



REGULAR MEETING AGENDA

Date: 12/11/2017
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

B. Roll Call

C. Reports and Announcements

Under “Reports and Announcements,” staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda, and items listed under Consent Calendar. Each speaker may address the Commission once under Public Comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

E. Consent Calendar

- E1. Approval of minutes from the December 4, 2017, Planning Commission meeting. ([Attachment](#))

F. Public Hearing

- F1. Use Permit/JiaPei Sun/752 Gilbert Avenue:
Request for a use permit to demolish an existing single-story, single-family residence and detached garage and construct a new two-story, single-family residence on a substandard lot with regard to lot area and lot width in the R-1-U (Single-Family Urban Residential) zoning district. One heritage size Douglas fir tree is proposed for removal as part of this project. ([Staff Report #17-070-PC](#))
- F2. Use Permit Revision/Ann Crady Weiss/2108 Clayton Drive:
Request for a use permit revision for excavation in the required left side and rear yard setbacks associated with landscape improvements on a standard lot in the R-1-S (Single Family Suburban) zoning district. One heritage tree located in the left corner of the rear yard is proposed for removal as part of the proposed project. *Defer to a later meeting date.*

- F3. Use Permit/Dan Rhoads/1008 Greenwood Drive:
Request for a use permit for a second story addition and exterior and interior modifications to an existing single-story, single-family nonconforming residence on a substandard lot with respect to lot area and depth in the R-1-U (Single Family Urban) zoning district. The proposed addition would exceed 50 percent of the existing floor area and the value of the proposed work would exceed 50-percent of the existing value within a 12-month period and is considered equivalent to a new structure. ([Staff Report #17-071-PC](#))
- F4. Architectural Control and Major Subdivision/Vasile Oros/706-716 Santa Cruz Avenue:
Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story mixed use building with a below ground parking lot, retail and parking on the first floor, office on the second floor, and four residential units on the third floor in the SP-ECR/D (El Camino Real Downtown/Specific Plan) zoning district. Major subdivision to create six condominiums, including four residential units, one commercial/retail unit, and one office unit, with rights reserved to allow up to ten commercial condominium units. Below Market Rate (BMR) housing agreement for compliance with the City's below market rate housing program. Removal of one on-street parking space on Chestnut Street to meet fire access requirements. As part of the proposed project, two heritage trees will be removed; one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street. ([Staff Report #17-072-PC](#))

G. Informational Items

- G1. Future Planning Commission Meeting Schedule – The upcoming Planning Commission meetings are listed here, for reference. No action will be taken on the meeting schedule, although individual Commissioners may notify staff of planned absences.
- Regular Meeting: January 8, 2018
 - Regular Meeting: January 22, 2018

H. Adjournment

Agendas are posted in accordance with Government Code Section 54954.2(a) or Section 54956. Members of the public can view electronic agendas and staff reports by accessing the City website at www.menlopark.org and can receive e-mail notification of agenda and staff report postings by subscribing to the "Notify Me" service at menlopark.org/notifyme. Agendas and staff reports may also be obtained by contacting the Planning Division at 650-330-6702. (Posted: 12/6/17)

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available for inspection at the City Clerk's Office, 701 Laurel St., Menlo Park, CA 94025 during regular business hours.

Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.



REGULAR MEETING MINUTES - DRAFT

Date: 12/4/2017
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Drew Combs called the meeting to order at 7:00 p.m.

B. Roll Call

Present: Andrew Barnes, Drew Combs (Chair), Susan Goodhue, Larry Kahle (Vice Chair), John Onken, Henry Riggs

Absent: Katherine Strehl

Staff: Deanna Chow, Principal Planner, Michele T. Morris, Assistant Planner, Tom Smith, Associate Planner

C. Reports and Announcements

Principal Planner Deanna Chow said the City Council at its December 5, 2017 meeting would consider a settlement agreement with the City of East Palo Alto from litigation related to CEQA for the General Plan update. She said the primary conditions of the settlement agreement related to reciprocal environmental review for future development projects pertaining to new projects in the O (Office), LS (Life Science), and RMU (Residential Mixed Use) zoning districts. She said in those zoning districts, projects that exceeded 250,000 square feet would require preparation of an environmental impact report (EIR). She said there would be reciprocal traffic studies so that traffic impacts on the other jurisdiction would be analyzed and mitigated. She said the agreement included a reciprocal fair share mitigations impact fee. She said reciprocally for trip cap projects that monitoring and compliance information would be shared as well as a percentage of penalties paid based on traffic analysis, and finally a reciprocal study of multiplier acts so when an EIR was to be prepared a housing needs assessment would be conducted.

Principal Planner Chow said the Council at the December 5th meeting would also hear an informational item related to the El Camino Real Downtown Specific Plan (Plan) regarding the maximum allowable development cap. She said currently with approved projects within the Plan area the improvement entitlements for residential units was at 67% of that cap and net new non-residential square footage was at 74% of that cap. She said at 80% of either development cap that staff was required to go to Council about whether to keep the Plan as it was set or to look at modifying the caps with subsequent environmental review. She said early next year staff would bring that discussion before the Council.

Commissioner Susan Goodhue asked about an email received from a person who was concerned the caps would be exceeded. Principal Planner Chow said approved projects equated to 67% of

the cap for residential development and 74% of the cap for non-residential. She said there were a number of pending projects in the Plan area to come before the Commission. She said if those were approved 72% of the residential cap would be reached and 92% of the on-residential cap.

Commissioner Goodhue asked when the 40 Middlefield Road project would come before the Commission. Principal Planner Chow said staff was working with the applicant for a new commercial building at 40 Middlefield Road and were waiting for revised drawings. She said the emails being sent to the Commission about that project were being forwarded to the applicant as well. She said the project would come to the Planning Commission early next year.

Chair Combs asked about the impact of reaching 100% of the Plan development caps. Principal Planner Chow said the Council could look at an option to increase the caps but new environmental review would be needed to allow for an increased level of development.

Replying to Commissioner Andrew Barnes, Principal Planner Chow said that potentially a discussion of development caps under the Plan might lead to discussion relative to potential design and development standards changes for the Plan. She said if such changes were undertaken that would most likely include Planning Commission review and recommendation to the City Council as the deciding body.

D. Public Comment

There was none.

E. Consent Calendar

Commissioners Goodhue, Larry Kahle and Henry Riggs suggested clarifications and corrections for the minutes.

ACTION: Motion and second (Goodhue/John Onken) to approve the minutes of October 16 and November 6, 2017 with the following clarifications and modifications; passes 6-0-1 with Commissioner Katherine Strehl absent.

E1. Approval of minutes from the October 16, 2017, Planning Commission meeting. (Attachment)

- Page 10, 1st full paragraph, nine lines from its end: "He said he thought they were at the right amount to enhance the tree canopy but was open to discussion about the **pro0osed** number of planters." Replace "**pro0osed**" with "**proposed**."

E2. Approval of minutes from the November 6, 2017, Planning Commission meeting. (Attachment)

- Page 5, 3rd paragraph, 3rd line, staff to confirm applicant's statement: "He said overall he thought the additional space would go to the plate height and towards the plate height equally."
- Page 6, 2nd paragraph from bottom, for the line: "**Chair** Barnes said the applicant had said this...", replace "**Chair**" with "**Commissioner**."

F. Public Hearing

- F1. Use Permit/Roman Klinkovich/107 Hedge Road:
Request for a use permit to perform interior modifications and construct first and second story additions to an existing single-story, single-family residence on a substandard lot with respect to width and lot area in the R-1-U (Single-Family Urban Residential) zoning district. The proposal would exceed 50 percent of the existing floor area and is considered equivalent to a new structure. ([Staff Report #17-067-PC](#))

Commissioner Kahle was recused for item F1, 107 Hedge Road, as his residence was within 500-feet of the subject property.

Staff Comment: Assistant Planner Michele Morris said staff had no additions to the staff report.

Applicant Presentation: Roman Klinkovich said he and his family had lived at the property since 2009, and had outgrown the home. He said that they kept the design simple and tried to optimize use of space.

Commissioner Barnes asked about the neighbor outreach. Mr. Klinkovich said they have very good relations with their adjacent next door neighbors and shared the plans with them as well as with their two neighbors across the street. Commissioner Barnes confirmed with the applicant that the neighbors did not have any issues with the proposed project.

Commissioner Riggs asked if the windows would be recessed and how much. Noble Hernandez, the project designer, said the windows would be recessed at least one inch.

Commissioner Onken asked about the style of the proposal. Mr. Hernandez said the owner had shown him photos of older style French country homes that he liked. He said they based their plan on those stylistic images.

Commissioner Barnes said the house across the street had trees screening the front façade. He asked whether the subject property would have any green screening. Mr. Klinkovich said they would like to plant a tree in front of the house on each side.

Chair Combs noted there was a one-car garage on both sides of the house, and asked about the thinking for that. Mr. Klinkovich said he and his sons loved to work on cars. He said the current two-car garage included the laundry area and storage. He said one of the garages would be dedicated to cars and the other would be used as the current one was.

Commissioner Barnes asked about the window sill heights shown on A6 for the bedrooms. Mr. Klinkovich said they had replaced windows when they moved in and wanted to reuse those. He said there were vinyl Milgard sliding windows.

Commissioner Onken said the large side windows for the two bedrooms allowed for escape. He asked if the one window for the middle bedroom, which was three-foot four-inches to the sill, provided egress. Mr. Hernandez said it would.

Chair Combs opened the public hearing and closed it as there were no speakers.

Commission Comment: Commissioner Onken said privacy was a concern in this area of Hedge Road particularly for views into side yards. He said normally on the rear a balcony would be a problem. He said he thought it was set well enough in from the property line and the side was a solid parapet wall that provided screening so it would not impact privacy. He said however the two large side windows on the second story were larger than the front windows and would present a nuisance to neighbors either from the light through them or the views created by them. He said he would like those replaced with smaller, more modest windows.

Commissioner Riggs said the massing was nice and thought the home could be an attractive addition on Hedge Road. He said he was concerned with window detailing and privacy. He said that sliding windows did not support the traditional style design. He said he had asked staff to get more information on the windows from the applicants prior to the meeting. He said the drawing left a number of questions unresolved about the window such as how was the belly band resolved at the windows and whether the stucco rounded into the windows. He said he supported the reuse of materials but an improvement in the type of windows for the project was preferable. He said the windows would need to be recessed at least two-and-a-half inches to approach a French chateau style and slider windows with no trim did not support the style at all. He said the rear second story bedroom window was the only window that did not look down on a garage or a yard but would look down on the bedroom window and the backyard of the neighbor's property. He said it was not a matter of sill height in this instance but rather a matter of window placement. He said they indicated a guardrail around the rather expansive rear deck noting that along the left side elevation it appeared to become part of the second floor wall. He asked if everything was stucco. Mr. Klinkovich said it was all smooth stucco. Commissioner Riggs said he would need more information on the windows.

Chair Combs said he could be supportive of the project but begrudgingly. He said he understood Commissioner Onken and Riggs' concerns. He said the largest issue for him was the garage. He said it gave the structure symmetry but the front façade looked like a nice garage.

Commissioner Barnes said overall he thought the proposal could be a beautiful house. He said the architectural style brought the home straight forward and noted the Commission generally liked to see second stories set back. He said the two-story home across the street had the benefit of trees to screen whereas this project did not. He said he thought the architectural style chosen was abrupt for the neighborhood and he would like to see it softened from the street. He said the sill height was important for him as he expected that the neighboring home would redevelop to a two-story sometime in the future. He said the window size could be reduced in a number of ways. He said he was sensitive to the economics of recycling materials but he did not like the side sliding windows and the size of the second story bedroom windows. He said he would also like the front softened or screened.

Commissioner Onken said the rear balcony had two parapet walls that acted as guardrails and extended to meet the rear wall of the master bedroom and bathroom. He said however that the bathroom window height was lower than the height of the parapet wall and might be impossible to build. He said if the project was continued to improve the design that the bathroom window would need to be smaller so the guardrail did not hit the window. He said the window sill was at three-foot one-inch and the guardrail was at three-foot six-inch. Mr. Hernandez acknowledged Commissioner Onken's concern.

Mr. Klinkovich said that their garage proposal was uncommon. He said they drove around the area and Atherton for months looking at homes. He said within the Suburban Park area a number of

newly constructed homes had the same symmetrical look as their proposal. He said in the neighborhood new homes build out the two-car garages on one side and then bring out the living room to the other side creating same look as their proposal of having the entry door in the middle. He said most of the two car garages have split one-car garage doors. He said regarding windows they were open to changes including type and recessing them further.

Chair Combs thanked the applicant noting he was the only Commissioner who had brought up the garages and it seemed to be a non-issue for his fellow Commissioners.

Commissioner Onken said he was happy with two separate garages. He said there were a number of idiosyncratic elements of the proposed house within the applicant's rights to do. He said the window concerns related to the size in some places and their detailing and design. He said perhaps a motion could be made to approve the use permit but to request that the applicant return through a substantial conformance review process for window redesign or perhaps it was better to continue the project and for the Commission to see the redesigned window plan.

Chair Combs said he could see the substantial conformance review process as supportive of moving the project along but if there were a number of details changed the Commissioners might end up pushing back against the changes being proposed. He asked for staff's input as to whether the issues raised by the Commission might be handled through substantial conformance review or if it would be most appropriate to continue the item for redesign. Principal Planner Chow suggested it would be good to have a motion and then a conversation as to the next best steps. She said it could be beneficial as mentioned by Chair Combs to have the project returned through continuation to allow for conversation among the Commissioners versus approving with a redesign for substantial conformance review as in the latter the applicant might still need to return to the Commission. She said she was not sure which process would be most time efficient for the applicant.

Commissioner Barnes said he was comfortable with the substantial conformance review process as the applicant was willing and desirable of making the design work. He suggested providing more detail to the applicant regarding the windows and what the Commission wanted modified. He said if the Commission could reach consensus on that it would make the applicant's task easier. He said he liked the two car driveway approach and thought it was very baroque. He said he had not heard any conversation or support for landscaping in the front yard and suggested that would help relieve the starkness of the front façade.

Chair Combs said he supported landscape screening to soften the front façade. He asked whether Commissioner Onken was willing to make a motion so the project was not continued but would go through approval of the use permit with modifications for approval through the substantial conformance review.

Commissioner Onken moved to approve the findings of the use permit with conditions that the applicant bring proposed revisions for the windows at the side of the property and any other corrections that needed to be made to the windows regarding the trim and mullions and a more detailed landscape plan specific to what type trees would be planted. He said this would be for the review and approval of the Planning Division and the Planning Commission through the substantial conformance review process. Commissioner Barnes said there were no mullions shown in the renderings and asked if Commissioner Onken had a preference for mullions. Commissioner Onken said the first story windows had mullions. He said having more details to the windows such as trim around them or adding mullions would help soften the façade.

Commissioner Riggs seconded the motion and asked Commissioner Onken as the maker of the motion to consider some other requirements. He said a landscape plan should be required with specific details. He suggested the applicant look at sycamore, ash and oak trees as good tree types. He said the City arborist has a list of preferred tree species. He said the house would be very obvious as two-story with no trees in front and single-story homes on either side. He said he thought the first two-story home in a cluster of one-story homes had added responsibility. He said if they researched French chateau architecture they would find the windows for that style tended to be narrow. He said if they were not narrow they would have what appeared to be a masonry mutton and mullion dividing the window. He said he did not think the privacy issue could be solved for the bedroom window as it had to have a decent size and a five foot sill but strategic planting at the property line for the neighbor's sake on the right side was a normal solution. He suggested looking at an architectural reference regarding the cornices whether above the garage, at the entry, or up at the edge of roof for the parapet as currently those were more developer Mediterranean style than French history style. He said he liked that they would use a metal roof. He said the garage door on the separate sheet they received was charming but it had an arched top and that did not match the rendering. He said he wanted to make sure they had seen that within the context of the front elevation and wanted them to be sure they were comfortable with that being the only arch. He said the drawings both in the plans and elevations showed the shed on the side of the rear first floor still present but the approval recommendation included removing the shed. He said the additions to the motion he would like were to name the planting species on the landscape plan, provision of a window elevation or a section to tell the Commission how much the window would be recessed, noting that two-and-a-half-inches was a minimum, and for screen plantings for privacy on the right side of the home. Commissioner Onken said he thought everything Commissioner Riggs said was contained in the conditions and that a landscape plan would have the names of the species. He said the suggestions were good about the windows and they would see those changes. Commissioner Riggs said in that case he would like to have the screen plantings required on the right side and a window jamb or head detail provided. Commissioner Onken agreed.

Chair Combs asked staff to relay their understanding of what the additional items to the motion were. Assistant Planner Morris said she understood that Commissioner Onken moved to approve with the following modifications: proposed revisions to the windows at the side and further trim and mullions to the windows, a more detailed landscape plan with specifications as made by Commissioner Riggs as the maker of the second for screen plantings on the right side of the house, more detailed information about the window jambs and a deeper recess of most of the windows on the house.

Principal Planner Chow confirmed with the Chair that the changes would be reviewed by staff and presented to the Commission through the substantial conformance review.

ACTION: Motion and second (Onken/Riggs) to approve the use permit with the following modifications; passes 5-0-1-1 with Commissioner Kahle recused and Commissioner Strehl absent.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current CEQA Guidelines.
2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.

3. Approve the use permit subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans prepared by Noble Benjamin Associates, consisting of 12 plan sheets, dated received November 20, 2017 and approved by the Planning Commission on December 4, 2017 except as modified by the conditions contained herein, subject to review and approval by the Planning Division.
 - b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
 - d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.
 - e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.
 - f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.
 - g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations in the arborist report by Davey Resource Group, dated March 13, 2017.
4. Approve the use permit subject to the following **project-specific** conditions:
 - a. Simultaneous with the submittal of a complete building permit application, the applicant shall submit revised plans which includes the demolition of the existing shed, and demonstrates that the proposed project does not exceed the floor area limit of 2,800 square feet, subject to review and approval of the Planning Division.
 - b. ***Simultaneous with the submission of a complete building permit, the applicant shall provide revised plans for windows at the side elevations to include additional trim including mullions, and a window jamb example which shows at least a 2.5-inch recess for the windows, subject to review and approval of the Planning Division and the Planning Commission through the substantial conformance review process.***

- c. ***Simultaneous with the submission of a complete building permit, the applicant shall provide landscape plans to include tree species for screening at the right side of the property to protect neighbor privacy, subject to review and approval of the Planning Division and the Planning Commission through the substantial conformance review process.***

F2. Architectural Control/Elke MacGregor/1605 Adams Drive: Request for architectural control to remodel the interior, expand an existing mezzanine, and make exterior modifications including new window and door openings and glazing to an existing office building greater than 20,000 square feet of gross floor area located in the LS (Life Sciences) zoning district. ([Staff Report #17-068-PC](#))

Staff Comment: Tom Smith, Associate Planner, said staff had no additions to the staff report.

Questions of Staff: Commissioner Barnes said the LS zoning district had a 10,000 square foot trigger for building standards. He said a lower bar was 10,000 square feet and expenditure of over \$500,000 over the course of five years that applied to street frontage. He asked if there were any other lower bar improvements that needed to be made under the same metric of 10,000 square feet or the \$500,000 over the course of five years. Associate Planner Smith said the \$500,000 over five years was particular to street frontage improvements. He said there was an area of the LS zoning district that had no specification related to new construction or 10,000 square feet and that was the green building standards. He said certain items under the green building standards section did apply to any project regardless of size and the applicant would be required to address those.

Chair Combs noted that Commissioner Onken was recused due to a potential conflict of interest regarding a nearby project he had done some work on in the past and that Commissioner Kahle, recused for the previous item, had rejoined the Commission at the dais.

Applicant Presentation: John Tarlton, Tarlton Properties, Inc., said they would add some modest square footage to Building 18 at 1605 Adams Drive for one of their star tenants, Grail. He said square footage was being added to the interior and the vast majority of work would be inside the building. He said there would be some additional windows or openings on the west side of the building, which would only be seen by Building 17.

Michael Myers, Finance Facilities Director, Grail, said the company was two years old and had spun out of Illumina, and their research was to detect cancer very early when it was most curable. He said in 2016 they had 40 employees. He said they now had 250 employees and were still growing. He said they raised over a billion dollars of financing over the past year.

Chair Combs opened the public hearing and closed it as there were no speakers.

Commission Comment: Commissioner Barnes asked about the below market rate housing requirement and if an applicant chose to do an offsite unit whether a fractional unit would be rounded up to a whole number of units. Associate Planner Smith said if an applicant purchased residential property in the community and chose to deliver a unit they would have to provide that whole unit. He said similarly if the requirement was some decimal above a whole number it would be rounded up to the next whole number of units. Commissioner Barnes asked about partnering with another applicant. Associate Planner Smith said typically an applicant would partner with someone who owned land zoned for residential and provide approximately half of the cost to build one unit. Principal Planner Chow said if for example 1.2 BMR units were required that applicants have chosen to build one unit and pay the in-lieu fee for .2 units rather than have the requirement

rounded to the next whole number.

Commissioner Kahle said the project was approvable and was assuming that the new windows would match the existing ones. He noted that the applicants had indicated that was correct. He moved to approve the project as recommended in the staff report. Commissioner Riggs seconded the motion.

ACTION: Motion and second (Kahle/Riggs) to approve the use permit as recommended in the staff report; passes 5-0-1-1 with Commissioner Onken recused and Commissioner Strehl absent.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines.
2. Approve the Below Market Rate Housing Agreement.
3. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval:
 - a. The general appearance of the structure is in keeping with the character of the neighborhood.
 - b. The development will not be detrimental to the harmonious and orderly growth of the City.
 - c. The development will not impair the desirability of investment or occupation in the neighborhood.
 - d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking.
 - e. The property is not within any Specific Plan area, and as such no finding regarding consistency is required to be made.
4. Approve the architectural control subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans prepared by DES Architects + Engineers consisting of twelve plan sheets, dated received October 24, 2017, as well as the Project Description Letter, dated received August 28, 2017, approved by the Planning Commission on December 4, 2017, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.
 - b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

- d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.
- e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type, including curb, gutter, sidewalk, street trees, street lights, and undergrounding of overhead electric distribution and communication lines along the property frontage. The plans shall be submitted for review and approval of the Engineering Division.
- f. Simultaneous with the submittal of a complete building permit application, the applicant shall comply with all applicable requirements of the ConnectMenlo General Plan Update Mitigation Monitoring or Reporting Program (MMRP).

G. Regular Business

G1. Review of Draft 2018 Planning Commission Meeting Dates. ([Staff Report #17-069-PC](#))

Chair Combs noted that Commission Onken had returned to the dais.

Principal Planner Chow said that annually staff prepared a meeting calendar for the next calendar year to share with Commissioners for input related to school breaks or other things that might impact the community and the schedule.

Commissioners had no suggestions for changes to the proposed calendar.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

- Regular Meeting: December 11, 2017

Principal Planner Chow said the December 11 agenda would have two single-family development projects and a mixed use project at 706 Santa Cruz Avenue.

Commissioner Riggs referred back to the October 16, 2017 minutes for the 350 Sharon Park Drive item and that Commissioner Strehl had asked what the timing would be if the Commission had continued the item for redesign. He said staff had indicated a couple of months or in the next year. He suggested that in the future staff respond that dependent upon submittals and light upcoming agendas that an item might return in six to 10 weeks. He said he was looking at whether delay prejudiced decision to continue an item or not.

Principal Planner Chow said staff could provide rough estimates for when a project might be reheard. She said for that particular project the Commission's meeting calendars had been

planned a month or two out but changes happened. She said staff could certainly provide a best guess at a meeting for when a continued item might become back to the Commission.

- Regular Meeting: January 8, 2018 (Tentative)
- Regular Meeting: January 22, 2018 (Tentative)

I. Adjournment

Chair Combs adjourned the meeting at 8:34 p.m.

Staff Liaison: Deanna Chow

Recording Secretary: Brenda Bennett



STAFF REPORT

Planning Commission

Meeting Date:

12/11/2017

Staff Report Number:

17-070-PC

Public Hearing:

Use Permit/Jai Pei Sun/752 Gilbert Avenue

Recommendation

Staff recommends that the Planning Commission approve a request for a use permit to demolish an existing single-story, single-family residence and detached garage and construct a new two-story, single-family residence with an attached garage on a substandard lot with regard to lot area and lot width in the R-1-U (Single-Family Urban Residential) zoning district, at 752 Gilbert Avenue. One heritage size Douglas fir tree is proposed for removal as part of this project. The recommended actions are contained within Attachment A.

Policy Issues

Each use permit request is considered individually. The Planning Commission should consider whether the required use permit findings can be made for the proposal.

Background

Site location

The subject site is located at 752 Gilbert Avenue, an interior lot between Santa Monica Avenue and Santa Margarita Avenue, west of Willow Road (using Willow Road in the north/south orientation). A location map is included as Attachment B. The parcel is immediately surrounded by other R-1-U zoned properties and located near single-family residential properties in the R-1-S (Single-Family Suburban Residential) zoning district in the Seminary Oaks neighborhood. Several properties farther east towards Willow Road are in the R-3 (Apartment) zoning district. There is a mix of one and two-story single-family, and multi-family residences, which feature varied architectural styles, including ranch and craftsman style homes.

Analysis

Project description

The applicant is proposing to demolish an existing single-story, single-family residence and a detached garage to construct a new two-story, four-bedroom residence with an attached single-car garage. The second required parking space would be uncovered and located to the left of the proposed residence. The proposal would utilize the allowable 35% building coverage (1,893.2 square feet) and have a total proposed floor area of 2,717.7 square feet, which is under the 2,800 square-foot floor area limit (FAL).

The house is proposed to be 27 feet, three inches in height, below the maximum permissible height of 28 feet, and the proposed structure would comply with daylight plane requirements. The new house would be

located at the required 20-foot front setback and the second floor would be inset approximately seven feet, six inches from the façade of the first floor. The rear setback would be approximately 26 feet, with the proposed second floor setback at approximately 37 feet. The left and right side setbacks for the second floor would also feature insets from the first floor, providing articulation and breaks in the massing. The proposed left side setback is approximately seven, four inches at its closest point to the side property line and increases to approximately 14 feet, seven inches for a larger portion of the home, which exceed the required minimum five-foot side setback. A data table summarizing the parcel and project attributes is included as Attachment C. The project plans and the applicant's project description letter are included as Attachments D and E, respectively.

Design and materials

The new home would be constructed in a contemporary interpretation of a traditional styled home, with a combination of gabled and hip roofs and front and rear porches. The roof would consist of composition shingle with a uniform 4:12 roof pitch overall. The façade would feature cement plaster siding with a brush finish, accented by stone veneer on the base of the columns of the proposed front and rear porches, the foremost portion of the front façade, and the two chimneys on the right side elevation. The applicant proposes to use wood-clad casement windows, which would be recessed from the wall. Through a combination of modest-sized windows, high sill heights and the number of windows, the proposed project minimizes privacy impacts. The entire second floor would generally be inset from the perimeter of the main floor, which would minimize the massing of the home. Staff believes that the scale, materials, and design of the proposed residence would be consistent with the neighborhood's mix of architectural styles.

Trees and landscaping

There are a total of seven trees on and near the subject property, four of which are heritage trees. The applicant has submitted an arborist report (Attachment F) detailing the species, size, and conditions of these trees. A detailed tree protection plan is also included as a part of the plan set. There is one tree (tree #6) in the City's right-of-way and the remaining six trees are on the subject property. Three trees are proposed for removal: one 32-inch heritage Douglas fir (tree #1) in the rear yard, a non-heritage glossy privet (tree #5), and a second non-heritage size tree (not studied by the project arborist), both located in the front yard. The Douglas fir tree is proposed to be removed because it conflicts with the proposed rear porch and one non-heritage tree is proposed to be removed for the construction of the front porch. The project arborist notes the good health of the Douglas fir, but the tree was described as in "fair" condition. The City Arborist has reviewed the report and plans and has tentatively approved the removal of heritage tree #1 because of the poor structure and condition of the tree. The applicant proposes to plant one 24-inch box cork oak at left corner of the front yard of the property to comply with the replacement tree requirement. The proposed project is not anticipated to adversely affect any of the remaining trees, as tree protection measures will be ensured through standard condition 3g.

Correspondence

Staff has not received any items of correspondence on the proposed project. The applicant states in the project description letter that they have done personal outreach, although this has not been independently verified by staff.

Conclusion

Staff believes the scale, materials, and style of the proposed residence are compatible with the neighborhood. The design would set the second floor back from the first floor of the proposed residence, helping reduce the perception of mass and bulk. Design elements such as the front porch which frames the entry and the exterior materials would add visual interest to the project. Two trees are proposed for removal, however, the remaining trees would be protected as specified in the arborist report and the recommended tree protection measures. Staff recommends that the Planning Commission approve the proposed project.

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.

Environmental Review

The project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current California Environmental Quality Act (CEQA) Guidelines.

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.

Appeal Period

The Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

Attachments

- A. Recommended Actions
- B. Location Map
- C. Data Table
- D. Project Plans
- E. Project Description Letter
- F. Arborist Report

Disclaimer

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

viewing at the Community Development Department.

Exhibits to Be Provided at Meeting

None

Report prepared by:

Michele T. Morris, Assistant Planner

Report reviewed by:

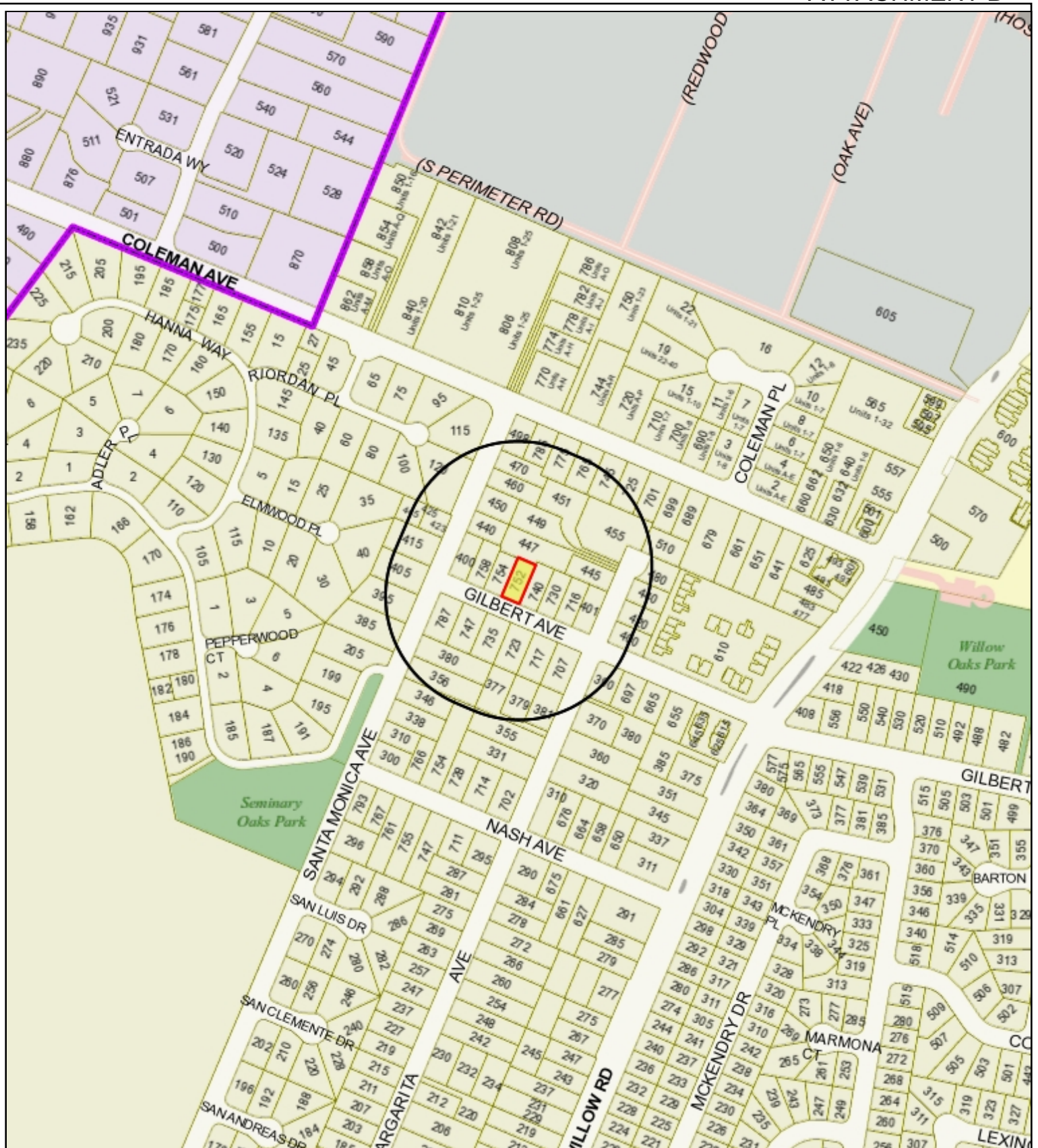
Deanna Chow, Principal Planner

752 Gilbert Avenue – Attachment A: Recommended Actions

LOCATION: 752 Gilbert Avenue	PROJECT NUMBER: PLN2017-00073	APPLICANT: Jia Pei Sun	OWNER: Jia Pei Sun and Louisa Brunner
REQUEST: Request for a use permit to demolish an existing single-story, single-family residence and detached garage and construct a new two-story, single-family residence on a substandard lot with regard to lot area and lot width in the R-1-U (Single-Family Urban Residential) zoning district. One heritage size Douglas fir tree is proposed for removal as part of this project.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ol style="list-style-type: none"> 1. Make a finding that the project is categorically exempt under Class 3 (Section 15303, “New Construction or Conversion of Small Structures”) of the current California Environmental Quality Act (CEQA) Guidelines. 2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City. 3. Approve the use permit subject to the following <i>standard</i> conditions: <ol style="list-style-type: none"> a. Development of the project shall be substantially in conformance with the plans prepared by Chris Spaulding Architect consisting of seven plan sheets, dated received December 6, 2017, and approved by the Planning Commission on December 11, 2017, except as modified by the conditions contained herein, subject to review and approval of the Planning Division. b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies’ regulations that are directly applicable to the project. c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project. d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes. e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division. f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits. g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations in the arborist report by Arborlogic 			

752 Gilbert Avenue – Attachment A: Recommended Actions

LOCATION: 752 Gilbert Avenue	PROJECT NUMBER: PLN2017-00073	APPLICANT: Jia Pei Sun	OWNER: Jia Pei Sun and Louisa Brunner
REQUEST: Request for a use permit to demolish an existing single-story, single-family residence and detached garage and construct a new two-story, single-family residence on a substandard lot with regard to lot area and lot width in the R-1-U (Single-Family Urban Residential) zoning district. One heritage size Douglas fir tree is proposed for removal as part of this project.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
ACTION: Consulting Arborists dated June 26, 2017 (dated received July 26, 2017).			



City of Menlo Park
 Location Map
 752 Gilbert Avenue



752 Gilbert Avenue – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING PROJECT	ZONING ORDINANCE
Lot area	5,409 sf	5,409 sf	7,000 sf min.
Lot width	49.6 ft.	49.6 ft.	65 ft. min.
Lot depth	109 ft.	109 ft.	100 ft. min.
Setbacks			
Front	20 ft.	26.7 ft.	20 ft. min.
Rear	26.1 ft.	39.6 ft.	20 ft. min.
Street Side (left)	7.4 ft.	10 ft.	5 ft. min.
Side (right)	5.5 ft.	9.6 ft.	5 ft. min.
Building coverage	1,893 sf 35 %	1,352 sf 25 %	1,893.2 sf max. 35 % max.
FAL (Floor Area Limit)	2,717.7 sf	1,352 sf	2,800 sf max.
Square footage by floor	1,473.2 sf/1 st 1,011.7 sf/2 nd 233.1 sf/garage 179 sf/porches 8 sf/fireplaces	1,080 sf/1 st 272 sf/garage	
Square footage of building	2,905 sf	1,352 sf	
Building height	27.3 ft.	19 ft.	28 ft. max.
Parking	1 covered/1 uncovered	1 covered/1 uncovered	1 covered/1 uncovered
Trees	Heritage trees 4 Heritage trees proposed for removal 1	Non-Heritage trees 3 Non-Heritage trees proposed for removal 2	New Trees 1 Total Number of Trees 5*

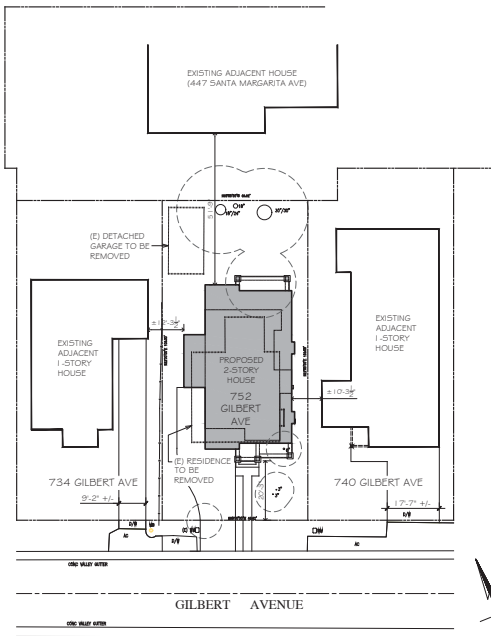
*One street tree is located near the front property line.

SITE ANALYSIS - ZONING R-1U

LOT AREA	5,409 SF
ALLOWABLE FLOOR AREA (NO ATTIC SPACE OVER 9'-0")	2,800 SF
FLOOR AREA OF EXISTING 1-STORY HOUSE TO BE REMOVED	1,352 SF
PROPOSED FLOOR AREA	
1ST FLOOR	1,706.30 SF
2ND FLOOR	1,011.47 SF
TOTAL PROPOSED FLOOR AREA	2,717.77 SF
BASEMENT	N/A SF
LAND COVERED BY ALL STRUCTURES (1,893)	34.99 %
LANDSCAPING	52.46 %
PAVED SURFACES = 679	12.55 %
PARKING SPACES = 2 (1 COVERED + 1 UNCOVERED)	
SHAPE FINAL GRADES FOR PROPER DRAINAGE	

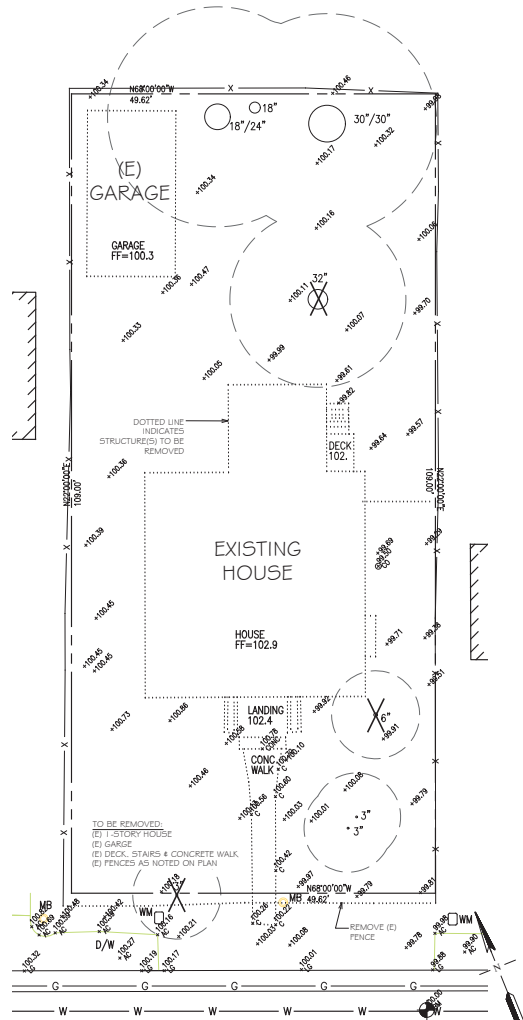
REPLACEMENT TREE NOTES

SYMBOLS	BOTANICAL NAME	SIZE	QTY.
	CORK OAK	24"BOX	1



AREA PLAN

1" = 20' - 0"



DEMO SITE PLAN

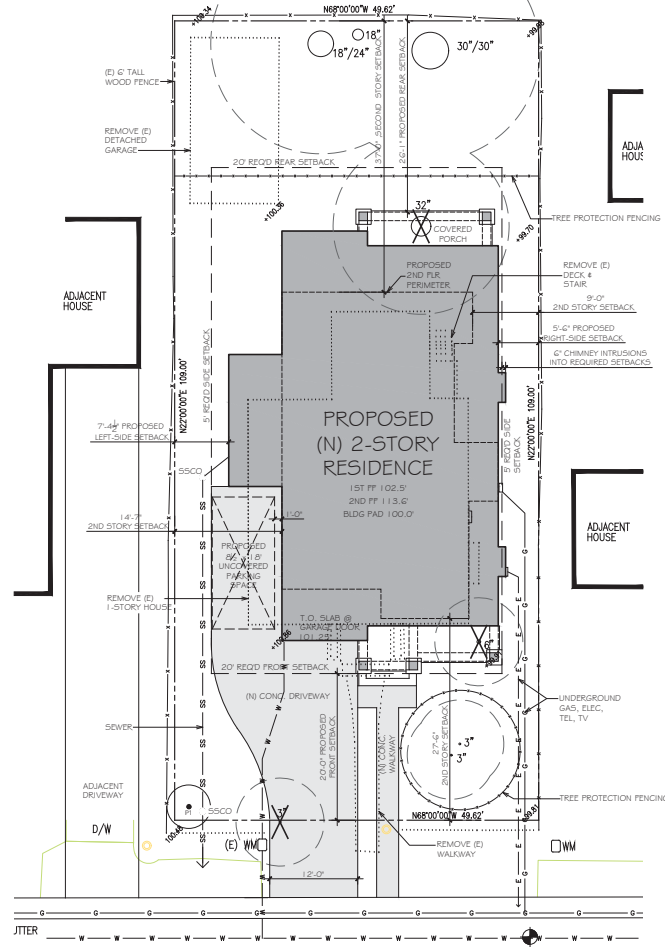


STREETSCAPE

PROPOSED PROJECT 752 GILBERT AVE

1/8" = 1'-0"

TREE PROTECTION FENCING NOTES:
TREE PROTECTION FENCING REFER TO SHEET T-1

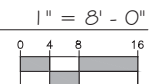


GILBERT AVENUE

CONC VALLEY GUTTER

SITE PLAN

DRAWN ON SURVEY BY RW ENGINEERING DATED MARCH 5, 2017.
RW PHONE# 408.262.1899



DRAWINGS PREPARED BY
CHRIS SPAULDING
ARCHITECT

801 CAMELIA STREET SUITE E
BERKELEY CALIFORNIA 94710
(510) 527-5997 FAX (510) 527-5999

REVISIONS	BY
10-26-17	
12-5-17	

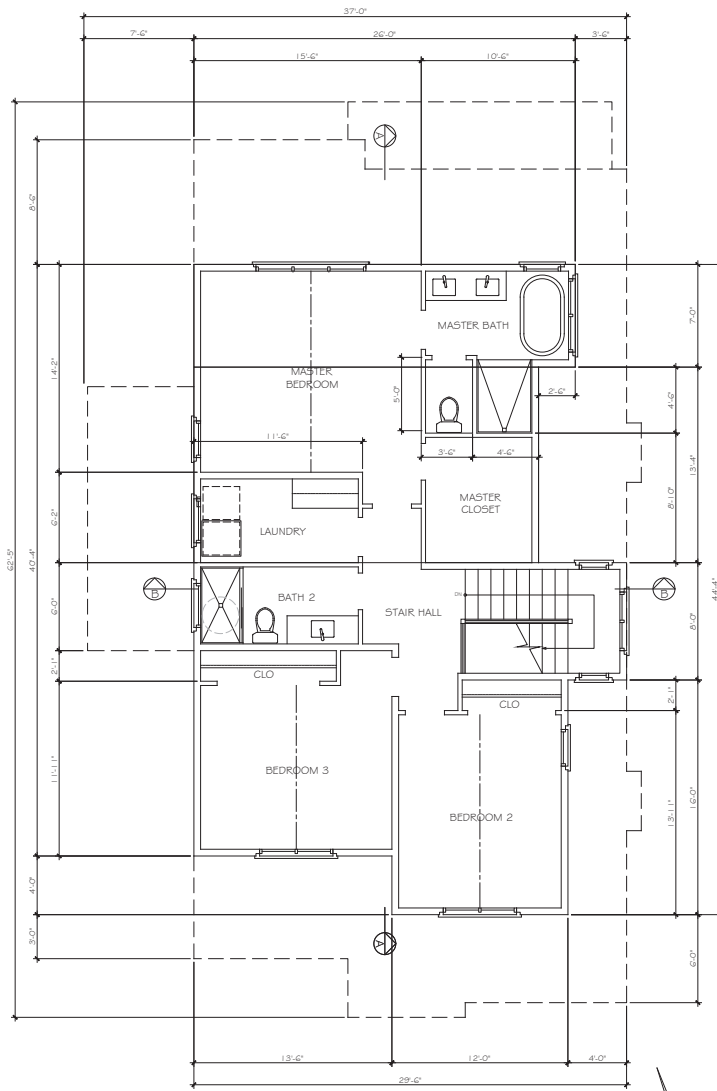
PRELIMINARY SET	
DESIGN REVIEW SET	
PLAN CHECK SET	
PERMIT SET	
CONSTRUCTION SET	

PROPOSED NEW 2-STORY HOME AT
752 GILBERT AVE
MENLO PARK □ CALIFORNIA

DATE: 6-15-17
SCALE: AS NOTED
DRAWN: CS/DB/KD
JOB: HE - GILBERT
SHEET

A1

OF 6 SHEETS

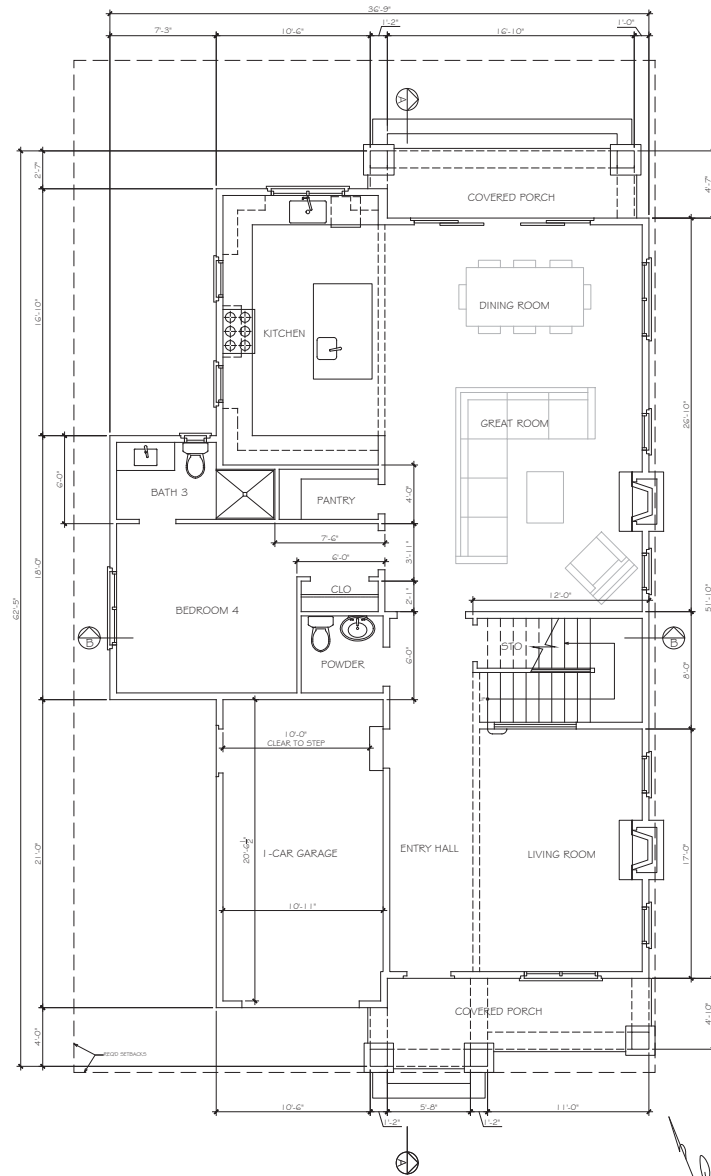


SECOND FLOOR PLAN

1/4" = 1'-0"



Handwritten signature



FIRST FLOOR PLAN

1/4" = 1'-0"



Handwritten signature

DRAWINGS PREPARED BY
CHRIS SPAULDING
 ARCHITECT

801 CAMELIA STREET SUITE E
 BERKELEY CALIFORNIA 94710
 (510) 527-5997 FAX: (510) 527-5999

REVISIONS	BY
10.26.17	
12.5.17	

PRELIMINARY SET	
DESIGN REVIEW SET	
PLAN CHECK SET	
PERMIT SET	
CONSTRUCTION SET	

PROPOSED NEW 2-STORY HOME AT
752 GILBERT AVE
 MENLO PARK CALIFORNIA

DATE	6-15-17
SCALE	AS NOTED
DRAWN	CS/OBK/D
JOB	HE - GILBERT
SHEET	

A2
 OF 6 SHEETS



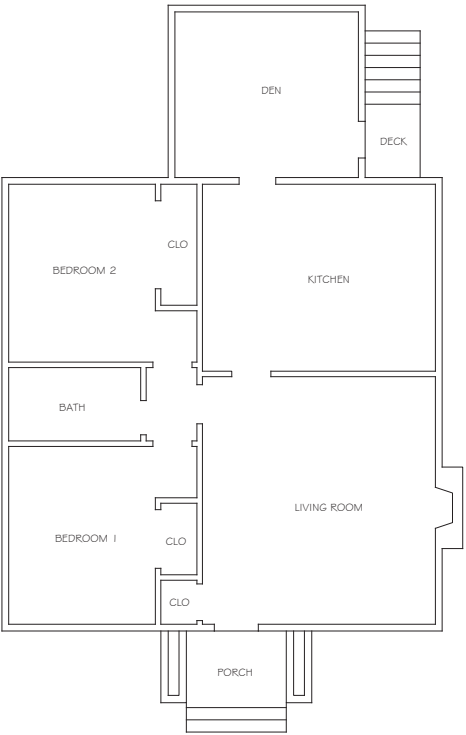
EXISTING HOUSE

DRAWINGS PREPARED BY
CHRIS SPAULDING
ARCHITECT

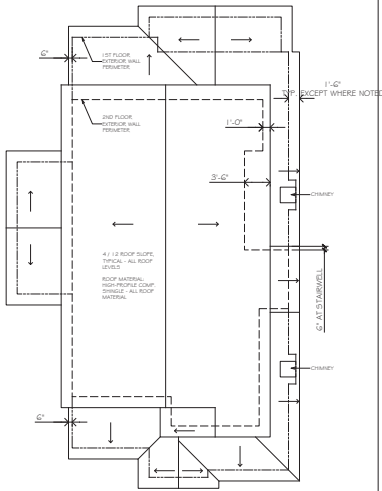
801 CAMELIA STREET SUITE E
BERKELEY CALIFORNIA 94710
(510) 527-5997 FAX (510) 527-5999

REVISIONS	BY
10.26.17	
12.5.17	

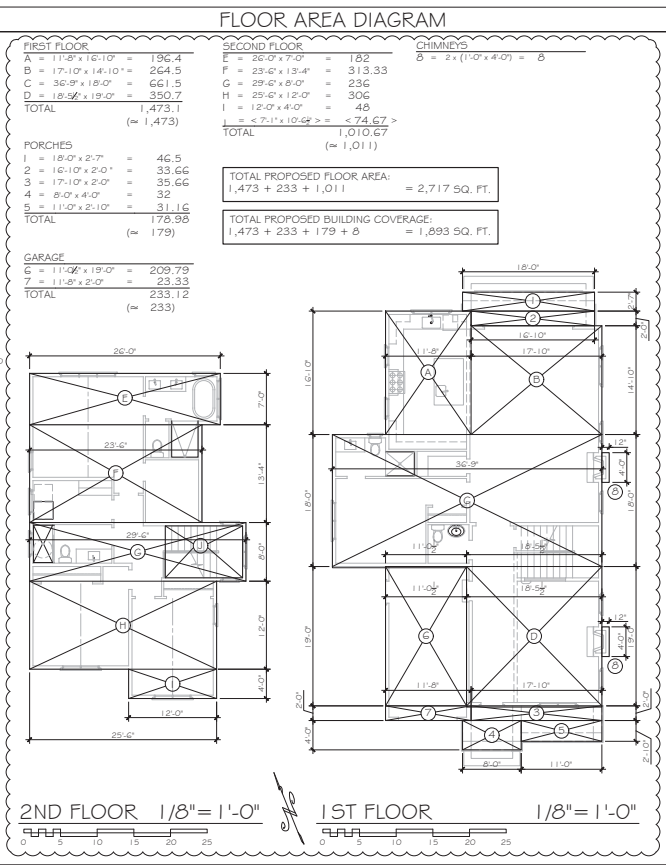
PRELIMINARY SET	
DESIGN REVIEW SET	
PLAN CHECK SET	
PERMIT SET	
CONSTRUCTION SET	



EXISTING FLOOR PLAN TO BE DEMOLISHED 1/4" = 1'-0"



ROOF PLAN 1/8" = 1'-0"



PROPOSED NEW 2-STORY HOME AT
752 GILBERT AVE
MENLO PARK CALIFORNIA

DATE	6-15-17
SCALE	AS NOTED
DRAWN	CS/OBK/D
JOB	HE - GILBERT
SHEET	

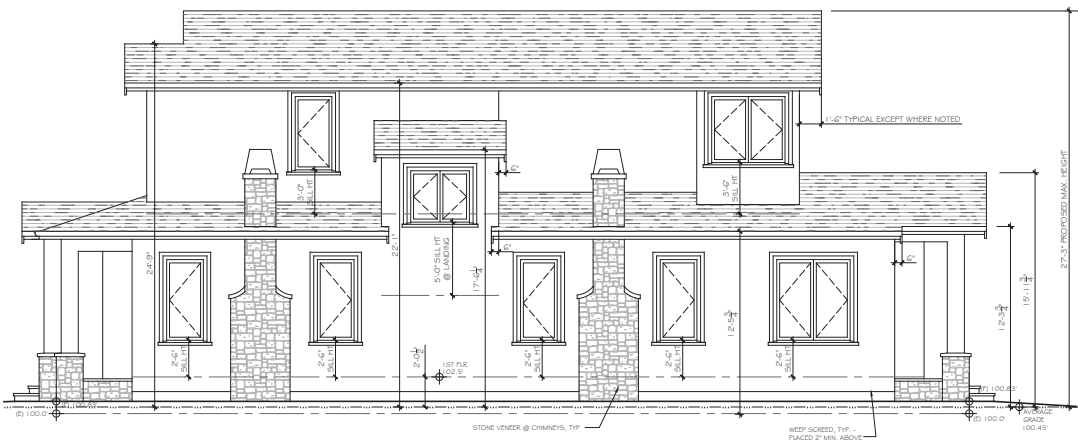
A3
SHEETS

DRAWINGS PREPARED BY
CHRIS SPAULDING
 ARCHITECT

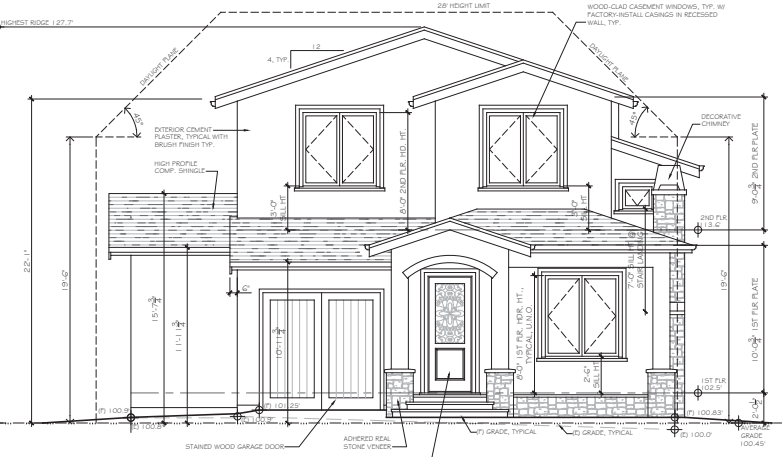
801 CAMELIA STREET SUITE E
 BERKELEY CALIFORNIA 94710
 (510) 527-5997 FAX (510) 527-5999

REVISIONS	BY
10.26.17	
12.5.17	

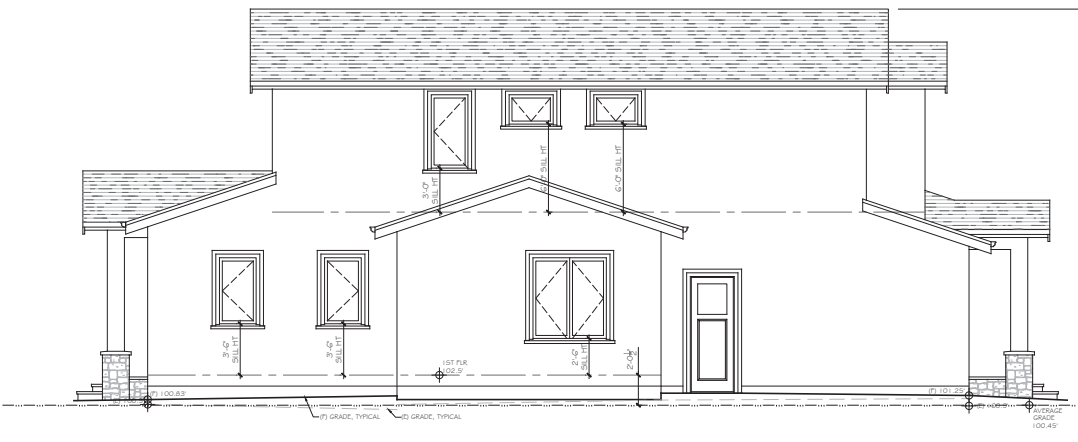
PRELIMINARY SET	
DESIGN REVIEW SET	
PLAN CHECK SET	
PERMIT SET	
CONSTRUCTION SET	



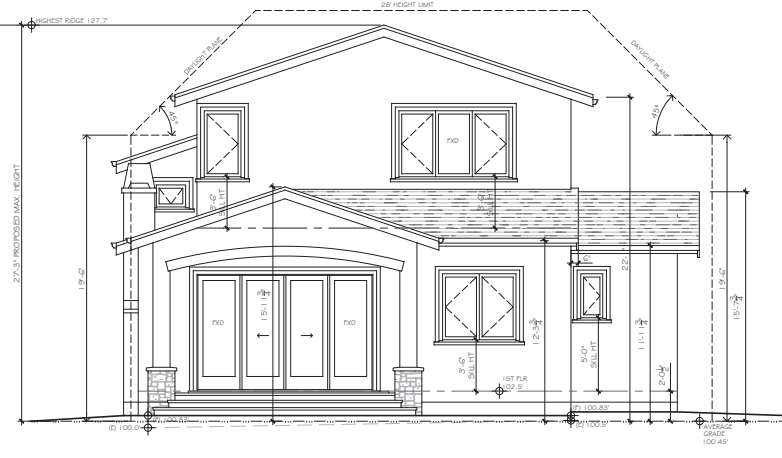
RIGHT-SIDE (EAST) ELEVATION 1/4" = 1'-0"



FRONT (SOUTH) ELEVATION 1/4" = 1'-0"



LEFT-SIDE (WEST) ELEVATION 1/4" = 1'-0"

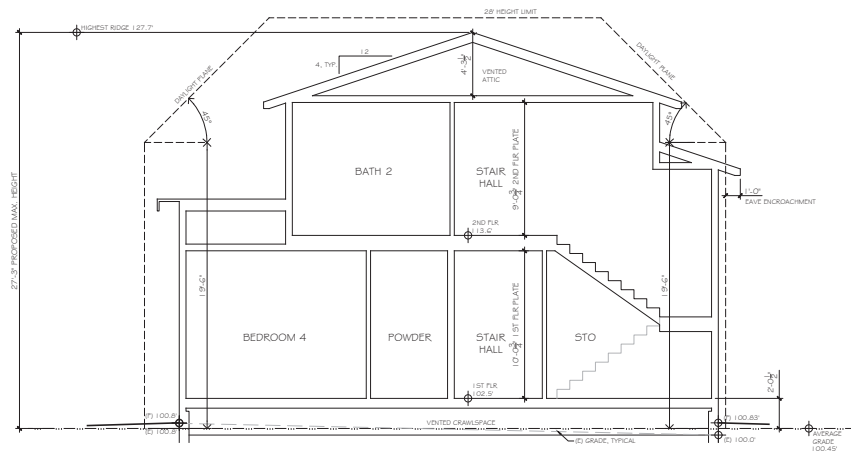


REAR (NORTH) ELEVATION 1/4" = 1'-0"

PROPOSED NEW 2-STORY HOME AT
752 GILBERT AVE
 MENLO PARK CALIFORNIA

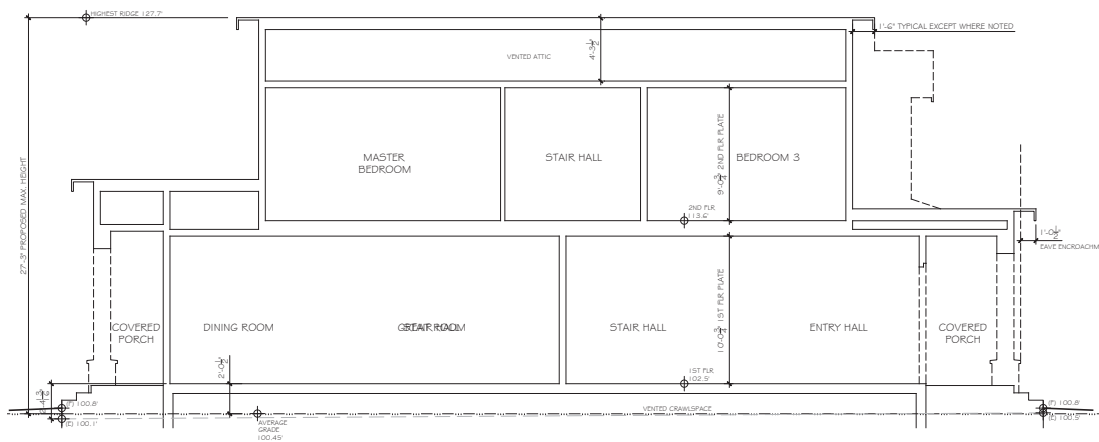
DATE	6-15-17
SCALE	AS NOTED
DRAWN	CS/OBK/D
JOB	HE - GILBERT
SHEET	

A4
 OF 6 SHEETS



SECTION B-B

1/4" = 1'-0"



SECTION A-A

1/4" = 1'-0"

DRAWINGS PREPARED BY
CHRIS SPAULDING
ARCHITECT

801 CAMELIA STREET SUITE E
BERKELEY CALIFORNIA 94710
(510) 527-5997 FAX (510) 527-5999

REVISIONS	BY
10.26.17	
12.5.17	

PRELIMINARY SET	
DESIGN REVIEW SET	
PLAN CHECK SET	
PERMIT SET	
CONSTRUCTION SET	

PROPOSED NEW 2-STORY HOME AT
752 GILBERT AVE
MENLO PARK CALIFORNIA

DATE	6-15-17
SCALE	AS NOTED
DRAWN	CS/OBK/D
JOB	HE - GILBERT
SHEET	

A5
SHEETS

NOTES:

1. THIS MAP REPRESENTS TOPOGRAPHY OF THE SURFACE FEATURES ONLY AT THE TIME THE SURVEY WORK WAS COMPLETED.
2. FOR THE LOCATIONS OF UNDERGROUND UTILITIES CALL "USA" (1-800-642-2440).
3. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS.
4. BUILDING FOOTPRINTS ARE SHOWN AT GROUND LEVEL.
5. FINISH FLOOR ELEVATION TAKEN AT DOOR THRESHOLD (EXTERIOR).

SITE BENCHMARK: 

SET NAIL
ELEVATION=100.00' ASSUMED

BASIS OF BEARINGS:

PER MAP SHOWING THE SUBDIVISION OF NASH TRACT NEAR PALO ALTO, CAL. FILED IN BOOK A OF MAPS AT PAGE 20, SAN MATEO COUNTY RECORDS.

REFERENCES:

- R1 NASH TRACT (A MAPS 20)
- R2 VINTAGE OAKS-UNIT 1 (126 MAPS 35-42)

SITE DATA:

752 GILBERT AVENUE
MENLO PARK, CA
APN: 062-284-270
AREA=5,409 S.F.±

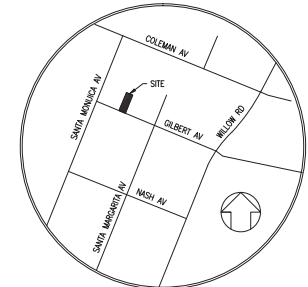
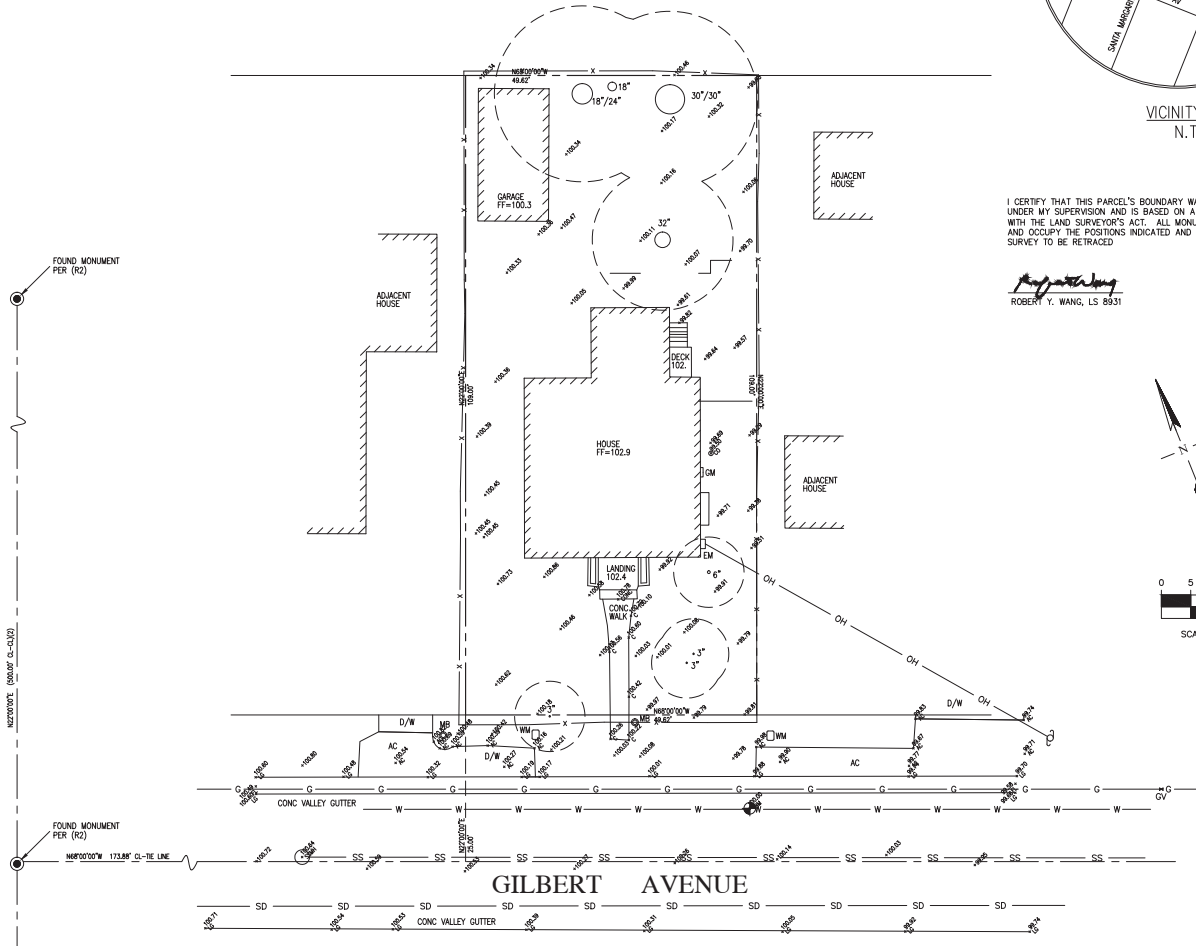
ABBREVIATION

- AD ARCA DRAIN
- A.E. ANCHOR EASEMENT
- AC ASPHALT CONCRETE
- BRK BRICK
- C/G CURB & GUTTER
- C CONCRETE
- DI DRAIN INLET
- FF FINISH FLOOR GRADE
- FL FLOWLINE
- GM GAS METER
- LG LIP OF GUTTER
- MB MAIL BOX
- P.U.E. PUBLIC UTILITY EASEMENT
- P.S.E. PUBLIC SERVICE EASEMENT
- SDMH STORM DRAIN MANHOLE
- SSOD SANITARY SEWER CLEANOUT
- SSMH SANITARY SEWER MANHOLE
- S/W SIDEWALK
- TC TOP OF CURB
- TRC TOP OF ROLLED CURB
- W.C.E. WIRE CLEARANCE EASEMENT
- WM WATER METER

LEGEND

- PROPERTY LINE
- CENTERLINE
- SS UTILITY LINE-TYPE AS NOTED
- STREET LIGHT
- PG&E UTILITY BOX-TYPE AS NOTED
- WM/GM WATER/GAS METER
- D-WV WATER VALVE
- ▭ CURB CATCH BASIN
- FIRE HYDRANT
- MH MANHOLE-TYPE AS NOTED
- CO SANITARY SEWER CLEANOUT
- PP-OH POWER POLE W/ OVERHEAD WIRE
- ◆ BENCHMARK
- 200' CONTOUR LINE
- MON MONUMENT
- 12" TREE-TRUNK DIAMETER IN INCHES SPECIES NOTED WHEN KNOWN
- GUY WIRE

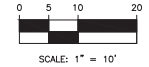
SANTA MONICA AVENUE



VICINITY MAP
N.T.S.

I CERTIFY THAT THIS PARCEL'S BOUNDARY WAS ESTABLISHED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE LAND SURVEYOR'S ACT. ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACE.

Robert Y. Wang
ROBERT Y. WANG, LS 8931



NO.	REVISION	DATE	BY

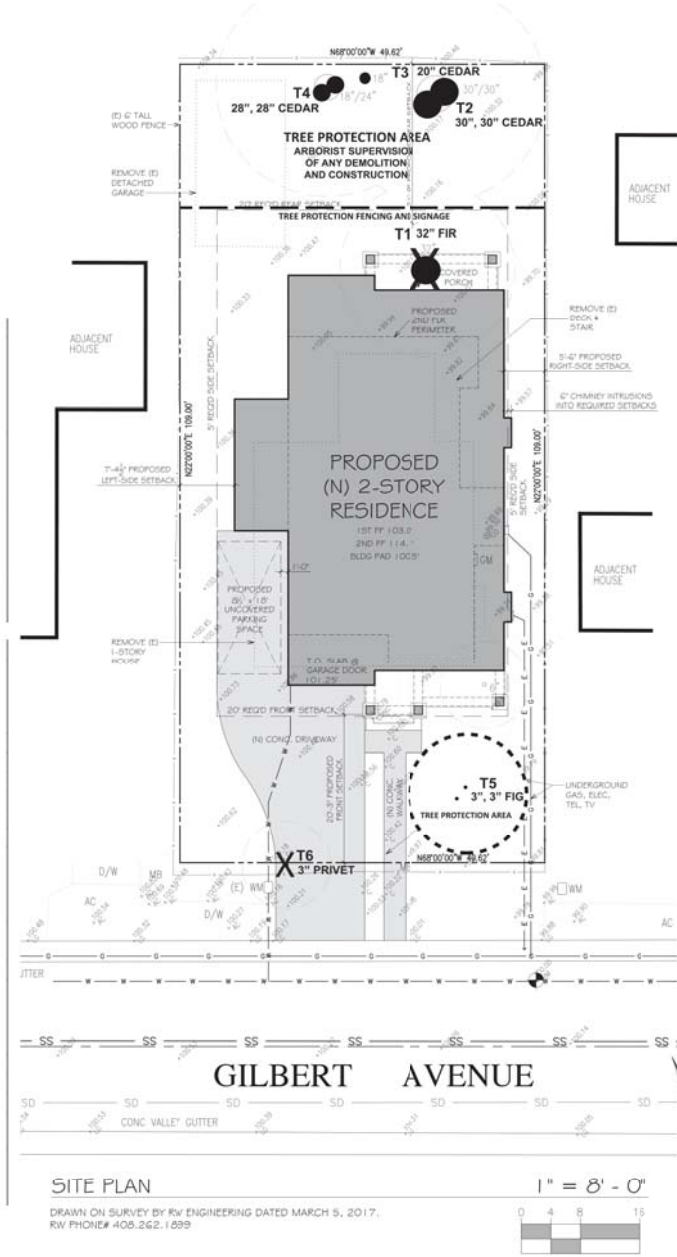
RW ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
505 ALHAMBRA DRIVE
MENLO PARK, CALIFORNIA 94025
(415) 321-8888
(415) 321-8889
(415) 321-8890
rwengineering@gmail.com

752 GILBERT AVENUE
MENLO PARK, CA
SAN MATEO COUNTY
APN: 062-284-270

TOPOGRAPHIC &
BOUNDARY SURVEY

DATE: 11/17/17
SCALE: AS NOTED
DESIGNED BY: RW
DRAWN BY: RW
SHEET NO.

SU-1



**TREE PROTECTION ZONES:
NO EQUIPMENT, STORAGE,
DUMPING, SPOILS, GRADING, OR
EXCAVATION SHALL BE PERMITTED
WITHIN THE DESIGNATED TREE**

LEGEND

- T1-T9 = TREE NUMBERS
- = TREE LOCATIONS
- X = TREE REMOVAL
- = TREE PROTECTION FENCING

SITE PLAN
DRAWN ON SURVEY BY RW ENGINEERING DATED MARCH 5, 2017.
RW PHONE# 408.262.1899



TREE PROTECTION MEASURES:

1. The Project Arborist shall meet with the General Contractor prior to any Tree Removal, Demolition or Construction activities and discuss a construction management plan that includes the Tree Protection Requirements within this plan and designate the location of any material storage, wash outs, office trailers, portable sanitation, and areas of vehicle or heavy equipment access and egress and shall be clearly posted on site throughout the duration of the development project. The Contractor agrees to immediately notify the Project Arborist if roots are damaged or exposed or if trunk or branches are wounded.
2. The Project Arborist shall designate Tree Removals and locations of Tree Protection Area (TPA) Fencing prior to any tree removal, demolition or construction.
3. All tree removal shall be performed by hand using light equipment without any damage to retained trees. All stumps shall be removed by hand or using hand operated stump grinding machinery when within the Root Intrusion Zones (RIZ) of retained trees and to a depth of no less than twelve (12) inches.
4. Following TPA fence installation, The Project Arborist shall inspect and confirm that Tree Protection Fencing has been installed adequately and provide a written report, with photographs, that shall be submitted to the City of Menlo Park.
5. Tree Protection Area Fencing shall be constructed of no less than 4-foot tall metal fencing and supported by no less than 6-foot metal posts on no less than 8-foot centers unless otherwise designated by the Project Arborist.
6. Retained Trees near equipment access areas shall have their trunks wrapped with 2" x 4" wooden slats and bound securely edge to edge, without nails, as padding from grade to 8-feet above grade. A layer of orange plastic construction fencing is to be wrapped and secured around the outside of the wooden slats. Major scaffold limbs may require additional protection as determined by the Project Arborist.

7.All retained trees may be maintenance pruned to include clearing, thinning of branches using International Society of Arboriculture (ISA) Industry Standards. This can be performed before, during, or after construction.

11. The Project Arborist shall inspect or supervise all construction activities within the Tree Protection Zones and will receive no less than 72 hour notice of any proposed activities within the Tree Protection Zones of retained trees and the Project Arborist shall document and provide any necessary recommendations to the City of Menlo Park.

1. Excavation shall only occur within the Root Intrusion Zones of retained trees, such as utility trenches, when designated by the Project Arborist. These will be excavated by hand, using high-pressure air spade, or other method preserving roots over two inches in diameter, or as designated by the Project Arborist. Any roots over two (2") inches in diameter shall only be removed under the direct supervision of the Project Arborist or as otherwise designated by the Project Arborist. All root cutting shall be performed using industry standard methods, documented, and a written report with photographs provided by the Project Arborist to the City of Menlo Park.
11. The Project Arborist shall inspect the site following completion of construction, assess tree condition, and make any necessary recommendations within the Final Arborist Report that shall be submitted to the City of Menlo Park.
11. The Project Arborist shall provide any further recommendations to mitigate impacts to include, but not limited, to hand excavation, hand root root pruning, and fertilization.

SPECIFIC TREE PROTECTION MEASURES:

1. Trees T1 and T6 shall be removed as per Item 3.
1. Cedar trees T2, T3, T4 and Fig T5 shall have no less than six-inches of mulch or wood chips installed at grade throughout the development process.
1. Cedar trees T2, T3, T4, and Fig T5 shall be irrigated once every other week to soil saturation throughout the summer dry month.

TREE NO.	SPECIES	TRUNK		STATUS	RECOMMENDATION	SUIT.	CANOPY	ROOT INTRUSION ZONE	CRITICAL ROOT ZONE	LOCATION
		DBH	CBH							
T1	DOUGLASS FIR	32	100	HERITAGE	REMOVE (DEVELOPMENT)	4	200'	24'	15'	FEET 752 GILBERT AVENUE
T2	INCENSE CEDAR	30	118	HERITAGE	PRESERVE	2	300'	48'	15'	FEET 752 GILBERT AVENUE
T3	INCENSE CEDAR	20	63	HERITAGE	PRESERVE	4	100'	20'	7'	FEET 754 GILBERT AVENUE
T4	INCENSE CEDAR	28	176	HERITAGE	PRESERVE	2	300'	42'	14'	FEET 756 GILBERT AVENUE
T5	EDIBLE FIG	3	19	UNPROTECTED	PRESERVE	2	120'	3'	1'	FEET 756 GILBERT AVENUE
T6	GLOSSY PRIVET	3	9	UNPROTECTED	REMOVE (DEVELOPMENT)	3	150'	2'	1'	FEET 757 GILBERT AVENUE

DBH = Trunk Diameter at Breast Height (4.5 feet / 54 inches) above soil grade in inches.
 STATUS = Tree Designation as defined within City of Menlo Park Municipal Code Section 13.24
 SUITABILITY = Suitability for Preservation or the condition and contribution of tree without regard to proposed development (1= Excellent, 2= Good, 3= Fair, 4= poor, 5=very poor)
 RIZ = Individual Tree foot intrusion Zone represented as a radius in feet from trunk location (Matheny / Clark).
 CRZ = Critical Root Zone is the critical area where structural roots are likely to be located (3 to 5 times trunk diameter).
 CANOPY = Total tree canopy diameter in feet and aspect (N= North, S= South, E= East, W= West and C= On Center)

SITE PLAN: Provided by Chris Spaulding Architect, Berkeley, California dated June 15, 2017.

TREE DATA: Provided by ArborLogic Consulting Arborists, San Francisco, California. See Arborist Report dated June 26, 2017.

James Lascot
James Lascot - Principal Consulting Arborist

James Reed
James Reed - Associate Consulting Arborist
ISA WE-10237A

Duncan
Duncan - Associate Consulting Arborist

ARBORLOGIC
CONSULTING ARBORISTS
326 West Portal Ave. San Francisco, CA 94137
415.753.5022 tel www.arborlogic.com

PROPOSED NEW TWO-STORY HOME AT
752 Gilbert Avenue
Menlo Park, California
A.P.N. 062-284-270

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DATE: 6/26/2017
DRAWN: JDL
SCALE: AS SHOWN
REVISED: _____

TREE PROTECTION PLAN

SHEET
T-1

Chris Spaulding, Architect

801 Camelia Street, Suite E
Berkeley, CA 94710
510-527-5997
chris@csarchitect.net

7-31-17

RECEIVED
DEC 06 2017
CITY OF MENLO PARK
BUILDING DIVISION

PROJECT DESCRIPTION FOR 752 GILBERT AVENUE

Purpose: To bring the property up to current codes and style by demolishing the existing substandard buildings and to construct a new single family residence with garage. A use permit is required due to a 2-story house being proposed for a substandard size parcel.

Scope of Work: Demolish existing 1,080 sq.ft. house and 272 sq.ft. garage. Remove one 32" and one double 3" tree. Construct new 2-story 2484 sq.ft. residence with attached 233 sq.ft. garage.

Architecture: The proposed home is a "contemporary traditional" home (traditional massing with contemporary details). It will be a conventionally constructed (wood-frame) home with stucco and stone siding and composition shingle roofing. The roof will be "weathered wood" color, the stucco beige, and the stone gold and brown limestone. The windows will be dual-pane wood-frame recessed in the wall with decorative sills.

Basis for site layout: The site is a normal, small urban lot. The house is set within the building envelope. The garage is on the left – the same side as the existing driveway. The second floor is set back further from the lot lines than the first floor in order to reduce the perception of mass and bulk, and to increase the light and air for the adjacent property. Only small, secondary windows are on the sides of the 2nd floor to protect the adjacent property's privacy.

Existing and proposed use: The existing and proposed use is the same – a single family residence with garage.

Outreach to neighboring properties: The owner has attempted to meet the immediate neighbors and has discussed the project with those she could contact.



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JUL 26 2017

CITY OF MENLO PARK
PLANNING

ARBORIST REPORT

June 26, 2017

***Tree Resource Evaluation
and Construction Impact Assessment***

***752 Gilbert Avenue, Menlo Park, California
A.P.N. 062-284-270***

***Prepared for:
City of Menlo Park
Community Development: Planning Department***

***Prepared by:
ArborLogic Consulting Arborists
James Lascot, Principal Consulting Arborist
James Reed Consulting Arborist
236 West Portal Ave. #311,
San Francisco, CA 94127
415.753.5022
jlascot@arborlogic.com***

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ARBORIST ASSIGNMENT

Generally, a 'Tree Resource Evaluation and Construction Impact Assessment' is used to aid in planning and plan review, for the identification/location of trees on the site during the design of the project, placement of structures, driveways, utilities, and construction activities.

It also is used to identify trees of designated size and species that are protected under the municipal or county code that is applicable for the site location. Also, if required by the governing agency, the report can be used to establish monetary values and responsibility for potential loss of tree resources for the property owner and the community. Bonding for a percentage of the appraised tree value is sometimes required.

The report shall inventory all trees that are on site to include trees to be removed, relocated and retained on the property. This may include trees on neighboring properties that overhang the project site and/or have root zones extending into the property of the project site, and all street or park trees in the public right-of-way adjacent to the project site.

ArborLogic Consulting Arborists have been contracted to inspect existing trees on this property, to provide an inventory with condition assessment, to determine potential negative impact from proposed construction activity, and to recommend impact mitigation measures to be considered on 'Heritage' and 'Protected' trees as defined by the City of Menlo Park tree preservation ordinance.

Consulting arborists, James Lascot, Don Cox, and James Reed performed an initial site visit, visual tree inspections, and individually consulted on this report and Tree Protection Plan Sheet T-1.

SUMMARY

- This site is a developed residential property.
- The subject trees consist of existing trees within the vicinity of the proposed development and included within the Site Plan.
- The Subject trees total six (6) individuals consisting of four species.
- All Heritage size trees as designated by the City of Menlo Park Municipal Code require a permit for removal or approval from the Community Development Department for protection during construction.
- We have found that one (1) Heritage size Douglas fir (*Pseudotsuga menziesii*) tree will be removed for the proposed development.
- There are three (3) Heritage trees that will be preserved for the development and significant root losses are expected to be less than significant (less 10% root losses) if the recommendation within this report and accompanying Tree Protection Plan T-1 are implemented.

SUBJECT TREE REMOVAL**TOTAL SUBJECT TREE REMOVALS: 2 Trees****TREE REMOVAL FOR PROPOSED DEVELOPMENT:**

'HERITAGE' size trees: Total = 1

1 Douglas-Fir (*Pseudotsuga menziesii*) TREE T1

'UNPROTECTED' size trees: Total = 1

1 Glossy privet (*Ligustrum lucidum*) TREE T5**TREE REMOVAL (DEAD, DISEASED, HAZARDOUS, FALLEN, AND FLAMMABLE):**

'HERITAGE' size trees: Total = 0

'UNPROTECTED' size trees: Total = 0

One (1) Heritage tree size tree (Douglas-Fir - T1) will require removal for the proposed house and one unprotected (Glossy Privet - T5) will require removal for the proposed driveway under the most recent proposed site plan dated 6/15/2017. Three (3) Heritage tree size Incense cedars T2, T3, and T4 shall be preserved with mitigation recommendations to promote long-term health and viability.

General and specific recommendations are provided within this report and Tree Protection Plan Sheet T-1 within the plan set submittal.

RESOURCES

All information within this report is based on currently submitted plans and revisions as of the date of this report.

Resources are as follows:

- Proposed Two-Story Home at 752 Gilbert Avenue Sheet A1 (6/15/17) - Provided by Chris Spaulding Architects, Berkeley, California.
- City of Menlo Park Municipal Code (Current):
Chapter 13.24 – Heritage Trees

SPECIES LIST**TOTAL SUBJECT TREES: 6 Trees (All Subject trees are Heritage size trees)**3 Incense cedar (*Calocedrus decurrens*) – T2, T3, and T41 Douglas-fir (*Pseudotsuga menziesii*) T11 Edible fig (*Ficus carica*) T51 Glossy privet (*Ligustrum lucidum*) T6

INDIVIDUAL TREE ASSESSMENT**TREE T1:** Douglas-Fir (*Pseudotsuga menziesii*)

Trunk Diameter at 54 inches above grade: 32-inches*

Status: Heritage Tree **Age:** Young **Total Height:** 56-feet

Canopy spread: 20-feet on center.

Suitability for Preservation Rating: 4-Poor

Health: Good

Condition: Fair; this tree has had its upper canopy removed which is not a recommended practice for this species and resulted in a permanent structural defect. This tree is located within the footprint of the proposed two-story house and removal would be required for the proposed development.

Root Intrusion Zone: Radius of 24-feet from trunk location.

Critical Root Zone: Radius of 13-feet from trunk location.

Recommendation: Removal for proposed development.

Preservation specifications: Tree and stump removal shall be performed by a professional licensed tree contractor using hand equipment as there may be roots from preserved trees near the stump.

TREE T2: Incense cedar (*Calocedrus decurrens*)

Trunk Diameter at 54 inches above grade: Multi-trunk 30 and 30-inches*

Status: Heritage Tree **Age:** Young **Total Height:** 70-feet

Canopy spread: 35-feet to the east.

Suitability for Preservation Rating: 2-Good

Health: Fair; this tree appears to suffer from lack of sufficient irrigation during the dry summer months.

Condition: Fair; tree showing symptoms of decline.

Root Intrusion Zone: Radius of 45-feet from trunk location.

Critical Root Zone: Radius of 15-feet from trunk location.

Recommendation: Preserve.

Preservation specifications: Tree preservation fencing shall be installed to designate the Tree Protection Area of this tree and shall consist of no less than 4-foot tall metal fencing on no less than 5-foot posts that shall be maintained throughout construction unless otherwise recommended by a qualified arborist. Create building clearances over proposed house to 3-feet, as necessary, by removal of lower canopy branches no larger than four inches in diameter unless otherwise directed by the Project Arborist. No less than 6" depth of mulch or wood chips shall be installed within the 20-foot Tree Protection Area. This tree shall be irrigated twice monthly during the dry summer months. No less than 6" depth of mulch or wood chips shall be installed within the 20-foot Tree Protection Area.

TREE T3: Incense cedar (*Calocedrus decurrens*)

Trunk Diameter at 54 inches above grade: 20-inches*

Status: Heritage Tree **Age:** Young **Total Height:** 60-feet

Canopy spread: 10-feet on center.

Suitability for Preservation Rating: 4-Poor

Health: Poor; this tree is declining due crowding by nearby larger cedars and appears to suffer from lack of sufficient irrigation during the dry summer months.

Condition: Poor; this tree is in a suppressed condition and cannot fully thrive under these crowded conditions and will decline and die.

Root Intrusion Zone: Radius of 20-feet from trunk location.

Critical Root Zone: Radius of 7-feet from trunk location.

Recommendation: Preserve and monitor.

Preservation specifications: Tree Preservation Fencing shall be installed to designate the Tree Protection Area of this tree and shall consist of no less than 4-foot tall metal fencing on no less than 5-foot posts that shall be maintained throughout construction unless otherwise recommended by a qualified arborist. This tree shall be irrigated twice monthly during the dry summer months. No less than 6" depth of mulch or wood chips shall be installed within the 20-foot Tree Protection Area.

TREE T4: Incense cedar (*Calocedrus decurrens*)

Trunk Diameter at 54 inches above grade: Multi-trunk 28 and 28-inches*

Status: Heritage Tree **Age:** Young **Total Height:** 70-feet

Canopy spread: 35-feet to the east.

Suitability for Preservation Rating: 2-Good

Health: Fair; this tree appears to suffer from lack of sufficient irrigation during the dry summer months.

Condition: Fair; tree showing symptoms of decline.

Root Intrusion Zone: Radius of 42-feet from trunk location.

Critical Root Zone: Radius of 14-feet from trunk location.

Recommendation: Preserve.

Preservation specifications: Tree Preservation Fencing shall be installed to designate the Tree Protection Area of this tree and shall consist of no less than 4-foot tall metal fencing on no less than 5-foot posts that shall be maintained throughout construction unless otherwise recommended by a qualified arborist. Create building clearances over proposed house to 3-feet, as necessary, by removal of lower canopy branches no larger than four inches in diameter unless otherwise directed by the Project Arborist. This tree shall be properly irrigated twice monthly during the dry summer months. No less than 6" depth of mulch or wood chips shall be installed within the 20-foot Tree Protection Area.

TREE T5: Edible fig (*Ficus carica*)

Trunk Diameter at 54 inches above grade: Multi-trunk 3 and 3-inches*

Status: Unprotected Tree **Age:** Young **Total Height:** 20-feet

Canopy spread: 12-feet on center.

Suitability for Preservation Rating: 2-Good

Health: Good. This tree appears to have no apparent problems with pests or disease.

Condition: Good; this tree appears to have no apparent problems.

Root Intrusion Zone: Radius of 3-feet from trunk location.

Critical Root Zone: Radius of 1-feet from trunk location.

Recommendation: Preserve.

Preservation specifications: Tree preservation fencing shall be installed to designate the Tree Protection Area of this tree and shall consist of no less than 4-foot tall metal fencing on no less than 5-foot posts that shall be maintained throughout construction unless otherwise recommended by a qualified arborist. This tree shall be properly irrigated twice monthly during the dry summer months. No less than 6" depth of mulch or wood chips shall be installed within the 12-foot Tree Protection Area.

TREE T6: Glossy privet (*Ligustrum lucidum*)

Trunk Diameter at 54 inches above grade: 3-inches*

Status: Unprotected Tree **Age:** Young **Total Height:** 15-feet

Canopy spread: 15-feet on center

Suitability for Preservation Rating: 3-Fair

Health: Good

Condition: Fair. This tree is usually planted as a shrub and it has been allowed to grow in a tree structure that can be considered undesirable. This tree has no other apparent problems. It has had its upper canopy removed which is not a recommended practice for this species and result in a permanent structural defect. This tree is located within the proposed driveway and removal would be required for the proposed development.

Root Intrusion Zone: Radius of 2-feet from trunk location.

Critical Root Zone: Radius of 1-feet from trunk location.

Recommendation: Removal for proposal development.

Preservation specifications: Tree and stump removal shall be performed using hand equipment.

ROOT INTRUSION ZONES (RIZ)

The above ground portions of trees can easily be seen and protected but what is often overlooked, within the construction setting, is the importance of protecting the root crown and underground roots of the tree to preserve structural integrity and physiological health. Most roots are located within the topsoil that may only be 6"-18" in depth. Cutting of roots, grade changes, soil compaction and chemical spills or dumping can negatively affect tree health, stability, and survival, and should be avoided.

A "Root Intrusion Zone", abbreviated as RIZ, is an industry standard based on the Matheny / Clark tree protection zone designation of an area surrounding an individual tree that is provided as protection for the tree trunk, structural roots, and root zone. A Root Intrusion Zone(RIZ) is a radius, in feet, from a tree trunk location formulated from tree trunk diameter, age, and species tolerance to construction impacts. An individual or group of Root Intrusion Zones are designated by a fenced protection area that we call a "Tree Protection Area" (TPA).

Tree protection shall include the location of fencing of tree protection area (TPA) to protect tree roots, foliar canopy, limbs, and may include the armoring of the tree trunk and/or scaffold limbs with barriers to prevent mechanical damage.

Once the TPA is delineated and fenced (prior to any site work, equipment and materials moved on site), construction activities are only to be permitted within the TPA if allowed for and specified by the project arborist. Restrictions and guidelines apply to the tree protection zones delineated within this report and trees protection plan (See the Tree Protection Plan Sheet T1 for tree protection recommendations).

CRITICAL ROOT ZONES (CRZ)

Critical Root Zone (CRZ) is the area of soil around the trunk of a tree where roots are located that provide critical stability, uptake of water and nutrients required for a tree's survival. The CRZ is the minimum distance from the trunk that trenching that requires root cutting should occur and can be calculated as three to the five times the trunk Diameter at Breast Height (DBH). For example, if a tree is one foot in trunk diameter then the CRZ is three to five feet from the trunk location. We will often average this as four times the trunk diameter or 1ft. DBH = 4ft. CRZ (Smiley, E.T., Fraedrich, B. and Hendrickson, N. 2007).

TREE PROTECTION GUIDELINES AND RESTRICTIONS

- (1) Before the start of any clearing, excavation, construction, or other work on the site, or the issuance of a building or demolition permit, every significant and/or protected tree shall be securely fenced-off at the tree root zone, or other limit as may be delineated in approved plans. Such fences shall remain continuously in place for the duration of the work undertaken within the development.
- (2) If the proposed development, including any site work, will encroach upon the tree root zone of a significant and/or protected tree, special measures shall be utilized, as approved by the project arborist, to allow the roots to obtain necessary oxygen, water, and nutrients.
- (3) Underground trenching shall avoid the major support and absorbing tree roots of significant and/or protected trees. If avoidance is impractical, hand excavation undertaken under the supervision of the project arborist may be required. Trenches shall be consolidated to service as many roots as possible.
- (4) Concrete or asphalt paving shall not be placed over the root zones of significant and/or protected trees, unless otherwise permitted by the project arborist.
- (5) Artificial irrigation shall not occur within the root zone of indigenous oaks, unless deemed appropriate on a temporary basis by the project arborist to improve tree vigor or mitigate root loss.
- (6) Compaction of the soil within the tree root zone of significant and/or protected trees shall be avoided.
- (7) Any excavation, cutting, or filling of the existing ground surface within the tree root zone shall be minimized and subject to such conditions as the project arborist may impose. Retaining walls shall likewise be designed, sited, and constructed to minimize their impact on significant and/or protected trees.
- (8) Burning or use of equipment with an open flame near or within the tree root zone shall be avoided. All brush, earth, and other debris shall be removed in a manner that prevents injury to the significant tree.

(9) Oil, gas, chemicals, or other substances that may be harmful to trees shall not be stored or dumped within the non-intrusion zone of any significant and/or protected tree, or at any other location on the site from which such substances might enter the tree root zone of a significant and/or protected tree.

(10) Construction materials shall not be stored within the tree root zone of a significant and/or protected tree.

Additional general requirements for tree protection zones are described as follows:

1. Any new plantings within the root intrusion zone should be designed to be compatible with the cultural requirements of the retained tree(s), to include irrigation, plantings and fertilizer application. In root intrusion zones where native drought tolerant trees are located, no summer irrigation should be installed and no vegetation installed requiring excessive irrigation, such as turf and flowerbeds.
2. Surface drainage should not be altered to direct water into or out of the tree root intrusion zone unless specified by the project arborist as necessary to improve conditions for the tree.
3. Site drainage improvements should be designed to maintain the natural water flow and levels within tree retention areas. If water must be diverted, permanent irrigation systems should be provided to replace natural water sources for the trees.

PROJECT ARBORIST DUTIES

The project arborist is the person(s) responsible for carrying out technical tree inspections, assessment, arborist report preparation, consultation with designers and municipal planners, specifying tree protection measures, monitoring, progress reports and final inspection.

A qualified project arborist (or firm) should be designated, retained, and assigned to facilitate and insure tree preservation practices. He/she/they should perform the following inspections:

PROJECT ARBORIST INSPECTION SCHEDULE

- **Inspection of Site:** Prior to equipment and materials moved on site, site work, demolition and tree removal: The Project Arborist will meet with the General Contractor, Architect / Engineer, and Owner or their representative to review tree preservation measures, designate tree removals, delineate the location of tree protection area fencing, specify equipment access routes and materials storage areas, review the existing condition of trees and provide any necessary recommendations.
- **Inspection of Site:** After installation of Tree Protection Area (TPA) fencing: Inspect site for the adequate installation of tree preservation measures. Review any requests by contractor for access, soil disturbance or excavation areas within root zones of protected trees. Assess any changes in the health of trees since last inspection.
- **Inspection of Site:** During excavation or any activities that could affect trees: Inspect site during any activity within the Tree Protection Area of protected trees and any

recommendations implemented. Assess any changes in the health of trees since last inspection.

- **Regular Inspections of site:** Regularly scheduled inspections of the site throughout the development. Assess any changes in the health of trees since last inspection, monitor the integrity of tree protection, and any activity within the Tree Protection Area of protected trees. Provide any necessary recommendations, documentation, and reports as necessary.
- **Final Inspection of Site:** Inspection of site following completion of construction. Inspect for tree health and make any necessary recommendations.

REMOVED TREES REPLACEMENT PROGRAM

Protected trees have not been designated for removal to accommodate the property improvements. Replacement tree or trees may be included within the scope of site development landscape plan, or in-lieu payment to Los Altos, are to be determined by project landscape architect and the planning department.

TREE WORK STANDARDS AND QUALIFICATIONS

All tree work, removal, pruning, planting, shall be performed using industry standards as established by the International Society of Arboriculture. Contractor must have a State of California Contractors License for Tree Service (C61-D49) or Landscaping (C-27) with general liability, worker's compensation, and commercial auto/equipment insurance.

Contractor standards of workmanship shall adhere to current Best Management Practices of the International Society of Arboriculture (ISA) and the American National Standards Institute (ANSI) for tree pruning, fertilization and safety (ANSI A300 and Z133.1).

HERITAGE AND PROTECTED TREES

As defined in the City of Los Altos Municipal Code
Menlo Park, City of

Chapter 13.24
HERITAGE TREES

Sections:

- 13.24.010 Intent and purpose.
- 13.24.020 Heritage tree defined.
- 13.24.025 Maintenance and preservation of heritage trees.
- 13.24.030 Removal and major pruning of heritage trees prohibited.
- 13.24.040 Permits.
- 13.24.060 Appeals.
- 13.24.070 Enforcement—Remedies for violation.
- 13.24.010 Intent and purpose.

This chapter is adopted because the city has been forested by stands of oak, bay and other trees, the preservation of which is necessary for the health and welfare of the citizens of this city in order to preserve the scenic beauty and historical value of trees, prevent erosion of topsoil and sedimentation in waterways, protect against flood hazards and landslides, counteract the pollutants in the air, maintain the climatic balance and decrease wind velocities. It is the intent of this chapter to establish regulations for the removal of heritage trees within the city in order to retain as many trees as possible consistent with the purpose of this chapter and the reasonable economic enjoyment of private property. (Ord. 928 § 1 (part), 2004).

13.24.020 Heritage tree defined.

As used in this chapter "heritage tree" means:

- (1) A tree or group of trees of historical significance, special character or community benefit, specifically designated by resolution of the city council;
- (2) An oak tree (*Quercus*) which is native to California and has a trunk with a circumference of 31.4 inches (diameter of ten (10) inches) or more, measured at fifty-four (54) inches above natural grade. Trees with more than one trunk shall be measured at the point where the trunks divide, with the exception of trees that are under twelve (12) feet in height, which will be exempt from this section.
- (3) All trees other than oaks which have a trunk with a circumference of 47.1 inches (diameter of fifteen (15) inches) or more, measured fifty-four (54) inches above natural grade. Trees with more than one trunk shall be measured at the point where the trunks divide, with the exception of trees that are under twelve (12) feet in height, which will be exempt from this section. (Ord. 928 § 1 (part), 2004).

13.24.025 Maintenance and preservation of heritage trees.

Any person who owns, controls, has custody or possession of any real property within the city shall use reasonable efforts to maintain and preserve all heritage trees located thereon in a state of good health pursuant to the provisions of this chapter. Failure to do so shall constitute a violation of this chapter. Any person who conducts any grading, excavation, demolition or construction activity on property shall do so in such a manner as to not threaten the health or viability or cause the removal of any heritage tree. Any work performed within an area ten (10) times the diameter of the tree (i.e., the tree protection zone) shall require submittal of a tree protection plan for review and approval by the director of community development or his or her designee prior to issuance of any permit for grading or construction. The tree protection plan shall be prepared by a certified arborist and shall address issues related to protective fencing and protective techniques to minimize impacts associated with grading, excavation, demolition and construction. The director of community development or his or her designee may impose conditions on any city permit to assure compliance with this section. (Ord. 928 § 1 (part), 2004).

13.24.030 Removal and major pruning of heritage trees prohibited.

It is unlawful for any person to remove, or cause to be removed any heritage tree from any parcel of property in the city, or prune more than one-fourth of the branches or roots within a twelve (12) month period, without obtaining a permit; provided, that in case of emergency, when a tree is imminently hazardous or dangerous to life or property, it may be removed by order of the police chief, fire chief, the director of public works or their respective designees. Any person who vandalizes, grievously mutilates, destroys or unbalances a heritage tree without a permit or beyond the scope of an approved permit shall be in violation of this chapter. (Ord. 928 § 1 (part), 2004).

13.24.040 Permits.

Any person desiring to remove one or more heritage trees or perform major pruning as described in Section 13.24.030 shall apply for a permit pursuant to procedures established by the director of public works and shall pay a fee established by the city council. It is the joint responsibility of the property owner and party removing the heritage tree or trees, or portions thereof to obtain the permit. The director of public works or his or her designee may only issue a permit for the removal or major pruning of a heritage tree if he or she determines there is good cause for such action. In determining whether there is good cause, the director of public works or his or her designee shall give consideration to the following:

- (1) The condition of the tree or trees with respect to disease, danger of falling, proximity to existing or proposed structures and interference with utility services;
- (2) The necessity to remove the tree or trees in order to construct proposed improvements to the property;
- (3) The topography of the land and the effect of the removal of the tree on erosion, soil retention and diversion or increased flow of surface waters;
- (4) The long-term value of the species under consideration, particularly lifespan and growth rate;
- (5) The ecological value of the tree or group of trees, such as food, nesting, habitat, protection and shade for wildlife or other plant species;
- (6) The number, size, species, age distribution and location of existing trees in the area and the effect the removal would have upon shade, privacy impact and scenic beauty;
- (7) The number of trees the particular parcel can adequately support according to good arboricultural practices;
- (8) The availability of reasonable and feasible alternatives that would allow for the preservation of the tree(s). (Ord. 928 § 1 (part), 2004).

13.24.060 Appeals.

Any Menlo Park resident or property owner may appeal the decision of the director of public works or his or her designee to the environmental quality commission in writing within fifteen (15) days after his or her decision. Such a request shall be submitted to the city clerk and it shall state the reasons for the appeal. The matter will be reviewed by the commission at its earliest opportunity. Any Menlo Park resident or property owner may appeal the decision of the environmental quality commission to the city council in writing within fifteen (15) days after the decision of the commission. Such a request shall be submitted to the city clerk and it shall state the reasons for the appeal. The matter will be reviewed by the city council at its earliest opportunity. A permit shall not be issued until all appeals are completed and/or the time for filing an appeal has expired. (Ord. 928 § 1 (part), 2004).

13.24.070 Enforcement—Remedies for violation.

In addition to all other remedies set forth in this code or otherwise provided by law, the following remedies shall be available to the city for violation of this chapter:

(1) If a violation occurs during development, the city may issue a stop work order suspending and prohibiting further activity on the property pursuant to the grading, demolition, and/or building permit(s) (including construction, inspection and issuance of certificates of occupancy) until a mitigation plan has been filed with and approved by the director of community development or his or her designee, agreed to in writing by the property owner(s), and either implemented or guaranteed by the posting of adequate security. The mitigation plan shall include measures for protection of any remaining trees on the property, and shall provide for replacement of each tree removed or heavily damaged on the property or at locations approved by the director of community development or his or her designee and by the director of public works, if replacement is to occur on public property. The replacement ratio shall be determined by the director of community development or his or her designee and shall be at a greater ratio than that required where tree removal is permitted pursuant to the provisions of this chapter.

(2) If a violation occurs in the absence of development, or while an application for a building permit or discretionary development approval for the lot upon which the tree is located is pending, the director of community development or his or her designee may issue a temporary moratorium on development of the subject property, not to exceed eighteen (18) months from the date the violation occurred. The purpose of the moratorium is to provide the city an opportunity to study and determine appropriate mitigation measures for the tree removal, and to ensure measures are incorporated into any future development approvals for the property. Mitigation measures as determined by the director of community development or his or her designee shall be imposed as a condition of any subsequent permits for development on the subject property.

(3) As part of a civil action brought by the city, a court may assess against any person who commits, allows, or maintains a violation of any provision of this chapter a civil penalty in an amount not to exceed five thousand dollars (\$5,000.00) per violation. Where the violation has resulted in removal of a tree, the civil penalty shall be in an amount not to exceed five thousand dollars (\$5,000.00) per tree unlawfully removed, or the replacement value of each such tree,

whichever amount is higher. Such amount shall be payable to the city. Replacement value for the purposes of this section shall be determined utilizing the most recent edition of the Guide for Plant Appraisal, published by the Council of Tree and Landscape Appraisers. Regarding injunctive relief, a civil action may be commenced to abate, enjoin, or otherwise compel the cessation of such violation. In any civil action brought pursuant to this chapter in which the city prevails, the court shall award to the city all costs of investigation and preparation for trial, the costs of trial, reasonable expenses including overhead and administrative costs incurred in prosecuting the action, and reasonable attorney fees. (Ord. 928 § 1 (part), 2004).

ASSUMPTIONS AND LIMITING CONDITIONS

ArborLogic, James Lascot / James Reed / Don Cox

1. Any legal description provided to the consultant / appraiser is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. All property is appraised or evaluated as though free and clear, under responsible ownership and competent management.
2. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other government regulations.
3. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant / appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.
4. The consultant / appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
5. Unless required by law otherwise, possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant / appraiser.
6. Unless required by law otherwise, neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of the consultant / appraiser -- particularly as to value conclusions, identity of the consultant / appraiser, or any reference to any professional society or institute or to any initialed designation conferred upon the consultant / appraiser as stated in his qualifications.
7. This report and any values expressed herein represent the opinion of the consultant / appraiser, and the consultant's / appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
8. Sketches, drawings, and photographs in this report, being intended for visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise. The reproduction of any information generated by architects, engineers, or other consultants on any sketches, drawings, or photographs is for the express purpose of coordination and ease of reference only. Inclusion of said information on any drawings or other documents does not constitute a representation by ArborLogic and James Lascot as to the sufficiency or accuracy of said information.
9. Unless expressed otherwise: a) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; and b) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.
10. Loss or alteration of any part of this report invalidates the entire report.



James Lascot (Principal / Consulting Arborists)
ArborLogic Principal / Consulting Arborists



James Reed
ArborLogic Associate Consulting Arborist
ISA certified arborist WE-10237A



Don Cox
ArborLogic Associate Consulting Arborist



STAFF REPORT

Planning Commission

Meeting Date: 12/11/2017

Staff Report Number: 17-071-PC

Public Hearing: Use Permit/Daniel Rhoads/1008 Greenwood Drive

Recommendation

Staff recommends that the Planning Commission approve a use permit for a second story addition and exterior and interior modifications to an existing single-story, single-family nonconforming residence on a substandard lot with respect to lot area and depth in the R-1-U (Single Family Urban) zoning district, at 1008 Greenwood Drive. The proposed addition would exceed 50 percent of the existing floor area and the value of the proposed work would exceed 50-percent of the existing value within a 12-month period and is considered equivalent to a new structure. The recommended actions are included as Attachment A.

Policy Issues

Each use permit request is considered individually. The Planning Commission should consider whether the required use permit findings can be made for the proposal.

Background

Site location

The project site is located at 1008 Greenwood Drive, at the corner of Greenwood Drive and Hedge Road, in the Suburban Park neighborhood. The area is near Flood Park and close to the City's boundaries with the Town of Atherton. The surrounding homes are also zoned R-1-U and are predominantly single-story, single-family residences; however, two-story, single-family residences can also be found throughout the neighborhood. This is a neighborhood in transition; older existing residences tend to be one story in height, while newly built and remodeled residences are typically two stories in height. Residences on Greenwood Drive feature a variety of architectural styles including traditional ranch, craftsman, and contemporary residential.

For Zoning Ordinance setback purposes, the front property line for corner lots is the shorter of the two frontages adjacent to the streets. Front doors and addresses may be located on either street frontage. In this case, the front property line is on Greenwood Drive and Hedge Road is designated the corner side lot line. The front door and address are on Greenwood Drive and the driveway is on Hedge Road.

Analysis

Project description

The subject site is currently occupied by a single-story residence with an attached nonconforming two-car

garage. The structure is also nonconforming with regard to the rear and front setbacks. The applicant is proposing to renovate portions of the existing 1,771-square-foot first story, while adding a 1,038-square-foot second story addition. A data table summarizing the parcel and project attributes is included as Attachment C. The project plans and the applicant's project description letter are included as Attachments D and E, respectively.

The proposed residence would be a five-bedroom home with four bathrooms. The first story living space includes a kitchen, living room, dining room, two bathrooms, two bedrooms, and the garage. The second story would feature three bedrooms, two bathrooms, laundry room, and a balcony. The balcony would comply with the relevant side and rear yard setback requirements. No changes are proposed to the garage. The two car-garage is considered nonconforming since the garage does not meet the minimum interior dimensions for two covered parking spaces. The garage would remain nonconforming, which can be permitted on remodel/expansion projects. The existing nonconforming walls at the rear and front of the residence are proposed to remain with the wall framing retained.

The proposed floor area of 2,799 square feet, building coverage of 1,917 square feet (32%), and total height of 24.9 feet would all be below the maximum amounts permitted by the Zoning Ordinance. Additionally, the structure would comply with the daylight plane for a two-story home in the R-1-U zoning district.

Design and materials

The existing residence is a traditional ranch home featuring the characteristic long, low profile, simple roof forms, and wood siding typical of this architectural style. As part of the proposed project, the applicant indicates that the façade would be updated to achieve a Mediterranean architectural style with simplified design elements to create a contemporary aesthetic. The existing wood siding on the exterior of the residence would be replaced with smooth finish painted stucco. The columns on the porches and the base of the elevations would feature fieldstone veneer. The existing composite roof shingles would be replaced with a new photovoltaic roof shingle system. The proposed windows would be aluminum clad wood trim windows without grids. The existing garage door would be replaced with a metal painted door and the front door would be painted wood. Additional architectural interest would be created by the covered porches and bay windows on the front elevation.

The new second story would be centered within the first story footprint and the proposed second floor side setbacks would be larger than the minimum six foot, eight inch setback required by the R-1-U zoning district. The closest adjacent residence, a single-story single-family home at 1004 Greenwood Drive, is approximately 16.8 feet away from the proposed second story. The second story of the proposed structure is designed in such a way that potential privacy impacts should be limited. The second-story windows are proposed to have sill heights of at least three feet which, along with the increased second-level setback, would promote privacy for the neighboring side and rear properties.

Staff believes that the scale, materials, and style of the proposed residence are consistent with the broader neighborhood, given the variety of architectural styles and sizes of structures in the area.

Trees and landscaping

At present, there are six trees on or in near proximity to the project site. One of these trees is a heritage tree and is located in the right-of-way. None of the trees are proposed for removal. The renovation of the existing residence and construction of the proposed addition are not anticipated to adversely affect any of the existing trees located on the subject site or neighboring properties. Standard heritage tree protection measures will be ensured through recommended condition 3g. No new landscaping is currently proposed. The fencing on this property complies with fence height limitations for corner parcels, although part of it is in the public right-of-way and is proposed to remain.

Valuation

To calculate the replacement and new construction costs on which the use permit threshold is based, the City uses standards established by the Building Division. The City has determined that the replacement cost of the existing structure would be \$306,093, meaning that the applicants would be allowed to propose new construction and remodeling at this site totaling less than \$153,046 in any 12-month period without applying for a use permit. The City has determined that the value of the proposed work would be approximately \$355,220. Based on this estimate, the proposed project exceeds 50 percent of the replacement cost of the existing structure, therefore requiring use permit approval by the Planning Commission.

Correspondence

The applicant indicates that the property owners performed outreach by contacting adjacent property owners regarding the proposed project. During the review process, staff received one email from the rear neighbor at 395 Hedge Road with concerns about privacy impacts from the new second story. The applicant indicated that the property owners communicated with the neighbor and after discussing the plans further the neighbor had no additional concerns. No additional comments were received from the rear neighbor.

Conclusion

Staff believes that the scale, materials, and style of the proposed residence are compatible with those of the greater neighborhood. The applicant has designed the second floor setbacks to be greater than the minimum requirements in the R-1-U zoning district and the upper level would be centered over the existing first story. The floor area, building coverage, and height of the proposed residence would all be at or below the maximum amounts permitted by the Zoning Ordinance, and the new structure would be within the daylight plane requirements. No heritage tree impacts are anticipated and trees will be protected by the standard heritage tree protection measures. Staff recommends that the Planning Commission approve the proposed project.

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.

Environmental Review

The project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines.

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.

Appeal Period

The Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

Attachments

- A. Recommended Actions
- B. Location Map
- C. Data Table
- D. Project Plans
- E. Project Description Letter

Disclaimer

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

Exhibits to Be Provided at Meeting

None

Report prepared by:

Kaitie Meador, Associate Planner

Report reviewed by:

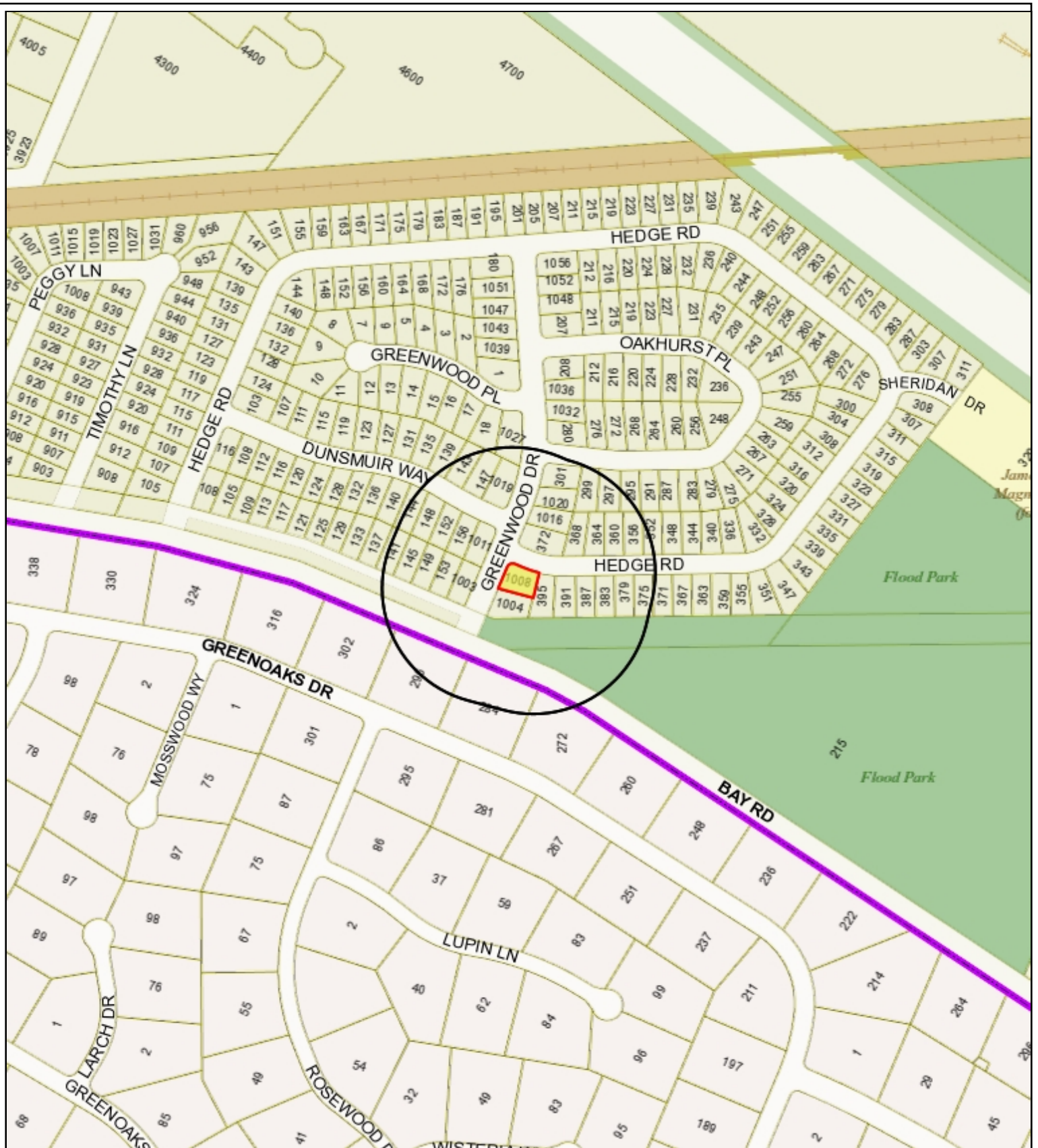
Deanna Chow, Principal Planner

1008 Greenwood Drive – Attachment A: Recommended Actions

LOCATION: 1008 Greenwood Drive	PROJECT NUMBER: PLN2017-00067	APPLICANT: Daniel Rhoads	OWNER: Nicole Chessari & James Van Veghel
REQUEST: Request for a use permit for a second story addition and exterior and interior modifications to an existing single-story, single-family nonconforming residence on a substandard lot with respect to lot area and depth in the R-1-U (Single Family Urban) zoning district. The proposed addition would exceed 50 percent of the existing floor area and the value of the proposed work would exceed 50-percent of the existing value within a 12-month period and is considered equivalent to a new structure.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ol style="list-style-type: none"> 1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, “Existing Facilities”) of the current California Environmental Quality Act (CEQA) Guidelines. 2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City. 3. Approve the use permit subject to the following standard conditions: <ol style="list-style-type: none"> a. Development of the project shall be substantially in conformance with the plans prepared by Young and Borlik Architects Inc., consisting of 19 plan sheets, dated received on November 20, 2017, and approved by the Planning Commission on December 11, 2017, except as modified by the conditions contained herein, subject to review and approval by the Planning Division. b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies’ regulations that are directly applicable to the project. c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project. d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes. e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division. f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits. 			

1008 Greenwood Drive – Attachment A: Recommended Actions

LOCATION: 1008 Greenwood Drive	PROJECT NUMBER: PLN2017-00067	APPLICANT: Daniel Rhoads	OWNER: Nicole Chessari & James Van Veghel
REQUEST: Request for a use permit for a second story addition and exterior and interior modifications to an existing single-story, single-family nonconforming residence on a substandard lot with respect to lot area and depth in the R-1-U (Single Family Urban) zoning district. The proposed addition would exceed 50 percent of the existing floor area and the value of the proposed work would exceed 50-percent of the existing value within a 12-month period and is considered equivalent to a new structure.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
ACTION: <ul style="list-style-type: none"> g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance. 			



CITY OF
MENLO PARK

City of Menlo Park
Location Map
1008 Greenwood Drive



Scale: 1:4,000

Drawn By: KMM

Checked By: DMC

Date: 12/11/2017

Sheet: 1

1008 Greenwood Drive – Attachment C: Data Table

	PROPOSED PROJECT		EXISTING PROJECT		ZONING ORDINANCE	
Lot area	6,040	sf	6,040	sf	7,000	sf min.
Lot width	66.7	ft.	66.7	ft.	65	ft. min.
Lot depth	93.9	ft.	93.9	ft.	100	ft. min.
Setbacks						
Front	19.9	ft.	19.9	ft.	20	ft. min.
Rear	12.6	ft.	12.6	ft.	20	ft. min.
Side (left)	6.8	ft.	6.8	ft.	6.6	ft. min.
Side (street)	15.1	ft.	15.1	ft.	12	ft. min.
Building coverage	1,916.8	sf	1,827.3	sf	2,114	sf max.
	32	%	30	%	35	% max.
FAL (Floor Area Limit)	2,799	sf	1,771.3	sf	2,800	sf max.
Square footage by floor	1,367.5	sf/1st	1,377.4	sf/1 st		
	1,037.6	sf/2nd	393.9	sf/garage		
	393.9	sf/garage	56	sf/porch		
	140.2	sf/porch				
Square footage of buildings	2,939.2	sf	1,827.3	sf		
Building height	24.9	ft.	15.3	ft.	28	ft. max.
Parking	1 covered		1 covered		1 covered/1 uncovered	
Note: Areas shown highlighted indicate a nonconforming or substandard situation.						
Trees	Heritage trees	1*	Non-Heritage trees	5	New Trees	0
	Heritage trees proposed for removal	0	Non-Heritage trees proposed for removal	0	Total Number of Trees	6

*One tree in the public right-of-way



CHESSARI & VAN VEGHEL RESIDENCE
MENLO PARK, CALIFORNIA

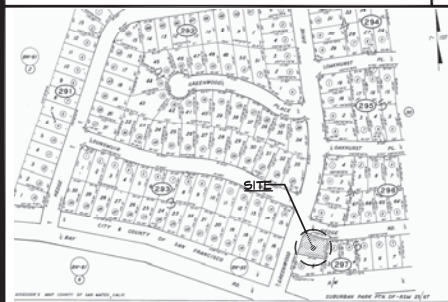
PROPOSED FRONT ELEVATION

N.T.S. 1



VICINITY MAP

8



PARCEL MAP

7

ARCHITECT
YOUNG AND BORLIK ARCHITECTS, INC.
4962 EL CAMINO REAL, SUITE #218
LOS ALTOS, CA 94022
TEL: (650) 688-1950
FAX: (650) 323-1112
ATTN: DAN RHOADS

STRUCTURAL ENGINEER:
T.S.D.
ENERGY CONSULTANT (TITLE 24):
T.S.D.

SURVEYOR
LEA & BRAZE ENGINEERING INC.
2495 INDUSTRIAL PARKWAY WEST
HAYWARD, CA 94545
TEL: (510) 867-4086
FAX: (510) 867-3919
ATTN: PETER CARLINO

SOILS ENGINEER:
T.S.D.

THE DOCUMENTS PREPARED BY THESE CONSULTANTS ARE AN INTEGRAL PART OF THE ARCHITECTURAL CONSTRUCTION DOCUMENTS AND SHALL BE INCORPORATED INTO THIS SET BY REFERENCE, I.E. SOILS REPORT, TITLE-24, STRUCTURAL CALCULATIONS, ETC. THE MOST STRINGENT REQUIREMENTS SHALL BE FOLLOWED. THE CONTRACTOR SHALL OBTAIN CURRENT COPIES OF ALL DOCUMENTS. READ, UNDERSTAND AND CONFIRM ANY CONFLICTS OR DISCREPANCIES OR QUESTIONS WITH APPROPRIATE CONSULTANTS.

CONSULTANTS

5

SHEET#	DESCRIPTION
A0.1	PARCEL MAP, AREA CALCS, SHEET INDEX, CONSULTANTS
A0.1,1	CONDITIONS OF APPROVAL
A0.2	AREA PLAN
A0.3	NEIGHBORHOOD STREETScape CONTEXT
A0.4	EXISTING SITE PLAN
A0.5	PROPOSED SITE PLAN w/ FIRST FLOOR
A0.7	FLOOR AREA CALCULATION
A0.8	NON CONFORMING VALUATION CALCULATION - FLOOR PLANS
A0.9	NON CONFORMING VALUATION CALCULATION - ELEVATIONS
A1.1	EXISTING FLOOR PLAN w/ DEMOLITION NOTES
A2.1	PROPOSED FIRST FLOOR PLAN
A2.2	PROPOSED SECOND FLOOR PLAN
A2.3	PROPOSED ROOF PLAN
A3.1	EXISTING & PROPOSED ELEVATIONS
A3.2	EXISTING & PROPOSED ELEVATIONS
A3.3	EXISTING & PROPOSED ELEVATIONS
A3.4	EXISTING & PROPOSED ELEVATIONS
A4.1	PROPOSED BUILDING SECTIONS
SU-1	TOPOGRAPHIC SURVEY

SHEET INDEX

3

PROPERTY OWNERS	NICOLE CHESSARI & JAMES VAN VEGHEL	
APN#:	055-297-010	
PROJECT ADDRESS:	1008 GREENWOOD DRIVE MENLO PARK, CA 94025	
YEAR BUILT:	1950	
ZONING:	R-14J	
OCCUPANCY:	R-3, U	
CONSTRUCTION:	TYPE V-6, WITH AUTOMATIC FIRE SPRINKLERS	
FOR CODE COMPLIANCE:	2016 CALIFORNIA CODES (CRC, CBC, CEC, CMC, CPC) 2016 CALIFORNIA FIRE CODE 2016 CALIFORNIA ENERGY CODE	
LOT SIZE:	6,040 sf	
MAX. ALLOW. FLOOR AREA:	2,800 sf	
MAX. ALLOW. SECOND FLOOR AREA:	1,400 sf (50% OF FAL)	
MAX. ALLOW. BUILDING COVERAGE:	2,114 (35%)	
FRONT & REAR SETBACK:	20'	
SIDE SETBACK:	6'-0" (10% OF MINIMUM LOT WIDTH)	
SIDE SETBACK (CORNER LOT):	12'-0"	
HEIGHT LIMIT:	28'	
REQUIRED PARKING:	ONE COVERED, ONE UNCOVERED PER DWELLING UNIT	
EXISTING FIRST FLOOR PLAN (CONDITIONED):	1,377.4 sf	
EXISTING GARAGE (UNCONDITIONED):	393.9 sf	
TOTAL EXISTING RESIDENCE	1,771.3 sf	
PROPOSED FIRST FLOOR (CONDITIONED):	1,367.2 sf	
PROPOSED SECOND FLOOR:	1,037.6 sf	
EXISTING DETACHED GARAGE (UNCONDITIONED):	300.0 sf	
TOTAL CONDITIONED RESIDENCE:	2,405.1 sf	
TOTAL PROPOSED FLOOR AREA:	2,799.0 sf	
TOTAL COVERAGE:	4,616.3 sf (SEE ALSO SHEET A0.7)	

PRELIMINARY
NOT YET APPROVED
FOR CONSTRUCTION

PROJECT SUMMARY

2

ISSUE LOG	
PLANNING SUBMITTAL	
PLANNING REV1	SEPT, 28, 2017
PLANNING REV2	OCT, 30, 2017

YOUNG AND BORLIK
ARCHITECTS, INCORPORATED
4962 EL CAMINO REAL, SUITE 218 LOS ALTOS, CA 94022
TEL: (650) 688-1950 FAX: (650) 323-1112 www.ybarchitects.com



REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

AP.N. 055-297-010
CHECKED DSR
DATE JUL 11, 2017
DESIGNED CS, NP
BY VAN VEGHEL

A0.1



Menlo Park Fire Protection District
Fire Prevention Bureau
 170 Middlefield Road
 Menlo Park, CA 94025
 Website: www.menlofire.org

Date: July 23, 2017

Applicant: Young & Borlik Architects
 Name: Dan Elwood
 Phone: (650) 688-1950
 Project: Renovated SFD/Garage
 Address: 1008 Greenwood Dr.
 City: Menlo Park

Applicant Copy

Accepted (X) W/Conditions Permit#: MPR17-0371 Scope: Building-Site Review-Renovated SFD
 Reviewed by: Stuart Blakeney (650) 688-8425

The provided plans are noted as "Preliminary-not approved for construction", therefore the applicant shall resubmit all revised plans to MPFD. The project is to comply with the 2016 CA Building / Fire Codes and local amendments. The following plan review comments are applicable to this submittal:

- Water Supply:**
- Access to the public fire hydrant is located within the required distance and therefore meets the provisions listed in CFC Section 507 for Fire Hydrant Access.
- Renovated SFD/Garage:**
- Install a NFPA 13-D fire sprinkler system under separate fire permit since the remodel-alteration-removal exceeds 75% of the existing floor area. Provided plans illustrate an existing floor area at 1,786.5 square feet with an area added and/or renovated totaling 2,808.4 square feet resulting in a total renovation at 157% of the existing floor area. Plans illustrate renovation of the 1st floor to accommodate a 1,021 square foot 2nd floor addition. Fire sprinkler system to comply with Menlo Park Fire Protection District Standards. Fire sprinkler system to comply with Menlo Park Fire Protection District Standards:
 - City of Menlo Park adopted MPFD Ordinance No 39-2016 as listed as follows:
 Pursuant to CFC Section 903.6.1.1 (as per CFC amendments listed in MPFD Ordinance),
 Where Required--All existing buildings and structures, regardless of type of occupancy or area, shall be provided with an automatic sprinkler system when any of the following occur:
 - (A) Where the gross floor area of a proposed alteration, addition, or combination of alterations and additions, exceeds 50% of the existing gross floor area of the building, or 75% of the existing floor area of the building for R-3 Occupancies. Exception: Buildings or structures less than 1,000 square feet.
 - (B) When a change in occupancy classification, as defined within the Building Code, results in an increased fire hazard or risk due to business operations and/or number of occupants permitted in the building.
 - (C) When an existing occupancy constructs a basement that is 250 square feet or larger, a fire sprinkler system shall be provided throughout the basement and the

Page 1

- rest of the building or structure.
- SUBSTANTIAL ALTERATION.** The renovation of any structure, which combined with any additions to the structure, affects a *gross floor area* which exceeds fifty percent (50%) of the existing floor area of the structure. This may include but is not limited to:
 - Removal of electricity to the building or structure.
 - Removal of water supply and/or sanitation to the building or structure.
 - Removal of exterior walls and/or roof assembly.
 When any structural changes are made to the building, such as walls, columns, beams or girders, floor or ceiling joists and covering, roof rafters, roof diaphragms, foundations, piles or retaining walls or similar components, the floor area of all rooms affected by the changes shall be included in computing floor areas for purposes of applying this definition. This definition does not apply to the replacement and upgrading of residential roof coverings.
- Residential fire sprinkler shall have an interior alarm, activated by the flow switch that is audible in all sleeping areas.
- Fire flow data to be provided at time of deferred submittal for the fire suppression system.
- Smoke Detector-Pursuant to CFC Sections 1103.8.1 & 1103.8.5 and *Health & Safety Code Section 13113.7, Carbon Monoxide Detector* Pursuant to CFC Section 1103.9 the following apply:
 - Install or verify smoke detectors are located in each sleeping area and the area outside sleeping areas. Install carbon monoxide detector outside sleeping areas. Smoke and carbon monoxide detectors shall be hardwired and inter-connected for alarm.
- The applicant shall provide at least 4 inch tall with ½ inch stroke illuminated address numbers. The address shall be visible from the street and contrasting to its background. Address numbers shall be maintained.
- Approved plans and approval letter must be on site at the time of inspection.
- Final acceptance of this project is subject to field inspection.

Upon completion of work and prior to closing ceiling, contact Deputy Fire Marshal Bob Black of the Menlo Park Fire Protection District at 650-688-8430 to schedule a final inspection. 48 HOURS NOTICE IS REQUIRED FOR ALL INSPECTIONS.

Nothing in this review is intended to authorize or approve any aspects of the design or installation which do not strictly comply with all applicable codes and standards. Menlo Park Fire Protection District is not responsible for inadvertent errors or omissions pertaining to this review and/or subsequent field inspection(s) i.e., additional comments may be added during subsequent drawing review or field inspection. Please call with any questions.

ISSUE LOG	
PLANNING SUBMITTAL	
PLANNING REVIEW	
SEPT. 28, 2017	

YOUNG AND BORLIK
 ARCHITECTS, INCORPORATED
 4902 EL CAMINO REAL, SUITE 218 LOS ALTOS, CA 94022
 TEL: (650) 688-1950 FAX: (650) 323-1112 www.ybarchitects.com



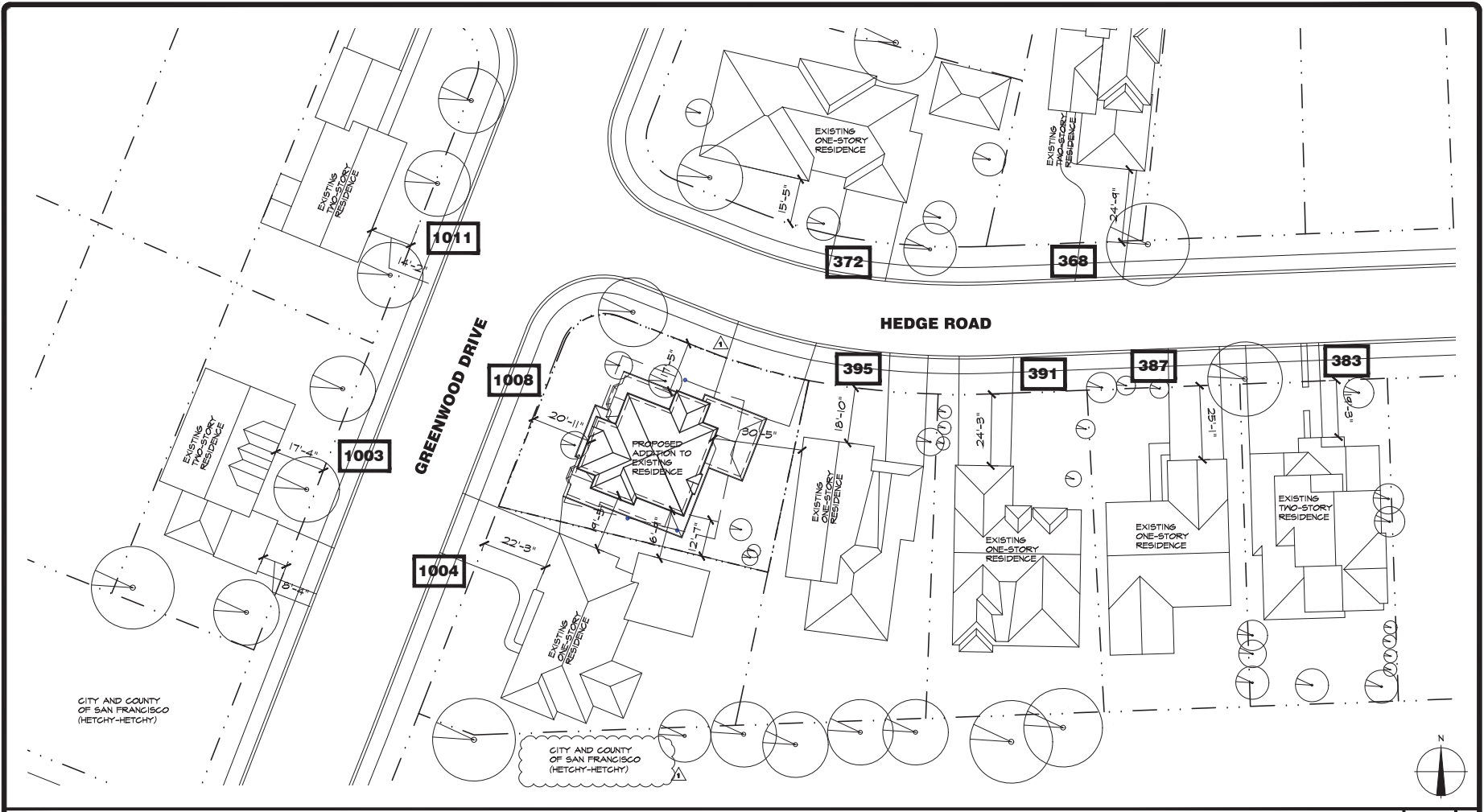
REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

A.P.N. 055-297-010	
CHECKED DSR	DRAWN CS, NP
DATE JUL 11, 2017	
JOB VAN VEGHEL	

A0.1.1

MENLO PARK FIRE PROTECTION

1



PROPOSED AREA PLAN W/ CONTEXTUAL AERIAL VIEW

1/16"=1'-0" 2



STREET SCAPE ELEVATION HEDGE ROAD

1/16"=1'-0" 3



STREET SCAPE ELEVATION GREENWOOD DRIVE

1/16"=1'-0" 1

ISSUE LOG	
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 1008 GREENWOOD DRIVE
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A.P.N. 055-297-010	
CHECKED: DSR	DATE: JUL 11, 2017
DRAWN: CS, NP	JOB NO: VAN VEGHEL

A0.2

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EXISTING 1008 GREENWOOD DRIVE
(HEDGE RD. ELEVATION)



PROPOSED 1008 GREENWOOD DRIVE
(HEDGE RD. ELEVATION)



PROPOSED 1008 GREENWOOD DRIVE
(GREENWOOD DR. ELEVATION)



EXISTING 1008 GREENWOOD DRIVE
(GREENWOOD DR. ELEVATION)



1004 GREENWOOD DRIVE



1003 GREENWOOD DRIVE



1001 GREENWOOD DRIVE



345 HEDGE ROAD



391 HEDGE ROAD



387 HEDGE ROAD



383 HEDGE ROAD



312 HEDGE ROAD



368 HEDGE ROAD

NEIGHBORHOOD STREETSCAPE CONTEXT

ISSUE LOG	
PLANNING SUBMITTAL	08/21/2017
PLANNING REVIEW	09/11/2017
	SEPT. 28, 2017

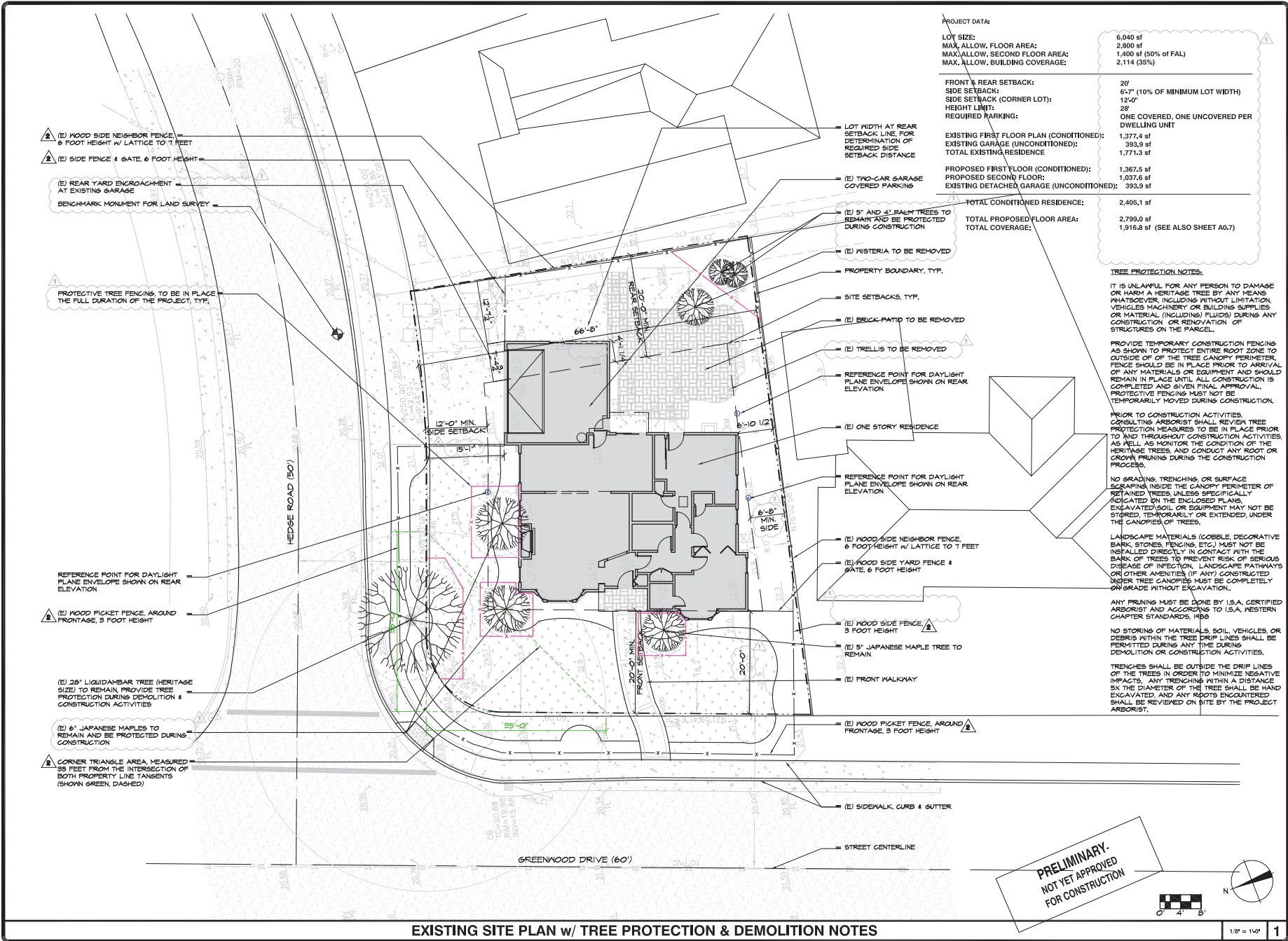
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REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

A.P.N. 055-297-010	
CHECKED DSR	DRAWN CS, NP
DATE JUL 11, 2017	
JOB VAN VEGHEL	

A0.3



PROJECT DATA:

LOT SIZE:	6,040 sf
MAX. ALLOW. FLOOR AREA:	2,800 sf
MAX. ALLOW. SECOND FLOOR AREA:	1,400 sf (50% OF FAL)
MAX. ALLOW. BUILDING COVERAGE:	2,114 (35%)

FRONT & REAR SETBACK:	20'
SIDE SETBACK:	6'-7" (10% OF MINIMUM LOT WIDTH)
SIDE SETBACK (CORNER LOT):	12'-0"
HEIGHT LIMIT:	28'
REQUIRED PARKING:	ONE COVERED, ONE UNCOVERED PER DWELLING UNIT

EXISTING FIRST FLOOR PLAN (CONDITIONED):	1,377.4 sf
EXISTING GARAGE (UNCONDITIONED):	393.9 sf
TOTAL EXISTING RESIDENCE:	1,771.3 sf

PROPOSED FIRST FLOOR (CONDITIONED):	1,367.5 sf
PROPOSED SECOND FLOOR:	1,037.6 sf
EXISTING DETACHED GARAGE (UNCONDITIONED):	393.9 sf

TOTAL CONDITIONED RESIDENCE:	2,405.1 sf
TOTAL PROPOSED FLOOR AREA:	2,799.0 sf
TOTAL COVERAGE:	1,916.8 sf (SEE ALSO SHEET A0.7)

TREE PROTECTION NOTES:

IT IS UNLAWFUL FOR ANY PERSON TO DAMAGE OR HARM A HERITAGE TREE BY ANY MEANS WHATSOEVER, INCLUDING WITHOUT LIMITATION, VEHICLES MACHINERY OR BUILDING SUPPLIES OR MATERIAL (INCLUDING FLUIDS) DURING ANY CONSTRUCTION OR RENOVATION OF STRUCTURES ON THE PARCEL.

PROVIDE TEMPORARY CONSTRUCTION FENCING AS SHOWN TO PROTECT ENTIRE ROOT ZONE TO OUTSIDE OF THE TREE CANOPY PERIMETER. FENCE SHOULD BE IN PLACE PRIOR TO ARRIVAL OF ANY MATERIALS OR EQUIPMENT AND SHOULD REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETED AND GIVEN FINAL APPROVAL. PROTECTIVE FENCING MUST NOT BE TEMPORARILY MOVED DURING CONSTRUCTION.

PRIOR TO CONSTRUCTION ACTIVITIES, CONSULTING ARBORIST SHALL REVIEW TREE PROTECTION MEASURES TO BE IN PLACE PRIOR TO AND THROUGHOUT CONSTRUCTION ACTIVITIES, AS WELL AS MONITOR THE CONDITION OF THE HERITAGE TREES AND CONDUCT ANY ROOT OR CROWN PRUNING DURING THE CONSTRUCTION PROCESS.

NO GRADING, TRENCHING, OR SURFACE SCRAPING INSIDE THE CANOPY PERIMETER OF RETAINED TREES, UNLESS SPECIFICALLY INDICATED ON THE ENCLOSED PLANS. EXCAVATED SOIL OR EQUIPMENT MAY NOT BE STORED TEMPORARILY OR EXTENDED UNDER THE CANOPIES OF TREES.

LANDSCAPE MATERIALS (GOBBLE, DECORATIVE BARK, STONES, FENCING, ETC.) MUST NOT BE INSTALLED DIRECTLY IN CONTACT WITH THE BARK OF TREES TO PREVENT RISK OF SERIOUS DISEASE OR INFECTION. LANDSCAPE PATHWAYS OR OTHER ANTIETIES (IF ANY) CONSTRUCTED UNDER TREE CANOPIES MUST BE COMPLETELY ON GRADE WITHOUT EXCAVATION.

ANY PRUNING MUST BE DONE BY I.S.A. CERTIFIED ARBORIST AND ACCORDING TO I.S.A. WESTERN CHAPTER STANDARDS, HP-9.

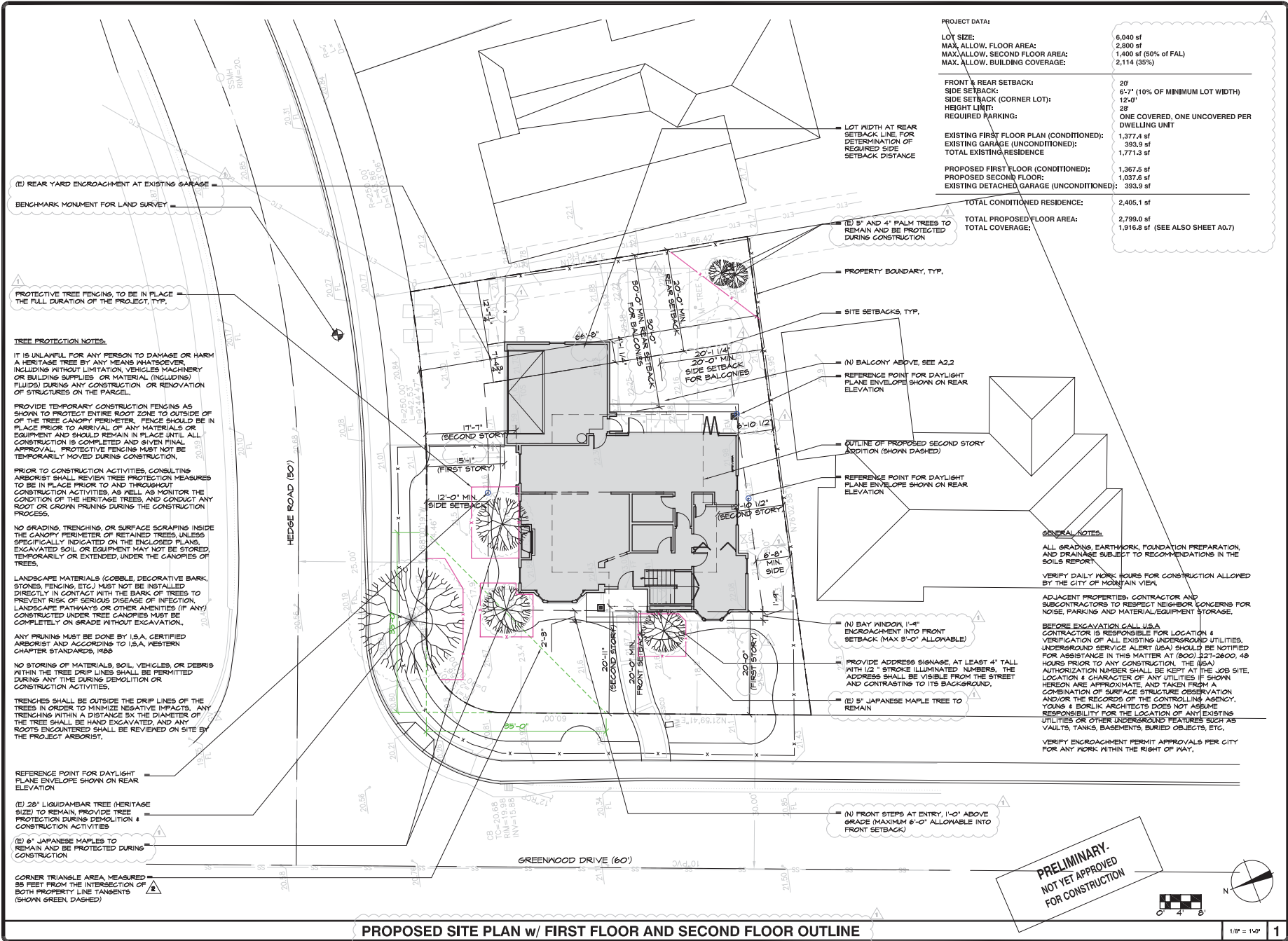
NO STORING OF MATERIALS, SOIL, VEHICLES, OR DEBRIS WITHIN THE TREE DRIP LINES SHALL BE PERMITTED DURING ANY TIME DURING DEMOLITION OR CONSTRUCTION ACTIVITIES.

TRENCHES SHALL BE OUTSIDE THE DRIP LINES OF THE TREES IN ORDER TO MINIMIZE NEGATIVE IMPACTS. ANY TRENCHING WITHIN A DISTANCE SIX TIMES THE DIAMETER OF THE TREE SHALL BE HAND EXCAVATED AND ANY ROOTS ENCOUNTERED SHALL BE REVIEWED ON SITE BY THE PROJECT ARBORIST.

ISSUE LOG	
PLANNING SUBMITTAL	
PLANNING REV1	SEPT. 28, 2017
PLANNING REV2	OCT. 30, 2017
YOUNG AND BORLIK ARCHITECTS, INCORPORATED 4962 EL CAMINO REAL, SUITE 218 LOS ALTOS, CA 94022 TEL: (650) 688-1950 FAX: (650) 323-1112 www.ybarchitects.com	
REMODEL AND ADDITION FOR: CHESSARI AND VAN VEGHEL 1008 GREENWOOD DRIVE MENLO PARK, CA 94025	
A.P.N. 055-297-010 CHECKED DSR DATE JUL 11, 2017 BY VAN VEGHEL	
A0.4	

EXISTING SITE PLAN w/ TREE PROTECTION & DEMOLITION NOTES

**PRELIMINARY
NOT YET APPROVED
FOR CONSTRUCTION**



PROJECT DATA:

LOT SIZE:	6,040 sf
MAX. ALLOW. FLOOR AREA:	2,800 sf
MAX. ALLOW. SECOND FLOOR AREA:	1,400 sf (50% of FAL)
MAX. ALLOW. BUILDING COVERAGE:	2,114 (35%)

FRONT & REAR SETBACK:	20'
SIDE SETBACK:	6'-7" (10% OF MINIMUM LOT WIDTH)
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TOTAL CONDITIONED RESIDENCE:	2,405.1 sf
TOTAL PROPOSED FLOOR AREA:	2,799.0 sf
TOTAL COVERAGE:	1,916.8 sf (SEE ALSO SHEET A0.7)

(E) REAR YARD ENCROACHMENT AT EXISTING GARAGE

BENCHMARK MONUMENT FOR LAND SURVEY

PROTECTIVE TREE FENCING TO BE IN PLACE THE FULL DURATION OF THE PROJECT, TYP.

TREE PROTECTION NOTES:

IT IS UNLAWFUL FOR ANY PERSON TO DAMAGE OR HARM A HERITAGE TREE BY ANY MEANS WHATSOEVER INCLUDING WITHOUT LIMITATION VEHICLES MACHINERY OR BUILDING SUPPLIES OR MATERIAL (INCLUDING FLUIDS) DURING ANY CONSTRUCTION OR RENOVATION OF STRUCTURES ON THE PARCEL.

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PRIOR TO CONSTRUCTION ACTIVITIES CONSULTING ARBORIST SHALL REVIEW TREE PROTECTION MEASURES TO BE IN PLACE PRIOR TO AND THROUGHOUT CONSTRUCTION ACTIVITIES AS WELL AS MONITOR THE CONDITION OF THE HERITAGE TREES, AND CONDUCT ANY ROOT OR GROWN PRUNING DURING THE CONSTRUCTION PROCESS.

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ANY PRUNING MUST BE DONE BY U.S.A. CERTIFIED ARBORIST AND ACCORDING TO U.S.A. WESTERN CHAPTER STANDARDS, 1989

NO STORING OF MATERIALS, SOIL, VEHICLES OR DEBRIS WITHIN THE TREE DRIP LINES SHALL BE PERMITTED DURING ANY TIME DURING DEMOLITION OR CONSTRUCTION ACTIVITIES.

TRENCHES SHALL BE OUTSIDE THE DRIP LINES OF THE TREES IN ORDER TO MINIMIZE NEGATIVE IMPACTS. ANY TRENCHING WITHIN A DISTANCE SIX TIMES THE DIAMETER OF THE TREE SHALL BE HAND EXCAVATED, AND ANY ROOTS ENCOUNTERED SHALL BE REVIEWED ON SITE BY THE PROJECT ARBORIST.

REFERENCE POINT FOR DAYLIGHT PLANE ENVELOPE SHOWN ON REAR ELEVATION

(E) 28' LIQUIDAMBAR TREE (HERITAGE SIZE) TO REMAIN, PROVIDE TREE PROTECTION DURING DEMOLITION & CONSTRUCTION ACTIVITIES

(E) 6' JAPANESE MAPLES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION

CORNER TRIANGLE AREA MEASURED 55 FEET FROM THE INTERSECTION OF BOTH PROPERTY LINE TANGENTS (SHOWN GREEN, DASHED)

LOT WIDTH AT REAR SETBACK LINE FOR DETERMINATION OF REQUIRED SIDE SETBACK DISTANCE

(E) 5' AND 4' PALM TREES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION

PROPERTY BOUNDARY, TYP.

SITE SETBACKS, TYP.

(N) BALCONY ABOVE, SEE A2.2

REFERENCE POINT FOR DAYLIGHT PLANE ENVELOPE SHOWN ON REAR ELEVATION

OUTLINE OF PROPOSED SECOND STORY ADDITION (SHOWN DASHED)

REFERENCE POINT FOR DAYLIGHT PLANE ENVELOPE SHOWN ON REAR ELEVATION

GENERAL NOTES:

ALL GRADING, EARTHWORK, FOUNDATION PREPARATION AND DRAINAGE SUBJECT TO RECOMMENDATIONS IN THE SOILS REPORT.

VERIFY DAILY WORK HOURS FOR CONSTRUCTION ALLOWED BY THE CITY OF HOUSTON, TEXAS.

(N) BAY WINDOW 1'-4" ENCROACHMENT INTO FRONT SETBACK (MAX 8'-0" ALLOWABLE)

PROVIDE ADDRESS SIGNAGE AT LEAST 4" TALL WITH 1/2" STROKE ILLUMINATED NUMBERS, THE ADDRESS SHALL BE VISIBLE FROM THE STREET AND CONTRASTING TO ITS BACKGROUND.

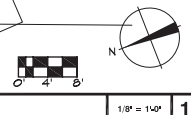
(E) 8' JAPANESE MAPLE TREE TO REMAIN

BEFORE EXCAVATION CALL U.S.A. CONTRACTOR IS RESPONSIBLE FOR LOCATION & VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES. UNDERGROUND SERVICE ALERT (USA) SHOULD BE NOTIFIED FOR ASSISTANCE IN THIS MATTER AT (800) 221-2800, 48 HOURS PRIOR TO ANY CONSTRUCTION. THE (USA) AUTHORIZATION NUMBER SHALL BE KEPT AT THE JOB SITE. LOCATION & CHARACTER OF ANY UTILITIES IF SHOWN HEREON ARE APPROXIMATE AND TAKEN FROM A COMBINATION OF SURFACE STRUCTURE OBSERVATION AND/OR THE RECORDS OF THE CONTROLLING AGENCY. YOUNG & BORLIK ARCHITECTS DOES NOT ASSUME RESPONSIBILITY FOR THE LOCATION OF ANY EXISTING UTILITIES OR OTHER UNDERGROUND FEATURES SUCH AS VAULTS, TANKS, BASEMENTS, BURIED OBJECTS, ETC.

VERIFY ENCROACHMENT PERMIT APPROVALS PER CITY FOR ANY WORK WITHIN THE RIGHT OF WAY.

(N) FRONT STEPS AT ENTRY, 1'-0" ABOVE GRADE (MAXIMUM 6'-0" ALLOWABLE INTO FRONT SETBACK)

**PRELIMINARY.
NOT YET APPROVED
FOR CONSTRUCTION**



PROPOSED SITE PLAN w/ FIRST FLOOR AND SECOND FLOOR OUTLINE

ISSUE LOG

PLANNING SUBMITTAL	
PLANNING REV1	SEPT. 28, 2017
PLANNING REV2	OCT. 30, 2017

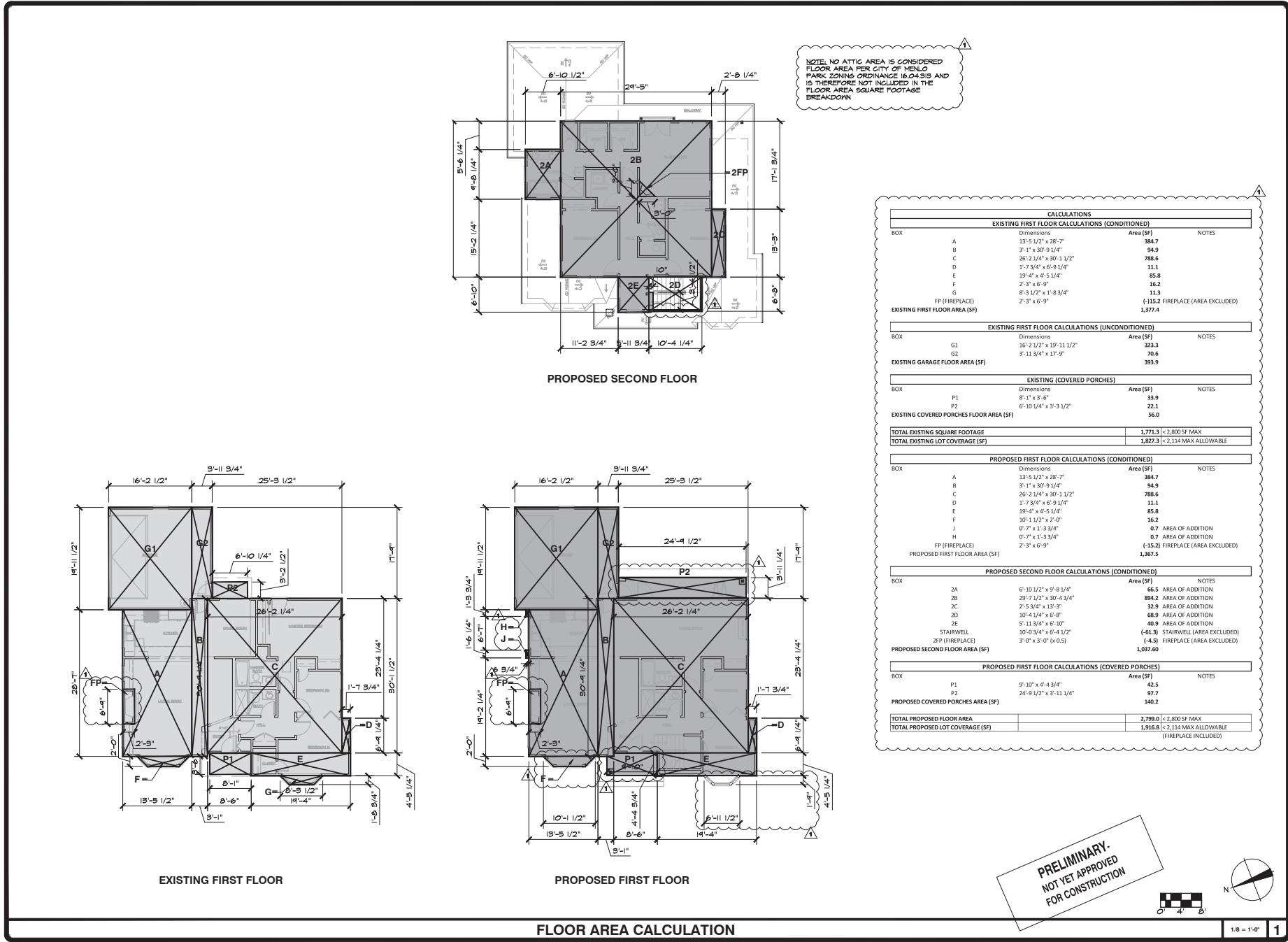
YOUNG AND BORLIK ARCHITECTS, INCORPORATED

4962 EL CAMINO REAL, SUITE 218 LOS ALTOS, CA 94022
TEL: (650) 688-1950 FAX: (650) 323-1112 www.ybarchitects.com

REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

AP.N. 055-297-010
CHECKED: DSR
DATE: JUL. 11, 2017
DESIGNED: CS, NP
BY: VAN VEGHEL

A0.5



NOTE: NO ATTIC AREA IS CONSIDERED FLOOR AREA PER CITY OF MENLO PARK ZONING ORDINANCE 16.04.B16 AND IS THEREFORE NOT INCLUDED IN THE FLOOR AREA SQUARE FOOTAGE BREAKDOWN

CALCULATIONS			
EXISTING FIRST FLOOR CALCULATIONS (CONDITIONED)			
BOX	Dimensions	Area (SF)	NOTES
A	13'-5 1/2" x 28'-7"	384.7	
B	3'-1" x 30'-9 1/4"	94.9	
C	26'-2 1/4" x 30'-1 1/2"	785.6	
D	1'-7 3/4" x 6'-9 1/4"	11.1	
E	19'-4" x 4'-5 1/4"	85.8	
F	2'-3" x 6'-9"	16.2	
G	8'-3 1/2" x 1'-8 3/4"	11.3	
FP (FIREPLACE)	2'-3" x 6'-9"	(-115.2 FIREPLACE (AREA EXCLUDED))	
EXISTING FIRST FLOOR AREA (SF)		1,377.4	

EXISTING FIRST FLOOR CALCULATIONS (UNCONDITIONED)			
BOX	Dimensions	Area (SF)	NOTES
G1	16'-2 1/2" x 19'-11 1/2"	323.3	
G2	3'-11 3/4" x 17'-9"	70.6	
EXISTING GARAGE FLOOR AREA (SF)		393.9	

EXISTING (COVERED PORCHES)			
BOX	Dimensions	Area (SF)	NOTES
P1	8'-1" x 3'-6"	33.9	
P2	6'-10 1/4" x 3'-3 1/2"	22.1	
EXISTING COVERED PORCHES FLOOR AREA (SF)		56.0	

TOTAL EXISTING SQUARE FOOTAGE	1,771.3	< 2,800 SF MAX
TOTAL EXISTING LOT COVERAGE (SF)	1,827.3	< 2,114 MAX ALLOWABLE

PROPOSED FIRST FLOOR CALCULATIONS (CONDITIONED)			
BOX	Dimensions	Area (SF)	NOTES
A	13'-5 1/2" x 28'-7"	384.7	
B	3'-1" x 30'-9 1/4"	94.9	
C	26'-2 1/4" x 30'-1 1/2"	785.6	
D	1'-7 3/4" x 6'-9 1/4"	11.1	
E	19'-4" x 4'-5 1/4"	85.8	
F	10'-1 1/2" x 2'-0"	16.2	
J	0'-7" x 3'-9 3/4"	0.7	AREA OF ADDITION
H	0'-7" x 1'-3 3/4"	0.7	AREA OF ADDITION
FP (FIREPLACE)	2'-3" x 6'-9"	(-15.2 FIREPLACE (AREA EXCLUDED))	
PROPOSED FIRST FLOOR AREA (SF)		1,367.5	

PROPOSED SECOND FLOOR CALCULATIONS (CONDITIONED)			
BOX	Dimensions	Area (SF)	NOTES
2A	6'-10 1/2" x 9'-8 1/4"	66.5	AREA OF ADDITION
2B	29'-7 1/2" x 30'-4 3/4"	894.2	AREA OF ADDITION
2C	2'-5 3/8" x 13'-3"	33.9	AREA OF ADDITION
2D	10'-4 1/4" x 6'-9"	68.9	AREA OF ADDITION
2E	5'-11 3/4" x 6'-10"	40.9	AREA OF ADDITION
2F	10'-0 3/4" x 6'-4 1/2"	(-61.3) STAIRWELL (AREA EXCLUDED)	
2FP (FIREPLACE)	3'-0" x 3'-0" (x 0.5)	(-4.5) FIREPLACE (AREA EXCLUDED)	
PROPOSED SECOND FLOOR AREA (SF)		1,037.60	

PROPOSED FIRST FLOOR CALCULATIONS (COVERED PORCHES)			
BOX	Dimensions	Area (SF)	NOTES
P1	9'-10" x 4'-4 3/4"	42.5	
P2	24'-9 1/2" x 3'-11 1/4"	91.7	
PROPOSED COVERED PORCHES AREA (SF)		140.2	

TOTAL PROPOSED FLOOR AREA	2,796.0	< 2,800 SF MAX
TOTAL PROPOSED LOT COVERAGE (SF)	1,916.6	< 2,114 MAX ALLOWABLE

ISSUE LOG

PLANNING SUBMITTAL

PLANNING REVIT

SEPT. 28, 2017

YOUNG AND BORLIK ARCHITECTS, INCORPORATED

4962 EL CAMINO REAL, SUITE 218 LOS ALTOS, CA 94022

TEL: (650) 688-1950 FAX: (650) 323-1112 www.ybarchitects.com

REMODEL AND ADDITION FOR:

CHESARI AND VAN VEGHEL

1008 GREENWOOD DRIVE

MENLO PARK, CA 94025

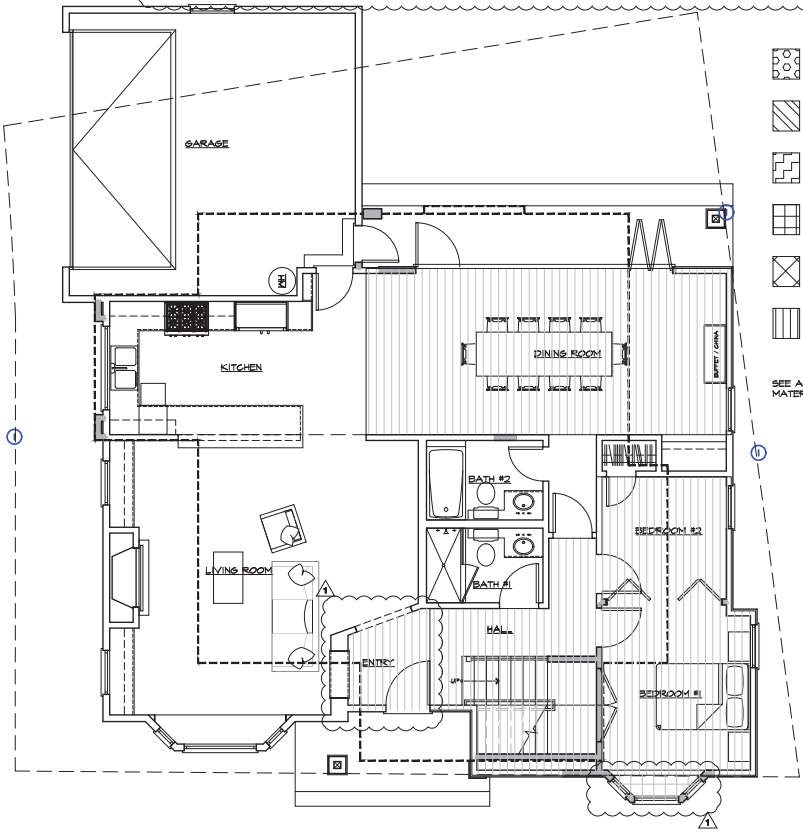
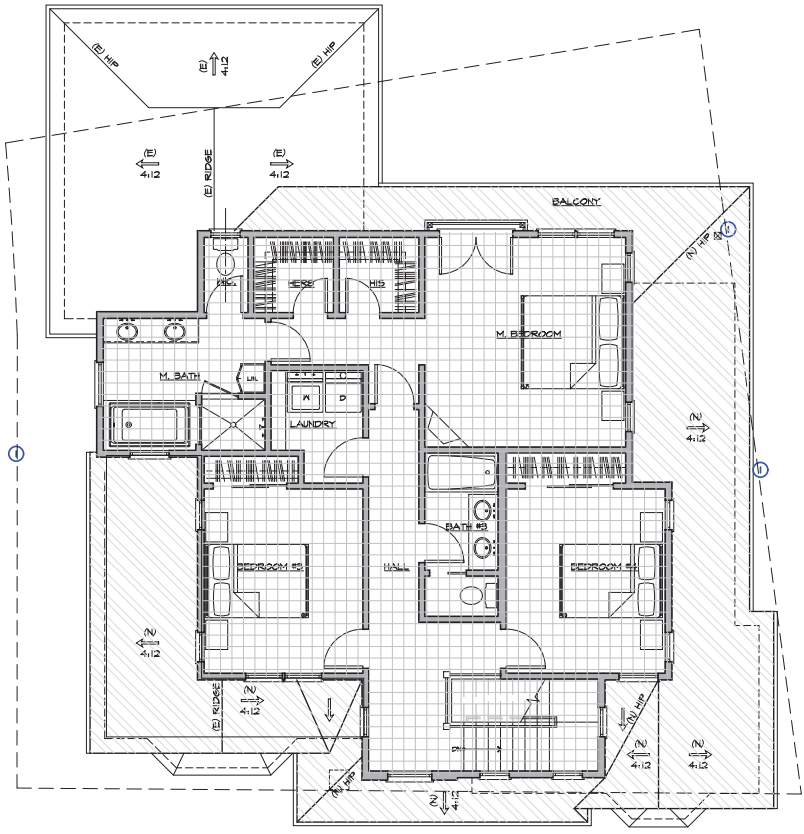
A.P.N. 055-297-010

CHECKED: DSR DRAWN: CS, NP

DATE: JUL 11, 2017

JOB NO: VAN VEGHEL

A0.7



NONCONFORMING STRUCTURE - NEW WORK VALUE CALCULATION			
Address: 1008 Greenwood Drive			
Case No.:			
50% of Existing Value	\$153,046.50		
75% of Existing Value	\$229,569.75		
Value of Proposed Project	\$355,219.50	116%	
Existing Development			
Non-Conforming Structure Type	Square Footage	Construction Cost	Existing Value
Existing 1st floor	1392.6	X \$200/Sq Ft	\$278,520.00
Existing 2nd floor	0	X \$200/Sq Ft	\$0.00
Existing Basement	0	X \$200/Sq Ft	\$0.00
Existing Garage	393.9	X \$70/Sq Ft	\$27,573.00
Total	1786.5		\$306,093.00
Note: This spreadsheet is only used on one nonconforming structure at a time. If there are detached structures on the same site, they are either subject to their own spreadsheet (if they are also nonconforming and subject to new work) or ignored (if not).			
Proposed Development			
Proposed Development Type	Square Footage	Construction Cost	Development Value
Category 1 - New square footage (areas of new foundation and/or wall framing)			
1st Floor Addition	9.11	X \$200/Sq Ft	\$1,822.00
2nd Floor Addition	1,038.30	X \$200/Sq Ft	\$207,660.00
Basement Floor Addition	0	X \$200/Sq Ft	\$0.00
Garage Addition	0	X \$70/Sq Ft	\$0.00
Category 2 - Remodel of existing square footage (foundation and wall framing are both retained)			
Note: Square footage measurements are taken to full extent of any room with any interior modifications.			
Remodel of Kitchens	0	X \$100/Sq Ft	\$0.00
Remodel of Bathrooms	0	X \$130/Sq Ft	\$0.00
Remodel of Other Living Areas	653.88	X \$100/Sq Ft	\$65,388.00
Remodel of Garage	0	X \$35/Sq Ft	\$0.00
Category 3 - Exterior modifications to existing structure			
Note: These calculations are only applied to areas that are not otherwise accounted for under Category 2.			
New Roof Structure Over Existing Sq. Ft.	683.9	X \$50/Sq Ft	\$34,195.00
Replacement of Existing Windows	0	X \$35/Sq Ft	\$0.00
Replacement of Existing Siding	1,318.70	X \$35/Sq Ft	\$46,154.50
Total	3703.89		\$355,219.50

- REMODEL OF BATHROOM
 - NEW ROOF ABOVE OVER EXISTING SQ.FT.
 - REMODELED GARAGE
 - ADDITION
 - REMODEL OF KITCHEN
 - REMODEL OF LIVING AREA
- SEE A0.4 FOR EXTERIOR FINISH MATERIALS REMOVED.

NONCONFORMING STRUCTURE VALUATION CALCULATION - FLOOR PLANS



1/4" = 1'-0" 1

ISSUE LOG

PLANNING SUBMITTAL
 08/11/2017
 PLANNING REVIEW
 SEPT. 28, 2017

YOUNG AND BORLIK ARCHITECTS, INCORPORATED
 4902 EL CAMINO REAL, SUITE 2218 LOS ALTOS, CA 94022
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REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

A.P.N. 055-297-010
 CHECKED DSR
 DATE JUL 11, 2017
 JOB # 1
 VAN VEGHEL

A0.8



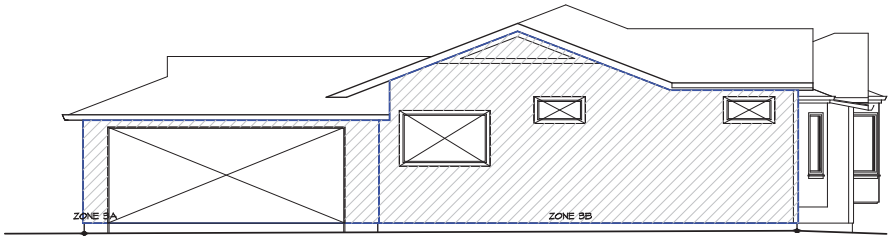
REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

A.P.N. 058-297-010
 CHECKED BY: DSR
 DRAWN BY: CS, NP
 DATE: JUL 11, 2017
 JOB #:
 VAN VEGHEL

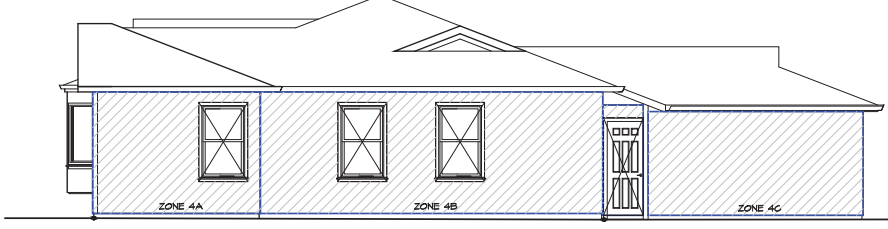
A0.9

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SF OF SIDING REPLACED CALCULATION
 - SIDE ELEVATION
 ZONE 9A = 95.7
 ZONE 9B = 262.5
 TOTAL SIDING REPLACED: **248.2 SF**



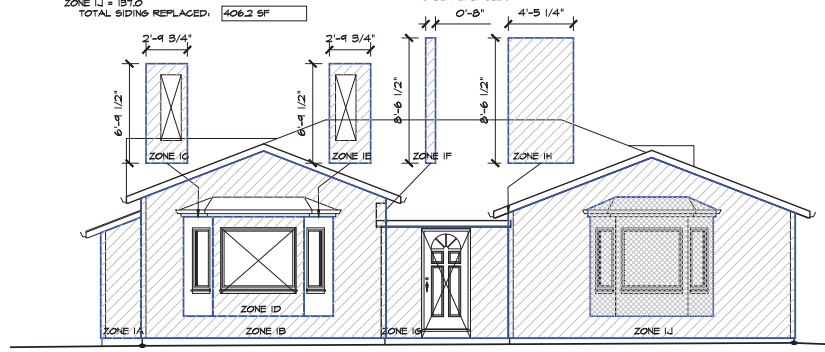
SF OF SIDING REPLACED CALCULATION
 - SIDE ELEVATION
 ZONE 4A = 16.7
 ZONE 4B = 151.4
 ZONE 4C = 106.5
 TOTAL SIDING REPLACED: **340.6 SF**



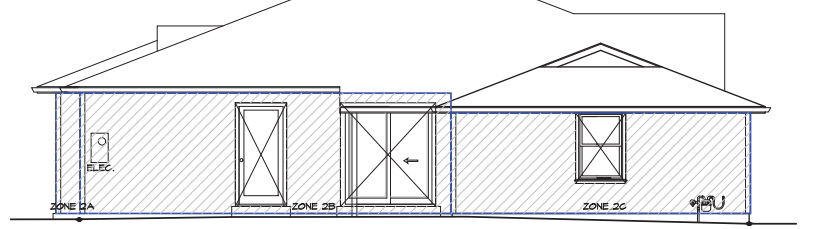
SF OF SIDING REPLACED CALCULATION
 - FRONT ELEVATION
 ZONES (SF HATCHED):
 ZONE 1A = 21.2
 ZONE 1B = 105.1
 ZONE 1C = 12.4
 ZONE 1D = 14.3
 ZONE 1E = 12.4
 ZONE 1F = 21.7
 ZONE 1G = 35.2
 ZONE 1H = 37.4
 ZONE 1J = 151.0
 TOTAL SIDING REPLACED: **406.2 SF**

LEGEND
 [Hatched] MALL TO BE REPLACE WITH (N) STUCCO
 [Cross-hatched] (E) MALL SIDING TO BE DEMOD
 [X] OPENING - NOT MALL
 NOTE: NO WINDOWS ARE TO BE REPLACED.

SF OF SIDING REPLACED CALCULATION - TOTALS
 FRONT ELEVATION: 406.2 SF
 LEFT ELEVATION: 248.2 SF
 REAR ELEVATION: 275.7 SF
 RIGHT ELEVATION: 340.6 SF
 TOTAL: **1270.7 SF**



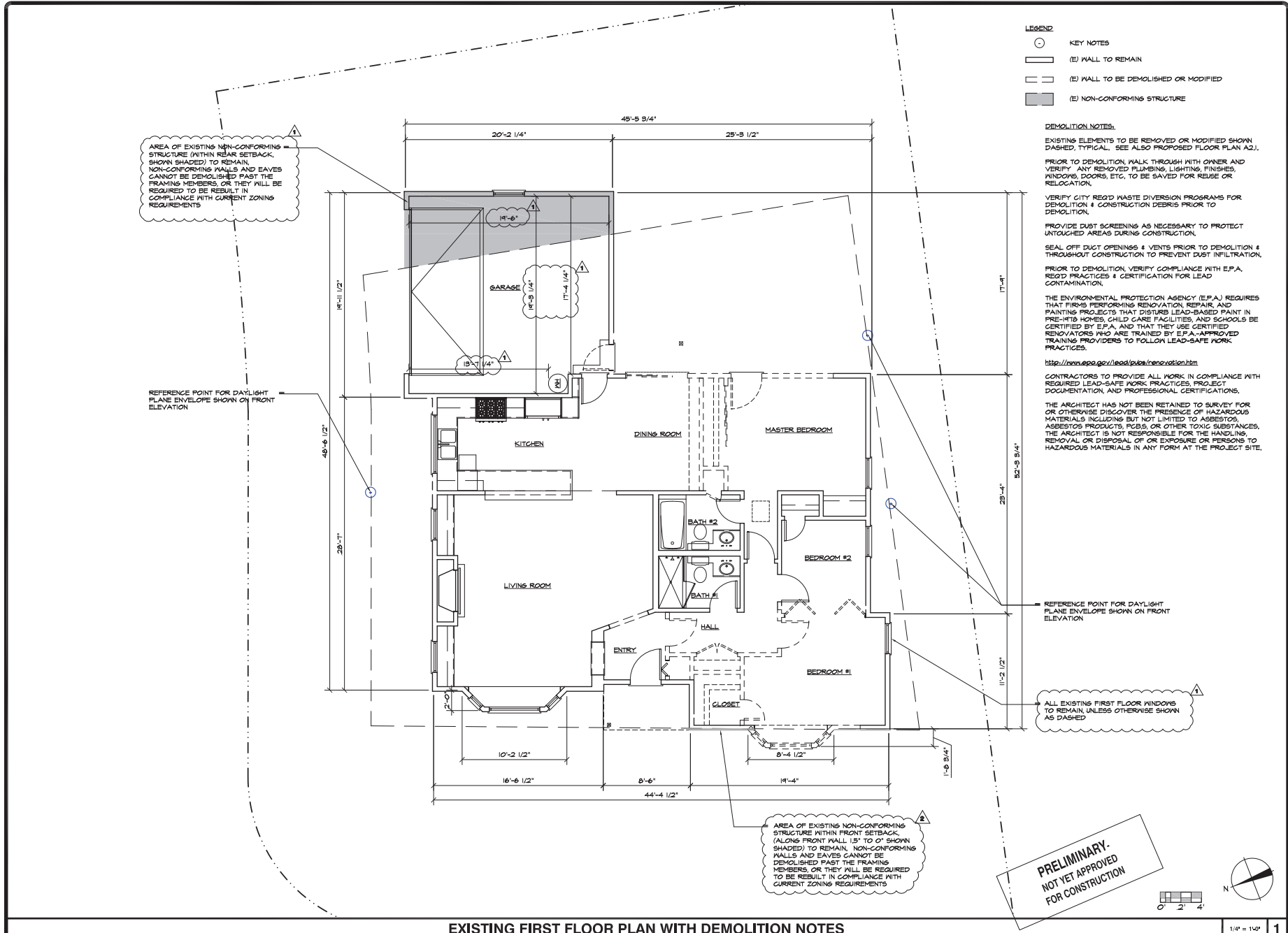
SF OF SIDING REPLACED CALCULATION
 - REAR ELEVATION
 ZONE 2A = 13.5
 ZONE 2B = 156.4
 ZONE 2C = 123.5
 TOTAL SIDING REPLACED: **273.7 SF**



NONCONFORMING STRUCTURE VALUATION CALCULATION - ELEVATIONS



1/8" = 1'-0" 1



EXISTING FIRST FLOOR PLAN WITH DEMOLITION NOTES

- LEGEND**
- KEY NOTES
 - (E) WALL TO REMAIN
 - (E) WALL TO BE DEMOLISHED OR MODIFIED
 - (E) NON-CONFORMING STRUCTURE

DEMOLITION NOTES:

EXISTING ELEMENTS TO BE REMOVED OR MODIFIED SHOWN DASHED, TYPICAL. SEE ALSO PROPOSED FLOOR PLAN A2.1.

PRIOR TO DEMOLITION, WALK THROUGH WITH OWNER AND VERIFY ANY REMOVED PLUMBING, LIGHTING, FINISHES, WINDOWS, DOORS, ETC., TO BE SAVED FOR REUSE OR RELOCATION.

VERIFY CITY REQ'D WASTE DIVERSION PROGRAMS FOR DEMOLITION & CONSTRUCTION DEBRIS PRIOR TO DEMOLITION.

PROVIDE DUST SCREENING AS NECESSARY TO PROTECT UNTOUCHED AREAS DURING CONSTRUCTION.

SEAL OFF DUCT OPENINGS & VENTS PRIOR TO DEMOLITION & THROUGHOUT CONSTRUCTION TO PREVENT DUST INFILTRATION.

PRIOR TO DEMOLITION, VERIFY COMPLIANCE WITH E.P.A. REG'D PRACTICES & CERTIFICATION FOR LEAD CONTAMINATION.

THE ENVIRONMENTAL PROTECTION AGENCY (E.P.A.) REQUIRES THAT FIRMS PERFORMING RENOVATION, REPAIR, AND PAINTING PROJECTS THAT DISTURB LEAD-BASED PAINT IN PRE-1978 HOMES, CHILD CARE FACILITIES, AND SCHOOLS BE CERTIFIED BY E.P.A. AND THAT THEY USE CERTIFIED RENOVATORS WHO ARE TRAINED BY E.P.A.-APPROVED TRAINING PROVIDERS TO FOLLOW LEAD-SAFE WORK PRACTICES.

<http://www.epa.gov/lead/pubs/renovation.htm>

CONTRACTORS TO PROVIDE ALL WORK IN COMPLIANCE WITH REQUIRED LEAD-SAFE WORK PRACTICES, PROJECT DOCUMENTATION, AND PROFESSIONAL CERTIFICATIONS.

THE ARCHITECT HAS NOT BEEN RETAINED TO SURVEY FOR OR OTHERWISE DISCOVER THE PRESENCE OF HAZARDOUS MATERIALS INCLUDING BUT NOT LIMITED TO ASBESTOS, ASBESTOS PRODUCTS, PCB'S, OR OTHER TOXIC SUBSTANCES. THE ARCHITECT IS NOT RESPONSIBLE FOR THE HANDLING, REMOVAL OR DISPOSAL OF OR EXPOSURE OR PERSONS TO HAZARDOUS MATERIALS IN ANY FORM AT THE PROJECT SITE.

REFERENCE POINT FOR DAYLIGHT PLANE ENVELOPE SHOWN ON FRONT ELEVATION

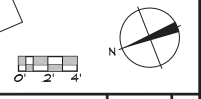
ALL EXISTING FIRST FLOOR WINDOWS TO REMAIN, UNLESS OTHERWISE SHOWN AS DASHED

AREA OF EXISTING NON-CONFORMING STRUCTURE WITHIN FRONT SETBACK, (ALONG FRONT MALL 15' TO 0" SHOWN SHADED) TO REMAIN. NON-CONFORMING WALLS AND EAVES CANNOT BE DEMOLISHED PAST THE FRAMING MEMBERS, OR THEY WILL BE REQUIRED TO BE RESULT IN COMPLIANCE WITH CURRENT ZONING REQUIREMENTS

AREA OF EXISTING NON-CONFORMING STRUCTURE (WITHIN REAR SETBACK, SHOWN SHADED) TO REMAIN. NON-CONFORMING WALLS AND EAVES CANNOT BE DEMOLISHED PAST THE FRAMING MEMBERS, OR THEY WILL BE REQUIRED TO BE RESULT IN COMPLIANCE WITH CURRENT ZONING REQUIREMENTS

REFERENCE POINT FOR DAYLIGHT PLANE ENVELOPE SHOWN ON FRONT ELEVATION

**PRELIMINARY.
NOT YET APPROVED
FOR CONSTRUCTION**



ISSUE LOG	
PLANNING SUBMITTAL	08/01/2017
PLANNING REV1	SEPT. 28, 2017
PLANNING REV2	OCT. 30, 2017

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TEL: (650) 688-1950 FAX: (650) 322-1112 www.ybarchitects.com



REMODEL AND ADDITION FOR:
CHESARI AND VAN VEGHEL
1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

A.P.N. 055-297-010	DATE
CHECKED	JUL 11, 2017
DSR	CS, NP
BY	VAN VEGHEL

A1.1

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SEPT, 28, 2017	

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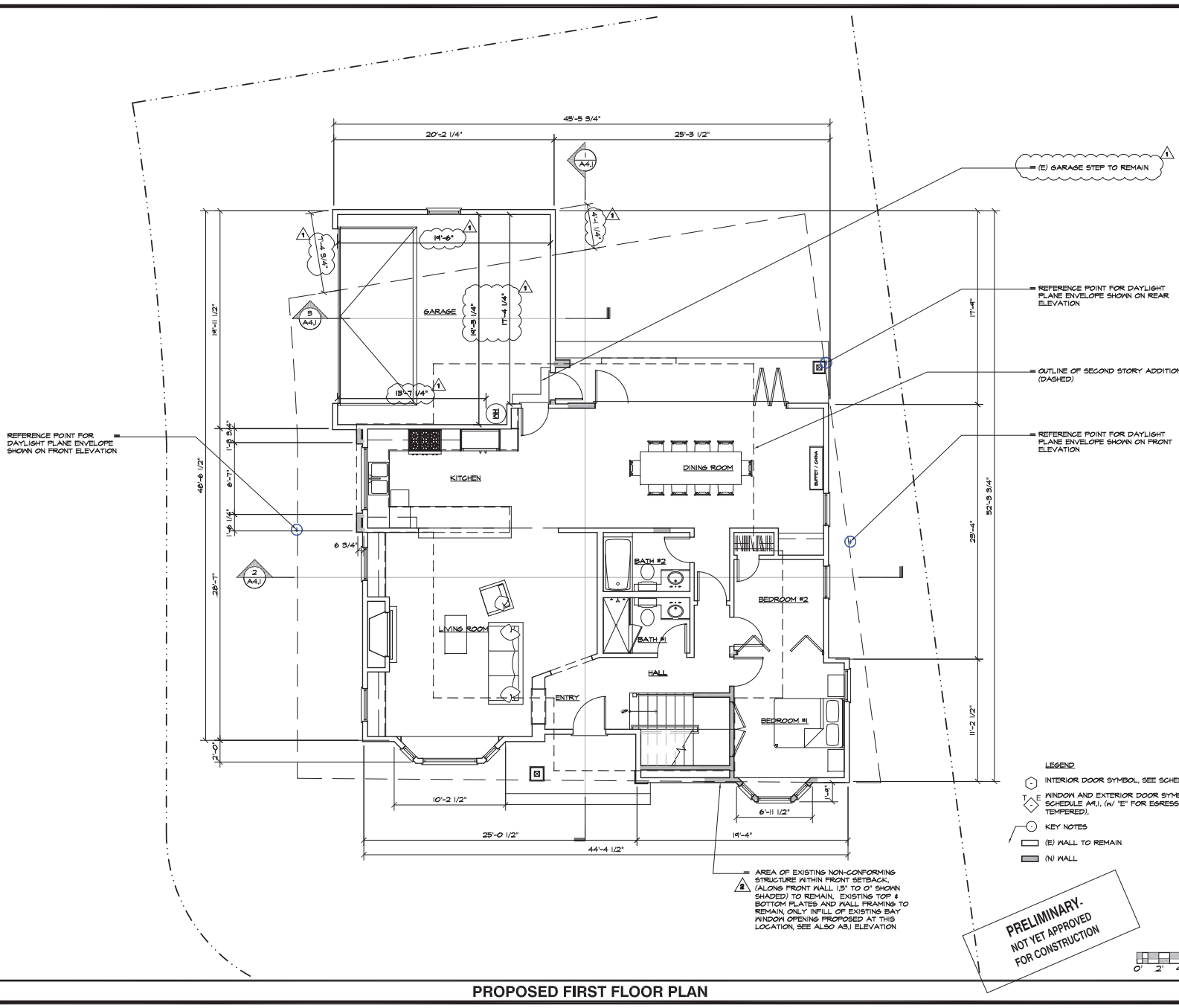


REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

A.P.N. 055-297-010	
CHECKED: DSB	DESIGN: CS, NP
DATE: JUL 11, 2017	
BY: VAN VEGHEL	

A2.1

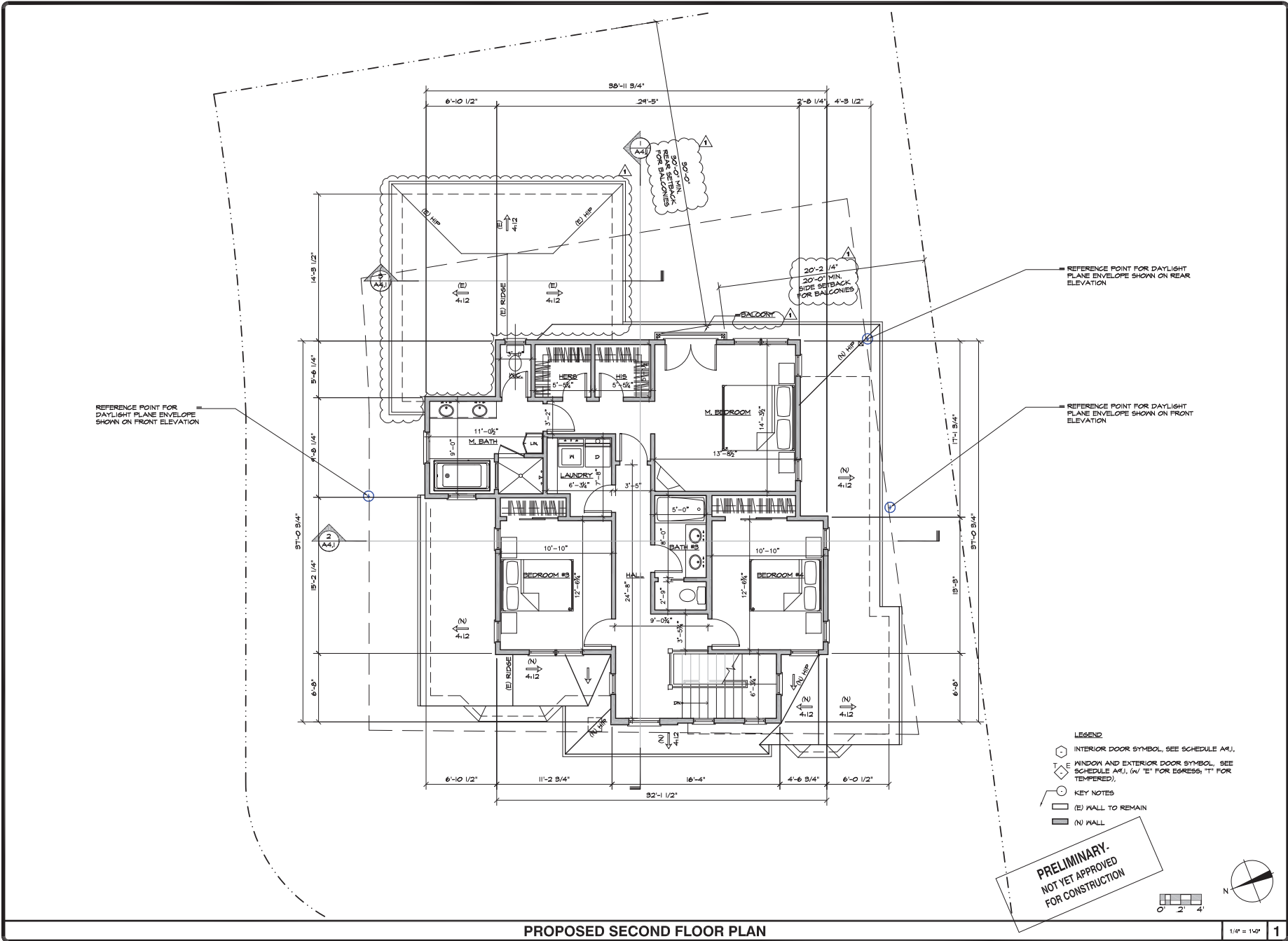
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PROPOSED FIRST FLOOR PLAN



PRELIMINARY. NOT YET APPROVED FOR CONSTRUCTION



ISSUE LOG	
PLANNING SUBMITTAL	07/11/2017
PLANNING REVISED	07/11/2017
PLANNING REVISED	SEPT, 28, 2017

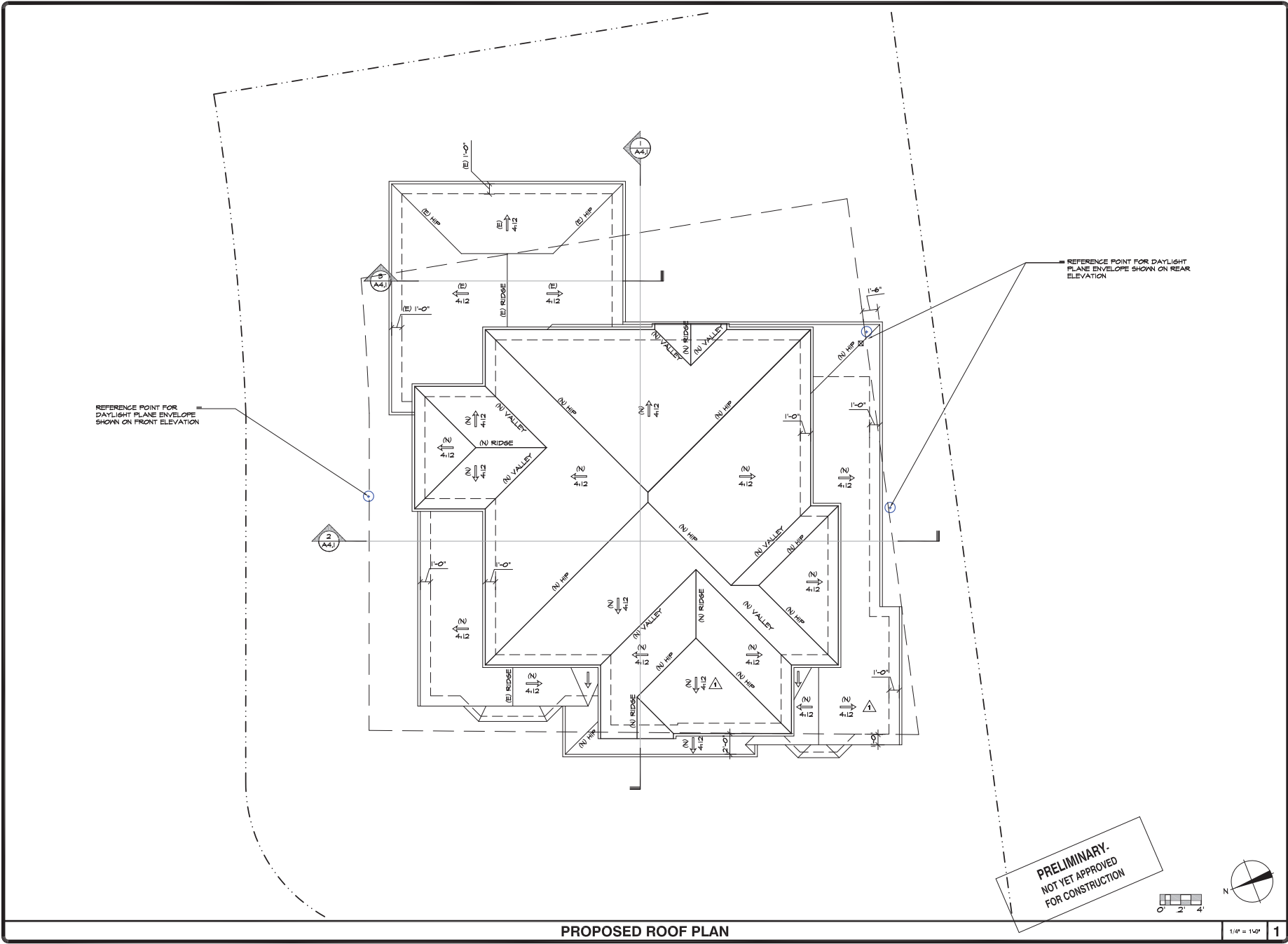
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REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

A.P.N. 055-297-010	DATE
CHECKED DSR	JUL 11, 2017
DESIGNED CS, NP	BY
	VAN VEGHEL

A2.2



PROPOSED ROOF PLAN

1/4" = 1'-0" 1

ISSUE LOG

PLANNING SUBMITTAL	08/14/2017
PLANNING REVISED	08/28/2017
PLANNING REVISED	SEPT, 28, 2017

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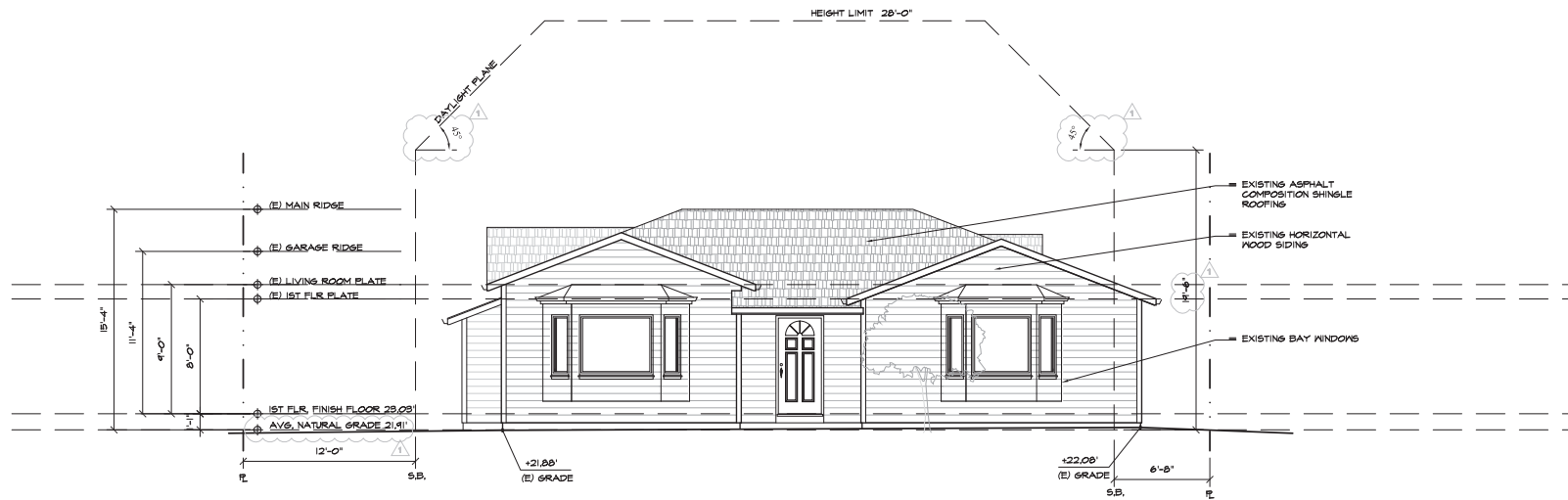
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AP.N. 055-297-010

CHECKED DSR	DATE JUL 11, 2017	DRAWN BY CS, NP
JOB # VAN VEGHEL		

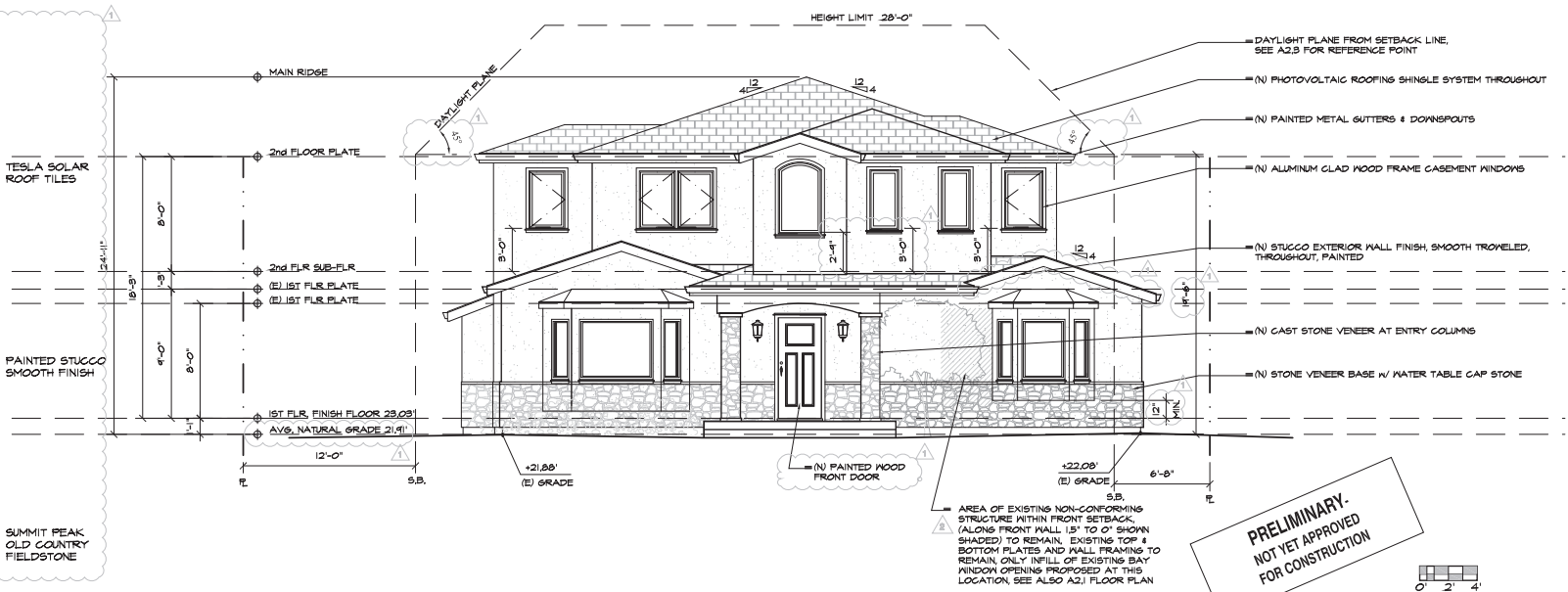
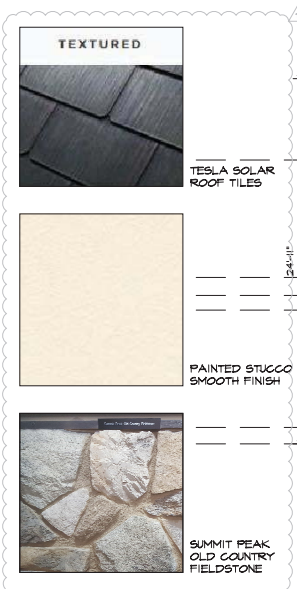
A2.3

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EXISTING FRONT ELEVATION (FACING GREENWOOD DR.)

1/4" = 1'-0" 2

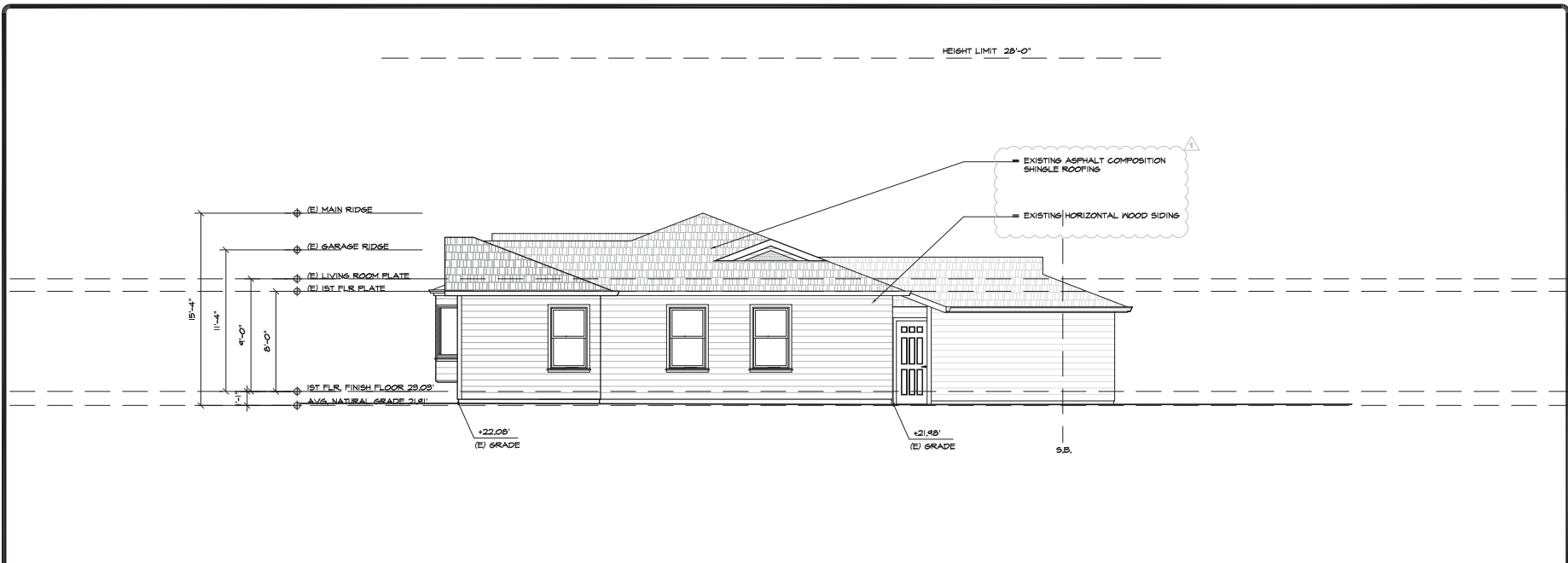


PROPOSED FRONT ELEVATION (FACING GREENWOOD DR.)

1/4" = 1'-0" 1

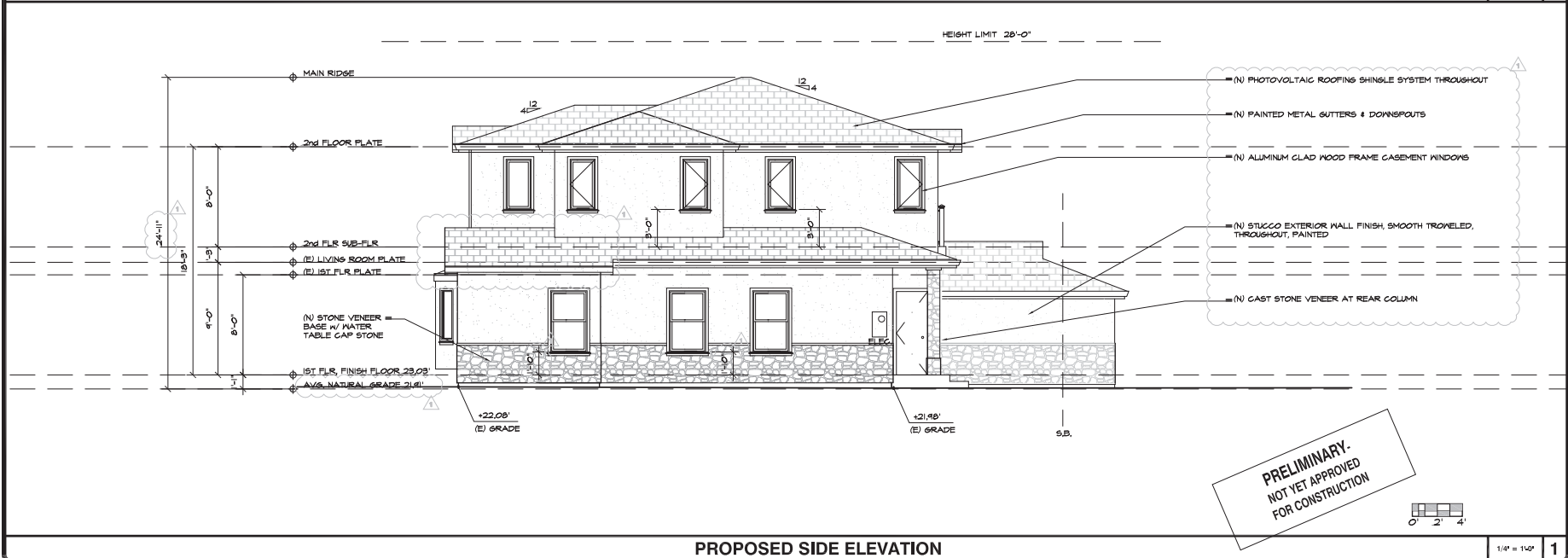
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AP.N. 055-297-010	DATE
CHECKED DSB	JUL 11, 2017
DESIGNED CS, NP	BY
	VAN VEGHEL
A3.1	



EXISTING SIDE ELEVATION

1/4" = 1'-0" 2



PROPOSED SIDE ELEVATION

1/4" = 1'-0" 1

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ISSUE LOG	
PLANNING SUBMITTAL	09.11.17
PLANNING REV.1	SEPT. 28, 2017
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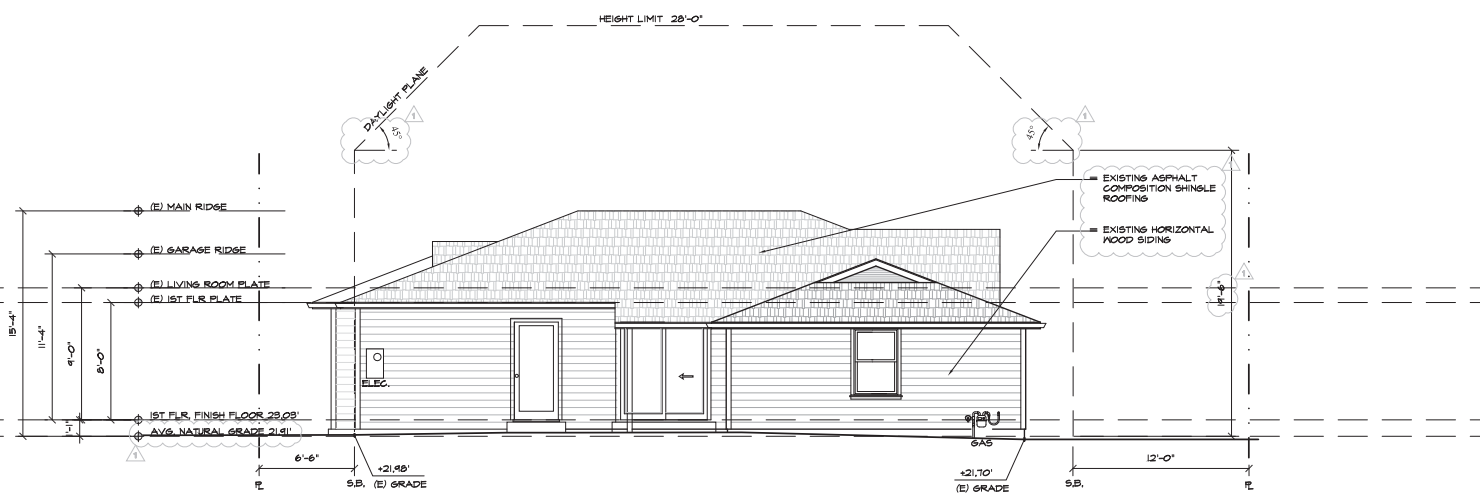
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REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

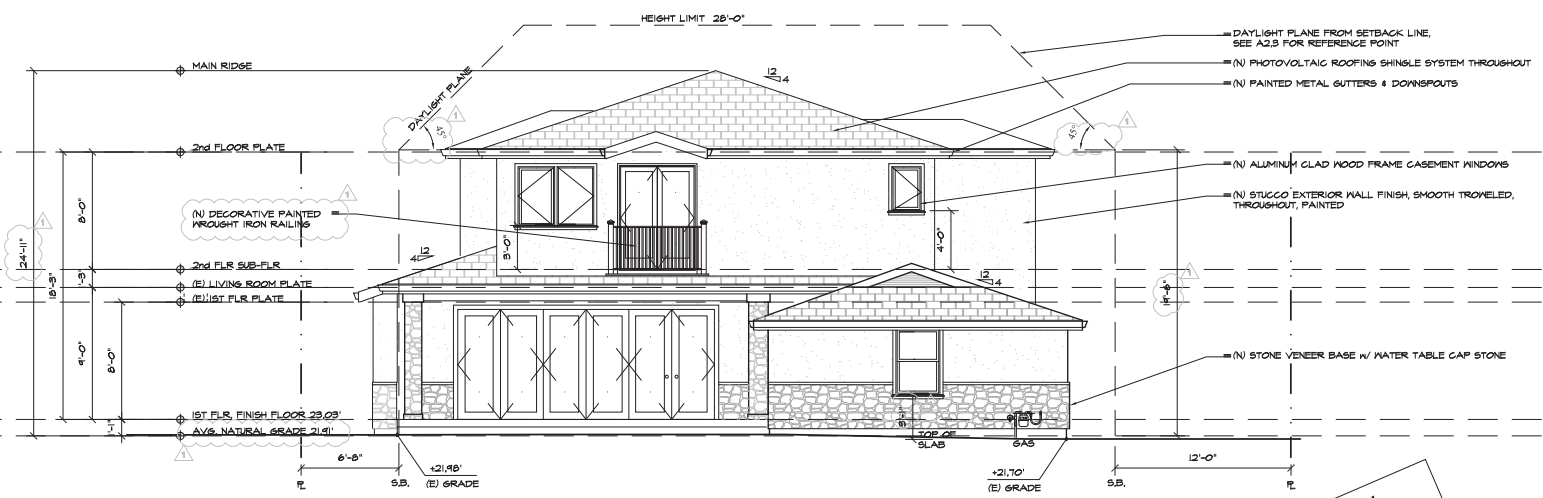
A.P.N. 055-297-010	DRAWN BY CS, NP
CHECKED DSR	DATE JUL 11, 2017
	JOB # VAN VEGHEL

A3.2



EXISTING REAR ELEVATION

1/4" = 1'-0" 2



PROPOSED REAR ELEVATION

1/4" = 1'-0" 1

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ISSUE LOG

PLANNING SUBMITTAL	08/23/2017
PLANNING REV1	SEPT. 28, 2017
PLANNING REV2	OCT. 30, 2017

REMODEL AND ADDITION FOR:
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 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

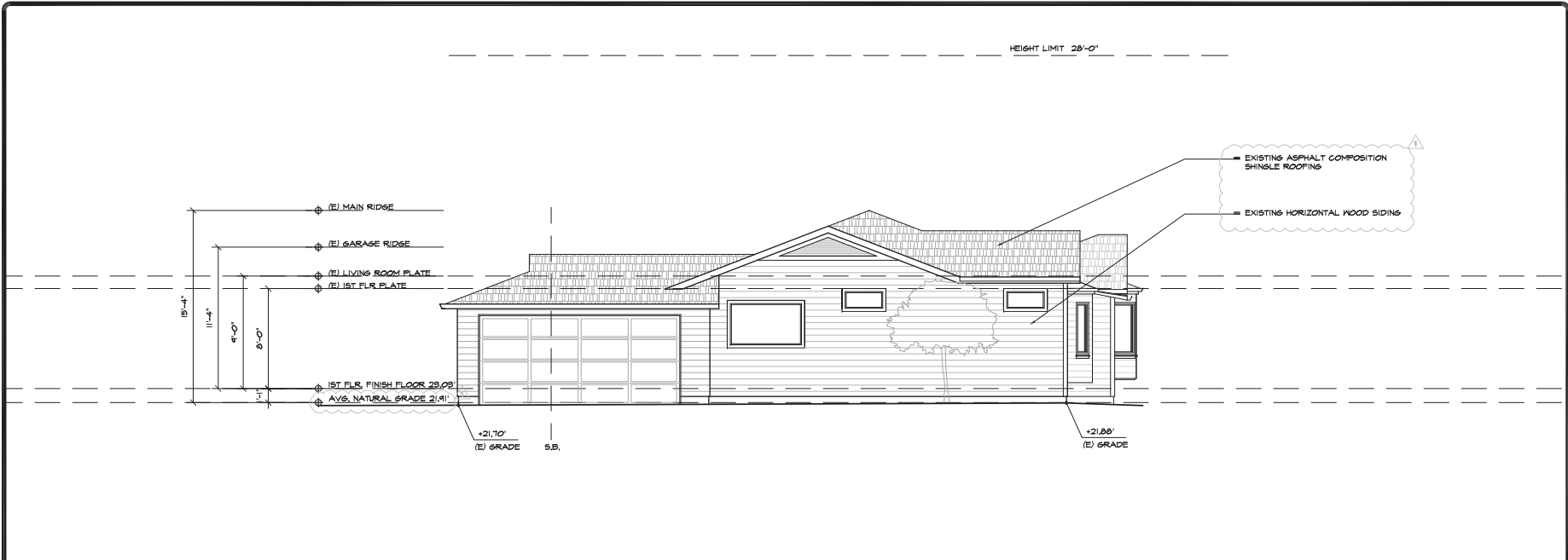
AP.N. 055-297-010
 CHECKED DSR DATE JUL 11, 2017
 DRAWN CS, NP
 VEG VAN VEGHEL

A3.3

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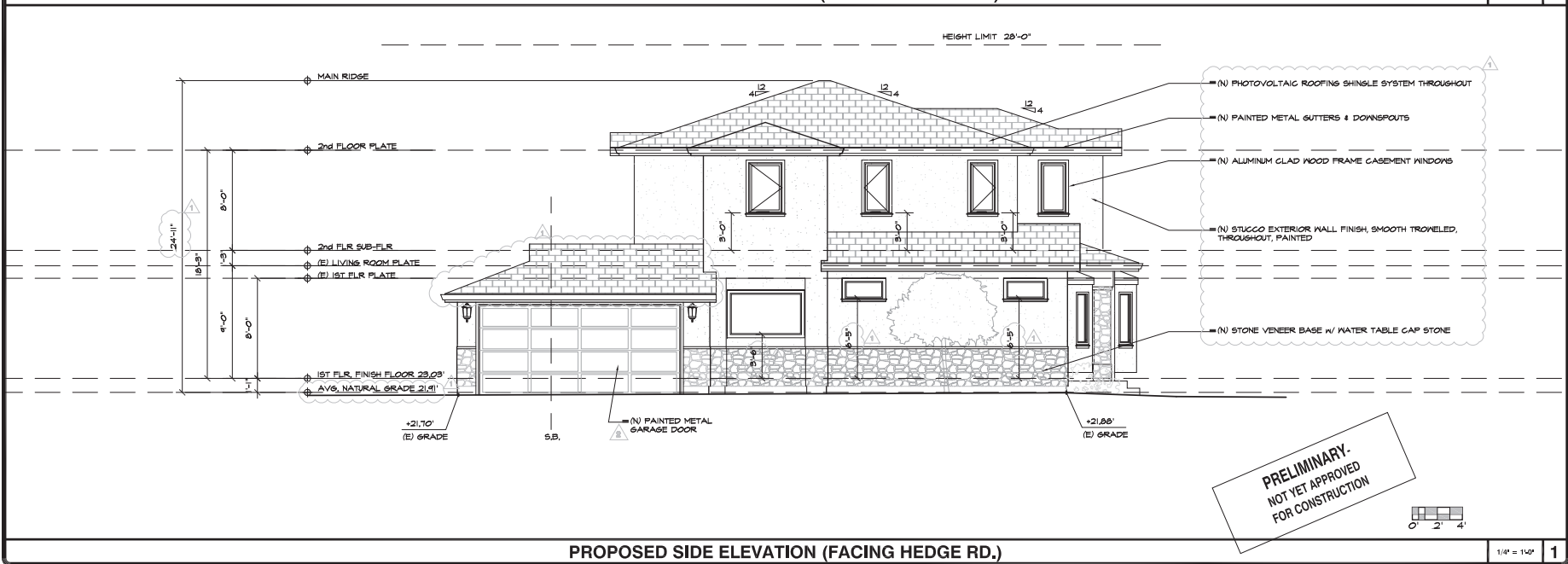


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EXISTING SIDE ELEVATION (FACING HEDGE RD.)

1/4" = 1'-0" 2



PROPOSED SIDE ELEVATION (FACING HEDGE RD.)

1/4" = 1'-0" 1

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FOR CONSTRUCTION**



ISSUE LOG	
PLANNING SUBMITTAL	08/14/2017
PLANNING REV1	SEP, 28, 2017
PLANNING REV2	OCT, 30, 2017

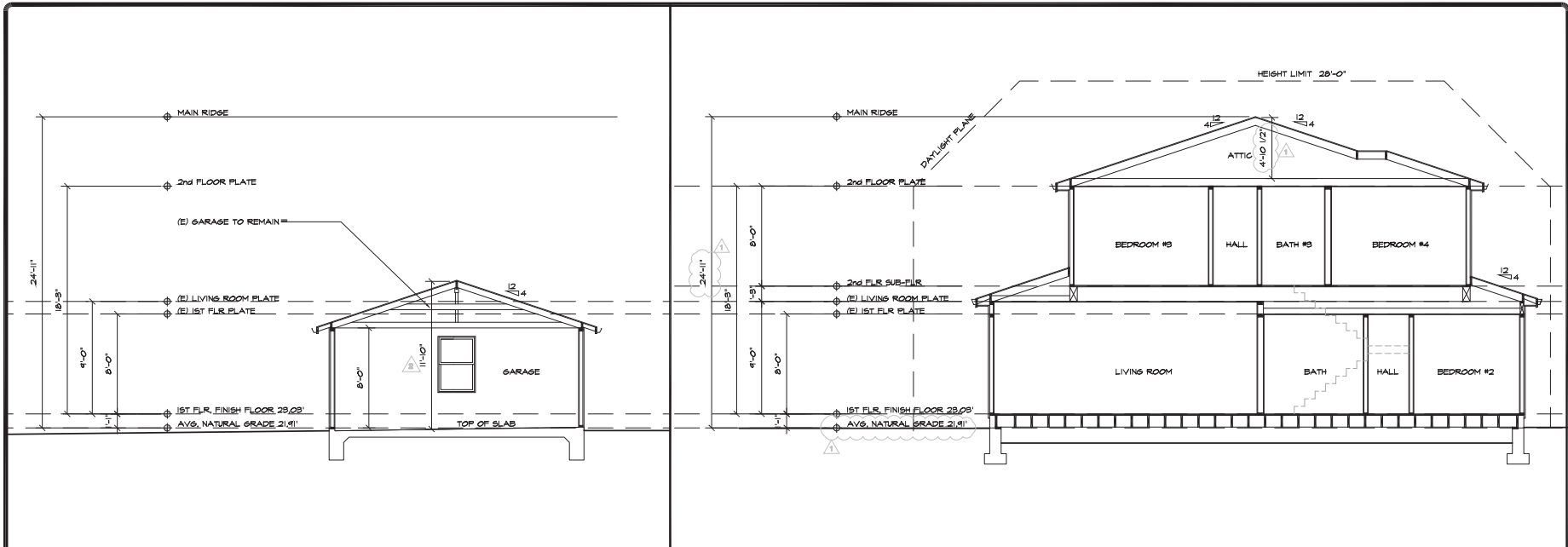
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REMODEL AND ADDITION FOR:
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1008 GREENWOOD DRIVE
MENLO PARK, CA 94025

A.P.N. 055-297-010	DESIGNER
CHECKED	CS, NP
DATE	
JUL 11, 2017	
JOB #	
VAN VEGHEL	

A3.4

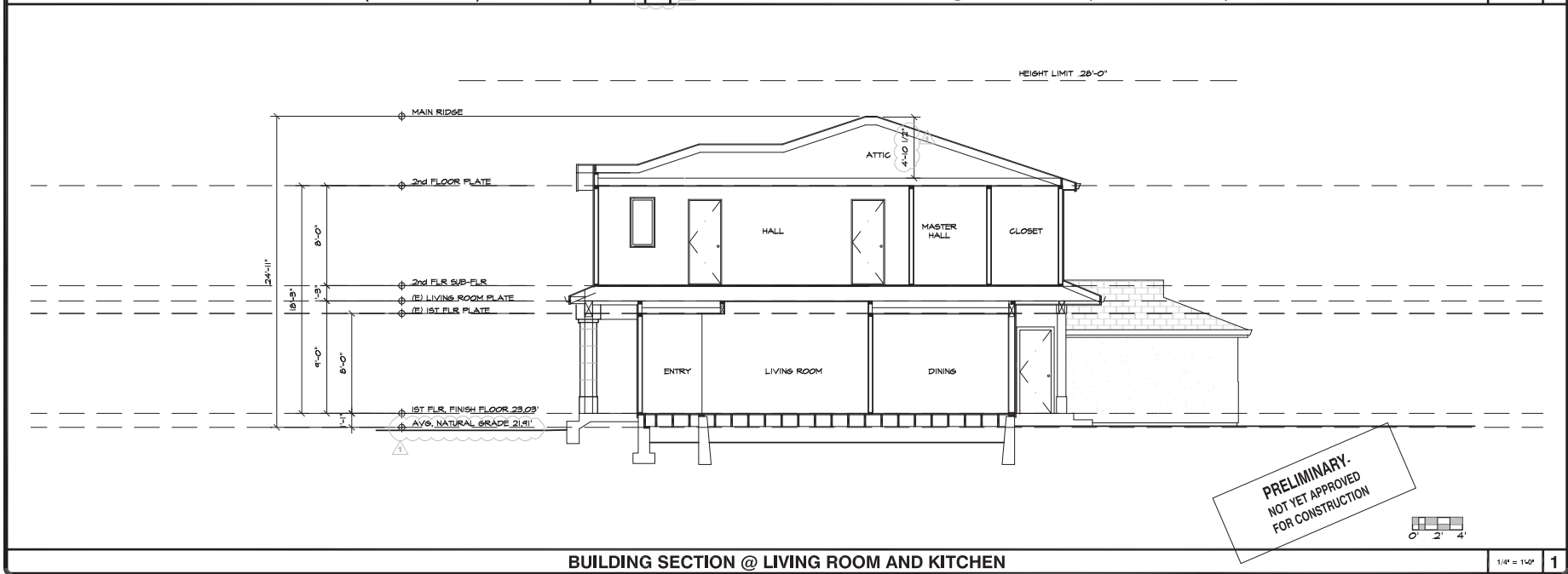


EXISTING GARAGE SECTION (NO CHANGE)

1/4" = 1'-0" 3

BUILDING SECTION @ LIVING ROOM, MASTER BATH, AND BEDROOM 2

1/4" = 1'-0" 2



BUILDING SECTION @ LIVING ROOM AND KITCHEN

1/4" = 1'-0" 1

PRELIMINARY.
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FOR CONSTRUCTION

ISSUE LOG

PLANNING SUBMITTAL	08/28/2017
PLANNING REV1	SEPT. 28, 2017
PLANNING REV2	OCT. 30, 2017

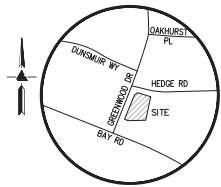
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REMODEL AND ADDITION FOR:
CHESSARI AND VAN VEGHEL
 1008 GREENWOOD DRIVE
 MENLO PARK, CA 94025

AP.N. 055-297-010
 CHECKED DSR
 DATE JUL 11, 2017
 JOB # VAN VEGHEL

A4.1



VICINITY MAP
NO SCALE

SURVEYOR'S STATEMENT

I CERTIFY THAT THIS PARCEL'S BOUNDARY WAS ESTABLISHED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE LAND SURVEYOR'S ACT. ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

GREGORY F. BRAZE
L.S. NO. 7623

DATE



0 5 10 20
SCALE: 1" = 10'

NOTES

ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS OF A FOOT.
UNDERGROUND UTILITY LOCATION IS BASED ON SURFACE EVIDENCE.
BUILDING FOOTPRINTS ARE SHOWN AT GROUND LEVEL.
FINISH FLOOR ELEVATIONS ARE TAKEN AT DOOR THRESHOLD (EXTERIOR).

EASEMENT NOTE

A CURRENT TITLE REPORT FOR THE SUBJECT PROPERTY HAS NOT BEEN EXAMINED BY LEA & BRAZE ENGINEERING, INC. EASEMENTS OF RECORD MAY EXIST THAT ARE NOT SHOWN ON THIS MAP.
EASEMENTS SHOWN ARE PER TRACT NO. 560 (25 MAPS 66).

BASIS OF BEARINGS

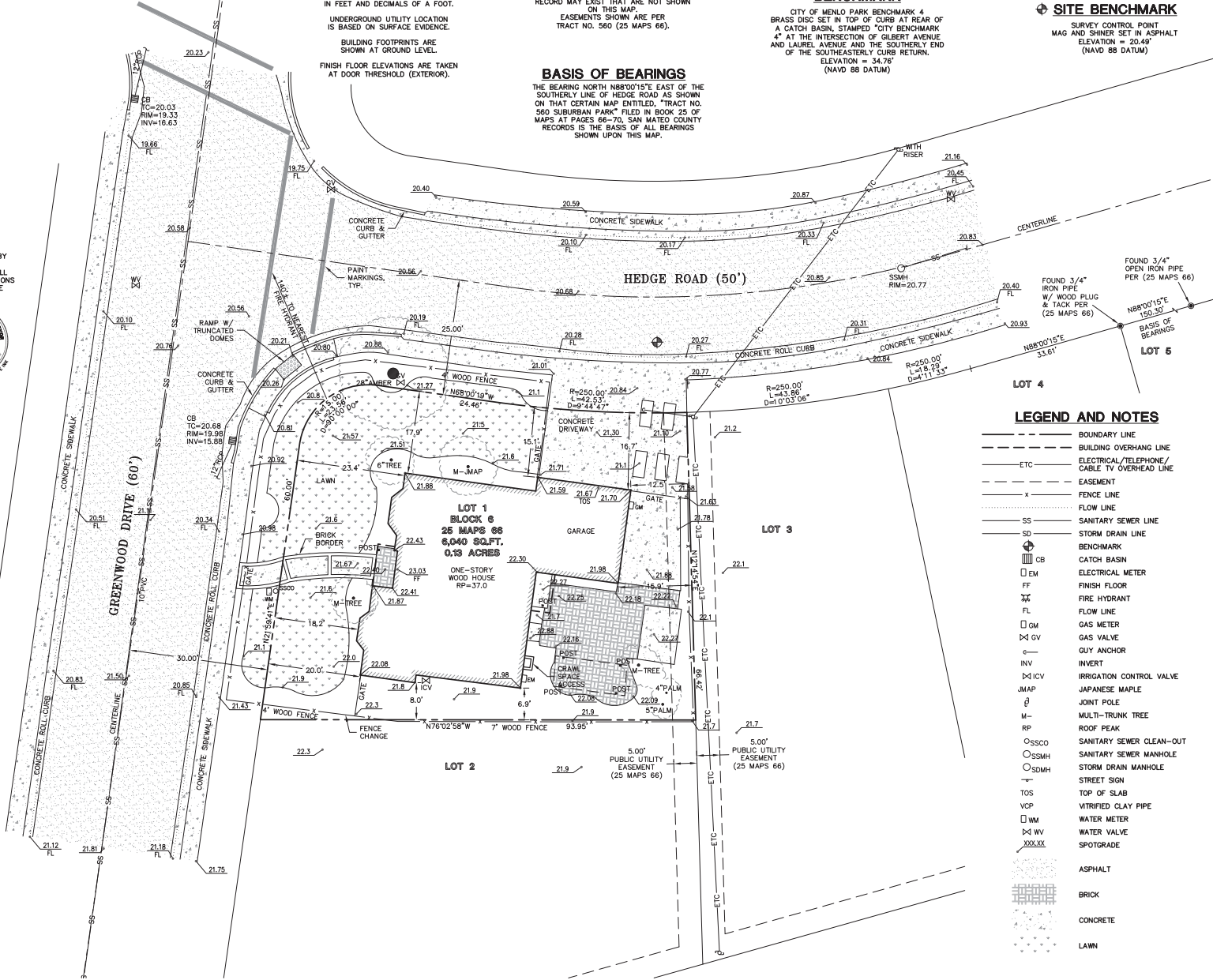
THE BEARING NORTH N88°00'15" EAST OF THE SOUTHERLY LINE OF HEDGE ROAD AS SHOWN ON THAT CERTAIN MAP ENTITLED, "TRACT NO. 560 SUBURBAN PARK" FILED IN BOOK 25 OF MAPS AT PAGES 66-70, SAN MATEO COUNTY RECORDS IS THE BASIS OF ALL BEARINGS SHOWN UPON THIS MAP.

BENCHMARK

CITY OF MENLO PARK BENCHMARK 4 BRASS DISC SET IN TOP OF CURB AT REAR OF A CATCH BASIN, STAMPED "CITY BENCHMARK 4" AT THE INTERSECTION OF GILBERT AVENUE AND LAUREL AVENUE AND THE SOUTHERLY END OF THE SOUTHEASTERLY CURB RETURN.
ELEVATION = 34.76'
(NAVD 88 DATUM)

SITE BENCHMARK

SURVEY CONTROL POINT
MAG AND SHINER SET IN ASPHALT
ELEVATION = 20.40'
(NAVD 88 DATUM)



LEGEND AND NOTES

- BOUNDARY LINE
- BUILDING OVERHANG LINE
- ETC ELECTRICAL/TELEPHONE/CABLE TV OVERHEAD LINE
- EASEMENT
- x- FENCE LINE
- FLOW LINE
- SS SANITARY SEWER LINE
- SD STORM DRAIN LINE
- ⊙ BENCHMARK
- ⊠ CB CATCH BASIN
- ⊠ EM ELECTRICAL METER
- FF FINISH FLOOR
- ⊠ FH FIRE HYDRANT
- FL FLOW LINE
- ⊠ GM GAS METER
- ⊠ GV GAS VALVE
- ⊠ GUY ANCHOR
- INVERT
- ⊠ ICV IRRIGATION CONTROL VALVE
- ⊠ JAP JAPANESE MAPLE
- ⊠ JOINT POLE
- ⊠ M- MULTI-TRUNK TREE
- ⊠ RP ROOF PEAK
- ⊠ SSSCO SANITARY SEWER CLEAN-OUT
- ⊠ SSMH SANITARY SEWER MANHOLE
- ⊠ SDM STORM DRAIN MANHOLE
- ⊠ STREET SIGN
- ⊠ TOP OF SLAB
- ⊠ VCP VITRIFIED CLAY PIPE
- ⊠ WM WATER METER
- ⊠ WV WATER VALVE
- ⊠ SPOTGRADE
- ASPHALT
- BRICK
- CONCRETE
- LAWN

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS - LAND SURVEYORS
SACRAMENTO REGION
BAY AREA REGION
HAYWARD, CALIFORNIA 94540
(916) 995-1333
(916) 995-5086
(916) 995-7242
WWW.LEA-BRAZE.COM

1008 GREENWOOD DRIVE
MENLO PARK
CALIFORNIA

TOPOGRAPHIC AND
BOUNDARY SURVEY

REVISIONS	BY

SU1
1 OF 1 SHEETS



YOUNG AND BORLIK
ARCHITECTS, INCORPORATED

4962 EL CAMINO REAL, SUITE 218
LOS ALTOS, CA 94022

TELEPHONE
(650) 688-1950

FAX
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OCT 04 2017

CITY OF MENLO PARK
BUILDING

July 11, 2017

updated September 27, 2017

Kaitie Meador, Associate Planner
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Re: Project description letter for 1008 Greenwood Drive, Chessari-Van Veghel Residence

The purpose of this letter is to describe the proposed addition and remodel project at 1008 Greenwood Drive, to accompany our submittal of plans and application for the Use Permit approval. The overall project includes first floor interior remodeling to within the existing 1,786 sf footprint, with a second story addition of 1,021 sf above. The total proposed residence will be 2,797 sf.

The parcel is 6,040 sf, zoned as R-1-U. Based on lot dimensions, the parcel is considered sub-standard with respect to the minimum size for the district. The existing home structure complies with the front, side, and street side setback requirements, but the attached two-car garage is located approximately 12.5 feet from the side yard property line, where 20 feet is required. The proposed scope of work, combined with the parcel size and non-conformities, necessitate a Use Permit approval for development.

The architecture of the home is designed with Mediterranean influences, but simplified and minimized for a more modern aesthetic. The design will feature a wide covered front porch, to provide a welcoming presence and emphasize the pedestrian scale of the streetscape. The front door will face the street with high visibility. Wall materials will be smooth-finish painted stucco, with a veneer stone wainscot as a base for the first story. The entry columns will be clad in a similar veneer stone. The windows will be aluminum clad with wood trim, predominantly casement style. Trim, casing, and mouldings will be painted. Roofing material will be shingles with integral photovoltaic collectors.

The second floor is centered within the footprint of the first floor below, which maintains a comfortable margin to fit within the daylight plane envelope. The existing attached two car garage will remain at the street-side rear corner of the lot to provide covered off-street parking. The driveway will also continue to provide additional uncovered off-street parking spaces.

The surrounding neighborhood is all single family dwellings. The immediate vicinity seems to be evenly split between one-story and two-story development. Most residences have a detached rear one-car garage with a side driveway connecting to the street for the additional tandem parking. There is one heritage size street tree, a liquidambar along the Hedge Rd. frontage, close to the

Project Description Letter
1008 Greenwood Drive

corner at Greenwood Dr. A few existing medium size Japanese maples near the entry, corner, and kitchen will remain, to be protected as best as possible during construction activity.

As part of the outreach efforts for this project, the owners have reached out to the adjacent neighbors to the side and rear, as well as a few others, to provide awareness of the proposed improvements and to solicit feedback and support. The owners met with their rear neighbor to discuss their concerns about privacy for their side windows and backyard with respect to the small upper floor rear balcony. The owner was able to take some pictures from the existing one-story roof from the vantage point of that proposed balcony, to share with the rear neighbor. Upon discussion, and seeing how the existing fence and hedges block any view of those windows, the neighbors' concerns were satisfied with respect to the current design.

Thank you for your time in review of this project. We are proud to present this design for your consideration, and look forward to the opportunity to see this new design compliment the neighborhood.

Sincerely,

Daniel S. Rhoads
Young and Borlik Architects Inc.



STAFF REPORT

Planning Commission

Meeting Date: 12/11/2017

Staff Report Number: 17-072-PC

Public Hearing: **Architectural Control, Major Subdivision, and Below Market Rate Housing Agreement/Hayes Group Architects/706-716 Santa Cruz Avenue**

Recommendation

Staff recommends that the Planning Commission make the necessary findings and take actions for approval of the project at 706-716 Santa Cruz Avenue, located in the El Camino Real Downtown/Specific Plan (SP-ECR/D) zoning district, as outlined in Attachment A. The Planning Commission should take action on the following components of the project:

1. Architectural control for the demolition of an existing commercial building and the construction of a new three-story, mixed-use building with a below-grade parking lot, retail space and parking on the first level, office uses on the second level, and four residential units on the third level;
2. Removal of one on-street parking space on Chestnut Street and new red curb along Chestnut Lane to meet fire access requirements;
3. Heritage Tree Removal Permits for two heritage trees, one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street; and,
4. Below Market Rate (BMR) Housing Agreement for compliance with the City's below market rate housing program.

The Planning Commission should provide a recommendation to the City Council on the following component of the proposed project:

5. Major Subdivision to create six condominiums, including four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums.

Policy Issues

The proposed project requires the Planning Commission and City Council to consider the merits of the project, including project consistency with the El Camino Real/Downtown Specific Plan. Each architectural control, major subdivision, and below market rate housing agreement is considered individually. The Planning Commission should consider whether the required findings can be made for the proposal.

Background

Site location

The subject site is 23,454 square feet and is located at 706-716 Santa Cruz Avenue, and is part the El Camino Real/Downtown Specific Plan (SP-ECR/D) zoning district and is within the Downtown (D) sub-district. The site is currently developed with a single-story commercial building and is occupied by several tenants, including Union Bank, Juban Yakiniku House (restaurant), and a computer repair service store. A

private surface parking lot is located on the rear half of the site and is currently accessed by driveways on Chestnut Street and Chestnut Lane. A location map is included as Attachment B.

The subject site is a corner lot with frontages on Santa Cruz Avenue, Chestnut Street, and Chestnut Lane, where Santa Cruz Avenue serves as the front and Chestnut Lane serves as the rear. The surrounding properties are likewise part of the SP-ECR/D district, and generally consist of commercial buildings. Using Santa Cruz Avenue in a north-south orientation, the parcel to the west of the project site and across Chestnut Lane is occupied by Axion Learning Center and several small businesses. The parcels across Chestnut Street to the south and Santa Cruz Avenue to the east contain multiple small businesses and restaurants. The parcel to the north of the site is occupied by Ace Hardware. To the northwest of the property is a City parking plaza #1.

Analysis

Project description

The applicant is proposing to construct a new mixed-use development consisting of 13,018 square feet of retail space on the first level, 19,128 square feet of non-medical office space on the second level, and four residential units totaling 14,762 square feet on the third level. The residential units would include one, two-bedroom unit and three, three-bedroom for-sale units. A data table summarizing the parcel and project attributes is included as Attachment C. The project plans and the applicant's project description letter are included as Attachments D and E, respectively.

The proposal would meet the Specific Plan's Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. The maximum permitted base floor area ratio (FAR) for the D sub-district is 2.0 for all uses, inclusive of office, and the maximum FAR for non-medical office uses is half of the overall FAR. As a result, the subject parcel is limited to 46,908 square feet of total gross floor area and 23,454 square feet of office. The proposed project falls within these limits, with a total of 46,908 square feet (2.0 FAR) of gross floor area and a total of 19,128 square feet (.8 FAR) of office space, including proportionally calculated common areas such as the lobby and stairs. The FAR has been calculated per the definition of Gross Floor Area, which includes all levels of a structure, with exemptions for covered parking and certain non-usable/non-occupiable areas.

The development would have a residential density of 7.4 dwelling units per acre, in compliance with the limit of 25 dwelling units per acre. The development would be 38 feet, which is the maximum allowed height and would adhere to the façade height limit of 30 feet. A four-foot tall parapet wall is proposed for the rooftop mechanical equipment screening and is not included in the maximum height of the building. The development complies with the building profile. The elevator, stair wells and parapet walls encroach into the building profile which is permitted. The development would have a zero setback at the front, sides, and rear property lines. As specified by the Specific Plan, the development would be required to achieve LEED Silver certification (condition 6b).

Design and materials

The Specific Plan includes a detailed set of design standards and guidelines. Compliance with the standards and guidelines are evaluated in the Standards and Guidelines Project Compliance Worksheet (Attachment F). The following discussion highlights and expands on topics addressed in the Standards and Guidelines Project Compliance Worksheet.

Design Concept

The project would be a mixed-use building with retail at the first level (fronting both Santa Cruz Avenue and Chestnut Street), office at the second level, and residential at the third level. Office would account for 41 percent of the project, retail 28 percent, and residential 31 percent. The four residential units on the third level would be set back from the first and second level which would distinguish the upper level from the two-story base and would make the building appear to be two-stories tall from the sidewalk.

Open space in the form of terraces would be a significant aspect of the design concept. The four residential units would each have large private terraces along the perimeter of the third level. There would also be a common courtyard/terrace on third level facing Chestnut Lane. The office level also has substantial terraces on the Chestnut Street and right side elevation. Smaller terraces are located on the Chestnut Lane and Santa Cruz Avenue elevations.

The public entry to the office and residential uses would be at the building corner at Chestnut Street and Chestnut Lane. The entry would be set back from the adjacent building walls to create a small plaza with low planters at the street corner. A key feature of the building entry would be the two-story glazed walls with vertical glass fins that project out on two sides toward the street corner on the second level.

There would be one primary and one secondary retail entry along both the Santa Cruz Avenue and Chestnut Street frontages. The primary retail entries would be set back approximately nine feet from the sidewalk at the major modulations, which are 20 foot wide breaks in the primary façade. The secondary retail entries would be set back three and a half feet from the primary façade at the minor modulations, which would be approximately 11 feet wide.

Parking for all uses would be primarily at the below-grade parking level with a limited number of ground level parking spaces behind the retail use. Parking and trash storage would account for about one-third of the first floor footprint and only be visible from Chestnut Lane in the form of a garage entrance.

Rooftop mechanical units are set back from the roof edge and screened from view by parapets. Two solar ready zones are shown on the roof. Passive solar features include deep awnings and eave overhangs at the residential level that provide shade for windows on the south and east elevations of the building. The elevations would also feature a variety of sunshades including canopies at the retail level, horizontal sunshades at the office level and vertical glass fins above the lobby. Small trees on the third level common terrace/courtyard as well as new street trees are proposed. In regards to utilities, transformers and back flow devices would be placed underground. The trash storage would be interior to the building and not be visible from the public sidewalk.

Architectural Character

The architectural character of the structure would be contemporary. The treatment of the primary façade would feature brick clad, two-story frames with vertically proportioned two-story rectangular recesses. The recesses would be approximately 18 inches deep to the glazing at the ground level and at the second level on the Santa Cruz Avenue elevation. On Chestnut Street, the brick-clad frame would generally remain along the street frontage, but the recesses would be further set back for the middle portion of the second level, which creates a large terrace for the offices. The design's form and massing as seen from the street would create a clean, modern expression of rectangular elements with strongly defined edges in varied materials. Building major and minor modulations would be used to highlight the form of the Roman brick clad primary façade elements and entries.

The proposed building fenestration would be varied from the first to the second level. The sunshade elements within the large frame openings would create additional interest with horizontal patterns on the upper level. Canopies at the retail level and guardrails at upper levels would also articulate the facades. Roof edges would be treated simply to accentuate the rectilinear forms. Vertical elements such as the parapet walls, stair wells, and elevators above the building height and/or building profile would be well integrated with the building form.

The ground floor retail space would feature large, transparent storefront windows that contrast with the brick material. Awnings, future lighting, and signage would also add interest. The ground floor storefront windows could be provided as operable window systems, particularly for storefronts at or near the corner of Santa Cruz Avenue and Chestnut Street, to allow for an open indoor-outdoor connection for retail and/or café uses.

Materials and Detailing

The primary facades on the first and second levels and at the stair and elevator towers would feature Roman brick in a light sandstone color (medium to light gold-brown) with a smooth finish. Other materials include fiber cement panels in off-white and taupe at the third level residences, smooth cement plaster in dark brown at the recessed wall planes, and grey metal panels for the spandrels, canopies, copings. White translucent glazing would be used on the guardrails, which would have metal frames, and clear glazing would be used on the windows. The concrete planters would be a natural color. The material and color palette would provide texture change and subtle color contrast between adjacent finishes with an overall neutral color scheme. The color and pattern provided by the Roman brick would provide definition to the building and the other materials and colors would support and complement the brick facades.

The design detailing would produce clean/sharp edges and clear transitions between materials. Ground floor windows and doors would extend from the ground up to the bottom of the offices on the second level. Wall sconce light fixtures shown on the wall face between storefronts are simple cylinders with a downwash light. Details such as horizontal sunshades at the office level and vertical glass fins over the main office/residential entry would add additional interest to the facades.

Parking and circulation

Vehicular

Vehicular access for the site would be provided by the garage entrance at the rear of the property on Chestnut Lane. Nine parking spaces would be provided on the first level behind the first level retail use. An additional 46 parking spaces would be provided at the below-grade garage level. These two levels of parking would provide a total of 55 off-street parking spaces which is consistent with the Specific Plan requirements of 55 parking spaces. This property is part of the P (parking) district. When a P parcel is redeveloped, parking for the first 1.0 FAR is satisfied by replacing the parking provided on the parcel, in this case 18 spaces. The parking for the remaining FAR is provided based on the Specific Plan parking requirements. General office uses require 3.8 spaces per every 1,000 square feet and residential units require one space for every residential unit. For this development, the remaining office FAR is 8,692 square feet which requires 33 parking spaces and the four residential units require a total of four parking spaces.

The parking would be shared between the retail, office, and residential tenants and the parking spaces would not be designated for a specific use. The Specific Plan allows mixed-use developments to share parking. A shared parking memorandum was also provided by the applicant which indicates that the maximum parking demand at any given time would be 53 parking spaces. The shared parking memorandum is included as Attachment G.

A lobby with a staircase and elevator at the southwest corner of the building would provide direct access from the garage to the retail, office, and residential uses. In addition, a staircase at the northwest corner of the building would provide access from the garage to Chestnut Lane. Covered parking and associated circulation (elevators/stairs) are exempt from the FAR calculations, as noted earlier. During the staff review process, the garage plans, parking requirements, and shared parking memorandum was reviewed by staff to confirm the accuracy of the conclusions of the plans/report.

Bicycle

The project would provide required bicycle parking in both short-term and long-term configurations. Short-term bicycle parking would be provided via racks in the public right-of-way. Long-term bicycle parking would be located in the underground garage level, with access provided both by the garage ramp as well as the elevators and stairs. Similar to vehicular parking, covered bicycle parking is exempt from FAR calculations.

Pedestrian

The existing sidewalk on Chestnut Street and Santa Cruz Avenue would remain and would be repaired/replaced as needed to match the existing sidewalk. The existing sidewalks include a four foot furnishing zone and a six foot clear walking zone. New bike racks would be provided in the furnishing zone to meet the short-term bike parking requirements. The design of the bike racks would be consistent with the City standards.

The retail space, as well as the main lobby, would feature direct access from the Santa Cruz Avenue and Chestnut Street sidewalks. Access to the office space and residential units on the second and third levels would also be provided from a staircase on Santa Cruz Avenue. As part of the project, a five foot wide sidewalk would be constructed along the rear of the property on Chestnut Lane. The sidewalk would increase pedestrian access and connectivity by providing a path of travel from Chestnut Street to the public parking plaza and the tenants fronting the parking plaza.

Fire Access

Fire access for the project would be located on Chestnut Lane. To accommodate fire access in this location the new sidewalk along Chestnut Lane would be a rolled curb sidewalk with a red curb preventing parking and/or stopping. In order to meet the turning radius for the fire truck, one on-street parking space on Chestnut Street, closest to the intersection of Chestnut Street and Chestnut Lane, would be removed.

Fire access must be provided where there is unobstructed roof access, meaning overhead lines could not be present in the area designated as fire access. Currently, fire access is located on Chestnut Lane since at the time of the Fire District's review certain overhead lines were proposed to remain on Chestnut Street. However, the plans for the undergrounding will require additional review at the building permit stage and the undergrounding on Chestnut Street may change. If all the overhead lines are undergrounded along the Chestnut Street frontage, the fire access may be relocated to Chestnut Street subject to the Fire District's review and approval. This would allow the new Chestnut Lane sidewalk to be a standard curb and potentially allow the on-street parking space to remain. The undergrounding plans are addressed in more detail in a later section.

Tentative Map

The applicant is requesting approval of a tentative map for a major subdivision to create four residential condominium units and two commercial condominiums, with rights reserved to allow up to ten commercial condominiums on the existing shared lot. One commercial parcel would include the first level retail use and the other would include the second level office use. The potential condominium subdivision would allow the

individual residential units and commercial condos to be bought or sold independently. The tentative map would give the property owner flexibility to divide the retail and office space into no more than 10 units without requiring an additional tentative map. See Attachment H for the tentative map plans. The Planning Commission is a recommending body on a major subdivision, with the City Council as the final decision-making body.

State law outlines factors that the Planning Commission may consider in reviewing the request for subdivisions. Specifically, there are five factors for the Planning Commission to consider.

The first consideration is whether the proposed subdivision is in conformance with the City's General Plan. The General Plan land use designation for the subject property is El Camino Real/Downtown Specific Plan, which is consistent with the SP-ECR/D zoning district. The proposed subdivision would not conflict with General Plan goals and policies, and would comply with the Zoning Ordinance and Subdivision Ordinance.

The second factor to consider is whether the site of the subdivision is physically suitable for the proposed type or density of the development. The proposed subdivision would meet all applicable regulations of the Subdivision Ordinance as well as all development regulations pertaining to the D district within the Specific Plan. The existing lot contains one commercial building in a developed area and the proposed subdivision would result in a three-story mixed-use building including retail and office use and four residential units.

The third and fourth factors are concerned with whether the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or serious public health problems. The proposed subdivision is located within a fully developed neighborhood and all necessary utilities are readily available. In addition, the development of the properties would need to adhere to specific conditions of the Engineering Division, all applicable building codes and requirements of other agencies such as the Sanitary District, Menlo Park Fire Protection District, and other utility companies. Adherence to the conditions. The mitigation monitoring and reporting program, and all applicable codes would eliminate substantial or serious environmental or public health impacts.

The final factor to consider is whether the proposed subdivision would conflict with any public access easements. No public access easements currently exist on the site, so there is no conflict.

Staff has reviewed the tentative map and has found the map to be in compliance with State and City regulations subject to the conditions outlined in Attachment A. All standard and project specific conditions of approval would need to be complied with prior to recordation of the final map. The applicant would need to apply for the final map within two years of the approval date of the tentative map. In order to deny the proposed subdivision, the City Council would need to make specific findings that would identify conditions or requirements of the State law or the City's ordinance that have not been satisfied.

Undergrounding of Overhead Utilities

Specific Plan Guideline E.3.7.07 states, all utilities in conjunction with new residential and commercial development should be placed underground. As part of the project, staff is recommending to underground the utilities (power, communication lines, and fiber optic) along Chestnut Street and Chestnut Lane to comply with the undergrounding guideline and to meet fire access requirements. Currently, the overhead lines run along the Chestnut Lane and Chestnut Street frontages. The goal is to fully underground the lines along the property frontages; however, if this is infeasible as determined by the Director of Public Works, plans to partially underground the lines can be explored. The final undergrounding plan will be finalized prior to building permit issuance. Options for the undergrounding are identified below.

In the preferred undergrounding option, the undergrounding of utilities along Chestnut Street would be prioritized and all overhead lines and power poles would be removed along this frontage. This would include removing two poles and undergrounding the lines on Chestnut Street to the pole located at the intersection of Chestnut Street and Chestnut Lane. The lines running across Chestnut Street would also be undergrounded. To accommodate this, a new pole on the opposite side of Chestnut Street at the intersection of Chestnut Street and Ryans Lane would be installed. The overhead lines along the Chestnut Lane frontage would also be undergrounded. To accommodate this a new pole would be required at the terminus of the undergrounding. This pole should be placed near the northwest corner of the property to potentially eliminate additional undergrounding costs, preserve the street trees, and avoid adding additional power poles in the public parking plaza.

If the preferred option is not feasible, an alternative option is illustrated on sheet C2.1. This option includes the partial undergrounding of Chestnut Street. In this option, one pole for the overhead lines running across Chestnut Street would remain. The applicant is also proposing to underground the frontage along Chestnut Lane; however, the new pole would be located in a planting area in the public parking plaza, which would cause the removal of one street tree and potentially one heritage street tree.

The final undergrounding plans will be finalized prior to building permit issuance and are subject to PG&E, City of Menlo Park, and the Menlo Park Fire Protection District review and approval. Alternate solutions which achieve the required undergrounding along the project frontages can be explored during the building permit review stage.

Open Space, Trees, and Landscaping

Open Space

The project would exceed the minimum private open space requirement for the residential units. The minimum private open space requirement is 80 square feet for every residential unit. Each residential unit would have a private terrace, the smallest of which would be 482 square feet. The D zoning district does not require common open space for the entire development; however, common open space is provided for the residential units by a common courtyard/terrace on the third level.

Trees

The applicant has submitted an arborist report (Attachment I) detailing the species, size, and conditions of the significant trees on or near the site. The report determines the present condition, discusses the impacts of the proposed improvements, and provides recommendations for tree preservation. All recommendations identified in the arborist report would be ensured through condition 5o.

The applicant is proposing to remove two heritage trees, one street tree and one tree on the subject site, and two non-heritage trees. The heritage street tree is a 16-inch diameter Victorian box tree (Tree #10) located on Chestnut Street. According to the arborist report this tree is in poor health with poor structure and decayed branches. The on-site heritage tree is a 29-inch diameter Californian bay tree (Tree #12) located at the southwest corner of the property that conflicts with the proposed construction. Based on the arborist report this tree is in fair condition, but has poor structure. Two non-heritage trees (Trees #11 and #13) are also proposed for removal, one of which is a street tree. The street tree is a 12-inch Victorian box tree (Tree #11) located on Chestnut Street and is in poor health. The City Arborist has tentatively recommended approval of the removals as the trees are either in declining health and/or in conflict with the proposed development.

The arborist report outlines tree protection measures to mitigate or avoid impacts to the existing trees. Tree protection fencing is required around the tree protection zone. Any digging and/or trenching in the tree

protection zone shall be manually preformed. The arborist report indicated that there should be no cutting of roots greater than one inch in diameter without prior assessment by the project arborist. The arborist report also references the potential street tree and heritage street tree removals and/or protection measures for the parking plaza trees referenced in the previous section on undergrounding.

The City's heritage tree replacement guideline for commercial/mixed-use projects is to replace heritage trees at a 2:1 ratio, although this can be adjusted at the City Arborist's discretion. Non-heritage street trees must be replaced at a 1:1 ratio. The heritage tree replacements must be of a species that can grow to heritage-size and street tree replacements must be consistent with the City designated street tree species. The applicant is proposing to provide three tree replacements as street trees to compensate for the loss of the 2 heritage trees and 1 street tree. This would represent a 1:1 replacement ratio for the heritage trees and a 1:1 ratio for the street tree. The tree replacements would be 48-inch-box Saratoga Laurel trees, which would be a larger size than the typical minimum 15-gallon planting. The City Arborist recommends approval of this replanting ratio based on the restricted planting area on the site due to the zero foot setback requirements and the larger size of the replacement trees.

Landscaping

Raised planters are proposed at the corner of Chestnut Street and Chestnut Lane at the lobby entrance. The recesses on Chestnut Lane would feature plantings and a green screen to soften the garage elevation. On the second level, the office terraces would feature planter pots and the terrace on the interior side would include a raised planter. On the third level, the residential terraces would include planters and the common terrace area would feature large planters with three western rosebud trees. The plant palette would be sensitive to low water usage. Plantings include California goldenrod, golden sedge, hummingbird sage, and native grasses. The plantings are subject to change and refinement at the building permit stage.

Trash and recycling

The development would have a shared trash and recycling area on the first level, adjacent to the garage. The bins would be wheeled out to the street on the service day for collection. The plans have been reviewed and tentatively approved by the City's refuse collector, Recology.

Below Market Rate Housing Agreement

The applicant is required to comply with Chapter 16.96 of City's Municipal Code ("BMR Ordinance"), and with the BMR Housing Program Guidelines adopted by the City Council to implement the BMR Ordinance ("BMR Guidelines") as the project would exceed 10,000 square feet of commercial gross floor area. Because the project does not include five or more residential units, there is no BMR requirement that derives from the residential uses themselves. However, the increase in commercial square footage results in a requirement for 0.94 of a BMR unit (either on- or off-site) or the payment of in-lieu fees. The applicant's BMR proposal includes payment of an in lieu fee of \$311,194.80.

The BMR proposal was reviewed by the Housing Commission at their meeting on August 23, 2017. The Housing Commission unanimously recommended approval for the payment of an in-lieu fee based on the limited number of proposed units, construction costs of the units, and the ongoing maintenance costs for potential BMR residents. The Housing Commission's meeting minutes are included as Attachment J. The applicant's BMR proposal and the draft BMR Agreement are included as Attachments K and L, respectively.

Correspondence

Staff received a letter from the neighboring rear property owner at 1142-1150 Chestnut Lane regarding this project after the initial public notice. The comments from the letter are included as Attachment M and

summarized below.

- Location of parking garage entrance/exit
- Pedestrian and vehicular safety on Chestnut Lane
- Installation of sidewalk on Chestnut Lane
- Scale and massing of proposed development
- Daylight plane requirements/solar impacts
- Construction phasing plan
- Delivery truck and trash removal plan

In response to these comments, the applicant reached out to the rear property owner to address the concerns. As a result, the plans were updated to include scaled massing models, rendered street views, and sun shading renderings. Deliveries were removed along Chestnut Lane and green screens were added to the garage wall. The applicant also explored options to relocate the sidewalk within the property line based on the neighbors' concerns; however, the applicant indicated that the project would not be able to meet the development and parking requirements. The applicant also held a public meeting for the project on January 10, 2017.

Staff received one letter from the property owner at 1142-1150 Chestnut Lane dated November 27, 2017 and one from their attorney dated November 28, 2017. The letter from the property owner reiterated the previous concerns. The letter from the attorney's office outlined similar concerns and presented three potential conditions of approval for the project. The proposed conditions and staff responses are outlined below. The letters are included as Attachment M.

1. Prohibit truck deliveries on Chestnut Lane.

Staff response: A condition of approval (condition 6d) has been added to the project indicating that no loading is allowed on Chestnut Lane. A red curb and no stopping signs will be required on Chestnut Lane.

2. Reduce width of garage entrance.

Staff response: The proposed garage entrance is currently 25 feet wide where the minimum allowed opening for garage entrances that serve office uses is 24 feet. Based on the turning radius diagrams on sheet C4.0, the curb cut cannot be further reduced in width and still meet the required turning radii.

3. Expand opposite sidewalk width along 1142-1150 Chestnut Lane.

Staff response: The proposed sidewalk along the east side of Chestnut Lane is required to improve circulation and pedestrian access and safety along Chestnut Lane. If the sidewalk on the west side of Chestnut Lane were extended by five feet, the lane width would be reduced to 15 feet and would not meet City standards or fire access requirements. Furthermore, since this lane is currently designated as the fire access, raised planters and/or trees would not be allowed.

Staff has received one additional piece of correspondence from the applicant's attorney, dated December 6, 2017. This letter, which focuses on the recommendation for the undergrounding of utilities, is included in Attachment M.

Conclusion

Staff believes the proposed building would be a building with contemporary architecture with proportioned massing and facades that are ordered but not too minimal. Forms and façade composition would be supported by varied use of materials, finishes, and color. The proposal would adhere to the extensive standards and guidelines established by the Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet.

The proposal would meet the Specific Plan's Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. Vehicular and bicycle parking requirements would be met, and the development would also provide a positive pedestrian experience. The removal of the two heritage trees is justified due to the trees declining health and/or in conflict with the proposed development. Three new street trees would be located along Chestnut Street and the existing trees would be protected during construction. New landscaping would be planted throughout the site and the private open space would exceed the minimum standards. Therefore, staff recommends that the Planning Commission approve the proposed architectural control, BMR agreement, and recommend approval of the major subdivision to the City Council.

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. In addition, the proposed development would be subject to payment of Transportation Impact Fee (TIF), Specific Plan Transportation Infrastructure Proportionate Cost-Sharing Fee, and the El Camino Real/Downtown Specific Plan Preparation Fee. These required fees were established to account for projects' proportionate obligations.

Environmental Review

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

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

As specified in the Specific Plan EIR and the CEQA Guidelines, program EIRs provide the initial framework for review of discrete projects. In particular, projects of the scale of 706-716 Santa Cruz Avenue are required to be analyzed with regard to whether they would have impacts not examined in the Program EIR.

This conformance checklist, which analyzes the project in relation to each environmental category in appropriate detail, is included as Attachment N. As detailed in the conformance checklist, the proposed project would not result in greater impacts than were identified for the Program EIR. Relevant mitigation measures have been applied and would be adopted as part of the Mitigation Monitoring and Reporting Program (MMRP), which is included as Attachment O. Full compliance with the MMRP would be ensured through condition 6a. No new impacts have been identified and no new mitigation measures are required for the proposed project. Mitigations include construction-related best practices regarding air quality and noise, payment of transportation-impact-related fees (condition 6k), and implementation of a Transportation Demand Management (TDM) program (Attachment P). The MMRP also includes three completed mitigation measures related to cultural resources and hazardous materials. An environmental site assessment phase I, historic resource evaluation, and cultural resources evaluation were performed by qualified professionals and determined that the proposed project would have no additional impacts. These studies are available for review upon request.

Specific Plan Maximum Allowable Development

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

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

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

If the project is approved and implemented, the Specific Plan Maximum Allowable Development would be revised to account for the net changes as follows:

	Dwelling Units	Commercial Square Footage
Existing	0	12,758
Proposed	4	32,146
Net Change	4	19,388
<u>% of Maximum Allowable Development</u>	0.6%	4.1%

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.

Appeal Period

The Planning Commission action on architectural control will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council. The City Council is the final decision-making body on the tentative map.

Attachments

- A. Recommended Action
- B. Location Map
- C. Data Table
- D. Project Plans
- E. Project Description Letter
- F. Specific Plan Standards and Guidelines Compliance Worksheet
- G. Letter from Hexagon Transportation Consultants
- H. Tentative Map Plans
- I. Arborist Report
- J. Housing Commission Minutes
- K. BMR Proposal
- L. BMR Agreement
- M. Correspondence
- N. EIR Conformance Checklist
- O. Mitigation Monitoring and Reporting Program (MMRP)
- P. Transportation Demand Management (TDM) program

Disclaimer

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

Exhibits to Be Provided at Meeting

Color and materials board

Report prepared by:
Kaitie Meador, Associate Planner

Report reviewed by:
Deanna Chow, Principal Planner
Mark Muenzer, Assistant Community Development Director

706-716 Santa Cruz Avenue – Attachment A: Recommended Actions

LOCATION: 706-716 Santa Cruz Avenue	PROJECT NUMBER: PLN2016-00111	APPLICANT: Hayes Group Architects	OWNER: Vasile Oros
REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story mixed use building with a below-grade parking lot, commercial and parking on the first level, office on the second level, and four residential units on the third level in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Removal of one on-street parking space on Chestnut Street and new red curb along Chestnut Lane to meet fire access requirements. Heritage Tree Removal Permits for two heritage trees, one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street. Below Market Rate (BMR) Housing Agreement for compliance with the City's below market rate housing program. Major Subdivision to create six condominium units including four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
ACTION:			
<ol style="list-style-type: none"> 1. Make findings with regard to the California Environmental Quality Act (CEQA) that the proposal is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012. Specifically, make findings that: <ol style="list-style-type: none"> a. A checklist has been prepared detailing that no new effects could occur and no new mitigation measures would be required (Attachment N). b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment O), which is approved as part of this finding. c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 4 residential units and 19,388 square feet of non-residential uses, accounting for the project's net share of the Plan's overall projected development and associated impacts. 2. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval: <ol style="list-style-type: none"> a. The general appearance of the structure is in keeping with the character of the neighborhood. b. The development will not be detrimental to the harmonious and orderly growth of the City. c. The development will not impair the desirability of investment or occupation in the neighborhood. d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking. e. The development is consistent with the El Camino Real/Downtown Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet (Attachment F). 3. Recommend that the City Council make the findings that the proposed major subdivision is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act. 			

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<p>ACTION:</p> <ol style="list-style-type: none"> 4. Approve the Below Market Rate Housing In-Lieu Fee Agreement (Attachment L) in accordance with the City's Below Market Rate Housing Program. 5. Approve the architectural control subject to the following standard conditions: <ol style="list-style-type: none"> a. Development of the project shall be substantially in conformance with the plans prepared by Hayes Group Architects, consisting of 45 plan sheets, dated received on November 21, 2017, and an arborist report, consisting of 25 pages, dated received on November 21, 2017 approved by the Planning Commission on December 11, 2017, except as modified by the conditions contained herein, subject to review and approval of the Planning Division. b. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project. c. Prior to building permit issuance, the applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, California Water Company and utility companies' regulations that are directly applicable to the project. d. Prior to commencing any work within the right-of-way or public easements, the applicant shall obtain an encroachment permit from the appropriate reviewing jurisdiction. e. Simultaneous with the submittal of a complete building permit application or Final Map, Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP). BMP plan sheets are available electronically for inserting into Project plans. The plan is subject to the review and approval of the Engineering Division. f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a plan for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction. 			

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<p>ACTION:</p> <ul style="list-style-type: none"> g. Simultaneous with the submittal of a complete building permit application or Final Map, the Applicant shall submit a draft “Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement” with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall be recorded and documentation shall be provided to the City prior to final occupancy. h. Simultaneous with the submittal of a complete building permit application or Final Map, the applicant shall submit a Grading and Drainage Plan for review and approval by the Engineering Division. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report will be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be 5% minimum for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3. Discharges from the garage ramp and underground parking areas are not allowed into the storm drain system. Discharge must be treated with an oil/water separator and must connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District. i. Simultaneous with the submittal of a complete building permit application or Final Map, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements. The Plan shall include removal and replacement of any damaged and significantly worn sections of frontage improvements. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths recorded on the improvement plans submitted for City review and approval. All public improvements shall be designed and constructed to the satisfaction of the Engineering Division. The Off-Site Improvements Plan shall be approved prior to issuance of a building permit or Final Map. j. Simultaneous with the submittal of a complete building permit application or Final Map, and as part of the off-site improvements plan, the applicant shall submit plans for street light 			

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<p>ACTION:</p> <p>design per City standards, at locations approved by the City. All street lights along the project frontages shall be painted Mesa Brown and upgraded with LED fixtures compliant with PG&E standards, and are subject to the review and approval of the Engineering Division.</p> <ul style="list-style-type: none"> k. Simultaneous with the submittal of a complete building permit application or Final Map, the applicant shall provide documentation indicating the amount of irrigated landscaping. If the project proposes more than 500 square feet of irrigated landscaping, it is subject to the City's Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44). If this project is creating more than 5,000 square feet of irrigated landscaping, per the City's Water Efficient Landscape Ordinance (Municipal Code 12.44) the irrigation system is required to have a separate water service. Submittal of a detailed landscape plan would be required concurrently with the submittal of a complete building permit application. l. Simultaneous with the submittal of a complete building permit application or Final Map, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes. m. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction. n. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division prior to Final Occupancy. 			

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<p>ACTION:</p> <ul style="list-style-type: none"> o. Street trees and heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations of the arborist report prepared by Arbor Resources, dated November 20, 2017. Applicant shall submit a tree preservation plan, detailing the location of and methods for all tree protection measures as part of a complete building permit application and is subject to review and approval by the City prior to building permit issuance. p. Prior to building permit issuance, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule. q. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a lighting plan, providing the location, architectural details and specifications for all exterior lighting subject to review and approval by the Planning Division. r. Simultaneous with the submittal of a complete building permit application, a design-level geotechnical investigation report shall be submitted to the Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage. s. A complete building permit application will be required for any remediation work that requires a building permit. No remediation work that requires approval of a building permit shall be initiated until the applicant has received building permit approvals for that work. All building permit applications are subject to the review and approval of the Building Division. t. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades. Construction parking in the public parking plazas will be subject to City review and approval. The plan shall include construction phasing and anticipated method of traffic handling for each phase. 			

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<p>ACTION:</p> <ul style="list-style-type: none"> u. All public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division prior to building permit final inspection. <p>6. Approve the architectural control subject to the following project-specific conditions:</p> <ul style="list-style-type: none"> a. The applicant shall address all Mitigation Monitoring and Reporting Program (MMRP) requirements as specified in the MMRP (Attachment O). Failure to meet these requirements may result in delays to the building permit issuance, stop work orders during construction, and/or fines. b. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated LEED Checklist, subject to review and approval of the Planning Division. The Checklist shall be prepared by a LEED Accredited Professional (LEED AP). The LEED AP should submit a cover letter stating their qualifications, and confirm that they have prepared the Checklist and that the information presented is accurate. Confirmation that the project conceptually achieves LEED Silver certification shall be required before issuance of the building permit. Prior to final inspection of the building permit or as early as the project can be certified by the United States Green Building Council, the project shall submit verification that the development has achieved final LEED Silver certification. c. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a full shoring plan subject to review and approval of the Planning and Building Divisions. d. Chestnut Lane along the property frontage shall not be used as a loading zone. Simultaneous with the submittal of a complete building permit application or Final Map, the applicant shall provide plans that include a red curb and no stopping signs on Chestnut Lane as part of the off-site improvement plan, subject to the review of the Engineering, Transportation and Planning Divisions. e. Simultaneous with the submittal of a complete building permit application or Final Map, the Applicant shall submit plans to underground the overhead utilities on Chestnut Street and Chestnut Lane to the extent feasible as determined by the Director of Public Works. The scope of the undergrounding will be to the satisfaction of the Menlo Park Fire Protection 			

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<p>ACTION:</p> <p>District and the City of Menlo Park. All lateral connections to overhead electric, fiber optic, and communication lines shall be placed in a joint trench.</p> <p>To the extent that all of the utilities along the Chestnut Street and Chestnut Lane property frontages are not placed underground as part of the construction, the applicant shall cooperate with the undergrounding of utilities at such time that the adjacent or contiguous properties redevelop and/or perform undergrounding of utilities. The applicant shall record an agreement, in a form approved by the City Attorney, and submit documentation of recordation prior to building permit issuance.</p> <ul style="list-style-type: none"> f. Prior to issuance of each building permit, the applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058. g. Any nonstandard improvements within public right-of-way shall be maintained in perpetuity by the owner. Owner shall execute an Agreement to maintain non-standard sidewalks and planting strips if any. Agreement shall be recorded prior to final occupancy. h. Street trees shall be from the City-approved street tree species or to the satisfaction of City Arborist. Irrigation within public right of way shall comply with City Standard Details LS-1 through LS-19. i. A landscape audit report shall be submitted to the Engineering Division prior to final inspection. j. Prior to issuance of building permit, the applicant shall submit the El Camino Real/Downtown Specific Plan Preparation Fee, which is established at \$1.13/square foot for all net new development. For the subject proposal, the fee is estimated at \$38,589.50 (\$1.13 x 34,150 net new square feet). k. Prior to issuance of building permit, the applicant shall submit all relevant transportation impact fees (TIF), subject to review and approval of the Transportation Division. Such fees include: 			

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<p>ACTION:</p> <ul style="list-style-type: none"> i. The TIF is estimated to be \$97,465, which includes a credit for the existing retail square footage. The fee was calculated as follows: (\$4.63/s.f. x 19,128 s.f. office) + (\$4.63/s.f. x 13,018 s.f. retail) + (\$1,927.02/unit x 4 multi-family units). Please note this fee is updated annually on July 1st based on the Engineering News Record Bay Area Construction Cost Index. Fees are due before a building permit is issued. ii. The City has adopted a Supplemental Transportation Impact Fee for the infrastructure required as part of the Downtown Specific Plan. The fee is calculated at \$379.40 per PM peak hour vehicle trip, with a credit for the existing trips. The proposed project is estimated to generate 78 PM peak hour trips, so the supplemental TIF is estimated to be \$11,761. Payment is due before a building permit is issued and the supplemental TIF will be updated annually on July 1st along with the TIF. I. Simultaneous with the submittal of a complete building permit application, the Owner/Applicant shall submit design to demonstrate the proposed shoring tie-back/soil nails system does not adversely affect any existing or future utilities and/or any other City infrastructure, to the satisfaction of the Engineering Division. I-beams and appurtenances associated with the shoring plan, other than tie-back cables/soil nails, cannot be placed in the ROW. m. Prior to issuance of the building permit, the Owner/Applicant shall enter into a Tie-Back Agreement with the City and pay the associated fees for the tie-backs encroaching and remaining into the right of way associated with the project in a form approved by the City Attorney, which agreement shall be recorded and shall be binding on future owners of the property. This will require a notarized agreement between the project and the adjacent property owner. n. Prior to issuance of the building permit, the Applicant shall install reference elevation/benchmarks to monitor ground movement in the vicinity of the shoring system at the current centerlines of Santa Cruz Avenue, Chestnut Street and Chestnut Lane before, during and after excavations. The benchmarks shall be surveyed by a licensed surveyor and tied to an existing city monument or benchmark. The benchmarks shall be monitored for horizontal and vertical displacement of Oak Grove Avenue improvements. Tie-back system shall comply with the City's Tie-Back Guidelines. 			

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<p>ACTION:</p> <p>7. Recommend that the City Council approve the tentative map subject to the following conditions:</p> <ul style="list-style-type: none"> a. Within two years from the date of approval of the tentative map, the Applicant shall submit a Final Map for City approval. b. Applicant shall adhere to the Subdivision Map Act and Chapter 15 of the City's Municipal Code. c. Prior to the Final Map recordation, the applicant shall pay the Recreation In-Lieu Fee (Municipal Code 15.16.020) in effect at the time of payment (currently \$78,400 per residential unit, total \$313,600). d. Prior to Final Map approval application, the applicant shall submit plans to remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for the review and approval of the Engineering Division. e. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths recorded on the improvement plans submitted for City review and approval. f. Prior to Final Map approval, the applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction. g. Prior to Final Map approval, the applicant shall submit a Grading and Drainage Plan for review and approval. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report will be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be 5% minimum for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3. Discharges from the garage ramp and underground parking areas are not allowed into the storm drain system. Discharge must be treated with an oil/water separator and must connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District. 			

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<p>ACTION:</p> <ul style="list-style-type: none"> h. Prior to Final Map approval, the applicant shall provide documentation indicating the amount of irrigated landscaping. If the project proposes more than 500 square feet of irrigated landscaping, it is subject to the City's Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44). i. Prior to Final Map approval, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes. j. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction. k. Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP). BMP plan sheets are available electronically for inserting into Project plans. l. Prior to Final Map approval, the applicant shall submit a heritage street tree preservation plan, detailing the location of and methods for all tree protection measures. m. Prior to Final Map approval, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule. 			

706-716 Santa Cruz Avenue – Attachment A: Recommended Actions

LOCATION: 706-716 Santa Cruz Avenue	PROJECT NUMBER: PLN2016-00111	APPLICANT: Hayes Group Architects	OWNER: Vasile Oros
<p>REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story mixed use building with a below-grade parking lot, commercial and parking on the first level, office on the second level, and four residential units on the third level in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Removal of one on-street parking space on Chestnut Street and new red curb along Chestnut Lane to meet fire access requirements. Heritage Tree Removal Permits for two heritage trees, one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street. Below Market Rate (BMR) Housing Agreement for compliance with the City’s below market rate housing program. Major Subdivision to create six condominium units including four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums.</p>			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
<p>VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)</p>			
<p>ACTION:</p> <ul style="list-style-type: none"> n. Prior to Final Map approval, the applicant shall submit Covenants, Conditions and Restrictions (CC&Rs) to the City for review and approval. The CC&Rs shall provide for the maintenance of all infrastructure and utilities within the Project site or constructed to serve the Project. This shall include, but not be limited to, the private open spaces, shared parking spaces, common walkways, common landscaping, and the stormwater drainage and sewer collection systems. o. Prior to Final Map approval, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements. All public improvements shall be designed and constructed to the satisfaction of the Engineering Division. p. Prior to Final Map approval, the applicant shall enter into a Subdivision Improvement Agreement and provide a performance bond for the completion of the off-site improvements as shown on the approved project improvement plans. The applicant shall obtain an encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements. q. Prior to Final Map approval, the applicant shall submit plans to underground the overhead utilities on Chestnut Street and Chestnut Lane to the extent feasible as determined by the Director of Public Works. The scope of the undergrounding will be to the satisfaction of the Menlo Park Fire Protection District and the City of Menlo Park. All lateral connections to overhead electric, fiber optic, and communication lines shall be placed in a joint trench. <p>To the extent that all of the utilities along the Chestnut Street and Chestnut Lane property frontages are not placed underground as part of the construction, the applicant shall cooperate with the undergrounding of utilities at such time that the adjacent or contiguous properties redevelop and/or perform undergrounding of utilities. The applicant shall record an agreement, in a form approved by the City Attorney, and submit documentation of recordation prior to building permit issuance.</p>			

706-716 Santa Cruz Avenue – Attachment A: Recommended Actions

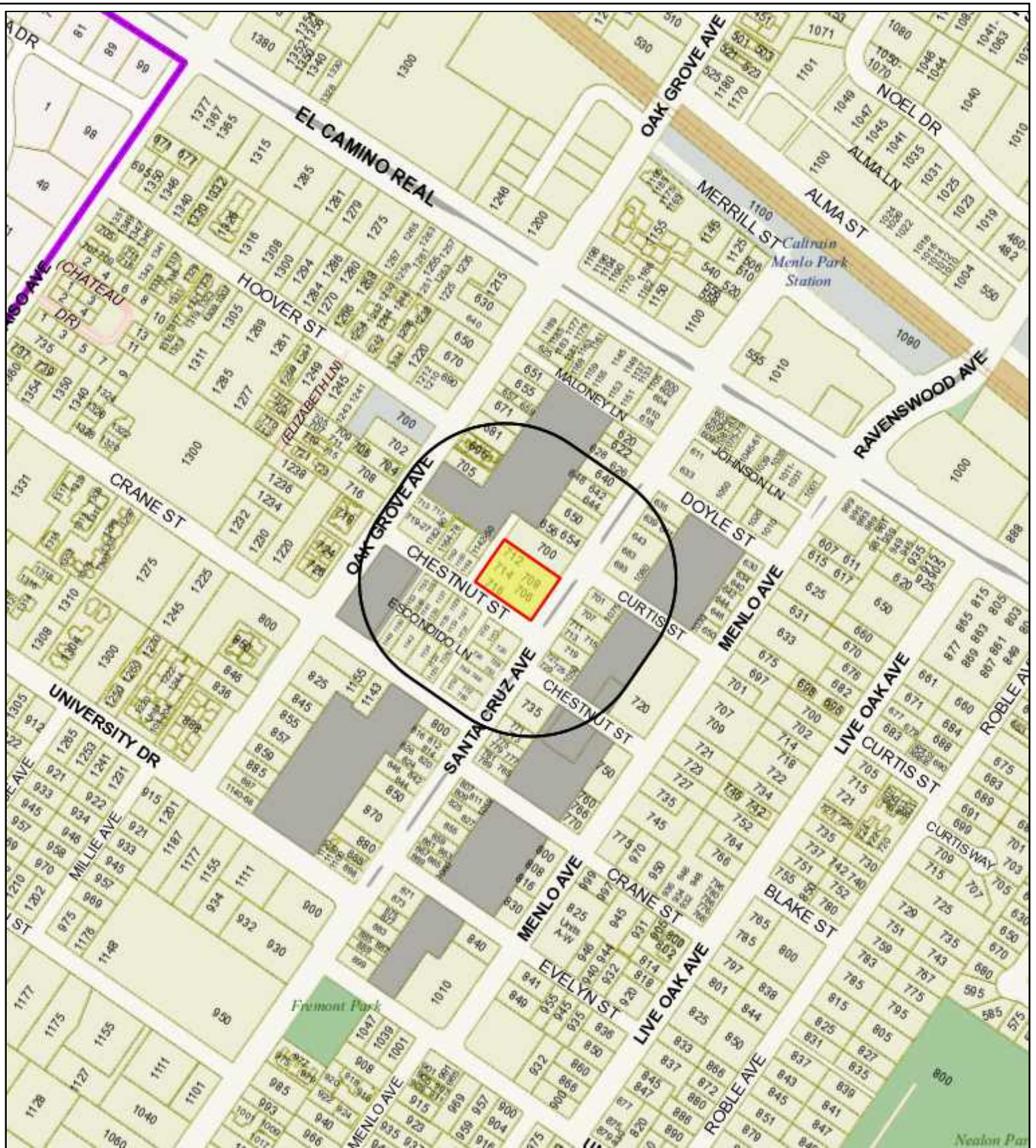
LOCATION: 706-716 Santa Cruz Avenue	PROJECT NUMBER: PLN2016-00111	APPLICANT: Hayes Group Architects	OWNER: Vasile Oros
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DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
<p>VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)</p>			
<p>ACTION:</p> <ul style="list-style-type: none"> r. Prior to Final Map approval, the applicant shall submit plans for street light design per City standards, at locations approved by the City. All street lights along the project frontages shall be painted Mesa Brown and upgraded with LED fixtures compliant with PG&E standards. s. Prior to Final Map approval, the applicant shall submit a draft "Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement" with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall also include operation and maintenance of the stormwater treatment facility on Garwood Way including curb gutter and retaining walls. t. All agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection. u. Street trees shall be from the City-approved street tree species or to the satisfaction of City Arborist. Irrigation within public right of way shall comply with City Standard Details LS-1 through LS-19. v. If this project is creating more than 5,000 square feet of irrigated landscaping, per the City's Water Efficient Landscape Ordinance (Municipal Code 12.44) the irrigation system is required to have a separate water service. w. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project. x. Prior to building permit issuance, the applicant shall comply with all Sanitary District, California Water Company, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project. y. Prior to issuance of the building permit, the Owner/Applicant shall submit design to demonstrate the proposed shoring tie-back/soil nails system does not adversely affect any existing or future utilities and/or any other City infrastructure, to the satisfaction of the Engineering Division. I-beams and appurtenances associated with the shoring plan, other than tie-back cables/soil nails, cannot be placed in the ROW. 			

706-716 Santa Cruz Avenue – Attachment A: Recommended Actions

LOCATION: 706-716 Santa Cruz Avenue	PROJECT NUMBER: PLN2016-00111	APPLICANT: Hayes Group Architects	OWNER: Vasile Oros
<p>REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story mixed use building with a below-grade parking lot, commercial and parking on the first level, office on the second level, and four residential units on the third level in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Removal of one on-street parking space on Chestnut Street and new red curb along Chestnut Lane to meet fire access requirements. Heritage Tree Removal Permits for two heritage trees, one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street. Below Market Rate (BMR) Housing Agreement for compliance with the City's below market rate housing program. Major Subdivision to create six condominium units including four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums.</p>			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
<p>VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)</p>			
<p>ACTION:</p> <ul style="list-style-type: none"> z. Prior to issuance of the building permit, the Owner/Applicant shall enter into a Tie-Back Agreement with the City and pay the associated fees for the tie-backs encroaching and remaining into the right of way associated with the project in a form approved by the City Attorney, which agreement shall be recorded and shall be binding on future owners of the property. The project plans indicate tie-back encroaching into the private property to the northeast. This will require a notarized agreement between the project and the adjacent property owner. aa. Prior to issuance of the building permit, the Applicant shall install reference elevation/benchmarks to monitor ground movement in the vicinity of the shoring system at the current centerlines of Santa Cruz Avenue, Chestnut Street and Chestnut Lane before, during and after excavations. The benchmarks shall be surveyed by a licensed surveyor and tied to an existing city monument or benchmark. The benchmarks shall be monitored for horizontal and vertical displacement of Oak Grove Avenue improvements. Tie-back system shall comply with the City's Tie-Back Guidelines. bb. Prior to building permit issuance, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades, until the parking podium is available on the project site. Construction parking in the public parking plazas will be subject to City review and approval. The plan shall include construction phasing and anticipated method of traffic handling for each phase. cc. Prior to issuance of each building permit the Applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058. dd. Prior to commencing any work within the right-of-way or public easements, the Applicant shall obtain an encroachment permit from the appropriate reviewing jurisdiction. ee. All public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division prior to building permit final inspection. 			

706-716 Santa Cruz Avenue – Attachment A: Recommended Actions

LOCATION: 706-716 Santa Cruz Avenue	PROJECT NUMBER: PLN2016-00111	APPLICANT: Hayes Group Architects	OWNER: Vasile Oros
REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story mixed use building with a below-grade parking lot, commercial and parking on the first level, office on the second level, and four residential units on the third level in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Removal of one on-street parking space on Chestnut Street and new red curb along Chestnut Lane to meet fire access requirements. Heritage Tree Removal Permits for two heritage trees, one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street. Below Market Rate (BMR) Housing Agreement for compliance with the City's below market rate housing program. Major Subdivision to create six condominium units including four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums.			
DECISION ENTITY: Planning Commission	DATE: December 11, 2017	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ul style="list-style-type: none"> ff. Prior to final inspection, the Applicant shall submit a landscape audit report. gg. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division prior to Final Occupancy. 			



City of Menlo Park
 Location Map
 706-716 Santa Cruz Ave



706-716 Santa Cruz Avenue – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	23,454 sf	23,454 sf	n/a sf min.
Setbacks			
Front	0 ft.	0 ft.	0 ft. min./max.
Rear	0 ft.	76.3 ft.	0 ft. min.
Side (interior)	0 ft.	0 ft.	0 ft. min./max.
Side (street)	0 ft.	0 ft.	0 ft. min./max.
Density	4 du 7.4 du/acre	n/a du n/a du/acre	13.5 du max. 25 du/acre max.
FAR (Floor Area Ratio)	46,908 sf 200 %	12,758 sf 54 %	46,908 sf max. 200 % max.
Square footage by use			
Residential	14,762 sf	n/a sf	
Retail	13,018 sf	12,758 sf	
Office	19,128 sf	n/a sf	
Building height	38.0 ft.	31.8 ft.	38.0 ft. max.
Parking	55 spaces	18 spaces	55 spaces; first 1.0 FAR covered by replacement of existing parking spaces; 1 space per du min. (residential); 3.8 spaces per 1,000 sf min. (non-medical office).
Trees	Heritage trees 4*	Non-Heritage trees 11*	New Trees 3*
	Heritage trees proposed for removal 2*	Non-Heritage trees proposed for removal 2*	Total Number of Trees 14*
*Includes street trees			



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE

706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

PRICING SET
10/14/2016

-

-

-

-

SHEET REVISIONS

△ PLANNING RESUBMITTAL
04.13.2017

△ PLANNING RESUBMITTAL
07.24.2017

△ PLANNING RESUBMITTAL
10.26.2017

△ PLANNING COMMISSION HEARING
12.11.2017

△

△

PLANNING COMMISSION HEARING FOR:
706 SANTA CRUZ
706-716 SANTA CRUZ AVE.
MENLO PARK, CA 94025

12.11.2017



PROJECT CONSULTANTS		PROJECT INFORMATION		VICINITY MAP		DRAWING INDEX	
<p>CLIENT</p> <p>706-716 SANTA CRUZ AVE, LLC 700 SANTA CRUZ AVE MENLO PARK, CA 94025 415.261.0008 CONTACT: VASILE OROS VOROS11@AOL.COM</p> <p>ARCHITECT</p> <p>HAYES GROUP ARCHITECTS 2657 SPRING STREET REDWOOD CITY, CA 94063 650.365.0600 PH 650.365.0670 FAX CONTACT: KEN HAYES x:15 HAYES@THEHAYESGROUP.COM</p> <p>STRUCTURAL</p> <p>DAEDALUS ENGINEERING 18005 COX AVE., SUITE 230 SARATOGA, CA 95070 408.517.0773 x10 PH CONTACT: DOUG ROBERTS DOUG@DAEDALUS-ENG.COM</p> <p>CIVIL/SURVEYOR</p> <p>KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. 3360 SCOTT BLVD., #22 SANTA CLARA, CA 95054 408.757.6865 CONTACT: MARK KNUDSEN MKNUDSEN@KIERWRIGHT.COM</p> <p>MEP</p> <p>INTERFACE ENGINEERING 777 MARKET ST., SUITE 500 SAN FRANCISCO, CA 94103 415.483.2400 PH CONTACT: EUNICE YOON EUNICE@INTERFACEENG.COM</p> <p>TDM</p> <p>TDM SPECIALISTS, INC 1150 FAIR OAKS BLVD., STE. 101-264 CARMICHAEL, CA 95008 408.420.2411 PH CONTACT: ELIZABETH HUGHES ELIZABETH.HUGHES@TDMSPECIALISTS.COM</p> <p>ARCHAEOLOGICAL</p> <p>BASIN RESEARCH ASSOCIATES 1933 DAVIS ST #210 SAN LEANDRO, CA 94577 510.420.8441 PH CONTACT: COLIN BUSBY COLINBUSBY@BASINRESEARCH.COM</p> <p>HISTORIC</p> <p>PRESERVATION ARCHITECTURE 448 17TH STREET #202 OAKLAND, CA 94612 510.418.0285 PH CONTACT: MARK HULBERT MHULBERT@EARTHINK.NET</p> <p>ARBORIST</p> <p>ARBOR RESOURCES P.O. BOX 25206 SAN MATEO, CA 94402 650.664.3261 PH CONTACT: DAVID BABBY DBABBY@COCAJET.NET</p>	<p>LANDSCAPE</p> <p>THE GAZZARDO PARTNERSHIP 181 GREENWICH STREET SAN FRANCISCO, CA 94111 415.433.8673 CONTACT: GARY LAYTON x:16 GLAYTON@TGP-INC.COM</p> <p>UTILITY</p> <p>RGA DESIGN LLC 6400 VILLAGE PKWY #204 DUBLIN, CA 94568 925.556.1860PH CONTACT: TIM FOWLE TMF@RGADDESIGN.COM</p> <p>GEOTECHNICAL</p> <p>ROMIG ENGINEERS 1390 EL CAMINO REAL, SAN CARLOS, CA 94070 650.591.5224, PH CONTACT: TOM PORTER TOM@ROMIGENGINEERS.COM</p> <p>ACOUSTIC</p> <p>MEI WU ACOUSTICS 3 TRIN DOLPHIN DR. REDWOOD CITY, CA 94065 650.592.1675 CONTACT: GABRIEL MESSINGHER GABRIEL@MEI-WU.COM</p>	<p>PROJECT DESCRIPTION:</p> <p>(N) THREE STORY MIXED USE BUILDING WITH ONE LEVEL BELOW GRADE PARKING, GROUND FLOOR LOBBY/ PARKING AND RETAIL, SECOND FLOOR OFFICE, & FOUR RESIDENTIAL CONDOMINIUMS ON THE THIRD FLOOR.</p> <p>APN:</p> <p>071102250</p> <p>ZONING:</p> <p>SP-ECDR</p> <p>CONSTRUCTION TYPE:</p> <p>18B</p> <p>OCCUPANCY:</p> <p>S2,M,B,R-2</p> <p>BUILDING CODES:</p> <p>2016 CALIFORNIA BUILDING CODE 2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA PLUMBING CODE 2016 CALIFORNIA ELECTRICAL CODE 2016 CALIFORNIA GREEN BUILDING CODE (CAL GREEN) 2016 CALIFORNIA FIRE CODE (WITH LOCAL AMENDMENTS) 2008 STATE OF CALIFORNIA TITLE 24 ENERGY REGULATIONS 2016 NFPA 13 ALL APPLICABLE LOCAL, COUNTY, STATE AND FEDERAL CODES, LAWS & REGULATIONS</p> <p>FIRE SPRINKLERS</p> <p>(N) SPRINKLERS THROUGHOUT</p> <p>AREA CALCULATIONS:</p> <p>SEE SHEET A1.1</p> <p>NO. OF STORIES IN SCOPE:</p> <p>3</p>		<p>ARCHITECTURAL</p> <p>A0.1 DRAWING INDEX, VICINITY MAP, PROJECT INFORMATION, PROJECT CONSULTANTS</p> <p>A0.2 STREETSCAPES</p> <p>A0.3 SIGHTLINE DRAWINGS</p> <p>A0.4 SIGHTLINE DRAWINGS</p> <p>A1.1 AREA SUMMARY</p> <p>A1.2 AREA PLAN</p> <p>A1.3 SQUARE FOOTAGE AREA CALCULATIONS</p> <p>A1.4 SQUARE FOOTAGE AREA CALCULATIONS/LEED CHECKLIST</p> <p>A2.0 PROPOSED BASEMENT FLOOR PLAN</p> <p>A2.1 PROPOSED SITE PLAN & FIRST FLOOR PLAN</p> <p>A2.2 PROPOSED SECOND FLOOR PLAN</p> <p>A2.3 PROPOSED THIRD FLOOR PLAN</p> <p>A2.4 PROPOSED ROOF PLAN</p> <p>A3.1 EXISTING ELEVATIONS</p> <p>A3.2 PROPOSED ELEVATIONS</p> <p>A3.3 PROPOSED ELEVATIONS</p> <p>A3.4 PROPOSED SECTIONS</p> <p>A4.1 PERSPECTIVES</p> <p>A5.1 COMPLIANCE DIAGRAMS</p> <p>A5.2 COMPLIANCE DIAGRAMS</p> <p>A7.1 FIRST FLOOR PHOTOMETRICS</p> <p>A7.2 SECOND FLOOR PHOTOMETRICS</p> <p>A7.3 THIRD FLOOR PHOTOMETRICS</p> <p>A8.1 DETAILS</p> <p>A9.1 SOLAR STUDIES</p> <p>A9.2 MASSING STUDIES</p> <p>CIVIL</p> <p>C1.0 TOPOGRAPHIC AND BOUNDARY SURVEY</p> <p>C2.0 CONCEPTUAL GRADING, DRAINAGE, & UTILITY PLAN</p> <p>C2.1 CONCEPTUAL OFFSITE IMPROVEMENT PLAN</p> <p>C3.0 PRELIMINARY STORMWATER MANAGEMENT PLAN</p> <p>C3.1 PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS & DETAILS</p> <p>C4.0 VEHICLE ACCESS PLAN</p> <p>C4.1 FIRE ACCESS PLAN</p> <p>C5.0 CONCEPTUAL EROSION CONTROL PLAN</p> <p>C5.1 BEST MANAGEMENT PRACTICES</p> <p>LANDSCAPE</p> <p>L-0 FIRST FLOOR ILLUSTRATIVE LANDSCAPE PLAN</p> <p>L-1 LANDSCAPE NOTES AND LEGENDS</p> <p>L-2.1 FIRST FLOOR LANDSCAPE PLAN</p> <p>L-2.2 SECOND FLOOR LANDSCAPE PLAN</p>	<p>LANDSCAPE (CONT)</p> <p>L-2.3 THIRD FLOOR LANDSCAPE PLAN</p> <p>L-3 LANDSCAPE DETAILS</p> <p>L-4 TREE DISPOSITION PLAN</p> <p>JOINT TRENCH</p> <p>JT-1 JOINT TRENCH TITLE SHEET</p> <p>JT-2 JOINT TRENCH INTENT</p> <p>JT-3 JOINT TRENCH INTENT (RULE 20)</p>		
		<p>FIRE DEPARTMENT NOTES</p> <p>1. FIRE ALARM SYSTEM TO COMPLY WITH CMC-16 897.2.2.</p>				<p>DRAWING CONTENT</p> <p>DRAWING INDEX, VICINITY MAP, PROJECT INFORMATION, PROJECT CONSULTANTS</p> <p>STAMP</p> <p>JOB NUMBER: 1503.00</p> <p>SCALE: AS NOTED</p> <p>DRAWN BY: DM</p> <p>All drawings and written materials contained herein constitute the original & unpublished work of the Architect and the same may not be duplicated, used or disclosed without the written consent of the Architect. © Hayes Group Architects, Inc.</p> <p>DRAWING NUMBER</p>	

A0.1



HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
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DESCRIPTION

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- △
- △
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STREETSCAPES

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JOB NUMBER:
1503.00

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CHESTNUT ST PROPOSED STREETSCAPE
 SCALE: 1/16" = 1'-0" **4**



CHESTNUT ST EXISTING STREETSCAPE
 SCALE: NTS **3**



SANTA CRUZ AVE PROPOSED STREETSCAPE
 SCALE: 1/16" = 1'-0" **2**



SANTA CRUZ AVENUE EXISTING STREETSCAPE
 SCALE: NTS **1**

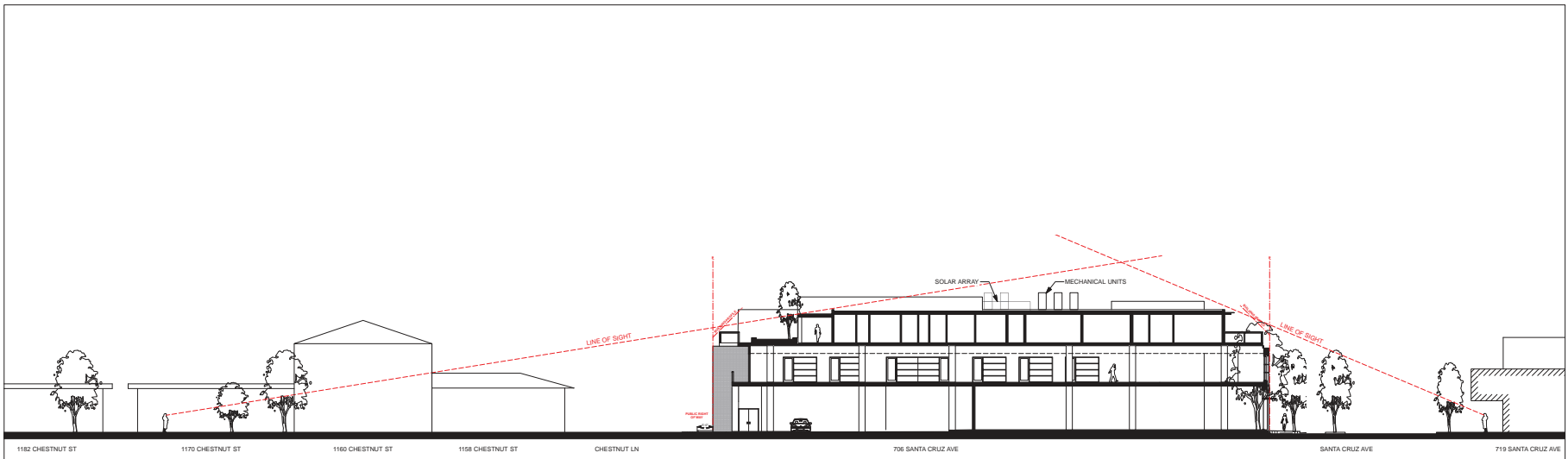
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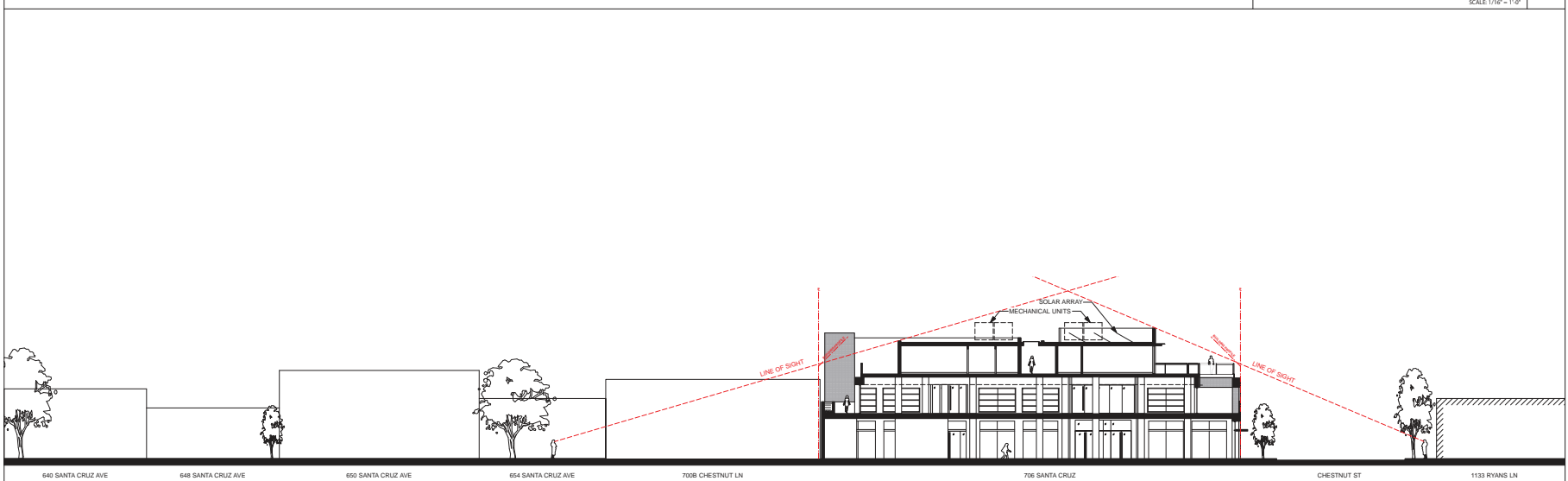
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- △ PLANNING RESUBMITTAL
07.24.2017
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- △
- △



CHESTNUT ST SIGHTLINE DRAWING 2
SCALE: 1/16" = 1'-0"



CHESTNUT LANE SIGHTLINE DRAWING 1
SCALE: 1/16" = 1'-0"

DRAWING CONTENT

SIGHTLINE DRAWINGS

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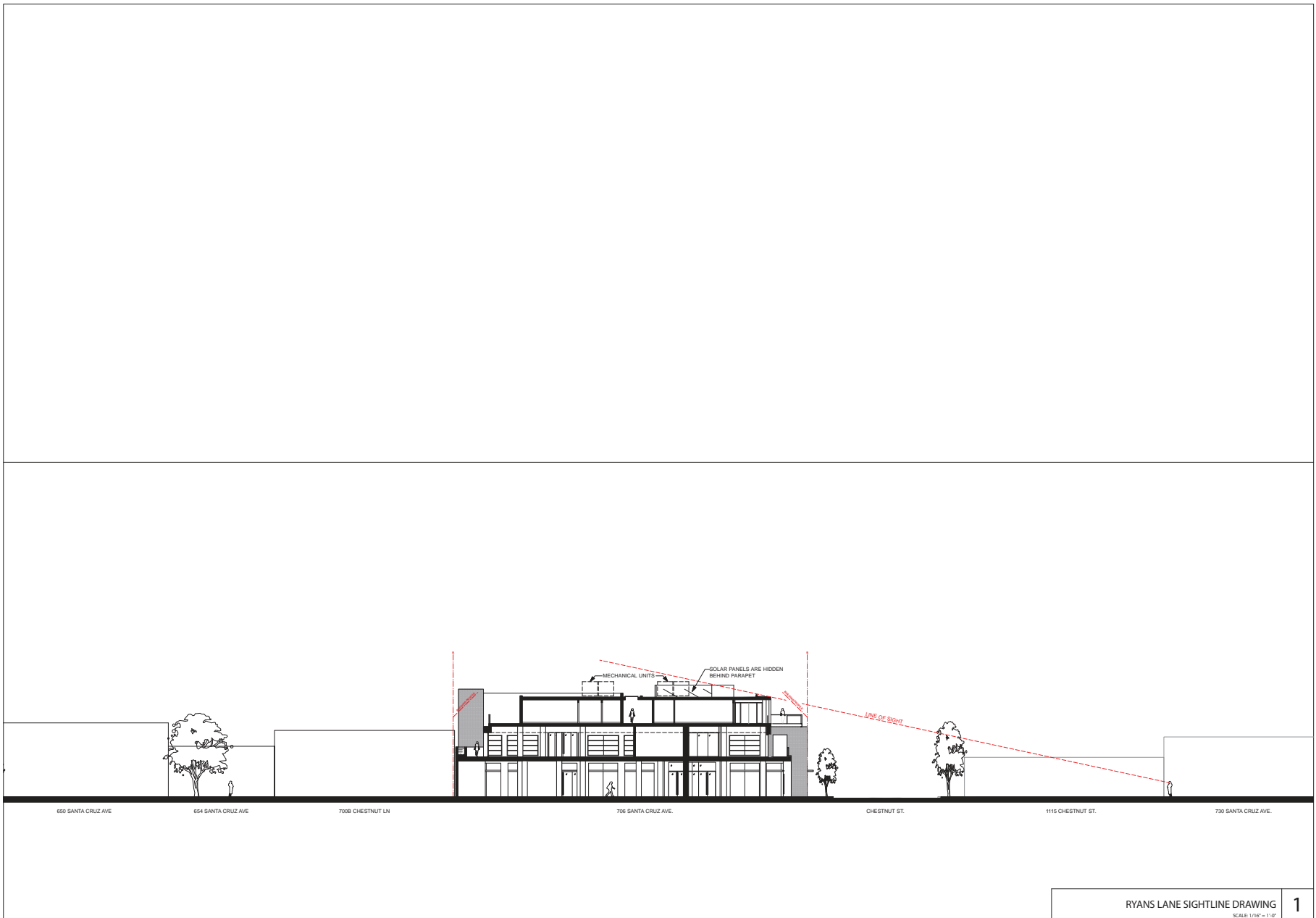
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PRICING SET 10/14/2016
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△ PLANNING RESUBMITTAL 07.24.2017
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DRAWING CONTENT
SIGHTLINE DRAWINGS

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RYANS LANE SIGHTLINE DRAWING 1
SCALE: 1/8" = 1'-0"

Date: 10/24/17
File name: 1503.00 A0.4.rvt

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△	PLANNING RESUBMITTAL	04.13.2017
△	PLANNING RESUBMITTAL	07.24.2017
△	PLANNING COMMISSION HEARING	12.11.2017
△		
△		

AREA SUMMARY	OFFICE	RETAIL	RESIDENTIAL
BASEMENT			
EXCLUDED	21,826*		
387**			
157 FLOOR LIVES			
RE W ARE SHARED			
1ST FLOOR			
(14,262 SF)			
RETAIL		12,666	
SHARED 2-WAY	515	352	389
SHARED 2-WAY	185		145
EXCLUDED			
6,631*			
521**			
2ND FLOOR			
(18,718 SF)			
2ND FLOOR SHARED			
OFFICE	18,013		
SHARED 2-WAY	705	405	300
EXCLUDED			
39***			
46****			
3RD FLOOR			
(13,928 SF)			
RES.	13,928		13,928
SUBTOTAL	19,128	13,018	14,762

*M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR COVERED PARKING
**M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR TRASH AND RECYCLING
***M.P.M.C. SECTION 16.04.325 (C) 3% EXCLUSION FOR AREA WITH NO A/C & WINDOW
****M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR VENT SHAFTS

EXCLUSION * CALCULATION**
TOTAL: 507 SF
MAX. GFA 46,908 X 3% = 1,407 SF
507 SF PROPOSED EXCLUSION < 1,407 SF EXCLUSION OK

F.A.R. SUMMARY (PER M.P.D.T. SPECIFIC PLAN TABLE E10)

TOTAL	46,908 SF
SITE AREA: 23,454 SF	
MAX F.A.R.: 2.0 (46,908 SF)	
PROPOSED AREA: 46,908 SF (-46,908 OK)	
MAX OFFICE F.A.R.: 10 (23,454 SF)	
PROPOSED AREA: 19,128 SF (<23,454 OK)	
MAX RESIDENTIAL DENSITY: 26 UNITS/ACRE	
3 UNITS ALLOWED	
PROPOSED DENSITY: 4 UNITS = 13 UNITS OK	
AREA NOT INCLUDING SHARED = (OFFICE) + (RETAIL) + (RESIDENTIAL)	
44,607 = (18,013) + (12,666) + (13,928)	
100% = 41% 28% 31%	

PARKING SUMMARY (PER M.P.D.T. SPECIFIC PLAN TABLE F2)

PER CHAPTER 2.3 IN M.P. MUNICIPAL CODE, FIRST 2 FAR EXEMPT (MINED TO AT LEAST REPLACE 8) PARKING OF 18 SPACES

FIRST 10 FAR = 23,454 SF
23,454 SF - 13,228 SF (FIRST FLOOR) = 9,226 SF
18,418 SF (SECOND FLOOR) - 9,226 SF = 8,992 OFFICE FAR PARKED

PARKING SPACES REQUIRED:	REQUIRED	PROPOSED
OFFICE @ 3.8/1000 GFA:	33	33
RESIDENTIAL @ 1.5/UNIT:	4	4
REPLACE (8) PARKING:	18	18
TOTAL	55	55

GROUND LEVEL PARKING COUNT: 9
UNDERGROUND LEVEL PARKING COUNT: 46

BICYCLE PARKING (PER M.P.D.T. SPECIFIC PLAN TABLE F1)

PER CHAPTER 5.5.3 IN M.P. SPECIFIC PLAN, FIRST 10 FAR CAN BE ACCOMMODATED IN PUBLIC FACILITIES

LONG TERM PARKING SPACES	PROPOSED	REQUIRED
RESIDENTIAL	4	4
OFFICE	3	2
RETAIL	2	2
TOTAL PROVIDED	9	8

SHORT TERM PARKING SPACES	PROPOSED	REQUIRED
RESIDENTIAL	2	1
OFFICE	2	2
RETAIL	2	2
TOTAL PROVIDED	6	5

ALLOWABLE NUMBER OF STORIES FOR TYPE VB PER TABLE 504.4

OCCUPANCY	ALLOWABLE	PROPOSED	COMPLIES
S2	3	1	OK
B	3	2	OK
R2	3	3	OK
M	2	1	OK

ALLOWABLE BUILDING HEIGHT FOR TYPE VB PER TABLE 504.3

OCCUPANCY	ALLOWABLE	PROPOSED	COMPLIES
S2	60'	15'	OK
B	60'	25'-6"	OK
R2	40'	39'	OK
M	60'	15'	OK

ALLOWABLE BUILDING AREA FOR TYPE VB PER TABLE 506.2

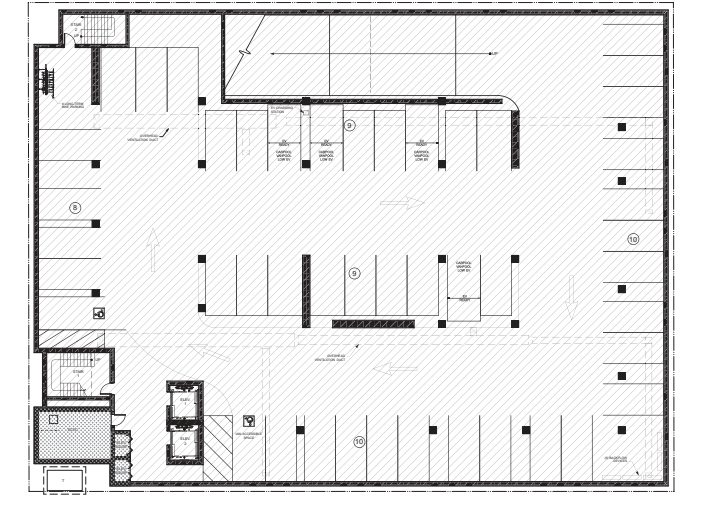
OCCUPANCY	ALLOWABLE	PROPOSED	COMPLIES
S2	40,500	28,450	OK
B	27,000	19,128	OK
R2	21,000	14,762	OK
M	27,000	13,918	OK

*FOR PURPOSE OF AREA LIMITATION PER STORY, IT IS ASSUMED THAT OTHER OCCUPANCIES FROM MAIN OCCUPANCY ARE ACCESSORY SINCE ~ 10% AREA OF STORY
NOTE FOR PLANNER AREA INCREASES WERE NOT UTILIZED



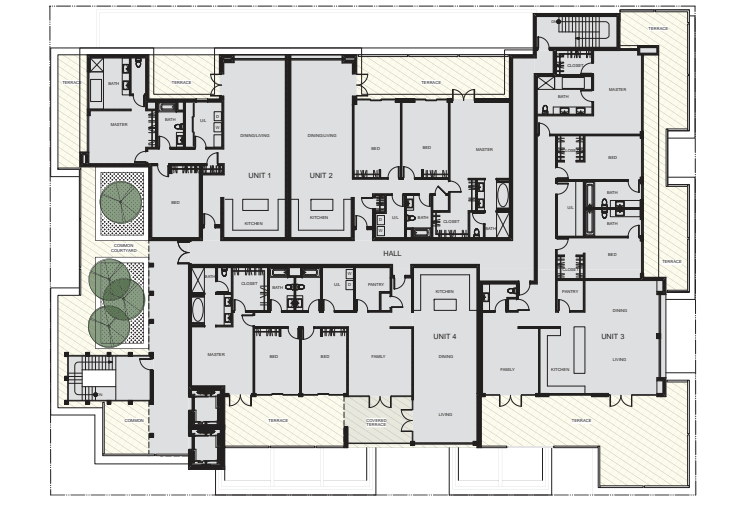
FIRST FLOOR AREA 2
SCALE: 1/16" = 1'-0"

Legend:
 - Hatched area: "M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR COVERED PARKING"
 - Dotted area: "M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR TRASH AND RECYCLING"
 - Stippled area: "M.P.M.C. SECTION 16.04.325 (C) 3% EXCLUSION FOR AREA WITH NO A/C & WINDOWS"

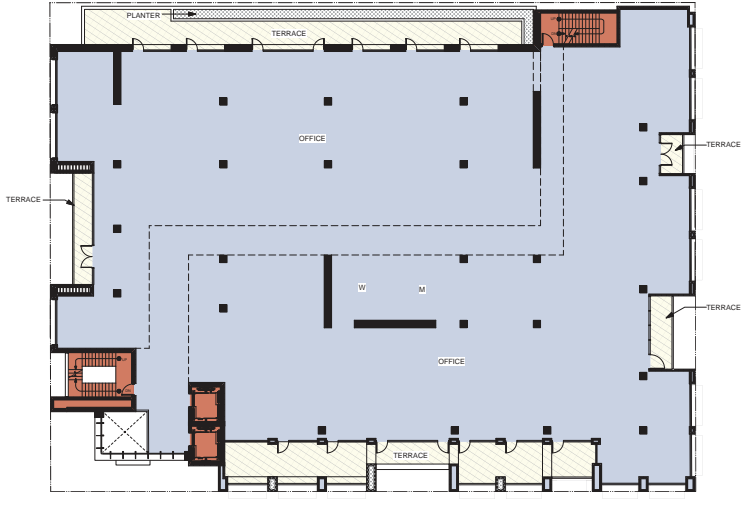


BASEMENT AREA 1
SCALE: 1/16" = 1'-0"

Legend:
 - Hatched area: "M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR COVERED PARKING"
 - Dotted area: "M.P.M.C. SECTION 16.04.325 (C) 3% EXCLUSION FOR AREA WITH NO A/C & WINDOWS"



THIRD FLOOR AREA 4
SCALE: 1/16" = 1'-0"



SECOND FLOOR AREA 3
SCALE: 1/16" = 1'-0"

Legend:
 - Stippled area: "M.P.M.C. SECTION 16.04.325 (C) 3% EXCLUSION FOR AREA WITH NO A/C & WINDOWS"
 - Hatched area: "M.P.M.C. SECTION 16.04.325 (C) EXCLUSION FOR VENT SHAFTS"



HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE

706-716 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

DESCRIPTION
 PRICING SET
 10/14/2016

- SHEET REVISIONS
- ▲ PLANNING RESUBMITTAL 04.13.2017
 - ▲ PLANNING RESUBMITTAL 07.24.2017
 - ▲ PLANNING RESUBMITTAL 10.24.2017
 - ▲ PLANNING COMMISSION HEARING 12.11.2017

DRAWING CONTENT
 AREA PLAN

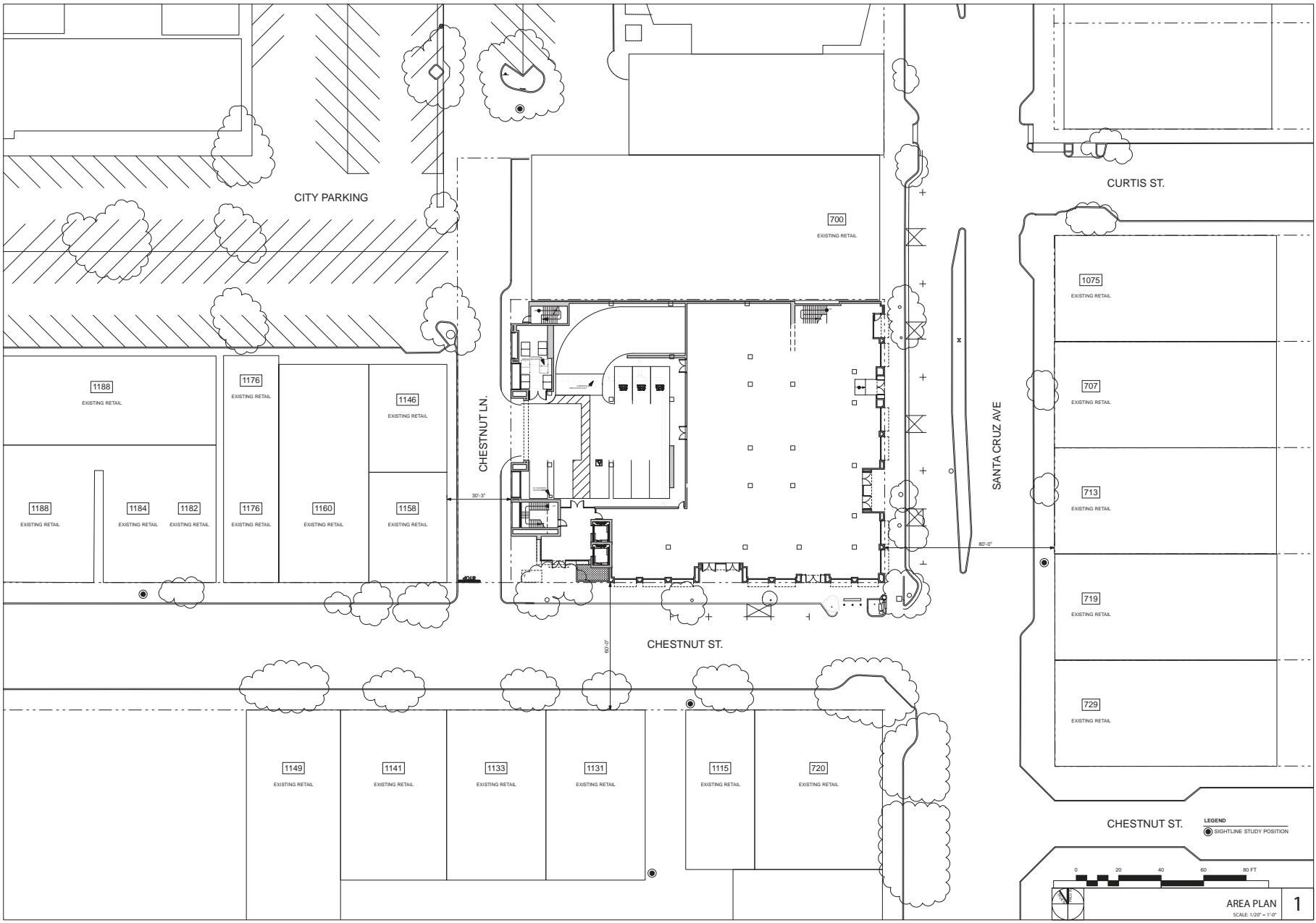
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 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
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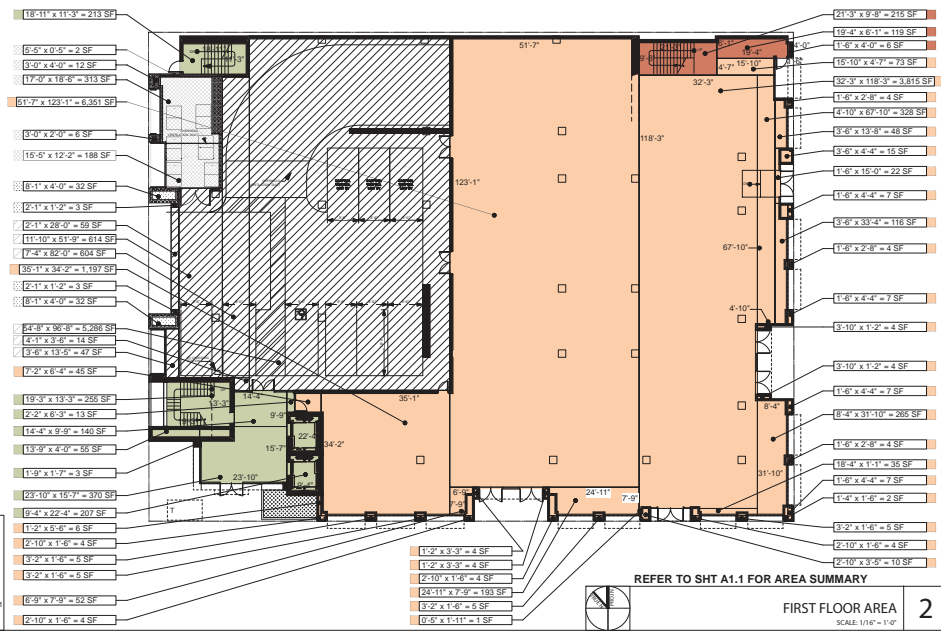
△	PLANNING RESUBMITTAL	04.13.2017
△	PLANNING RESUBMITTAL	07.24.2017
△	PLANNING COMMISSION HEARING	12.11.2017

DRAWING CONTENT
 SQUARE FOOTAGE
 AREA CALCULATIONS

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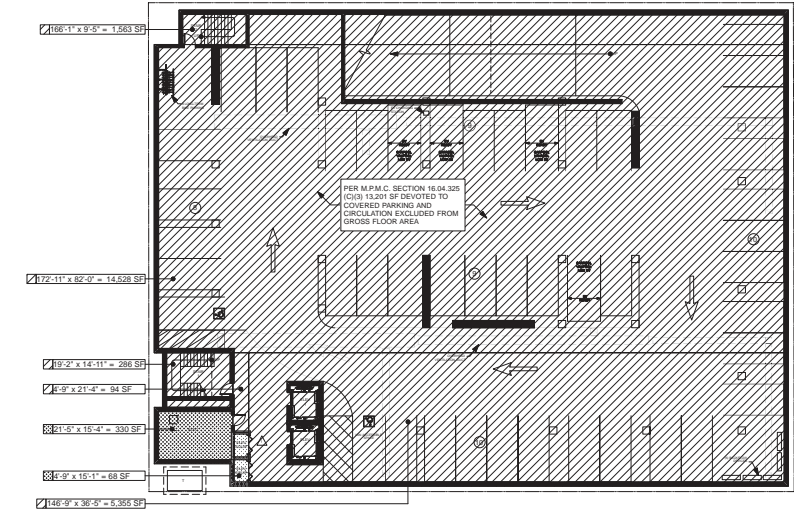


REFER TO SHT A1.1 FOR AREA SUMMARY
FIRST FLOOR AREA
 SCALE: 1/16" = 1'-0" **2**

SHADING LEGEND

[Diagonal Hatching]	RETAL
[Diagonal Hatching]	SHARED 2 HWY
[Diagonal Hatching]	SHARED 3 HWY
[Diagonal Hatching]	M.P.M.C. SECTION 16.04.325 (C) EXCL. FOR COVERED PARKING
[Diagonal Hatching]	M.P.M.C. SECTION 16.04.325 (C) 3% EXCL. FOR AREA W/OUT A.C. & WINDOWS

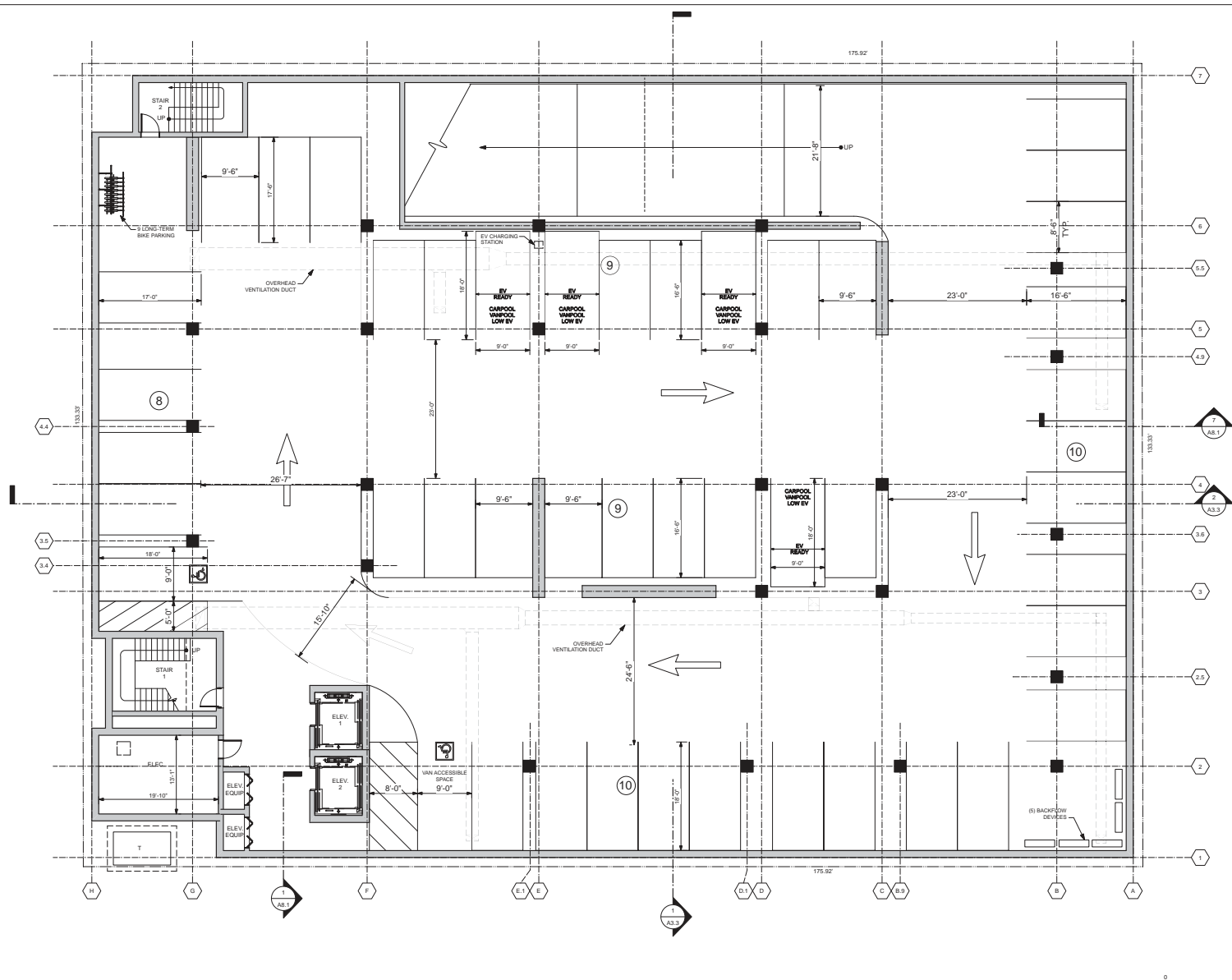
1'-2" x 3'-3" = 4 SF
1'-2" x 3'-2" = 4 SF
2'-10" x 1'-6" = 4 SF
2'-11" x 7'-9" = 193 SF
3'-2" x 1'-6" = 6 SF
6'-9" x 7'-9" = 52 SF
6'-10" x 1'-6" = 4 SF



REFER TO SHT A1.1 FOR AREA SUMMARY
BASEMENT AREA
 SCALE: 1/16" = 1'-0" **1**

SHADING LEGEND

[Diagonal Hatching]	M.P.M.C. SECTION 16.04.325 (C) EXCL. FOR COVERED PARKING
[Diagonal Hatching]	M.P.M.C. SECTION 16.04.325 (C) 3% EXCL. FOR AREA W/OUT A.C. & WINDOWS



ADA PARKING CALCULATION PER TABLE 11B-208.2 2016 CBC

TOTAL # OF PARKING SPACES PROVIDED IN FACILITY	MIN. # OF RED'D ACCESSIBLE SPACES	PROVIDED	COMPLIES
46	2	2	YES

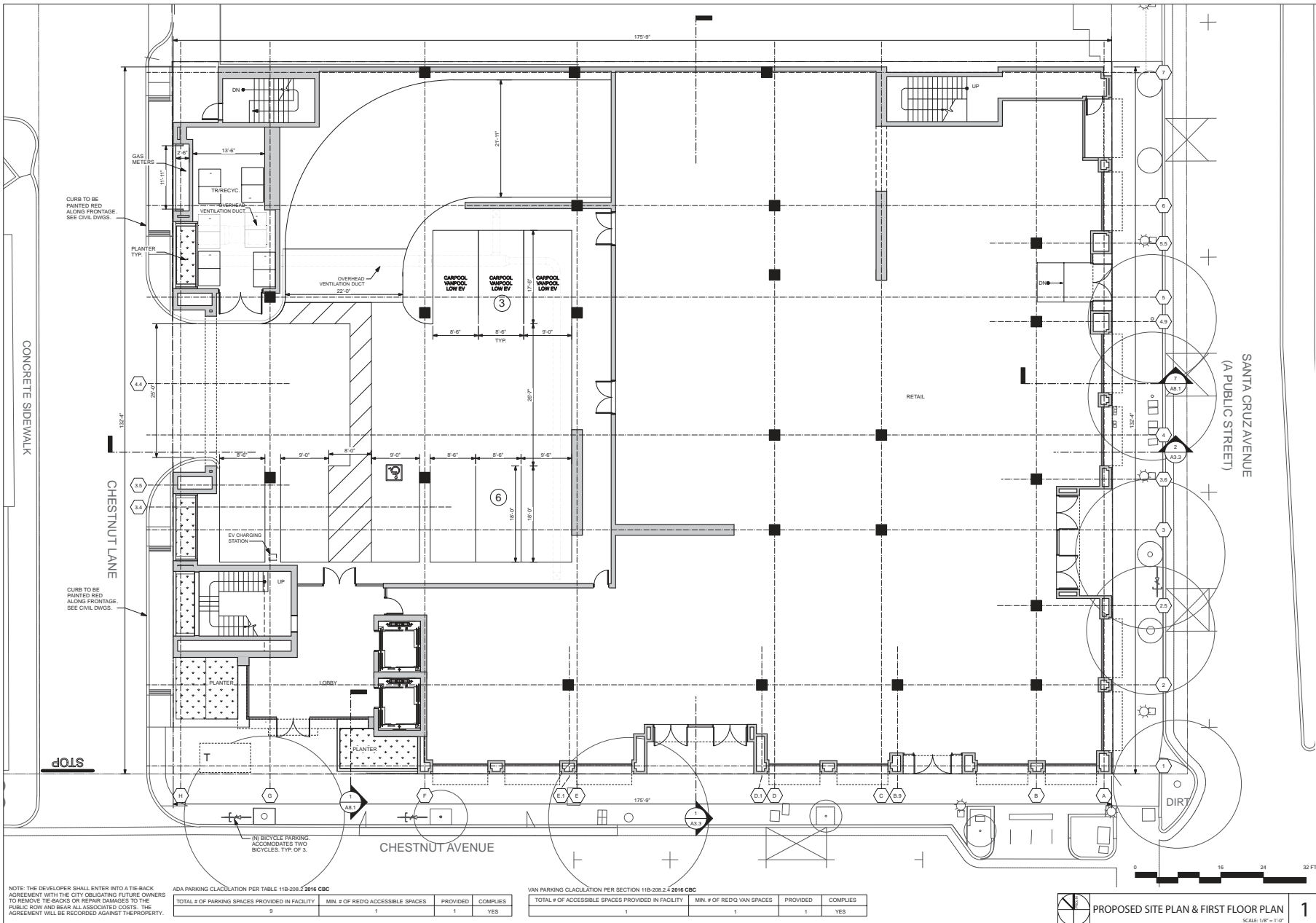
VAN PARKING CALCULATION PER SECTION 11B-208.2.4 2016 CBC

TOTAL # OF ACCESSIBLE SPACES PROVIDED IN FACILITY	MIN. # OF RED'D VAN SPACES	PROVIDED	COMPLIES
2	1	1	YES



PROPOSED BASEMENT FLOOR PLAN 1
SCALE: 1/8" = 1'-0"

Date: 10/24/17
File name: 1503.00.A2.01.wx



NOTE: THE DEVELOPER SHALL ENTER INTO A TIE BACK AGREEMENT WITH THE CITY OBLIGATING FUTURE OWNERS TO REMOVE THE BACKS OR REPAIR DAMAGES TO THE PUBLIC ROW AND BEAR ALL ASSOCIATED COSTS. THE AGREEMENT WILL BE RECORDED AGAINST THE PROPERTY.

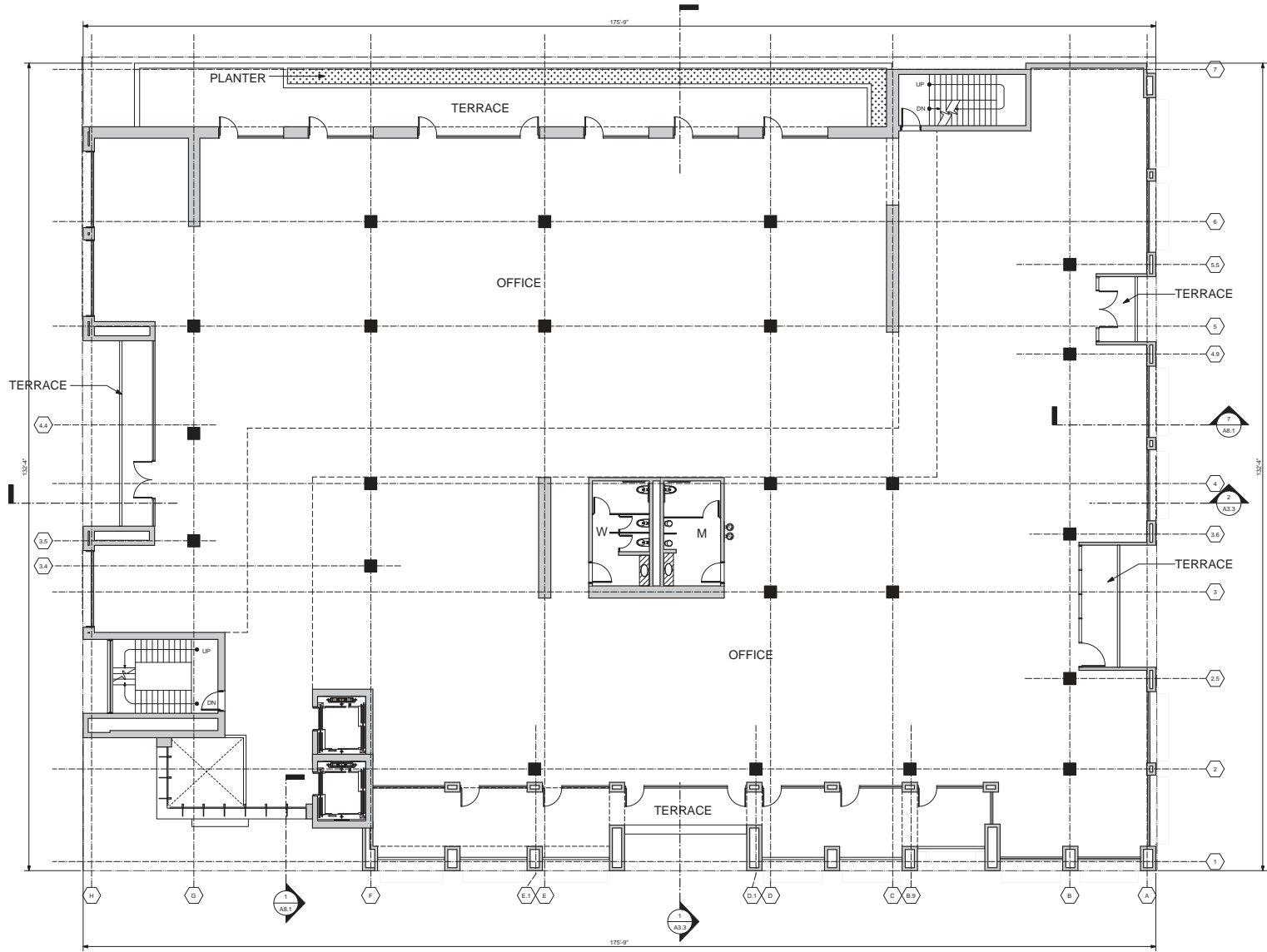
ADA PARKING CALCULATION PER TABLE 11B-208.2.4 2016 CBC

TOTAL # OF PARKING SPACES PROVIDED IN FACILITY	MIN. # OF RED'D ACCESSIBLE SPACES	PROVIDED	COMPLIES
9	1	1	YES

VAN PARKING CALCULATION PER SECTION 11B-208.2.4 2016 CBC

TOTAL # OF ACCESSIBLE SPACES PROVIDED IN FACILITY	MIN. # OF RED'D VAN SPACES	PROVIDED	COMPLIES
1	1	1	YES

Date: 11/17/17
File name: 1503.00.A2.1.vwk



NOTE: OFFICES WILL BE NON-MEDICAL USE

FIXTURE COUNT FOR OCCUPANT LOAD PER TABLE A, 2016 CPC

OCCUPANCY	OCCUPANT LOAD FACTOR	SQUARE FOOTAGE
GROUP B	1 PER 200 SF	19,128 SQ FT

19,128 SQ FT / 200 = 96 OCCUPANTS
96/2 = 48
THEREFORE 48 MALE - 48 FEMALE

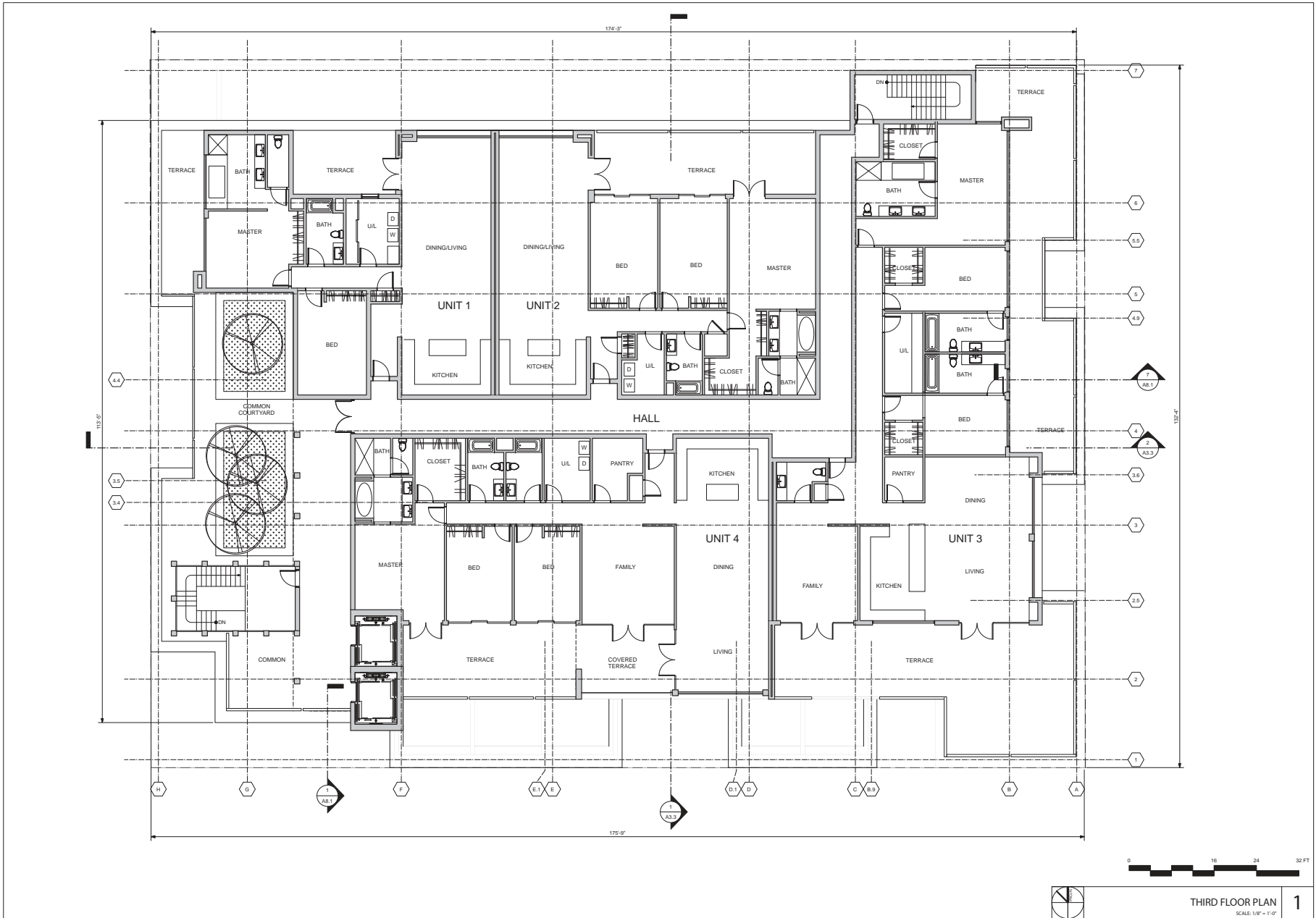
MINIMAL FIXTURE COUNT PER TABLE 422.1, 2016 CPC

SEX	WATER CLOSET	URINALS	LAVATORIES	FOUNTAINS
MALE (48)	1	1	1	1 PER 150
FEMALE (48)	3	-	1	



SECOND FLOOR PLAN

Date: 10/24/17
 File name: 1503.001.A2.3.vvx



HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE

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 MENLO PARK
 CA, 94025

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 - ▲

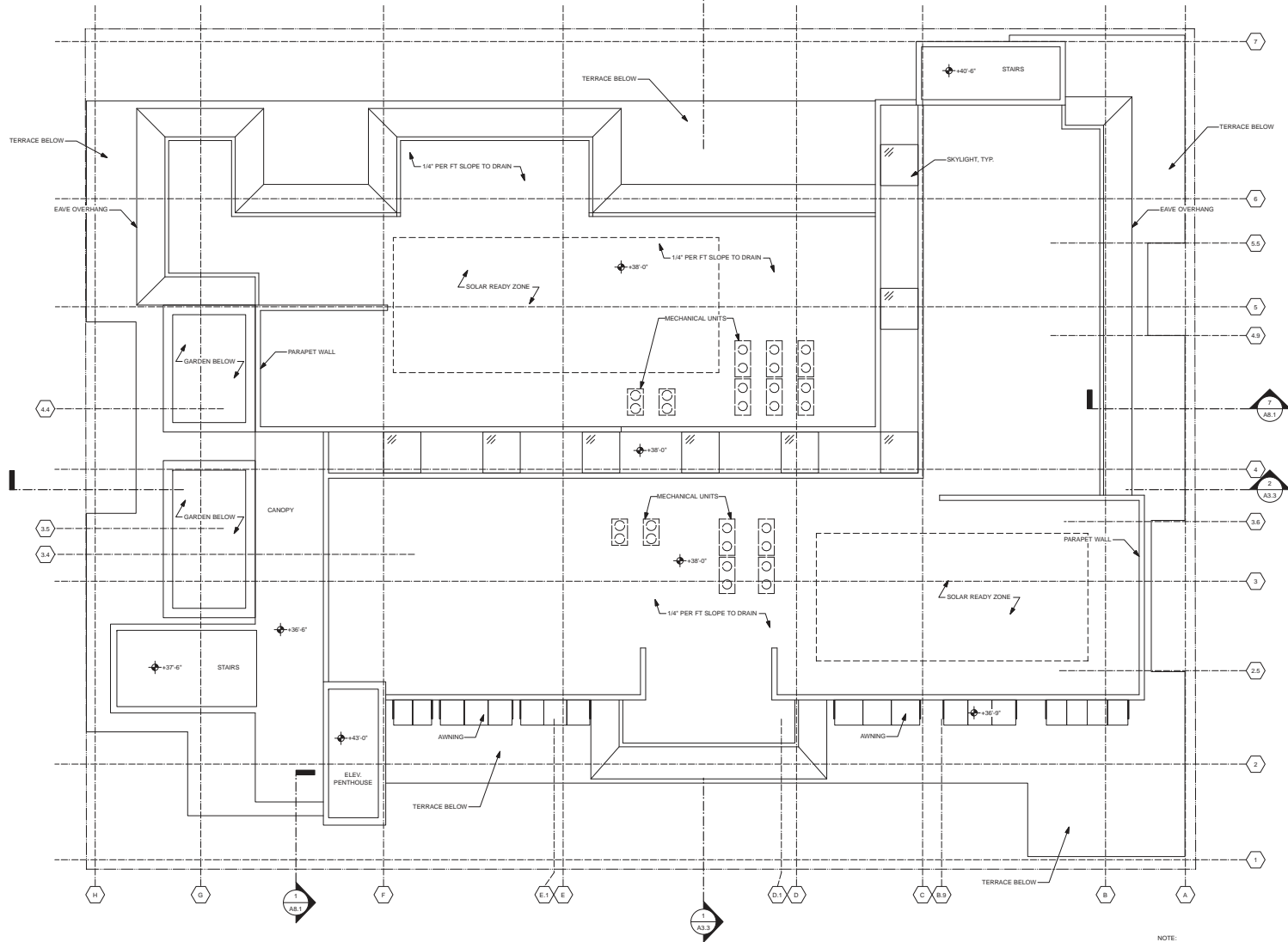
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 PROPOSED THIRD FLOOR PLAN

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NOTE:
 MECHANICAL ROOFTOP EQUIPMENT MAY NOT BE VISIBLE FROM PUBLICLY-ACCESSIBLE SPACES. SOUNDS EMITTED FROM ROOF MOUNTED EQUIPMENT MAY NOT EXCEED FIFTY DECIBELS AT A DISTANCE OF 50 FT FROM SUCH EQUIPMENT.



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



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 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

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 706 SANTA CRUZ AVE

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7	AB.1	PLANNING RESUBMITTAL
4	AB.3	
2	AB.3	
1		

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 PROPOSED ROOF PLAN

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EXISTING SANTA CRUZ AVE ELEVATION
SCALE: NTS 3



EXISTING CHESTNUT ST ELEVATION
SCALE: 1/16" = 1'-0" 2



EXISTING CHESTNUT LANE ELEVATION
SCALE: NTS 1



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

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CA, 94025

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EXISTING ELEVATIONS

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- △ PLANNING RESUBMITTAL 10.26.2017
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PROPOSED ELEVATIONS

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A3.2

FINISH LEGEND	
(B1)	ROMAN BRICK ENDICOTT LT SANDSTONE SMOOTH FINISH
(M)	METAL PANEL HANDRAILS DURANAR XL FAWN METALLIC UC 106710XX
(S)	BROWN STUCCO INTEGRAL COLOR, SMOOTH
(E1)	ESOLUTION FIBER CEMENT PANEL ESOLUTION: TERN
(E2)	ESOLUTION FIBER CEMENT PANEL ESOLUTION: TERN
(G1)	CLEAR LOW-E GLAZING MATCH SOLARBAN TO SOLAR CONTROL LOW-E GLASS (OR SIM.)
(G2)	WHITE TRANSLUCENT GLAZING
(C)	CONCRETE NATURAL COLOR OR CAST CONCRETE (OR SIM.)
(SH)	GREEN WALL



NOTE: SIGNAGE WILL BE REVIEWED AND APPROVED AS PART OF A SEPARATE PERMITTING PROCESS.

SANTA CRUZ AVE. ELEVATION **2**
SCALE: 1/8" = 1'-0"

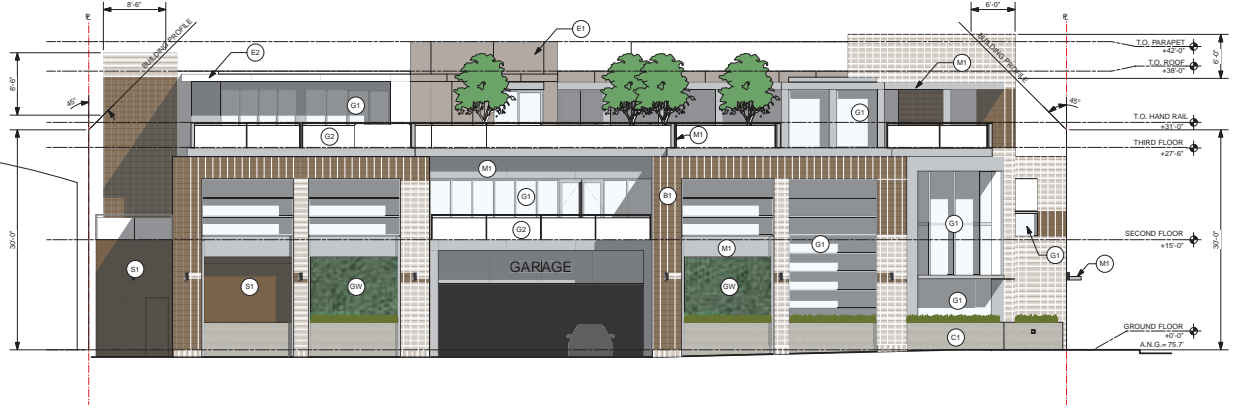


CHESTNUT STREET ELEVATION **1**
SCALE: 1/8" = 1'-0"

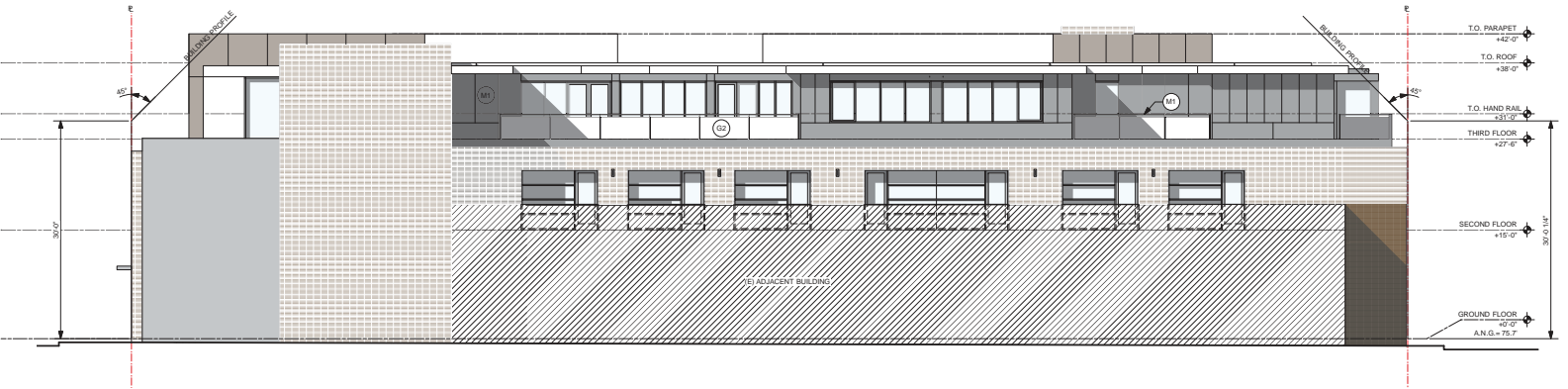
FINISH LEGEND	
(B1)	ROMAN BRICK ENDICOTT LT SANDSTONE SMOOTH FINISH
(M)	METAL PANEL HANDRAILS DURANAR XL FAWN METALLIC UC 106710XX
(S)	BROWN STUCCO INTEGRAL COLOR, SMOOTH
(E)	EQUITONE FIBER CEMENT PANEL EQUITONE 1E90
(E2)	EQUITONE FIBER CEMENT PANEL EQUITONE 1E50
(G1)	CLEAR LOW-E GLAZING MATCH SOLARBAN 70 SOLAR CONTROL LOW-E GLASS (OR SIM.)
(G2)	WHITE TRANSLUCENT GLAZING
(C)	CONCRETE NATURAL COLOR CAST CONCRETE (OR SIM.)
(GV)	GREEN WALL

(E) ADJACENT BUILDING

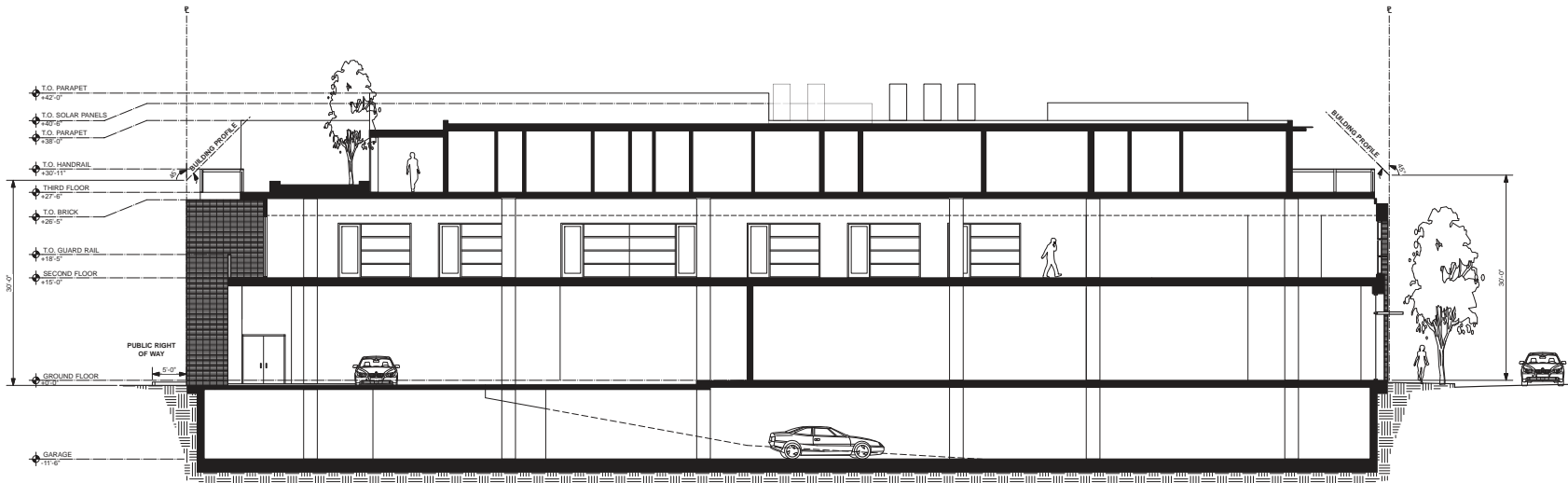
NOTE: SIGNAGE WILL BE REVIEWED AND APPROVED AS PART OF A SEPARATE PERMITTING PROCESS.



CHESTNUT LANE ELEVATION 2
SCALE: 1/8" = 1'-0"



INTERIOR SIDE ELEVATION 1
SCALE: 1/8" = 1'-0"



EAST - WEST SECTION 2
SCALE: 1/8" = 1'-0"



NORTH SOUTH SECTION 1
SCALE: 1/8" = 1'-0"



PERSPECTIVE 2



PERSPECTIVE 3



PERSPECTIVE 1

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HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE
706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

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PERSPECTIVES

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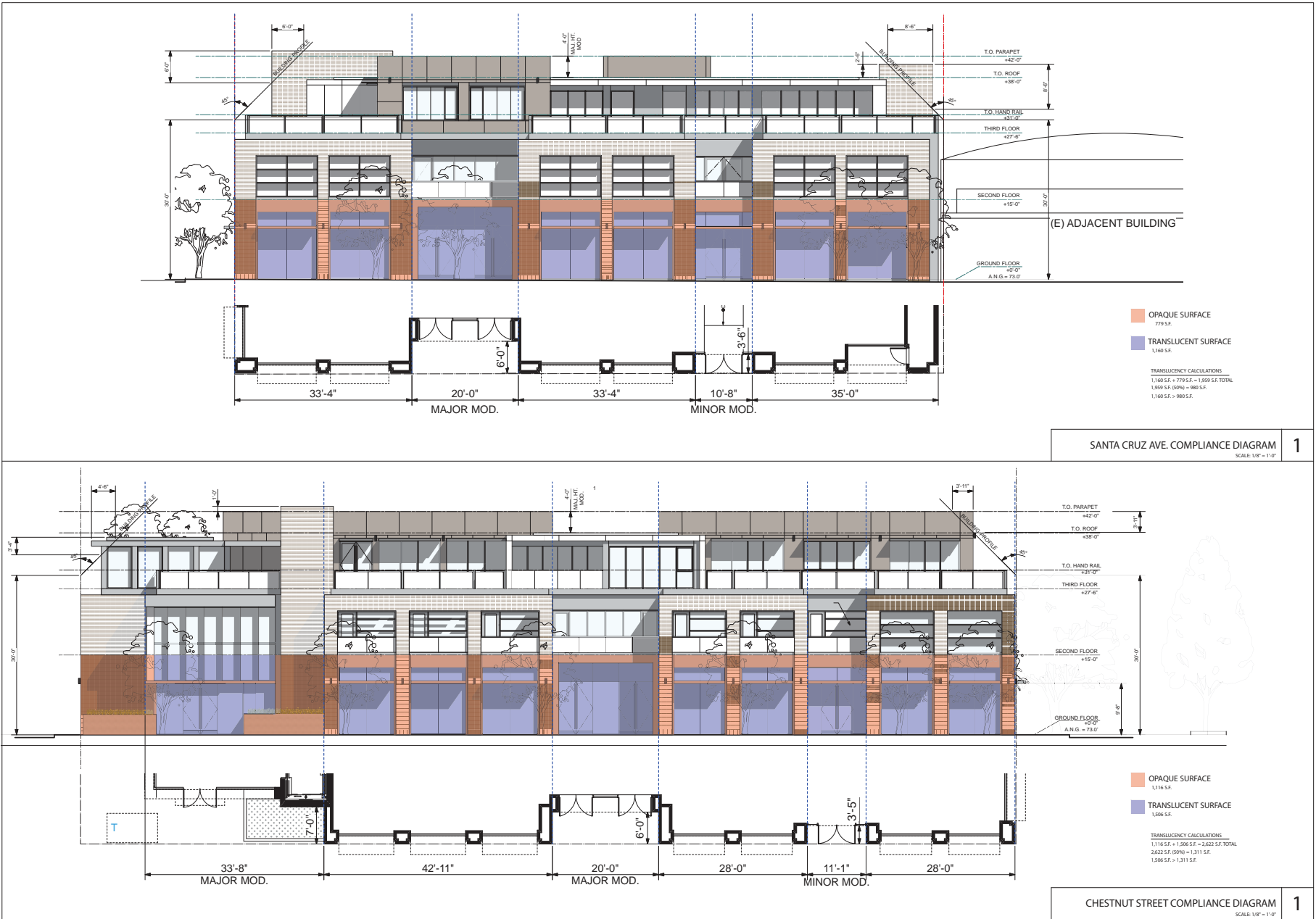
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 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

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706 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

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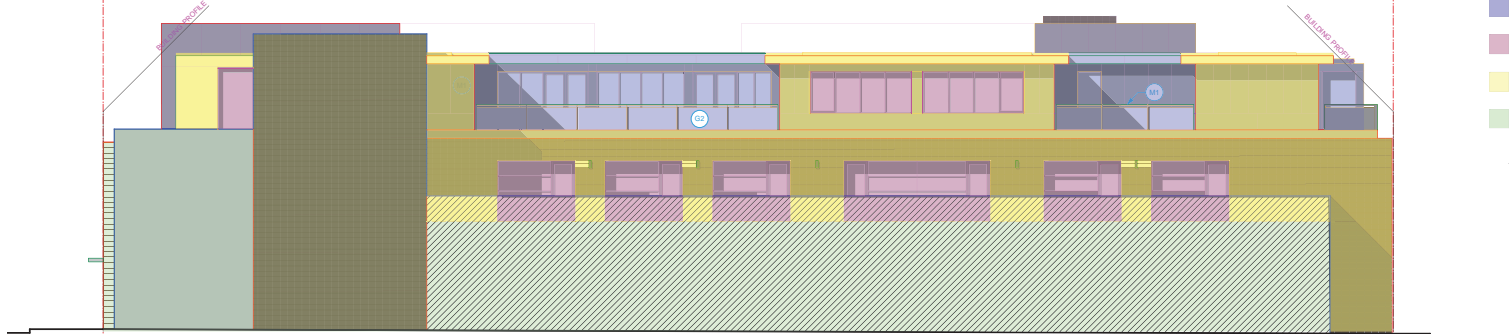
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PER TABLE 705.8 2016 CBC
 MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPERATION DISTANCE AND DEGREE OF OPENING PROTECTION

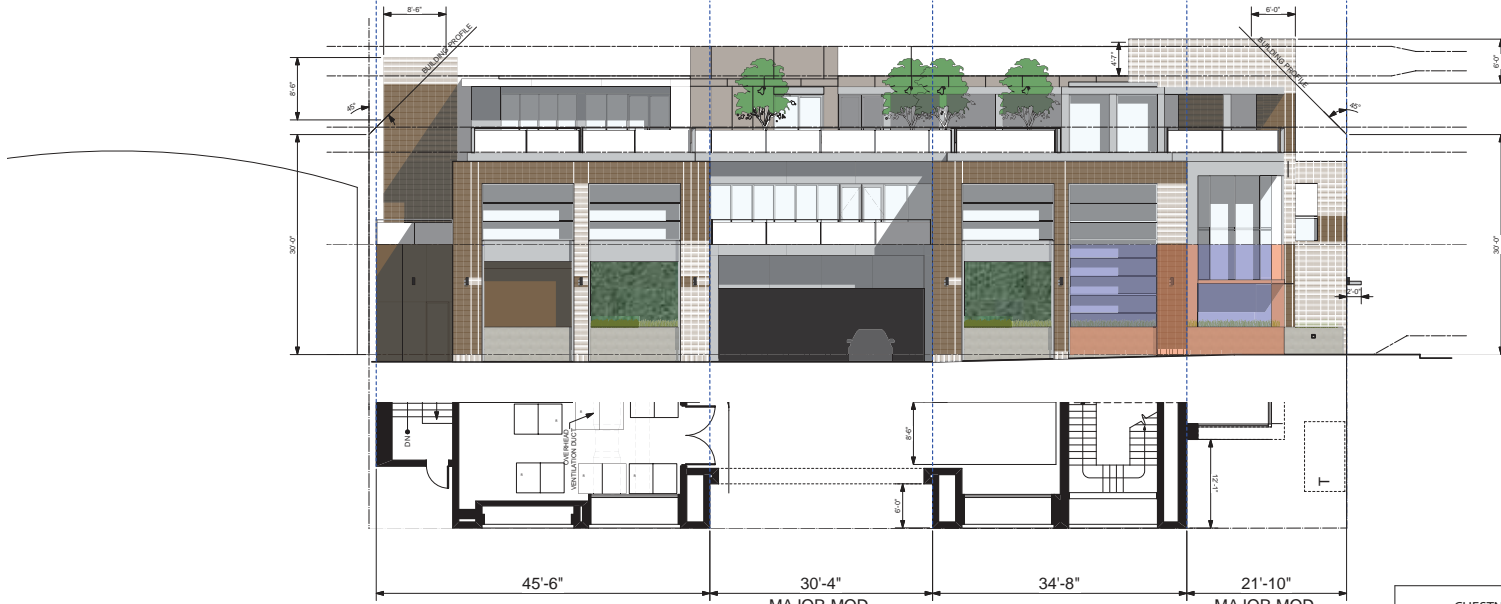
FIRE SEPERATION DISTANCE	DEG. OF OPENING PROTECTION	ALLOWABLE AREA
0' TO LESS THAN 3'	UNPROTECTED, SPRINKLERED	NOT PERMITTED
10' TO LESS THAN 15'	UNPROTECTED, SPRINKLERED	45%
20' OR GREATER	UNPROTECTED, SPRINKLERED	NO LIMIT



- >20' NO LIMIT
811 S.F.
- 10' TO LESS THAN 15' (OPENING)
1,720 S.F.
- 10' TO LESS THAN 15' (SOLID)
1,720 S.F.
- 0' TO LESS THAN 3'
OPENINGS NOT PERMITTED

OPENING VS SOLID CALCULATION
 811 SF + 1,720 SF = 2,531 SF
 2,531 SF (45%) = 1,139 S.F.
 811 SF < 1,139 S.F. **COMPLIES**

NORTH ELEVATION ALLOWABLE OPENINGS
 SCALE: 1/8" = 1'-0" **1**



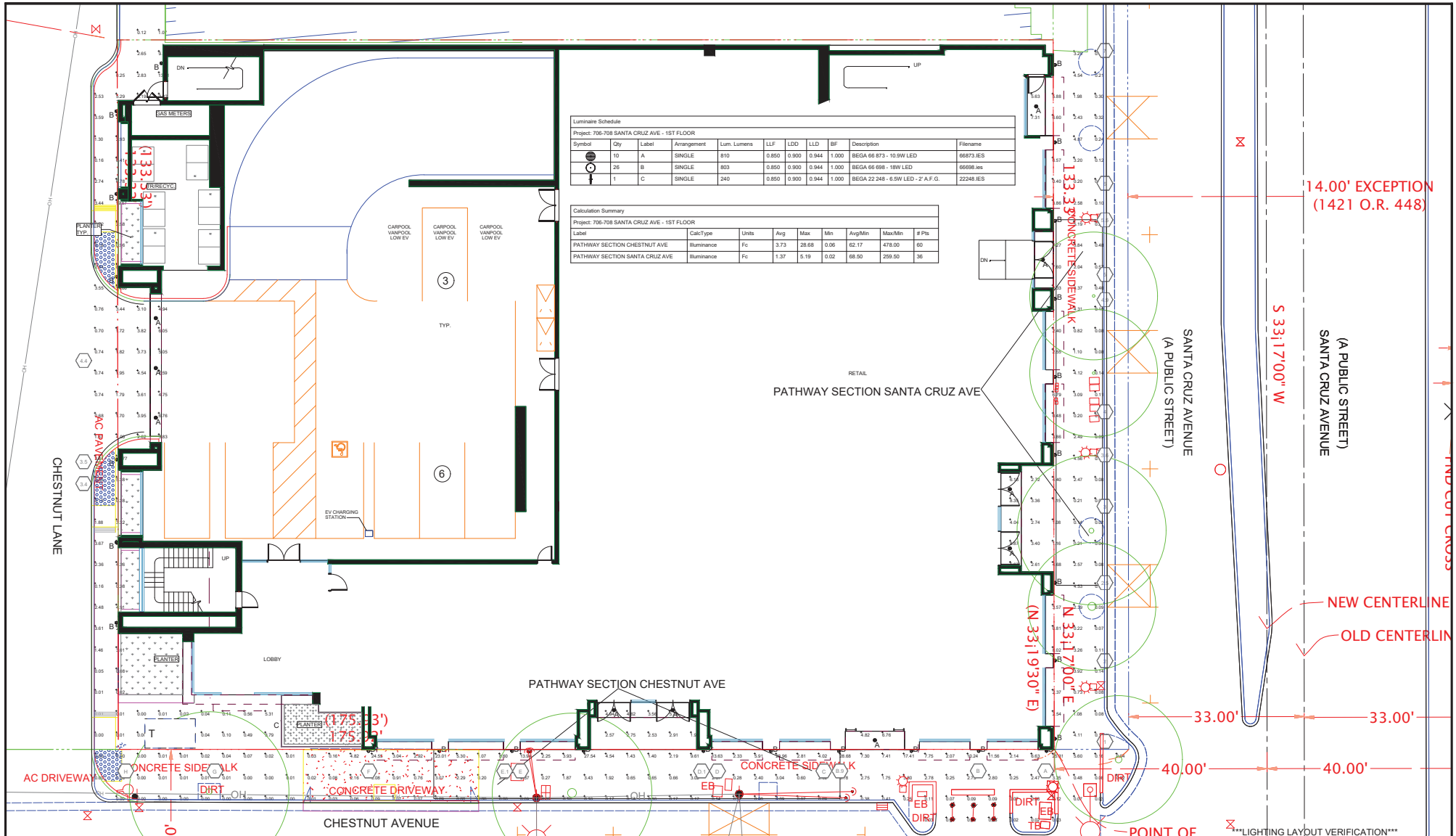
- OPAQUE SURFACE
198 S.F.
- TRANSLUCENT SURFACE
240 S.F.

TRANSLUCENCY CALCULATIONS
 240 S.F. + 198 S.F. = 438 S.F. TOTAL
 438 S.F. (50%) = 219 S.F.
 240 S.F. > 219 S.F.

CHESTNUT LANE COMPLIANCE DIAGRAM
 SCALE: 1/8" = 1'-0" **1**

A5.2

Date: 10/24/17
 File name: 1503.00_A3.2.3.3.1.5.2.rvt



Luminaire Schedule

Project: 706-708 SANTA CRUZ AVE - 1ST FLOOR

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	LDD	LLD	BF	Description	Filename
●	10	A	SINGLE	810	0.850	0.900	0.944	1.000	BEGA 66 873 - 10.9W LED	66873.IES
○	26	B	SINGLE	800	0.850	0.900	0.944	1.000	BEGA 66 698 - 18W LED	66698.IES
↑	1	C	SINGLE	240	0.850	0.900	0.944	1.000	BEGA 22 248 - 6.9W LED - 2' A.F.G.	22248.IES

Calculation Summary

Project: 706-708 SANTA CRUZ AVE - 1ST FLOOR

Label	CalcType	Units	Avg	Max	Min	Avg/Mm	Max/Mm	# Pts
PATHWAY SECTION CHESTNUT AVE	Illuminance	Fc	3.73	28.68	0.06	62.17	478.00	60
PATHWAY SECTION SANTA CRUZ AVE	Illuminance	Fc	1.37	5.19	0.02	68.50	259.50	36

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP RATINGS. FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC.
7777 PARDEE LANE
P.O. BOX 2085
OAKLAND, CA 94621
PHONE: (510) 638-3800 · FAX (510) 638-2908

REPORT FOR: HAYES GROUP ARCHITECTS
BY: APPLICATIONS ENGINEERING; GILBERTO J. RODRIGUEZ
SALES REPRESENTATIVE: ALR; CATHY JOHNSON

AGI32 VERSION 17.5
AGI (C) 1999-2017 LIGHTING ANALYSIS, INC.
10268 W. CENTRAL ROAD - SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

706-708 SANTA CRUZ AVE - 1ST FLOOR
MENLO PARK, CA

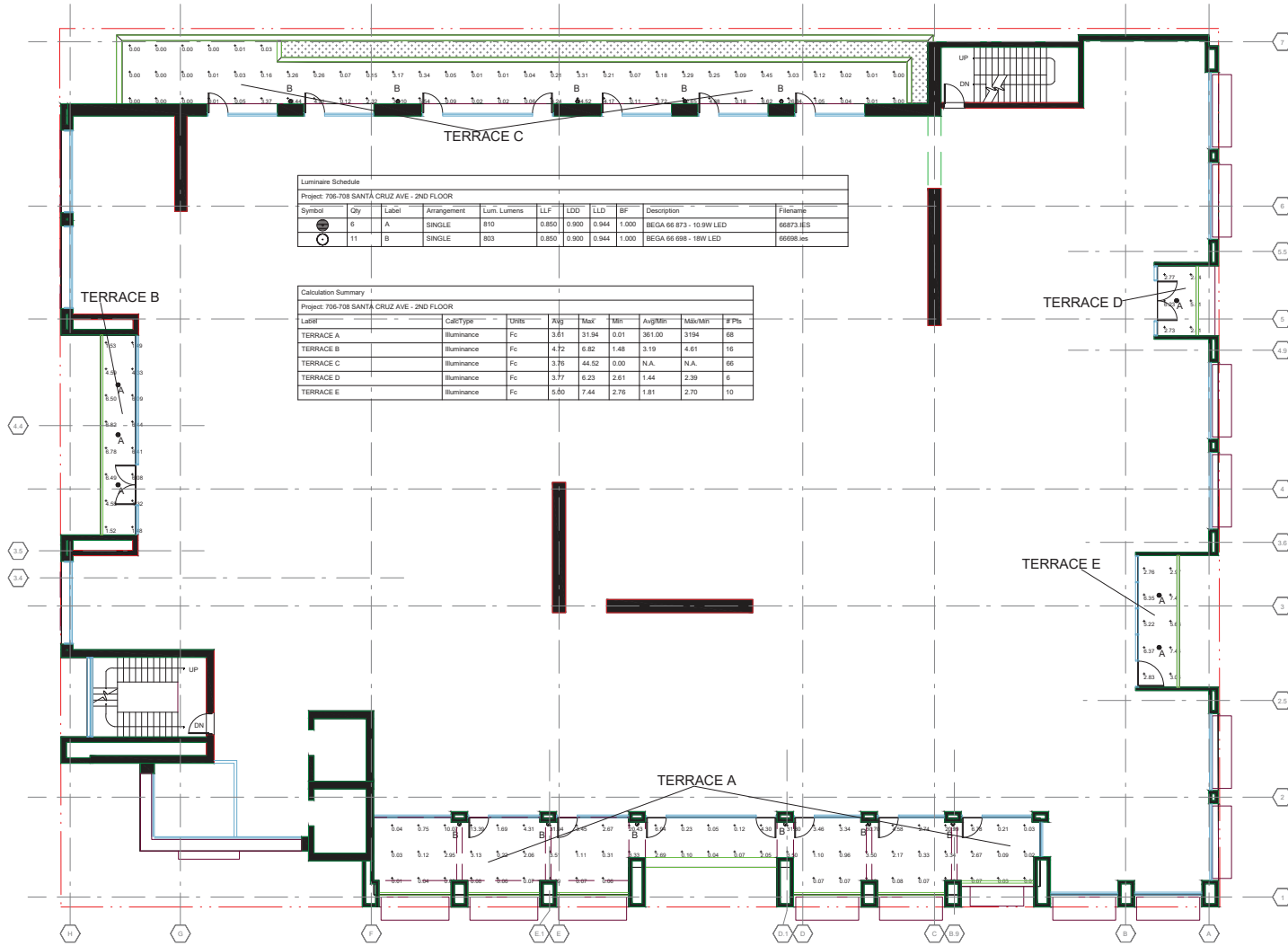
DRAWING NO. / INPUT FILE
14339GOT - A7.1.DWG / AGI

SCALE: 1" = 8'

SHEET: 1 OF 1

DATE: 04.17.2017

REV: 0



Luminaire Schedule

Project: 706-708 SANTA CRUZ AVE - 2ND FLOOR

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	LDD	LLD	BF	Description	Filename
A	8	A	SINGLE	810	0.850	0.900	0.944	1.000	BEGA 66 873 - 10.9W LED	66873.IES
B	11	B	SINGLE	803	0.850	0.900	0.944	1.000	BEGA 66 696 - 18W LED	66696.ies

Calculation Summary

Project: 706-708 SANTA CRUZ AVE - 2ND FLOOR

Label	CalcType	Units	Avg	Max	Min	AvgMin	MinMin	# Fts
TERRACE A	Illuminance	Fc	3.61	21.24	0.01	361.000	2194	68
TERRACE B	Illuminance	Fc	4.72	6.82	1.48	3.19	4.61	16
TERRACE C	Illuminance	Fc	3.16	44.52	0.00	N.A.	N.A.	66
TERRACE D	Illuminance	Fc	3.77	6.23	2.61	1.44	2.39	6
TERRACE E	Illuminance	Fc	6.60	7.44	2.76	1.81	2.70	10

TERRACE

LIGHTING LAYOUT VERIFICATION

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISH FLOOR

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP RATINGS. FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC.
7777 PARDEE LANE
P.O. BOX 2205
OAKLAND, CA 94621
PHONE: (510) 638-3800 - FAX (510) 638-2906

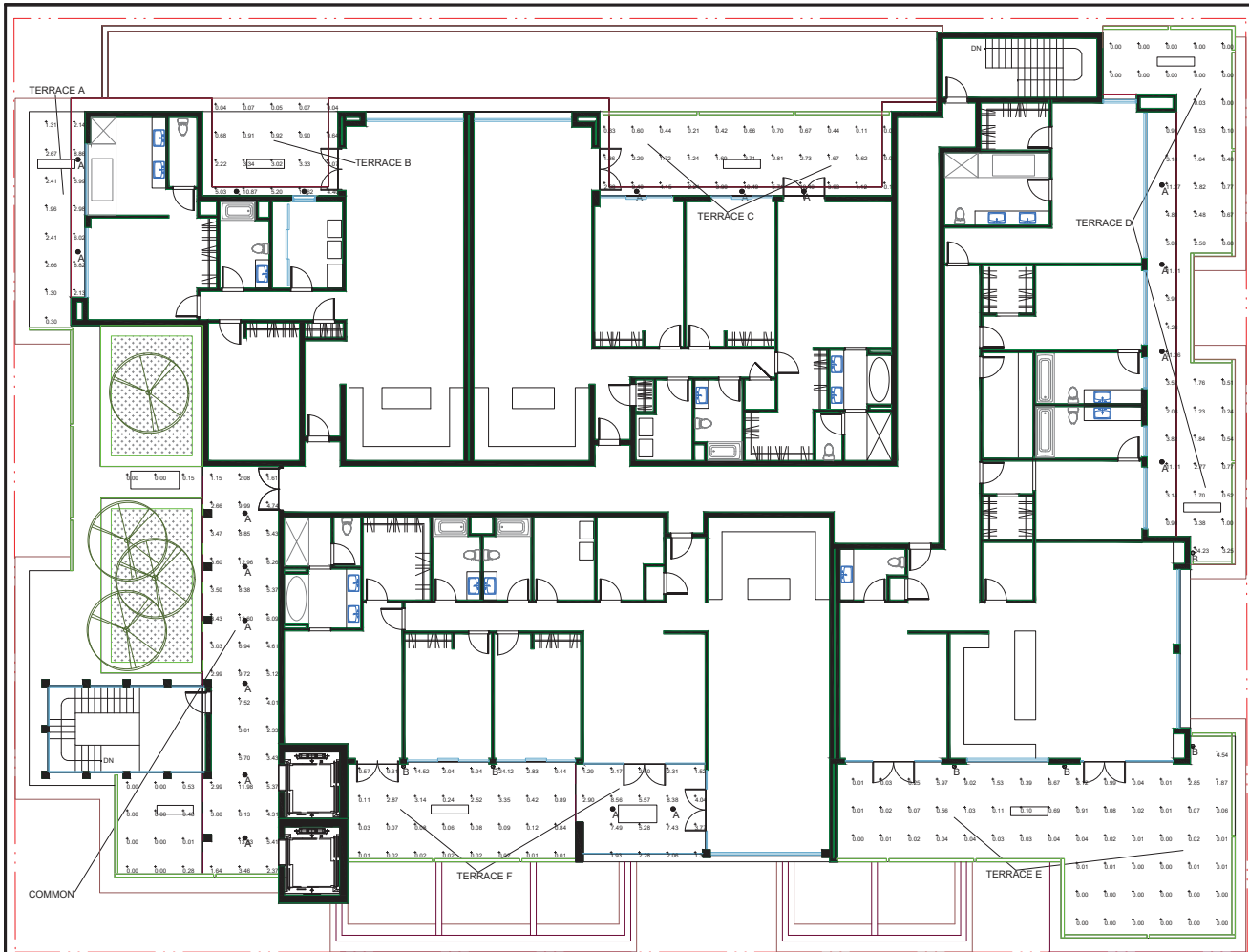
REPORT FOR: HAYES GROUP ARCHITECTS
BY: APPLICATIONS ENGINEERING; GILBERTO J. RODRIGUEZ
SALES REPRESENTATIVE: ALR; CATHY JOHNSON

AGI32 VERSION 17.5
AGI (C) 1999-2017 LIGHTING ANALYSIS, INC.
10268 W. CENTENNIAL ROAD - SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION
706-708 SANTA CRUZ AVE - 2ND FLOOR
MENLO PARK, CA

DRAWING NO. / INPUT FILE
14339GOT - A7.2.DWG / AGI

SCALE	SHEET	DATE	REV
1" = 8'	1 OF 1	04.17.2017	0



Luminaire Schedule

Project: 706-708 SANTA CRUZ AVE - 3RD FLOOR

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	LDD	LLD	BF	Description	Filename
⊙	19	A	SINGLE	810	0.850	0.900	0.944	1.000	BEGA 66 873 - 10.9W LED	66673.IES
⊙	6	B	SINGLE	803	0.850	0.900	0.944	1.000	BEGA 66 698 - 18W LED	66698.IES

Calculation Summary

Project: 706-708 SANTA CRUZ AVE - 3RD FLOOR

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	# Pts
COMMON	Illuminance	Fc	3.99	13.83	0.00	N.A.	N.A.	56
TERRACE A	Illuminance	Fc	3.46	8.86	0.30	11.53	29.53	15
TERRACE B	Illuminance	Fc	2.77	11.62	0.04	69.25	290.50	20
TERRACE C	Illuminance	Fc	2.35	10.49	0.00	N.A.	N.A.	33
TERRACE D	Illuminance	Fc	2.68	24.23	0.00	N.A.	N.A.	51
TERRACE E	Illuminance	Fc	0.76	9.02	0.00	N.A.	N.A.	61
TERRACE F	Illuminance	Fc	2.91	24.12	0.01	291.00	2412	50

TERRACE

LIGHTING LAYOUT VERIFICATION

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISH FLOOR

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP RATINGS. FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL AND SITE CHARACTERISTICS.

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7777 PARDEE LANE
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OAKLAND, CA 94621
PHONE: (510) 638-3800 - FAX (510) 638-2908

REPORT FOR: HAYES GROUP ARCHITECTS
BY: APPLICATIONS ENGINEERING, GILBERTO J. RODRIGUEZ
SALES REPRESENTATIVE: ALR, CATHY JOHNSON



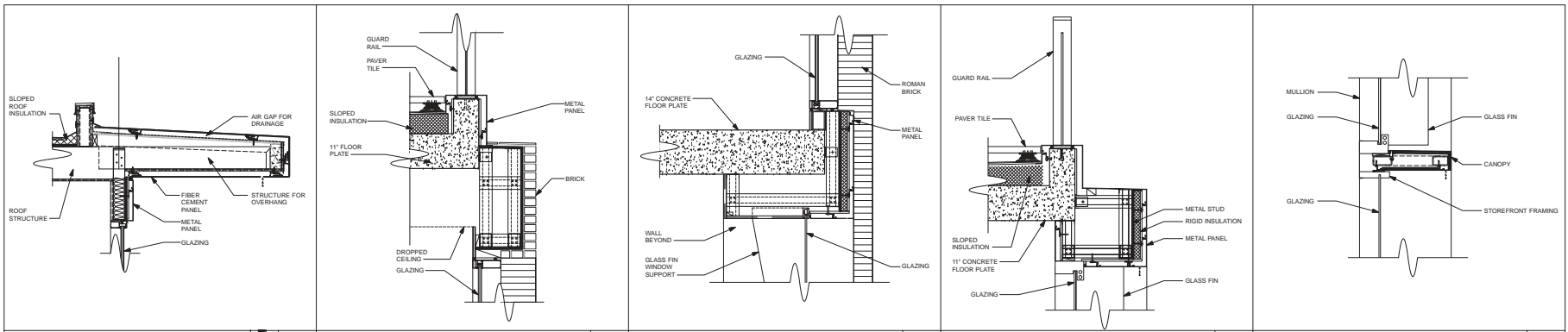
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AGI (C) 1999-2017 LIGHTING ANALYSIS, INC.
10268 W. CENTENNIAL ROAD - SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

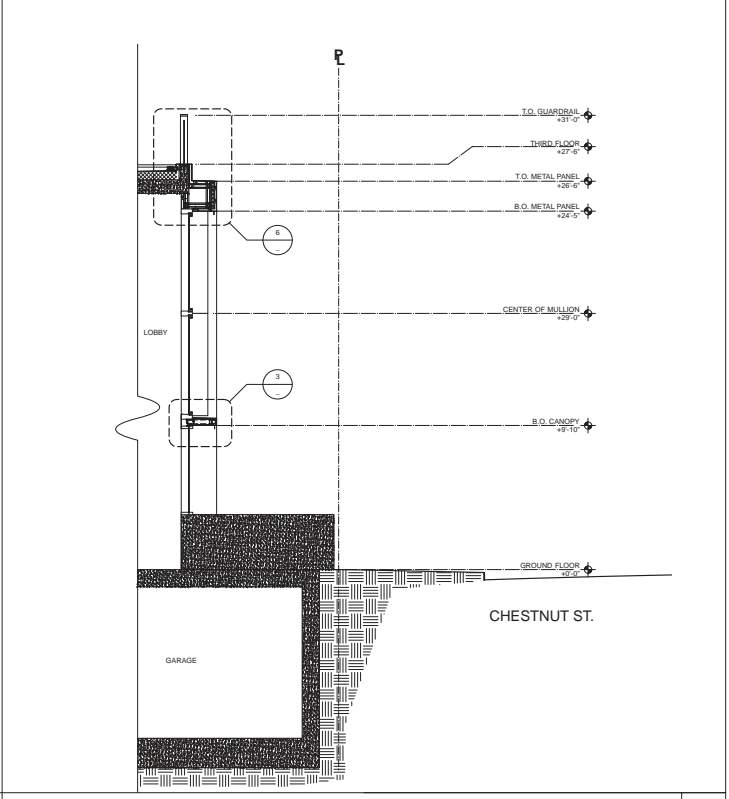
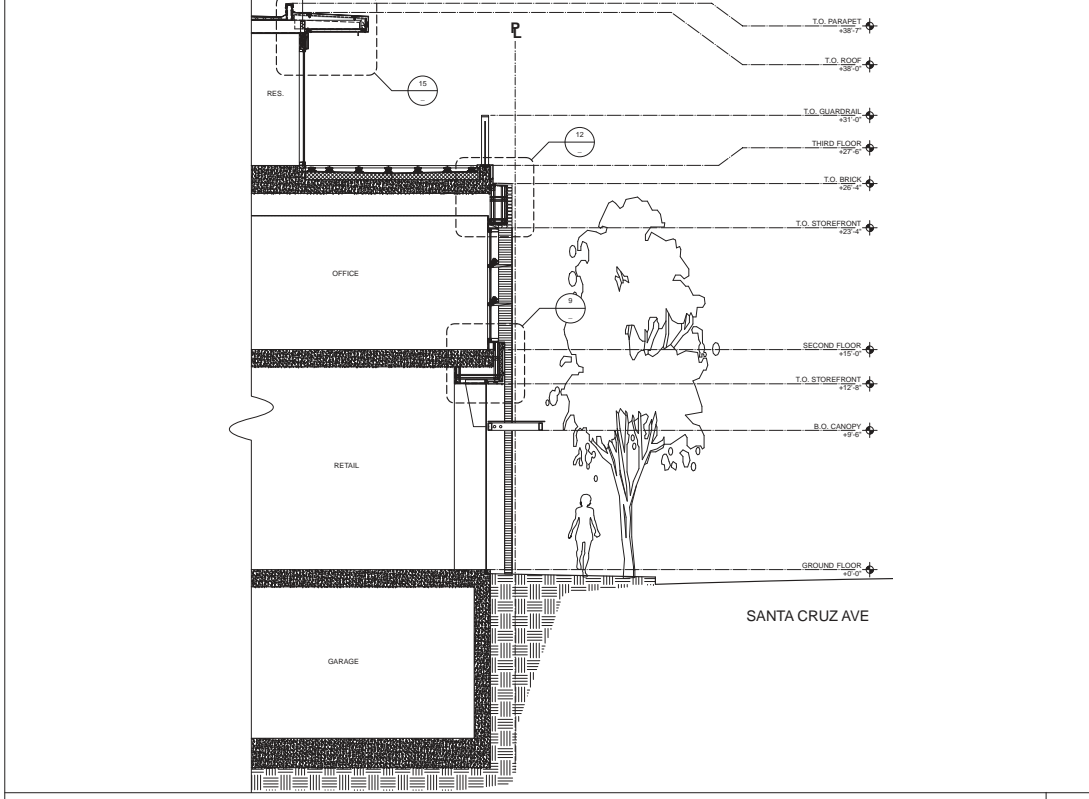
706-708 SANTA CRUZ AVE - 3RD FLOOR
MENLO PARK, CA

DRAWING NO. / INPUT FILE
14339GOT - A7.3.DWG / AGI

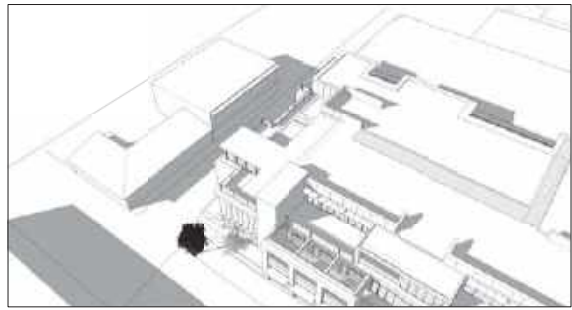
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1" = 8'	1 OF 1	04.17.2017	0



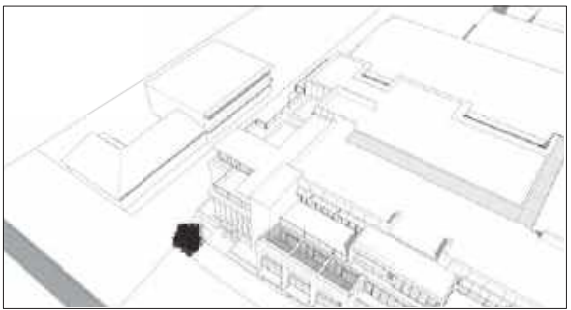
DETAIL @ 3RD FLOOR OVER HANG 15 SCALE: 3/4" = 1'-0"
 DETAIL @ 3RD FLOOR TERRACE 12 SCALE: 3/4" = 1'-0"
 DETAIL @ SECOND FLOOR 9 SCALE: 3/4" = 1'-0"
 DETAIL @ TOP OF LOBBY ENTRANCE 6 SCALE: 3/4" = 1'-0"
 DETAIL @ LOBBY CANOPY 3 SCALE: 3/4" = 1'-0"



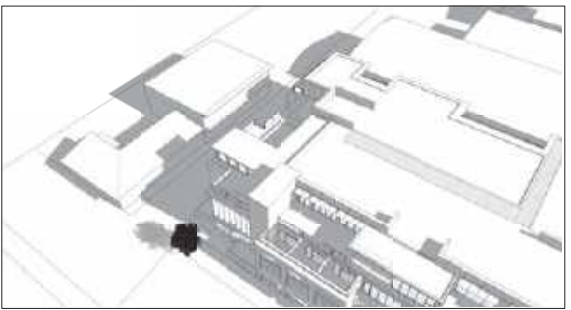
WALL SECTION @ SANTA CRUZ AVE 7 SCALE: 1/4" = 1'-0"
 WALL SECTION @ LOBBY 1 SCALE: 1/4" = 1'-0"



4 PM

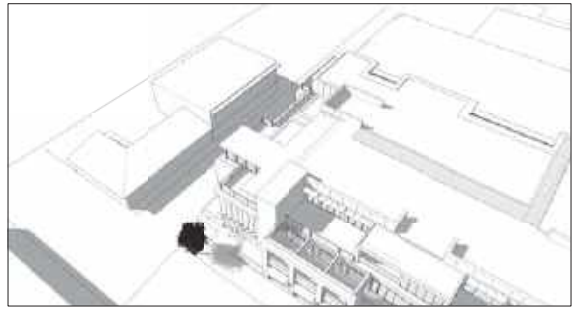


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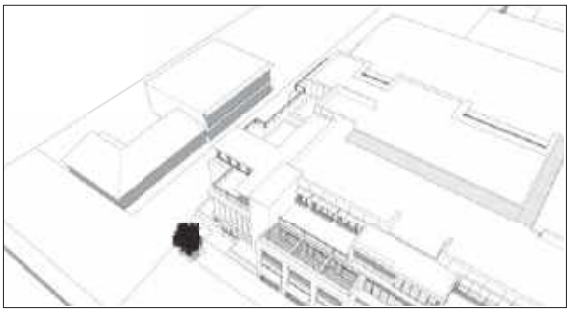


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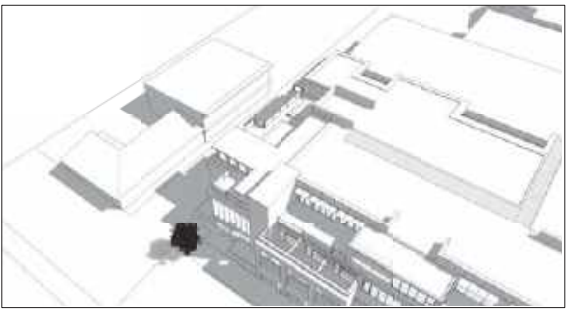
EQUINOX - MARCH 20TH/SEPT 22 2



4 PM

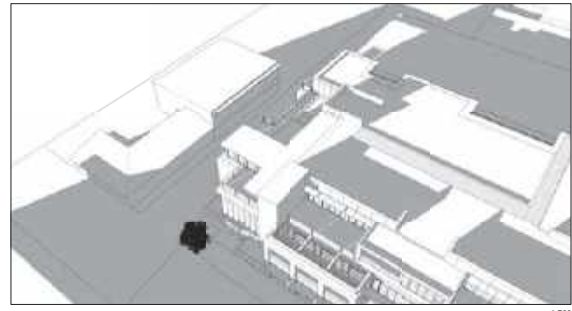


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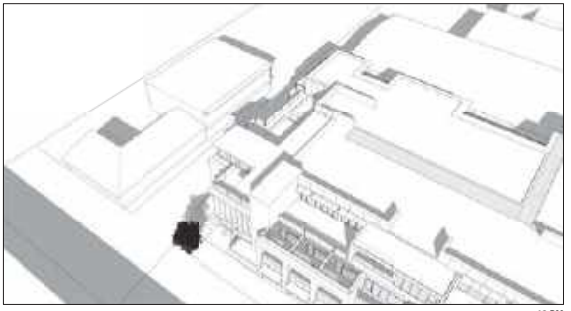


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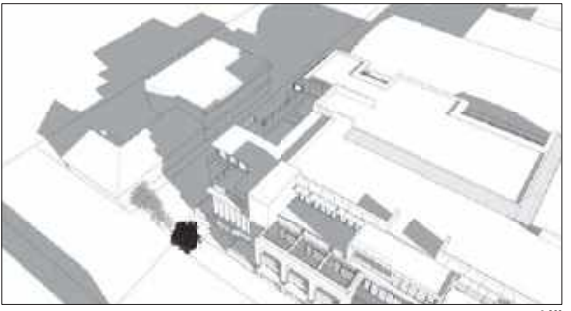
SUMMER SOLSTICE - JUN. 21 2



4 PM



12 PM



9 AM

WINTER SOLSTICE - DEC. 21 1

Draw: 10/24/17
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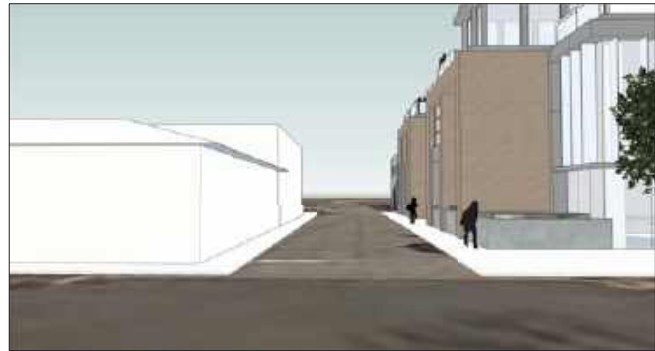
CHESTNUT LANE PERSPECTIVE 7



MASSING PERSPECTIVE 3



MASSING PERSPECTIVE 2



MASSING PERSPECTIVE 1



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE
706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

PRICING SET
10/14/2016

SHEET REVISIONS

- △ PLANNING RESUBMITTAL
04.17.2017
- △
- △
- △
- △
- △

DRAWING CONTENT

MASSING STUDIES

STAMP

JOB NUMBER:

1503.00

SCALE:

N.T.S.

DRAWN BY:

DRAWING NUMBER

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A9.2

LEGEND

PROPERTY LINE	---
ADJACENT PROPERTY LINE	----
CENTERLINE	-----
MONUMENT LINE	-----
EASEMENT	-----
BUILDING LINE WITH DOOR	-----
BUILDING OVERHANG	-----
FOUND MONUMENT AS NOTED	-----
LIGHT	○
STREET LIGHT	○
FIRE HYDRANT	○
MANHOLE	○
CLEAN OUT	○
GAS METER	○
UTILITY POLE W/ GUY WIRE	○
VALVE	○
CATCH BASIN / DROP INLET	○
WATER METER	○
FIRE DEPARTMENT CONNECTION	○
BACK FLOW PREVENTER	○
UTILITY BOX (SIZE VARIES)	○
SIGN	○
BOLLARD	○
FIRE SPRINKLER ALARM	○
TREE W/ SIZE AND ELEVATION	○
SPOT ELEVATION	○
AERIAL SPOT ELEVATION	○
RECORD INFORMATION	○
CONTOUR	○
INDEX CONTOUR	○
CURB	○
CURB & GUTTER	○
CONCRETE	○
FENCE	○
EDGE OF PAVEMENT	○
SANITARY SEWER	○
STORM DRAIN	○
WATER	○
GAS	○
UNDERGROUND ELECTRIC	○
TELEPHONE	○
OVERHEAD	○

NOTES

- THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE COMPANY, ORDER NO. 062625124A-JG, DATED DECEMBER 31, 2014. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE BOUNDARY LINES, EXCEPTIONS, OR EASEMENTS AFFECTING THE PROPERTY.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNKNOWN UNDERGROUND UTILITIES.) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- BENCHMARK U1110: DSK SET IN MASSIVE STRUCTURE, 0.1 MILE SOUTHWEST OF SOUTHERN PACIFIC COMPANY RAILROAD STATION, AT THE INTERSECTION OF SANTA CRUZ AVENUE AND EL CAMINO REAL, AT THE ELLIOT BUILDING, IN THE TOP PROJECTION OF FOUNDATION. ELEVATION: 73.85 FEET (DATUM) NAVD 1988
- A.P.N.: 071-102-250
- FLOOD ZONE NOTE: THIS SITE IS IN FLOOD ZONE "X". AREAS OF DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD, PER FLOOD INSURANCE RATE MAP COMMUNITY NO. 060321 0306 E DATED OCTOBER 16, 2012.
- BASIS OF BEARINGS: THE BEARING OF NORTH 58°27'20" WEST TAKEN ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 14, 1991 IN BOOK 04 OF PARCEL MAPS AT PAGES 57-58. SAN MATEO COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BL	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
DOC	DOCUMENT
EB	ELECTRIC BOX
ECAB	ELECTRIC CABINET
FL	FLOW LINE
FND	FOUND
FSA	FIRE SPRINKLER ALARM
HB	HOBSEIB
I.E.E.	INGRESS/EGRESS EASEMENT
LIP	LIP OF GUTTER
O.R.	OFFICIAL RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TC	TOP OF CURB
WB	WATER BOX

HOOVER STREET (A PUBLIC STREET)

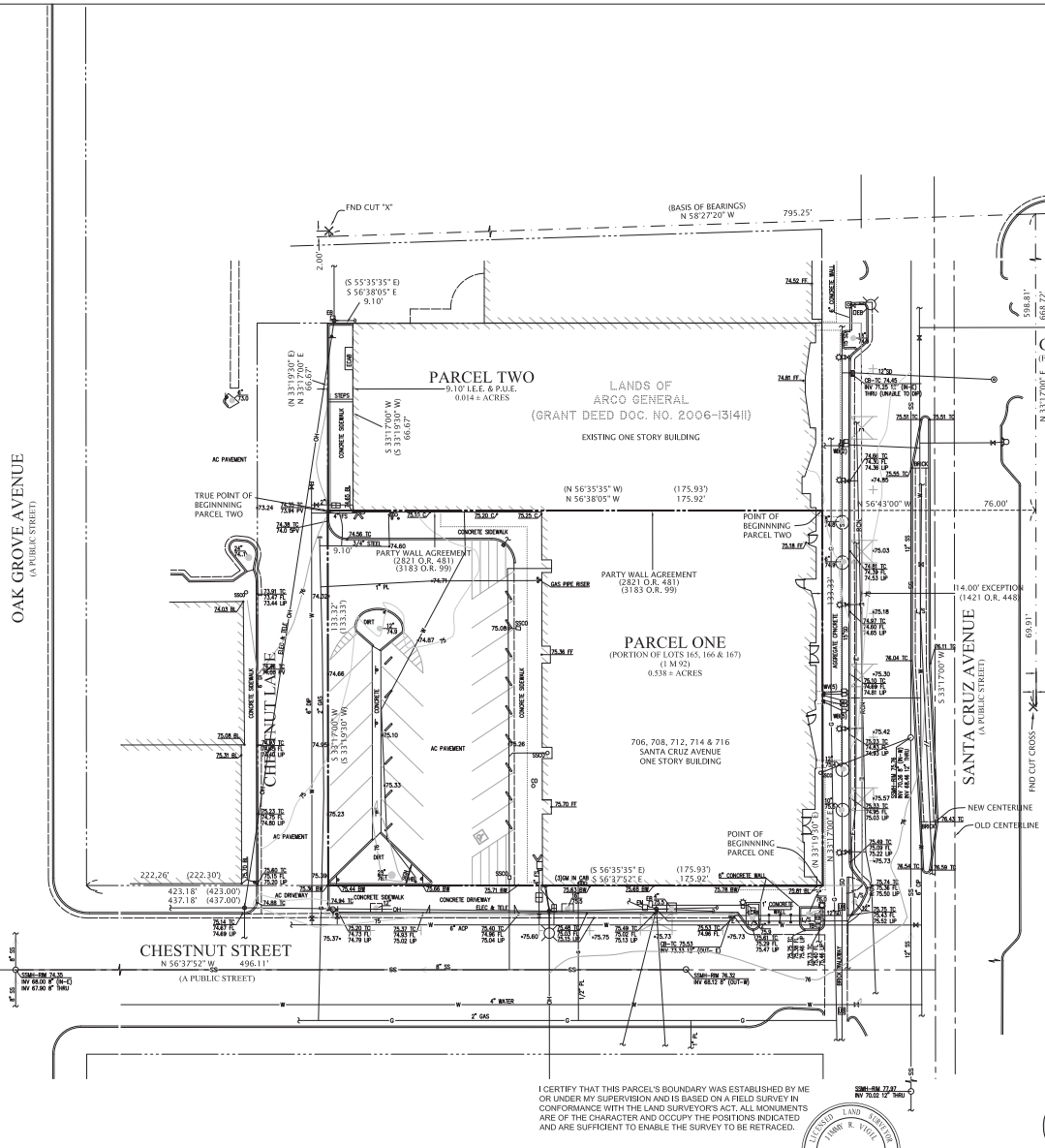
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CHESTNUT STREET (A PUBLIC STREET)

SANTA CRUZ AVENUE (A PUBLIC STREET)

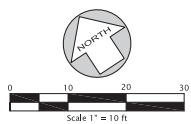
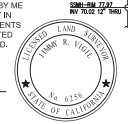
CURTIS STREET (FORMERLY FREMONT STREET) (A PUBLIC STREET)

FND SQUARE BOLT WITH SCRIBED "X"



I CERTIFY THAT THIS PARCEL'S BOUNDARY WAS ESTABLISHED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE LAND SURVEYORS ACT. ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATE: JIMMY R. VIGIL, L.S. 6256



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE

706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

SHEET REVISIONS

△	PLANNING RESUBMITTAL	04.17.17
△	PLANNING RESUBMITTAL	06.19.17
△	PLANNING RESUBMITTAL	10.25.17
△	PLANNING RESUBMITTAL	11.15.17
△		

DRAWING CONTENT

TOPOGRAPHIC & BOUNDARY SURVEY

STAMP

JOB NUMBER: 1563.00
SCALE: AS SHOWN
DRAWN BY: AV

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DRAWING NUMBER

C1.0

LEGEND

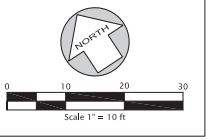
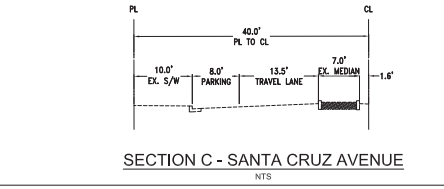
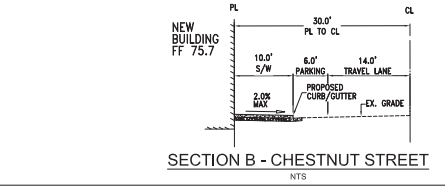
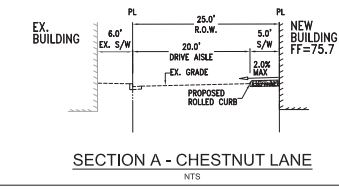
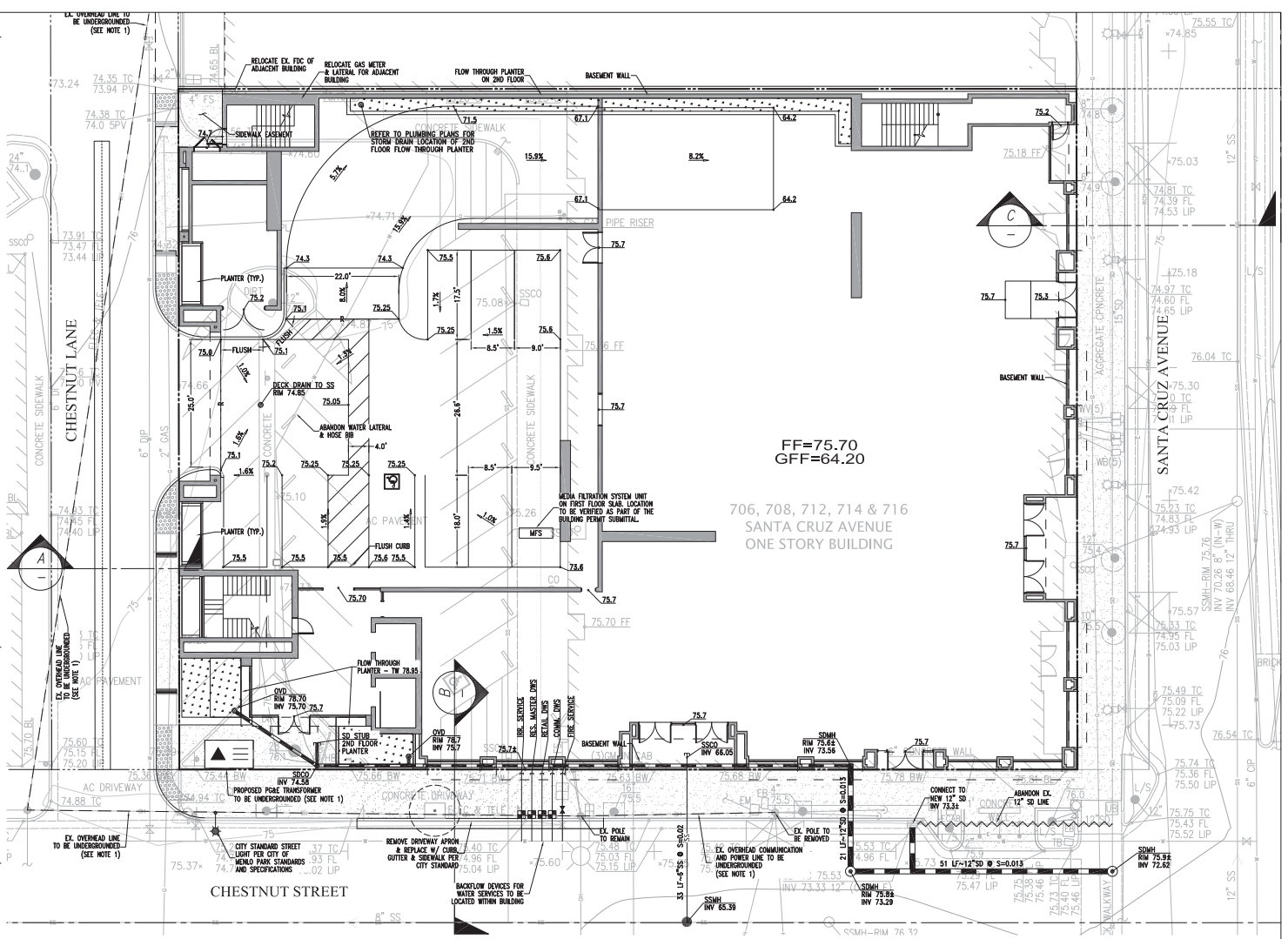
PROPERTY LINE	---
ADJACENT PROPERTY LINE	---
CENTERLINE	---
EASEMENT	---
NON-ACCESS	---
PUMP	(P)
STORM DRAIN MANHOLE	(S)
CATCH BASIN	(CB)
MEDIA FILTRATION SYSTEM	(MFS)
SANITARY SEWER MANHOLE	(SS)
FIRE HYDRANT(FH)/WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.	(FH)
GATE VALVE	(GV)
WATER METER	(WM)
POST INDICATOR VALVE	(PIV)
FIRE DISTRICT CONNECTION	(FDC)
SPRINKLER SYSTEM RISER	(SR)
BACK FLOW PREVENTER	(BFP)
CHECK VALVE	(CV)
REDUCER	(R)
LIGHT	(L)
GAS METER	(GM)
TRANSFORMER	(TR)
SPOT ELEVATION	(SE)
HANDICAP STALL	(HS)
CURB	(C)
CURB & GUTTER	(CG)
RED CURB	(RC)
RIDGE	(R)
SANITARY SEWER	(SS)
STORM DRAIN (UNTREATED)	(SD)
STORM DRAIN (TREATED)	(SD)
DOMESTIC WATER SERVICE	(DWS)
FORCE MAIN	(FM)
FIRE SERVICE	(FS)
WATER	(W)
ELECTRIC	(E)
GAS	(G)
JOINT TRENCH	(JT)
PCC SIDEWALK	(PCC)
TRUNCATED DOMES	(TD)
BIO-TREATMENT PLANTING	(BTP)

ABBREVIATIONS

BU	BUBBLE UP
COMA	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W	WITH

NOTES

- ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ALL UTILITIES TO BE UNDERGROUNDED ALONG THE PROJECT FRONTAGE SHALL BE TO THE SATISFACTION OF THE CITY OF MENLO PARK AND THE FIRE DISTRICT.
- PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
- DESIGN AND CONFIGURATION OF THE ALLEY-TYPE DRIVE ARBLE ON CHESTNUT LANE SHALL TO BE COORDINATED WITH THE CITY OF MENLO PARK AND ISSUED AS PART OF PERMIT DRAWINGS.
- EXISTING STREET LIGHTS SHALL BE REFURBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
- ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
- BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
- REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
- IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



DESCRIPTION

SHEET REVISIONS

△	PLANNING RESUBMITTAL
△	04.17.17
△	PLANNING RESUBMITTAL
△	06.19.17
△	PLANNING RESUBMITTAL
△	10.26.17
△	PLANNING RESUBMITTAL
△	11.15.17

DRAWING CONTENT

CONCEPT OFFSITE IMPROVEMENT PLAN

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JOB NUMBER:
155103
SCALE: AS SHOWN
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DRAWING NUMBER

C2.1

LEGEND

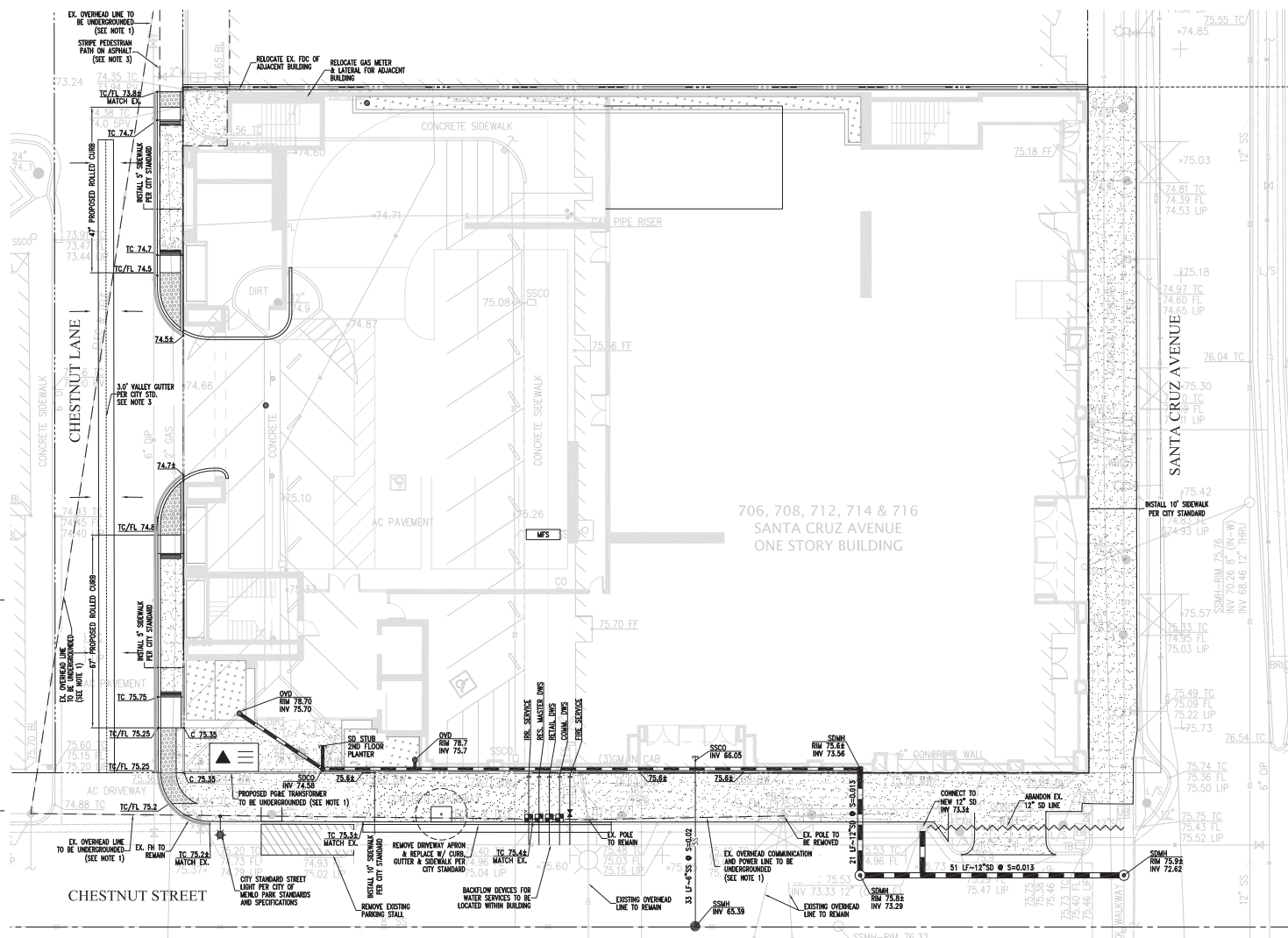
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- ADJACENT PROPERTY LINE
- CENTERLINE
- EASEMENT
- NON-ACCESS
- PUMP
- STORM DRAIN MANHOLE
- CATCH BASIN
- MEDIA FILTRATION SYSTEM
- SANITARY SEWER MANHOLE
- FIRE HYDRANT/FIN-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.
- GATE VALVE
- WATER METER
- POST INDICATOR VALVE
- FIRE DISTRICT CONNECTION
- SPRINKLER SYSTEM RISER
- BACK FLOW PREVENTER
- CHECK VALVE
- REDUCER
- LIGHT
- GAS METER
- TRANSFORMER
- SPOT ELEVATION
- HANDICAP STALL
- CURB
- CURB & GUTTER
- RED CURB
- RIDGE
- SANITARY SEWER
- STORM DRAIN (UNTREATED)
- STORM DRAIN (TREATED)
- DOMESTIC WATER SERVICE
- FORCE MAIN
- FIRE SERVICE
- WATER
- ELECTRIC
- GAS
- JOINT TRENCH
- PCC SIDEWALK
- TRUNCATED DOMES
- BIO-TREATMENT PLANTING
- DRAINAGE FLOW ARROW

ABBREVIATIONS

- BU BUBBLE UP
- COMM COMMERCIAL
- DWS DOMESTIC WATER SERVICE
- EX EXISTING
- FDC FIRE DEPARTMENT CONNECTION
- FH FIRE HYDRANT
- FL FLOW LINE
- FS FIRE SERVICE
- INV INVERT ELEVATION
- IRR IRRIGATION
- OVD OVERFLOW DRAIN
- R RIDGE
- RES RESIDENTIAL
- RIM RIM ELEVATION
- SD STORM DRAIN
- SS SANITARY SEWER
- TW TOP OF WALL
- VERT VERTICAL

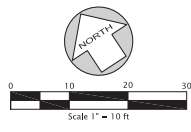
NOTES

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- PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
- DESIGN AND CONFIGURATION OF THE ALLEY-TYPE DRIVE ALONG CHESTNUT LANE SHALL BE COORDINATED WITH THE CITY OF MENLO PARK AND ISSUED AS PART OF PERMIT DRAWINGS.
- EXISTING STREET LIGHTS SHALL BE REFURBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
- ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
- BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
- REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
- IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



NOTE

THE PROJECT WILL UNDERGROUND THE OVERHEAD UTILITIES ON CHESTNUT STREET AND CHESTNUT LANE. THE SCOPE OF THE WORK WILL BE DEFINED PRIOR TO THE APPROVAL OF THE FINAL MAP TO THE SATISFACTION OF THE FIRE DISTRICT AND THE CITY OF MENLO PARK.





HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
 706 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

DESCRIPTION

- SHEET REVISIONS
- ▲ PLANNING RESUBMITTAL 04.17.17
 - ▲ PLANNING RESUBMITTAL 06.19.17
 - ▲ PLANNING RESUBMITTAL 10.26.17
 - ▲ PLANNING RESUBMITTAL 11.15.17
 - ▲

DRAWING CONTENT
 PRELIMINARY
 STORMWATER
 MANAGEMENT PLAN

STAMP

JOB NUMBER:
 1503.00
 SCALE: AS SHOWN

DRAWN BY: AV
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 DRAWING NUMBER

C3.0

LEGEND

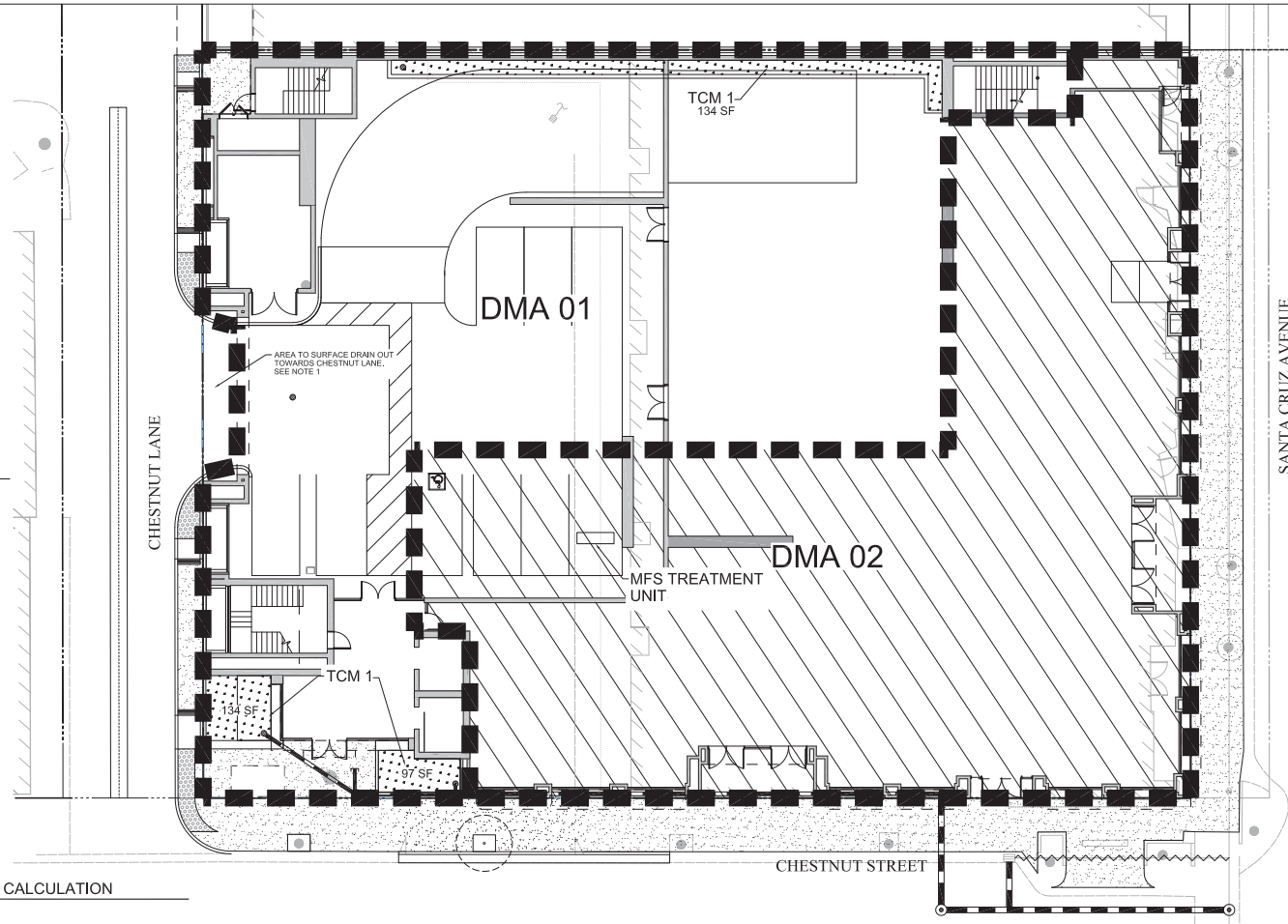
- DRAINAGE AREA LIMITS
- ▨ TREATMENT AREA
- ▨ MEDIA FILTER SYSTEM (MFS) UNIT
- ▨ TREATMENT AREA
- ▨ DRAINAGE MANAGEMENT AREA
- DMA
- ▨ TREATMENT CONTROL MEASURE
- TCM

IMPERVIOUS/PERVIOUS TABLE

EXISTING SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22966	97.9
PERVIOUS	489	2.1
TOTAL	23455	100.0
C-FACTOR	0.89	
PROPOSED SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22840	97.4
PERVIOUS	615	2.6
TOTAL	23455	100.0
C-FACTOR	0.88	

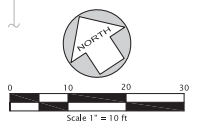
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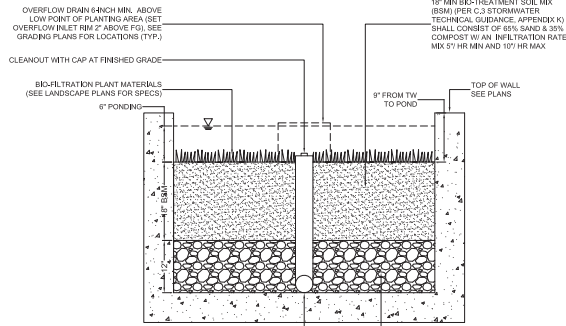
- SMALL AREA NEAR MAIN ENTRY TO BUILDING SHALL DRAIN OUT TOWARDS CHESTNUT LANE (<200 SF). THIS AREA WILL BE AFFECTED BY TIRE WASH AND SMALL AMOUNTS OF RAIN THAT FALL UNDER THE 2ND FLOOR TERRACE AREA.



LID TREATMENT REDUCTION CREDIT CALCULATION

Category	Impervious Area Created/Replaced (sq. ft.)	Site Coverage (%)	Project Density of FAR	Impervious Area	Minimally Credit (%)	Applied Credit (%)
A						
B						
C						
				TOTAL LID CREDIT =	10	10





1. PLACEMENT OF BIOTREATMENT SOIL MIX SHALL BE CONSTRUCTED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
2. SOIL AT BOTTOM OF RETENTION AREA SHALL HAVE A MINIMUM PERCOLATION RATE OF 5 INCHES/HOUR AND A MAXIMUM RATE OF 10 INCHES/HOUR.
3. IN-SITE TESTING SHALL BE PERFORMED BY THE SOILS ENGINEER BEFORE AND AFTER SOIL INSTALLATION TO VERIFY PERCOLATION RATE.
4. SEE STRUCTURAL PLANS FOR PLANTER WALL STRUCTURAL SPECIFICATIONS.

FLOW THROUGH PLANTER DETAIL

MFS UNIT CALCULATIONS

MFS TREATED IMPERVIOUS AREA	11,536 S.F.
SITE TREATED IMPERVIOUS AREA	23,295 S.F.
MFS TREATMENT	49.5%

MFS UNIT CALCULATIONS							
AREA	IMPR	PERV	TOTAL	C-FACTOR	Q12-YR STORM	Q10-YR STORM	REQD
DMA 02	11,536	0	11,536	0.90	0.008	0.429	1.2
							2

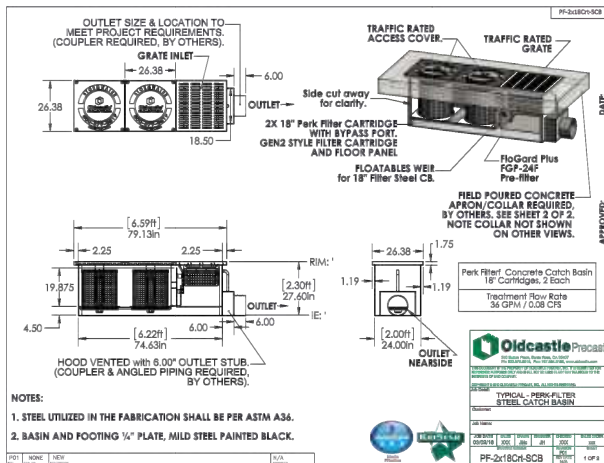
LID TREATMENT CALCULATIONS (4% RULE)

TREATMENT CALCULATIONS						
AREA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL (SF)	PERVIOUS AREA * 0.1 (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)
DMA 01	11,759	615	12,374	61.5	11,821	473

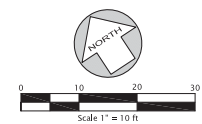
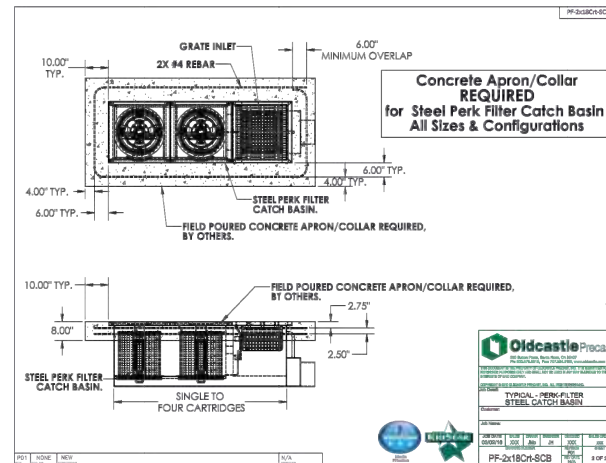
BIOTREATMENT INSPECTION & MAINTENANCE

INSPECTION ACTIVITIES	SUGGESTED FREQUENCY
<ul style="list-style-type: none"> INSPECT AFTER SEEDINGS AND AFTER FIRST MAJOR STORMS FOR ANY DAMAGES. INSPECT FOR SIGNS OF EROSION, DAMAGE TO VEGETATION, CHANNELIZATION OF FLOW, DEBRIS AND LITTER, AND AREAS OF SEDIMENT ACCUMULATION. PERFORM INSPECTIONS AT THE BEGINNING AND END OF THE WET SEASON. ADDITIONAL INSPECTIONS AFTER PERIODS OF HEAVY RUNOFF ARE DESIRABLE. INSPECT VEGETATION ALONG SIDE SLOPES FOR EROSION AND FORMATION OF RILLS OR GULLIES, AND SAND/SOIL BED FOR EROSION PROBLEMS. 	<p>POST-CONSTRUCTION</p> <p>SEMI-ANNUAL</p> <p>ANNUAL</p>

MAINTENANCE ACTIVITIES	SUGGESTED FREQUENCY
<ul style="list-style-type: none"> MOW IF GRASS IS PLANTED, TO MAINTAIN A HEIGHT OF 3-4 INCHES. FOR SAFETY, AESTHETIC, OR OTHER PURPOSES. LITTER SHOULD ALWAYS BE REMOVED PRIOR TO MOWING. CLIPPINGS SHOULD BE COMPOSTED. BIOREGATE BIOTREATMENT AREAS DURING DRY SEASON (APRIL THROUGH OCTOBER) OR WHEN NECESSARY TO MAINTAIN THE VEGETATION. PROVIDE WEED CONTROL IF NECESSARY TO CONTROL INVASIVE SPECIES. REMOVE LITTER, BRANCHES, ROCKS, BLOCKAGES AND OTHER DEBRIS AND DISPOSE OF PROPERLY. REPAIR ANY DAMAGED AREAS WITHIN A CHANNEL IDENTIFIED DURING INSPECTIONS. EROSIONS RILLS OR GULLIES SHOULD BE CORRECTED AS NEEDED. BARE AREAS SHOULD BE REPLANTED AS NECESSARY. CORRECT EROSION PROBLEMS IN THE SAND/SOIL BED OF DRY BIOTREATMENT AREAS. PLANT AN ALTERNATIVE GRASS SPECIES IF THE ORIGINAL GRASS COVER HAS NOT BEEN SUCCESSFULLY ESTABLISHED. RESEED AND APPLY MULCH TO DAMAGED AREAS. REMOVE ALL ACCUMULATED SEDIMENT THAT MAY OBSTRUCT FLOW THROUGH THE BIOTREATMENT AREAS. SEDIMENT ACCUMULATING NEAR CULVERTS AND IN CHANNELS SHOULD BE REMOVED WHEN IT BUILDS UP TO 3 IN AT ANY SPOT, OR COVERS VEGETATION, OR ONCE IT HAS ACCUMULATED TO 10% OF THE ORIGINAL DESIGN VOLUME. REPLACE THE GRASS AREAS DAMAGED IN THE PROCESS. ROTOTILL OR CULTIVATE THE SURFACE OF THE SAND/SOIL BED OF DRY BIOTREATMENT AREAS IF THE BIOTREATMENT AREAS DOES NOT DRAIN DOWN WITHIN 48 HOURS. 	<p>AS NEEDED (FREQUENT, SEASONALLY)</p> <p>SEMI-ANNUAL</p> <p>ANNUAL (AS NEEDED)</p> <p>AS NEEDED (INFREQUENT)</p>



MFS UNIT DETAIL



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE

706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

SHEET REVISIONS

- △ PLANNING RESUBMITTAL 04.17.17
- △ PLANNING RESUBMITTAL 06.19.17
- △ PLANNING RESUBMITTAL 10.25.17
- △ PLANNING RESUBMITTAL 11.15.17
- △
- △

DRAWING CONTENT
PRELIMINARY
STORMWATER
MANAGEMENT
CALCULATIONS &
DETAILS

STAMP

JOB NUMBER:
1593.00
SCALE: AS SHOWN

DRAWN BY: AV

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HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
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- ▲ PLANNING RESUBMITTAL 11.15.17
- ▲

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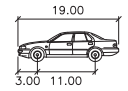
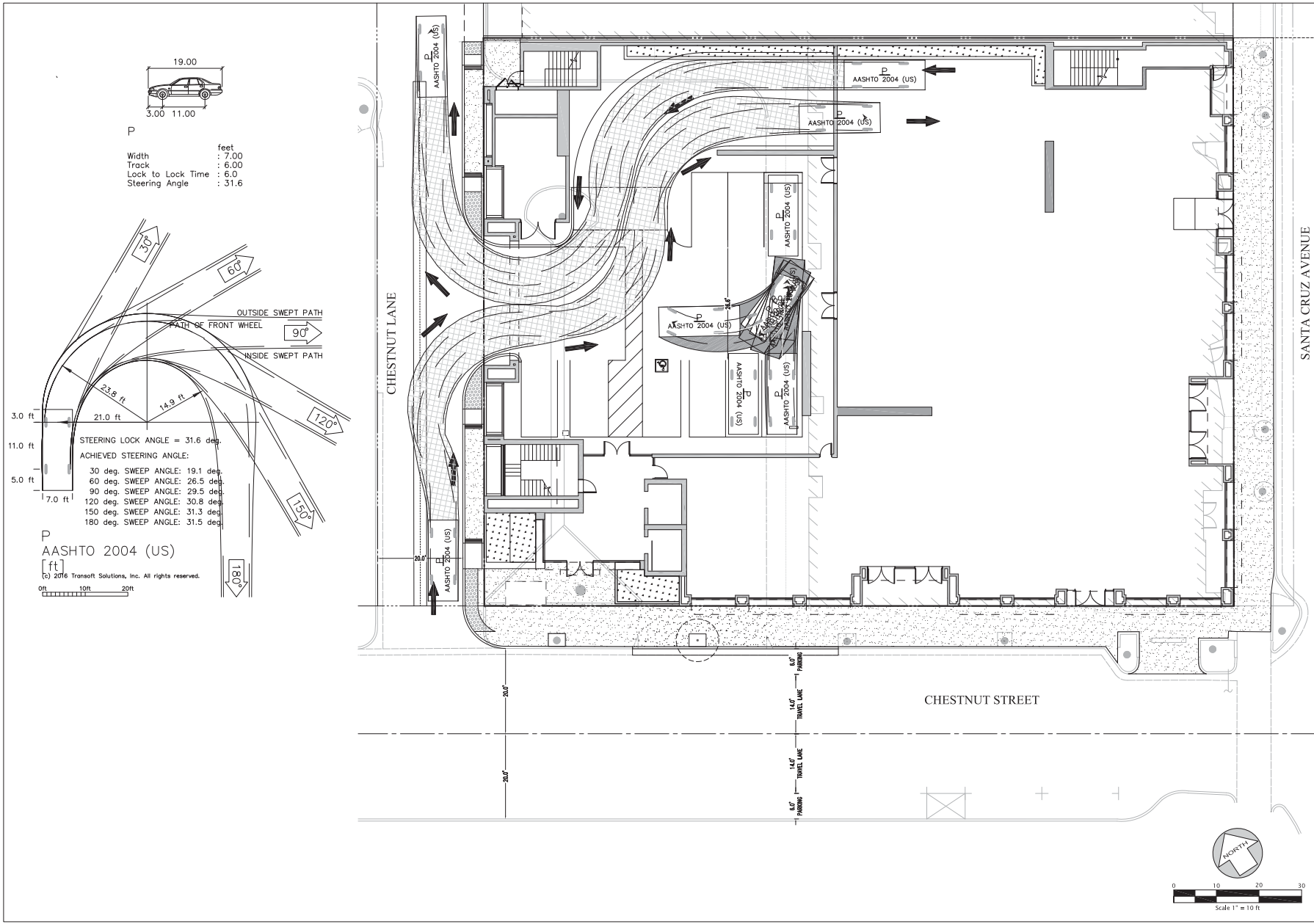
VEHICLE ACCESS PLAN

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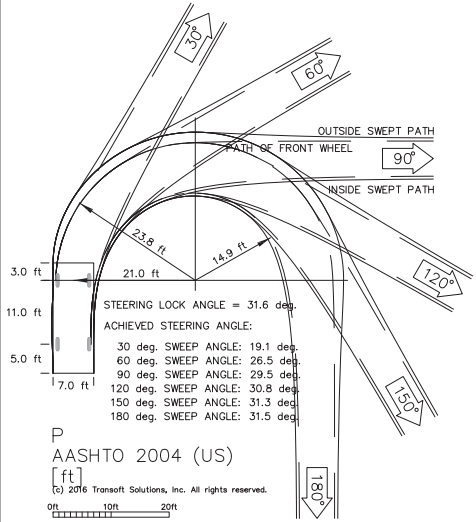
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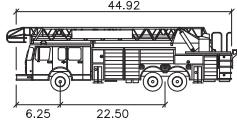
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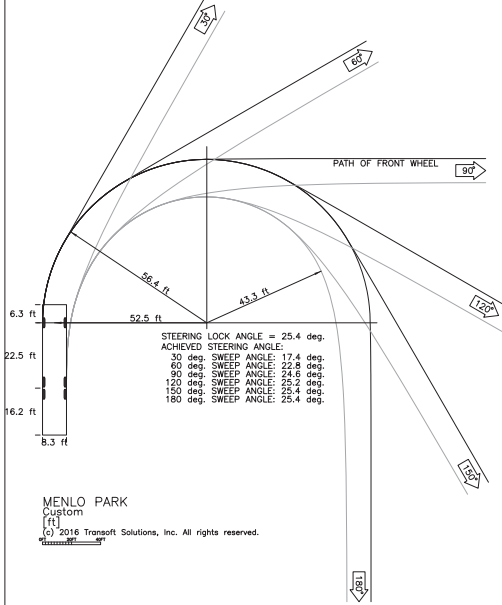


P
 Width : 19.00 feet
 Track : 11.00 feet
 Lock to Lock Time : 6.0
 Steering Angle : 31.6

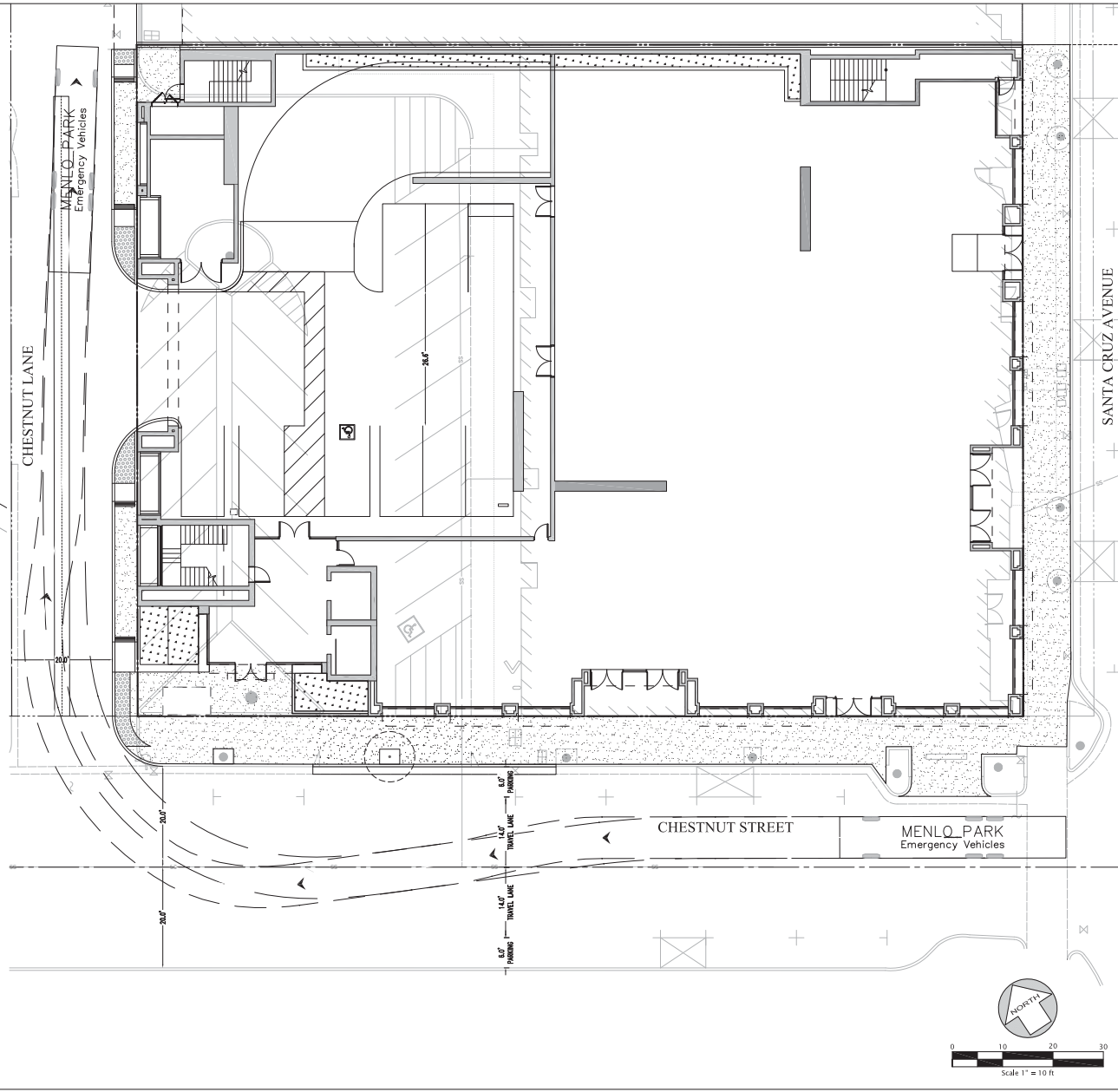




MENLO PARK feet
 Width : 8.25
 Track : 8.25
 Lock to Lock Time : 6.0
 Steering Angle : 25.4



MENLO PARK
 Custom
 (ft)
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HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
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 706 SANTA CRUZ AVE
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- ▲ PLANNING RESUBMITTAL 11.15.17
- ▲
- ▲

DRAWING CONTENT

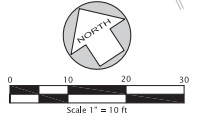
FIRE ACCESS PLAN

STAMP

JOB NUMBER:
 1503.00
 SCALE: AS SHOWN
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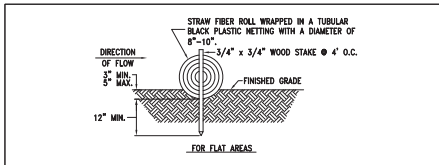
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SHEET REVISIONS

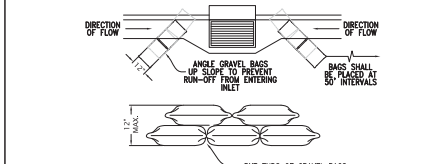
▲	PLANNING RESUBMITTAL	04.17.17
▲	PLANNING RESUBMITTAL	06.19.17
▲	PLANNING RESUBMITTAL	10.25.17
▲	PLANNING RESUBMITTAL	11.15.17



NOTES:

1. FIBER ROLL COMPOSED OF BIO-DEGRADABLE FIBERS STUFFED INTO A PHOTO-DEGRADABLE OPEN WEAVE NETTING.
2. FIBER ROLL EROSION BARRIER TRAPS SEDIMENT AND REDUCES SHEET AND HILL SIDE EROSION BY REDUCING SLOPE GRADIENT, IT INCREASES INFILTRATION RATES AND BY PROVIDING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH 3"-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.

NOT TO SCALE
FIBER ROLL EROSION BARRIER



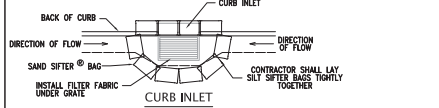
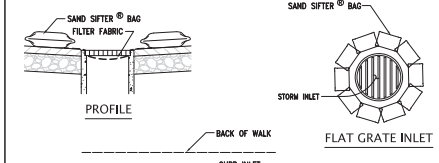
MATERIALS:

1. BAG MATERIAL: BAGS SHALL BE WOVEN POLYPROPYLENE, POLYETHYLENE OR POLYAMIDE FABRIC, MINIMUM UNIT WEIGHT 135 G/M² (FOUR OUNCES PER SQUARE YARD), WALKER BURST STRENGTH EXCEEDING 2,270 LBS (1000 PS) IN CONFORMANCE WITH THE REQUIREMENTS IN ASTM DESIGNATION D3786, AND ULTRAVIOLET STABILITY EXCEEDING 70% IN CONFORMANCE WITH THE REQUIREMENTS IN ASTM DESIGNATION D4885.
2. BAG SIZE: EACH GRAVEL-FILLED BAG SHALL HAVE A LENGTH OF 450 MM (18 IN), WIDTH OF 300 MM (12 IN), THICKNESS OF 75 MM (3 IN), AND MASS OF APPROXIMATELY 15 KG (33 LB). BAG DIMENSIONS ARE NOMINAL, AND MAY VARY BASED ON LOCALLY AVAILABLE MATERIALS. ALTERNATIVE BAG SIZES SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO DEPLOYMENT.
3. FILL MATERIAL: GRAVEL SHALL BE BETWEEN 10 MM AND 20 MM (0.4 AND 0.8 INCH) IN DIAMETER, AND SHALL BE CLEAN AND FREE FROM CLAY BALLS, ORGANIC MATTER, AND OTHER DELETERIOUS MATERIALS. THE OPENING OF GRAVEL-FILLED BAGS SHALL BE BETWEEN 13 KG AND 22 KG (28 AND 48 LB) IN MASS. FILL MATERIAL IS SUBJECT TO APPROVAL BY THE SOILS ENGINEER.

INSPECTION AND MAINTENANCE:

1. INSPECT GRAVEL BAG BERMS BEFORE AND AFTER EACH RAINFALL EVENT, AND WEEKLY THROUGHOUT THE RAINY SEASON.
2. RESHAPE OR REPLACE GRAVEL BAGS AS NEEDED, OR AS DIRECTED BY THE INSPECTOR.
3. REPAIR WASHOUTS OR OTHER DAMAGES AS NEEDED, OR AS DIRECTED BY THE INSPECTOR.
4. INSPECT GRAVEL BAG BERMS FOR SEDIMENT ACCUMULATIONS AND REMOVE SEDIMENTS WHEN ACCUMULATION REACHES ONE-THIRD OF THE BERM HEIGHT. REMOVED SEDIMENT SHALL BE INCORPORATED IN THE PROJECT AT LOCATIONS DESIGNATED BY THE INSPECTOR OR DISPOSED OF OUTSIDE THE RIGHT-OF-WAY IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS.

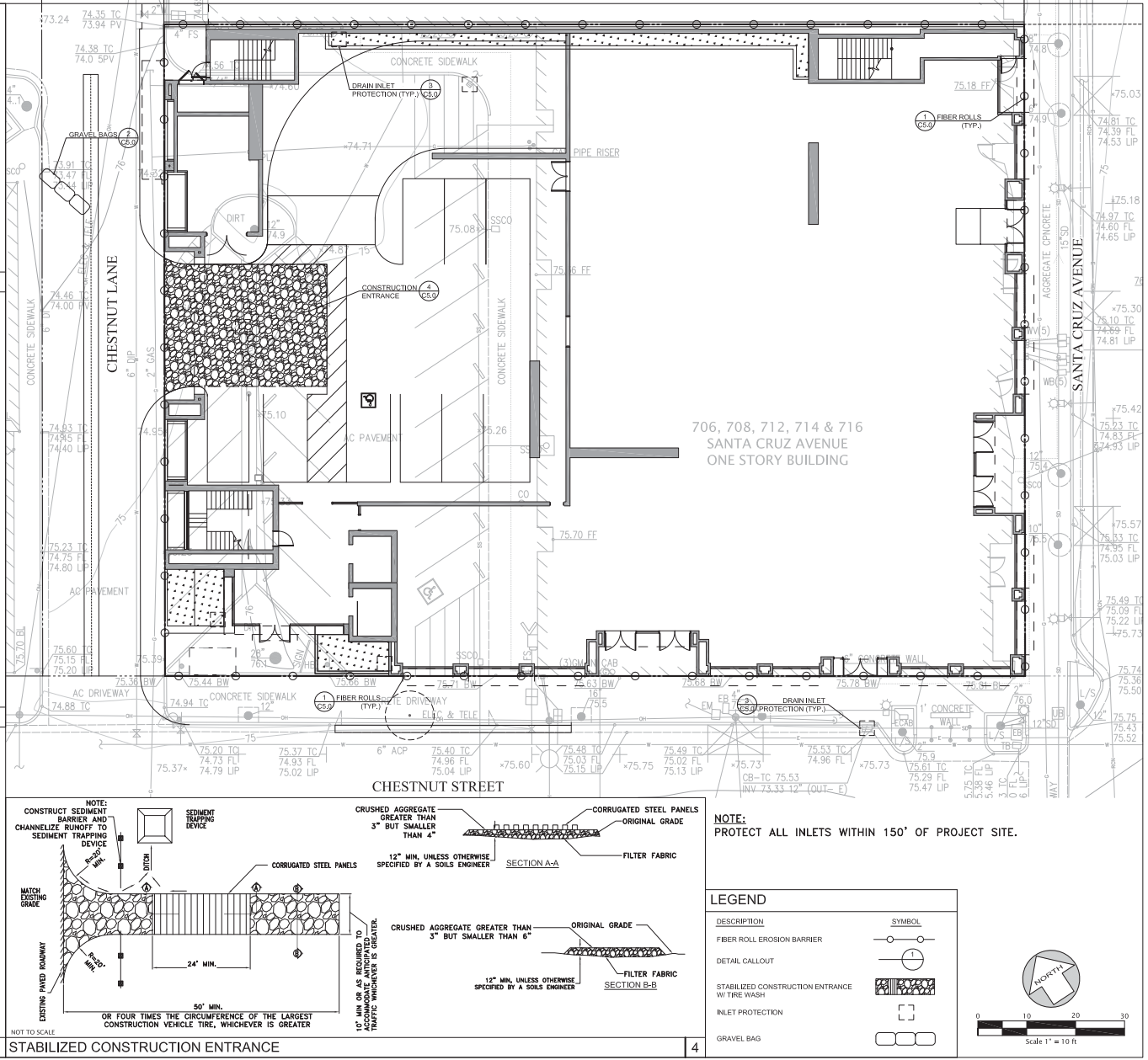
NOT TO SCALE
GRAVEL BAG



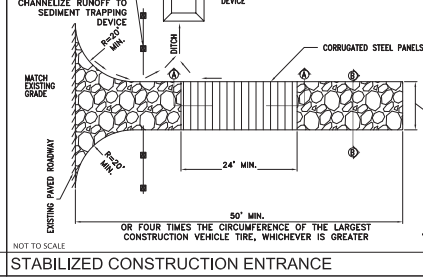
NOTES:

1. PLACE SAND SIFTER BAGS ON GENTLY SLOPING STREET SEGMENTS WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. INSPECT BAGS AND REMOVE SEDIMENT AFTER EACH STORM EVENT, REPLACE BAGS AS NECESSARY. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

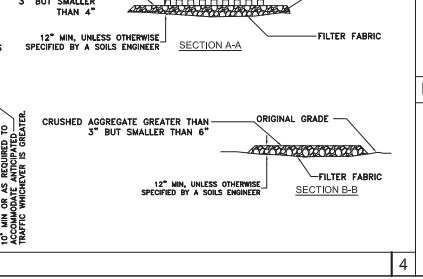
NOT TO SCALE
DRAIN INLET PROTECTION



NOT TO SCALE
STABILIZED CONSTRUCTION ENTRANCE



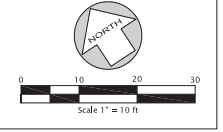
NOT TO SCALE
CRUSHED AGGREGATE GREATER THAN 3" BUT SMALLER THAN 4"



NOTE:
PROTECT ALL INLETS WITHIN 150' OF PROJECT SITE.

LEGEND

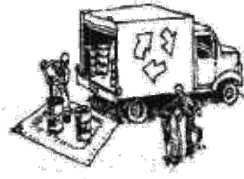
DESCRIPTION	SYMBOL
FIBER ROLL EROSION BARRIER	
DETAIL CALLOUT	
STABILIZED CONSTRUCTION ENTRANCE W/ TIRE WASH	
INLET PROTECTION	
GRAVEL BAG	



Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gypsum board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



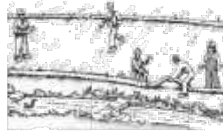
Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



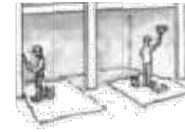
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to \$10,000 per day!

DESCRIPTION

SHEET REVISIONS

△	PLANNING RESUBMITTAL	04.17.17
△	PLANNING RESUBMITTAL	06.19.17
△	PLANNING RESUBMITTAL	10.25.17
△	PLANNING RESUBMITTAL	11.15.17
△		

DRAWING CONTENT

CONCEPTUAL
EROSION CONTROL
PLAN

STAMP

JOB NUMBER:
1503.00

SCALE: AS SHOWN

DRAWN BY: AV

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DRAWING NUMBER

C5.1



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I REGISTERED

HAYES GROUP ARCHITECTS, INC.
2817 SPRING STREET
REDWOOD CITY, CA 94061
P: 650.205.9800
F: 650.205.0070
www.hayesgroup.com

PROJECT DESCRIPTION:
705 SANTA CRUZ AVE
705-716 SANTA CRUZ AVE
MERRILL PARK
CA, 94021

DESCRIPTION:

SHEET REVISIONS:

- ▲ 04/17/17 PLANNING/DESIGN/TEAM
- ▲ 07/04/17 PLANNING/DESIGN/TEAM
- ▲ 08/07/17 PLANNING/DESIGN/TEAM
- ▲ 11/17/17 PLANNING/DESIGN/TEAM
- ▲

STAMP:

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects - Land Planners
181 Commonwealth Street
San Francisco, CA 94101
P: 415.421.4217
F: 415.421.3653

SHEET INDEX

- L-0 First Floor Illustrative Landscape Plan
- L-1 Landscape Notes and Legends
- L-2.1 First Floor Landscape Plan
- L-2.2 Second Floor Landscape Plan
- L-2.3 Third Floor Landscape Plan
- L-3 Landscape Details
- L-4 Tree Selection Plan

First Floor
Illustrative
Landscape Plan
SHEET NUMBER

L-0

LAYOUT LEGEND

	Ground Cover		Unit Pavers, Type 1
	Pedestrian Concrete Paving		Decking on Pedestal
	Existing Concrete Paving		Accent Pavers, Type 1
	Existing Brick Paving		E.J. Expansion Joint
	Detail Number		S.A.D. See Architect's Drawings
	Sheet Number		S.C.D. See Civil Engineer's Drawings
	Property Line		S.E.D. See Electrical Engineer's Drawings
	Center Line		S.M.D. See Mechanical Engineer's Drawings
	Align		S.P.D. See Plumbing Engineer's Drawings
	Accent Light, S.E.D. See Color and Finish Schedule		Below grade utilities as noted, S.C.D.
	Wall Light, S.E.D. See Color and Finish Schedule		
	Utility Boxes S.C.D.		

CONSTRUCTION NOTES

- 1.) Existing Sidewalk conditions and Planting on Santa Cruz Ave. and Chestnut Ave. to remain, or where required to be removed to match existing.

OUTDOOR WATER USE EFFICIENCY CHECKLIST	OUTDOOR WATER USE EFFICIENCY CHECKLIST
<p>City of Menlo Park Water Division Outdoor Water Use Efficiency Checklist</p> <p>Project Name: [Blank]</p> <p>Address: [Blank]</p> <p>City: [Blank]</p> <p>County: [Blank]</p> <p>Parcel Number: [Blank]</p> <p>Project Description: [Blank]</p> <p>Project Manager: [Blank]</p> <p>Contractor: [Blank]</p> <p>Inspector: [Blank]</p> <p>Date: [Blank]</p> <p>Notes: [Blank]</p>	<p>City of Menlo Park Water Division Outdoor Water Use Efficiency Checklist</p> <p>Project Name: [Blank]</p> <p>Address: [Blank]</p> <p>City: [Blank]</p> <p>County: [Blank]</p> <p>Parcel Number: [Blank]</p> <p>Project Description: [Blank]</p> <p>Project Manager: [Blank]</p> <p>Contractor: [Blank]</p> <p>Inspector: [Blank]</p> <p>Date: [Blank]</p> <p>Notes: [Blank]</p>

COLOR AND FINISH SCHEDULE

NEW CONCRETE PAVING
Natural grey concrete with light broom finish. Sweep perpendicular to path of travel.

NEW BRICK PAVING
To Match Existing

ACCENT PEDESTAL PAVERS
By Wausou Pavers, www.wausoutile.com, 715.359.3121
Type 1: Granitex - GTX-40, 12"x24"x2", Pattern to be Stock.

PEDESTAL PAVERS
By Wausou Pavers, www.wausoutile.com, 715.359.3121
Type 1: Granitex - GTX-10, 12"x12"x2", Pattern to be Stock.

WOOD DECKING (ON PEDESTAL)
By Tournesol Siteworks, www.tournesolsiteworks.com, 800.542.2282
1x6 (3/4" x 5-1/2") Boulevard Thermally-Modified ASH DECKING, Color: Deep Brown, with coat of Penofin Sealer.

PRE-CAST PLANTERS
Precast planters: By Tournesol Siteworks, 800.542.2282, www.tournesolsiteworks.com

Type 1:
MDL: DS-4824, FRP (Lightweight Fiberglass), Color: TBD, Finish: TBD
48"(Top) x 30.5"(base) x 24"(Height), 52 lbs., QTY: 27

Type 2:
MDL: DR-482424, FRP (Lightweight Fiberglass), Color: TBD, Finish: TBD
48"(L) x 24"(W) x 24"(H), 45 lbs., QTY: 11

Type 3:
(CUSTOM ORDER) MDL: VR-4800, FRP (Lightweight Fiberglass), Color: TBD, Finish: TBD
48"(Top) x 24"(HT) x W/out bottom, QTY: 3

BIKE RACK
By Palmer Group, www.bikeparking.com, 415.333.6428
MDL: WCR02-SF-P-SS Welle Circular Rack - 36"(W) x 32"(H), 304 SS Alloy, Finish: Powder Coated, Color: Black, QTY: 3

PLANT PALETTE

TREES						
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS
CER OCC	3	Cercis occidentalis	Western Redbud	24" Box		Low
PIT UND	3	Laurus "Saratoga"	Saratoga Laurel	48" Box		Low

SHRUBS						
KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	
AR	Armeria maritima	Sea Pink	1gal	12"O.C.	Medium	
CE	Carex elata "Bowles Golden"	Bowles Golden Sedge	5gal	18"O.C.	Medium	
CT	Chondropetalum tectorum	Small Cape Rush	5gal	24"O.C.	Low	
MA	Minuartia aurantiaca	Sticky Monkey Flower	5gal	30"O.C.	Low	
MR	Muhlenbergia rigens	Deer Grass	5gal	36"O.C.	Low	
SB	Sisyrinchium bellum	Blue-Eyed Grass	5gal	12"O.C.	Low	
SO	Solidago californica	California Goldenrod	1gal	12"O.C.	Medium	
SS	Salvia spathacea	Hummingbird Sage	5gal	48"O.C.	Low	

VINES						
KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	
CA	Cissus antarctica	Kangaroo Vine	5gal	36"O.C.	Low	

All planted areas are to be watered with an approved automatic underground irrigation system. Potable irrigation water will be delivered by drip irrigation devices. The system shall be designed to make efficient use of water through conservation techniques, and be in compliance with resolution 6261, as required by the State of California.

An application and detailed landscape irrigation plan will be submitted with the building permit submittal package. All planting and irrigation will be in compliance with the city's Water Efficient Landscape Ordinance.

The final construction documents will provide the contractor with an understanding of the design intent for the maintenance of the planting areas regarding care and pruning of the site. The maintenance contractor shall furnish all labor, equipment, materials and supervision required to properly maintain the landscaped areas in an attractive condition and as described in the project maintenance specifications.

IRRIGATION PERFORMANCE SPECIFICATIONS

Project is Design/Build and shall meet Landscape Water Use Ordinance. All proposals shall meet the requirements of the outline specifications below:

1. Planting Areas and Method of Irrigation

- Shrub Areas - New trees and shrubs shall be irrigated with drip emitters or bubblers.
- Lawn Areas - Lawn areasshall be irrigated with small turf spray sprinklers having a radius capacity of 12' to 15' and a 4" pop-height.

2. Irrigation Equipment

- Point of Connection:
A gate valve shall be provided under work of another section. Irrigation demand is not to exceed sixty (60) gallons per minute. Required pressure is 60 P.S.I. or more.
- Remote Control Valves:
An electrically activated solenoid control valve shall control each circuit of sprinklers. Size will vary according to gpm demand of circuit. Sizes to be 3/4" through 2". Valves shall be Rainbird ECV series, anti-siphon valves. Valves shall be housed in a plastic valve box set flush with grade. Pea gravel shall be installed below valve, 6" deep. Four bricks shall support the plastic valve box at the base of the box, below grade. Solenoid control wire shall be spliced using epoxy-filled waterproof splice packs.
- Controller and Wire:
A solid-state controller shall control the operation of the irrigation system. The controller shall be "Hunter ACC" with Solar Sync and Real-time Flow Monitoring system. The controller shall be mounted outdoors adjacent to existing controller. The housing shall be weatherproof. Each controller station will require an underground AWG-UF 14-1 control wire to the valve location. A common wire AWG-UF 12-1 shall be connected to all valves related to a single controller.
- Pipe and Fittings
 - Main line (constant pressure): 2" and smaller pipe shall be plastic PVC 1120, Schedule 40 with plastic PVC Schedule 40 solvent weld fittings, buried 18" deep.
 - Lateral lines (non-constant pressure) to sprinklers: Pipe shall be plastic PVC 1120-200 PSI with plastic Schedule 40 solvent weld fittings, buried 12" deep.
- Sleeving:
All pipe under paving shall be housed in a PVC plastic pipe sleeve. Sleeving material shall be 1120-200 P.S.I. PVC plastic pipe of size adequate to accommodate necessary pipes and wiring. Sleeves shall extend beyond walk, curb, or edge of paving. Sleeves shall be installed by concrete subcontractor.
- Wye Strainer:
Wye strainer shall be of plastic construction with 150 mesh PVC screen. Strainer shall be placed in a valve box below grade and connected into the lateral line downstream of the drip irrigation remote control valves.
- Trim all spray heads to eliminate overspray onto walks and building.

This performance specification is intended as a brief description of the methods of irrigation to be applied to this project. This specification is not intended as a construction document.



HAYES GROUP ARCHITECTS, INC.
2857 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:

706 SANTA CRUZ AVE

706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

SHEET REVISIONS

- △ 04.17.17 PLANNING RESUBMITTAL
- △ 07.24.17 PLANNING RESUBMITTAL
- △ 10.26.17 PLANNING RESUBMITTAL
- △ 12.11.17 PLANNING CONSTRUCTION REPORT
- △
- △



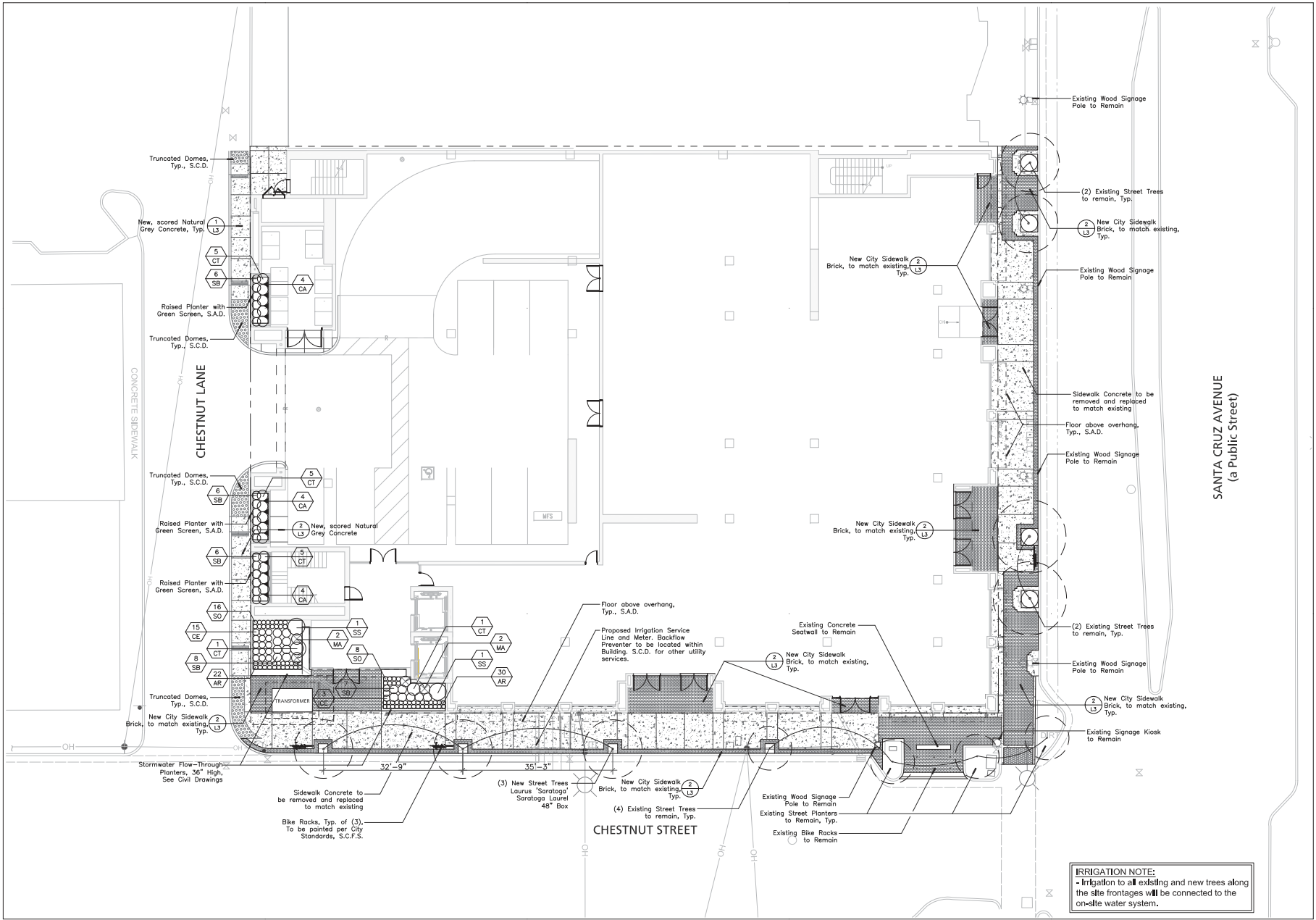
STAMP

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects Land Planners
181 Greenwich Street
San Francisco, CA 94111
T 415 433 6672
F 415 433 5003

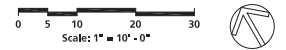
Landscape Notes and Legends

SHEET NUMBER

L-1



IRRIGATION NOTE:
 - Irrigation to all existing and new trees along the site frontages will be connected to the on-site water system.



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 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
 706 SANTA CRUZ AVE
 706-716 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

DESCRIPTION

SHEET REVISIONS

△ 64.12.17	PLANNING RESUBMITTAL
△ 67.24.17	PLANNING RESUBMITTAL
△ 10.26.17	PLANNING RESUBMITTAL
△ 12.11.17	PLANNING CONSIDER HEARING
△	
△	



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 Landscape Architects Land Planners
 181 Greenwich Street
 San Francisco, CA 94111
 T 415 433 4672
 F 415 433 5003

First Floor
 Landscape Plan

SHEET NUMBER
L-2.1



HAYES GROUP ARCHITECTS, INC.
 2857 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
 706 SANTA CRUZ AVE
 706-716 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

DESCRIPTION

SHEET REVISIONS

- △ 04.17.17 PLANNING RESUBMITTAL
- △ 07.24.17 PLANNING RESUBMITTAL
- △ 10.26.17 PLANNING RESUBMITTAL
- △ 12.11.17 PLANNING CONSTRUCTION
- △
- △

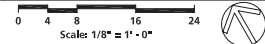
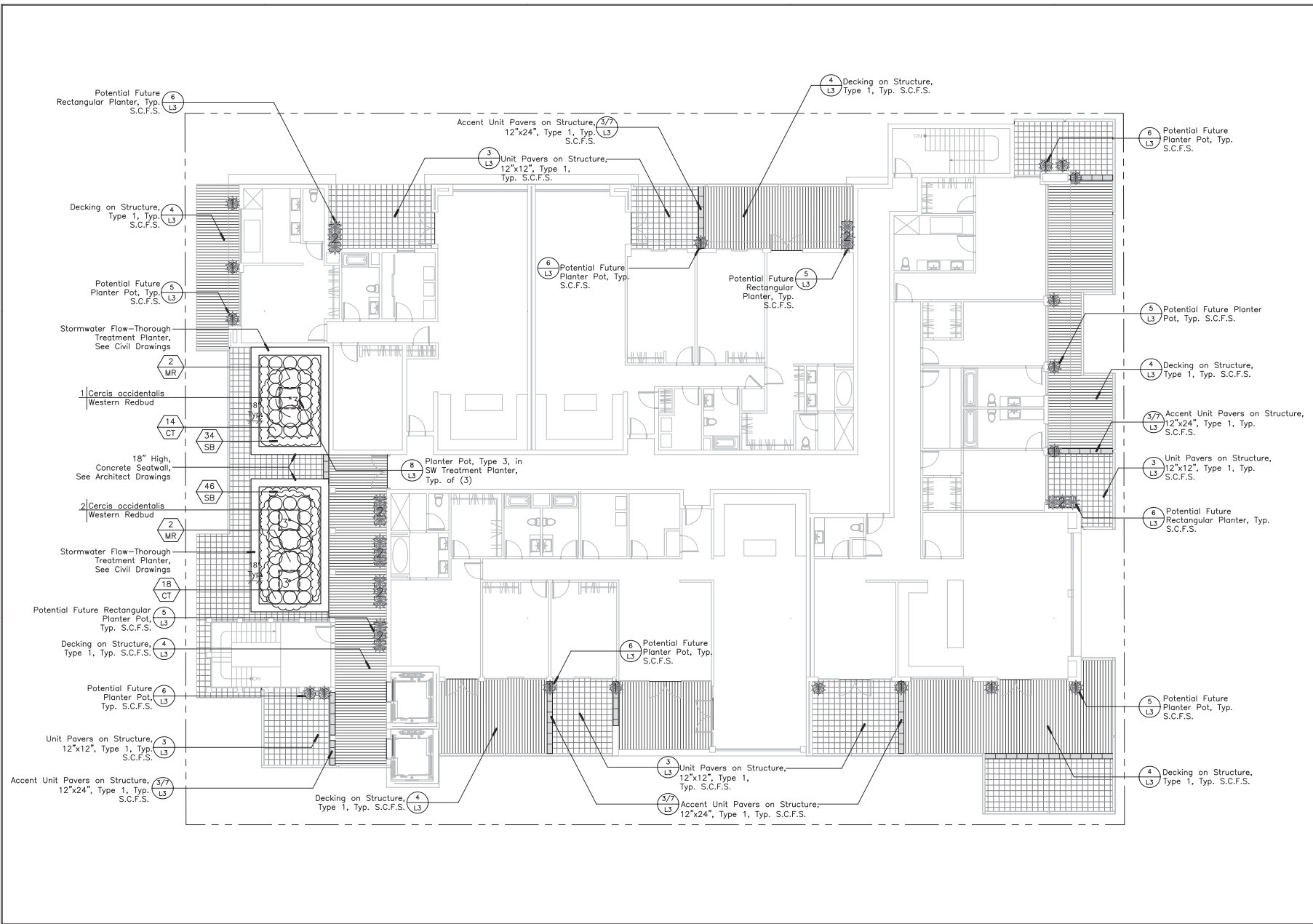


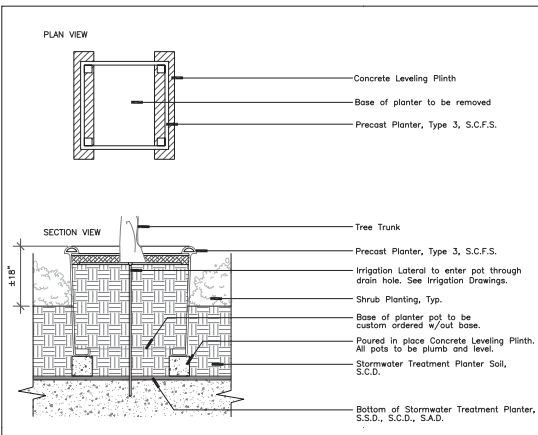
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 San Francisco, CA 94111
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 F 415.433.5003

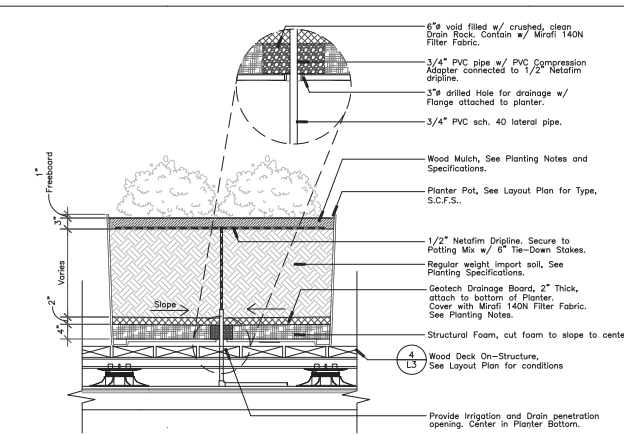
Third Floor
 Landscape Plan

SHEET NUMBER
L-2.3

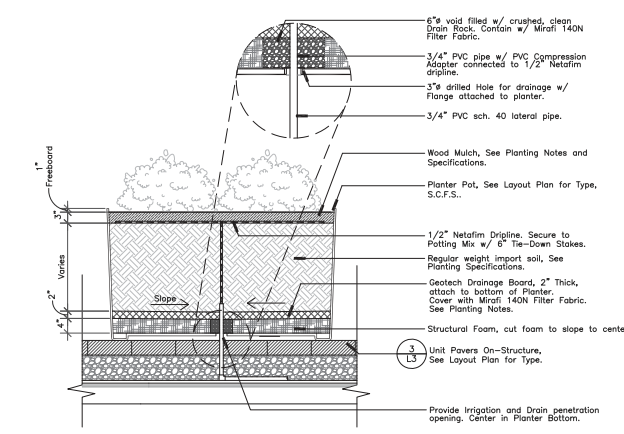




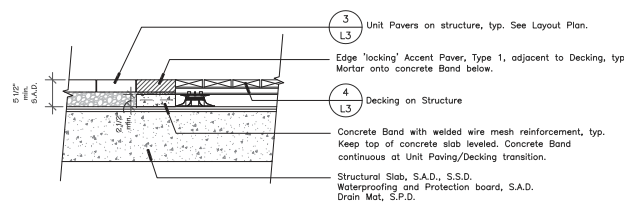
8 Planter Pot in SW Treatment Planter
Scale: 3/4" = 1'-0"



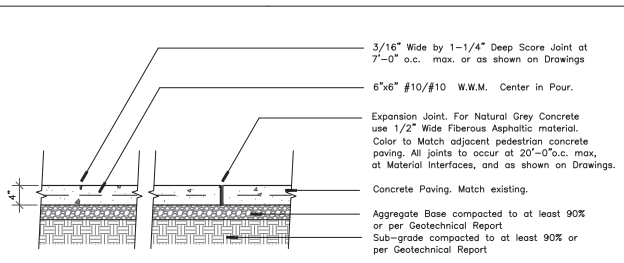
5 Planter Pot on Decking Condition
Scale: 3/4" = 1'-0"



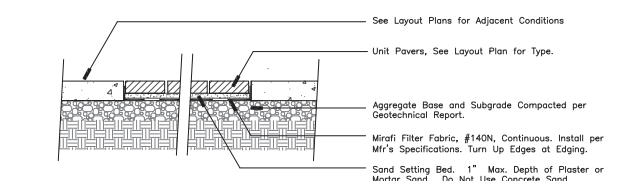
6 Planter Pot on Pavers Condition
Scale: 3/4" = 1'-0"



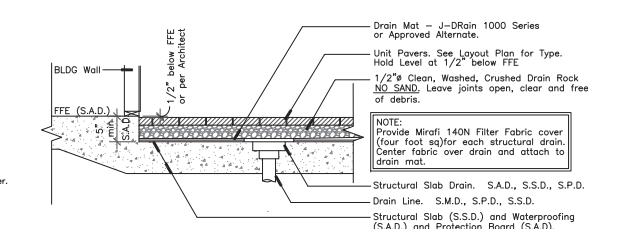
7 Unit Paving to Decking Condition
Scale: 1" = 1'-0"



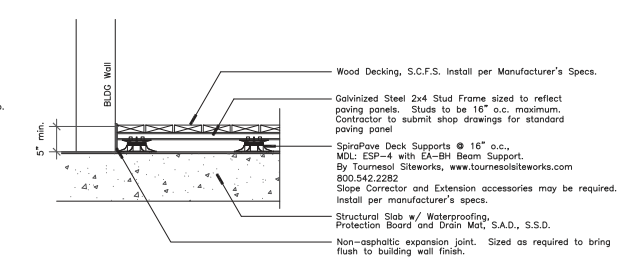
1 Concrete Paving On-Grade
Scale: 1" = 1'-0"



2 Unit Pavers On-Grade
Scale: 1" = 1'-0"



3 Unit Pavers On-Structure
Scale: 1/2" = 1'-0"



4 Wood Deck On-Structure
Scale: 1" = 1'-0"



HAYES GROUP ARCHITECTS, INC.
2857 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE
706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION

SHEET REVISIONS	
△ 04.17	PLANNING RESUBMITTAL
△ 07.24.17	PLANNING RESUBMITTAL
△ 10.26.17	PLANNING RESUBMITTAL
△ 12.11.17	PLANNING CONSTRUCTION PERMITS
△	
△	



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THE GUZZARDO PARTNERSHIP INC.
Landscape Architects Land Planners
181 Greenwich Street
San Francisco, CA 94111
T 415.433.6672
F 415.433.5003

Landscape Details



SHEET NUMBER

L-3

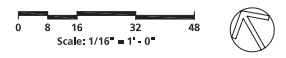
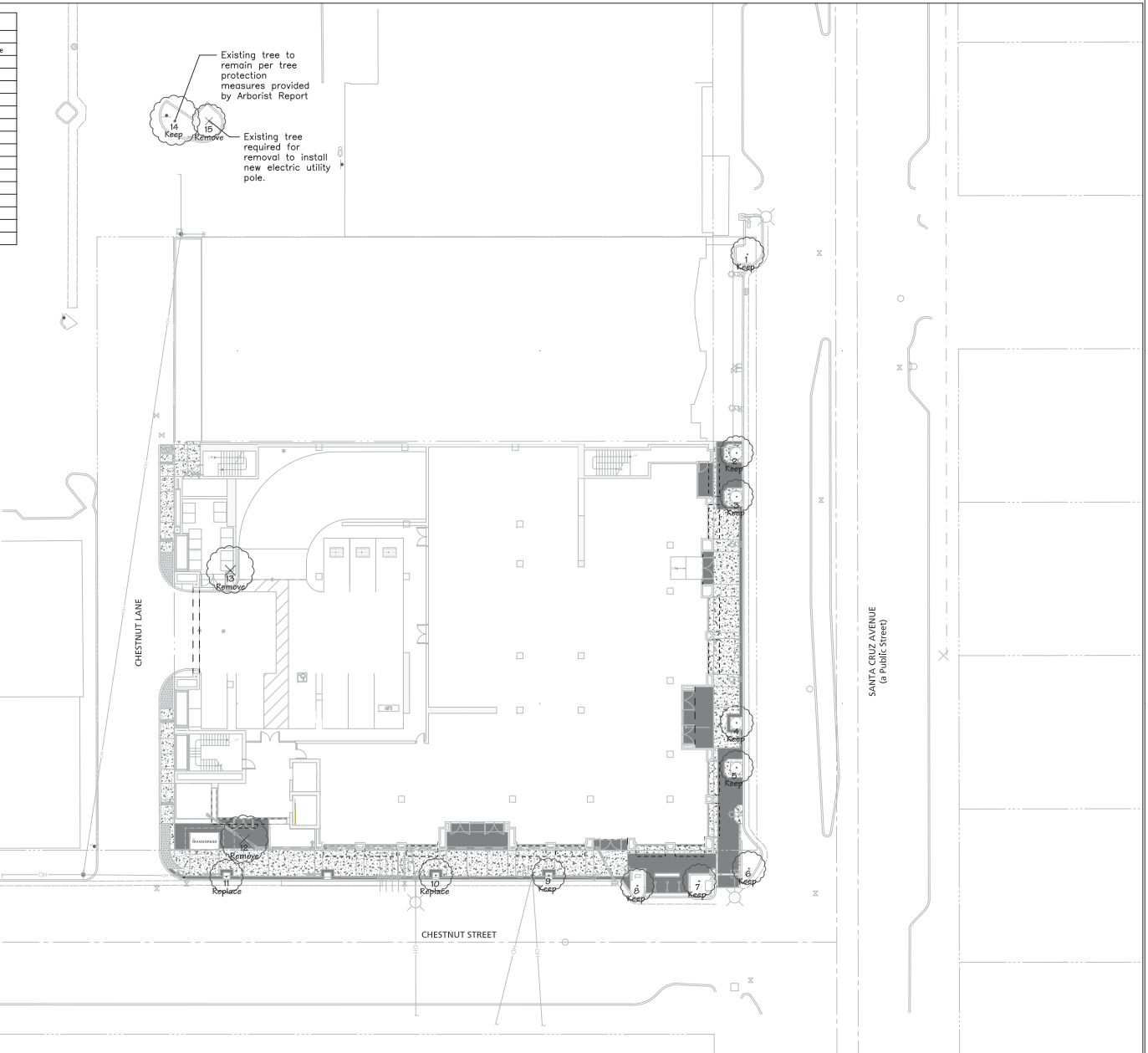
EXISTING TREE INVENTORY - 11/10/2015					
Tag No.	Botanical Name	Common Name	Trunk Diameter (In.)	Remain	Remove
1	Tilia cordata	Littleleaf Linden	18	x	
2	Lagerstroemia indica	Crape Myrtle	7	x	
3	Lagerstroemia indica	Crape Myrtle	5	x	
4	Pittosporum undulatum	Victorian Box	11	x	
5	Pittosporum undulatum	Victorian Box	10	x	
6	Tilia cordata	Littleleaf Linden	12	x	
7	Pyrus calleryana	Flowering Pear	2	x	
8	Pyrus calleryana	Flowering Pear	2	x	
9	Pyrus calleryana	Flowering Pear	3	x	
10	Pittosporum undulatum	Victorian Box	16		x
11	Pittosporum undulatum	Victorian Box	12		x
12	Umbellularia californica	California Bay Tree	29		x
13	Magnolia grandiflora	Southern Magnolia	13		x
14	Ceratonia siliqua	Carob Tree	28	x	
15	Platanus chinensis	Chinese Platane	2		x

EXISTING AND PROPOSED TREES	
Total Existing Trees	15
Total Existing Trees to be Removed	5
Total Existing Trees to Remain	10
Total Proposed Trees	6
Net Total Trees for Project	16

TREE DISPOSITION LEGEND

 Existing Tree to be removed
 Existing Tree to Remain

NOTE: Tree Disposition Plan has been prepared based on Arborist Report prepared by Derek L. Babby. See Arborist Report dated November 10th, 2015 for tree evaluation details.







HAYES GROUP ARCHITECTS, INC.
 2657 SPRING STREET
 REDWOOD CITY, CA 94063
 P: 650.365.0600
 F: 650.365.0670
 www.thehayesgroup.com

PROJECT DESCRIPTION:
 706 SANTA CRUZ AVE
 706-716 SANTA CRUZ AVE
 MENLO PARK
 CA, 94025

DESCRIPTION

SHEET REVISIONS

-  04.17.17 PLANNING RESUBMITTAL
-  07.24.17 PLANNING RESUBMITTAL
-  10.26.17 PLANNING RESUBMITTAL
-  12.11.17 PLANNING CONSIDER HEARING



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 181 Greenwich Street
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Tree Disposition Plan

SHEET NUMBER
L-4



VICINITY MAP
N. T. S.

WORK RESPONSIBILITY
JOINT TRENCH

- TRENCHING: ○○○○○○
- GAS MATERIAL: ○○○○○○
- ELECTRIC CABLE: ○○○○○○
- ELECTRIC CONDUIT: ○○○○○○
- ELECTRIC BOXES: ○○○○○○
- ELECTRIC TRANSFORMER PADS: ○○○○○○
- ELECTRIC SWITCHGEAR & TRANSFORMER: ○○○○○○
- TELEPHONE CONDUIT: ○○○○○○
- TELEPHONE CABLE: ○○○○○○
- TELEPHONE SPICE BOXES: ○○○○○○
- TELEPHONE S.A.I. PAD: ○○○○○○
- C.A.T.V. CONDUIT: ○○○○○○
- C.A.T.V. SPICE BOXES: ○○○○○○
- DIRECTIONAL DRILL / JACK AND BORE: ○○○○○○

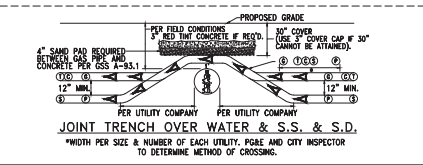
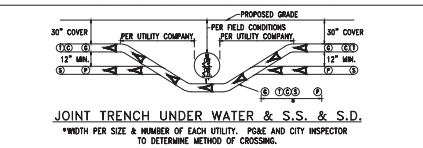
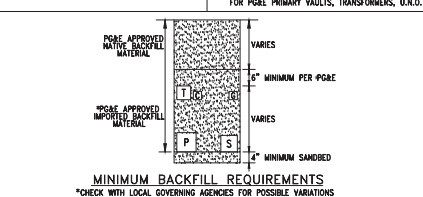
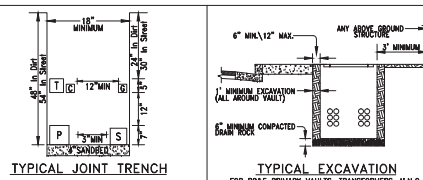
● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.
○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED.
* PG&E TO PULL CABLE INTO OTHERIZED ENCLOSURES

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

PLAN TITLE	DATE	RECEIVED	APPROVED
CIVIL IMPROVEMENT PLANS/GRADING PLANS	11-03-15	PRELIMINARY	
ARCHITECTURAL ELECTRICAL FILE	08-13-17	PRELIMINARY	
APPLICANT DESIGN (GAS)			
APPLICANT DESIGN (ELECTRIC)			
TELEPHONE			
C.A.T.V.			
LANDSCAPE			
LIGHT LOCATIONS			

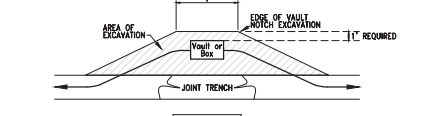
REGA DESIGN is not responsible for any subsequent changes or revisions.

Other utilities shown are approximate and based on field survey and available utility information. It is the contractor's responsibility to verify the exact location and extent of utilities prior to the commencement of work. Physical verification of utility locations shall be performed by aerial probing or hand digging in accordance with Article 8 of the CAL/OSHA construction safety orders.



NOTE: TRENCH DEPTH NOT TO EXCEED 5' UNLESS APPROVED BY PG&E INSPECTOR. IN NO CASE SHOULD PLASTIC GAS PIPE BE INSTALLED AT A DEPTH GREATER THAN 10' UNLESS APPROVED BY PG&E SENIOR GAS ENGINEER.

TRENCHING CONTRACTOR SHALL NOT ASSUME THAT EITHER OF THE ABOVE DETAILS WILL BE ACCEPTABLE TO PG&E. YOU ARE REQUIRED TO CONTACT THE LOCAL PG&E ENGINEERING OFFICE WITH ANY ISSUE RELATING TO COVERS LESS THAN MINIMUM OR COVERS REQUIRING SHORING. CONCRETE CAPPING IS ONLY ACCEPTABLE WHERE NO OTHER SOLUTION IS POSSIBLE AND ONLY WHEN CERTAIN CRITERIA ARE MET AND ONLY WITH PG&E APPROVAL.



BOX EXCAVATION	NOTE:
PRIMARY BOX SIZE: 7" x 7"	
3' x 3'	7'
4'-6" x 8'-6"	11'

ELECTRIC CONDUIT MINIMUM BEND RADIUS		
CONDUIT DIAMETER	VERTICAL RADIUS	HORIZONTAL RADIUS
1/2"	24"	36"
3/4"	24"	36"
1"	24"	36"
1 1/4"	36"	60"

NOTE: 3/4" MAX BENDS IN ANY SECONDARY CONDUIT RUN 200' OR LESS. 300' MAX BENDS IN ANY PRIMARY CONDUIT RUN.

TYPICAL GAS METER REQUIREMENTS*						
METER TYPE	LOAD (SCFH)	DELIVERY PRESSURE** (PSIG)	PAD SIZE (INCHES)	MIN. WIDTH REQUIRED (INCHES)	DISTANCE FROM RISER TO FINISHED WALL (INCHES)	MIN. HOUSING CLEARANCE STUB OUT (INCHES)
TYPICAL RESIDENTIAL	0-350	0.25	N/A UNLESS USING FLEX-HOSE METER	24	6 TO 9	4
400 TO 1000	351-1,400	0.25	N/A UNLESS USING FLEX-HOSE METER	30	6 TO 9	6
1.5M OR 3M ROTARY	1,401-3,000	APPROVED BY PG&E	40 X 36 X 4	52	20	VARIES
5M OR 7M ROTARY	3,001-7,000	APPROVED BY PG&E	78 X 36 X 4	90	20	VARIES
11M OR 15M ROTARY	7,001-16,000	APPROVED BY PG&E	94 X 36 X 4	108	20	VARIES

*ACTUAL METER-SET CONFIGURATIONS MAY VARY DEPENDING ON FIELD CONDITIONS AND RESTRICTIONS. FOR GAS METER DETAILS, SEE SECTION 2 OF CURRENT ELECTRICAL AND GAS SERVICE SCHEDULES AND ADOPTED SPECIFICATIONS BY PG&E.
**DELIVERY PRESSURE TO BE CONFIRMED VIA BUILDING PLUMBING AND MECHANICAL PLANS. PG&E WILL VERIFY DELIVERY PRESSURE IF THE ELEVATED DELIVERY-PRESSURE SERVICE IS AVAILABLE AT A SPECIFIC LOCATION.

GENERAL NOTES:

- THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
- ALL DEPTHS AND RESULTING COVER REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
- COVER CLEARANCES AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM COVER CLEARANCE AND SEPARATION REQUIREMENTS SET FORTH IN GENERAL NOTES 19 TO AND AFTER 192.227. 4000, 192.225 AND 4000 192.227. ALL FACILITIES SHALL BE ACHIEVED IN PLACE PRIOR TO COMPACTION, OR OTHER MEANS SHALL BE TAKEN TO ENSURE NO DETRIMENT TO THE FACILITIES. MINIMUM COVER REQUIREMENTS FOR SHADING, BEDDING, AND BACKFILLING SHALL BE DETERMINED SUBSEQUENT TO COMPACTION.
- TRENCH DIMENSIONS SHOWN ARE TYPICAL. TRENCH SIZES AND CONFIGURATIONS MAY VARY DEPENDING UPON OCCUPANCY AND/OR FIELD CONDITIONS. TRENCH SIZE AND CONFIGURATION MUST AT ALL TIMES BE CONSTRUCTED IN A MANNER THAT ENSURES PROPER CLEARANCES AND COVER REQUIREMENTS ARE MET. ANY CHANGE TO THE TRENCH WIDTH AND CONFIGURATIONS AS SHOWN IN THIS EXHIBIT MUST BE DESIGNED TO ENSURE THIS REQUIREMENT.
- IT IS PREFERRED TO HAVE NON-PG&E OWNED STREETLIGHTS AT A LEVEL OTHER THAN THE GAS OR ELECTRIC LEVEL. NON-PG&E OWNED STREETLIGHTS MAY BE AT THE ELECTRIC LEVEL OF THE TRENCH AS LONG AS MINIMUM CLEARANCES ARE PROVIDED AND COMPLY WITH ALL SPECIAL NOTES FOR A JOINT TRENCH WITH A SECOND ELECTRIC UTILITY.
- NON-UTILITY FACILITIES ARE NOT ALLOWED IN ANY JOINT UTILITY TRENCH, E.G., IRRIGATION CONTROL LINES, BUILDING FIRE ALARM SYSTEMS, PRIVATE TELEPHONE SYSTEMS, OUTDOOR ELECTRICAL CABLE, ETC.
- WHEN COMMUNICATION DUCTS ARE INSTALLED, A MINIMUM OF 12" RADIAL SEPARATION SHALL BE MAINTAINED FROM GAS FACILITIES, EXCEPT WHEN 4-INCH DIAMETER OR SMALLER GAS PIPE IS INSTALLED, THE SEPARATION MAY BE REDUCED TO NOT LESS THAN 6 INCHES.
- PROVIDE SEPARATION FROM TRENCH WALL AND OTHER FACILITIES SUFFICIENT TO ENSURE PROPER COMPACTION.
- MAINTAIN PROPER SEPARATION BETWEEN PG&E FACILITIES AND "NET" UTILITY LINES AS DESCRIBED IN UO STANDARD S-285. THE MINIMUM ALLOWABLE HORIZONTAL SEPARATION BETWEEN COMPANY FACILITIES AND "NET" FACILITIES IS 3" WITH A MINIMUM 1" OF UNDISTURBED EARTH OR THE INSTALLATION OF A SUITABLE BARRIER BETWEEN THE FACILITIES. IF A 5" HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN PG&E FACILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY BE APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO THE SERVICE PLANNING DEPARTMENT FOR APPROVAL. SEPARATIONS OF 1" OR LESS ARE NOT PERMISSIBLE AND WILL NOT BE ALLOWED. THE COMPANY MAY AGREE TO WAIVE THE MINIMUM 3" SEPARATION REQUIREMENT AT THE REQUEST OF AN APPLICANT IF WARRANTED AND THE NEED IS JUSTIFIED. THE REQUEST FOR A WAIVER MUST:
 - BE MADE IN WRITING AND SUBMITTED TO THE COMPANY ADE DURING THE PLANNING AND DESIGN PHASE OF THE PROJECT.
 - CLEARLY DESCRIBE THE CONDITIONS NECESSITATING THE WAIVER.
 - INCLUDE A PROPOSED PLAN AND SECTION FOR A BARRIER BETWEEN THE "NET" UTILITIES AND COMPANY DRY FACILITIES IN THE EVENT 1" OF UNDISTURBED EARTH CANNOT BE MAINTAINED. NOTE: DRAIN LINES CONNECTED TO DRAINPOINTS OR TRENCHES FOR APPROVAL SEPARATIONS OF 1" OR LESS ARE NOT PERMISSIBLE AND WILL NOT BE ALLOWED.
- SEPARATIONS SHALL BE MAINTAINED AT ABOVEGROUND TERMINATION POINTS.
- PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING AT PG&E GAS FACILITIES:
 - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN AT EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
 - THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE.
 - THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING, OR LEVELING MATERIALS.
 - COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE PG&E, FEDERAL, STATE, COUNTY, OR LOCAL REQUIREMENTS. AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
 - 1/2" SIEVE: 6" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
 - #4 SCREEN: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
- PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING AT PG&E ELECTRIC FACILITIES:
 - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. ADDITIONAL SAMPLES MUST BE TAKEN AT EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
 - SHADING MATERIAL: PROPER LARGE ROCK, PAVING MATERIAL, CONCRETE, SHARPLY ANGULAR SUBSTANCES, OR CORROSIVE MATERIAL SHALL NOT BE PLACED IN THE TRENCH WHERE SUCH MATERIAL MAY DAMAGE THE CONDUITS AND/OR PREVENT PROPER COMPACTION OVER OR AROUND THE CONDUITS.
 - NATIVE SOILS CONTAINING CLODS NOT TO EXCEED 6" IN DIAMETER MAY BE INCLUDED IN THE SHADING MATERIAL PROVIDED THE CLODS ARE READILY BREAKABLE BY HAND. NOTE: SOILS CONSISTING PRIMARILY OF ADobe, HARD COMPACT (DEEPS) CLAY, AND BAY MUDS SHALL NOT BE USED AS SHADING MATERIAL.
 - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
 - REFER TO ENGINEERING DOCUMENT 042228, ITEM 13 ON PAGE 2.
- COMPETENT NATIVE SOILS ARE PREFERRED TO BE USED FOR SHADING, BEDDING, AND BACKFILLING THROUGHOUT THE TRENCH.
- WHERE NATIVE SOILS EXCEED 1/2" MINUS AND/OR WHERE GAS IS TO BE PLACED AT THE BOTTOM OF A TRENCH IN AREAS THAT EXCEED 1/2" MINUS SOIL CONDITIONS, OR WHERE THE BOTTOM OF A TRENCH IS CONSIDERED TO CONSIST OF HARD FIRM PG&E APPROVED 1/2" MINUS IMPORT MATERIAL SHALL BE USED FOR SHADING AND/OR BEDDING OF GAS FACILITIES.
- IF A LEVELING COURSE IS REQUIRED FOR GAS FACILITIES, THE USE OF NATIVE SOILS IS PREFERRED, BUT IF 1/2" MINUS MATERIAL IS NOT AVAILABLE WITH THE NATIVE SOILS, THEN THE USE OF PG&E APPROVED IMPORT MATERIALS IS REQUIRED. BEDDING UNDER GAS FACILITIES WILL BE A MINIMUM OF 2" OF COMPACTED 1/2" MINUS NATIVE SOIL OR PG&E APPROVED IMPORT MATERIAL.
- FOR ELECTRIC FACILITIES, REFER TO NOTE 12. THIS APPLIES TO LEVELING COURSES AS WELL AS SHADING.
- THE MINIMUM PG&E APPROVED BEDDING MATERIAL MAY BE INCREASED AT THE DISCRETION OF PG&E WHEN WARRANTED BY EXISTING FIELD CONDITIONS (E.G. ROCKY SOILS, HARD PAUL ETC.).
- THE USE OF ANY IMPORTED MATERIAL FOR BACKFILLING PURPOSES SHALL BE LIMITED TO THOSE SITUATIONS WHEN NATIVE SOILS DO NOT ALLOW FOR EQUIVED COMPACTION.
- THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF EXCESS SPILL AND ASSOCIATED COSTS.
- SEPARATION BETWEEN GAS FACILITIES AND ELECTRIC FACILITIES MAY BE REDUCED TO 6" WHEN CROSSING.
- SERVICE SADDLES ARE THE PREFERRED SERVICE FITTING FOR USE THROUGHOUT THE JOINT TRENCH PROJECT. ALL PROJECTS WILL BE DESIGNED AND ESTIMATED USING SERVICE SADDLES. HOWEVER, SERVICE TEES MAY BE USED IF ALL CLEARANCES, SEPARATION, AND COVERAGE REQUIREMENTS ARE MAINTAINED.

TRANSFORMER CLEARANCE REQUIREMENTS:

- ABOVE ANY SINGLE PHASE TRANSFORMER LOCATION, MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.
- ABOVE ANY THREE PHASE TRANSFORMER LOCATION, MAINTAIN 30' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

- A WARNING TAPE IS TO BE INSTALLED IN OPEN TRENCH INSTALLATION OVER GAS PIPES IN BOTH TRANSMISSION AND DISTRIBUTION SYSTEMS. THIS INCLUDES TRENCHES, BELL HOLES, EXCAVATIONS FOR OTHER PURPOSES AND JOINT TRENCHES. THE WARNING TAPE IS TO BE INSTALLED AT THE BOTTOM OF THE TRENCH AND INTENDED FOR EXCAVATOR DIGGING IN THE "TOLERANCE ZONE" TO STRIKE UNDERGROUND WARNING TAPE. THE TOLERANCE ZONE IS THE DISTANCE BETWEEN THE WARNING TAPE AND THE GAS PIPELINE. THE WARNING TAPE IS EXPOSED AND GRABBED WITH EXCAVATING EQUIPMENT, IF STRIKING WITH BREAKING, THIS ALERTING THE EXCAVATOR OF THE GAS FACILITY BELOW.
- INSTALL 6" WIDE WARNING TAPE ABOVE THE GAS PIPELINE AT LEAST 12" BELOW GRADE, AND NO CLOSER THAN 12" FROM THE PIPE. INSTALLATION SHOULD PROVIDE THE GREATEST DISTANCE BETWEEN THE PIPE AND THE TAPE AS POSSIBLE. INSTALL THE TAPE ALONG THE LENGTH OF THE TRENCH, ENSURE THE TAPE OVERLAPS BETWEEN THE TRENCH PIECES OF TAPE ARE USED. EXCEPTION: WHEN A JOINT TRENCH DESIGN DOES NOT ALLOW FOR INSTANT OF EQUIVED COMPACTION. "WARNING TAPE INSTALLATION ZONE". INSTALL THE WARNING TAPE A MINIMUM OF 6" ABOVE THE GAS PIPELINE, AND BELOW THE FACILITY ABOVE THE PIPE.
- WARNING TAPE SHALL BE BRIGHTLY COLORED YELLOW AND MARKED "CAUTION: GAS LINE BURIED BELOW" OR MARKED WITH A SIMILAR NOTIFICATION.
- WARNING TAPE SHALL BE STORED IN SUCH A MANNER THAT LIMITS ULTRAVIOLET (UV) EXPOSURE.

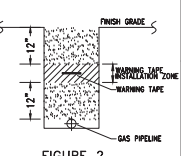


FIGURE 2
GAS PIPELINE UNDERGROUND WARNING TAPE INSTALLATION

PG&E PM#S:
ELECTRIC: _____
GAS: _____
DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN
MUST BE APPROVED BY
PG&E GAS ADE

CONSTRUCTION NOTES:

- ALL TRENCHING, BACKFILLING AND INSTALLATION BY CONTRACTOR MUST COMPLY WITH PG&E UO STANDARD S545 (EFFECTIVE DATE 7-2-2005).
- ALL WORK MUST COMPLY WITH P.G. & E. TELEPHONE, C.A.T.V., STANDARDS AND PRACTICES. ALL WORK MUST BE INSPECTED AND APPROVED BY RESPECTIVE INSPECTORS. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF THREE LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN AT EXISTING SOIL CONDITIONS CHANGE AND IS TO BE AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE. THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE. THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING OR LEVELING MATERIALS. COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE P.G. & E. FEDERAL, STATE, COUNTY OR LOCAL REQUIREMENTS. ANY NATIVE SOILS OR IMPORT MATERIALS USED MUST NOT VIOLATE THESE EFFORTS.
- BACKFILL SHALL BE APPROVED BY THE UTILITY COMPANIES AND THE CITY. COMPACTION WILL BE TESTED AND PASSED BY THE SOILS ENGINEER.
- IF SOIL IS NOT ROCK FREE, ADD 4" DEPTH OF TRENCH FOR SAND BEDDING.
- VERIFY SPICE BOX EXCAVATION SIZES WITH SUPPLIER(S).
- THE TRENCHING CONTRACTOR SHALL COORDINATE THE UTILITY COMPANIES' INSTALLATION.
- CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
- IT IS THE TRENCHING CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE ALL EXISTING FACILITIES. NO EXTRA PAYMENT WILL BE CONSIDERED FOR CORRECTING OTHER SIZES.
- REGA DESIGN ASSUMES NO RESPONSIBILITY FOR THE PROJECT CONDITIONS. THESE DRAWINGS WERE PREPARED USING DATA SUPPLIED BY PG&E, TELEPHONE, C.A.T.V., IMPROVEMENT PLANS AND THE CITY'S VARIOUS "AS BUILT" INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY REVIEW THE PROJECT PRIOR TO SUBMITTING HIS BID.
- CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A. INDUSTRIAL SAFETY ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING NEAR ENERGIZED OR "HOT" EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER, PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY.
- THE CONTRACTOR SHALL PROTECT CONSTRUCTION STAKING. HE SHALL COORDINATE STAKING WITH THE PROJECT'S CIVIL ENGINEER.
- CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS PRIOR TO START OF WORK.
- CONTRACTOR SHALL NOTIFY INSPECTORS OF ANY POTENTIAL CONFLICTS PRIOR TO START OF WORK.
- THIS PLAN IS TO BE USED FOR SOLE PURPOSE OF DIGGING THE JOINT TRENCH. SEE PG&E, AT&T, AND COMCAST PLANS FOR EXACT SIZE AND NUMBER OF CONDUITS INSTALLED IN THE JOINT TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE CONDUIT NUMBER, SIZE AND TYPES OF CONDUITS ARE INSTALLED PER THE ENGINEERED PLANS BY EACH UTILITY COMPANY.
- NOTE PLANS ISSUED AT THE PRE-CONSTRUCTION MEETING MAY BE SUBJECT TO REVISIONS. IF FINAL PLANS FROM EACH UTILITY COMPANY WERE NOT AVAILABLE AT THE START OF CONSTRUCTION.
- WATER, SEWER, DRAINS, SANITARY WASTE, FUELS (INCLUDING OIL AND GASOLINE), OIL, PROPANE AND OTHER VOLATILE HEAVIER THAN AIR GASES, SPOKES, IRRIGATION, STEAM AND OTHER "NET" FACILITIES SHALL MAINTAIN A MINIMUM OF THREE FEET FROM THE NEAREST EXPOSED SURFACE OF GAS FACILITIES WITH NO LESS THAN ONE FOOT OF EARTH (SOIL BARRIER) BETWEEN THE ADJACENT SIDES OF THE INDIVIDUAL TRENCHES.
- IN THE EXTRAORDINARY CASE THAT THE MINIMUM THREE FOOT HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "NET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO SERVICE PLANNING SUPPORT PROGRAM FOR APPROVAL.
- ALL METER PANS: INDIVIDUAL, RESIDENTIAL, OR NONRESIDENTIAL APPLICATIONS WITH A METER PANEL BATING OF ANY SIZE, INSTALLED INSIDE A METER ROOM OR OTHER STRUCTURE, MUST FOLLOW ALL OF THE REQUIREMENTS DESCRIBED BELOW.
 - A. INSTALL, OWN AND MAINTAIN A SEPARATE, NOMINAL, 2-INCH DIAMETER CONDUIT WITH PULL TAPE INSIDE, THE CONDUIT AND PULL TAPE MUST EXTEND FROM THE OUTSIDE SURFACE OF THE BUILDING AND TERMINATE OUTSIDE THE METER PANEL OR SWITCHBOARD AT THE TOP OF THE METER SECTION.
 - B. ENSURE THE 2-INCH DIAMETER CONDUIT AND PULL TAPE EXIT THE OUTSIDE OF THE BUILDING A MINIMUM OF 8 FEET AND A MAXIMUM OF 10 FEET ABOVE GROUND, THE OPEN END OF THE CONDUIT THAT IS EXPOSED TO THE OUTSIDE MUST HAVE A REMOVABLE, TEMPORARY CAP OR PLUG.
 - C. DO NOT USE THE CONDUIT, THE CONDUIT IS FOR PG&E METERING EQUIPMENT ONLY.

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY REGISTERED PROFESSIONAL ENGINEER. ALL COSTS TO RELOCATE OR RE-ADJUST BOXES AT A LATER DATE WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR SURVEY VERIFIED CORRECT GRADE OF ALL ENCLOSURES OR BOXES, AND SIGN AND DATE DRAWING. THANK YOU.

SIGNED: _____
DATE: _____

UTILITY APPROVALS		
UTILITY	APPROVED BY	DATE
PG&E ELECTRIC		
PG&E GAS		
AT&T (PHONE)		
COMCAST (CATV)		
CITY ENGINEER		

DEVELOPER:
706-716 SANTA CRUZ AVE, LLC
714 SANTA CRUZ AVE
MENLO PARK, CA 94025
VASILE C. OROS

SHEET INDEX

JT-1	JOINT TRENCH TITLE SHEET
JT-2	JOINT TRENCH INTENT
JT-3	JOINT TRENCH INTENT (RULE 20)

REGA Design
15-698
N/A
S. HARDESTER
R. DOMAHAN
D. VOORHIES
06-14-2017
JT-1
SHEET: 1 of 3

UTILITIES
PLEASE CONFIRM
TIE IN LOCATIONS

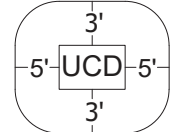
**-PRELIMINARY-
NOT FOR CONSTRUCTION**

NOTE TO CONTRACTOR:
FOR CONTRACTOR'S WORK RESPONSIBILITY,
REFER TO JOINT TRENCH TITLE SHEET (JT-1)

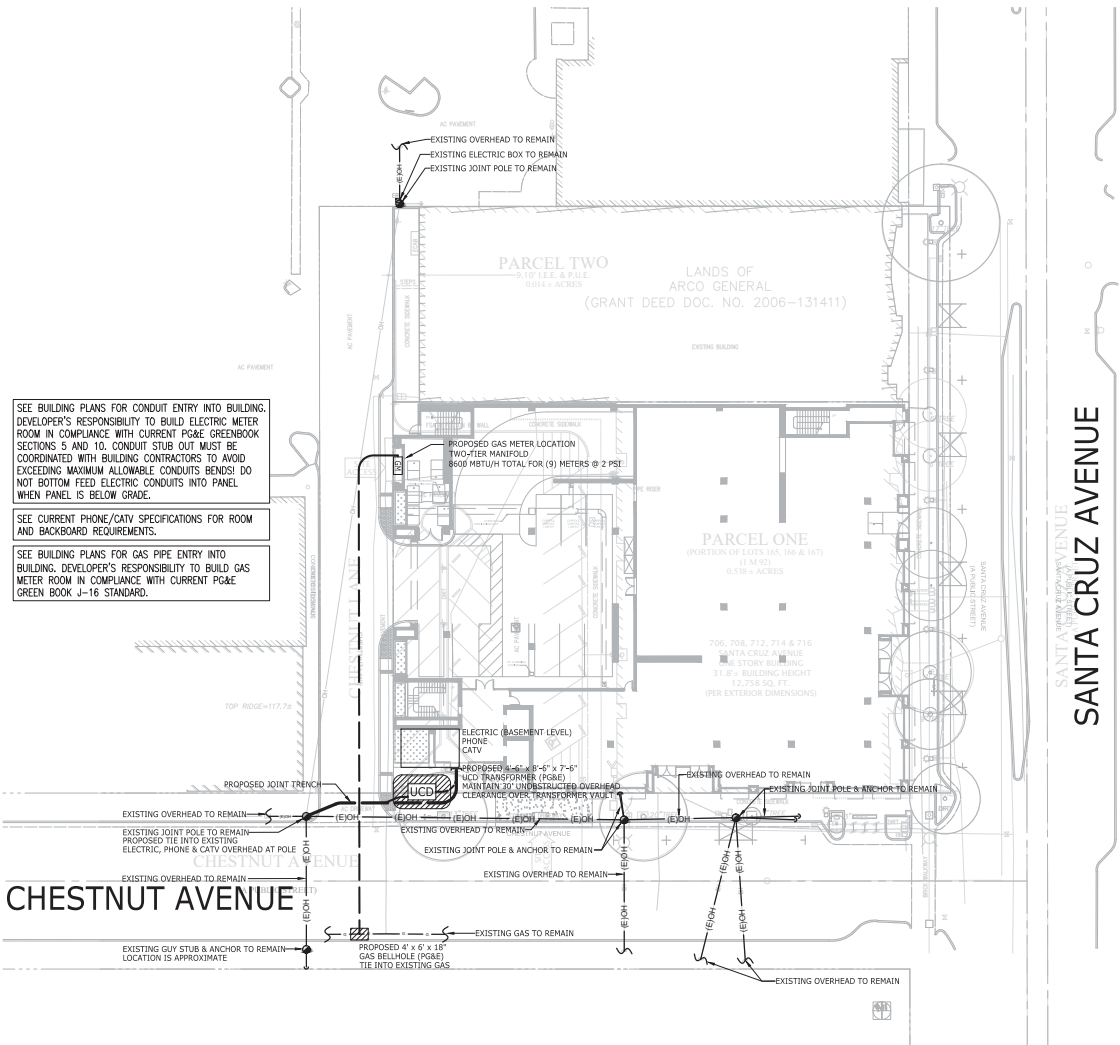
LEGEND

- PROPOSED JOINT TRENCH
- PROPOSED 4'-6" x 8'-6" x 7'-6" UCD TRANSFORMER (PG&E) WORKING SPACE SHOWN. MAINTAIN 30" UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT.
- PROPOSED GAS METER LOCATION
- PROPOSED 4' x 6' x 18" GAS BELLHOLE (PG&E)
- EXISTING JOINT POLE TO REMAIN
- EXISTING OVERHEAD TO REMAIN
- EXISTING ELECTRIC BOX TO REMAIN
- EXISTING GAS TO REMAIN

Working Space □ easement requirements for #UCD Vault:



Maintain a clear, level working space as shown, per PG-E drawing 051122.



SEE BUILDING PLANS FOR CONDUIT ENTRY INTO BUILDING. DEVELOPER'S RESPONSIBILITY TO BUILD ELECTRIC METER ROOM IN COMPLIANCE WITH CURRENT PG&E GREENBOOK SECTIONS 5 AND 10. CONDUIT STUB OUT MUST BE COORDINATED WITH BUILDING CONTRACTORS TO AVOID EXCEEDING MAXIMUM ALLOWABLE CONDUITS BENDS! DO NOT BOTTOM FEED ELECTRIC CONDUITS INTO PANEL WHEN PANEL IS BELOW GRADE.

SEE CURRENT PHONE/CATV SPECIFICATIONS FOR ROOM AND BACKBOARD REQUIREMENTS.

SEE BUILDING PLANS FOR GAS PIPE ENTRY INTO BUILDING. DEVELOPER'S RESPONSIBILITY TO BUILD GAS METER ROOM IN COMPLIANCE WITH CURRENT PG&E GREEN BOOK J-16 STANDARD.

REFER TO PG&E UTILITY BULLETIN TD-2001R-005 DOCUMENT FOR SMART METER ANTENNA CONSTRUCTION REQUIREMENTS.

NOTE TO COMCAST:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND VAULTS. DEVELOPER TO PROVIDE TRENCH.

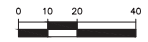
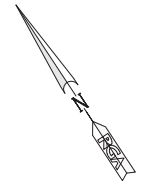
SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A LICENSED SURVEYOR PRIOR TO CONSTRUCTION. SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE SHEET (JT-1) REGARDING EXISTING CONDITIONS.

NOTE FOR UNDERGROUND ELECTRIC INSTALLATION:
USE OF STANDARD PVC DB-120 IS NO LONGER APPROVED BY PG&E FOR 2" CONDUIT SIZE AND BENDS. PVC DB-120 CELLULAR CORE CONDUIT CAN BE USED IN PLACE OF STANDARD PVC DB-120 CONDUIT. FOR ALL APPROVED 2" CONDUITS AND BENDS, SEE BULLETIN TD-062288B-001.

CURTIS STREET
(FORMERLY FREMONT STREET)
(A PUBLIC STREET)

SANTA CRUZ AVENUE

CHESTNUT AVENUE



SHEET INDEX

JT-1	JOINT TRENCH TITLE SHEET
JT-2	JOINT TRENCH INTENT
JT-3	JOINT TRENCH INTENT (RULE 20)



PROJECT NO. 15-698
 SCALE 1" = 20'
 PREPARED BY S. HARDESTER
 CHECKED BY R. DONAHAN
 DESIGNED BY D. VOORHIES
 LAST UPDATED 06-14-2017
 DRAWING NO. JT-2
 SHEET 2 OF 3

JOINT TRENCH INTENT
 706 SANTA CRUZ AVENUE
 706-716 SANTA CRUZ AVENUE, LLC
 MENLO PARK





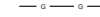
CALIFORNIA
 REGISTERED PROFESSIONAL ENGINEER
 DAVID B. VOORHIES
 No. 26423
 Exp. 03-31-19
 CIVIL
 STATE OF CALIFORNIA

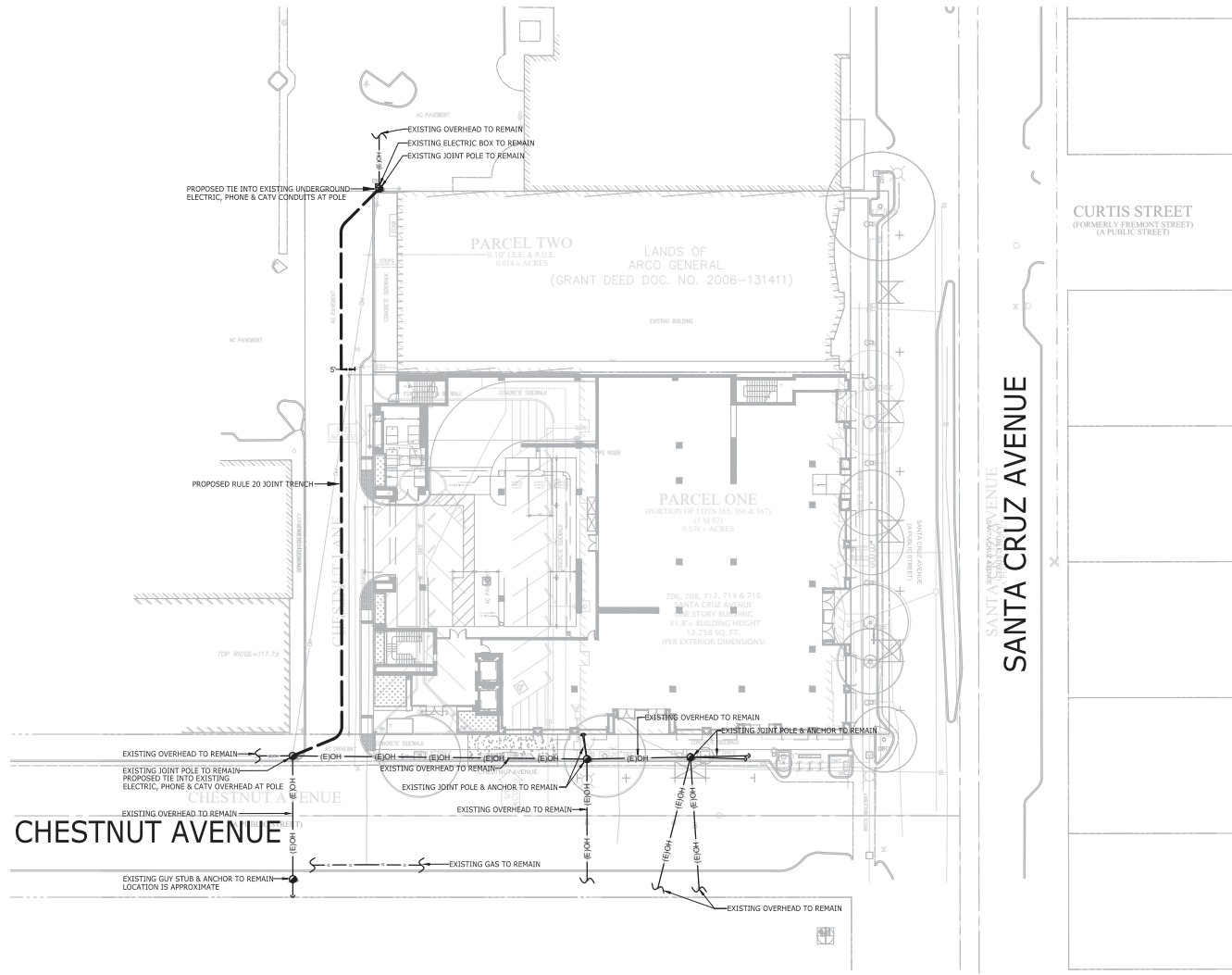
UTILITIES
PLEASE CONFIRM
TIE IN LOCATIONS

**-PRELIMINARY-
NOT FOR CONSTRUCTION**

NOTE TO CONTRACTOR:
FOR CONTRACTOR'S WORK RESPONSIBILITY,
REFER TO JOINT TRENCH TITLE SHEET (JT-1)

LEGEND

-  PROPOSED JOINT TRENCH (RULE 20)
-  EXISTING JOINT POLE TO REMAIN
-  EXISTING OVERHEAD TO REMAIN
-  EXISTING ELECTRIC BOX TO REMAIN
-  EXISTING GAS TO REMAIN



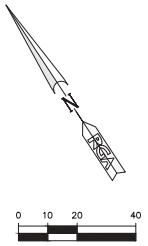
NOTE TO COMCAST:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND VAULTS. DEVELOPER TO PROVIDE TRENCH.

SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A LICENSED SURVEYOR PRIOR TO CONSTRUCTION. SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE SHEET (JT-1) REGARDING EXISTING CONDITIONS.

NOTE FOR UNDERGROUND ELECTRIC INSTALLATION:
USE OF STANDARD PVC DB-120 IS NO LONGER APPROVED BY PG&E FOR 2" CONDUIT SIZE AND BENDS. PVC DB-120 CELLULAR CORE CONDUIT CAN BE USED IN PLACE OF STANDARD PVC DB-120 CONDUIT. FOR ALL APPROVED 2" CONDUITS AND BENDS, SEE BULLETIN TD-062288B-001.

SHEET INDEX

JT-1	JOINT TRENCH TITLE SHEET
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JT-3	JOINT TRENCH INTENT (RULE 20)



PROJECT NO: 15-698
 SCALE: 1" = 20'
 PREPARED BY: S. HARDESTER
 CHECKED BY: R. DONAHAN
 DESIGNED BY: D. VOORHIES
 DATE: 06-14-2017
 SHEET: JT-3 of 3

JOINT TRENCH INTENT (RULE 20)
 706 SANTA CRUZ AVENUE
 706-716 SANTA CRUZ AVENUE, LLC
 MENLO PARK

CALIFORNIA
 REGISTERED PROFESSIONAL ENGINEER
 DAVID B. VOORHIES
 No. 26423
 Exp. 03-31-19
 CIVIL
 STATE OF CALIFORNIA



October 21, 2016
Updated: April 5, 2017

Thomas Rogers
Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: 706 Santa Cruz Ave. Planning Commission Review – Project Description

Dear Mr. Rogers:

Attached is Hayes Group Architects' submission of 706 Santa Cruz Ave for the Planning Commission Review. The project applicant is Hayes Group Architects on behalf of the Oros family. This package includes proposed architectural plans, civil plans, and landscape plans. Material board, application forms, and relevant reports are also included.

1. EXISTING CONDITIONS

The site is located on the north corner of Santa Cruz Ave. and Chestnut St. Juban Yakiniku House and Union Bank occupy the existing building. The western half of the property serves as surface parking.

The site is surrounded by Ace Hardware to the north, Le Boulanger to the south, Axion Learning to the west and multiple small businesses to the east.

2. PROPOSED PROJECT

We are proposing the construction of a mixed-use building consisting of ground floor parking and retail space, with second floor office space and four residential condominiums on the third floor. The architectural language for the first and second floors adopts a modern use of the brick aesthetic found in the downtown neighborhood. The sandstone Roman brick we are proposing is very compatible with neighboring buildings that use both brick and horizontal running stone. The roman brick module will lend an integrated and timeless look to the project. The seven brick volumes that represent the scale of the present downtown break down the scale of the building. Entry into the building is provided at the breaks, or alleys, between the brick volumes. Main retail entries are located along Santa Cruz Ave, and Chestnut St. Office and residential entry is located along Chestnut St. The intent is to supplement Santa Cruz Ave as the lively arterial downtown avenue, while activating Chestnut St with daytime and nighttime uses (retail and office during the day/residential in the evening). We see this design as the bridge between the existing downtown and the specific plan goals for downtown. The scale is further broken down by residential units



setback on the third floor, which take the form of roof top lofts commonly found in metropolitan areas. A common terrace, serviced by the stairs and elevator, accesses the units. Each unit has a generous private terrace. Garage entrance is located on Chestnut Lane. This allows us to establish Santa Cruz Ave and Chestnut St as pedestrian friendly avenues.

Street level landscaping has been designed to enhance the pedestrian experience along Chestnut Lane and provide stormwater treatment planters.

3. NEIGHBORHOOD OUTREACH

A neighborhood outreach meeting was conducted on the morning of January 10th, 2017 at 714 Santa Cruz Ave. Five neighbors were present for Hayes Group's presentation of the proposed project (see included sign-in sheet). Feedback on the building was generally positive.

We look forward to meeting the Planning Commission and staff at the public hearing so that we can proceed with the development of this project.

Please call me at (650) 365-0699 x15 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Hayes".

Ken Hayes, AIA
Principal

CC: Vasile Oros

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E.3.1 Development Intensity			
E.3.1.01	Standard	Business and Professional office (inclusive of medical and dental office) shall not exceed one half of the base FAR or public benefit bonus FAR, whichever is applicable.	<i>Complies: Current proposed office FAR is less than half of the maximum FAR for the site. Office 19,126 SF (allowed 23,454 SF).</i>
E.3.1.02	Standard	Medical and Dental office shall not exceed one third of the base FAR or public benefit bonus FAR, whichever is applicable.	<i>Complies: No medical/dental office is proposed.</i>
E.3.2 Height			
E.3.2.01	Standard	Roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.	<i>Complies: Roof-mounted mechanical equipment is screened from view by parapet walls. See A0.3, A4.1, A2.4 for equipment, screening, and sight lines.</i>
E.3.2.02	Standard	Vertical building projections such as parapets and balcony railings may extend up to 4 feet beyond the maximum façade height or the maximum building height, and shall be integrated into the design of the building.	<i>Complies: Proposed parapet projects 4 feet above the maximum allowed building height of 38'-0. Parapet materials are consistent with wall surface materials (Roman Brick or Fiber Cement Panel).</i>
E.3.2.03	Standard	Rooftop elements that may need to exceed the maximum building height due to their function, such as stair and elevator towers, shall not exceed 14 feet beyond the maximum building height. Such rooftop elements shall be integrated into the design of the building.	<i>Complies: The elevator shaft on Chestnut Street extends beyond the maximum building height, but not by 14'. Roof plan, A2.4, indicates roof at elevator penthouse on Chestnut Street side exceeds 38' maximum height by 5 feet; exit stair at Santa Cruz Avenue side exceeds 38' maximum height by 2.5'; stair and elevator tower are integrated in design and scale.</i>
E.3.3 Setbacks and Projections within Setbacks			
E.3.3.01	Standard	Front setback areas shall be developed with sidewalks, plazas, and/or landscaping as appropriate.	<i>Not Applicable: Project is in zero setback zone.</i>
E.3.3.02	Standard	Parking shall not be permitted in front setback areas.	<i>Complies: Project is in zero setback zone. No parking proposed in front of setback areas. The proposed parking garage entrance is located at the rear of the property.</i>
E.3.3.03	Standard	In areas where no or a minimal setback is required, limited setback for store or lobby entry recesses shall not exceed a maximum of 4-foot depth and a maximum of 6-foot width.	<i>Complies: Store or lobby entry recesses no greater than 3 feet in depth from building face. Lobby and store entries occur at minor and major modulations and are not greater than 4 foot in depth and 6 foot in width.</i>
E.3.3.04	Standard	In areas where no or a minimal setback is required, building projections, such as balconies, bay windows and dormer windows, shall not project beyond a maximum of 3 feet from the building face into the sidewalk clear walking zone, public right-of-way or public spaces, provided they have a minimum 8-foot vertical clearance above the sidewalk clear walking zone, public right-of-way or public space.	<i>Complies: Canopy projects $\pm 2'-0"$ into the sidewalk with a minimum of 9'-8" above sidewalk.</i>

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E.3.3.05	Standard	In areas where setbacks are required, building projections, such as balconies, bay windows and dormer windows, at or above the second habitable floor shall not project beyond a maximum of 5 feet from the building face into the setback area.	<i>Not Applicable: Project is in zero setback zone.</i>
E.3.3.06	Standard	The total area of all building projections shall not exceed 35% of the primary building façade area. Primary building façade is the façade built at the property or setback line.	<i>Complies: Canopy projections equate to less than 35% of the primary building façade area.</i>
E.3.3.07	Standard	Architectural projections like canopies, awnings and signage shall not project beyond a maximum of 6 feet horizontally from the building face at the property line or at the minimum setback line. There shall be a minimum of 8-foot vertical clearance above the sidewalk, public right-of-way or public space.	<i>Complies: Canopy projects ±2'-0" into the sidewalk with a minimum of 9'-8" above sidewalk.</i>
E.3.3.08	Standard	No development activities may take place within the San Francisquito Creek bed, below the creek bank, or in the riparian corridor.	<i>Not Applicable: Project is not in proximity to the San Francisquito Creek.</i>
E.3.4 Massing and Modulation			
E.3.4.1 Building Breaks			
E.3.4.1.01	Standard	The total of all building breaks shall not exceed 25 percent of the primary façade plane in a development.	<i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i>
E.3.4.1.02	Standard	Building breaks shall be located at ground level and extend the entire building height.	<i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i>
E.3.4.1.03	Standard	In all districts except the ECR-SE zoning district, recesses that function as building breaks shall have minimum dimensions of 20 feet in width and depth and a maximum dimension of 50 feet in width. For the ECR-SE zoning district, recesses that function as building breaks shall have a minimum dimension of 60 feet in width and 40 feet in depth.	<i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i>
E.3.4.1.04	Standard	Building breaks shall be accompanied with a major change in fenestration pattern, material and color to have a distinct treatment for each volume.	<i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i>
E.3.4.1.05	Standard	In all districts except the ECR-SE zoning district, building breaks shall be required as shown in Table E3.	<i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i>

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E.3.4.1.06	Standard	<p>In the ECR-SE zoning district, and consistent with Table E4 the building breaks shall:</p> <ul style="list-style-type: none"> • Comply with Figure E9; • Be a minimum of 60 feet in width, except where noted on Figure E9; • Be a minimum of 120 feet in width at Middle Avenue; • Align with intersecting streets, except for the area between Roble Avenue and Middle Avenue; • Be provided at least every 350 feet in the area between Roble Avenue and Middle Avenue; where properties under different ownership coincide with this measurement, the standard side setbacks (10 to 25 feet) shall be applied, resulting in an effective break of between 20 to 50 feet. • Extend through the entire building height and depth at Live Oak Avenue, Roble Avenue, Middle Avenue, Partridge Avenue and Harvard Avenue; and • Include two publicly-accessible building breaks at Middle Avenue and Roble Avenue. 	<p><i>Not Applicable: According to table E3, building break is prohibited in downtown zoning district.</i></p>
E.3.4.1.07	Standard	<p>In the ECR-SE zoning district, the Middle Avenue break shall include vehicular access; publicly-accessible open space with seating, landscaping and shade; retail and restaurant uses activating the open space; and a pedestrian/bicycle connection to Alma Street and Burgess Park. The Roble Avenue break shall include publicly-accessible open space with seating, landscaping and shade.</p>	<p><i>Not Applicable: Project is in the (D) district.</i></p>
E.3.4.1.08	Guideline	<p>In the ECR-SE zoning district, the breaks at Live Oak, Roble, Middle, Partridge and Harvard Avenues may provide vehicular access.</p>	<p><i>Not Applicable: Project is in the (D) district.</i></p>
E.3.4.2 Façade Modulation and Treatment			
E.3.4.2.01	Standard	<p>Building façades facing public rights-of-way or public open spaces shall not exceed 50 feet in length without a minor building façade modulation. At a minimum of every 50' façade length, the minor vertical façade modulation shall be a minimum 2 feet deep by 5 feet wide recess or a minimum 2 foot setback of the building plane from the primary building façade.</p>	<p><i>Complies: The project has incorporated minor and major modulations as required. Diagrams demonstrating modulations have been provided. One minor modulation on Chestnut and Santa Cruz sides.</i></p>

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E.3.4.2.02	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 100 feet in length without a major building modulation. At a minimum of every 100 feet of façade length, a major vertical façade modulation shall be a minimum of 6 feet deep by 20 feet wide recess or a minimum of 6 feet setback of building plane from primary building façade for the full height of the building. This standard applies to all districts except ECR NE-L and ECR SW since those two districts are required to provide a building break at every 100 feet.	<i>Complies: Major building modulations are required on Santa Cruz Ave and Chestnut Street. These modulations are designed as our major entries and they are 20' wide and 6' deep. See A5.1 and A5.2 for major modulations (one Chestnut Street, two on Santa Cruz Avenue and two on Chestnut Lane). Major modulations have been provided where minor modulations are only required at some locations. The Specific Plan does not prohibit this and modulations are used to maintain a tight and varied rhythm of the façade consistent with the façade modulation and treatment overview statement at E.3.4.2.</i>
E.3.4.2.03	Standard	In addition, the major building façade modulation shall be accompanied with a 4-foot minimum height modulation and a major change in fenestration pattern, material and/or color.	<i>Complies: Major building façade modulations are accompanied with 4'-0" height differences from top of parapet to top of parapet. Height and material/color variation can be best seen on A4.1 Perspectives, A5.1 and 5.2 Modulation Diagrams, and with material call-outs on A3.2 and A3.3 Elevations. The primary facades are typically Roman Brick with fiber cement panels and metal panels used at modulations.</i>
E.3.4.2.04	Guideline	Minor façade modulation may be accompanied with a change in fenestration pattern, and/or material, and/or color, and/or height.	<i>Complies: Minor modulations are accompanied by a change in fenestration and height. Minor modulations treated with material/color variations from primary facades similar to major modulations.</i>
E.3.4.2.05	Guideline	Buildings should consider sun shading mechanisms, like overhangs, <i>bris soleils</i> and clerestory lighting, as façade articulation strategies.	<i>Complies: Shading fins are provided along the second floor, and canopies are used to shade the 3rd floor. See perspective drawings, A4.1, for sunshade visuals as well as A8.1 for detailing of shade overhangs, canopies and fins.</i>
E.3.4.3 Building Profile			
E.3.4.3.01	Standard	The 45-degree building profile shall be set at the minimum setback line to allow for flexibility and variation in building façade height within a district.	<i>Complies: 45-degree building profile is set on the property line. Project is in a zero setback zone.</i>
E.3.4.3.02	Standard	Horizontal building and architectural projections, like balconies, bay windows, dormer windows, canopies, awnings, and signage, beyond the 45-degree building profile shall comply with the standards for Building Setbacks & Projection within Setbacks (E.3.3.04 to E.3.3.07) and shall be integrated into the design of the building.	<i>Complies: Canopies project 2' into public right of way with 9'-8" vertical clearance.</i>

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E.3.4.3.03	Standard	Vertical building projections like parapets and balcony railings shall not extend 4 feet beyond the 45-degree building profile and shall be integrated into the design of the building.	<i>Complies: Proposed parapets project 3'-11" feet past the maximum allowed building height of 38'-0". Parapets extending above the maximum building height are clad in fiber cement panels and are integrated into the design of the building.</i>
E.3.4.3.04	Standard	Rooftop elements that may need to extend beyond the 45-degree building profile due to their function, such as stair and elevator towers, shall be integrated into the design of the building.	<i>Complies: Proposed stair tower near Santa Cruz Ave extends 8'-6" horizontally and vertically into the daylight plane. See A5.1 and A5.2 for stair and elevator projections. The primary stair is on the Chestnut Lane side near the Chestnut Street corner and extends above the building profile with a glazed lantern like form over the stair. The elevator and fire stair towers are clad in Roman Brick and are expressed as vertical slabs similar in material to the primary facades. All are integrated well with the building design.</i>
E.3.4.4 Upper Story Façade Length			
E.3.4.4.01	Standard	Building stories above the 38-foot façade height shall have a maximum allowable façade length of 175 feet along a public right-of-way or public open space.	<i>Not applicable: Project does not have building stories above 38'-0".</i>
E.3.5 Ground Floor Treatment, Entry and Commercial Frontage			
Ground Floor Treatment			
E.3.5.01	Standard	The retail or commercial ground floor shall be a minimum 15-foot floor-to-floor height to allow natural light into the space.	<i>Complies: Commercial ground floor has 15' floor to floor height.</i>
E.3.5.02	Standard	Ground floor commercial buildings shall have a minimum of 50% transparency (i.e., clear-glass windows) for retail uses, office uses and lobbies to enhance the visual experience from the sidewalk and street. Heavily tinted or mirrored glass shall not be permitted.	<i>Complies: Ground floor commercial has 59% transparency on Santa Cruz Ave, 57% transparency on Chestnut Street, and 54% transparency on Chestnut Lane. See calculations A5.1 and A5.2. On Chestnut Lane side the portion of the façade dedicated to the parking garage is not counted for ground floor transparency.</i>
E.3.5.03	Guideline	Buildings should orient ground-floor retail uses, entries and direct-access residential units to the street.	<i>Complies: Project complies with this guideline. Ground floor retail and retail entries face both Santa Cruz Avenue and Chestnut Street. The building entrance/lobby for office and residential uses faces Chestnut Street.</i>
E.3.5.04	Guideline	Buildings should activate the street by providing visually interesting and active uses, such as retail and personal service uses, in ground floors that face the street. If office and residential uses are provided, they should be enhanced with landscaping and interesting building design and materials.	<i>Complies: Project provides ground floor retail along Santa Cruz Ave and Chestnut St, Office (2nd floor) and Residential (3rd Floor) uses provide terraces and balconies that activate the street.</i>

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E.3.5.05	Guideline	For buildings where ground floor retail, commercial or residential uses are not desired or viable, other project-related uses, such as a community room, fitness center, daycare facility or sales center, should be located at the ground floor to activate the street.	<i>Not applicable: All ground floor uses are retail/commercial.</i>
E.3.5.06	Guideline	Blank walls at ground floor are discouraged and should be minimized. When unavoidable, continuous lengths of blank wall at the street should use other appropriate measures such as landscaping or artistic intervention, such as murals.	<i>Complies: Project does not have blank walls. The only blank wall is the elevator tower that is 10'-0" on Chestnut Ave.</i>
E.3.5.07	Guideline	Residential units located at ground level should have their floors elevated a minimum of 2 feet to a maximum of 4 feet above the finished grade sidewalk for better transition and privacy, provided that accessibility codes are met.	<i>Not applicable. No residential units at ground level.</i>
E.3.5.08	Guideline	Architectural projections like canopies and awnings should be integrated with the ground floor and overall building design to break up building mass, to add visual interest to the building and provide shelter and shade.	<i>Complies: The main building lobby has a canopy to help define the entry and provide weather protection. At retail facades canopies extend out from the primary Roman Brick façade 2 feet at the glazed portion of the retail bays. The glazing is set about 18 inches back from the primary façade creating a 3'-6" sunshade.</i>
Building Entries			
E.3.5.09	Standard	Building entries shall be oriented to a public street or other public space. For larger residential buildings with shared entries, the main entry shall be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards provide additional visual interest, orientation and a sense of invitation.	<i>Complies: All building entries are located along Santa Cruz Ave and Chestnut Ave. Residential entry is through main entry lobby on Chestnut St.</i>
E.3.5.10	Guideline	Entries should be prominent and visually distinctive from the rest of the façade with creative use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings.	<i>Complies: Entries are designed as entry portals that are distinctive from the rest of the façade by form and depth. The main building entry is distinguished from the other façades and retail entries with vertical glass fins on two sides of a glazed corner form. Retail entries are at modulations and are recessed from the main façade and made distinctive through material and fenestration variation from the primary façade.</i>
E.3.5.11	Guideline	Multiple entries at street level are encouraged where appropriate.	<i>Complies: Multiple entries are provided along Santa Cruz Ave, as well as Chestnut St.</i>
E.3.5.12	Guideline	Ground floor residential units are encouraged to have their entrance from the street.	<i>Not applicable: Project does not have any ground floor residential units.</i>

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E.3.5.13	Guideline	Stoops and entry steps from the street are encouraged for individual unit entries when compliant with applicable accessibility codes. Stoops associated with landscaping create inviting, usable and visually attractive transitions from private spaces to the street.	<i>Not applicable: Project does not have any stoops.</i>
E.3.5.14	Guideline	Building entries are allowed to be recessed from the primary building façade.	<i>Complies: Building entries are recessed and incorporated within minor and major modulations.</i>
Commercial Frontage			
E.3.5.15	Standard	Commercial windows/storefronts shall be recessed from the primary building façade a minimum of 6 inches	<i>Complies: Windows/Storefronts are recessed 12"-18" from primary building façade.</i>
E.3.5.16	Standard	Retail frontage, whether ground floor or upper floor, shall have a minimum 50% of the façade area transparent with clear vision glass, not heavily tinted or highly mirrored glass.	<i>Complies: Ground floor commercial has 59% transparency on Santa Cruz Ave, and 57% transparency on Chestnut Ave.</i>
E.3.5.17	Guideline	Storefront design should be consistent with the building's overall design and contribute to establishing a well-defined ground floor for the façade along streets.	<i>Complies: The storefront module is carried up through the second floor office space. The smaller 11'-8" storefront module breaks the scale of the storefront down to integrate with neighbors</i>
E.3.5.18	Guideline	The distinction between individual storefronts, entire building façades and adjacent properties should be maintained.	<i>Complies: The building façade is defined by large brick modules. Storefronts are smaller modules within the larger brick modules. Storefronts are simple glazed openings, whereas, at the office level the sunshades provide more pattern to the façade. Individual storefronts (glazed bays) are not differentiated from each other as the overall façade at street level is more unified in character rather than each store or shop standing out.</i>
E.3.5.19	Guideline	Storefront elements such as windows, entrances and signage should provide clarity and lend interest to the façade.	<i>Complies: The design has a high degree of clarity on the primary façade bays and storefronts. The glazing has a simple modern treatment. Simple metal canopies add interest.</i>
E.3.5.20	Guideline	Individual storefronts should have clearly defined bays. These bays should be no greater than 20 feet in length. Architectural elements, such as piers, recesses and projections help articulate bays.	<i>Complies: Individual storefront bays are recessed and no greater than 20'.</i>
E.3.5.21	Guideline	All individual retail uses should have direct access from the public sidewalk. For larger retail tenants, entries should occur at lengths at a maximum at every 50 feet, consistent with the typical lot size in downtown.	<i>Complies: Entries occur at every minor and major modulation. These occur every 33'-4" or less.</i>
E.3.5.22	Guideline	Recessed doorways for retail uses should be a minimum of two feet in depth. Recessed doorways provide cover or shade, help identify the location of store entrances, provide a clear area for out-swinging doors and offer the opportunity for interesting paving patterns, signage and displays.	<i>Complies: Entries at minor modulations have depths of 3'-8". Entries at Major Modulations have depths of 9'-11".</i>

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E.3.5.23	Guideline	Storefronts should remain un-shuttered at night and provide clear views of interior spaces lit from within. If storefronts must be shuttered for security reasons, the shutters should be located on the inside of the store windows and allow for maximum visibility of the interior.	<i>Not applicable: Project does not have shutters.</i>
E.3.5.24	Guideline	Storefronts should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.	<i>Tentatively Complies: The applicant has acknowledged that display cases should not obscure storefronts.</i>
E.3.5.25	Guideline	Signage should not be attached to storefront windows.	<i>Complies: No signage attached to storefront windows.</i>
E.3.6 Open Space			
E.3.6.01	Standard	Residential developments or Mixed Use developments with residential use shall have a minimum of 100 square feet of open space per unit created as common open space or a minimum of 80 square feet of open space per unit created as private open space, where private open space shall have a minimum dimension of 6 feet by 6 feet. In case of a mix of private and common open space, such common open space shall be provided at a ratio equal to 1.25 square feet for each one square foot of private open space that is not provided.	<i>Complies: Residential units have private open space ranging from 482 SF to 2,003 SF. Minimum dimension is 6'-6"</i>
E.3.6.02	Standard	Residential open space (whether in common or private areas) and accessible open space above parking podiums up to 16 feet high shall count towards the minimum open space requirement for the development.	<i>Complies: Residential private terraces fulfill open space requirements.</i>
E.3.6.03	Guideline	Private and/or common open spaces are encouraged in all developments as part of building modulation and articulation to enhance building façade.	<i>Complies: Open space helps set the third floor units back from the street also reducing the height of the building façade. Terraces are used to define building modulations on the 2nd floor.</i>
E.3.6.04	Guideline	Private development should provide accessible and usable common open space for building occupants and/or the general public.	<i>Complies: A common courtyard/terrace open space is located on the 3rd floor.</i>
E.3.6.05	Guideline	For residential developments, private open space should be designed as an extension of the indoor living area, providing an area that is usable and has some degree of privacy.	<i>Complies: Living spaces flow onto the terraces.</i>
E.3.6.06	Guideline	Landscaping in setback areas should define and enhance pedestrian and open space areas. It should provide visual interest to streets and sidewalks, particularly where building façades are long.	<i>Complies: Planters near Lobby define entrance. Landscape planters are raised to help reinforce the zero setback of the building façade.</i>
E.3.6.07	Guideline	Landscaping of private open spaces should be attractive, durable and drought-resistant.	<i>Complies: There will be a terrace garden on third floor. Low water use plantings are proposed.</i>
E.3.7 Parking, Service and Utilities			
General Parking and Service Access			

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E.3.7.01	Guideline	The location, number and width of parking and service entrances should be limited to minimize breaks in building design, sidewalk curb cuts and potential conflicts with streetscape elements.	<i>Complies: There is one access aisle into the parking garage from the alley. The utility rooms are inside the garage to reduce the impact of these types of spaces on the street.</i>
E.3.7.02	Guideline	In order to minimize curb cuts, shared entrances for both retail and residential use are encouraged. In shared entrance conditions, secure access for residential parking should be provided.	<i>Complies: One driveway entrance is utilized.</i>
E.3.7.03	Guideline	When feasible, service access and loading docks should be located on secondary streets or alleys and to the rear of the building.	<i>Complies: Service access for waste and recycling enclosure is inside the parking garage, covered and out of site. Access will be through the garage.</i>
E.3.7.04	Guideline	The size and pattern of loading dock entrances and doors should be integrated with the overall building design.	<i>Not applicable: Project does not have any loading docks.</i>
E.3.7.05	Guideline	Loading docks should be screened from public ways and adjacent properties to the greatest extent possible. In particular, buildings that directly adjoin residential properties should limit the potential for loading-related impacts, such as noise. Where possible, loading docks should be internal to the building envelope and equipped with closable doors. For all locations, loading areas should be kept clean.	<i>Not applicable: Project does not have any loading docks.</i>
E.3.7.06	Guideline	Surface parking should be visually attractive, address security and safety concerns, retain existing mature trees and incorporate canopy trees for shade. See Section D.5 for more complete guidelines regarding landscaping in parking areas.	<i>Not Applicable: All parking is inside the building.</i>
Utilities			
E.3.7.07	Guideline	All utilities in conjunction with new residential and commercial development should be placed underground.	<i>Complies: Transformer will be placed underground and backflow devises are located in the basement. Overhead lines along the property frontage will be undergrounded as feasible.</i>
E.3.7.08	Guideline	Above ground meters, boxes and other utility equipment should be screened from public view through use of landscaping or by integrating into the overall building design.	<i>Complies: Transformer is located underground near building entrance/main lobby on C2.1. Backflow devices are shown in basement on A2.0. Gas meters are shown on Chestnut Lane side of property in wall recess on A2.1.</i>
Parking Garages			
E.3.7.09	Standard	To promote the use of bicycles, secure bicycle parking shall be provided at the street level of public parking garages. Bicycle parking is also discussed in more detail in Section F.5 "Bicycle Storage Standards and Guidelines."	<i>Complies: 3 short-term bike racks accommodating 2 bicycles per rack are provided adjacent the sidewalk and street curb, see A2.1. Long term bike spaces are provided in the basement for residential and office users.</i>
E.3.7.10	Guideline	Parking garages on downtown parking plazas should avoid monolithic massing by employing change in façade rhythm, materials and/or color.	<i>Complies: Garage design is integrated into the design of the rest of the building.</i>

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<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
E.3.7.11	Guideline	To minimize or eliminate their visibility and impact from the street and other significant public spaces, parking garages should be underground, wrapped by other uses (i.e. parking podium within a development) and/or screened from view through architectural and/or landscape treatment.	<i>Complies: Parking garage is facing Chestnut Lane and has three green walls.</i>
E.3.7.12	Guideline	Whether free-standing or incorporated into overall building design, garage façades should be designed with a modulated system of vertical openings and pilasters, with design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale and massing of surrounding building character.	<i>Complies: Garage is integrated into the design of the building.</i>
E.3.7.13	Guideline	Shared parking is encouraged where feasible to minimize space needs, and it is effectively codified through the plan's off-street parking standards and allowance for shared parking studies.	<i>Complies: The parking on the site will be shared between the office, retail, and residential uses.</i>
E.3.7.14	Guideline	A parking garage roof should be approached as a usable surface and an opportunity for sustainable strategies, such as installment of a green roof, solar panels or other measures that minimize the heat island effect.	<i>Not applicable: Second floor offices are located above the garage.</i>
E.3.8 Sustainable Practices			
Overall Standards			
E.3.8.01	Standard	Unless the Specific Plan area is explicitly exempted, all citywide sustainability codes or requirements shall apply.	<i>Tentatively Complies: Project designed to meet LEED Silver standard, and compliance will be required as part of the building permit.</i>
Overall Guidelines			
E.3.8.02	Guideline	Because green building standards are constantly evolving, the requirements in this section should be reviewed and updated on a regular basis of at least every two years.	<i>Tentatively Complies: Acknowledged by project architect.</i>
Leadership in Energy and Environmental Design (LEED) Standards			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 706-716 Santa Cruz Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
E.3.8.03	Standard	<p>Development shall achieve LEED certification, at Silver level or higher, or a LEED Silver equivalent standard for the project types listed below. For LEED certification, the applicable standards include LEED New Construction; LEED Core and Shell; LEED New Homes; LEED Schools; and LEED Commercial Interiors. Attainment shall be achieved through LEED certification or through a City-approved outside auditor for those projects pursuing a LEED equivalent standard. The requirements, process and applicable fees for an outside auditor program shall be established by the City and shall be reviewed and updated on a regular basis. LEED certification or equivalent standard, at a Silver level or higher, shall be required for:</p> <ul style="list-style-type: none"> • Newly constructed residential buildings of Group R (single-family, duplex and multi-family); • Newly constructed commercial buildings of Group B (occupancies including among others office, professional and service type transactions) and Group M (occupancies including among others display or sale of merchandise such as department stores, retail stores, wholesale stores, markets and sales rooms) that are 5,000 gross square feet or more; • New first-time build-outs of commercial interiors that are 20,000 gross square feet or more in buildings of Group B and M occupancies; and • Major alterations that are 20,000 gross square feet or more in existing buildings of Group B, M and R occupancies, where interior finishes are removed and significant upgrades to structural and mechanical, electrical and/or plumbing systems are proposed. <p>All residential and/or mixed use developments of sufficient size to require LEED certification or equivalent standard under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.</p>	<p><i>Tentatively Complies: Building will comply with the City's green building program. Project designed to meet LEED Silver standard, and compliance will be required as part of the building permit.</i></p>
Leadership in Energy and Environmental Design (LEED) Guidelines			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 706-716 Santa Cruz Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
E.3.8.04	Guideline	<p>The development of larger projects allows for more comprehensive sustainability planning and design, such as efficiency in water use, stormwater management, renewable energy sources and carbon reduction features. A larger development project is defined as one with two or more buildings on a lot one acre or larger in size. Such development projects should have sustainability requirements and GHG reduction targets that address neighborhood planning, in addition to the sustainability requirements for individual buildings (See Standard E.3.8.03 above). These should include being certified or equivalently verified at a LEED-ND (neighborhood development), Silver level or higher, and mandating a phased reduction of GHG emissions over a period of time as prescribed in the 2030 Challenge.</p> <p>The sustainable guidelines listed below are also relevant to the project area. They relate to but do not replace LEED certification or equivalent standard rating requirements.</p>	<p><i>Not applicable: Project site is less than one acre and is not considered a larger project.</i></p>
Building Design Guidelines			
E.3.8.05	Guideline	Buildings should incorporate narrow floor plates to allow natural light deeper into the interior.	<p><i>Complies: The plate heights are 15' for the first level, 12.5' for the second level and 10.5' for the third level. Windows are provided on all side of the building to provide daylight.</i></p>
E.3.8.06	Guideline	Buildings should reduce use of daytime artificial lighting through design elements, such as bigger wall openings, light shelves, clerestory lighting, skylights, and translucent wall materials.	<p><i>Complies: Windows are provided on all sides of the building to provide daylight.</i></p>
E.3.8.07	Guideline	Buildings should allow for flexibility to regulate the amount of direct sunlight into the interiors. Louvered wall openings or shading devices like <i>bris soleils</i> help control solar gain and check overheating. <i>Bris soleils</i> , which are permanent sun-shading elements, extend from the sun-facing façade of a building, in the form of horizontal or vertical projections depending on sun orientation, to cut out the sun's direct rays, help protect windows from excessive solar light and heat and reduce glare within.	<p><i>Complies: Horizontal canopies are used on the third floor. Window fins are used on the second floor to maximize lighting and minimize direct sun light on Santa Cruz. Vertical fins are used on the main lobby for the same purpose.</i></p>
E.3.8.08	Guideline	Where appropriate, buildings should incorporate arcades, trellis and appropriate tree planting to screen and mitigate south and west sun exposure during summer. This guideline would not apply to downtown, the station area and the west side of El Camino Real where buildings have a narrower setback and street trees provide shade.	<p><i>Not applicable: Project is in Downtown.</i></p>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 706-716 Santa Cruz Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
E.3.8.09	Guideline	Operable windows are encouraged in new buildings for natural ventilation.	<i>Complies: Residential units will have operable windows. Retail storefronts could be operable windows.</i>
E.3.8.10	Guideline	To maximize use of solar energy, buildings should consider integrating photovoltaic panels on roofs.	<i>Tentatively Complies: The roof plan, A2.4, shows two solar ready zones.</i>
E.3.8.11	Guideline	Inclusion of recycling centers in kitchen facilities of commercial and residential buildings shall be encouraged. The minimum size of recycling centers in commercial buildings should be 20 cubic feet (48 inches wide x 30 inches deep x 24 inches high) to provide for garbage and recyclable materials.	<i>Complies: Recycling and compost will be provided in the building's trash and recycling enclosure in the garage.</i>
Stormwater and Wastewater Management Guidelines			
E.3.8.12	Guideline	Buildings should incorporate intensive or extensive green roofs in their design. Green roofs harvest rain water that can be recycled for plant irrigation or for some domestic uses. Green roofs are also effective in cutting-back on the cooling load of the air-conditioning system of the building and reducing the heat island effect from the roof surface.	<i>Complies: Planters will be used on the second floor to treat rainwater from the north east portion of the roof.</i>
E.3.8.13	Guideline	Projects should use porous material on driveways and parking lots to minimize stormwater run-off from paved surfaces.	<i>Not applicable: Building has a zero setback. There is no parking lot.</i>
Landscaping Guidelines			
E.3.8.14	Guideline	Planting plans should support passive heating and cooling of buildings and outdoor spaces.	<i>Complies: Three small western redbud trees are shown on the roof and 3 Saratoga laurel street trees are being added to the Chestnut Street side. Residential units have terraces with planting posts. The office space includes terraces with planter areas and pots.</i>
E.3.8.15	Guideline	Regional native and drought resistant plant species are encouraged as planting material.	<i>Complies: See plant palette on L-1. Landscape and plants chosen have low to medium water use needs.</i>
E.3.8.16	Guideline	Provision of efficient irrigation system is recommended, consistent with the City's Municipal Code Chapter 12.44 "Water-Efficient Landscaping".	<i>Complies: City's Municipal Code Chapter 12.44 "Water Efficient Landscaping" will be used.</i>
Lighting Standards			
E.3.8.17	Standard	Exterior lighting fixtures shall use fixtures with low cut-off angles, appropriately positioned, to minimize glare into dwelling units and light pollution into the night sky.	<i>Complies: A7.1 to A7.3 show photometrics for exterior lighting and list lighting fixtures. Wall luminaire's are simple cylinder shaped fixtures with downward directed light. On upper levels the large terraces result in wall sconces being less visible from the street with little impact on night sky.</i>
E.3.8.18	Standard	Lighting in parking garages shall be screened and controlled so as not to disturb surrounding properties, but shall ensure adequate public security.	<i>Tentatively Complies: Acknowledged by project architect. Visibility into parking area would only be at garage opening which would be approximately 25 feet wide and 10 feet high.</i>
Lighting Guidelines			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 706-716 Santa Cruz Compliance Worksheet

Section	Standard or Guideline	Requirement	Evaluation
E.3.8.19	Guideline	Energy-efficient and color-balanced outdoor lighting, at the lowest lighting levels possible, are encouraged to provide for safe pedestrian and auto circulation.	<i>Tentatively Complies: Acknowledged by project architect.</i>
E.3.8.20	Guideline	Improvements should use ENERGY STAR-qualified fixtures to reduce a building's energy consumption.	<i>Tentatively Complies: Acknowledged by project architect.</i>
E.3.8.21	Guideline	Installation of high-efficiency lighting systems with advanced lighting control, including motion sensors tied to dimmable lighting controls or lighting controlled by timers set to turn off at the earliest practicable hour, are recommended.	<i>Tentatively Complies: Acknowledged by project architect.</i>
Green Building Material Guidelines			
E.3.8.22	Guideline	The reuse and recycle of construction and demolition materials is recommended. The use of demolition materials as a base course for a parking lot keeps materials out of landfills and reduces costs.	<i>Tentatively Complies: Acknowledged by project architect.</i>
E.3.8.23	Guideline	The use of products with identifiable recycled content, including post-industrial content with a preference for post-consumer content, are encouraged.	<i>Tentatively Complies: Acknowledged by project architect.</i>
E.3.8.24	Guideline	Building materials, components, and systems found locally or regionally should be used, thereby saving energy and resources in transportation.	<i>Tentatively Complies: Acknowledged by project architect.</i>
E.3.8.25	Guideline	A design with adequate space to facilitate recycling collection and to incorporate a solid waste management program, preventing waste generation, is recommended.	<i>Complies: Recology approved, Trash/Recycle room provided onsite.</i>
E.3.8.26	Guideline	The use of material from renewable sources is encouraged.	<i>Tentatively Complies: Acknowledged by project architect.</i>



Memorandum

Date: July 20, 2017
To: Mr. Daniel Maiel, Hayes Group Architects, Inc.
From: Ricky Williams
Subject: 706 Santa Cruz Avenue Mixed-Use Parking Study

Hexagon Transportation Consultants, Inc. has completed a parking analysis for the proposed mixed-use development at 706 Santa Cruz Avenue in Menlo Park, California. The project proposes the construction of a three-story building including 13,018 square feet (s.f.) of retail space, 19,128 s.f. of office space, and four residential units. The building will replace an existing retail building on the site. The project is providing a total of 55 parking spaces in a surface parking area and in a single level below-grade parking garage. These parking areas will be accessed via a full-access driveway on Chestnut Lane. The purpose of this parking analysis is to assess whether the parking provided by the development is adequate to meet its parking demands.

Parking Requirements

The project site is within the El Camino Real and Downtown Specific Plan zoning area. The parking requirements for the project are based on the Specific Plan requirements and reflect the projects location within the Downtown Shared/Unbundled Parking Area and the Station Area Sphere of Influence. According to the Specific Plan, parking for the first 1.0 FAR can be satisfied by replacing the existing 18 parking spaces. The project site area is 23,454 s.f., which corresponds to 1.0 FAR. Therefore, the proposed retail space (13,018 s.f.) does not require additional parking beyond the replacement of the existing parking. In addition, 10,436 s.f. of the proposed office space also would fall within the 1.0 FAR parking exemption. Thus, the project would need to provide additional parking for only 8,692 s.f. of office space and the proposed four residential units. Based on the requirements set forth in the Specific Plan, the project is required to provide parking at the following rates:

Multi-Family Dwelling – Minimum of one space per dwelling

General Office – minimum of 3.8 spaces per 1,000 s.f. of gross floor area (applied to 8,692 s.f. that is in excess of the first 1.0 FAR).

Based on the parking requirements for each use, the project is required to provide 55 total parking spaces, including replacement of 18 existing spaces, 4 spaces for the residential use, and 33 spaces for the office use. The project, as proposed, would provide parking at a rate equal to the Specific Plan requirements. The Specific Plan allows mixed-use developments to submit a shared parking study to the City of Menlo Park to justify a reduction in parking.

Shared Parking Analysis

Since the project proposes complementary land uses, some of the on-site parking can be shared between the office, retail and residential uses. An analysis was conducted to determine the number of parking spaces that could be shared. The parking analysis is based on the Urban Land Institute's publication entitled *Shared Parking*, which provides parking occupancy rates for many land uses

according to the time of day. The parking occupancy rates can be applied to the peak parking demand for each proposed land use. Comparing the parking requirement for each land use separately with the cumulative parking demand for all land uses will show whether or not parking demand can be reduced through implementation of a shared parking plan.

Table 1 shows the parking occupancy and the potential for shared parking between the three proposed land uses. The table is based on the City's parking code rates and not based on the parking demand rates in the ULI *Shared Parking* publication. That publication is used to show how parking demand varies throughout the day. During the midday, the office and retail uses would require up to their maximum parking supply, whereas the residential use would not. The results show that parking demand for the three proposed land uses are complementary and that some spaces associated with the residential component of the project would remain vacant during the peak midday hours.

According to the shared parking analysis, the maximum parking demand for the project would occur at approximately 2:00 PM, when a total of 53 spaces would be demanded. Therefore, the proposed 55 parking spaces on site would be adequate to meet the maximum parking demand for the three uses together.

Table 1
Shared Parking Analysis

Hour of Day	Retail & Office up to 1.0 FAR ¹		Office Space >1.0 FAR ³		Residential		Total Demand	
	Wkdy	Wknd	Wkdy	Wknd ²	Wkdy	Wknd	Wkdy	Wknd
Parking Demand by Hour								
6 a.m.	1	1	1	0	4	4	6	5
7 a.m.	1	1	9	1	4	4	14	6
8 a.m.	4	3	23	4	3	3	30	10
9 a.m.	8	7	30	6	3	3	41	16
10 a.m.	12	10	33	6	3	3	48	20
11 a.m.	16	13	32	7	3	3	50	23
Noon	17	15	28	6	3	3	48	24
1 p.m.	18	17	28	6	3	3	49	25
2 p.m.	17	18	33	4	3	3	53	25
3 p.m.	17	18	32	3	3	3	51	24
4 p.m.	17	17	28	1	3	3	47	22
5 p.m.	17	16	16	1	3	3	36	20
6 p.m.	17	15	8	0	4	4	28	19
7 p.m.	17	14	3	0	4	4	24	18
8 p.m.	15	12	2	0	4	4	21	16
9 p.m.	10	10	1	0	4	4	15	14
10 p.m.	6	7	0	0	4	4	10	11
11 p.m.	2	3	0	0	4	4	6	7
Midnight	0	0	0	0	4	4	4	4
Required Parking Spaces				Max. Demand				
	18	18	33	7	4	4	53	25
<p>Source: Parking ratios from City of Menlo Park El Camino Real and Downtown Specific Plan. Time of day factors from Urban Land Institute (ULI) <i>Shared Parking, 2nd Edition, 2005</i>.</p> <p><u>Notes:</u></p> <ol style="list-style-type: none"> 1. Time of day factors based on Shopping Center, weighted average of customer (80%) and employee (20%) ratios. 2. Maximum parking demand on the weekend was assumed to be 20% of the parking demand on weekdays. 3. Time of day factors based the ULI <i>Shared Parking</i>, assumes 92% of parking demand is from employees and 8% is from visitors. 								

Conclusions

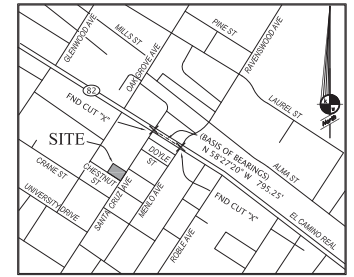
As proposed, the project would meet the parking requirements set forth in the City of Menlo Park's El Camino Real and Downtown Specific Plan. The proposed retail, office, and residential uses will experience varying parking demands throughout the day, which will peak at different times than other uses. A shared parking analysis found that the proposed parking supply would be adequate to meet the combined maximum parking demand for all uses of the mixed-use development.

TENTATIVE MAP

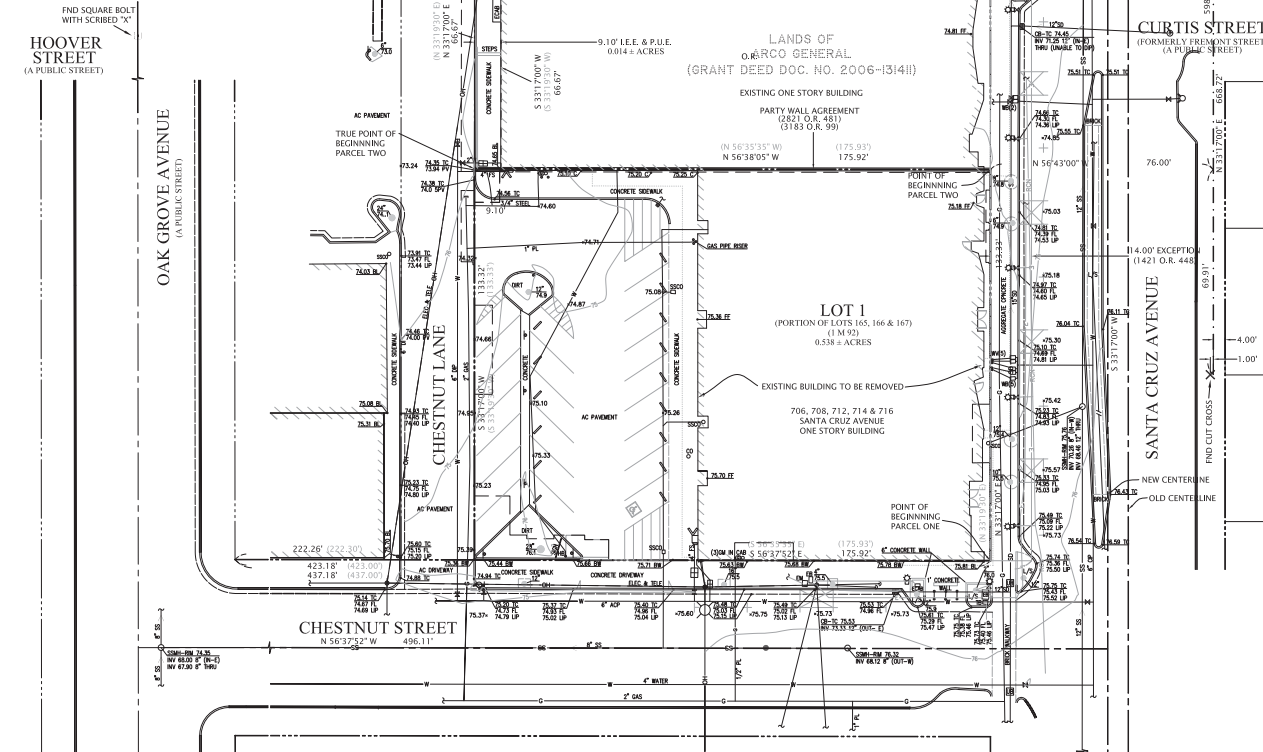
BEING A ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES
FOUR (4) RESIDENTIAL UNITS & TWO (2) COMMERCIAL PARCELS
WITH RIGHTS RESERVED FOR NOT TO EXCEED TEN (10) COMMERCIAL CONDOMINIUMS
706-716 SANTA CRUZ AVENUE

SHEET INDEX

EXISTING CONDITIONS	1
PROPOSED CONDITIONS LOWER LEVEL	2
PROPOSED CONDITIONS GROUND LEVEL	3
CONCEPTUAL GRADING, DRAINAGE & UTILITY PLAN	4
PRELIMINARY STORM WATER MANAGEMENT PLAN	5-6
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FIRE ACCESS PLAN	8
CONCEPTUAL EROSION CONTROL PLAN	9-10



VICINITY MAP
NOT TO SCALE



NOTES

- RECORD OWNERS: 706-716 SANTA CRUZ AVENUE, LLC, 700 SANTA CRUZ AVENUE, MENLO PARK, CA 94025
- SUBDIVIDER: 706-716 SANTA CRUZ AVENUE, LLC, 700 SANTA CRUZ AVENUE, MENLO PARK, CA 94025, PHONE: (415) 260-9008, CONTACT: VASILE C. OROS
- MAP PREPARED BY: KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC., 3350 SCOTT BOULEVARD, BUILDING 22, SANTA CLARA, CA 95054, PHONE: (408) 727-6665, CONTACT: JIMMY R. VIGIL, LS 6256
- A.P.N.: 071-102-250
- EXISTING USE: RETAIL
- PROPOSED USE: OFFICE/RESIDENTIAL
- EXISTING ZONING: SP-ECR/D EL CAMINO REAL/DOWNTOWN SPECIFIC PLAN
- PROPOSED ZONING: NO CHANGE
- GENERAL PLAN: MIXED-USE
- PROPOSED NUMBER OF LOTS: 1
- PROPOSED NUMBER OF RESIDENTIAL UNITS: 4
- PROPOSED NUMBER OF COMMERCIAL PARCELS: 2
- MAXIMUM NUMBER OF POSSIBLE COMMERCIAL CONDOMINIUM UNITS: TEN (10)
- TOTAL ACRES: 0.538 ACRES
- ALL DISTANCES ARE APPROXIMATE.
- NO NEW STREET NAMES PROPOSED.
- THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT PREPARED BY OLD REPUBLIC TITLE COMPANY, ORDER NUMBER 0626029434-JG, DATED MARCH 21, 2017.
- UTILITY CONNECTION AND SIZING INFORMATION IS NOT SHOWN AT THIS TIME DUE TO SCHEMATIC NATURE OF SITE PLAN.
- FLOOD ZONE NOTE: THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 060321 0308 E, DATED OCTOBER 16, 2012, AS BEING LOCATED IN FLOOD ZONE "X". AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- DEK SET IN MASSIVE STRUCTURE, 0.1 MILE SOUTHWEST OF SOUTHERN PACIFIC COMPANY RAILROAD STATION, AT THE INTERSECTION OF SANTA CRUZ AVENUE AND EL CAMINO REAL AT THE ELLIOT BUILDING, IN THE TOP PROJECTION OF FOUNDATION. ELEVATION: 73.95 FEET (DATUM) NAVD 1988
- BASES OF BEARINGS: THE BEARING OF NORTH 58°27'20" WEST TAKEN ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 14, 1991 IN BOOK 64 OF PARCEL MAPS AT PAGES 57-58, SAN MATEO COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.
- UTILITIES: CITY OF MENLO PARK
STORM DRAINAGE: WEST BAY SANITARY DISTRICT
SANITARY SEWER: CALIFORNIA WATER COMPANY
WATER: PACIFIC GAS & ELECTRIC COMPANY
GAS: PACIFIC GAS & ELECTRIC COMPANY
ELECTRIC: PACIFIC GAS & ELECTRIC COMPANY
TELEPHONE: AT&T
CABLE: COMCAST
FIRE: MENLO PARK FIRE PROTECTION DISTRICT

LEGEND

PROPERTY LINE	---	GAS METER	⊙
ADJACENT PROPERTY LINE	- - - -	UTILITY POLE W/ GUY WIRE	⊕
CENTERLINE	---	VALVE	X
TIE LINE	- - - -	CATCH BASIN / DROP INLET	⊗
MONUMENT LINE	---	WATER METER	⊙
BUILDING LINE WITH DOOR	---	FIRE DEPARTMENT CONNECTION	⊕
BUILDING OVERHANG	---	UTILITY BOX (SIZE VARIES)	⊕
LIGHT	⊙	SIGN	⊕
FIRE HYDRANT	⊕	SPOT ELEVATION	⊕
STORM DRAIN MANHOLE	⊕	AERIAL SPOT ELEVATION	⊕
MANHOLE	⊕	CONTOUR	⊕
CLEAN OUT	⊕		

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BL	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
DOC.	DOCUMENT
EB	ELECTRIC BOX
ECAB	ELECTRIC CABINET
FL	FLOW LINE
FND	FOUND
FSA	FIRE SPRINKLER ALARM
HB	HOBSEBS
IND	INDICES/EGRESS EASEMENT
LIP	LIP OF GUTTER
NO.	NUMBER
O.R.	OFFICIAL RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
WB	WATER BOX

PREPARED BY: *J.R. Vigil*
PRINT NAME: JIMMY R. VIGIL, PLS 6256
TITLE: ASSOCIATE
DATE: 11-3-2017



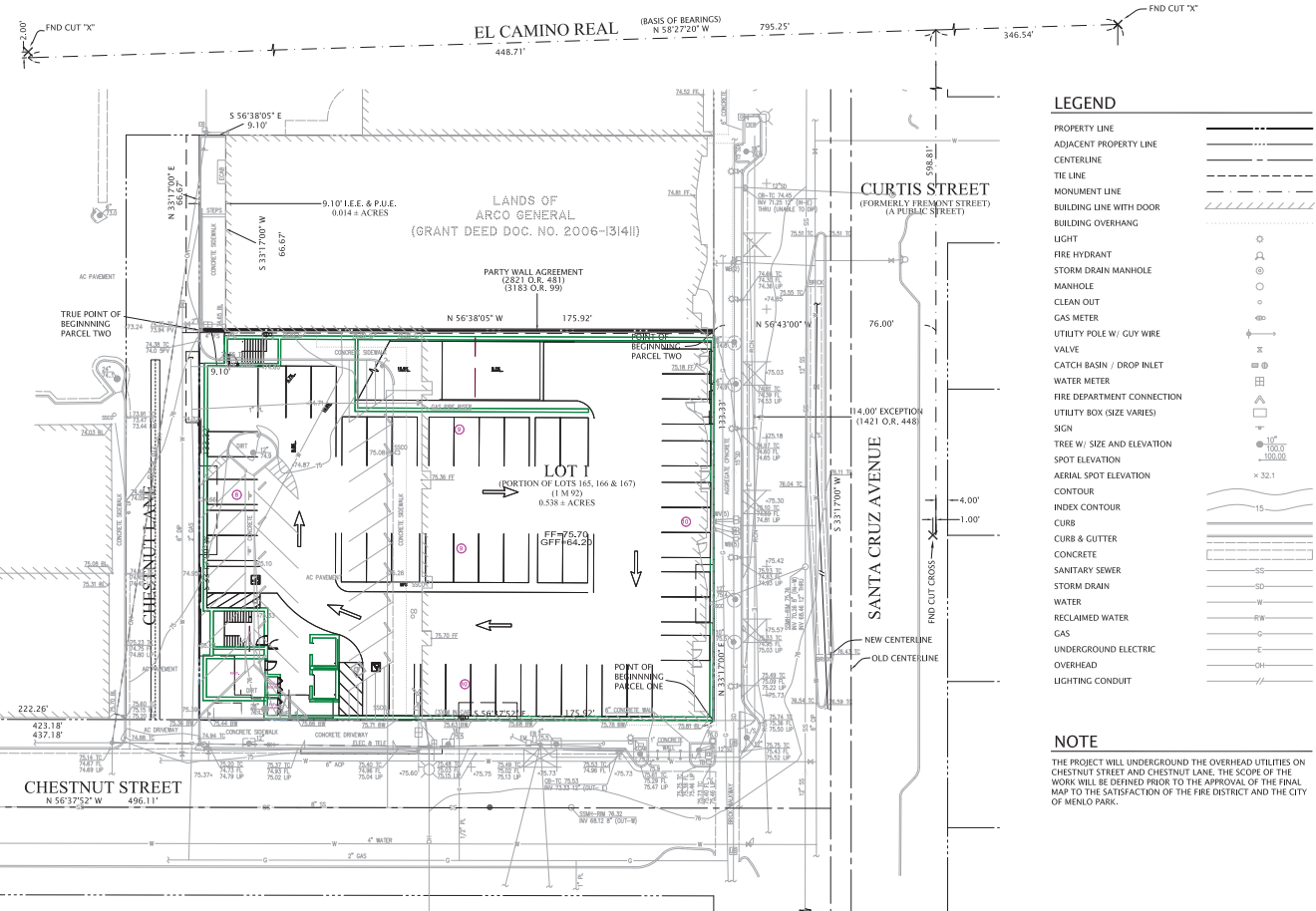
EXISTING CONDITIONS

TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.

706-716 SANTA CRUZ AVENUE
MENLO PARK

DATE: NOV., 2017
SCALE: 1" = 20'
DESIGNER: JRW
DRAFTER: JP
JOB: A14009-1
SHEET: 1
OF 10 SHEETS

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
3350 Scott Boulevard, Building 22
Santa Clara, California 95054
(408) 727-6665
(408) 727-6664



LEGEND

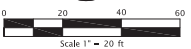
- PROPERTY LINE ————
- ADJACENT PROPERTY LINE - - - - -
- CENTERLINE ————
- TIE LINE - - - - -
- MONUMENT LINE ————
- BUILDING LINE WITH DOOR ————
- BUILDING OVERHANG ————
- LIGHT ○
- FIRE HYDRANT ⊕
- STORM DRAIN MANHOLE ⊕
- MANHOLE ⊕
- CLEAN OUT ⊕
- GAS METER ⊕
- UTILITY POLE W/ GUY WIRE ⊕
- VALVE ⊕
- CATCH BASIN / DROP INLET ⊕
- WATER METER ⊕
- FIRE DEPARTMENT CONNECTION ⊕
- UTILITY BOX (SIZE VARIES) ⊕
- SIGN ⊕
- TREE W/ SIZE AND ELEVATION ⊕
- SPOT ELEVATION ⊕
- AERIAL SPOT ELEVATION ⊕
- CONTOUR ————
- INDEX CONTOUR ————
- CURB & GUTTER ————
- CONCRETE ————
- SANITARY SEWER ————
- STORM DRAIN ————
- WATER ————
- RECLAIMED WATER ————
- GAS ————
- UNDERGROUND ELECTRIC ————
- OVERHEAD ————
- LIGHTING CONDUIT ————

ABBREVIATIONS

- AC ASPHALTIC CONCRETE
- BL BUILDING
- BW BACK OF WALK
- CR CATCH BASIN
- DOC DOCUMENT
- EB ELECTRIC BOX
- ECAB ELECTRIC CABINET
- FL FLOW LINE
- FND FOUND
- FSA FIRE SPRINKLER ALARM
- HB HOSEBOX
- I.E.G. INGRESS/EGRESS EASEMENT
- LIP LIP OF CUTTER
- NO. NUMBER
- O.R. OFFICIAL RECORD
- P.U.E. PUBLIC UTILITY EASEMENT
- SSCO SANITARY SEWER CLEAN OUT
- SSMH SANITARY SEWER MANHOLE
- TR TELEPHONE BOX
- TC TOP OF CURB
- WB WATER BOX

NOTE

THE PROJECT WILL UNDERGROUND THE OVERHEAD UTILITIES ON CHESTNUT STREET AND CHESTNUT LANE. THE SCOPE OF THE WORK WILL BE DEFINED PRIOR TO THE APPROVAL OF THE FINAL MAP TO THE SATISFACTION OF THE FIRE DISTRICT AND THE CITY OF MENLO PARK.



PROPOSED CONDITIONS
SITE PLAN - LOWER LEVEL

BY	REVISED	DATE	NOV., 2017	SCALE	1" = 20'	KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. 3350 Scott Boulevard, Building 22 Santa Clara, California 95054 (408) 277-0665 (408) 727-9564	DESIGNER	JRJ	
REVISION		REVISION	12/1/2017					DRAFTER	JP
REVISION		REVISION						JOB	A14009-1
								SHEET	2
								OF	10 SHEETS

TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.
706-716 SANTA CRUZ AVENUE
MENLO PARK, CALIFORNIA

LEGEND

PROPERTY LINE

ADJACENT PROPERTY LINE

CENTERLINE

EASEMENT

NON-ACCESS

PUMP

STORM DRAIN MANHOLE

CATCH BASIN

MEDIA FILTRATION SYSTEM

SANITARY SEWER MANHOLE

FIRE HYDRANT/FIN-WET BARREL

TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.

GATE VALVE

WATER METER

POST INDICATOR VALVE

FIRE DISTRICT CONNECTION

SPRINKLER SYSTEM RISER

BACK FLOW PREVENTER

CHECK VALVE

REDUCER

LIGHT

GAS METER

TRANSFORMER

SPOT ELEVATION

HANDICAP STALL

CURB

CURB & GUTTER

CONTOUR LINE @ ELEVATION

RIDGE

SANITARY SEWER

STORM DRAIN (UNTREATED)

STORM DRAIN (TREATED)

DOMESTIC WATER SERVICE

FORCE MAIN

FIRE SERVICE

WATER

ELECTRIC

GAS

JOINT TRENCH

POC SIDEWALK

TRUNCATED DOWNS

BD-TREATMENT PLANTING

DRAINAGE FLOW ARROW

100.00

ABBREVIATIONS

BU BUBBLE UP

COMA COMMERCIAL

DWS DOMESTIC WATER SERVICE

EX EXISTING

FDC FIRE DEPARTMENT CONNECTION

FH FIRE HYDRANT

FL FLOW LINE

FS FIRE SERVICE

INV INVERT ELEVATION

IRR IRRIGATION

OVD OVERFLOW DRAIN

R RIDGE

RES RESIDENTIAL

RIM RIM ELEVATION

SD STORM DRAIN

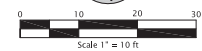
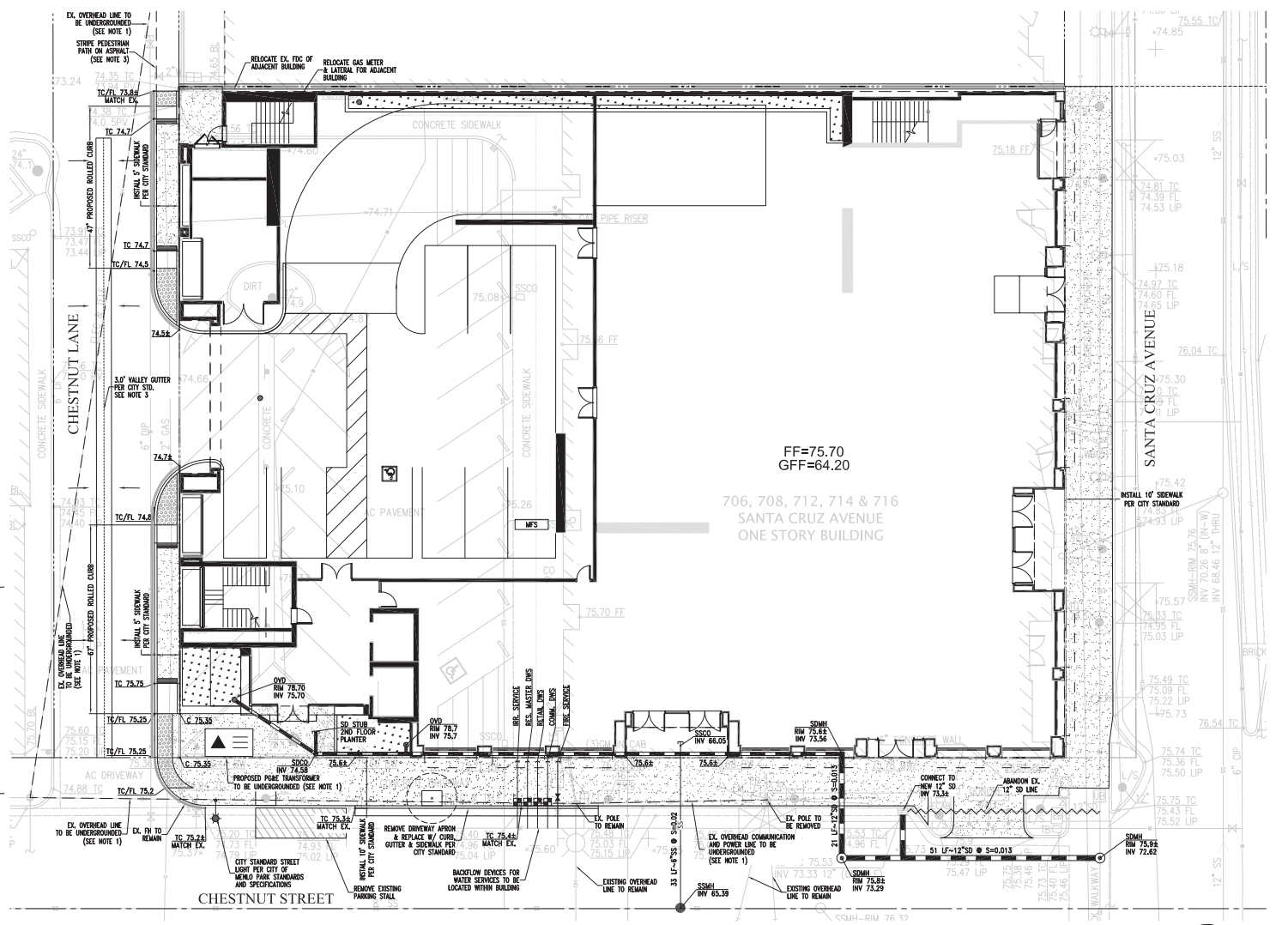
SS SANITARY SEWER

TW TOP OF WALL

VERT VERTICAL

NOTES

- ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. UNDERGROUNDING OF COMMUNICATION AND POWER LINES ALONG CHESTNUT STREET SHALL BE DETERMINED BY P&GE AND FEASIBILITY.
- PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
- DESIGN AND CONFIGURATION OF THE ALLEY-TYPE DRIVE ALONG CHESTNUT LANE SHALL TO BE COORDINATED WITH THE CITY OF MENLO PARK AND ISSUED AS PART OF PERMIT DRAWINGS.
- EXISTING STREET LIGHTS SHALL BE REFRUBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
- ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
- BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
- REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
- IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



**PROPOSED CONDITIONS
SITE-GROUND LEVEL**

DATE NOV., 2017
 SCALE 1" = 10'
 DESIGNER JRW
 DRAFTER JP
 JOB A14003-1
 SHEET 3
 OF 10 SHEETS

REVISION BY INC. DATE
 REDESIGN COMMENTS 12/11/2017 JF
 REVISION 12/11/2017 JF
 REVISION 12/11/2017 JF

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 3390 Scott Boulevard, Building 22
 (408) 227-6665
 Suite 101, California 95504

TENTATIVE MAP
 FOR: 706-716 SANTA CRUZ AVENUE, LLC.
 706-716 SANTA CRUZ AVENUE
 CALIFORNIA
 MENLO PARK

LEGEND

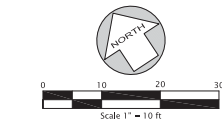
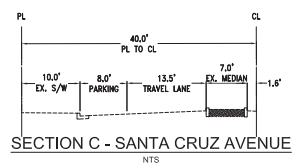
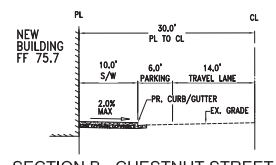
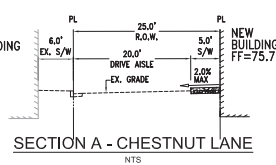
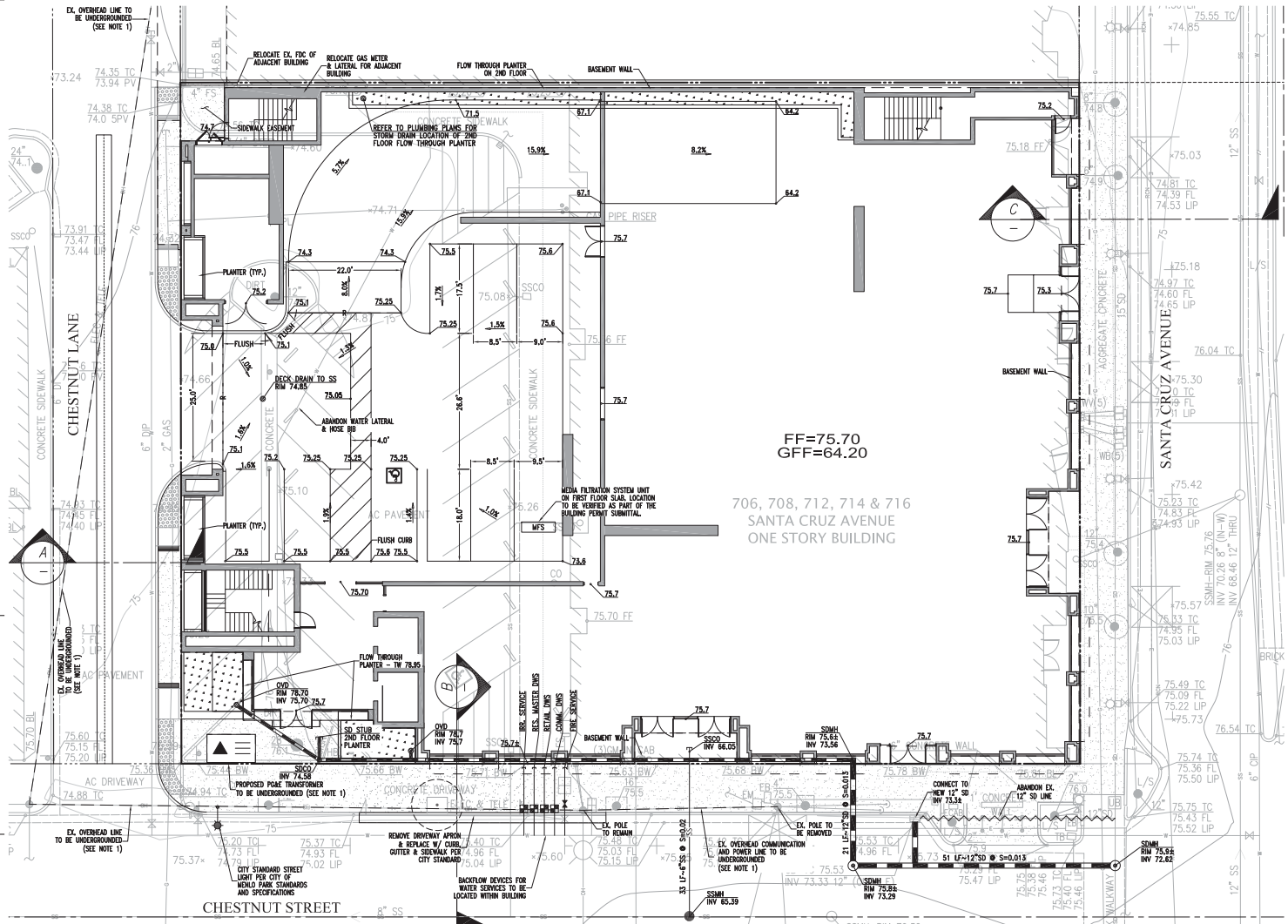
PROPERTY LINE	---
ADJACENT PROPERTY LINE	---
CENTERLINE	---
EASEMENT	---
NON-ACCESS	---
PUMP	⊕
STORM DRAIN MANHOLE	⊙
CATCH BASIN	⊙
MEDIA FILTRATION SYSTEM	⊙
SANITARY SEWER MANHOLE	⊙
FIRE HYDRANT/FHIN-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.	⊙
GATE VALVE	⊕
WATER METER	⊕
POST INDICATOR VALVE	⊕
FIRE DISTRICT CONNECTION	⊕
SPRINKLER SYSTEM RISER	⊕
BACK FLOW PREVENTER	⊕
CHECK VALVE	⊕
REDUCER	⊕
LIGHT	⊕
GAS METER	⊕
TRANSFORMER	⊕
SPOT ELEVATION	⊕
HANDICAP STALL	⊕
CURB	⊕
CURB & GUTTER	⊕
CONTOUR LINE BY ELEVATION	---
RIDGE	---
SANITARY SEWER	---
STORM DRAIN (UNTREATED)	---
STORM DRAIN (TREATED)	---
DOMESTIC WATER SERVICE	---
FORCE MAIN	---
FIRE SERVICE	---
WATER	---
ELECTRIC	---
GAS	---
JOINT TRENCH	---
PCC SIDEWALK	---
TRUNCATED DOMES	---
BIO-TREATMENT PLANTING	---

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W	WITH

NOTES

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- BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
- REFER TO SHEET C2-1 FOR OFF-SITE IMPROVEMENT DESIGN INFORMATION.



CONCEPTUAL GRADING, DRAINAGE, & UTILITY PLAN

BY	
REVISION	
DATE	
BY	
REVISION	
DATE	
BY	
REVISION	
DATE	
BY	
REVISION	
DATE	

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
4080 227 6665
3390 Scott Boulevard, Building 22
San Jose, California 95134
(408) 227-6665
(408) 227-9841

TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.
706-716 SANTA CRUZ AVENUE
CALIFORNIA

DATE NOV., 2017
SCALE 1" = 10'
DESIGNER JRW
DRAFTER JP
JOB A14003-1
SHEET 4
OF 10 SHEETS

LEGEND

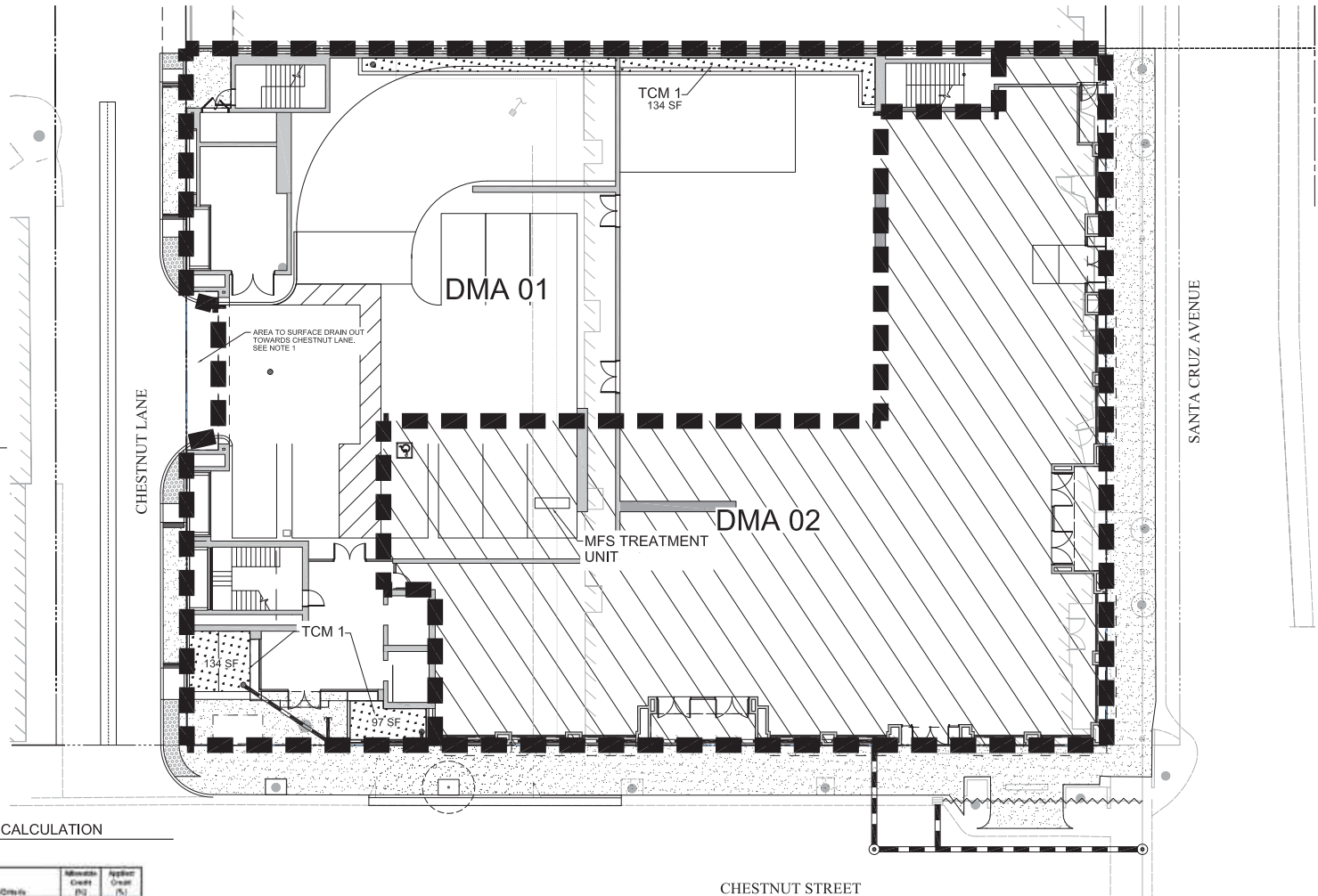
DRAINAGE AREA LIMITS	
TREATMENT AREA	
MEDIA FILTER SYSTEM (MFS) UNIT	
TREATMENT AREA	
DRAINAGE MANAGEMENT AREA	DMA
TREATMENT CONTROL MEASURE	TCM

IMPERVIOUS/PERVIOUS TABLE

EXISTING SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22966	97.9
PERVIOUS	489	2.1
TOTAL	23455	100.0
C-FACTOR	0.89	
PROPOSED SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22840	97.4
PERVIOUS	615	2.6
TOTAL	23455	100.0
C-FACTOR	0.88	

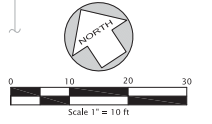
NOTES

- SMALL AREA NEAR MAIN ENTRY TO BUILDING SHALL DRAIN OUT TOWARDS CHESTNUT LANE (~200 SF). THIS AREA WILL BE AFFECTED BY TIRE WASH AND SMALL AMOUNTS OF RAIN THAT FALL UNDER THE 2ND FLOOR TERRACE AREA.



LID TREATMENT REDUCTION CREDIT CALCULATION

Category	Impervious Area (sq. ft.)	Site Coverage (%)	Project Impervious Factor	Benefit/Credits	Available Credits (%)	Applied Credits (%)
1	22966	97.9	0.89	None	0%	0%
2	489	2.1	0.89	None	0%	0%
3	23455	100.0	0.89	None	0%	0%
4	22840	97.4	0.88	None	0%	0%
5	615	2.6	0.88	None	0%	0%
6	23455	100.0	0.88	None	0%	0%
7	134	0.6	0.88	None	0%	0%
8	97	0.4	0.88	None	0%	0%
9	23455	100.0	0.88	None	0%	0%
10	23455	100.0	0.88	None	0%	0%
11	23455	100.0	0.88	None	0%	0%
12	23455	100.0	0.88	None	0%	0%
13	23455	100.0	0.88	None	0%	0%
14	23455	100.0	0.88	None	0%	0%
15	23455	100.0	0.88	None	0%	0%
16	23455	100.0	0.88	None	0%	0%
17	23455	100.0	0.88	None	0%	0%
18	23455	100.0	0.88	None	0%	0%
19	23455	100.0	0.88	None	0%	0%
20	23455	100.0	0.88	None	0%	0%
21	23455	100.0	0.88	None	0%	0%
22	23455	100.0	0.88	None	0%	0%
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24	23455	100.0	0.88	None	0%	0%
25	23455	100.0	0.88	None	0%	0%
26	23455	100.0	0.88	None	0%	0%
27	23455	100.0	0.88	None	0%	0%
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47	23455	100.0	0.88	None	0%	0%
48	23455	100.0	0.88	None	0%	0%
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51	23455	100.0	0.88	None	0%	0%
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53	23455	100.0	0.88	None	0%	0%
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60	23455	100.0	0.88	None	0%	0%
61	23455	100.0	0.88	None	0%	0%
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63	23455	100.0	0.88	None	0%	0%
64	23455	100.0	0.88	None	0%	0%
65	23455	100.0	0.88	None	0%	0%
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72	23455	100.0	0.88	None	0%	0%
73	23455	100.0	0.88	None	0%	0%
74	23455	100.0	0.88	None	0%	0%
75	23455	100.0	0.88	None	0%	0%
76	23455	100.0	0.88	None	0%	0%
77	23455	100.0	0.88	None	0%	0%
78	23455	100.0	0.88	None	0%	0%
79	23455	100.0	0.88	None	0%	0%
80	23455	100.0	0.88	None	0%	0%
81	23455	100.0	0.88	None	0%	0%
82	23455	100.0	0.88	None	0%	0%
83	23455	100.0	0.88	None	0%	0%
84	23455	100.0	0.88	None	0%	0%
85	23455	100.0	0.88	None	0%	0%
86	23455	100.0	0.88	None	0%	0%
87	23455	100.0	0.88	None	0%	0%
88	23455	100.0	0.88	None	0%	0%
89	23455	100.0	0.88	None	0%	0%
90	23455	100.0	0.88	None	0%	0%
91	23455	100.0	0.88	None	0%	0%
92	23455	100.0	0.88	None	0%	0%
93	23455	100.0	0.88	None	0%	0%
94	23455	100.0	0.88	None	0%	0%
95	23455	100.0	0.88	None	0%	0%
96	23455	100.0	0.88	None	0%	0%
97	23455	100.0	0.88	None	0%	0%
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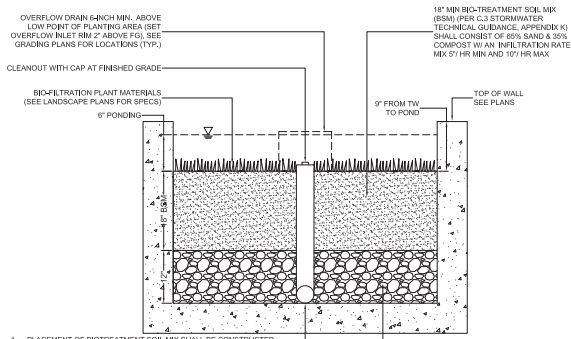


PRELIMINARY STORMWATER MANAGEMENT PLAN

DATE	NOV., 2017
SCALE	1" = 20'
DESIGNER	JRW
DRAFTER	JP
JOB	A14003-1
SHEET	5
OF 10 SHEETS	

TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.
 706-716 SANTA CRUZ AVENUE
 MENLO PARK
 CALIFORNIA

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 3350 Scott Boulevard, Building 22
 Santa Clara, California 95054
 (408) 727-9665
 (408) 727-1941



- PLACEMENT OF BIOTREATMENT SOIL MIX SHALL BE CONSTRUCTED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
- SOIL AT BOTTOM OF RETENTION AREA SHALL HAVE A MINIMUM PERCOLATION RATE OF 5 INCHES/HOUR AND A MAXIMUM RATE OF 10 INCHES/HOUR.
- IN-SITE TESTING SHALL BE PERFORMED BY THE SOILS ENGINEER BEFORE AND AFTER SOIL INSTALLATION TO VERIFY PERCOLATION RATE.
- SEE STRUCTURAL PLANS FOR PLANTER WALL STRUCTURAL SPECIFICATIONS.

FLOW THROUGH PLANTER DETAIL

MFS UNIT CALCULATIONS

MFS TREATED IMPERVIOUS AREA	11,536 S.F.
SITE TREATED IMPERVIOUS AREA	23,295 S.F.
MFS TREATMENT	49.5%

MFS UNIT CALCULATIONS						
AREA	IMPR	PERV	TOTAL	C-FACTOR	Q (2-YR STORM)	Q (10-YR STORM)
DMA 02	11,536	0	11,536	0.90	0.048	0.429
					RELO	PRD'D
					1.2	2

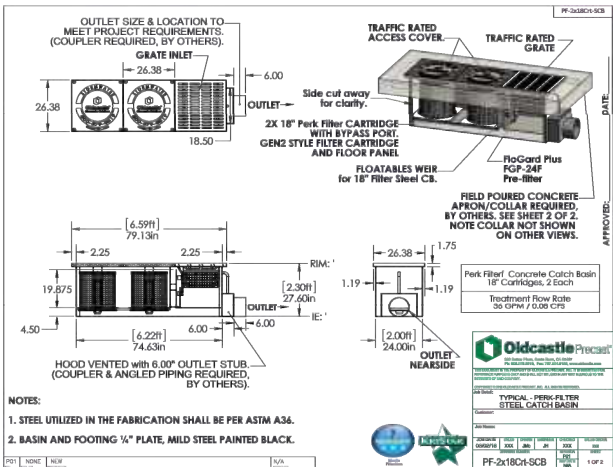
LID TREATMENT CALCULATIONS (4% RULE)

TREATMENT CALCULATIONS						
AREA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL (SF)	PERVIOUS AREA * 0.1 (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)
DMA 01	11,759	615	12,374	61.5	11,821	473

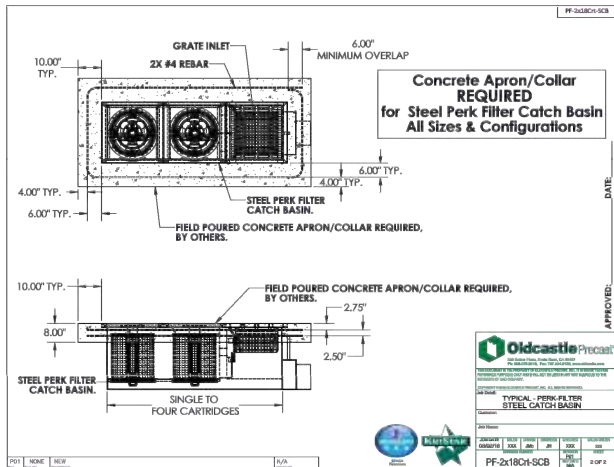
BIOTREATMENT INSPECTION & MAINTENANCE

INSPECTION ACTIVITIES	SUGGESTED FREQUENCY
<ul style="list-style-type: none"> INSPECT AFTER SEEDING AND AFTER FIRST MAJOR STORMS FOR ANY DAMAGES. 	POST-CONSTRUCTION
<ul style="list-style-type: none"> INSPECT FOR SIGNS OF EROSION, DAMAGE TO VEGETATION, CHANNELIZATION OF FLOW, DEBRIS AND LITTER, AND AREAS OF SEDIMENT ACCUMULATION. PERFORM INSPECTIONS AT THE BEGINNING AND END OF THE WET SEASON. ADDITIONAL INSPECTIONS AFTER PERIODS OF HEAVY RAINOFF ARE DESIRABLE. 	SEM-ANNUAL
<ul style="list-style-type: none"> INSPECT VEGETATION ALONG SLOPES FOR EROSION AND FORMATION OF RILLS OR GULLIES, AND SAND/SOIL BED FOR EROSION PROBLEMS. 	ANNUAL

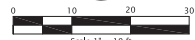
MAINTENANCE ACTIVITIES	SUGGESTED FREQUENCY
<ul style="list-style-type: none"> MOW IF GRASS IS PLANTED, TO MAINTAIN A HEIGHT OF 3-4 INCHES. FOR SAFETY, AESTHETIC, OR OTHER PURPOSES. LITTER SHOULD ALWAYS BE REMOVED PRIOR TO MOWING. CLIPPING SHOULD BE COMPOSTED. IRRIGATE BIOTREATMENT AREAS DURING DRY SEASON (APRIL THROUGH OCTOBER) OR WHEN NECESSARY TO MAINTAIN THE VEGETATION. PROVIDE WEED CONTROL, IF NECESSARY TO CONTROL INVASIVE SPECIES. 	AS NEEDED (FREQUENT, SEASONALLY)
<ul style="list-style-type: none"> REMOVE LITTER, BRANCHES, ROCKS BLOCKAGES AND OTHER DEBRIS AND DEPOSE OF PROPERLY. REPAIR ANY DAMAGED AREAS WITHIN A CHANNEL IDENTIFIED DURING INSPECTIONS. EROSIONS RILLS OR GULLIES SHOULD BE CORRECTED AS NEEDED. BARE AREAS SHOULD BE REPLANTED AS NECESSARY. 	SEM-ANNUAL
<ul style="list-style-type: none"> CORRECT EROSION PROBLEMS IN THE SAND/SOIL BED OF DRY BIOTREATMENT AREAS. PLANT AN ALTERNATIVE GRASS SPECIES IF THE ORIGINAL GRASS COVER HAS NOT BEEN SUCCESSFULLY ESTABLISHED. RESEED AND APPLY MULCH TO DAMAGED AREAS. 	ANNUAL (AS NEEDED)
<ul style="list-style-type: none"> REMOVE ALL ACCUMULATED SEDIMENT THAT MAY OBSTRUCT FLOW THROUGH THE BIOTREATMENT AREAS. SEDIMENT ACCUMULATING NEAR CULVERTS AND IN CHANNELS SHOULD BE REMOVED WHEN IT BUILDS UP TO 3 IN. AT ANY SPOT, OR COVERS VEGETATION, OR ONCE IT HAS ACCUMULATED TO 10% OF THE ORIGINAL DESIGN VOLUME. REPLACE THE GRASS AREAS DAMAGED IN THE PROCESS. ROTOTILL OR CULTIVATE THE SURFACE OF THE SAND/SOIL BED OF DRY BIOTREATMENT AREAS IF THE BIOTREATMENT AREAS DOES NOT DRAW DOWN WITHIN 48 HOURS. 	AS NEEDED (INFREQUENT)



MFS UNIT DETAIL



PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS & DETAILS



BY:	
DATE:	
BY:	
DATE:	
BY:	
DATE:	
BY:	
DATE:	
BY:	
DATE:	
BY:	
DATE:	

REVISION COMMENTS 12/17/2017

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 (408) 727-6665
 3350 Scott Boulevard, Building 32
 Santa Clara, California 95054
 (408) 727-1941

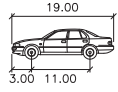
TENTATIVE MAP

FOR: 706-716 SANTA CRUZ AVENUE, LLC.

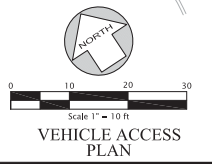
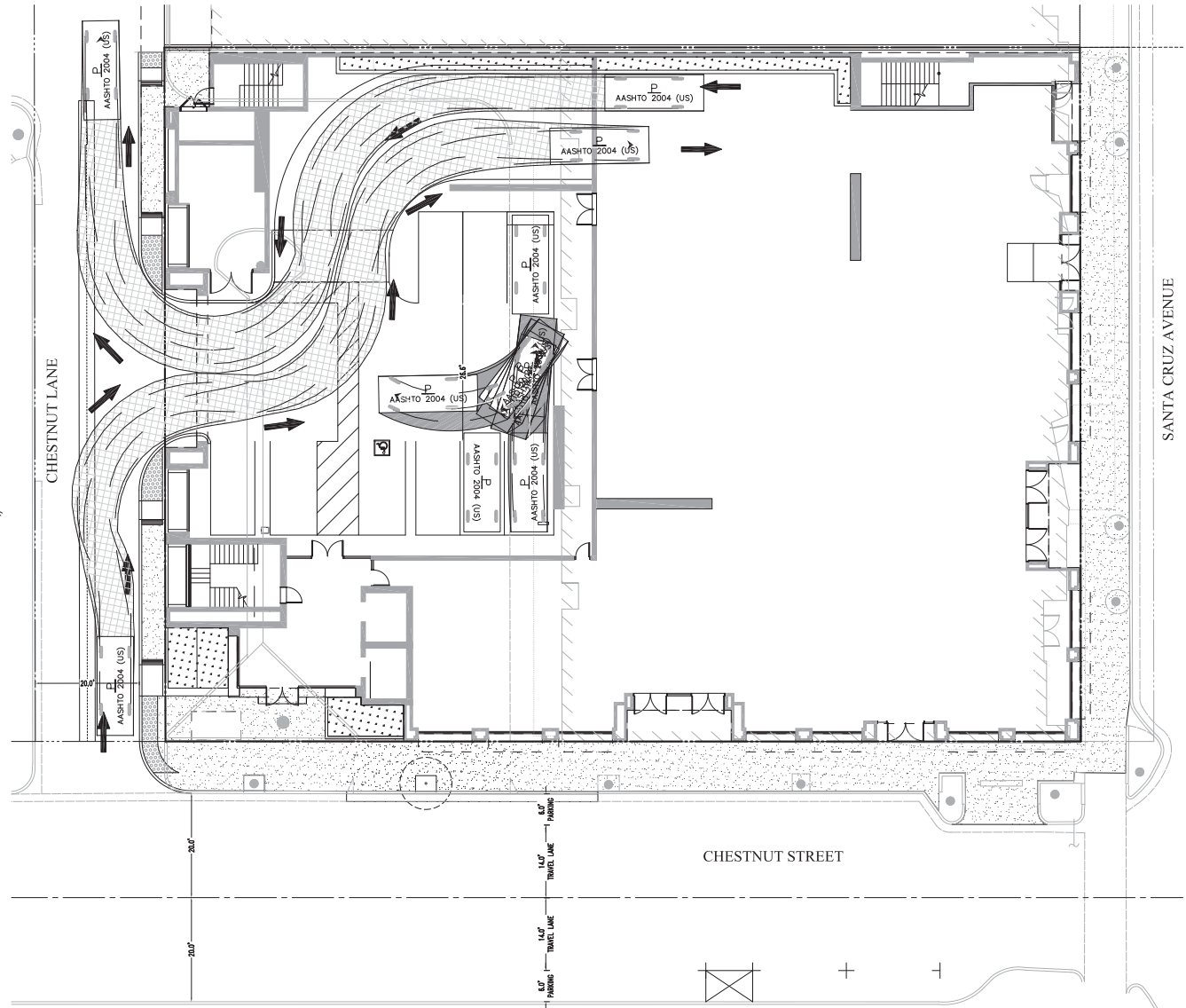
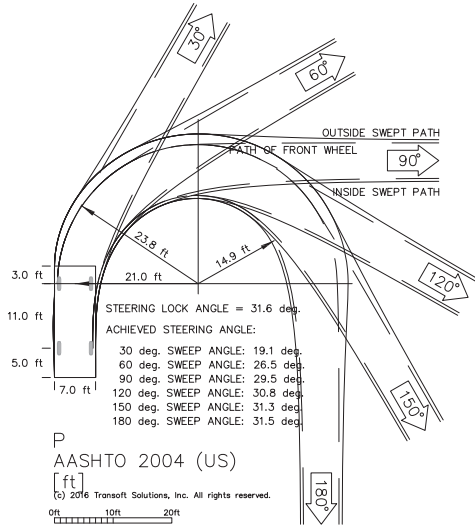
706-716 SANTA CRUZ AVENUE
 CALIFORNIA

MENLO PARK

DATE:	NOV., 2017
SCALE:	1" = 10'
DESIGNER:	JRV
DRAFTER:	JP
JOB:	A14003-1
SHEET:	6
OF 10 SHEETS	



P
 Width : 7.00 feet
 Track : 6.00 feet
 Lock to Lock Time : 6.0
 Steering Angle : 31.6



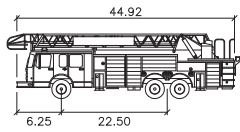
DATE	NOV., 2017
SCALE	1" = 10'
DESIGNER	JRV
DRAFTER	JP
JOB	A14003-1
SHEET	7
OF	10 SHEETS

MENLO PARK

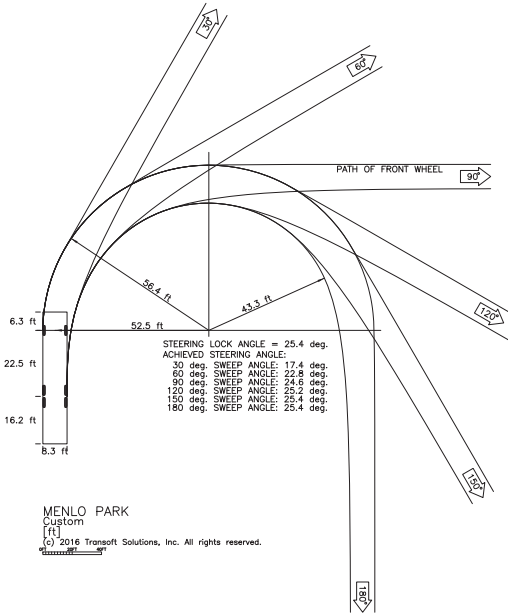
TENTATIVE MAP
 FOR: 706-716 SANTA CRUZ AVENUE, LLC.
 706-716 SANTA CRUZ AVENUE
 CALIFORNIA

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 (408) 727-8665
 (408) 727-1841

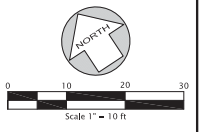
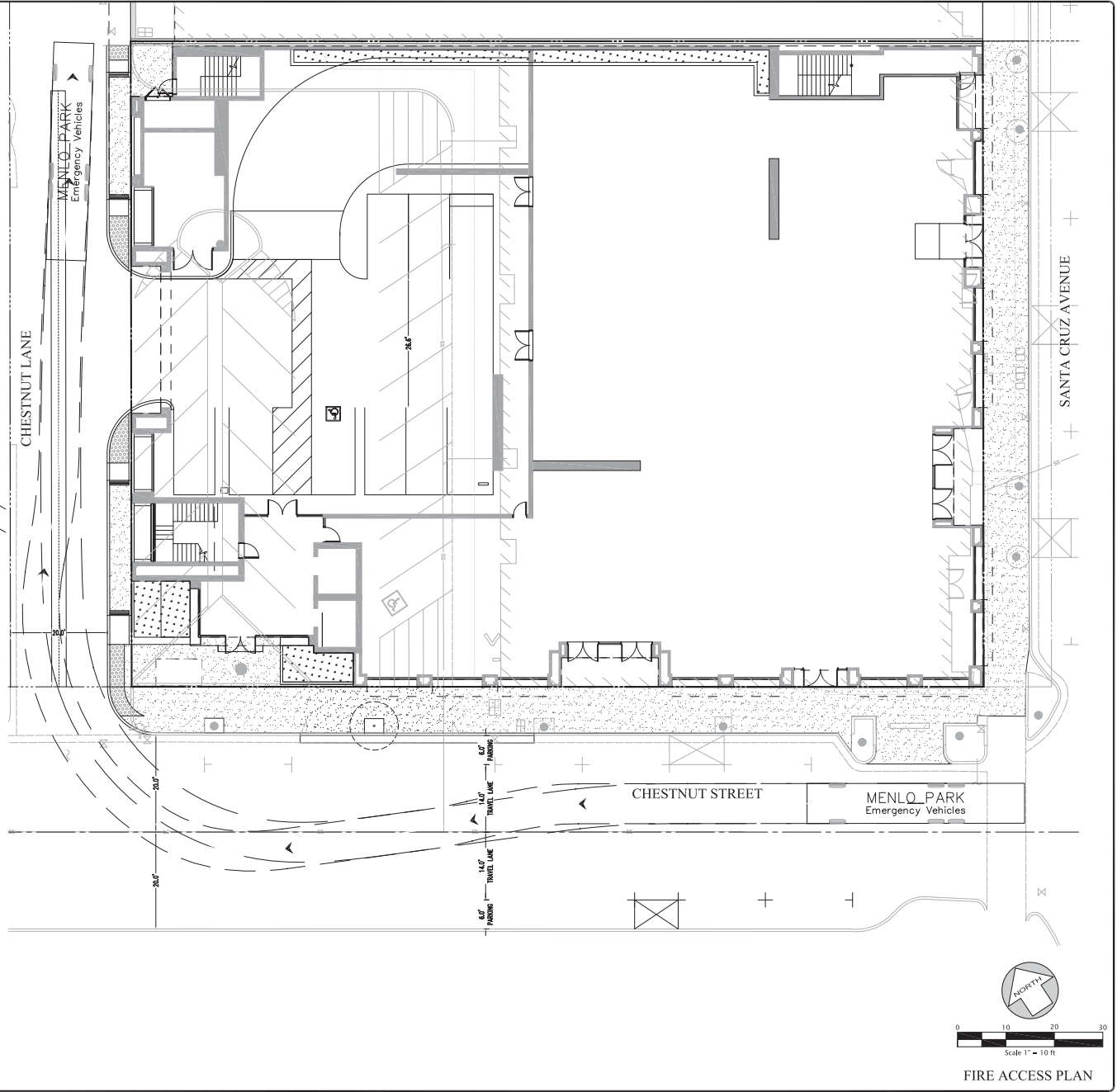
REVISION COMMENTS 12/15/2017
 BY: INC. JRV
 REVISION



MENLO PARK feet
 Width : 8.25
 Track : 8.25
 Lock to Lock Time : 6.0
 Steering Angle : 25.4



MENLO PARK
 Custom
 © 2016 Transoft Solutions, Inc. All rights reserved.



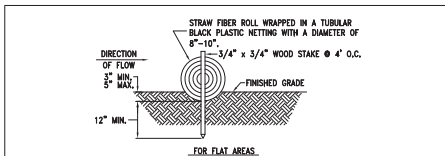
FIRE ACCESS PLAN

DATE	NOV., 2017
SCALE	1" = 10'
DESIGNER	JRW
DRAFTER	JP
JOB	A14003-1
SHEET	8
OF	10 SHEETS

TENTATIVE MAP
 FOR: 706-716 SANTA CRUZ AVENUE, LLC.
 MENLO PARK
 CALIFORNIA

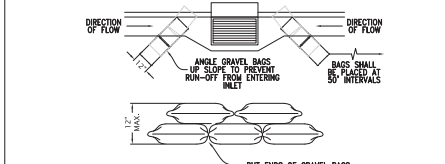
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 3350 Scott Boulevard, Building 22
 Santa Clara, California 95054
 (408) 727-6665
 (408) 727-7841

REVISIONS:
 NO. DATE BY
 1 12/17/2017 JRW
 2 12/17/2017 JRW
 3 12/17/2017 JRW
 4 12/17/2017 JRW



- NOTES:**
- FIBER ROLL COMPOSED OF BIO-DEGRADABLE FIBERS STUFFED INTO A PHOTO-DEGRADABLE OPEN WEAVE NETTING.
 - FIBER ROLL EROSION BARRIER TRAPS SEDIMENT AND REDUCES SHEET AND HILL SIDE EROSION BY REDUCING SLOPE GRADIENT, IT INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
 - FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH 3"-6" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.

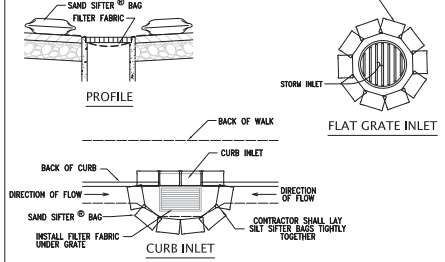
FIBER ROLL EROSION BARRIER



- MATERIALS:**
- BAG MATERIAL:** BAGS SHALL BE WOVEN POLYPROPYLENE, POLYETHYLENE OR POLYAMIDE FABRIC, MINIMUM UNIT WEIGHT 135 G/M² (FOUR OUNCES PER SQUARE YARD), WALKER BURST STRENGTH EXCEEDING 2,070 LBS (300 POUNDS) IN CONFORMANCE WITH THE REQUIREMENTS IN ASTM DESIGNATION D3786, AND ULTRAVIOLET STABILITY EXCEEDING 70% IN CONFORMANCE WITH THE REQUIREMENTS IN ASTM DESIGNATION D3886.
 - BAG SIZE:** EACH GRAVEL-FILLED BAG SHALL HAVE A LENGTH OF 450 MM (18 IN), WIDTH OF 300 MM (12 IN), THICKNESS OF 75 MM (3 IN), AND MASS OF APPROXIMATELY 15 KG (33 LBS). BAG DIMENSIONS ARE NOMINAL AND MAY VARY BASED ON LOCALLY AVAILABLE MATERIALS. ALTERNATIVE BAG SIZES SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO DEPLOYMENT.
 - FILL MATERIAL:** GRAVEL SHALL BE BETWEEN 10 MM AND 20 MM (0.4 AND 0.8 INCH) IN DIAMETER, AND SHALL BE CLEAN AND FREE FROM CLAY BALLS, ORGANIC MATTER, AND OTHER DELETERIOUS MATERIALS. THE OPENING OF GRAVEL-FILLED BAGS SHALL BE BETWEEN 13 KG AND 22 KG (29 AND 48 LB) IN MASS. FILL MATERIAL IS SUBJECT TO APPROVAL BY THE SOILS ENGINEER.

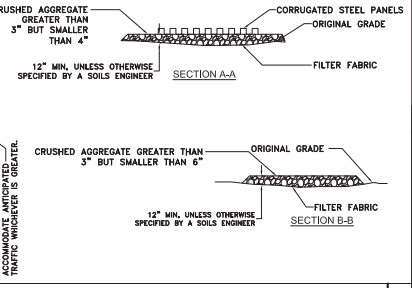
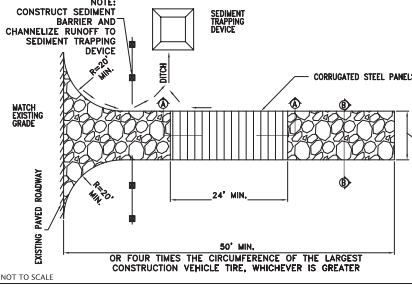
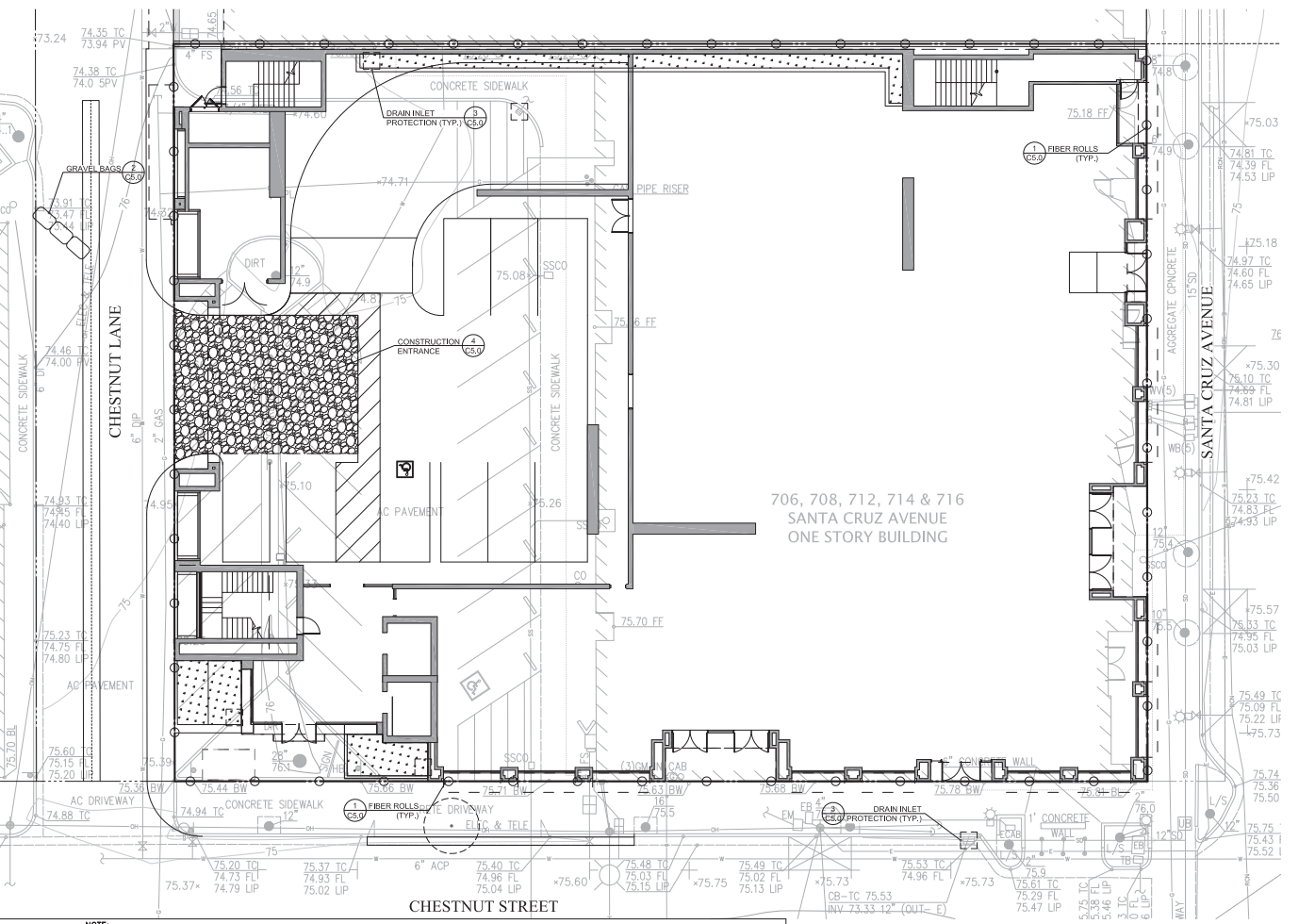
- INSPECTION AND MAINTENANCE:**
- INSPECT GRAVEL BAG BERMS BEFORE AND AFTER EACH RAINFALL EVENT, AND WEEKLY THROUGHOUT THE RAINY SEASON.
 - RESHAPE OR REPLACE GRAVEL BAGS AS NEEDED, OR AS DIRECTED BY THE INSPECTOR.
 - REPAIR WASHOUTS OR OTHER DAMAGES AS NEEDED, OR AS DIRECTED BY THE INSPECTOR.
 - INSPECT GRAVEL BAG BERMS FOR SEDIMENT ACCUMULATIONS AND REMOVE SEDIMENTS WHEN ACCUMULATION REACHES ONE-THIRD OF THE BERM HEIGHT. REMOVED SEDIMENT SHALL BE INCORPORATED IN THE PROJECT AT LOCATIONS DESIGNATED BY THE INSPECTOR OR DISPOSED OF OUTSIDE THE RIGHT-OF-WAY IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS.

GRAVEL BAG



- NOTES:**
- PLACE SAND SIFTER BAGS ON GENTLY SLOPING STREET SEGMENTS WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
 - INSPECT BAGS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. REPLACE BAGS AS NECESSARY. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

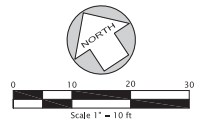
DRAIN INLET PROTECTION



NOTE:
PROTECT ALL INLETS WITHIN 150' OF PROJECT SITE.

LEGEND

DESCRIPTION	SYMBOL
FIBER ROLL EROSION BARRIER	[Symbol: Fiber roll with netting]
DETAIL CALLOUT	[Symbol: Circle with number]
STABILIZED CONSTRUCTION ENTRANCE WITH WASH	[Symbol: Stippled area with arrow]
INLET PROTECTION	[Symbol: Square with crosshairs]
GRAVEL BAG	[Symbol: Row of bags]



TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
3350 Scott Boulevard, Building 22
Santa Clara, California 95054
(408) 227-6665
(408) 727-1941

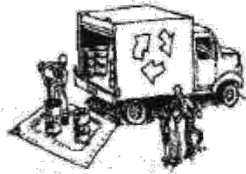
CALIFORNIA
MENLO PARK

DATE: NOV., 2017
SCALE: 1" = 10'
DESIGNER: JRW
DRAFTER: JP
JOB: A14009-1
SHEET: 9
OF 10 SHEETS

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



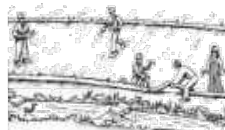
Maintenance and Parking

- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, sand/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- Schedule grading and excavation work during dry weather.
- Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
- If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



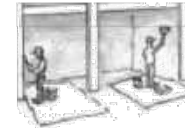
- Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- Stack bagged material on pallets and under cover.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- Divert run-on water from offsite away from all disturbed areas.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to \$10,000 per day!



ARBORIST REPORT

706-716 SANTA CRUZ AVENUE
MENLO PARK, CALIFORNIA
(PLN2016-00111)

Submitted to:

706-716 Santa Cruz Avenue, LLC
700 Santa Cruz Avenue
Menlo Park, CA 94025

Prepared by:

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

Initial: November 10, 2015

Revised: March 5, 2017

Revised: October 16, 2017

Revised: November 20, 2017

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EXHIBITS

<u>EXHIBIT</u>	<u>TITLE</u>
A	TREE INVENTORY TABLE (four sheets)
B	SITE MAP (one sheet)
C	PHOTOGRAPHS (four sheets)

1.0 INTRODUCTION

706-716 Santa Cruz Avenue, LLC is planning to construct a three-story building with a one-level underground parking garage at the addresses of 706, 708, 712, 714 and 716 Santa Cruz Avenue, Menlo Park (titled **706-716 Santa Cruz Avenue**, and located at the north corner of Santa Cruz Avenue and Chestnut Street). As part of the submittal process, the owner has retained me to prepare this *Arborist Report*, which represents an update to a prior one dated 3/5/17. Specific tasks assigned to execute are as follows:

- Visit the site, performed on 11/3/15 and 10/12/17, to identify 15 trees situated within and adjacent to the project area.
- Determine each tree's trunk diameter in accordance with Section 13.24.020 of the City Code; all diameters are rounded to the nearest inch.
- Identify which qualify as "heritage trees"¹ per City Code.
- Ascertain each tree's health and structural integrity, and assign an overall condition rating (e.g. good, fair, poor or dead).
- Determine each tree's suitability for preservation (e.g. good, moderate or low).
- Obtain photographs; see Exhibit C.
- Comment on pertinent health, structural and site conditions.
- Sequentially assign tree numbers, #1 thru 15, and show their trunk locations on a copy of Sheet C1.0 (*Topographic Survey*), prepared by Hayes Group Architects and dated 10/14/16; see Exhibit B.
- Affix round metal tags with engraved, corresponding numbers to trees #1 thru 13.
- Identify potential impacts and disposition based my tree assessment and review of the project plan set dated 10/21/16; an updated landscape plan set dated 7/24/17; a markup of an offsite plan specifying utility pole locations; and Sheet L-4, dated 12/11/17.
- Provide protection measures to help mitigate or avoid impacts to retained trees.
- Address tree-related comments, dated 11/22/16, by the City of Menlo Park.
- Prepare a written report which presents the aforementioned information, and submit via email as a PDF document.

¹ Section 13.24.020 of the City Code defines a "heritage tree" as follows: [1] any oak tree that is native to California, $\geq 12'$ tall, and has a trunk diameter $\geq 10"$ at 54" inches above natural grade; [2] any tree not native to California, $\geq 12'$ tall, and with a trunk diameter $\geq 15"$ at 54" above natural grade; [3] any multi-trunk tree $\geq 12'$ tall and with a trunk diameter of $\geq 15"$ measured at the point where the trunks divide; and [4] any tree or group of trees specifically designated by the City Council for protection because of historical significance, special character or community benefit.

2.0 TREE COUNT AND COMPOSITION

Fifteen (15) trees of eight various species were inventoried for this report. They are sequentially numbered as **1 thru 15**, and the table below identifies their names, assigned numbers, counts and overall percentages.

NAME	TREE NUMBER(S)	COUNT	% OF TOTAL
Littleleaf linden	1 and 6	2	13%
Carob tree	14	1	7%
Chinese pistache	15	1	7%
Crape myrtle	2 and 3	2	13%
Victorian box	4, 5, 10 and 11	4	27%
California bay tree	12	1	7%
Southern magnolia	13	1	7%
Flowering pear	7, 8 and 9	3	20%
	Total	15	100%

Specific information regarding each tree is presented within the table in **Exhibit A**. The trees' numbers and approximate locations can be viewed on the site map in **Exhibit B**, and photographs are presented in **Exhibit C**.

Trees #1, 10, 12 and 14 are defined by City Code as **heritage trees**.

Trees #1 thru 11 are regarded as **street trees** due to being situated within the public right-of-way; #1 thru 6 are along Santa Cruz Avenue, and #7 thru 11 are along Chestnut Street.

Trees #12 and 13 are located within a parking lot median between Chestnut Lane and the existing building, and #14 and 15 are located within a small parking lot island immediately north of parcel 2.

3.0 SUITABILITY FOR TREE PRESERVATION

Each tree has been assigned either a “good,” “moderate” or “low” suitability for preservation rating as a means to determine which qualify as suitable for incorporating into the future site development, through a process of cumulatively measuring their existing health, structural integrity, anticipated life span, location, public contribution, size, particular species, tolerance to construction impacts, growing space, regulated status, and safety to property and persons within striking distance. A description of these ratings are presented below; the "good" category comprises two trees, the "moderate" category nine, and the "low" category four.

Good: Applies to **trees #8 and 9.**

These two trees appear generally healthy and structurally stable; have no apparent, significant health issues or structural defects; present a good potential for contributing long-term to the site; and require only periodic care to maintain their longevity and structural integrity. Trees assigned this rating are the most suitable for retention and incorporating into the future development.

Moderate: Applies to **trees #1-7, 12 and 13.**

These trees contribute to the site but at notable levels less than those assigned a good suitability; have health and/or structural issues which may or may not be reasonably addressed and properly mitigated (in the case of #4 and 5, they will not improve); and frequent care is anticipated for their remaining lifespan. Trees assigned this rating might be worth retaining, if proper care is provided, but not at significant expense or major design revisions.

Low: Applies to **trees #10, 11, 14 and 15.**

These four trees should be removed, regardless of future development, due to having severely weakened and irreparable structures from advanced levels of decay and past pruning. For #10, 11 and 14, they seemingly present an unreasonable threat to persons and property below; see more detailed information regarding each within Exhibit A.

4.0 PROPOSED TREE DISPOSITION

Trees #1 thru 9 are anticipated to be **retained** and adequately protected, provided recommendations presented in the next section of this report are carefully followed and incorporated into the project plans.

Six trees, **#10 thru 15**, will be **removed** for the project.

Trees #10 and 11 are Victorian box street trees present a notable public safety threat due to their highly decayed, significantly weak, and irreparable structures.

Tree #12, a heritage California bay tree, is in direct conflict with constructing the underground garage and building, and there are no feasible design options available to achieve its retention. Examples of underlying constraints requiring the tree's removal are as follows: the future underground garage wall crosses through the trunk; the three building floors are within much of the northern crown, nearing five feet from the trunk; construction scaffolding erected along the building's perimeter will require the removal of, and/or significant encroachment into, the northern crown; the joint trench nears the trunk; the transformer and associated concrete pad are adjacent to the trunk; and a 30-foot unobstructed, vertical clearance is required for lowering the transformer vault.

For **tree #12**, maintaining a sufficient amount of its root zone and crown to achieve a reasonable assurance of survival would require a minimum setback of 15 feet in all directions from its trunk for grading, trenching and construction activities. Based on the proposed design, achieving this setback would require *major* design revisions, a course of action found not feasible or warranted for a number of reasons, such as the following: its location partly beneath high-voltage (distribution) wires requires height reduction throughout its remaining lifespan; its multiple trunks, leggy form, and high crown provide an undesirable and weakened structural quality; its species is relatively short-lived for the area and prone to internal decay; and substantial levels of sooty mold and associated aphids present an ongoing nuisance for persons and property below.

Tree #13, a non-heritage Southern magnolia, is within the building footprint and appears in poor overall condition.

Trees #14 and 15 are proposed for removal to install a new electric utility pole; #14 is a carob tree of heritage status, and #15 is a small Chinese pistache of non-heritage status. **Tree #15** represents a replacement for a prior, declining carob removed sometime between 2012 and 2013, and has a suppressed, irregular form due to growing beneath #14's canopy.

Tree #14 appears in fair health, but regardless of the proposed project, is seemingly suitable for removal due to the following structural issues: it has a highly-compromised, weakened structure from numerous large wounds and cankers along its trunk and lower crown; contains weak attachments between leaders, most notably one with nearly four feet of included bark; and its location beneath high-voltage wires mandates crown reduction for clearance purposes, which has and will continue to produce weakly-attached, rapidly-growing branches throughout its remaining lifespan.

In the event **tree #14** is retained, measures to potentially minimize impacts include the following (provided in coordination with the City of Menlo Park's comments):

- Locate the pole as far from the trunk as possible, with a minimum setback of five feet from its nearest edge for any ground disturbance, to include the hole's entire diameter being augured for installation, and any other grading, trenching, excavation or compaction activities.
- Route the utility connection at the pole in a direction away from the tree (e.g. radially from, at the side of the pole opposite the trunk).
- Pruning performed to accommodate auguring, lowering/setting the pole, and achieving clearance from conductors must not significantly distort or misshapen the tree's canopy, such as resulting in an entire side being removed, or significant segment thereof. The extent of pruning required and impacts to the canopy should be determined and supervised by the City's arborist and/or designee.

5.0 TREE PROTECTION MEASURES

Recommendations presented within this section are based on plans reviewed, and serve as protection measures to help mitigate or avoid impacts to street trees #1 thru 9. They are subject to revision upon reviewing any revised or updated project plans, and I (hereinafter project arborist) should be consulted in the event any cannot be feasibly implemented. Please note that all referenced distances from trunks should be obtained the closest edge (face of) of their outermost perimeter at soil grade.

5.1 Design Guidelines

1. The **Tree Protection Zone (TPZ)** for **#1 thru 6** should be as follows: up to the property line, up to the existing back of curb, and ten feet in both directions parallel to the streets. The **TPZ** for **#7 thru 9** should be up to the existing back of curb and five feet in all other directions. The TPZ for **#14** is five feet from the trunk.

A TPZ is where the following activities should be avoided: trenching, soil scraping, compaction, mass grading, finish-grading, overexcavation, subexcavation, swales, bioswales, storm drains, dissipaters, equipment cleaning, stockpiling and dumping of materials, and equipment/vehicle operation. In the event an impact encroaches slightly within a setback, it can be reviewed on a case-by-case basis by the project arborist to determine whether measures can sufficiently mitigate the impacts to less-than-significant levels.

2. Show the trunk locations, assigned numbers, and trunk diameters (shown as a circle to-scale) on all site-related plans.
3. Utilize shoring for building the front, street portions of the underground garage (i.e. south and east walls).
4. Abandon all existing, unused lines or pipes within a TPZ, and any above-ground section should be cut off at existing soil grade (rather than being dug up and causing subsequent root damage); this provision should be specified on the demolition plan.

5. In the event tree #14 remains, adhere to recommendations provided in Section 4.0 for locating and designing a future utility pole and electrical connections.
6. Design and route utilities, irrigation, storm drains, dissipaters and swales beyond TPZs. Depending on the proximity to tree trunks, directional boring by at least four feet below existing grade may be needed, or digging within a TPZ can be manually performed using shovels (no jackhammers, and roots \geq two inches in diameter retained and not damaged during the process). All tentative routes should be reviewed with the project arborist beforehand.
7. The erosion control design should consider that any straw wattle or fiber rolls require a maximum vertical soil cut of two inches for their embedment, and are established as close to canopy edges as possible (and not against a tree trunk).
8. Show the future staging area and route(s) of access on the final site plan, striving to avoid TPZs.
9. All site-related plans should contain notes referring to this report for tree protection measures.
10. Avoid specifying the use of herbicides use within a TPZ; where used on site, they should be labeled for safe use near trees. Also, liming shall not occur within 30 feet of a tree's canopy.
11. Adhere to the following additional landscape guidelines:
 - a. Establish irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) so that no trenching occurs within a TPZ. In the event this is not feasible, they may require being installed in a radial direction to a tree's trunk, and terminate a specific distance from a trunk (versus crossing past it). The routes and overall layout should be reviewed with the project arborist prior to any trenching or excavation occurring.
 - b. Avoid any tilling, ripping and compaction within TPZs.
 - c. Establish any bender board or other edging material within TPZs to be on top of existing soil grade (such as by using vertical stakes).

- d. Utilize a three- to four-inch layer of coarse wood chips or other high-quality mulch for the new ground cover beneath canopies (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided).

5.2 Before Demolition, Grading and Construction

12. Ensure water continues being supplied to the planter areas throughout demolition and construction.
13. Tree pruning should be performed before or near the onset of demolition, to including clearing the existing and future building, elevating canopies (mostly through pruning away watersprouts), removing deadwood, and reducing limb/branch weight. In the event #14 remains, pruning of its canopy is also necessary as described in Section 4.0 of this report. All work must be performed under direction of the project arborist, in accordance with the most recent ANSI A300 standards, and by a California licensed tree-service contractor (D-49) having an ISA certified arborist in a supervisory role, and carrying General Liability and Worker's Compensation insurance. The City may also require a permit be issued prior to pruning occurring (due to being street trees).
14. Conduct a site meeting between the general contractor and project arborist several weeks (or more) prior to demolition for the purpose of reviewing tree fencing, shoring, routes of access, offsite improvements, demolition, staging and protection measures presented in this report.
15. Install **tree protection fencing** prior to building demolition, and maintain throughout construction for the purpose of avoiding trunk damage and restricting access into unpaved ground within a TPZ (i.e. to protect existing planter areas and trunks). For **#7 thru 9**, place panels mounted by concrete blocks or metal stands to close off their *entire* planters (i.e. existing unpaved sections surrounding their trunks), whether by construction perimeter or other panel fencing, and wrap their trunks five times with orange-plastic fencing, from the ground to where branching begins. For **#1 thru 6**,

protection is shown to the right; it involves wrapping wattle around the trunk at the top and bottom of fence boards (2" by 4"), which should be vertical and extend from the ground to near the first large limb, then wrapping orange-plastic fencing around the boards three times and tied together (the red ribbon seen around the plastic fence is optional); there are other fencing options, and can be discussed as needed. Additionally, limbs or sections of trees protruding beyond the fencing area and exposed to damage may need protecting by being wrapped with a one- to two-inch thick layer (about 5 to 10 layers) of orange-plastic fencing. Note that prior to the City issuing a permit, they require I provide a letter confirming fencing has been installed per this report. Also note that fencing may require modification for offsite improvement work, to be determined following consultation with the project arborist prior to such work commencing.



5.3 During Demolition, Grading and Construction

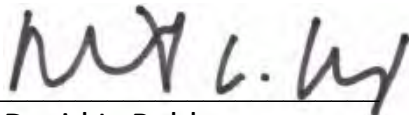
16. Care must be taken during demolition of existing hardscape and other features within a TPZ to avoid damaging a tree's trunk, crown and roots. Care must also be taken by equipment operators to position their equipment to avoid the trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist to begin initiating appropriate treatment.
17. Demolition of the existing sidewalk shall be carefully performed to avoid excavating into the ground and any roots \geq one-inch in diameter within a TPZ.
18. For shoring installation, ensure placement and operation of any pile driver or drill rig is beyond canopies, and does not require the removal of large limbs during the process (this should be reviewed with the project arborist beforehand).
19. Any authorized access, digging or trenching within designated-fenced areas shall be by foot-traffic only and manually performed without the use of heavy equipment.

20. For approved trenching within a TPZ, avoid damaging or cutting roots \geq one-inch in diameter without prior assessment by the project arborist. Should roots of this size become encountered, within one hour of exposure, they should be covered by burlap and remain continually moist until the covered by soil. If they are approved for severing, the root shall be cleanly severed at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, bury the cut end with soil.
21. Where within the specified TPZs, installation of the new sidewalk should avoid the loss of roots \geq one-inch in diameter, and excavation performed to meet subgrade shall be manually performed using a shovel. Adhere to the above root pruning guidelines should any \geq one-inch in diameter root be encountered during the process.
22. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If essential, spoils can be temporarily piled on plywood or a tarp.
23. Tree trunks shall not be used as winch supports for moving or lifting heavy loads.
24. The permanent and temporary drainage design, including downspouts, should not require water being discharged towards a tree's trunk.
25. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees.

6.0 ASSUMPTIONS AND LIMITING CONDITIONS

- All information presented herein reflects my observations and/or measurements obtained from the ground and project site on 11/3/15, and for trees #14 and 15 (only), on 10/12/17.
- Condition and suitability ratings of dormant trees are subject to change once they can be observed following the growth of new leaves.
- My observations were performed visually without probing, coring, dissecting or excavating into the tree.
- The assignment pertains solely to trees listed in Exhibit A. I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed, that the desired results may be achieved.
- I cannot guarantee or be responsible for the accuracy of information provided by others.
- I assume no responsibility for the means and methods used by any person or company implementing the recommendations provided in this report.
- The information provided herein represents my opinion. Accordingly, my fee is in no way contingent upon the reporting of a specified finding, conclusion or value.
- Tree numbers shown on the site map in Exhibit B are intended to only roughly approximate a tree's location and shall not be considered as surveyed points.
- This report is proprietary to me and may not be copied or reproduced in whole or part without prior written consent. It has been prepared for the sole and exclusive use of the parties to who submitted for the purpose of contracting services provided by David L. Babby.
- If any part of this report or copy thereof be lost or altered, the entire evaluation shall be invalid.

Prepared By:



David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

Date: November 20, 2017



EXHIBIT A:

TREE INVENTORY TABLE

(four sheets)



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE	CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

1	Littleleaf linden (<i>Tilia cordata</i>)	18	60%	40%	Fair	Moderate	X
----------	---	----	-----	-----	------	----------	---

Comments: Street tree. High canopy, and much of foliage within lower canopy consists of watersprouts. Narrow, tall form. Multiple leaders at 10' high. Christmas lights wrapped around trunk.

2	Crape myrtle (<i>Lagerstroemia indica</i>)	7	60%	30%	Poor	Moderate	
----------	---	---	-----	-----	------	----------	--

Comments: Street tree. Very high canopy and narrow form. Within a circular, recessed planter covered by steel grates. Trunk is against and developing over lip of grate. Christmas lights wrapped around trunk.

3	Crape myrtle (<i>Lagerstroemia indica</i>)	5	50%	30%	Poor	Moderate	
----------	---	---	-----	-----	------	----------	--

Comments: Street tree. Very high canopy and narrow form. Within a circular, recessed planter covered by steel grates. Christmas lights wrapped around trunk.

4	Victorian box (<i>Pittosporum undulatum</i>)	11	40%	30%	Poor	Moderate	
----------	---	----	-----	-----	------	----------	--

Comments: Street tree. Lollipop shaped, very high canopy. Watersprouts along lower trunk. Within a circular planter comprised of decomposed granite. Continued decline, most evident by the notable dieback along the canopy's top. Trunk grows with a slight lean towards street, and crown has asymmetrical growth away from adjacent building. Rated moderate suitability solely due to being an established street tree (otherwise has a low suitability).



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE	CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

5	Victorian box (<i>Pittosporum undulatum</i>)	10	40%	30%	Poor	Moderate	
---	---	----	-----	-----	------	----------	--

Comments: Street tree. Within a circular planter comprised of decomposed granite. Partly buried root collar. Very sparse and declining. High, and mostly one-sided canopy towards the street. Codominant leaders at 11' high. Rated moderate suitability solely due to being a street tree (otherwise has a low suitability).

6	Littleleaf linden (<i>Tilia cordata</i>)	12	50%	40%	Poor	Moderate	
---	---	----	-----	-----	------	----------	--

Comments: Street tree. Extension cord wrapped around trunk's base, and Christmas lights around trunk. Extensive watersprouts throughout canopy. Excessive limb weight. Dieback. Branches grow against existing building and roof. Multiple leaders at 8' high.

7	Flowering pear (<i>Pyrus calleryana</i>)	2	60%	60%	Fair	Moderate	
---	---	---	-----	-----	------	----------	--

Comments: Street tree. Staked, one having come out of ground; both can be removed as tree seems sufficiently anchored. Symptoms of infection by fire blight. Old wound at trunk's base.

8	Flowering pear (<i>Pyrus calleryana</i>)	2	70%	80%	Good	Good	
---	---	---	-----	-----	------	------	--

Comments: Street tree. Staked; both can be removed as tree seems more than sufficiently anchored. Symptoms of infection by fire blight.

9	Flowering pear (<i>Pyrus calleryana</i>)	3	60%	80%	Good	Good	
---	---	---	-----	-----	------	------	--

Comments: Street tree. Within a square planter containing decomposed granite.



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE	CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

10	Victorian box (<i>Pittosporum undulatum</i>)	16	40%	20%	Poor	Low	X
-----------	---	----	-----	-----	------	-----	---

Comments: Street tree. Outgrowing planter, and adjacent curb is broken. Canopy grows onto roof and adjacent building wall. Within a square planter containing decomposed granite. Deadwood. Extensive decay along trunk and multiple leaders. Beneath high-voltage wires (distribution).

11	Victorian box (<i>Pittosporum undulatum</i>)	12	40%	20%	Poor	Low	
-----------	---	----	-----	-----	------	-----	--

Comments: Street tree. Beneath high-voltage wires (distribution). Western sycamore borer infestation. Adjacent curb is pushed out. Has a vertical column of decay along entire trunk, street side. High canopy.

12	California bay tree (<i>Umbellularia californica</i>)	29	60%	40%	Fair	Moderate	X
-----------	--	----	-----	-----	------	----------	---

Comments: Three codominant stems (14, 14 and 12") at 2' high, and the 29" diameter is measured just below their union. High canopy, and nearly 5' grows below high-voltage wires. Watersprouts within lower crown. Has an overall poor structure with leggy form. Excessive branch weight. Within a large planter, the majority of which is comprised of decomposed granite. Abundant level of sooty mold throughout canopy. Low end of moderate suitability.

13	Southern magnolia (<i>Magnolia grandiflora</i>)	13	50%	40%	Poor	Moderate	
-----------	--	----	-----	-----	------	----------	--

Comments: Within a large planter consisting of decomposed granite. Three large wounds along lower trunk. Top center section cut out. Has a notably thin canopy, due either to being overpruned, or the tree may be progressively declining, and deadwood is continually being removed.



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE	CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
14	Carob tree (<i>Ceratonia siliqua</i>)	26	60%	20%	Poor	Low	X

Comments: Within a small parking lot planter; surrounding curb, gutter and asphalt are significantly raised or buckled. Grows partially beneath high-voltage wires, and has been reduced in height years ago for clearance; ensuing growth is roughly 12-15' beyond the cuts. Excessive limb and branch weight, and has asymmetrical canopy. Dead branches overhanging lot. Structure is notably weakened due to numerous large wounds and cankers along the trunk and lower crown; weak attachments between leaders, most notably one with nearly 4' of included bark; and the past and ongoing pruning required for clearance from the electrical wires, resulting in weakly attached, rapidly growing branches throughout the tree's remaining lifespan.

15	Chinese pistache (<i>Pistacia chinensis</i>)	2	60%	30%	Poor	Low	
----	---	---	-----	-----	------	-----	--

Comments: Suppressed growth due to being entirely understory to (i.e. growing beneath) tree #14's canopy. Crown sweeps east, and has a highly irregular form. Represents a replacement for a previous declining carob tree removed at some point during 2012 to 2013.

EXHIBIT B:

SITE MAP

(one sheet)

LEGEND

PROPERTY LINE	---
ADJACENT PROPERTY LINE	----
CENTERLINE	----
MONUMENT LINE	----
EASEMENT	----
BUILDING LINE WITH DOOR	----
FOUND MONUMENT AS NOTED	○
LIGHT	○
STREET LIGHT	○
FIRE HYDRANT	○
MANHOLE	○
CLEAN OUT	○
GAS METER	○
UTILITY POLE W/ GUY WIRE	○
VALVE	○
CATCH BASIN / DROP INLET	○
WATER METER	○
FIRE DEPARTMENT CONNECTION	○
BACK FLOW PREVENTER	○
UTILITY BOX (SIZE VARIES)	○
SIGN	○
BOLLARD	○
FIRE SPRINKLER ALARM	○
TREE W/ SIZE AND ELEVATION	○
SPOT ELEVATION	○
AERIAL SPOT ELEVATION	○
RECORD INFORMATION	○
CONTOUR	○
INDEX CONTOUR	○
CURB	○
CURB & GUTTER	○
CONCRETE	○
FENCE	○
EDGE OF PAVEMENT	○
SANITARY SEWER	○
STORM DRAIN	○
WATER	○
GAS	○
UNDERGROUND ELECTRIC	○
TELEPHONE	○
OVERHEAD	○

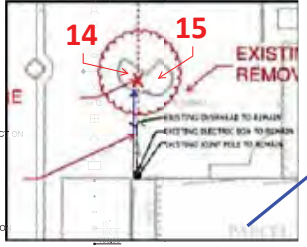
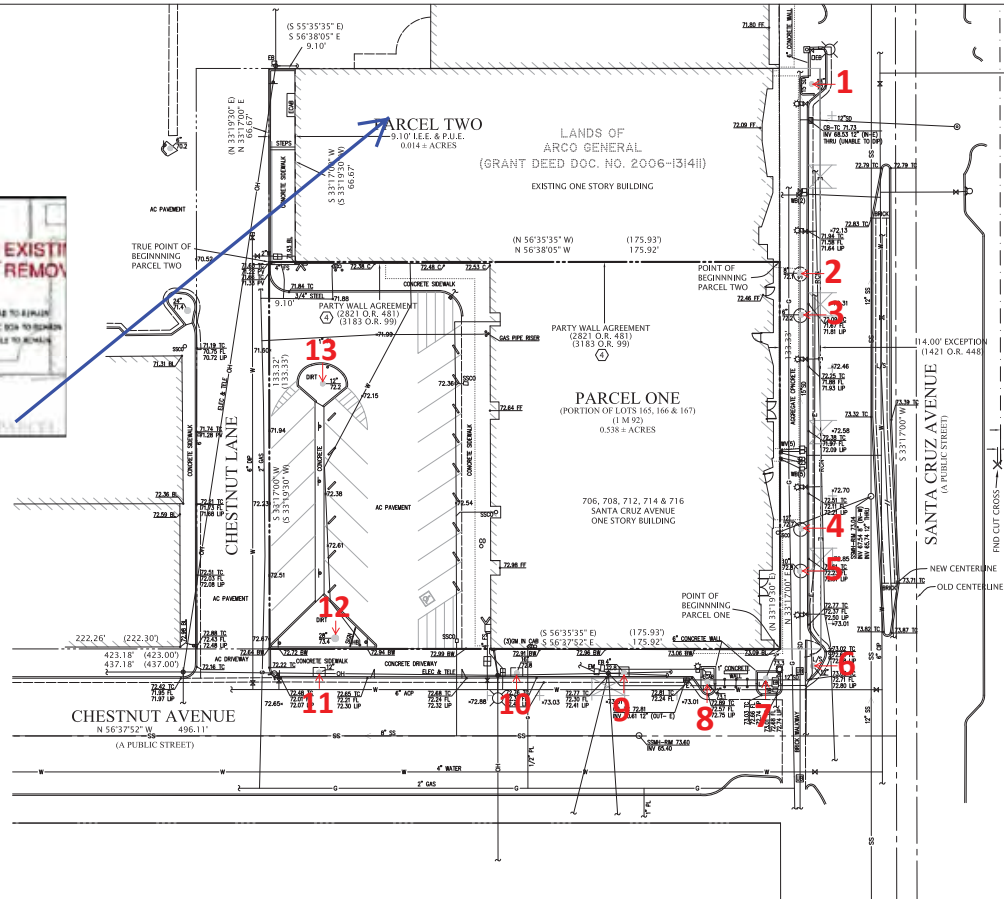
NOTES

- THE BOUNDARY EASEMENTS, AND OTHER ENCUMBRANCES SHOWN ON THIS DRAWING ARE BASED SOLELY UPON INFORMATION CONTAINED IN THE FOLLOWING DOCUMENTS: PRELIMINARY TITLE REPORT PREPARED BY OLD REPUBLIC TITLE COMPANY, ORDER NO. 0500251044-J, FIFTH AMENDED REPORT, DATED DECEMBER 31, 2014.

THIS IS NOT A BOUNDARY SURVEY. NO LIABILITY IS ASSUMED BY KIER & WRIGHT FOR THE EXISTENCE OF ANY EASEMENT, ENCUMBRANCES, DISCREPANCIES IN BOUNDARY OR TITLE DEFECTS NOT MENTIONED IN SAID DOCUMENTS AND THEREFORE NOT SHOWN ON THIS DRAWING.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNKNOWN UNDERGROUND UTILITIES.) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- BENCHMARK 141110: DISK SET IN MASSIVE STRUCTURE, 0.1 MILE SOUTHWEST OF SOUTHERN PACIFIC COMPANY RAILROAD STATION, AT THE INTERSECTION OF SANTA CRUZ AVENUE AND EL CAMINO REAL AT THE ELLIOT BUILDING, IN THE TOP PROJECTION OF FOUNDATION. ELEVATION: 71.13 (DATUM)
- A.P.N.: 071-102-250
- FLOOD ZONE NOTE: THIS SITE IS IN FLOOD ZONE "X". AREAS OF DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PER FLOOD INSURANCE RATE MAP COMMUNITY NO. 060221 0308 E DATED OCTOBER 16, 2012.
- BASIS OF BEARINGS: THE BEARING OF NORTH 89°27'20" WEST TAKEN ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 14, 1991 IN BOOK 84 OF PARCEL MAPS AT PAGES 0368 SAN MATEO COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BL	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
DOC	DOCUMENT
EB	ELECTRIC BOX
ECAB	ELECTRIC CABINET
FL	FLOW LINE
FND	FOUND
FS	FIRE SPRINKLER ALARM
HB	HOSEBOX
I.E.E.	INGRESS/EGRESS EASEMENT
LP	LIP OF GUTTER
NO.	NUMBER
O.R.	OFFICIAL RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TC	TOP OF CURB
WB	WATER BOX



HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

PROJECT DESCRIPTION:
706 SANTA CRUZ AVE
706-716 SANTA CRUZ AVE
MENLO PARK
CA, 94025

DESCRIPTION
10/14/2016 - Pricing Set

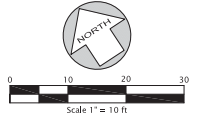
- SHEET REVISIONS**
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DRAWING CONTENT
TOPOGRAPHIC SURVEY

STAMP

JOB NUMBER:
1503.00
SCALE: AS SHOWN

DRAWN BY: AV
All drawings and written materials contained herein constitute the original & unpublished work of the Architect and the same may not be duplicated, used or disclosed without the written consent of the Architect.
©Hayes Group Architects, Inc.
DRAWING NUMBER



C1.0

EXHIBIT C:
PHOTOGRAPHS
(four sheets)

Photo Index

Page C-1: Trees #1 thru 5

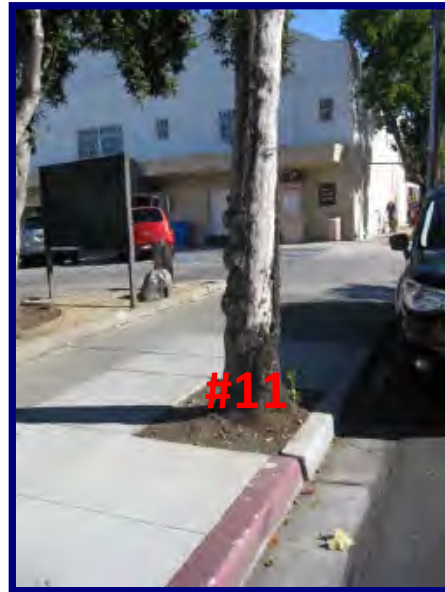
Page C-3: Trees #11 thru 13

Page C-2: Trees #6 thru 10

Page C-4: Trees #14 and 15











SPECIAL MEETING MINUTES

Date: 8/23/2017
Time: 6:30 p.m.
City Hall/Administration Building
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Tate called the meeting to order at 6:34 p.m.

B. Roll Call

Present: Michele Tate (Chair), Meg McGraw-Scherer (Vice Chair), Sally Cadigan, Nevada Merriman, Karen Grove and Camille Kennedy
Absent: Julianna Dodick
Staff: Jim Cogan, Housing and Economic Development Manager
Meghan Revolinsky, Management Analyst II
Other: Councilmember Rich Cline

C. Public Comment

None

D. Consent Calendar

None

E. Regular Business

E1. Recommendation on a Below Market Rate In Lieu Fee Agreement Term Sheet/Vasile Oros/706-716 Santa Cruz Avenue (Staff Report #17-016-HC)

- Pam Jones, from Menlo Park, questioned if the city should change how it thinks about the project, there might be a way to make more BMR units work in projects.

ACTION: Motion by Cadigan and second by Grove to approve staff's recommendation the Below Market Rate In Lieu Fee Agreement for the Vasile Oros/706-716 Santa Cruz Avenue project. Motion passes; 6-0-1 (Dodick absent).

E2. Recommendation on a Below Market Rate Housing Proposal from Stanford University for the Middle Plaza at 500 El Camino Real Project (300-550 El Camino Real) (Staff Report #17-017-HC)

- Rachel Bickerstaff, from Menlo Park, spoke about the disparity of affordable housing in west Menlo Park compared to the rest of the City
- Cecilia Taylor, from Menlo Park, asked what the proposal mean when it said, the BMR units will be "indistinguishable from the exterior."

ACTION: Motion by Grove and second by Kennedy to approve staff's recommendation on the Below Market Rate Housing Proposal from Stanford University for the Middle Plaza at 500 El Camino Real Project (300-550 El Camino Real).

Motion passes; 3-2-2 (Tate and McGraw-Scherer dissents; Merriman abstain; Dodick absent)

E3. Review Draft Revised BMR Nexus Study (Staff Report #17-018-HC) ([Presentation](#))

- Sujata Srivastava from Strategic Economics and Joshua Abrams from 21 Elements presented an overview of the BMR Nexus Study to the Commission.
- The Commission briefly discussed the Nexus Study and decided at their next meeting they would create subcommittees. One of the subcommittees would focus on the Nexus Study where the subcommittee will work with staff to develop recommendations for the Housing Commission to consider and forward to the City Council regarding any revisions to the BMR Nexus

F. Informational Items

F1. Oral report regarding Anton Menlo's BMR lease-up - Revolinsky ([Handout](#))

- Cecilia Taylor, from Menlo Park, asked if the City could have a single waitlist for all BMR rentals within the city and if Hello Housing could process all BMR rental applications for all BMR units within the city.
- Pam Jones, from Menlo Park, spoke in favor of having a single waitlist for all BMR rentals within the City of Menlo Park.
- The commission expressed interest in best practices to coordinate information for the BMR rental/waitlist/lease-up process. This is something the BMR Guidelines Subcommittee can address.

F2. Oral report regarding City Council related to Enhanced Housing Program Policy Prioritization - Cogan

F3. Current Housing Commission Subcommittees (Staff Report #17-019-HC)

- The Commission reviewed the staff report and said they would choose subcommittees at the next Housing Commission meeting, when everyone is in attendance.

G. Commissioner Reports

- McGraw-Scherer said she would like to talk about the proposed library at a future Housing Commission Meeting

H. Adjournment

Chair Tate adjourned the meeting at 10:26 p.m.

21 Elements
Multi-City Nexus and Feasibility Studies
 Sujata Srivastava, Strategic Economics

Menlo Park Housing Commission

August 23, 2017

Affordable Housing Programs in Menlo Park

ON SITE UNITS	EXISTING BMR Program 10-15% Affordable	Density Bonus/ Developer Negotiations for Specific Projects	
HOUSING FUNDS	EXISTING BMR In Lieu Fees	UPDATED Commercial Linkage Fees	PROPOSED Housing Impact Fees

Use of Affordable Housing Impact Fees and Linkage Fees

- An important local funding source for affordable workforce housing that
- Allows developers to leverage federal/state subsidies
 - (\$1 of local can leverage \$3 to \$4 from other sources)
- Funds must be used for worker households (senior housing, homeless shelter, etc. may not qualify)
- Funds must be used to generate new affordable housing units

Purpose of the Nexus Studies

- Calculate new fees that mitigate the **impact of new development on demand for affordable housing** in Menlo Park

Commercial Linkage Fees

Housing Impact Fees

Commercial Linkage Fee

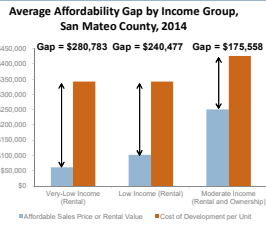
New Commercial Space → New Workers → Affordable Workforce Housing

Housing Impact Fee

New Housing Units → New Household Spending → New Workers → Affordable Workforce Housing

Menlo Park's Affordability Gap

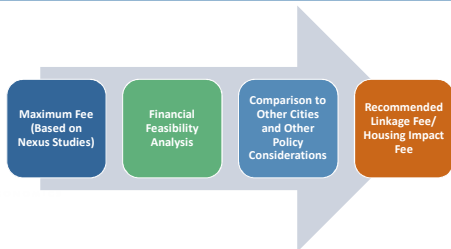
The **affordability gap** is the difference between what households can afford to buy or rent, and the cost of building a new housing unit



Housing Impact Fee: Maximum Fee per Unit

	Single Family Detached	Single Family Attached	Condominium	Apartments
Fee per Unit	\$197,963	\$112,387	\$81,203	\$72,766
Average Unit Size (SF)	3,000	1,700	1,800	916
Fee per SF	\$66	\$66	\$45	\$79

Getting to the Recommended Fees

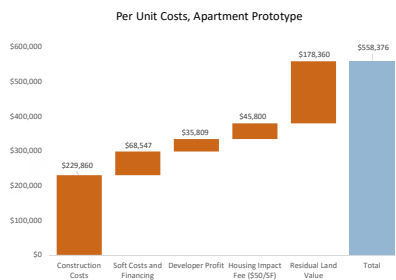


Financial Feasibility Model

How would proposed impact fees/linkage fees affect a project's bottom line?

- Residual Land Value: How much can a developer afford to pay for land after accounting for all other costs (construction, soft costs, profits)?
- Rate of Return: How much profit can a developer make after accounting for all other costs (construction, soft costs, land)?

Feasibility Analysis Apartment Example



Feasibility Results: Residential

	Single-Family Detached	Single-Family Attached (Townhouse)	For-Sale Condos	Rental Apartments
Scenario 1: Maximum Fee	\$66/SF Feasible	\$66/SF Feasible	\$45/SF Marginally Feasible	\$79/SF Marginally Feasible
Scenario 2	\$40/SF Feasible	\$40/SF Feasible	\$35/SF Feasible	\$50/SF Feasible
Scenario 3	\$40/SF Feasible	\$40/SF Feasible	\$25/SF Feasible	\$40/SF Feasible
Scenario 4	\$30/SF Feasible	\$30/SF Feasible	\$30/SF Feasible	\$30/SF Feasible

Linkage Fee: Foster City Feasibility Results

	Hotel	Retail/ Restaurants/ Services	Office/ R&D/ Medical Office
Scenario 1: Maximum Fee	\$151/SF Not Feasible	\$262/SF Not Feasible	\$227/SF Not Feasible
Scenario 2	\$75.50/SF Not Feasible	\$131/SF Not Feasible	\$113.50/SF Not Feasible
Scenario 3	\$15.10/SF Marginal	\$26.20/SF Not Feasible	\$22.70/SF Feasible
Scenario 4	\$7.55/SF Feasible	\$13.10/SF Marginal	\$11.35/SF Feasible

13

Study Recommendations: Linkage Fees per SF

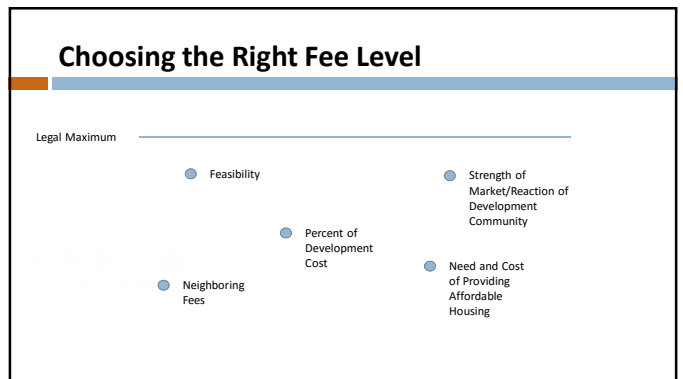
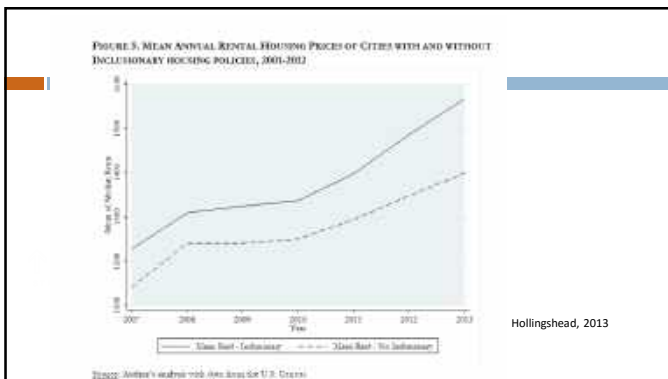
Prototype	Hotel	Retail/ Restaurants/ Services	Office/R&D/ Medical Office
Maximum Nexus Fees	\$154/SF	\$265/SF	\$255/SF
Existing Linkage Fees	\$8.45/SF	\$8.45/SF	\$15.57/SF
Preliminary Recommendations	\$10-\$15/SF	\$5-\$10/SF	\$25-\$50/SF

Study Recommendations: Housing Impact Fees/ SF

	Single-Family Detached	Single-Family Attached	Condominiums	Apartments
Maximum Nexus Fee per SF	\$66	\$66	\$45	\$79
Preliminary Recommendation per SF	\$25-\$50	\$25-\$50	\$25-\$35	\$25-\$50

Joshua Abrams

21 Elements



Linkage Fee: Comparison with Nearby Cities

City	Hotel	Retail/ Restaurants/ Services	Office/R&D/ Medical Office
Cupertino	\$10	\$10	\$20
Mountain View	\$2.50	\$2.50	\$25
Oakland	N/A	N/A	\$5.44
Redwood City	\$5	\$5	\$20
San Francisco	\$18	\$22	\$16-\$24
Sunnyvale	\$7.50	\$7.50	\$15
Palo Alto	\$20	\$20	\$20

Housing Impact Fee: Comparison with Bay Area Cities

City	Single Family Detached	Single Family Attached	Condominiums	Apartments
Berkeley	N/A	N/A	N/A	\$38/SF
Cupertino	\$15/SF	\$16.50/SF	\$20/SF	\$25/SF
Daly City	\$14/SF	\$18/SF	\$22/SF	\$25/SF
East Palo Alto	\$22/SF	\$22/SF	\$22-\$44/SF	\$22/SF
Emeryville	N/A	N/A	N/A	\$33/SF
Mountain View	N/A	N/A	N/A	\$17/SF
Redwood City	\$25/SF	\$25/SF	\$20/SF	\$20/SF
San Carlos	\$23.54- \$43.54/SF	\$20.59- \$42.20/SF	\$20.59- \$42.20/SF	\$23.54- \$43.54/SF
San Jose	N/A	N/A	N/A	\$17/SF

Percent of Development Costs

	Hotel	Retail/ Restaurants/ Services	Office/R&D/ Medical Office
Total Development Cost	\$407	\$573	\$473
Preliminary Recommendation per SF	\$10-\$15/SF	\$5-\$10/SF	\$25-\$50/SF

	Single-Family Detached	Single-Family Attached	Condos	Apartments
Total Development Cost	\$361 - \$2576	\$287 - \$372	\$535 - \$635	\$515 - \$615
Preliminary Recommendation per SF	\$25-\$50	\$25-\$50	\$25-\$35	\$25-\$50

ANTON MENLO



394 Total Units
37 BMR Units

	Very Low Income (50% Median Income)	Low Income (80% Median Income)
Studio	2	2
1 Bedroom	12	8
2 Bedroom	7	5
3 Bedroom	1	
Totals	22	15

367 BMR Applications
167 meet the live/work preference
67 are also on Hello Housing List

Building B is currently open
7 of the 14 BMR units are occupied and 4 more are ready to move in

Outreach:

- Email sent to developer interest list In process
- Mail flyers to all Belle Haven address
- Flyers were sent to: Oak Knoll, La Entrada, Hillview Middle and Garfield Elementary
- City of Menlo Park e-blast to housing interest list
- City of Menlo Park Council Digest article
- Hello Housing e-blast to Menlo Park interest list
- Hello Housing mailing of flyer to Menlo Park interest list
- Outreach and education to local community centers and senior centers
- Posting on all Menlo Park Nextdoor communities
- Posting on craigslist, 1 paid ad per day
- Ad in local newspaper

HANNA & VAN ATTA

ATTORNEYS AT LAW

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

525 UNIVERSITY AVENUE, SUITE 600
PALO ALTO, CALIFORNIA 94301-1921
www.hanvan.com

JOHN PAUL HANNA
A PROFESSIONAL CORPORATION

DAVID M. VAN ATTA
A PROFESSIONAL CORPORATION

WILLIAM R. GARRETT
A PROFESSIONAL CORPORATION

TELEPHONE
(650) 321-5700

FACSIMILE
(650) 321-5639

Email: jhanna@hanvan.com

August 11, 2017

VIA E-MAIL: kmmeador@menlopark.org

Ms. Kaitlin Meador
City of Menlo Park
Community Development Dept., Planning Division
701 Laurel Street
Menlo Park, CA 94025

**Re: BMR Housing Agreement – 706 Santa Cruz Avenue
PN: PLN2016-00111**

Dear Ms. Meador:

The undersigned represents Mr. Oros, the owner and developer of the above referred to project. The project calls for the creation of four residential condominium units and approximately 16,000 square feet of new commercial area on top of existing retail space. The ordinance, which requires mitigation of the demand for affordable housing created by new commercial development requires the payment of an in-lieu fee if it is not feasible to provide below market rate housing on site. The City has asked for information indicating why providing an onsite BMR unit is not financially feasible.

The top floor of the proposed development is to be the location of four new residential condominiums, ranging between 2,500 and 3,500 sq. ft., plus large terraces. Given the size of these units, the costs of construction and the ongoing cost of maintenance and operation of a four unit residential association, this is quite simply not a project that would be any kind of reasonable fit for a below market rate unit.

The estimated cost of construction (hard costs and soft costs) for the 4 units ranges from a low of \$2,108,160 for the smallest unit, to a high of \$3,317,760 for the largest unit. The budget for the operation of the Residential Association and the Master Association has not yet been created, but we can assume that the monthly assessments will most likely be in the neighborhood of \$750 or more.

Meador, Kaitlin
Page 2 of 2
August 11, 2017

The in-lieu fee you have calculated to be \$311,194.80.

If you require further information to explain why a below market rate unit is not a feasible option for this project, please contact the undersigned.

Best regards,



John Paul Hanna

JPH:amh

DRAFT BELOW MARKET RATE HOUSING IN LIEU FEE AGREEMENT

This Below Market Rate Housing In Lieu Fee Agreement (“Agreement”) is made as of this ___ day of _____, 2017 by and between the City of Menlo Park, a California municipality (“City”) and 706 716 Santa Cruz Avenue LLC, a California Corporation (“Applicant”), with respect to the following:

RECITALS

- A. Applicant owns property, located at that certain real property in the City of Menlo Park, County of San Mateo, State of California, consisting of approximately 0.54 acres, more particularly described as Assessor’s Parcel Number: 071-102-250 (“Property”), and commonly known as 706-716 Santa Cruz Avenue, Menlo Park.
- B. The Property currently contains one commercial building encompassing approximately 12,758 square feet of gross floor area.
- C. Applicant is requesting architectural control approval to demolish an existing commercial building, and construct a new three-story mixed use commercial and residential building with one level of underground parking and associated site improvements. (“Project”).
- D. Applicant is required to comply with Chapter 16.96 of City’s Municipal Code (“BMR Ordinance”) and with the Below Market Rate Housing Program Guidelines (“Guidelines”) adopted by the City Council to implement the BMR Ordinance. In order to process its application, the BMR Ordinance requires Applicant to submit a Below Market Rate Housing Agreement. This Agreement is intended to satisfy that requirement. Approval of a Below Market Rate Housing Agreement is a condition precedent to the approval of the applications and the issuance of a building permit for the Project.
- E. Residential use of the Property is allowed by the applicable zoning regulations. However, financial feasibility limits opportunities to develop on-site BMR residential units as part of the proposed project. Applicant does not own any additional sites in the City that are available and feasible for construction of sufficient below market rate residential housing units to satisfy the requirements of the BMR Ordinance. Based on these facts, the City has found that development of such BMR units in accordance with the requirements of the BMR Ordinance and Guidelines is not feasible.
- F. Applicant, therefore, is required to pay an in lieu fee as provided for in this Agreement. Applicant is willing to pay the in lieu fee on the terms set forth in this Agreement, which the City has found are consistent with the BMR Ordinance and Guidelines.

NOW, THEREFORE, the parties agree as follows:

1. If Applicant elects to proceed with the Project, Applicant shall pay the in lieu fee as provided for in the BMR Ordinance and Guidelines. Notwithstanding the proceeding, nothing in this Agreement shall obligate Applicant to proceed with the Project. The applicable in lieu fee is that which is in effect on the date the payment is made. The in lieu fee will be calculated as set forth in the table below; however, the applicable fee for the Project will be based upon the amount of square footage within Group A and Group B at the time of payment. The estimated in lieu fee is provided below.

Table 1: BMR Requirements and Applicant Proposal			
	Fee per square foot	Square feet	Component fees
Existing Building - Office	\$16.15	0	0
Existing Building - Non-Office	\$8.76	12,758	\$111,760.08
Proposed Building - Office	\$16.15	19,128	\$308,917.20
Proposed Building - Non-Office	\$8.76	13,018	\$114,037.68
BMR In-Lieu Fee Option			\$311,194.80

2. If the Applicant elects to proceed with the Project, the Applicant shall pay the in lieu fee before the City issues a building permit for the Project. The in lieu fee may be paid at any time after approval of this Agreement by the Planning Commission. If for any reason, a building permit is not issued within a reasonable time after Applicant's payment of the in lieu fee, upon request by Applicant, City shall promptly refund the in lieu fee, without interest, in which case the building permit shall not be issued until payment of the in lieu fee is again made at the rate applicable at the time of payment.
3. This Agreement shall be binding on and inure to the benefit of the parties hereto and their successors and assigns. Each party may assign this Agreement, subject to the reasonable consent of the other party, and the assignment must be in writing.
4. If any legal action is commenced to interpret or enforce this Agreement or to collect damages as a result of any breach of this Agreement, the prevailing party shall be entitled to recover all reasonable attorney's fees and costs incurred in such action from the other party.

5. This Agreement shall be governed by and construed in accordance with the laws of the State of California and the venue for any action shall be the County of San Mateo.
6. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by all of the parties hereto.
7. This Agreement supersedes any prior agreements, negotiations, and communications, oral or written, and contains the entire agreement between the parties as to the subject matter hereof.
8. Any and all obligations or responsibilities of Applicant under this Agreement shall terminate upon the payment of the required fee.
9. To the extent there is any conflict between the terms and provisions of the Guidelines and the terms and provisions of this Agreement, the terms and provisions of this Agreement shall prevail.

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

CITY OF MENLO PARK

706 716 Santa Cruz Avenue LLC

By: _____
City Manager

By: _____
Its:

HANNA & VAN ATTA

ATTORNEYS AT LAW

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

525 UNIVERSITY AVENUE, SUITE 600
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TELEPHONE
(650) 321-5700

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JOHN PAUL HANNA
A PROFESSIONAL CORPORATION

DAVID M. VAN ATTA
A PROFESSIONAL CORPORATION

WILLIAM R. GARRETT
A PROFESSIONAL CORPORATION

Email: jhanna@hanvan.com

December 6, 2017

VIA E-MAIL: kmmeador@menlopark.org

Ms. Kaitlin Meador
City of Menlo Park
Community Development Dept., Planning Division
701 Laurel Street
Menlo Park, CA 94025

Re: 706-708 Santa Cruz Avenue

Dear Kaitie:

The tentative map for the 706-708 Santa Cruz Avenue project, prepared by Kier & Wright, has been filed. The map has been filed a bit earlier than we would like because we wanted to be sure not to cause a delay in the scheduled December 11th Planning Commission hearing. As was stated by Daniel Maiel in his December 4th transmittal letter accompanying the tentative map filing, as of the date of filing the map we had still not finished preparing the documentation for the alternate undergrounding option. We were hard pressed to obtain the estimated costs for undergrounding the utilities on the Chestnut Street frontage because the major portion of those costs would be determined by PG&E and, as you know, PG&E has been totally overwhelmed by the devastating fires in the Santa Rosa area and has simply not been able to get this project on its radar screen.

Our consultant's preliminary estimate indicates that the cost of undergrounding the utilities on the Chestnut Street frontage would be in the neighborhood of \$569,000. Note that that does not include the City's cost of curb gutter, sidewalk, asphalt surfacing, undergrounding of City utilities, etc. Neither does it include any of the cost that would be incurred by PG&E and passed on to the project developer. Based upon a similar project involving PG&E at another location, we estimate the PG&E costs would exceed \$200,000.

The City Department of Public Works would have the best opportunity to estimate the City's costs for Chestnut Street.

We have obtained some preliminary estimates of the cost of undergrounding the utilities on Chestnut Lane, fronting the west side of the project. Those costs would be in the neighborhood of \$255,000. As best we can determine at this time, the total costs, should the Chestnut Street undergrounding be required of this developer, would be in excess of \$1,000,000. We protest in the strongest possible terms the imposition of any condition

requiring undergrounding of utilities. There are at least 3 reasons upon which our protest is based:

1. The cost is disproportionate to the request for approval of the subdivision map and the architectural design of the building. The condition proposed is both equitably unfair and legally questionable.
2. We doubt that the City has the appropriate authority to require the undergrounding. The Downtown Specific Plan contains, as the only reference to undergrounding, a guideline which does not mandate that utilities for each project within the Specific Plan Area be undergrounded, but only states it as a guideline which is something that "should" be required, rather than something that "shall" be required. We know of no other project in the City where a total undergrounding condition similar to what is proposed here has been required to date. We do not believe that the City Staff has the legal authority to impose the undergrounding condition in the absence of a Council resolution establishing a plan for undergrounding and providing a means of funding the plan.
3. It makes little sense to implement a grand plan for undergrounding all utilities in the Downtown Specific Plan Area by doing it piecemeal, one project at a time. The increased costs and the massive inefficiency of proceeding in that fashion are unacceptable. Trying to carry out an undergrounding plan on a block by block, street by street basis, over an extended period of time makes no sense. If and when PG&E can find time to focus on something besides the damage repair in the Santa Rosa area, I am sure they will be able to alert the City to what an inefficient and costly procedure it would be to proceed on a piecemeal fashion to underground the utilities, one project at a time.

We assert that a far better policy would be to establish a benefit assessment district for undergrounding the utilities throughout the Specific Plan Area.

We ask that the Planning Commission in approving the project and the tentative map, eliminate the undergrounding requirement.

Sincerely,



John Paul Hanna
JPH:sm

cc: Arlinda Heineck (aaheineck@menlopark.org)
Bill McClure (wlm@jsmf.com)
Vaslie Oros (voros11@aol.com)
Ken Hayes (khayes@thehayesgroup.com)
Daniel Maiel (dmaiel@thehayesgroup.com)

ROBERT J. LANZONE
 JEAN B. SAVAREE
 GREGORY J. RUBENS
 CAMAS J. STEINMETZ

KAI RUESS
 KIMBERLY L. CHU

CAMAS J. STEINMETZ, Ext. 225
 Email: csteinmetz@adcl.com

LAW OFFICES

AARONSON, DICKERSON, COHN & LANZONE

A PROFESSIONAL CORPORATION
 1001 LAUREL STREET, SUITE A
 SAN CARLOS, CALIFORNIA 94070
 PHONE: 650-593-3117
 FAX: 650-453-3911
 www.adcl.com

MICHAEL AARONSON
 (1910-1998)
 KENNETH M. DICKERSON
 (1926-2008)
 MELVIN E. COHN
 (1917-2014)

Of Counsel:
 JOAN A. BORGER

November 28, 2017

Chair and Members of the Planning Commission
 City of Menlo Park
 c/o Kaitlin Meador, Project Planner
KMMeador@menlopark.org
 Sent Via- email

Re: 706-716 Santa Cruz Avenue –December 13, 2017 Agenda

Dear Chair and Members of the Planning Commission:

This law firm represents Evelyn McMillian, the owner of a two-story commercial building located at 1142-1150 Chestnut Lane, which is situated directly across from the above referenced project site. My client's building, which has been in her family for over 60 years since the 1950's, houses small neighborhood-serving businesses that have been long term tenants of the building for many decades. These tenants include a tailor (a tenant for 45 years), an esthetician (a tenant for 25 years), a cosmetics shop (a tenant for 30 years) a dress shop, an architect and a construction firm. Their glass storefronts (shown in the enclosed photo) face directly across from the project site and its proposed 30-foot wide underground parking garage entrance, which is the primary source of my client's concerns with this project.

Because the proposed underground garage entrance is situated directly across from my client's building and will span almost the entire length of my client's building, it will essentially force my client's tenants' and their patrons to look into a gaping hole that will be a source of constant distraction with vehicles entering and existing and turning into and out of the entrance – all just feet away from my client's building's glass storefronts. With these vehicles will come increased noise, vehicle emissions, lights and maybe most importantly, increased safety hazards. In the last few years, my client's building has been struck twice by vehicles turning out of the current surface parking lot and jumping the curb. In one instance the corner of the building was stuck and pushed in, and in each instance a large floor-to-ceiling shop window was shattered and had to be replaced. Fortunately, the space was not occupied when either incident occurred, but that was just a lucky fluke.

To avoid these concerns, my client has requested that City staff consider requiring relocation of the garage entrance from Chestnut Lane to either Chestnut Street or Santa Cruz Avenue. We understand from our conversations with Ms. Meador, the project planner, that there are no Downtown Specific Plan policies that would prohibit such relocation. We also understand from our conversations with Public Works that Chestnut Street could support a garage entrance for the project. We note that the current surface parking lot located on the project site has its entrance located on Chestnut Street directly across from Ryan Lane. Therefore, retaining this entrance for the proposed underground parking garage would not result in any change to the existing condition. Moreover, it would ensure that no businesses would be impacted by vehicles and their headlights entering and existing the parking garage as it would face Ryan Lane. Finally, Chestnut Street at 60 feet wide compared to Chestnut Lane's resulting only 20 feet wide, would appear to allow for safer entrances and exits from the parking garage and make it easier for delivery, garbage, and fire trucks, as well as moving vans, to maneuver in and out of the parking garage. As such, we respectfully request that the Planning Commission require the applicant to relocate the garage entrance to either Chestnut Street or Santa Cruz Avenue.

Alternatively, if relocating the parking garage entrance to Chestnut Street or Santa Cruz Avenue cannot be accommodated, we respectfully request that following three conditions be imposed on the project's approval in order to mitigate the impacts of the project on my client's tenants:

1. Prohibit Truck Deliveries on Chestnut Lane. We request that all truck deliveries to the project's tenants and occupants be prohibited from occurring on Chestnut Lane and/or in the parking garage and that a dedicated loading space for truck deliveries to the project be required on either Chestnut Street or Santa Cruz Avenue. This will avoid the disrupting beeping noises from delivery trucks backing up, as well as reduce the distraction, emissions and safety hazards associated with these deliveries.

2. Narrow Width of Garage Entrance. Additionally, we request that the width of the curb cut for the parking garage entrance be reduced from the currently proposed 30 feet to just 15 feet, or whatever the minimum width is required by code. This will minimize the gaping hole effect, thereby minimizing the visual impacts on and distractions to my client's tenants.

3. Expand Opposite Sidewalk. Finally, we request that the sidewalk on my client's building's side of Chestnut Lane be expanded an additional five (5) feet and that concrete planters be installed along the length of my client's building. This will provide a buffer from the impacts of the project on my client's building, including out-of-control vehicles, as well as improve the overall pedestrian experience along Chestnut Lane. Imposing this condition would also resolve the inequity of the fact that, as shown on the enclosed parcel map, a sidewalk easement was required to be dedicated on my client's parcel and neighboring

parcels, while no similar dedication is required of the project applicant. Instead, the proposed sidewalk would take up existing public road right-of-way within Chestnut Lane. Expanding the sidewalk by an equal width on my client's building's side of Chestnut Lane would avoid this inequity and, more importantly, vastly improve the pedestrian experience of Chestnut Lane.

We understand that this is the first redevelopment project in the downtown area to be proposed under the newly adopted El Camino Real/ Downtown Specific Plan ("Specific Plan"). Therefore, this project represents an excellent opportunity to ensure that downtown redevelopment is sensitive to existing neighboring properties and businesses and does not overshadow them in accordance with the Specific Plan guiding principle to "sustain Menlo Park's village character (Specific Plan, p. C2). As described on page C4 of the Specific Plan:

The Specific Plan recognizes and builds upon the unique qualities of downtown Menlo Park and El Camino Real, in particular its small town character of lower-scale buildings and diverse and local neighborhood-serving businesses. The Specific Plan accommodates future development in ways that complement the area's existing character, using design controls and guidelines to regulate building form and scale.

This first redevelopment in the downtown under the Specific Plan serves as a test case for upholding this vision to complement existing lower-scale buildings such as my client's which house diverse and local neighborhood-serving businesses that have brought vibrancy and vitality to the downtown for decades.

In closing, we respectfully ask you to either (1) require the applicant to relocate the garage entrance to Chestnut Street or Santa Cruz Avenue; or, if this cannot be accommodated, to (2) impose the above three listed conditions on the project approval. Note that since we have not had the opportunity to review the staff report as of the date this letter was transmitted, we reserve the right to make additional comments.

Very truly yours,



Camas J. Steinmetz

Cc: Bill McClure, City Attorney

Enclosures



1142

1144

1146

1148
K.C. GOLDSMITHS

NON-STANDARD
TAILORING
ALTERATIONS

Equi

CHARVALE'S

1148
K.C. GOLDSMITHS

Fine Jewelry
Custom Designs
Quality Repair
Unique Gifts
Appraisals



BASIS OF BEARING--NOTES--LEGEND

The bearing, N 56°35'36"W, of the Centerline of Crane Street, as shown on Record of Survey Map, filed in Volume 9 of L.L.S. Maps at Page 139, Records of San Mateo County, was taken as the basis of bearings shown on this map.

The blue border indicates the boundary of the land subdivided by this map. All distances and dimensions are shown in feet and decimals thereof.

- Indicates Railroad Spike Found

CITY CLERK'S CERTIFICATE

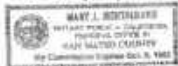
I, Margaret E. Snowden, City Clerk and ex officio Clerk of the City Council of the City of Menlo Park, California, hereby certify that said Council, by a resolution adopted at a regular meeting held on the 25th day of November, 1979, did approve the within map and did accept on behalf of the public all parcels of land as offered for dedication to public use.

Margaret E. Snowden
City Clerk and ex officio Clerk of the City Council,
Menlo Park, California.

ACKNOWLEDGMENT

STATE OF CALIFORNIA
COUNTY OF SAN MATEO
On this 2nd day of March, 1980, before me, *Mary J. Montalbano*, a Notary Public in and for the said County and State, residing therein, duly commissioned and sworn, personally appeared Edward S. Aklonis and Eleanor M. Aklonis, known to me to be the persons whose names are subscribed to the within instrument and they acknowledged to me that they executed the same, as Owners.

In Witness Whereof, I have hereunto set my hand and affixed my official seal this day and year in this certificate first above written.



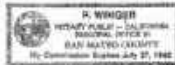
Mary J. Montalbano
Notary Public in and for the County of San Mateo,
State of California.

ACKNOWLEDGMENT

STATE OF CALIFORNIA
COUNTY OF SAN MATEO
On this ~~2nd~~ day of ~~March~~, 1979, before me, ~~_____~~ a Notary Public in and for the said County and State, residing therein, duly commissioned and sworn, personally appeared ~~_____~~ and ~~_____~~, known to me to be the ~~_____~~ and ~~_____~~ respectively, of First American Title Insurance Company, a California corporation, the corporation that executed the within instrument and known to me to be the persons who executed on behalf of such corporation and they acknowledged to me that said corporation executed the same, as True Sale.

In Witness Whereof, I have hereunto set my hand and affixed my official seal this ~~second~~ day and year in this certificate first above written.

Notary Public in and for the County of San Mateo, State of California.



R. Winger
Notary Public in and for the County of San Mateo, State of California.

CITY ENGINEER'S CERTIFICATE

This map conforms with the requirements of the Subdivision Map Act and local ordinance.

Dated: *MARCH 21, 1980*

Lauren E. Mercer
Lauren E. Mercer, City Engineer, Menlo Park.

ENGINEER'S CERTIFICATE

This map was prepared by me or under my direction and is based on a field survey in conformance with the requirements of the Subdivision Map Act and local ordinance at the request of Edward S. Aklonis in August 1979. I hereby state that this parcel map substantially conforms to the approved or conditionally approved tentative map, if any.

Dated: *SEPTEMBER 21, 1979*

Edwin H. Smith
Edwin H. Smith, R.C.E. Cert. No. 9476.



RECORDER'S CERTIFICATE

File No. **32107 AP** Fee \$5.00
Filed this 25th day of **MAR.**, 1980, at 3:44 P.M., in Volume 49 of Parcel Maps of Page 41, at the request of Lauren E. Mercer, City Engineer.

Merwin Church, San Mateo County Recorder.

Merwin Church
Deputy

OWNER'S CERTIFICATE

We hereby certify that we are the owners of, or have some right, title or interest, in and to the real property included within the subdivision shown upon this map and that we are the only persons whose consent is necessary to pass clear title to said real property and we consent to the making and recording of said map and subdivision as shown within the blue border lines and hereby dedicate to public use the Easement for Street Purposes and Wire Overhang Easement as shown upon said map within said subdivision.

Edward S. Aklonis *Eleanor M. Aklonis*
Edward S. Aklonis Eleanor M. Aklonis

STEWART TITLE COMPANY is the
RESPONSIBLE PARTY.
Stewart Title Company
ASSY. SEC.

ACKNOWLEDGMENT

STATE OF CALIFORNIA
COUNTY OF SAN MATEO
On this 19th day of Dec., 1979, before me, *P. Winger*, a Notary Public in and for the said County and State, residing therein, duly commissioned and sworn, personally appeared *Edwin H. Smith*, known to me to be the said Notary Public and *_____* respectively, of Stewart Title Company of the State of California, the company that executed the within instrument and known to me to be the persons who executed it on behalf of such company and they acknowledged to me that said company executed the same, as True Sale.

In Witness Whereof, I have hereunto set my hand and affixed my official seal this day and year in this certificate first above written.

P. Winger
Notary Public in and for the County of San Mateo, State of California.

PARCEL MAP

BEING A SUBDIVISION OF PORTIONS OF LOTS 138, 139 AND 167 & PORTION OF CHESTNUT STREET ABANDONED, MAP OF TOWN OF MENLO, FILED IN VOL. 1 OF MAPS AT PAGE 41, SAN MATEO COUNTY RECORDS

MENLO PARK
SAN MATEO COUNTY, CALIFORNIA

SCALE: 1"=30'

ASS. 1979

EDWIN H. SMITH
CIVIL ENGINEER
REDWOOD CITY, CALIFORNIA

SHEET 1 of 1 SHEET

Job No. 13719

Originally submitted on Dec. 20, 2016
Resubmitted on Nov. 27, 2017

RECEIVED

NOV 28 2017

CITY OF MENLO PARK
BUILDING

Ms. Kaitie Meador
Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: 706-716 Santa Cruz Avenue – Planning Commission Review

Attachment: Image of the Building storefronts and offices on Chestnut Lane.

Dear Ms. Meador,

I am writing to you in response to the Notice of Application Submittal for 706-716 Santa Cruz Avenue (hereafter, the ‘Proposed Development’), as sent by the City of Menlo Park.

The Proposed Development has not taken into account its surroundings on Chestnut Lane. As a result, we have a number of outstanding concerns that we hope you can help us resolve.

Property Directly Affected by Proposed Development (hereafter, ‘the Building’)

In Mr. Hayes’ letter to the Planning Department, dated October 21, 2016, he states, “the site is surrounded by Ace Hardware to the north, Le Boulanger to the south, Axiom Learning to the west and multiple small businesses to the east.” His letter fails to mention the Building or any of its tenants, and the photographs of the surrounding area that are provided in the plans on page A0.2 section 3 as submitted to the City do not show the existing storefronts and offices that will be directly affected by the Proposed Development. We have attached an image of the Building for your consideration.

The Building, comprising the addresses of 1142 to 1150 Chestnut (Street) is a two-story building, approximately 20’ tall and 49’ wide, with all storefronts facing Chestnut Lane downstairs, and with offices upstairs that also front on Chestnut Lane. Long-term tenants occupy the glass-fronted shops downstairs. The upstairs offices are used by a design firm, which was attracted to the space specifically because of its abundant natural light. The Building is adjacent to the space currently occupied by Axiom Learning on 1158 Chestnut, and directly opposite the Proposed Development.

We wish to preserve the property value, land use rights, commercial viability, etc., of the building and its occupants.

The following comments and questions are therefore respectfully submitted to you and the Planning Division for your consideration in preparation of your staff report on this Proposed Development.

Development to Property Line

The applicant proposes to build out to their lot line on Chestnut Lane, and then install, at the City's request, 5 feet of sidewalk, taken out of the right-of-way of Chestnut Lane. This will narrow the driving surface of Chestnut Lane from its current configuration of 25 feet wide to 20 feet wide.

The current sidewalk on the western side of Chestnut Lane is within the property lines of both existing buildings opposite the Proposed Development. The sidewalk is essential to the commercial viability of the stores on Chestnut Lane, and as such is also essential to the land use of the Building.

Please confirm that when the property owners of the Building develop to their own property line, the City will then permit the installation of the essential sidewalk on the Chestnut Lane roadway, on the western side of Chestnut Lane, thereby making Chestnut Lane 15 feet wide, and confirm that this width still permits fire truck access on Chestnut Lane.

Parking Entrance/Exit

Currently, the entrance to 15 of the existing 22 private parking spaces on the property of the Proposed Development is on Chestnut Street, across from Ryan Lane, with the exit from the existing private parking lot connecting to the existing city parking lot. The Proposed Development shows a 30 foot wide parking garage opening on Chestnut Lane providing access to 55 stalls, thereby moving both the entrance and exit of the parking to Chestnut Lane, facing the existing storefronts of the Building.

The placement of the entrance/exit of the Proposed Development parking facilities opposite the existing storefronts will, without exclusion:

- A) Introduce turning and start/stop traffic on Chestnut Lane, and
- B) Introduce turning, and potentially idling, truck traffic for retail, office and residential deliveries, and refuse collection onto Chestnut Lane, disrupting business, and
- C) Increase vehicular movements and associated noise on Chestnut Lane due to the increase in parking density, and
- D) Reduce the commercial viability and rental value of the storefronts facing the proposed entrance/exit, and
- E) Create a potential hazard for the occupants of the glass storefronts of the Building, given that the Building has already been hit twice by vehicles exiting the existing parking lot, shattering floor-to-ceiling glass shop windows.

The plans for the Proposed Development suggest that delivery trucks, and trash removal trucks will need to back into the ground floor parking area to unload and it is not clear

that they will be able to do so from the narrow lane without significant maneuvering, which will create traffic obstructions and back-up noise.

These problems can be remedied by having the parking garage access, loading and unloading access, and refuse collection access on Chestnut Street, rather than on Chestnut Lane. The existing parking lot is entered from Chestnut Street so this would be a continuation of an existing situation.

Information necessary for decision-making: Daylight Protection, Massing of Proposed Development, and Availability of Plans

We understand that the daylight plane protections will apply to the Building, and respectfully request these be represented in plans submitted to the City Planning Division and the Planning Commission prior to any review for approval, to provide an insight of impact on the daylight for, and solar rights of, the Building.

We further note that the current drawings and plans for the Proposed Development do not show, to scale, the massing of the Proposed Development when compared to existing neighbors, including the Building. We respectfully request massing of the Proposed Development is presented together with the massing of neighbors including the Building, and that rendered views are included that represented the view an average person would have when standing opposite the Chestnut Lane garage opening, looking at the Proposed Development. Drawing A0.2 as provided to us does not appear to be to scale, and does not show the view from Chestnut Lane when facing the Proposed Development from across Chestnut Lane.

To facilitate public review, we respectfully request all plans, letters, drawings, renderings, etc., are submitted by Applicant to the City in electronic format, and that all materials submitted by Applicant are made available to the public for electronic download and for viewing with publicly available viewing software.

Clarification of construction plan

The preliminary constructions plan drawing number A1.2 shows Chestnut Lane in red – this color does not appear in the legend. Can you please clarify the meaning of this red color, and provide us with any plans for closure of Chestnut Lane during construction, which will directly affect the businesses of the tenants of the Building.


Further comments, clarifications

Thank you for your consideration. If you have any questions or require any clarifications, please do not hesitate to contact me by email, Lynnmc@gmail.com

We reserve the right to submit further comments and questions, including but not limited to, any public hearings and the public review period for the EIR.

We look forward to working with you to ensure the successful implementation of this Proposed Development.

Respectfully,



E.M. McMillan
1611 Tudor Drive
Menlo Park, CA94025
lynnmc@gmail.com (preferred contact)



M12

RECEIVED

JAN 03 2017

Dear Neighbor,

re: 706-716 Santa Cruz Ave

We would like to invite you to a neighborhood meeting to review design drawings for the proposed mixed-use residential and commercial project at the above address.

The meeting will be at 9:30 AM on January 10th at the White Oak Works Showroom on 714 Santa Cruz Ave, Menlo Park.

Please join us, and the owners, so that we can present the proposed project, listen to your concerns and answer any questions you might have.

Light refreshments will be served.

We hope that you will join us on January 10th.

Sincerely,

Ken Hayes, AIA
President

Dec. 20, 2016

Kaitie Meador
Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: 706-716 Santa Cruz Avenue – Planning Commission Review

Attachment: Image of the Building storefronts and offices on Chestnut Lane.

Dear Ms. Meador,

I am writing to you in response to the Notice of Application Submittal for 706-716 Santa Cruz Avenue (hereafter, the 'Proposed Development'), as sent by the City of Menlo Park.

The Proposed Development has not taken into account its surroundings on Chestnut Lane. As a result, we have a number of outstanding concerns that we hope you can help us resolve.

Property Directly Affected by Proposed Development (hereafter, 'the Building')

In Mr. Hayes' letter to the Planning Department, dated October 21, 2016, he states, "the site is surrounded by Ace Hardware to the north, Le Boulanger to the south, Axiom Learning to the west and multiple small businesses to the east." His letter fails to mention the Building or any of its tenants, and the photographs of the surrounding area that are provided in the plans on page A0.2 section 3 as submitted to the City do not show the existing storefronts and offices that will be directly affected by the Proposed Development. We have attached an image of the Building for your consideration.

The Building, comprising the addresses of 1142 to 1150 Chestnut Street is a two-story building, approximately 20' tall and 45' wide, with all storefronts facing Chestnut Lane downstairs, and with offices upstairs that also front on Chestnut Lane. Long-term tenants occupy the glass-fronted shops downstairs. The upstairs offices are used by a design firm that was attracted to the space specifically because of its abundant natural light. The Building is adjacent to the space currently occupied by Axiom Learning on 1158 Chestnut, and directly opposite the Proposed Development.

We wish to preserve the property value, land use rights, commercial viability, etc., of the building and its occupants.

The following comments and questions are therefore respectfully submitted to you and the Planning Division for your consideration in preparation of your staff report on this Proposed Development.

Development to Property Line

The applicant proposes to build out to their lot line on Chestnut Lane, and then install, at the City's request, 5 feet of sidewalk, taken out of the width of Chestnut Lane. This will narrow the driving surface of Chestnut Lane from its current configuration of 25 feet wide to 20 feet wide.

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- D) Reduce the commercial viability and rental value of the storefronts facing the proposed entrance/exit, and
- E) Create a potential hazard for the occupants of the glass storefronts of the Building, given that the Building has already been hit twice by vehicles exiting the existing parking lot.

The plans for the Proposed Development suggest that delivery trucks, and trash removal trucks will need to back into the ground floor parking area to unload and it is not clear that they will be able to do so from the narrow lane without significant maneuvering, which will create traffic obstructions and back-up noise.

These problems can be remedied by having the parking garage access, loading and unloading access, and refuse collection access on Chestnut Street, rather than on Chestnut Lane. The existing parking lot is entered from Chestnut Street so this would be a continuation of an existing situation.

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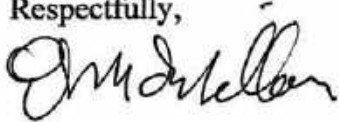
Further comments, clarifications

Thank you for your consideration. If you have any questions or require any clarifications, please do not hesitate to contact me by email, lynnmcm@gmail.com

We reserve the right to submit further comments and questions, including but not limited to, any public hearings and the public review period for the EIR.

We look forward to working with you to ensure the successful implementation of this Proposed Development.

Respectfully,



E.M. McMillan
1611 Tudor Drive
Menlo Park, CA94025
lynnmcm@gmail.com (preferred contact)

**706-716 Santa Cruz
El Camino Real/Downtown Specific Plan Program EIR – Conformance Checklist**

Introduction

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area over the coming decades. The Specific Plan addresses approximately 130 acres and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to “enhance the community life, character and vitality through mixed use infill Projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real.” The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but establishes a maximum development capacity of 474,000 square feet of non-residential development (inclusive of retail, hotel, and commercial development), and 680 new residential units.

The Hayes Group on behalf of the Oros family has submitted an application for a 46,908 square foot, three-story, mixed-use project including one-level of underground parking. The project site consists of one parcel (Assessor’s Parcel Number 071-102-250) at 706-716 Santa Cruz Avenue, which is currently occupied by existing commercial buildings and surface parking. The Project would demolish the existing commercial buildings and site improvements. The property is part of the Specific Plan area, and as such may be covered by the Program EIR analysis. The intent of this Environmental Conformity Analysis is to determine: 1) whether the Project does or does not exceed the environmental impacts analyzed in the Program EIR, 2) whether new impacts have or have not been identified, and 3) whether new mitigation measures are or are not required.

Existing Condition

The subject parcel is located on the northwest corner of Santa Cruz Avenue and Chestnut Street which is part of the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The adjoining properties to the site include Ace Hardware store to the north, Le Boulanger restaurant to the south, Axion Learning center and several small businesses to the west and multiple small businesses to the east. The 0.54 acre (23,454 square feet) project site is currently occupied by Union Bank (716 Santa Cruz

Avenue), the Juban Yakiniku House (712 Santa Cruz Avenue) and a computer service store (708 Santa Cruz Avenue). The project site is relatively flat, rectangular shaped parcel, occupied by buildings facing Santa Cruz Avenue, with surface parking at the rear.

Project

The Project includes the demolition of the existing buildings, site improvements and the construction of a three-story building including 13,018 square feet of retail, 19,128 square feet of office space, and four residential units including one-level of underground parking. The maximum building height is 38' to the top of the roof and 44' to the top of the elevator.

The ground floor includes at-grade parking, building lobby, and retail space; the second level will consist of office space and the third level residential units. The office space and residential units will have access from the building lobby.

The Project includes one-level of underground parking accessed by a full-accessed driveway ramp down off Chestnut Lane. A total of 55 parking spaces are proposed in surface and underground parking. Based on the parking requirements for each use, the Project is required to provide 55 total parking spaces, including replacement of 18 existing spaces, four spaces for residential use, and 33 spaces for the office use.

The ground floor consists of retail space and surface parking spaces off Chestnut Lane. Pedestrian access to the retail is provided from Santa Cruz Avenue and Chestnut Street with stair and elevator access to the underground parking.

The second level consists of office space with an outdoor terrace area. The third level has four residential units with access from an interior hall from the common lobby area via the elevator and stairs. Each unit has a private terraced open space area and a common courtyard open space located on the west side of the units.

The enclosed trash and recycle is located on Chestnut Lane. Trash and recycle containers are accessed via Chestnut Lane. Landscaping is proposed along Santa Cruz Avenue, Chestnut Lane, and Chestnut Street. Two Heritage trees are proposed to be removed due to health and development impact. One tree is considered a street tree and the other tree is located on the project site. A potential third heritage tree could be removed depending on the final undergoing and off-site improvement plan.

The Project requires Architectural Control Review, Tentative Map to create four residential units and two commercial units, with rights reserved to allow up to ten commercial condominiums, Heritage tree permits for removal of two trees (one street tree and one on-site tree) and a Below Market Rate (BMR) Housing In-lieu agreement approval by the Planning Commission.

Environmental Analysis

As discussed in the introduction, this comparative analysis has been undertaken to analyze whether the Project would have any significant environmental impacts that are not addressed in the Program EIR. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Program EIR. The comparative analysis also addresses whether any changes to mitigation measures are required.

As noted previously, the proposal is a mixed-use Project, demolishing the existing commercial buildings and site improvements. Assuming full occupancy, the Project is estimated to generate less than 32 net trips in the AM peak hour and 31 net trips in the PM peak hour. Based on this level of vehicle traffic, a detailed traffic study is not required, as long as the land use assumptions on-site are consistent with those outlined in the Specific Plan. The Project is consistent with the Specific Plan land uses. The Project will be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

Aesthetic Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that the Project would not have a substantial adverse effect on a scenic view, vista, or designated state scenic highway, nor would the Project have significant impacts to the degradation of character/quality, light and glare, or shadows.

Implementation of the Project would result in the construction of a mixed-use development. Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to the visual character would not be substantially adverse, and the impact would be considered less than significant. The Project is subject to the Planning Commission architectural control review and approval, which includes public notice and ensures aesthetic compatibility. The Project meets the design standards and guidelines as noted in the El Camino Real/Downtown Specific Plan by breaking up the elevations, incorporating projections (terraces) and activating the street with retail on the ground floor. Therefore, the Project would not result in any impacts to the existing visual character of the site and its surroundings.

Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to light and glare would not be substantially adverse, and the impact would be less than significant. The Specific Plan includes regulatory standards for nighttime lighting and nighttime and daytime glare. Therefore, the Project would not result in any impacts associated with substantial light or glare.

A solar analysis was prepared for the Project which demonstrated that shadows west onto the neighboring building across Chestnut Lane would be at its lowest and longest during the winter solstice and shorter during the spring and fall equinoxes. Similar development concepts were evaluated under the Specific Plan EIR, and determined that the longest shadows would occur in the morning and afternoon. In general, there

are limited new shadow impacts, none of which have the potential to significantly affect in an adverse manner the use of outdoor recreational areas, public open spaces, historical resources, or substantial numbers of properties. Given the built character of the Plan area, most new shadow tends to overlap existing shadow as opposed to creating shadow where none previously existed. Furthermore, the Project itself includes design requirements that reduce shadow impacts including setbacks, and height variation that serve to limit the size of upper levels and the shadows cast by the buildings, therefore the Project would not result in any new impacts associated with shadow impacts.

As was the case with the Specific Plan, the Project would not have a substantial adverse effect on a scenic view or vista, a state scenic highway, character/quality, or light and glare impacts. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Agriculture Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that no impacts would result with regard to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or any area zoned for agricultural use or forest land.

As was the case with the Program EIR, the Project would not result in any impacts to farmland, agricultural uses, or forest land. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Air Quality

Impacts would be the same as the Specific Plan.

AIR-1: The Program EIR determined that emissions of criteria pollutants associated with construction would be significant, and established Mitigation Measures AIR-1a and AIR-1b to address such impacts. Mitigation Measure AIR-1a would be applied to this proposal. However, the Program EIR concluded that impacts could still be significant and unavoidable even with implementation of such mitigations. The Project would construct a three-story, mixed-use Project with one-level of underground parking and would not involve the type of large-scale construction activities that would create additional impacts. The Project would be well below the 249 dwelling units and 277,000 square feet of commercial development construction screening threshold adopted by the Bay Area Air Quality Management District. As a result, implementation of Mitigation Measure AIR-1b is not required for this Project.

AIR-2: The Program EIR determined that the Specific Plan would have long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute to an air quality violation (due to being inconsistent with an element of the *2010 Clean Air Plan*), and established Mitigation Measure AIR-2 requiring implementation of Mitigation Measure TR-2 regarding Transportation Demand

Management (TDM) strategies to address this impact. However, the Program EIR noted that TDM effectiveness cannot be guaranteed, and concluded that the impact would be significant and unavoidable. The Project would be consistent with the Program EIR analysis, and as such would be required to implement Mitigation Measure AIR-2.

AIR-3: The Program EIR determined that the Specific Plan would increase levels of Toxic Air Contaminants (TACs) due to increased heavy duty truck traffic, but that the impacts would be less than significant. The Project would not generate an unusual amount of heavy truck traffic relative to other mixed-use developments due to the limited nature of the construction, and the Project's limited share of overall Specific Plan development would be accounted for through deduction of its totals from the Specific Plan Maximum Allowable Development.

AIR-4: The Program EIR concluded that the Specific Plan would not have a substantial adverse effect pertaining to Particulate Matter (PM_{2.5}). The Project is consistent with the assumptions of this analysis.

AIR-5, AIR-6, AIR-7, AIR-8, AIR-10, and AIR-11: The Specific Plan determined that the introduction of sensitive receptors, specifically new residences, to an environment (near El Camino Real and the Caltrain tracks, as well as to a zone in proximity to the SRI International campus) with elevated concentrations of TACs and PM_{2.5} could result in significant or potentially significant impacts (including in the cumulative scenario), and established Mitigation Measures AIR-5, AIR-7, and AIR-10 to bring impacts to less than significant levels. Although the project site is in proximity to the Caltrain tracks and El Camino Real, implementing certain components of Mitigation Measure AIR-7 would reduce cancer risk to a less than significant level. Mitigation Measure AIR-10 would not apply, because the project site is a sufficient distance from the SRI International campus.

AIR-9: The Program EIR determined that the Specific Plan is fundamentally consistent with the growth projections of the Bay Area 2010 Clean Air Plan, particularly with regard to residential development. The project proposes 3 residential condominium units and commercial and office space, which is consistent with the growth projections of the Bay Area 2010 Clean Air Plan.

No new Air Quality impacts have been identified and no new mitigation measures are required for the Project.

Biological Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that less than significant impacts would result with regard to special status plant and wildlife species, sensitive natural communities, migratory birds, and jurisdictional waters and wetlands upon implementation of the recommended Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a through BIO-5c, and BIO-6a. Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-5a through BIO-5c would apply to the Project, but

BIO-6a would not (it is limited to Projects proposing development near San Francisquito Creek). The analysis also found that the Specific Plan would not conflict with local policies, ordinances, or plans. The Project site is fully developed and within a highly urbanized/landscaped area.

The Project site includes little wildlife habitat and essentially no habitat for plants other than the opportunity ruderal species adapted to the built environment or horticultural plants used in landscaping. The Project would not result in the take of candidate, sensitive, or special-status species.

There are 13 trees on-site including 11 street trees, two Heritage trees are proposed to be removed, and 3 new trees are proposed to be planted. The Program EIR determined that no mitigation would be required with implementation of the Heritage Tree Ordinance Chapter 13.24 which requires a planting replacement at a 2:1 basis for commercial Projects. Since the Project has a zero setback, there is not adequate room to plant four replacement trees, therefore the applicant would be required to plant 3- 48-inch box trees. The Heritage Tree Ordinance Chapter does allow the City Arborist to exercise discretion on the size and number of trees an applicant may be required to install to meet the intent of the ordinance. Additionally, the City of Menlo Park's Building Division provides "Tree Protection Specification" measures and procedures to further insure the protection of Heritage trees during construction. Compliance with these existing code requirements, guidelines, and Tree Protection Specification measures and procedures, coupled with additional tree planting, would mitigate the impact of any loss of protected trees and would constitute consistency with local ordinances designed to protect existing tree resources. The impact would be less than significant.

With implementation of the Project, construction activities would occur on an existing developed site. Therefore, as with the Program EIR, the Project would result in less than significant impacts to biological resources and no new Mitigation Measures would be required. The Project would also not conflict with local policies, ordinances, or plans, similar to the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

Cultural Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that no significant impacts to a historic resource would result with implementation of Mitigation Measure CUL-1. The analysis also concluded that the Specific Plan would result in less than significant impacts to archeological resources, paleontological resources, and burial sites with implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-3, and CUL-4. With regard to the Project site, the physical conditions, as they relate to archeological resource, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate Mitigation Measure CUL-4 through notations on plan sheets and ongoing on-site monitoring. Mitigation Measure CUL-3 would not be required, as the Project would not excavate beyond previously disturbed soil.

In compliance with Mitigation Measure CUL-1, a Historic Resource Evaluation was prepared by Preservation Architecture, dated March 2016 for the Project. The report concluded the commercial buildings were found not to be historically significant, as the buildings were constructed in 1954, it is a relatively recent commercial resource with a relatively brief and narrow commercial history. Within its commercial context, no events of importance have been identified, nor have any associated persons of potential historic importance. Therefore, the Project site does not have historical or historic potential for inclusion on the National Register of Historic Places or the California Registrar of Historical Resources.

In compliance with Mitigation Measure CUL-2a, an Archeological Resource Evaluation was prepared by Basin Research Associates, dated January 29, 2016 for the Project. The report concluded, the archival research revealed that there are no recorded cultural resources located within the study area. No traces of significant cultural materials, prehistoric or historic, were noted during the surface reconnaissance. In the event, however, that prehistoric traces are encountered, the Specific EIR requires protection activities if archaeological artifacts are found during construction.

No new impacts have been identified and no new mitigation measures are required.

Geology and Soils

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to earthquake faults, seismic ground shaking, seismically induced hazards (e.g., liquefaction, lateral spreading, land sliding, settlement, and ground lurching), unstable geologic units, expansive soils, corrosive soils, landslides, and soil erosion would result. No Mitigation Measures are required.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Society, and no known active faults exist on the site. The nearest active fault to the project area is the San Andreas fault which is located approximately 4.7 miles southwest of the property. Although this is the case, the Project is in a seismically active area and, while unlikely, there is a possibility of future faulting and consequent secondary ground failure from unknown faults is considered to be low. Furthermore, the Project would comply with requirements set in the California Building Code (CBC) to withstand settlement and forces associated with the maximum credible earthquake. The CBC provides standards intended to permit structures to withstand seismic hazards. Therefore, the code sets standards for excavation, grading, construction earthwork, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. A Geotechnical Investigation was prepared by Romig Engineers, INC, dated December 2015 for the Project. The report concluded the site is suitable for the proposed mixed-use development provided the recommendations in the report are followed during design and construction. No mitigation is required.

Greenhouse Gas Emissions

Impacts would be the same as the Specific Plan.

GHG-1: The Program EIR determined that the Specific Plan would generate Greenhouse Gas (GHG) emissions, both directly and indirectly, that would have a significant impact on the environment. Specifically, the operational GHG using the Bay Area Air Quality District (BAAQMD) GHG Model, measured on a “GHG: service population” ratio, were determined to exceed the BAAQMD threshold. The Project’s share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-1, although it was determined that the impact would remain significant and unavoidable even with this mitigation. For the Project, implementation of Mitigation Measure GHG-1 is not necessary as the BAAQMD-identified GHG Mitigation Measures are primarily relevant to City-wide plans and policies and because the City’s CAL Green Amendments have since been adopted and are applied to all projects, including this Project.

GHG-2: The Program EIR determined that the Specific Plan could conflict with AB 32 and its Climate Change Scoping Plan by exceeding the per-capita threshold cited in GHG-1. Again, the Project’s share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-2a and GHG-2b, although it was determined that the impact would remain significant and unavoidable even with this mitigation.

No new impacts have been identified and no new mitigation measures are required for the Project.

Hazards and Hazardous Materials

Impacts would be the same as the Specific Plan. The Program EIR determined that a less than significant impact would result in regards to the handling, transport, use, or disposal of hazardous materials during construction operations. The analysis also concluded that the Project site is not included on a list of hazardous materials sites, is not within the vicinity of an airport or private airstrip, would not conflict with an emergency response plan, and would not be located in an area at risk for wildfires. The Specific Plan analysis determined that with implementation of Mitigation Measures HAZ-1 and HAZ-3, impacts related to short-term construction activities, and the potential handling of and accidental release of hazardous materials would be reduced to less than significant levels.

The Project would involve ground-disturbance and demolition of an existing commercial building and improvements and as such implementation of Mitigation Measures HAZ-1 and HAZ-3 would be required. Project operations would result in a mixed-used

development. The Project would not handle, store, or transport hazardous materials in quantities that would be required to be regulated.

In compliance with Mitigation Measure HAZ-1, an Environmental Site Assessment Phase 1 was prepared by AEI Consultants, dated January 31, 2017 for the Project. The report concluded, no potential hazardous releases were identified therefore a Phase II was not required. Thus, Project operations would result in similar impacts as that analyzed for the Specific Plan. No new impacts have been identified and no new mitigation measures are required for the Project.

Hydrology and Water Quality

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to construction-related impacts (i.e., water quality and drainage patterns due to erosion and sedimentation), or operational-related impacts to water quality, groundwater recharge, the alteration of drainage patterns, or flooding would result. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction Project disturbing 500 square feet or more of dirt. The Grading and Drainage (G&D) Permit requirements specify that the construction must demonstrate that the sediment laden-water shall not leave the site. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation to a less-than-significant level. No Mitigation Measures are required.

Land Use and Planning

Impacts would be the same as the Specific Plan.

LU-1: The Program EIR determined that the Specific Plan would not divide an established community. The Project would involve demolition of existing building and on-site improvements. The Specific Plan would allow for taller buildings, any new development would occur along the existing grid pattern and proposed heights and massing controls would result in buildings comparable with existing and proposed buildings found in the Plan area. The proposed development consists of a construction of a three-story, mixed-use building with one-level of underground parking and is subject to architectural review by the Planning Commission. The Project would not create a physical or visual barrier, therefore would not physically divide a community. There are no impacts.

LU-2: The Program EIR determined that the Specific Plan would not alter the type and intensity of land uses in a manner that would cause them to be substantially incompatible with surrounding land uses or neighborhood character. The Project is an infill mixed-use development that meets the intent of the Specific Plan, and would be consistent with the General Plan. No mitigation is required for this impact, which is less than significant.

LU-3: The Program EIR determined that the Specific Plan would not conflict with the City's General Plan, Zoning Ordinance, or other land use plans or policies adopted for the purpose of mitigating an environmental effect. The General Plan and Zoning Ordinance were amended concurrent with the Specific Plan adoption, and the Project would comply with all relevant regulations. No mitigation is required for this impact, which is less than significant.

LU-4: The Program EIR determined that the Specific Plan, in combination with other plans and projects, would not result in cumulatively considerable impacts to land use. The Project, being a part of the Specific Plan area and accounted for as part of the Maximum Allowable Development, is consistent with this determination. No mitigation is required for this impact, which is less than significant.

No new impacts have been identified and no new mitigation measures are required for the Project.

Mineral Resources

Impacts would be the same as the Specific Plan. The Program EIR noted that the Project site is not located within an area of known mineral resources, either of regional or local value.

As was the case with the Specific Plan, the Project would not result in the loss of availability of a known mineral resource or mineral resources recovery site. No new impacts have been identified and no new mitigation measures are required for the Project.

Noise

Impacts would be the same as the Specific Plan.

NOI-1: The Program EIR determined that construction noise, in particular exterior sources such as jackhammering and pile driving, could result in a potentially significant impact, and established Mitigation Measures NOI-1a through NOI-1c to address such impacts. The physical conditions as they relate to noise levels have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, construction noise impacts of the Project would be less than significant, and these mitigation measures would apply (with the exception of Mitigation Measure NOI-1b, which applies to pile driving activities, which wouldn't take place as part of the Project).

NOI-2: The Program EIR determined that impacts to ambient noise and traffic-related noise levels as a result of the Specific Plan would be less than significant. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development. In compliance with Mitigation

Measure NOI--2, a Noise Evaluation was prepared by Mei Wu Acoustics (MWA), dated October 20, 2016 for the Project. The report provides documentation of measured existing ambient environmental sound levels. The sound levels are consistent with the existing noise levels documented in Table 4.10-4- *Traffic Noise Increase Along Roadways in the Plan Area*.

NOI-3: The Program EIR determined that the Specific Plan could include the introduction of sensitive receptors (i.e., new residences) to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code (i.e., near the Caltrain tracks), as well as the introduction of sensitive receptors to substantial levels of ground borne vibration from the Caltrain tracks. Mitigation Measures NOI-3 would require detailed acoustical assessments for residential units constructed within the Specific Plan area to ensure that Title 24 interior noise level standards are achieved. A Building Façade Sound Isolation Study was prepared by MWA dated October 20, 2016 and concluded the residential and commercial areas would have interior noise levels consistent with Title 24 noise levels.

NOI-4: The Program EIR determined that the Specific Plan could include the introduction of sensitive receptors, specifically new residences, to substantial levels of ground borne vibration from the Caltrain tracks. The project area is not adjacent to the Caltrain right-of-way, which has the potential for vibration-related issues. Therefore, the proposed project would not result in any impacts related to ground borne noise or vibration.

NOI-5: The Program EIR determined that implementation of the Specific Plan, together with anticipated future development in the area in general, would result in a significant increase in noise levels in the area. The Program EIR established Mitigation Measure NOI-5 to require the City to use rubberized asphalt in future paving projects within the Plan area if it determines that it will significantly reduce noise levels and is feasible given cost and durability, but determined that due to uncertainties regarding Caltrans approval and cost/feasibility factors, the cumulative impact of increased traffic noise on existing sensitive receptors is significant and unavoidable. The proposed project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development.

No new Noise impacts have been identified and no new mitigation measures are required for the Project.

Population and Housing

Impacts would be similar from that analyzed in the Program EIR.

POP-1: The Program EIR determined that the implementation of the Specific Plan would not cause the displacement of existing residents to the extent that the construction of replacement facilities outside of the Plan area would be required. The Project site is existing commercial buildings and includes the construction of a three-

story, mixed-use development with one-level of underground parking. Therefore, no residents would be displaced. No mitigation is required for this impact, which is less than significant.

POP-2: The Program EIR determined that the implementation of the Specific Plan would not be expected to induce growth in excess of current Projections, either directly or indirectly. The Program EIR found that full build-out under the Specific Plan would result in 1,537 new residents, well within the Association of Bay Area Governments (ABAG) Projection of 5,400 new residents between 2010 and 2030 in Menlo Park and its sphere of influence. Additionally, the Program EIR projected the new job growth associated with the new retail, commercial and hotel development to be 1,357 new jobs. The ABAG projection for job growth within Menlo Park and its sphere of influence is an increase of 7,240 jobs between 2010 and 2030. The Program EIR further determines that based on the ratio of new residents to new jobs, the Specific Plan would result in a jobs-housing ratio of 1.56, below the projected overall ratio for Menlo Park and its sphere of influence of 1.70 in 2030 and below the existing ratio of 1.78.

The Project includes the construction of a three-story, mixed-use development, with one-level of underground parking. Construction of the Project, including site preparation, would temporarily increase construction employment. Given the relatively common nature and scale of the construction associated with the Project, the demand for construction employment would likely be met within the existing and future labor market in the City and the County. The size of the construction workforce would vary during the different stages of construction, but a substantial quantity of workers from outside the City or County would not be expected to relocate permanently.

POP-3: The Program EIR determined that implementation of the Specific Plan, in combination with other plans and projects would not result in cumulatively considerable impacts to population and housing. The EIR identified an additional 959 new residents and 4,126 new jobs as a result of other pending Projects. These combined with the projection for residents and jobs from the Specific Plan equate to 2,496 new residents and 5,483 new jobs, both within ABAG Projections for Menlo Park and its sphere of influence in 2030. The additional jobs associated with the Project would not be considered a substantial increase, would continue to be within all projections and impacts in this regard would be considered less than significant. Thus, no new impacts have been identified and no new mitigation measures are required for the Project.

No new Population and Housing impacts have been identified and no new mitigation measures are required for the Project.

Public Services and Utilities

Impacts would be the same as the Specific Plan. The Program EIR concluded that less than significant impacts to public services, including fire protection, police protection, schools, parks, and other public facilities would result. In addition, the Program EIR concluded that the Project would result in less than significant impacts to utilities and

service systems, including water services, wastewater services, and solid waste. No mitigation measures were required under the Program EIR for Public Services and Utilities impacts.

The Menlo Park Fire Protection District (MPFPD) currently serves the project area. MPFPD review and approval of individual development plans is a standard part of the Project review process, ensuring that new buildings meet all relevant service requirements. MPFPD have completed an initial Project review, and have tentatively approved the Project for compliance with applicable Fire Code regulations. The Project would not intensify development over what has previously been analyzed, nor modify building standards (height, setbacks, etc.) in a way that could affect the provision of emergency services by the MPFPD. Therefore, the Project would not result in any impacts resulting in the need for new or physically altered fire facilities.

Public parks near the project area include Burgess Park, Fremont Park, and Nealon Park. Additional public facilities, such as the library and recreational facilities at the Civic Center complex are located next to Burgess Park. The project would not intensify development over what has previously been analyzed, and existing public facilities would continue to be sufficient to serve the population of the project area. Therefore, the proposed project would not result in the demand for new public parks or other public facilities.

The existing water, wastewater, electric, gas, and solid waste infrastructure is adequate to support the Project, as the mixed-use development would not exceed what was previously analyzed, which the current site was developed to support.

No new Public Services and Utilities impacts have been identified and no new mitigation measures are required for the Project.

Transportation, Circulation and Parking

Assuming full occupancy, the Project is estimated to generate 32 new trips in the AM peak hour and 31 net new trips in the PM peak hour. Based on this level of vehicle traffic, a detailed traffic study is not required, as the land use assumptions on site are consistent with those outlined in the Downtown Specific Plan. The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair-share contribution towards infrastructure required to mitigate transportation impacts.

The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

TR-1 and TR-7: The Program EIR concluded that the Specific Plan would result in significant and unavoidable traffic impacts related to operation of area intersections and local roadway segments, in both the short-term and cumulative scenarios, even after implementation of Mitigation Measures TR-1 and TR-7. The Project would pay required

TIF (Transportation Impact Fee) and fair-share contributions as part of these mitigations.

TR-2 and TR-8: The Program EIR determined that the Specific Plan would adversely affect operation of certain local roadway segments, in both the near-term and cumulative scenarios. The Project's share of the overall Specific Plan development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis.

In addition, the Project would be required through the MMRP to implement Mitigation Measure TR-2, requiring submittal and City approval of a Transportation Demand Management (TDM) program prior to Project occupancy. The goal of the TDM plan is to identify trip reduction methods to be implemented in order to reduce the number of AM and PM peak single occupant vehicle (SOV) trips that are generated by the project site. A TDM Plan was prepared by TDM Specialists, INC, dated October 10, 2017. This TDM plan is estimated to reduce the number of new SOV trips by 20 percent using a variety of infrastructure and incentive based measures such as carpooling, transit riding, bicycling, walking and telecommuting. However, this mitigation (which is also implemented through Mitigation Measure AIR-2) cannot have its effectiveness guaranteed, as noted by the Program EIR, so the impact remains significant and unavoidable.

TR-3, TR-4, TR-5, and TR-6: The Program EIR determined that the Specific Plan would not result in impacts to freeway segment operations, transit ridership, pedestrian and bicycle safety, or parking in the downtown. The Project, using a parking rate supported by appropriate data and analysis, would be consistent with this analysis, and no new impacts or mitigation measures would be projected.

No new impacts have been identified and no new mitigation measures are required for the Project.

Conclusion

As discussed, the Conformance Checklist is to confirm that 1) the Project does not exceed the environmental impacts analyzed in the Program EIR, 2) that no new impacts have been identified, and 3) no new mitigation measures are required. As detailed in the analysis presented above, the Project would not result in greater impacts than were identified for the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

References

1. Arborist Report prepared by Arbor Resources dated November 20, 2017.
2. Cultural Resource Evaluation prepared by Basin Research Associates dated January 29, 2016

3. Historic Resource Evaluation prepared by Preservation Architecture, dated March 10, 2016.
4. Phase I Environmental Site Assessment prepared by AEI Consultants, dated January 31, 2017.
5. Geotechnical Investigation prepared by prepared by Romig Engineers, INC, dated December 2015.
6. Plans prepared by the Hayes Group Architecture.
7. TDM Plan prepared by TDM Specialists dated October 10, 2017.
8. Mixed-Use Parking Study prepared by Hexagon Transportation Consultants dated July 20, 2017.
9. Building Façade Sound Isolation Study prepared by Mei Wu Acoustics dated October 20, 2016.
10. Environmental Sound Measurements prepared by Mei Wu Acoustics dated October 20, 2016.
11. Staff site visit November 6, 2016.
12. Trip Generation Analysis prepared by Hexagon Transportation Consultants dated January 9, 2017.

EI Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
AIR QUALITY				
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)				
<p><i>Mitigation Measure AIR-1a</i>: During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.</p> <p><u>Basic Controls that Apply to All Construction Sites</u></p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 	<p>Exposed surfaces shall be watered twice daily.</p> <p>Trucks carrying demolition debris shall be covered.</p> <p>Dirt carried from construction areas shall be cleaned daily.</p> <p>Speed limit on unpaved roads shall be 15 mph.</p> <p>Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.</p> <p>Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.</p> <p>Construction equipment shall be properly tuned and maintained.</p>	<p>Measures shown on plans, construction documents and on-going during demolition, excavation and construction.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>PW/CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Signage will be posted with the appropriate contact information regarding dust complaints.			
<i>Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)</i>				
Mitigation Measure AIR-2: Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	See Mitigation Measure TR-2.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
Impact AIR-7: Implementation of the Specific Plan would expose sensitive receptors to elevated concentrations of Toxic Air Contaminants (TACs) associated with Caltrain operations which may lead to considerable adverse health effects. (Potentially Significant)				
<p>Mitigation Measure AIR-7: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within approximately 1,095 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM_{2.5} concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.</p>	<p>A health risk analysis shall be prepared.</p> <p>If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks</p>	<p>Simultaneous with a building permit submittal</p>	<p>Project sponsor(s)</p>	<p>CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
	Plan developed for ongoing maintenance and disclosure to buyers and/renters.			
BIOLOGICAL RESOURCES				
Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)				
<p>Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.</p> <p>If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied: no further mitigation is required.</p> <p>If active nests of special-status birds are found during the surveys: implement Mitigation Measure BIO-1b.</p>	A nesting bird survey shall be prepared if tree or shrub pruning, removal or ground-disturbing activity will commence between February 1 through August 31.	Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.	Qualified wildlife biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:</p> <ol style="list-style-type: none"> 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds. 	<p>If active nests are found during survey, the results will be discussed with the California Department of Fish and Game and avoidance procedures adopted.</p> <p>Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.</p>	<p>Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>
<p>Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)</p>				
<p>Mitigation Measure BIO-3a: Reduce building lighting from exterior sources.</p> <ol style="list-style-type: none"> a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid uplighting of rooftop antennae and other tall equipment, as well as of any decorative features; b. Installing motion-sensor lighting, or lighting controlled by timers set to turn off at the earliest practicable hour; c. Utilize minimum wattage fixtures to achieve required lighting levels; d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting 	<p>Reduce building lighting from exterior sources.</p>	<p>Prior to building permit issuance and ongoing.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.				
<p>Mitigation Measure BIO-3b: Reduce building lighting from interior sources.</p> <p>a. Dim lights in lobbies, perimeter circulation areas, and atria;</p> <p>b. Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October);</p> <p>c. Use gradual or staggered switching to progressively turn on building lights at sunrise.</p> <p>d. Utilize automatic controls (motion sensors, photosensors, etc.) to shut off lights in the evening when no one is present;</p> <p>e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting;</p> <p>f. Schedule nightly maintenance to conclude by 11 p.m.;</p> <p>g. Educate building users about the dangers of night lighting to birds.</p>	Reduce building lighting from interior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)				
<p>Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented.</p>	<p>Retain a qualified bat biologist to conduct pre-construction survey for bats and potential roosting sites in vicinity of planned activity.</p> <p>Halt construction if bats are discovered during construction until surveys can be completed and proper mitigation measures implemented.</p>	Prior to tree pruning or removal or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>If no active roosts present: no further action is warranted.</p> <p>If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.</p>				
<p>Mitigation Measure BIO-5b: Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the “take” of individuals is prohibited.</p>	<p>If any active nursery or maternity roosts or hibernacula are located, no disturbance buffer zones shall be established during the maternity roost and breeding seasons and hibernacula.</p>	<p>Prior to tree removal or pruning or issuance of demolition, grading or building permits</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>	<p>CDD</p>
<p>Mitigation Measure BIO-5c: Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the “take” of individuals is prohibited.</p>	<p>A qualified bat biologist shall direct the eviction of non-breeding roosts.</p>	<p>Prior to tree removal or pruning or issuance of demolition, grading or building permits.</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>	<p>CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
CULTURAL RESOURCES				
Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)				
<p>Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards:</p> <p>Site-Specific Evaluations: In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old.</p> <p>The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recodation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.</p>	<p>A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specify treating conforming to Secretary of the Interior's standards, as applicable.</p>	<p>Simultaneously with a project application submittal.</p>	<p>Qualified architectural historian retained by the Project sponsor(s).</p>	<p>CDD STATUS COMPLETE: The historic resource evaluation, prepared by Preservation Architecture, dated March 10, 2016, concludes the commercial buildings were found not to be historically significant.</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p><i>Treatment in Accordance with the Secretary of the Interior's Standards.</i> Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.</p>				
<i>Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)</i>				
<p>Mitigation Measure CUL-2a: When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).</p>	<p>A qualified archeologist shall complete a site-specific cultural resources study.</p> <p>If resources are identified and cannot be avoided, treatment plans will be developed to mitigate impacts to less than significant, as specified.</p>	<p>Simultaneously with a project application submittal.</p>	<p>Qualified archaeologist retained by the project sponsor(s).</p>	<p>CDD STATUS COMPLETE: The cultural resource evaluation, prepared by Basin Research Associates, dated January 29, 2016, concludes that the proposed project will have no impact on cultural resources.</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure CUL-2b: Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.</p>	<p>If any archaeological artifacts are discovered during demolition/construction, all ground disturbing activity within 50 feet shall be halted immediately, and the City of Menlo Park Community Development Department shall be notified within 24 hours.</p> <p>A qualified archaeologist shall inspect any archaeological artifacts found during construction and if determined to be a resource shall prepare a plan meeting the specified standards which shall be implemented by the project sponsor(s).</p>	Ongoing during construction.	Qualified archaeologist retained by the project sponsor(s).	CDD
<p>Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)</p>				
<p>Mitigation Measure CUL-4: If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows:</p> <p>* In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <p>1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <p>a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and</p> <p>b) If the coroner determines the remains to be Native American:</p>	<p>If human remains are discovered during any construction activities, all ground-disturbing activity within the site or any nearby area shall be halted immediately, and the County coroner must be contacted immediately and other specified procedures must be followed as applicable.</p>	On-going during construction	Qualified archeologist retained by the project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>1. The coroner shall contact the Native American Heritage Commission within 24 hours;</p> <p>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;</p> <p>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</p> <p>2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission.</p> <p>b) The descendant identified fails to make a recommendation; or</p> <p>c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>				
GREENHOUSE GASES AND CLIMATE CHANGE				
<i>Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)</i>				
Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces	Simultaneous with project application submittal	Project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure GHG-2b: The City could implement a pilot program in the Specific Plan area to require mandatory commercial recycling, either at all buildings or, at a minimum, at newly constructed buildings. Such a program, identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan (CAP) as a measure for future study, could reduce GHG emissions in the Plan area and, if successful, could be implemented citywide.</p>	<p>Consider feasibility of pilot program. If pilot or permanent program implemented, require commercial recycling in applicable projects</p>	<p>Consider feasibility of pilot program as outlined in CAP.</p> <p>If adopted, simultaneous with project application submittal and ongoing.</p>	<p>Feasibility study: PW</p> <p>If adopted: Project sponsors(s)</p>	<p>PW</p> <p>PW</p>
HAZARDOUS MATERIALS				
<p><i>Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)</i></p>				
<p>Mitigation Measure HAZ-1: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. The City may waive the requirement for a Phase I site assessment for sites under current and recent regulatory oversight with respect to hazardous materials contamination. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.</p>	<p>Prepare a Phase I site assessment.</p> <p>If assessment shows potential for hazardous releases, then a Phase II site assessment shall be conducted.</p> <p>Remediation shall be conducted according to standards of overseeing regulatory agency where previous hazardous releases have occurred.</p> <p>Groundbreaking activities where there is identified or suspected contamination shall be conducted according to a site-specific health and safety plan.</p>	<p>Prior to issuance of any grading or building permit for sites with groundbreaking activity.</p>	<p>Qualified environmental consulting firm and licensed professionals hired by project sponsor(s)</p>	<p>CDD STATUS COMPLETE: An Environmental Site Assessment Phase 1 and prepared by AEI Consultants, dated January 31, 2017, no potential hazardous releases were identified and a Phase II was not required.</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)				
Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Implement best management practices to reduce the release of hazardous materials during construction.	Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites	Project sponsor(s) and contractor(s)	CDD
NOISE				
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Potentially Significant)				
Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements: * Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;	A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.	Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction	Project sponsor(s) and contractor(s)	CDD

EI Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>* Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and</p> <p>* When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.</p>				
<p><i>Mitigation Measure NOI-1c:</i> The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.</p>	<p>Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.</p>	<p>Condition shown on plans, construction documents and specifications. When justified complaint received by City.</p>	<p>Project sponsor(s) and contractor(s) for revisions to construction noise control plan.</p>	<p>CDD</p>
<p><i>Impact NOI-3: The Specific Plan would introduce sensitive receptors to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code. (Potentially Significant)</i></p>				
<p><i>Mitigation Measure NOI-3:</i> Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, Ldn. The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.</p>	<p>Interior noise exposure assessed by qualified acoustical engineer and results submitted to City showing conceptual window and wall assemblies necessary to meet City standards.</p>	<p>Simultaneous with submittal for a building permit.</p>	<p>Project sponsors(s) and contractor(s)</p>	<p>CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
TRANSPORTATION, CIRCULATION AND PARKING				
Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)				
<i>Mitigation Measures TR-1a through TR-1d:</i> (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
<p><i>Mitigation Measure TR-2:</i> New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:</p> <ul style="list-style-type: none"> * Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies; * Operating dedicated shuttle service (or buying into a shuttle consortium); * Subsidizing transit tickets; * Preferential parking for carpoolers; * Provide child care services and convenience shopping within new developments; * Van pool programs; * Guaranteed ride home program for those who use alternative modes; * Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit; * Imposing charges for parking rather than providing free parking; * Providing shuttles for customers and visitors; and/or * Car share programs. 	Develop a Transportation Demand Management program.	Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.	Project sponsor(s)	PW/CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<i>Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)</i>				
<i>Mitigation Measures TR-7a through TR-7n: (see EIR for details)</i>	Payment of fair share funding. The fee is calculated at \$379.40 per PM peak hour vehicle trip. The supplemental TIF is updated annually.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
<i>Impact TR-8: Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments. (Significant)</i>				
<i>Mitigation Measure TR-8: Implement TR-2 (TDM Program).</i>	See Mitigation Measure TR-2.			



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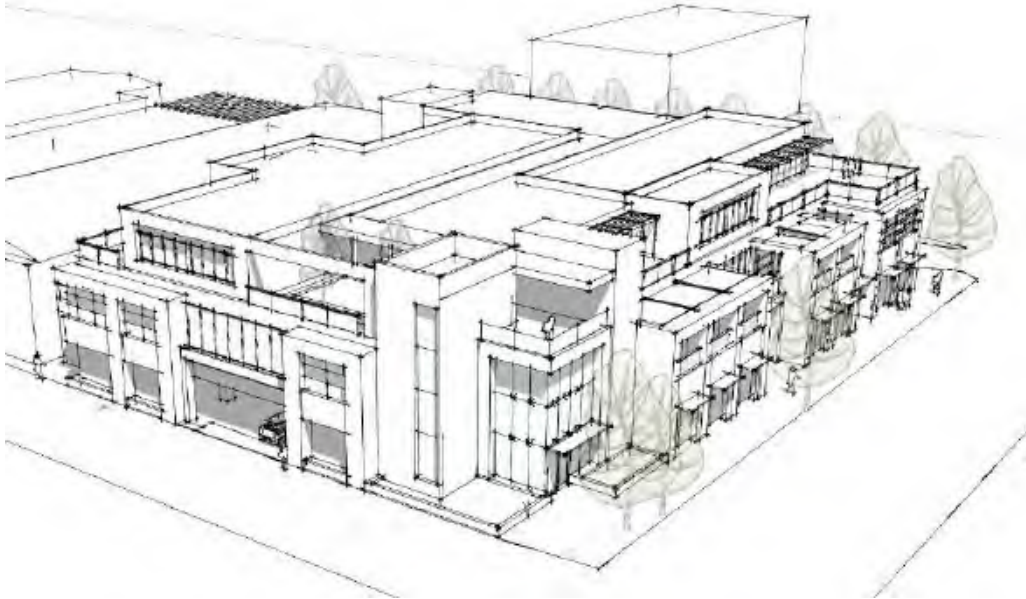
SANTA CRUZ AVENUE

Transportation Demand Management Plan *Transportation Action Plan*



706-716 Santa Cruz Ave., Menlo Park

Transportation Demand Management Plan (Transportation Action Plan)



CALGreen

Prepared for:

706-716 Santa Cruz Ave., LLC

Prepared by:



*A Transportation Demand
Management Company*

(408) 420-2411

Originally Prepared: March 2, 2016

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Updated: October 10, 2017

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ATTACHMENTS

- List of Nearby Amenities – 0.25 miles or less from 706-716 Santa Cruz Ave (Personal services, restaurants, coffee, retail/sundry, banking, etc.)
- Local Transit Maps (SamTrans Routes)

APPENDIX A

Guaranteed Ride Home Program Materials
Sample Employer Resources and Incentives

TDM SPECIALISTS QUALIFICATIONS

EXECUTIVE SUMMARY

Conditions of approval for the 706-716 project include vehicle trip reduction for all net new peak-hour trips generated by the proposed project. Traffic congestion, air pollution, and inadequate parking are critical concerns for the City of Menlo Park. Traffic congestion intensifies demand on City fiscal resources for roadway construction and maintenance, and increases lost time for residents and commuters. The transportation sector produces more than 50 percent of the Bay Area's air pollution, and more than 40 percent of greenhouse gas emissions.¹

TDM Specialists, Inc. has prepared a Transportation Demand Management (TDM) Plan, on behalf of the applicant, for their proposed Menlo Park mixed-use development at 706-716 Santa Cruz Avenue. The design of the 706-716 Santa Cruz Avenue project meets commute-sustainable standards by incorporating select TDM elements (see list on page ii).

The U.S. Green Building Council (USGBC) encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. www.usgbc.org

Other contributing and complementary sustainable building efforts include applicable portions of the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED), and California's Green Building standards. The applicant has committed to building a LEED Silver project.

California Green Building Standards

The 2010 California Green Building Standards Code is Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations. Part 11 is also known as the CalGreen Code.

This green development approach reduces parking demand, vehicle trips, air pollution and traffic congestion, and contributes to successful greenhouse gas and carbon footprint reductions for long-term operations. Future implementation and monitoring requirements stemming from AB 32 and SB 375 will require property owners,

developers, and employers to reduce greenhouse gas emissions. By implementing the TDM Plan today and reducing emissions now, this Menlo Park project will be a contributor in the mitigation process.

This TDM Plan addresses alternatives to on-site parking needs, as well as employee and resident commuter activities that reduce the number of trips spent driving alone. In addition, this plan supports the alternative transportation mode-use goals that address both traffic and air quality concerns in the City of Menlo Park. TDM measures specifically developed for the 706-716 Santa Cruz Avenue project include a variety of infrastructure and incentive-based measures such as carpooling, transit riding, bicycling, walking and telecommuting.

¹ Bay Area Air Quality Management District, Aaron Richardson, Public Information Officer

The project's trip reduction activities and transportation mode-use rate will be monitored annually, with the first employee and resident commute survey to be conducted one year after full occupancy of the project. An alternative transportation mode-use survey report will be submitted to the City's Director of Planning following the completion of the annual employee commuter survey.

The measures and elements contained in this plan are consistent with other well-performing TDM plans and commute programs in the Greater San Francisco Bay Area, and are estimated to reduce all net new vehicle trips. A summary list of proposed commercial TDM measures for the office component includes:

TDM Infrastructure and Physical Measures

- Community connectivity – pedestrian and transit oriented design (LEED standard)
- Transit and shuttle proximity within walking distance
- Pedestrian connections
- Bicycle parking – long-term and short-term (LEED standard)
- Carpool and fuel-efficient parking spaces (LEED standard)
- Transportation commuter kiosk
- On-site project amenities (e.g., café, gym, vending)
- Nearby amenities (e.g., café, retail, restaurants, ATM/banking)

Commercial Programmatic TDM Measures

- TDM tenant performance lease language
- Tenant/employer commute program training (applicant-provided)
- Commute Coordinator (assistance and outreach)
- Employee commute flier
- Kick-off commuter campaign (at 50 percent occupancy)
- Promotional programs (Bike to Work Day, Earth Day, Annual Transportation Spare the Air Fair), e-newsletters, etc.
- Carpool matching services and resources
- Bicycle route mapping and resources
- Transit trip planning and resources
- Tenant-driven TDM measures – **required per lease**
 - Transit and vanpool subsidies made available to all employees
 - Participation in the annual commute survey
 - Emergency Ride Home Program
- Tenant-driven TDM measures – **strongly encouraged**
 - SamTrans Way2Go Pass or Caltrain Go Pass
 - Pre-tax options
 - Employee commute website portal

- Commute allowances
- Carpool/vanpool incentive program
- Flextime/off-peak commuting
- Teleworking/telecommuting
- Compressed work week
- Employee Commute Coordinator

Commercial TDM Commitment, Monitoring and Reporting

- City/County Association of Governments peak-hour assessment
- Annual driveway trip hose counts
- Conduct annual five-day employee commute survey
- Prepare annual commute summary report
- No expiration of TDM Plan or programs

Residential TDM measures:

- Bicycle amenities and parking
- Access to transportation commuter kiosk
- Participation in on-site commuter promotional marketing
- Participation in on-site commuter events and fairs
- Participation in annual commute survey
- Resident electronic transportation resource flier
- Resident commuter resource welcome packet
- Resident free trial transit passes (SamTrans or Caltrain)

Residential TDM details are provided in Section 17 (page 32).

1.0 INTRODUCTION AND PURPOSE

The comprehensive plan of commute options and on-site measures identified in this report are essential to realizing the trip reduction benefits of the project. These factors will provide the momentum to achieve desired trip reduction needs for the project.

TDM is a combination of services, incentives, facilities and actions that reduce single occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand and air pollution. The TDM measures outlined herein are anticipated to result in a reduction in commuter and day-time trips.

The following is a summary of current public policy goals related to sustainability and congestion management.

San Francisco Bay Area Regional Commuter Benefit

Recently approved Senate Bill (SB) 1339 requires employers with 50 or more full-time employees to have the flexibility to offer their employees one or more of the following:

- The option to pay for their transit, vanpooling or bicycling expenses with pre-tax dollars, as allowed by federal law (scheduled to be \$255 per month for transit or vanpool and \$20 per month for bicycle expenses in 2016)
- A transit or vanpool subsidy of at least \$75 per month
- A free shuttle or vanpool operated by or for the employer
- An alternative program that provides similar benefits in reducing single-occupant vehicles

In Bay Area cities where these policies are already in place, most employers have chosen the pre-tax option. The Regional Commuter Benefit program offers substantial economic benefits to employers and employees. Employers can reduce payroll taxes (9-10 percent of subject wages), and employees can lower their commute costs by nearly 40 percent.

State Greenhouse Gas (GHG) Guideline and Policy Setting

California is rated 12th to 16th as the largest emitter of carbon dioxide (CO₂) and is responsible for approximately two percent of the world's CO₂ emissions. Below are summaries of the most pertinent State bills that address efforts to reduce GHG emissions.

Assembly Bill 32, California Climate Solutions Act of 2006 - requires that Statewide GHG emissions be reduced to 1990 levels by the year 2020. This first-in-the-world comprehensive program of regulatory and market mechanisms are designed to achieve real, quantifiable, and cost-effective reductions of GHG. AB 32 establishes the California Air Resources Board as the agency responsible for monitoring and reducing GHG emissions.

Senate Bill 375 - establishes improved land use and transportation policy supporting AB 32, providing a means for achieving the AB 32 goals for cars and light trucks through land use changes. This legislation created potentially revolutionary changes in California's regional planning processes for housing and transportation by mandating the creation of sustainable regional growth plans. These plans are expected to double the GHG emission reduction targets that local governments must meet through land use planning.

Climate Change Facts

- From 1990 to 2009, greenhouse gas emissions in the United States have grown by about 0.04% per year. Of U.S. greenhouse gas emissions, 87% are related to energy consumption. The U.S. accounts for about 20% of the world's total energy-related CO₂ emissions.
- Approximately 25% of California's greenhouse gas emissions are attributable to electricity generation, while 38% are attributed to the transportation sector.
- A solo driver, commuting by car 20 miles round-trip daily that switches to public transportation, can reduce his/her annual CO₂ emissions by 2.4 tons per year. This is equivalent to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car family.
- By eliminating one car and taking public transportation for all trips instead of driving, a savings of up to 30% of CO₂ emissions can be realized.

Source: VTA Public Transportation, VTA Combating Climate Change, January 2012

2.0 TRANSPORTATION DEMAND MANAGEMENT DEFINITION

The basic premise of TDM is the effective utilization of existing transportation resources. The City of Menlo Park, as is typical of other urban areas in the United States, has millions of dollars invested in roadway and public transit infrastructure. The goal of TDM is to take advantage of these major capital investments efficiently and economically. The following are basic goals that can be achieved through effective utilization of TDM measures:

- *Reduce parking demand by converting SOV trips to an alternate mode of transportation (e.g., transit, carpool or vanpool, bicycling or walking).*
- *Shift travel to less congested routes by providing traveler information systems that warn motorists about delays or alternative routes.*
- *Support other technological solutions (e.g., compressed natural gas, electric/hybrid vehicles, or other zero emission vehicles).*
- *Eliminate or shift trips from peak periods (e.g., flexible schedules, compressed work weeks, or telecommuting).*

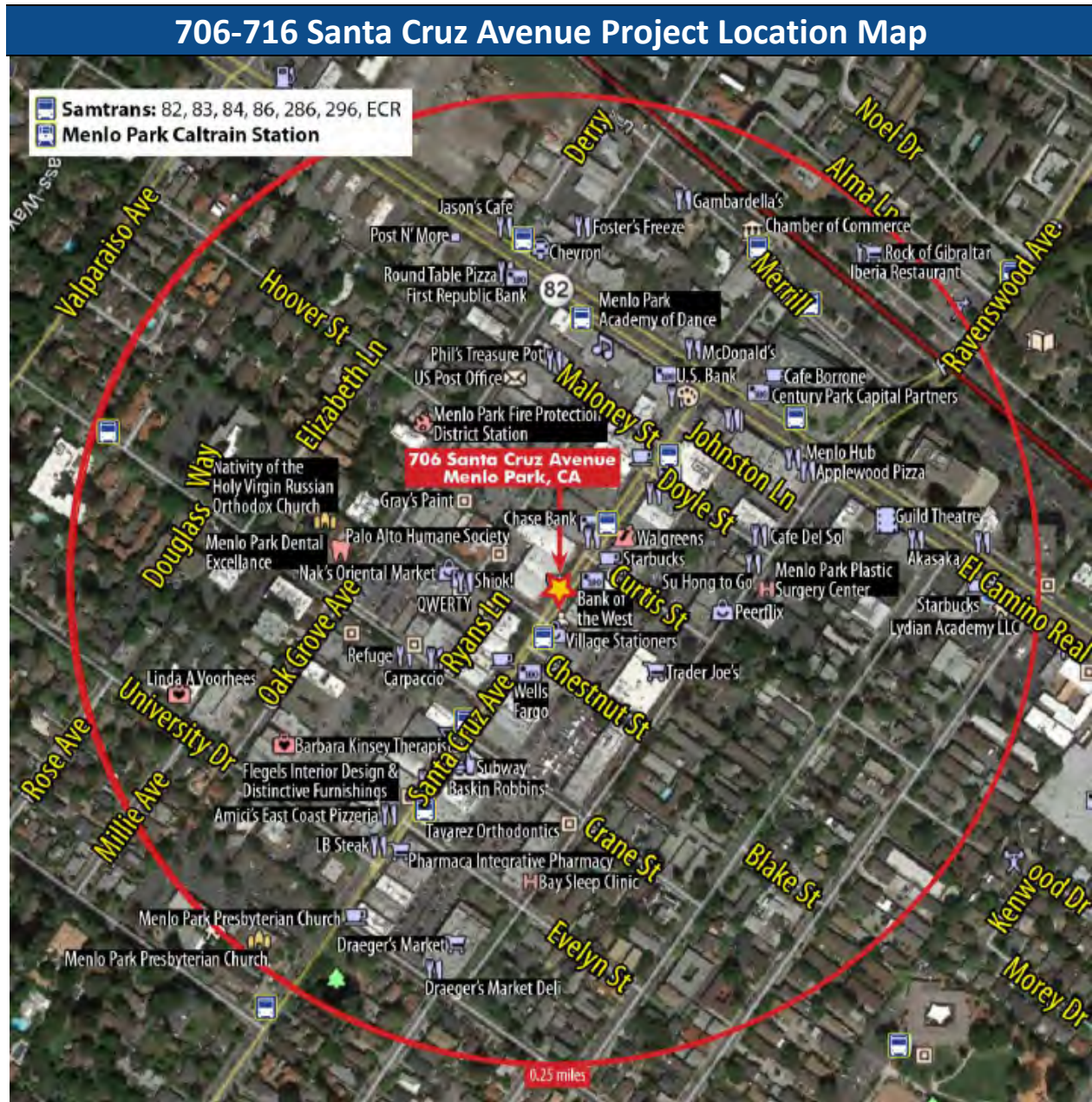
Current economics and limited resources affect the ability to build and maintain more roads or parking structures. This reality necessitates better utilization of the existing transportation infrastructure (like adding a second shift at an existing manufacturing plant). To that end, TDM measures support the transition to a greater use of existing alternative transportation options.

3.0 PROJECT DESCRIPTION

The 706-716 Santa Cruz Avenue project is a proposed mixed-use building consisting of ground floor retail space, second floor office space with ground floor entrance lobby, and four residential condominiums on the third floor. The third-floor residences take the form of roof top lofts commonly found in metropolitan areas. Each unit has a generous private terrace with a common terrace and rooftop garden that provides access to the stairs and elevator. On-grade parking will be preserved from the existing conditions with additional proposed below-grade parking. The project provides 55 parking stalls. The garage entrance is located off on Chestnut Lane.

The 706-716 Santa Cruz Avenue project will utilize urban design features, is near mass transit, shopping and recreation, and incorporates air quality features such as an electric charging station and bicycle storage. The following is a site plan of the 706-716 Santa Cruz Avenue project. A project location map is shown on page 4.





This quarter-mile radius map shows the proximity of nearby transit resources, retail, personal services and restaurants near the project site.

The project will also include complementary sustainable building design as described in the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED), and California's Green Building standards. The applicant has committed to building a LEED Silver project.

Building will be Silver LEED and may include the following measures:

- Community Connectivity – Construct or renovate a building on a site that is located on a previously developed site, is within a ½-mile of residential area with average density of 10 units per acre net, is within a ½-mile of at least 10 basic services, and has pedestrian access between the building and the services.
- Public Transportation Access – Locate the project within a ½-mile walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail or subway station.
- Bicycle Storage – Provide secure bicycle racks and/or storage within 200 yards of a building entrance for 3% or more of all building users (calculated on average for the year).
- Parking Capacity – Provide preferred parking for carpools or vanpools, marked as such, for 3% of total parking spaces.

Sustainable Site LEED Credits:

Credit 2: Development Density and Community Connectivity (5 Points)

Credit 4.1: Public Transportation Access (6 Points)

Credit 4.2: Bicycle Storage (1/2 Point)

Credit 4.4: Parking Capacity (2 Points)

This TDM Plan is designed to address employee and resident vehicle trips associated with a mixed-use project, and contains the appropriate measures and elements that are consistent with other regional commute programs.

A comprehensive array of alternative transportation mode-use strategies is presented in the remaining report as outlined in four sections:

- I. TDM Infrastructure and Physical Measures
- II. Programmatic TDM Measures
- III. TDM Commitment, Monitoring and Reporting
- IV. Residential TDM Measures

The remainder of this TDM Plan defines the measures proposed specifically for the 706-716 Santa Cruz Avenue project.

SECTION I – TDM INFRASTRUCTURE AND PHYSICAL MEASURES

The following physical infrastructure measures are designed to support alternative transportation commuters. These measures are TDM components that will be installed or built during the construction of the project. A TDM Site Map is shown on page 16.

4.0 COMMUNITY CONNECTIVITY

The project will become a pedestrian-friendly and transit-oriented mixed-use project that embraces Menlo Park's goals and policies. Some of the pedestrian and transit-oriented design features include orienting the building toward transit stops, and tying into adjacent bicycle and pedestrian circulation facilities. This type of connectivity provides a high-level of pedestrian, bicycle and transit access for the project and meets the criteria for *LEED Credit 2: Development Density and Community Connectivity*.

5.0 TRANSIT PROXIMITY

The 706-716 Santa Cruz Avenue project will be located within walking distance (measured from a main building entrance) of the existing Menlo Park Caltrain commuter rail station. This station meets the LEED criteria, and is located approximately 0.20 mile (a four-minute walk) from the project. There are eight SamTrans transit resources within the same distance.

A5.103 Site Selection

CalGreen Section: A5.103.1 Community Connectivity. Where feasible, locate project on a previously developed site within a ½-mile radius of at least 10 basic services, readily accessible by pedestrians, including but not limited to, one each of a bank, place of worship, convenience grocery, daycare, cleaners, fire station, barber shop, hardware store, laundry, library, medical clinic, dental clinic, senior care facility, park, pharmacy, post office, restaurant (two may be counted), school, supermarket, theater, community center, fitness center, museum or farmers market.

SS Credit 2: Development Density and Community Connectivity

Intent

To channel development to urban areas with existing infrastructure, protect greenfields, and preserve habitat and natural resources.

Requirements – Community Connectivity

Construct or renovate a building on a site that is located on a previously developed site, is within a ½-mile of residential area with an average density of 10 units per acre net, is within ½-mile of at least 10 basic services, and has pedestrian access between the building and the services.

An advantage for this project is its very near proximity to local SamTrans bus transit services. In addition, the free local Menlo Park Midday Shuttle is located within easy walking distance from the site.

Transit services total more than 89 trips per day, providing good transit connectivity for future employees and residents at the site. A transit access table, shown on page 8, identifies the

number of transit trips provided for occupants of the project. This high level of transit access meets the criteria for *LEED Credit 4.1: Public Transportation Access*.

SS Credit 4.1: Alternative Transportation—Public Transportation Access

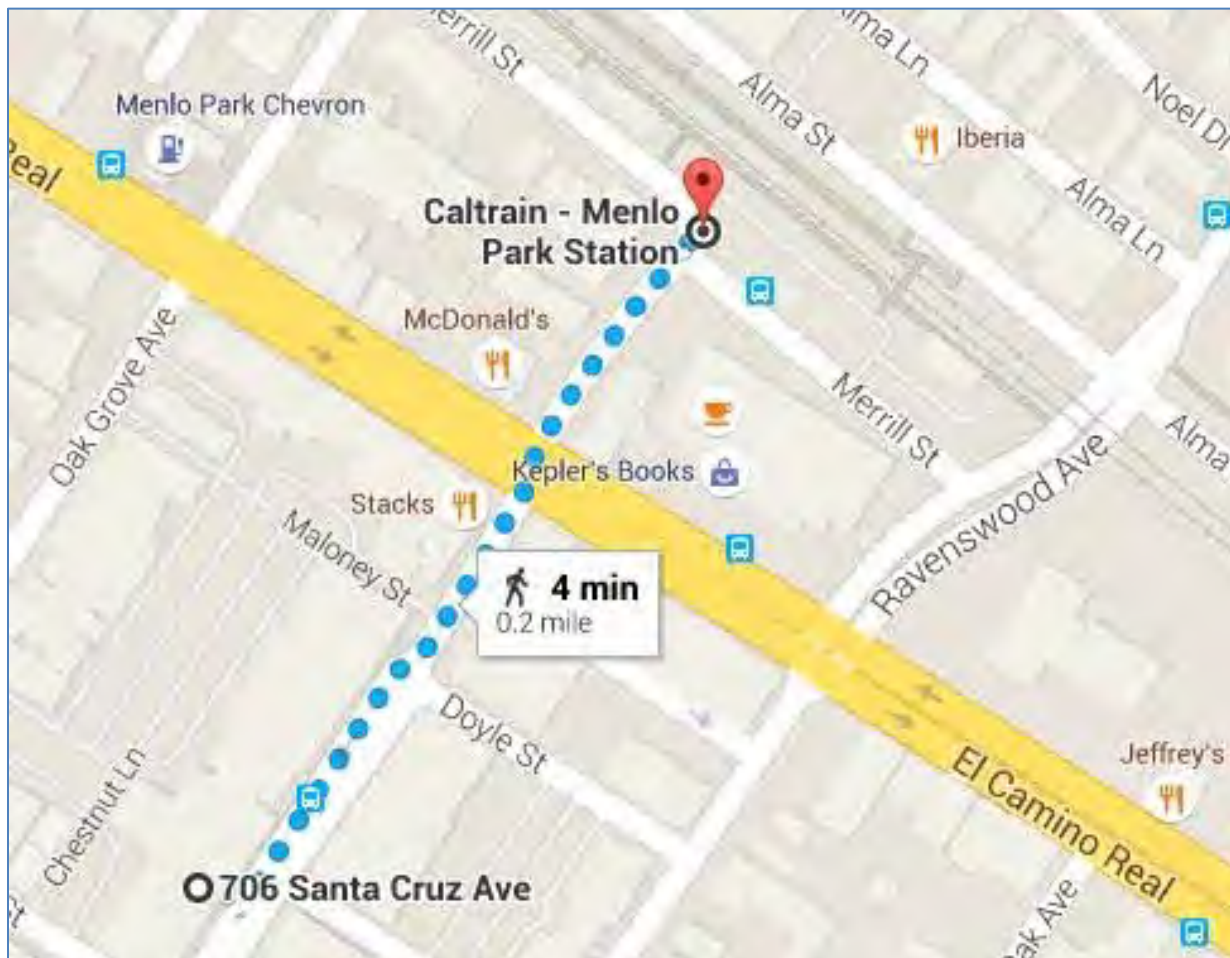
Intent

To reduce pollution and land development impacts from automobile use.

Requirements – Transit Proximity

Locate the project within ½-mile walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, bus or subway station.

Walking Route Map to Transit



A SamTrans transit map and the Menlo Park Midday Shuttle map are shown on page 9. Other transit maps for the local area are provided as attachments.

706-716 Santa Cruz Avenue Transit Resources

Route #	Span of Service	# of Trips/Weekday	Communities Served
82* Samtrans	5 Days/Week 8:00 a.m.	3	Bay/Marsh, Bay/Harmon, Coleman/Menlo Oaks, Santa Monica/San Andreas, Merrill/Santa Cruz, Santa Cruz/Curtis , Hillview School, Laurel/Glenwood, Middlefield/ Santa Margarita
83* Samtrans	5 Days/Week 7:53 a.m.	6	Bay/Ringwood, Bay/Menlo Oaks, Durham/Laurel, Marmona/Robin, Merrill/Santa Cruz, Santa Cruz/Curtis , Hillview School, Laurel/Glenwood
84* Samtrans	5 Days/Week 8:03 a.m.	3	Encinal/Middlefield, Middlefield/Lane, Merrill/Santa Cruz, Santa Cruz/Curtis , Hillview School, Laurel/Glenwood, Middlefield/Santa Margarita
86* Samtrans	5 Days/Week 7:28 a.m.** - 3:29 p.m.	4	Indian Crossing, La Mesa/Alpine, Sharon Park/Sharon, Santa Cruz/Merrill, Santa Cruz/Curtis , Menlo Atherton High
286 Samtrans	5 Days/Week 7:31 a.m. - 5:20 p.m.	8	Monte Rosa/Eastridge, Menlo Park Caltrain, Santa Cruz/Curtis , Ringwood/Arlington
Menlo Park Caltrain Station	7 Days/Week 5:04 a.m. - 12:56 a.m.	65	<i>Other Transit Connections:</i> Marsh Road and Willow Road Shuttles Stanford Marguerite BOH
Total VTA Bus Trips/Weekday		89	

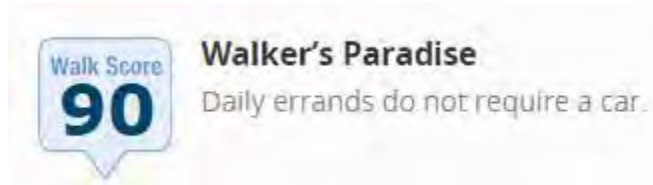
* School-day Only

** Mondays, Tuesdays, Thursdays, and Fridays

All buses and trains are lift equipped for handicapped, elderly, or those in need.

6.0 PEDESTRIAN AMENITIES

Safe, convenient and well-lit pedestrian paths surround the project, and will provide the most direct route to the nearest shuttle or transit connection from the project.



Lighting, landscaping, and building orientation will be designed to enhance pedestrian safety. According to WalkScore.com, the project is a “Walker’s Paradise” site, scoring 90 out of 100. This

score means that most errands can be accomplished on foot. The creation of a pedestrian-oriented environment ensures access between public areas and private development, while strengthening pedestrian and bicycle connections.

Pedestrian continuity will also be enhanced by:

- Locating most of the parking below grade.
- Recessing door and window features of the building to further the walkable area of the sidewalks.
- Incorporating landscaped areas to serve visitors and passersby at the entry to the building.
- Installing planters on the property adjacent to the public right-of-way.



7.0 BICYCLE FACILITIES AND CONNECTIONS

The project is surrounded by bicycle connections in the City of Menlo Park, including bicycle connections to regional bicycle facilities along Valparaiso Avenue and Wallea Drive. Although the City of Menlo Park supports a range of excellent bicycle facilities, some sections of El Camino Real are rated for extreme caution. A Bicycle Map of Menlo Park is provided on page 12. A copy of the Mid-Peninsula Bicycle Map is provided on page 13.

Bicycle Storage – Long-Term and Short-Term

A total of 15 Class I and Class II secure bicycle parking facilities will be provided on-site, at no charge for bicycle commuters.

Long-Term Bicycle Parking

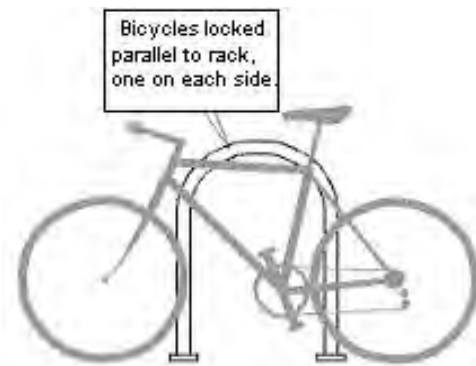
Nine Class I (long-term) secure and covered bicycle parking may include bicycle lockers or a bicycle room. Sample photos of Class I bicycle parking options are shown below.





Short-Term Bicycle Parking

Below are examples of Class II (short-term) bicycle racks. The six Class II secure bicycle racks will be “U racks” or equivalent, and must secure the frame and both wheels. Three Class II racks will be located near the building entrance within constant visual range, unless it is demonstrated that they create a public hazard or locating them there is otherwise infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault.

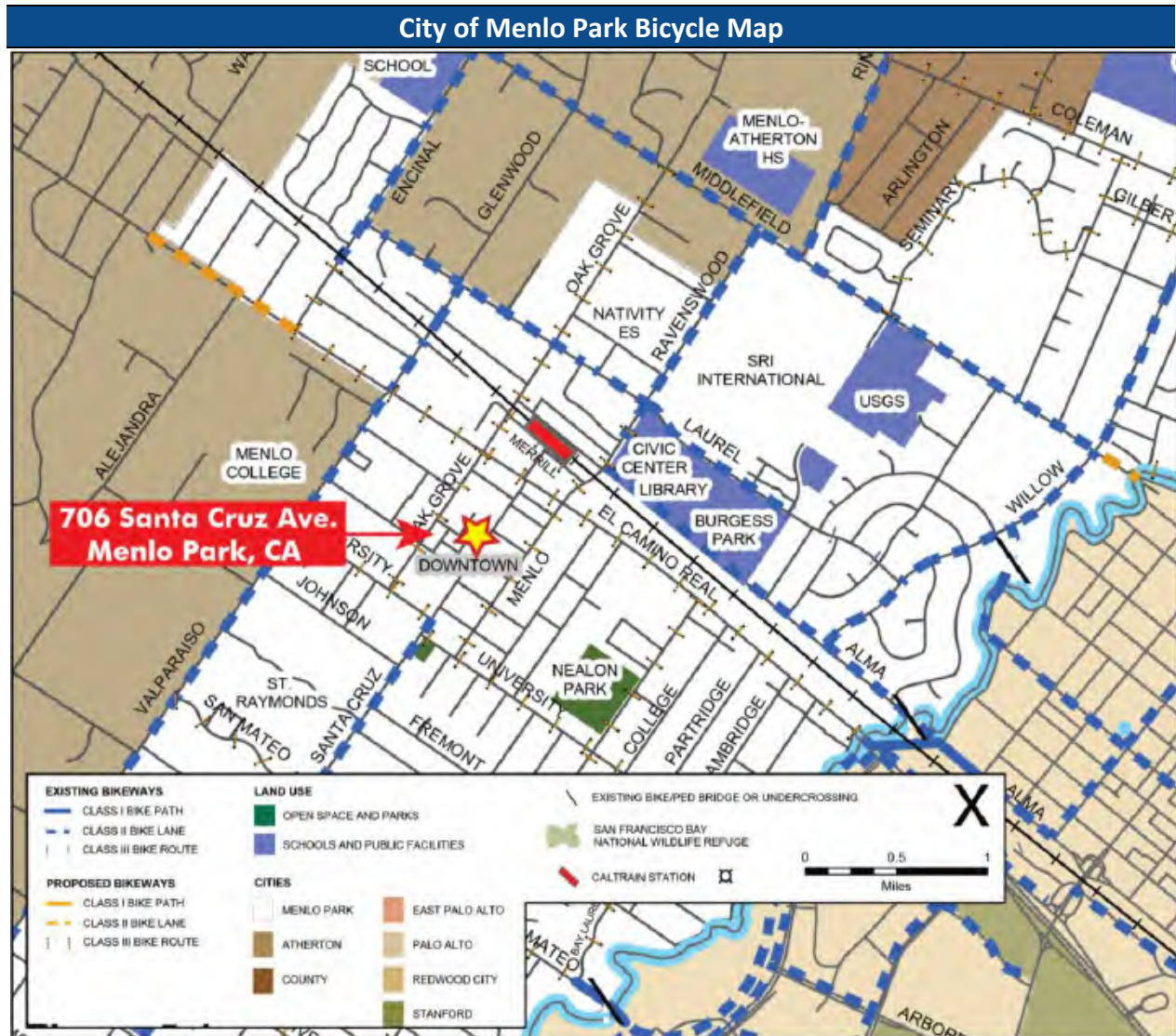


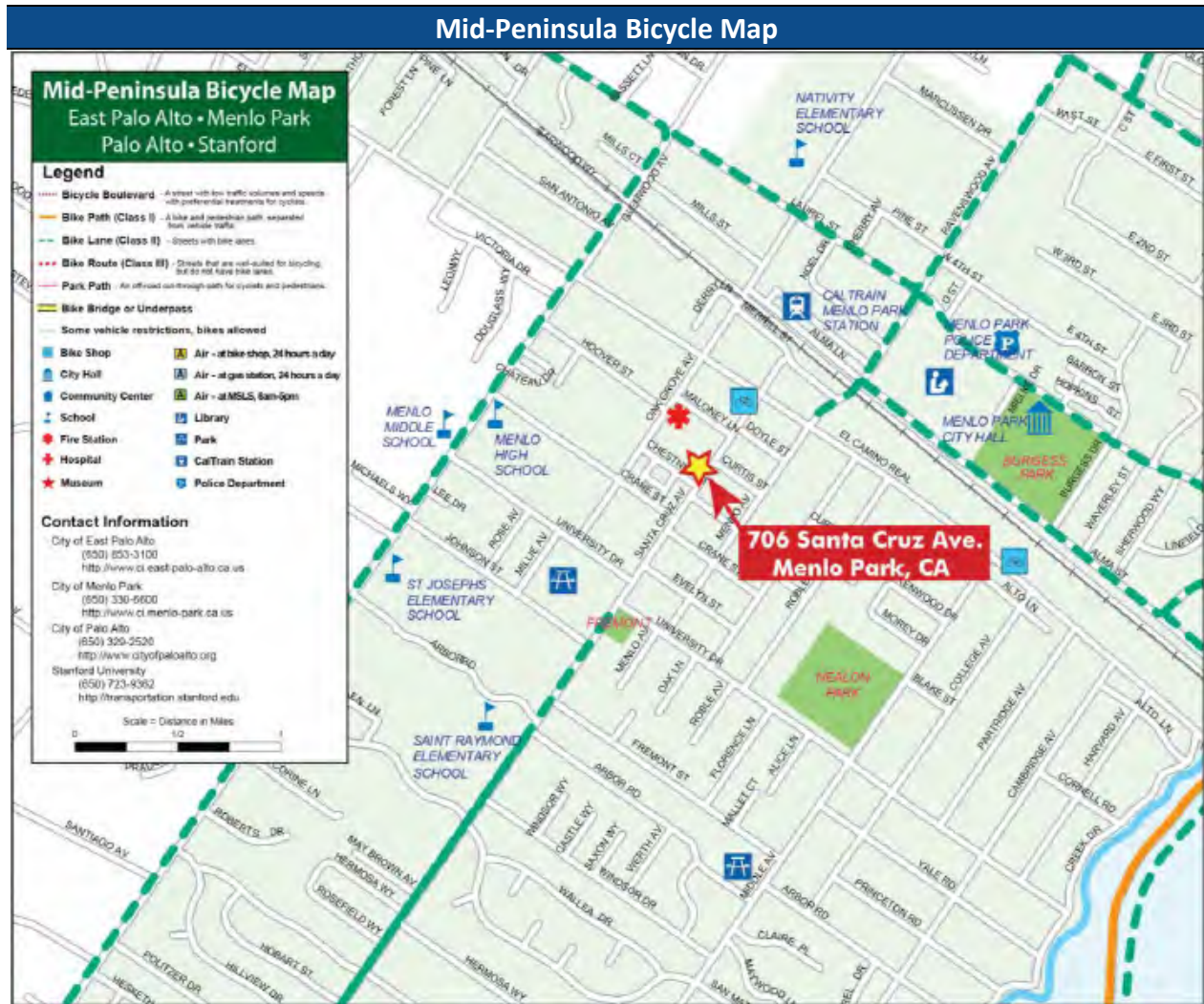
Partial SS Credit 4.2: Alternative Transportation—Bicycle Storage

Intent
To reduce pollution and land development impacts from automobile use.

Requirements

- Provide secure bicycle racks and/or storage within 200 yards of a building entrance for 3% or more of all building users.





8.0 PARKING MANAGEMENT

The willingness to participate in employee ridesharing and the measurable level of actual participation, is directly linked to parking convenience, availability and parking cost.

Carpool and Clean-fuel Vehicle Designations

Carpool and clean-fuel vehicle parking spaces are an excellent incentive that sends a clear message to employees that alternative transportation is not only important, but also provides benefits to those who use it.

Upon completion and implementation of this TDM Plan, and in accordance with LEED standards, there will be designated carpool or clean-fuel vehicle parking spaces (approximately three percent of total allocated parking spaces).

If carpool parking spaces become occupied by non-carpoolers, these parking spaces may require policy development, employee registration, and permits.



SS Credit 4.4: Alternative Transportation—Parking Capacity

Intent

To reduce pollution and land development impacts from automobile use

Requirements

- Size parking capacity to meet, but not exceed the minimum local zoning requirements.
- Provide preferred parking for carpools or vanpools for 3% of the total parking spaces.

The carpool parking measure meets the *Sustainable Site LEED Credit 4.4: Alternative Transportation: Parking Capacity*.

Preferential Parking Space Placement

One effective means of encouraging employees to carpool and/or use a clean-fuel vehicle is to reserve the preferred parking spaces (premium, convenient locations close to buildings in the shade or within 100 feet of building entrances) for the exclusive use of carpool, vanpools and clean-fuel vehicles.



The applicant will be responsible for striping the parking space pavement and providing appropriate signage for preferential parking at the site.



9.0 TRANSPORTATION AND COMMUTE INFORMATION KIOSK

An information board or kiosk will be in the building in a common gathering area (e.g., lobby employee entrance, break or lunch room). The kiosk will contain transportation information such as transit schedules, SamTrans, VTA, Caltrain, shuttle schedules, bike maps and ride-matching materials. Information will be updated periodically by the project Commute Coordinator. The kiosk may be wall-mounted or freestanding.



10.0 PROJECT AMENITIES

Amenities provide employees with a full-service work environment. Eliminating or reducing the need for an automobile to make midday trips increases non-drive-alone rates. Many times, employees perceive their dependence upon the drive-alone mode because of errands and activities they must carry out in different locations. By reducing this dependence through the provision of services and facilities at the work site, an increase in alternative mode usage for commute-based trips should be realized. A list of on-site amenities for the project may include:

On-site Amenities

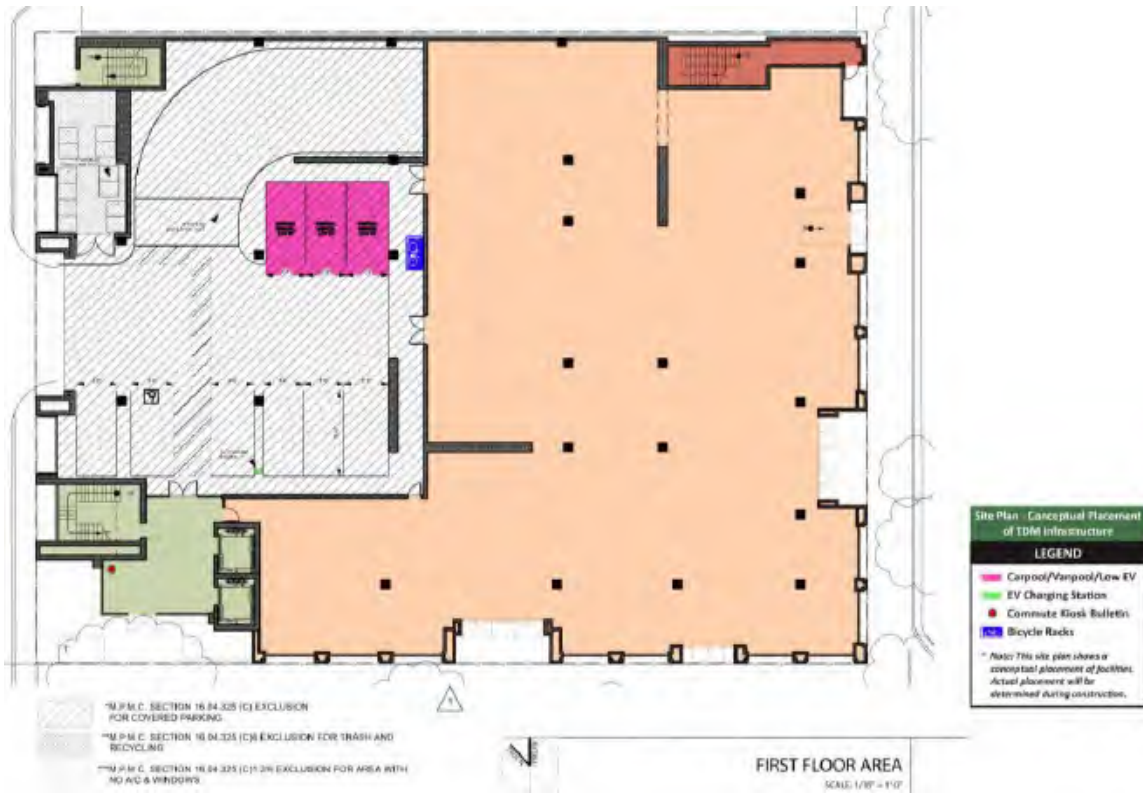
- Secure bicycle parking and racks
- Carpool and vanpool parking
- Transportation and commute kiosk
- Wireless Internet (Wi-Fi) access
- Restaurant, café, or vending kiosk

Nearby Amenities

- Restaurants, cafes/delis, coffee
- Shipping and postal services
- Daycare and preschool
- Car sharing opportunities
- Retail, grocery, personal services and gifts
- Fitness, entertainment, health and beauty
- Banks and ATMs

A more detailed list of nearby amenities and personal services within a ¼-mile walk from the project site is provided as an attachment.

TDM Site Plan



SECTION II – PROGRAMMATIC TDM MEASURES

The following programmatic measures are designed to enhance the success of the TDM program and, upon implementation, create the “Commute Program.” These measures are TDM components that will be required of tenants and employers as part of their occupancy agreements, and they represent various promotions and outreach activities of the project’s Commute Program.

11.0 TENANT SERVICES, MANAGEMENT AND COMMUTER OUTREACH

An active Commute Coordinator, cooperative property management, and involved tenant-employers will generate positive impacts toward the success of the TDM goals and elements that are implemented. Commute programs and benefits must be presented to the employees in a comprehensive and proactive manner along with other employee programs. This can be done via participation in, and support of, employee orientation forums or transportation fairs, transportation kiosk postings, employee newsletters, management bulletins, e-mails, and related activities.

Tenant Performance and Lease Language – TDM Requirements

For all commercial tenants, the applicant will draft lease language or side agreements that require the identification of a designated employer contact responsible for compliance and implementation of the TDM program (including offering programs such as transit subsidies to all employees, annual survey and reporting, and registration in the carpool parking program).

The applicant will require a tenant to provide one point of contact for implementation of this plan. The tenant/employer designated contact will coordinate closely with the project Commute Coordinator; maintain on-site TDM programs, employee education and marketing; administer the annual surveys; and provide information continuity for the building owner/landlord and the City of Menlo Park. Features identified in the lease will also include the following TDM components:

- Tenant-driven TDM measures – **required per lease**
 - Transit and vanpool subsidies made available to all employees
 - Participation in the annual employee commute survey
 - Emergency Ride Home program for employee commuters
- Tenant-driven TDM measures – **strongly encouraged**
 - SamTrans Way2Go pass or Caltrain Go Pass
 - Pre-tax options
 - Employee commute website portal

- Commute allowances and/or subsidies
- Carpool/vanpool incentive program
- Flextime/off-peak commuting
- Teleworking/telecommuting
- Employee Commute Coordinator

The lease agreement language may also identify the commercial tenant's share of potential penalties for failure to achieve an acceptable alternative mode-use rate, failure to participate in the annual employee commute survey, or failure to submit the annual report. The building management will be responsible for project-wide tenant performance.

The lease language may be worded as follows:

Tenant hereby agrees to designate one of its employees to act as a liaison with the Landlord to facilitate and coordinate such programs as may be required by governmental agencies to reduce the traffic generated by the 706-716 Santa Cruz Avenue project, as required by the City of Menlo Park, as part of conditions of approval and to encourage the use of public transportation and ridesharing, including providing transit subsidies for all employees (or SamTrans Way2Go annual pass, Caltrain GoPass, etcetera), implementing an emergency ride home program, and participating in the annual employee survey.

Initial Tenant/Employer Commute Program Training

As needed, the applicant or property management will provide TDM and commute program training and commute program start-up assistance for their tenants. A TDM resource representative will provide tenant training, planning assistance, and annual monitoring and survey reporting.

The overarching goals of this support function are to reduce commute trips for employees, formalize tenant commute programs, and assist with employee marketing and outreach. The TDM resource representative may assist building management in the preparation of tenant materials for new employee orientation, production of kick-off events, coordination of carpool parties, development of commuter e-news articles, support with employee assistance, and coordination of the annual transportation fair.

Tenants will be encouraged to participate in local and regional area commuter promotional marketing and events via Connect San Mateo². The City of San Mateo recently launched the [Connect San Mateo](http://www.connectsanmateo.com) program, a partnership with Commute.org and SamTrans, to offer residents an interactive and user-friendly website for commuters to explore the numerous alternative transportation options available within the City of San Mateo. The goal of the program is to increase awareness of mobility options and alternatives to single-occupancy vehicles, reducing

² www.connectsanmateo.com

vehicle miles traveled and greenhouse gas emissions. Incentives include gift cards for carpoolers and free trial transit passes.



Commute Coordinator/Commuter Assistance

The applicant may also provide a project Commute Coordinator whose primary responsibility will be implementing the TDM plan. The Commute Coordinator may be a part-time or outsourced coordinator who manages the commute program. The Commute Coordinator will be responsible for providing commute assistance to employees, producing on-site transportation fairs and promotional events, collaborating with 511 to maximize rideshare resources, conducting the annual survey, and producing the annual commute report. TDM industry data demonstrates that having a Commute Coordinator increases alternative mode use.

The Commute Coordinator will provide the following services:

- Promote trip reduction and air quality strategies to employees at the project site.
- Be the main point of contact for employer contacts and employees who wish to commute using an alternative.
- Conduct annual employee surveys and provide reports to the City of Menlo Park, including commute patterns, mode splits and TDM program success (the process includes annual surveying of employees, tabulation of data and provision of results in report format).
- Evaluate survey results for alternative transportation potential and/or changes to the current program.
- Catalog all existing incentives that encourage employees to utilize alternative transportation programs.
- Work with local agencies such as Caltrain, SamTrans, 511 Rideshare, and the Bay Area Air Quality Management District (BAAQMD).
- Post informational materials on transportation kiosks in employee common areas, as well as disperse alternative program information to employees via designated employer contacts, posters, fliers, banners, campus newsletter, new employee orientation, and etcetera.

- Participate in the BAAQMD Spare the Air program. Spare the Air day notices will be forwarded to employees to discourage driving alone to work.
- Coordinate and manage various aspects of the plan that require periodic updating or monitoring, such as carpool parking, bicycle locker assignments and transit schedule updates.
- As needed, the applicant or property management will provide 706-716 Santa Cruz Avenue TDM (and commute) program training and commute program start-up assistance for tenants. A TDM resource representative or consultant can provide tenant training, planning assistance, and annual monitoring and survey reporting.



The applicant will provide Commute Coordinator staffing and employee outreach and training for commute programs and management.

Employee Commuter Flier

All future employees will be provided with an employee commuter flier. This flier will include (but is not limited to) information about carpool parking, transit opportunities, bicycle routes and on-site amenities and resources. Fliers will be made available at the commute resources kiosks and integrated with tenant/employer information. Fliers can also be incorporated with the new employee packets. Below is a sample employee commuter flier.

706-716 Santa Cruz Avenue

10 Facts About the Commute Program

1. **FREE** Emergency Ride Home (ERH) Program for alternative commuters in the event of a midday emergency
2. **FREE** preferential carpool/vanpool parking spaces
3. **FREE** ride-matching assistance at www.511.org to help find carpool and vanpool partners
4. **FREE** secure bicycle storage racks
5. **FREE** bike buddy matching at <http://bicycling.511.org/>
6. Bike Mapper services via <http://gis.mtc.ca.gov/btp/>
7. **FREE** employee showers for commuters
8. **FREE** Commute Coordinator – Get help with your commute, contact Elizabeth Hughes at commute@706SantaCruz.com
9. **FREE** Transportation and Commute Kiosk – 511 materials, SamTrans schedules, Caltrain schedules, bicycle maps, fliers, etc.
10. **FREE** Caltrain shuttle and transit trip planning services at www.511.org

The goal of the 706-716 Santa Cruz Avenue Commute Program is to promote transit and alternative commute options for employees and residents. This effort is designed to improve air quality, create a sustainable work environment, reduce employee-parking demand, and enhance participation in rideshare programs. The Commute Program is designed to enhance the employee alternative mode-use rate as required by the City of Menlo Park.

Kick-off Commuter Campaign

At 50 percent occupancy of the new facility, the applicant will host a commute alternative kick-off celebration or employee marketing campaign. Transportation service providers, such as Caltrain, SamTrans, 511, and bicycle representatives, will be promoted via posters and exhibit booths. To encourage employee participation in the event, the applicant and tenants will provide food (e.g., popcorn, ice cream, hot dogs and/or other refreshments).



Promotional Programs and Employee Outreach

Throughout the year, as appropriate, the project Commute Coordinator will maintain employee awareness by hosting other transportation fairs. As lunchtime events, these informal fairs will highlight transit and trip-planning services, rideshare matching and other commute opportunities at the new site. The transportation fairs will bring together transit and transportation providers (Caltrain, SamTrans and VTA), bicycle advocates, and ride-matching organizations.

Other on-site events and promotions may include Bike-to-Work Week, Earth Day, Caltrain Day, or an annual Transportation Spare the Air Fair. During the year, various transit and rideshare organizations will be invited to set up a marketing booth during lunchtime at a central location within the building to promote the alternative commute options available to employees. Free trial transit passes will be available for first-time riders. Periodic on-site staffed information tables will also be recommended throughout the year in concert with other employer events such as health fairs, benefits fairs, and etcetera.



Periodic rideshare articles or emails will be written by the project Commute Coordinator for internal employee newsletters (if desired), with ongoing highlights of alternative commuters and their successes. Internal company notices and incentive promotions should attract the attention of commuters, generate excitement about the use of commute alternatives, and reward those who rideshare. These promotions are often sponsored in conjunction with the Regional Rideshare Program or the BAAQMD.

The project Commute Coordinator will register with the BAAQMD for the Spare the Air program to receive regional air quality forecast bulletins about poor and unhealthy air quality days.

These direct e-mail updates will be forwarded to all employees to encourage the use of alternative transit during peak advisory periods.

12.0 CARPOOL AND VANPOOL RIDE-MATCHING PROMOTIONS

Carpooling and vanpooling will be strongly encouraged at the project. Regional and local rideshare programs provides individuals with a computerized list of other commuters near their employment and residential ZIP code, along with the closest cross street, phone number and hours commuters are available to commute to and from work. Individuals are then able to select and contact others with whom they wish to commute.

The online 511 service will be promoted to tenants and employers. Employers can also independently research employee ZIP code data from internal records, and offer to match employees who live near one another.

The City of San Mateo launched a carpool incentive program using the Scoop carpooling app. Already successful in the East Bay communities, Santa Clara, Sunnyvale, Palo Alto and Foster City, this carpool promotion offers residents and commuters a \$2 discount for passengers and \$2 extra payment for drivers who match in a Scoop-matched carpool. Working in tandem with Commute.org, this City-sponsored program also offers commuters a \$5 credit when they download the Scoop app. Other carpool incentives for project residents include 511.org prizes such as gift cards for Target and Peet's Coffee & Tea for participants.

The County of San Mateo also launched a carpool incentive using Scoop for a \$2 discount for passengers and an extra \$2 payment for drivers.

COMBINE BOTH FOR A \$4 INCENTIVE FOR EACH TRIP


San Mateo County [Scoop](#) Carpool Incentive

- *Drivers receive a \$2 extra reward for every trip*
- *Passengers receive a \$2 discount for every trip*

City of San Mateo [Scoop](#) Carpool Incentive

- *Drivers receive a \$2 extra reward for every trip*
- *Passengers receive a \$2 discount for every trip*

New! SCOOP offers \$2 carpool rides in SAN MATEO and FOSTER CITY, plus \$10 sign-up bonus for SAN MATEO COUNTY Commuters



To promote ridesharing and curb traffic congestion, the cities of **San Mateo** and **Foster City** are partnering with **Scoop Technologies** to offer a \$2 one-way carpool ride to, or from, San Mateo or Foster City.

In addition, those who commute to, from or through San Mateo County can download the **Scoop app** and use the special code of **COMMUTEORG05** to get a \$5 credit.

To jumpstart the program, San Mateo has allocated \$30,000, and Foster City is providing \$60,000 in subsidies. Scoop also opened **routes** in Belmont, San Carlos, Redwood Shores, Redwood City and Menlo Park to expand carpool connections to southern San Mateo County.

Commuting with **Scoop** is easy. Schedule ahead of time, get matched to a carpool, and take your trip.

Download SCOOP APP here.
Check ROUTES here.

- **RIDERS** can book a morning ride until 9 p.m. the night before, and will have until 3:30 p.m. the following day to book the return trip home. Cost: \$2 per ride (until funds are depleted)
- For those who prefer to drive, **DRIVERS** who carpool can save 50% or more on every commute trip -- just by adding a passenger who is going their way. Reimbursements range from \$3 to \$11 per passenger, per trip.

For assistance, email support@takescoop.com.

More REWARDS for Commuters to enjoy!

Carpool In San Mateo County! is available to residents or commuters who work in San Mateo County.

An Innovative C/CAG Pilot Program Carpool In San Mateo County! utilizes mobile carpooling apps to increase local carpool ridership during peak travel periods, therefore reducing single occupancy vehicles, traffic congestion, and greenhouse gas (GHG) emissions.

Benefits to Commuters It's fun and convenient. You can save time, save money, reduce stress, and meet new friends. It is also good for the environment.

Carpool With Your Co-Workers and Neighbors! The app automatically links drivers and riders to other users as close as possible to their origins and destinations. This includes door-to-door pickups and drop-offs.

How Does Carpool In San Mateo County! Work? Drivers and riders using Scoop will automatically receive the \$2 incentive per person during commute periods (5:30 a.m. – 10:00 a.m. and 3:30 p.m. – 8:00 p.m.), with a maximum incentive of \$4 per day.

How Do I Sign Up? The program is available now on the Scoop app downloadable from iTunes and Google Play.




Receive \$4 Incentive per Day By Carpooling!

Drivers and riders that use the incentive can get up to \$4 per day. This includes a \$2 Incentive per person for each commute trip to and from the cities of San Mateo County. The discount will be applied to your account.



www.ccsa.ca.gov

13.0 BICYCLE RESOURCES

Bicycle commuters looking to find a riding partner can log on to bicycling.511.org/ for more information. The 511 system provides significant resources for bicycle commuters including:

- ◆ Free Bike Buddy matching
- ◆ Bicycle maps
- ◆ Safe bicycle route mapping
- ◆ Location of lockers
- ◆ How to take your bike on public transit
- ◆ How to take your bike across Bay Area toll bridges
- ◆ How to ride safely in traffic
- ◆ Tips on commuting
- ◆ Tips for bike selection
- ◆ Links to bicycle organizations
- ◆ Bike to Work Day
- ◆ Other bicycle resources (e.g., \$20 monthly pre-tax payroll deduction, etc.)



CycleTracks: Bicycle trip tracking tool

iBikeChallenge: Records your bike trips, tracks miles, calories burned, gas money saved and pollution prevented

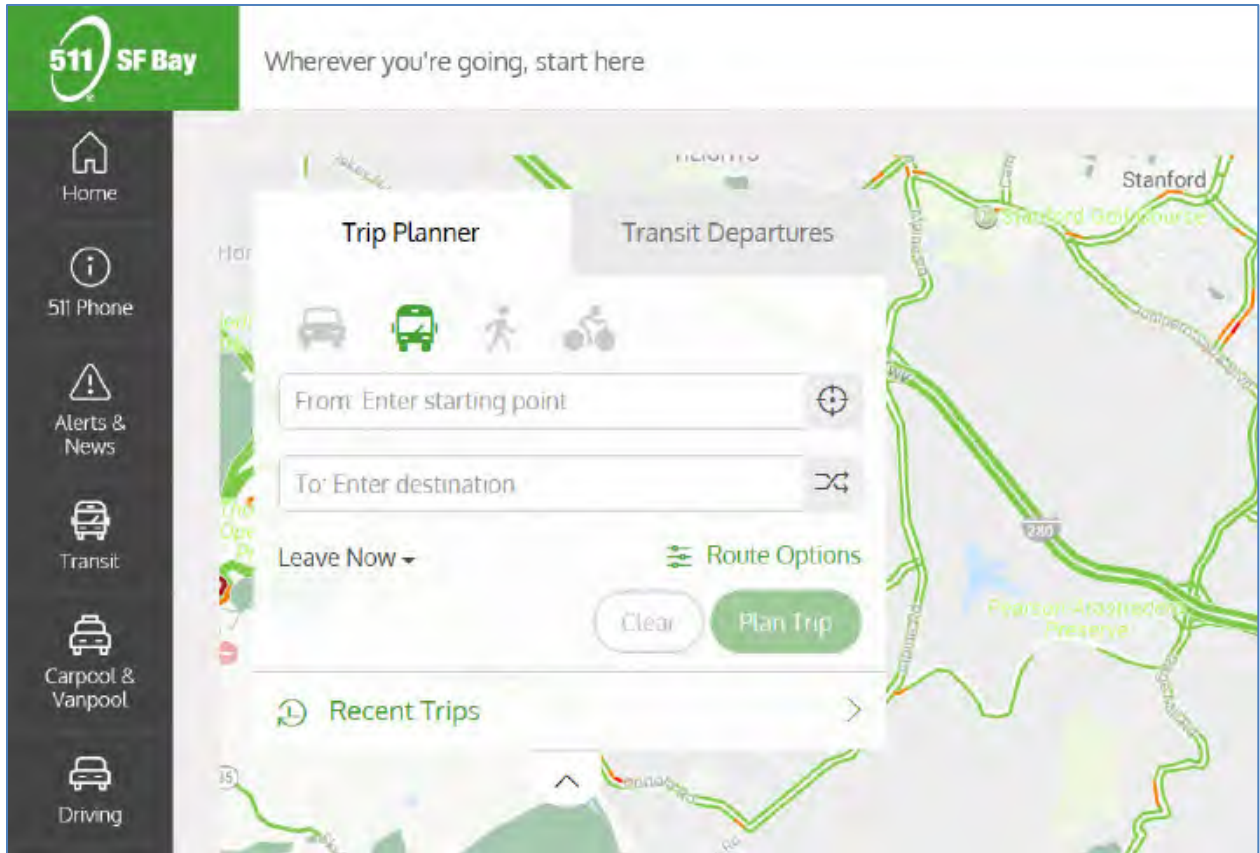


Additional bicycle resources are provided by **Commuter.org** such as a free one-hour, on-site Bike and Pedestrian Safety Program for employees. This workshop teaches commuters about bicycling and walking as a safe and stress-relieving commute mode, traffic laws for bicyclists and pedestrians, and bicycle maintenance tips. It also offers a drawing for free bicycle-related prizes.


14.0 TRANSIT TRIP PLANNING RESOURCES

Online transit trip planning services are a useful tool for planning public transit trips. The greater San Francisco Bay Area is currently serviced by the 511.org which provides a useful tool for planning public transit trips. The 511 trip planner can build an itinerary that suits the need of the transit user.

The itinerary identifies the fastest commute with the least amount of transfers or the cheapest fares. The trip planner, by default, will generate the fastest itinerary between the origin and destination. This free service can be found online at www.511.org.



Other Transit Resources include online applications and mobile device applications.

 **Dadnab** Dadnab.com enables commuters to plan transit trips in the Bay Area using text messaging from a mobile phone by converting information from the 511 Transit Trip Planner to a text message. By sending a text message with origin, destination and optional arrival or departure time, Dadnab's reply will tell commuters what buses or trains to take at which locations and times.

Google has also collaborated with select regional transit agencies to provide a public transit planner for riders of VTA, SamTrans, AC Transit and BART. This free service can be found online at www.google.com/transit.

15.0 EMERGENCY RIDE HOME PROGRAM

All commercial project tenants will implement a free guaranteed emergency ride home (GRH) program for their employees who use alternative forms of transportation. All employees who commute to work using transit, bicycle, walking, carpool or vanpool will be guaranteed a free ride home in case of a personal emergency or when they unexpectedly must work late, thereby missing the last bus, train or their normal carpool home.

The GRH program will provide employees with peace of mind that comes from knowing that if a child or loved one becomes ill or injured during the day, the employee can get to them quickly. The GRH program has proven very successful, as it removes one of the major objections employees must giving up their private automobile, especially those with young families.



Tenants, and all their employees, may participate in the free emergency ride home program administered by the Alliance (formerly the Peninsula Traffic Congestion Relief Alliance). To participate in the GRH program, commuters must first register on Commute.org's STAR platform. STAR users can access their GRH reimbursement options after logging a qualifying trip.

The GRH program reimburses commuters who carpool, vanpool, take transit, shuttle, bike, or walk to work or to a participating college in San Mateo County up to \$60 per event, up to four times per calendar year. GRH program participants decide how to get home (e.g. taxi, ride-hailing app, public transit, or combination) and complete the reimbursement process after they are home safely. If public transit is used as the GRH ride, Commute.org will give a \$5 Starbucks e-Card bonus.

Eligible reasons for GRH trip:

- Personal or family illness or emergency
- Home emergency
- Eldercare or daycare emergency
- Bicycle theft or breakdown
- Unforeseen change of work schedule (requires confirmation from supervisor)
- Inclement weather (for walkers/bicyclists)
- Carpool partner emergency resulted in loss of ride home

GRH does not cover the following trips or reasons for reimbursement:

- Transit delays
- Natural disasters
- Personal errands or appointments
- Ride to work
- Carpool app provider cannot find a match to get the commuter home
- Taking an Uber or Lyft to work is not a qualifying alternative commute mode to work
- Non-emergency side trips
- Business-related travel
- Transportation to a doctor or hospital resulting from an on-the-job injury (GRH cannot be used to replace an employer's legal responsibility under workers' compensation regulations.)

SECTION III – COMMITMENTS, MONITORING AND REPORTING

16.0 COMMITMENTS, MONITORING AND REPORTING

The intent of TDM planning is to reduce SOV trips and, in so doing, lessen resulting parking issues, traffic congestion and mobile source-related air pollution. A comprehensive program of TDM measures and incentives can reduce parking demand, traffic and air pollution, creating a more sustainable employment environment, while freeing up valuable land for higher and better uses.

According to the California Air Pollution Control Officers Association (CAPCOA)'s newest greenhouse gas document, Quantifying Greenhouse Gas Mitigation Measures,³ a subsidized or discount transit program provides the maximum potential to reduce up to 30 percent of commute vehicle trips. A ride-share program could reduce the commute vehicle trips up to 15 percent. A program to limit the parking supply or to charge work place parking could reduce up to 12 percent of commute vehicle trips, and providing trip end facilities or a cash-out program could likely reduce the commute vehicle trips by five and six percent, respectively. Although the reductions are not additive, a combination of measures would have a global maximum cap likely ranging from 20 to 40 percent.⁴

It is important to ensure TDM measures are implemented and effective. Therefore, a monitoring program may be necessary. Because the TDM Program is performance based (looking for project alternative mode-use and corresponding trip reductions), an annual commute program evaluation (the annual employee five-day commute survey) will allow the applicant and the City to assess the effectiveness of the unique program designed for the project.

City/County Association of Governments of San Mateo County (C/CAG) Guidelines

C/CAG requires the applicant to implement TDM programs that have the capacity to reduce the demand for new peak-hour trips. These programs, once implemented, must be ongoing for the occupied life of the development. The local jurisdiction must also agree to maintain data available for monitoring by C/CAG that supports the ongoing compliance with the agreed-to trip reduction measures. The estimated C/CAG trip credit accounting for the development is provided in page 30.

The C/CAG trip credit accounting also meets the City of San Mateo's requirement to provide a quantifiable checklist of vehicle trip reduction measures.

³ Available at: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

⁴ 1st Admin Draft of Draft Environmental Impact Report, State Clearinghouse #2012082007, City of Mountain View

The January 9, 2017, traffic assessment letter, prepared by Hexagon Transportation Consultants, Inc., estimated the project, to generate 44 trips during the AM peak hour, and 78 trips during the PM peak hour. Below is an excerpt from the Traffic assessment.

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 9th Edition*. Based on average trip generation rates for a general office building (Land Use 710), retail space (shopping center, Land Use 820), and apartment (Land Use 220) the proposed development would generate a total of 793 daily trips, with 44 trips (31 in and 13 out) occurring during the AM peak hour and 78 trips (31 in and 47 out) occurring during the PM peak hour (see Table 1).

The existing retail building’s trip generation can be credited against the proposed mixed-use development. The retail building’s trip generation was estimated based on the same rates. Based on ITE rates, the existing retail building is generating, or could be generating, a total of 545 daily trips with 12 trips occurring during the AM peak hour, and 47 trips occurring in the PM peak hour.

After subtracting the existing use trip credit, the project is estimated to produce a net increase of 248 daily trips, with an increase of 32 trips (20 in and 12 out) during the AM peak hour and an increase of 31 trips (23 in and 8 out) during the PM peak hour.

Below is the trip generation table from the Hexagon traffic letter which shows the total peak-hour trips for AM and PM periods.

Table 1
Trip Generation Estimates for the 706 Santa Cruz Avenue Mixed-Use Development

Land Use	Size	Daily			AM Peak Hour			PM Peak Hour				
		Rate	Trips		Rate	In	Out	Total	Rate	In	Out	Total
Proposed Uses												
Office Space ¹	19.11 ksf	11.03	211		1.56	26	4	30	1.49	5	23	28
Retail ²	13.02 ksf	42.70	556		0.96	5	7	12	3.71	25	23	48
Apartment ³	4 d.u.	6.65	27		0.51	0	2	2	0.62	1	1	2
Subtotal			793			31	13	44		31	47	78
Existing Uses												
Retail ²	(12.76) ksf	42.70	(545)		0.96	(11)	(1)	(12)	3.71	(8)	(39)	(47)
Net New Trips			248			20	12	32		23	8	31
Notes:												
ksf = 1,000 square feet.												
d.u. = Dwelling Unit												
¹ General Office Building (Land Use 710) based on ITE's <i>Trip Generation Manual, 9th Edition</i> , average rates.												
² Shopping Center (Land Use 820) based on ITE's <i>Trip Generation Manual, 9th Edition</i> , average rates.												
³ Apartment (Land Use 220) based on ITE's <i>Trip Generation Manual, 9th Edition</i> , average rates.												

Selected TDM project measures were assessed using the C/CAG trip credit accounting criteria. The C/CAG trip credit accounting below shows that 40 peak-hour trips will be mitigated by the project's TDM measures. This accounting meets the City of San Mateo's requirement to provide a checklist of trip reduction measures that integrate with the C/CAG mitigation criteria.

TDM Measures	Quantity	Credit Ratio	Trip Credit
Bicycle Parking - long-Term (Class I) (9)			
Bicycle Parking - Short-Term (Class II) (6)			
Total Bicycle Storage	15	0.33	5
Preferential carpool parking	7	0.5	3.5
Locate residential development within 1/3 mile of fixed rail	4	1	4
Information Board/Kiosk(s)	1	5	5
Nearby amenities	1	5	5
Developer-Provided Tenant Training and Resources	1	1	1
Guaranteed Emergency Ride Home program	10	1	10
Annual Employee Commute Survey	0.5	3	1.5
Additional Credit for combination of any 10 elements	1	5	5
Total C/CAG Trip Credits			40

The number of GRH program credits (10) applied in the above matrix are based on the combined number of overall bicycle parking facilities, carpool parking spaces, and other TDM measures that are assumed to generate at least ten commuters (or more) who will be eligible for the GRH program.

Annual Driveway Hose Counts

The project will prepare and provide annual driveway counts, in addition to the employee survey (discussed below). The counts will be prepared by an independent, licensed consultant and paid for by the property owner, or tenant. The driveway counts and resulting data shall be included in the annual TDM Commute Survey Report.

Annual Five-day Employee Commute Survey

A five-day commute survey will be completed each year to evaluate and ensure the success of the TDM measures. The applicant will encourage, support and participate in the promotion and marketing of the annual employee survey. Employees who do not participate in the commute survey will be counted as drive-alone or SOV commuters by default. Consequently, this default mechanism will produce conservative results.

Survey data can be used to focus TDM marketing and the efforts of the Commute Coordinator to maintain the project's commitment to reduce vehicle trips at the site. Below is a sample of a survey question to gauge employees' typical daily commute activities.

6. How did you GET TO WORK LAST WEEK, (select the primary transportation method you used.) If you were out of the office, please describe your "typical" weekly commute activity.

Commute Modes	
Monday	
Tuesday	Drove alone to worksite
Wednesday	Rode as a passenger in a carpool (did not drive)
Thursday	Carpooled with an employee/colleague
Friday	Vanpooled (5+ people)
	Rode transit (bus, shuttle, train, etc.)
	Biked to work
	Walked/jogged to work
	Teleworked/worked remotely
	Rode motorcycle/scooter
	Did not work this day

Annual Summary Report

Each year, the applicant and Commute Coordinator, via employee survey data, will prepare an annual TDM summary report to be submitted to the City to document the effectiveness of the TDM Plan in achieving alternative mode-uses and trip reduction efforts. The TDM summary report will include a determination of historical employee commute methods provided by information obtained from a survey of all employees working in the buildings. The summarized results from the employee survey will provide both quantitative data (e.g., mode split) and qualitative data (e.g., employee perception of the alternative transportation programs).

Employee Commute Mode Summary	Percent
Carpooler (driver and/or passenger)	8.34%
Transit and/or Shuttle Users	4.34%
Bicycle	2.90%
Walker/Pedestrian	1.14%
Telecommuter	2.59%
Motorcycle/moped	0.29%
Vanpooler	0.00%
Did not work this day	0.63%
Total	20.23%

The initial annual employee survey (and subsequent surveys) will be conducted in the fourth quarter of each year.

No Expiration of TDM Plan or Programs

All measures in this TDM Plan will continue to be implemented by the applicant on an ongoing basis. There is no expiration of this Plan. Periodic on-site auditing may be conducted by the City of Menlo Park to ensure that measures in this Plan are being implemented.

SECTION IV – RESIDENTIAL TDM MEASURES

17.0 RESIDENTIAL TDM MEASURES

Residents of this mixed-use project will enjoy access to the on-site commuter and transportation resources within the commercial areas of the building. Residents can take advantage of the various commuter features that are offered to the employees at the site. These include:

- Bicycle amenities and parking
- Access to the transportation commuter kiosk
- Participation in San Mateo Scoop ride matching campaign
- Participation in [Connect San Mateo](#) and [Commute.org](#) resources (including GRH)
- Participation in the on-site commuter promotional marketing
- Participation in the on-site commuter events and fairs
- Participation in the annual commute survey

Additional residential TDM measures may include features that are designed specifically for future residents of the building.

1. Resident electronic transportation resource flier
2. Resident commuter welcome resource packet
3. Resident free trial transit passes

Below are the details of these three TDM measures.

Electronic Resident Transportation Resource Flier

An electronic resident commuter resource flier like the employee flier will be created. The flyer will highlight nearby transit opportunities, and provide resource links to ridesharing, bicycle, commuter and car sharing resources. The property manager will email residents the electronic transportation flier for easy access to commuter links.

Resident Welcome Commuter Resource Packet

Prior to occupancy, all residents will receive an information packet containing on-site commuter amenities (e.g., bicycle parking, commuter kiosk) and alternative transportation opportunities. The Resident Commuter Packet will include transit and local shuttle maps and schedules, bicycle maps, and trip planning resources.

Resident Free Trial Transit Pass

In addition to the resident commuter resource materials, a five-pack of free trial SamTrans transit day passes will be provided to each new residential tenant (if requested). Alternatively, the resident may choose an 8-ride Caltrain ticket. These trial transit passes will allow residents to try the transit service for one week.

	Local, KX , 292, 397 Into San Francisco			
	Cash	Clipper	Day Pass	Monthly Pass
Adult (Age 19 through 64)	\$2.25	\$2.05	\$5.50	\$65.60

18.0 CONCLUSION

The 706-716 Santa Cruz Avenue TDM Plan was developed to meet the specific needs for the project, considering logistical resources and opportunities of the site. From conception, the applicant has been committed to an integrated project design that enhances pedestrian and community opportunities.

This TDM Plan describes elements, measures and actions that commit the applicant to implementation and achieve a meaningful reduction in vehicle trips. The orientation of TDM features for this project will increase opportunities for pedestrian, bicycle, carpool, transit and shuttle uses.

The TDM Plan requires implementation of measures, performance, and directs the applicant and future employers to incorporate programs and employee benefits and create a formal commute program. Commute program marketing, ongoing promotions, annual survey and reporting and a Commute Coordinator will provide the synergism needed to create an effective and successful program for future project employees.

Annual monitoring via surveys will provide the documentation needed to demonstrate effectiveness, reduction of net new peak-hour vehicle trips, and requires the applicant to identify additional TDM measures and programs they would implement if the goal is not achieved.

The applicant is committed to reducing trips and increasing alternative transportation mode-uses. This TDM Plan provides the details of the applicant's commitment to the City of Menlo Park and designated responsibility for implementation.

The 706-716 Santa Cruz Avenue project supports the City of Menlo Park's policy of focusing clustered development along major transportation corridors, as well as reinforces the City of Menlo Park's Green goals and practices. By balancing air quality with economic growth, the 706-716 Santa Cruz Avenue project will help Menlo Park thrive as a community. It is projects like these that will contribute to the City of Menlo Park's future livelihood.






















ATTACHMENTS

*List of Nearby Amenities – 0.25 miles or less from 706-716 Santa Cruz Avenue
(Personal services, restaurants, coffee, retail/sundry, banking, etc.)*

Local Transit Maps (SamTrans Routes)

List of Nearby Amenities – Located 0.25 miles or less from 706-716 Santa Cruz Avenue

Restaurants, Cafes/Delis, Coffee, and Bakeries








-  **Juban Yakiniku House**
712 Santa Cruz Avenue, Menlo Park, CA – (650) 473-6458 (43 ft. away)
-  **Starbucks**
643-693 Santa Cruz Avenue, Menlo Park, CA – (650) 323-5118 (128 ft. away)
-  **Una Mas Mexican Grill**
683 Santa Cruz Avenue, Menlo Park, CA – (650) 853-1200 (167 ft. away)
-  **La Boulanger**
720 Santa Cruz Avenue, Menlo Park, CA – (650) 322-5528 (213 ft. away)
-  **SusieCakes**
642 Santa Cruz Avenue, Menlo Park, CA – (650) 324-2252 (220 ft. away)
-  **Bistro Vida**
641 Santa Cruz Avenue, Menlo Park, CA – (650) 462-1686 (282 ft. away)
-  **Bagel Street Café**
746 Santa Cruz Avenue, Menlo Park, CA – (650) 328-8809 (328 ft. away)
-  **Shiok! Singapore Kitchen**
1137 Chestnut Street, Menlo Park, CA – (650) 838-9448 (367 ft. away)
-  **Ann's Coffee Shop**
772 Santa Cruz Avenue, Menlo Park, CA – (650) 322-0043 (371 ft. away)
-  **Gerry's Cakes**
1141 Chestnut Street, Menlo Park, CA – (650) 326-6282 (410 ft. away)
-  **Left Bank Menlo Park Brasserie**
635 Santa Cruz Avenue, Menlo Park, CA – (650) 473-6543 (459 ft. away)
-  **Carpaccio**
1120 Crane Street, Menlo Park, CA – (650) 322-1211 (486 ft. away)
-  **The Refuge**
1143 Crane Street, Menlo Park, CA – (650) 319-8197 (0.10 miles away)
-  **Café Del Sol**
1010 Doyle Street #1, Menlo Park, CA – (650) 326-2501 (0.10 miles away)
-  **McDonald's**
1100 El Camino Real, Menlo Park, CA – (650) 321-1813 (0.10 miles away)
-  **Trellis Restaurant**
1077 El Camino Real, Menlo Park, CA – (650) 326-9028 (0.10 miles away)
-  **Stacks**
600 Santa Cruz Avenue, Menlo Park, CA – (650) 838-0066 (0.10 miles away)
-  **Menlo Café**
620 Santa Cruz Avenue #A, Menlo Park, CA – (650) 321-6666 (0.10 miles away)
-  **Su Hong to Go**
630 Menlo Avenue, Menlo Park, CA – (650) 322-4631 (0.10 miles away)
-  **Galata Mediterranean Grill**
827 Santa Cruz Avenue, Menlo Park, CA – (650) 325-7900 (0.10 miles away)
-  **Subway**
809 Santa Cruz Avenue, Menlo Park, CA – (650) 330-1692 (0.10 mile away)
-  **Angelo Mio**
820 Santa Cruz Avenue, Menlo Park, CA – (650) 323-3665 (0.10 miles away)

- ✚ **Mama Coco Cocina Mexicana**
1081 El Camino Real, Menlo Park, CA – (650) 272-6634 (0.10 miles away)
- ✚ **Quiznos**
604 Santa Cruz Avenue, Menlo Park, CA – (650) 326-0820 (0.10 miles away)
- ✚ **Posh Bagel**
869 Santa Cruz Avenue, Menlo Park, CA – (650) 329-8592 (0.20 miles away)
- ✚ **Round Table Pizza**
1225 El Camino Real, Menlo Park, CA – (650) 321-6861 (0.20 miles away)
- ✚ **Phil's Kitchen: Hawaiian Barbeque & Chinese Specialty Take-Out**
625 Oak Grove Avenue #B, Menlo Park, CA – (650) 561-4296 (0.20 miles away)
- ✚ **Sultana**
1149 El Camino Real, Menlo Park, CA – (650) 322-4343 (0.20 miles away)
- ✚ **Café Borrone**
1010 El Camino Real, Menlo Park, CA – (650) 327-0830 (0.20 miles away)
- ✚ **Applewood Pizza**
1001 El Camino Real, Menlo Park, CA – (650) 324-3486 (0.20 miles away)
- ✚ **Peet's Coffee & Tea**
899 Santa Cruz Avenue, Menlo Park, CA – (650) 325-8989 (0.20 miles away)
- ✚ **LB Steak Menlo Park**
898 Santa Cruz Avenue, Menlo Park, CA – (650) 321-8980 (0.20 miles away)
- ✚ **Amici's East Coast Pizzeria**
880 Santa Cruz Avenue, Menlo Park, CA – (650) 329-8888 (0.20 miles away)
- ✚ **Café Borrone**
1010 El Camino Real, Menlo Park, CA – (650) 327-0830 (0.20 miles away)
- ✚ **Akasaka**
925 El Camino Real, Menlo Park, CA – (650) 325-0444 (0.30 miles away)
- ✚ **Jan's Deli**
1004 Alma Street, Menlo Park, CA – (650) 321-9372 (0.30 miles away)
- ✚ **Draeger's Supermarkets Deli**
1010 University Drive, Menlo Park, CA – (650) 948-7204 (0.30 miles away)
- ✚ **Jason's Café**
1246 El Camino Real, Menlo Park, CA – (650) 321-3300 (0.30 miles away)
- ✚ **J&J Hawaiian BBQ**
1170 Alma Street, Menlo Park, CA – (650) 323-6137 (0.30 miles away)
- ✚ **Bradley's Funky Franks**
1195 Merrill Street, Menlo Park, CA – (650) 391-9634 (0.30 miles away)
- ✚ **Bradley's Fine Diner**
1165 Merrill Street, Menlo Park, CA – (650) 494-4342 (0.30 miles away)
- ✚ **Jan's Deli**
1004 Alma Street, Menlo Park, CA – (650) 321-9372 (0.30 miles away)
- ✚ **Iberia Restaurant**
1026 Alma Street, Menlo Park, CA – (650) 325-8981 (0.30 miles away)

Health, Beauty & Fitness

-  **Accent on Eyewear**
729 Santa Cruz Avenue, Menlo Park, CA – (650) 324-8888 (213 ft. away)
-  **La Migliore Aveda Concept Salon**
644 Santa Cruz Avenue, Menlo Park, CA – (650) 321-1100 (226 ft. away)
-  **Aida Custom Cosmetics**
1146 Chestnut Street, Menlo Park, CA – (650) 327-9882 (397 ft. away)
-  **Home Care Services for Aging Adults**
1150 Chestnut Street, Menlo Park, CA – (650) 328-1050 (417 ft. away)
-  **Nuffer Fitness**
1149 Chestnut Street #2, Menlo Park, CA – (650) 417-0983 (469 ft. away)
-  **Euro Skin Care**
1176 Chestnut Street, Menlo Park, CA – (650) 328-6089 (499 ft. away)
-  **Wellfit AJ Personal Trainer**
1019 El Camino Real, Menlo Park, CA – (650) 906-3003 (0.20 miles away)
-  **Elizabeth's Skincare Studio**
681 Oak Grove Avenue, Menlo Park, CA – (650) 324-3223 (0.20 miles away)
-  **Empowerment Fitness**
1019 El Camino Real, Menlo Park, CA – (650) 575-2772 (0.20 miles away)
-  **SBM Fitness**
1019 El Camino Real, Menlo Park, CA – (650) 999-0532 (0.20 miles away)
-  **Pharmaca Integrative Pharmacy**
871 Santa Cruz Avenue, Menlo Park, CA – (650) 618-6300 (0.20 miles away)
-  **Simpsons Family Barber Shop**
1181 El Camino Real, Menlo Park, CA – (650) 853-9913 (0.20 miles away)
-  **Susan's Nails**
1285 El Camino Real, Menlo Park, CA – (650) 289-0207 (0.30 ft. away)
-  **Menlo Park Acupuncture Clinic**
530 Oak Grove Avenue #7, Menlo Park, CA – (650) 326-9391 (0.30 miles away)
-  **Veronika Gold (Psychotherapist)**
530 Oak Grove Avenue #104, Menlo Park, CA – (650) 422-2418 (0.30 miles away)

Retail




-  **ACE Hardware**
700 Santa Cruz Avenue, Menlo Park, CA – (650) 325-2515 (52 ft. away)
-  **Yves Delorme**
656 Santa Cruz Avenue, Menlo Park, CA – (650) 324-3502 (92 ft. away)
-  **Bow Wow Meow**
654 Santa Cruz Avenue, Menlo Park, CA – (650) 323-2845 (115 ft. away)
-  **Goodwill**
711 Santa Cruz Avenue, Menlo Park, CA – (650) 324-9380 (220 ft. away)
-  **Mike's Camera Inc.**
715 Santa Cruz Avenue, Menlo Park, CA – (650) 323-7701 (220 ft. away)
-  **Walgreens**
643 Santa Cruz Avenue, Menlo Park, CA – (650) 321-1530 (223 ft. away)
-  **Cheeky Monkey Toys**
640 Santa Cruz Avenue, Menlo Park, CA – (650) 328-7975 (279 ft. away)

- ✚ **Harvest Furniture**
639 Santa Cruz Avenue, Menlo Park, CA – (650) 325-7733 (302 ft. away)
- ✚ **Angela**
1129 Chestnut Street, Menlo Park, CA – (650) 323-7410 (302 ft. away)
- ✚ **K.C. Goldsmiths**
1148 Chestnut Street, Menlo Park, CA – (650) 325-9276 (390 ft. away)
- ✚ **Penzeys Spices**
771 Santa Cruz Avenue, Menlo Park, CA – (650) 853-1785 (397 ft. away)
- ✚ **The Shop – Junior League of Palo Alto**
785 Santa Cruz Avenue, Menlo Park, CA – (650) 328-7467 (486 ft. away)
- ✚ **Milana C (Boutique)**
1158 Chestnut Street, Menlo Park, CA – (650) 321-6600 (486 ft. away)
- ✚ **Red Lantern Cycles**
640 Menlo Avenue, Menlo Park, CA – (650) 853-3051 (0.10 miles away)
- ✚ **Fleet Feet Menlo Park**
859 Santa Cruz Avenue, Menlo Park, CA – (650) 325-9432 (0.10 miles away)
- ✚ **Trader Joe's**
720 Menlo Avenue, Menlo Park, CA – (650) 323-2134 (0.10 miles away)
- ✚ **Gray's Paint**
717 Oak Grove Avenue, Menlo Park, CA – (650) 322-2238 (0.10 miles away)
- ✚ **Peninsula Window Fashions & Design**
1047 El Camino Real, Menlo Park, CA – (650) 853-9000 (0.10 miles away)
- ✚ **Isabella Boutique**
640 Menlo Avenue, Menlo Park, CA – (408) 738-2980 (0.10 miles away)
- ✚ **Head Over Heels**
887 Santa Cruz Avenue, Menlo Park, CA – (650) 325-2400 (0.20 miles away)
- ✚ **Josef Boutique**
883 Santa Cruz Avenue, Menlo Park, CA – (650) 353-7550 (0.20 miles away)
- ✚ **Relax the Back Menlo Park**
1198 El Camino Real, Menlo Park, CA – (650) 325-2225 (0.20 miles away)
- ✚ **Feldman's Books**
1170 El Camino Real, Menlo Park, CA – (650) 326-5300 (0.20 miles away)
- ✚ **Kepler's Books**
1010 El Camino Real, Menlo Park, CA – (650) 324-4321 (0.20 miles away)
- ✚ **Draeger's Supermarkets Deli**
1010 University Drive, Menlo Park, CA – (650) 948-7204 (0.30 miles away)
- ✚ **7-Eleven**
525 Oak Grove Avenue, Menlo Park, CA – (650) 325-7007 (0.30 miles away)
- ✚ **Farnad (Tailor)**
1160 University Drive, Menlo Park, CA – (650) 325-1200 (0.30 miles away)
- ✚ **Mallet Sports**
885 Oak Grove Avenue, Menlo Park, CA – (650) 521-0639 (0.30 miles away)
- ✚ **Dancer Dejour**
1283 El Camino Real, Menlo Park, CA – (650) 321-4000 (0.30 miles away)
- ✚ **Dressed Room**
1014 Alma Street, Menlo Park, CA – (650) 752-6687 (0.30 miles away)






Transportation & Shipping

-  **Menlo Park Chevron**
1200 El Camino Real, Palo Alto, CA – (650) 4239 (0.20 miles away)
-  **FedEx Office Print & Ship Center**
1194 El Camino Real, Menlo Park, CA – (650) 321-4202 (0.20 miles away)
-  **US Post Office**
655 Oak Grove Avenue, Menlo Park, CA – (650) 321-0954 (0.20 miles away)
-  **Menlo Atherton Auto Repair**
1279 El Camino Real, Menlo Park, CA – (650) 325-1280 (0.30 miles away)
-  **Post N' More**
1259 El Camino Real, Menlo Park, CA – (650) 326-6254 (0.30 miles away)
-  **M&R Automotive – Menlo Park**
1281 El Camino Real, Menlo Park, CA – (650) 325-3900 (0.30 miles away)



Entertainment

-  **Color Me Mine**
602 Santa Cruz Avenue, Menlo Park, CA – (650) 328-4486 (489 ft. away)
-  **Peabody Fine Art Gallery**
603 Santa Cruz Avenue, Menlo Park, CA – (650) 322-2200 (0.10 miles away)
-  **Menlo Park Academy of Dance**
1163 El Camino Real, Menlo Park, CA – (650) 323-5292 (0.20 miles away)

Bank & ATM

-  **Bank of the West**
701 Santa Cruz Avenue, Menlo Park, CA – (650) 328-4530 (144 ft. away)
-  **Chase Bank**
650 Santa Cruz Avenue, Menlo Park, CA – (650) 853-2655 (161 ft. away)
-  **Bank of America**
633 Santa Cruz Avenue, Menlo Park, CA – (650) 687-0883 (436 ft. away)
-  **U.S. Bank**
1105 El Camino Real, Menlo Park, CA – (650) 617-8330 (0.10 miles away)
-  **Citibank**
620 Santa Cruz Avenue, Menlo Park, CA – (650) 353-2769 (0.10 miles away)

Daycare

-  **Brilliant Babies**
1075 Curtis Street, Menlo Park, CA – (650) 321-0770 (177 ft. away)
-  **Kirk House Preschool**
950 Santa Cruz Avenue, Menlo Park, CA – (650) 323-8667 (0.30 miles away)



ROUTE 83



**ROUTE
84**

Atherton

**706 Santa Cruz Ave.
Menlo Park, CA**

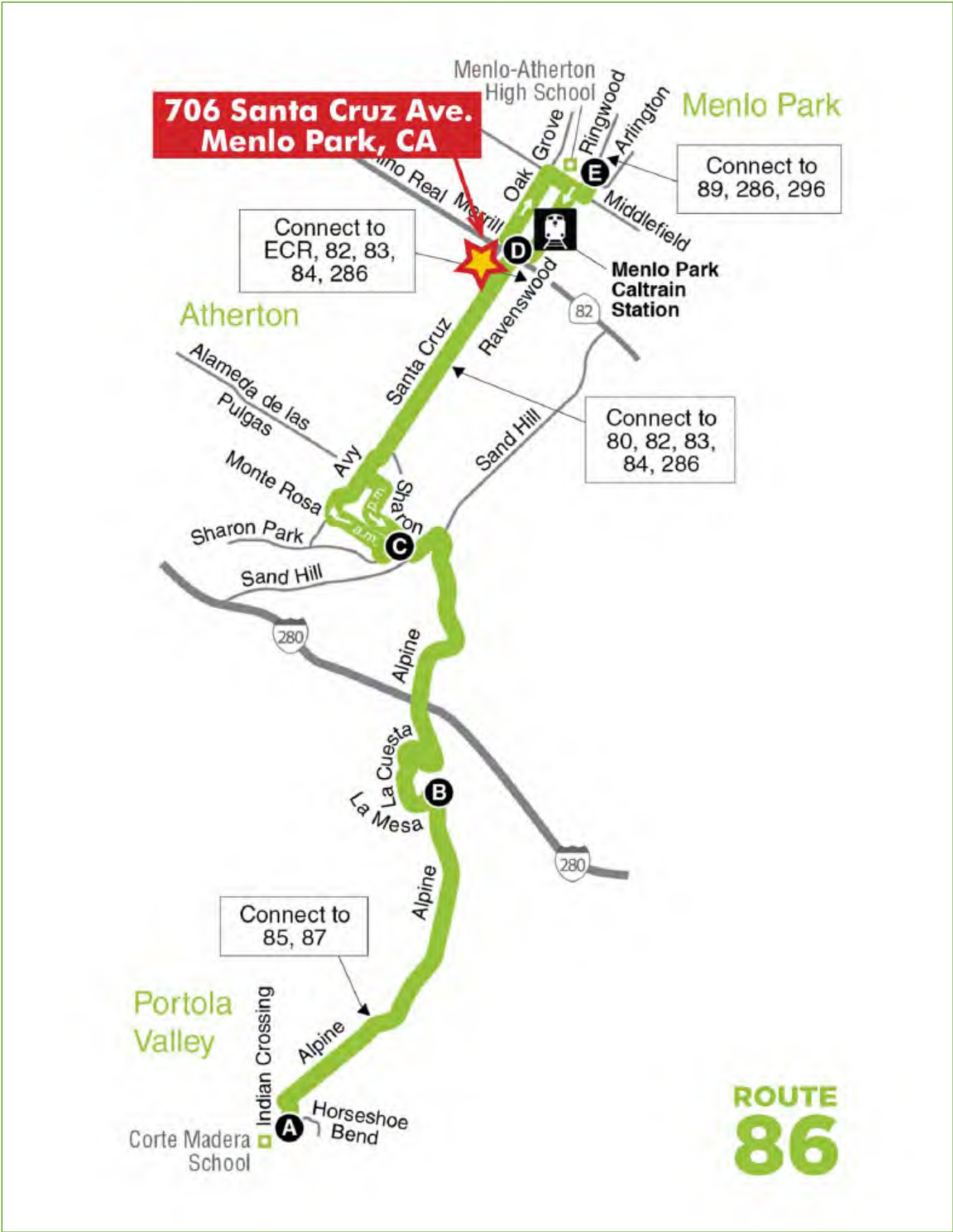
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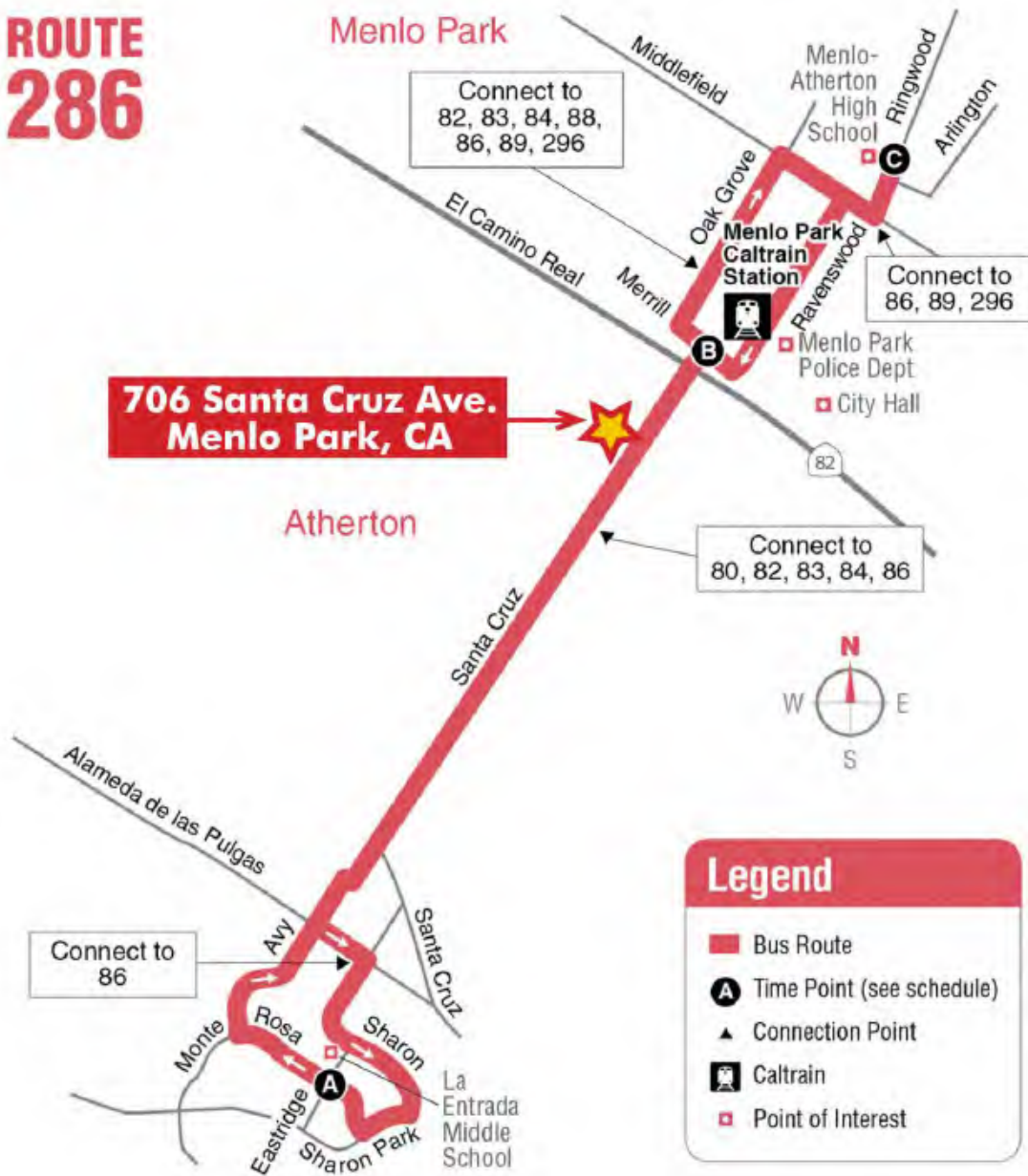
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Menlo Park



ROUTE 286



APPENDIX A

*Guaranteed Ride Home Program Materials
Sample Employer Resources and Incentives*

APPENDIX A – SAMPLE OF EMPLOYER RESOURCES AND INCENTIVES

A description of employer commuter information, incentives and resources are provided in the proceeding pages.

Management Priority

The support and involvement of senior management has a significant positive impact on the success of the TDM goals and elements that are implemented.

Alternative mode programs must be presented to the employees in a comprehensive and proactive manner along with any other employee programs. This can be done via participation and support of employee orientation forums or transportation fairs, transportation kiosk posting, employee newsletters, management bulletins, e-mails, etcetera.

From a practical standpoint, management support must be twofold:

- 1) Upper and middle management will encourage alternative modes whenever possible.
- 2) Managers and supervisors will be supportive of employees who try out alternative modes, even if it means initial minor adjustments to their work schedule.

TDM should be viewed as a big picture process. This includes explaining the area's air quality problems, and describing how fighting air pollution is part of being a good corporate citizen. It is important that the employees recognize the benefits on a personal and community level to see how they benefit from better air quality and less traffic congestion on the highways and the surrounding neighborhoods, less parking hassles, cost savings for employees, etcetera.

Business Savings (Employer Resource Tool)

Another good resource is the Business Savings Calculator provided by the Best Workplaces for Commuters, established by the U.S. Environmental Protection Agency (EPA):

<http://www.bestworkplaces.org/resource-center/business-savings-calculator/>

The U.S. EPA developed this web-based Calculator to estimate the financial, environmental, traffic-related, and other benefits of joining the program.

Based on the information that employers enter into the calculator (describing how their organizations will meet the National Standard of Excellence for commuter benefits), this fast and easy-to-use tool produces a variety of estimates including:

- **Employee recruiting and retention.** The estimated savings from reduced employee turnover.
- **Employer taxes.** The savings employers would realize in reduced payroll taxes if they select transit passes or vanpool benefits as a way of meeting the National Standard of Excellence.
- **Employee taxes.** The income tax savings employees would realize if they choose transit passes or vanpool benefits as a way of meeting the National Standard of Excellence.

- **Total financial benefits.** The total financial savings from parking facilities, taxes, and other financial impacts.
- **Employee productivity and stress.** The estimated improvement in employee productivity and reduction in employee stress (calculations that are based in part on a recent study in Southern California).
- **Safety.** The decrease in fatalities, injuries, and lost work time that result when the number of vehicle trips is reduced.

Then, an overview of total costs and benefits divides the impacts related to commuter programs into four sections:

1. **Direct Costs and Savings:** Direct costs and savings for the employer and employees include financial impacts that occur directly as a result of the commuter benefits.
2. **Potential Facility Cost Savings:** Potential savings include reducing parking and office space costs.
3. **Recruitment and Productivity Benefits:** These business benefits can be substantial but may not appear as direct outlays or cost savings for an employer.
4. **Community Benefits:** Community benefits include reduced traffic, energy consumption, and emissions.

Commuter Choice – Pre-Tax Options

As of January 2016, the federal Commuter Choice option for tax-free salary payroll deduction is up to \$255 per month per employee for vanpool and rail transit pass fares through a voucher program (Commuter Check). Employees can now deduct up to \$3,060 a year from their salary as a pre-tax payroll deduction. This program encourages non-drive-alone commute trips. Employers also receive a tax savings as a benefit of this program.

The applicant will encourage tenants to offer this pre-tax option to their employees who utilize other transit resources such as VTA, Caltrain, or vanpools.

The federal law allows employers to give their workers up to \$255 each month for transit or vanpool commuting costs as a tax-free benefit. It allows employers to give employees the option to use payroll deductions to avoid paying taxes on up to \$255 a month in commuting costs. Alternatively, employers can share these costs with their workers by paying part of their monthly commuting costs and allowing workers to pay the balance using pre-tax dollars. Either way, both employers and their employees save money by participating in this simple plan.⁵

Direct transit or commute subsidies can be a set dollar amount or a percentage of the monthly costs of transportation. Employment sites that offer transit or commute subsidies generally tend to have higher levels of alternative mode-use. Subsidies can be provided in tandem with the pre-tax option.

⁵ www.apta.com/research/info/online/paystoride.cfm


A federal \$20 per month tax-free payroll deduction is available to bicycle commuters. Bicycle commuters can deduct up to \$240 per year in pre-tax bicycle expenses.

This information can be found in the Internal Revenue Code Section 132 (F), as amended by TEA-21, Title IX, Section 910.

Emergency Ride Home Program

Tenants may implement an Emergency Guaranteed Ride Home (GRH) program for employees who use alternative forms of transportation. Employees who commute to work using transit, bicycle, or carpool or vanpool will be guaranteed a free ride home in the case of a personal emergency, or when they unexpectedly must work late thereby missing the last bus or their normal carpool home. The GRH program has proven very successful as it removes one of the major objections employees must giving up their private automobile, especially those with young families.

Other employer resources and TDM training resources include:

 Association for Commuter Transportation (ACT)⁶ – ACT supports individual mobility management professionals and organization members in their efforts to reduce traffic congestion, conserve energy, and improve air quality. The applicant may encourage tenants to join the local Northern California Chapter of ACT.

U.S. EPA Best Workplaces for Commuters (BWC)⁷ is an innovative membership program that provides qualified employers and project sites with national recognition and an elite designation for offering outstanding commuter benefits, such as free or low-cost bus passes, strong telework programs, carpool matching, and vanpool subsidies. The applicant may encourage tenants to join as employer BWC worksites.



Carpool Incentive Programs^{8,9}

- **Free Preferential Parking for Carpools and Vanpools** – Parking for carpools and vanpools will be provided to commuters free of charge.
- **Carpool Rideshare Rewards** –Eligible carpools can earn gas or gift cards for every five days carpooled, up to \$100 over three months. *Rideshare Reward\$ for carpools are available from 511 for a limited period each year (typically in spring) and are provided on a first-come, first-served basis until funds are depleted (typically in June).*
- **Carpool (HOV) Lanes** – Carpool lanes, also known as high-occupancy vehicle (HOV) lanes, can reduce your commute time. To drive in HOV lanes during your commute, you

⁶ www.actweb.org

⁷ www.bestworkplaces.org

⁸ www.commute.org

⁹ www.511.org

must be in a carpool, vanpool, public transit vehicle, or riding a motorcycle. Single-occupant hybrid vehicles are also permitted in carpool lanes during designated commute hours. HOV lanes vary in their hours of operation and the minimum number of people per car. A list of HOV hours of operation and required number passengers can be found at www.rideshare.511.org. A violation of the HOV lane use can result in a minimum \$381 fine. During non-commute hours, carpool lanes revert to general traffic use.

- **Park and Ride Lots** – There are 150 free park and ride lots conveniently located throughout the Bay Area, where you can meet carpool partners or your vanpool in a central location. Many lots also feature easy access to transit connections. You do not even need a car to use a park and ride lot, as many lots also offer bike lockers. Park and ride lot amenities and facilities vary, as does the availability of security. Use common sense and good judgment when choosing a lot and securing your vehicle. Vehicle safety is neither guaranteed nor implied by the 511 Regional Rideshare Program. Locations listed on this site may be operated by government agencies, private businesses or community organizations. You are encouraged to visit the lot before using it to review any posted information and call the lot operator for overnight/extended parking restrictions.¹⁰
- **San Mateo County Commuters (Only) You Pool, We Pay!** – Employees working at 706-716 Santa Cruz Avenue who live in or commute through San Mateo County, can participate in the “You Pool, We Pay!” program offered by the Commute.org. When employees form a new carpool with two or more people over the age of 18, or add a new member to an existing carpool, all carpool participants receive a \$50 gas or gift card incentive.

Vanpool Incentive Programs

- **\$500 Gas Cards - New Vanpool Formation Incentive** – Newly formed vanpools are eligible to receive up to \$900 for starting a vanpool. Vanpooling is a less expensive, relaxing way to get to work, and the 511 Rideshare program offers the perfect incentive to start a vanpool – cash savings! The vanpool reward provides \$500 in gas cards to new vans that meet all eligibility requirements and successfully complete three to nine consecutive months of operation.

The gas cards are offered on a first-come, first-served basis, until the funds are exhausted. Employers and/or individuals who start a new vanpool may be eligible to receive the gas cards, which will be awarded to the party designated to handle the vanpool’s finances.¹¹

- **\$300 Vanpool Seat Subsidy** – The 511 Regional Rideshare Program also offers a vanpool seat subsidy in the form of gas cards. The seat subsidy will provide \$100 per month, with

¹⁰ <http://rideshare.511.org/511maps/PandRText.asp>

¹¹ http://rideshare.511.org/vanpooling/vanpool_incentives.asp

a limit of three months per van during the program year, to help cover the fare of a lost participant. The gas cards will be offered to eligible vans on a first-come, first-served basis, until the funds are exhausted.

- **San Mateo County (Only) \$500 New Vanpool Participant Rebates** – As an incentive for vanpooling, the Alliance will pay half of the cost for the first three months of vanpooling, up to \$100 per month per employee. New vanpool groups (or the driver) that stay on the road for at least six months can receive a one-time rebate of \$500. This one-time incentive is provided for those who join a new vanpool in the last six months and have not vanpooled for a three-month period before joining a new van.

Discounted Bridge Toll

Commuters can save time and commute toll-costs by carpooling, vanpooling, or taking transit over one of the Bay Area's eight bridges during peak commute hours. Specific Bay Area bridge toll information can be found at 511.org. Discounted tolls are only available for carpools, hybrids, and hybrids with FasTrak, and when in designated HOV lane(s).

Transit Planning and Resources

Online transit trip planning services are a useful tool for planning public transit trips. The greater San Francisco Bay Area is currently serviced by the 511.org which is a useful tool for planning public transit trips. The Trip Planner can build an itinerary that suits the need of the transit user. An itinerary can be built that can identify the fastest commute, with the least amount of transfers or the cheapest fares. By default, the trip planner will generate the fastest itinerary between the origin and destination. This free service can be found online at 511.org.

Other Transit Planners



Google has collaborated with select regional transit agencies to provide a public transit planner for riders of AC Transit and BART. This free service can be found online at www.google.com/transit.



Dadnab.com enables you to plan your transit trips in the Bay Area using text messaging from your mobile phone, by converting information from the 511 Transit Trip Planner to a text message. Send a text message with your origin, destination, and optional arrival or departure time, and Dadnab's reply will tell you what buses or trains to take, which locations and times, to assist you in reaching your destination.

San Mateo County Commuters (Only) Try Transit Program

Commute.org offers a Try Transit Program that provides a limited number of free transit tickets to people who are interested in trying public transit to get to work. These tickets are meant for people who are new to transit. Commuters requesting tickets must work, live in, or drive through San Mateo County. Transit ticket options include:

- One BART ticket
- Three round-trip Caltrain tickets
- Water Ferry tickets
- Six one-way SamTrans tickets

511 Commuter Calculator

The *511 Commute Calculator* is a 511-sponsored online calculator that helps determine the hard cost of commuting by driving alone. The form asks for the number of miles traveled to work and what is paid for parking and gas, then the calculator estimates the commuting costs and vehicle CO₂ emissions. This free service can be found online at <https://511.org/carpool-vanpool/benefits/calculator>. This calculator may be linked with a commuter resource or HR page for employee use.

Benefits : Calculate Savings

Promotions County Specific **Calculate Savings**

See how much lower your costs and CO2 emissions could be!

Let's estimate your current commute costs

Daily round trip commute	<input type="text" value="Amount"/>	/mi
Work days per month	<input type="text" value="20"/>	/mo
Your car's miles per gallon	<input type="text" value="Amount"/>	/mpg
Price you pay for gas	<input type="text" value="\$ Amount"/>	/gal
Daily bridge toll	<input type="text" value="\$ Amount"/>	/day
Daily parking cost	<input type="text" value="\$ Amount"/>	/day
Maintenance cost/mile	<input type="text" value="\$ 0.0609"/>	/mo

TDM SPECIALISTS, INC. QUALIFICATIONS



A Transportation Demand Management Company

We are planners and technical experts focused on development projects and improving employee mobility options. Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

“We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much.”

Steve Lynch, AICP, Senior Planner, City of Santa Clara, California

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

Contact:
Elizabeth L. Hughes
Senior Transportation Manager

TDM Specialists, Inc.
3609 Bradshaw Rd., Suite H #242
Sacramento, CA 95827

(408) 420-2411
elizabeth.hughes@tdmspecialists.com



A Transportation Demand Management Company

Areas of Expertise

Traffic Mitigation

TDM/TSM Mitigation Plans
 TDM Employer Training
 Commute Program Development
 Commute Program Management
 Commute Program Audits
 Commuter Surveys
 Transportation Fairs and Events
 Car Management Strategies
 Shuttle Programs
 TMA Management

Parking Mitigation

Parking Demand Reduction
 Parking Management Strategies
 Parking Constraints Solutions

Entitlement

Project Support
 Strategic Counsel
 Critical Response Support
 Environmental (EIR) Mitigation
 (Air Quality and Transportation)

Sustainability

Greenhouse Gas Emission Reductions
 Supporting LEED Components
 Air Quality Mitigation Plans

TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorestein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- LinkedIn
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STRS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.