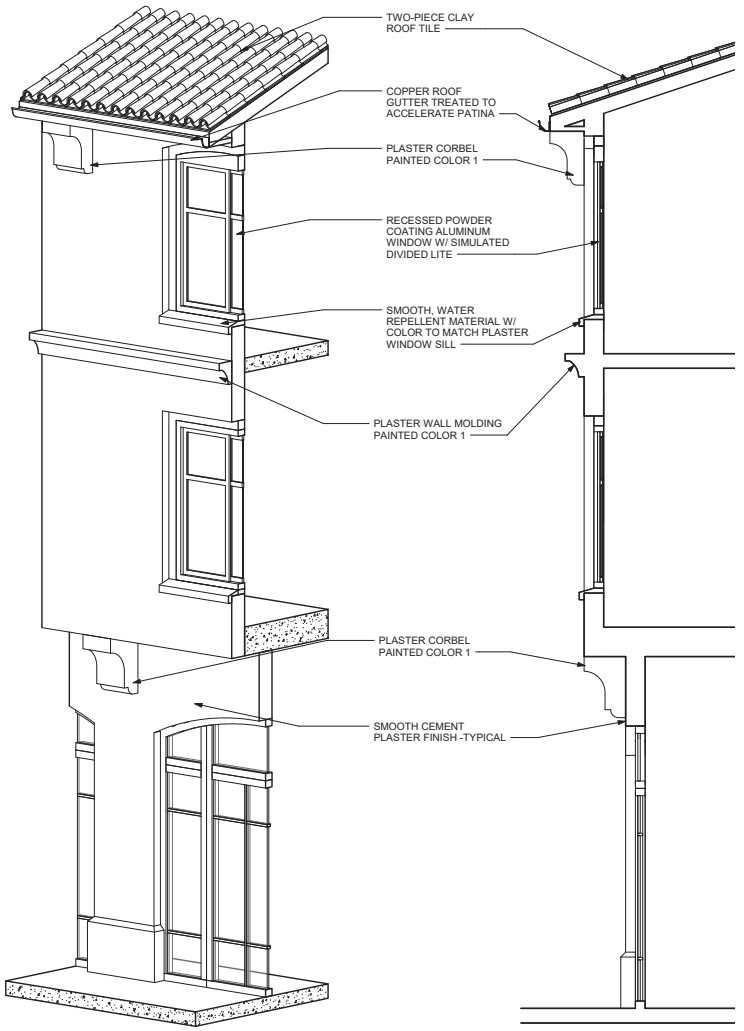
PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS

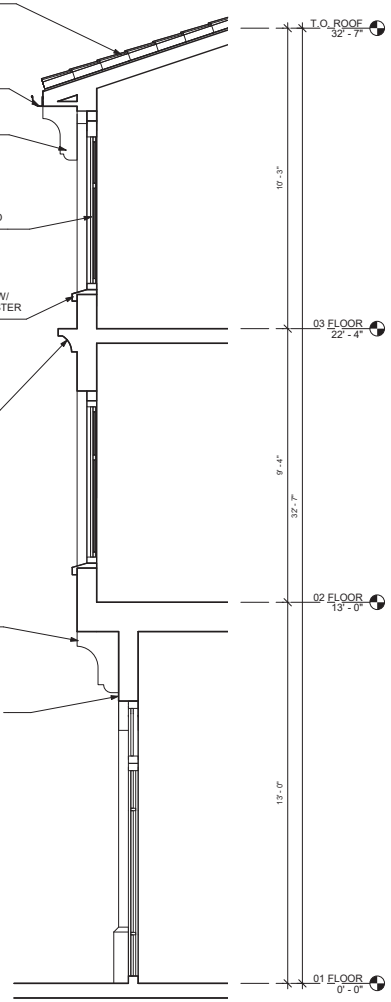


1 WALL PROFILE AXO TOWER

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



4 WALL PROFILE AXO WEST FACADE



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

WALL PROFILE DETAILS

A15.1

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS

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: SC38 FLUSH PANEL
COLOR: PAINT TO MATCH THE ROOF TILE

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

CEMENT PLASTER COLOR1

BENJAMIN MOORE COLOR: SNOWFALL WHITE 2144-70
SMOOTH FINISH

CEMENT PLASTER COLOR2

BENJAMIN MOORE COLOR: SHALE 861
SMOOTH FINISH

* ONLY APPEAR IN EAST PART OF THE BUILDING

WINDOW RAILING

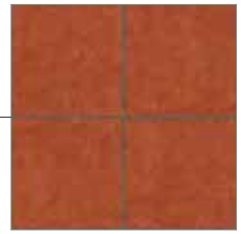
MANUFACTURER: DECIRON
PRODUCT NAME: LIGHT IRON DOVE BALCONY
MATERIAL: METAL
COLOR: BROWN

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



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 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

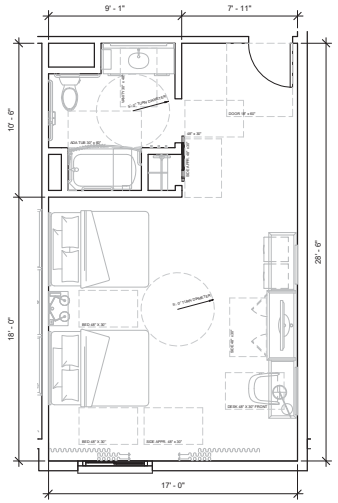
RYS ARCHITECTS

LEED 2009 for New Construction and Major Renovations

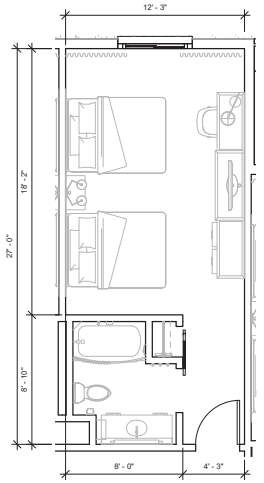
Project Checklist

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
4			**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
2			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
1			Credit 4	Enhanced Refrigerant Management 1
			Credit 5	Measurement and Verification 3
			Credit 6	Green Power 1
4			**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**

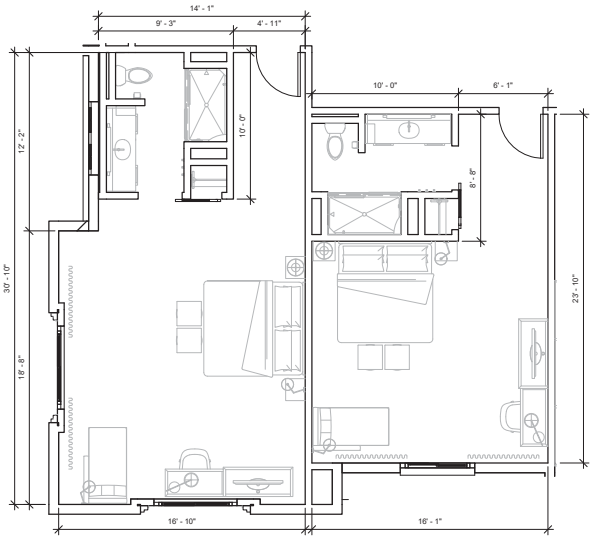
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110



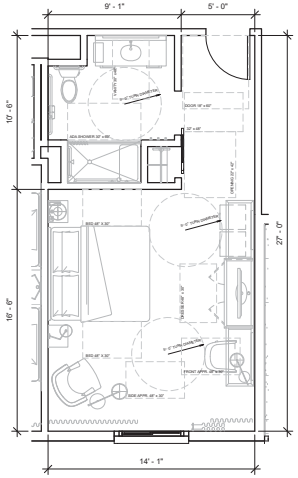
4 MODEL ROOM- ACCESSIBLE DOUBLE QUEEN
1/4" = 1'-0"



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



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



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

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

0 1 5 10 12

UNIT PLANS & LEED CHECKLIST

A17

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

PROJECT NO: 15111

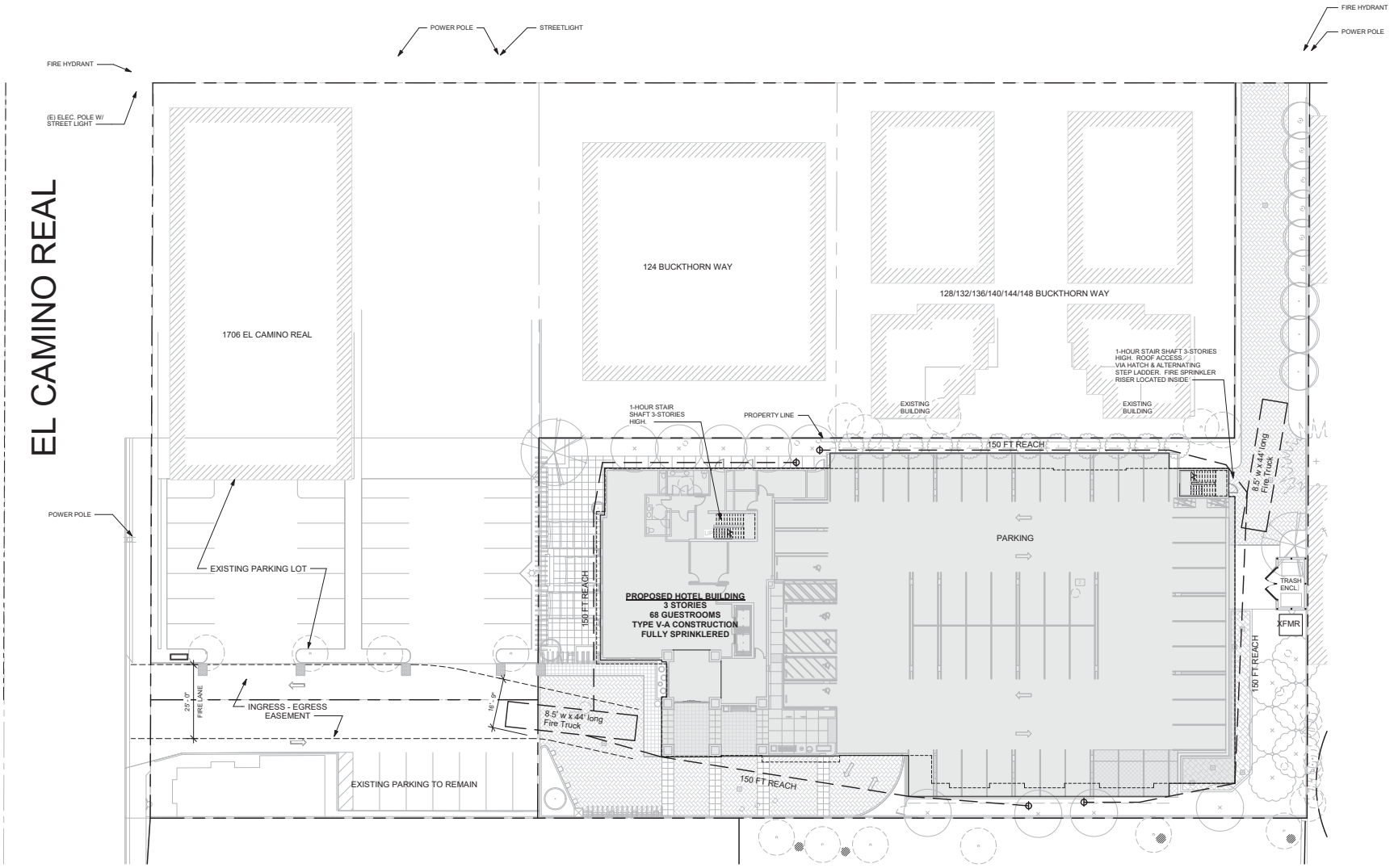
RYS ARCHITECTS

AXONOMETRIC VIEW - SOUTH WEST

NOT TO SCALE

AXONOMETRIC VIEW - NORTH EAST

NOT TO SCALE



FIRE ACCESS SITE PLAN

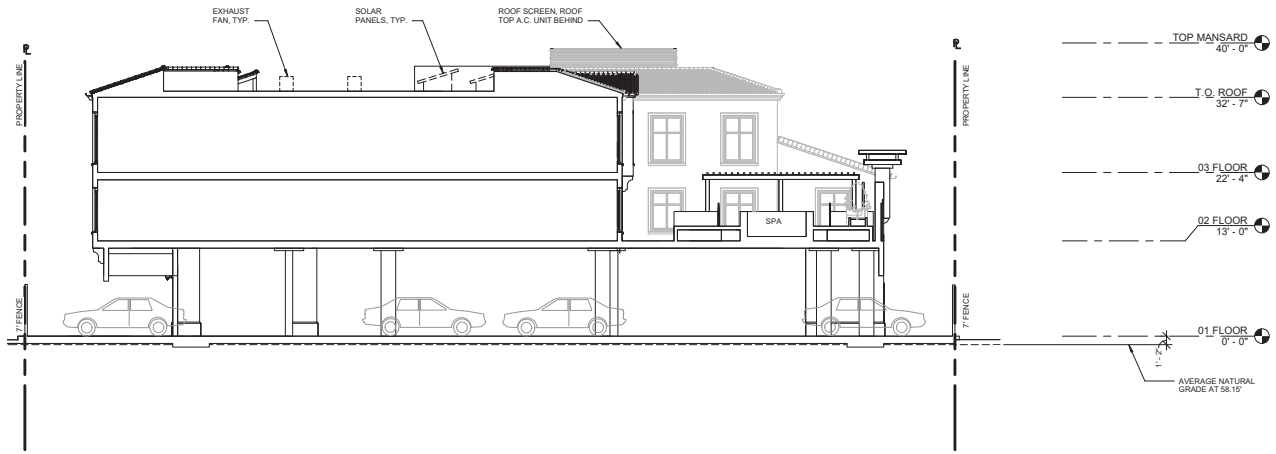
F1

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

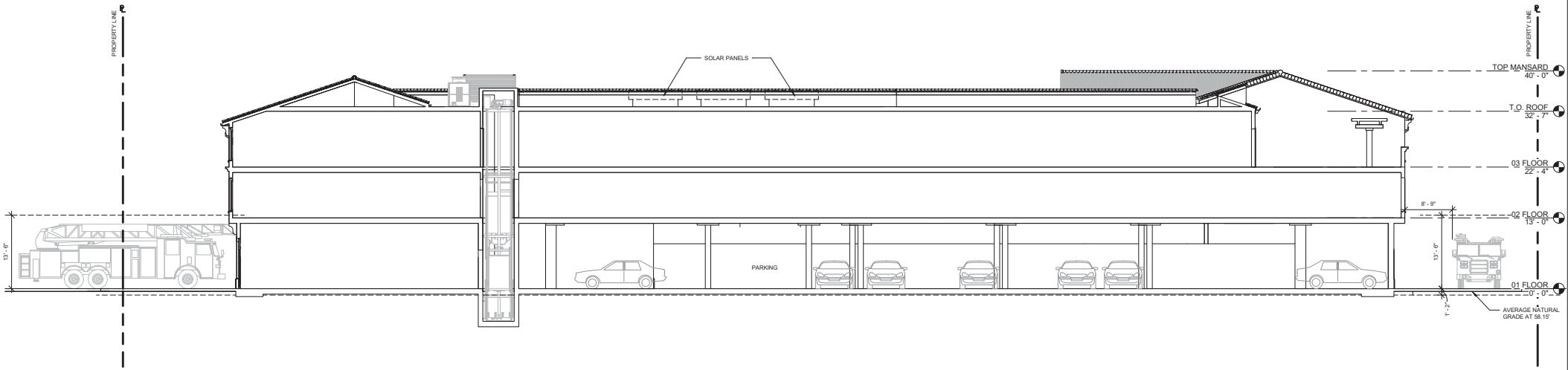
PLN2016-00085 PLANNING SUBMITTAL 07/31/2018

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

F2

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

PLN2016-00085 PLANNING SUBMITTAL 07/31/2018
PROJECT NO: 15111

RYS ARCHITECTS

Enhanced Motor Court Paving

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, Intrirol, 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

Spa Deck Plan and Patio

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

NORTH

KLA LANDSCAPE ARCHITECTURE PLANNING

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

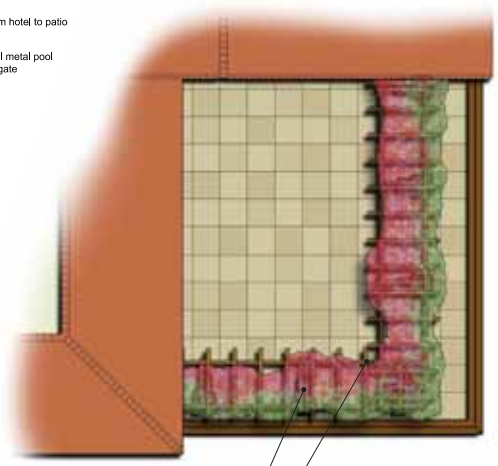
HydroZone	Type of Plants	Water Use	Plant Factor	Type of Irrigation	Irrigation Efficiency	ETAF	Hydrozone Area	ETAF x Area	ETWU
1	Containers	Medium	0.5	Drip Emitter	.81	0.62	279 sf	172.2	4,570.1
2	Shrubs	Medium	0.5	Drip Emitter	.81	0.62	431 sf	266.0	7,059.9
3	Shrubs	Low	0.3	Drip Emitter	.81	0.37	4,250 sf	1,574.1	42,769.6
TOTAL							4,960 sf		53,399.6 Gallons

Maximum Applied Water Allowance (MAWA) 59,228.4 gallon/year

Estimated Total Water Usage (ETWU) 53,399.6 gallon/year

Average Irrigation Efficiency .81

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



Third Floor Deck Plan

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

NORTH

Proposed Replacement Trees


Armstrong Gold Maple

Armstrong Red Maple

Japanese Maple


Brisbane Box

Saratoga Laurel Cherry

Fern Pine (Podocarpus)

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.

(1)	Acer palmatum	Japanese Maple	36" Box
(9)	Acer rubrum 'Armstrong Gold'	Armstrong Gold Maple	24" Box
(5)	Acer rubrum 'Armstrong'	Armstrong Red Maple	36" Box
(9)	Laurus nobilis 'Saratoga'	Saratoga Laurel Cherry	36" Box
(1)	Lophostemon confertus	Brisbane Box	36" Box
(10)	Podocarpus gracilior	Fern Pine	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
Rhaphiolepis indica 'White Enchantress'	India Hawthorn
Rhaphiolepis 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
Heseralae 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 neuda	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
Trachelospermum 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.

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	Podocarpus gracilior	36" Box	2
#13 - Monterey Pine	Podocarpus gracilior	36" Box	2
#14 - Monterey Pine	Acer palmatum	36" Box	1
	Lophostemon confertus	36" Box	1
#16 - Glossy Privet	Acer rubrum 'Armstrong'	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
	Acer rubrum 'Armstrong'	36" Box	1
#24 - Hollywood Juniper	Acer rubrum 'Armstrong'	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.

Scale: 3/16" = 1'-0"
September 12, 2018
18-2052

Hampton Inn - Menlo Park, CA

L0.2 - Conceptual Landscape Plan

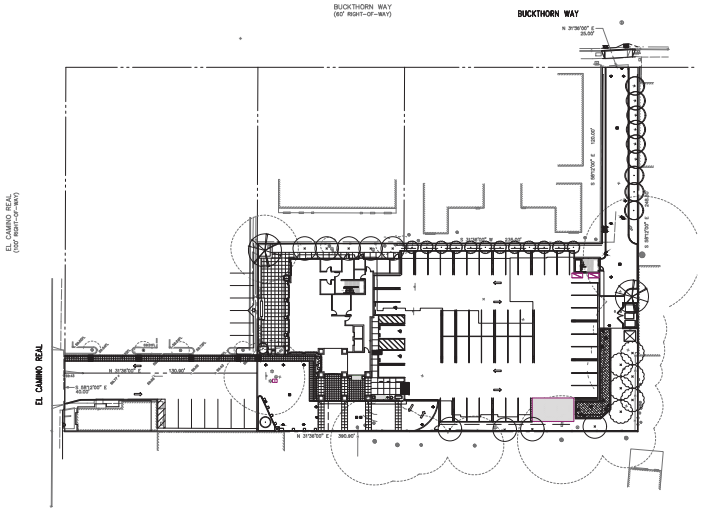
PRELIMINARY IMPROVEMENT PLANS

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.

LEGEND

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

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

UTILITY LINES
- FIRE SERVICE
- GAS LINE
- IRRIGATION LINE
- STORM DRAIN
- SANITARY SEWER
- 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 CUTTER
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

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.

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

ADA COMPLIANCE:

1. ALL NEW WORK SHALL CONFORM TO TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AMD 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 7/27/ 2018

PROJ. DATE: 6/18/2015
PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

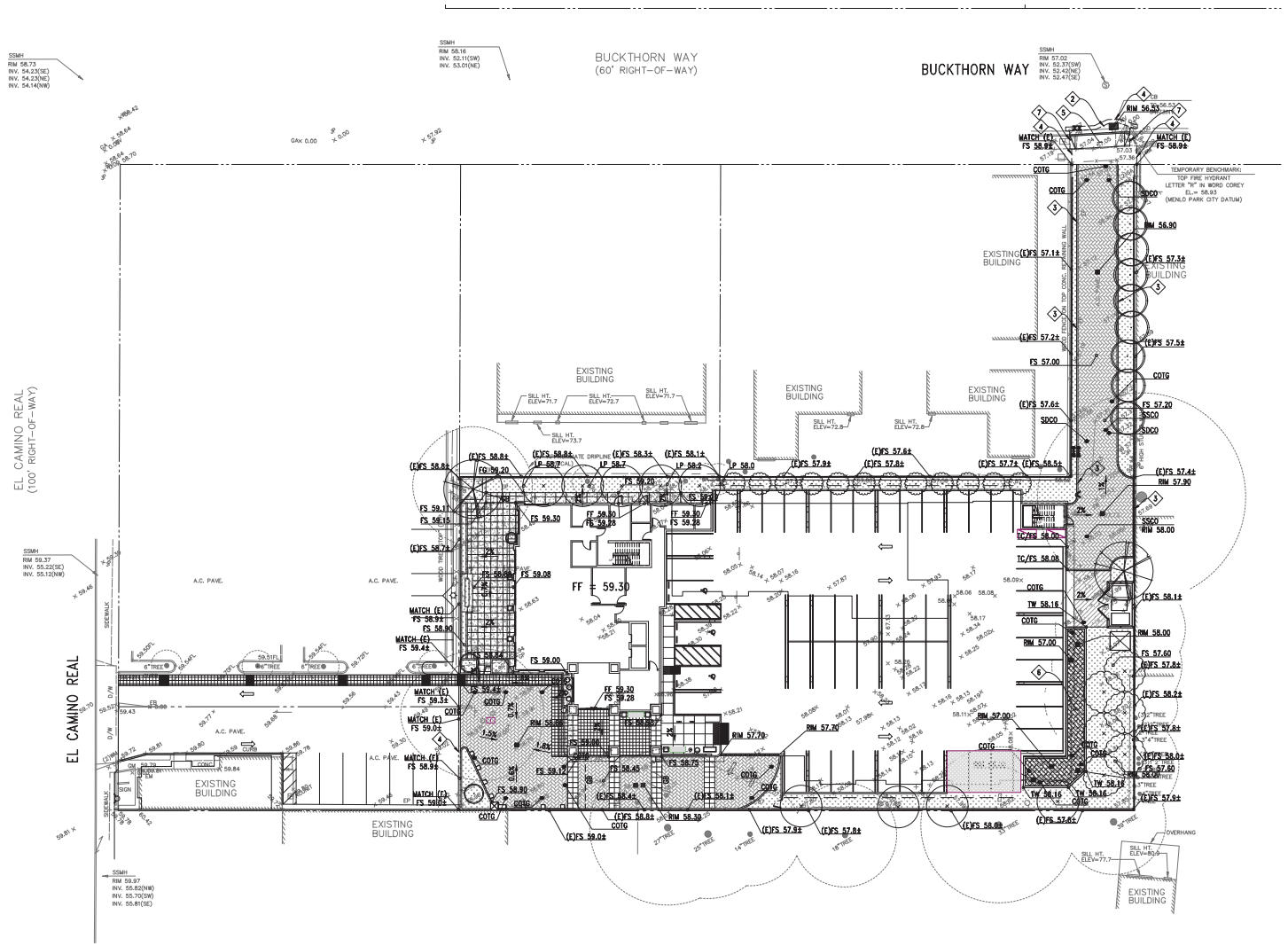
MENLO PARK, CALIFORNIA

SAGAR PATEL

RYS ARCHITECTS

Plot Date: Jul 27, 2018 - 9:55am

E32



GRADING LEGEND

XX.XX — GRADE ELEVATION

XX — SLOPE AND DIRECTION

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-15. SEE DETAIL 5/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.

CALL BEFORE YOU DIG — USA — 800.227.2600

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

DISCLAIMER: TOPOGRAPHIC INFORMATION, INCLUDING PROPERTY LINES, EXISTING GRADES, EXISTING UTILITIES LOCATIONS, ETC., SHOWN ARE FOR GENERAL REFERENCE ONLY AND HAVE BEEN PROVIDED BY OTHERS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY HOHBACH-LEWIN, INC.

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

Preliminary Grading & Drainage Plan

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. C3.0

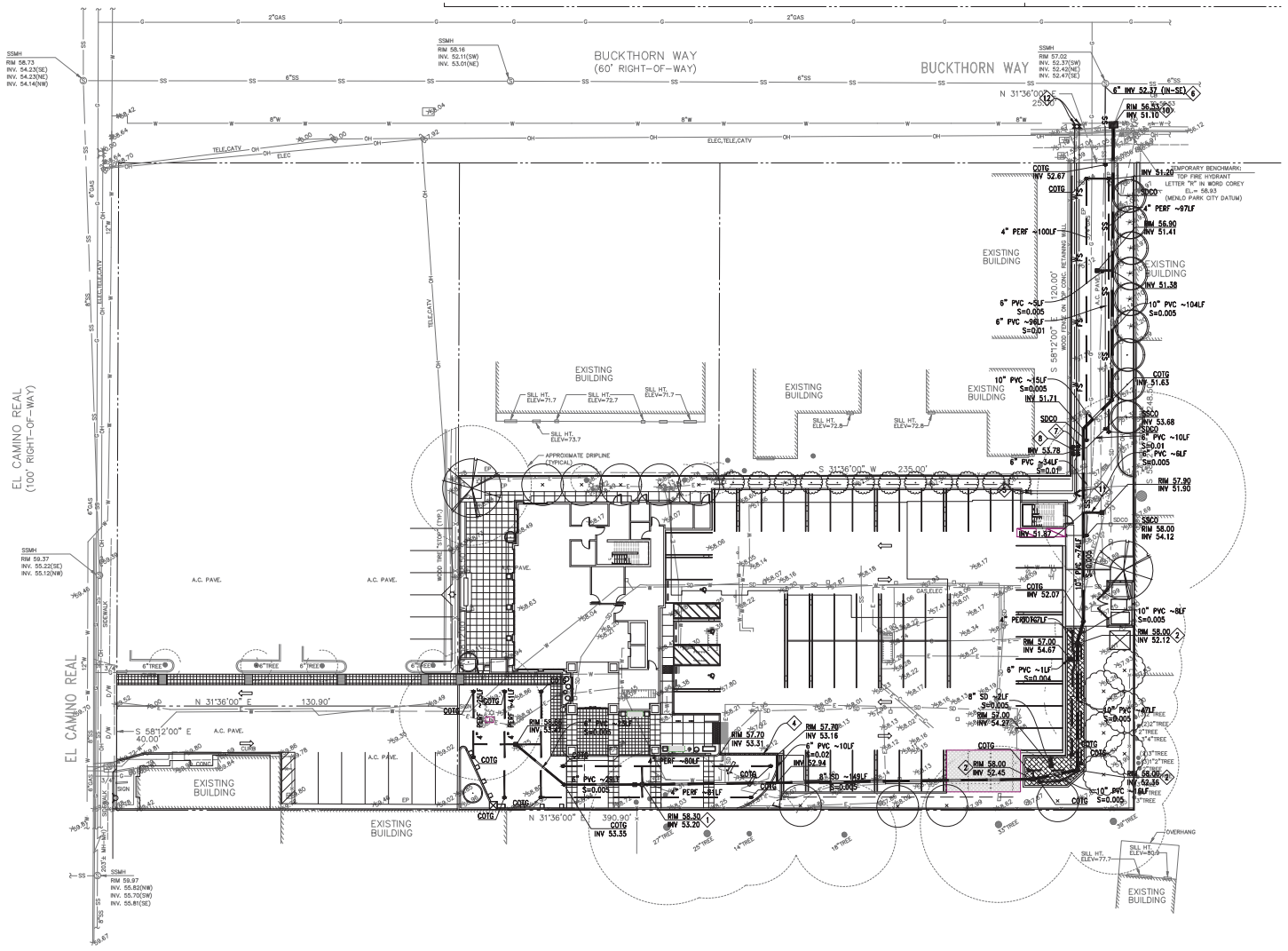
PLANNING SUBMITTAL 7/27/2018

PROJ. DATE: 6/18/2015
PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

RYS ARCHITECTS

Plot Date: Jul 27, 2018 - 9:55am



UTILITY LEGEND

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

UTILITY KEYNOTES

1. 12"x12" 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

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 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'

CALL BEFORE YOU DIG 800.227.2600

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

DISCLAIMER: TOPOGRAPHIC INFORMATION, INCLUDING PROPERTY LINES, EXISTING GRADES, EXISTING UTILITIES LOCATIONS, ETC., SHOWN ARE FOR GENERAL REFERENCE ONLY AND HAVE BEEN PROVIDED BY OTHERS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY HOHBACH-LEWIN, INC.

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

Preliminary Utility Plan

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. **C4.0**

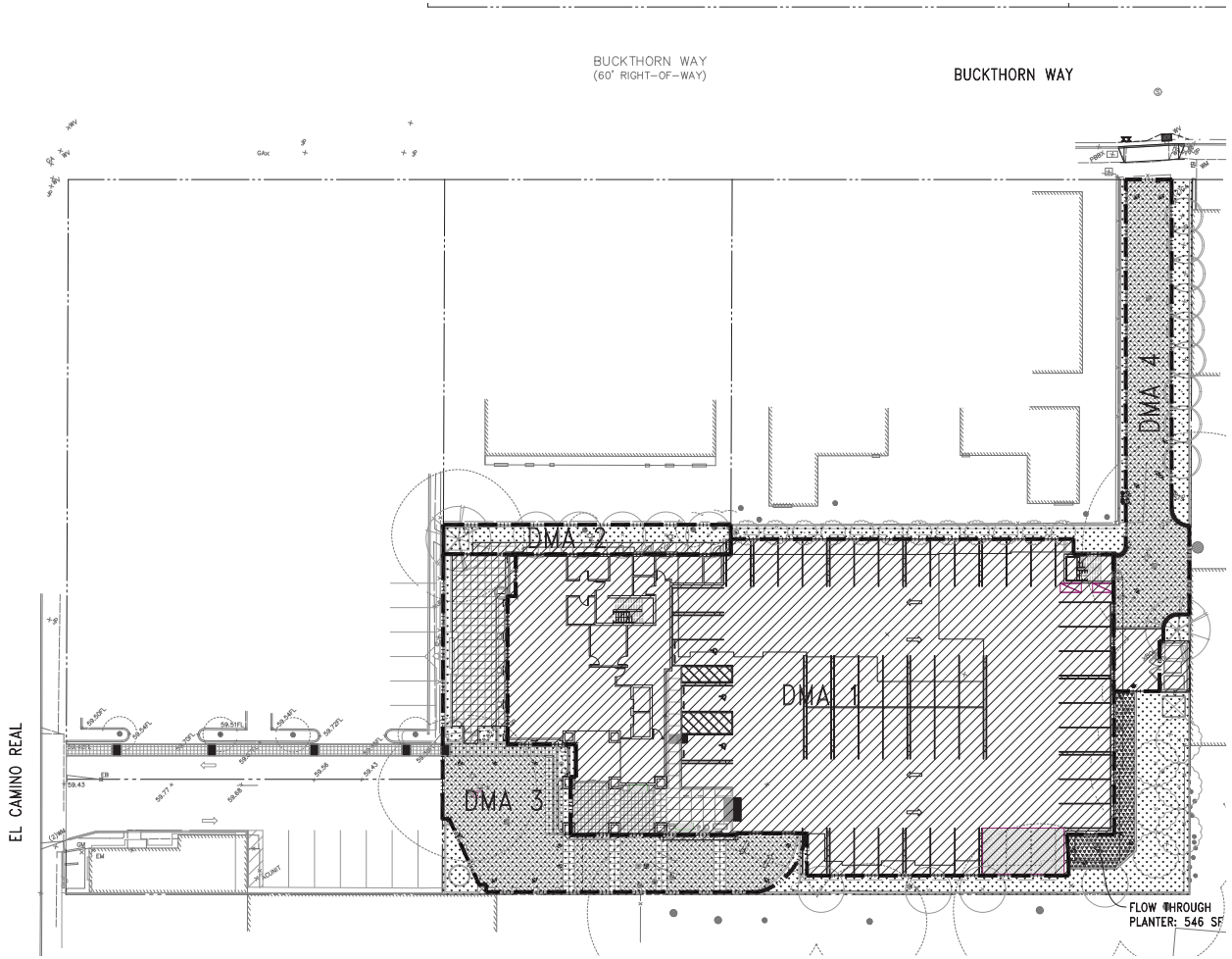
PLANNING SUBMITTAL 7/27/2018

PROJ. DATE: 6/18/2015
PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

Plot Date: Jul 27, 2018 - 9:56am

RYS ARCHITECTS



LEGEND

- PERVIOUS AREA (LANDSCAPE, C.3 TREATMENT, PERVIOUS PAVERS)
- PERVIOUS PAVERS
- IMPERVIOUS AREAS
- DRAINAGE MAMAGEMENT AREA (DMA)
- BIORETEMTION AREA

NORTH

0 10' 20' 30' 40'

SCALE: 1" = 20'

CALL BEFORE YOU DIG USA 800-227-2600

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

Impervious and Pervious Area Comparison

	Existing Conditions (sf)	Percent (%)	Proposed Conditions (sf)	Percent (%)	Net Change (sf)	Percent (%)
Impervious Surface	29,931	82.2	25,588	70.3	-4,343	-11.9
Pervious Surface	6,479	17.8	10,822	29.7	4,343	11.9
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_w	Provided Treatment Measure	Required Area or Depth of Treatment Measure	Provided Area or Depth of Treatment Measure
DMA 1	22,093	0.507	22,093	0.507	0	0.000	0.900	Flow-through planter	538 sf*	546 sf*
DMA 2	1,027	0.024	367	0.008	660	0.015	0.386	Self-retaining area	1 inch	1 inch
DMA 3	5,161	0.118	1,284	0.029	3,877	0.089	0.299	Self-retaining area/pervious pavers	0.31 ft**	0.31 ft**
DMA 4	3,013	0.069	289	0.007	2,724	0.063	0.177	Self-retaining area/pervious pavers	0.20 ft**	0.20 ft**
Total	31,294	0.718	24,033		7,261					

* 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 TREATMENT AREA 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.

DISCLAIMER: TOPOGRAPHIC INFORMATION, INCLUDING PROPERTY LINES, EXISTING GRADES, EXISTING UTILITIES LOCATIONS, ETC., SHOWN ARE FOR GENERAL REFERENCE ONLY AND HAVE BEEN PROVIDED BY OTHERS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY HOHBACH-LEWIN, INC.

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

Storm Water Treatment Plan

MENLO PARK, CALIFORNIA

SAGAR PATEL

SHEET NO. C5.0

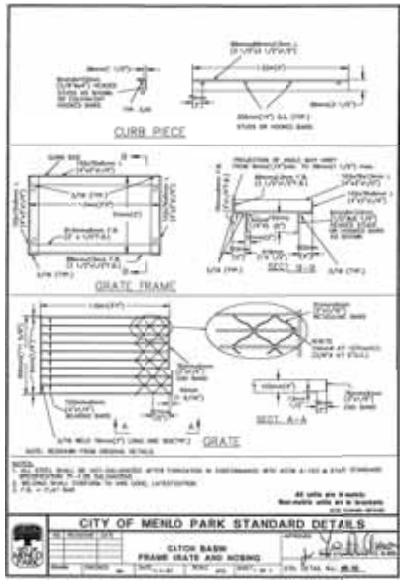
PLANNING SUBMITTAL 7/27/2018

PROJ DATE: 6/18/2015
PROJ NO.: 15111

HOHBACH-LEWIN #11084.31

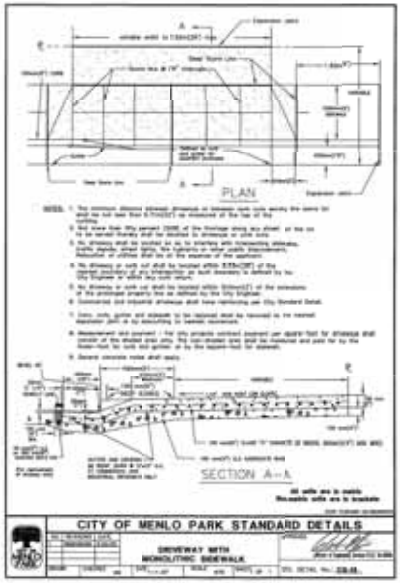
RYS ARCHITECTS

Plot Date: Jul 27, 2018 - 9:56am



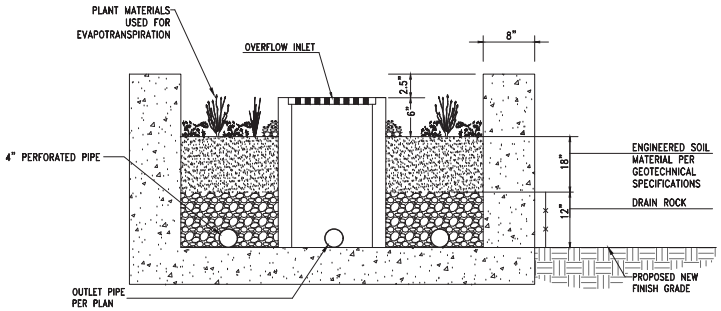
5 CATCH BASIN

NOT TO SCALE



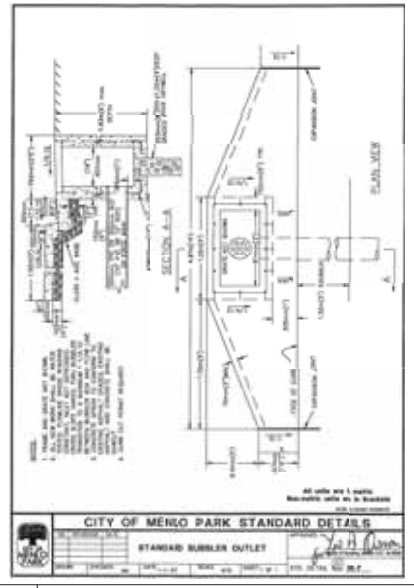
3 DRIVEWAY WITH MONOLITHIC SIDEWALK

NOT TO SCALE



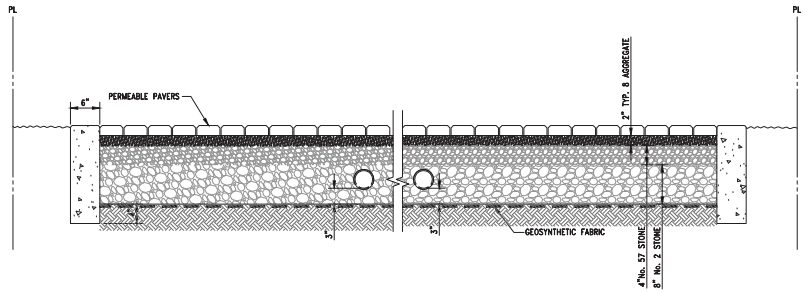
1 FLOW-THROUGH PLANTER

NOT TO SCALE



4 STANDARD BUBBLER OUTLET

NOT TO SCALE



2 FIRE APPARATUS ACCESS ROAD W/ PERMEABLE PAVERS SECTION

NOT TO SCALE

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

Hampton Inn

MENLO PARK, CALIFORNIA

Details

SAGAR PATEL

SHEET NO. **C7.0**

PLANNING SUBMITTAL 7/27/ 2018

PROJ. DATE: 6/18/2015
PROJ. NO.: 15111

HOHBACH-LEWIN #11084.31

RYS ARCHITECTS

Plot Date: Jul 27, 2018 - 9:56am

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

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.

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.

CONVENTIONS

- (1) NUMBERED SHEET NOTE, APPLIES TO DRAWING CONTAINING NOTES ONLY
- AC/1 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 / E7.5 — DETAIL DESIGNATION / SHEET NUMBER
- FIXTURE IDENTIFICATION TAG: F3 FIXTURE TYPE
- (1) 1-1/4 — DASH INDICATES FRACTION, PARENTHESIS INDICATES QUANTITY

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 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

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
LTFIX	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
NFPA	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 (Sa) 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.

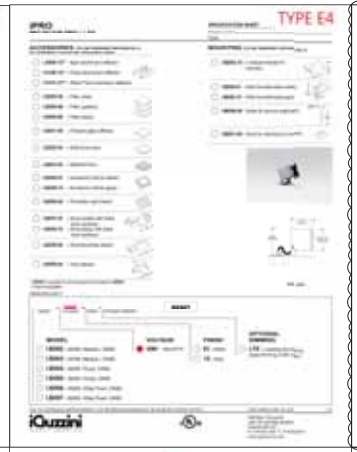
TYPE	DESCRIPTION	MANUF. / MODEL	CATALOG NUMBER	LAMPS	OUTPUT	CONTROLS	WATTAGE	WATTS/FT	VOLTS	APPLICATION
E1	LINEAR LED IN-GRADE UP GRAZING FIXTURE. EXTRUDED ALUMINUM HOUSING. ADJUSTABLE MOUNTING. 10°X60° BEAM SPREAD.	LUMENPULSE "LUMENFACADE" AS	LOG HRAE-277-48-30K-10X60-UMAS-BK-DIM	3000°K	1013 LUMENS	0-10V DIMMABLE	20		120-277	UPLIGHT WALL GRAZING
E2	MEDIUM SCALE SQUARE IN-GRADE UPLIGHT. POLYMER HOUSING. 30° TILT, 90° ROTATION.	ERCO "TESIS"	35148.023- 33969.000	3000°K	981 LUMENS	0-10V DIMMABLE	15		120-277	UPLIGHT AT FLAGS AND COLUMNS
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			MAIN TOWER HIGHLIGHT
E4	WALL MOUNTED DRIVE AISLE LIGHT. DIE-CAST ALUMINUM HOUSING. 100° TILT. FORMED ALUMINUM REFLECTOR. GLASS LENS.	IGUZZINI "IPRO"	I.BX07.UNV.15.LTE + I.BZ59-02	3000°K	1241 LUMENS	TELV DIMMABLE	14		120-277	GARAGE APPROACH LIGHT
1 E5	DECORATIVE SUSPENDED PENDANT FIXTURE. STAINLESS STEEL HOUSING. STEEL SUSPENSION CHAIN. CLEAR GLASS LENS. PROVIDE WITH LED RETROFIT LAMPS.	FEISS "COTSWALD LANE"	OL5414GBZ 4	3000°K	TBD	0-10V DIMMABLE	240		120-277	EXTERIOR COVERED LOBBY
E6	PARKING GARAGE UPLIGHT. EXTRUDED ALUMINUM HOUSING AND HEAT SINK. ASYMMETRIC FORWARD THROW DISTRIBUTION. FIXTURES TO BE MOUNTED AT X'-XX" AFF.	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
E7	6 IN. APERTURE ROUND DOWNLIGHT. NARROW BEAM SPREAD. SPUN ALUMINUM REFLECTOR WITH INTEGRAL TRIM FLANGE.	LIGHTOLIER "CALCULITE"	C6-R-N + C6L-10-8-30-N-Z10-U + C6-R-DL-BK	3000°K	1000 LUMENS	0-10V DIMMABLE	9		120-277	DOWNLIGHT AT REAR
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
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, REAR ENTRY DRIVE
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	SMALL SCALE ROUND IN-GRADE UPLIGHT. MACHINED ALUMINUM BODY. SCHEDULE 80 PVC HOUSING. TEMPERED GLASS LENS. FIELD INTERCHANGEABLE OPTICS.	BK LIGHTING "ARTISTAR"	UL-F-AR-LED-E65-MFL-A9-**FINISH-12-11	3000°K	394 LUMENS	MLV DIMMABLE	7		120-277	COLONNADE AND FIREPLACE ACCENT
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 AT LEVEL 1 PATIO
E13A	LINEAR LED PATH LIGHT - MID OUTPUT. WET LOCATION LISTED LED TAPE. ANGLED EXTRUDED ALUMINUM HOUSING. MOUNT IN CORNER BELOW OVERHANG OF DECK OR BENCH.	KELVIX "PERFORMANCE 200"	TAPE: PL3K-WR-24V HOUSING: CH006-2-FRR-CP-EC	3000°K	168 LUMENS / FT	0-10V DIMMABLE		1.9	120-277	POOL DECK BELOW ELEVATED SURFACES
E13B	LINEAR LED PATH LIGHT - LOW OUTPUT. WET LOCATION LISTED LED TAPE. FLAT EXTRUDED ALUMINUM HOUSING. MOUNT TO UNDERSIDE OF STAIR TREAD.	KELVIX "PERFORMANCE 100"	TAPE: PJ3K-WR-24V HOUSING: CH014C-2-WH-CP-EC	3000°K	85 LUMENS / FT	0-10V DIMMABLE		0.9	120-277	POOL DECK STAIRS
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
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 GATED ENTRANCE
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	LED LUMINOUS SHEET TO BACKLIGHT 3FORM PANELS. MOUNT TO PLATE BEHIND PANELS USING SCREWS. SHEET TO BE OFFSET FROM PANEL NO LESS THAN 1-1/2 AND NO MORE THAN 3 INCHES FROM BACK OF PANEL.	KELVIX "TETRIX"	T-**PANEL AS REQ'D-3K-24V	3000°K	1125 LUMENS / SQ. FT	0-10V DIMMABLE		11 / SQ. FT.	120-277	LUMINOUS PANEL BACKLIGHT
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 RAMP LIGHT
E18	CEILING MOUNTED WALL GRAZER, EXTRUDED ALUMINUM HOUSING. ADJUSTABLE MOUNTING. 10°X60° BEAM SPREAD. MOUNT FIXTURE WITH CL OF FIXTURE 2" FROM FACE OF ILLUMINATED WALL.	LUMENPULSE "LUMENFACADE" AS	LOG HRAE-277-48-30K-10X60-UMP-**FINISH-DIM	3000°K	1013 LUMENS	0-10V DIMMABLE	20		120-277	PARKING GARAGE GRAZING LIGHT
1 E19	DECORATIVE WALL SCONCE. STAINLESS STEEL HOUSING. CLEAR GLASS LENS. PROVIDE WITH LED RETROFIT LAMPS..	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 DECORATIVE SCONCES

LIGHTING FIXTURE SCHEDULE


Specification Sheet
lumenlocade™
TYPE E1
lumenpulse


ERCO
Tesis In-ground luminaire
TYPE E2


ERCO
Lightscan Floodlight
TYPE E3

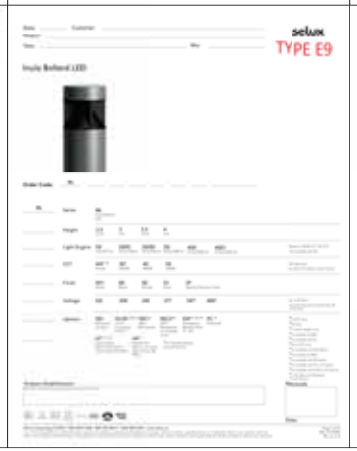

TYPE E4
iGuzzini


TYPE E5
FEISS


TYPE E6


TYPE E7
PHILIPS
LIGHTOLIER

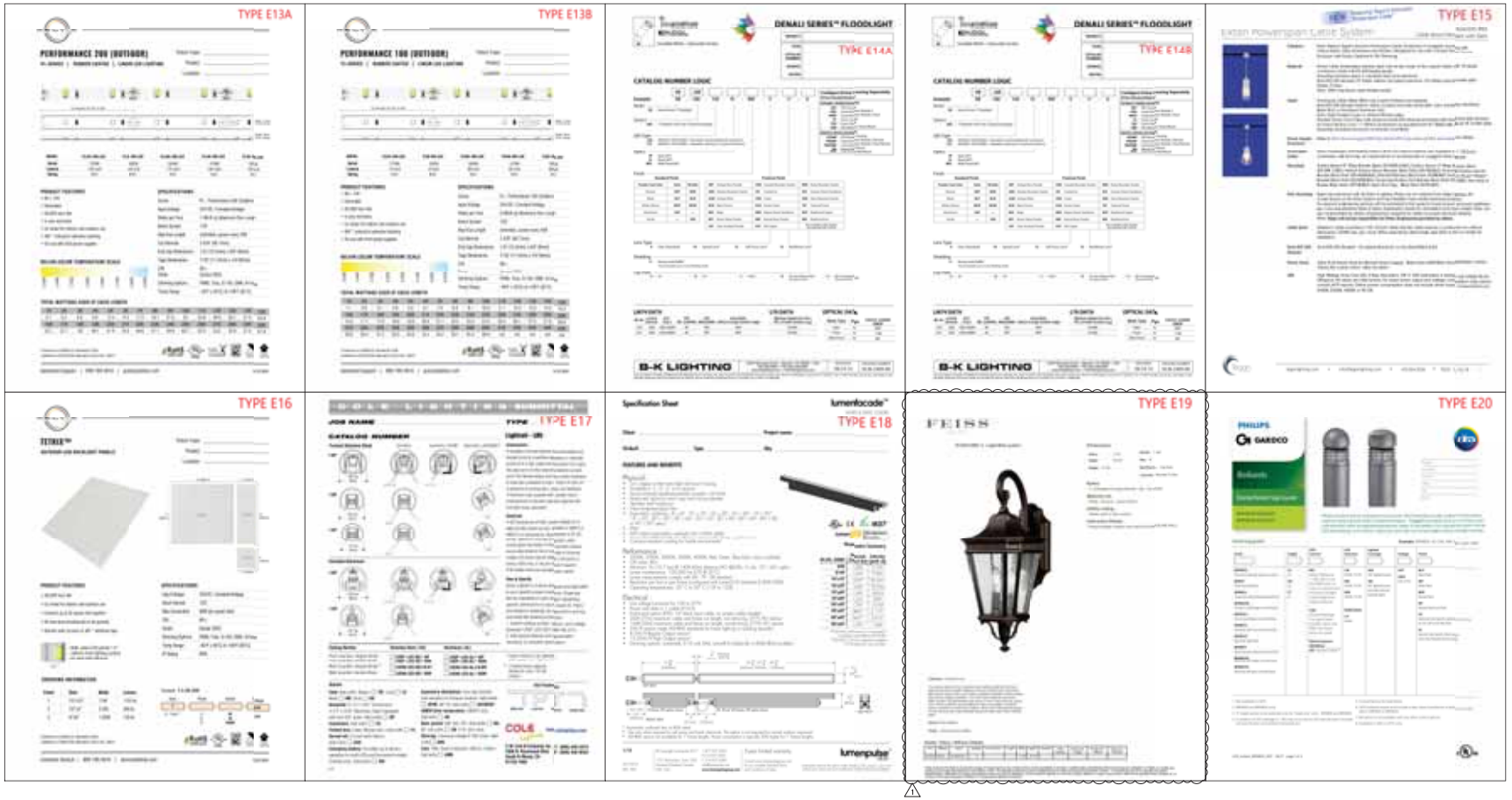

Stardust C2 Series
TYPE E8
EXTREME SERIES

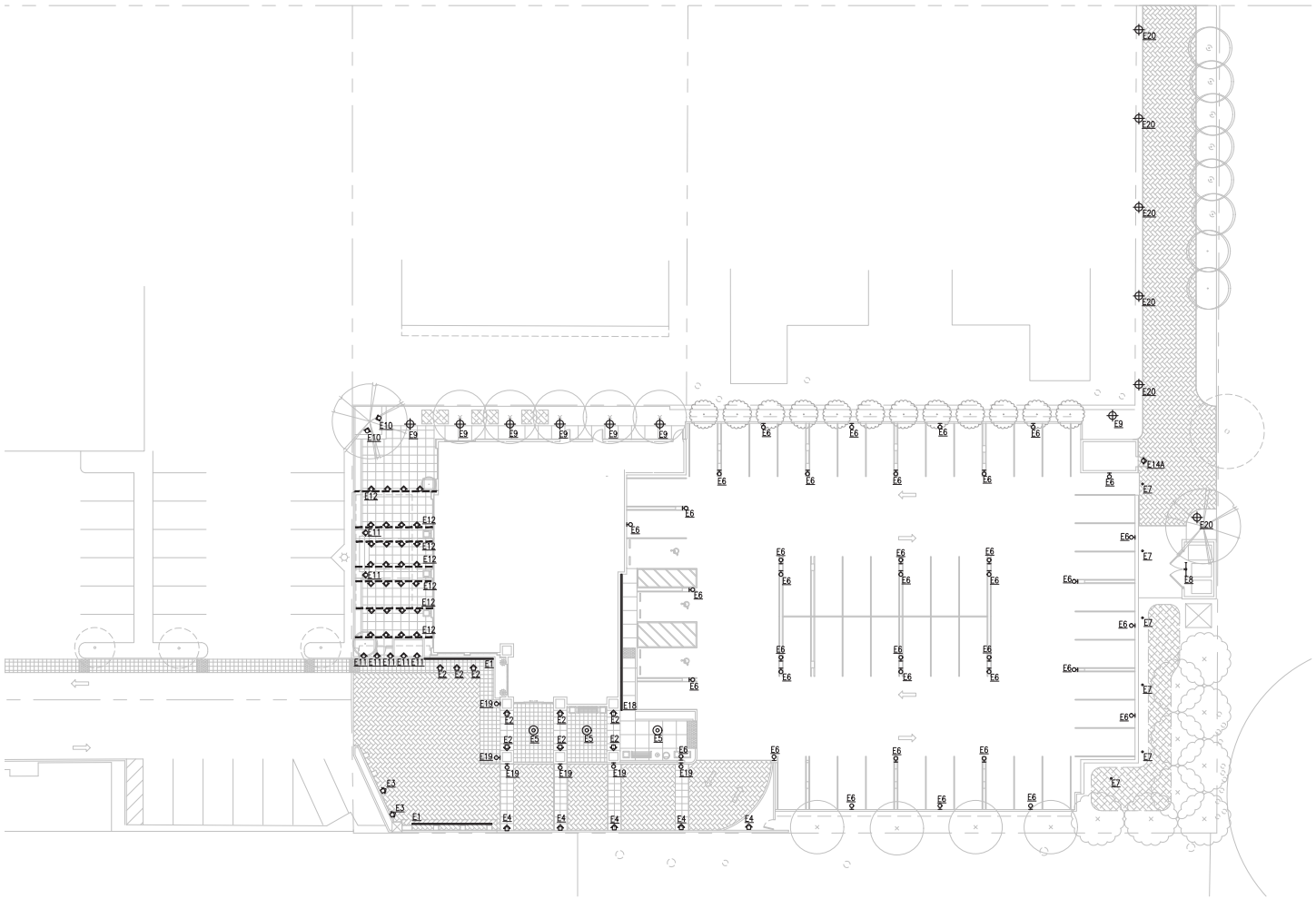

selux
TYPE E9


DENALI SERIES™ FLOODLIGHT
TYPE E10
B-K LIGHTING


ARTISTAR™ RECESSED UPLIGHT
TYPE E11
B-K LIGHTING


TYPE E12


TYPE E13A
TYPE E13B
TYPE E14A
TYPE E14B
TYPE E15
TYPE E16
TYPE E17
TYPE E18
TYPE E19
TYPE E20



EXTERIOR AND SITE LIGHTING PLAN - LEVEL 1

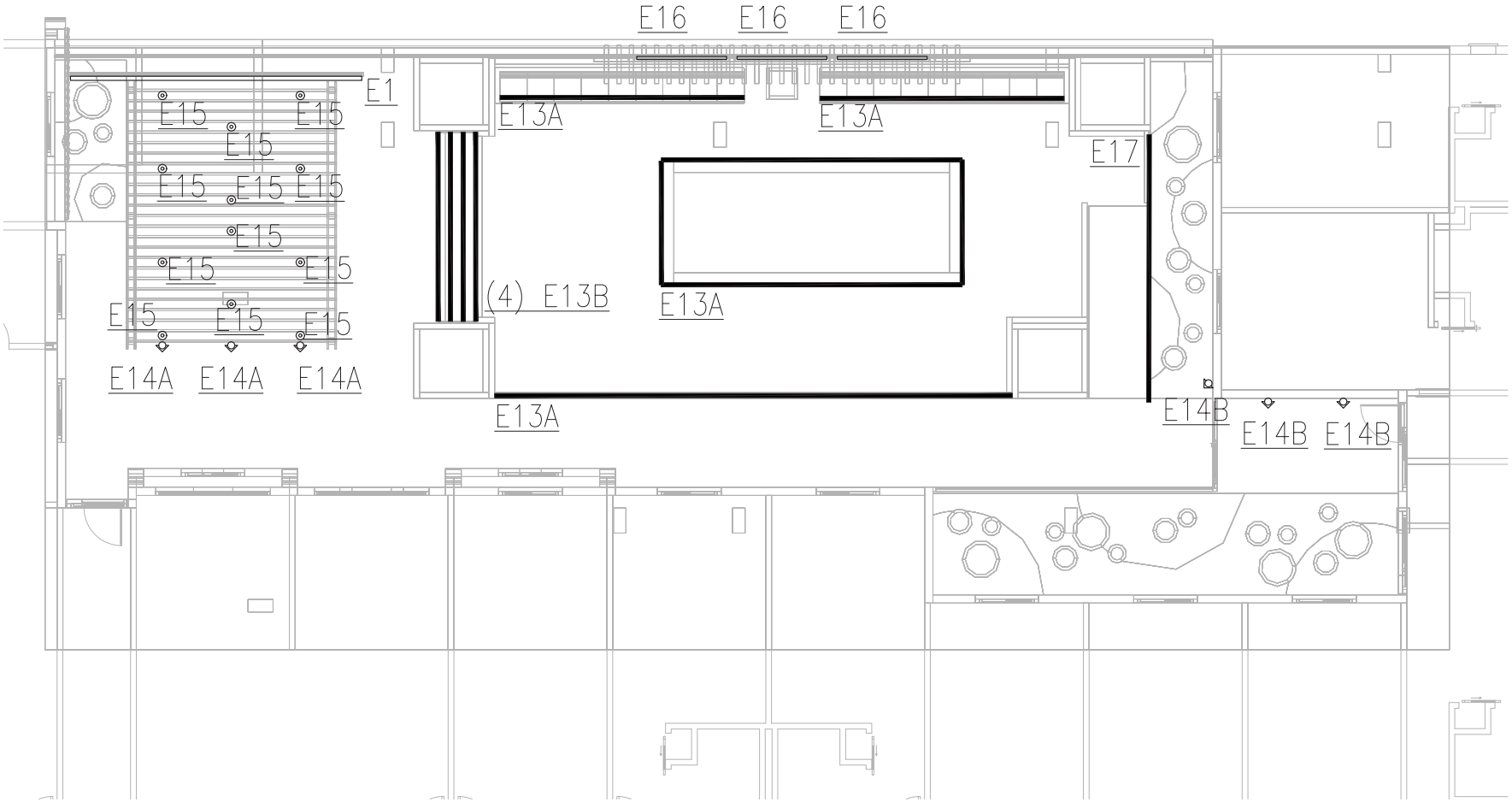
1.01

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

PLANNING SUBMITTAL 06/08/2018

PROJECT NO: 15111

RYS ARCHITECTS

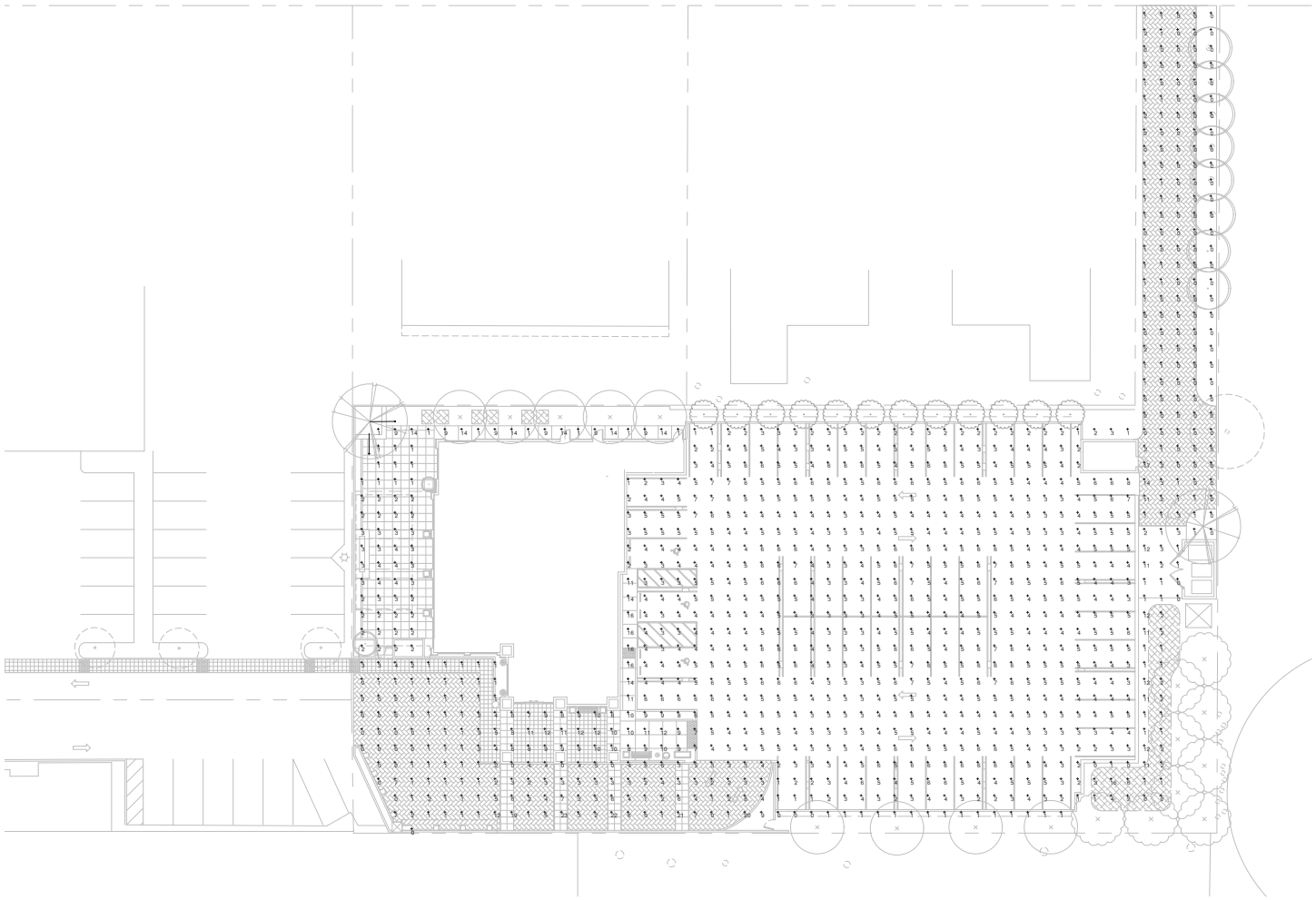


EXTERIOR AND SITE LIGHTING PLAN - LEVEL 2

1.0

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

PLANNING SUBMITTAL 06/08/2018
PROJECT NO: 15111



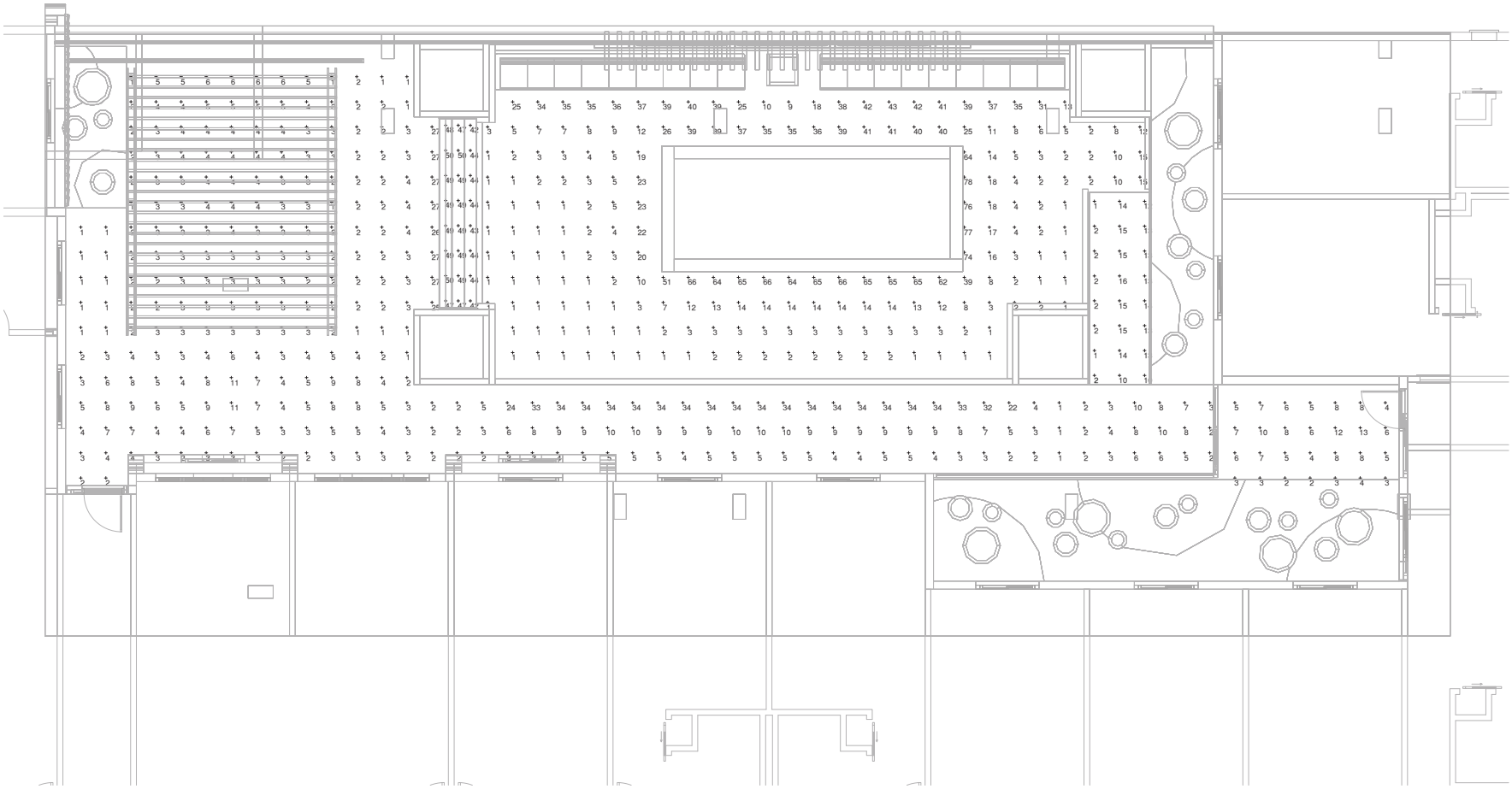
EXTERIOR AND SITE PHOTOMETRIC PLAN - LEVEL 1

1.11

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

PLANNING SUBMITTAL 06/08/2018
PROJECT NO: 15111

RYS ARCHITECTS



EXTERIOR AND SITE PHOTOMETRICPLAN - LEVEL 2

1.1

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

PLANNING SUBMITTAL 06/08/2018
PROJECT NO: 15111

RYS ARCHITECTS

E44

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: Concrete Podium = *14 days*

PHASE 5: Building interior/exterior = *165 days*

PHASE 6: Final site and landscape = *10 days*

TOTAL DURATION = *10 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

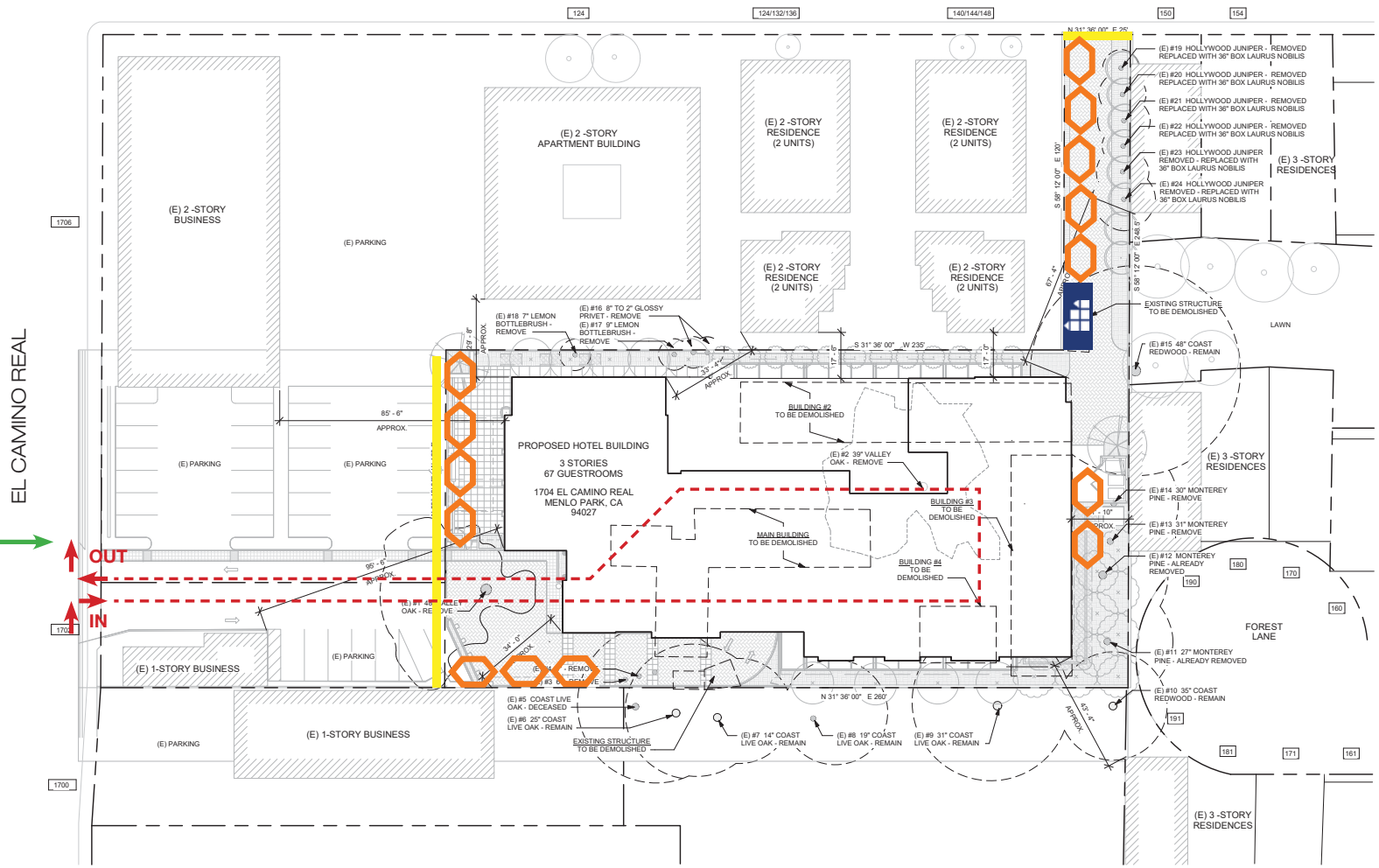
Entrance and exit to be off El Camino Real *(only access point off property)*

- Import 383 CY asphalt and soils
- Export 1,400 CY soils
- Export 245 CY demo for recycle

CONSTRUCTION PARKING

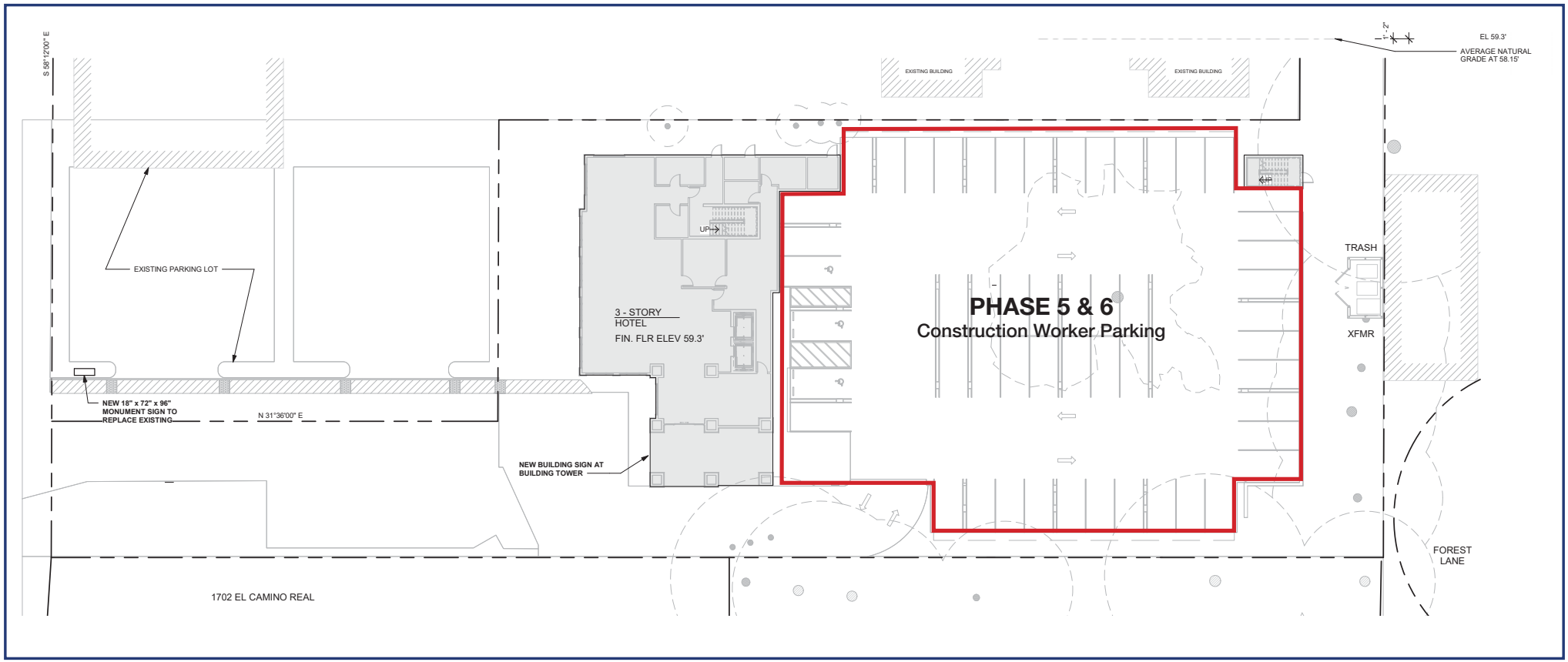
ALL PHASES: Construction fence

PHASE 1 - 4: Construction parking *(small vehicles will use onsite garage for Phases 5 & 6)*



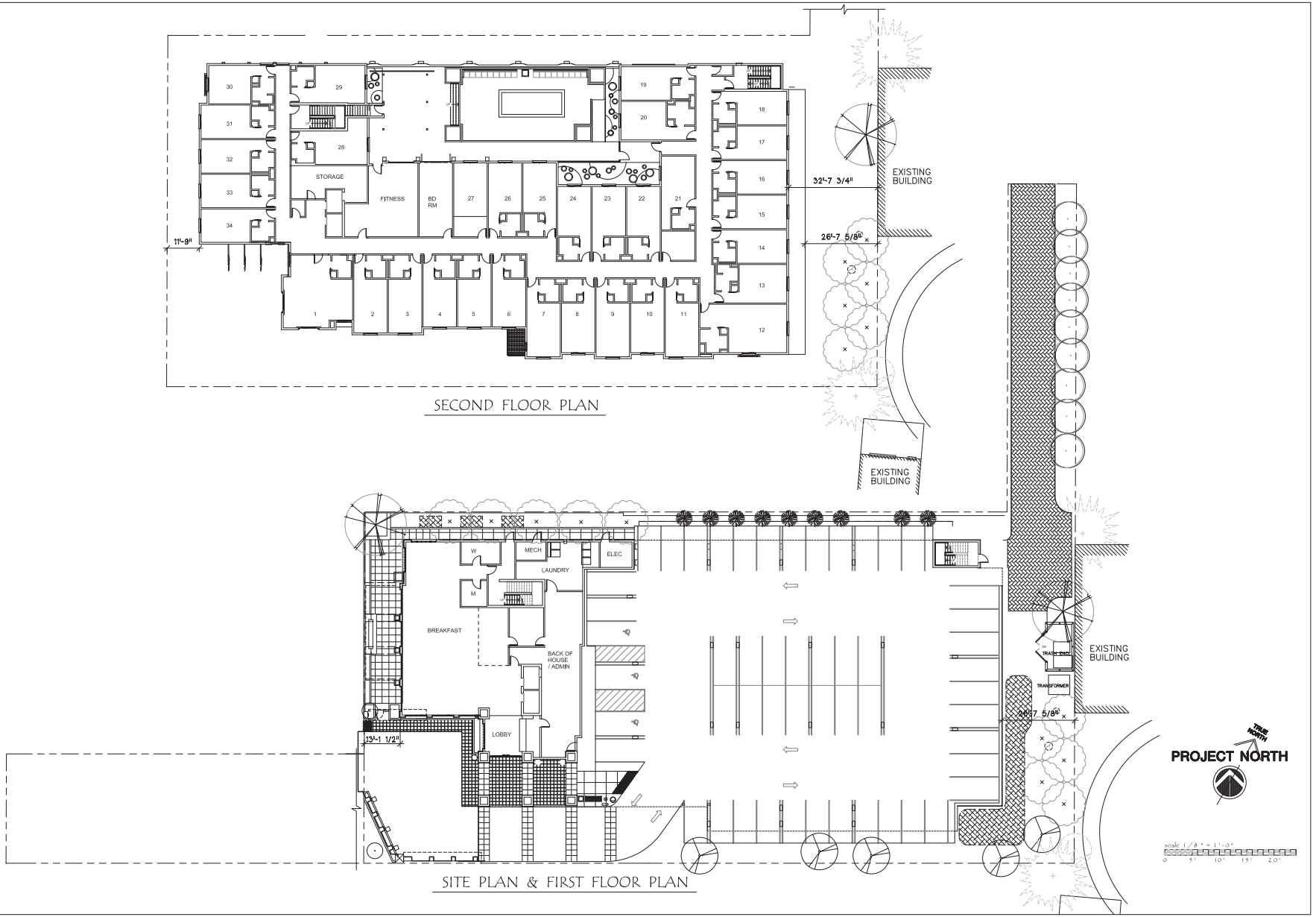
1704 El Camino Real, Menlo Park

PH -1



W. L. BUTLER Construction, Inc.

PH -2

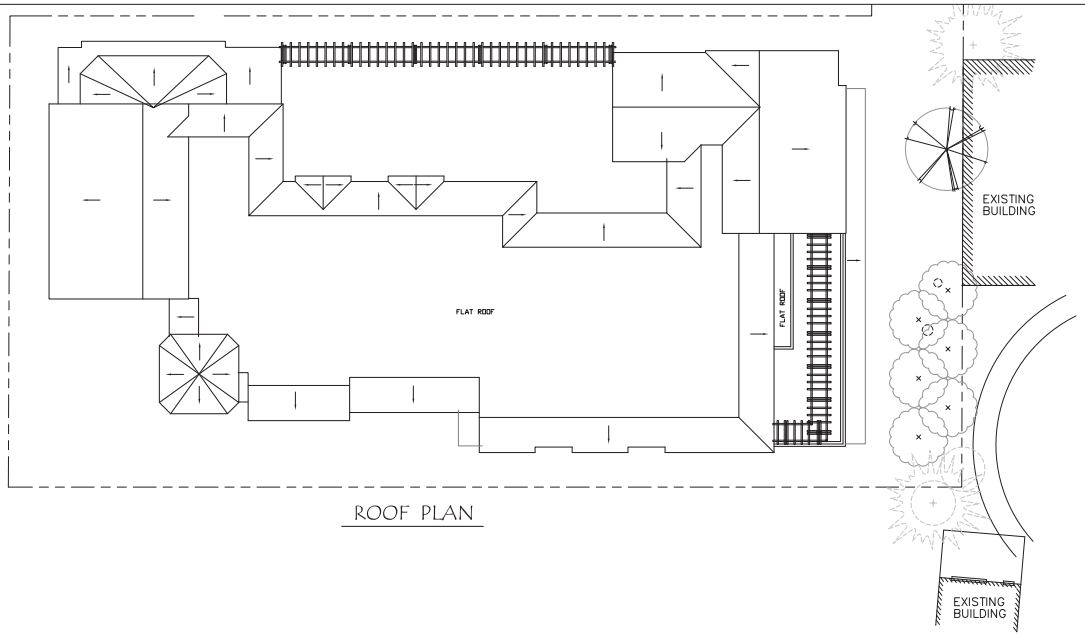


ALT - 1

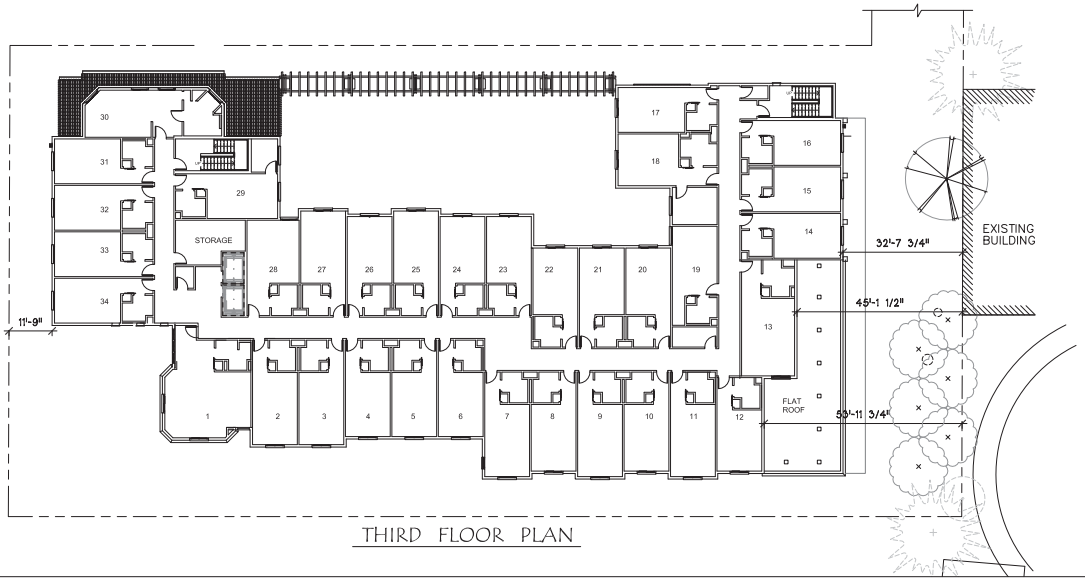
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111



ROOF PLAN



THIRD FLOOR PLAN

TRUE NORTH

PROJECT NORTH

scale 1/8" = 1'-0"

0 5' 10' 15' 20'

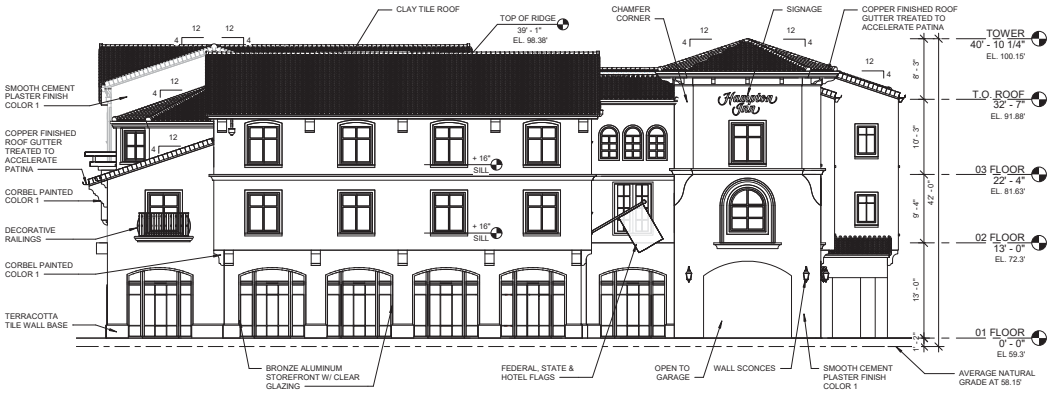
ALT - 2

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

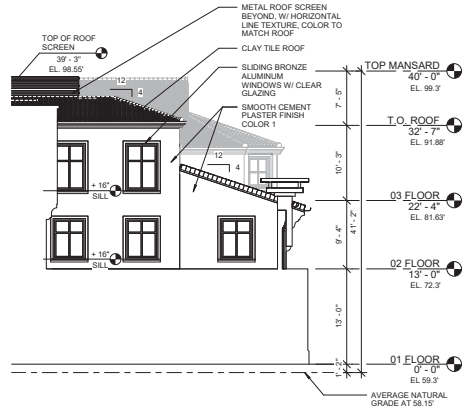
PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

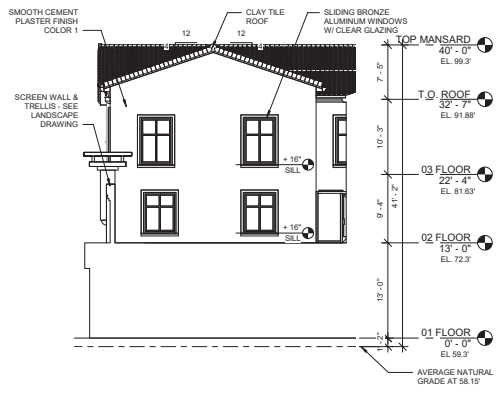
RYS ARCHITECTS



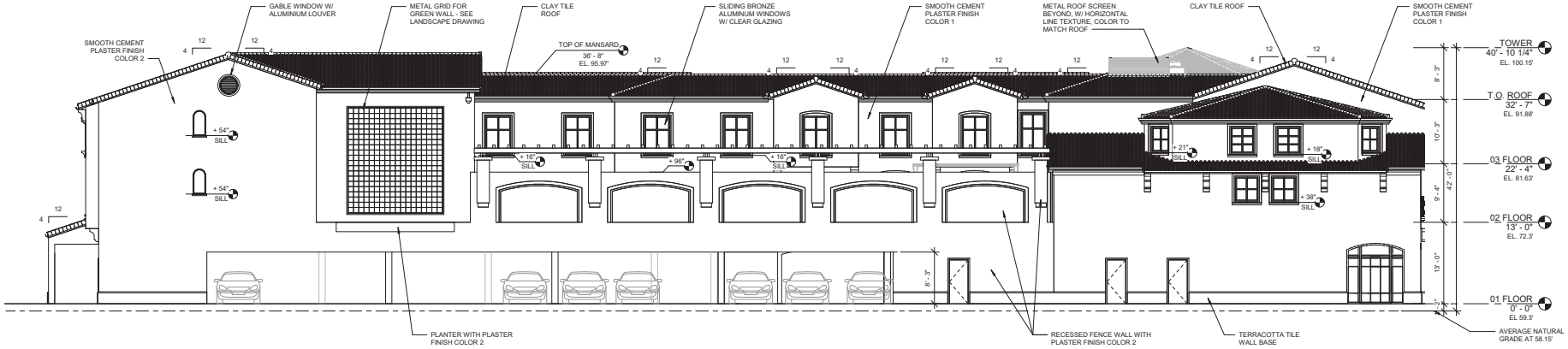
2 WEST ELEVATION
1/8" = 1'-0"



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



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



1 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'.

BUILDING ELEVATIONS

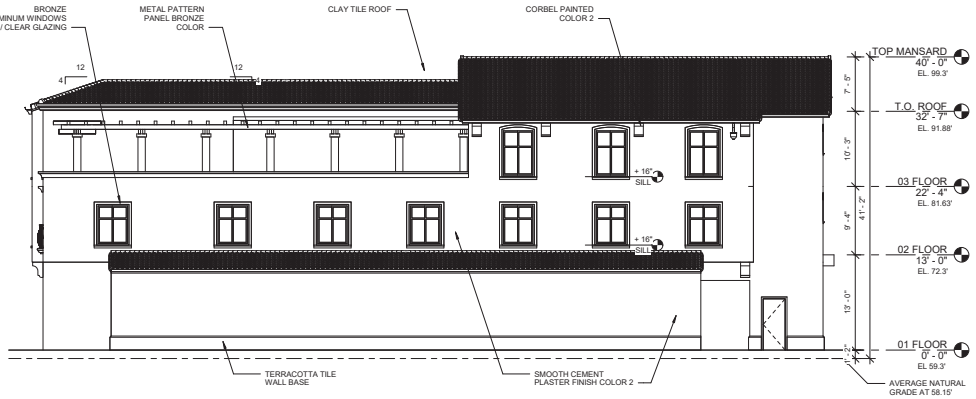
ALT-3

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

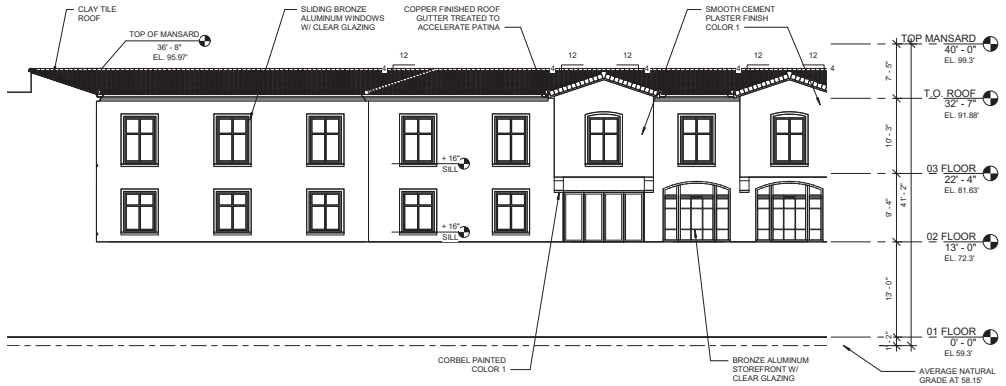
PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

RYS ARCHITECTS



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



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

1 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

ALT-4

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

PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

RYS ARCHITECTS

SIGHTLINE DIAGRAM

scale 1/8" = 1'-0"

0 5' 10' 15' 20'

ALT - 5

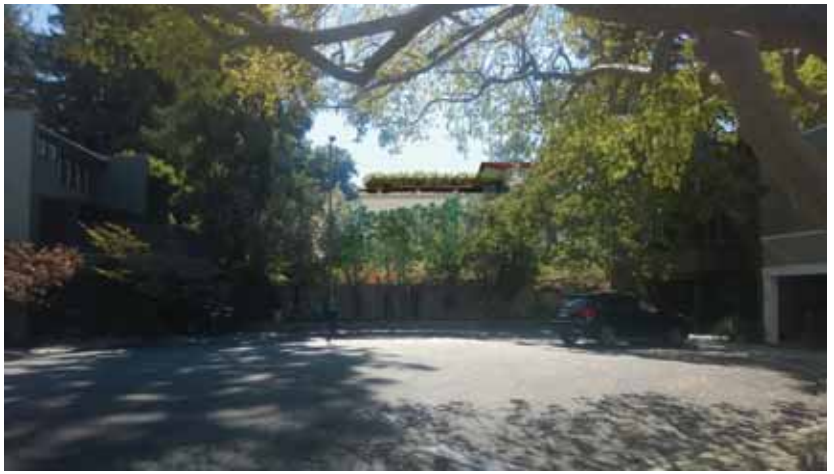
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027 DEVELOPER: SAGAR PATEL

PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

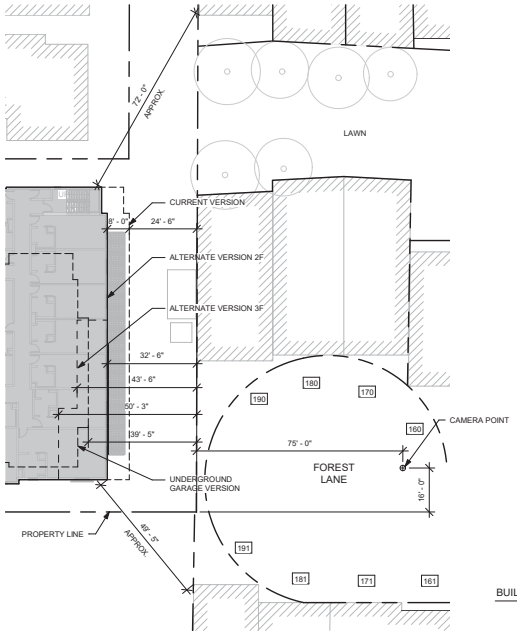
RYS ARCHITECTS

UNDERGROUND GARAGE VERSION 2018. 1.16



CURRENT VERSION 2018. 7. 31

ALTERNATE VERSION 2018. 9. 28



BUILDING SETBACKS (SECOND FLOOR)

EAST NEIGHBOR PHOTO SIMULATION

ALT-6

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

PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

1 AXONOMETRIC VIEW - NORTH EAST MASSING

3 AXONOMETRIC VIEW - NORTH WEST MASSING

2 AXONOMETRIC VIEW - SOUTH WEST MASSING

4 AXONOMETRIC VIEW - SOUTH EAST MASSING

5 EAST NEIGHBOR PERSPECTIVE

MASSING STUDY

ALT-7

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

PLN2016-00085 PLANNING SUBMITTAL 09/25/2018

PROJECT NO: 15111

RYS ARCHITECTS

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.

September 30, 2018

Corinna Sandmeier, Senior Planner
City of Menlo Park
701 Laurel St
Menlo Park, CA 94025

Dear Ms. Sandmeier:

The purpose of this letter is to provide BAE's assessment of the effect of that revisions to the project proposal for a Hampton Inn in Menlo Park will have on the transient occupancy tax revenue estimates that BAE previously prepared for the project.

In November 2017, the City of Menlo Park commissioned BAE to complete an analysis of the proposed Hampton Inn at 1704 El Camino Real in Menlo Park (the Project) in order to determine the value to the Project applicant of a potential public benefit bonus for the Project. The proposed Project consisted of a 70-room hotel with underground parking. BAE prepared a static financial pro forma analysis and provided an estimate of the additional value to the applicant due to the public benefit level density. BAE's analysis also included an estimate of the transient occupancy tax that the Project will generate once fully built and operational. BAE completed the analysis in February 2018 and submitted a memorandum to the City of Menlo Park describing the methodology and findings. BAE understands that the Project Sponsor has subsequently revised the project proposal, resulting in a total of 68 rooms in the revised proposal and a shift in the parking configuration from underground to surface parking.

BAE estimates that the changes to the development proposal will reduce the transient occupancy tax to the City in proportion to the reduction in proposed rooms on the property. The change in the number of proposed rooms would reduce BAE's estimate of the transient occupancy tax that the Project will provide to the City at stabilization from $680,500 per year, as stated in the memorandum that BAE provided to the City of Menlo Park on February 2018, to $661,000 per year. This estimate is based on the same occupancy and room rate assumptions used in the initial analysis, applied to 68 rooms rather than the 70 rooms analyzed in the February 2018 memorandum. As noted in the February 2018 memorandum, the TOT generated by the project will fluctuate year-to-year depending on the extent to which room and occupancy rates differ from those used for the analysis.

The findings from the proforma analysis presented in the February 2018 memorandum, including the developer profit and other feasibility metrics, would not necessarily change in

proportion to the change in the number of proposed rooms. This is largely because the change in parking configuration would reduce project development costs in a manner that does not have a proportional relationship to the number of rooms on the site.

We hope that this assessment is useful in your consideration of the revised project proposal. Please do not hesitate to contact me if you would like further information.

Sincerely,

Stephanie Hagar
Vice President

ARBOR RESOURCES
professional consulting arborists and tree care

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

_____

Initial: November 18, 2016
Revised: August 30, 2017
Revised: November 30, 2017
Revised: May 14, 2018
Revised: July 16, 2018
Current: September 14, 2018

p.o. box 25295, san mateo, california 94402 ▪ email: arborresources@comcast.net
office: 650.654.3351 ▪ cell: 650.274.3656 ▪ licensed contractor #796763

TABLE OF CONTENTS

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* in connection with the project, and specific tasks executed are as follows:

- Visit the site on 10/19/16 and 11/7/16 to 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.
- Revisit the site on 7/10/18 and 7/13/18 to identify four additional non-heritage trees located offsite and immediately adjacent to the pedestrian walkway proposed between the hotel and El Camino Real, impacts anticipated by implementing the proposed new design, and impacts by installing proposed trees near heritage ones.
- Review the civil set, architectural set and *Conceptual Landscape Plan* (all dated 7/27/8) to analyze 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 for #25 thru 28 on 7/10/18, and all others on 10/19/17 and 11/7/16.
- Assign numbers in a sequential pattern to each inventoried tree, and show the numbers 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 7/16/18 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

Nineteen (19) trees of eight various species were inventoried for this report. They are sequentially numbered 1-4, 6-10, 13-18 and 25-28,[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	21%
Coast redwood	10, 15	2	11%
European white birch	3, 4	2	11%
Glossy privet	16	1	5%
Jacaranda	25-28	4	21%
Lemon bottlebrush	17, 18	2	11%
Monterey pine	13, 14	2	11%
Valley oak	1, 2	2	11%
	Total	**19**	**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 a likely 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 over during a significant storm event in February 2017 (photos are presented in Exhibit C).
- Tree #11, Monterey pine, reportedly recently 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 69%), and the low category 5 (or 26%).

Good: Applies to **tree #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 **trees #3, 4, 6-10, 13-17 and 28**.

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 **trees #2, 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** (9 in total): #1-4, 13, 14 and 16-18. Accounts for all onsite trees.
- **Retain in Place** (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, and its removal is required for reasons such as the following: grading and drainage, its trunk being within the proposed motor court serving as the vehicle entry and exit, the hotel to be built-up against the crown, and construction scaffolding installed inside the crown.

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 and 4 are small birch at the front, southwest section of the existing hotel, and both require removal to accommodate hotel construction, 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, site grading and installing drainage features (including a flow-through 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.

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 driveway and curb will require excavation up to the property line, at 7.5 and 8.5 feet from the trunks, respectively. To significantly minimize root loss, and precluding any mechanical grading and trenching, perform the following (applicable to all impacted offsite trees): where beneath the trees' canopies, manually dig a 1-foot wide trench along the property line, and down to the required subgrade depth; cleanly severe all roots ≥1-inch in diameter along the tree side; and apply water daily along the soil cut, 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.

Oak #8. Confine all ground disturbance beyond the future parking lot (i.e. towards the tree) and within 20 feet from the trunk to within 18-24 inches from the lot's pavement

edge. Ground disturbance to include, but is not necessarily limited to, the following (and pertains to discussion of ground disturbance for other trees): sub- and overexcavation; drilling; trenching for utilities, drainage, irrigation, and lighting; and compaction for constructing the new building and parking lot (and ensure this aligns with the structural and soil engineers' reports). Also applicable beneath its canopy includes recommendations for trees #6 and 7 regarding hand-digging.

Oak #9. In an effort to mitigate potential impacts and retain significant roots serving to anchor the tree along the side opposite its lean, the proposed parking lot considers an alternative design for the nearest three parking spaces, which accounts for varying distances of 14 to 27 feet from the trunk. Within this area, the curb along the parking lot edge has been omitted, piers/columns supporting the building are also omitted, and base materials used for the lot will be comprised of CU-Structural Soil™ (licensed supplier is TMT Enterprises, San Jose). Also important during demolition or prior to construction is to utilize a pneumatic air device (such as an Air-Spade®) to expose all roots underlying the existing pool deck and structure where within 25 feet from its trunk and to a depth required for subgrade; this is critical to avoid damaging those roots otherwise needing to be retained and not gouged or damaged.

Pruning. Regarding potential impacts to the oak canopies, #8 and 9 will 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 are along canopy edges versus back 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 20 feet from its trunk; at

this distance, and with the understanding the wall shall not require overexcavation, subexcavation, or compaction inside the 20-foot distance, I conclude the impact as tolerable and insignificant. Also applicable within the 20-foot setback includes recommendations for #6 and 7 regarding hand-digging prior to excavation occurring for the parking lot, piers and/or revised flow-through planter.

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 from the trunk where the above guidelines apply include up to 5 feet from the proposed building foundation and 25 feet in all other directions. The location of utilities and electrical route for the transformer also need adhering to the setbacks, as well as overexcavation, subexcavation, irrigation, lighting, compaction, etc. Furthermore, direct compaction of the subgrade within the redwood's TPZ must be avoided, and Tensar® Biaxial Geogrid placed on subgrade the use of CU-Structural Soil™ for base material should be prescribed. Maintaining the proposed permeable surface is also beneficial.

Also applicable within 25 feet from its trunk includes recommendations for #6 and 7 regarding hand-digging prior to excavation occurring for the section of parking lot and building foundation. Very minor pruning of its lower southwest portion of canopy is necessary to accommodate clearances for constructing the building; work should be relegated to reducing the length of branches encroaching into the future building and establishing minimal clearance for construction scaffolding.

4.4 Proposed New Trees

Conclusions reached from my review of the proposed tree landscape are as follows:

- The single Brisbane box proposed for installation appears a suitable selection within the planter and confined along the edge of redwood #15's canopy, adjacent to the existing neighboring building, and near the future hotel building; it represents a substitute for the prior proposed Deodar cedar.
- The five fern pine trees proposed along the eastern boundary near the southeast property corner are clear of competing canopies of heritage trees being retained.
- The five Armstrong red maples proposed along the southern boundary are situated a good distance from the trunks of neighboring heritage trees, and avoid any conflicts with the heritage trees' roots. Regarding the note identifying these trees, omit language stating "and outside Tree Protection Zones."

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 the closest edge, face of, where they meet 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 and 7: Up to the proposed driveway, and beneath their canopies in all other directions.
   - #8: Up to 24 inches from the parking lot curb where beneath its canopy.
   - #9: A distance of 13 feet from the trunk towards the parking lot, and 25 feet in all other directions.
   - #10: A distance of 20 feet or more from the trunk in all directions.
   - #15: Up to 5 feet from the proposed building foundation and 25 feet 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. On all site-related plans, show trunk locations, assigned numbers and diameters (as a circle to-scale) of all remaining trees; update and add where needed on civil and landscape plans.

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 onto the demolition plan (C2.0).

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 for the transformer), 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.

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.

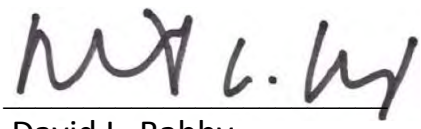
33. Dust accumulating on trunks and canopies during dry weather periods should be periodically washed away (e.g. every 3 to 4 months).

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

- All information regarding the size and condition of inventoried trees reflects observations derived from the ground on 10/19/16 and 11/7/16, and to a much lesser extent 3/17/17, 4/3/17, 8/28/17, 11/30/17 and 7/10/18. Photographs presented herein were obtained on 10/19/16, 11/7/16 and 7/10/18.
- 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: September 14, 2018

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	70%	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).								
6	Coast live oak (*Quercus agrifolia*)	25	50	35	70%	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.								
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	50%	70%	Fair	Moderate	X
	Comments: Offsite. Sparse and thin canopy with deadwood. Trunk is 5.6' from fence.								
13	Monterey pine (*Pinus radiata*)	31	70	40	50%	50%	Fair	Moderate	X
	Comments: Moderate level of infestation by bark beetles to 9' high. Excessive limb weight.								
14	Monterey pine (*Pinus radiata*)	30	65	35	50%	60%	Fair	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.								
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.								

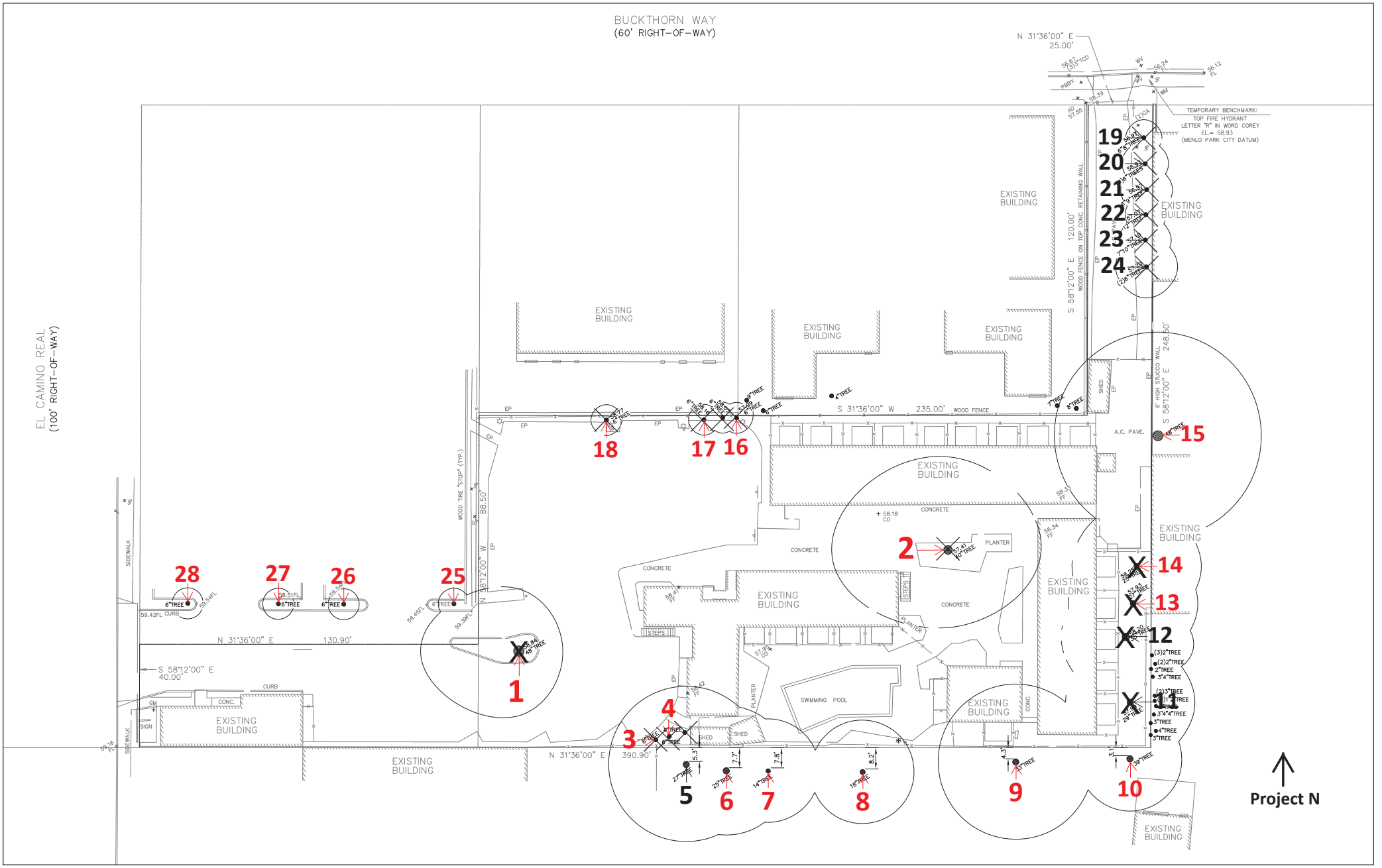
TREE INVENTORY TABLE

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	30	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	15	70%	50%	Fair	Moderate	
	Comments: Large limb cut from mid-trunk area sometime ago.								
18	Lemon bottlebrush (*Callistemon citrinus*)	7	15	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 deadwood and excessive limb weight.								
26	Jacaranda (*Jacaranda mimosifolia*)	6	15	20	30%	50%	Poor	Low	
	Comments: Offsite. Limbs originate along trunk at 5.5' high. Girdling root over a surfaced buttress root. Thin canopy.								
27	Jacaranda (*Jacaranda mimosifolia*)	5	10	15	40%	30%	Poor	Low	
	Comments: Offsite. Leans SW, and there is 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.								

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
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
Project N

G24

EXHIBIT C:

PHOTOGRAPHS

(seven sheets)

Photo Index


#1

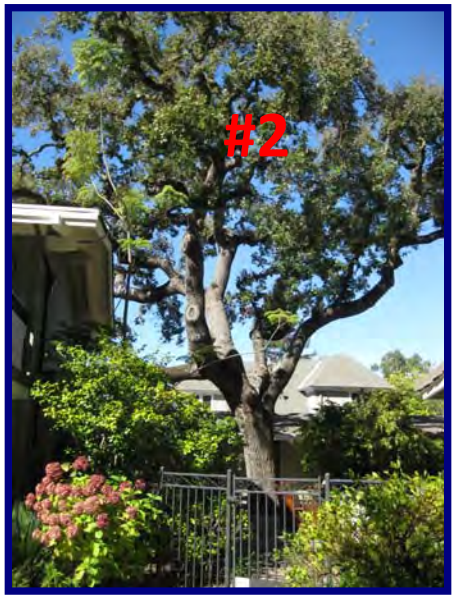

#1


#1


#1


#1


#2


#2


#2


#2


#2


#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.

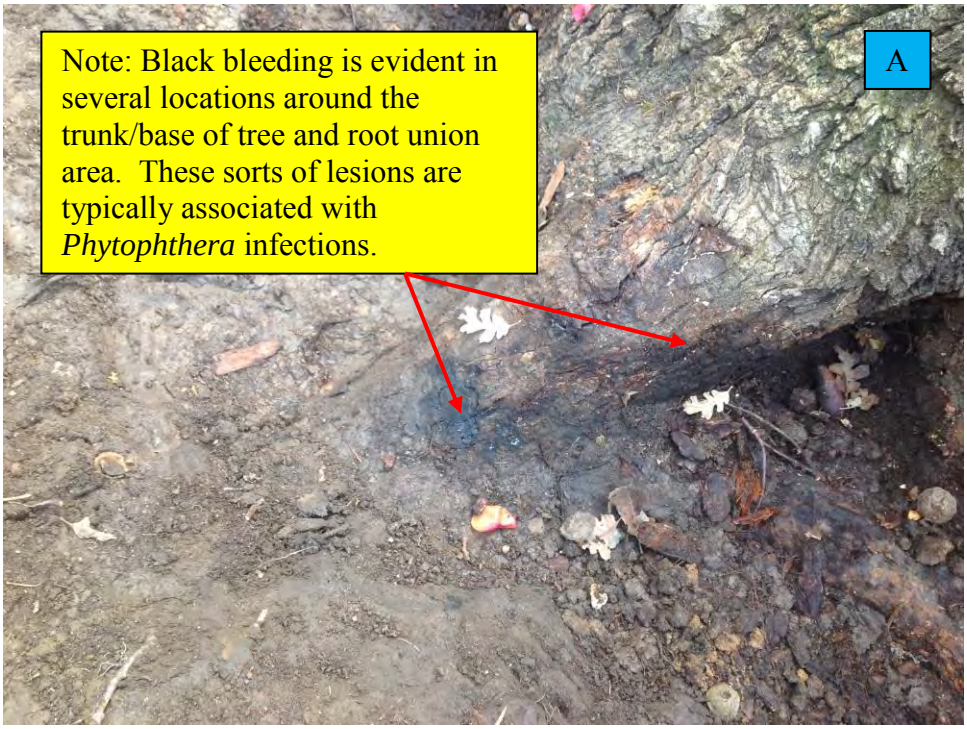


Photo B was taken on the West side of tree.

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

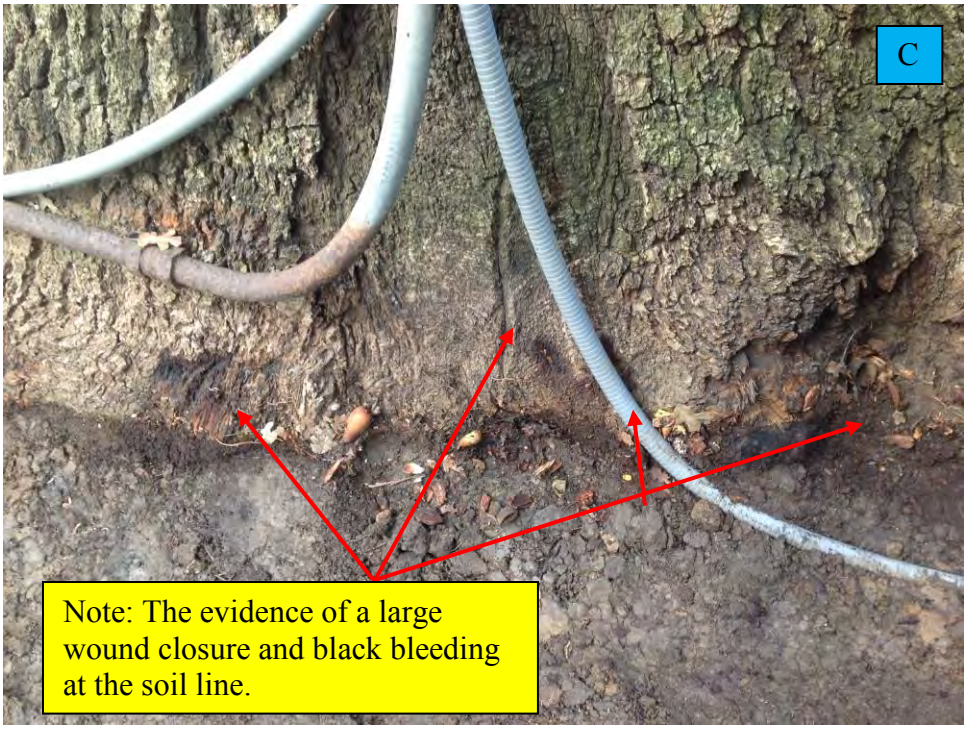
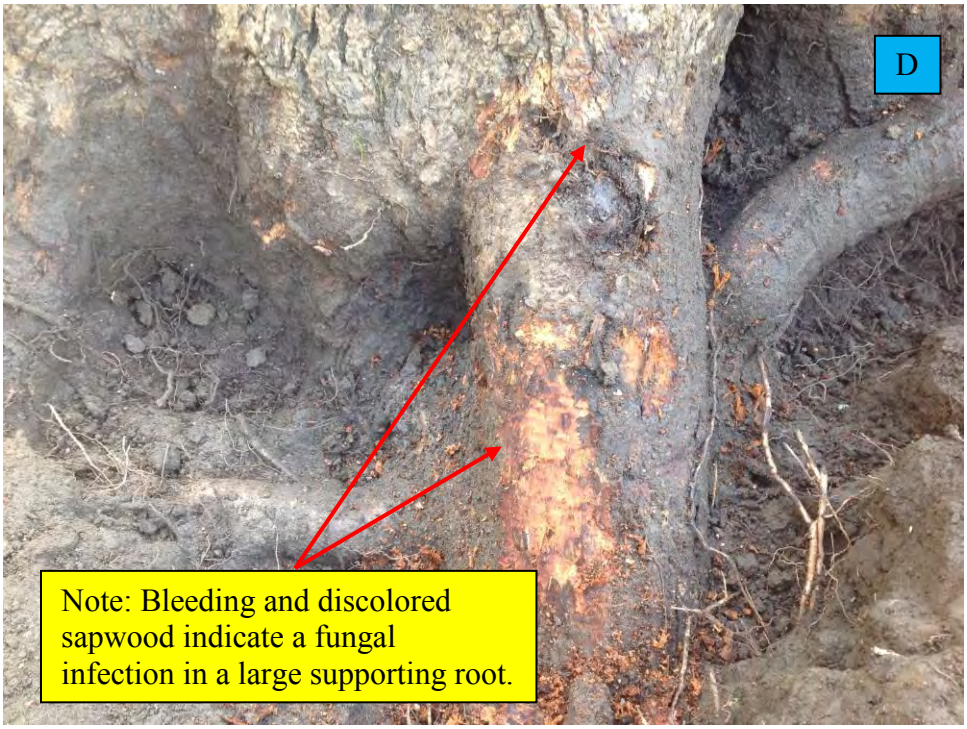


Photo D was taken on the North side of the tree.



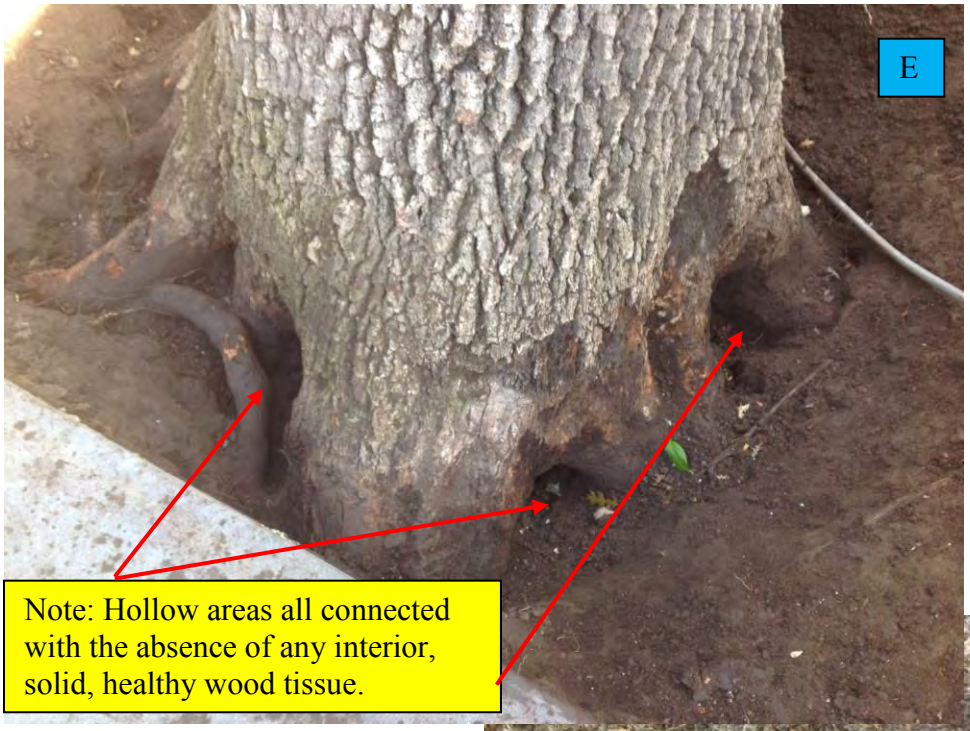
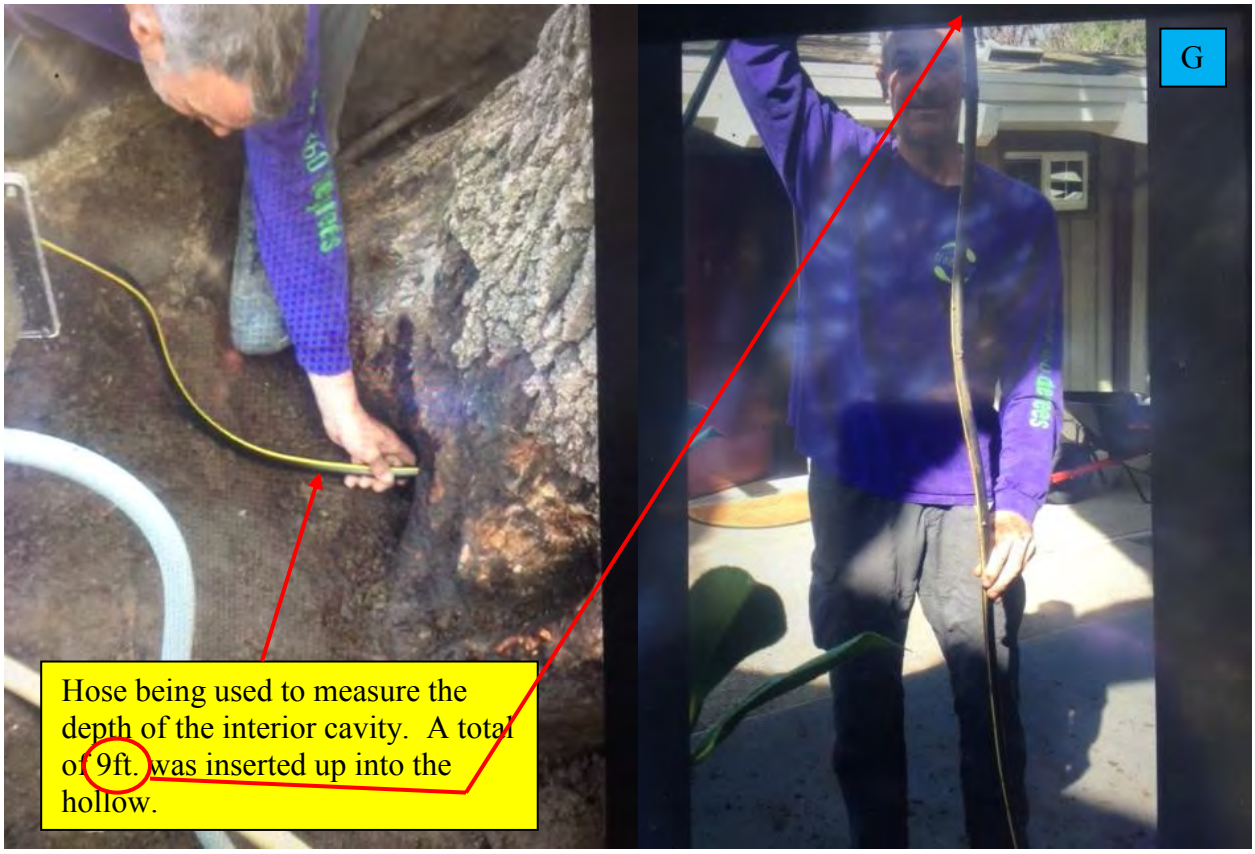


Photo E was taken from the West side.

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

From:	Susan Neville
To:	Sandmeier, Corinna D; Andrew Barnes; Drew Combs; Susan Goodhue; Larry Kahle; John Onken; Riggs, Henry; Katherine Strehl
Cc:	Susan Neville
Subject:	Comments on Hampton Inn proposal from residents of Park Forest neighborhood
Date:	Monday, March 12, 2018 12:28:29 PM

Mar 12, 2018
Dear Planning Commissioners and Staff,

This letter represents the views of many residents of the Park Forest neighborhood that sits to the east of the proposed Hampton Inn development at 1704 ECR. Those of us closest to the development, living on Forest Lane (a cul de sac that borders the development) have invested considerable time and energy since the fall of 2016 to understand the proposal and to work with the developer to influence and modify his plans. We have wanted to also understand the city's plans to balance residential and commercial development in this area. We've been less successful in that regard.

A little background:
• We got notice of this project in early fall 2016. In Oct 2016 we wrote to the city with our concerns. A majority of homeowners in our development signed that letter. Those concerns were about the height, scale and density of this project, the noise and traffic it would generate, issues of privacy and security and the impact on home values. We have roughly 200 people, representing a wide diversity of ages and backgrounds, who chose to live in this area because of its unique architecture, quiet streets and serene and beautiful common green space. This planned development of single family homes is about 50 yrs old. We have a lovely view of mostly open sky to the east. A few properties on ECR have been redeveloped but none is as tall or dense as the proposed Hampton Inn. The most recent structure at the corner of Buckthorn and ECR capped their height at 30 feet.

• We organized a community meeting in December of 2016 to hear neighbors' concerns. Following that meeting a group of us from Park Forest who live closest to the project met with the developer, Sagar Patel, to share our concerns and see what modifications he was willing to make. We had several very constructive meetings and in May we wrote again to the city detailing our support of the design adaptations that Mr Patel made.

Today we can say:

First, our concerns about the density of this project remain. The FAR will go from .29 to 1.10 if the public benefit is approved. For comparison the structure at the corner of ECR and Buckthorn has a FAR of .40. This kind of change will affect the neighborhood. It is hard to understand why a height of 3 stories (40 feet, 9 in) has been approved for this area of north Menlo Park. That height and density is, in the eyes of most people, not in keeping with the residential nature of our neighborhood. Residents and businesses on other sides of

the development also have issues to which we are sympathetic. We want our concerns about this to be heard and considered.

Furthermore, having a chain hotel of this size in close proximity to our homes will likely depress our home values - something that is not considered in BAE's analysis of the TOT that is included in the staff report. Homes in our neighborhood have been selling for $2M and more. Even a moderate dent to the values of our homes will easily equal the annual TOT in dollar value. It doesn't seem right to, in essence, exact a penalty from one particular neighborhood to pay a bonus to the city coffers.

Second, *should* the city approve a project of this size, we would approve most of the developer's plans. We have a few items that we'd like to see changed and those are listed below. Overall, we are gratified by the meetings we had with Mr Patel and his architect, Jim Rato. There is a lot to be said for a small group of people productively working together when they have a common interest. We feel fortunate that Mr Patel is invested in doing the best he can for our neighborhood. He has competing interests and in spite of that he made significant changes to the design after considering our input. He changed the design from a red and grey farmhouse modern to a style more consistent with other properties in this area. He shifted some of the rooms of the hotel closer to ECR and pushed back the 3rd floor of the east facing facade of the hotel which is closest to our neighborhood. He has reduced the height of the first floor which should reduce the overall height of the building. His request to remove 2 heritage oaks is offset by a landscape plan that includes planting double that number. These are all things we support.

The areas we'd like to see revisited are:

• The change in the design of the 2nd floor roof on the rear of the property (the east elevation). The developer and architect agreed this area would be open and recessed. The recent addition of a metal screen will make it look like a commercial wall instead of a more attractive open area with greenery. An earlier design had a trellis only which we preferred. Apparently the metal screen was added to screen 5 air conditioning units that are now situated there. We are concerned about the noise from those units and would like them to be situated in the well on the roof and we'd like the railing that appears in the elevation to be reviewed as it will appear as a dominant visual element.
• The roof line at the southeast corner used to be angled in at a 45 degree angle. Now the view shows a 90 degree angle (the side of a gable to the south). This corner of the building is prominently positioned at the center of the cul de sac view and is not as attractive from our vantage point as it was in a prior design.

• Landscaping. We recognize that this does not need to be decided now. We would like to have input into the choice of trees for the eastern border and make sure they are tall enough to screen the entire project.

H2

These are appeals for small changes to a very large project. We have not considered and discussed issues of traffic, parking, noise and the construction.

We'd appreciate you taking ALL of our concerns to heart in deciding whether to approve this project and if so what changes to recommend.

Thank you.

Signed, thus far, by these homeowners of Park Forest neighborhood:

Susan Neville 160 Forest Lane
Carol Diamond 180 Forest Lane
Glenna Patton 190 Forest Lane
Michael Brady 191 Forest Lane
Margaret Race 151 Forest Lane
Dave Forter 151 Forest Lane
Anna Eshoo 120 Forest Lane
Hillary Easom 171 Forest Lane
Victor Kliorin 170 Forest Lane
Anne Gregor 130 Forest Lane
Linda Golub 150 Forest Lane
Stephanie Lettieri 1601 Stone Pine Lane
Peter Carpenter 140 Forest Lane
Melissa Karp 1711 Stone Pine Lane

From: Susan Neville
To: Sandmeier, Corinna D
Subject: appt please - re: 1704 ECR
Date: Tuesday, September 18, 2018 12:09:38 PM

Hi Corinna,

I'd like to make an appt for myself (and/or possibly others from Park Forest neighborhood) to sit down with you and get an update on the timetable for the Hampton Inn proposal to be heard at a public meeting. Also we'd like to brief you on the change in our stance. Presumably you are aware that we oppose the current plan.

The planning commission had a study session on the previous plan. It will be very important for them to know that we have a very different opinion of the new plan. It concerns us that the planning commission could view this as the same project. From our point of view it is substantially different and we'd like to make sure that due process is allowed - as though this were a newly proposed project. What would be involved in our requesting a study session on this plan?

I'd like to know what days, times will work for you to meet. Here are some possibilities for us:

Thurs, Sept 27 . 4 or 5 pm
Mon, Oct 1 - late afternoon
Wed, Oct 3 - 5 pm (or possibly morning)

Look forward to hearing back from you,

Thank you,

Susan
650 400 1818

From:	Fred Rose
To:	Sandmeier, Corinna D; Susan Neville; Carol Diamond; Peter Carpenter; Anne Gregor; Fred Rose; Melissa Karp
Subject:	Concern re the 1704 ECR Hampton Inn Project
Date:	Tuesday, September 18, 2018 8:53:11 PM

Dear Ms. Sandmeier,

I'm writing today to express my concern and opposition to the proposed hotel project at 1704 El Camino Royale. As you know, the Park Forest communities had reached a satisfactory accord with regard to this project whose basis has suddenly been overturned. This late revision in itself calls for a separate study session, not the formal hearing planned for October 8. The March 12 Study Session reviewed entirely different plans than those now proposed. Frankly, this bait and switch.

As outlined in your description, the plan is to demolish an existing 28-room hotel and build a new 67-room Hampton Inn hotel. The FAR of the hotel exceeds allowable limits in return for a public benefit bonus deriving from the TOT revenues to the city. This "bonus" is tantamount to rewarding a developer for paying his taxes, an absurd concept that individuals might hope would happen for them.

Much of my concern relates to the size of the project in a city that now has had more two new hotels open in two years, with more on the way. Fundamentals here suggest that, at some point, we risk a supply of hotel rooms that exceeds demand. This is important: if the perceived need for additional hotel rooms prompting this Hampton Inn at 1704 El Camino Royale is taking place in the greatest regional boom in a century, what happens when economic activity returns to normal or recession levels? We saw the result in 2002 and 2009, with a strip of nearly-empty hospitality shells along El Camino Royale. The Hampton Inn proposed is simply one hotel too many and risks becoming tomorrow's SRO, an unwelcome neighbor to this community by any measure.

The bulk this new plan represents is overweening. As now set, the footprint would increase markedly. Its height would tower over neighboring houses, producing a wall some 50% higher than heights now in place, overshadowing Forest Lane and Park Forest II's community space.

The removal of underground parking is a grave disappointment, increasing the overall footprint of the project and raising the prospect that parking will overflow onto public streets

All of this will of course depress the market value of houses in this region, a negative "bonus" that the Planning Commission should consider in its factors.

I thank you for your consideration and look forward to the Planning Commission's wise conclusion that the many unfortunate factors in this project make it one hotel too many.

Sincerely,
Frederick B. Rose; 130 Forest Lane; Menlo Park

From: Sarah Watson
To: Sandmeier, Corinna D
Cc: Harlan Matles; John Dearborn
Subject: Hampton inn project 1704 el Camino
Date: Tuesday, September 25, 2018 2:17:36 PM

Hi, I am a physician with an office in the 1706 building next to the proposed Hampton inn project. I am writing to express my concern about access to 1706 for both patients and staff during the construction of the hotel. Currently the only access to 1706 is from El Camino. This will be the same access that construction vehicles will be using. Please note that there are 2 different medical practices in the 1706 building. On rare occasions emergency response vehicles are also going to require access to the parking lot.
Original plans for the 1706 building included a parking lot entrance on Buckthorn way. This was not permitted due to resident concern about increased traffic on Buckthorn. I strongly urge you to allow access to Buckthorn when construction starts on the 1704 project. Not doing that will result in increased parking on Buckthorn as patients and staff attempt to avoid delays due to construction. In addition there could be delays in emergency response.
I look forward to hearing back from you as you consider the impacts of the Hampton inn project.
Sincerely,

Sarah Watson, MD
MD² Menlo Park
(650) 745-5633

Sent from my iPhone

Sarah Watson, MD
O: (650) 391-0500 | F: (650) 391-0503
1706 El Camino Real, Suite 200 | Menlo Park, CA 94027
www.md2.com

From:	John Dearborn
To:	Sandmeier, Corinna D
Cc:	Sarah Watson; Harlan Matles
Subject:	Re: Hampton inn project 1704 el Camino
Date:	Tuesday, September 25, 2018 8:47:46 PM
Attachments:	emailDearAssoc Logo 4.16.18.pdf ATT00001.htm

Hi Corinna,

I am a 3rd physician with a busy orthopaedic surgery practice in the 1706 El Camino building on the ground floor. Many of my patients arrive with walkers and canes after surgery and occasionally patients come from skilled nursing facilities via ambulance. If their access to our office is impaired after surgery, you might imagine the negative consequences that could result, from falls in the parking lot related to loose debris, delays in emergency vehicle access to our office, etc.

An exit onto Buckthorn would be very helpful in creating a one way flow of traffic through the parking lot. It is already jammed and difficult for patients attempting to turn around to exit. This problem will be compounded if there is construction going on. If my memory serves me correctly, the previous objection to a Buckthorn exit from our parking lot was from the residents. Since Buckthorn does not go through to Middlefield, traffic on Buckthorn would not increase except for the last 1/2 block as cars wait to turn north on El Camino. Without an exit, during construction our patients will instead park on Buckthorn and walk across the landscaping to get to our building, walkers and all. I cringe at the thought of this, even as I type!

John Dearborn, MD

From: Harlan Matles
To: Sandmeier, Corinna D; Sarah Watson
Cc: John Dearborn
Subject: RE: Hampton inn project 1704 el Camino
Date: Tuesday, September 25, 2018 5:22:37 PM
Attachments: image001.png

Thanks for putting on the agenda!

I totally agree with Dr. Watson. The building was built (and has plans) with the ability to enter/exit the parking lot from Buckthorn Way. However, it was nixed early on during construction. It would be a GREAT service to the building and surrounding neighbors if this was re-opened. There is actually MORE traffic going down Buckthorn as everyone knows going south on El Camino turns there and parks or goes around and the small townhome neighborhood to back north on El Camino.

I am sure Dr. Dearborn and staff would also agree with above assessment.

Harlan Matles, MD, FACP
O: (650) 391-0500 | F: (650) 391-0503
1706 El Camino Real, Suite 200 | Menlo Park, CA 94027
www.md2.com

Seattle | Bellevue | Portland | San Francisco | Menlo Park | Beverly Hills | Dallas | Chicago | Boston | New York | DC McLean
Chicago Lake Shore - opening Winter, 2018

From: Sandmeier, Corinna D <cdsandmeier@menlopark.org>
Sent: Tuesday, September 25, 2018 5:17 PM
To: Sarah Watson <watson@md2.com>
Cc: Harlan Matles <matles@md2.com>; John Dearborn <jdearborn@dearbornsah.com>
Subject: RE: Hampton inn project 1704 el Camino

Thank you for your email, I will include this with my staff report for the October 8th study session.

Sincerely,
Corinna Sandmeier

Corinna D. Sandmeier

From:	Scott Barnum
To:	_Planning Commission
Cc:	Debby Barnum
Subject:	1704 El Camino Real - Plans For Large Hampton Inn
Date:	Thursday, September 27, 2018 1:31:04 PM

Planning Commission Members:

My wife and I are residents of the Park Forest Area, and I am writing to the Commission ***in protest of*** the most current plans under consideration for the redevelopment of current Red Cottage Inn to be turned into a much larger Hampton Inn by developer/owner Sagar Patel at 1704 El Camino Real. I am a member of our homeowners' association and have been closely following developments of this project for our family and our neighbors.

Here are my keep points for your consideration:

- El Camino Real is already overloaded with traffic, commercial buildings, entrance/egress issues throughout Menlo Park to the Redwood City border. With all the new development planned, it is only going to get worse. You have testaments to this fact from traffic counts, many residents as well as the Menlo Park Fire Protection District. Why do we need even more high density commercial development to further overload an already bad and deteriorating situation, especially in low density neighborhoods. The most recent architectural design and scale is inappropriate and seems in conflict with what is generally designated as a "low-density" zone.

- Mr. Patel's plans have evolved materially from his original submission, some three years ago. As I'm sure he told you, he originally worked with us neighbors and we neighbors collaborated on design changes that were suitable to him and the neighborhood. However, he very recently changed those plans when he determined he could not "financially justify" underground parking. Among other issues, the above ground parking has pushed the height to three stories and much closer to the property boundaries, making it much more intrusive and invasive to the property's neighbors on all three sides.

- One could argue that the plan review process to date has been procedurally flawed, until the Commission recently added the study session on the 8th. *This gives the appearance* that the Commission might be biased to moving forward with the project regardless of the ramifications to the neighboring community (light pollution, noise pollution, parking challenges, traffic impact, garbage pick-up/smells, privacy, public safety and visual commercial encroachment in a residential area, etc.) and that the commission is callous to neighborhood impact as long as building standards/regulations are met and occupancy taxes

can be collected. The issues and impacts presented by the current plans for this hotel are material. I'm sure it is much easier for you to approve plans when what is being approved is not located next to your home or even in your general neighborhood. Unfortunately, we live right next door, as do many others. We didn't make a significant investment in real estate and pay very high state and local property taxes to live in a commercial – high density area. I would encourage any/all of you to visit our neighborhood and talk to us, Mr. Patel's neighbors, who will be affected by his most recent design. My wife and I will certainly volunteer to be interviewed. The obligation of outreach and due diligence goes both ways.

- The "public benefit bonus" methodology that the Council is using to approve the revised project appears to be discretionary, not mandatory. Further, and in light of the resultant impact of the most recent changes, we oppose the presumption that application of the public benefit bonus is justified here. In fact, it can be argued that this project is in the public's disinterest as currently configured.

- A prior agreement with Mr. Patel and his neighbors was based on the unaltered (prior version of) the plans. Mr. Patel has recently changed his plans and has gone back on most of the agreements on the plans he made with us, his neighbors. As a member of the residential neighborhood that will undoubtedly feel the greatest negative impact of this commercial development, I am firmly against the proposed most recent changes that are currently on file and strongly urge the Commission to re-evaluate the scope and scale of this project and mandate that the developer go back and renegotiate his plans with his neighbors.

I (and many of my neighbors) will be at the Planning Commission Study Session on October 8th to reinforce this communication and try to help you all understand that what is currently being proposed in NOT good, NOT fair and certainly NOT in the public's best interest. We have no issue with Mr. Patel's interest in improving his property for his personal or commercial interest, just like we residential homeowners improve our own properties to improve livability and real estate value. However, any changes or improvements have to be made within the context of building codes, residential zoning laws, and the community - neighborhood impact.

Please keep all of this in mind as you evaluate the plans for this project. Thank you for your consideration.

Sincerely,
Scott and Deb Barnum
137 Stone Pine Lane
Menlo Park, CA 94025

From:	Susan Lynch
To:	_Planning Commission; _CCIN
Cc:	Michael Lynch
Subject:	Opposed to Current Plan to Build Hotel at 1704 El Camino Real, Menlo Park
Date:	Sunday, September 30, 2018 4:54:03 PM

Dear Menlo Park City Council and Planning Commission,

We are residents in Park Forest, Menlo Park and we live at 121 Forest Lane. We are opposed to the revised architectural control and variance request submitted by Sagar Patel to build a 68-room hotel at 1704 El Camino Real.

Our housing group met with the owner/developer and thought we had reached an agreement for less height and density. It appears that plan is no longer the current plan and rather another has been submitted that will adversely obstruct the view or our neighborhood and proposes we back up to a very tall structure that is not in keeping with our low density neighborhood. In addition, the structure proposed will greatly add to the noise level and aesthetic of this part of Menlo Park.

It seems that our efforts to revise that plans have not been listened to and that changes made were discretionary and not mandatory. We are opposed to the current plan and want it to be revised and our concerns heard by city planning.

Sincerely,
Susan and Michael Lynch
121 Forest Lane, Menlo Park, CA 94025

From: pericaylor@gmail.com
To: _Planning Commission
Subject: Proposed Hampton Inn
Date: Friday, September 28, 2018 10:06:34 AM

Hello,

As a Menlo Park resident and member of the Park Forest I Homeowner's Association since June 2011, I'd like to express support of the proposed Hampton Inn project at 1704 El Camino Real.

Owner Sagar Patel has been forthright in his presentations to the Park Forest I HOA membership and to me personally about the proposed hotel. If I understood Sagar correctly, it is financially unfeasible to simply renovate the Red Cottage Inn. In order for his business to survive in the Silicon Valley market, he must offer accommodations and amenities that are competitive with those offered elsewhere in Menlo Park.

While I understand neighbors' sensitivity to the changes such a development might bring, as well as city residents' discomfort with the pace and scale of heavy development throughout Menlo Park, I am also a realist. Given the inevitability of change, I would hope the City of Menlo Park and Planning Commission will aim for balanced growth, change that will both retain and enhance quality of life for residents while allowing the city to thrive financially into the future.

Sincerely,

Peri Caylor
164 Stone Pine Lane

From:	Pearl Glaves
To:	_Planning Commission
Subject:	Letter supporting the Hampton Inn
Date:	Thursday, September 27, 2018 8:39:21 PM

Dear Planning Commission:

We are writing this letter in support of the proposed Hampton Inn located at 1704 El Camino Real. We reside at 135 Stone Pine Lane - our property looks across the park at the south side of the hotel.

We have lived here for 4 years, and during this time we have never had any issues with the current hotel, nor have we heard any neighbors complain about noise, light, traffic, etc. We understand that the new hotel will be larger, but Sagar has been working closely with the neighborhood to address reasonable concerns. We feel confident should issues arise in the future, he will also address those in a thoughtful manner.

People are understandably sensitive and cautious when it comes to development in their neighborhood, but we feel that this project may indeed improve the general area.

Regards,

Pearl and Tony Glaves
135 Stone Pine Lane
Menlo Park

From:	Glenna Patton
To:	Sandmeier, Corinna D
Cc:	_Planning Commission; _CCIN; Susan Neville; Carol Diamond; Frederick Rose; Brady, Michael J.; Peter Carpenter; Eric Easom; carol boyden; Dave Forter; margaret race
Subject:	For Oct 8 Study Session: 1704 ECR Project
Date:	Monday, October 1, 2018 12:26:04 PM
Attachments:	10_1 Park Forest Plus Letter to Commission re Study Session.pdf ATT00001.htm 1704 ECR TIMELINE.pdf ATT00002.htm 1704 ECR Timeline Exhibits FINAL.pdf ATT00003.htm

---

Hi Corinna,

On behalf of the greater Park Forest area neighborhood ("Park Forest Plus"), we're submitting the attached three (3) documents that we'd like to be made available to the Planning Commissioners as part of the information packet for the **October 8th Study Session on the 1704 ECR development**.

The documents include:
1) A letter stating the neighborhood's opposition to current plans
2) A timeline of the neighborhood's engagement with the developer and City of Menlo Park
3) Documentation of key correspondence related to the items in the timeline

Collectively, these materials demonstrate our unified position against the latest 1704 ECR plans, which changed so significantly in May, they represent an entirely new proposal. The abrupt new direction also disregards and undermines our neighborhood's good faith efforts over the past two years to engage with the developer and the City to create a solution that works for all parties.

We appreciate the opportunity for our voices to be heard on October 8th and look forward to a productive discussion of our issues.

Best Regards,

Susan Neville
Glenna Patton
Carol Diamond
Fred Rose
Mike Brady
Peter Carpenter
Eric Easom
Carol Boyden
Dave Forter
Margaret Race

Park Forest Plus

-Committed to a Just Settlement of the Hampton Inn Project-

Date: 10/1/2018
To: The Planning Commission
From: Park Forest Plus, an Association of the Park Forest and Surrounding Neighborhoods
Re: The Hampton Inn Project at 1704 El Camino Real

Dear Commissioners:

We are writing today to speak to our ongoing concerns regarding the character of our community as it confronts radical change with the pending demolition of the 29-room Red Cottage Inn and its replacement with a 68-room Hampton Inn motel. While our brief statement here regards a very large building, it's also about the neighborhood in which we live. Only careful design and thoughtful consideration of residential communities will ensure that the greater Park Forest area retains the unique character and quality of life, which we have invested in and are rightly proud to live in.

Make no mistake, our strikingly green and leafy surround is about to find itself the neighbor of a massed stucco structure. The proposed hotel, in its current iteration, presents a stark contrast to our existing, tranquil surrounds. In place of mature trees and the Red Cottage's current single and 2-story buildings, the proposed hotel project rises three (3) stories high (up to 38'), nearly 50% above the 26' height of our existing townhouses. On the east side, approximately 100 feet of unarticulated, windowed wall is currently proposed; on the south side the wall is twice that length; and on the north side, plans call for a parking garage just 10 feet from the property line of homes in Buckthorn Park.

The unusual size of the building stems from a Public Benefit Bonus oddly applied for a tax all hotels pay, a bonus we question strongly. There appears to be no public "benefit" to our neighborhoods. Are we not similarly considered part of the "Public?"

Well, what then do we seek? Our concerns are 1) Setbacks from adjacent properties 2) Mass 3) Aesthetics and 4) Environmental Impact (congestion and noise). The proposed development will negatively affect our neighborhood character and the value of our homes. With these variables in mind, community representatives met many times with Mr. Patel, the developer. Over 16 months between December 2016 and March 2018, a pact was reached that would balance the development goals and our goal of preserving our neighborhood character. Mr. Patel then abruptly backtracked from that agreement and changed his plans in May 2018. As a result, we no longer support the Hampton Inn project.

Before abrogation, the pact had features that helped reduce the heavy look of the mass. The design was to remove all third-floor east-facing rooms and to have a 38-foot setback from the east property line. The former arrangement included a trellised garden area, recessed from the plane of the east wall, with plants screening it from our view. Neighbors on Buckthorn Way had a much more attractive view than present plans provide.

Mr. Patel broke the agreement on grounds that construction costs had climbed, notably for the underground garage. At the same time, Mr. Patel has talked of nightly rates roughly twice those considered in the BAE Urban Economics study. With higher revenue and savings from the elimination of the underground parking spaces (55 spaces @ $74,000 = $4,000,000 in savings), there is ample economic room to "think outside the box" on this prominent project. The footprint here needs to be restricted. As a large group of active neighbors, we strongly believe there is much that bears scrutiny, and we look to you, the Planning Commissioners, to uphold our neighborhood concerns. A summary of changes to the plans required to secure our support is attached for your reference.

Sincerely,
The Park Forest Plus Neighborhood

Park Forest Plus

-Committed to a Just Settlement of the Hampton Inn Project-

SUMMARY OF CHANGES TO 1704 ECR PLANS REQUIRED BY RESIDENTS

1. Increase set-back from the east-side property line to a minimum of 38’.
2. Remove all guest rooms on third floor of east facing side of building, creating a balcony.
3. Add a trellis with plants and greenery on third floor balcony of east facing side of building, with no guest access to this balcony/trellis area (only a door for maintenance).
4. Eliminate air conditioning condensers situated on this balcony/trellis area.
5. Add variations in the profile of the east side wall to create more architectural interest.
6. Reduce mass and add more architectural interest on the south side of building.
7. Revise plans for 2nd floor spa that presently is only 10’ from the northside property line and 5’ from the nearest parking slot. It also overlooks Buckthorn Park, thereby intruding on their patios and bedrooms, and adding lights and noise to their way of life.
8. Follow up on staff suggestion (March 2018 Study Session) for recessed windows to give depth to lengths of walls, echoing the Davis Polk building down the street.
9. Plant sufficient kinds, sizes and numbers of trees to provide mass and screening on the south and east property lines.
10. Ensure that the types, sizes and number of trees will be decided between neighbors and developer before construction begins.
11. Require trees to be planted before construction begins to give them a chance to grow a little and become established.

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***

EXHIBIT A
Oct 12, 2016

Menlo Park Planning Commission and Staff
701 Laurel St.
Menlo Park, CA 94025

Re: Proposed hotel development at 1704 El Camino Real

Dear Commissioners and Staff:

This letter represents the shared concerns of residents in the Park Forest Townhome neighborhood, which is situated east of and adjacent to the proposed hotel development ("PHD").

Our neighborhood: This development was built over 50 years ago, back in the mid-1960's. Some of our residents have lived here for almost 40 years. We have a mix of retired people, working professionals and families with young children. Our community is a small area in terms of acreage, but we have close to 100 households living here. As such, our collective voices exceed that of our relatively modest, real property, footprint.

Our residents choose to live here and invest in their homes because of the overall quiet, beauty and sense of community that this location affords us. Although to some the homes may be considered densely compacted, the area is no different that any other family-friendly neighborhoods that Menlo Park Park is known to support.

Our position: We believe that, as proposed, the PHD will negatively impact our neighborhood in numerous ways, and for that reason are unanimously opposed to the current plan.

Our shared concerns: These are summarized below. Individual residents may have specific comments/concerns that they will share separately.

Height/Scale/Density It is critical to all of us that we protect the light and air ("open sky") that we now enjoy at the end of the Forest Lane cul de sac. The trees on the border of the development have been there for many decades and provide an elegant visual framework that serves to enhance the residential character of our neighborhood. Only at close quarters, i.e., right next to the fence separating the residential neighborhood from the PHD site, can one see a few low-level roofs of the current buildings. The proposed 42' 9" building height will encroach upon the long-standing unencumbered western exposure that we all love and have long become accustomed to. Such an alarming increase in building height would be an unwelcome "commercial" intrusion into any established neighborhood. Ours is

no different. As to scale, the current FAR is .29 and the proposed FAR is 1.10. That scale/increase in density is not in keeping with the character of long-established neighboring residential communities.

The scale and height of the PHD will also drastically alter the lighting of our residential area at night. With a 250% increase in room count (28 to 70) that means far more windows with far more intrusive interior lighting. Just because a room may have blinds or curtains does not mean the effect of any associated interior lighting is lost on those living nearby. What is perhaps worse, the exterior lighting required may also need to be on all night, if for no other reason than safety reasons for hotel guests. This major increase in overall lighting has the very real potential to expose the Park Forest neighborhood to a constant nuisance that we find wholly unacceptable.

This PHD includes an underground garage. The time and complexity that an underground structure adds to the construction effort will be enormous. Such an endeavor will add many additional months to the construction timeline, and the earth moving required will have numerous negative consequences for neighborhood residents. Our homes, balconies and cars will be covered with dirt and dust. Moreover, the noise from the huge equipment required for this effort will be relentless. Have there been studies done as to how the extensive excavation and associated vibration will affect the nearby soil and foundations? We can already feel our houses shake with passing trains. We wonder if digging on the other side of our development will have ramifications for the stability of our houses.

Noise and traffic We continually deal with noise from the nearby Caltrain tracks. This is noise that we considered before buying property here. We could evaluate it, and the market took it into account in our home prices. We can tolerate it because it is intermittent and the horns are in short bursts. The noise we anticipate from the PHD is of a different nature - it will be constant. First of all, there will be additional traffic noise. There will be a 250% increase in the number of hotel rooms and a concomitant increase in staff. If this hotel hosts meetings and parties there will be additional guests and traffic. Vehicular noise isn't the only thing that concerns us; we would also be exposed to a dramatic increase in pool noise,and people gathering outside in general. The plan indicates a sitting area to the rear of the property, which is the closest area to our cul de sac. We are very concerned about the noise affiliated with service trucks, delivery trucks and trash pickup as well. As to mechanical, surely the noise of the generator(s), AC unit(s) and hotel equipment will be considerably more than it is currently. This isn't mild intermittent noise; rather, this is constant and loud.

We also have both nuisance and safety concerns about increased neighborhood pass-through traffic, as hotel guests try to navigate busy El Camino Real ("ECR"). At certain times of the day, it can take nearly 10 minutes to drive from Buckthorn to Encinal. For southbound arrivals, the ingress to and egress from the Red Cottage Inn requires cars driving south on ECR to make a U- turn at Encinal and then drive north on ECR. Anyone

who has driven this stretch knows it can be quite a messy affair. Without question (and thanks to widely used apps like Waze), many cars will instead elect to turn east on Buckthorn and right on Stone Pine and use our neighborhood as an alternative to the cumbersome ECR routing. This stands to be a highly dangerous situation for our residents, who are accustomed to a much slower pace. These safety concerns cannot be overlooked. Not a day goes when neighborhood residents are out walking both their children and dogs and enjoying the streets. Most of the traffic in our neighborhood comes from residents who know to slow down and drive safely. Outside traffic will change our safe streets into an unacceptably high-risk zone.

One other note on noise and traffic: on the south side of our neighborhood, there is already another project planned for development. The 133 Encinal site (former Roger Reynolds nursery) stands to impact our neighborhood and affect the privacy, quiet and character of Park Forest. The PHD will only compound those problems even further.

Privacy and security Our streets are used primarily by residents and guests. That means that kids can play in the cul de sac, residents can stroll safely on the roads and walk their dogs. Our homes have balconies and decks that residents use all the time. We don't want our homes to be in the sightline of hotel guests. We don't want hotel guests observing our patios and common areas either. We only have a few mature trees at the property border. They offer little screening at lower levels. We don't see anything in this plan that would screen the building from our view.

Other concerns

- The architectural style of the PHD is not in keeping with our local architectural design. Even the name of the design, "Farmhouse Modern", practically screams that this design gives virtually no consideration whatsoever to the hotel's long-established neighborhood.

- The requested liquor license indicates to us a desire to host social and business events that will produce more noise and traffic. We oppose that.

- An increase in trash and smokers also greatly concerns us. More trash will be generated by additional guests and that will attract rodents. Guests need a place to smoke and it is likely they will come to the sitting area adjacent to our property.

- The construction noise, equipment and debris will, in of itself, be invasive and costly. Our lives will be disrupted during construction and our home values will be negatively impacted both during construction and afterward.

Our appeal to you:

In summary, the undersigned Park Forest Townhome residents are united in our opposition to the PHD. We hope that the City and its Planners will see the common sense rationale inherent in our many concerns noted here.

Thank you for your thoughtful consideration.

Owner/residents of Park Forest Townhomes

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

EXHIBIT B

PROPOSED HAMPTON INN DEVELOPMENT AT 1704 EL CAMINO

SUMMARY OF CONCERNS FLAGGED TO DATE

Height/Scale/Density

1. **Height**: 3 stories proposed (42'9") vs. 2 stories currently
2. **Scale**: 1.10 FAR (Floor Area Ratio) proposed vs. .29 FAR currently (nearly 4x more)
3. **Room count**: 70 rooms proposed vs. 28 rooms currently (2.5 more) – implications include noise, traffic, security noted below
4. **Underground garage**: Potential impact on foundations/stability of our houses, plus noise and dirt from construction

Noise, traffic, dirt

1. **Construction phase**: Constant flow of trucks, workers, more pass-through traffic
2. **Post-construction**: Noise from significantly more rooms, pool area close to our cul de sac
3. **Generator, AC, Trash**: Proposed location right behind cul de sac has noise, smell implications
4. **Traffic**: Already jammed up El Camino will get worse
5. **Security, Privacy**: Increased security threats from more traffic, guests, liquor license, outdoor pool area; also, increased height adds new sightlines into our properties (not enough tall trees to ensure our privacy)

Aesthetic, quality of life, home values

1. **Design**: Proposed 'Farmhouse modern' architectural style is not in keeping with the heritage of our neighborhood
2. **Litter, Inappropriate Conduct**: Location of trash, increase in trash, possibility of drunk hotel guests threaten idyllic and pristine neighborhood family life (many young children regularly play outside)
3. **Home values**: Extended construction project, unclear impact on structures of nearby homes, numerous security concerns, noise and trash – all negatively impact market value of our homes

EXHIBIT C

1704 El Camino Park Forest neighborhood letter signers	
as of 02/06/17	
address	**name(s)**
FOREST LANE	
191 Forest	Mike Brady
	Anita Brady
181 Forest	Carmen McSweeney
171 Forest	Eric Easom
	Hillary Easom
161 Forest	Mark Clayton
	Carol Boyden
151 Forest	Margaret Race
	Dave Forter
141 Forest	William Armstrong
	Miki Armstrong
131 Forest	Helen Peters
121 Forest	Susan Lynch
	Michael Lynch
111 Forest	Robert Flax
	Susan Flax
190 Forest	Glenna Patton
180 Forest	Carol Diamond
170 Forest	Victor Klioren
160 Forest	Susan Neville
150 Forest	Linda Golub
130 Forest	Anne Gregor
	Fred Rose
120 Forest	Anna Eshoo
110 Forest	Jessica Kremer
	Assaf Kremer
STONE PINE LANE	
1781 Stone Pine	Anna Rodriguez
1771 Stone Pine	Ted Choc
1761 Stone Pine	Anne Lear
1751 StonePine	J.S. Reveno
	Joan Reveno
1741 Stone Pine	Kathi Vidal
1731 StonePine	Charles Gene Markley
	Gail Markley
1711 Stone Pine	Melissa Karp
1701 Stone Pine	Christopher Wheeler

1691 Stone Pine	Marcia Bloom
	Clark Bloom
1681 Stone Pine	Kathy Harper
	Owen Harper
1651 Stone Pine	Nancy Gfroerer
	Al Gfroerer
1631 Stone Pine	Barry Goldblatt
1621 Stone Pine	Martin Engel
	Judith Orasanu
1611 Stone Pine	Deborah Koelling
1601 Stone Pine	Paolo Scafetta
192 Stone Pine	Fin O'Hara
188 Stone Pine	Scott Phillips
188 Stone Pine	Bianka Skubnik
187 Stone Pine	Katherine Parker
184 Stone Pine	Ursula Feusi
179 Stone Pine	Randy Eyler
176 Stone Pine	Bridget Thrasher
165 Stone Pine	Jan Anker
151 Stone Pine	Fritz Yambrach
140 Stone Pine	Denise Brown
139 Stone Pine	Carla Minor
136 Stone Pine	Noah Snavely
132 Stone Pine	Saunnil Pandey
130 Stone Pine	Dong-Lu Sinu
BUCKTHORN WAY	
186 Buckthorn	Carol Marquez
182 Buckthorn	Sudi Hirmanpour
178 Buckthorn	Rick Rosensweig
178 Buckthorn	Diane Rosensweig
174 Buckthorn	Carol Broadbent
166 Buckthorn	Warren Chamberlain
162 Buckthorn	Arthur Leino
158 Buckthorn	Kurt Tomozy
158 Buckthorn	Olivia Tomozy
154 Buckthorn	Louise Tuite
150 Buckthorn	Mellisa Berhow
144 Buckthorn	Linda Sadunus
143 Buckthorn	Kathy Engelmann
136 Buckthorn	Hanging Liu

132 Buckthorn	Suzan Liao
124 Buckthorn	Jeremy Gao
27 Buckthorn	Curtis Lasker (Lasher?)
21 Buckthorn	Donna Fogel
1440 Mills Ct	Alicia Castillo

Total 80 signatures

EXHIBIT D

May 3, 2017

Re: Proposed Development at 1704 El Camino Real

Dear City Officials of Menlo Park:

On behalf of the community in Park Forest, we appreciate the ongoing, open dialogue we've enjoyed with various representatives of the City about the proposed Hampton Inn development directly adjacent to our neighborhood, at 1704 El Camino Real. We've engaged directly with the project developer, Sagar Patel, to proactively seek solutions to the key concerns of our neighborhood. We recognize that the intent of the project is to upgrade the property, and want to see it succeed – while also ensuring that the unique character and serenity of our community is not adversely affected.

With a mutually beneficial outcome as our objective, we've enjoyed a very productive exchange of ideas with Sagar in recent weeks. We're pleased to inform you that we have reached an agreement with him on a proposed solution to the core issues raised by our community, and are asking for your support and partnership to take it forward. While there are additional issues of importance to the neighborhood that still require discussion (e.g. parking, traffic), we are confident that the resolution of the principal issues will provide a tipping point for the community to get behind the project.

Specifically, our neighbors are very concerned about the overall scale and density of the development. See attached rendering of how the proposed 38' Hampton Inn will dwarf our townhouses with a jarring intrusion to our current nature-oriented outlook. (We have a straight-on view of the rear of the hotel, which does not front on El Camino Real, but instead is set back 140' from the street.) As you're aware, the height (38' vs our 26' homes and 30' neighboring businesses), FAR (4x current hotel), room density (nearly 3x current hotel) and red/gray industrial design are core issues.

Following our discussions with Sagar, we've agreed to the following changes:

1. Eliminate the 3rd floor of the hotel in the area directly adjacent to Forest Lane. This would mean relocating 5 rooms elsewhere in the complex. Sagar will also reduce the height of the first floor of the building, to bring down the overall hotel height.
2. Remove the Heritage oak tree located on the West side of the hotel to accommodate a reallocation of the rooms resulting from #1 above. To compensate for the oak tree removal, Sagar will plant 4-5 replacement trees along the southern border of the hotel property, running west towards El Camino Real.
3. To provide additional screening of the hotel for our neighborhood, Sagar has agreed to pay for planting additional trees on the edge of our garden on the southern side, as well as on the hotel property along the Forest Lane fence.
4. We're also jointly investigating placing planters on the roof of the new 2-story section to provide further screening for the townhouses on Forest Lane.
5. Sagar is willing to change the exterior design of the building, replacing the red/gray color tones with a look that's harmonious with the current environment.

We have vetted this approach with our Park Forest Homeowner's Associations, and to date, have received support representing 85% of the community. Discussions with the outstanding 15% of our neighbors are in progress, and we're optimistic that we'll secure endorsement from the vast majority of them. Please note that while Park Forest Associations do not include the apartment house and some townhouses on Buckthorn, we are in touch with residents there and are hopeful about their support.

We believe this plan is a win-win-win: for Sagar, for our neighborhood and for the City of Menlo Park. To ensure that all the pieces can fall into place, we request your assistance and support to gain approval to remove the Heritage oak on the hotel property and reduce the height of hotel's first floor. Sagar is currently working on plans/renderings to reflect the noted changes. As the reconfiguration of the rooms can only be achieved by removing the tree, upfront confirmation of this direction is critical.

Please advise regarding next steps and further information you might require to advance this goal. Many thanks for your continued cooperation, and we look forward to your feedback.

Best,

Mike Brady (Park Forest Association I)
Susan Neville (Park Forest Association II)
Carol Diamond (Park Forest Association II)
Glenna Patton (Park Forest Association II)
Dave Forter (Park Forest Association III)
Margaret Race (Park Forest Association III)

RENDERING OF PROPOSED HAMPTON INN, FROM POV OF PARK FOREST COMMUNITY

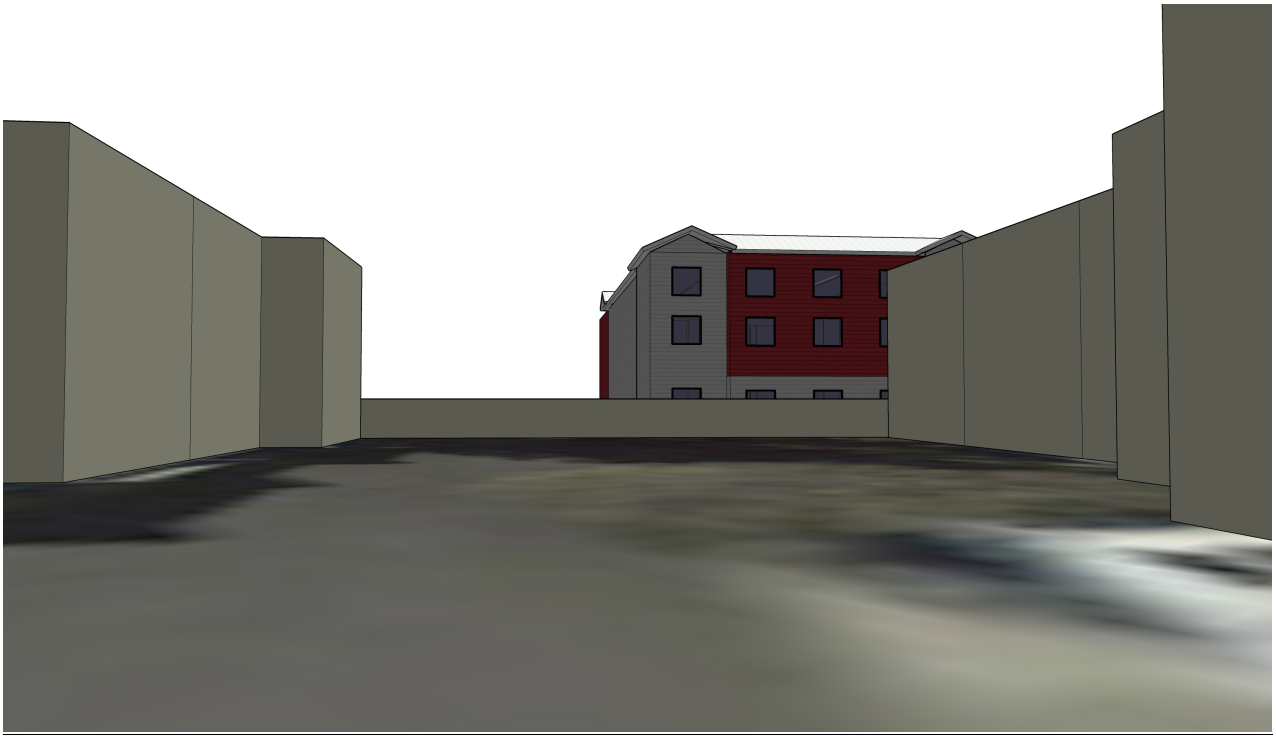


EXHIBIT E

May 9, 2017

This is an update to neighbors regarding the redevelopment of 1704 El Camino Real, the present Red Cottage Inn. You may recall that this property is going to be redeveloped as a three-story, 38-foot high Hampton by Hilton hotel with 70 guest rooms. The plans have evidently been in a holding pattern for some time.

A letter listing the neighborhood concerns was sent to the City in October, 2016. In December local residents and business owners met to discuss the project; Mr Patel, the owner/developer, attended that meeting and contributed his perspective. Soon after that a group of six residents representing the three Park Forest HOA's got together and have been studying ways the project could be reworked so both the developer and the community could live with the end result. The best approach was to work directly with Sagar Patel to find common ground. We met with him twice and the meetings have been productive.

Here are the highlights of changes to which Mr. Patel has agreed:

1. Five third-story guest rooms at the back of the building (the east side facing Forest Lane) can be relocated to the front of the property if one oak tree at the front can be removed. This would significantly reduce the building's mass, changing that one section from three-stories (38') to two-stories, (~ 24'). The 2nd story roof would have a garden trellis screening the 3rd story rooms behind it.
2. The height of the first floor will be reduced from 15' to 13', pending city approval, lowering the overall building height to 36'.
3. The façade will be changed to a less industrial style and to a color that blends with the area.
4. There will not be a conference area in the hotel so there will not be any special events to concern the neighborhood.
5. The diesel generator has been eliminated from the plans, the trash area will be completely enclosed and covered, and the roof machinery will be moved toward El Camino Real.
6. The developer will add screening by planting large trees on hotel property along the Forest Lane cul-de-sac fence and allocate funds to Park Forest I for screening trees to be planted on the south side of the property line.
7. Parking plans need additional study. It appears that the underground lot will accommodate all hotel guests and staff without impacting Buckthorn Way.
8. There is still concern that pass-through traffic may increase on Buckthorn and Stone Pine. This should be investigated and studied further.

Mr. Patel wants to work with our neighborhood and has agreed to the extra time and expense required to modify the hotel plans. These modifications require removal of the front tree. While no one likes to see a tree removed, the city has approved this for other projects, and that tree will be replaced with others. Park Forest I and II HOA Boards support this plan.

Mr. Patel thinks this neighborhood support will enhance his chances for city approval. Unfortunately, if the modifications requested are denied by the City, this goes back to square one and the benefits we have been working for disappear. The attached rendering illustrates how this building will dominate and change the character of our neighborhood if the modification is *not approved*. We welcome your input on any of these matters and will keep you posted on developments as they progress.

The neighbors who worked on these efforts are Susan Neville (PF II), Mike Brady (PF I), Glenna Patton (PF II), Dave Forter & Margaret Race (PF III), and Carol Diamond (PF II).

EXHIBIT F

September 18, 2017

To: Corinna Sandmeier and planning staff (cdsandmeier@menlopark.org)

Re: 1704 ECR

The undersigned residents of Forest Lane, Menlo Park, CA have been working with the owner of the Red Cottage Inn since last winter to discuss concerns and propose modifications to his plans to replace the current hotel with a larger Hampton Inn. Sagar Patel, developer/owner, has been open, receptive and accommodating during this process. He has incorporated most of the requests from this committee of residents. As a result our position concerning the project has shifted from opposition to acceptance.

A brief summary of our process follows:
Oct 2016: A letter listing neighborhood concerns was sent to the city.
Dec 2016: Local residents and business owners met at their initiative to discuss the project; Mr Patel attended that meeting and contributed his perspective.
Spring 2017: A group of six residents, members of the three different Park Forest HOA's, met to study ways the project could be reworked so that the community and developer could live with the end result. Forest Lane residents have a direct view of the back of the proposed hotel. The height and density of the project are of serious concern to us. We met 3 times in the spring and found the process productive. Some meetings included the project architect and hotel manager. Neighbors were updated on the process by flyers that were distributed and the HOA's were also informed of our process.
Sept 2017: Mr Patel and architect shared the latest draft of plans with us.

Here are the highlights of changes to which Mr. Patel has agreed:

1. Building mass redistributed toward ECR. Five third-story guest rooms at the back of the building (the east side facing Forest Lane) have been relocated to the front of the property This reduced the building's mass at the rear, changing that elevation from three-stories (~34') to two-stories, (~23'). The second story flat roof now has a garden trellis screening the third story rooms behind it. This modification requires the removal of one heritage oak tree at the front of the hotel.
2. Height of the first floor reduced from 15' to 13'. This lowers the building height to ~39'.
3. Façade changed to a Mediterranean style, with tile roof and a taupe stucco exterior that blends with the area.

We are also glad to see:

4. Landscaping plans include screening of neighbors. Large trees are planned for along the rear, and both sides of the hotel also have trees along the property line.
5. Lighting will be kept low, no pole lighting. The plan calls for 4' or lower bollards for pathway lighting.

Mr. Patel has shown a sincere desire to work with our neighborhood and expended time and expense to modify the hotel plans. These modifications require removal of the front tree. We think there will be a much improved outcome with the removal of this one tree and the planting of others.

We, the undersigned, appreciate Mr Patel's collaborative approach to working with our community and support the design of the hotel as submitted. There will be other matters, traffic and construction process, for example, that will likely need further study. We hope that the planning staff will approve the plans as modified.

Signed Susan Neville (PF II), Mike Brady (PF I), Glenna Patton (PF II), Dave Forter & Margaret Race (PF III), and Carol Diamond (PF II).

EXHIBIT G

Mar 12, 2018

Dear Planning Commissioners and Staff,

This letter represents the views of many residents of the Park Forest neighborhood that sits to the east of the proposed Hampton Inn development at 1704 ECR. Those of us closest to the development, living on Forest Lane (a cul de sac that borders the development) have invested considerable time and energy since the fall of 2016 to understand the proposal and to work with the developer to influence and modify his plans. We have wanted to also understand the city's plans to balance residential and commercial development in this area. We've been less successful in that regard.

A little background:
• We got notice of this project in early fall 2016. In Oct 2016 we wrote to the city with our concerns. A majority of homeowners in our development signed that letter. Those concerns were about the height, scale and density of this project, the noise and traffic it would generate, issues of privacy and security and the impact on home values. We have roughly 200 people, representing a wide diversity of ages and backgrounds, who chose to live in this area because of its unique architecture, quiet streets and serene and beautiful common green space.
This planned development of single family homes is about 50 yrs old. We have a lovely view of mostly open sky to the east. A few properties on ECR have been redeveloped but none is as tall or dense as the proposed Hampton Inn. The most recent structure at the corner of Buckthorn and ECR capped their height at 30 feet.

• We organized a community meeting in December of 2016 to hear neighbors' concerns. Following that meeting a group of us from Park Forest who live closest to the project met with the developer, Sagar Patel, to share our concerns and see what modifications he was willing to make. We had several very constructive meetings and in May we wrote again to the city detailing our support of the design adaptations that Mr Patel made.

Today we can say:

First, our concerns about the density of this project remain. The FAR will go from .29 to 1.10 if the public benefit is approved. For comparison the structure at the corner of ECR and Buckthorn has a FAR of .40. This kind of change will affect the neighborhood. It is hard to understand why a height of 3 stories (40 feet, 9 in) has been approved for this area of north Menlo Park. That height and density is, in the eyes of most people, not in keeping with the residential nature of our neighborhood. Residents and businesses on other sides of the development also have issues to which we are sympathetic. We want our concerns about this to be heard and considered.

Furthermore, having a chain hotel of this size in close proximity to our homes will likely depress our home values - something that is not considered in BAE's analysis of the TOT that is included in the staff report. Homes in our neighborhood have been selling for $2M and more. Even a moderate dent to the values of our homes will easily equal the annual TOT in dollar value. It doesn't seem right to, in essence, exact a penalty from one particular neighborhood to pay a bonus to the city coffers.

Second, *should* the city approve a project of this size, we would approve most of the developer's plans. We have a few items that we'd like to see changed and those are listed

below. Overall, we are gratified by the meetings we had with Mr Patel and his architect, Jim Rato. There is a lot to be said for a small group of people productively working together when they have a common interest. We feel fortunate that Mr Patel is invested in doing the best he can for our neighborhood. He has competing interests and in spite of that he made significant changes to the design after considering our input. He changed the design from a red and grey farmhouse modern to a style more consistent with other properties in this area. He shifted some of the rooms of the hotel closer to ECR and pushed back the 3rd floor of the east facing facade of the hotel which is closest to our neighborhood. He has reduced the height of the first floor which should reduce the overall height of the building. His request to remove 2 heritage oaks is offset by a landscape plan that includes planting double that number. These are all things we support.

The areas we'd like to see revisited are:

• The change in the design of the 2nd floor roof on the rear of the property (the east elevation). The developer and architect agreed this area would be open and recessed. The recent addition of a metal screen will make it look like a commercial wall instead of a more attractive open area with greenery. An earlier design had a trellis only which we preferred. Apparently the metal screen was added to screen 5 air conditioning units that are now situated there. We are concerned about the noise from those units and would like them to be situated in the well on the roof and we'd like the railing that appears in the elevation to be reviewed as it will appear as a dominant visual element.
• The roof line at the southeast corner used to be angled in at a 45 degree angle. Now the view shows a 90 degree angle (the side of a gable to the south). This corner of the building is prominently positioned at the center of the cul de sac view and is not as attractive from our vantage point as it was in a prior design.

• Landscaping. We recognize that this does not need to be decided now. We would like to have input into the choice of trees for the eastern border and make sure they are tall enough to screen the entire project.

These are appeals for small changes to a very large project. We have not considered and discussed issues of traffic, parking, noise and the construction.

We'd appreciate you taking ALL of our concerns to heart in deciding whether to approve this project and if so what changes to recommend.

Thank you.

Signed, thus far, by these homeowners of Park Forest neighborhood:

Susan Neville	160 Forest Lane
Carol Diamond	180 Forest Lane
Glenna Patton	190 Forest Lane
Michael Brady	191 Forest Lane
Margaret Race	151 Forest Lane
Dave Forter	151 Forest Lane
Anna Eshoo	120 Forest Lane
Hillary Easom	171 Forest Lane
Victor Kliorin	170 Forest Lane

Anne Gregor	130 Forest Lane
Linda Golub	150 Forest Lane
Stephanie Lettieri	1601 Stone Pine Lane
Peter Carpenter	140 Forest Lane
Melissa Karp	1711 Stone Pine Lane

EXHIBIT H

Susan Neville July 7, 2018 at 9:28 PM

To: Sandmeier, Corinna D Cc: Carol Diamond, Brady, Michael J., carol boyden, Dave Forter, margaret race, Susan Neville, Glenna Patton

Neighborhood Opposition to 1704 ECR June proposal

Dear Corinna,

It is with real regret that we are letting you know that the neighbors of Park Forest are withdrawing our support for the plans, submitted in June 2018, for the Hampton Inn at 1704 ECR. Please see the email below that we recently sent to Mr Patel. Our sincere hope is that he will modify these plans and that we can work together to move this project ahead.

Warmest regards,

Susan Neville
Carol Diamond
Michael Brady
Dave Forter
Margaret Race
Carol Boyden
Glenna Patton

On Mon, Jun 18, 2018 at 1:17 PM, Susan Neville <scneville@gmail.com> wrote:

Hello Sagar,

Thank you for keeping us apprised of the plans you recently submitted to the city for approval. We worked with you on the prior set of plans and supported your design at the study session with the planning commission. From the beginning you understood the importance of having a design that respected our neighborhood privacy and one that minimized the visual impact of the building from the Forest Lane view. We request that you honor that good faith agreement and keep those elements in your design so that we can, again, join you to present united support for your newly modified proposal.

Necessary elements are:

- a 38’ set back from the Forest Lane boundary
- replace all the 3rd fl rooms at Forest Lane (east) elevation of the property with a full length trellis and 2nd story landscaping

These elements were negotiated and agreed to over a year and a half of meetings. It was a complete surprise to see that both of these elements were missing from the newest plans. While we might be able to get neighbors to accept the noise of ground level parking, these other elements are foundational to our support going forward. We'd like to see a plan that will work for you and us. If you are not able to keep to this agreement and incorporate these features, then we are sorry to say that we will oppose this proposal.

Warmest regards,

Susan Neville
Carol Diamond
Michael Brady
Dave Forter
Margaret Race
Carol Boyden
Glenna Patton

EXHIBIT I

Park Forest Plus

-Committed to a Just Settlement of the Hampton Inn Project-

Date: 10/1/2018
To: The Planning Commission
From: Park Forest Plus, an Association of the Park Forest and Surrounding Neighborhoods
Re: The Hampton Inn Project at 1704 El Camino Real

Dear Commissioners:

We are writing today to speak to our ongoing concerns regarding the character of our community as it confronts radical change with the pending demolition of the 29-room Red Cottage Inn and its replacement with a 68-room Hampton Inn motel. While our brief statement here regards a very large building, it's also about the neighborhood in which we live. Only careful design and thoughtful consideration of residential communities will ensure that the greater Park Forest area retains the unique character and quality of life, which we have invested in and are rightly proud to live in.

Make no mistake, our strikingly green and leafy surround is about to find itself the neighbor of a massed stucco structure. The proposed hotel, in its current iteration, presents a stark contrast to our existing, tranquil surrounds. In place of mature trees and the Red Cottage's current single and 2-story buildings, the proposed hotel project rises three (3) stories high (up to 38'), nearly 50% above the 26' height of our existing townhouses. On the east side, approximately 100 feet of unarticulated, windowed wall is currently proposed; on the south side the wall is twice that length; and on the north side, plans call for a parking garage just 10 feet from the property line of homes in Buckthorn Park.

The unusual size of the building stems from a Public Benefit Bonus oddly applied for a tax all hotels pay, a bonus we question strongly. There appears to be no public "benefit" to our neighborhoods. Are we not similarly considered part of the "Public?"

Well, what then do we seek? Our concerns are 1) Setbacks from adjacent properties 2) Mass 3) Aesthetics and 4) Environmental Impact (congestion and noise). The proposed development will negatively affect our neighborhood character and the value of our homes. With these variables in mind, community representatives met many times with Mr. Patel, the developer. Over 16 months between December 2016 and March 2018, a pact was reached that would balance the development goals and our goal of preserving our neighborhood character. Mr. Patel then abruptly backtracked from that agreement and changed his plans in May 2018. As a result, we no longer support the Hampton Inn project.

Before abrogation, the pact had features that helped reduce the heavy look of the mass. The design was to remove all third-floor east-facing rooms and to have a 38-foot setback from the east property line. The former arrangement included a trellised garden area, recessed from the plane of the east wall, with plants screening it from our view. Neighbors on Buckthorn Way had a much more attractive view than present plans provide.

Mr. Patel broke the agreement on grounds that construction costs had climbed, notably for the underground garage. At the same time, Mr. Patel has talked of nightly rates roughly twice those considered in the BAE Urban Economics study. With higher revenue and savings from the elimination of the underground parking spaces (55 spaces @ $74,000 = $4,000,000 in savings), there is ample economic room to "think outside the box" on this prominent project. The footprint here needs to be restricted. As a large group of active neighbors, we strongly believe there is much that bears scrutiny, and we look to you, the Planning Commissioners, to uphold our neighborhood concerns. A summary of changes to the plans required to secure our support is attached for your reference.

Sincerely,
The Park Forest Plus Neighborhood

Park Forest Plus

-Committed to a Just Settlement of the Hampton Inn Project-

SUMMARY OF CHANGES TO 1704 ECR PLANS REQUIRED BY RESIDENTS

1. Increase set-back from the east-side property line to a minimum of 38’.
2. Remove all guest rooms on third floor of east facing side of building, creating a balcony.
3. Add a trellis with plants and greenery on third floor balcony of east facing side of building, with no guest access to this balcony/trellis area (only a door for maintenance).
4. Eliminate air conditioning condensers situated on this balcony/trellis area.
5. Add variations in the profile of the east side wall to create more architectural interest.
6. Reduce mass and add more architectural interest on the south side of building.
7. Revise plans for 2nd floor spa that presently is only 10’ from the northside property line and 5’ from the nearest parking slot. It also overlooks Buckthorn Park, thereby intruding on their patios and bedrooms, and adding lights and noise to their way of life.
8. Follow up on staff suggestion (March 2018 Study Session) for recessed windows to give depth to lengths of walls, echoing the Davis Polk building down the street.
9. Plant sufficient kinds, sizes and numbers of trees to provide mass and screening on the south and east property lines.
10. Ensure that the types, sizes and number of trees will be decided between neighbors and developer before construction begins.
11. Require trees to be planted before construction begins to give them a chance to grow a little and become established.

From:	Deborah Melmon
To:	Sandmeier, Corinna D
Subject:	Re: 8 October Study Session: 1704 ECR
Date:	Tuesday, October 2, 2018 2:27:52 PM
Attachments:	BuckthornParkHOA_Letter to Commission re 8Oct2018StudySession.pdf

Hi Corinna,

On behalf of the Buckthorn Park HOA, we are submitting the following document to be made available to the Planning Commissioners as part of the information packet for the **October 8th Study Session on the 1704 ECR development.**

The document includes 2 letters, one which was sent to you on 16 July 2018 expressing our concerns about the new plan submitted by the developer Sagar Patel. The second letter is an addendum specifically expressing our concerns about the minimum setbacks regarding the north property line along Buckthorn Way.

Although we are united with Park Forest Plus in their efforts to oppose this new plan from Mr. Patel, we want to make sure our HOA concerns are not lost in the shuffle. The minimum setback on the north side of this property has the most negative impact in the entire neighborhood as it places a 3-story building 17' from our walls and 10' from our property line. This has made it impossible for us to support the project at 1704 ECR. Mr. Patel and his abrupt new direction for the proposed Hampton Inn shows that he has no regard for the two years of effort that has gone into finding a fair solution for all parties concerned.

We appreciate the opportunity for our voices to be heard at the October 8th meeting.

Sincerely,

Deborah Melmon for the Buckthorn Park HOA

1 October 2018

To: Menlo Park Planning Commission and Staff

From: Buckthorn Park Homeowners Association, 128-148 Buckthorn Way

Subject: 1704 ECR - Proposed Hampton Inn at 1704 El Camino Real

Dear Planning Commissioners and Staff,

This letter represents the current concerns of our homeowners regarding the proposed Hampton Inn development at 1704 ECR and is an *addendum* to the previous letter that we sent to you on 16 July 2018. (Please see attached.) We no longer support the developer, Sagar Patel, and his revised plan for the Hampton Inn Project. Mr. Patel has completely backtracked from the plan that was introduced to the neighborhood at the Planning Commission meeting in March of 2018.

We are currently working with Park Forest Plus, which is an Association of the Park Forest and Surrounding Neighborhoods, and fully support their efforts to find a just settlement of the Hampton Inn Project. We have signed their petition regarding the minimal setbacks of the new plan, but would like to clarify the impact that these minimal setbacks would have on our property specifically and summarize the changes required by our homeowners on Buckthorn Way.

1. We require increased setbacks from the *north-side* property line to a minimum of 38'. With the proposed 10' setback, this places a three-story building 17' from our bordering residences' master-bedroom windows and living rooms.

2. Revise plans for a 2nd floor spa that is presently only 10' from our property line and overlooks our property, bedroom windows and patios.

3. Revise and reduce the first-floor parking area footprint that has parking stalls 5' from the property line and impacts our yards and is situated underneath our bedroom windows.

4. Plant sufficient kinds, sizes and numbers of trees to provide mass screening on the north property line and ensure that the types and sizes of trees and screening will be decided between neighbors and the developer before construction begins. Require trees to be planted before construction begins to give them a chance to grow.

Although the address of this project is on El Camino Real, the actual hotel is tucked into a well-established, unique neighborhood. The impact of this three-story building on this neighborhood and surrounding areas is enormous. We look to you, the Planning Commissioners, to uphold our neighborhood concerns.

Sincerely,
Buckthorn Park Homeowners Association

16 July 2018

To: Corinna D. Sandmeier, Senior Planner, City of Menlo Park

From: Deborah Melmon, 148 Buckthorn Way, Menlo Park

Subject: 1704 ECR - Proposed Hampton Inn (Revised Plans) Comments from the residents of Buckthorn Park Homeowners Association 128-148 Buckthorn Way

Dear Planning Commissioners and Staff,

This letter represents the current concerns of our homeowners regarding the proposed Hampton Inn development at 1704 ECR. We have reviewed the revised proposal and have met with the Red Cottage Inn owner, Sagar Patel. While we appreciate Mr. Patel's willingness to work with our neighborhood, we have serious issues with this revised plan.

In his latest proposal, Mr. Patel has eliminated the underground parking and moved it above ground, which has increased the footprint of the hotel significantly and reduced the setback to 10' along the north elevation. This is most disturbing and not an option that was discussed in the March meeting nor asked for from the surrounding neighborhoods. Homes on Buckthorn Way that border the hotel's property line will have a three-story wall that is 17' feet from their windows and a parking lot just feet from their fence line. The plan that was submitted in March was much more tolerable with an approximate 40' setback and open space with a pool area. We strongly urge the commission to take into consideration the increased impact that this building will now have on our homes with the hotel so close to the property line.

We also discussed the color of the building. There are no white buildings in our neighborhood or on ECR for that matter. Buildings with tile roofs need some color or tone so that they don't become too obtrusive. From our perspective, a light-colored building will only reflect the glare and heat from the afternoon sun. We ask to have a toned wall facing our units and recommend for all of the buildings, using either the darker color suggested for the east elevation or color similar to what is used in the surrounding neighborhood. An example would be the office building on the corner of Encinal and ECR.

We feel that Mr. Patel is open to working with us regarding smaller concessions. He has offered to replace the fencing that borders the north elevation and the fire lane and to allow us to participate in the selection of screening trees. We appreciate his willingness to reduce the amount of windows and the use of low lighting throughout the property. He has stipulated that no deliveries will be made using the back alley and will try to have some of the trash pick happen at the front of the hotel rather than at the back where the noise impact is quite severe, especially at 6am.

That being said, our concerns regarding the setbacks, height, scale and density of this project remain. We are worried about the noise and traffic it would generate, issues of privacy and security and impact on home values. We also understand the need to renovate the hotel and would like to continue to work with Mr. Patel on finding solutions that would be fair for both parties. Most of the concessions we are asking for are small, but the issue of minimal setbacks is a *major* problem and one that we urge you to consider.

Respectfully,

Buckthorn Park HOA

Liren Peng	128 Buckthorn Way
Suzan Liao	132 Buckthorn Way
Hanqing Liu	136 Buckthorn Way
Linda Sadunas	144 Buckthorn Way
Deborah Melmon	148 Buckthorn Way