CITY OF MENLO PARK

STAFF REPORT

Planning Commission
Meeting Date: **7/22/2019**
Staff Report Number: **19-049-PC**

Choose an item. **Study Session/HuHanTwo, LLC/201 El Camino Real**

Recommendation

Staff recommends that the Planning Commission review and provide feedback on a proposal to demolish an existing one-story commercial building and one-story multi-family residential building and the construction of a new three-story mixed-use building with below-grade parking. The building would consist of medical office, retail, and restaurant uses on the first floor and 12 residential units on the second and third floors in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project also includes two townhouses to be built in an adjacent property located in the R-3 (Apartment District) zoning district. The project is anticipated to ultimately require the following actions:

1. **Public Benefit Bonus**, with the benefit consisting of rounding up a fractional BMR unit requirement to incorporate two onsite BMR units into the project;
2. **Environmental Review** to analyze the project's consistency with the Downtown Specific Plan Environmental Impact Report (EIR) to determine the appropriate level of environmental review and analyze any potential additional environmental impacts of the project;
3. **Architectural Control** to review the design of the proposed buildings and associated site improvements;
4. **Lot Merger** to combine the SP-ECR/D lots and abandon a portion of Alto Lane;
5. **Major Subdivision** to create residential and commercial condominium units;
6. **Below Market Rate (BMR) Housing Agreement** to provide on-site BMR units in accordance with the City's BMR Ordinance for residential uses; and
7. **Heritage Tree Removal Permits** to remove three heritage size coast redwood trees.

Additional actions and entitlements may be required as the project plans are refined. No formal actions will be taken at this time. Staff is requesting the Planning Commission to review and provide individual Planning Commissioner feedback on the project, specifically the appropriateness of the fractional BMR unit as the public benefit, to the applicant and staff. The report identifies the following topic areas for the Planning Commission's consideration:

- Value of Public Benefit
- Commercial land use breakdown
- Architectural design and materials
- Alto Lane abandonment and public access easement
- Density
- Overall approach

More detail on the above list is included in the "Planning Commission considerations" section of the report. The Planning Commission's discussion and comments are not limited to the above list.

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 and City Council will ultimately consider whether the required findings for each individual requested land use entitlement can be made for the proposed project. Since the project contains a major subdivision, the Planning Commission is the recommending body to the City Council, who will take final action for the project. For the study session, Planning Commissioners should provide feedback on the adequacy of the Public Benefit Bonus proposal, as well as the design and other aspects of the proposed development.

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

Background

Site location

The project site consists of two SP-ECR/D zoned parcels, and a portion of Alto Lane to be abandoned between these parcels, with a total lot area of approximately 17,304 square feet, and currently contains a one-story (four-unit) commercial building that is approximately 6,032 square feet in size. Two of the commercial units are currently vacant, and a restaurant and a general personal services use occupy the other two units. The SP-ECR/D parcel to the west of Alto Lane is currently used as a private parking lot for the commercial building at 201 El Camino Real. The project site also comprises a 7,923-square-foot parcel that is zoned R-3, with a one-story, four-unit residential building and a detached accessory building. Combined, the project site is 25,227 square feet, and the existing buildings and site improvements would all be demolished as part of the proposed redevelopment of the project site.

For purposes of this staff report, El Camino Real (California State Route 82) is considered to have a north-south orientation, and all compass directions referenced will use this orientation. The project site is located at the northwest corner of El Camino Real and Cambridge Avenue. The project site is bounded by Cambridge Avenue to the south and El Camino Real to the east. The parcels to the west of the project site are located in the R-3 and R-2 (Low Density Apartment) zoning districts. Parcels to the north and south along El Camino Real are located in the SP-ECR/D zoning district, and parcels in closer vicinity to the project site along El Camino Real are located within the El Camino Real South-West (ECR SW) sub-district and the El Camino Real Mixed Use (ECRMU) land use designation, which is also the sub-district and land use designation for the non-R-3 portions of the site, respectively. A location map is provided as Attachment A.

Analysis

Project description

The applicant is proposing to demolish the existing onsite commercial and multifamily residential buildings and construct a new three-story mixed-use building with below-grade parking and two detached two-story townhouses. The mixed-use building would consist of medical office, retail, and restaurant uses on the first floor and 12 residential units on the second and third floors. Two detached townhouses would be located on the R-3 zoned parcel adjacent to the mixed-use building. Table 1 provides the land use details for the subject property, including the permitted uses on the two differently zoned properties.

Table 1: Land Use Information

	Existing Development	Proposed Development	Zoning Ordinance
201 El Camino Real and SP-ECR/D Parcels			
Restaurant	1,506.4 SF	1,200.0 SF	N/A
Personal Services	1,395.0 SF	N/A	N/A
Retail	N/A	2,962.4 SF	N/A
Medical Office	N/A	2,984.5 SF	8,652.0 SF*
Stair and Common Areas	N/A	951.2 SF	N/A
Commercial Square Footage	2,901.4 SF**	7,146.9 SF	25,956.0 SF***
Residential Square Footage	N/A	17,580.8 SF	25,956.0 SF***
Total Site Square Footage	6,032.2 SF	25,678.9 SF	25,956.0 SF***
Residential Units	N/A	12 units	15 units
612 Cambridge Avenue (R-3 Parcel)			
Residential Square Footage	2,700.0 SF	3,564.5 SF	3,565.4 SF
Accessory Buildings	300.0 SF	N/A	N/A
Total Site Square Footage	3,083.0 SF***	2,213 SF	2,377 SF
Residential Units	4 units	2 units	2 units
Total Project Square Footage	9,115.2 SF	29,243.4 SF	29,521.4 SF
Total Residential Units	4 units	14 units	17 units

* The maximum allowable medical office square footage on site is based on the Bonus level development, which is one-third of the maximum FAR, 25,956.0 square feet.
** This existing total accounts for one restaurant use, one personal services use, and two vacant units currently on site.
*** The maximum allowable gross floor area (GFA) is based on the Bonus level of development (1.5 FAR), and includes all residential and commercial square footage.

The mixed-use building would have a J-shaped footprint with a landscaped courtyard along the rear of the mixed-use building, near the townhouses. The front and corner side of the mixed-use building (facing El Camino Real and Cambridge Avenue, respectively) would step down from three to two stories in height, apart from a building break along the side of the building facing Cambridge Avenue, where the massing would consistently remain three stories in height while recessed 20 feet from the property line.

The proposed site layout is designed with Cambridge Avenue as the primary access, with a driveway leading to the mixed-use building's main entrance and to the underground parking levels. All parking for the development, including the two detached townhouses, would be located in the underground parking garage which would be located beneath the mixed-use building. Table 2 provides summary of the details for the existing and proposed development, also highlighting the allowable development per the Specific Plan and R-3 zoning district.

Table 2: Development Summary

	Existing Development	Proposed Development	Zoning Ordinance
201 El Camino Real and SP-ECR/D Parcels			
Lot Area	17,304 SF	17,304 SF	17,304 SF
Gross Floor Area (GFA)	6,000 SF	25,679 SF	Base: 19,034 SF (1.1 FAR) Bonus: 25,956 SF (1.5 FAR)
Density	0 du/ac	30 du/ac	Base: 25 du/ac Bonus: 40 du/ac
Residential Units	0 units	12 units	Base: 9 units Bonus: 15 units
Height	One Story	38 feet*	38 feet*
Façade height	One Story	30 feet	30 feet
612 Cambridge Avenue			
Lot Area	7,923 SF	7,923 SF	7,923 SF
Gross Floor Area (GFA)	3,000 SF**	3,565 SF	3,565 SF
Building Coverage	3,083 SF***	2,213 SF	2,377 SF
Residential Units	4 units	2 units	2 units
Height	One Story	26.2 feet	35 feet
Total Project GFA	25,678 SF	29,243.4 SF	29,521.4 SF

* This height requirement exempts a four-foot parapet, which is also allowed with the maximum height.
** The total existing GFA for the 612 Cambridge Avenue property includes a 300-square foot accessory building.
*** The total existing building coverage for the 612 Cambridge Avenue property includes a 300-square foot accessory building and an 83-square-foot roofed sitting area.

The proposed development would be at an approximately 1.48 FAR at the Public Benefit Bonus level, just below the maximum of 1.5 FAR for Bonus level development, and would exceed the Base level density/intensity standards of 1.1 FAR in the ECR SW sub-district. The proposed building would adhere to the ECR SW sub-district height maximums, which have an overall limit of 38 feet, and a façade height limit of 30 feet for all façades, except interior side facades, as measured at the minimum setback. In addition, the proposed project would satisfy the common and private open space requirements on site. The project plans are included as Attachment B.

Square footage for circulation, such as stairs and elevators, is calculated toward the land uses that use it based on the ratio of square footage. For mixed-use projects, circulation that provided access to residential and commercial portions of the building would be included in the calculation for GFA by land use accordingly. The proposed project includes approximately 951 square feet of circulation that is not currently allocated to the appropriate land uses. As such, the proposed parking is currently below the required parking and would need additional refinement and revision. Staff will work with the applicant in the subsequent resubmittal to appropriately allocate these areas based on the land uses connected to these portions of the building and ensure compliance with the parking requirement accordingly.

The proposal requires architectural control review by the Planning Commission, including consideration of a public benefit bonus for an increase in Floor Area Ratio (FAR) and allowable residential density above the base level. As part of the project, three heritage sized coast redwood trees are proposed for removal, which are discussed in more detail in the Trees and landscaping section of the report.

Site layout

The site is generally long when viewed from El Camino Real, and the current commercial building at 201 El Camino Real is generally built up to the front, interior side, and corner side property lines, with the building setback in the rear approximately 19 feet, 6 inches to allow for parking adjacent to Alto Lane. Alto Lane would be eliminated, with portions of the roadway being abandoned and incorporated into the project and the neighboring property located at 241 El Camino Real. However, a new, 15-foot-wide public access easement is proposed between the mixed-use building and the townhouses to provide pedestrian and bicycle access to the neighboring 241 El Camino Real property, along with access to the proposed restaurant space. The R-3 property is currently nonconforming with respect to the left side setback, total building coverage, distance between main buildings on adjacent properties, and distance between accessory buildings. Setback information for the existing and proposed project is provided in Table 3 below.

Table 3: Setback Details			
	Existing Development	Proposed Development	Zoning Ordinance
201 El Camino Real			
Front Setback	0.0 feet	7.0 feet	7 feet
Rear Setback	19.6 feet	20.9 feet	20 feet
Corner Side Setback	0.0 feet	7.0 feet	7 feet
Interior Side Setback	0.8 feet	5.2 feet	5 feet
612 Cambridge Avenue			
Front Setback	21.5 feet	20.0 feet	20 feet
Rear Setback	26.9 feet	15.0 feet	15 feet
Left Side Setback	4.0 feet	12.0 feet	10 feet
Right Side Setback	13.2 feet	15.0 feet	10 feet

In addition to the setbacks outlined above, the distance between the two proposed townhouses as currently proposed does not comply with the R-3 zoning regulations, which require a minimum separation distance of half of the height of the onsite buildings, which would be 26 feet, two and one-half inches. The project would need to be revised to comply with the separation requirement, as part of the future project review.

The proposed project would continue to contain limited setbacks along Cambridge Avenue and El Camino Real on the Specific Plan properties to comply with the setback requirement (minimum seven feet and maximum 12 feet). However, along the street frontages, the project would incorporate the enhanced sidewalks required by the Specific Plan. The ground floor of the site would include a medical office component at the corner of El Camino Real and Cambridge Avenue, a retail component along Cambridge Avenue, and a restaurant use located interior to the project site. The retail component of the site would have its main entry at the major modulation along the Cambridge Avenue façade. The restaurant use would be accessed from the proposed pedestrian access from Cambridge Avenue, between the townhomes and the mixed-use building. As stated previously in the Project description, the mixed-use building would be separated from the two townhomes by a pedestrian/bicycle pathway through the site. The below-grade parking would be accessed from Cambridge Avenue, adjacent to the pedestrian pathway and at the western edge of the mixed-use building. In addition, the proposed trash and recycling room would be accessed by the service provider from Cambridge Avenue adjacent to the driveway ramp to the underground garage. The proposed garage ramp would be screened from the pedestrian pathway by a low stucco wall.

Design and materials

As described in the applicant's project description letter (Attachment C), the applicant initially submitted a proposal with a Monterey-Spanish style but the project has been further refined over multiple iterations

while still retaining this architectural style. Since the first submittal, the applicant has removed a prominent rounded corner feature to relate to the round building located at 145 El Camino Real (located across Cambridge Avenue), and the applicant has added two detached townhouses in the R-3 lot located at 612 Cambridge Avenue. Forms, rooflines, details, and materials would appear similar to those found during the early twentieth century California's Spanish Revival. The roof form variations in hips and gables would relate well with one another and provide a comprehensive architectural design.

For the mixed-use building, the primary materials would include smooth texture stucco walls and clay tile roofing. The roofing would have a mix of red and brown colored terracotta tiles to provide a more traditional look, and would also contain some portions of glass barrel tiles as well. Walls are anticipated to be white ("pearly white") in color except at the rear portion of the building (west façade), where a tan color ("rodeo roundup") is proposed to provide a contrast along the building break. In addition to the color change for the rear portion of the mixed-use building along Cambridge Avenue, the rear portion would include curved parapet elements and curvilinear awnings to provide an architecturally different component. The rear portion would effectively appear as a separate building. The material and color variation would continue along the public access through the project site.

Two detached townhouses, along Cambridge Avenue, would be identical but configured inversely. The main materials would include smooth texture stucco walls and clay tile roofing, like the mixed-use building. Walls would be a cream color ("flickering firefly") consistently around the buildings, which would be slightly different than the mixed-use building stucco colors. The roof forms would be similar to the mixed-use building, incorporating both gables and rounded parapets, while adding hipped roof elements.

For all buildings on site, the windows would be framed with rough sawn timber, of a dark brown frame color ("truffle"), and the glazing would consist of bronze-colored aluminum mullions. Windows would have exterior applied rectangular subdivisions consistent with period fenestration. Both the mixed-use and town home buildings along Cambridge Avenue would have balconies overlooking the street. For both the mixed-use and town house buildings, façade colors may be further refined or modified through the process and the Planning Commission may wish to provide feedback on the proposed color scheme for the project at this time.

Planning commission design considerations

The City contracts with a design review consultant to assist in reviewing projects for compliance with the Specific Plan design standards and guidelines. The City's consultant has identified the following potential areas where the project design could be modified to improve compliance and overall architectural expression and staff will be working with the applicant to incorporate these potential modifications after the study session. The Planning Commission may wish to consider the following comments and provide direction and feedback to the applicant and staff.

- Add tile or other accent materials to the stucco color change from white to tan at the major modulation on the Cambridge Avenue façade to enhance the visual transition between forms.
- Further emphasize the minor modulation along Cambridge Avenue, specifically at the bedroom window for Unit 5, to accentuate the modulation from other windows/wall surfaces.
- To enhance the minor modulation along El Camino Real, refine the façade elements to present more

hierarchy and visually enrich the bay projections.
- Planning Commission could consider whether the retail entry (facing Cambridge Avenue) should have some tile or similar accents to the façade treatment to further supplement its visual prominence.

Required revisions for compliance

In addition, the project would also need to make additional revisions to comply with the zoning requirements in both the Specific Plan and R-3 zoned portions of the subject property. Staff will be working with the applicant to revise the project to comply with the Zoning Ordinance and Specific Plan. For the Commission's reference, staff has identified the following issues that will need to be addressed with future plan set submittals:

- The building projections value needs to be recalculated along Cambridge Avenue to include all second-story balconies as a façade projection, including the minor modulation in the primary façade. With these revisions, the total area of all building projections appear to still not exceed 35% of the primary building façade area, which will need to be further revised.
- The project plans have not yet demonstrated transparency diagrams or calculations at this time. Staff would review and confirm compliance as the plans get further refined.

The project plans do not currently identify window/storefront dimensions to demonstrate at least six inches of separation recessed from the primary building façade, but the first floor plan appears to indicate compliance for most storefronts.

Parking and circulation

The proposed development includes 59 parking spaces, all to be provided within the two-level below-grade parking levels beneath the mixed-use building. This parking structure would also house the required parking for the two detached townhouses. The residential parking component would utilize stackers, which have been proposed on a number of other projects, and staff believes these are acceptable for this application. The applicant has acknowledged that their current parking provided would not satisfy the required parking for the site, given the fact that portions of the stairways and elevator have not been calculated to account for the multiple use types. It is likely that at least one additional parking space may be required based on the proposed development. The project would need to be revised with the next submittal to accurately calculate onsite parking based on any updates to the land uses and parking garage. Additionally, the applicant could consider a shared parking analysis to identify whether parking would be sufficient given the proposed mix of land uses for the project, as permitted by the Specific Plan. Any potential shared parking analysis would be subject to review and approval of the City's Transportation Division. Table 4 provides a breakdown of the specific parking requirements and provisions on site, based on the varied zoning districts and use types.

Table 4: Parking Required and Provided				
Use Type	**Square Footage**	**Parking Rate**	**Parking Required**	**Parking Provided**
Mixed Use – Medical Office	2,984.5 SF	4.5 spaces per 1,000 SF	13.4 spaces	13 covered spaces
Mixed Use – Retail	2,962.4 SF	4 spaces per 1,000 SF	11.8 spaces	12 covered spaces
Mixed Use – Restaurant	1,200.0 SF	6 spaces per 1,000 SF	7.2 spaces	7 covered spaces
Mixed Use – Residential	17,580.8 SF	1.85 spaces per unit	22.2 spaces	22 covered spaces
R-3 Townhouses	3,564.5 SF	2 spaces per unit*	4 spaces	4 covered spaces
Total	**25,678 SF**	**--**	**59 spaces****	**59 covered spaces**

Notes:
* For the R-3 zoning district requirement, each unit is required to provide two parking spaces, with at least one of the spaces being covered.
** This total parking required does not account for 951.2 square feet of common stair and elevator areas, of which portions may be considered as additional non-residential floor area that may trigger additional required parking.

Primary access would be from Cambridge Avenue, via a driveway that circulates under the mixed-use building's footprint. There are two staircases and one elevator for non-vehicular access to the below grade parking structure. One staircase is located in the northeast corner of the building and is adjacent to the medical office frontage along El Camino Real, while the elevator and other staircase can be accessed between the trash and recycling enclosure and restaurant space.
As a component of the Specific Plan transportation requirements, the proposed project is required to provide six short-term bicycle parking spaces on site. The applicant has chosen to provide the required short-term bicycle parking in the public right-of-way, with two two-bicycle racks proposed along the sidewalk of Cambridge Avenue and one two-bicycle rack proposed along the sidewalk of El Camino Real. The Planning Commission should provide guidance on whether or not the locations of the short-term bicycle parking are appropriate.

Vehicular and pedestrian access would be possible around the entire perimeter of the mixed-use building, via a paved pathway. In addition, to address the removal of Alto Lane, a 15-foot public access easement, containing a landscaped path, would allow for pedestrian and bicycle access to the 241 El Camino Real property and additional neighboring properties to the north.

Major subdivision
The applicant has indicated that they are pursuing a major subdivision for the proposed project to create 14 condominium residential units, including the two R-3 townhouses, and one condominium commercial unit on two legal lots. The tentative map for the major subdivision would enable the abandonment of Alto Lane and the merging of the two SP-ECR/D parcels. It is likely that the commercial components of the proposed project would be mapped as one unit but it also possible that these may be subdivided into multiple commercial units. Further refinement would be needed for this process. This major subdivision would require Planning Commission review and recommendation to the City Council for action.

Trees and landscaping

The applicant has submitted an arborist report (Attachment D), detailing the species, size, and conditions of the heritage and non-heritage trees on site. The report discusses the impacts of the proposed improvements and provides recommendations for tree maintenance and the protection of some trees, based on their health. As part of the project review process, the arborist report was reviewed by the City Arborist.

Based on the arborist report, there are nine heritage trees located within the subject property, which are summarized in Table 5 below.

Table 5: Heritage Trees

Tree Number	Species	Size (Diameter)	Proposed Removal	Justification
1	Coast Redwood	29.6 inches	Yes	Located within the proposed construction
2	Coast Redwood	27.2 inches	No	N/A
3	Valley Oak	19.2 inches	No	N/A
5	Coast Redwood	33.7 inches	Yes	Poor health and condition
6	Coast Redwood	23.1 inches	Yes	Located within the proposed construction
9	Valley Oak	40.3 inches	No	N/A
10	Coast Redwood	24.0 inches	No	N/A
11	Black Acacia	21.7 inches	No	N/A
12	Black Acacia	23.8 inches	No	N/A

There are also six non-heritage trees located within the subject property, which are summarized in Table 6 below. The arborist report also identifies three non-heritage street sycamore trees located in the right-of-way adjacent to the subject property, along the sidewalk facing El Camino Real. The arborist report recommends removal of two of street trees. Table 6 provides further information on the onsite heritage trees.

Table 6: Heritage Trees				
Tree Number	Species	Size (Diameter)	Proposed Removal	Justification
4	Honey Locust	12.3 inches	No	N/A
7	Coast Redwood	9.6 inches	No	N/A
8	Coast Redwood	14.8 inches	No	N/A
13	Chinese Elm	14.1 inches	No	N/A
14	Black Walnut	9.7 inches	No	N/A
15	Plum	10.5 inches	No	N/A
16	Sycamore	2.8 inches	Yes	Street Tree subject to City Determination
17	Sycamore	5.2 inches	Yes	Street Tree subject to City Determination
18	Sycamore	3.5 inches	No	Street Tree subject to City Determination

To protect the heritage and non-heritage trees on site, the arborist report has identified tree protection fencing as a suitable protection measure for several trees on site, with varying tree protection zone (TPZ) sizes based on the roots and trunk diameters of the affected trees. For Tree 18, the street non-heritage sycamore tree located in the front of the subject property on El Camino Real and in the public right-of-way, the arborist report identifies using four layers of snow fencing wrapped around the tree, containing wooden slats that are two inches thick and 10 feet in height.

At this time, the City Arborist is still reviewing the report, including the tree protection measures, and updates to the report may be made through the process. As such, no heritage tree removal permits would be approved until the Planning Commission has taken final action on the proposed project.

Below Market Rate (BMR) Housing Agreement

The proposed development would be subject to the City's BMR requirement. BMR units are counted based on their for sale value. 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. In the case of an on-site provision, the proposed development would need to provide ten percent of the units as BMR. Therefore, this 14-unit project would need to provide 1.4 BMR units on site. When a requirement involves fractional units, the payment of the in-lieu fee for that portion of the requirement may be appropriate. The applicant has proposed to provide two BMR units on site, instead of one unit the payment of the in-lieu fee for the fractional units. Both of these units are proposed to be low income, which would be for households earning up to 80 percent of the area median income (AMI). Through this provision, the applicant is seeking to have the additional 0.6 BMR units above the 1.4 required units be counted as their public benefit. The Planning Commission should provide guidance on whether or not this amount of proposed public benefit is sufficient.

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

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

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

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 an analysis by BAE Urban Economics (BAE), which is included as Attachment E.

For the value of the proposed bonus project, consisting of 14 residential units and a variety of non-residential uses, 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 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 the proposed project at the base level and the bonus level. Specifically, no development scenario would provide significant excess developer profit, but the bonus level project could result in an increase in the residual project value compared to the base level project, which could range from $868,000 to $1,700,000, depending on how definitively identified the prospective tenants (i.e., build-to-suit) for the non-residential spaces are. The pro forma takes into account factors such as current construction costs, City fees, capitalization rates, and typical rental rates for the varying use types.

Public benefit proposal

As stated in the applicant's project description letter and summarized previously in the report, the applicant is proposing to provide an additional portion of BMR housing as the public benefit from the proposed project, specifically 0.6 BMR units. This is determined by calculating the difference between the number of

BMR units proposed in the project (two) and the number of units required under the City's BMR ordinance (10 percent of the proposed 14 housing units, or 1.4 units). The Specific Plan lists "Affordable Residential Units" as one of several elements that could be considered as public benefits due to the City's need to provide built affordable housing units, although this list is not binding; each proposal needs to be reviewed on a case-by-case basis.

Correspondence

Initially, within a few weeks of the first submittal and subsequent outreach for the project, the applicant indicates that some comments from their outreach led to their plan revision to include two detached townhouses on site, along with the mixed-use building. The applicant indicates that the applicant team later held two open house meetings between during March 15th and 16th of 2019, and following these meetings, the applicants made a number of changes to their proposal. Following this meeting and additional outreach from the applicant, several additional comments were provided, primarily expressing concern with the loss of a restaurant use and increased parking and traffic issues. The applicant is aware of the need to revise their building square footage and parking allocation to be consistent with the requirements in the Specific Plan. As stated previously, the applicant could consider conducting a shared parking analysis to identify whether the project would sufficiently provide parking for the proposed mix of land uses, which would be subject to review and approval of the Transportation Division. Additionally, the applicant has proposed a restaurant use within the project to allow for a restaurant to serve the community. All 35 of the public comments and correspondence received are in Attachment F.

Planning Commission considerations

The following comments/questions are suggested by staff to guide the Commission's discussion, although Commissioners should feel free to explore other topics of interest. Some of the topics listed below were previously identified throughout the staff report.

- **Value of Public Benefit.** Is the proposed public benefit, in the form of 0.6 BMR units, sufficient for the project?
- **Commercial land use breakdown.** Is the proposed provision of restaurant, retail, and medical office uses appropriate for this site and the broader community?
- **Architectural design and materials.** Is the proposed contemporary Monterey-Spanish style appropriate for each of the three proposed buildings? Does the Planning Commission believe the overall proposal contains a cohesive design, provides visual interest, and breaks up the massing?
- **Alto Lane abandonment and public access easement.** Is the request to abandon the 20-foot-wide Alto Lane and instead provide a 15-foot-wide public access easement appropriate in addressing the access needs for the community within and through the subject property?
- **Density.** Does the proposed project achieve a desirable density for the property, especially given the housing needs in the Downtown area?
- **Overall approach.** Is the overall aesthetic approach for the project consistent with the Planning Commission's expectations for a mixed-use development within the Specific Plan area? Does the

Planning Commission believe that the proposed project's architectural design and site layout are compatible with the community and neighboring developments?

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

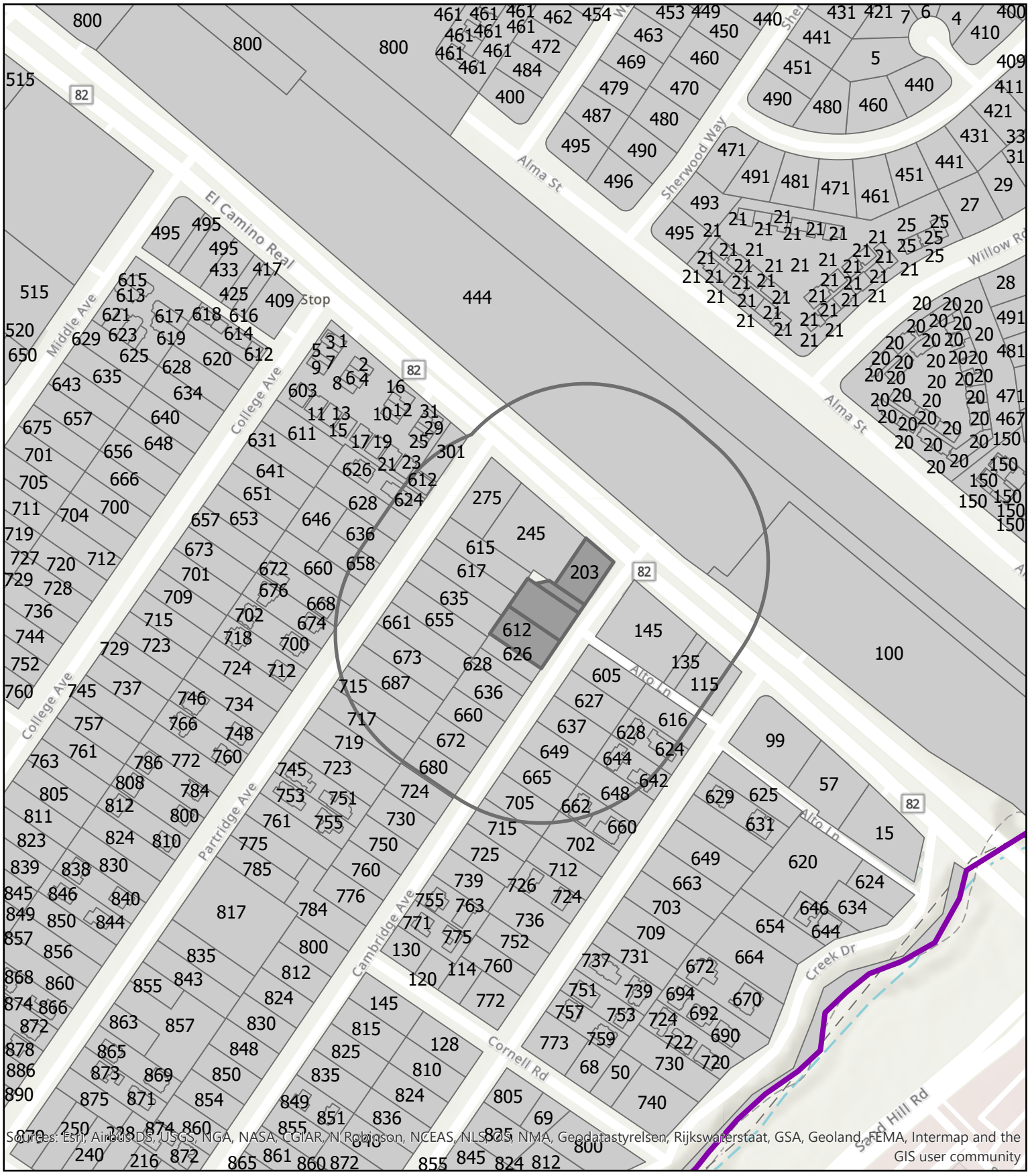
Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject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

Attachments

A. Location Map
B. Project Plans
C. Project Description Letter
D. Arborist Report
E. Analysis of Proposed Public Benefit from a Proposed Project at 201 El Camino Real and 612 Cambridge Avenue, Menlo Park
F. Correspondence

Report prepared by:
Matt Pruter, Associate Planner

Report reviewed by:
Kyle Perata, Principal Planner



CITY OF MENLO PARK

LOCATION MAP

201 EL CAMINO REAL

CITY OF MENLO PARK

Scale: 1:3,000 Drawn By: MAP Checked By: KTP Date: 7/22/19

N

A1

201 EL CAMINO REAL & 612 CAMBRIDGE AVENUE

MENLO PARK, CA 94025

Planning Permit #: PLN2018-00061

APN/Parcel ID: 071-413-200, 370, 380

Chapter 5 Area and Construction Type Analysis:
Mixed use, Separated Occupancy Building per CBC 508.4

Occupancies: B, M, R-2, S-2.
Construction Type: VA

Permitted Height, Stories & Area by Occupancy Type for Buildings with 5 Increase for Area (SM):

Height:	B,M,S:	50'
	R-2	50'
Stories:	B	3
	M	3
	R-2	3
	S	4
Area:	B	54,000
	M	42,000
	R-2	36,000
	S-2	63,000

Proposed Building Height: 38'
Proposed Stories:

B	1
M	1
R-2	3

Proposed Area, First Floor:

B	3,000
M	4,484
R-2	1,215
Total:	9,025

Proposed Area, Second Floor:

R-2	9,138

Proposed Area, Third Floor:

R-2	7,741

For each story area, Aggregated sum of the Ratios:

1st. 3,000/54,000 + 4,484/42,000 + 1,215/36,000 = 0.196 < 1.0
2nd. 9,138/36,000 = 0.253 < 1.0
3rd. 7,741/36,000 = 0.215 < 1.0

For Total Building Area, Aggregated sum of the Ratios: 0.664 < 2.0

Per Section 506.1.3, Basements need not be included in the total allowable floor area of a building provided the total area of such basements does not exceed the area permitted for a one-story above grade plan building.

Proposed Area, Basement Level 1: S-2 13,944
Proposed Area, Basement Level 2: S-2 13,944
Total Basement Area: 27,888 > 63,000

201 El Camino Real, Menlo Park, CA
Zoning Analysis

Zoning: 201 El Camino Real ECR SW
Site Area: 17,304 sf*
Proposed Used: Retail, Medical Offices, Residential

PERMITTED DEVELOPMENT INTENSITY	BASE ZONING	PERMITTED WITH PUBLIC BENEFIT	PROPOSED INTENSITY	PROPOSED CONSTRUCTION:
			Proposed Gross Floor Area:	25,678.9 s.f.
Max FAR for all Uses:	1.1	1.5	Proposed Total FAR:	1.484 ≤1.5
Permitted Floor Area:	19,034.4 s.f.	25,956.0 s.f.	Proposed Res. Units:	12 Units
			Proposed Density:	30.00 Units/acre
Max Medical FAR:	33%	33%	Proposed Medical FAR:	0.11 <0.33
Max. Medical Floor Area:	6,338.5 s.f.	8,643.3 s.f.	Proposed Floor Areas:	
			Medical:	2,984.5 s.f.
			Restaurant:	1,200.0 s.f.
Permitted Density:	25 Units/acre	40 Units/acre	Retail:	2,962.4 s.f.
# Res. Units:	9 Units	15 Units	Exit Stair # 3:	176.8 s.f.
			Common Circulation:	774.4 s.f.
BMR Housing:			Residential Floor Area:	17,580.8 s.f.
BMR requirement @ 10%:	0.9	1.5	BMR Units Proposed:	2 Units

* The lot area of the R-3 zoned 612 Cambridge parcel is not included in the lot area for these calculations.
** Residential Floor Area includes floor area on all three levels.

Setbacks:				
Front	7'	Front	7'	
Right Side	5'	Right Side	5'	
Left Side	7'	Left Side	7'	
Rear:	20'	Rear:	20'	

Open Space Minimum:	30%	Private Open Space	1,705.5 s.f.
		Common Open Space	6,582.6 s.f.
Minimum Required	5191.2 s.f.	Total Provided:	8,288.1 s.f.

Required Vehicle Parking:		Proposed Vehicle Parking:		
Retail Parking @ 4.0 per 1,000 sf	11.8 cars	Level 1:	21	cars, standard stalls
Restaurant@ 6.0 per 1,000 sf	7.2	Level 2:	10	cars, standard stalls
Med. Parking @ 4.5 per 1,000 sf	13.4 cars	Level 2:	28	cars, stacker units
Res. Parking @ 1.85 per Unit	22.2 cars			
612 Cambridge, 2 units:	4.0 cars			
Total on-site Parking required:	59 cars	Total:	59	
ADA Parking Reqired:		EVSE Requirements:		
Commercial: 2 Spaces Required		Commercial: 2 Total		
1 Van Accessible		1 Standard Space EVSE Ready		
1 Standard Accessible		1 Space EVSE Ready w/ Accessible Aisle		
Residential: 1 Space Required:		Residential: 14 Total		
1 Van Accessible		11 Standard Spaces EVSE Ready		
		2 Standard spaces EVSE Installed		
		1 Space Installed w/ Accessible Aisle		
Required Bike Parking:				
Medical	Long Term; 1 per 10,000 sf:	2		
	Short Term; 1 per 20,000 sf:	2		
Retail	Long Term; 1 per 12,000 sf	2	18 Long Term	
	Short Term; 1 per 5,000 sf:	2	6 Short Term	
Residential, Multi Family:	Long Term; 1 per unit:	14		
	Short Term; 1 per 10 units:	2		

612 Cambridge Ave, Menlo Park, CA
Zoning Analysis

Zoning: 612 Cambridge R-3
Site Area: 7923 sf
Proposed Used: 2 Residential Townhomes

PERMITTED DEVELOPMENT INTENSITY		PROPOSED INTENSITY	
Max Density:	2 units	Proposed Density:	2 units
Maximum FAR	0.45	Proposed FAR	0.450
Maximum Floor Area:	3,565 sf	Proposed Floor Area:	3,564.5 44.99%
Maximum Lot Coverage	2,377 sf	Proposed Lot Coverage	2,213.0 27.93%
Min. Required Open Space:	3,962 sf	Open Space Provided:	5,709 72.06%
Maximum Height:	35 ft	Proposed Height:	26 2-1/2 ft
Parking requirement:	2 Per Unit		
Total Parking Required:	4	Parking provided:	4 ***

DRAWING INDEX

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A-0.2	EXISTING/ DEMO SITE PLAN	A-3.8	ROOF PLAN	RCP-1.2	LIGHTING PHOTOMETRICS
A-0.3A	BEST MANAGEMENT PRACTICES - STORMWATER	A-4.1	PROPOSED STREET SCAPE VIEWS	RCP-1.3	LIGHTING PHOTOMETRICS
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A-1.5	AREA PLAN - 3RD FLOOR	A-5.5	BUILDING SECTIONS	Joint Trench	
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Total Sheets: 64

General Notes:
The project is subject to the California Building Standards Code at the time of Building permit application.
The project is subject to the California Green Building Standards Code (Cal Green) in effect at the time of Building permit submittal and any local amendments to the Code. Other forms of green building checklist will not be accepted in-lieu of the Cal Green requirements.
All deferred submittals other than trusses are to be approved by the Building Official prior to Building Permit application.

MEP Notes:
All sanitary sewer lines shall have a slope of 2% unless otherwise approved by the Building Official.
All sanitary sewer lines will gravity feed to the sewer mains in the public right of way unless otherwise approved by the Building Official.
HVAC equipment Shall not exceed the threshold levels as established in Chapter 8.06 of the City of Menlo Park Municipal Code.
Do not run condensate water run into the storm drain systems.

VICINITY MAP

PROJECT TEAM

HISTORICAL STUDY:
Urban Programmers
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Mobil:
Email: chshao@chsconsulting.net

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Email: jleys@sherwoodengineers.com

STRUCTURAL ENGINEER:
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, CA 94
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Mobil:
Email:

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Mobil: (925) 783-4300
Email: alfred@jointutility.com

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Phone: (415) 805-7995
Mobil:
Email: Tim.Tosta@arentfox.com

GENERAL CONTRACTOR:
T.B.D.
Phone:
Mobil:
Email:

OWNER:
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Atherton, CA 94027
Phone:
Mobil: (202) 550-0045
Email: yihanhu@stanford.edu

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DATE 06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
COVER SHEET

SHEET NUMBER
A-0.0

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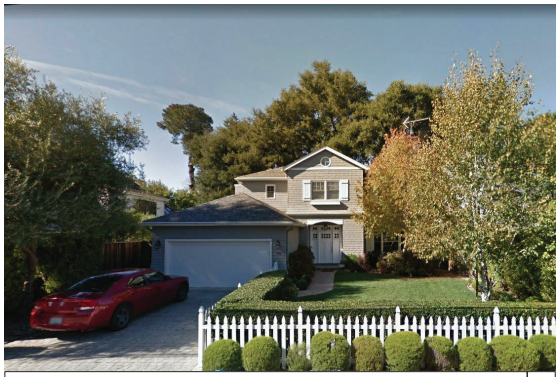
EID ARCHITECTS ECO-FUNCTIONAL ARCHITECTURE



EXISTING NEIGHBORHOOD HOUSE - 776 CAMBRIDGE | 9.

EXISTING NEIGHBORHOOD HOUSE - 730/ 724 CAMBRIDGE | 6.

EXISTING NEIGHBORHOOD HOUSE - 680 CAMBRIDGE | 3.

EXISTING NEIGHBORHOOD HOUSE - 649/ 665 CAMBRIDGE | 8.

EXISTING NEIGHBORHOOD HOUSE - 715 CAMBRIDGE | 5.

EXISTING NEIGHBORHOOD HOUSE - 739 CAMBRIDGE | 2.

EXISTING NEIGHBORHOOD HOUSE - 628/ 626/ 612 CAMBRIDGE | 7.

EXISTING NEIGHBORHOOD COMMERCIAL - 145 EL CAMINO | 4.

EXISTING NEIGHBORHOOD - 605 CAMBRIDGE | 1.

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
EXISTING STREET VIEWS OF NEIGHBORHOOD

SHEET NUMBER
A-0.1

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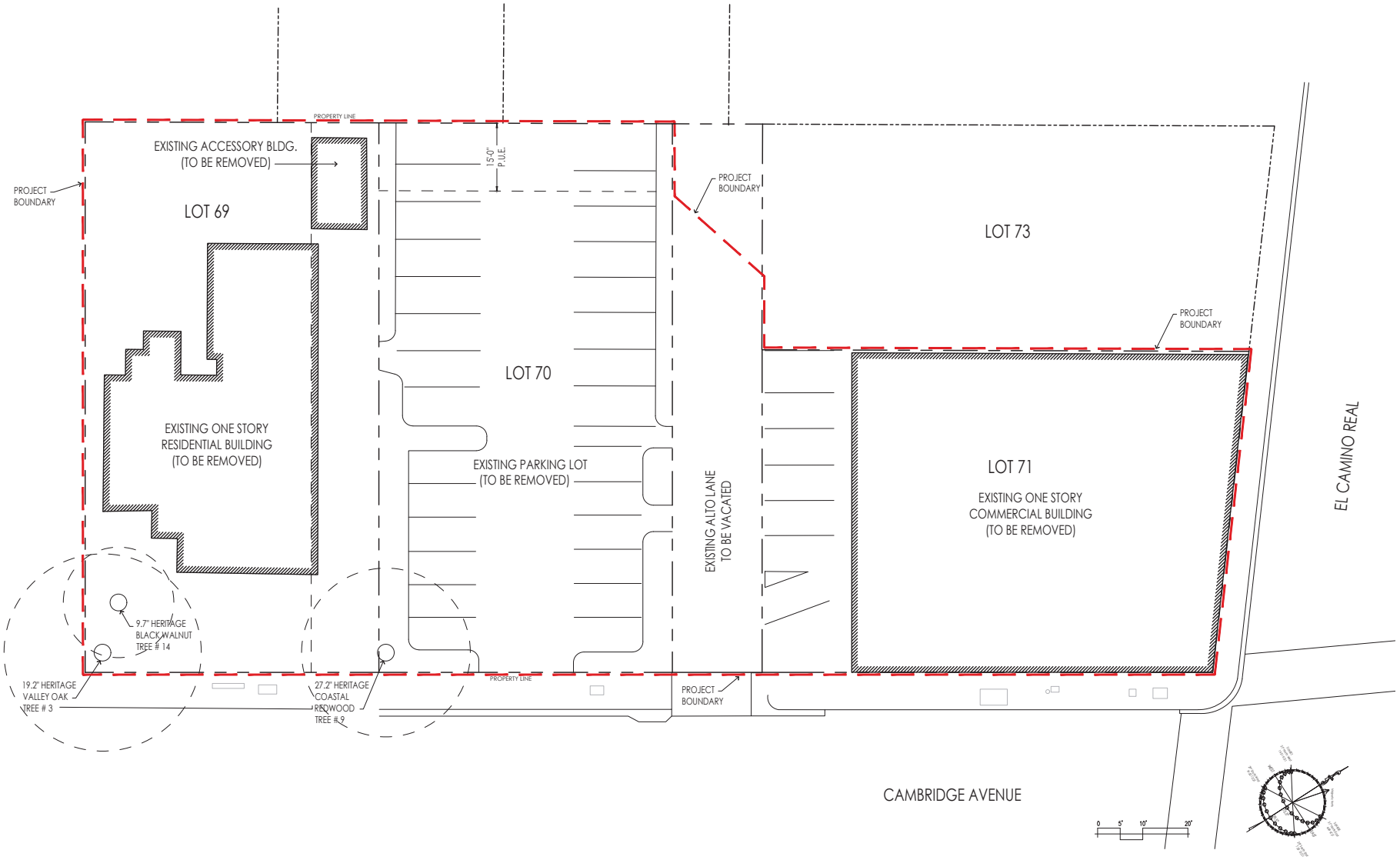
ECO FUNCTIONAL ARCHITECTURE



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06/13/2019

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SHEET TITLE
EXISTING/DEMO
SITE PLAN

SHEET NUMBER
A-0.2

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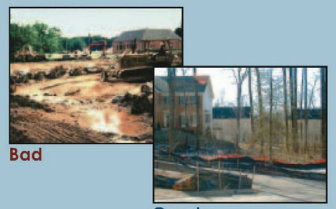
B3

Stormwater and the Construction Industry

Protect Natural Features



Bad

Good

Minimize clearing.

Minimize the amount of exposed soil.

Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.

Protect streams, stream buffers, wild woodlands, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing

Bad

Good

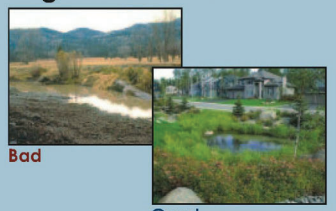
Sequence construction activities so that the soil is not exposed for long periods of time.

Schedule or limit grading to small areas.

Install key sediment control practices before site grading begins.

Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers



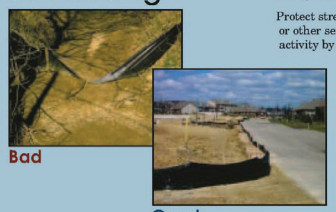
Bad

Good

Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.

Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Silt Fencing



Bad

Good

Inspect and maintain silt fences after each rainstorm.

Make sure the bottom of the silt fence is buried in the ground.

Securely attach the material to the stakes.

Don't place silt fences in the middle of a waterway or use them as a check dam.

Make sure stormwater is not flowing around the silt fence.

Maintain your BMPs!

Site Stabilization

Bad

Good

Vegetate, mulch, or otherwise stabilize all exposed areas as soon as land alterations have been completed.

SAN MATEO COUNTYWIDE STORMWATER POLLUTION PREVENTION PROGRAM (STOPPP)
A program of C/CAG
www.flowstobay.org

Construction Entrances

Bad

Good

Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.

Properly size entrance BMPs for all anticipated vehicles.

Make sure that the construction entrance does not become buried in soil.

Slopes

Bad

Good

Rough grade or terrace slopes.

Break up long slopes with sediment barriers, or under drain, or divert stormwater away from slopes.

Dirt Stockpiles

Bad

Good

Cover or seed all dirt stockpiles.

Storm Drain Inlet Protection

Bad

Good

Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.

Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).

If you use inlet filters, maintain them regularly.

Source: www.epa.gov/npdes/menuofbmps

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SHEET TITLE
BEST MANAGEMENT PRACTICES - STORMWATER

SHEET NUMBER
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Stormwater and the Construction Industry

Planning and Implementing Erosion and Sediment Control Practices

The construction industry is a critical participant in the nation's efforts to protect streams, rivers, lakes, wetlands, and oceans. Through the use of best management practices (BMPs), construction site operators are the key defense against erosion and sedimentation.

As stormwater flows over a construction site, it picks up pollutants like sediment, debris, and chemicals. High volumes of stormwater can also cause stream bank erosion, and destroy downstream aquatic habitat. Preventing soil erosion and sedimentation is an important responsibility at all construction sites.

In addition to the environmental impact, uncontrolled erosion can have a significant financial impact on a construction project. It costs money and time to repair gullies, replace vegetation, clean sediment-clogged storm drains, replace poorly installed BMPs, and mitigate damage to other people's property or to natural resources.

Best Management Practice (BMP)
A BMP is a method used to prevent or control stormwater runoff and the discharge of pollutants, including sediment, into local waterbodies. Silt fences, inlet protection, and site-stabilization techniques are typical BMPs on a construction site.

Operator
An operator is someone who has control over and the ability to modify construction plans and specifications (e.g. owner, general contractor)

or

Someone who has control over the day-to-day operations at a site (e.g., owner, general contractor) that are necessary to ensure compliance with the permit requirements. It is the responsibility of a construction site owner or operator to contain stormwater runoff and prevent erosion during **all** stages of a project.

There may be more than one person at a site who meets these definitions and must apply for permit coverage. (States may have different definitions of the term "operator.")

So what's being done about polluted runoff?

The Clean Water Act includes the National Pollutant Discharge Elimination System (NPDES) permitting program. As of January 2003, 44 states and territories are authorized to issue NPDES stormwater permits. If your state isn't authorized to operate the NPDES stormwater permit program, EPA issues the permits. Permits vary from state to state, so contact your state or EPA for specific information. Your permitting authority has specific information on your state's NPDES stormwater permit program. In general, construction permits require construction operators to do all of the following:

- Develop and implement a stormwater pollution prevention plan
- Submit a permit application or notice of intent (NOI)
- Comply with the permit, including maintaining BMPs and inspecting the site

Under the NPDES program, construction activities that disturb 1 or more acres are required to obtain stormwater permit coverage. States have different names for the plans that construction operators must develop, such as

- Stormwater pollution prevention plan
- Erosion and sediment control plan
- Erosion control and stormwater management plan
- Stormwater management plan
- Water pollution control plan
- Pollution prevention plan

This document uses the term *"Plan."*

I think I need a permit... Where do I start?

All land-disturbing activities, including clearing, grading, and excavation, that disturb **1 or more acres** are required to be covered under a state or EPA-issued NPDES construction stormwater permit **prior to land disturbance.** Permit requirements vary by state. Begin by researching the specific requirements in your state. You might already be subject to local erosion and sediment control requirements, but that doesn't release you from the requirements of the NPDES program at the state or EPA level. Although you must comply with both sets of requirements, in most cases they have been designed to be complementary. Contact your permitting authority to find out exactly what you need to do. A good place to start your search is the Construction Industry Compliance Assistance web site at http://www.envcap.org/cica.

The NPDES permit requirements include small construction activities that are part of a larger common plan of development or sale, such as a single lot within a larger subdivision. For developments with multiple operators, all operators must have permit coverage for their individual parts of the larger development, no matter how large or small each operation happens to be. When there are multiple operators at one site, they're encouraged to develop and share one comprehensive Plan and obtain permit coverage as co-permittees.

The **owner or operator** of the construction site is responsible for complying with the requirements of the permit. Responsibilities include developing a Plan, obtaining permit coverage, implementing BMPs, and stabilizing the site at the end of the construction activity.

Construction sites that discharge unpermitted stormwater are in violation of the Clean Water Act and may be subject to fines of up to $27,500 a day per violation.

Determine your eligibility
All construction activity that disturbs 1 or more acres of land, as well as activity that disturbs less than 1 acre but is part of a larger common plan of development, must obtain permit coverage.

Read and understand your stormwater permit requirements
Get a copy of the permit for construction activities and a permit application (or notice of intent form) from your state or EPA permitting authority.

Develop a Plan
Most states do not require you to submit your Plan. However, you do need to keep the Plan on site. If that's impractical, you may post a notice that tells where the Plan is kept so it can be accessed by the permitting authority and other interested parties.

You'll need to post a copy of your completed application on site. Put it in a place where the public can see it so they'll know your site is covered by an NPDES permit!

Apply for permit coverage
Once you understand your permit requirements and have developed a Plan, you can submit a stormwater permit application (or notice of intent) to your permitting authority. This must be done before beginning any land disturbance on the site. Some states require a few days of lead time, so check with your permitting authority. Once you've submitted the application, you must satisfy the conditions of the permit.

Implement the Plan
Be prepared to implement the BMPs in your Plan before construction begins. Ensure that BMPs are properly maintained, and upgrade and repair them as necessary.

Developing and Implementing a Plan

You must have a Plan that includes erosion and sediment control and pollution prevention BMPs. These Plans require

- Advance planning and training to ensure proper implementation of the BMPs
- Erosion and sediment control BMPs in place until the area is permanently stabilized
- Pollution prevention BMPs to keep the construction site "clean"
- Regular inspection of the construction site to ensure proper installation and maintenance of BMPs

Fortunately, the practices and measures that must be included in your Plan are already part of the standard operating procedures at many construction sites.

Six steps are associated with developing and implementing a stormwater Plan. There's a wealth of information available on developing pollution prevention plans. Please contact your permitting authority for help in finding additional guidance materials, or visit www.epa.gov/npdes/stormwater. A sample construction plan is available at www.epa.gov/npdes/pubs/sample_swppp.pdf.

1. Site Evaluation and Design Development

- Collect site information
- Develop site plan design
- Prepare pollution prevention site map

The first step in preparing a Plan is to define the characteristics of the site and the type of construction that will occur. This involves collecting site information, identifying natural features that should be protected, developing a site plan design, describing the nature of the construction activity, and preparing a pollution prevention site map.

2. Assessment

- Measure the site area
- Determine the drainage areas
- Calculate the runoff coefficient

The next step is assessing the impact the project will have on stormwater runoff. Determine the drainage areas and estimate the runoff amounts and velocities. For more information on calculating the runoff coefficient, go to www.epa.gov/npdes/pubs/chap02_conguide.pdf, page 11.

3. Control Selection and Plan Design

- Review and incorporate state or local requirements
- Select erosion and sediment controls
- Select other controls
- Select stormwater management controls
- Indicate the location of controls on the site map
- Prepare an inspection and maintenance plan
- Coordinate controls with construction activity
- Prepare sequence of major activities

In the third step you'll actually document your procedures to prevent and control polluted stormwater runoff. You must delineate areas that will not be disturbed, including critical natural areas like streamside areas, floodplains, and trees. You must also identify the measures (or BMPs) you'll use to protect these areas.

Phasing your project to minimize the amount of exposed soil at any given time is a highly effective way to prevent erosion. Erosion control measures designed to prevent soil from being mobilized include diversions to route stormwater away from exposed soils and stabilization with vegetation, mulch, and geotextiles. Sedimentation control measures designed to remove sediment from stormwater or prevent it from leaving the site include silt fences, sediment traps, and diversions.

You'll need to select erosion and sediment controls—including stabilization measures for protecting disturbed areas and structural controls for diverting runoff and removing sediment—that are appropriate for your particular site. The appropriateness of the control measures will depend on several factors, but will be influenced most directly by the site characteristics. Some stabilization measures you might consider are temporary seeding, permanent seeding, and mulching. Structural control measures include earth dikes, silt fences, and sediment traps. No single BMP will meet all of the erosion and sedimentation control needs of a construction site. A combination of BMPs is necessary. For more information on the types of BMPs appropriate for your construction site, see the BMP fact sheet series available at www.epa.gov/npdes/menuofbmps.

Soil erosion control tips...

- Design the site to infiltrate stormwater into the ground and to keep it out of storm drains. Eliminate or minimize the use of stormwater collection and conveyance systems while maximizing the use of stormwater infiltration and bioretention techniques.
- Minimize the amount of exposed soil on site.
  - To the extent possible, plan the project in stages to minimize the amount of area that is bare and subject to erosion. The less soil exposed, the easier and cheaper it will be to control erosion.
  - Vegetate disturbed areas with permanent or temporary seeding immediately upon reaching final grade.
  - Vegetate or cover stockpiles that will not be used immediately.
- Reduce the velocity of stormwater both onto and away from the project area.
  - Interceptors, diversions, vegetated buffers, and check dams are a few of the BMPs that can be used to slow down stormwater as it travels across and away from the project site.
  - Diversion measures can also be used to direct flow away from exposed areas toward stable portions of the site.
  - Silt fences and other types of perimeter filters should never be used to reduce the velocity of runoff.
- Protect defined channels immediately with measures adequate to handle the storm flows expected.
  - Sod, geotextile, natural fiber, riprap, or other stabilization measures should be used to allow the channels to carry water without causing erosion. Use softer measures like geotextile or vegetation where possible to prevent downstream impacts.
- Keep sediment on site.
  - Place aggregate or stone at construction site vehicle exits to accommodate at least two tire revolutions of large construction vehicles. Much of the dirt on the tires will fall off before the vehicle gets to the street.
  - Regular street sweeping at the construction entrance will prevent dirt from entering storm drains. Do not hose paved areas.
  - Sediment traps and basins are temporary structures and should be used in conjunction with other measures to reduce the amount of erosion.
- Maintaining all BMPs is critical to ensure their effectiveness during the life of the project.
  - Regularly remove collected sediment from silt fences, berms, traps, and other BMPs.
  - Ensure that geotextiles and mulch remain in place until vegetation is well established.
  - Maintain fences that protect sensitive areas, silt fences, diversion structures, and other BMPs.

Other BMPs and Activities to Control Polluted Runoff

You'll need to select other controls to address potential pollutant sources on your site. Construction materials, debris, trash, fuel, paint, and stockpiles become pollution sources when it rains. Basic pollution prevention practices can significantly reduce the amount of pollution leaving construction sites. The following are some simple practices that should be included in the Plan and implemented on site:

- Keep potential sources of pollution out of the rain as practicable (e.g., inside a building, covered with plastic or tarps, or sealed tightly in a leak-proof container).
- Clearly identify a protected, lined area for concrete truck washouts. This area should be located away from streams, storm drain inlets, or ditches and should be cleaned out periodically.
- Park, refuel, and maintain vehicles and equipment in one area of the site to minimize the area exposed to possible spills and fuel storage. This area should be well away from streams, storm drain inlets, or ditches. Keep spill kits close by and clean up any spills or leaks immediately, including spills on pavement or earthen surfaces.
- Practice good housekeeping. Keep the construction site free of litter, construction debris, and leaking containers. Keep all waste in one area to minimize cleaning.
- Never hose down paved surfaces to clean dust, debris, or trash. This water could wash directly into storm drains or streams. Sweep up materials and dispose of them in the trash. Never bury trash or debris!
- Dispose of hazardous materials properly.

4. Certification and Notification

- Certify the Plan
- Submit permit application or notice of intent

Once the Plan has been developed, an authorized representative must sign it. Now is the time to submit the permit application or notice of intent. Your permit might require that the Plan be kept on site, so be sure to keep it available for the staff implementing the Plan.

Erosion and sedimentation control practices are only as good as their installation and maintenance.

5. Implementing and Maintaining a Plan

- Implement controls
- Inspect and maintain controls
- Update/change the Plan
- Report releases of hazardous materials

A Plan describes the practices and activities you'll use to prevent stormwater contamination and meet the NPDES permit requirements. Make sure that the Plan is implemented and that the Plan is updated as necessary to reflect changes on the site.

Erosion and sedimentation control practices are only as good as their installation and maintenance. Train the contractors that will install the BMPs and inspect immediately to ensure that the BMPs have been installed correctly.

Regularly inspect the BMPs (especially before and after rain events) and perform any necessary repairs or maintenance immediately. Many BMPs are designed to handle a limited amount of sediment. If not maintained, they'll become ineffective and a source of sediment pollution.

It's also important to keep records of BMP installation, implementation, and maintenance. Keep track of major grading activities that occur on the site, when construction activities cease (temporarily or permanently), and when a site is temporarily or permanently stabilized.

If construction plans change at any time, or if more appropriate BMPs are chosen for the site, update the Plan accordingly.

6. Completing the Project: Final Stabilization and Termination of the Permit

- Final stabilization
- Notice of Termination
- Record retention

Many states and EPA require a Notice of Termination (NOT) or other notification signifying that the construction activity is completed. An NOT is required when

- Final stabilization has been achieved on all portions of the site for which the permittee is responsible.
- Another operator has assumed control over all areas of the site that have not been finally stabilized. That operator would need to submit a new permit application to the permitting authority.
- For residential construction only, temporary stabilization of a lot has been completed prior to transference of ownership to the homeowner, with the homeowner being made aware of the need to perform final stabilization.

Permittees must keep a copy of their permit application and their Plan for at least 3 years following final stabilization. This period may be longer depending on state and local requirements.

Preconstruction Checklist

- A site description, including
  - Nature of the activity
  - Intended sequence of major construction activities
  - Total area of the site
  - Existing soil type and rainfall runoff data
  - A site map with:
    - Drainage patterns
    - Approximate slopes after major grading
    - Area of soil disturbance
    - Outline of areas which will not be disturbed
    - Location of major structural and nonstructural soil erosion controls
    - Areas where stabilization practices are expected to occur
    - Surface waters
    - Stormwater discharge locations
  - Name of the receiving water(s)
- A description of controls:
  - Erosion and sediment controls, including
    - Stabilization practices for all areas disturbed by construction
    - Structural practices for all drainage/discharge locations
  - Stormwater management controls, including
    - Measures used to control pollutants occurring in stormwater discharges after construction activities are complete
    - Velocity dissipation devices to provide nonerosive flow conditions from the discharge point along the length of any outfall channel
  - Other controls, including
    - Waste disposal practices that prevent discharge of solid materials
    - Measures to minimize offsite tracking of sediments by construction vehicles
    - Measures to ensure compliance with state or local waste disposal, sanitary sewer, or septic system regulations
  - Description of the timing during the construction when measures will be implemented
- State or local requirements incorporated into the Plan
- Inspection and maintenance procedures for control measures identified in the Plan
- Contractor certification and Plan certification

Implementation Checklist

- Maintain records of construction activities, including
  - Dates when major grading activities occur
  - Dates when construction activities temporarily cease on the site or a portion of the site
  - Dates when construction activities permanently cease on the site or a portion of the site
  - Dates when stabilization measures are completed on the site
- Prepare inspection reports summarizing
  - Name of person conducting BMP inspections
  - Qualifications of person conducting BMP inspections
  - BMPs/areas inspected
  - Observed conditions
  - Necessary changes to the Plan
- Report releases of reportable quantities of oil or hazardous materials
  - Notify the National Response Center at 800-424-8802 immediately
  - Report releases to your permitting authority immediately, or as specified in your permit. You must also provide a written report within 14 days.
  - Modify the Plan to include
    - The date of release
    - Circumstances leading to the release
    - Steps taken to prevent reoccurrence of the release
- Modify Plan as necessary
  - Incorporate requests of the permitting authority to bring the Plan into compliance
  - Address changes in design, construction operation, or maintenance that affect the potential for discharge of pollutants

An ounce of prevention is worth a pound of cure! It's far more efficient and cost-effective to prevent pollution than it is to try to correct problems later. Installing and maintaining simple BMPs and pollution prevention techniques on site can greatly reduce the potential for stormwater pollution and can also save you money!

Visit www.epa.gov/npdes/stormwater for more information.

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United States Environmental Protection Agency
EPA 833-H-05-001
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201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BEST MANAGEMENT PRACTICES - EROSION CONTROL

SHEET NUMBER
A-0.3B

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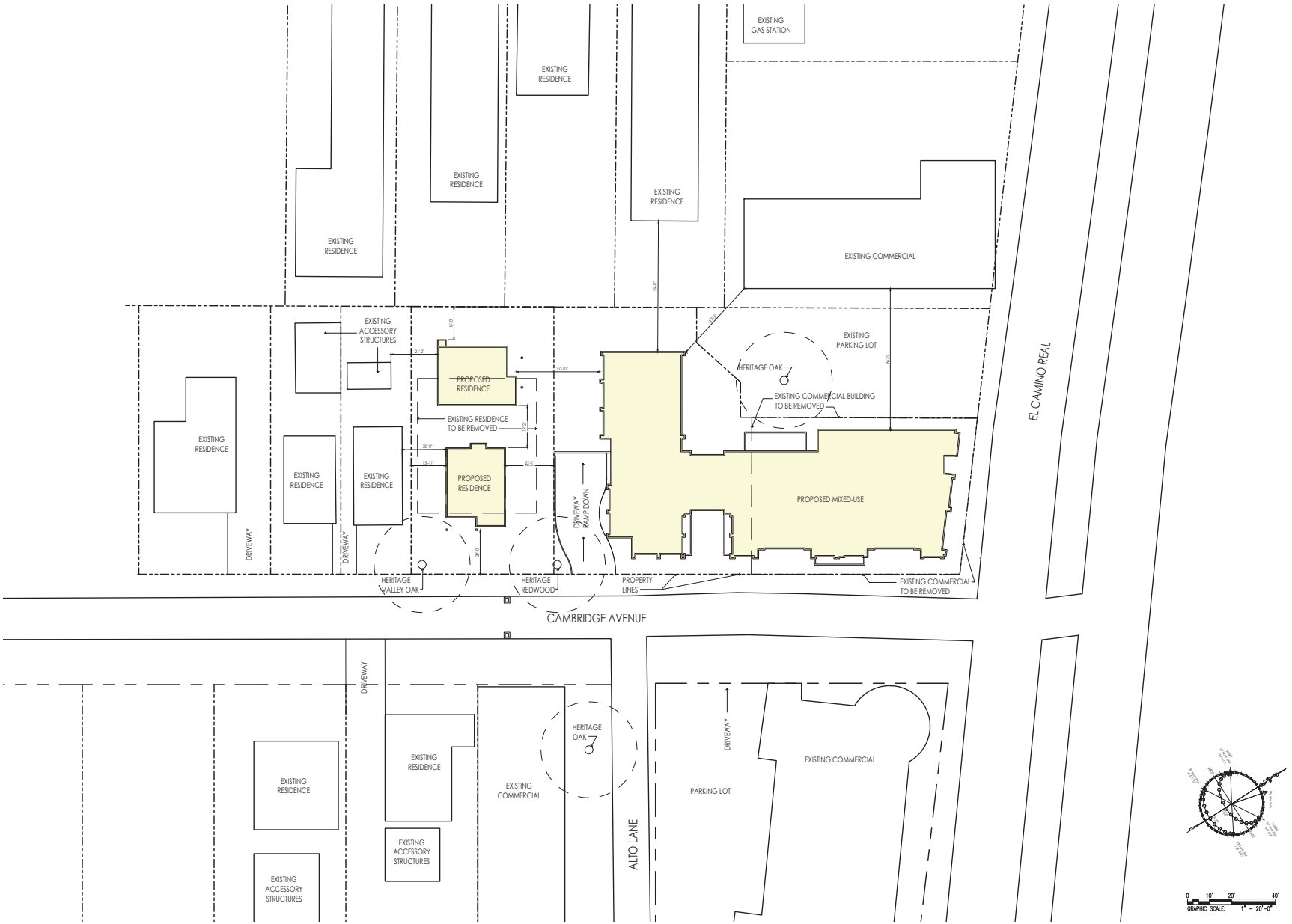

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN

SHEET NUMBER
A-1.0

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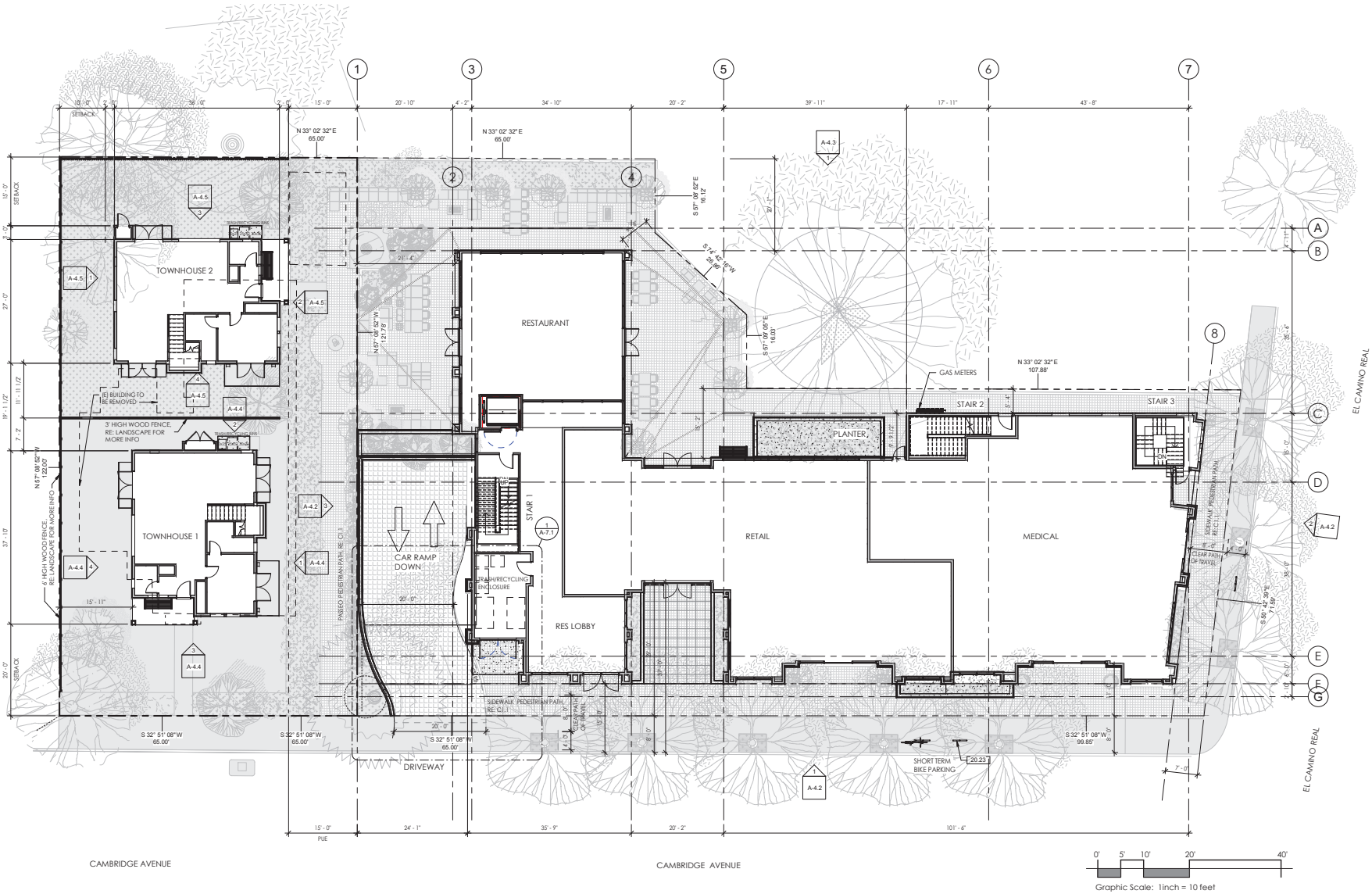

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SHEET TITLE
PROPOSED SITE PLAN

SHEET NUMBER
A-1.1

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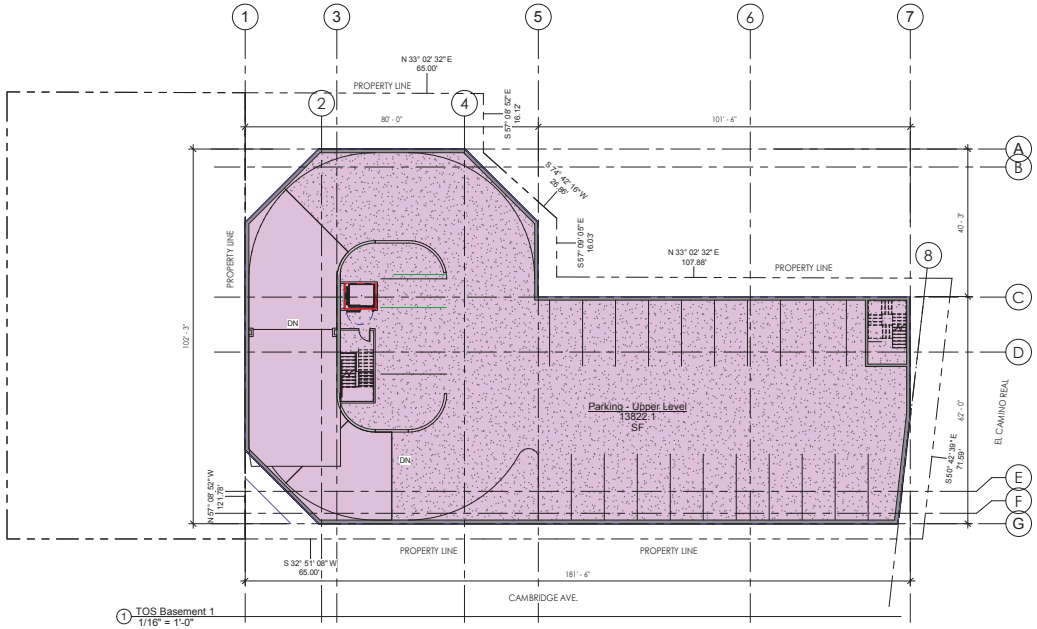
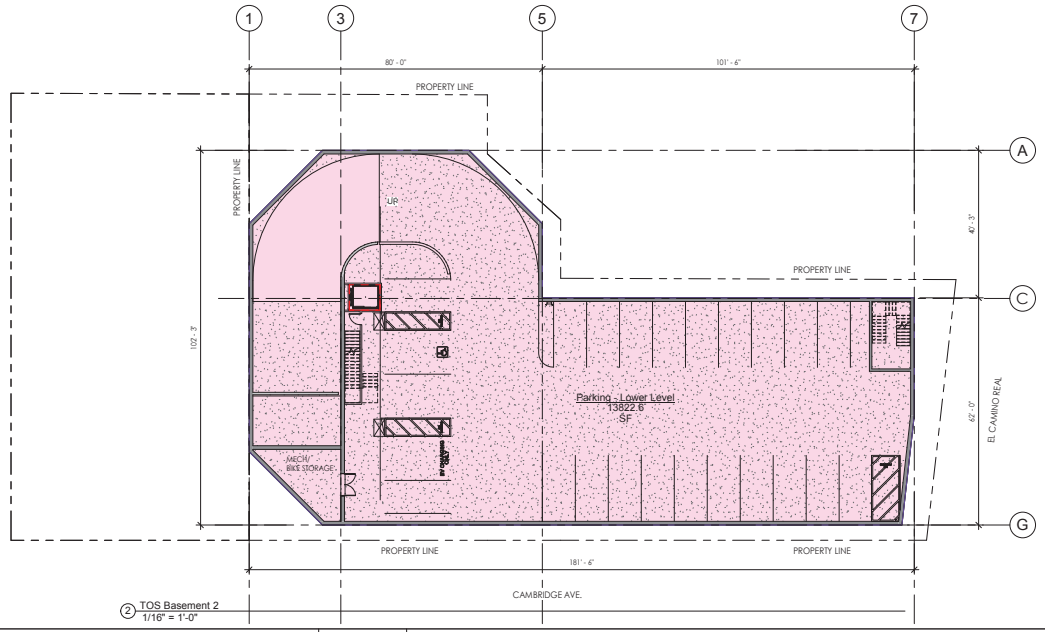


1 TOS Basement 1
1/16" = 1'-0"

Building Area Legend

Parking - Upper Level



2 TOS Basement 2
1/16" = 1'-0"

Building Area Legend

Parking - Lower Level

201 El Camino Real
Floor Area Calculation:

Parking	
TOS Basement 2	
Parking - Lower Level	13,823 SF
TOS Basement 1	
Parking - Upper Level	13,822 SF
	27,645 SF
Floor Area Total	27,645 SF

0' 8' 16' 32' 64'

Graphic Scale: 1 /16 inch = 1 foot

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

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SHEET TITLE
AREA PLAN - UNDERGROUND

SHEET NUMBER
A-1.2

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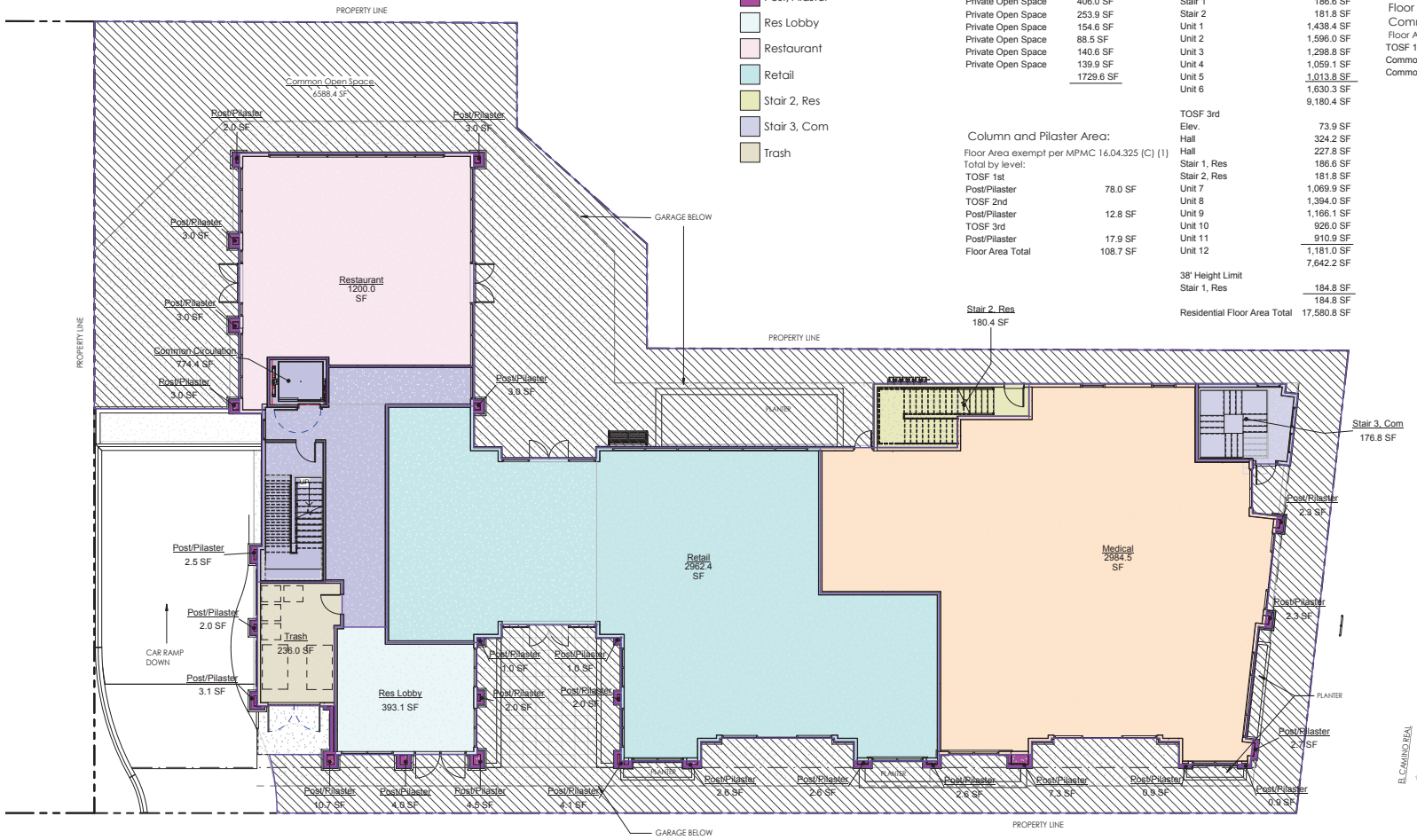

Building Area Legend

- Common Circulation
- Common Open Space
- Medical
- Post/Pilaster
- Res Lobby
- Restaurant
- Retail
- Stair 2, Res
- Stair 3, Com
- Trash

Open Space Calulation:

TOSF 2nd	
Private Open Space	80.7 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Balcony	93.3 SF
Private Open Space	84.0 SF
Private Open Space	38.4 SF
TOSF 3rd	
Private Open Space	406.0 SF
Private Open Space	253.9 SF
Private Open Space	154.6 SF
Private Open Space	88.5 SF
Private Open Space	140.6 SF
Private Open Space	139.9 SF
	1729.6 SF

Column and Pilaster Area:

Floor Area exempt per MPMC 16.04.325 (C) (1)
Total by level:

TOSF 1st	
Post/Pilaster	78.0 SF
TOSF 2nd	
Post/Pilaster	12.8 SF
TOSF 3rd	
Post/Pilaster	17.9 SF
Floor Area Total	108.7 SF

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	573.5 SF
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,298.8 SF
Unit 4	1,059.1 SF
Unit 5	1,013.8 SF
Unit 6	1,630.3 SF
	9,180.4 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	910.9 SF
Unit 12	1,181.0 SF
	7,642.2 SF
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	17,580.8 SF

Floor Area Calculation Comercial Use Areas:

TOSF 1st	
Medical	2,984.5 SF
Stair 3, Com	176.8 SF
Restaurant	1,200.0 SF
Retail	2,962.4 SF
Commercial Floor Area Total	7,323.6 SF

Floor Area Calculation Common Areas:

Floor Area shaired by uses

TOSF 1st	
Common Circulation	774.4 SF
Common Floor Area Total	774.4 SF

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN - 1ST FLOOR

SHEET NUMBER
A-1.3

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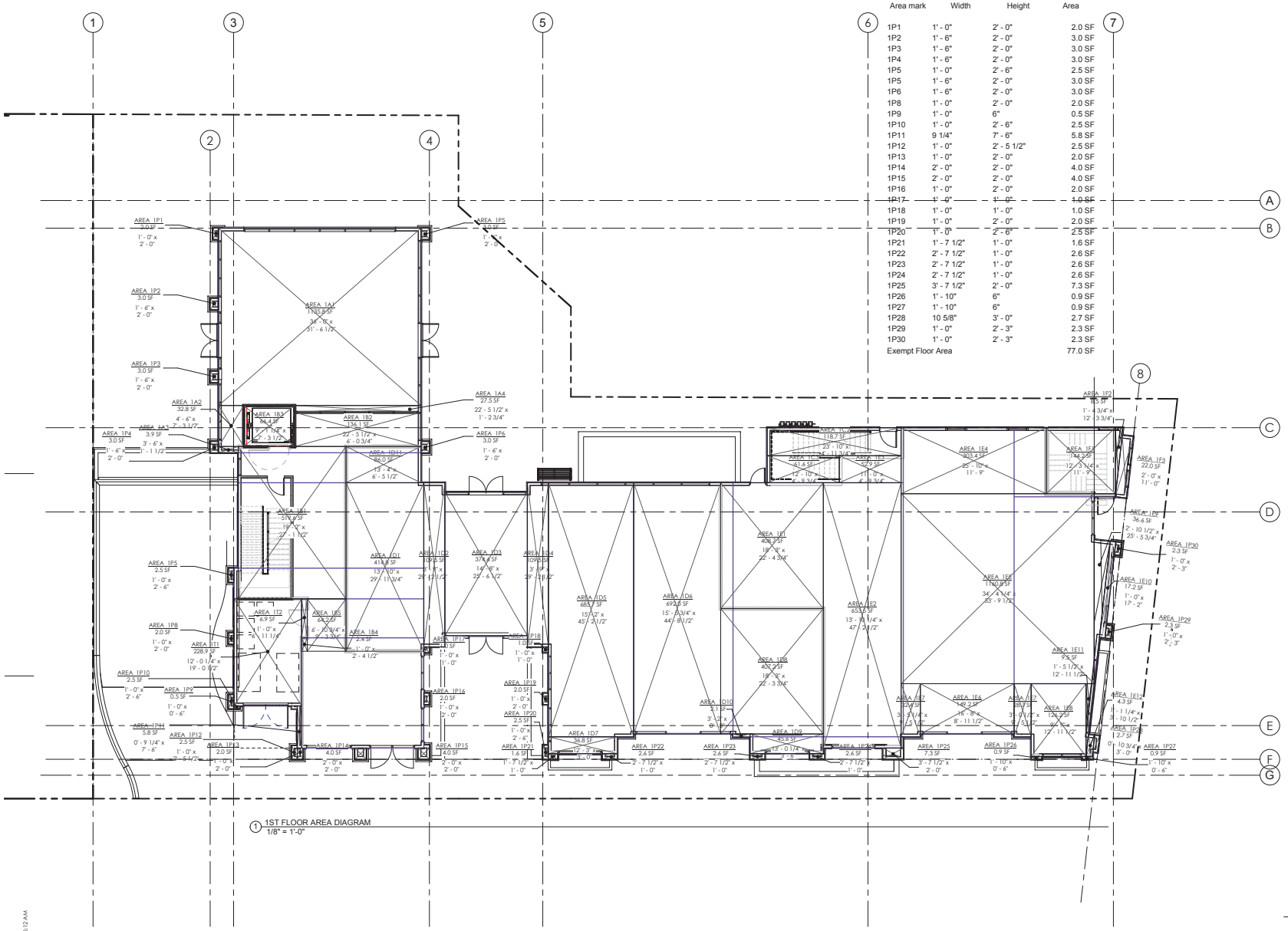


1 1ST FLOOR AREA DIAGRAM
1/8" = 1'-0"

1ST Floor Exempth Floor Area

Area mark	Width	Height	Area
1P1	1' - 0"	2' - 0"	2.0 SF
1P2	1' - 6"	2' - 0"	3.0 SF
1P3	1' - 6"	2' - 0"	3.0 SF
1P4	1' - 6"	2' - 0"	3.0 SF
1P5	1' - 0"	2' - 6"	2.5 SF
1P5	1' - 6"	2' - 0"	3.0 SF
1P6	1' - 6"	2' - 0"	3.0 SF
1P8	1' - 0"	2' - 0"	2.0 SF
1P9	1' - 0"	6"	0.5 SF
1P10	1' - 0"	2' - 6"	2.5 SF
1P11	9 1/4"	7' - 6"	5.8 SF
1P12	1' - 0"	2' - 5 1/2"	2.5 SF
1P13	1' - 0"	2' - 0"	2.0 SF
1P14	2' - 0"	2' - 0"	4.0 SF
1P15	2' - 0"	2' - 0"	4.0 SF
1P16	1' - 0"	2' - 0"	2.0 SF
1P17	1' - 0"	1' - 0"	1.0 SF
1P18	1' - 0"	1' - 0"	1.0 SF
1P19	1' - 0"	2' - 0"	2.0 SF
1P20	1' - 0"	2' - 6"	2.5 SF
1P21	1' - 7 1/2"	1' - 0"	1.6 SF
1P22	2' - 7 1/2"	1' - 0"	2.6 SF
1P23	2' - 7 1/2"	1' - 0"	2.6 SF
1P24	2' - 7 1/2"	1' - 0"	2.6 SF
1P25	3' - 7 1/2"	2' - 0"	7.3 SF
1P26	1' - 10"	6"	0.9 SF
1P27	1' - 10"	6"	0.9 SF
1P28	10 5/8"	3' - 0"	2.7 SF
1P29	1' - 0"	2' - 3"	2.3 SF
1P30	1' - 0"	2' - 3"	2.3 SF
Exempt Floor Area			77.0 SF

1ST Floor Restaurant

Area mark	Width	Height	Area
1A1	36' - 0"	31' - 6 5/8"	1,135.8 SF
1A2	4' - 6"	7' - 3 1/2"	32.8 SF
1A3	3' - 6"	1' - 1 3/8"	3.9 SF
1A4	22' - 5 3/8"	1' - 2 3/4"	27.5 SF
Restaurant FAR			1,200.1 SF

1ST Floor Retail

Area mark	Width	Height	Area
1D1	13' - 10"	29' - 11 3/4"	414.8 SF
1D2	3' - 9"	29' - 2 1/2"	109.5 SF
1D3	14' - 8"	25' - 6 1/2"	374.6 SF
1D4	3' - 9"	29' - 2 1/2"	109.5 SF
1D5	15' - 2"	45' - 2 1/2"	685.7 SF
1D6	15' - 5 3/4"	44' - 8 1/2"	692.0 SF
1D7	12' - 3"	3' - 0"	36.8 SF
1D8	18' - 3"	22' - 3 3/4"	407.2 SF
1D9	13' - 0 1/4"	3' - 6"	45.6 SF
1D10	3' - 2 1/8"	7 7/8"	2.1 SF
1D11	13' - 4"	6' - 5 3/8"	86.0 SF
Retail FAR			2,963.8 SF

1ST Floor Medical

Area mark	Width	Height	Area
1E1	18' - 3"	22' - 4 3/4"	408.7 SF
1E2	13' - 10 1/8"	47' - 2 1/2"	653.5 SF
1E3	11' - 0"	4' - 9 3/4"	52.9 SF
1E4	25' - 9 7/8"	11' - 9"	303.4 SF
1E5	34' - 4 1/8"	33' - 9 5/8"	1,160.8 SF
1E6	16' - 8"	8' - 11 3/8"	149.2 SF
1E7	3' - 0 1/2"	9' - 5 3/8"	28.7 SF
1E7	3' - 5 1/8"	9' - 5 3/8"	32.4 SF
1E8	9' - 9"	12' - 11 3/8"	126.2 SF
1E9	2' - 10 1/2"	25' - 5 3/4"	36.6 SF
1E10	1' - 0"	17' - 2"	17.2 SF
1E11	1' - 5 1/2"	12' - 11 3/8"	9.5 SF
1E12	1' - 1 3/8"	3' - 10 3/8"	4.3 SF
Medical FAR			2,983.5 SF

1ST Floor Common Circulation

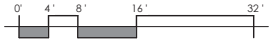
Area mark	Width	Height	Area
1B1	19' - 2"	27' - 1 3/8"	519.6 SF
1B2	22' - 5 3/8"	6' - 0 3/4"	136.1 SF
1B3	9' - 1 1/4"	7' - 3 1/2"	66.4 SF
1B4	1' - 0"	2' - 4 1/2"	2.4 SF
1B5	6' - 10 3/4"	9' - 3 3/4"	64.2 SF
Commmon Circulation FAR			788.8 SF

1ST Floor Parking

Area mark	Width	Height	Area
1F1	12' - 3 1/4"	11' - 9"	144.2 SF
1F2	1' - 4 5/8"	12' - 3 5/8"	8.5 SF
1F3	2' - 0"	11' - 0"	22.0 SF
Parking FAR			174.7 SF

1ST Floor Trash

Area mark	Width	Height	Area
1T1	12' - 0 1/4"	19' - 0 1/2"	228.9 SF
1T2	1' - 0"	6' - 11 1/4"	6.9 SF
Trash Floor Area			235.8 SF



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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA POLYGON DIAGRAM - 1ST FLOOR

SHEET NUMBER
A-1.3a

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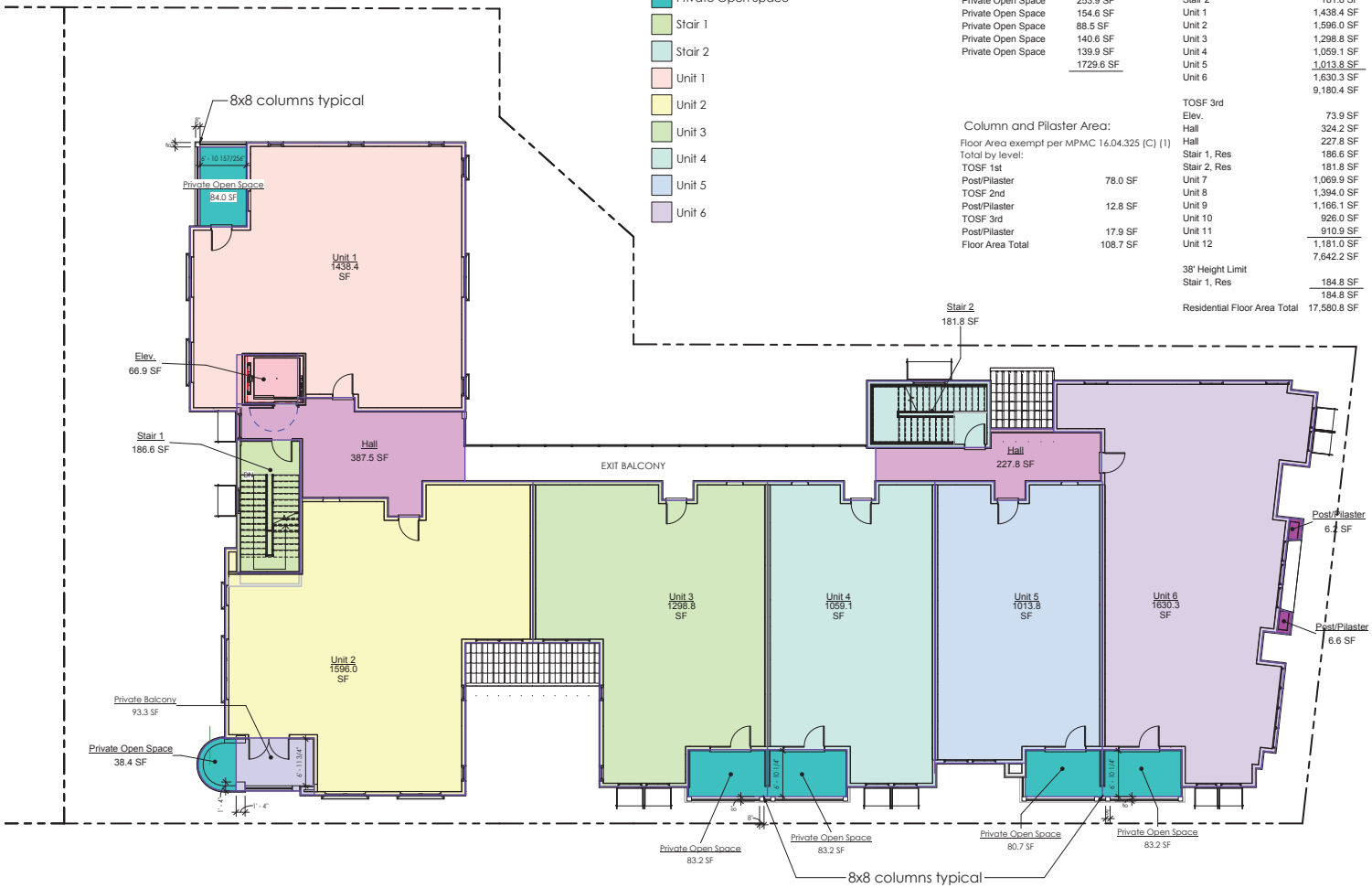

Building Area Legend

- Elev.
- Hall
- Post/Pilaster
- Private Balcony
- Private Open Space
- Stair 1
- Stair 2
- Unit 1
- Unit 2
- Unit 3
- Unit 4
- Unit 5
- Unit 6

Open Space Calulation:

TOSF 2nd	
Private Open Space	80.7 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Balcony	93.3 SF
Private Open Space	84.0 SF
Private Open Space	38.4 SF
TOSF 3rd	
Private Open Space	406.0 SF
Private Open Space	253.9 SF
Private Open Space	154.6 SF
Private Open Space	88.5 SF
Private Open Space	140.6 SF
Private Open Space	139.9 SF
	1729.6 SF

Column and Pilaster Area:

Floor Area exempt per MPMC 16.04.325 (C) (1)

Total by level:	
TOSF 1st	
Post/Pilaster	78.0 SF
TOSF 2nd	
Post/Pilaster	12.8 SF
TOSF 3rd	
Post/Pilaster	17.9 SF
Floor Area Total	108.7 SF

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	573.5 SF
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,298.8 SF
Unit 4	1,059.1 SF
Unit 5	1,013.8 SF
Unit 6	1,630.3 SF
	9,180.4 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	910.9 SF
Unit 12	1,181.0 SF
	7,642.2 SF
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	17,580.8 SF

Floor Area Calculation Comercial Use Areas:

TOSF 1st	
Medical	2,984.5 SF
Stair 3, Com	176.8 SF
Restaurant	1,200.0 SF
Retail	2,962.4 SF
Commercial Floor Area Total	7,323.6 SF

Floor Area Calculation Common Areas:

Floor Area shaired by uses

TOSF 1st	
Common Circulation	774.4 SF
Common Floor Area Total	774.4 SF

1 TOSF 2nd
1/8" = 1'-0"

0' 4' 8' 16' 32'

Graphic Scale: 1 /8 inch = 1 foot

6/13/2019 11:56:19 AM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN - 2ND FLOOR

SHEET NUMBER
A-1.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
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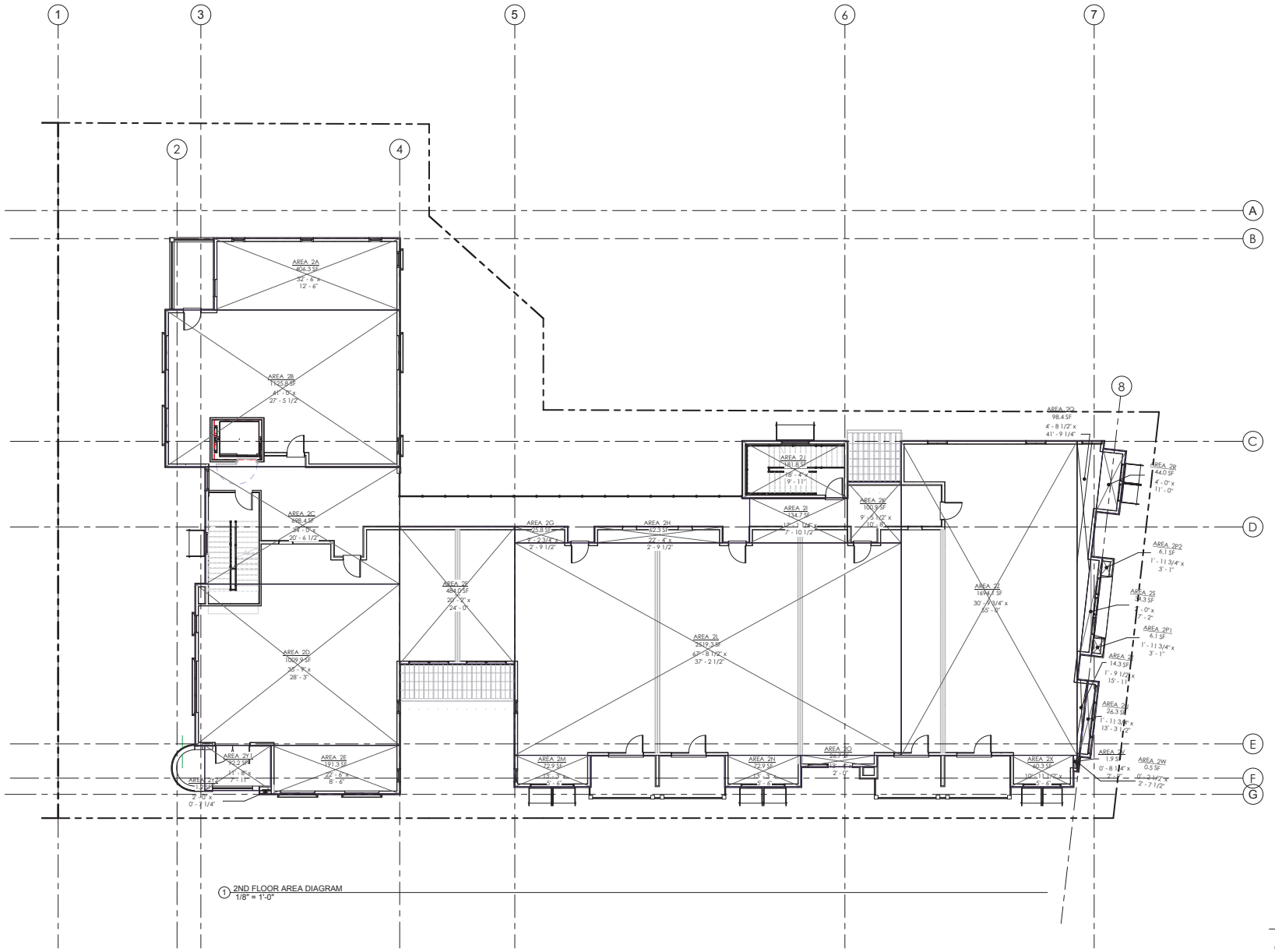
B11



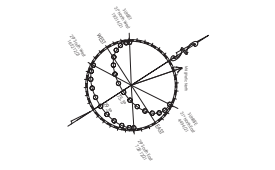
1 2ND FLOOR AREA DIAGRAM
1/8" = 1'-0"

2ND Floor Residential

Area mark	Width	Height	Area
2A	32' - 6"	12' - 6"	406.3 SF
2B	41' - 0"	27' - 5 1/2"	1,125.8 SF
2C	34' - 0"	20' - 6 1/2"	698.4 SF
2D	35' - 9"	28' - 3"	1,009.9 SF
2E	22' - 6"	8' - 6"	191.3 SF
2F	20' - 2"	24' - 0"	484.0 SF
2G	9' - 2 3/4"	2' - 9 1/2"	25.8 SF
2H	22' - 4"	2' - 9 1/2"	62.3 SF
2I	17' - 1 1/4"	7' - 10 1/2"	134.7 SF
2J	18' - 4"	9' - 11"	181.8 SF
2K	9' - 5 1/2"	10' - 8"	100.9 SF
2L	67' - 8 1/2"	37' - 2 1/2"	2,519.3 SF
2M	13' - 3"	5' - 6"	72.9 SF
2N	13' - 3"	5' - 6"	72.9 SF
2O	13' - 4"	2' - 0"	26.7 SF
2Q	4' - 8 1/2"	41' - 9 1/8"	98.4 SF
2R	4' - 0"	11' - 0"	44.0 SF
2S	2' - 0"	17' - 2"	34.3 SF
2T	1' - 9 1/2"	15' - 11"	14.3 SF
2U	1' - 11 3/4"	13' - 3 1/2"	26.3 SF
2V	8 1/8"	2' - 8 7/8"	1.9 SF
2W	2 1/2"	2' - 7 1/2"	0.5 SF
2X	10' - 11 1/2"	5' - 6"	60.3 SF
2Y1	11' - 7 7/8"	7' - 10 7/8"	92.2 SF
2Y2	2' - 0"	7 1/8"	1.2 SF
2Z	30' - 9 5/8"	55' - 0"	1,694.1 SF
Residential FAR			9,180.3 SF

2ND Floor Exempt Floor Area

Area mark	Width	Height	Area
2P1	1' - 11 5/8"	3' - 1 1/8"	6.1 SF
2P2	1' - 11 5/8"	3' - 1 1/8"	6.1 SF
Exempt Floor Area			12.2 SF



Graphic Scale: 1 /8 inch = 1 foot

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA POLYGON DIAGRAM - 2ND FLOOR

SHEET NUMBER
A-1.4a

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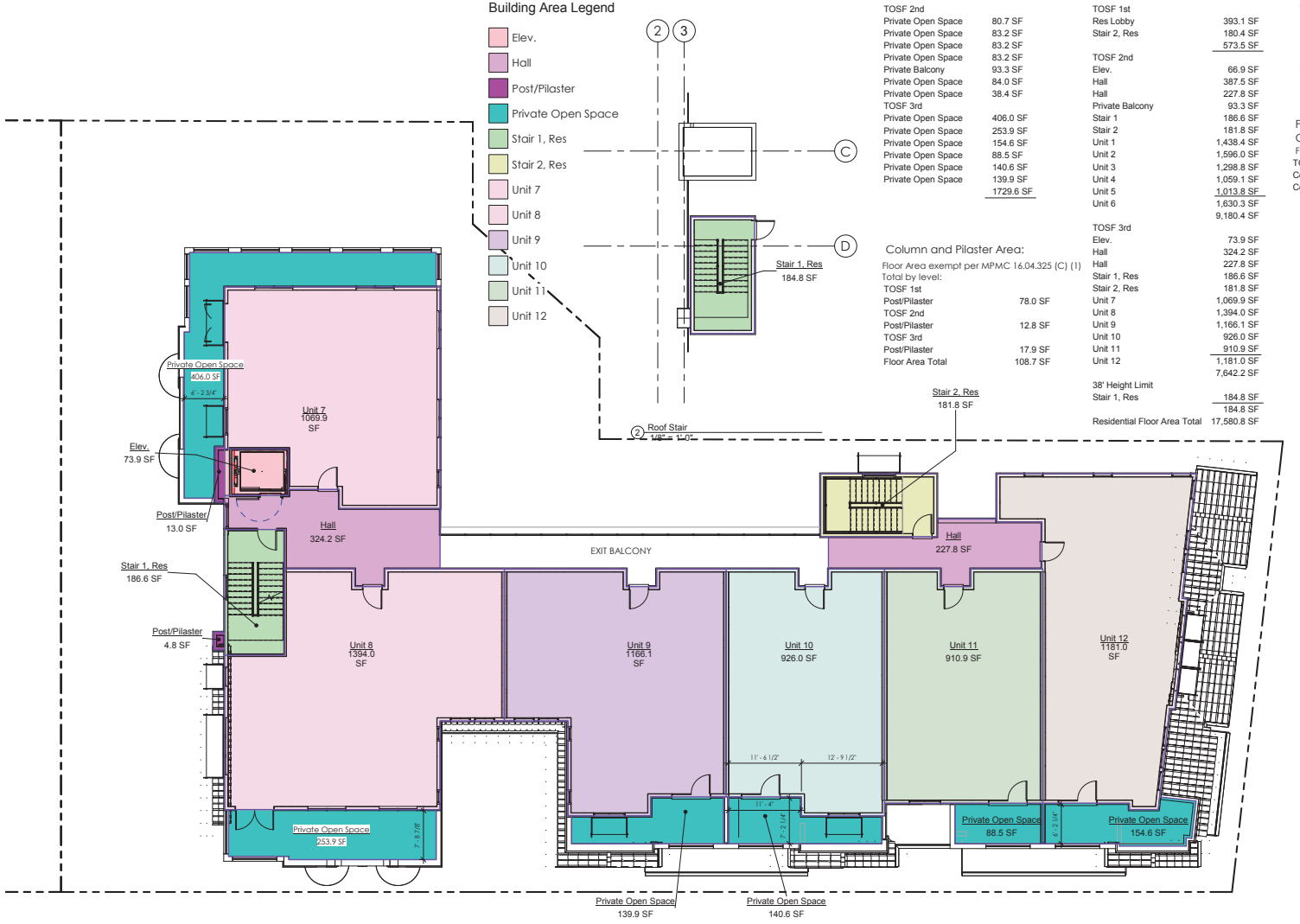

Open Space Calulation:

TOSF 2nd	
Private Open Space	80.7 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Balcony	93.3 SF
Private Open Space	84.0 SF
Private Open Space	38.4 SF
TOSF 3rd	
Private Open Space	406.0 SF
Private Open Space	253.9 SF
Private Open Space	154.6 SF
Private Open Space	88.5 SF
Private Open Space	140.6 SF
Private Open Space	139.9 SF
	1729.6 SF

Column and Pilaster Area:

Floor Area exempt per MPMC 16.04.325 (C) (1)

Total by level:

TOSF 1st	
Post/Pilaster	78.0 SF
TOSF 2nd	
Post/Pilaster	12.8 SF
TOSF 3rd	
Post/Pilaster	17.9 SF
Floor Area Total	108.7 SF

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	573.5 SF
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,298.8 SF
Unit 4	1,059.1 SF
Unit 5	1,013.8 SF
Unit 6	1,630.3 SF
	9,180.4 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	910.9 SF
Unit 12	1,181.0 SF
	7,642.2 SF
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	17,580.8 SF

Floor Area Calculation Comercial Use Areas:

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Floor Area Calculation Common Areas:

Floor Area shaired by uses

TOSF 1st	
Common Circulation	774.4 SF
Common Floor Area Total	774.4 SF

1 TOSF 3rd
1/8" = 1'-0"

0' 4' 8' 16' 32'

Graphic Scale: 1 /8 inch = 1 foot

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN - 3RD FLOOR

SHEET NUMBER
A-1.5

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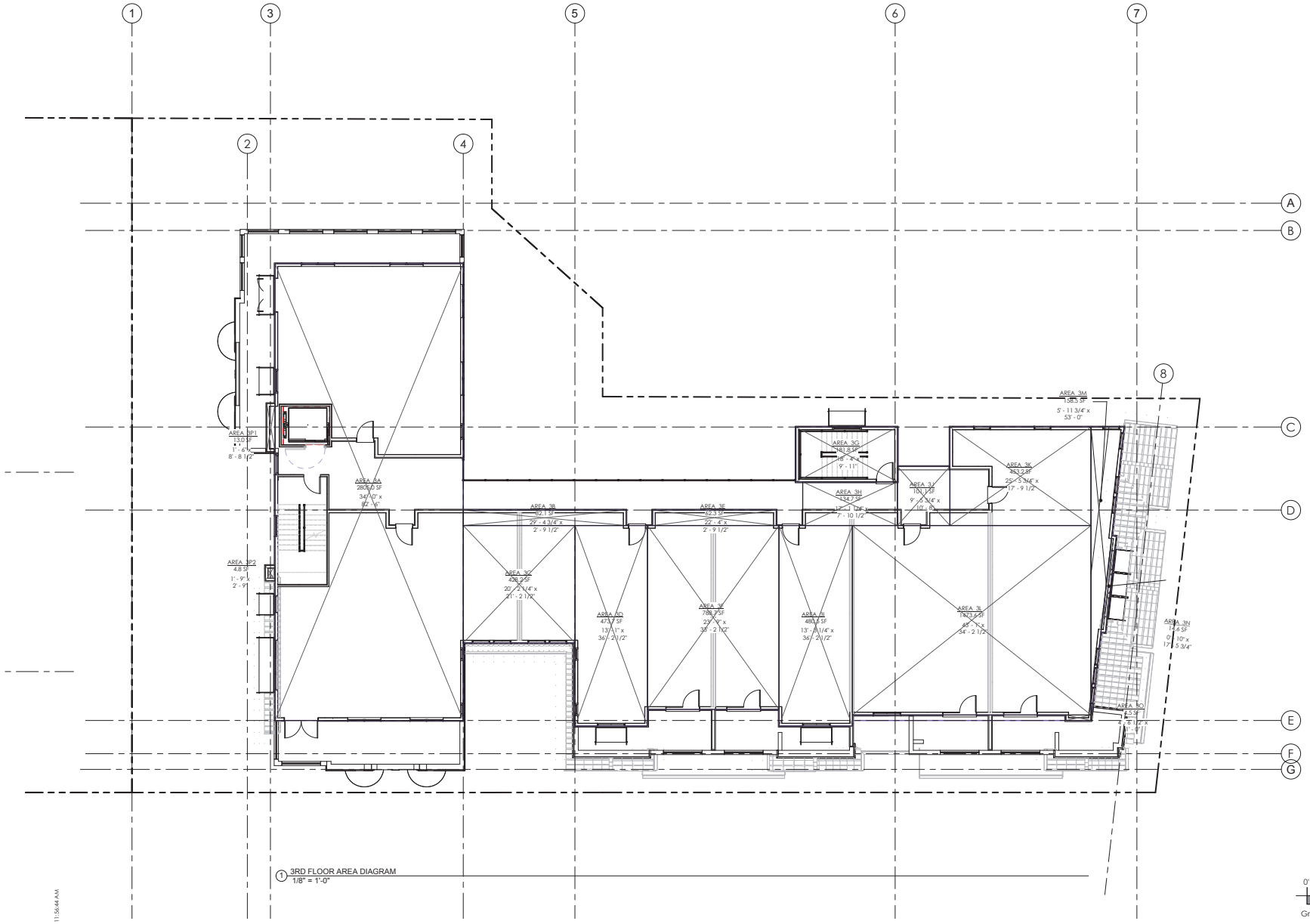

1 3RD FLOOR AREA DIAGRAM
1/8" = 1'-0"

3RD Floor Residential

Area mark	Width	Height	Area
3A	34' - 0"	82' - 6"	2,805.0 SF
3B	29' - 4 3/4"	2' - 9 1/2"	82.1 SF
3C	20' - 2 1/4"	21' - 2 1/2"	428.2 SF
3D	13' - 1"	36' - 2 1/2"	473.7 SF
3E	22' - 4"	2' - 9 1/2"	62.3 SF
3F	23' - 9"	33' - 2 1/2"	788.7 SF
3G	18' - 4"	9' - 11"	181.8 SF
3H	17' - 1 1/4"	7' - 10 1/2"	134.7 SF
3I	13' - 3 1/4"	36' - 2 1/2"	480.5 SF
3J	9' - 5 3/4"	10' - 8"	101.1 SF
3K	25' - 5 5/8"	17' - 9 1/2"	453.2 SF
3L	43' - 0 7/8"	34' - 2 1/2"	1,473.6 SF
3M	5' - 11 3/4"	53' - 0"	158.5 SF
3N	10"	17' - 5 3/4"	14.6 SF
3O	4' - 6 3/8"	1' - 0"	4.5 SF
Residential FAR			7,642.5 SF

3RD Floor Exempth Floor Area

Area mark	Width	Height	Area
3P1	1' - 6"	8' - 8 3/8"	13.0 SF
3P2	1' - 9"	2' - 9 1/8"	4.8 SF
Exempt Floor Area			17.9 SF

Graphic Scale: 1 /8 inch = 1 foot

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06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA POLYGON DIAGRAM - 3RD FLOOR

SHEET NUMBER
A-1.5a

ENVIRONMENTAL INNOVATIONS IN DESIGN
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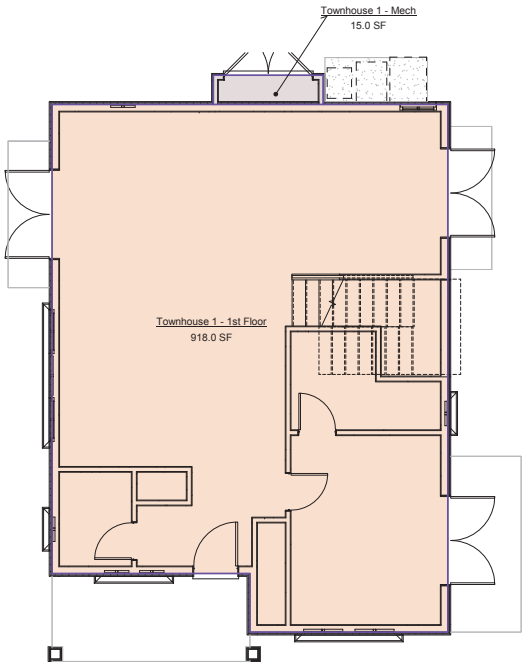
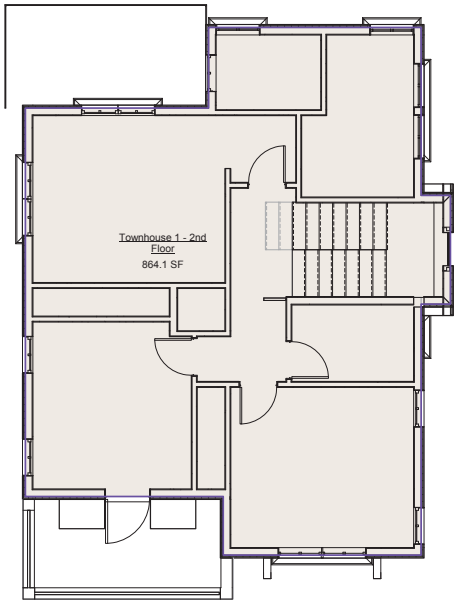
612 Cambridge
Floor Area Calculation:

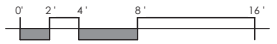
Townhouse 1		
TOSF 1st	918 SF	Townhouse 1
TOSF 2nd	864 SF	Townhouse 1
	1,782 SF	
Townhouse 2		
TOSF 1st	918 SF	Townhouse 2
TOSF 2nd	865 SF	Townhouse 2
	1,783 SF	
Floor Area Total	3,565 SF	



1 TOWNHOUSE 1ST FLOOR
1/4" = 1'-0"



2 TOWNHOUSE 2ND FLOOR
1/4" = 1'-0"



Graphic Scale: 1 /4 inch = 1 foot

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN TOWNHOUSE

SHEET NUMBER
A-1.6

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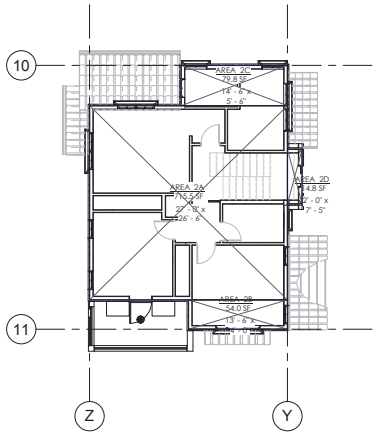
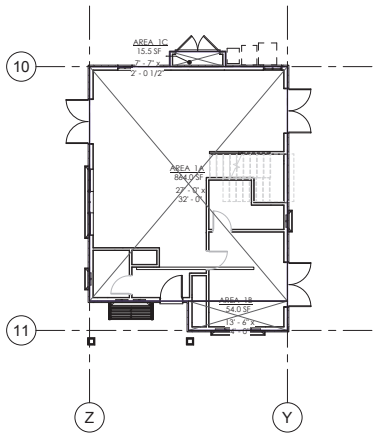
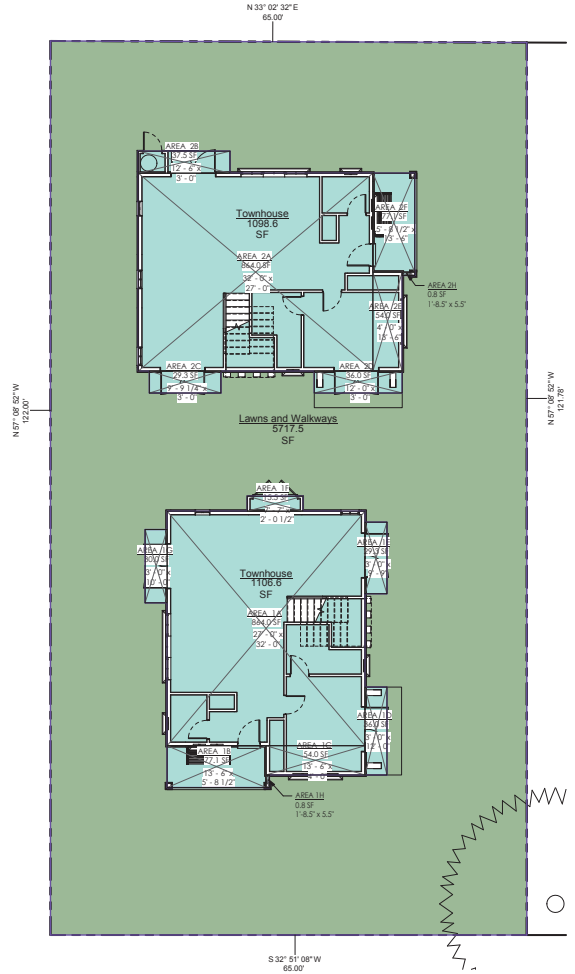


2 2ND FLOOR AREA DIAGRAM
1/8" = 1'-0"



1 1ST FLOOR AREA DIAGRAM
1/8" = 1'-0"

Townhouse Schedule - Area			
Area mark	Width	Height	Area
1A	27' - 0"	32' - 0"	864.0 SF
1B	13' - 6"	4' - 0"	54.0 SF
1C	7' - 7"	2' - 0 1/2"	15.5 SF
FAR-Townhouse 1st Fl.			933.5 SF
2A	27' - 0"	26' - 6"	715.5 SF
2B	13' - 6"	4' - 0"	54.0 SF
2C	14' - 6"	5' - 6"	79.8 SF
2D	2' - 0"	7' - 5"	14.8 SF
FAR-Townhouse 2nd Fl.			864.1 SF
Grand total			1,797.6 SF



3 OPEN SPACE/ LOT COVERAGE DIAGRAM
1/8" = 1'-0"

Schema 1 Legend

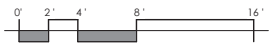
- Lawns and Walkways
- Townhouse

612 Cambridge Lot area: 7,923 s.f.

Area Schedule (Lot Coverage)

Name	Comments	Area	Percent
Lawns and Walkways	Open Space	5717.5 SF	72.2%
Townhouse	Building Coverage	2205.2 SF	27.8%

Townhouse Schedule - Coverage			
Area mark	Width	Height	Area
1A	27' - 0"	32' - 0"	864.0 SF
1B	13' - 6"	5' - 8 1/2"	77.1 SF
1C	13' - 6"	4' - 0"	54.0 SF
1D	3' - 0"	12' - 0"	36.0 SF
1E	3' - 0"	9' - 9 1/8"	29.3 SF
1F	7' - 7"	2' - 0 1/2"	15.5 SF
1G	3' - 0"	10' - 0"	30.0 SF
1H	5 1/2"	1' - 8 1/2"	0.8 SF
Coverage-Townhouse 1 1st Fl.			1,106.6 SF
2A	32' - 0"	27' - 0"	864.0 SF
2B	12' - 6"	3' - 0"	37.5 SF
2C	9' - 9 1/8"	3' - 0"	29.3 SF
2D	12' - 0"	3' - 0"	36.0 SF
2E	4' - 0"	13' - 6"	54.0 SF
2F	5' - 8 1/2"	13' - 6"	77.1 SF
2H	1' - 8 1/2"	5 1/2"	0.8 SF
Coverage-Townhouse 2 1st Fl.			1,098.6 SF
Grand total			2,205.3 SF



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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA POLYGON DIAGRAM - TOWNHOUSE

SHEET NUMBER
A-1.6a

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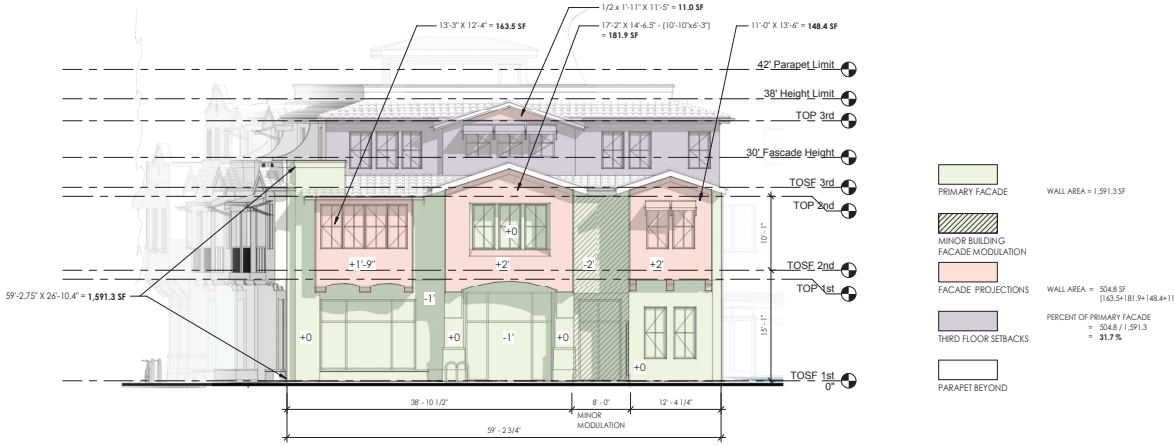
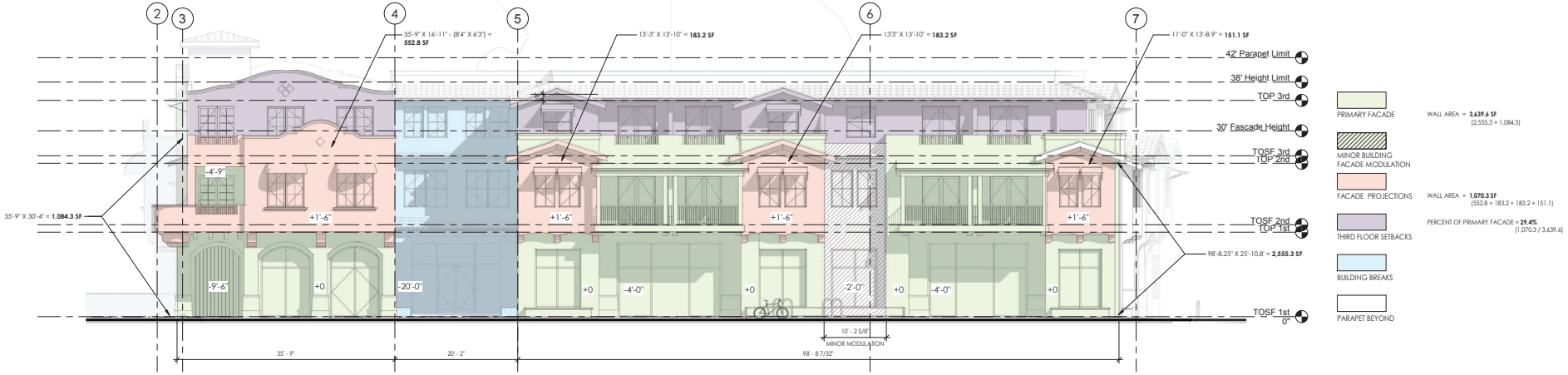


1 EL CAMINO FACADE MODULATION
1/8" = 1'-0"



4 CAMBRIDGE FACADE MODULATION
1/8" = 1'-0"

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING FACADE MODULATIONS

SHEET NUMBER
A-1.7

ENVIRONMENTAL INNOVATIONS IN DESIGN
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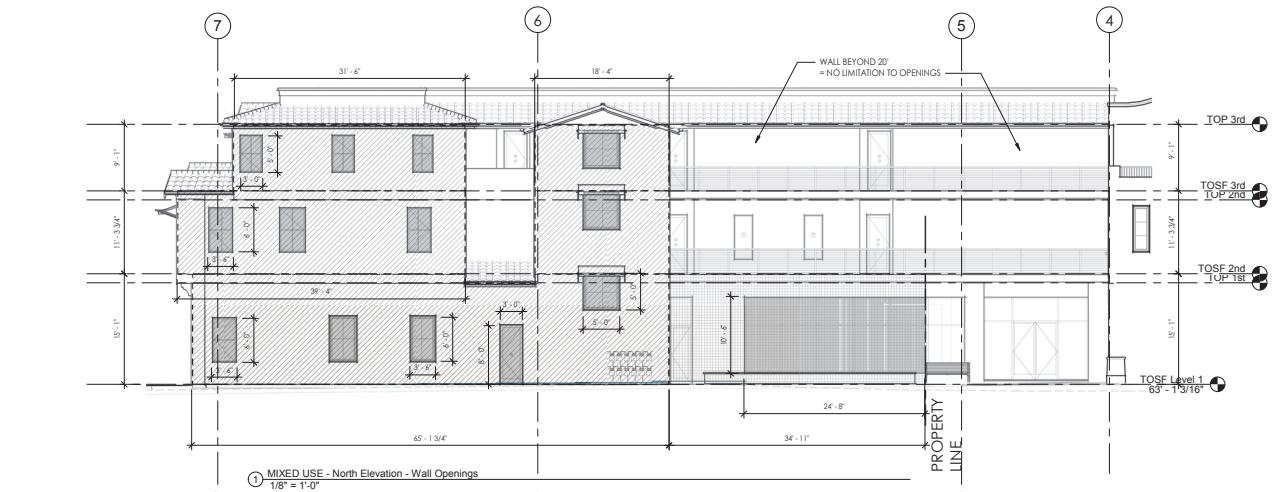
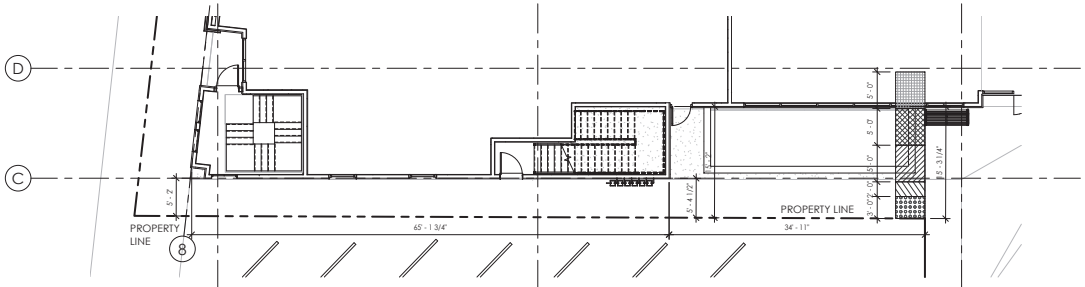
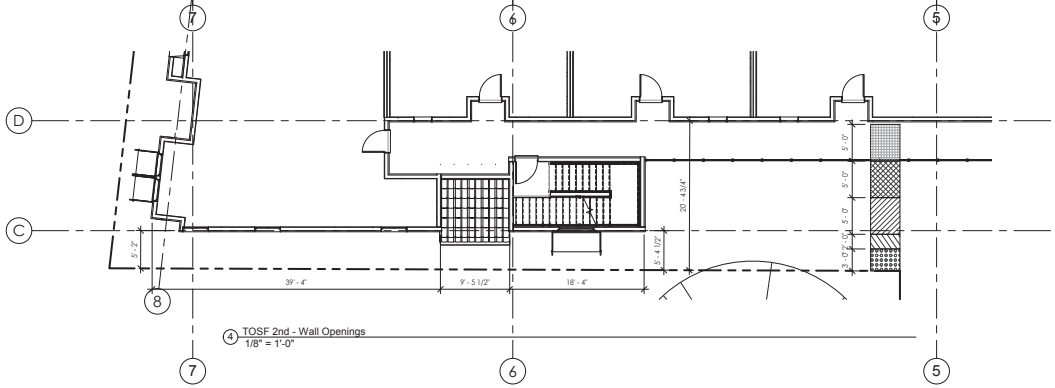


1 MIXED USE - North Elevation - Wall Openings
1/8" = 1'-0"



2 TOSF 1st - Wall Openings
1/8" = 1'-0"



4 TOSF 2nd - Wall Openings
1/8" = 1'-0"

AREA OF EXTERIOR WALL OPENINGS:

UNPROTECTED SPRINKLERED OPEN AREAS, PER TABLE 705.8

NORTH ELEVATION

	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR
WALLS BETWEEN 0' - 3' FROM PROPERTY LINE = NO OPENINGS PERMITTED	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %
WALLS BETWEEN 3' - 5' FROM PROPERTY LINE = 15% OPENINGS PERMITTED	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %
WALLS BETWEEN 5' - 10' FROM PROPERTY LINE = 25% OPENINGS PERMITTED	WALL AREA = 971 SF OPENING AREA = 112 SF PERCENT = 11.5 %	WALL AREA = 652 SF OPENING AREA = 88 SF PERCENT = 13.5 %	WALL AREA = 453 SF OPENING AREA = 70 SF PERCENT = 15.5 %
WALLS BETWEEN 10' - 15' FROM PROPERTY LINE = 45% OPENINGS PERMITTED	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %
WALLS BETWEEN 15' - 20' FROM PROPERTY LINE = 75% OPENINGS PERMITTED	WALL AREA = 526 SF OPENING AREA = 259 SF PERCENT = 49.2 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0 %

WALLS GREATER THAN 20'
= NO LIMIT OF OPENINGS

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SHEET TITLE
FIRE ANALYSIS - UNPROTECTED OPENINGS

SHEET NUMBER
A-1.8

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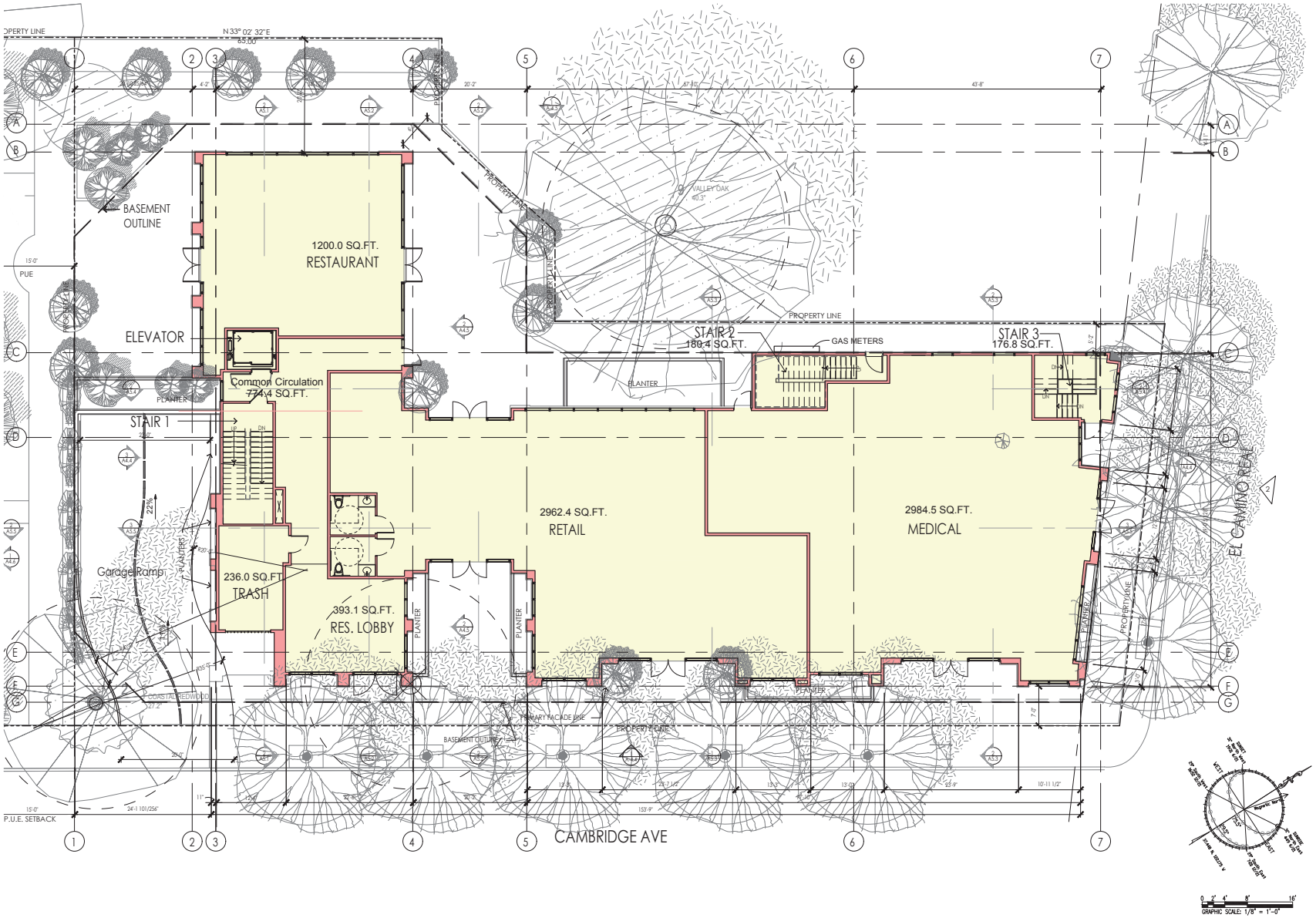

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06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
FIRST FLOOR PLAN - MIXED-USE

SHEET NUMBER
A-3.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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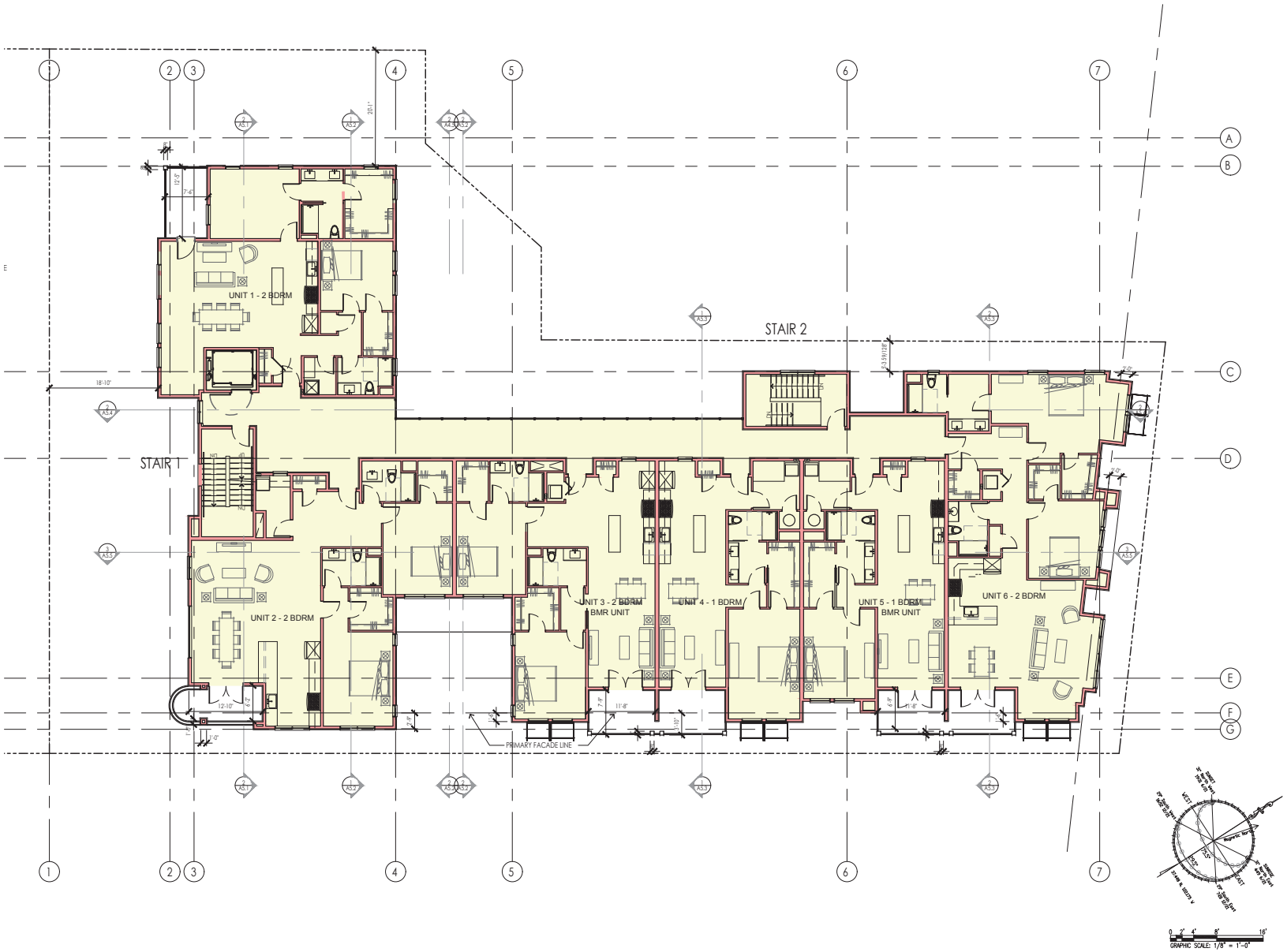
PRINT DATE: 1/31/2019



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

PRINT DATE: 1/31/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
SECOND FLOOR PLAN - MIXED-USE

SHEET NUMBER
A-3.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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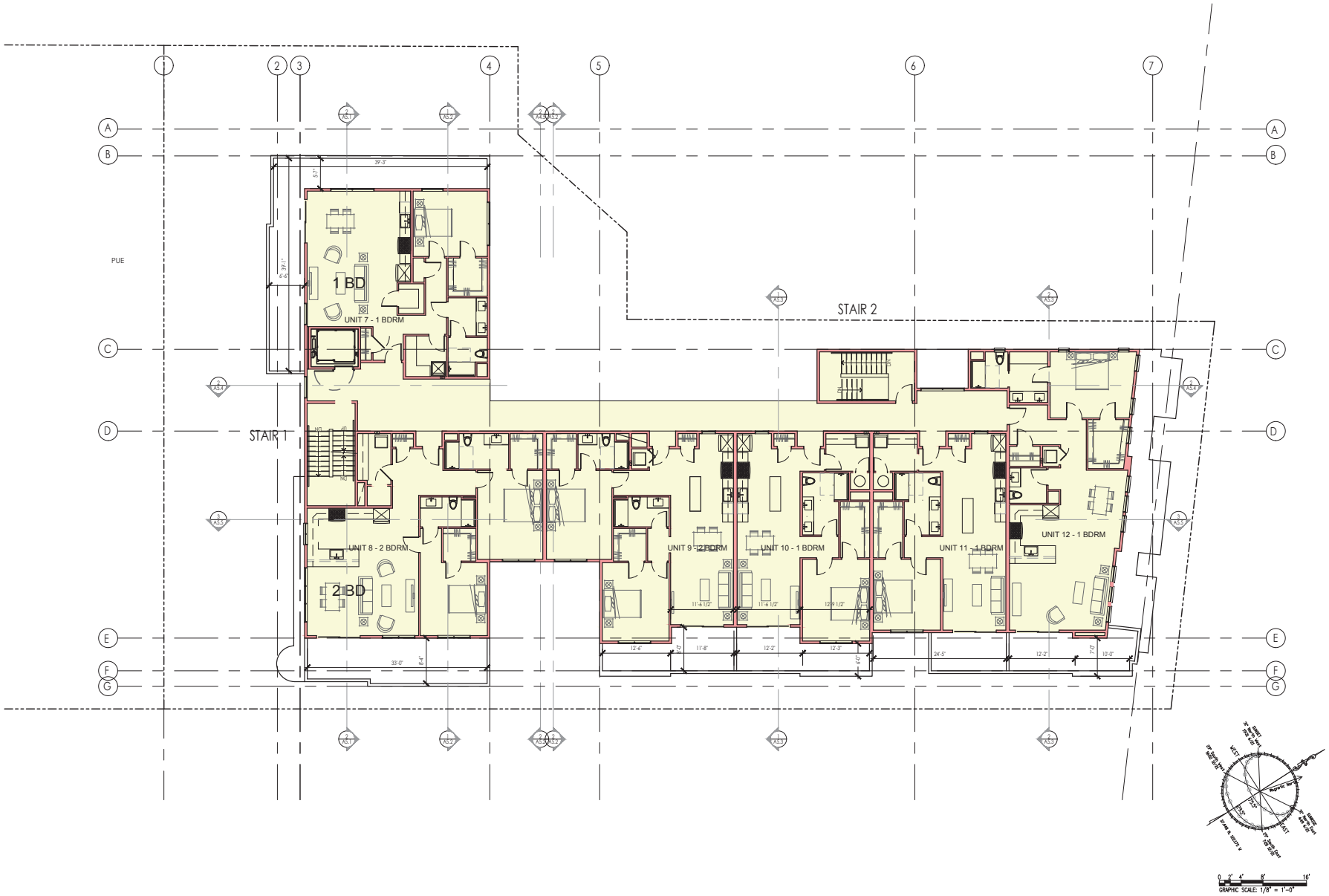

GRAPHIC SCALE: 1/8" = 1'-0"

PRINT DATE: 1/31/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
THIRD FLOOR PLAN-
MIXED-USE

SHEET NUMBER
A-3.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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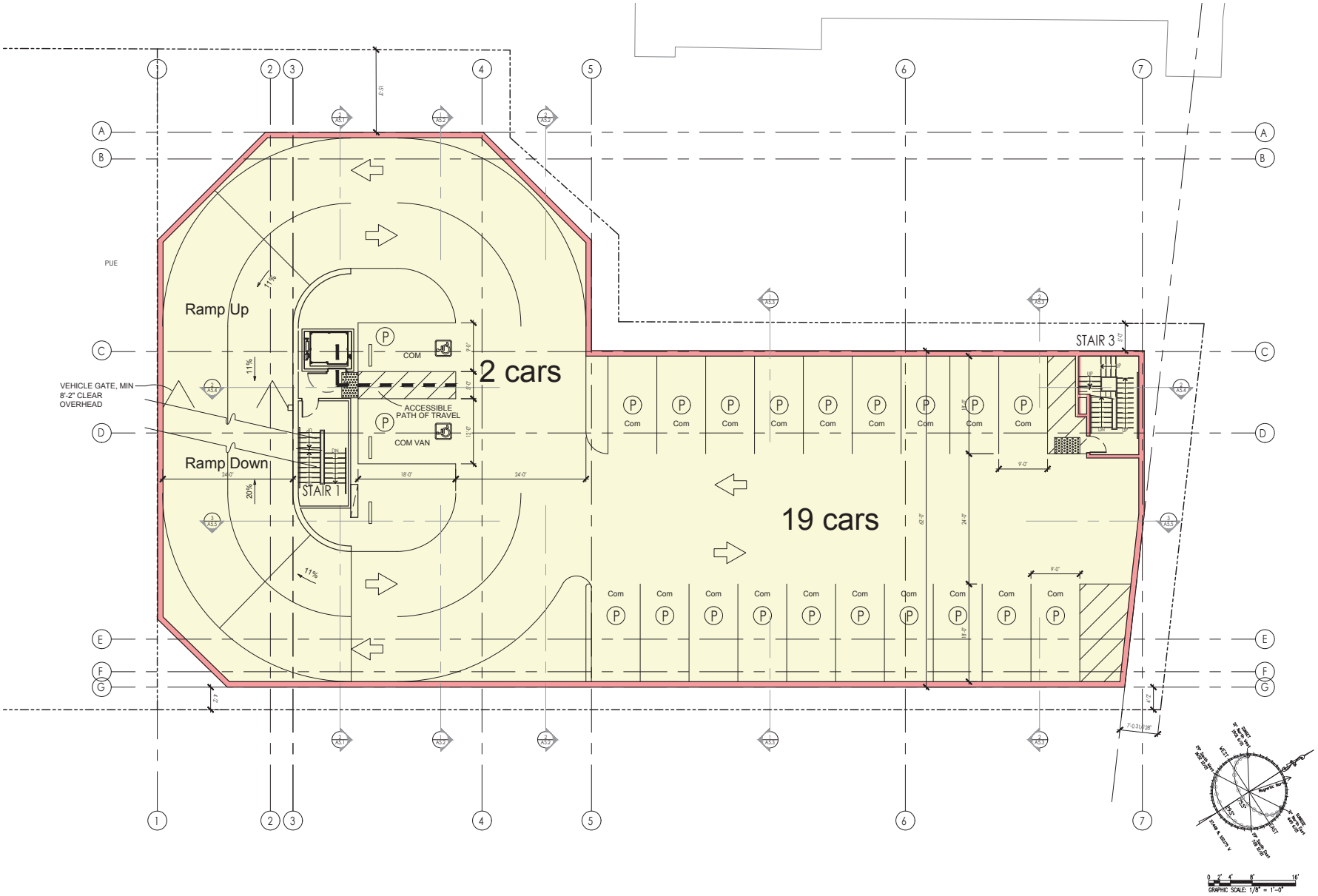
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS



PRINT DATE: 1/31/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

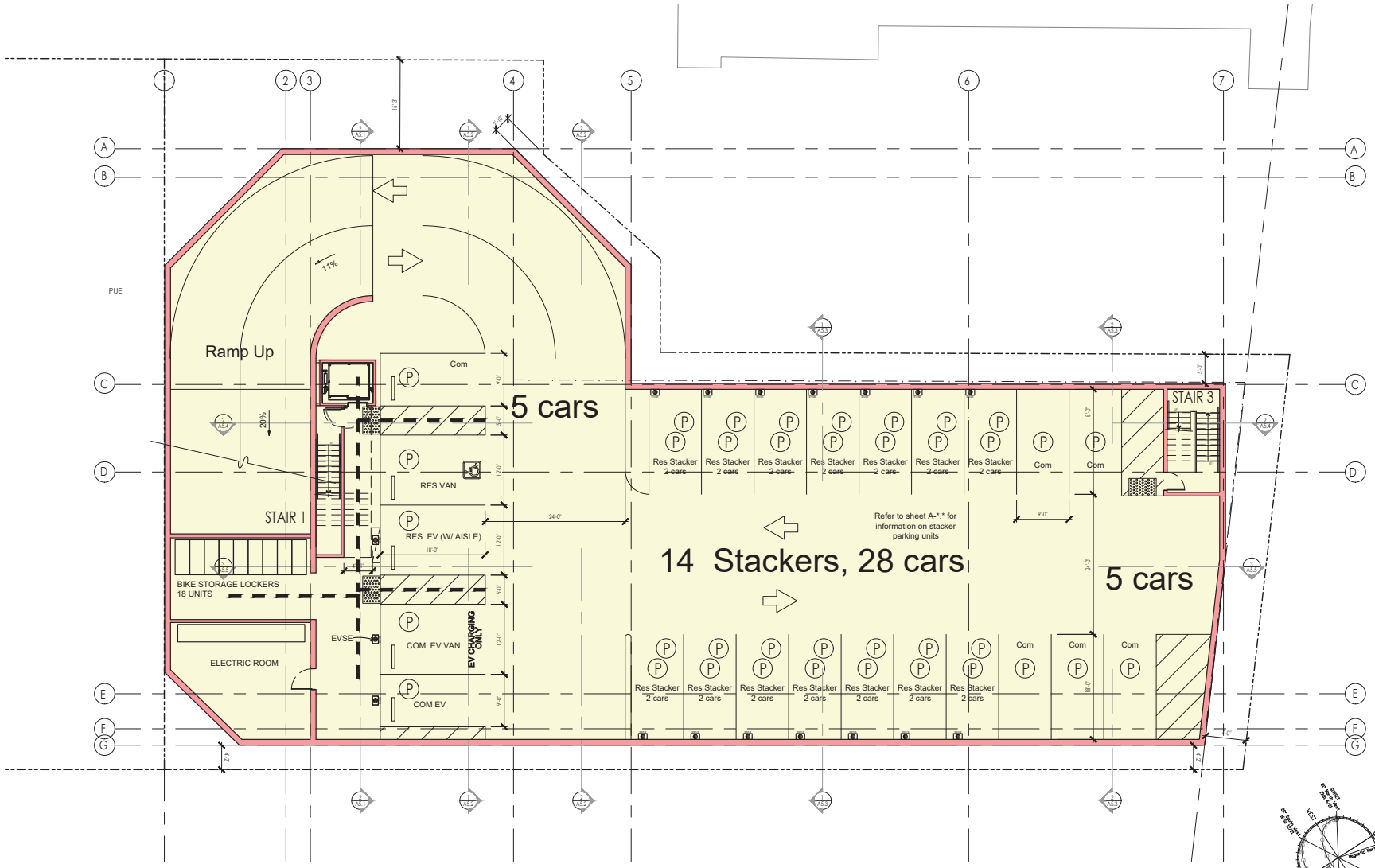
MENLO PARK, CALIFORNIA 94025

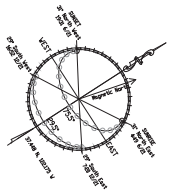
SHEET TITLE
GARAGE LEVEL 1

SHEET NUMBER
A-3.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS





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

PRINT DATE: 6/13/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

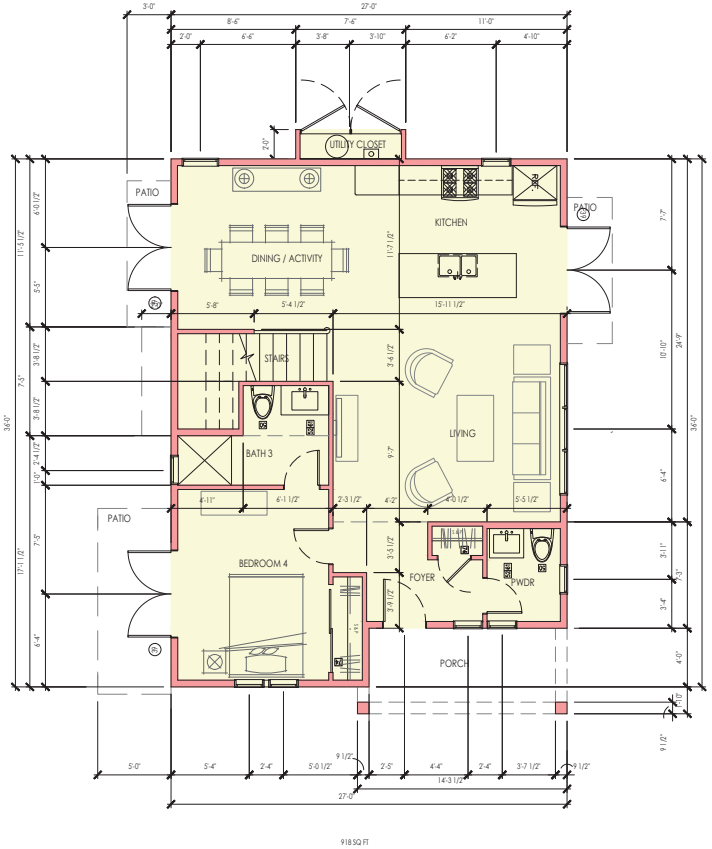
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
GARAGE LEVEL 2

SHEET NUMBER
A-3.5

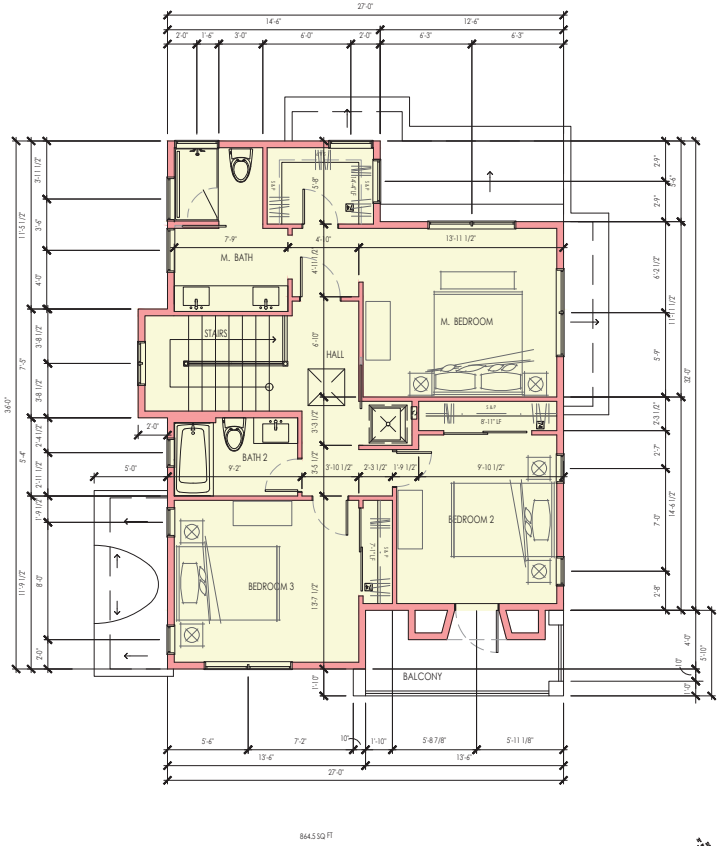
ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS



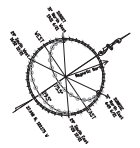
918 SQ FT

FIRST FLOOR PLAN



864.5 SQ FT

SECOND FLOOR PLAN



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

PRINT DATE: 1/31/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

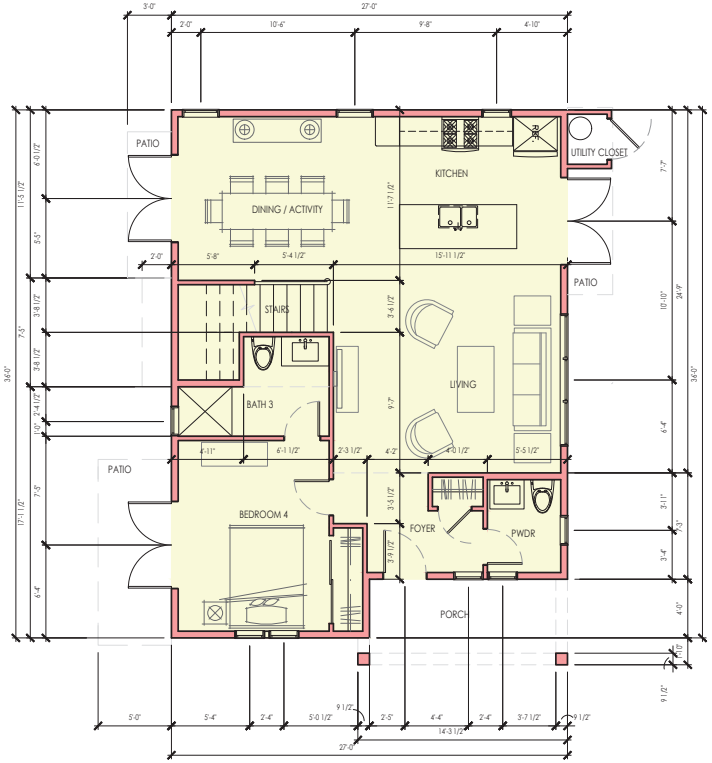
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
TOWNHOUSE FLOOR PLANS

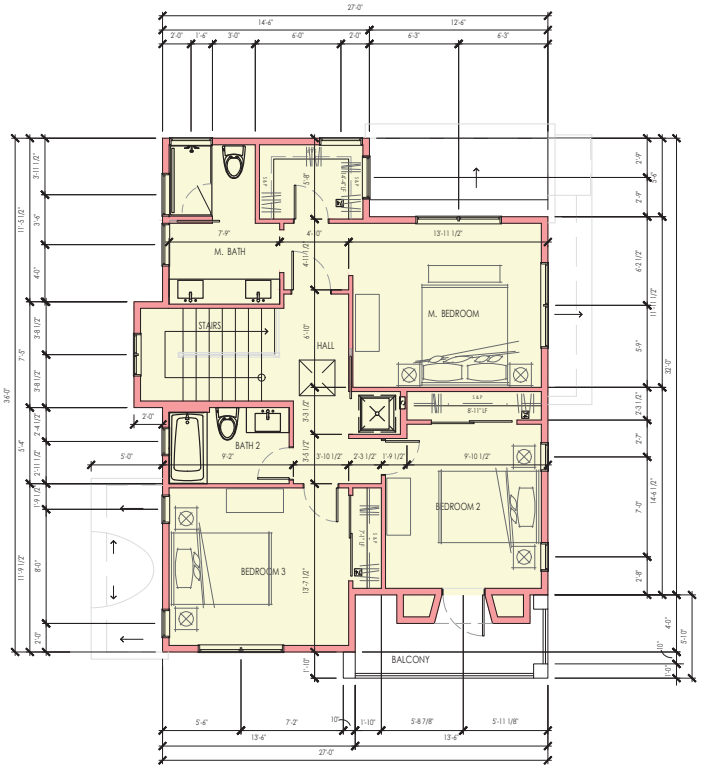
SHEET NUMBER
A-3.6

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS



FIRST FLOOR PLAN



SECOND FLOOR PLAN

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

PRINT DATE: 1/31/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

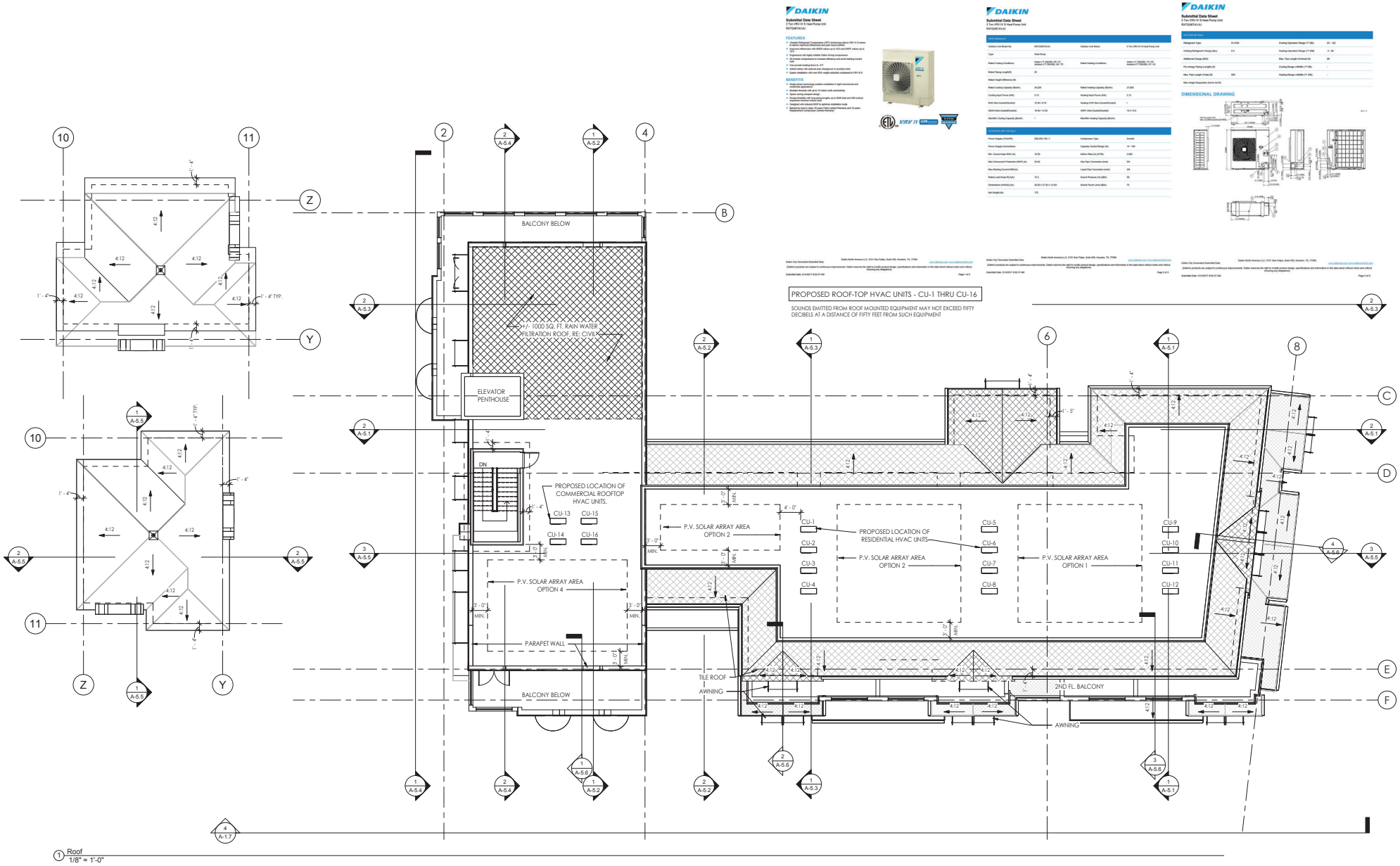
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
TOWNHOUSE #2
FLOOR PLANS

SHEET NUMBER
A-3.7

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS



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DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ROOF PLAN

SHEET NUMBER
A-3.8

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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EID ARCHITECTS ECO FUNCTIONAL ARCHITECTURE

B26

② CAMBRIDGE STREETSCAPE
12" = 1'-0"

① EL CAMINO STREETSCAPE
12" = 1'-0"

6/13/2019 07:32:11 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PROPOSED STREET SCAPE VIEWS

SHEET NUMBER
A-4.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

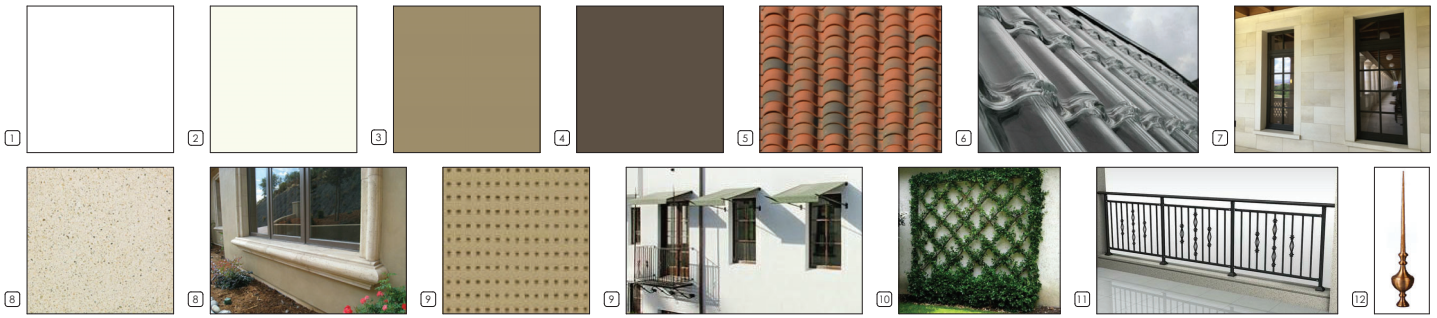
EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE

3 MIXED USE - SouthWest Elevation
1/8" = 1'-0"

2 MIXED USE - NorhtEast Elevation (El Camino Real)
1/8" = 1'-0"

1 MIXED USE - SouthEast Elevation (Cambridge Ave)
1/8" = 1'-0"

3 A-4.4



KEY NOTES

1. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KMW44 - PEARLY WHITE
2. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5220-1 - FLICKERING FIREFLY
3. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
4. ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM4925 - WILD TRUFFLE
5. BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
6. BARREL TILE ROOF - GLASS: TEJAS BORJA OR EQ.
7. HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
8. TRIMS, MEDALLIONS, & CORBELS - CAST STONE: RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
9. AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI, SOLTIS MESH FABRIC OR EQ. - COLOR: PEPPER
10. PLANTED WALL: TRELLIS OR 'GREENSCREEN' OR EQ.
11. RAILING - WROUGHT IRON
12. LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

6/13/2019 11:58:18 AM

DATE 06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

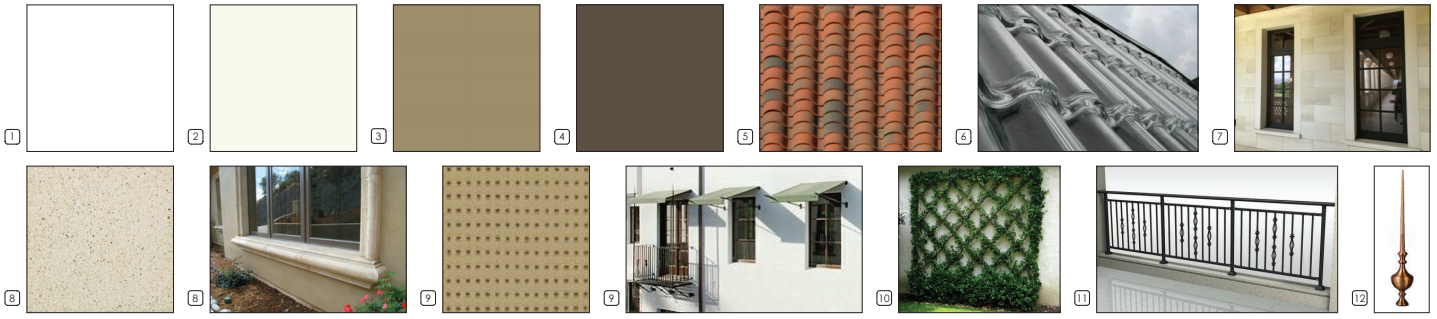
SHEET TITLE
ELEVATIONS - MIXED-USE

SHEET NUMBER
A-4.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM
EID ARCHITECTS ECO-FUNCTIONAL ARCHITECTURE

R MIXED USE - North Elevation
1/8" = 1'-0"

2 MIXED USE - Elevation/ Section
1/8" = 1'-0"



KEY NOTES

1. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KMW44 - PEARLY WHITE
2. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5220-1 - FLICKERING FIREFLY
3. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
4. ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM4925 - WILD TRUFFLE
5. BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
6. BARREL TILE ROOF - GLASS: TEJAS BORJA OR EQ.
7. HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
8. TRIMS, MEDALLIONS, & CORBELS - CAST STONE: RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
9. AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI, SOLTIS MESH FABRIC OR EQ. - COLOR: PEPPER
10. PLANTED WALL: TRELLIS OR 'GREENSCREEN' OR EQ.
11. RAILING - WROUGHT IRON
12. LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

6/13/2019 11:58:47 AM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ELEVATIONS - MIXED-USE

SHEET NUMBER
A-4.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

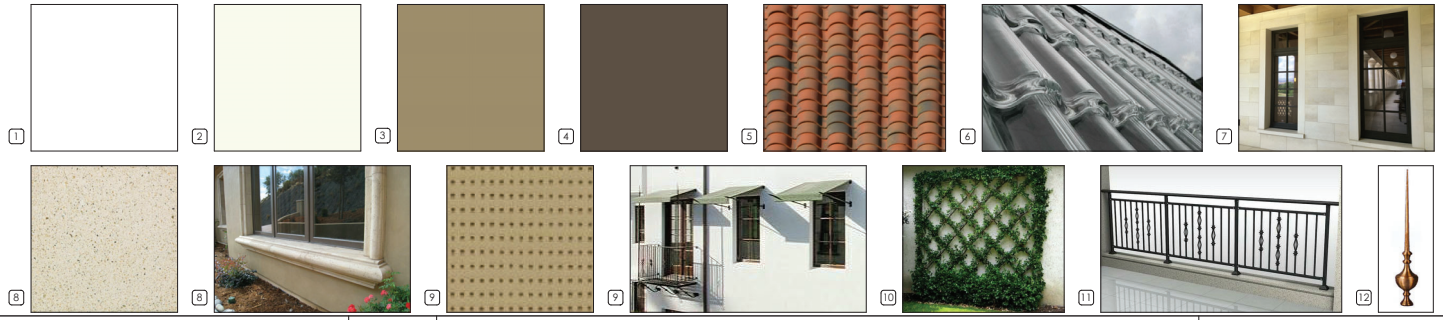
EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE

1 TOWNHOUSE 1- NORTHEAST ELEVATION
1/4" = 1'-0"

2 TOWNHOUSE 1 - NORTHWEST ELEVATION
1/4" = 1'-0"

4 TOWNHOUSE 1- SOUTHWEST ELEVATION
1/4" = 1'-0"

3 TOWNHOUSE 1 -SOUTHEAST ELEVATION
1/4" = 1'-0"



KEY NOTES

1. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KMW44 - PEARLY WHITE
2. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5220-1 - FLICKERING FIREFLY
3. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
4. ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM4925 - WILD TRUFFLE
5. BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
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9. AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI, SOLTIS MESH FABRIC OR EQ. - COLOR: PEPPER
10. PLANTED WALL: TRELLIS OR 'GREENSCREEN' OR EQ.
11. RAILING - WROUGHT IRON
12. LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

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DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

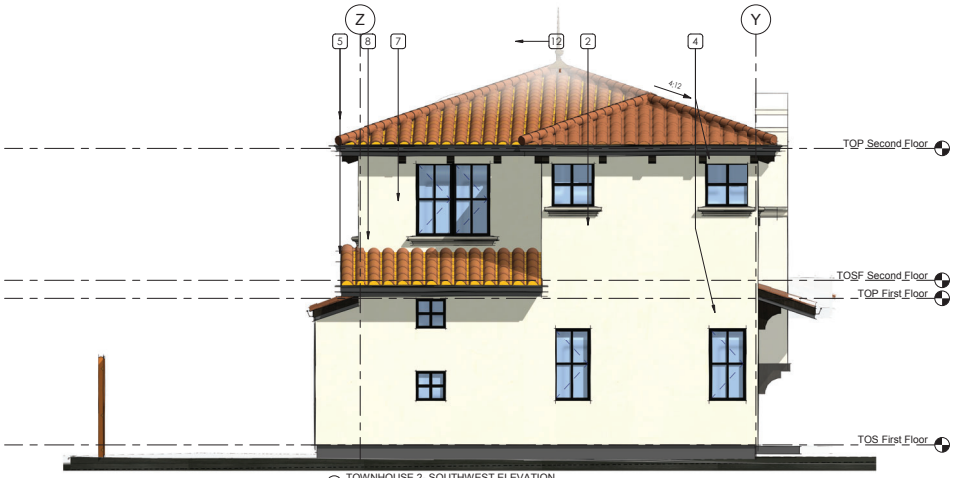
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ELEVATIONS - TOWNHOUSE 1

SHEET NUMBER
A-4.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE

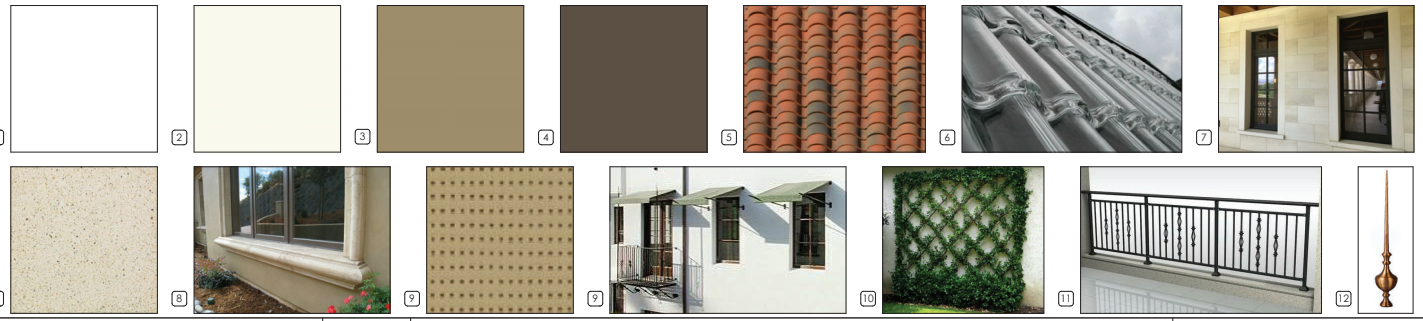


1 TOWNHOUSE 2- SOUTHWEST ELEVATION
1/4" = 1'-0"

3 TOWNHOUSE 2- NORTHWEST ELEVATION
1/4" = 1'-0"

2 TOWNHOUSE 2 -NORTHEAST ELEVATION
1/4" = 1'-0"

4 TOWNHOUSE 2 - SOUTHEAST ELEVATION
1/4" = 1'-0"



KEY NOTES

1. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KMW44 - PEARLY WHITE
2. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5220-1 - FLICKERING FIREFLY
3. SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
4. ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM4925 - WILD TRUFFLE
5. BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
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11. RAILING - WROUGHT IRON
12. LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

6/13/2019 12:00:00 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ELEVATIONS - TOWNHOUSE 2

SHEET NUMBER
A-4.5

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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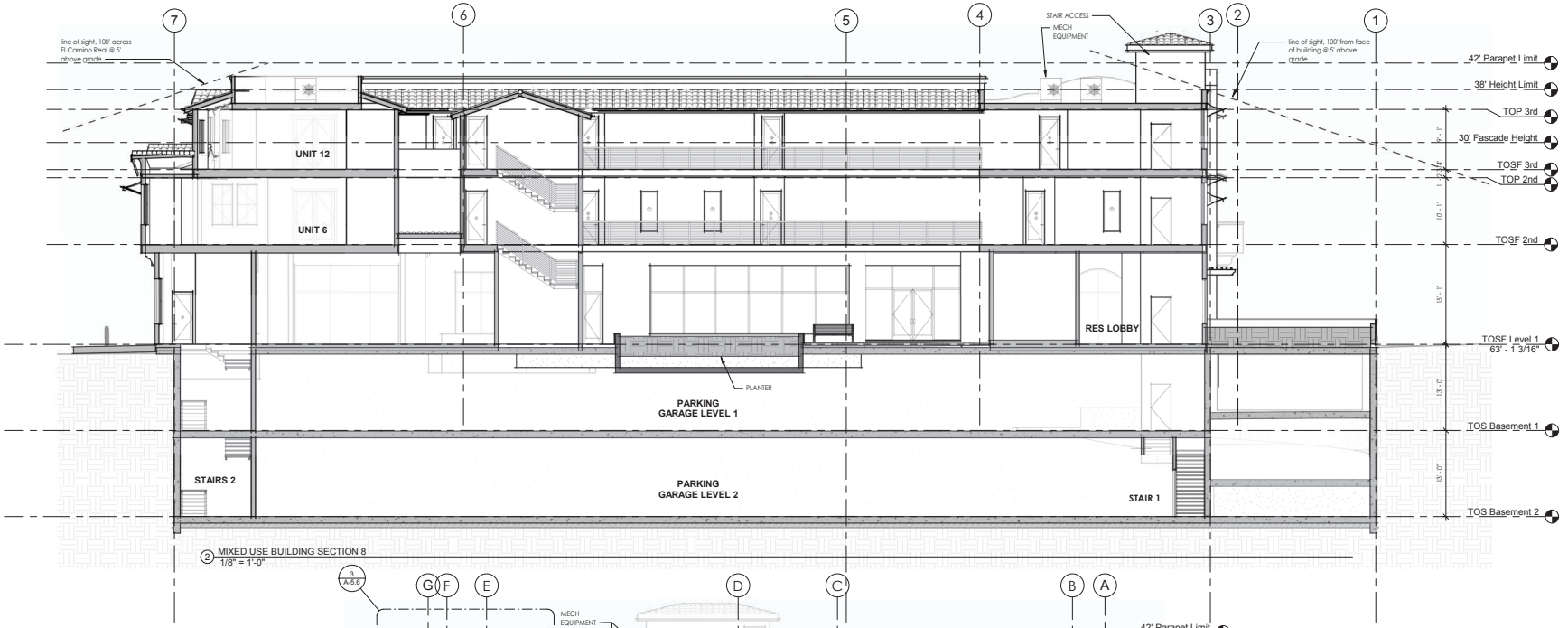
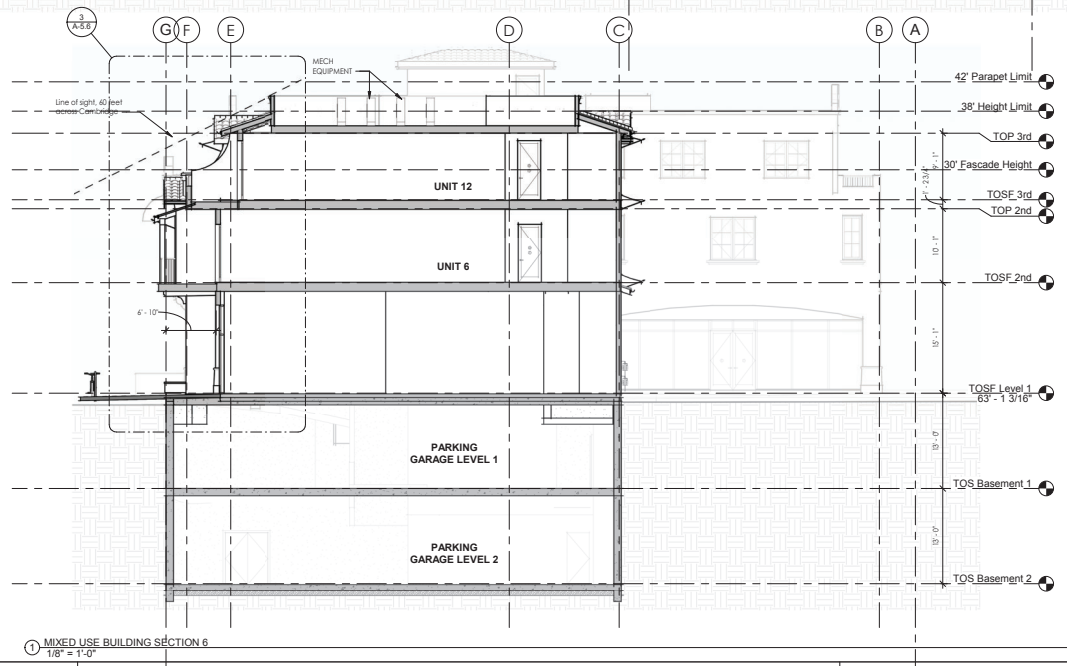
EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE



2 MIXED USE BUILDING SECTION 8
1/8" = 1'-0"



1 MIXED USE BUILDING SECTION 6
1/8" = 1'-0"

6/13/2019 12:00:17 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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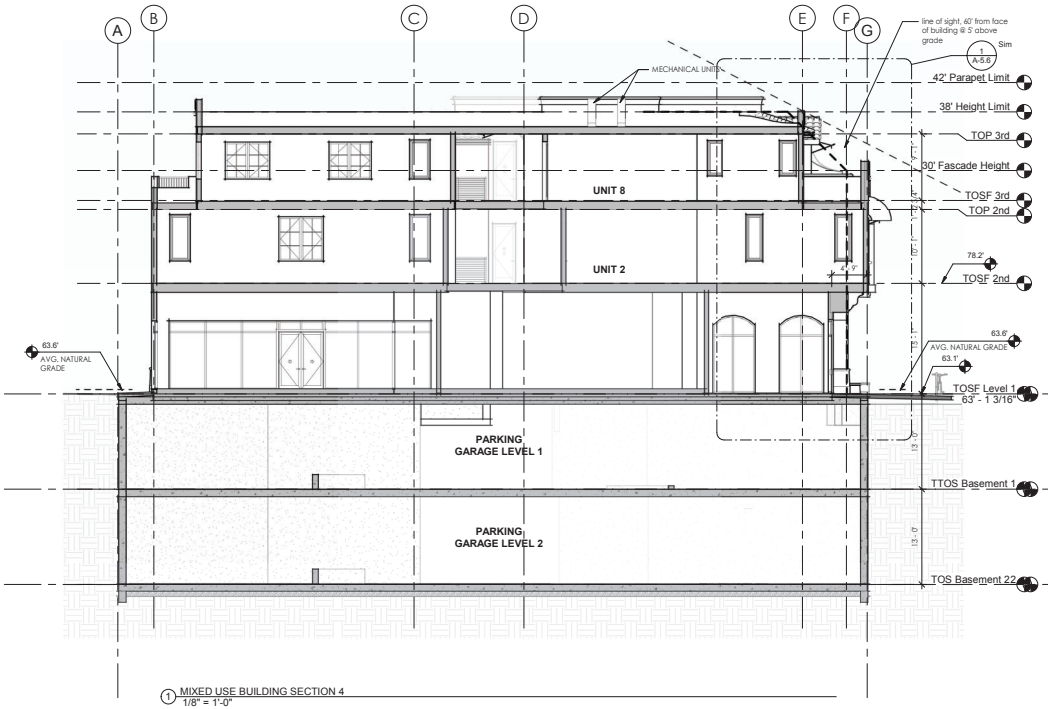
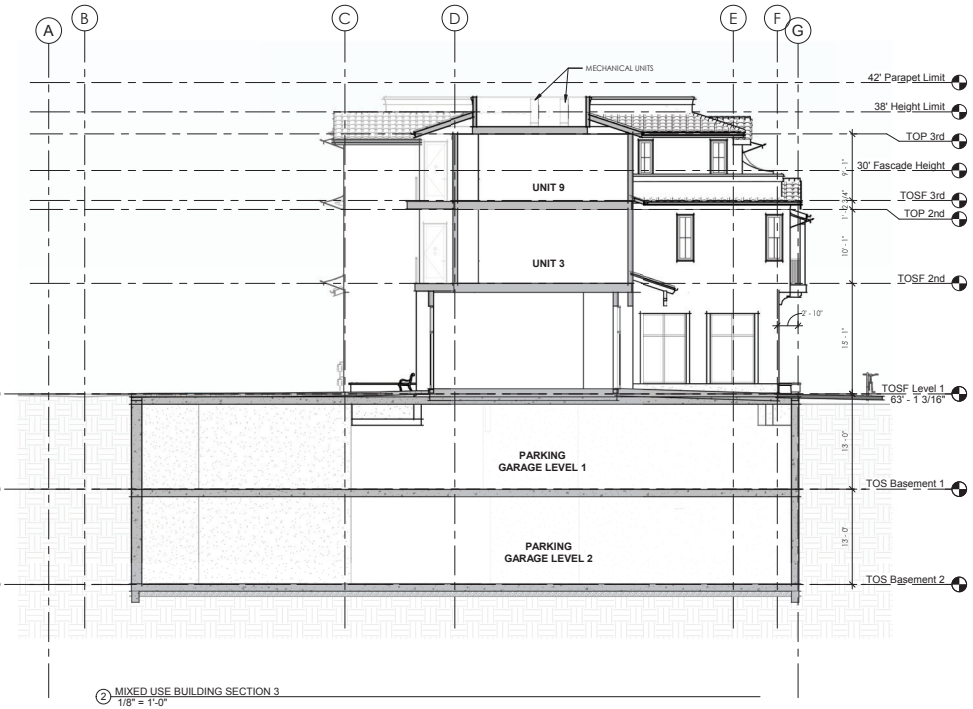
EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE



1 MIXED USE BUILDING SECTION 4
1/8" = 1'-0"



2 MIXED USE BUILDING SECTION 3
1/8" = 1'-0"

6/13/2019 12:00:30 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

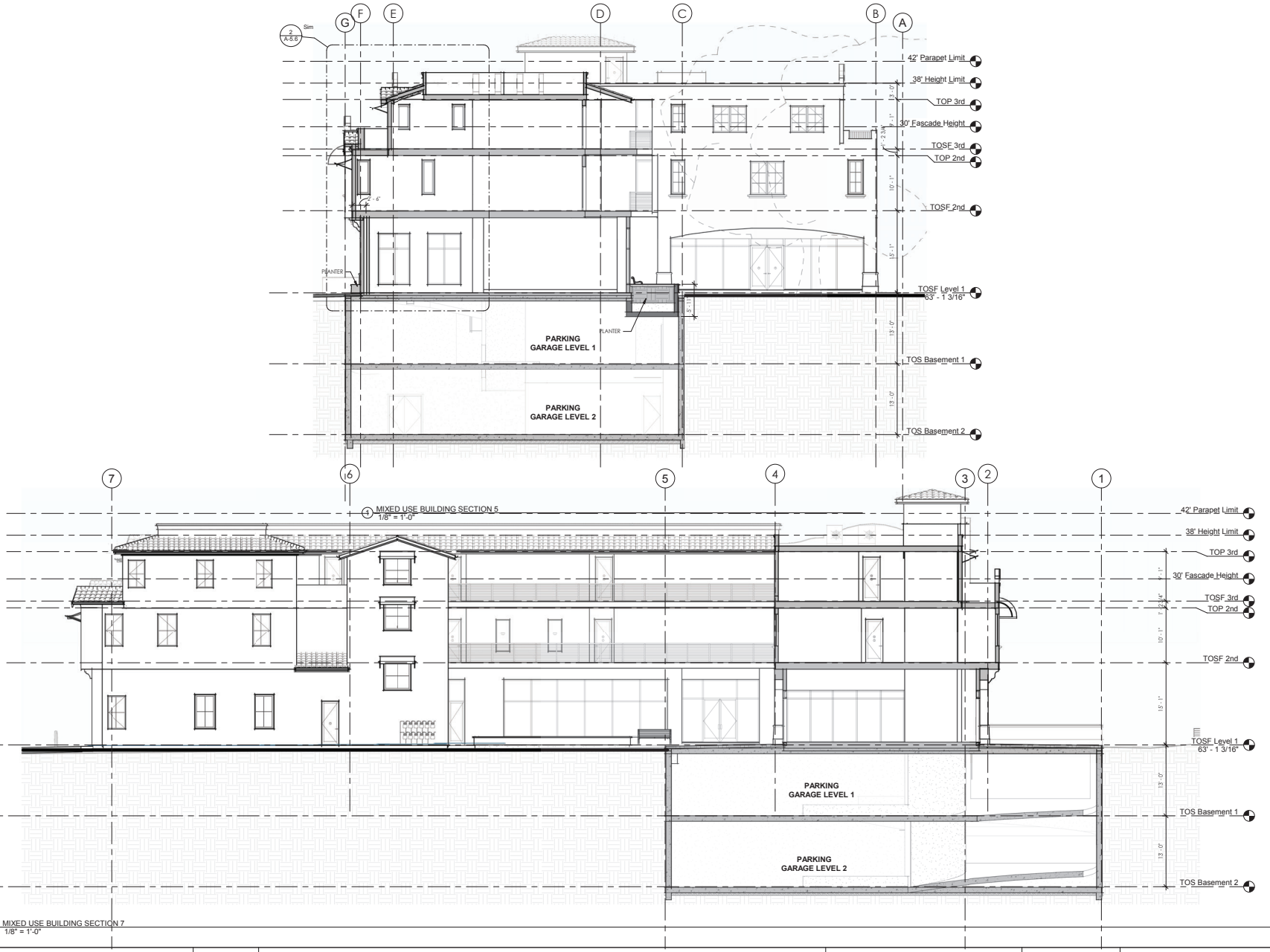
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE



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DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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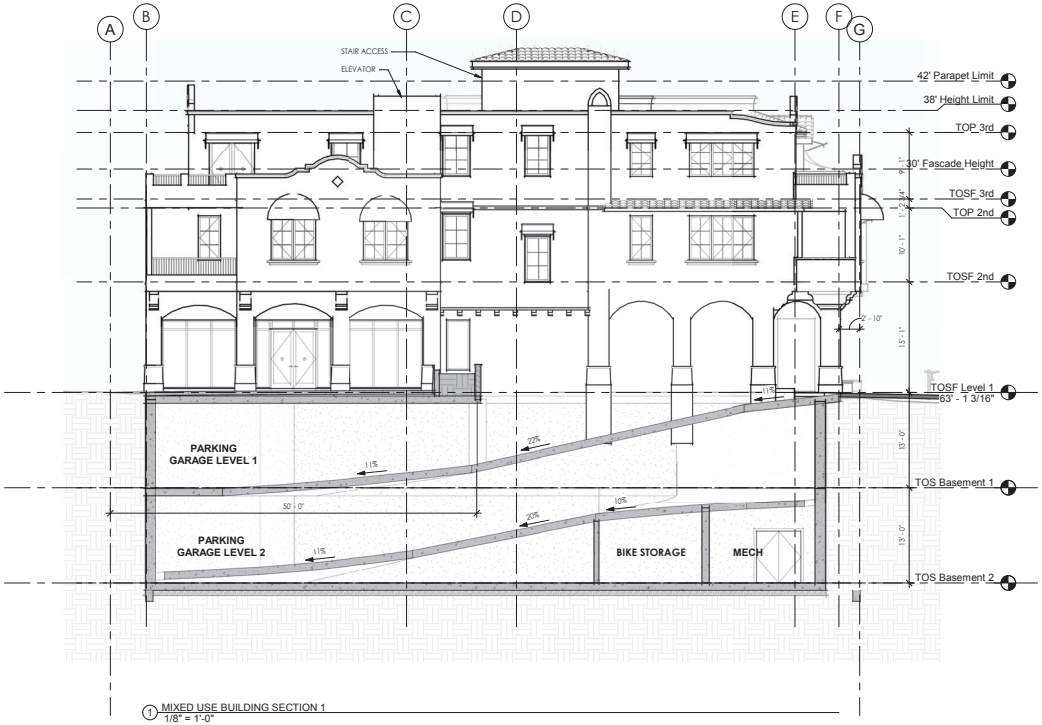
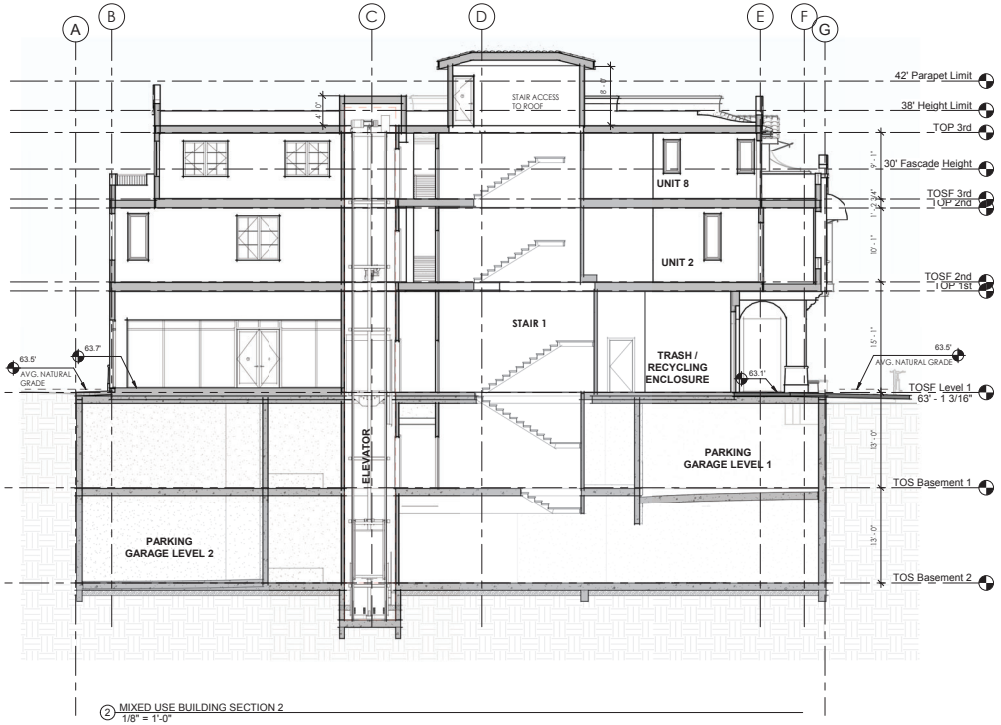
EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE



1 MIXED USE BUILDING SECTION 1
1/8" = 1'-0"



2 MIXED USE BUILDING SECTION 2
1/8" = 1'-0"

6/13/2019 12:01:05 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

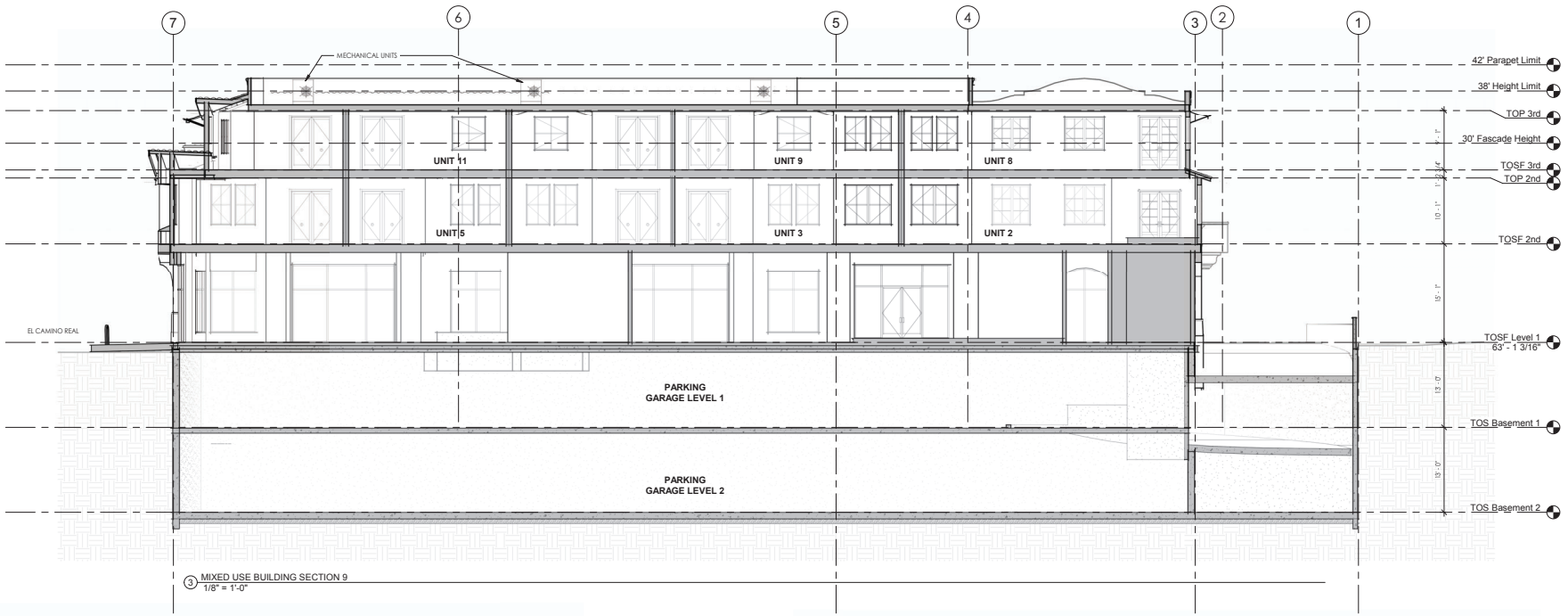
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

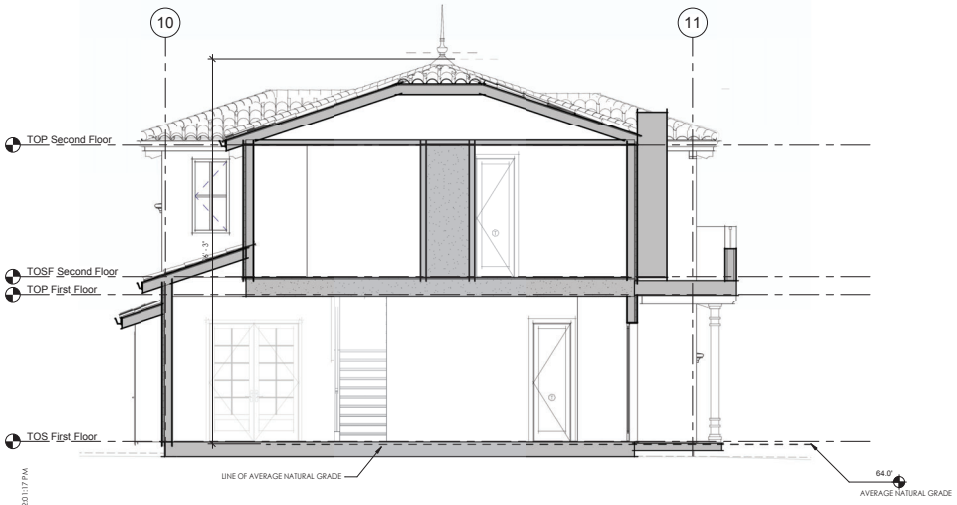
SHEET NUMBER
A-5.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

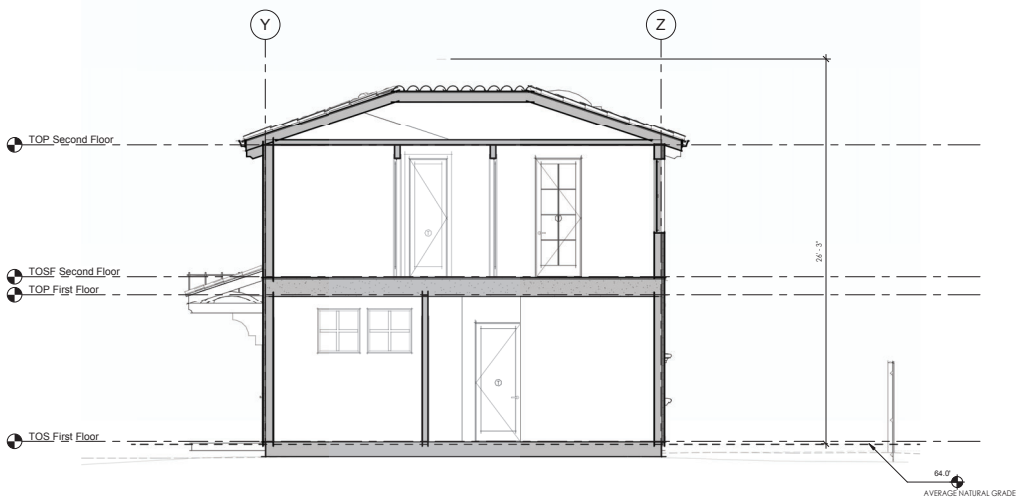
EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE



3 MIXED USE BUILDING SECTION 9
1/8" = 1'-0"



1 TOWNHOUSE BUILDING SECTION 1
1/4" = 1'-0"



2 TOWNHOUSE BUILDING SECTION 2
1/4" = 1'-0"

6/13/2019 12:01:17 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

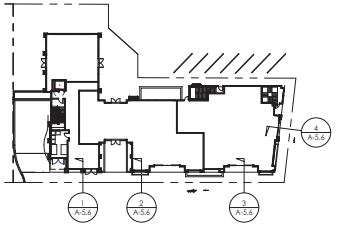
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

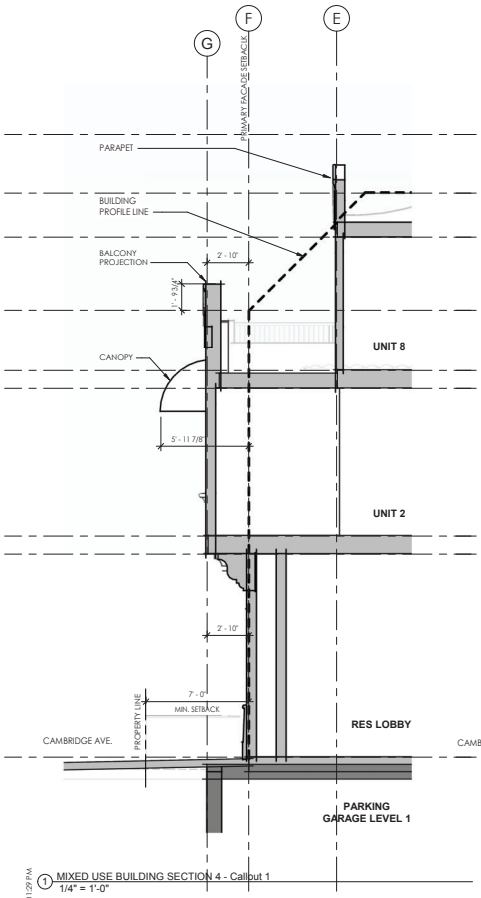
SHEET NUMBER
A-5.5

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

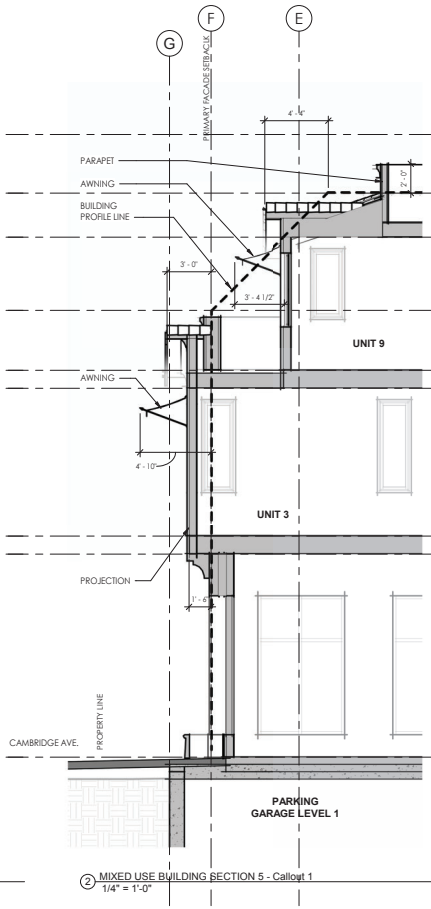
EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE



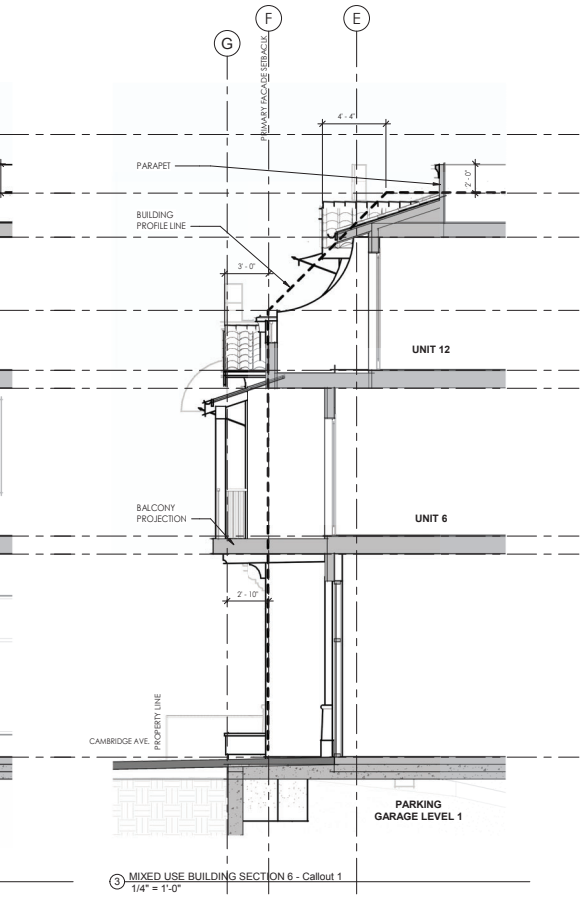
5 MW TOSF 1st Copy 1
1" = 40'-0"



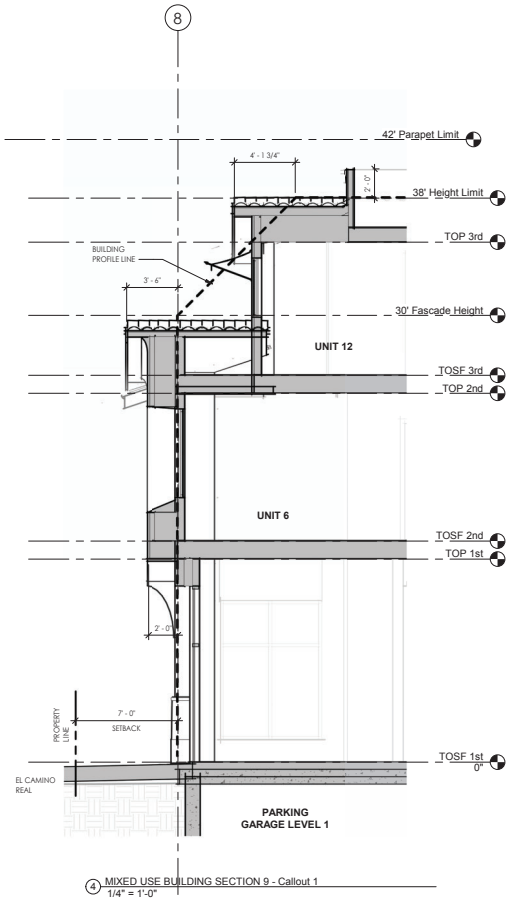
1 MIXED USE BUILDING SECTION 4 - Callout 1
1/4" = 1'-0"



2 MIXED USE BUILDING SECTION 5 - Callout 1
1/4" = 1'-0"



3 MIXED USE BUILDING SECTION 6 - Callout 1
1/4" = 1'-0"



4 MIXED USE BUILDING SECTION 9 - Callout 1
1/4" = 1'-0"

6/13/2019 12:01:29 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING PROFILE

SHEET NUMBER
A-5.6

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE

3 3D View - Townhouse Front

1 3D View - Cambridge Ave. 1

2 3D View - Cambridge Ave. 2

6/13/2019 12:03:25 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
3D VIEWS 1

SHEET NUMBER
A-6.0

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ECO FUNCTIONAL ARCHITECTURE

3 3D View - Mixed Use Side View

1 3D View - Mixed Use on El Camino 2

4 3D View - Mixed Use Rear View

2 3D View - Mixed Use on El Camino 1

6/13/2019 12:03:05 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
3D VIEWS 2

SHEET NUMBER
A-6.1

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ECO FUNCTIONAL ARCHITECTURE

6/13/2019 07:31:12 PM

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06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
RENDERED STREET VIEW OF PROPOSED EL CAMINO

SHEET NUMBER
A-6.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE

6/13/2019 07:23:41 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
RENDERED STREET VIEW OF PROPOSED CAMBRIDE AVE

SHEET NUMBER
A-6.3

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EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE

KM " RODEO ROUNDUP"

CLAY TILE ROOF

BALCONY TILE

KM "BROWN TRUFFLE"

CORBELS UNDER BALCONY

SUNBRELLA CANVAS SILICA BARLEY

CAST STONE TRIM

SMOOTH STUCCO KM "PEARLY WHITE"

BALCONY COLUMNS WITH CAPS

CHIMNEY

VENT PIPES

GRASSCRETE

WALL CAP

WALNUT WOOD INTERIOR FLOORING

PATIO FLOOR TILES

6/13/2019 12:05:40 PM

DATE 06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
COLORS AND MATERIALS

SHEET NUMBER
A-6.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
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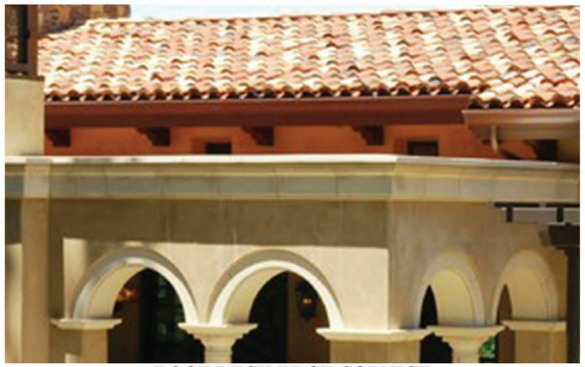
EID ARCHITECTS
ECO-FUNCTIONAL ARCHITECTURE

GLASS ROOF TILES



ROOF DECK EDGE CORNICE

STOREFRONT FRENCH DOOR

ARCHED STOREFRONT DOOR

DOUBLE CASEMENT WITH MULION GRIDS

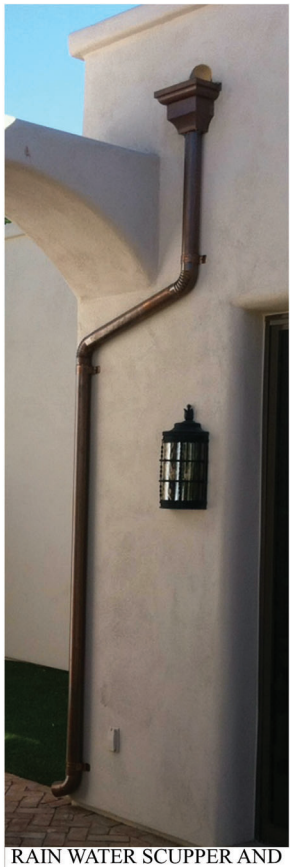
ROUND TOP WINDOW

DIVIDED LIGHT DOUBLE CASEMENT

FABRIC WINDOW AWNINGS

WROUGHT IRON BALCONY RAILING

SIGNAGE



RAIN WATER SCUPPER AND LEADER

WROUGHT IRON PENDANT LAMP

WALL-MOUNTED CORBEL TRELLIS

LIVING WALL PLANT SCREEN

PLANTER BOX

6/13/2019 12:05:53 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
MATERIALS

SHEET NUMBER
A-6.5

ENVIRONMENTAL INNOVATIONS IN DESIGN
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EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE

SUBMITTAL DATA: CHILLER SERIES SCM036/060

SD-CHS6-0513

Reverse Cyce Heat Pump

STANDARD FEATURES

- Dual System Programmable Compressor (Two Separate Refrigerant Circuits)
- Simple Piping & Plumbing
- Easily Zoned
- 30% Larger Condenser Coil than Traditional Units
- Self Diagnostic Control – Carel Factory Programmed – Field Adjustable
- Low Current (AMP Requirements
- Simplified Installation & Ease of Service
- Quiet Operation – "Soft Start" Package
- Highest R-410A COP and EER
- No Refrigerant Handling
- Refrigerant Stays Outside the Building
- Low Ambient Antifreeze Protection
- 30% Less Refrigerant than Conventional Split System
- Durable Baked Enamel Finish
- Low Ambient Cooling Enabled
- Automatic Lead/Lag between Compressors
- Easy Service Access

Intertek

☐ **MODEL:** SCM036A4 Qty. ____

HEATING CAPACITY:
KW - 10.4
BTuI – 35,500

COP:
2.70

COOLING CAPACITY:
KW - 11.3
BTuI – 38,500

EER:
9.2

VOLTAGE:
230V/1Ø/60Hz

COMPRESSOR:
Rotary x 2

☐ **MODEL:** SCM060A4 Qty. ____

HEATING CAPACITY:
KW – 17.6
BTuh – 60,250

COP:
2.55

COOLING CAPACITY:
KW – 18.0
BTuh – 61,500

EER:
8.7

VOLTAGE:
230V/1Ø/60Hz

COMPRESSOR:
Rotary x 3

SPACE PAK

260 North Elm St., Westfield, MA 01085
(800) 465-8558 Fax: (413) 564-5815

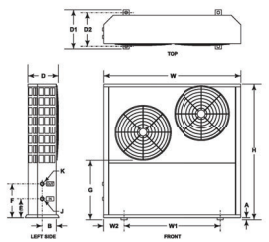
7555 Tranmere Drive, Mississauga, ONT. L5S 1L4 Canada
(905) 670-5888 Fax: (905) 670-5782

www.spacepak.com

PROJECT: _____ DATE: _____
LOCATION: _____
CUSTOMER: _____
ENGINEER: _____
SUBMITTED B": _____
FOR: ☐ Reference ☐ Approval ☐ Construction
UNIT DESIGNATION:: _____
SCHEDULE NUMBER: _____

SUBMITTAL DATA: CHILLER SERIES SCM036/060

DIMENSIONS



Model	A Leg height	B Front to return	D Cabinet depth	D1 Mounting lug depth	D2 Mounting lug centers	E Bottom to return	F Bottom to supply	G Base to bottom edge of lower fan	H Overall Height	J Return connection	K Supply connection	W Overall width	W1 Mounting lug centers	W2 Lug center to edge
SCM-036	1	10	17¼	17⅛	15¼	5½	15¼	25	53	1" NPT	1" NPT	43⅛	27½	7 15/16
SCM-060	1	10	17¼	17⅛	15¼	5½	15¼	25	53	1" NPT	1" NPT	43⅛	27½	7 15/16

PERFORMANCE

Cooling Operation – 47°F water

Ambient Temp °F	Capacity BTUhr	Chiller Power Watts	Chiller COP	Chiller EER
3 Ton SpacePak Chiller				
82	38,63	2,623	4.47	15.28
95	29,64	3,873	2.25	7.67
105	22,80	4,912	1.36	4.66
5 Ton SpacePak Chiller				
82	61,06	5,150	3.80	11.96
95	54,61	5,881	2.72	9.29
105	46,68	6,643	2.01	6.87

Heating Operation

Ambient Temp °F	Capacity BTU/hr	Chiller Power Watts	Chiller COP	Water Supply Temp.
3 Ton SpacePak Chiller				
45	35,536	3,855	2.70	115
32	26,286	3,472	2.22	110
20	20,246	3,103	1.91	105
5 Ton SpacePak Chiller				
45	60,256	6,919	2.55	115
32	42,770	5,927	2.11	110
20	34,769	4,125	1.76	105

SPACE PAK

6/13/2019 12:06:08 PM

6. AC CHILLER SPECS AND NOISE LEVELS

Section 2: Specifications and ratings

Figure 1 Model SCM rating data

Item	Units	SCM-036	SCM-060	Item	Units	SCM-036	SCM-060
Cooling capacity (Note 2)	Btuh / KW	34,000 / 10.0	46,000 / 13.5	Supply voltage	VAC	230/1/60	230/1/60
Heating capacity (Note 3)	Btuh / KW	44,000 / 13.0	60,000 / 17.0	Running current, cooling (Note 1)	Amps	11.6	26.4
Fan speed	RPM	850	850	Running current, heating (Note 1)	Amps	11.1	21.3
Noise level	dB(A)	56	56	MCA (Note 1)	Amps	11.7	30.3
Water volume	Gallons	2	2.5				
Supply connection	Inches NPT	1	1	Return connection	Inches NPT		1
Minimum supply temperature	°F	36	36	Maximum supply temperature	°F	115	125
Minimum flow	GPM	7	10	Maximum flow	GPM	12	15
Pressure drop at minimum flow	Feet WC	8	17	Pressure drop at maximum flow	Feet WC	31	28
Net weight	Lbs	337	386	Operating weight	Lbs	344	407
Shipping weight	Lbs	346	395	Shipping dimensions	Inches	47 x 9 x 60	47 x 18 x 60

Note 1: Electrical ratings DO NOT includewater pump amp draw. This pump is supplied by the installer. Add the current **draw of the pump to** the values listed above. Adjust theMCA accordingly.
Note 2: Performance at 95° ambient temprature, 47° water
Note 3: Performance at 45° ambient temprature, 115° water

Figure 2 Model SCM coding

Typical model	S	C	M	0	6	0	A	4
Position	1	2	3	4	5	6	7	8
Designation	Unit Type			Capacity			Series	Refrigerant type
Values	**SCM** = SpacePak Heat Pump/Chiller Module			**036** = 3 ton nominal **060** = 5 ton nominal			**A** = Series "A"	**4** = R410A
Examples	**SCM-036-A-4** = 3 ton ncminal, series A, using R410A refenigerant, SpacePak Heat Pump/Chiller Module **SCM-060-A-4** = 5 ton nominal, series A, using R410A refenigerant, SpacePak Heat Pump/Chiller Module							

Standard equipment

- Heat pump/chiller, including two refrigeration systems, factory-programmed controller, fans and all required internal components
- Powder-coated enclosure
- Auxiliary electric immersion heater (3 KW, 23iV/1/60) — requires separate electrical power circuit, 15-amp minimum breaker

Additional components required

- Pump and piping by others
- Expansion tank, properly sized for system volume
- SpacePak Chiller Interface Module

Section 4: LOCATION & MOUNTING

WARNING Failure to comply with all of the guidelines IN THE FOLLOWING could result n death, serious injury or substantial propertydamage.

NOTICE The installation must comply with al applicable local codes.

Prepare the unit

- Inspect the unit for shipping damage. DO NOT ue if there is a risk that the damage could affect unit operation.
- Make sure all required components are availabk.
- Install optional immersion heater, if used. See nstructions provided with the heater.

Location

- DO NOT locate where the unit could be sprayed b sprinklers.
- DO NOT locate near swimming pools, spas or iny location that could cause chlorine or other contaminant o enter the unit.
- DO NOT locate where water run-off from adjacet structures could impinge on the unit.
- Maintain the clearances shown in Figure 5.
- LOW AMBIENT conditions — Contact SpacePk Technical Support to obtain low ambient adjustment instructions if cooling operation below 55°F is required.
- CORROSIVE ENVIRONMENTS — Do not instal the unit in an area subject to sea air or other potentil corrosive contaminants.
- INDOOR INSTALLATION. If the unit is installed inside a building, the building must be equipped with ir openings sufficient to ensure free discharge of heated (or cooled) air generated by the heat pump/chiller. All clearanas must be maintained to ensure free air flow into and out of the enclosure. Make sure no other equipment loated in the space will be affected by the unit's air flow.

Handling

- See Figure 4.
- Place padding at pressure points to prevent danage to the enclosure.
- Use caution when handling. The unit is heavy and could cause severe injury or damage if dropped or handled incorrectly.

Figure 4 Handling with cables

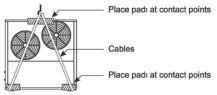
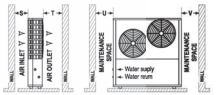


Figure 5 Maintain clearances below



Minimum clearances (inches)			
S	T	U	V
20	59	40	20

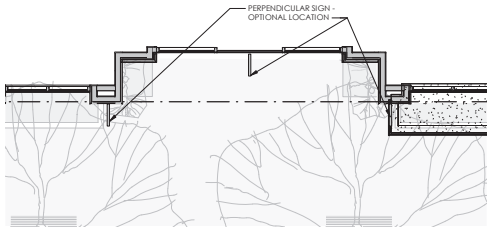
Mounting pad

- The SpacePak heat pump/chiller mus **be mounted on a** level corrosion- and weather-resistant **mounting surface,** preferably concrete. The structural **support must be** suitable for the operating weight of th**e unit and attached** components, its mounting pad, snow lo**ading and any other** expected loads.
- The mounting pad must not be attached **directly to a structure** where noise transmission would be objc**tionable.**
- Vibration isolators supplied with the chile**r may be installed** when desired to reduce transmitted vibr**ation.**
- The unit must be bolted securely to the pad. **Where required** by local jurisdiction, the mounting must **also be analyzed for** seismic loading capability.
- The mounting must ensure that there **will be no debris** accumulation which might block air **flow through the** enclosure openings. ***The lower edge of the lower fan opening must be above the typical snow line, including allowance for drifting.***
- There must be no accumulation of watertha could reach the bottom of the unit's enclosure.

4. GLASS TILE ROOF

5. TOWNHOUSE PATIO DORMER

RETAIL



A TYP. ENTRY SIGNAGE PLAN

B TYP. ENTRY SIGNAGE ELEVATION

3. MASTER SIGN PLAN

2. PERPENDICULAR SIGN - OPT. A

2. PERPENDICULAR SIGN - OPT. B

1. LED ADDRESS/ COMMERCIAL SIGNAGE

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
GLASS TILE ROOF & AC CONDENSER SPECS

SHEET NUMBER
A-6.7

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B44

INTERIOR VIEW OF FRENCH DOOR

EXTERIOR FRENCH DOOR

DARK DIVIDED WINDOW

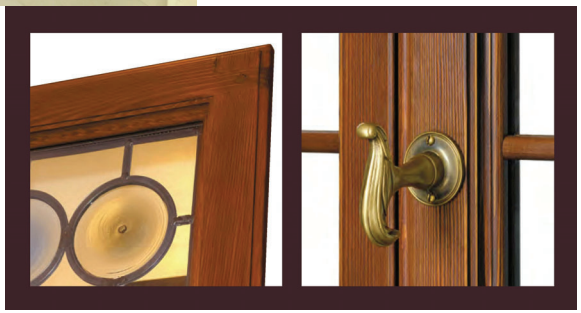
WOOD WINDOW

INTERIOR SIDE
SHOWING HARDWARE

IN SWING CASEMENT

EXTERIOR SIDE

DOUBLE CASEMENT WOOD WINDOW BY COORITALIA



CLOSE UP OF HANDLE
AND OBSCURE WINDOW

TOP VIEW OF CASEMENT
COMING TOGETHER

FABBIO

Falegnameria Fabbio was founded in San Biagio di Callalta (TV) in 1957 by Gino Fabbio as an artisan wood shop with focus on manufacturing high quality windows and doors.
The business has been run since then with creativity and passion; in 1980 Luigino Fabbio enters the family business and starts developing an old world window model that is the perfect replacement in the many renovations of historical buildings in the Veneto area. The historical line is still built today as it was once by using old dove tail techniques, original architectural design, antiquing processes and natural oils and wax.
Thank to Luigino's knowledge and passion for history and details over the years Fabbio has developed various lines of product that are used in restoration of buildings from the XVII-XVIII-XIX century.

In 2005 the new Fabbio Design is born with the intent of completing the historical line with a contemporary line more suitable for today's modern architecture. The new innovative Extrema has a frameless design with a "clean" look and is a perfect match for modern design. Fabbio Design has grown over the years adding new lines like the "Fly" that maintains all the quality details of a Fabbio Design product in today's competitive market or the "Museo" which has been developed for a custom project and with its unique bronze exterior clad represent a top of the line product.
To manufacture a great window you must start with high quality wood; Fabbio Design uses only the best woods sourced from Forest Stewardship Council (FSC) sources, as well as being FSC certified themselves. The finishing oils, stains, waxes are chosen for both their high quality and eco-friendly characteristics.

In pursuing the philosophy of innovation and on-going commitment to provide a better service to the customer in 2013 Fabbio Design inaugurated the new headquarters in San Biagio di Callalta near Venice – Italy, with over 32,000 sf of manufacturing capabilities, including state of the art CNC machines, and the new Fabbio USA LLC with headquarters in San Francisco, CA

Flexibility is the essence of Fabbio Design. No project is too big or too small, weather our customers want something simple or something highly customized, something antique or something modern we are here to help and we can do it with a quality of craftsmanship that is second to none.

HISTORY OF FABBIO DESIGN

6/13/2019 12:06:28 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
WINDOW & DOOR IMAGES

SHEET NUMBER
A-6.8

ENVIRONMENTAL INNOVATIONS IN DESIGN
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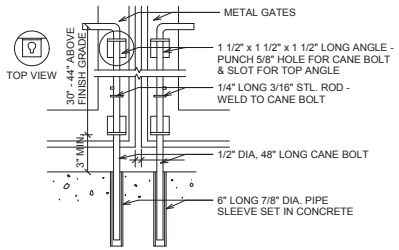
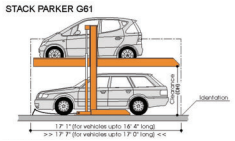


4 LOCKING MECHANISM
3/8" = 1'-0"

NOTES

1. HSS 4x4x1/4 STEEL POST @ HINGE SIDE OF GATE, CONC. FILLED, PRIMED AND PAINTED TO MATCH WALLS.
2. 18 GAUGE METAL FRAME TUBE STEEL.
3. GALVANIZED STEEL HARDWARE & FASTENERS.
4. RE: STRUCTURAL DRWGS FOR CONC. SLAB, REINFORCEMENT & WALLS.
5. MOTION ACTIVATED, WALL-MOUNTED LED LIGHTING, VANDAL RESISTANT.
6. 3'-0" DOOR TO BE EASILY ACCESSIBLE FOR RESIDENTS TRASH / RECYCLING ACCESS.
7. STRESS PAD TO WITHSTAND MIN. WEIGHT OF 56,000 LBS COLLECTION TRUCK.
8. GATES TO BE PAINTED TO MATCH BLDG ACCENT FEATURES.
9. DESIGN, ENGINEERING, AND CONSTRUCTION NOT SPECIFICALLY NOTED SHALL BE IN ACCORDANCE WITH ACCEPTED INDUSTRY STANDARDS AND OF FIRST QUALITY
10. SECONDARY CANE BOLT RETAINER TO BE PLACED FOR EACH GATE SUCH THAT GATE IS HELD IN A POSITION 90° TO THE CLOSED POSITION.
11. 20 GAUGE VERTICAL CORRUGATED METAL PANEL AND/OR - VERTICAL RUSTICATED WOOD PLANK.
12. ANGLE IRON REINFORCED FASTENING ALONG EDGE OF CORRUGATED PANEL AND METAL TUBE FRAME, WHERE APPLICABLE.
13. 1/2" DIA. STOCK SLIDE BARREL BOLT (LOCKABLE).

3 **TRASH / RECYCLING NOTES**
N.T.S.



STACK PARKER
G61/G62/G63

Car Parking System 2000

Mass:
All measurements are minimum.
Tolerance +3 cm, -0 cm.
EB (Single Platform) = 2 cars
DB (Double Platform) = 4 cars

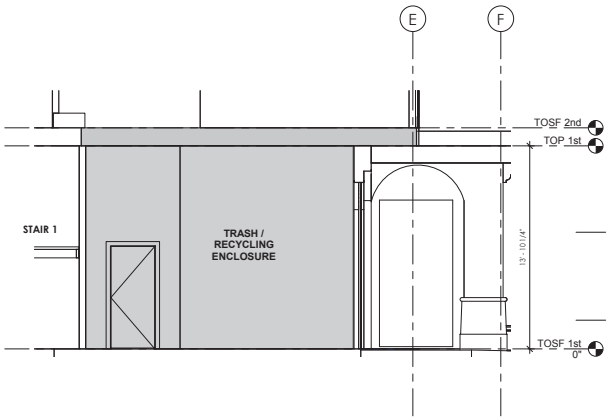
Suitable For:
Standard passenger cars and station Wagons

Type	Dir*	Vehicle Height Below	Middle
G61-170	5' 6"	5' 2"	-
G61-190	6' 2"	5' 9"	-
G61-210	6' 9"	6' 6"	-
G62-170	5' 1"	4' 9"	-
G62-185	5' 6"	5' 4"	-
G62-195	5' 9"	5' 7"	-
G63-330	5' 0"	4' 9"	4' 9"
G63-370	5' 7"	5' 6"	5' 6"

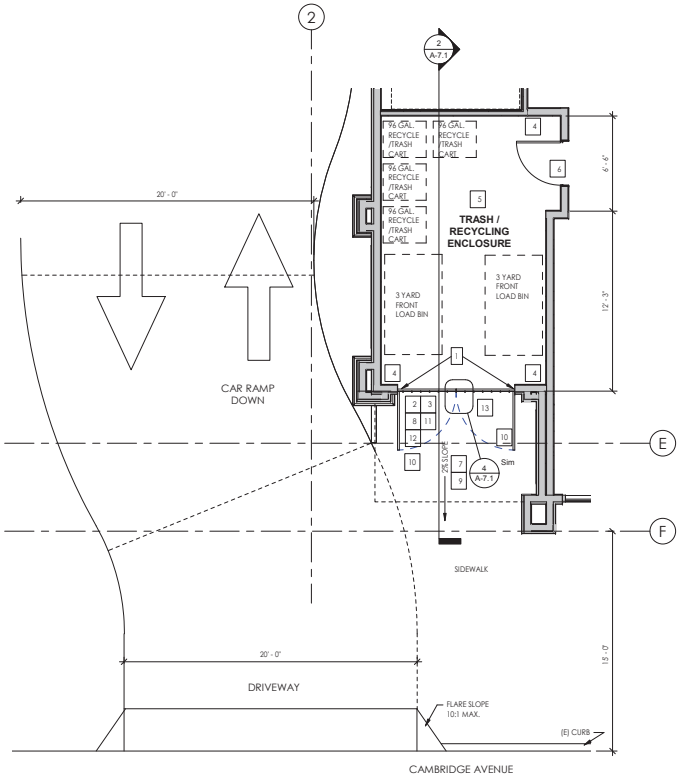
Width	6' 2"
Weight	max. 3307 lbs
Wheel Load	max. 826.73 lbs

KLAUS Car Parking Systems
KLAUS PARKING SYSTEMS ATLANTIC, INC.
42 Metcalfe Street Toronto Ontario M4K 1B6 Canada
Phone: 416-925-2614
Fax: 416-925-3096
E-Mail: info@KlausParking.com
Website: www.klausparking.com

5 CAR STACKER
12" = 1'-0"



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



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

6/13/2019 12:06:30 PM

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
TRASH-RECYCLING ENCLOSURE AND CAR STACKERS

SHEET NUMBER
A-7.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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EID ARCHITECTS ECO-FUNCTIONAL ARCHITECTURE

Beyond Efficiency

Berkeley, CA • Truckee, CA • Jackson, WY
(415) 236-1333 (530) 208-0112 (307) 200-7236
P.O. Box 9279, Jackson, WY 83002 • team@beyondefficiency.us

PROJECT NARRATIVE: Enduring Human-Centered Building

This project is intended to 1) enhance occupants' well-being and quality of life, 2) minimize long-term operations and maintenance costs, and 3) support a healthy natural environment. This narrative outlines overarching goals for the project and is intended to provide high-level guidance to the ownership, design and construction team on best practices and performance goals. Specific methods, systems, materials, and products will be specified in design development and construction documents.

Integrated Design Approach

The team will invest in an integrated design process throughout the entire project lifecycle to facilitate communication and collaborative problem solving. This approach requires the project team to consider the whole building as an integrated collection of its systems, considering how each decision impacts other disciplines and overall project goals. To support this approach, we will schedule a design charrette during the conceptual design phase. A charrette is an interdisciplinary session involving all key disciplines and can help facilitate efficient, common-sense, achievable strategies for optimizing a project's environmental performance.

Site integration and community activation

Native drought-tolerant landscaping that integrates rain gardens and bioswales create an attractive, environmentally responsible, integrated storm water management system for the site. Attractive streetscapes, seating, pedestrian-scale landscaping, decorative light fixtures, awnings and trellises, public art, and other features create an inviting, lively sidewalk experience. Convenient and plentiful short-term and long-term bicycle parking, gear storage areas, strong connections to sidewalks and bike lanes, and other design features encourage biking, walking and other outdoor activities.

Space and material efficiency

A compact, efficient building layout maximizes residential density while providing inviting homes and community gathering spaces. Prefabricated building components, resource-efficient design approaches, careful material takeoffs, and reuse of waste materials where appropriate minimize on site construction waste. Prefabricated components could also significantly reduce construction time, reducing carrying costs and allowing residents to move into their homes months earlier.

Energy efficiency

Passive design strategies including above-code levels of insulation, highly airtight enclosures verified with blower door testing, heat-recovery ventilation, and high-performance windows are prioritized. Optimizing efficiency of the building envelope minimizes heat loss in winter and heat gains in summer and maximizes comfort while

Beyond Efficiency

significantly reducing peak heating and cooling loads. This allows the mechanical system to be downsized greatly reducing energy use for the lifetime of the building.

Windows are optimized for daylight penetration deep into spaces, and external window shading provides effective sun control on south and west façades to minimize overheating and the need for active cooling. Ceiling fans in common rooms, living areas and bedrooms provide low-tech comfort. 100% LED lighting, occupancy sensors, and ENERGY STAR appliances round out the energy efficiency strategy.

Whole-building energy modeling will be performed to assess proper levels of investment in the building envelope and equipment efficiency. Analyses will reveal projected performance of various options with regard to heating and cooling loads, energy usage, and utility costs.

Electricity monitoring systems will be integrated to allow for troubleshooting of problem equipment, controls or management practices; and supports ongoing understanding of energy usage for continuous feedback and improvement.

Renewables and zero energy

With a passive design approach, a zero energy goal may be within reach. We are interested in exploring opportunities to design the project to be "zero energy ready," or integrate solar photovoltaic (PV) panels or solar thermal water heating to achieve zero energy.

Water quality and conservation

Native drought-tolerant landscaping that integrates rain gardens and bioswales create an attractive, environmentally responsible, integrated storm water management system for the site. High-efficiency toilets, low-flow showerheads, on-demand hot water circulation, and drip irrigation with weather-based controllers will conserve water and save money for owners.

Certification Programs

Certification Programs are a tool to help a project team create a building that has a positive impact on the users and the environment. Rather than focus on achieving a certain level or number of points the project aims to use the program to support the holistic building goals. Programs that may be a good fit for the project include:

- LEED – Healthy, highly efficiency and cost savings green buildings
- Living Building Challenge – Rigorous proven performance standard based on regenerative design framework
- WELL – Advancing health and well-being
- Fitwel – Optimizes buildings to support health
- GPR – Healthy, comfortable, durable and resource efficient homes

LEED BD+C: Homes and Multifamily Lowrise v4 - LEED v4

201 El Camino Real & 612 Cambridge Avenue Scorecard (ID: TEST ID)

Project Address: 201 El Camino Real , Menlo Park, CA 94025, San Mateo

Note: The information on this tab is READ ONLY. To edit this information, see the Credit Category tabs.

Integrative Process		Preliminary	Y	2 of 2	M	?	Verified	0
IPc	Integrative Process			2 of 2		?		
Location and Transportation		Preliminary	Y	13.5 of 15	M	?	Verified	0
LTp	Floodplain Avoidance			Required				Not Verified
Performance Path								
LTc	LEED for Neighborhood Development			0 of 15		0		
Prescriptive Path								
LTc	Site Selection			8 of 8		?		
LTc	Compact Development			3 of 3		0		
LTc	Community Resources			1 of 2		0		
LTc	Access to Transit			1.5 of 2		0		
Sustainable Sites		Preliminary	Y	6 of 7	M	2.5	Verified	0
SSp	Construction Activity Pollution Prevention			Required				Not Verified
SSp	No Invasive Plants			Required				Not Verified
SSc	Heat Island Reduction			2 of 2		?		
SSc	Rainwater Management			2 of 3		?		
SSc	Nontoxic Pest Control			2 of 2		0.5		
Water Efficiency		Preliminary	Y	6 of 12	M	?	Verified	0
WEp	Water Metering			Required				Not Verified
Performance Path								
WEc	Total Water Use			6 of 12		0		
Prescriptive Path								
WEc	Indoor Water Use			0 of 6		0		
WEc	Outdoor Water Use			3 of 4		?		
Energy and Atmosphere		Preliminary	Y	17.5 of 38	M	4.5	Verified	0
EAp	Minimum Energy Performance			Required				Not Verified
EAp	Energy Metering			Required				Not Verified
EAp	Education of the Homeowner, Tenant or Building Manager			Required				Not Verified
EAc	Annual Energy Use			16.5 of 25		0		
EAc	Efficient Hot Water Distribution System			2 of 3		2		
EAc	Advanced Utility Tracking			1 of 2		?		
EAc	Active Solar-Ready Design			1 of 1		0		
EAc	HVAC Start-Up Credentialing			0 of 1		?		
EAc	Lighting			1 of 2		0.5		
EAc	High-Efficiency Appliances			2 of 2		0		
Materials and Resources		Preliminary	Y	7.5 of 10	M	0	Verified	0
MRp	Certified Tropical Wood			Required				Not Verified
MRp	Durability Management			Required				Not Verified
MRc	Durability Management Verification			1 of 1		0		
MRc	Environmentally Preferable Products			2.5 of 4		0		
MRc	Construction Waste Management			2 of 3		0		
MRc	Material-Efficient Framing			2 of 2		0		

Page 1

Indoor Environmental Quality		Preliminary	Y	13.5 of 16	M	2	Verified	0
EQp	Ventilation			Required				Not Verified
EQp	Combustion Venting			Required				Not Verified
EQp	Garage Pollutant Protection			Required				Not Verified
EQp	Radon-Resistant Construction			Required				Not Verified
EQp	Air Filtering			Required				Not Verified
EQp	Environmental Tobacco Smoke			Required				Not Verified
EQp	Compartmentalization			Required				Not Verified
EQc	Enhanced Ventilation			3 of 3		0		
EQc	Contaminant Control			1.5 of 2		?		
EQc	Balancing of Heating and Cooling Distribution Systems			3 of 3		0		
EQc	Enhanced Compartmentalization			1 of 1		0		
EQc	Combustion Venting			2 of 2		0		
EQc	Enhanced Garage Pollutant Protection			1 of 2		0		
EQc	Low-Emitting Products			2 of 3		?		
Innovation		Preliminary	Y	3 of 6	M	1	Verified	0
IHp	Preliminary Rating			Required				Not Verified
IHc	Innovation			2 of 5		0		
IHc	LEED Accredited Professional			1 of 1		0		
Regional Priority		Preliminary	Y	2 of 4	M	2	Verified	0
RPc	Regional Priority			2 of 4		2		

Point Floors	
The project earned at least 6 points total in Location and Transportation and Energy and Atmosphere	No
The project earned at least 3 points in Water Efficiency	No
The project earned at least 3 points in Indoor Environmental Quality	No

Total		Preliminary	Y	71 of 110	M	14	Verified	0

Certification Thresholds Certified: 40-49, Silver: 50-59, Gold: 60-79, Platinum: 80-110

Page 2

6/13/2019 12:06:46 PM

DATE
06/13/2019

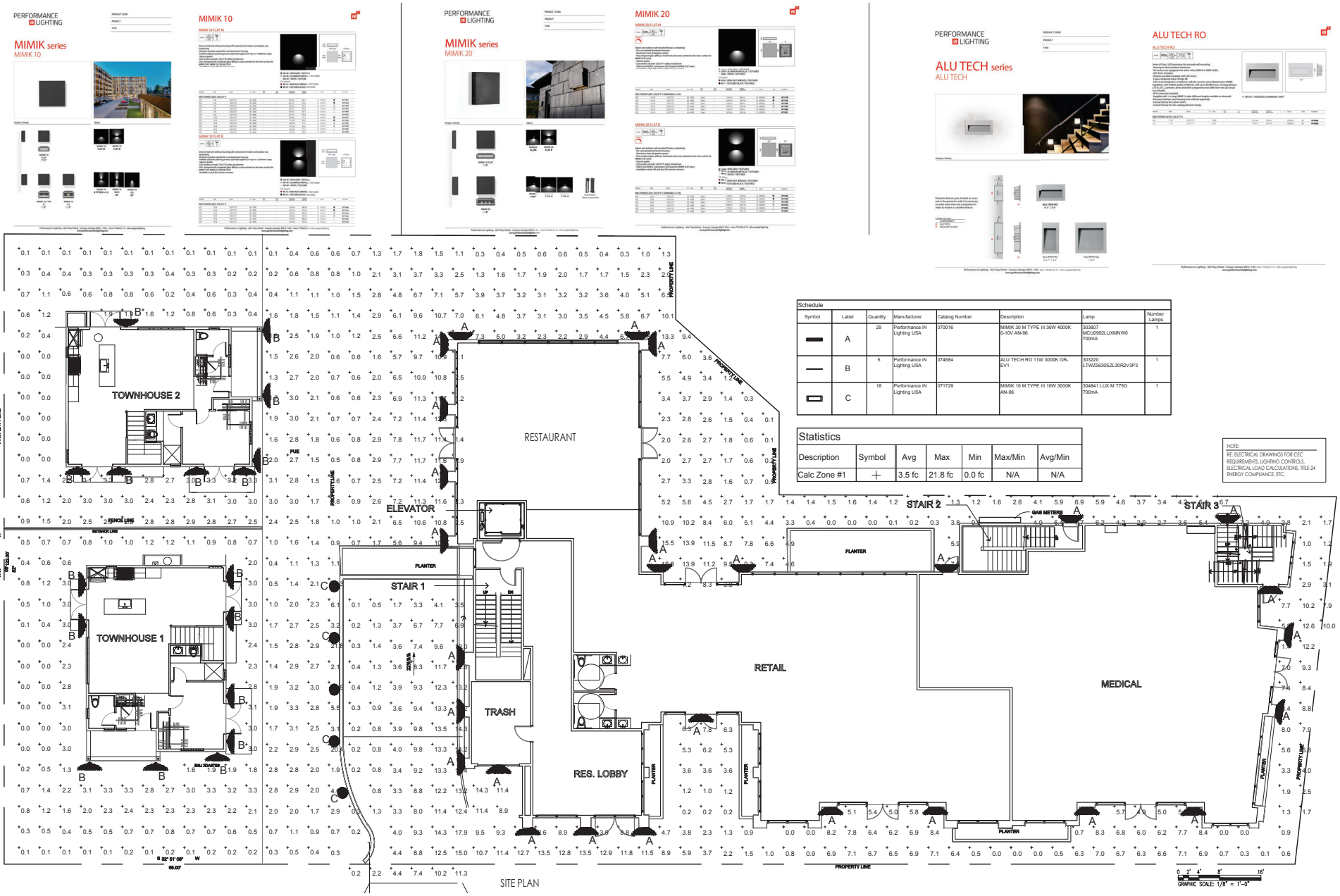
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
LEED BUILDING INFO

SHEET NUMBER
LEED-1.0

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
PHONE: 650-226-8770 WWW.EIDARCHITECTS.COM

EID ARCHITECTS
ECO FUNCTIONAL ARCHITECTURE



Schedule							
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
▬	A	29	Performance IN Lighting USA	070016	MIMIK 30 M TYPE III 36W 4000K 0-10V AN-96	303807 MCU09021LUXMNW0 700mA	1
—	B	5	Performance IN Lighting USA	074684	ALU TECH RO 11W 3000K GR-EV1	303220 LTWZ5630SZL30R2V3P3	1
▭	C	18	Performance IN Lighting USA	071729	MIMIK 10 M TYPE III 10W 3000K AN-96	304841 LUX M T75G 700mA	1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.5 fc	21.8 fc	0.0 fc	N/A	N/A

NOTE:
RE: ELECTRICAL DRAWINGS FOR CEC REQUIREMENTS, LIGHTING CONTROLS, ELECTRICAL LOAD CALCULATIONS, TITLE-24 ENERGY COMPLIANCE, ETC.

PRINT DATE: 1/3/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
SITE PLAN
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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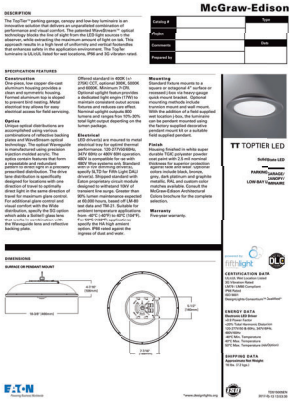
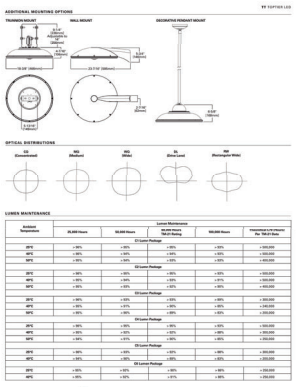
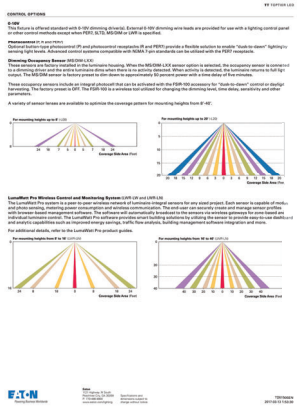
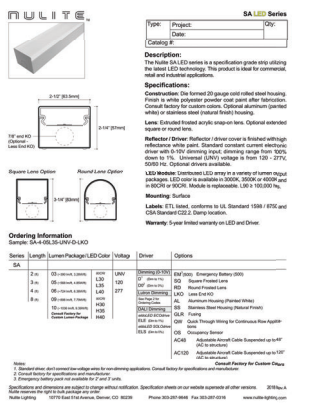


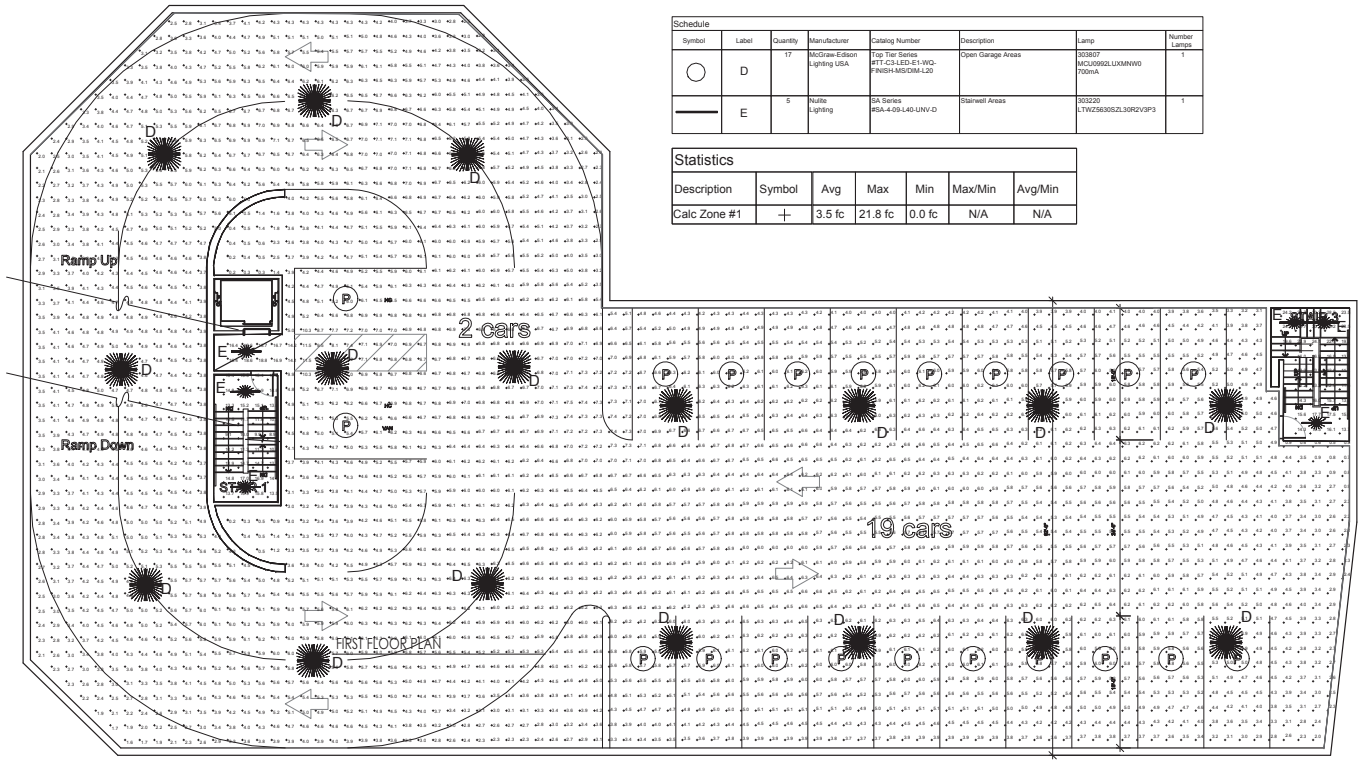




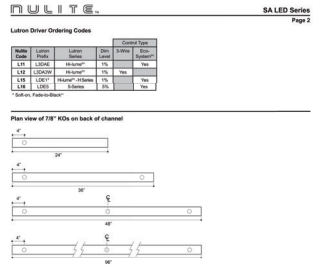


Schedule							
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
◯	D	17	McGraw-Edison Lighting USA	Top Tier Series #TT-C3-LED-E1-WQ-FINISH-MS/DIM-L20	Open Garage Areas	303807 MCL00992LUXMNW0 700mA	1
———	E	5	Nulite Lighting	SA Series #SA-4-09-L40-UNV-D	Stairwell Areas	303220 LTWZ5630SZL30R2V3P3	1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.5 fc	21.8 fc	0.0 fc	N/A	N/A



PARKING GARAGE LEVEL 1



NOTE:
RE: ELECTRICAL DRAWINGS FOR CEC REQUIREMENTS, LIGHTING CONTROLS, ELECTRICAL LOAD CALCULATIONS, TITLE-24 ENERGY COMPLIANCE, ETC.

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

PRINT DATE: 1/3/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PARKING GARAGE - LEVEL 1
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94306
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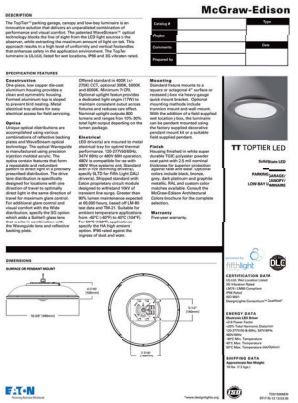
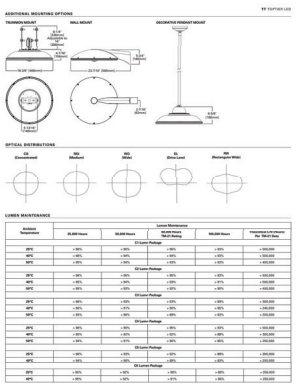
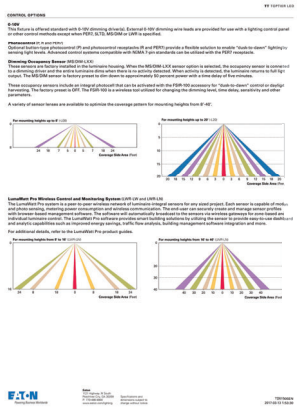
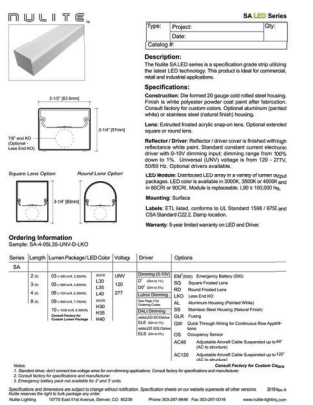
B49









Schedule							
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
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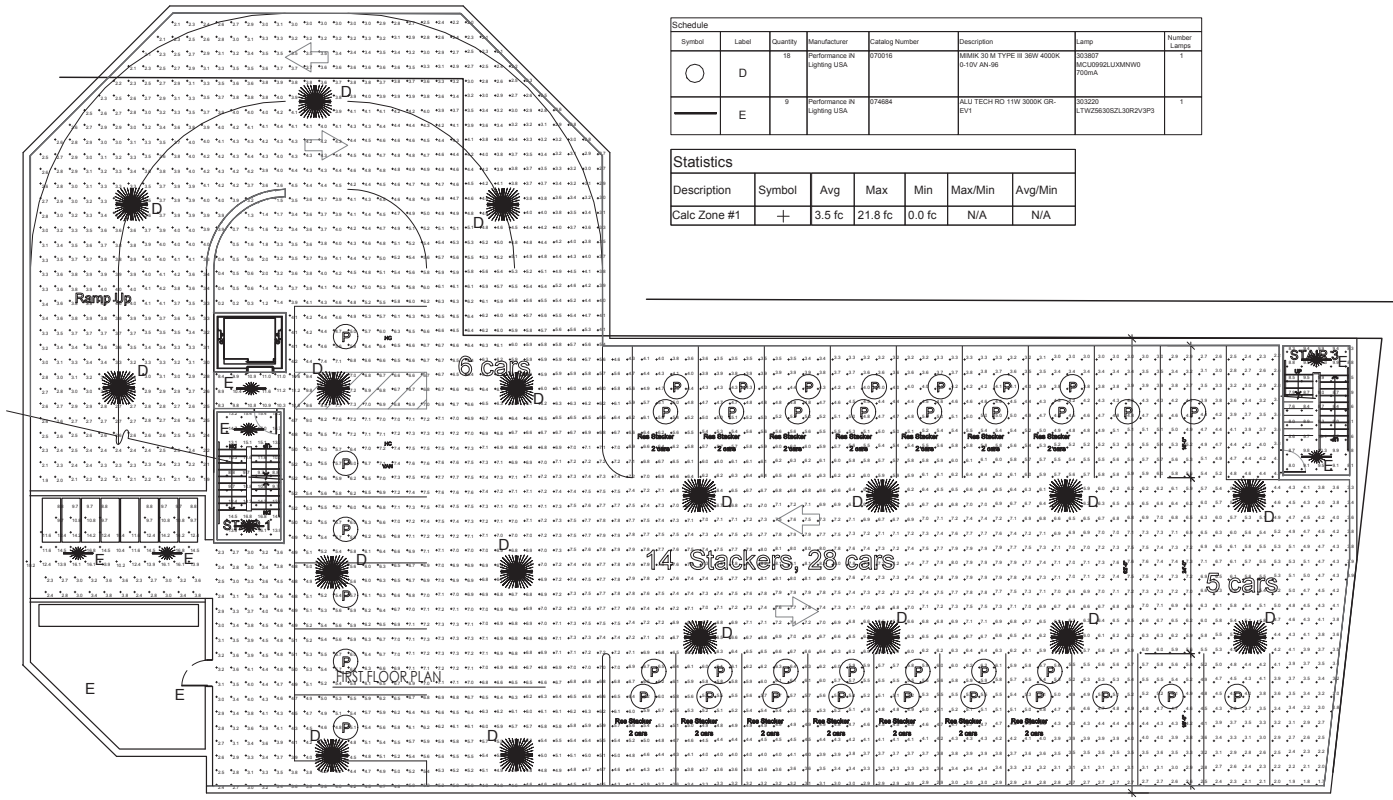
———	E	9	Performance IN Lighting USA	074684	ALU TECH RO 11W 3000K GR-EV1	303220 LTWZ56305ZL30R2V3P3	1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.5 fc	21.8 fc	0.0 fc	N/A	N/A



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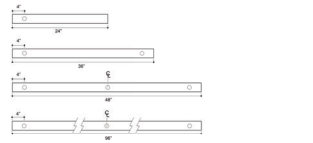

NOTE:
RE: ELECTRICAL DRAWINGS FOR CEC REQUIREMENTS, LIGHTING CONTROLS, ELECTRICAL LOAD CALCULATIONS, TITLE-24 ENERGY COMPLIANCE, ETC.

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

PRINT DATE: 1/3/2019

DATE
06/13/2019

201 EL CAMINO REAL - 612 CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PARKING GARAGE - LEVEL 2
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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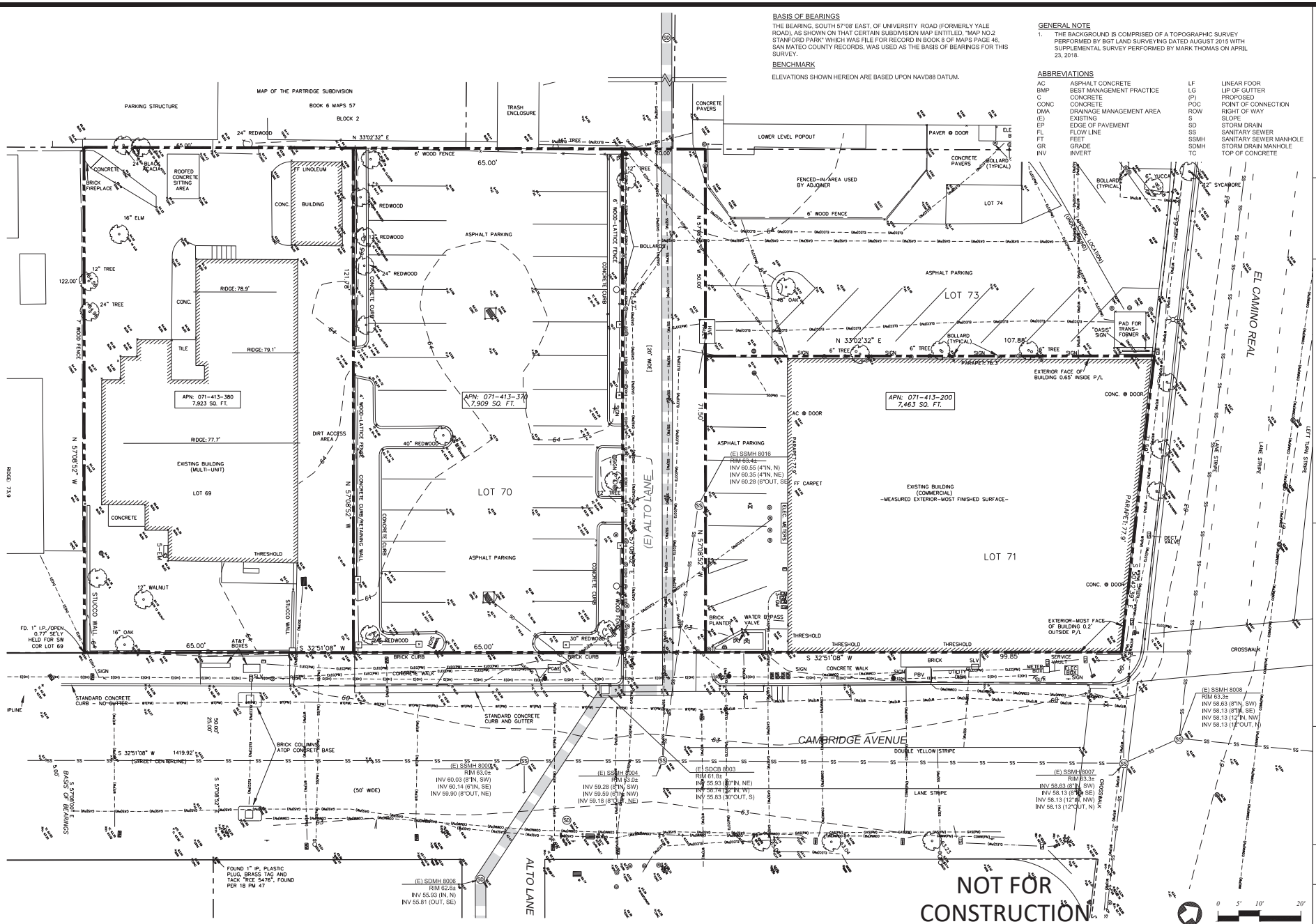
B50



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2740 Hilltop Street
San Francisco, CA 94110
www.sherwooddesigns.com

201 EL CAMINO REAL at CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE:

TOPOGRAPHIC AND BOUNDARY SURVEY

REVISIONS:

PLANNING SUBMITTAL 06/14/19

CHECKED: _____

PLOT DATE: _____

PROJ. NO. 17-1007
ISSUED: 06/14/2019
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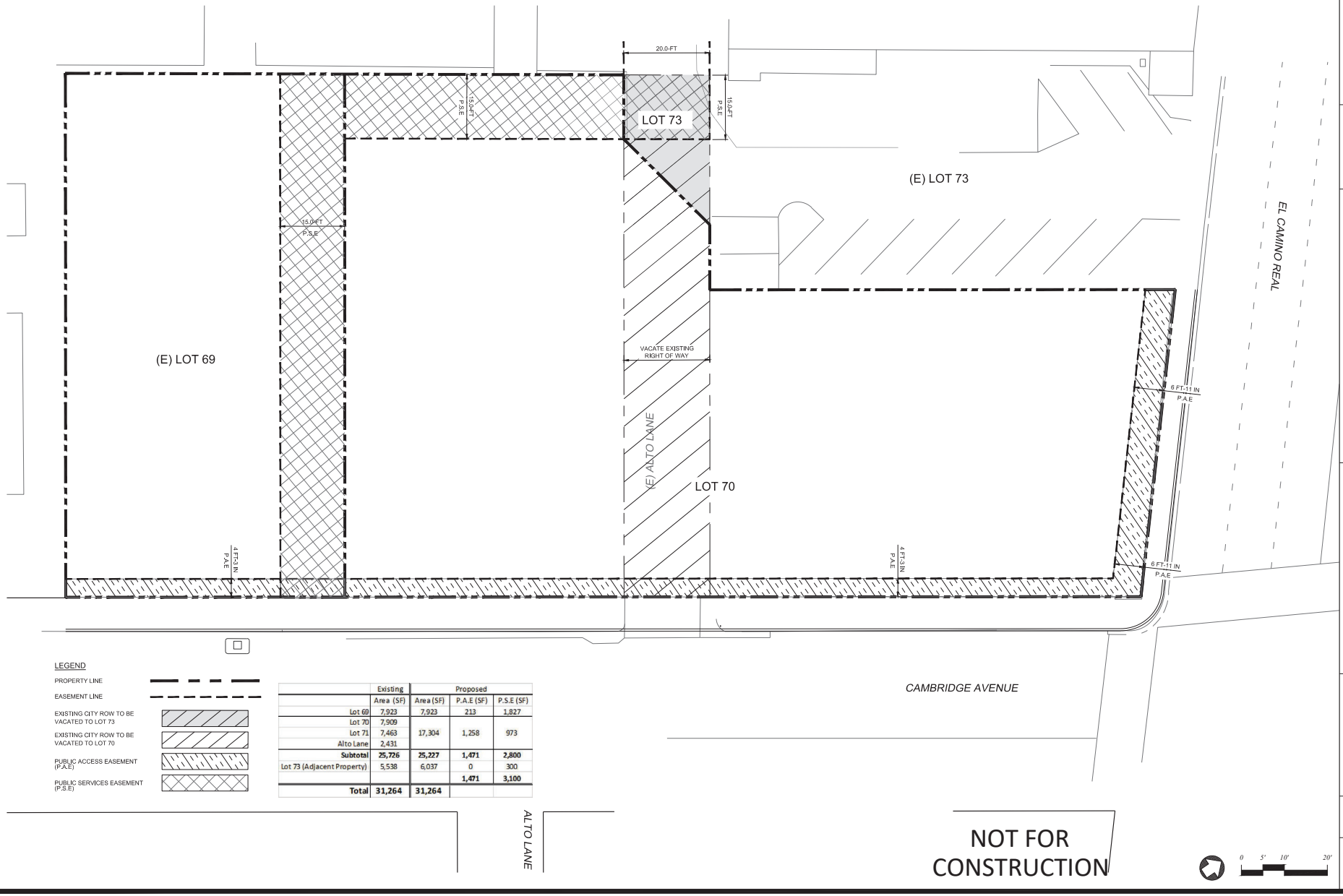
DRAWN BY: GB

SHEET NO.

C0.1



LEGEND

PROPERTY LINE

EASEMENT LINE

EXISTING CITY ROW TO BE VACATED TO LOT 73

EXISTING CITY ROW TO BE VACATED TO LOT 70

PUBLIC ACCESS EASEMENT (P.A.E)

PUBLIC SERVICES EASEMENT (P.S.E)

	Existing	Proposed		
	Area (SF)	Area (SF)	P.A.E (SF)	P.S.E (SF)
Lot 69	7,923	7,923	213	1,827
Lot 70	7,909			
Lot 71	7,463	17,304	1,258	973
Alto Lane	2,431			
Subtotal	**25,726**	**25,227**	**1,471**	**2,800**
Lot 73 (Adjacent Property)	5,538	6,037	0	300
			1,471	**3,100**
Total	**31,264**	**31,264**		

NOT FOR CONSTRUCTION

0 5' 10' 20'

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San Francisco, CA 94110
www.sterwoodengineers.com

201 EL CAMINO REAL
at CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PARCEL PLAN

REVISIONS:
PLANNING SUBMITTAL
06.14.19

CHECKED:
PLOT DATE:

PROJ. NO. 17-1007
ISSUED: 06/14/2019
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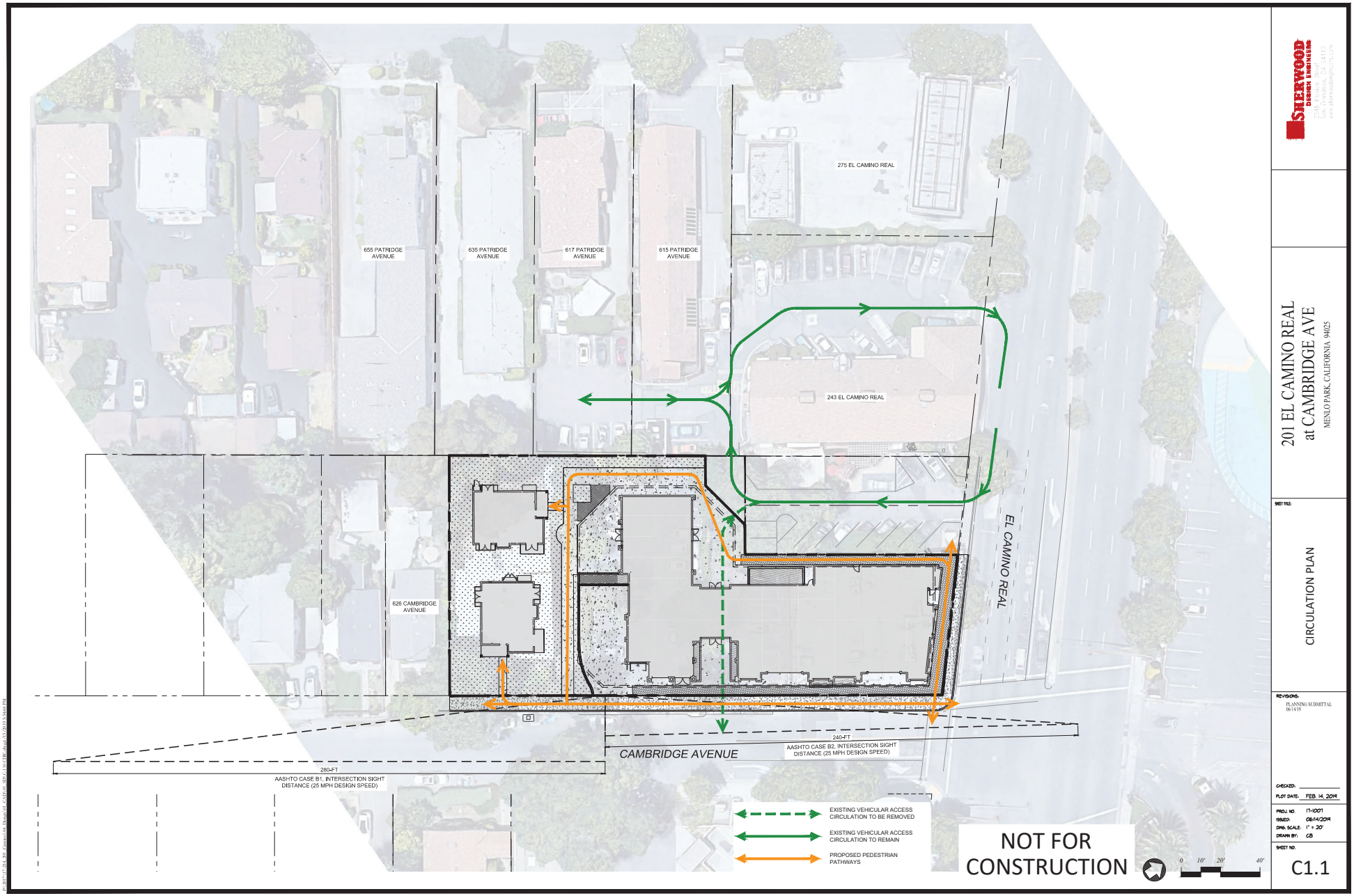
DRAWN BY: CB

SHEET NO.
C1.0



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201 EL CAMINO REAL at CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE:

CIRCULATION PLAN

REVISIONS:

PLANNING SUBMITTAL 06/14/19

CHECKED:

PLOT DATE: FEB. 14, 2019

PROJ. NO. 17-1001

ISSUED 06/14/2019

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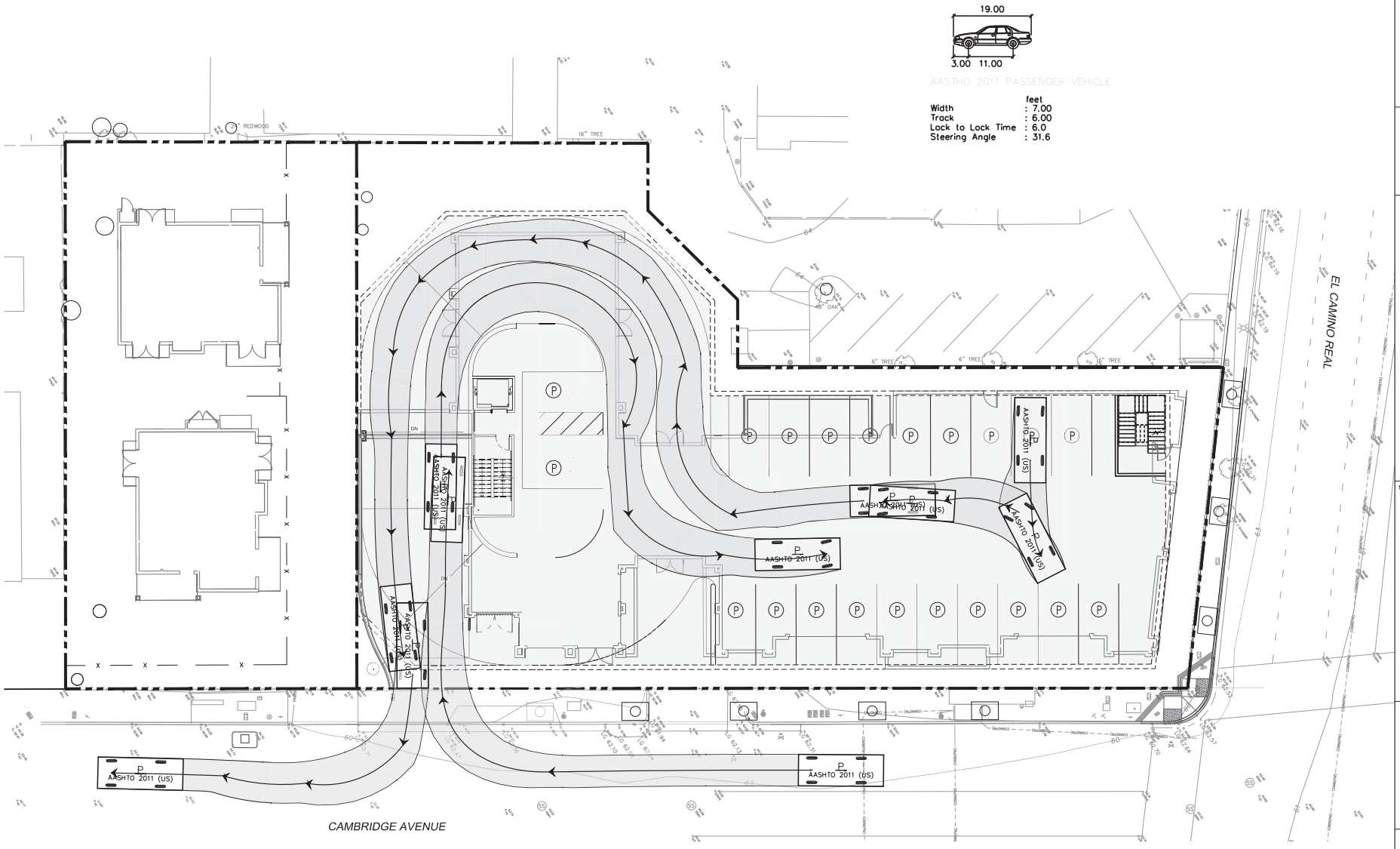
SHEET NO.

C1.1



NOT FOR CONSTRUCTION

0 5' 10' 20'

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201 EL CAMINO REAL
at CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

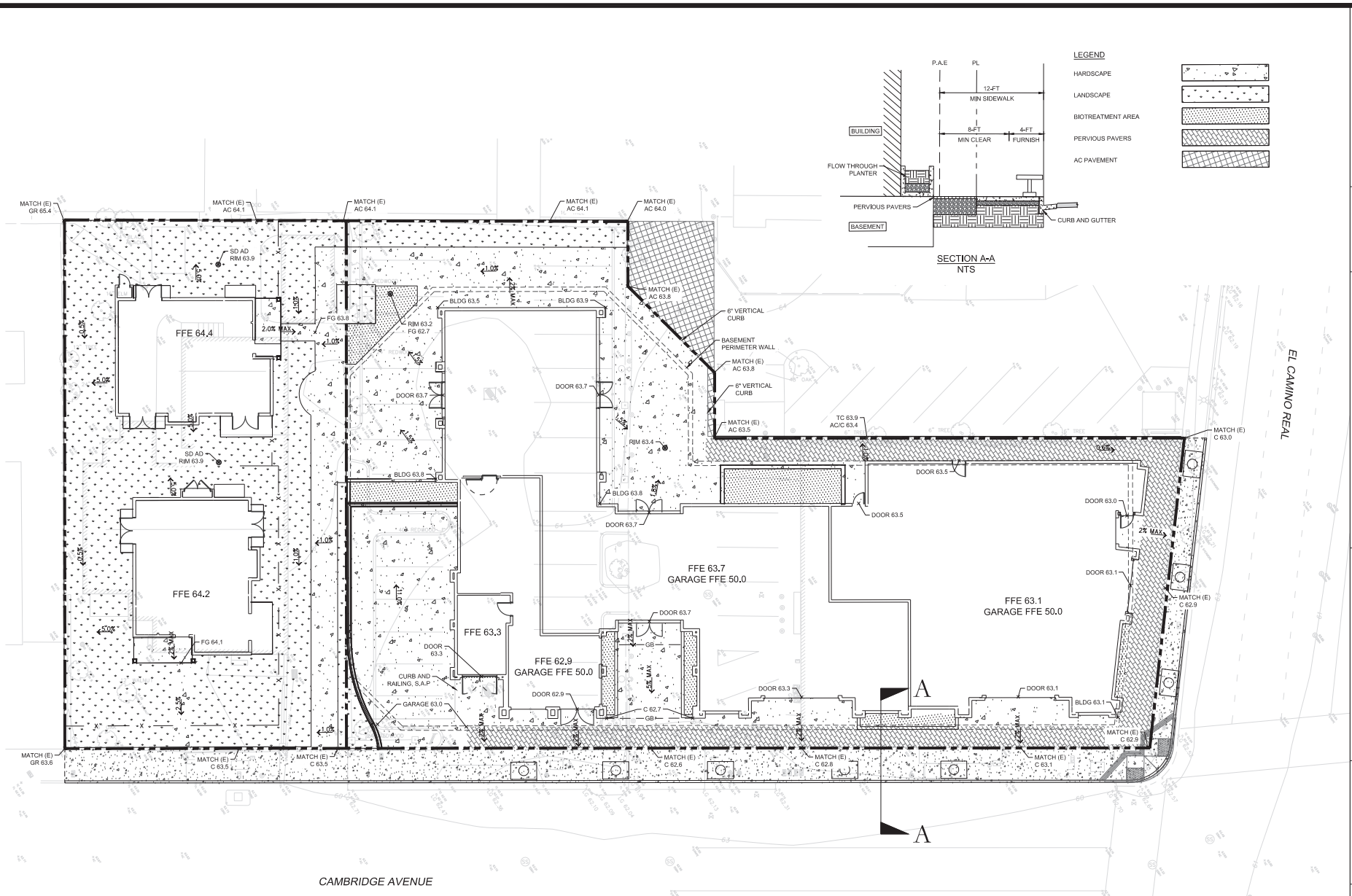
SHEET TITLE
GARAGE VEHICLE TURNING

REVISIONS:
PLANNING SUBMITTAL 06.14.19

CHECKED:
PLOT DATE:

PROJ. NO. 17-1007
ISSUED: 06/14/2019
DWG. SCALE: 1" = 10'
DRAWN BY: GB

SHEET NO.
C1.2



NOT FOR CONSTRUCTION

0 5' 10' 20'

SHERWOOD DESIGN ENGINEERS

201 EL CAMINO REAL
at CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
SITE AND GRADING PLAN

REVISIONS:
PLANNING SUBMITTAL
06/14/19

CHECKED:
PLOT DATE:

PROJ. NO. 17-1007
ISSUED: 06/14/2019
DWG. SCALE: 1" = 10'
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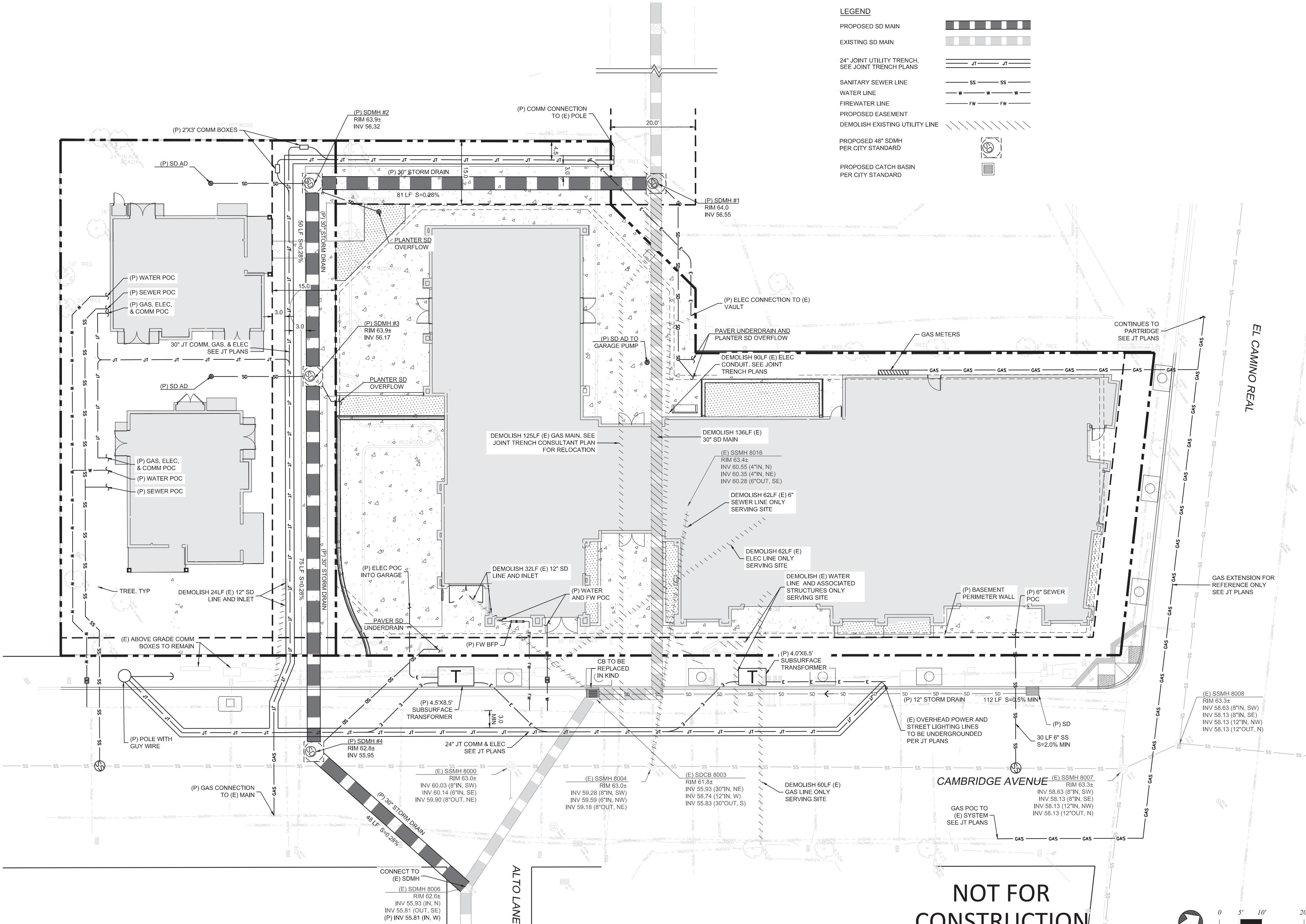

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San Francisco, CA 94110
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201 EL CAMINO REAL at CAMBRIDGE AVE

MENLO PARK, CALIFORNIA 94025

SHEET TITLE:

UTILITY PLAN

REVISIONS:
PLANNING SUBMITTAL 06/14/19

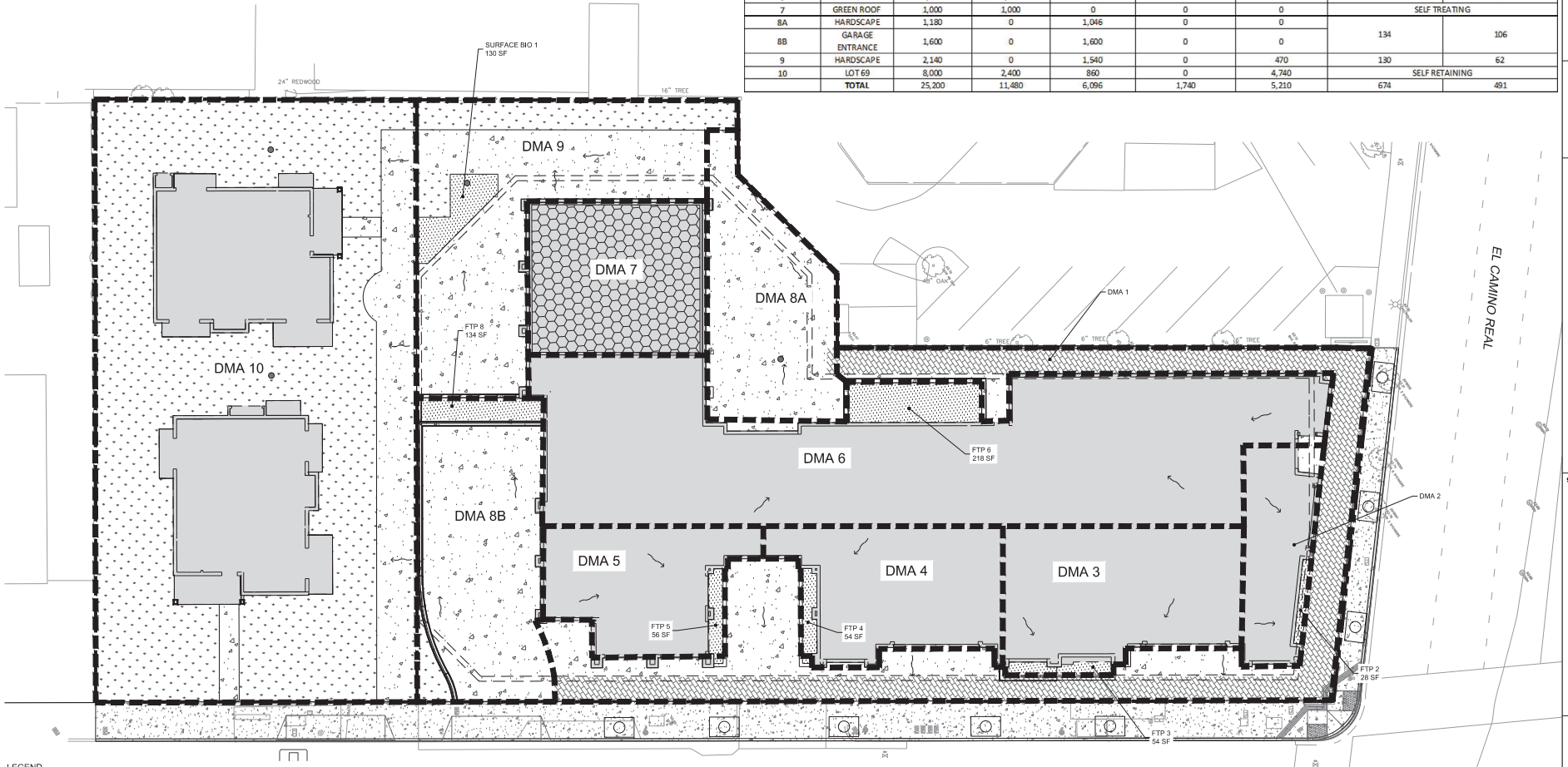
CHECKED:
PLOT DATE:

PROJ. NO. 17-1007
ISSUED: 06/14/2019
DWG. SCALE: 1" = 10'
DRAWN BY: CB

SHEET NO.

C3.0

DRAINAGE MANAGEMENT AREA #	DESCRIPTION	DMA AREA (SQUARE FEET)	ROOF AREA (SQUARE FEET)	HARDSCAPE AREA (SQUARE FEET)	PERVIOUS PAVER AREA (SQUARE FEET)	LANDSCAPING AREA (SQUARE FEET)	TREATMENT AREA PROVIDED (SQUARE FEET)	TREATMENT AREA REQUIRED (SQUARE FEET)
1	PAVERS	2,790	0	1,050	1,740	0	SELF RETAINING	
2	ROOF	650	622	0	0	0	28	25
3	ROOF	1,350	1,296	0	0	0	54	52
4	ROOF	1,120	1,066	0	0	0	54	43
5	ROOF	960	904	0	0	0	56	36
6	ROOF	4,410	4,192	0	0	0	218	168
7	GREEN ROOF	1,000	1,000	0	0	0	SELF TREATING	
8A	HARDSCAPE	1,180	0	1,046	0	0	134	106
8B	GARAGE ENTRANCE	1,600	0	1,600	0	0		
9	HARDSCAPE	2,140	0	1,540	0	470	130	62
10	LOT 69	8,000	2,400	860	0	4,740	SELF RETAINING	
	TOTAL	25,200	11,480	6,096	1,740	5,210	674	491



LEGEND

- HARDSCAPE
- GREEN ROOF
- LANDSCAPE
- BIOTREATMENT AREA
- PERVIOUS PAVERS
- DRAINAGE DIRECTION
- DRAINAGE MANAGEMENT AREA BOUNDRY

NOTES

1. BMP AREAS ARE SIZED USING SAN MATEO COUNTY C.3 REQUIREMENTS.
2. WORK IN RIGHT OF WAY OF EL CAMINO REAL AND CAMBRIDGE ROAD ARE EXEMPT PER COUNTY C.3 PROVISIONS.

ABBREVIATIONS

DMA	DRAINAGE MANAGEMENT AREA
SF	SQUARE FOOT
BMP	BEST MANAGEMENT PRACTICE
FTP	FLOW THROUGH PLANTER
BIO	BIO-TREATMENT AREA

NOT FOR CONSTRUCTION

0 5' 10' 20'

SHERWOOD DESIGN ENGINEERS
2540 Mission Street
San Francisco, CA 94110
www.sherwoodengineers.com

201 EL CAMINO REAL
at CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

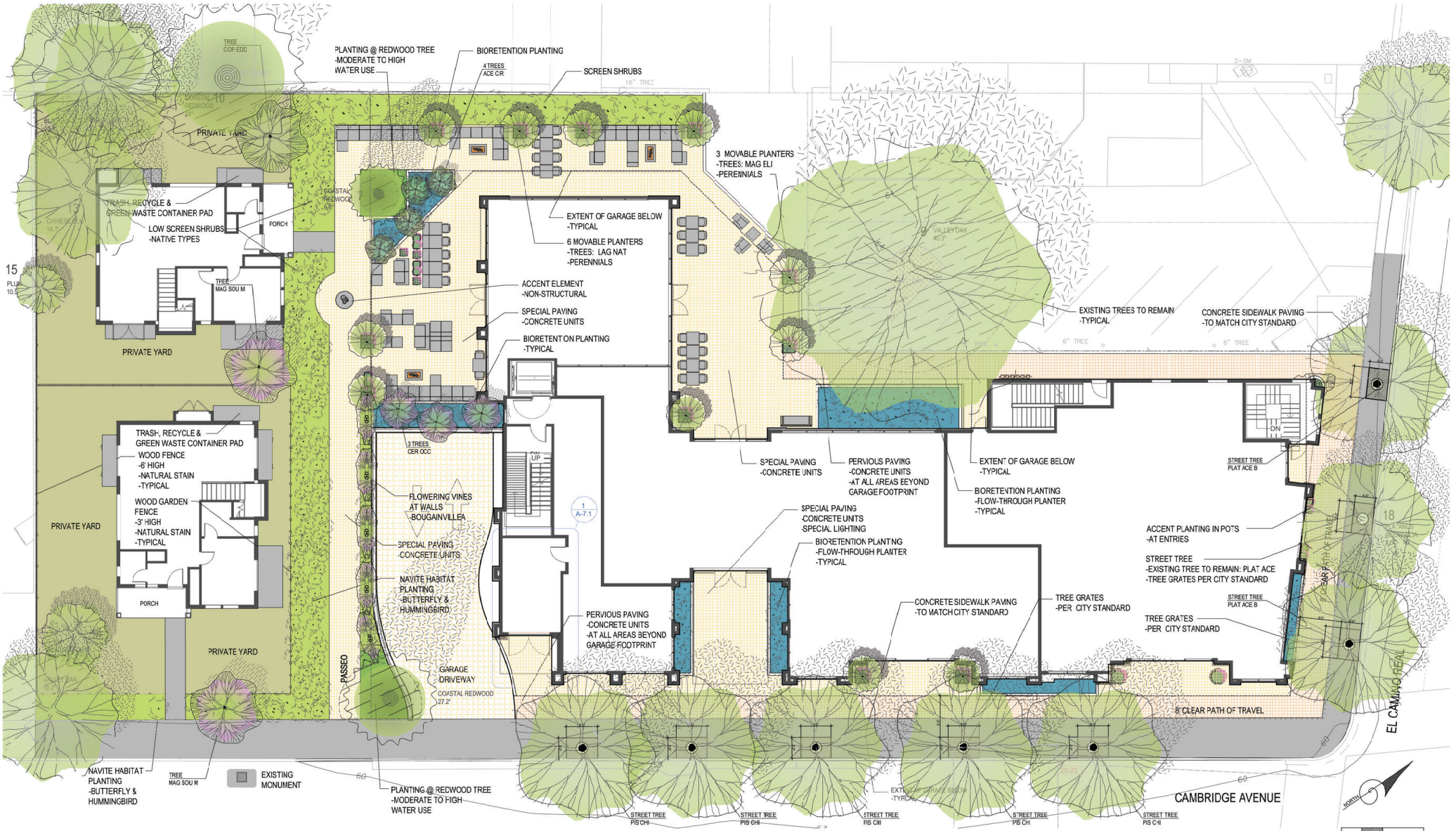
SHEET TITLE:
STORMWATER MANAGEMENT PLAN

REVISIONS:
PLANNING SUBMITTAL 06/14/19

CHECKED:
PLOT DATE:

PROJ. NO. 17-1007
ISSUED: 06/14/2019
DWG. SCALE: 1" = 10'
DRAWN BY: GB

SHEET NO.
C4.0



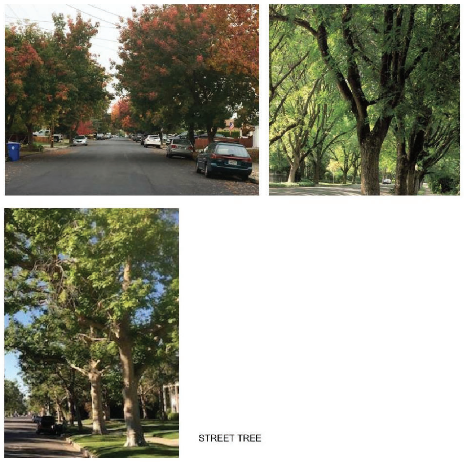
DATE		SHEET TITLE	SHEET NUMBER	
06-12-2019	201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	LANDSCAPE PLAN	L1.0	Advanced Tree Care Certified Arborist WE 1936a P.O. BOI 5326 Redwood City, California 94063 ZAC Landscape Architects, Inc. 145 Keller Street Petaluma, California 94952 (707) 696-2967 www.zaclandscape.com so@zaclandscape.com

VINES AT BUILDING

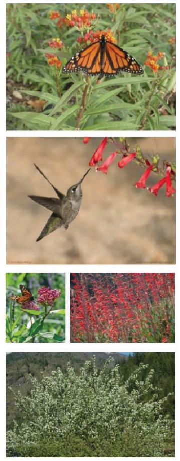
WOOD FENCING

CAFE TERRACE

DATE		SHEET TITLE	SHEET NUMBER	
06-12-2019	201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	LANDSCAPE CONCEPT IMAGES	L1.1	ZAC Landscape Architects, Inc. 145 Keller Street Petaluma, California 94952 (707) 658-2567 www.zaclandscape.com ez@zaclandscape.com



STREET TREE



NATIVE BUTTERFLY & HUMMINGBIRD HABITAT

LARGE WEEPING SHRUBS AT GARAGE WALL

FLOWERING TREES

WATER TREATMENT PLANT LIST

	QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	W	GENERAL DESCRIPTION
		TREE LEGEND									
*	4	ACE CIR	ACER CIRCINATUM	VINE MAPLE	15 GAL	D		N			DE,5-35H ORG/RED FALL CLR SHADE
*	3	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL	D		N	Dr		DEC 10-18H1018W PT SHD MAG MULTI TRNK SEED FC NO WET SOILS
*			**DESIGNATES TREE REPLACEMENT**								
		SHRUB & VINE LEGEND									
	.	ARC DEN S	ARCTOSTAPHYLOS DENSIFLORA 'MCMINN'	MCMINN MANZANITA	5 GAL			N	Dr		EV 6H5W WHT RED BARK GRY LVS
		SYM ALB	SYMPHORICARPUS ALBUS	WHITE SNOWBERRY	5 GAL	D		N	Dr		DEC 2-6H 3W PINK WHT FRUIT BUT BRD
		PERENNIAL LEGEND									
		CHO TEC	CHONDROPETALUM TECTORIUM	SMALL CAPE RUSH	1 GAL				Dr		EV 2-3H3-4W GRASS LIKE LVS SUN PT SHADE GOOD FOR BIOSWALE TOL INUNDATION
		JUN EFU	JUNCUS EFUSIS	WIRE GRASS	1 GAL	D		N	Dr		2-3H2-2W GREEN LVS WET AREA TOL DROUGHT NEEDS SOME SUMMER WATER
		JUN PAT	JUNCUS PATENS	WIRE GRASS	1 GAL	D		N	Dr		1-2H1-2W BLUISH LVS WET AREA TOL DROUGHT
		MUH CAP	MUHLENBERGIA CAPILLARIS	PINK MUHLY	1 GAL	D			Dr		3-4H3-4W PINK PT SHADTOL BOG MOIST ACID ALK MARS FIRE
		PEN HET	PENSTEMON HETEROPHYLUS 'BLUE SPRINGS'	FOOTHILL PENSTEMON	1 GAL	D		N	D R	W	EV 1H2-3W BLUE FADE TO PUR PIN BUT(L) HBRD BEE

SITE PLANT LIST

	QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	W	GENERAL DESCRIPTION
		TREE LEGEND									
	1	COR EDD	CORNUS 'EDDIES WHITE WONDER'	WHITE DOGWOOD	24" BOX						DEC 20-30H 20-30W, WHT
	6	LAG NAT	LAGERSTROEMIA 'NATCHEZ'	WHITE CRAPE MYRTLE	24" BOX				Dr		DEC 25H1 2W WHT-ORG-RED FALL
	3	MAG ELI	MAGNOLIA 'ELIZABETH'	YELLOW MAGNOLIA	24"BOX	D					DEC 20-30H 20W FRAG YEL
	2	MAG SOU M	MAGNOLIA SOULANGIANA MULTI	SAUCER MAGNOLIA	24" BOX	D					DEC 25H 25W PNK FRAG
*	5	PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	36" BOX				Dr		DEC 50H40W MED-DEEP ROOTS RED FALL SLOW TO MOD GRWTH
*	2	PLAT ACE B	PLATANUS ACERIFOILA BLOODGOOD	SYCAMORE	36" BOX				Dr	C	DEC 60H30W FAST YELLOW FALL COLLOR
*			**DESIGNATES TREE REPLACEMENT**								
		SHRUB & VINE LEGEND									
		AME ALN	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	5 GAL		E	N		W	DEC 10H10W TO THICKETS LIGHT GREEN WHT FLRS RED-YLW FALL EDIBLE BLUEBERRIES MECDICINAL BARK WOOD USED FOR ARROWS TOOLS SHELTERS
		ARC BAK L	ARCTOSTAPHYLOS BAKERI 'LOUIS EDMUNDS'	LUIS EDMUNDS MANZANITA	5 GAL			N	Dr		EV 3-10H5-10W PINPUR TRUNK GRY SMALL FL
		ART LEN	ARTIPLEX LENTIFORMIS	QUAIL BUSH	5 GAL	D		N	Dr	W	SEMI EV 4-10H4-12W CRM-WHT FLWR BLUE-SILVER LVS QUAIL, BIRD HEDGE WINDBREAK EROSION
		BOU SPEC	BOUGAINVILLEA SPECIES	BOUGAINVILLEA	5 GAL						DEC VINE YELLO-ORANGE TO PINKISH PURPLE
		CAL OCC	CALYCANTHUS OCCIDENTALIS	SPICEBUSH	5 GAL	D		N	Dr	W	DEC 4-12H 4-12W RED/BROWN FRAG brd
		CAR CAL	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	D		N	Dr		EV 4-6H 4-6W SNGL WHT SPR-SUM PART SHADE
		DEU GRA	DEUTZIA GRACILIS	DWARF DEUTZIA	5 GAL						
		JAS OFF	JASMINUM OFFICINALE	COMMON JASMINE	1 GAL						EV 12H VINE WHT FRAG
		RIB AUR	RIBES AUREUM	GOLDEN CURRANT	5 GAL	D			D R	W	DEC 3-6H3-6W YEL FRAGRANT LIGHT GRN LVS FRUIT YEL-RED-BLK
		WES FRT M	WESTRINGIA FRUTICOSA MORNING LIGHT	VARIGATED COAST ROSEMARY	5 GAL	D			Dr		EV 3H3W LAV, GREY FOIL
		PERENNIAL LEGEND									
		AGA BLU	AGASTACHE 'BLUE FROTUNE	BLUE HYSOP	1 GAL	D			Dr		2H3W DEEP BLU BUT HUM BRD
		AGA SUM	AGASTACHE S'SUMMER BREEZE'	GIANT HYSSOP	1 GAL	D			Dr		3-6H2W APRICOT PIN FGRT
		AGV ATT B	AGAVE ATTENUATA BLUE FLAME	BLUE AGAVE	1 GAL						EV
		ASC TUB	ASCLEPIAS TUBEROSA	BUTTERFLY WEED	1 GAL	D					3'H 1W ORGBUT(L)
		PEN CEN	PENTSTEMON CENTRANTHIFOLIUS	SCARLET BUGLER	1 GAL	D		N	Dr	W	EV 2-3H 2W RED GRAY LVS HBRD BEE
		PEN HET	PENSTEMON HETEROPHYLUS	FOOTHILL PENSTEMON	1 GAL	D		N	D R	W	EV 1H2-3W BLUE FADE TO PUR PIN BUT(L) HBRD BEE

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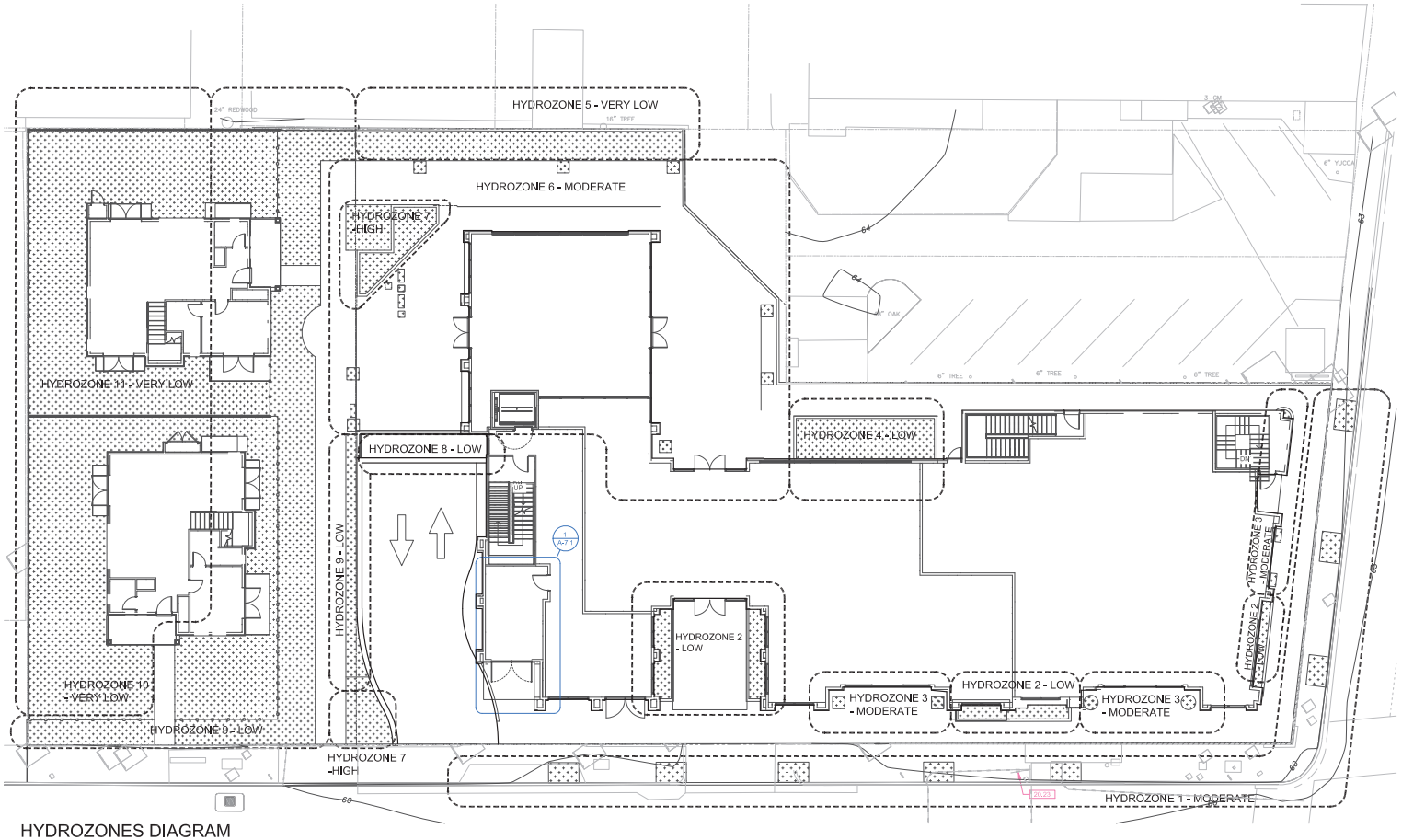


HYDROZONES DIAGRAM

LEGEND

HYDROZONE 7 - HIGH
- HYDROZONE AREA
- NUMBER & WATER USAGE LEVEL
- PLANTING AREA

SCALE: 3/32" = 1'-0" 0' 4' 8' 16'

PROJECT DATA

CONTACT INFORMATION: SANDRA REED LANDSCAPE ARCHITECT
ZAC LANDSCAPE ARCHITECTS
(707) 696-2967 sr@zacdandscape.com

TOTAL LANDSCAPE AREA: 6,239 SF

PROJECT TYPE: REHABILITATED PRIVATE RESIDENCE

WATER SUPPLY TYPE: POTABLE WATER

STATEMENT: I HAVE TO COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN.

SIGNED: _____ DATE: 02-14-2019

SOIL: ALL LANDSCAPE AREAS SHALL INCORPORATE COMPOST AT A RATE OF AT LEAST FOUR CUBIC YARDS PER 1,000 SQUARE FEET TO A DEPTH OF SIX INCHES.

MULCH: A MINIMUM THREE INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS .

Maximum Applied Water Allowance

The following calculations will help you determine your site specific water budget and establish a planting mix the will allow you to meet your water budget. Your Estimated Total Water Use must be less han your Maximum Applied Water Allowance.

1.) Maximum Applied Water Allowance (MAWA) CONFIDENTIAL

MAWA = (ETo) (0.62)[(0.45x LA) + (0.55 x SLA)]

Where:
ETo = Annual Net Reference Evapotranspiration (inches)
0.45 = ET Adjustment Factor
LA = Landscaped Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)
0.55 = the additional ET adjustment factor for Special Landscape Area (1.0 - 0.45 = 0.55)

A.) Net Evapotranspiration Calculation

46.48 (Annual ETo)				
25.83 (Annual Rainfall)	x	25	=	6.46 (Effective Rainfall)

Net Evapotranspiration Calculation = Annual ETo - Effective Rainfall = 39.84

B.) Adjusted Landscape Area Calculation

6239 (Landscaped Area)	x 0.45 (Adjustment Factor)		2807.55
0 (Special Landscaped Area)	x 0.55 (Adjustment Factor)		0
		Sum of Adjusted Landscape Area	2807.55

MAWA = 39.84 x 0.62 x 2807.55 = 69230 gallons

2.) Estimated Total Water Use (ETWU)

A.) Net Evapotranspiration Calculation

Net Evapotranspiration Calculation = Annual ETo - Effective Rainfall = 39.84

B.) Adjusted Landscape Area Calculation

3976 (Very low water use plant mix)	x 0.1		397.6
1709 (Low water use plant mix)	x 0.3		512.7
312 (Moderate water use plant mix)	x 0.6		187.2
242 (High water use plant mix)	x 1.0		242
		Sum of Adjusted Landscape Area	1,299

ETWU = 39.84 x 0.62 x 1,299 / 0.81 = 37782 gallons

Irrigation Efficiency Factor	
Square footage of landscape, on drip	6239
Square footage of landscape, on spray	0
Total square footage of landscape	6239
Adjusted Irrigation Efficiency Factor	0.81

HYDROZONE INFORMATION TABLE

HYDROZONES	WATER USE	IRRIGATION METHOD	AREA (SQ. FT.)	% OF TOTAL LANDSCAPE AREA
1	MODERATE	DRIP	192	3%
2	LOW	DRIP	193	3%
3	MODERATE	DRIP	44	1%
4	LOW	DRIP	218	3%
5	VERY LOW	DRIP	380	6%
6	MODERATE	DRIP	74	1%
7	HIGH	DRIP	182	3%
8	LOW	DRIP	134	2%
9	LOW	DRIP	1,224	20%
10	VERY LOW	DRIP	1,881	30%
11	VERY LOW	DRIP	1,715	27%
TOTAL AREA			6,239	100%

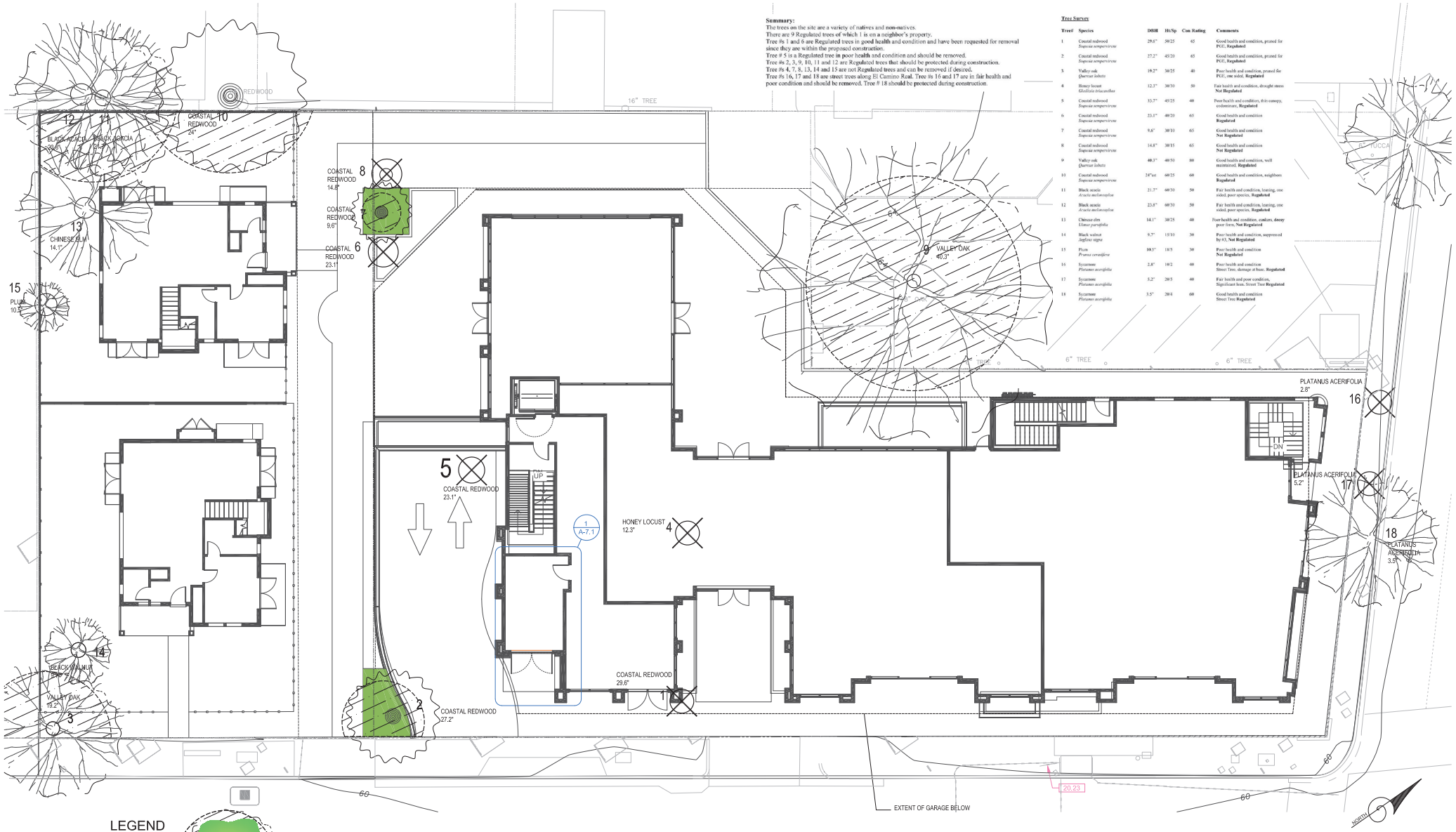
SUMMARY HYDROZONE TABLE

WATER USE	AREA (SQ. FT.)	% OF TOTAL LANDSCAPE AREA
VERY LOW	3,976	64%
LOW	1,709	28%
MODERATE	312	5%
HIGH	182	3%
SPECIAL LANDSCAPE		0%
TOTAL	6,239	100%

DRIP IRRIGATION AREA	6,239.00	100%
SPRAY IRRIGATION AREA	-	0%
TOTAL LANDSCAPED AREA	6,239.00	0%

DATE		SHEET TITLE	SHEET NUMBER	
06-12-2019	201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	WATER USE CALCULATIONS	L3.0	Advanced Tree Care Certified Arborist WE 1936a P.O. BOX 5526 Redwood City, California 94063 ZAC Landscape Architects, Inc. 145 Keller Street Petaluma, California 94952 (707) 696-2967 www.zacdandscape.com sr@zacdandscape.com

B61



LEGEND

EXISTING TREE TO REMAIN
TREE NUMBER AND CALIPER SIZE
CONSTRUCTION PROTECITON FENCING

EXISTING TREE TO BE REMOVED
TREE NUMBER AND CALIPER SIZE
PROTECITON FENCING

PLANTING AT REDWOOD TREES
-HIGH WATER USE

NOTES

1. SEE ARBORIST REPORT, ADVANCED TREE CARE, OF FEB. 9, 2019 FOR COMPLETE EVALULATION.

SCALE: 1/8"=1'-0" 0' 4' 8' 16'

DATE		SHEET TITLE	SHEET NUMBER		
06-12-2019	201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	TREE DISPOSITION PLAN	T1	Advanced Tree Care Certified Arborist WE 1936a P.O. BOX 5526 Redwood City, California 94063	ZAC Landscape Architects, Inc. 145 Keller Street Petaluma, California 94952 (707) 696-2967 www.zaclandscape.com e@zaclandscape.com

B62

Advanced Tree Care
P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park
February 9, 2019

Addenda

Specific Construction Impacts on Tree #s 2, 3 and 9

Coast redwood #2

TPZ should be at 8 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6). This can be free standing, temporary fencing whilst the asphalt and driveway is intact. Demolition of existing brickwork pillars, curbs and asphalt should be done by hand within the TPZ. When complete, the fencing should be moved to its permanent location on posts driven into the ground for the duration of construction. No roots greater than 2 inches in diameter shall be cut.

Excavation for the ramp down to the garage and its retaining wall within the TPZ should be done by hand or machine carefully reaching into the TPZ. If roots are encountered greater than 2 inches in diameter, they should be left intact and inspected by the Site Arborist. Roots should be worked around where possible.

The joint trench to convert existing overhead electric, telephone and CATV will be located in the sidewalk of Cambridge Ave. Excavation of the first 2 feet depth of the trench within the TPZ of Tree #2 should be done by hand (marked in blue on drawing). No roots greater than 2 inches in diameter should be cut.

The landscape around Tree #2 should be moderate to high water use. No plantings or irrigation within 5 feet of the trunk of the tree.

Valley oak #3

TPZ should be at 12 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6). This can be free standing, temporary fencing whilst the driveway is intact. Demolition of existing driveway, walls, curbs and asphalt should be done by hand within the TPZ. When complete, the fencing should be moved to its permanent location on posts driven into the ground for the duration of construction. No roots greater than 2 inches in diameter shall be cut.

The joint trench to convert existing overhead electric, telephone and CATV will be located in the sidewalk of Cambridge Ave. Excavation of the first 2 feet depth of the trench within the TPZ of Tree #3 should be done by hand (marked in blue on drawing). No roots greater than 2 inches in diameter should be cut.

Valley oak #9

TPZ should be at 20 feet from the trunk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6). This can be reduced to no less than 15 feet to accommodate the excavation of the parking garage. This can be free standing, temporary fencing whilst the existing parking lot is intact. Demolition of existing parking lot should be done by machine reaching into the TPZ. After removal of the asphalt, no machinery should track through the TPZ unless the root zone is

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P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park
February 9, 2019

Currently, the existing parking lot is constructed with asphalt. The future parking lot will also be asphalt. The new finished level of the asphalt must slope away from the tree. There should be no standing water along the curb line by the tree. There should be minimum preparation necessary for the new asphalt as compaction of existing substrates has already been achieved. Preparation for parking lot construction should be kept to a minimum if possible. The TPZ fencing will have to be removed when preparing the parking lot. After removal of the fencing, the trunk should be wrapped with 4 layers of orange snow fencing and 2 inch thick wooden slats to a height of 10 feet above finished grade as outlined below, Type III Tree Protection.

IMAGE 2.15-4
Trunk Wrap Protection

- **Type III Tree Protection**
Trees situated in a small tree well or **sidewalk planter pit**, shall be wrapped with 2-inches of orange plastic fencing as padding from the ground to the first branch with 2-inch thick wooden slats bound securely on the outside. During installation of the wood slats, caution shall be used to avoid damaging any bark or branches. Major scaffold limbs may also require plastic fencing as directed by the *City Arborist*. (*see Image 2.15-4*)

A new curb line will be constructed around the base of the tree. This should be no closer than 2 feet from the trunk of the tree. The excavation for the foundation of the curb should be done by hand, no roots greater than 2 inches should be cut. After installation of the curb, a root crown excavation should be performed by an arborist. Once the root crown has been exposed, this area should be covered with a 2 inch layer of mulch. There should be no plantings or irrigation within 5 feet of the trunk of the tree.

Construction of the bio treatment area and permeable pavers within the TPZ should be done by hand. No roots greater than 2" in diameter shall be cut.

Any pruning and maintenance of the tree shall be carried out before construction begins. This should allow for any clearance requirements for both the new structure and any construction machinery. This will eliminate the possibility of damage during construction. **The pruning should be carried out by an arborist, not by construction personnel**. No limbs greater than 4" in diameter shall be removed. From a visual inspection, it appears that no more than 10% of the canopy will need to be pruned to accommodate the new construction.

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201 El Camino Real, Menlo Park
February 9, 2019

Site Monitoring Activities

There will be monthly site visits for the duration of the project to ensure tree protection is all in place and to monitor the health and condition of the trees during construction.

The following specific activities should be monitored by the site arborist:

Set up of initial Tree Protection Fencing prior to demolition

Pruning of Tree # 9 for construction clearances

Adjustment of Tree Protection Fencing for excavation and construction

Excavation of ramp and retaining wall close to Tree # 2

Excavation of Joint Utilities Trench close to Tree #s 2 and 3

Root crown excavation of Tree # 9

CITY OF MENLO PARK

COMMUNITY DEVELOPMENT DEPT.
701 Laurel Street
Menlo Park, CA 94025
650.330.6704
2/28/2011

TREE PROTECTION SPECIFICATIONS

1. A 6 layer of coarse mulch or woodchips is to beplaced beneath the dripline of the protected trees. Mulch is to be kept 12 from the trunk.
2. A protective barrier of 6' chain link fencing shall be installed around the dripline of protected tree(s). The fencing can be moved within the dripline if authorized by the Project Arborist or City Arborist but not closer than 2' from the trunk of any tree. Fence posts shall be 1.5 in diameter and are to be driven 2' into the ground. The distance between posts shall not be more than 10'. This enclosed area is the Tree Protection Zone (TPZ).
3. Movable barriers of chain link fencing secured to cement blocks can be substituted for fixed fencing if the Project Arborist and City Arborist agree that the fencing will have to be moved to accommodate certain phases of construction. The builder may not move the fence without authorization form the Project Arborist or City Arborist.
4. Where the City Arborist or Project Arborist has determined that tree protection fencing will interfere with the safety of work crews, Tree Wrap may be used as an alternative form of tree protection. Wooden slats at least one inch thick are to be bound securely, edge to edge, around the trunk. A single layer or more of orange plastic construction fencing is to be wrapped and secured around the outside of the wooden slats. Major scaffold limbs may require protection as determined by the City Arborist or Project Arborist. Straw waddle may also be used as a trunk wrap by coiling the waddle around the trunk up to a minimum height of six feet from grade. A single layer or more of orange plastic construction fencing is to be wrapped and secured around the straw waddle.
5. **Avoid the following conditions.**
DO NOT:
   a. Allow run off of spillage of damaging materials into the area below any tree canopy.
   b. Store materials, stockpile soil, or park or drive vehicles within the TPZ.
   c. Cut, break, skin, or bruise roots, branches, or trunks without first obtaining authorization from the City Arborist.
   d. Allow fires under and adjacent to trees.
   e. Discharge exhaust into foliage.
   f. Secure cable, chain, or rope to trees or shrubs.
   g. Trench, dig, or otherwise excavate within the dripline or TPZ of the tree(s) without first obtaining authorization from the City Arborist.
   h. Apply soil sterilants under pavement near existing trees.
6. Only excavation by hand or compressed air shall be allowed within the dripline of trees. Machine trenching shall not be allowed.
7. Avoid injury to tree roots. When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2", thewall of the trench adjacent to the trees shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but where this is not possible, the side of the trench adjacent to the trees shall be kept shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2" or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether theContractor may cut the root as mentioned above or shall excavate by hand or with compressed air under the root. Root is to be protected with dampened burlap.
8. Route pipes outside of the area that is 10 times the diameter of a protected tree to avoid conflict with roots.
9. Where it is not possible to reroute pipes or trenches, the contractor shall bore beneath the dripline of the tree. The boring shall take place not les than 3' below the surface of the soil in order to avoid encountering "feeder" roots.
10. Trees that have been identified in the arborists report as being in poor health and/or posing a health or safety risk, may be removed or pruned by more than one-third, subject to approval of the requiredpermit by the Planning Division. Pruning of existing limbs and roots shall only occur under the direction of a Certified Arborst.
11. Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within six hours so that remedial acton can be taken.
12. An ISA Certified Arborist or ASCA Registered Consulting Arborist shall be retained as the Project Arborist to monitor the tree protection specifications. The Project Arborist shall be responsible for the preservation of the designated trees. Should the builder fail to follow the tree protection specifications, it shall be the responsibility of the Project Arborist to report the matter to the City Arborist as an issue of non-compliance.
13. Violation of any of the above provisions may result in sanctions or other disciplinary action.

MONTHLY INSPECTIONS

It is required that the site arborist provide periodic inspections during construction. Four-week intervals would be sufficient to access andmonitor the effectiveness of the Tree Protection Plan and to provide recommendations for any additional care or treatment.

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NOTES

1. SEE ARBORIST REPORT, ADVANCED TREE CARE, OF FEB. 9, 2019 FOR COMPLETE EVALULATION.

Tree Protection Plan

1. The Tree Protection Zone (TPZ) should be defined with protective fencing. This should be cyclone or chain link fencing on 11/2" or 2" posts driven at least 2 feet in to the ground standing at least 6 feet tall. Normally a TPZ is defined by the dripline of the tree. I recommend the TPZ's as follows:-

Tree # 2: TPZ should be at 8 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6)

Tree # 3: TPZ should be at 12 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6)

Tree #s 10, 11 and 12: TPZ should be at 15 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6)

Tree # 9: TPZ should be at 20 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2.(6). This can be reduced to no less than 15 feet to accommodate the excavation of the parking garage.

Tree # 18: The trunk should be wrapped with 4 layers of orange snow fencing and 2 inch thick wooden slats to a height of 10 feet above finished grade with Type III Tree Protection as outlined and illustrated in image 2.15-4.(6)

2. Any pruning and maintenance of the tree shall be carried out before construction begins. This should allow for any clearance requirements for both the new structure and any construction machinery. This will eliminate the possibility of damage during construction. **The pruning should be carried out by an arborist, not by construction personnel**. No limbs greater than 4 in diameter shall be removed.

3. Any excavation in ground where there is a potential to damage roots of 1" or more in diameter should be carefully hand dug. Where possible, roots should be dug around rather than cut.(2)

4. If roots are broken, every effort should be made to remove the damaged area and cut it back t its closest lateral root. A clean cut should be made with a saw or pruners. This will prevent any infection from damaged roots spreading throughout the root system and into the tree.(2)

5. **Do Not**:(4)
a. Allow run off or spillage of damaging materials into the area below any tree canopy.
b. Store materials, stockpile soil, park or drive vehicles within the TPZ of the tree.
c. Cut, break, skin or bruise roots, branches or trunk without first obtaining permission from the city arborist.
d. Allow fires under any adjacent trees.
e. Discharge exhaust into foliage.
f. Secure cable, chain or rope to trees or shrubs.
g. Apply soil sterilants under pavement near existing trees.

6. Where roots are exposed, they should be kept covered with the native soil or four layers of wetted, untreated burlap. Roots will dry out and die if left exposed to the air for too long.(4)

7. Route pipes into alternate locations to avoid conflict with roots.(4)

8. Where it is not possible to reroute pipes or trenches, the contractor is to bore beneath the driplin of the tree. The boring shall take place no less than 3 feet below the surface of the soil in order avoid encountering "feeder" roots.(4)

9. Compaction of the soil within the dripline shall be kept to a minimum.(2)

10. Any damage due to construction activities shall be reported to the project arborist or city arboris within 6 hours so that remedial action can be taken.

11. Ensure upon completion of the project that the original ground level is restored

***Certification of Performance*(3)**

I, Robert Weatherill certify:

* That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and appraisal is stated in the attached report and the Terms and Conditions

* That I have no current or prospective interest in the vegetation or the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;

* That the analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts;

* That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events;

* That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted Arboricultural practices;

* That no one provided significant professional assistance to the consultant, except as indicated within the report.

I further certify that I am a member of the International Society of Arboriculture and a Certified Arborist. I have been involved in the practice of arboriculture and the care and study of trees for over 15 years.

Signed

Robert Weatherill
Certified Arborist WE 1936a

ARBORIST CERTIFICATION

DATE		SHEET TITLE	SHEET NUMBER		
06-12-2019	201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	TREE PROTECTION SPECIFICATIONS	T2	Advanced Tree Care Certified Arborist WE 1936a P.O. BOX 5326 Redwood City, California 94063	ZAC Landscape Architects, Inc. 145 Keller Street Petaluma, California 94952 (707) 696-2567 www.zaclandscape.com e@zaclandscape.com

B63

201 El Camino Real & 612 Cambridge Avenue Project

Revised Project Description Updated 6/24/19

I. Introduction

The property owner and Project Sponsor is Hu-HanTwo, LLC, which is owned by Dr. Bo (Paul) Hu, and his wife, Dr. Han Xiaohong. Their daughter is a graduate student at Stanford University and serves as the representative for the Project.

The primary goal of this Project is to complement the revitalization of the southern end of El Camino Real in Menlo Park by replacing the existing nondescript commercial building and adjacent surface parking lot with a residential structure above ground-level commercial space providing neighborhood serving retail/personal services and restaurant uses, plus medical office space. The provision of residential units, including BMR units, as the primary use would facilitate the City's efforts to address its housing needs, while respecting the character of the Allied Arts area in the vicinity of the Project. The Project will be consistent with the El Camino Real / Downtown Specific Plan's guiding principles by (i) enhancing public space, (ii) generating vibrancy, (iii) sustaining Menlo Park's village character, (iv) enhancing connectivity, and (v) promoting healthy living and sustainability.

II. Project Overview

The 201 El Camino Real/612 Cambridge Project will provide a broad range of benefits to the community, including:

- 14 residential units (a net increase of 10 residential units) including a range of housing types (1 and 2 bedroom apartments, and two 4 bedroom townhouses)
- Two below market rate housing units
- Elimination of surface parking lot (which will be replaced by a two-level underground garage, accessible from Cambridge Avenue)
- Replacement of an unattractive, functionally obsolete 6,000 sf commercial building with an attractive Monterey-Spanish design.
- Consolidation of three curb cuts on Cambridge into a single curb cut (accessing the garage)
- Widened sidewalks on both the El Camino and Cambridge frontages of the Project
- Elimination of a dead-end segment of Alto Lane and instead providing a landscaped paseo which provides a visual separation between the three-story mixed-use building and the two townhouses, as well as safer public access to the rear of the 239-251 El Camino building.
- Enhanced ground-level commercial area, providing space for neighborhood serving retail/personal service/restaurant space, as well as a limited area for medical office.

All these elements of the Project are described more specifically below.

The proposed Project would demolish an existing one-level commercial building located at 201 El Camino Real ("ECR"), a small surface parking lot, which serves the 201 ECR building, as well as a small residential structure on the 612 Cambridge lot.

On the site of 201 ECR, plus the parking lot, the Project would construct a new, approximately 25,679 sf three-story, 38 foot tall structure containing 12 residential units, two of which would be offered at below market rate (BMR housing) as well as replacement ground floor commercial space for neighborhood servicing uses. The two upper floors would include a mix of one bedroom and two bedroom units, totaling about 17,580 sf. The ground floor would include approximately 7,150 sf of neighborhood serving space, including space for retail/personal service and restaurant, as well as some medical office space. A small residential lobby would also occupy part of the ground level. Two levels of underground parking would be accessible from Cambridge, with a total of 59 spaces meeting City requirements.

The proposed mixed-use building is entirely located on the 201 El Camino Real parcel, associated parking lot, and what is now Alto Lane. On the 612 Cambridge parcel, which is zoned R-3, the existing residential structure would be demolished, allowing for the construction of two new four bedroom townhouses, which provide a transition between the 201 ECR building and the adjacent Allied Arts neighborhood. The parking for the 612 Cambridge townhouses would be provided in the adjacent two level underground parking garage.

III. Existing Conditions

The Project site consists of two parcels located at 201 El Camino Real / 610 Cambridge Ave., a portion of Alto Lane, and one parcel located at 612 Cambridge Ave. The 201 El Camino Real parcels are zoned SP-ECR/SW, and are improved with an existing one-story, approximately 6,000 square foot commercial building, currently occupied by 4 commercial tenants, (2 commercial spaces are currently vacant) and a surface parking lot. The existing building is separated from its 28 space non-conforming surface parking lot by a public right-of-way designated as Alto Lane, which dead ends into the property to the north. The 612 Cambridge Ave. parcel is zoned R-3, and is improved with an existing one-story residential building apparently constructed in 1917 and subsequently enlarged, which includes four small rental units. This residential building has no on-site parking, and utilizes four of the 28 spaces in the parking lot associated with 201 El Camino Real for parking pursuant to a parking agreement. None of the buildings on the site have any historical or architectural character.

The Project site is bounded by El Camino Real to the east, Cambridge Ave. to the south, the Allied Arts neighborhood to the west, and commercial uses on the 239 – 251 El Camino Real parcel and two other residential parcels facing Partridge Ave. to the north. The surrounding area consists of one and two story structures, with commercial uses along El Camino Real and residential uses to the west. Stanford's Middle Plaza project will be on the opposite (eastern) side of El Camino Real from the Project site.

IV. Vacation of Alto Lane

To accommodate the Project, the Project Sponsor is requesting that the City abandon Alto Lane, the public right-of-way which currently separates the 201 El Camino Real parcel from the associated surface parking lot. City staff has confirmed that Alto Lane is a City right-of-way, so the City can relinquish its interest in the area upon request. Further, City staff has confirmed that once the abandonment is approved, half of the right-of-way would be transferred to the properties

on either side of the right-of-way. The new owner of the 239 – 251 El Camino Real property does not object to the proposed abandonment, and a small part of Alto Lane adjacent to 239 – 251 El Camino Real would be transferred to that lot. (239 – 251 El Camino Real would continue to be served by two existing driveways from El Camino Real). The 201 El Camino Real parcel, portion of Alto Lane, and associated parking lot would be merged so that the proposed improvements would not cross any property lines.

The Project site currently has three curb cuts on Cambridge Ave., including Alto Lane, the parking lot entry, and the 612 Cambridge Ave. driveway. These will be replaced with a single curb cut providing access to the subsurface parking garage.

The vacation of Alto Lane could affect up to two substandard parking spaces located on the 239 – 251 El Camino Real property. The parking spaces back into Alto Lane, and due to the realignment of the property line after Alto Lane is abandoned, will need to be adjusted 90 degrees in order to be accessible to cars utilizing the existing drive aisle off of El Camino Real. As a result, it is likely that one of the spaces will be removed. The owner of 239 – 251 El Camino Real is aware of the situation and does not object to the reconfiguration of the parking, or potential loss of a parking space.

V. Design Concept

The Project's three-story mixed-use component complies with all of the El Camino Real and Downtown Specific Plan's Design Guidelines. The structure is oriented toward the El Camino Real / Cambridge Ave. corner, consistent with the goal of enhancing commercial vitality along El Camino Real. This design includes a number of features to both promote a sense of community and respect the residential character of the surrounding neighborhood, such as providing new retail space, below grade parking, and ecologically-balanced landscaping, and two detached residences on the 612 Cambridge parcel.

The proposed architectural style utilizes traditional Monterey-Spanish forms. Details are rendered in clean, bright, modern, and eco-functional manners, which are compatible with, and sensitive to, the surrounding environment, solar orientation, neighboring residences, and adjacent El Camino Real businesses. A publicly accessible landscaped "paseo" will separate the townhouses from the mixed-use building to provide open space and help reinforce the transition from the commercial and multi-family building to the surrounding Allied Arts neighborhood.

VI. Proposed Uses

I. Residential

The proposed Project will be primarily residential, with 12 units (a mix of 6 one-bedroom and 6 two-bedroom units) on the 2nd and 3rd levels of the mixed use building, and two two- story, 4 bedroom townhouses on the 612 Cambridge parcel. Overall, approximately 75% of the Project's area would be in residential use. Of the 12 units in the main building, two will be provided as BMR units. All of the Project's units will be mapped as condominiums, but are anticipated to be initially rented.

II. Ground Floor: Retail/ Personal Services / Restaurant, Medical Office

Overall, the Project's ground floor spaces would represent only a modest increase in commercial space as compared to the existing building, with approximately 7,150 sf as compared to 6,000 sf in the existing building. As noted on the plans, the Project's ground floor area would include spaces that could accommodate a variety of retail or personal services, restaurant uses, and medical office. (Areas indicated on plans and tables as retail means some mixture of retail and personal services with no fixed allocation between those categories.) The current vision is to provide approximately 4,160 square feet of retail/personal services area, which would include up to 1,200 square feet of restaurant area, as well as about 2,984 square feet of medical office space, as follows:

1. Retail/ Personal Services Uses

At this stage in the project development process, we are unable to clearly define what retail/personal services uses might occur. The intent is that retail uses would neighborhood-serving. One possible retail/personal service use could include the return of the salon which currently operates out of the existing building at 201 El Camino Real.

2. Restaurant

In response to the community's feedback, the Project will provide approximately 1,000 – 1,200 square feet of restaurant space. No restaurant tenant has been secured at this time, although a variety of restaurant types would be considered.

3. Medical Office

The Project will also include approximately 2,985 sf of medical office use. No particular medical user has been identified, but it is anticipated medical uses would operate on an appointment only basis.

VII. Public Benefit Proposal

The Project Sponsor requests a public benefit bonus for the mixed-use component in order to allow for a building with an FAR of approximately 1.49 (as compared to the maximum base FAR of 1.1), and an increase in permitted residential density to allow approximately 31 units per acre (i.e., 12 units) versus the base density of 25 units per acre (i.e., 9 units plus a BMR unit). The primary purpose of the Public Benefit Bonus would expand the number of residential units and residential area, since the commercial areas of the Project, including proposed medical office area, could be built under the existing base zoning rules. Based on the site area of 17,304 square feet (which does not include the R-3 zoned parcel at 612 Cambridge Ave.), the proposed bonus level FAR would allow for approximately 5,920 additional square feet (the difference between 25,679 square feet at the proposed 1.49 FAR bonus level and approximately 19,889 square feet at the base level (1.1 FAR) plus additional area based on the inclusion of a BMR unit) and 12 residential units (as

compared to a maximum of 9 market rate units at the base residential density plus one BMR unit). Of the 12 units in the mixed-use building, two are proposed as BMRs, totaling approximately 2,331 square feet. The two townhouses on 612 Cambridge Ave. are consistent with the R-3 district's zoning requirements and are not dependent on the public benefit bonus.

The Project Sponsor has developed "base project" for purposes of evaluating the public benefit bonus. Below is a rough overview of the base project:

- 201 El Camino Real / 610 Cambridge Ave.

Lot Area	17,250 s.f.
Base FAR	1.1
Maximum Gross Floor Area (1.1 FAR)	18,975 s.f.
Gross Floor Area (including BMR units)	19,889 s.f. (includes the BMR unit)
Non-residential Uses	6,960 s.f (3,000 s.f. medical; 3,960 s.f. retail/personal services)
Residential	11,965 s.f. total (10,923 s.f. market-rate; 1,042 s.f. BMR)
Parking	59 parking spaces in an underground parking structure

- 612 Cambridge Ave.[1]

Lot Area	7,925.1 sq. ft.
FAR (same for Base and Proposed Project)	0.45
Maximum Gross Floor Area	3,566 sq. ft.
Proposed Gross Floor Area	3,564.5 sq. ft.
Parking	4 spaces in the underground parking structure on 201 El Camino Real

The Project at the bonus level would have several advantages as compared to a base level project. For example, it would provide two more residential units than any base level project, and an even larger proportionate increase in residential square footage. In addition, a base level project with no more than 5-9 residential units would require only one BMR unit, while the Project at the bonus level would provide two BMR units.[2] (If a combination of the 201 El Camino Real sites becomes infeasible at the base level FAR, the base level project could be even smaller, potentially resulting in a project providing no BMR units.) Also, the Project's reliance on underground parking, which

[1] The 612 Cambridge Ave. portion of the base project is the same as for the proposed project.
[2] The Project is proposing 14 units, including 2 BMR units.

may only be feasible if the site is developed at the bonus level, has a positive impact on the overall character of the Project and adjacent neighborhood since it avoids the need for surface parking.

At this point, the Project Sponsor does not have a reliable estimate as to the likely financial benefits of the Project (at the bonus level) as compared to a base level project. While the Project will no doubt be more valuable than a base level project, the Project's reliance on very costly underground parking will substantially increase construction costs, which reduces the Project Sponsor's potential return from the larger (public benefit bonus) Project.

VIII. Sustainability

The Project will include numerous green and sustainable building features that are designed to reduce energy consumption and waste. A sample list of those features is provided below. In addition to those features, the Project will also address the localized flooding issue at the corner of El Camino Real and Cambridge Ave. This requires upgrading the stormwater management system and significantly reducing runoff from the property by decreasing the existing impervious area (approximately 78% of the area) through the use of infiltration, bioretention areas, landscaping, and pervious pavements.

- Near-zero energy net consumption
- Recycled, re-used materials at walls, roofs, floors.
- Recycling of 85% of construction waste
- High efficiency heating and cooling systems
- Passive & mechanical ventilation for indoor air quality
- Plentiful, well-oriented daylighting
- Tankless or high-efficiency water heaters
- On-demand hot water recirculation pumps
- Photovoltaic and/or hot water rooftop panels
- Use of fly ash and recycled rebar in concrete
- Heat dissipating technologies at exterior walls
- Low-E, thermally insulated windows
- Drought-tolerant, water-efficient landscaping
- LID stormwater management

- Electric vehicle charging stations
- Improved energy performance above Title-24 energy compliance requirements

IX. Neighborhood Outreach

Although Drs. Hu and Han are not residents of the Bay Area, they are frequent visitors and appreciate the special nature of both Menlo Park and the Allied Arts neighborhood. Their daughter Yihan attends Stanford and currently resides nearby. All efforts will be expended to develop the Project in such a way as to respect the neighborhood's characteristic charm, peace, and tranquility. That said, Drs. Hu and Han, and Yihan, commit to meet with interested stakeholders, individually if possible, and through representatives if necessary, throughout the development review process to discuss the Project and how it will be a wonderful addition to the neighborhood.

In response to the neighbors' input to-date, the Project replaced the previously proposed open space area and surface parking on the 612 Cambridge Ave. lot with two townhouses which should provide an attractive buffer to the adjacent homes along Cambridge Ave. In addition, the medical space has been substantially downsized, and there will be more commercial space to serve the neighborhood's needs. Further, as proposed, the Project would include space for a possible restaurant, although no specific tenant has been identified at this stage in the process.

As part of the coordinated outreach program, the Project team held two open house meetings on March 15th and 16th at the Stanford Park Hotel. A total of 120 households were invited to attend either the March 15th evening open house (from 6 p.m. to 8 p.m.) or the March 16th morning open house from (10 a.m. to 12 p.m.) at their convenience, with most of the invitations delivered to residents by hand and a few by mail. Notice was provided to households outside of the City's standard 300 foot radius, including homes on Cambridge Ave. from El Camino Real to Cornell Rd., and homes on Partridge Ave. and Harvard Ave. that are located about 3/4 of the way to Cornell Rd. from El Camino Real. Further, efforts were made to invite those community members who had submitted comments on the initial proposal in summer 2018. With respect to the event, refreshments were provided and members of the Project team, including the architects and land use counsel, were available to answer the community's questions. Approximately 25 – 30 community members attended.

The Project team anticipates receiving additional comments and will continue efforts to maintain a respectful dialogue based on the facts. The intent is that a coordinated and sustained outreach program will establish trust, yielding a harmonious process and an improved Project.

Advanced Tree Care
P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park
February 9, 2019

Hu – Hantwo LLC
86 Michaels Way
Atherton, CA 94027

Site: 201 El Camino Real, Menlo Park

Dear Hu,

At your request I visited the above site for the purpose of inspecting and commenting on the Regulated trees around the property. A development is planned, prompting the need for this tree protection report.

Method:
Menlo Park requests that all trees within the property or within 8 feet of the property lines be included on the report if the trunk diameter at standard height is greater than 6 inches. The location of the trees on this site can be found on the plan provided by you. Each tree is given an identification number. The trees are measured at 54 inches above ground level (DBH or Diameter at Breast Height). A condition rating of 1 to 100 is assigned to each tree representing form and vitality on the following scale:

1 to 29	Very Poor
30 to 49	Poor
50 to 69	Fair
70 to 89	Good
90 to 100	Excellent

The height and spread of each tree is estimated. A Comments section is provided for any significant observations affecting the condition rating of the tree.

A Summary and Tree Protection Plan are at the end of the end of the survey providing recommendations for maintaining the health and condition of the trees during and after construction. There is an Addenda at the end of the report for specific details required through planning and construction.

If you have any questions, please don't hesitate to call.

Sincerely

Robert Weatherill
Certified Arborist WE 1936A

Advanced Tree Care
P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park
February 9, 2019

Tree Survey

Tree#	Species	DBH	Ht/Sp	Con Rating	Comments
1	Coastal redwood *Sequoia sempervirens*	29.6”	50/25	65	Good health and condition, pruned for PGE, **Regulated**
2	Coastal redwood *Sequoia sempervirens*	27.2”	45/20	65	Good health and condition, pruned for PGE, **Regulated**
3	Valley oak *Quercus lobata*	19.2”	30/25	40	Poor health and condition, pruned for PGE, one sided, **Regulated**
4	Honey locust *Gleditsia triacanthos*	12.3”	30/30	50	Fair health and condition, drought stress **Not Regulated**
5	Coastal redwood *Sequoia sempervirens*	33.7”	45/25	40	Poor health and condition, thin canopy, codominant, **Regulated**
6	Coastal redwood *Sequoia sempervirens*	23.1”	40/20	65	Good health and condition **Regulated**
7	Coastal redwood *Sequoia sempervirens*	9.6”	30/10	65	Good health and condition **Not Regulated**
8	Coastal redwood *Sequoia sempervirens*	14.8”	30/15	65	Good health and condition **Not Regulated**
9	Valley oak *Quercus lobata*	40.3”	40/50	80	Good health and condition, well maintained, **Regulated**
10	Coastal redwood *Sequoia sempervirens*	24”est	60/25	60	Good health and condition, neighbors **Regulated**
11	Black acacia *Acacia melonoxylon*	21.7”	60/30	50	Fair health and condition, leaning, one sided, poor species, **Regulated**
12	Black acacia *Acacia melonoxylon*	23.8”	60/30	50	Fair health and condition, leaning, one sided, poor species, **Regulated**
13	Chinese elm *Ulmus parvifolia*	14.1”	30/25	40	Poor health and condition, cankers, **decay** poor form, **Not Regulated**
14	Black walnut *Juglans nigra*	9.7”	15/10	30	Poor health and condition, suppressed by #3, **Not Regulated**
15	Plum *Prunus cerasifera*	10.5”	18/5	30	Poor health and condition **Not Regulated**
16	Sycamore *Platanus acerifolia*	2.8”	10/2	40	Poor health and condition Street Tree, damage at base. **Regulated**
17	Sycamore *Platanus acerifolia*	5.2”	20/5	40	Fair health and poor condition, Significant lean. Street Tree **Regulated**
18	Sycamore *Platanus acerifolia*	3.5”	20/4	60	Good health and condition Street Tree **Regulated**

Advanced Tree Care
P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park
February 9, 2019

Summary:
The trees on the site are a variety of natives and non-natives.
There are 9 Regulated trees of which 1 is on a neighbor's property.
Tree #s 1 and 6 are Regulated trees in good health and condition and have been requested for removal since they are within the proposed construction.
Tree # 5 is a Regulated tree in poor health and condition and should be removed.
Tree #s 2, 3, 9, 10, 11 and 12 are Regulated trees that should be protected during construction.
Tree #s 4, 7, 8, 13, 14 and 15 are not Regulated trees and can be removed if desired.
Tree #s 16, 17 and 18 are street trees along El Camino Real. Tree #s 16 and 17 are in fair health and poor condition and should be removed. Tree # 18 should be protected during construction.

Tree Protection Plan

1. The Tree Protection Zone (TPZ) should be defined with protective fencing. This should be cyclone or chain link fencing on 11/2" or 2" posts driven at least 2 feet in to the ground standing at least 6 feet tall. Normally a TPZ is defined by the dripline of the tree. I recommend the TPZ's as follows:-

Tree # 2: TPZ should be at 8 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 (6)

Tree # 3: TPZ should be at 12 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 (6)

Tree #s 10, 11 and 12: TPZ should be at 15 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 (6)

Tree # 9: TPZ should be at 20 feet from the trunk closing on the fence line in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 (6) . This can be reduced to no less than 15 feet to accommodate the excavation of the parking garage.

Tree # 18: The trunk should be wrapped with 4 layers of orange snow fencing and 2 inch thick wooden slats to a height of 10 feet above finished grade with Type III Tree Protection as outlined and illustrated in image 2.15-4 (6)

IMAGE 2.15-1
Tree Protection Fence at the Dripline

IMAGE 2.15-2
Tree Protection Fence at the Dripline

• Type I Tree Protection
The fences shall enclose the entire area under the **canopy dripline or TPZ** of the tree(s) to be saved throughout the life of the project, or until final improvement work within the area is required, typically near the end of the project (*see Images 2.15-1 and 2.15-2*). Parking Areas: If the fencing must be located on paving or sidewalk that will not be demolished, the posts may be supported by an appropriate grade level concrete base.

IMAGE 2.15-4
Trunk Wrap Protection

• Type III Tree Protection
Trees situated in a small tree well or **sidewalk planter pit**, shall be wrapped with 2-inches of orange plastic fencing as padding from the ground to the first branch with 2-inch thick wooden slats bound securely on the outside. During installation of the wood slats, caution shall be used to avoid damaging any bark or branches. Major scaffold limbs may also require plastic fencing as directed by the *City Arborist*. (*see Image 2.15-4*)

2. Any pruning and maintenance of the tree shall be carried out before construction begins. This should allow for any clearance requirements for both the new structure and any construction machinery. This will eliminate the possibility of damage during construction. **The pruning should be carried out by an arborist, not by construction personnel**. No limbs greater than 4" in diameter shall be removed.

3. Any excavation in ground where there is a potential to damage roots of 1" or more in diameter should be carefully hand dug. Where possible, roots should be dug around rather than cut.*(2)*

4. If roots are broken, every effort should be made to remove the damaged area and cut it back to its closest lateral root. A clean cut should be made with a saw or pruners. This will prevent any infection from damaged roots spreading throughout the root system and into the tree.*(2)*

5. **Do Not**:.*(4)*

a. Allow run off or spillage of damaging materials into the area below any tree canopy.
b. Store materials, stockpile soil, park or drive vehicles within the TPZ of the tree.
c. Cut, break, skin or bruise roots, branches or trunk without first obtaining permission from the city arborist.
d. Allow fires under any adjacent trees.
e. Discharge exhaust into foliage.
f. Secure cable, chain or rope to trees or shrubs.
g. Apply soil sterilants under pavement near existing trees.

6. Where roots are exposed, they should be kept covered with the native soil or four layers of wetted, untreated burlap. Roots will dry out and die if left exposed to the air for too long.*(4)*

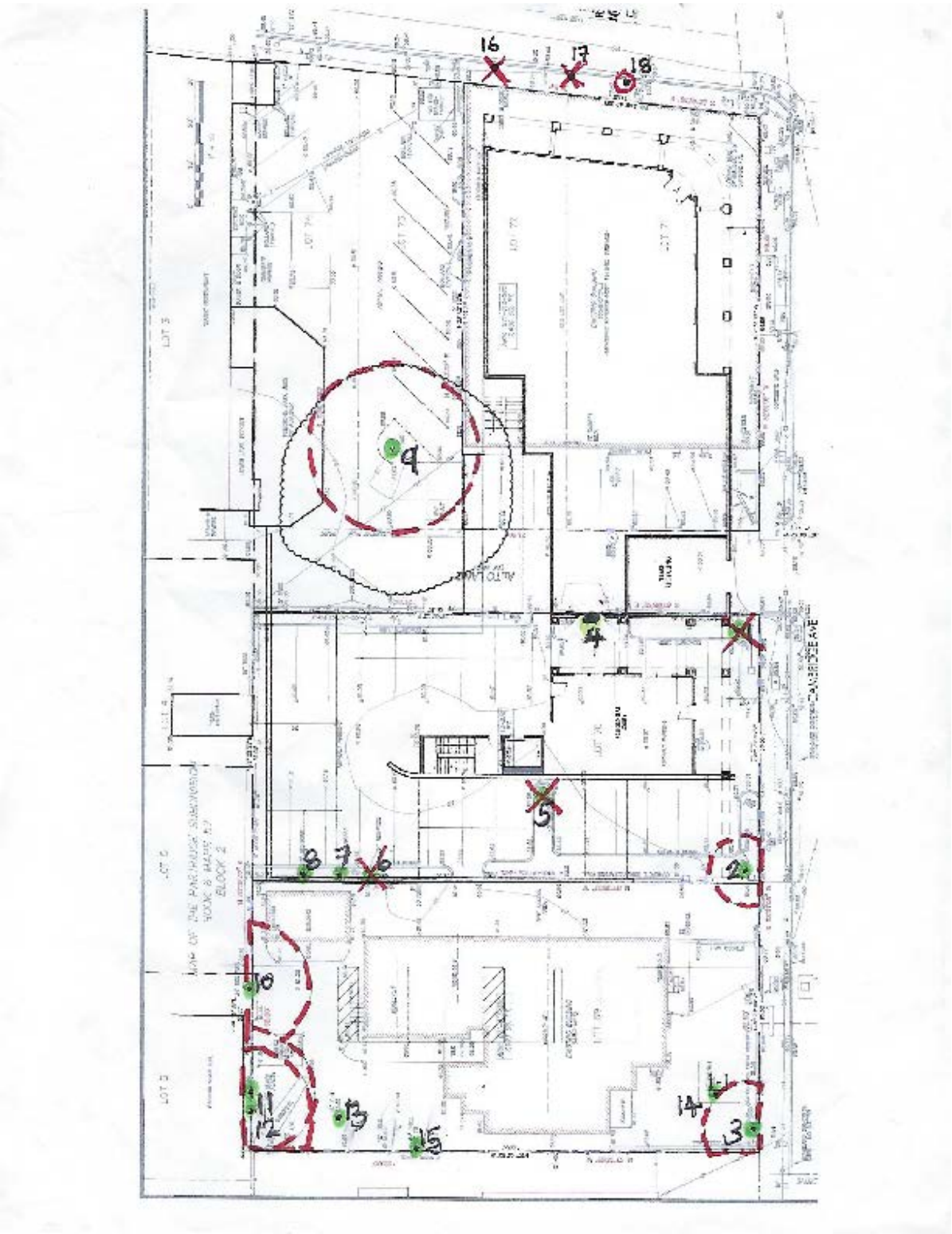
7. Route pipes into alternate locations to avoid conflict with roots.*(4)*

8. Where it is not possible to reroute pipes or trenches, the contractor is to bore beneath the dripline of the tree. The boring shall take place no less than 3 feet below the surface of the soil in order to avoid encountering "feeder" roots.*(4)*

9. Compaction of the soil within the dripline shall be kept to a minimum.*(2)*

10. Any damage due to construction activities shall be reported to the project arborist or city arborist within 6 hours so that remedial action can be taken.

11. Ensure upon completion of the project that the original ground level is restored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Location of protected trees and their Tree Protection Zones

Glossary

Canopy The part of the crown composed of leaves and small twigs.(2)

Cavities An open wound, characterized by the presence of extensive decay and resulting in a hollow.(1)

Decay Process of degradation of woody tissues by fungi and bacteria through the decomposition of cellulose and lignin(1)

Dripline The width of the crown as measured by the lateral extent of the foliage.(1)

Genus A classification of plants showing similar characteristics.

Root crown The point at which the trunk flares out at the base of the tree to become the root system.

Species A Classification that identifies a particular plant.

Standard height Height at which the girth of the tree is measured. Typically 4 1/2 feet above ground level

References

(1) Matheny, N.P., and Clark, J.P. Evaluation of Hazard Trees in Urban Areas. International Society of Arboriculture,1994.

(2) Harris, R.W., Matheny, N.P. and Clark, J.R.. Arboriculture: Integrated Management of Landscape Trees, Shrubs and Vines. Prentice Hall, 1999.

(3) Carlson, Russell E. Paulownia on The Green: An Assessment of Tree Health and Structural Condition. Tree Tech Consulting, 1998.

(4) Extracted from a copy of Tree Protection guidelines. Anon

(5) T. D. Sydnor, Arboricultural Glossary. School of Natural Resources, 2000

(6) D Dockter, Tree Technical Manual. City of Palo Alto, June, 2001

Advanced Tree Care
P. O. Box 5326 Redwood City, CA 94063

Certification of Performance [3]

I, Robert Weatherill certify:

* That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and appraisal is stated in the attached report and the Terms and Conditions;

* That I have no current or prospective interest in the vegetation or the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;

* That the analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts;

* That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events;

* That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted Arboricultural practices;

* That no one provided significant professional assistance to the consultant, except as indicated within the report.

I further certify that I am a member of the International Society of Arboriculture and a Certified Arborist. I have been involved in the practice of arboriculture and the care and study of trees for over 15 years.

Signed

Robert Weatherill
Certified Arborist WE 1936a

Date: 2/9/19

Terms and Conditions(3)

The following terms and conditions apply to all oral and written reports and correspondence pertaining to consultations, inspections and activities of Advanced Tree Care :

1. All property lines and ownership of property, trees, and landscape plants and fixtures are assumed to be accurate and reliable as presented and described to the consultant, either verbally or in writing. The consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.
2. It is assumed that any property referred to in any report or in conjunction with any services performed by Advanced Tree Care, is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations, and that any titles and ownership to any property are assumed to be good and marketable. Any existing liens and encumbrances have been disregarded.
3. All reports and other correspondence are confidential, and are the property of Advanced Tree Care and it's named clients and their assignees or agents. Possession of this report or a copy thereof does not imply any right of publication or use for any purpose, without the express permission of the consultant and the client to whom the report was issued. Loss, removal or alteration of any part of a report invalidates the entire appraisal/evaluation.
4. The scope of any report or other correspondence is limited to the trees and conditions specifically mentioned in those reports and correspondence. Advanced Tree Care and the consultant assume no liability for the failure of trees or parts of trees, either inspected or otherwise. The consultant assumes no responsibility to report on the condition of any tree or landscape feature not specifically requested by the named client.
5. All inspections are limited to visual examination of accessible parts, without dissection, excavation, probing, boring or other invasive procedures, unless otherwise noted in the report. No warrantee or guarantee is made, expressed or implied, that problems or deficiencies of the plants or the property will not occur in the future, from any cause. The consultant shall not be responsible for damages caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.
6. The consultant shall not be required to provide further documentation, give testimony, be deposed, or attend court by reason of this appraisal/report unless subsequent contractual arrangements are made, including payment of additional fees for such services as described by the consultant or in the fee schedules or contract.
7. Advanced Tree Care has no warrantee, either expressed or implied, as to the suitability of the information contained in the reports for any purpose. It remains the responsibility of the client to determine applicability to his/her particular case.
8. Any report and the values, observations, and recommendations expressed therein represent the professional opinion of the consultants, and the fee for services is in no manner contingent upon the reporting of a specified value nor upon any particular finding to be reported.
9. Any photographs, diagrams, graphs, sketches, or other graphic material included in any report, being intended solely as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys, unless otherwise noted in the report. Any reproductions of graphs material or the work product of any other persons is intended solely for the purpose of clarification and ease of reference. Inclusion of said information does not constitute a representation by Advanced Tree Care or the consultant as to the sufficiency or accuracy of that information.

Addenda

Specific Construction Impacts on Tree #s 2, 3 and 9

Coast redwood #2

TPZ should be at 8 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 [(6)]. This can be free standing, temporary fencing whilst the asphalt and driveway is intact. Demolition of existing brickwork pillars, curbs and asphalt should be done by hand within the TPZ. When complete, the fencing should be moved to its permanent location on posts driven into the ground for the duration of construction. No roots greater than 2 inches in diameter shall be cut.

Excavation for the ramp down to the garage and its retaining wall within the TPZ should be done by hand or machine carefully reaching into the TPZ. If roots are encountered greater than 2 inches in diameter, they should be left intact and inspected by the Site Arborist. Roots should be worked around where possible.

The joint trench to convert existing overhead electric, telephone and CATV will be located in the sidewalk of Cambridge Ave. Excavation of the first 2 feet depth of the trench within the TPZ of Tree #2 should be done by hand (marked in blue on drawing). No roots greater than 2 inches in diameter should be cut.

The landscape around Tree #2 should be moderate to high water use. No plantings or irrigation within 5 feet of the trunk of the tree.

Valley oak #3

TPZ should be at 12 feet from the trunk closing on the sidewalk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 [(6)]. This can be free standing, temporary fencing whilst the driveway is intact. Demolition of existing driveway, walls, curbs and asphalt should be done by hand within the TPZ. When complete, the fencing should be moved to its permanent location on posts driven into the ground for the duration of construction. No roots greater than 2 inches in diameter shall be cut.

The joint trench to convert existing overhead electric, telephone and CATV will be located in the sidewalk of Cambridge Ave. Excavation of the first 2 feet depth of the trench within the TPZ of Tree #3 should be done by hand (marked in blue on drawing). No roots greater than 2 inches in diameter should be cut.

Valley oak #9

TPZ should be at 20 feet from the trunk in accordance with Type I Tree Protection as outlined and illustrated in image 2.15-1 and 2 [(6)] . This can be reduced to no less than 15 feet to accommodate the excavation of the parking garage. This can be free standing, temporary fencing whilst the existing parking lot is intact. Demolition of existing parking lot should be done by machine reaching into the TPZ. After removal of the asphalt, no machinery should track through the TPZ unless the root zone is protected with steel plates or plywood laid on 4 inches of wood chips. When demolition is complete, the fencing should be moved to its permanent location on posts driven into the ground for the duration of construction. No roots greater than 2 inches in diameter shall be cut.

Currently, the existing parking lot is constructed with asphalt. The future parking lot will also be asphalt. The new finished level of the asphalt must slope away from the tree. There should be no standing water along the curb line by the tree. There should be minimum preparation necessary for the new asphalt as compaction of existing substrates has already been achieved. Preparation for parking lot construction should be kept to a minimum if possible. The TPZ fencing will have to be removed when preparing the parking lot. After removal of the fencing, the trunk should be wrapped with 4 layers of orange snow fencing and 2 inch thick wooden slats to a height of 10 feet above finished grade as outlined below, Type III Tree Protection.

IMAGE 2.15-4
Trunk Wrap Protection

• **Type III Tree Protection**
Trees situated in a small tree well or **sidewalk planter pit**, shall be wrapped with 2-inches of orange plastic fencing as padding from the ground to the first branch with 2-inch thick wooden slats bound securely on the outside. During installation of the wood slats, caution shall be used to avoid damaging any bark or branches. Major scaffold limbs may also require plastic fencing as directed by the *City Arborist*. (*see Image 2.15-4*)

A new curb line will be constructed around the base of the tree. This should be no closer than 2 feet from the trunk of the tree. The excavation for the foundation of the curb should be done by hand, no roots greater than 2 inches should be cut. After installation of the curb, a root crown excavation should be performed by an arborist. Once the root crown has been exposed, this area should be covered with a 2 inch layer of mulch. There should be no plantings or irrigation within 5 feet of the trunk of the tree.

Construction of the bio treatment area and permeable pavers within the TPZ should be done by hand. No roots greater than 2” in diameter shall be cut.

Any pruning and maintenance of the tree shall be carried out before construction begins. This should allow for any clearance requirements for both the new structure and any construction machinery. This will eliminate the possibility of damage during construction. **The pruning should be carried out by an arborist, not by construction personnel**. No limbs greater than 4” in diameter shall be removed. From a visual inspection, it appears that no more than 10% of the canopy will need to be pruned to accommodate the new construction.

Site Monitoring Activities

There will be monthly site visits for the duration of the project to ensure tree protection is all in place and to monitor the health and condition of the trees during construction.

The following specific activities should be monitored by the site arborist:

Set up of initial Tree Protection Fencing prior to demolition

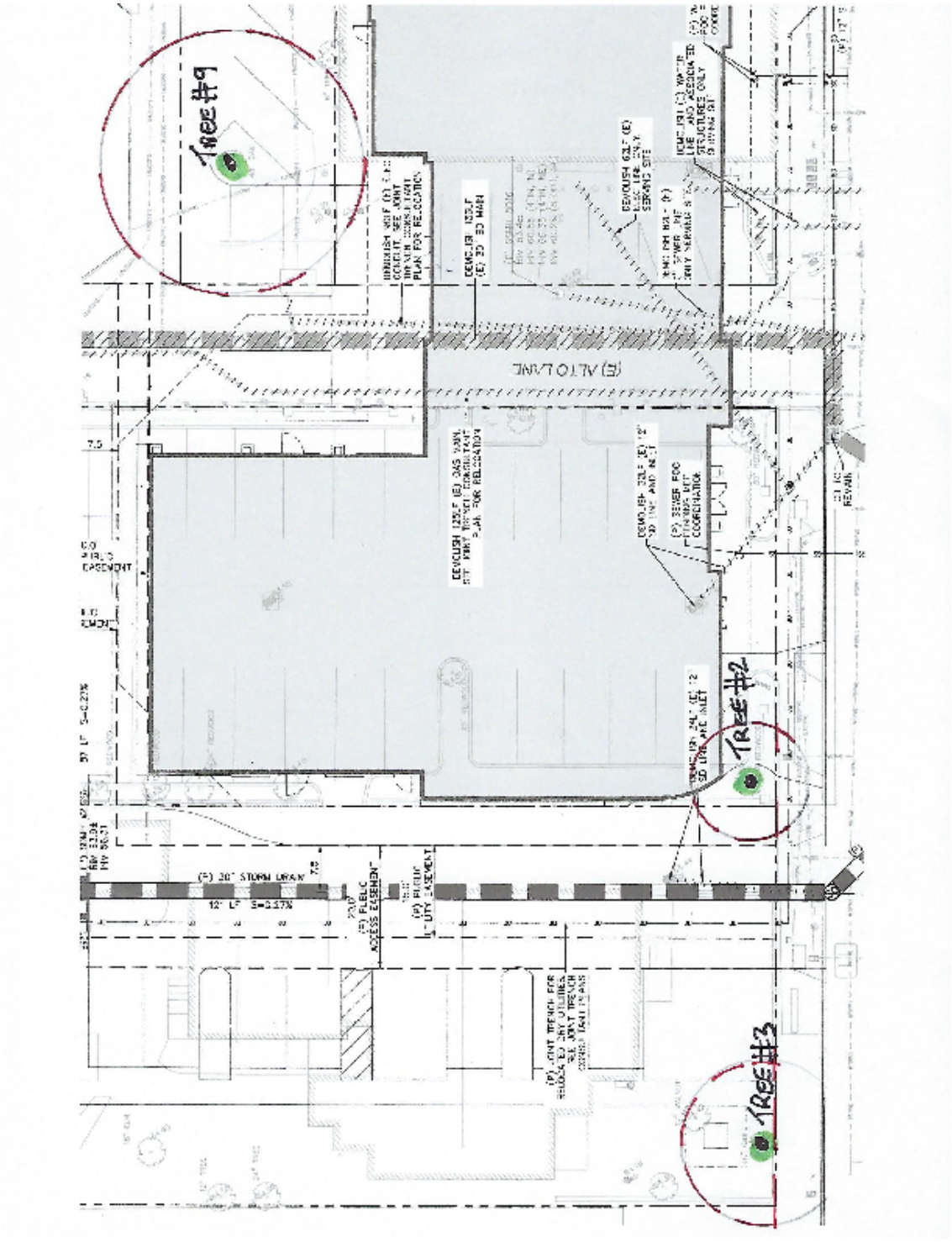
Pruning of Tree # 9 for construction clearances

Adjustment of Tree Protection Fencing for excavation and construction

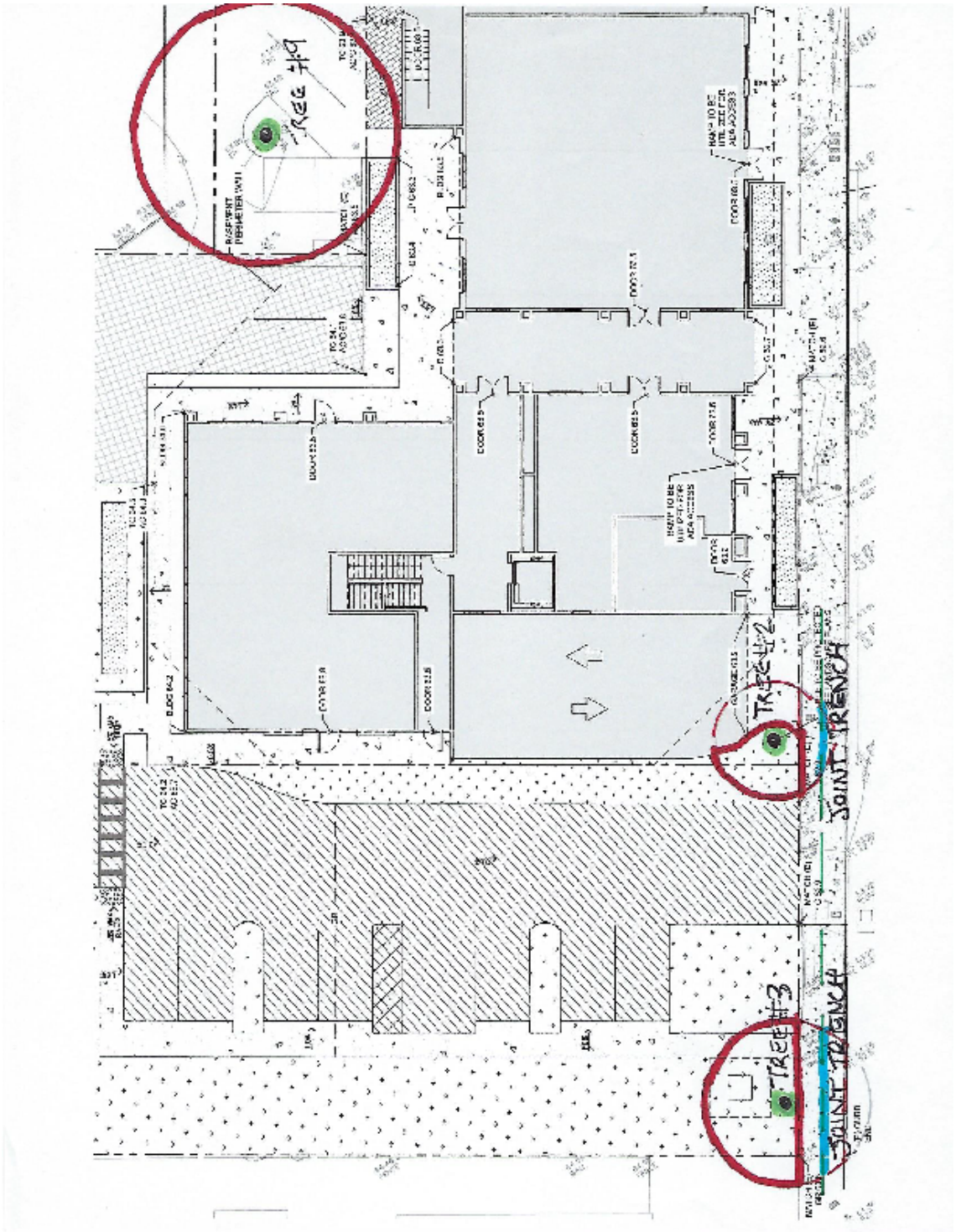
Excavation of ramp and retaining wall close to Tree # 2

Excavation of Joint Utilities Trench close to Tree #s 2 and 3

Root crown excavation of Tree # 9



Tree Protection During Demolition



Tree Protection During Construction

bae urban economics

Memorandum

To: Matthew Pruter, City of Menlo Park

From: Stephanie Hagar and Chelsea Guerrero

Date: May 29, 2019

Re: Analysis of Proposed Public Benefit from a Proposed Project at 201 El Camino Real and 612 Cambridge Avenue, Menlo Park

Introduction and Purpose

This memorandum presents the findings of a static proforma analysis that BAE conducted to estimate the project profit from the proposed redevelopment of 201 El Camino Real and 612 Cambridge Avenue 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 proposed project consists of a mixed-use building at 201 El Camino Real, with approximately 3,000 square feet of medical office and 4,300 square feet of retail space on the ground floor and 12 residential units on the upper floors, along with two townhomes on the 612 Cambridge Avenue portion of the site. The proposed project includes two levels of underground parking that would serve the residential and non-residential uses.

The developer is proposing to satisfy the project's obligations under the City's Below Market Rate (BMR) Housing Program through the provision of two BMR units within the mixed-use building on the ECR SW parcel. Since the Bonus Project would have a BMR requirement of 1.4 BMR units, the proposed public benefit provided as part of this project would be 0.6 BMR units (i.e., the difference between the number of units in the project and the number of units required under the City's BMR ordinance).

Key Findings

Key findings from BAE's analysis of the proposed public benefit include:

- Both the public benefit project and the base zoning project result in negative residual project values in a speculative development scenario (i.e., a scenario in which the project applicant has not identified an end-user for the space), meaning that the cost

to develop these projects would exceed the project value at stabilization. The shortfall between the value of the completed project and the total development costs is significant, totaling approximately $5.8 million for the Base Project and $4.7 million for the Bonus Project, after accounting for site acquisition costs. These findings suggest that, under current development conditions, both the bonus project and the base project would not represent a feasible development opportunity for a typical developer that is pursuing development on a speculative basis. A project applicant might pursue entitlements for a project that is infeasible under current development conditions in order to have the entitlements in place when conditions change or to sell the entitled site to a developer that will construct the project once conditions change.

- An alternative scenario in which the residential units are sold as condominiums rather than rented would also result in an infeasible project with a negative residual project value after accounting for site acquisition costs.
- Several factors contribute to the infeasibility of the proposed project, most notably: 1) the high cost of underground parking; and 2) large residential unit sizes and a low residential efficiency/net rentable factor, which results in a relatively low level of rental revenue per square foot of built residential space from the proposed project.
- Since the analysis is primarily based on information provided by the developer for the proposed public benefit bonus project, the analysis does not include a full evaluation of all potential alternatives for the base project or the bonus project. It is possible that an alternative development program could result in a more profitable project. Additional design and financial analyses would be needed to determine if alternative designs or development program configurations could provide more favorable economics.
- The public benefit project would be financially feasible if the rental income from the non-residential portion of the project averages $120 per square foot per year, triple net. Although this is a relatively high rental rate, the project applicant could potentially expect to achieve these rents in a build-to-suit scenario in which the applicant constructs the space for specific tenants according to the tenants' specifications. This scenario demonstrates a possible outcome from a build-to-suit scenario in which the project applicant identifies the commercial tenants by the time the proposed project is constructed, and the occupants of the medical office and retail space are willing to pay a premium to locate within the project in order to obtain space in their desired location that would be built to their specifications.
- In the build-to-suit scenario, the increase in project value attributable to the public benefit bonus totals approximately $1.4 million, the entire residual project value of the proposed project. Using the same income assumptions as in the bonus project, the base project is not financially feasible, with a slight negative residual project value. This indicates that the property owner would not pursue development of the project at the base level density in the current development environment and that the residual

value of the base level project is effectively zero. Therefore, the entire residual project value associated with the bonus level project is attributable to the public benefit bonus.

- In all scenarios evaluated for this analysis, the bonus level project results in an increase in project value compared to the base level project. The increase in residual project value attributable to the public benefit ranges from approximately $868,000 for the to $1.7 million, depending on the scenario.
- The Project applicant has proposed including two BMR units in the project, thereby exceeding the BMR requirements for the proposed project by 0.6 units, and the additional 0.6 of a BMR unit constitutes the proposed public benefit from the Project. City policy does not specify the methodology that the City should use to quantify the value of the public benefit, and therefore this analysis quantifies the value of the public benefit based on two different methodologies:
    1) The City could choose to value the proposed public benefit based on the in-lieu fee equivalent to providing 0.6 BMR units, based on the City's BMR in-lieu fee formula. Based on the formula that the City uses to calculate BMR in-lieu fees, the additional 0.6 units would be equivalent to approximately $1.02 million in in-lieu fees (0.6 x estimated fee rate of $1.70 million per BMR unit).
    2) Alternatively, the City could choose to value the proposed public benefit based on the difference in residual project value between the proposed project and a hypothetical version of the project that pays an in-lieu fee for the fractional 0.4-unit requirement. If the project applicant were to satisfy the City's BMR requirements by providing one BMR unit in the project and paying an in-lieu fee for the remaining requirement for 0.4 BMR units, the residual project value from the project would be approximately $228,000 higher than the residual project value associated with the proposed project. In other words, the effect of rounding up the BMR requirements to provide two BMR units, rather than one BMR unit and a partial in-lieu fee, is to reduce the overall residual project value by $228,000. This figure captures the cost to the property owner – in the form of total project value at stabilization – to provide the proposed public benefit, relative to meeting the minimum standards required by the City's BMR ordinance.
- The proforma analysis indicates that none of the development scenarios evaluated as part of this analysis provide significant excess developer profit to support additional community benefits contributions beyond the fractional BMR unit that the project applicant has proposed. The proposed project is infeasible in the speculative development scenario and requires fairly high commercial rents to achieve feasibility in the build-to-suit scenario. Providing the additional BMR unit has a relatively small impact on overall residual project value compared to payment of a BMR in-lieu fee,

and therefore the proposed public benefit represents a benefit that the project can provide with a minimal impact on feasibility.

- To fully evaluate the proposed public benefit, the City may consider the tradeoffs between the creation of BMR units in the project and the demolition of the existing residential rental units on the project site. Development of the proposed project will require demolition of four existing residential rental units on the 612 Cambridge Avenue portion of the site. These units are currently vacant but were rented at rates that were affordable to moderate-income households when the project applicant purchased the property in 2015. The proposed project would replace these four units with 12 units that would not be affordable to households with moderate or lower incomes and two units that would be affordable to low-income households. Unlike the existing units on the project site, the BMR units in the proposed project would be deed-restricted to remain affordable for 55 years and would be means-tested to ensure that the units are reserved for low-income households.

The results of the public benefit analysis are summarized in Table 1 and Table 2 below.

Table 1: Summary of Proforma Analysis for Public Benefit Project and Base Project at 201 El Camino Real and 612 Cambridge Avenue, Speculative Development Scenario

	Rental Residential Scenario			Condominium Scenario	
Development Program	**Base Project**	**Public Benefit Bonus Project as Proposed**	**Public Benefit Bonus Project w/ BMR In-Lieu Fee (a)**	**Base Project**	**Public Benefit Bonus Project**
Residential Units	12	14	14	12	14
BMR Unit Requirement	1.2	1.4	1.4	1.2	1.4
BMR Units Provided	1	2	1	1	2
Medical Office sq. ft.	3,000	3,000	3,000	3,000	3,000
Other Commercial sq. ft.	3,960	4,322	4,322	3,960	4,322
Parking Spaces	54	60	60	54	60
Development costs					
Hard Costs	$15,448,418	$17,832,079	$17,832,079	$15,448,418	$17,832,079
Soft Costs	$3,089,684	$3,566,416	$3,566,416	$3,089,684	$3,566,416
Impact Fees	$194,814	$241,565	$241,565	$194,814	$241,565
BMR In-Lieu Fee	$328,742	$0	$679,812	$328,742	$0
Contingency	$926,905	$1,069,925	$1,069,925	$926,905	$1,069,925
Developer Fee	$741,524	$855,940	$855,940	$741,524	$855,940
Financing Costs	$757,943.84	$861,629	$886,485	$757,944	$861,629
Total Development Costs (b)	**$21,488,032**	**$24,427,553**	**$25,132,221**	**$21,488,032**	**$24,427,553**
Value Analysis					
Capitalized Value	$24,761,522	$29,152,388	$30,155,153	$25,679,119	$29,780,506
Less Development Costs (b)	($21,488,032)	($24,427,553)	($25,132,221)	($21,488,032)	($24,427,553)
Less Developer Profit	($2,148,803)	($2,442,755)	($2,513,222)	($2,148,803)	($2,442,755)
Residual Project Value (Shortfall), excl. Land Cost	**$1,124,688**	**$2,282,079**	**$2,509,711**	**$2,042,284**	**$2,910,197**
Less Site Acquisition Costs	($6,950,000)	($6,950,000)	($6,950,000)	($6,950,000)	($6,950,000)
Residual Project Value (Shortfall), incl. Land Cost	**($5,825,312)**	**($4,667,921)**	**($4,440,289)**	**($4,907,716)**	**($4,039,803)**

Notes:
(a) The figures in the "Public Benefit Bonus Project w/ BMR In-Lieu Fee column show findings for a project that is the same as the proposed project, except that the developer would meet the City's BMR requirements by providing one BMR unit and paying an in-lieu fee to satisfy the requirement for an additional 0.4 BMR units.
(b) Development costs exclude costs associated with land acquisition.

Sources: BAE, 2019.

Table 2: Summary of Proforma Analysis for Public Benefit Project and Base Project at 201 El Camino Real and 612 Cambridge Avenue, Possible Build-to-Suit Scenario

	Rental Residential Scenario			Condominium Scenario	
Development Program	**Base Project**	**Public Benefit Bonus Project as Proposed**	**Public Benefit Bonus Project w/ BMR In-Lieu Fee (a)**	**Base Project**	**Public Benefit Bonus Project**
Residential Units	12	14	14	12	14
BMR Unit Requirement	1.2	1.4	1.4	1.2	1.4
BMR Units Provided	1	2	1	1	2
Medical Office sq. ft.	3,000	3,000	3,000	3,000	3,000
Other Commercial sq. ft.	3,960	4,322	4,322	3,960	4,322
Parking Spaces	54	60	60	54	60
Development costs					
Hard Costs	$15,448,418	$17,832,079	$17,832,079	$15,448,418	$17,832,079
Soft Costs	$3,089,684	$3,566,416	$3,566,416	$3,089,684	$3,566,416
Impact Fees	$194,814	$241,565	$241,565	$194,814	$241,565
BMR In-Lieu Fee	$328,742	$0	$679,812	$328,742	$0
Contingency	$926,905	$1,069,925	$1,069,925	$926,905	$1,069,925
Developer Fee	$741,524	$855,940	$855,940	$741,524	$855,940
Financing Costs	$757,943.84	$861,629	$886,485	$757,944	$861,629
Total Development Costs (b)	**$21,488,032**	**$24,427,553**	**$25,132,221**	**$21,488,032**	**$24,427,553**
Value Analysis					
Capitalized Value	$30,540,624	$35,268,371	$36,271,137	$31,458,221	$35,896,489
Less Development Costs (b)	($21,488,032)	($24,427,553)	($25,132,221)	($21,488,032)	($24,427,553)
Less Developer Profit	($2,148,803)	($2,442,755)	($2,513,222)	($2,148,803)	($2,442,755)
Residual Project Value (Shortfall), excl. Land Cost	**$6,903,790**	**$8,398,063**	**$8,625,694**	**$7,821,386**	**$9,026,181**
Less Site Acquisition Costs	($6,950,000)	($6,950,000)	($6,950,000)	($6,950,000)	($6,950,000)
Residual Project Value (Shortfall), incl. Land Cost	**($46,210)**	**$1,448,063**	**$1,675,694**	**$871,386**	**$2,076,181**

Notes:
(a) The figures in the "Public Benefit Bonus Project w/ BMR In-Lieu Fee column show findings for a project that is the same as the proposed project, except that the developer would meet the City's BMR requirements by providing one BMR unit and paying an in-lieu fee to satisfy the requirement for an additional 0.4 BMR units.
(b) Development costs exclude costs associated with land acquisition.

Sources: BAE, 2019.

Overview of Proposed Project

The developer has proposed construction of a mixed-use project with residential, retail, and medical office uses on the site. The project site consists of three adjacent parcels, two of which are located within the El Camino Real/Downtown Specific Plan El Camino Real South-West (ECR SW) area. The third parcel is located outside of the Specific Plan area in the R-3 zoning district ("R-3 parcel"). As part of the project, the two ECR-SW parcels would be merged into a single parcel ("ECR SW parcel") and the R-3 parcel would remain a standalone parcel.

Public Benefit Bonus Project

The proposed public benefit bonus project (Bonus Project) would consist of two four-bedroom townhome units and a three-story mixed-use building with 12 residential rental units, approximately 7,300 square feet of retail and medical office space, and two levels of underground parking. The 12 residential units in the mixed-use building would consist of six one-bedroom units and six two-bedroom units and the project applicant has indicated that it is anticipated that all 14 units will initially operate as rental units. A total of 60 parking spaces (32 standard and 28 mechanical stacker spaces) would be provided in the underground parking garage, which would be located underneath the mixed-use building and have approximately the same footprint. The mixed-use building would contain approximately 25,920 square feet of gross building area and would be located on the ECR SW parcel. The two units on the R-3 parcel would be two-story, four-bedroom detached townhomes.

The City's Below Market Rate (BMR) Housing Program requires that ten percent of the units in the proposed project (1.4 units) will be reserved for and affordable to lower-income households. The BMR program requires that the project provide at least one BMR unit on site to fulfill the requirement for a full BMR unit, but provides the option for the applicant to satisfy the requirement for an additional 0.4 BMR units by paying an in-lieu fee, equal to 0.4 of the in-lieu fee associated with one full BMR unit. The project applicant has proposed providing two BMR units in the mixed-use building on the ECR SW parcel rather than providing one BMR unit and a partial in-lieu fee. The additional 0.6 BMR units that the proposed project would provide (i.e., the difference between the required 1.4 BMR units and the proposed two full BMR units) constitutes the proposed public benefit from the project.

Construction of either the Bonus or the Base Project would require demolition of an existing commercial building on the ECR SW parcel as well as four existing residential units on the R-3 parcel.

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), the Project sponsor has indicated that the Base Project on the ECR SW parcel would consist of 10 rental units (five one-bedroom units and five two-bedroom units), approximately 7,000 square feet of retail/medical office space, and two levels of underground parking. A total of 54 parking spaces (38 standard and 16

mechanical stacker spaces) would be provided in the underground garage in the Base Project. As in the Bonus Project, the parking garage would be located underneath the mixed-use building and in approximately the same footprint. Although the four-bedroom townhome units would be the same in the Base Project and the Bonus Project, the average unit size on the ECR SW parcel would be considerably smaller in the Base Project than in the Bonus Project.

The Base Project would have a BMR requirement of 1.2 BMR units. To satisfy the requirements of the City's BMR Housing Program in the Base Project, one of the one-bedroom units on the ECR SW parcel would be a BMR unit and the developer would pay an in-lieu fee for the remaining 0.2 BMR units.

As noted above, construction of the either the Bonus or the Base Project would require demolition an existing commercial building and four existing residential units.

Methodology for the Financial Analysis

This analysis involved preparation of a static proforma financial feasibility models for each development program. The static proforma models represent a simplified form of financial feasibility analysis that developers often use at a conceptual level of planning for a development project, as an initial test of financial feasibility for a development concept, to screen for viability. This analysis uses a financial proforma model structured on the assumption that the developer of the proposed project is pursuing each element of the project on a speculative basis, rather than for a specific end-user.

BAE formulated assumptions for the proforma analysis using information provided by the developer as well as BAE's own research of development costs and market conditions. The developer provided a detailed contractor estimate for the Bonus Project, which was broken out by major component. BAE reorganized the detailed cost information to prepare a project proforma model for both the Base Project and the Bonus Project. The proforma models are set up to calculate project value as a residual value. The calculation for residual project value starts with the market value of the completed project at stabilization and then deducts total development costs and developer profit in order to obtain a residual land value that would be supported by each project. The residual project value is then determined by measuring the difference between the land value supported by each project and the actual price paid by the developer for the land in 2015. The residual project value for the Bonus Project, less the residual project value for the Base Project, represents the theoretical "increase" in value attributable to the public benefit bonus.

Key Assumptions

The attached proformas detail the assumptions that were used in the analysis. The following is an overview of key assumptions:

- The developer's plans for the Bonus Project show an average of 1,508 square feet per residential unit in the mixed-use building on the ECR SW portion of the site, including residential common areas. Net of common areas, the average unit size in the mixed-use building on the ECR SW portion of the site is 1,237 square feet, an 82-percent efficiency factor (i.e., 82 percent of the residential square footage is net rentable space). The townhouse units average 1,782 square feet per unit. These unit sizes are considerably larger than is typical in other market-rate developments in the area and may be more consistent with a luxury rental property or a condominium property than a typical multifamily rental development. The mixed-use building also has a fairly low residential efficiency factor, which further increases the average gross square footage per residential unit compared to a more typical building.
- Residential unit sizes in the Base Project average 1,251 square feet per unit in the mixed-use building on the ECR SW portion of the site, including residential common areas. While lower than the in the Bonus Project, the gross square footage per unit in the Base Project is relatively large compared to other recent multifamily rental projects in the area. On a net rentable basis, the average unit sizes in the Base Project are more similar to other recent projects in Menlo Park. The average unit sizes of the four-bedroom townhome units are the same in both the Bonus Project and the Base project and reflect the maximum buildable square footage on the R-3 parcel.
- The project applicant estimates that residential monthly rents in the Bonus Project will average $4.00 per square foot per month. This is significantly lower than the average per-square-foot rents for other recently-constructed multifamily rental properties in Menlo Park, which generally range from $4.50 and $5.00 per square foot per month for one-bedroom and two-bedroom units. However, because the unit sizes in the proposed project would be larger than the units in other recently constructed projects, it is reasonable to anticipate a lower residential rent per square foot from the project. The project applicant's assumption of $4.00 per square foot per month results in higher rental rates per unit than in other recently-constructed multifamily rental properties in Menlo Park, which is consistent with the larger unit sizes that the proposed project would offer. The attached proformas use the project applicant's assumption that residential rents will average $4.00 per square foot per month across the project. Based on this assumption, market-rate monthly rents in the Bonus Project would average $4,175 for a one-bedroom unit, $5,719 for a two-bedroom unit, and $7,130 for a four-bedroom townhouse. In addition to rental income from the residential units, the proforma includes $125 per month in parking revenue from all parking spaces that serve the residential units (assuming a five percent vacancy factor).
- Because the one-bedroom and two-bedroom units in the Base Project would be relatively similar to other recent multifamily rental projects in Menlo Park in terms of net rentable square footage, the proforma for the Base Project assumes that rental rates for the one-bedroom and two-bedroom units would be similar to rents for units

other new multifamily rental developments in Menlo Park. The monthly rent assumptions for the four-bedroom townhome units are the same in both the Base Project and the Bonus Project. The proforma shows market-rate monthly rents in the Base Project averaging $3,850 for a one-bedroom unit, $4,600 for a two-bedroom unit, and $7,130 for the four-bedroom townhome units. As in the proforma for the Bonus Project, the proforma for the Base Project includes $125 per month from all parking spaces that serve the residential units.

- Per the requirements of the City's BMR Housing Program, the monthly rents for the one-bedroom BMR unit that would be included in both the Base project and the Bonus project is $2,200. The monthly rent for the two-bedroom BMR unit that would be included in the Bonus Project is $2,640.
- This analysis assumes that, in a speculative development scenario, the retail space will rent for $72 per square foot per year, triple net. This is consistent with the project applicant's projected rental income from the retail space. Data from CoStar on retail space rents in Menlo Park and Palo Alto indicate that this is a reasonable rental rate assumption for high-quality retail space located outside of a primary retail node.
- This analysis assumes that, in a speculative development scenario, the medical office space will rent for $84 per square foot per year, triple net, which is higher than the project applicant's projected rental income from the medical office space ($72 per square foot per year) and slightly higher than the rent for recent office leases in the area. The supply of existing medical office space is extremely limited in the local area; according to CoStar, there is no vacant medical office space in Menlo Park and there is a low 2.8-percent vacancy rate among medical office space in Palo Alto. Due to the low medical office vacancy rate, data on medical office lease rates is relatively limited. This analysis assumes a rental rate that is slightly higher than the lease rates for recent medical office leases reported by CoStar on the basis that the proposed project will provide new, high-quality medical office space in a market with strong demand and limited supply.
- In addition to the speculative development scenario, BAE prepared a set of development proformas to demonstrate a potential build-to-suit scenario. The owner of the LLC that owns the project site and serves as the project sponsor is a doctor and a member of a network of medical professionals that includes medical professionals in Silicon Valley. While the project description indicates that no final decision has been made regarding the occupant of the medical office space, it is reasonable to expect that the one of the medical professionals affiliated with the project sponsor will occupy the medical office space in the proposed project and will be identified prior to completion of the project. Similarly, while the project description indicates that no final decision has been made regarding the occupant of the retail space, the applicant has previously proposed specific tenants for the space that would complement the medical office use, and may identify a tenant for this space prior to completion of the project.

The build-to-suit scenario demonstrates a possible scenario in which the future tenants of the non-residential space pay a premium in order to obtain space that is built to their specifications in a market with limited available supply, which is equal to the cost necessary to make the project financially feasible. To determine the rent necessary to make the project financially feasible, BAE adjusted the non-residential rent assumption to identify the rent that the tenants would have to pay to result in a yield on cost from the project that is equal to the 50 basis points more than the overall project cap rate. As shown in the attached proformas, this results in a relatively high assumed rental rate of $120 per square foot per year, triple-net.

- Using the contractor estimate prepared for the developer for the Bonus Project, BAE reclassified hard construction costs into the following categories: (1) onsite costs for demolition, underground utilities, landscaping and sitework; (2) hard construction costs for the shell and core building for the commercial space, townhomes, and apartments; and (3) hard construction costs for underground parking and mechanical parking lifts. Adjustments were made to remove the construction cost contingency of ten percent included in the contractor estimate to avoid duplication of contingency costs (discussed below). With the exception of costs for underground parking and the townhouse units, the hard costs provided by the developer are generally consistent with other small projects with similar levels of architectural detail and high-quality finishes. After making the adjustments described above, the analysis used the contractor's hard construction cost estimates for demolition, underground utilities, landscaping and sitework ($41 per site square foot); commercial space ($384 per square foot); and multifamily residential space ($374 per square foot).
- BAE reviewed recent hard cost estimates for underground parking in other projects, including projects in Menlo Park, and adjusted the construction hard cost estimate for the proposed project downward to $180 per square foot of garage space, plus $17,000 for each of the 14 mechanical parking lifts. The hard construction cost figures that the contractor provided for the underground parking garage totaled $308 per square foot of garage, or $143,000 per space, after making the hard cost adjustments described above, plus $17,000 for each of the 14 mechanical parking lifts. This figure is significantly higher than is typical for underground parking, both on a per-square-foot and a per-parking-space basis.
- BAE adjusted the construction hard cost estimate for the townhouse units downward to $374 per square foot, the same construction hard cost as the multifamily rental units and lower than the $448 per square foot hard cost estimate provided by the contractor. Townhouse hard construction costs can vary substantially based on the quality of interior and exterior finishes, but are generally lower than hard construction costs for multifamily units of a similar quality. Compared to multifamily rental units, townhouse units have a lower ratio of high-cost kitchen and bathroom space as a share of overall unit square footage, which tends to reduce the overall cost per square foot for townhouses relative to smaller multifamily units. This analysis used the same

cost for all residential units to reflect that the townhouse units may include higher-quality finishes than the condominium units, which would partially offset the per-square-foot cost differential between the unit types.

- BAE added a tenant improvement allowance of $60 per square foot of commercial space in both the Base Project and the Bonus Project.
- Soft costs are estimated at 20 percent of total hard costs, plus impact fees, developer profit, financing costs, and contingency. Soft costs total $6.6 million for the Bonus Project and $6.0 million for the Base Project.
- BAE assumed a developer profit equal to ten percent of hard and soft costs. This results in approximately $2.4 million in profit to the developer under the Bonus Project and approximately $2.1 million under the Base Project.
- BAE assumed a developer fee equal to four percent of hard and soft costs to cover the developer's overhead and management costs. This fee is separate from the developer's profit and equals roughly $856,000 for the Bonus Project and $742,000 for the Base Project.
- BAE assumed a contingency cost equal to 5 percent of hard and soft costs.
- Construction financing assumptions are based on current market rates and assume a construction loan interest rate of 5.5 percent and a loan fee equal to 1.5 percent.
- This analysis uses a commercial capitalization rate of 4.9 percent and a residential capitalization rate of 3.5 percent to value the finished projects.
- This analysis includes estimates of the BMR in-lieu fees in order to estimate the partial in-lieu fee that the developer would pay for the Base Project as well as to value the 0.6 BMR units that the developer has proposed to provide as a public benefit in the Bonus Project. The City's BMR Housing Program Guidelines for the in-lieu fee state:

  > *The fee shall be based on the cost to develop, design, construct, and maintain a standard one-bedroom unit in Menlo Park. The fee shall also include the proportionate costs of associated common area as well as land acquisition costs. The fee shall be adjusted on a project-by-project basis depending on size, location and other factors relevant to cost.*

  Based on the above guidelines and input from Menlo Park City staff and the City Attorney, BAE estimated the in-lieu fee as the sum of: 1) total hard and soft costs per square foot for the multifamily portion of each project, multiplied by the gross square footage for a one-bedroom unit in each project; 2) the net present value of the operating costs for a single unit over a 55-year period; and 3) the developer's purchase price for the land ($6.95 million), allocated to a one-bedroom unit based on the average one-bedroom unit's share of overall gross project square footage. Table 3 shows this in-lieu fee calculation for the Base Project and the Bonus Project, as derived for this analysis. These figures represent the fee equivalent to providing one

BMR unit, and would be pro-rated based on the portion of a unit for which the developer would pay fractional in-lieu fee. The figures in this table provide a fee estimate for the purpose of this public benefit analysis and could vary from any actual in-lieu fees that would apply to a project on the subject site or elsewhere in Menlo Park.

Table 3: Estimated BMR In-Lieu Fee for the Base Project, 201 El Camino Real/612 Cambridge Ave, Menlo Park

	Bonus Project	Base Project
Total Development Cost per Gross Residential Sq. Ft. (a)	$725	$809
Average One-Bedroom Unit Size w/ Common Area (b)	1,272	1,055
Average One-Bedroom Unit Development Cost	$922,738	$854,083
One-Bedroom Unit 55-year Operating Cost (c)	$476,876	$476,876
One-Bedroom Unit Land Costs (d)	$299,916	$312,753
Total BMR In-Lieu Fee (per whole unit)	**$1,699,530**	**$1,643,712**

Notes:
(a) Equal to all hard and soft costs for the multifamily residential portion of the project, excluding land and BMR in-lieu fees, divided by the gross multifamily residential square footage.
(b) Represents the average gross residential area for a one-bedroom unit. Figure is based on the overall residential efficiency ratio for units in the 201 ECR building and the estimated average net residential square footage for each development program.
(c) NPV of operating costs for a one-bedroom unit over a 55-year period.
Annual operating costs in year 1 (per unit): $13,000
Annual rate of operating cost inflation: 2.5%
Discount rate for NPV analysis: 4.0%
(d) The Developer purchased the project site for $6,950,000, or approximately $282 per site square foot, in August 2015. This analysis estimates the land cost for a one-bedroom unit based on the share of overall project square footage that an average one-bedroom unit in the project would account for.

Source: BAE, 2019.

Alternative Condominium Scenario

The applicant plans to file a condominium map for the proposed project, which would enable the property owner to sell the residential units as condominiums. City staff requested that BAE evaluate the Bonus Project and Base Project as condominium developments, assuming a sale of the multifamily units in the mixed-use building as well as the townhouse units, to determine the increase in value from the Bonus Project compared to the Base Project in a scenario in which the units are sold rather than rented.

The analysis of the alternative condominium scenario generally used the same assumptions and methodology as the analysis of the rental residential scenario described above, except that the condominium scenario uses residential sale price assumptions, rather than rental income and a capitalization rate, to value the residential units. The assumptions used for the condominium scenario are as follows:

- For the Bonus Project, this analysis uses an average market-rate sale price estimate of $1.205 million for the one-bedroom units and $1.606 million for the two-bedroom units. Estimated market-rate sale prices for the one- and two-bedroom units are

slightly lower in the Base Project due to the smaller average unit size in the Base Project, averaging $1.00 million for the one-bedroom units and $1.332 million for the two-bedroom units. The analysis uses an estimated sale price of $2.536 million for the four-bedroom townhouse units in both the Base Project and the Bonus Project. The sale price estimates for the one-bedroom units are based on the median price per square foot for existing one-bedroom condominium units in Menlo Park and Palo Alto that sold in the past year, while the sale price estimates for the two-bedroom units are based on the median price per square foot for existing two-bedroom condominium units in Menlo Park and Palo Alto that sold in the past year. BAE multiplied the median sale prices per square foot for each unit type by the square footage of each unit. BAE then cross-checked the resulting per-unit sale price estimates with the per-unit sale price among recent sales, giving a higher weighting to units with a similar square footage and units that are relatively close to downtown Menlo Park or Downtown Palo Alto, to verify that the estimates are reasonable. The sale price estimate for the four-bedroom townhomes is based on the price per square foot among three-bedroom townhomes that are relatively close to downtown Menlo Park or downtown Palo Alto and sold within the past year. The methodology for the townhouse units focused on units near one of the two cities' downtowns because the cost per square foot for townhouse units showed wide variation between units that are near one of the two downtowns and those that are not. This analysis used per-square-foot sale prices for three-bedroom units due to a lack of recent sales of comparable four-bedroom units in Menlo Park and Palo Alto.

- For both the Bonus Project and the Base Project, this analysis uses a sale price of $337,019 for a one-bedroom BMR unit and $390,331 for a two-bedroom BMR unit. These sale prices represent the affordable sale price for a household with an income equal to 110 percent of the Area Median Income, assuming a two-person household in the one-bedroom BMR unit and a four-person household in the two-bedroom BMR unit. The affordable sale price is based on the monthly affordable payment, assuming 33 percent of gross household income is spent on maintenance, principal, interest, insurance, utilities, property tax, and homeowners' association fees.

This analysis uses the same BMR in-lieu fees as in the rental scenario, as the applicant has indicated that the residential units will initially be rental units and City staff have indicated that the rental in-lieu will apply to the project.

Limiting Conditions

The above analysis is based on cost and valuation factors provided by the potential developer, as well as research conducted by BAE during the first quarter of 2019. 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 development feasibility.

Proforma for Base-Level Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Speculative Development Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		23,454
Built Project FAR		0.93
Dwelling units per acre		21
Residential		
Gross residential area (sf)		16,070
Multifamily gross residential area (sf)		12,505
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		12
1 bedroom		4
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,384
Net retail area (sf)		3,960
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		54
Standard parking spaces		38
Stacker spaces		16
Mechanical parking lifts		8
Residential parking spaces		23

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$95,479
General Development Costs			
Impact fees (c)			$194,814
BMR in-lieu fee			$328,742
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Office rental rate, sf/yr, NNN			$84.00
Retail rental rate, sf/yr, NNN			$72.00
Residential rental rate, per du/mo			
1 bedroom			$3,850
1 bedroom BMR			$2,200
2 bedroom			$4,600
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.5%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$20,730,088

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$2,837,707	$1,332,912	$4,675,473	$8,846,092
Tenant improvements	$417,600	$0	$0	$417,600
Underground garage costs	$2,881,760	$371,840	$1,766,240	$5,019,840
Mechanical parking lift costs	$0	$0	$136,000	$136,000
Demolition and site prep costs	$323,923	$156,390	$548,573	$1,028,886
Subtotal, Hard Costs	**$6,460,990**	**$1,861,142**	**$7,126,286**	**$15,448,418**
Soft costs (d)	$1,292,198	$372,228	$1,425,257	$3,089,684
Impact fees	$69,908	$12,887	$112,019	$194,814
BMR in-lieu fee	$0	$0	$328,742	$328,742
Contingency	$387,659	$111,669	$427,577	$926,905
Developer fee (e)	$310,128	$89,335	$342,062	$741,524
Construction financing - interest	$228,466	$65,617	$261,742	$555,825
Construction financing - loan fees	$83,079	$23,861	$95,179	$202,118
Subtotal, Soft Costs	**$2,371,438**	**$675,597**	**$2,992,578**	**$6,039,613**
Total Hard & Soft Costs	**$8,832,428**	**$2,536,739**	**$10,118,864**	**$21,488,032**
Total Costs per Unit	n/a	$1,268,370	$1,011,886	$1,790,669
Total Costs per sf	$1,196	$712	$809	$916

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$510,264	$162,564	$462,840	$1,135,668
Gross annual parking rent	0	$5,700	$27,075	$32,775
Less operating expenses	$0	($26,000)	($130,000)	($156,000)
Net Operating Income (NOI)	$510,264	$142,264	$359,915	$1,012,443
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.1%
Capitalized Value	$10,413,551	$4,064,686	$10,283,286	$24,761,522

Residual Project Value

Residual Value	
Total Capitalized Value	$24,761,522
Less Hard and Soft Costs	($21,488,032)
Less Developer Profit	($2,148,803)
Residual Land Value	**$1,124,688**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**($5,825,312)**
Yield as % of Total Development Cost (f)	3.56%

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Proforma for Proposed Public Benefit Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Speculative Development Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		1
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/ Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Medical office rental rate, sf/yr, NNN			$84.00
Retail rental rate, sf/yr, NNN			$72.00
Residential rental rate, per du/mo			
1 bedroom			$4,175
1 bedroom BMR			$2,200
2 bedroom			$5,719
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.50%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$23,565,924

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee (e)	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$339,353	$631,861
Construction financing - loan fee	$83,390	$22,976	$123,401	$229,768
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$3,561,733**	**$6,595,475**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,119,287**	**$24,427,553**
Total Costs per Unit	n/a	$1,221,362	$1,093,274	$1,744,825
Total Costs per sf	$1,132	$685	$725	$828

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$535,025	$162,564	$619,134	$1,316,723
Gross annual parking rent	$0	$5,700	$32,775	$38,475
Less operating expenses	$0	($26,000)	($156,000)	($182,000)
Net Operating Income (NOI)	$535,025	$142,264	$495,909	$1,173,198
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.02%
Capitalized Value	$10,918,873	$4,064,686	$14,168,829	$29,152,388

Residual Project Value

Residual Value	
Total Capitalized Value	$29,152,388
Less Hard and Soft Costs	($24,427,553)
Less Developer Profit	($2,442,755)
Residual Land Value	**$2,282,079**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**($4,667,921)**
Yield as % of Total Development Cost (f)	3.74%

Proforma for Public Benefit Level Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Partial BMR In-Lieu Fee, Speculative Development Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		6
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
BMR in-lieu fee			$679,812
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Office rental rate, sf/yr, NNN			$84.00
Retail rental rate, sf/yr, NNN			$72.00
Residential rental rate, per du/mo			
1 bedroom			$4,175
1 bedroom BMR			$2,200
2 bedroom			$5,719
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.5%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$24,245,736

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
BMR in-lieu fee	$0	$0	$679,812	$679,812
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee (e)	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$357,581	$650,089
Construction financing - loan fees	$83,390	$22,976	$130,029	$236,396
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$4,266,400**	**$7,300,142**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,823,954**	**$25,132,221**
Total Costs per Unit	n/a	$1,221,362	$1,151,996	$1,795,159
Total Costs per sf	$1,132	$685	$764	$852

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$535,025	$162,564	$654,231	$1,351,820
Gross annual parking rent	$0	$5,700	$32,775	$38,475
Less operating expenses	$0	($26,000)	($156,000)	($182,000)
Net Operating Income (NOI)	$535,025	$142,264	$531,006	$1,208,295
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.01%
Capitalized Value	$10,918,873	$4,064,686	$15,171,594	$30,155,153

Residual Project Value

Residual Value	
Total Capitalized Value	$30,155,153
Less Hard and Soft Costs	($25,132,221)
Less Developer Profit	($2,513,222)
Residual Land Value	**$2,509,711**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**($4,440,289)**
Yield as % of Total Development Cost (f)	3.77%

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Pro Forma for Base-Level Condominium Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Speculative Development Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		23,454
Built Project FAR		0.93
Dwelling units per acre		21
Residential		
Gross residential area (sf)		16,070
Multifamily gross residential area (sf)		12,505
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		12
1 bedroom		4
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,384
Net retail area (sf)		3,960
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		54
Standard parking spaces		38
Stacker spaces		16
Mechanical parking lifts		8
Residential parking spaces		23

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$95,479
General Development Costs			
Impact fees (c)			$194,814
BMR in-lieu fee			$328,742
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%

Revenue and Sales Assumptions			
Office rental rate, sf/yr, NNN			$84.00
Retail rental rate, sf/yr, NNN			$72.00
Average sale price per unit	Avg. Unit SF	Price/SF	Price/Unit
1 bedroom	866	$1,154	$1,000,000
1 bedroom BMR		N/A	$337,019
2 bedroom	1,186	$1,123	$1,332,000
2 bedroom BMR		N/A	$390,331
4 bedroom townhouse	1,783	$1,423	$2,536,000
Marketing costs as % of sales revenue			5%
Vacancy rate - residential / commercial		n/a	5%

Construction Financing	
Construction loan to cost ratio	65%
Loan fee (points)	1.5%
Interest rate	5.5%
Loan period (months)	18
Drawdown factor	50%
Total construction costs (excl. land & financing costs)	$20,730,088

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction cos	$2,837,707	$1,332,912	$4,675,473	$8,846,092
Tenant improvements	$417,600	$0	$0	$417,600
Underground garage costs	$2,881,760	$371,840	$1,766,240	$5,019,840
Mechanical parking lift costs	$0	$0	$136,000	$136,000
Demolition and site prep costs	$323,923	$156,390	$548,573	$1,028,886
Subtotal, Hard Costs	**$6,460,990**	**$1,861,142**	**$7,126,286**	**$15,448,418**
Soft costs (d)	$1,292,198	$372,228	$1,425,257	$3,089,684
Impact fees	$69,908	$12,887	$112,019	$194,814
BMR in-lieu fee	$0	$0	$328,742	$328,742
Contingency	$387,659	$111,669	$427,577	$926,905
Developer fee	$310,128	$89,335	$342,062	$741,524
Construction financing - intere	$228,466	$65,617	$261,742	$555,825
Construction financing - loan f	$83,079	$23,861	$95,179	$202,118
Subtotal, Soft Costs	**$2,371,438**	**$675,597**	**$2,992,578**	**$6,039,613**
Total Hard & Soft Costs	**$8,832,428**	**$2,536,739**	**$10,118,864**	**$21,488,032**
Total Costs per Unit	n/a	$1,268,370	$1,011,886	$1,790,669
Total Costs per sf	$1,196	$712	$809	$916

Income and Sales Revenue

	Commercial	Townhome	Multifamily	Total
Gross Sales Revenue	-	$5,072,000	$10,997,019	$16,069,019
Less Marketing Costs	-	($253,600)	($549,851)	($803,451)
Net Sales Revenue	-	$4,818,400	$10,447,168	$15,265,568
Gross Annual Rent	$510,264	-	-	$510,264
Less operating expenses	0	-	-	-
Net Operating Income (NOI	$510,264	-	-	$510,264
Capitalization Rate	4.9%	-	-	-
Capitalized Value	$10,413,551	-	-	$10,413,551

Residual Project Value

Project Value	$10,413,551	$4,818,400	$10,447,168	$25,679,119
Less Hard and Soft Costs	($8,832,428)	($2,536,739)	($10,118,864)	($21,488,032)
Less Developer Profit	($883,243)	($253,674)	($1,011,886)	($2,148,803)
Residual Land Value	**$697,880**	**$2,027,987**	**($683,582)**	**$2,042,284**
Actual Land Sale Price (2015)				($6,950,000)
Residual Project Value				**($4,907,716)**

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
Source: BAE, 2019.

Pro Forma for Public Benefit Level Condominium Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Speculative Development Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		1
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Revenue and Sales Assumptions			
Office rental rate, sf/yr, NNN			$84.00
Retail rental rate, sf/yr, NNN			$72.00
Average sale price	**Avg. Unit SF**	**Price/SF**	**Price/Unit**
1 bedroom	1,044	$1,154	$1,205,000
1 bedroom BMR		N/A	$337,019
2 bedroom	1,430	$1,123	$1,606,000
2 bedroom BMR		N/A	$390,331
4 bedroom townhouse	1,783	$1,423	$2,536,000
Marketing costs as % of sales revenue			5%
Vacancy rate - residential / commercial		n/a	5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.50%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$23,565,924

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$339,353	$631,861
Construction financing - loan fees	$83,390	$22,976	$123,401	$229,768
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$3,561,733**	**$6,595,475**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,119,287**	**$24,427,553**
Total Costs per Unit	n/a	$1,221,362	$1,093,274	$1,744,825
Total Costs per sf	$1,132	$685	$725	$828

Income and Sales Revenue

	Commercial	Townhome	Multifamily	Total
Gross Sales Revenue	-	$5,072,000	$14,782,350	$19,854,350
Less Marketing Costs	-	($253,600)	($739,117)	($992,717)
Net Sales Revenue	-	$4,818,400	$14,043,232	$18,861,632
Gross Annual Rent	$535,025	-	-	$535,025
Less operating expenses	-	-	-	-
Net Operating Income (NOI)	$535,025	-	-	$535,025
Capitalization Rate	4.9%	-	-	-
Capitalized Value	$10,918,873	-	-	$10,918,873

Residual Project Value

Project Value	$10,918,873	$4,818,400	$14,043,232	$29,780,506
Less Hard and Soft Costs	($8,865,543)	($2,442,724)	($13,119,287)	($24,427,553)
Less Developer Profit	($886,554)	($244,272)	($1,311,929)	($2,442,755)
Residual Land Value	**$1,166,776**	**$2,131,404**	**($387,983)**	**$2,910,197**
Actual Land Sale Price (2015)				($6,950,000)
Residual Project Value				**($4,039,803)**

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
Source: BAE, 2019.

Proforma for Base-Level Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Possible Build-to-Suit Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		23,454
Built Project FAR		0.93
Dwelling units per acre		21
Residential		
Gross residential area (sf)		16,070
Multifamily gross residential area (sf)		12,505
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		12
1 bedroom		4
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,384
Net retail area (sf)		3,960
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		54
Standard parking spaces		38
Stacker spaces		16
Mechanical parking lifts		8
Residential parking spaces		23

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$95,479
General Development Costs			
Impact fees (c)			$194,814
BMR in-lieu fee			$328,742
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Office rental rate, sf/yr, NNN			$120.00
Retail rental rate, sf/yr, NNN			$120.00
Residential rental rate, per du/mo			
1 bedroom			$3,850
1 bedroom BMR			$2,200
2 bedroom			$4,600
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.5%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$20,730,088

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$2,837,707	$1,332,912	$4,675,473	$8,846,092
Tenant improvements	$417,600	$0	$0	$417,600
Underground garage costs	$2,881,760	$371,840	$1,766,240	$5,019,840
Mechanical parking lift costs	$0	$0	$136,000	$136,000
Demolition and site prep costs	$323,923	$156,390	$548,573	$1,028,886
Subtotal, Hard Costs	**$6,460,990**	**$1,861,142**	**$7,126,286**	**$15,448,418**
Soft costs (d)	$1,292,198	$372,228	$1,425,257	$3,089,684
Impact fees	$69,908	$12,887	$112,019	$194,814
BMR in-lieu fee	$0	$0	$328,742	$328,742
Contingency	$387,659	$111,669	$427,577	$926,905
Developer fee (e)	$310,128	$89,335	$342,062	$741,524
Construction financing - interest	$228,466	$65,617	$261,742	$555,825
Construction financing - loan fees	$83,079	$23,861	$95,179	$202,118
Subtotal, Soft Costs	**$2,371,438**	**$675,597**	**$2,992,578**	**$6,039,613**
Total Hard & Soft Costs	**$8,832,428**	**$2,536,739**	**$10,118,864**	**$21,488,032**
Total Costs per Unit	n/a	$1,268,370	$1,011,886	$1,790,669
Total Costs per sf	$1,196	$712	$809	$916

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$793,440	$162,564	$462,840	$1,418,844
Gross annual parking rent	0	$5,700	$27,075	$32,775
Less operating expenses	$0	($26,000)	($130,000)	($156,000)
Net Operating Income (NOI)	$793,440	$142,264	$359,915	$1,295,619
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.2%
Capitalized Value	$16,192,653	$4,064,686	$10,283,286	$30,540,624

Residual Project Value

Residual Value	
Total Capitalized Value	$30,540,624
Less Hard and Soft Costs	($21,488,032)
Less Developer Profit	($2,148,803)
Residual Land Value	**$6,903,790**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**($46,210)**
Yield as % of Total Development Cost (f)	4.56%

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Proforma for Proposed Public Benefit Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Possible Build-to-Suit Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		1
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Medical office rental rate, sf/yr, NNN			$120.00
Retail rental rate, sf/yr, NNN			$120.00
Residential rental rate, per du/mo			
1 bedroom			$4,175
1 bedroom BMR			$2,200
2 bedroom			$5,719
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.50%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$23,565,924

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee (e)	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$339,353	$631,861
Construction financing - loan fee	$83,390	$22,976	$123,401	$229,768
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$3,561,733**	**$6,595,475**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,119,287**	**$24,427,553**
Total Costs per Unit	n/a	$1,221,362	$1,093,274	$1,744,825
Total Costs per sf	$1,132	$685	$725	$828

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$834,708	$162,564	$619,134	$1,616,406
Gross annual parking rent	$0	$5,700	$32,775	$38,475
Less operating expenses	$0	($26,000)	($156,000)	($182,000)
Net Operating Income (NOI)	$834,708	$142,264	$495,909	$1,472,881
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.18%
Capitalized Value	$17,034,857	$4,064,686	$14,168,829	$35,268,371

Residual Project Value

Residual Value	
Total Capitalized Value	$35,268,371
Less Hard and Soft Costs	($24,427,553)
Less Developer Profit	($2,442,755)
Residual Land Value	**$8,398,063**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**$1,448,063**
Yield as % of Total Development Cost (f)	4.69%

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/ Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Proforma for Public Benefit Level Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Partial BMR In-Lieu Fee, Possible Build-to-Suit Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		6
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
BMR in-lieu fee			$679,812
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee as % of hard and soft costs (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Operating Revenues and Expenses			
Office rental rate, sf/yr, NNN			$120.00
Retail rental rate, sf/yr, NNN			$120.00
Residential rental rate, per du/mo			
1 bedroom			$4,175
1 bedroom BMR			$2,200
2 bedroom			$5,719
2 bedroom BMR			$2,640
4 bedroom townhouse			$7,130
Annual operating cost, per du			$13,000
Vacancy rate - residential / commercial	5%		5%
Residential parking rent, per mo			$125
Vacancy rate - residential parking			5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.5%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$24,245,736

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
BMR in-lieu fee	$0	$0	$679,812	$679,812
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee (e)	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$357,581	$650,089
Construction financing - loan fees	$83,390	$22,976	$130,029	$236,396
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$4,266,400**	**$7,300,142**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,823,954**	**$25,132,221**
Total Costs per Unit	n/a	$1,221,362	$1,151,996	$1,795,159
Total Costs per sf	$1,132	$685	$764	$852

Income Capitalization

Projected Income	Commercial	Townhome	Multifamily	Total
Gross annual rents	$834,708	$162,564	$654,231	$1,651,503
Gross annual parking rent	$0	$5,700	$32,775	$38,475
Less operating expenses	$0	($26,000)	($156,000)	($182,000)
Net Operating Income (NOI)	$834,708	$142,264	$531,006	$1,507,978
Capitalized Value				
Capitalization Rate	4.9%	3.5%	3.5%	4.16%
Capitalized Value	$17,034,857	$4,064,686	$15,171,594	$36,271,137

Residual Project Value

Residual Value	
Total Capitalized Value	$36,271,137
Less Hard and Soft Costs	($25,132,221)
Less Developer Profit	($2,513,222)
Residual Land Value	**$8,625,694**
Actual Land Sale Price (2015)	($6,950,000)
Residual Project Value	**$1,675,694**
Yield as % of Total Development Cost (f)	4.70%

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)
Source: BAE, 2019.

Pro Forma for Base-Level Condominium Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Possible Build-to-Suit Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		23,454
Built Project FAR		0.93
Dwelling units per acre		21
Residential		
Gross residential area (sf)		16,070
Multifamily gross residential area (sf)		12,505
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		12
1 bedroom		4
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		0
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,384
Net retail area (sf)		3,960
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		54
Standard parking spaces		38
Stacker spaces		16
Mechanical parking lifts		8
Residential parking spaces		23

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (excl. lifts) (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$95,479
General Development Costs			
Impact fees (c)			$194,814
BMR in-lieu fee			$328,742
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%

Revenue and Sales Assumptions			
Office rental rate, sf/yr, NNN			$120.00
Retail rental rate, sf/yr, NNN			$120.00
Average sale price per unit	**Avg. Unit SF**	**Price/SF**	**Price/Unit**
1 bedroom	866	$1,154	$1,000,000
1 bedroom BMR		N/A	$337,019
2 bedroom	1,186	$1,123	$1,332,000
2 bedroom BMR		N/A	$390,331
4 bedroom townhouse	1,783	$1,423	$2,536,000
Marketing costs as % of sales revenue			5%
Vacancy rate - residential / commercial		n/a	5%

Construction Financing	
Construction loan to cost ratio	65%
Loan fee (points)	1.5%
Interest rate	5.5%
Loan period (months)	18
Drawdown factor	50%
Total construction costs (excl. land & financing costs)	$20,730,088

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction cos	$2,837,707	$1,332,912	$4,675,473	$8,846,092
Tenant improvements	$417,600	$0	$0	$417,600
Underground garage costs	$2,881,760	$371,840	$1,766,240	$5,019,840
Mechanical parking lift costs	$0	$0	$136,000	$136,000
Demolition and site prep costs	$323,923	$156,390	$548,573	$1,028,886
Subtotal, Hard Costs	**$6,460,990**	**$1,861,142**	**$7,126,286**	**$15,448,418**
Soft costs (d)	$1,292,198	$372,228	$1,425,257	$3,089,684
Impact fees	$69,908	$12,887	$112,019	$194,814
BMR in-lieu fee	$0	$0	$328,742	$328,742
Contingency	$387,659	$111,669	$427,577	$926,905
Developer fee	$310,128	$89,335	$342,062	$741,524
Construction financing - intere	$228,466	$65,617	$261,742	$555,825
Construction financing - loan f	$83,079	$23,861	$95,179	$202,118
Subtotal, Soft Costs	**$2,371,438**	**$675,597**	**$2,992,578**	**$6,039,613**
Total Hard & Soft Costs	**$8,832,428**	**$2,536,739**	**$10,118,864**	**$21,488,032**
Total Costs per Unit	n/a	$1,268,370	$1,011,886	$1,790,669
Total Costs per sf	$1,196	$712	$809	$916

Income and Sales Revenue

	Commercial	Townhome	Multifamily	Total
Gross Sales Revenue	-	$5,072,000	$10,997,019	$16,069,019
Less Marketing Costs	-	($253,600)	($549,851)	($803,451)
Net Sales Revenue	-	$4,818,400	$10,447,168	$15,265,568
Gross Annual Rent	$793,440	-	-	$793,440
Less operating expenses	0	-	-	-
Net Operating Income (NOI	$793,440	-	-	$793,440
Capitalization Rate	4.9%	-	-	-
Capitalized Value	$16,192,653	-	-	$16,192,653

Residual Project Value

Project Value	$16,192,653	$4,818,400	$10,447,168	$31,458,221
Less Hard and Soft Costs	($8,832,428)	($2,536,739)	($10,118,864)	($21,488,032)
Less Developer Profit	($883,243)	($253,674)	($1,011,886)	($2,148,803)
Residual Land Value	**$6,476,982**	**$2,027,987**	**($683,582)**	**$7,821,386**
Actual Land Sale Price (2015)				($6,950,000)
Residual Project Value				**$871,386**

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
Source: BAE, 2019.

Pro Forma for Public Benefit Level Condominium Project at 201 El Camino Real & 612 Cambridge Ave., Menlo Park, CA, Possible Build-to-Suit Scenario

Development Program Assumptions

Project Characteristics		
Site area - acres / square feet (sf)	0.58	25,170
Gross building area (sf)		29,486
Built Project FAR		1.17
Dwelling units per acre		24
Residential		
Gross residential area (sf)		21,656
Multifamily gross residential area (sf)		18,091
Townhouse gross residential area (sf)		3,565
Dwelling units (du) - number		14
1 bedroom		5
1 bedroom BMR unit		1
2 bedroom		5
2 bedroom BMR unit		1
3 bedroom townhouse		2
Commercial		
Gross commercial area (sf)		7,830
Net retail area (sf)		4,322
Net medical office area (sf)		3,000
Parking		
Below grade parking garage (sf)		27,888
Below grade parking spaces		60
Standard parking spaces		32
Stacker spaces		28
Mechanical parking lifts		14
Residential parking spaces		27

Cost and Income Assumptions

Development Costs	Commercial	Residential Townhome	Residential Multifamily
Construction hard costs, per sf (a)	$384	$374	$374
TI allowance, per rentable sf (b)	$60		
Parking			
Underground garage hard costs per sf (a)			$180
Mechanical parking lifts, per lift (a)			$17,000
Underground garage hard costs per space (incl. lifts) (a)			$87,631
General Development Costs			
Impact fees (c)			$241,565
Demolition/underground utilities/site cost, per site sf			$40.88
Soft costs as % of hard costs (d)			20%
Developer fee (e)			4%
Contingency as % of hard and soft costs			5%
Developer profit as % of hard and soft costs			10%
Revenue and Sales Assumptions			
Office rental rate, sf/yr, NNN			$120.00
Retail rental rate, sf/yr, NNN			$120.00
Average sale price	**Avg. Unit SF**	**Price/SF**	**Price/Unit**
1 bedroom	1,044	$1,154	$1,205,000
1 bedroom BMR		N/A	$337,019
2 bedroom	1,430	$1,123	$1,606,000
2 bedroom BMR		N/A	$390,331
4 bedroom townhouse	1,783	$1,423	$2,536,000
Marketing costs as % of sales revenue			5%
Vacancy rate - residential / commercial		n/a	5%
Construction Financing			
Construction loan to cost ratio			65%
Loan fee (points)			1.50%
Interest rate			5.5%
Loan period (months)			18
Drawdown factor			50%
Total construction costs (excl. land & financing costs)			$23,565,924

Development Costs (excluding land)

Development Costs	Commercial	Townhome	Multifamily	Total
Building hard construction costs	$3,009,107	$1,332,912	$6,764,014	$11,106,033
Tenant improvements	$439,320	$0	$0	$439,320
Underground garage costs	$2,760,912	$334,656	$1,924,272	$5,019,840
Mechanical parking lift costs	$0	$0	$238,000	$238,000
Demolition and site prep costs	$273,220	$124,397	$631,268	$1,028,886
Subtotal, Hard Costs	**$6,482,560**	**$1,791,965**	**$9,557,554**	**$17,832,079**
Soft costs (d)	$1,296,512	$358,393	$1,911,511	$3,566,416
Impact fees	$73,642	$12,672	$155,252	$241,565
Contingency	$388,954	$107,518	$573,453	$1,069,925
Developer fee	$311,163	$86,014	$458,763	$855,940
Construction financing - interest	$229,323	$63,185	$339,353	$631,861
Construction financing - loan fees	$83,390	$22,976	$123,401	$229,768
Subtotal, Soft Costs	**$2,382,983**	**$650,759**	**$3,561,733**	**$6,595,475**
Total Hard & Soft Costs	**$8,865,543**	**$2,442,724**	**$13,119,287**	**$24,427,553**
Total Costs per Unit	n/a	$1,221,362	$1,093,274	$1,744,825
Total Costs per sf	$1,132	$685	$725	$828

Income and Sales Revenue

	Commercial	Townhome	Multifamily	Total
Gross Sales Revenue	-	$5,072,000	$14,782,350	$19,854,350
Less Marketing Costs	-	($253,600)	($739,117)	($992,717)
Net Sales Revenue	-	$4,818,400	$14,043,232	$18,861,632
Gross Annual Rent	$834,708	-	-	$834,708
Less operating expenses	-	-	-	-
Net Operating Income (NOI)	$834,708	-	-	$834,708
Capitalization Rate	4.9%	-	-	-
Capitalized Value	$17,034,857	-	-	$17,034,857

Residual Project Value

Project Value	$17,034,857	$4,818,400	$14,043,232	$35,896,489
Less Hard and Soft Costs	($8,865,543)	($2,442,724)	($13,119,287)	($24,427,553)
Less Developer Profit	($886,554)	($244,272)	($1,311,929)	($2,442,755)
Residual Land Value	**$7,282,760**	**$2,131,404**	**($387,983)**	**$9,026,181**
Actual Land Sale Price (2015)				($6,950,000)
Residual Project Value				**$2,076,181**

Notes:
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.
(b) Includes landlord share of tenant improvement costs.
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.
Source: BAE, 2019.

Meador, Kaitie M

From: Andy Russell <andy@popfiz.net>
Sent: Tuesday, July 10, 2018 8:00 AM
To: Meador, Kaitie M
Cc: Go Get Her!
Subject: New Development on Cambridge Ave and El Camino

Follow Up Flag: Follow up
Flag Status: Completed

Hello Katie,

My wife Erin and I are Menlo Park residents and homeowners of 628 Cambridge Ave, two doors down from the proposed redevelopment project at the corner of El Camino and Cambridge Ave. We just completed a small project ourselves (a new garage) and really appreciate the review process your team undertakes, both from the perspective of a builder/owner and now as neighbors/community-members. Thank you for making the plans available online and for putting out a request for feedback from the community.

We're happy to see the developer investing in the area and, for the most part, feel that the renders complement the neighborhood nicely. When we first heard about the project, we had two concerns:

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.

2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.

At first glance, the proposal to create a public park as a buffer between the retail space and the Allied Arts neighborhood (on the property currently home to a one-story residential complex) seems like a great idea. Upon review of the proposal, however, we believe that it's misleading to call the current design a "park" - it's a 15' sidewalk. If constructed as proposed, the modest residence at 612 Cambridge Ave. and its trees would be replaced by a parking lot and the three-story retail/residence would loom over the neighborhood with nothing blocking line of site directly into our properties.

We ask, instead, that the developer follow-through with its suggestion of a park on the 612 Cambridge Ave lot and remove the retail parking lot from Cambridge Ave. (leaving the entrance to the garage on Cambridge and the retail parking lot off El Camino). This would A) dramatically reduce the amount of traffic turning onto Cambridge Ave. (thereby increasing safety for children in the neighborhood and reducing backup on El Camino Real) and B) create a practical buffer between the retail space and the neighborhood (with the established trees on the property today affording our residences the shade/privacy we desire). Based on the current renders, this park would be 60' (facing Cambridge Ave.) by 120' deep.

We would also appreciate other traffic calming measures that might mitigate the volume and speed of vehicles on Cambridge Ave.

We thank you for your consideration and would be happy to talk further with you and/or the developer.

- Andy Russell and Erin Cooke

Meador, Kaitie M

From: Elizabeth Chien <elizabeth_chien@yahoo.com>
Sent: Tuesday, July 10, 2018 9:16 PM
To: Meador, Kaitie M
Cc: elizabeth_chien@yahoo.com
Subject: 612 Cambridge Ave project

Follow Up Flag: Follow up
Flag Status: Completed

Hi! I am an owner of a property on Cambridge Ave. I was informed of this project and it appears that the proposed structure is too large and too dense to be part of this residential street. Further, it will increase traffic not only to el Camino but also to an already dangerous intersection (cars making U turns all the time).

Thanks for your consideration.

Elizabeth

Sent from my iPhone

Menlo Park
Planning Division

July 17 18

Upon viewing the representation of how the proposed building will look at 201 El camino after HuHan Two LLC develops, I comment.

For over thirty; and perhaps one hundred years, the Alto Lane passage way has been the safer choice for bicycle and pedestrian travel from Allied Arts to go north toward Menlo Park.

The trees, both oak and redwood, were a comfort and reminder of trust and cooperation between private and public access.

There needs to be a freedom of travel for the neighborhood.

Please support the coming generation who are trying to adapt to a world with fewer automobile freedoms.

Peter M. Colby

F4

① ELEVATIONS - EL CAMINO
1/8" = 1'-0"

② ELEVATIONS - CAMBRIDGE
1/8" = 1'-0"

0' 4' 8' 16' 32'
Graphic Scale: 1/8 inch = 1 foot

DATE
05/29/2018

201 EL CAMINO REAL
MENLO PARK, CALIFORNIA 94025

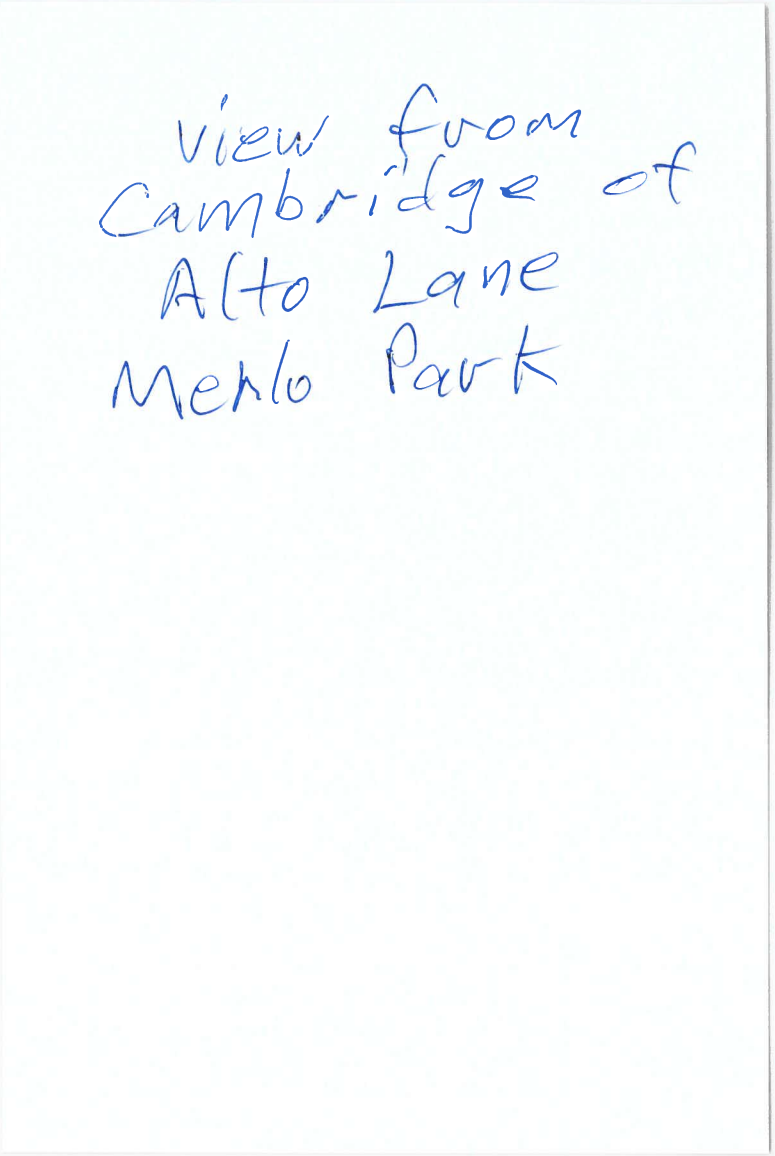
SHEET TITLE
ELEVATIONS 1

SHEET NUMBER
A4.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE PALO ALTO, CA 94306
PHONE: 650-325-8770 WWW.EIDARCHITECTS.COM
E D

Alto Lane

F5


View from
Cambridge of
Alto Lane
Menlo Park

July 20, 2018

Katie Meador
~~Assistant~~ Associate Planner Menlo Park,

With respect to the proposed development at Cambridge Avenue and 201 El Camino Real;

As a historic building one hundred years old and made of old growth Redwood siding, the former Oasis is a cultural asset.

To allow the excavation proposed; along with an outcome of closure of Alto Lane, will cause significant harm to future uses of the Oasis.

The loss of the safety to pass behind this old building will be noticed by many in the neighborhood: bicyclists and pedestrians.

Our government can hold the line by enforcing the Heritage Tree Ordinance, it states "any oak tree native to California with a trunk circumference of 31.4 inches" at 54" height on the trunk

"any tree designated by City Council for protection because of its historical significance."

Peter Colby

July 30th, 2018

Dear Katie,

We are Menlo Park residents and homeowners on Cambridge Ave, right across from the proposed redevelopment project at the corner of El Camino and Cambridge Ave. We appreciate the review process your team undertakes. Thank you for making the plans available online and for putting out a request for feedback from the community.

We're happy to see the developer investing in the area. When we first heard about the project, we had two concerns:

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.

2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.

At first glance, the proposal to create a public park as a buffer between the retail space and the Allied Arts neighborhood (on the property currently home to a one-story residential complex) seems like a great idea. Upon review of the proposal, however, we believe that it's misleading to call the current design a "park" - it's a 15' sidewalk. If constructed as proposed, the modest residence at 612 Cambridge Ave. and its trees would be replaced by a parking lot and the three-story retail/residence would loom over the neighborhood with nothing blocking line of site directly into our properties.

We ask, instead, that the developer follow-through with its suggestion of a park on the 612 Cambridge Ave lot and remove the retail parking lot from Cambridge Ave. This would: **A)** dramatically reduce the amount of traffic turning onto Cambridge Ave. (thereby increasing safety for children in the neighborhood and reducing backup on El Camino Real) and **B)** create a practical buffer between the retail space and the neighborhood (with the established trees on the property today affording our residences the shade/privacy we desire). Based on the current renders, this park would be 60' (facing Cambridge Ave.) by 120' deep.

We would also appreciate other traffic calming measures that might mitigate the volume and speed of vehicles on Cambridge Ave.

We thank you for your consideration and would be happy to talk further with you and/or the developer.

Regards,

649 Cambridge Avenue, M.P.

July 30th, 2018

Dear Katie,

We are Menlo Park residents and homeowners on Cambridge Ave, right across from the proposed redevelopment project at the corner of El Camino and Cambridge Ave. We appreciate the review process your team undertakes. Thank you for making the plans available online and for putting out a request for feedback from the community.

We're happy to see the developer investing in the area. When we first heard about the project, we had two concerns:

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.

2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.

At first glance, the proposal to create a public park as a buffer between the retail space and the Allied Arts neighborhood (on the property currently home to a one-story residential complex) seems like a great idea. Upon review of the proposal, however, we believe that it's misleading to call the current design a "park" - it's a 15' sidewalk. If constructed as proposed, the modest residence at 612 Cambridge Ave. and its trees would be replaced by a parking lot and the three-story retail/residence would loom over the neighborhood with nothing blocking line of site directly into our properties.

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We would also appreciate other traffic calming measures that might mitigate the volume and speed of vehicles on Cambridge Ave.

We thank you for your consideration and would be happy to talk further with you and/or the developer.

Regards,

NABIL SAAD
626 Cambridge Avenue

Nabil Saad

Meador, Kaitie M

From: Brent Townshend <townshend@gmail.com> on behalf of Brent Townshend <bst@tc.com>
Sent: Monday, July 30, 2018 4:08 PM
To: Meador, Kaitie M
Subject: 201 El Camino Real/ 612 Cambridge Ave Redevelopment

Follow Up Flag: Follow up
Flag Status: Completed

Hello Kaitie,

We're long-time Allied Arts residents living at the corner of Cambridge and University Aves. I recently became aware of the proposed development at 612 Cambridge Ave. I was very surprised to see such a project poised to create more traffic and further impact the Allied Arts neighborhood. Over the past 22 years we've lived here, we've seen a large increase in traffic along Cambridge Avenue, especially at rush hours. With El Camino heavily congested, many commuters are using Allied Arts as a cut-through. Not only do these drivers increase the total number of cars along this residential street and the connecting ones, but they are often more in a rush than local residents, moving quite fast, making these streets dangerous to walk on. Getting out of our driveway has never been more difficult and the backlog in the left turn lane from ECR to Cambridge often grows very long creating caravans of cars along the route for each green light.

We and others have been concerned with traffic impacts due to the Stanford project on ECR, which includes an exit/entrance opposite Cambridge Ave. Although that has been somewhat mitigated by the elimination of medical offices which create high numbers of trips, and the (hopefully) planned idea of requiring traffic entering/exiting that lot to turn on ECR rather than traversing to/from Cambridge Ave, it is still expected that the Stanford project will result in a further detrimental effect on traffic and the character of the Allied Art districts. As such, the addition of another project, especially one with a garage accessed from Cambridge Ave, one with 70 parking spaces (with likely many trips/space/day), will further exacerbate the situation and add much more traffic to Cambridge Ave and Allied Arts. Furthermore, one of the few benefits of development along ECR has been restaurants usable by the local citizens — in this case, the loss of the Oasis already, and likely Koma due to this development is a further step in the wrong direction. And this project adds further to the rapid development already that approaches the cap set for the long-term development of Menlo park. Furthermore, myself and many other Allied Art residents don't feel that monetary payments to the city provide a public benefit that offsets such a project.

Please, do not allow developments like this, which degrade the quality of life for Allied Art residents, to proceed. If any redevelopment is permitted at this site, it should be limited to a much smaller size, should not have parking access from Cambridge Ave, not be a source of large numbers of trips (such as medical offices), not remove heritage trees, and provide a higher ratio of retail/restaurants (such as Koma and the Oasis) that are attractive to the people that live in the area.

Thank you,
Brent Townshend
156 University Dr
Menlo Park

Meador, Kaitie M

From: Jim Dickerson <jamesyd@yahoo.com>
Sent: Monday, July 30, 2018 5:23 PM
To: Meador, Kaitie M
Subject: Fw: 201 El Camino Real proposed project ...

Follow Up Flag: Follow up
Flag Status: Completed

----- Forwarded Message -----
From: Jim Dickerson <jamesyd@yahoo.com>
To: Jim Dickerson <jamesyd@yahoo.com>
Sent: Monday, July 30, 2018 5:21 PM
Subject: Re: 201 El Camino Real proposed project ...

sorry - premature send .. more comments at bottom.

Thanks,
Jim

From: Jim Dickerson <jamesyd@yahoo.com>
To: "KMMeador@menlopark.org" <KMMeador@menlopark.org>
Sent: Monday, July 30, 2018 5:14 PM
Subject: 201 El Camino Real proposed project ...

Hi Katie,

I'm trying to understand the latest project plan that I found at www.menlopark.org/1383/201-El-Camino-Real

The following part of that plan raises initial questions:

"A portion of Alto Lane would be abandoned, and the two SP-ECR/D lots would be merged. The parcels at 201 El Camino Real and 612 Cambridge Ave. would not be merged. "

* What are the addresses of these two 'SP-ECR/D lots' that are to be merged? Clearly they are not 201 El Camino and 612 Cambridge as they are explicitly left out and called separate parcels It appears from the plan that part of the existing Oasis property becomes part of 210 El Camino, but I would like to know which two lots are you referring to that are to be merged. It is already a travesty that the Oasis could not be saved, but I'm now shocked that people want to replace existing retail properties with mostly medical and apartments. I have seen other renderings that show cars parked in the existing Oasis parking long .... What has our city come to? What existing plans have been proposed or are lurking for the Oasis property?

* The 612 Cambridge 'project' is a joke of public space to make up for the huge structure on the corner stretching back and the loss of existing, valuable retails spaces.

With the gigantic Stanford project going in across the street, is time to just slow down and see what it is we are proposing to do with our city.

Regards,

Jim Dickerson
1026 Cambridge Ave

Meador, Kaitie M

From: Michèle Lamarre <michele.lamarre@gmail.com>
Sent: Monday, July 30, 2018 6:08 PM
To: Meador, Kaitie M
Subject: 201 El Camino Real/ 612 Cambridge Ave Redevelopment

Follow Up Flag: Follow up
Flag Status: Completed

Hello Kaitie,

With my family of four we are long-time residents of Allied Arts. We live at the corner of Cambridge and University Aves. We recently became aware of the proposed development at 612 Cambridge Ave. I was very surprised to see such a project poised to create more traffic and further impact the Allied Arts neighborhood. Over the past 22 years we've lived here, we've seen a large increase in traffic along Cambridge Avenue, especially at rush hours. With El Camino heavily congested, many commuters are using Allied Arts as a cut-through. Not only do these drivers increase the total number of cars along this residential street and the connecting ones, but they are often more in a rush than local residents, moving quite fast, making these streets dangerous to walk on. The other day, a car cutting through and turning the corner in a rush almost hit me as I was crossing Cambridge at University. It's a good thing I have quick reflexes and managed to jump in the bush, but what if it had been a child or an older person? Getting out of our driveway has never been more difficult and the backlog in the left turn lane from ECR to Cambridge often grows very long creating caravans of cars along the route for each green light.

We and others residents on Cambridge and University and Yale have been concerned with traffic impacts due to the Stanford project on ECR, which includes an exit/entrance opposite Cambridge Ave. Although that has been somewhat mitigated by the elimination of medical offices which create high numbers of trips, and the (hopefully) planned idea of requiring traffic entering/exiting that lot to turn on ECR rather than traversing to/from Cambridge Ave, it is still expected that the Stanford project will result in a further detrimental effect on traffic and the character of the Allied Art districts. As such, the addition of another project, especially one with a garage accessed from Cambridge Ave, one with 70 parking spaces (with likely many trips/space/day), will further exacerbate the situation and add much more traffic to Cambridge Ave and Allied Arts. Furthermore, one of the few benefits of development along ECR has been restaurants usable by the local citizens — in this case, the loss of the Oasis already, and likely Koma due to this development is a further step in the wrong direction. We don't want to lose the proximity of local restaurants we can walk to in peace. If anything, it would be nice to add an nice ice cream shop to walk to after eating dinner and mingle with the locals. This is achieved by making a city more walkable, not by adding more cars and. This project adds further to the rapid development that already approaches the cap set for the long-term development of Menlo park. Furthermore, myself and many other Allied Art residents don't feel that monetary payments to the city provide a public benefit that offsets such a project. This is not a sustainable solution for the city because it won't improve its walkability. To do so you need to include public spaces (like parks), interesting retail and restaurants and cafes, good sidewalks and bike lanes (read Walkable City By Jeff Speck).

Please, do not allow developments like this, which degrade the quality of life for Allied Art residents, to proceed. If any redevelopment is permitted at this site, it should be limited to a much smaller size, should not have parking access from Cambridge Ave, not be a source of large numbers of trips (such as medical offices), not remove heritage trees, and provide a higher ratio of retail/restaurants (such as Koma and the Oasis) that are attractive to the people that live in the area.

Thank you,
Michèle Lamarre

Meador, Kaitie M

From: carolyn gulledge <carolyngulledge2@gmail.com>
Sent: Tuesday, July 31, 2018 2:37 PM
To: Meador, Kaitie M
Subject: 201 El Camino

Follow Up Flag: Follow up
Flag Status: Completed

Dear Kaitie Meador,

The 201 El Camino project appears to be an attractive high quality development. My only wish would be for a better buffer between the project
and 626 Cambridge Ave.
We ourselves are behind the wall of a strip mall, shielded from El Camino. It makes all the difference.

Carolyn Gulledge
627 Cambridge Ave.
Menlo Park, Ca.

Pruter, Matthew A

From: mail@lynnsegal.com <mrlynnsegal@gmail.com>
Sent: Thursday, March 21, 2019 8:34 AM
To: _CCIN; _Planning Commission
Subject: Komo Sushi

Follow Up Flag: Follow up
Flag Status: Flagged

"I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with
medical offices that will generate so much traffic that it requires 91 parking spaces."

All the building going on along El Camino will already create a traffic nightmare. We don't need
to make an intolerable problem worse.

Lynn Segal
1080 San Mateo Drive
Menlo Park, ca
94025

Pruter, Matthew A

From: Jim Boettcher <jim@focusventures.com>
Sent: Thursday, March 21, 2019 8:37 AM
To: _CCIN; _Planning Commission
Cc: 'PAtty Boettcher'; Jim Boettcher
Subject: Menlo Park out of control!!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Menlo Park
I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces. There are already two mega-developments underway on El Camino along with at least 4 other 300,000 ft2++ in various stages of completion so, as long time residents on our wonderful city, I have to ask.....what are you thinking????? Development seems massively out of control.....Millions of ft2 of construction and guess what....no new roads! Bike lanes will not help and the residents of Menlo Park need relief from the mega-construction efforts underway currently and under consideration.

Respectfully
Jim Boettcher
346 Felton Drive
Menlo Park, CA

Pruter, Matthew A

From: Li Peter <petermmcli@gmail.com>
Sent: Thursday, March 21, 2019 8:49 AM
To: _CCIN
Cc: _Planning Commission
Subject: Please do not get rid of our local restaurants

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I live in Menlo Park and I am writing because I heard there are plans for Koma Sushi to be replaced by a medical office building.
I want to strongly voice my opposition to this plan. We need our local restaurants and businesses, they support and contribute to our wonderful local environment in ways that a faceless nameless office block will not.
Please take this into consideration as your review the application

Thank you

Peter Li and Eleni Linos

Pruter, Matthew A

From: David Yuan <DYuan@tcv.com>
Sent: Thursday, March 21, 2019 8:52 AM
To: _CCIN; _Planning Commission
Subject: Koma Sushi

Follow Up Flag: Follow up
Flag Status: Flagged

Hi, I've been a resident of Allied Arts for over 15 years. I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces. El Camino is a mess, and adding to it doesn't make sense to me.

David Yuan
General Partner
TCV
www.tcv.com

Pruter, Matthew A

From: Rachel Rosner <rrosner101@gmail.com>
Sent: Thursday, March 21, 2019 9:02 AM
To: _CCIN
Cc: _Planning Commission
Subject: I oppose more high traffic building development

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing because to strongly oppose the proposal for a high-traffic medical offices to replace the building with Menlo Park's beloved Koma Sushi.

The one thing Menlo Park does not need is more traffic!

Please help us keep our town's personality and charm with independent neighborhood restaurants and the like. High traffic medical offices with need for 91 (!!!) parking spaces is the wrong direction.

Please stop this from happening.

Thank you for your consideration.

Respectfully,
Rachel Rosner
Menlo Park resident since 2008

Sent from my iPhone
Please excuse any typos...

Pruter, Matthew A

From: Arianna Tamaddon <arianna@me.com>
Sent: Thursday, March 21, 2019 9:11 AM
To: _CCIN; _Planning Commission
Subject: Koma Sushi

Follow Up Flag: Follow up
Flag Status: Flagged

I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces.

Arianna Tamaddon

F23

Pruter, Matthew A

From: claudette bergman <therapy650@yahoo.com>
Sent: Thursday, March 21, 2019 9:34 AM
To: _Planning Commission
Subject: KOMA SUSHI

Follow Up Flag: Follow up
Flag Status: Flagged

Dear commissioners ,

After the debacle on Live Oak Avenue that you have unleashed ,I now hear you want to approve a similar development at the site that now hosts Koma Sushi. What will it take for you to realize you're killing Menlo Park? No longer a family friendly, walk about downtown. It is now horrible traffic and dying local businesses replaced by soulless autonomous corporations that could care less about local community culture .
Good job!
Claudette Bergman
661 Live Oak Avenue
Menlo Park, ca 94025

Sent from my iPad

Pruter, Matthew A

From: Hugh Macdonald <babahu@gmail.com>
Sent: Thursday, March 21, 2019 9:53 AM
To: _Planning Commission
Subject: Medical generates too much traffic.

Follow Up Flag: Follow up
Flag Status: Flagged

I would prefer Koma Sushi etc with lower traffic and less impact on my neighborhood Allied Arts. Medical generates too much traffic.

Hugh Macdonald
300 Yale Rd, Menlo Park, CA 94025, USA

Pruter, Matthew A

From: Vincent Bressler <vincent@missionctrl.com>
Sent: Thursday, March 21, 2019 11:35 AM
To: _CCIN; _Planning Commission
Subject: 201 El Camino Real project - Unmitigated impacts and the destruction of community serving retail

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council and Planning Commission,

Every project which adds traffic along El Camino creates an environmental impact which can not be mitigated.

Therefore in order to approve this project you are required to approve a "Statement of Overriding Considerations" which justifies this impact in light the benefits of the project:

http://www.iid.com/home/showdocument?id=2222 (page 52)

"Pursuant to CEQA Guidelines Sections 15092, 15093 and 15043, decision-makers are required to balance the economic, legal, social, technological and other benefits of a project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, the adverse environmental effects maybe considered "acceptable." When a public agency approves a project which will result insignificant effects which are identified in the EIR but are not avoided or substantially lessened,the CEQA Guidelines require that the agency state in writing the specific reasons to support its action, based on the EIR and other information in the record."

As residents of Menlo Park, I do not understand how you can consider the destruction of community serving retail to be replaced with offices of any kind to be a benefit to our community.

Please do not approve the environmental impact for this project, even if it meets zoning requirements.

Destruction of retail, should be a prime consideration and can be mitigated, even if it means that the project is not as profitable as it would otherwise be.

Thanks,

Vincent Bressler

Pruter, Matthew A

From: Tim Gernitis <tim@tendgrocery.com>
Sent: Thursday, March 21, 2019 12:38 PM
To: _CCIN; _Planning Commission
Subject: 201 El Camino Real development and bike safety

Follow Up Flag: Follow up
Flag Status: Flagged

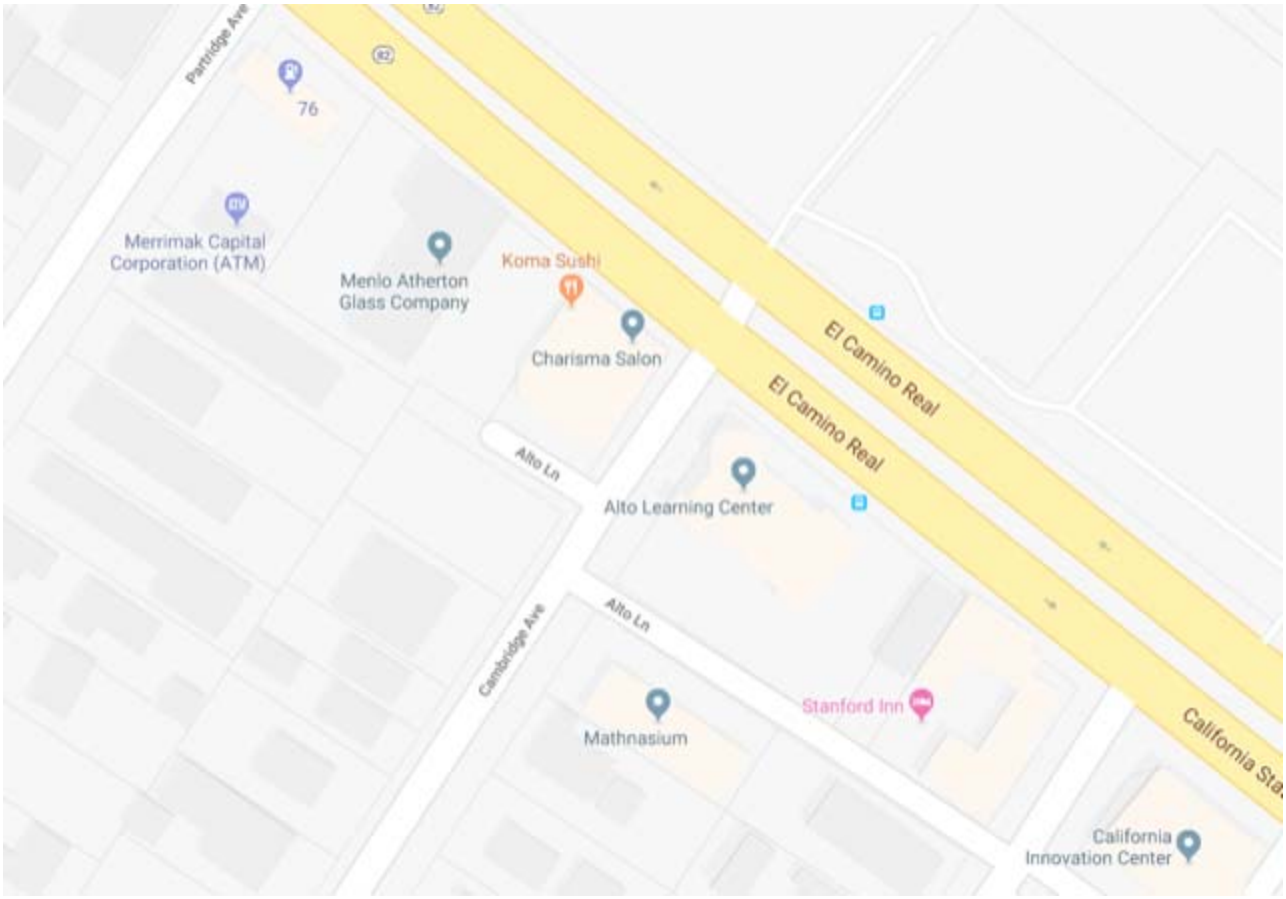
City Council and Planning Commission members,

I'm writing about the proposed 201 El Camino Real development. I was able to speak with the developers a couple weeks ago and I see a follow-up email today on this from one of our highly engaged community members.

My wife and I have lived in Menlo Park for 8 years now on Partridge Ave. and have two young children (one in Oak Knoll and the other entering soon). We appreciate living here because we can bike and walk to so many great family activities and because of the safe neighborhood feel (with great tree lined streets). So, that's the perspective I'm writing from.

Our city has a long term plan (and a new El Camino / Downtown plan in review) that is meant to encourage a level of urbanization. Agree or disagree with this plan, I don't think stopping this development to defend a neighborhood institution with "a friendly wait staff" is fair to developers and landlords who are trying to do business within the guidelines of this plan. That said, I do think we should be considerate of how this (and all) development can take place in a way that continues to allow for other goals in the plan, particularly safe neighborhoods, easily accessible by biking or walking.

Alto Lane runs behind the proposed 201 El Camino project. This (plus the informal parking lot connector behind the old Oasis) is an importaint connector route for cyclists (and walkers) that runs from Safeway to the creek with the only major interruption being the gas and service stations on Partridge. This Alto Ln. route gives cyclists a way to ride from Middle to San Hill / Alma (Palo Alto) without going on El Camino. Even with recent efforts in the Specific Plan, it will likely be many years (if at all) before we build a safe, separated bike lane on El Camino that families would feel comfortable using with small children. **In the meantime, Alto Ln. is that safe, separated "bike route".**



The 201 El Camino building, as currently planned, eliminates this informal “bike route”. **I’d like to respectfully ask the council to consider this informal Alto Ln. “bike route” in the approval for building on 201 El Camino.** I spoke with the developers about this "bike route” and they said their building would maintain bike and walking thru access with an outdoor courtyard. However, their published plans show Alto Ln. behind their building as an underground parking entrance.

I understand that not all modes of transportation will benefit with development (and I understand why we often prioritize cars and car parking in town - more people use cars than walk or bike). But in this case, the alternative of biking on El Camino is highly dangerous for riders and will put slow bikes on an already traffic stressed stretch of road. (The danger comes from a high bike / car speed differential and unpredictable vehicle movement on this stretch of El Camino. Bikes entering and leaving the road to ride around 201 El Camino will create unpredictable bike movement. And cars merging to make turns for Alto and Sand Hill means unpredictable car movement here.) Instead of forcing bike traffic onto El Camino here, please consider maintaining Alto Ln. for the informal safe “bike route” it’s used for.

If Alto Ln. is removed, the sidewalk becomes the next best option for riding. Likely a wider sidewalk will be built anyway, ideally this will be wide enough for bikes (including bikes with kid trailers). This alternative is much better than bike riding on El Camino, but also more dangerous than using the current Alto Ln. informal “bike route.” It's more dangerous than the current Alto Ln. because it puts cyclists closer to El Camino while riding on/off the sidewalk. Cyclists with ride on/off the curb at Cambridge (on a green El Camino light) coming from or making the quick S-turn to get back onto Alto Ln. between the test prep center and Mathnasium. This transition will mean cyclists enter/exit Cambridge just next to El Camino (rather that a building length away from El Camino on Alto). This dramatically cuts the time riders have to react to cars turning right onto Cambridge (and the time turning cars have to react to cyclists).

Thank you for considering this “bike route" aspect of Alto Ln. for the 201 El Camino project. I’m sure there’s a great solution that allows for this development and maintains this (informal) safe, separated "bike route."

And a big thank you for all your continued efforts to make Menlo Park a safe place to bike (and walk).

Please reach out if I can be of help.

Best,
Tim Gernitis

766 Partridge Ave.
Menlo Park
917 880 6444

Pruter, Matthew A

From: mehlsl@att.net
Sent: Thursday, March 21, 2019 2:11 PM
To: _Planning Commission
Subject: Menlo Park development is creating a monster

Follow Up Flag: Follow up
Flag Status: Flagged

I don't want Koma Sushi to be torn down and replaced by a 3-story building for medical offices.

Such offices will generate so much traffic as to require 91 parking spaces.

El Camino is already a traffic nightmare. The new construction in progress all up and down El Camino is going to dump so much traffic onto that street that driving will be even more frustrating and unpleasant than it is now.

Please stop this development madness toward creating a terrible environment in our city.

Stephen Mehl
Menlo Park

Pruter, Matthew A

From: Linda Knoll <linda_knoll@yahoo.com>
Sent: Thursday, March 21, 2019 2:27 PM
To: _Planning Commission; _CCIN
Subject: Save Koma Sushi!

I was saddened to hear that Koma Sushi (and Charisma Nails) may be going. Menlo Park lacks good restaurants and Koma is a favorite and we don't want it to go. Please don't take away yet another eating option from Menlo Park. No more offices. No more traffic. It would be nice to make Menlo Park a place where people want to come eat, socialize and enjoy.
Linda Knoll
5 Lomitas Court
Menlo Park

Pruter, Matthew A

From: Justin Young <justinyo@yahoo.com>
Sent: Thursday, March 21, 2019 2:33 PM
To: _CCIN; _Planning Commission
Subject: Demolition and replacement of Koma Sushi building on El Camino

Dear City Council and Planning Commission,

I am very much against the demolition of the building that house Koma Sushi if it is to be replaced by a 3 story medical offices building. We already have way too much traffic on El Camino and lots of resultant cut-thru traffic in Allied Arts during commute hours. We should protect the small local businesses that are disappearing. We should minimize the development of big offices which change the character of our community and bring more congestion.

I am a 13 year resident of the MP downtown and Allied Arts neighborhoods. I also have an office in downtown Menlo Park.

There is a dramatic shortage of parking in downtown M-F 11am-1:30pm. During this time you will find multiple cars circling thru the downtown parking lots and the streets trying to find an open parking spot. Please keep this issue in consideration and support efforts to alleviate it.

Thank you,

Justin Young, MD

Pruter, Matthew A

From: JudysName <judysnewmail@comcast.net>
Sent: Thursday, March 21, 2019 3:22 PM
To: _Planning Commission
Subject: MORE office construction!

Do not build the proposed office building to be located where Koma Sushi is on El Camino Real. I am very unhappy with the city council's continued inclination for adding more and more dense housing and office structures. Why? 1/ TRAFFIC! 2/ Koms Sushi is a lovely little spot that adds nicely to our town.
Judith Morley
West Menlo resident since 1980

Sent from Judy's iPhone

Pruter, Matthew A

From: Sean Leow <leowsean@gmail.com>
Sent: Thursday, March 21, 2019 4:33 PM
To: _CCIN; _Planning Commission
Subject: Koma Sushi building

Hi,

I'm writing to clearly state that I don't want Koma Sushi to be replaced by a 3 story building with medical offices.

Sean Leow

Pruter, Matthew A

From: JANET TAPPE <tappej@aol.com>
Sent: Thursday, March 21, 2019 5:33 PM
To: _Planning Commission
Subject: Proposed Medical Offices.

Hello,

I live at 1180 Orange Avenue here in Menlo Park.

I'm writing because I don't want Koma Sushito be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces.

Thanks.

Janet Diepenbrock

Sent from my iPhone

Pruter, Matthew A

From: Nicole Scarborough <nicole@alumni.nd.edu>
Sent: Thursday, March 21, 2019 5:37 PM
To: _Planning Commission
Subject: No to the medical building on el camino and cambridge

I am opposed to the medical building on cambridge and el camino real. It will generate more traffic and will make our cute allied arts neighborhood feel far more commercial. We already have a big development across the street on el camino. Don't make our small neighborhood feel like a commercial development.
--
Nicole

Nicole Scarborough Photography
www.nicolescarborough.com

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415.308.6584

Pruter, Matthew A

From: Jenny Sullivan <jensul@comcast.net>
Sent: Thursday, March 21, 2019 7:54 PM
To: _CCIN; _Planning Commission
Subject: No on proposed plans for 201 El Camino Real

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Thank you for noting this very important message re the proposed development plans for 201 El Camino Real, Menlo Park CA 94025. Please do not approve this project. Our Cambridge Ave entrance to our neighborhood is incapable of hosting traffic associated in/out traffic for a 3 level medical office building.

We already experience extreme cut through traffic on parallel streets and this will only add to it. There is a math tutoring service in the alley near this 201 El Camino location as well as a student tutoring center on El Camino. Already students are at risk getting out of their cars to get to their 30 min to one hour sessions. Let's not add more cars to put residents and students in harm's way.

Please help us stop this project.

Thank you,
Jenny Sullivan
650-207-5287

Pruter, Matthew A

From: carl94025 <carl94025@yahoo.com>
Sent: Friday, March 22, 2019 12:05 AM
To: _Planning Commission
Subject: Save Koma Sushi and the small business of Menlo Park

Follow Up Flag: Follow up
Flag Status: Flagged

Hello I am writing to you to implore you to have the foresight to stop the continuous destruction of small businesses that bring the unique small-town feel to Menlo park. Koma Sushi which we love and patronize often is under the scrutiny of being leveled for 3 story office buildings with medical offices. I don't want to sit in any more traffic that I already do, and this is before the hundreds of units coming on line further north on El Camino. Doctor's offices run 15 minute visits, the cars will be running in and out of the 91 spaces all day long! I know buildings = revenue = high Menlo Park government and union salaries, but as a tax payer I am sure I am speaking for many other tax payers- the building boom is getting out of hand. This is killing the small businesses who have invested their lives into their businesses, they count more than a developer who will pack his bags and drive to the next town once he's done with this building. It is stripping the character of Menlo Park. They count also. Please speak with these business owners, I do and they are helpless to the big developers.

Concerned Menlo Park resident

Pruter, Matthew A

From: Elizabeth Ambuhl <eambuhl@yahoo.com>
Sent: Friday, March 22, 2019 3:15 PM
To: _Planning Commission
Subject: Koma Susha

Follow Up Flag: Follow up
Flag Status: Flagged

"I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces."
Sincerely,
L Ambuhl
Menlo Park

Pruter, Matthew A

From: Marsha Compagnoni <marsha.compagnoni@gmail.com>
Sent: Friday, March 22, 2019 5:53 PM
To: _Planning Commission
Subject: Koma Sushi

Follow Up Flag: Follow up
Flag Status: Flagged

I'm writing because I don't want Koma Sushi torn down and replaced by a 3 story building with medical offices and 91 parking spaces that will increase traffic and congestion.

Pruter, Matthew A

From: Robbie Kellman Baxter <robbiebax@yahoo.com>
Sent: Saturday, March 23, 2019 1:29 PM
To: _Planning Commission
Subject: Koma Sushi

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Esteemed Members of the Planning Commission,

I love Koma Sushi so much. Please help us keep this family run business in Menlo Park.
We don't need more medical offices and we definitely don't need more traffic.

Thank you,
Robbie

Robbie Kellman Baxter |
Peninsula Strategies |
O: 650-322-5655 |M: 650-302-4401 | rbaxter@peninsulastrategies.com |

Author of Inc.com's top 5 marketing book of 2015 The Membership Economy

Learn all about the Membership Economy in a 4-minute video hear Robbie interviewed on NPR or watch her interviewed by NBC Bay Area

To schedule a meeting, click here

To stay in touch, click here

Pruter, Matthew A

From: Anna Lee <annatlee@gmail.com>
Sent: Saturday, March 23, 2019 2:05 PM
To: _Planning Commission
Subject: Oppose high-traffic medical office

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I'm writing because I don't want Koma Sushi to be gutted and replaced by a 3 story building with medical offices that will generate so much traffic that it requires 91 parking spaces.

Sincerely,
Anna Lee
Homeowner on Del Norte Ave, Menlo Park

Pruter, Matthew A

From: Mike Cohen <mike.cohen223b@gmail.com>
Sent: Monday, March 25, 2019 5:50 PM
To: _Planning Commission; _CCIN
Subject: Please don't replace Koma Sushi with a large office building

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Planning Commission and City Council

Please deny (for the time being) the permit for building a 3-story office building on the site of Koma Sushi.

We are about to have a lot buildings going up on the other side of El Camino, and we don't really know what the impact will be on traffic. Please wait until that's built before approving more multi-story commercial/office buildings. Yes, the developer will have to wait a year or two. But he took that risk when he started the project. The city does not owe him a quick approval.

Once the other projects are done, you can decide whether or not to approve this project.

Thank you.

Michael Cohen

Pruter, Matthew A

From: Mary ann Arceo <charlesarceo@att.net>
Sent: Friday, March 29, 2019 9:04 PM
To: _CCIN; _Planning Commission
Subject: Menlo Park

Follow Up Flag: Follow up
Flag Status: Completed

PLEASE DO NOT BUILD ANY MORE 2 OR 3 STORY BUILDINGS ON EL CAMINO .
DO NOT DESTROY ALL THE SMALL BUSINESSES THAT MAKE MENLO PARK A CITY
OR SMALL TOWN A PLACE TO ENJOY LIVING IN. DO ANY OF YOU HAVE TO TRAVEL
EL CAMINO DURING COMMUTE TRAFFIC IN THE MORNING OR EVENING??? ALL THE
NEW BUILDINGS WILL GENERATE MORE TRAFFIC EVEN IF YOU HAVE PARKING BELOW.
YOU HAVE ALREADY RUINED EAST MENLO PARK, WITH FACEBOOK AND ALL THE
BUILDINGS THEY HAVE BUILT, YOU HAVE ALREADY LET NEW BUILDINGS COME UP
ACROSS FROM SAFEWAYS ON EL CAMINO. HAVE YOU TRY GETTING HOME AT 5PM
WITH ALL THE TRAFFIC NOW...IT IS A NIGHTMARE...NOW YOU ARE GOING TO HAVE
ALL EL CAMINO IN MENLO PARK, LIKE NEW YORK C ITY WITH ALL THE TALL BUILDINGS.
WHY CAN'T YOU THINK OF THE PEOPLE THAT LIVE IN MENLO PARK AND LET US HAVE
A NICE SMALL TOWN THAT WE CAN ENJOY AND CALL OUR TOWN?????
YOU WILL ONLY BE ON THE CITY COUNCIL AND PLANNING COMMISSION FOR A SHORT
TIME...I HAVE BEEN LIVING IN MENLO PARK FOR OVER 44 YEARS, SO PLEASE DO NOT
RUIN MENLO PARK .....MARYANN

Pruter, Matthew A

From: Michelle DeWolf <michelledewolf@yahoo.com>
Sent: Tuesday, April 02, 2019 12:31 PM
To: _CCIN; _Planning Commission
Subject: Neighborhood businesses please

Follow Up Flag: Follow up
Flag Status: Completed

HI,

I understand that the building on the corner of El Camino and Cambridge might be turned into more medical buildings. As a neighbor who has enjoyed walking there for the last 17 years, I will be heartbroken that this charming building with unique businesses that serve the local community will be gone.

My girls and I have gotten our nails done together for 17 years there. We have been frequenting Koma even more now that Akasaka Sushi closed and we of course are devastated that our beloved Oasis is gone too.

The traffic on that corner is insane just trying to get home because of the decision years ago for no connection of Sand Hill to Alma. We already have streams of cars making u-turns. Medical buildings are a terrible idea because of the constant flow of traffic and no walkability factor for the neighborhood use.

Can you please take some lessons from Redwood City and make choices that increase the walkability, necessary services and local businesses for the community. There are lots of other spots in the area for Medical buildings. Please NO!

Best
Michelle DeWolf
812 Creek Drive
Menlo Park
650-464-6177