



REGULAR MEETING AGENDA

Date: 10/22/2018
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 October 8, 2018, Planning Commission meeting. ([Attachment](#))

E2. Architectural Control/Panteha Healey/1701 Stone Pine Lane:
Request for Architectural Control for exterior modifications to the front entry and garage door materials and to incorporate cedar siding on a portion of the front façade on an existing single-family, two-story town house in the R3 (Apartment) Zoning District. ([Staff Report #18-086-PC](#))

F. Public Hearing

F1. Use Permit/Yui-Tak Lee/341 Terminal Ave:
Request for a use permit to demolish an existing one-story single-family residence and construct a new two-story single-family residence and a secondary dwelling unit on a substandard lot with respect to width in the R-1-U (Single Family Urban Residential) zoning district. (*Continued by the Planning Commission at the 8/27/18 Planning Commission meeting.* ([Staff Report #18-087-PC](#)))

F2 and F3 have the same staff report number

- F2. Conditional Development Permit Amendment/Facebook, Inc./180-200 Jefferson Drive: Request for an amendment to a Conditional Development Permit (CDP) to decrease the parking ratio; modify on-site circulation for vehicles, pedestrians, and bicyclists; modify the site landscaping plan; increase the amount of building coverage to construct transit shelters; add gross floor area for new guard shacks; and construct related infrastructure for the tenant's proposed inter-campus tram and shuttle operations. As part of the proposed site circulation changes, nine heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 220 Jefferson Drive, which would require a use permit and architectural control. Both properties are occupied by a common tenant and located in the O-B (Office, Bonus) zoning district. ([Staff Report #18-088-PC](#))
- F3. Use Permit Revision and Architectural Control Revision/Facebook, Inc./220 Jefferson Drive: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant's proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district. ([Staff Report #18-088-PC](#))

G. Regular Business

- G1. Architectural Control/John Fong/725 Oak Grove Avenue: Request for architectural control to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue. ([Staff Report #18-089-PC](#))
- G2. Architectural Control/Matt Matteson/1000 El Camino Real: Request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. ([Staff Report #18-090-PC](#))

H. Informational Items

- H1. 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: November 5, 2018
 - Regular Meeting: December 3, 2018

- Regular Meeting: December 10, 2018

I. 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: 10/17/2018)

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: 10/8/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Susan Goodhue called the meeting to order at 7:04 p.m.

B. Roll Call

Present: Andrew Barnes (Vice Chair), Drew Combs, Susan Goodhue (Chair), Camille Kennedy, Katherine Strehl

Absent: John Onken, Henry Riggs

Staff: Fahteen Khan, Contract Assistant Planner; Thomas Rogers, Principal Planner; Corinna Sandmeier, Senior Planner; Tom Smith, Senior Planner

C. Reports and Announcements

Principal Planner Thomas Rogers reported that the City Council at its October 9, 2018 meeting would consider interim city manager selection and the overall city manager hiring process. He said the Council would also consider a proposed scope of work for below market rate housing (BMR) feasibility that would look at the impact of BMR requirements on lower unit sized residential projects. He said on October 10, 2018 the Housing Commission would consider a tenant relocation assistance ordinance as a recommending body to the Council. He said on the same date the Complete Streets Commission would meet and consider a potential change related to the 840 Menlo Avenue project and Draeger's loading zone.

D. Public Comment

There was no public comment.

E. Consent Calendar

- E1. Approval of minutes from the September 17, 2018, Planning Commission meeting. ([Attachment](#))

ACTION: Motion and second (Katherine Strehl/Camille Kennedy) to approve the minutes as submitted; passes 4-0-1-2 with Commissioner Goodhue abstaining and Commissioners John Onken and Henry Riggs absent.

F. Public Hearing

- F1. Use Permit/Robert & Michelle Garff/333 Yale Road:
Request for a use permit to demolish an existing single-family residence and construct a new two-story single-family residence with a basement and attached two-car garage on a substandard lot with respect to width in the R-1-U (Single-Family Urban Residential) zoning district. The proposal includes a request to remove three heritage trees (including one street tree), and excavation within the required side setbacks for lightwells. ([Staff Report #18-083-PC](#))

Staff Comment: Contract Assistant Planner Fahteen Khan said the three proposed heritage tree removals had been approved by the City Arborist.

Applicant Presentation: Chris Kummerer, CKA Architects, project architect, said the project genesis was to create a cottage, Craftsman-style home to fit within the Allied Arts neighborhood. He made a visual presentation on the proposed design. He said the heritage street tree to be removed was not thriving due to its proximity to another tree. He said the project bulk would be located more in the center and away from neighbors. He said they would use a variety of materials including brick at the base and two types of shingle siding. He said the property owners met with as many neighbors as available and received favorable support for the proposed project.

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

Commission Comment: Chair Goodhue said she thought the proposed home would fit nicely within the neighborhood.

Commissioner Andrew Barnes said he thought the home would fit well with the neighborhood. He indicated that although the home with the basement was 4900 square feet it did not appear massive.

Commissioner Strehl said she liked the project and moved to approve it. Chair Goodhue seconded the motion but asked the applicant to explain the neighborhood outreach they had done.

Michelle Garff said they went door to door to speak with neighbors at two different times, once in the evening and then on a weekend morning. She said they spoke with eight neighbors including both adjacent neighbors. She said the neighbors liked the design and its low profile.

ACTION: Motion and second (Strehl/Goodhue) to approve the item as recommended in the staff report; passes 5-0-2 with Commissioners Onken and Riggs absent.

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 **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans prepared by CKA Architects, consisting of 15 plan sheets, dated received September 19, 2018 and approved by the Planning Commission on October 8, 2018, 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 and street trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report by Kielty Arborist Services LLC dated June 11, 2018.

- F2. Use Permit Revision/Sam Sinnott/1320-A Willow Road:
Request for a revision to a use permit (originally granted in 2001 and extended in 2003) for the retail sale and on-site consumption of wine in association with the operation of a wine storage and production facility. The proposed revisions would increase the amount of signage and advertising permitted indoors, outdoors, and online; adjust the minimum prices of wines available for sale and consumption on-site to 30 dollars or more per bottle and three dollars or more per tasting; provide daily wine tastings from noon to 8:00 PM seven days a week; and host up to 150 wine tasting events per year between the hours of noon and 10:00 PM. All wine tastings and events will be held indoors and will not exceed 50 persons at any time. The project site is located in the LS-B (Life Sciences, Bonus) zoning district. ([Staff Report #18-084-PC](#))

Staff Comment: Senior Planner Tom Smith said there were no additions to the staff report.

Questions of Staff: Commissioner Barnes asked about the minimum price of wine, what the minimum cost was originally and why a CPI had been applied to that price. Senior Planner Smith said the original condition was set price to be adjusted by CPI. He said the request was to set that cost at a flat \$30 rate as the minimum for a bottle of wine. He said he thought the original cost was \$30 but with the CPI that had been applied the cost was now around \$44.

Commissioner Strehl said she thought the \$30 minimum for a fine wine was set low and not representative of the cost of fine wine. Chair Goodhue suggested, and Senior Planner Smith agreed the applicant might better answer that question.

Applicant Presentation: Don Fox, Managing Partner of Wine Bank, said their original thought was to sell their customers' excess wine on consignment. He said that could be at any price. He said they had not done retail wine sales, which was what they were now looking at now, noting that Beltramo's was out of business. He said also they were seeing a dramatic change to the character of the neighborhood including Facebook residential units almost next door. He said buying wines meant the whole line had to be bought. He said if they wanted the \$1,000 per bottle wines they also had to buy the \$30 per bottle wines of a line. Replying to Commissioner Strehl, Mr. Fox said they, not the clients, would buy the wines and be a wine retailer in the more classic sense like what Beltramo's did in creating relationships with chateaus in France and wineries in California and other places. Replying to Commissioner Strehl, Mr. Fox said that they would probably not do 150 events a year but somewhat less than 100 events.

Chair Goodhue opened the public hearing.

Public Comment:

- Pamela Jones, Menlo Park, said she lived about four blocks from Willow Road. She said the applicants wanted to be open from noon to 8 p.m. seven days a week with the expected number of cars parked at 50 with a capacity of 78 spaces. She said The Eternal Life Church letter dated October 1, 2018 indicated the project operators were wonderful neighbors and referred to one upcoming event. She said the Mid-Peninsula High School letter dated October 3, 2018 referred to the project's proposed more wine tastings. She asked what was in the letter that the applicants sent to those neighbors and whether all the neighbors realized the retail operations noon to 8 p.m. seven days a week. She said traffic impacts had to be considered and what was the actual neighbor outreach. She said she was opposed to a retail wine store in her neighborhood regardless of how the demographics were changing.

Chair Goodhue closed the public hearing.

Commission Comment: Chair Goodhue asked the applicant to address the speaker's questions.

Mr. Fox said they were currently open from 11 a.m. to 7 p.m., seven days a week for the sale of wine. He said they primarily were an internet business selling approximately 95% of their wines online and did not have a traditional show room for wine. He said tastings were modeled on what Beltramo's had done and what Vin Vino Wine in Palo Alto does. He said generally there were never more than 10 people on the site and usually only several people. He said that no increase to traffic was anticipated by the proposed changes to the use permit. He said their parking lot had about 18 spots and had never been filled.

Commissioner Barnes asked about staff onsite and number of parking spaces used by staff. Mr. Fox said they had one staff person onsite at any given time but tried to have two people for Saturday hours. Replying to Commissioner Barnes, he said on Sunday they allowed the neighbor church to use their lot for overflow parking. He said they have two sides to the parking lot and they allowed the school staff to use the far or west side for parking, which had about 10 spaces and about twice the spaces of the east side of the parking. He said they seldom filled up the east side parking during business hours. Commissioner Barnes asked what remedy there was if tastings during the week created the need for the spaces used by the school. Mr. Fox said most tastings were on the weekend. He said if a tasting were to be held during the week he would notify and work with the school if those parking spaces were anticipated to be needed. He said right before the meeting he received a text from an employee who was looking at a tasting on Sunday. He said he had replied that he would need to speak with the church first. Commissioner Barnes asked whether they had informed the church and school of the request to allow up to 150 number of tastings annually under the use permit revision. Mr. Fox said absolutely and noted he met with the church pastor and school head administrator, delivered the letter contained in the staff report that outlined the requests for the use permit revision, and communicated again with them about that. He said he arrived at the 150 number annually by using one tasting per week and two on the weekend, but he did not see them doing that number of tastings per week regularly. Further replying to Commissioner Barnes, Mr. Fox said there were formal, sit down tastings, with a set number of bottles and sometimes 20 people. He said these were solemn rather boring affairs. He said that would not be the most frequent type of tasting. He said another type was where there were pours of a given amount, usually an ounce or ounce and quarter, and people came in and bought either the whole flight or individual wines. He said usually only one bottle of a given type was opened and for tastings over four hours, there might be 16 or 17 people.

Commissioner Barnes asked what they would do should the site become a corporate event space with a demand greater than the envisioned 150 tastings, and attendance maxing at 50 people. Mr. Fox said he thought that would mean a return to the Planning Commission to open a storefront on Santa Cruz Avenue as that was beyond the capacity of the Willow Road site. He noted he needed space as well to package and ship wine. Commissioner Barnes asked about methodology to ensure people were not drinking too much and potential vehicular traffic hazards. Mr. Fox said the ABC licensing process had rules regarding those types of concerns and applicants were required to take a video course on spotting fake ids, underage drinking, and inebriation signs as well as taking a pledge to get an identified inebriated person home by some other driver including taxi or Uber.

Commissioner Drew Combs asked staff if reciprocal parking was part of the use permits for the neighboring school and church, and if not, was it a concern that those uses had to make use of this site for parking regularly. Senior Planner Smith said they were not aware of formal parking agreements, but research would be needed to answer conclusively.

Recognized by the Chair, Mr. Fox said they had no formal parking agreements with the neighbors. He said they have shared parking with those neighbors to the extent possible, which had been without conflict.

Commissioner Combs asked if a check-in about this expanded use could be built into the approval. Senior Planner Smith asked if a use permit expiration date for check-in was desired or to grant the use permit and have a set check-in for the applicant to come to Planning Commission hearing for an update. Commissioner Combs indicated the latter.

Commissioners Strehl and Barnes agreed having a check-in was desirable.

Principal Planner Rogers noted other approved use permits allowing for an annual check-in before the Planning Commission so if needed neighbors/residents might voice concerns and direction provided to remedy those without impacting the approved expiration of the use permit. He said if concerns or issues were so severe and not readily remedied that could result another meeting leading to revocation of the use permit.

Commissioner Barnes moved to approve the use permit revision with a modification for a five-year term limit and six-month check-in. Commissioner Combs seconded the motion.

Principal Planner Rogers asked whether the entire use permit would expire in five years or whether just the changed aspects would expire in five years. He said the applicants currently had a use permit with no expiration.

Commissioner Barnes said the intent was not to nullify the current use permit but to have a mechanism in five years to revert to the originally approved use permit. He said alternatively if after the six-month check-in without any issues or those that were remediable that the applicants would have a five-year use permit with the ability to request an extension.

Commissioner Strehl said she was having trouble with the motion as the applicants have an existing use permit without an expiration date. She said she would rather have the use permit without an expiration date and have more periodic reviews.

Commissioner Barnes said he would withdraw his motion. He asked if there was some means to have more periodic check-ins but through staff review. Commissioner Strehl said that was amenable to her.

Chair Goodhue said given the history of the use and that the revised use did not seem much different than existing use, she did not see the need for multiple check-ins. She said with the community concern expressed, she could support a check-in. She said she thought they had to give the applicant credit for what they were doing. She said she did not think the proposed change was so great as to require more than a check-in to address initial community concern about it.

Commissioner Combs moved to approve as recommended with a requirement of a six-month check-in. Commissioner Barnes said he would second the motion if the check-in was one-year as he thought there was the possibility that the revised use might lead to more corporate event use. He said it might take longer than six months for such a possibility to emerge. He suggested having a check-in at one year. Commissioner Combs, the maker of the motion, agreed with the modification.

ACTION: Motion and second (Combs/Barnes) to approve the item with the following modification; passes 5-0-2 with Commissioners Onken and Riggs 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. 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 revision subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans prepared by Samuel Sinnott, consisting of four plan sheets, dated received September 24, 2018, and the project description letter, dated received July 17, 2018, approved by the Planning Commission on October 8, 2018, 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 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 applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
4. Approve the use permit subject to the subject to the following **ongoing, project-specific** conditions:
 - a. The applicant shall comply with all regulations and guidelines set forth by the California Department of Alcoholic Beverage Control (ABC) for the sale, on-site consumption, storage, and production of alcoholic beverages.
 - b. The applicant may post signage or advertising inside and outside of the facility, including in areas visible to the public, indicating the retail sale of alcoholic beverages and wine tastings on the site. Retail wine sales advertising and solicitation may be made via print media, mail, email, text messaging, and/or the Internet. All exterior signage shall comply with the City's Design Guidelines for Signs and Chapter 16.92 of the Municipal Code, "Signs – Outdoor Advertising." The applicant shall obtain the necessary sign permits prior to installation of any exterior signage, temporary or permanent.
 - c. Exterior signage for the site may, in conjunction with the name of the business, denote that the facility is for fine wine storage, retail wine sales, and wine tastings.
 - d. The applicant may display a list of wines being offered on the site at the counter or on the wall of the lobby and tasting room, on the Internet, and/or at the request of a customer. Any wines for sale may be displayed inside the facility in public view.
 - e. The applicant may sell wines by case, bottle, glass, or tasting (a one-and-a-half to two ounce serving). The applicant shall sell wines for a minimum price of 30 dollars per bottle.
 - f. The maximum number of wine tasting events shall not exceed 150 per year.

- g. Wine tastings may be conducted seven days a week from 12:00 p.m. to 8:00 p.m. Wine tasting events may be conducted seven days a week from 12:00 p.m. to 10:00 p.m. All wine tastings and wine tasting events shall be conducted indoors.
- h. Wine tastings and wine tasting events shall be limited to the lobby and tasting room areas of the facility. The number of people seated during a wine tasting or wine tasting event shall not exceed 25. The maximum number of seated and standing individuals at any one time shall not exceed 50 persons.
- i. The applicant shall maintain the premises in good condition, free of littering, debris, and graffiti, and shall keep the premises well-lit during the hours that it is open to the public.
- j. The hours of operation for the on-site sale and consumption of wine shall be restricted to the regulations contained in Chapter 8.12 Business Operations After Midnight, of the City of Menlo Park Municipal Code. Specifically, this section of the Municipal Code restricts business operations between the hours of 12:00 a.m. and 6:00 a.m.
- k. The use permit is subject to a one-year review by the Planning Commission to evaluate compliance with the project findings and approved conditions. The review shall be scheduled as a regular business item during a regular Planning Commission meeting, and a notice shall be published in the newspaper and mailed to property owners within 500 feet of the subject site prior to the meeting. The one-year review shall take place no later than October 8, 2019.**

G. Study Session

- G1. Study Session/Sagar Patel/1704 El Camino Real:
Request for a study session to review a revised architectural control and variance request to construct a new 68-room hotel consisting of lobby area and parking on the first story and hotel rooms on the second and third stories in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed development would be at the Public Benefit Bonus level, which would exceed the Base level floor area ratio (FAR) on the subject site. The public benefit bonus proposal includes the contribution of Transient Occupancy Tax (TOT) revenues to the City on an on-going basis. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the revised proposal and to provide feedback. ([Staff Report #18-085-PC](#))

Staff Comment: Senior Planner Corinna Sandmeier said additional correspondence included a change.org petition against the proposal with 115 signatures. She said copies were distributed to the Commissioners and copies for the public were located on the table in the rear of the chamber. She said emails were received from two neighbors, one on Buckthorn Way and one on Stone Pine Lane, and both were opposed to the proposal. She said they also received additional sheets from the architect that were based on the alternative design shown on the last set of the published plan sheets. She said these sheets provided more information about setbacks and section-type streetscapes that showed the proposal as it related to neighboring residential properties. She said a few copies of these were available on the table in the rear of the chambers.

Applicant Presentation: Sagar Patel, applicant, said they began the project in 2015 exploring several different designs, styles and hotel types from full service, boutique to extended stay with

underground or aboveground parking. He said based on budget and proposed revenues they identified a semi-unit hotel with underground parking. He said over the next three years they worked with City staff and neighbors on a design that worked for the neighbors, the Specific Plan, Hilton and their budget, which design they presented to the Planning Commission in April 2018. He said they then began incorporating the Commission's design comments and received an updated bid from their contractor, Butler Construction. He said they were somewhat over their budget with the April study session. He said they received their six-month update and at that time were 35% over budget. He said that related to the costs to haul dirt onto El Camino Real and needed dust control measures. He said after that steel and cement costs went up and construction demand increased. He said that earlier proposal was no longer feasible. He said they would like to build that project as the neighbors were okay with it, the owners liked it and it met all Hilton's design specs. He said unfortunately it could not be built. He said they redesigned and the only thing that would work was a project with no parking garage. He said he gave neighbors the new plan and they hated the 70 rooms and the setbacks. He said that they have tried to meet the neighbors halfway and were at a loss as to what direction they should take. He said they have removed some rooms and tried to increase setbacks from 21 feet to 24 feet. He said since the proposal before the Commission, they had developed an alternate plan to increase setbacks more and remove rooms from the third floor. He said they were trying hard to design something that worked best for all.

Jim Rato, RYS Architects, made a visual presentation to demonstrate changes they had made. He said it focused on the current design proposal that was the first 40 plan sheets and then the alternate design proposal which was the last seven sheets plus four sheets appended this evening. He said the current plan showed 24-foot plus or minus eight inches setback at the second floor on the east side. He said the second floor was what was above the fence surrounding the building. He said with the latest plan the ground floor wall had no windows and would remain where proposed. He said in conversations with neighbors there was a desire to push the building to the west and increase the distance from the east property line. He said when they had an underground garage proposed that neighbors were happy with the 39-foot setback. He said they explained why the underground garage was no longer feasible. He said they moved the second and third floors away eight feet to the west. He said they found if moving the westerly wall on the ground floor closer to the west property line that the space was no longer a generous amenity for guests. He said they needed space to the north for egress by the stair as well as landscape space and room for chairs and tables. He said now they had room only for six tables with two seats.

Mr. Rato showed surrounding buildings of height comparable to the proposed hotel. He then showed townhome buildings north of the site having two-stories with a very tall roof structure that was almost the level of the roof for the proposed hotel. He said they were now proposing a courtyard with a spa, rather than a full-size pool, that was located on the second level. He said that actually blocked the courtyard down from the second floor from all the neighbors and particularly from the north as they put up an at least eight-foot wall covered with trellis and plants. He said as the wall was solid it would also be acoustical. He said the tallest part of the hotel would be in the northeast corner where there was a stair tower.

Mr. Rato said for the east side slide he was showing the current design, the alternate design and the design proposed in January. He said they had been working closely with Forest Lane neighbors. He said the January design showed the underground garage and the second level at about 39 feet from the property line and a portion of the building that went back. He said the neighbors' perspective was if someone in the facing residence could look through the firewall that their sight line would be the guardrail at the third-floor deck. He said this deck was purposely set

back to minimize the bulk of the building. He said they were using the same concept in the current design. He said the building was now closer to the east side and neighbors would see the second-floor wall located at a 24-foot setback. He said the third deck receded and was about 51 feet away. He said they were moving the second and third stories eight feet towards the west. He said the second story terraced back eight feet with a deck on the third floor. He said the wall nearest to residences would be stair stepped so as it got to the northeast it went toward the 32-foot setback and going southeast it terraced back at approximately 50 feet. He said they were seeing if they could keep moving the edge seen from the street back.

Mr. Rato said neighbors requested a scaled drawing. He said a scaled drawing needed a view or reference plane. He said he took his assistant and had him stand at a point with a survey pole, which had tick lines for one foot, two foot, etc. He said the photo simulation shown based on the view plane was a projection of the building behind it and where the "alternate" design building would be relative to the view plane. He said the street trees were existing and had been recently trimmed. He showed where the trees to be planted would be and their expected five-year growth. He said with that if a person was standing right on the sidewalk, the building would never be visible due to existing street trees and the two rows of trees they would plant. He said for a person residing in the townhome next to the property line closest to the building that if they could see through the fire wall it would be blocked by the trees proposed for planting there.

Mr. Rato said moving some rooms to the southeast to compensate for loss of rooms elsewhere was disliked by the neighbors. He said an alternate scheme would take the two rooms closest to the southeast and turn them south and push them back to the west. He said they were no longer visible from the closest townhome at the southeast corner. He said there was much less fenestration on the southeast even from the design with the garage and the current proposal.

Mr. Rato said they were either at or below the building envelope as it was written by the Specific Plan. He said they had requested a variance to take the ground floor from 15 to 13 feet. He said they reduced the second-floor ceiling to eight feet rather than the nine-foot ceiling hotel standard. He said the upper floor would have nine-foot ceilings. He said the building had generally reduced in height. He said rooflines were generally the same or lower so that mansards only covered the rooftop equipment with no added height. He said the two highest points of the roof were to accommodate the design direction suggested by the City, which they agreed with as it looked nicer, but it had an effect of a slightly higher roofline. He said the neighbors from the north side would see a gable end instead of a top ridge line of the entire roof. He said they accommodated the neighbors on the east side by pushing it back as far as it could be, and the ridge line was over 50 feet away from that property line. He said they accommodated reasonable neighbor requests for design changes. He said they lowered the building height, turned all the guest rooms they could toward the courtyard and toward the south, tried to push the setbacks as far from the north by having the rooms more toward the courtyard and recessing the upper stories, and were generous in putting landscape screening with heritage tree replacement and doubling the number of the trees on the east side from what had been proposed in January. He said they believed the project beautified and improved the existing property, it continued a quiet existence, provided TOT to the City, and direct and indirect tax to businesses the hotel worked with, and provided extra bedrooms to the surrounding residences for their guests. He said continuation of a business in the City signified stability. He said it was predictable for the neighbors because it was a quiet business with the same traffic patterns. He said the existing wood frame building was very old with high maintenance needs and was not sustainable.

Chair Goodhue said in opening the public comment period that speakers would be limited to three minutes.

Public Comment:

- Susan Neville, Forest Lane, said that a group of residents had worked since the fall of 2016 with the City and developer to arrive at plans allowing for the desired improvements while addressing neighbors' concerns. She said she might go over three minutes. (Chair Goodhue noted Carol Broadbent had donated her time to Ms. Neville.) She said neighbors had moved from supporting the project to opposing it because of concerns about both the process and the proposed building. She said regarding process they had worked for 16 months with Mr. Patel to arrive at a plan that satisfied him and most of the neighbors. She said that was abandoned by Mr. Patel in late May and he later submitted a new plan that expanded the building footprint. She said the City scheduled the final hearing for the project and they challenged that as it was a new set of plans that had been submitted. She said since Thursday there had been two new sets of plans. She said it was unreasonable to expect them to review and comment on last minute submissions. She said their quick review of the summer plans and the most recent alternate plans found that neither addressed the concerns that were addressed in the earlier plans. She said they had pressed for two conditions for the project in their discussions with the applicant and City. She said the first was for privacy and had agreed on a 38-foot setback from the east property line. She said the other condition was to break up the mass of the building and provide the recessed third story terrace to make the view acceptable. She said those two conditions were outlined in a petition to the City, which was now signed by 115 residents. She said what was being proposed was not good design and that good design enhanced a neighborhood, kept cars hidden, allowed for open space, and had attractive architectural features. She said in trying to save costs by moving the parking aboveground the project architecture was compromised and negatively impacted the neighborhood. She said the accommodations requested had an upside that resulted in long-term value for the developer and the neighborhood. She said the cars should be put underground, the above-ground bulk minimized, and the surrounding area landscaped more. She said regarding bonus development and public benefit that the proposed hotel would not enhance downtown vibrancy. She said the fiscal analysis seemed flawed that used unsupportable figures and did not take into consideration the cost to the neighborhood.
- Scott Barnum, 137 Stone Pine Lane, said Stone Pine Lane was the most southern of the Park Forest neighborhood and his home had a direct view across the park and into the Red Cottage Inn. He said the development challenge they were facing was the scale of this commercial property would encroach too much into an historically relatively low-density residential neighborhood. He asked the Planning Commission to give extra consideration of the project beyond the basic zoning regulations and codes. He said although the subject property had an El Camino Real address it was 200 feet back from El Camino Real. He said the Red Cottage Inn was currently 28 rooms and one-story but was proposed for 70 rooms and three stories. He said he thought the applicant had done a great job in trying to collaborate up until the recent plans. He said the applicant, City and neighbors had to collaborate to find a way forward. He requested the Commissioners visit the residential properties and get a sense of sight lines and potential impacts of the development. He said the goal was a project in the public interest for all constituents.

- Eric Easom, 171 Forest Lane, said his home was on the cul de sac facing the subject property. He noted there were about 100 families in this neighborhood. He said that a lot of young families were starting to move into his neighborhood. He said children walked to nearby Encinal School. He said the neighborhood was a very quiet, park-like play setting. He said the greatest concern was for the project to reduce its mass, so neighbors would not see a big hotel right out their home windows. He shared a photo of what the view was today from his home's window and noted the Red Cottage Inn being one-story and setback was hardly visible. He shared a second photo of the view from his kitchen noting that area was the most lived in space in the residential homes as the kitchen and family room were on the second story. He said currently they saw an oak tree but with the development proposed they would see the hotel's second and third stories and a massive building. He said that although the aboveground parking did not count toward floor area it was a bigger building to accommodate it. He said they were willing to work with the applicants to reduce the scale and massiveness of the project.
- Deborah Melmon, 148 Buckthorn Way, said her home was on the northeast corner of the proposed project. She said the highest point of the proposed hotel would face her master bedroom windows and her living room. She said it would completely block light. She said the building would be 10 feet from her fence and 10 feet from the Buckthorn Park HOA, so the project's second-story spa area would look directly over her property. She said their main concern was the setback and that the hotel was just too big now. She said they were okay with the March plan. She said she hoped the applicant would go back to the plan with underground parking. She said with the new plan the parking lot bordered her fence with cars parked five feet from her fence causing noise and exhaust. She noted valet parking would occur. She said the view from her windows would be a three-story blank wall. She said her home was the most impacted by the hotel. She said she did not think Buckthorn residents were given much consideration in the development of these plans. She said consideration had been made for residents on the east side but there was a huge impact to neighbors on the north side. She said the original plan had a nearly 40-foot setback on the north side and had been a pool with landscaping which was much more pleasing to look at than a blank wall.
- Glenna Patton, (time donated by Carol Diamond) said her home was immediately behind the east side of the proposed Hampton Inn development. She said several of the Park Forest neighbors had spoken about the impact of a huge high-rise hotel embedded in the residential neighborhood. She said her kitchen and dining room were on the second floor, which was about nine feet above the ground. She said she would challenge the sight lines showed by architect this evening as those were taken from the ground floor. She said the kitchen had a balcony and the 36-foot high proposed mass was only about eight yards from the balcony. She said hotel guests on the second and third floors would be able to peer into her kitchen and likewise she could peer into what was happening in the hotel. She said her bedroom on the third floor overlooked the massive hotel. She said going forward to have privacy in her bedroom she would need to keep her blinds shut. She said 90% of her life in her house was in the two areas described and for her the proposed project was an unacceptable invasion of her privacy. She said the idea that trees would mask that impact was inaccurate. She questioned any tree growing to 38 feet any time soon. She said the neighbors' homes peaked at 26 feet and the proposed hotel would be 38 feet high and only eight yards away. She said the project was equally jarring to the residents on the north side with a parking lot five feet away and a building 10 feet away. She said the project was an unwelcome invasion of privacy for all the neighbors. She reiterated another speaker's invitation to the Commission to visit the residential properties and see what the impact of the proposed hotel would be. She said she could not see how the

project could be viewed as public benefit when it was so detrimental to residents' quality of life. She said she saw no benefit and just loss of privacy, serenity, seclusion from the noise and traffic of El Camino Real, natural sounds, sunlight, and the qualities that made the Park Forest community so unique and important to preserve in Menlo Park. She said residents had reasonable concerns and asked the Commission and applicant to not only hear those concerns but to act upon them. She said residents started working with the applicant on this project in October 2016 and engaged in a two-year good faith process that resulted in an agreement everyone was satisfied with prior to the last study session in March. She said the abrupt changes in May nullified every point of that agreement. She said the applicant indicated he tried to meet the residents halfway with this new plan. She said there was no meeting halfway in the new plan as the project moved closer to residents and was bigger with exterior parking, so the entire totality of the mass was bigger than ever. She said last week they submitted a letter to the Commission on behalf of the neighborhood that outlined the 11 key changes they were requesting, all of which aligned with the original agreement between the applicant and neighbors. She said the two core requirements was to increase the setback on the east side to at least 38 feet. She said the critical issues on the north side also needed to be addressed. She said the second was to eliminate third-story rooms on the east side so that they were not peering in on residents. She noted previously there was a trellis with greens to mask that side. She said the plan changed because of the cost of underground parking but that did not seem a fair trade off for residents. She said also there was no alternative bid on the pricing for the underground garage. She questioned if there had been enough effort by the applicant to keep the plan that neighbors had agreed on. She said the current plans proposed would cause irreparable damage to their neighborhood and urged the Commission to preserve their quality of life. She urged the Commission to tell the applicant to honor the agreements previously made with the residents.

(Anne Gregor and Linda Golub submitted speaker slips but did not speak.)

Chair Goodhue closed the public comment period.

Commission Comment: Commissioner Kennedy noted the pressures on the applicant and the residents. She said she could completely relate to how unique and lovely the Park Forest community was. She said the Commission was there to help a project work for everybody as much as possible within the City's standards. She asked if the applicant had considered undergrounding a portion of the parking.

Mr. Patel said they looked at it that preliminarily. He said when all the turn radii were added it became very complicated and did not make sense financially as it was just too small of a parking garage. He said he did not have enough density to support a parking garage generally. He said they had proposed a 58-space garage previously. He said the smaller the garage the greater the cost. He said for that small garage the cost was \$80,000 per parking space. He said they looked at all the options for the garage including car stackers, but nothing made sense. He said it was a difficult lot and he understood neighbors' concerns. He said they needed to figure out what they could accomplish on the parcel.

Commissioner Barnes asked about the second story setbacks for the projects. Mr. Rato said in the January 2018 design, the second story setback was 39 feet. He said the current design showed the setback for the second story at 24-feet five-inches. He said the alternate design moved the upper stories (mainly the second floor eight feet to the west) creating a 32-foot six-inch setback.

Commissioner Barnes said the difference in the second-floor setback between the January design and alternate design was about six feet. Mr. Rato said it was just under seven feet. Commissioner Barnes said to clarify for the east neighbors that the difference in the second story setback between the original and alternate design was about seven feet. Mr. Rato confirmed. Commissioner Barnes asked about the third-floor setback to the east and difference between January design and alternate design. Mr. Rato said for the January design the farthest point was 67 feet and with the alternate it was 50 feet. Commissioner Barnes asked about setbacks for properties north of the subject property. Mr. Rato said on the January 2018 design the northeast corner was approximately 41 feet to the actual townhouse in that corner and not to the property line and if measured to the property line was about 34 feet. He said for the alternate and current designs that corner was 10 feet from the property line or the minimum required by the zoning. Commissioner Barnes said the difference between the January 2018 and alternate design was 24 feet.

Commissioner Barnes referred to page 7 of the staff report under *Correspondence* where staff summarized *Since the applicant has further revised the design to remove the underground parking, staff has received additional correspondence from neighboring property owners. The majority of the correspondence is from neighbors who no longer support the proposal, mainly due to concerns about the height, proximity to residential properties, and the third-floor guest rooms facing residences.* He asked where the design was in relation to concerns about the third-floor guest rooms. Mr. Patel referred to Alt 2, 3rd Floor Plans and said they tried to remove as many rooms from the southeast portion of the building and terrace it as much as they could. He said that left three rooms facing Park Forest, room numbers 16, 15, and 14. He said those rooms would view a windowless wall on the adjacent townhome. He said that they had a very tight setback on the north end, which they did not know what to do with. Replying to Commissioner Barnes, Mr. Patel said with the January 2018 design those third floor rooms were in the southern portion of the building. Commissioner Barnes asked if along the southern, western and northern sides whether the third-floor rooms were not necessarily an issue with neighbors. Mr. Patel said the rooms were issues with all the neighbors, who expressed privacy concerns. He said he did not know whether the third-floor plan exclusive of the rooms was an issue with neighbors. Commissioner Barnes noted the height of 38-feet and confirmed with Mr. Patel that the height had not changed. He asked about the north elevation and the change from a pool to a wall. Mr. Patel said the wall was eight feet so that if guests were standing there they could not look over into neighbors' properties. He said they added an arbor above it to soften it. He said the January 2018 design had 26 windows looking northwards into the Buckthorn Way condo association. He said in removing first floor rooms and adding the arbor on the deck there were now 13 windows rather than 26 windows in that direction. He said the setback was closer to the north residents than before, but they also tried to address privacy issues. Commissioner Barnes asked about any feedback they received on how to soften that wall. Mr. Patel said he met with a couple of the neighbors, who expressed their concern with the scale from the north and they talked about ways to soften the edge such as a taller fence/wall, a green wall. Commissioner Barnes asked if it was possible to green it across. Mr. Patel said it was. He said they added trees and would not want the ivy on the wall to climb the trees. He said they added some variability.

Commissioner Strehl asked if the pool and garden area from the January design were kept. Mr. Patel said they removed the pool and raised the deck to the second floor and added a spa. He said it was an elevated courtyard. He said there was an eight-foot fence along the right side. Commissioner Strehl confirmed the pool and garden area were removed for parking.

Commissioner Combs said he met with Mr. Patel at his request and was open to meeting with residents if requested. He said that discussions had been held regarding the amount of office allowed under the Specific Plan and asked if there was a similar cap for hotel space. Senior Planner Sandmeier said office and hotel uses were all part of the commercial cap and noted there was remaining square footage. She said all the submitted projects fell below the cap and as far as she knew potential unsubmitted projects also fell below that cap.

Commissioner Combs said the applicant had received only one bid for the underground parking garage and asked if there was a possibility of getting multiple bids. Mr. Patel said he could get three bids if desired, but he suspected they would be even higher than the bid received two months ago.

Chair Goodhue said the City did not seem to use story poles. She said they helped to give people better representation of height and distances. Principal Planner Rogers said in previous discussions the consensus was story poles were so unflattering that they did not provide a more accurate view whereas computer renderings had advanced to the level where they really could provide an accurate sense of a project. He said sometimes an animated view helped by providing specific views.

Chair Goodhue noted the plans with the overlay and asked if more could be done to show the neighbors what the project would look like. Mr. Patel said that the trees were scaled to 13-feet in the overlay, which was their height the day they were planted, but they would grow to 20 feet. He said they were open to planting different species and taller trees noting cost difference for size. He said he was open to planting a row of 48-inch box trees with a row of 36-inch box trees behind those. He said they chose fir pine as it was a tree that grew very quickly. He said not having an underground garage they could have trees with deeper roots and more trees.

Chair Goodhue said neighbors spoke about light impacts and asked if shade studies could be done. Principal Planner Rogers said when the El Camino Real and Downtown Specific Plan was adopted, a conceptual shade study was done for certain opportunity sites. He said it was not done for every site maxed out to building potential. He said it was intended to cover that in most instances the shadow impact was minimal. He said the Commission could require a project-specific shadow study to factor into its decision.

Commissioner Strehl referred to the large oak on the site that was to be preserved previously and asked whether the City Arborist found it should be removed now. Mr. Patel said that it would need to be removed. He noted it had been impacted by the asphalt and had some oak root fungus that they had treated in the past. He said with the newly proposed configuration the tree would impede emergency vehicle access particularly a fire truck. He said they also proposed removing the tree in the previous version to help push the building forward. He said they would replace all trees two to one with trees specified by the City Arborist.

Commissioner Combs said neighbors had commented that the property nominally had an El Camino Real address, but the project was pushed back toward their neighborhood. He said the Specific Plan was very much about frontages on El Camino Real and asked about consideration of this lot in that regard during development of the Specific Plan. Principal Planner Rogers said that while this individual parcel was not reviewed in detail at that phase, generally that the interface between El Camino Real parcels and residential properties to the rear of those was considered. He said that applied to the boundary that joined Forest Lane with the subject property requiring a 20-

foot setback rather than the 10-foot setbacks that would apply to the other sides. He said that requirement also came with a building profile requirement that limited was similar to the daylight plane in other districts, equivalent here to 30 feet at that setback line and that clipped in at a 45-degree angle.

Commissioner Combs said for projects under the Specific Plan that the Planning Commission's role was architectural control review, which was to give developers some certainty. He said this project took the Commission out of that somewhat as it was bonus level and there was the element of public benefit to consider. He asked if it was understood that the TOT was the public benefit whether the Commission's review reverted to architectural control. Principal Planner Rogers said the public benefit bonus element to the project did not kick in any different findings that had to be made, but it did make the overall project somewhat more subjective. He said that the Commission needed to look at the architecture with cognizance of how the architecture related to its surroundings and how it potentially impacted the surroundings.

Commissioner Barnes said he loved the neighborhood where the project was located. He said the question was how this project could co-exist with that neighborhood. He thanked neighbors for their efforts and noted that they had been heard. He said that as this was a study session the Commission would not act. He said staff were gathering feedback from the public and the Commission. He referred to the questions that staff posed to the Commission for its consideration on page 7 of the staff report. Responding to the question *Which of the two current proposals is preferred?*, he said he did not think the current design was plausible and further iteration should start with the alternate design. Referring to *Are there aspects of the architectural design that would benefit from further revision?*, he said from January to now the applicant had worked to try to comply with direction from staff and the Commission to make certain architectural elements more compatible with the proposed style. Referring to *For the purpose of calculating sign area should only the frontage along Buckthorn Way be used or should the western property line facing El Camino Real also be considered?*, he said it was an El Camino Real oriented property so it should be included in the calculation for signage.

Commissioner Barnes said that the view from the east was problematic was less persuasive to him. He said what would be seen from that cul de sac did not concern him as much as what the neighbors to the north would see, and that the monolithic wall along there needed attention. He said he would like to revisit the neighborhood and look from that perspective as he wanted to understand how many units were there and what neighbors would be seeing.

Commissioner Barnes noted Commissioner Combs' idea for additional bids for undergrounding a garage and asked the applicant how amenable he was to that for transparency. Mr. Patel said he could obtain bids and share them with the Commission and neighbors. Commissioner Barnes said he thought contextualizing that was important and not just that the cost went from x to y but to also include project costs and how the fundamental economics of the project changed due to what was happening externally and what that drove internally. He said to the extent the applicant was comfortable with that it would help the community get more comfortable with the rationale for the change in design. Mr. Patel said that was fine. He said regarding the density of the third-floor rooms that they might be able to push some of that down towards Park Forest but noted the balcony facing Park Forest. Commissioner Barnes said the design went from an inset pool articulation along the northeastern side to having a monolithic wall with green wall to screen mechanical equipment. Mr. Patel said they could push that further back, but he would have to reallocate those rooms and the only place was the balcony facing Park Forest. He said he did not

want to pit two different communities against each other. Commissioner Barnes said he did not know the solution, but it was on the north side that something needed to change.

Chair Goodhue said she had listened to the neighbors and did not doubt their concerns. She said she had to wonder what would happen if the applicant could not develop the property. She said the setbacks did change dramatically and that would have given her pause as a property owner. She said she hoped that the goodwill the property owner had established over the years working with the neighbors would count for something. She said like Commissioner Barnes she thought the applicant would be able to get to a design that would work for him and the neighbors. He said in these situations people could not expect to get everything desired and that there had to be compromises on both sides. She said the project had to be fiscally feasible for it to happen. She suggested the applicant could address the light concern with a shade study and could provide renderings for different elevations if requested by neighbors.

Commissioner Strehl asked if the project would come back again for study after the applicant worked with neighbors and staff to refine the proposal. Commissioner Combs said compromises might appease some neighbors but not all perhaps. He said he thought when the project came back there would still be some contention. Commissioner Strehl said everyone would need to make compromises and it was not an easy fix.

Commissioner Combs said he supported the direction that Commissioner Barnes had provided. He said neighbors could contact commissioners directly and that their contact information was on the City's Planning Commission webpage.

The Commission's key direction included:

- Commissioners indicated the alternate plan, shown on the last seven sheets of the submitted plan set, should be the starting point for the applicant to work with the neighbors.
- The applicant agreed to make multiple bids for the construction of an underground garage available to the Planning Commission and interested neighbors.
- Commissioners indicated the applicant had made several compromises and the neighboring property owners should also make compromises, so an agreement could be reached.
- Commissioners commented that the residences on Buckthorn Way appeared to be most impacted by the current and alternate designs.
- Commissioners indicated most of the design comments from the March study session have been incorporated, improving the overall design.
- Commissioners also indicated the western property line facing El Camino Real should be considered for the purpose of calculating sign area.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

Principal Planner Rogers said this meeting was the end of his brief return as staff liaison. He said Kyle Perata would return for the next meeting as the liaison. He said for that meeting the agenda was a varied lineup of potentially a Stone Pine Lane architectural control item on consent, a sidewalk and frontage refresh at 1000 El Camino Real (the Cornerstone building), the 341 Terminal Avenue residential project that had been continued previously for redesign, a small downtown

minor expansion and refresh at 725 Oak Grove Avenue, and a proposed conditional development permit and a use permit request for 80 to 82 Jefferson Drive that was a Facebook project.

- Regular Meeting: October 22, 2018
- Regular Meeting: November 5, 2018
- Regular Meeting: December 3, 2018

I. Adjournment

Chair Goodhue adjourned the meeting at 9:57 p.m.

Staff Liaison: Thomas Rogers, Principal Planner

Recording Secretary: Brenda Bennett



STAFF REPORT

Planning Commission

Meeting Date: 10/22/2018

Staff Report Number: 18-086-PC

Consent Calendar: Architectural Control/ Patrick and Panteha Healey/1701 Stone Pine Lane

Recommendation

Staff recommends that the Planning Commission approve architectural control for exterior modifications to the front entry and garage door materials and to incorporate cedar siding on a portion of the front façade on an existing single-family, two-story town house in the R3 (Apartment) Zoning District, at 1701 Stone Pine Lane. The recommended actions are contained within Attachment A.

Policy Issues

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

Background

Site location

The subject property is located at 1701 Stone Pine Lane, at the corner of Forest Lane and Stone Pine Lane in the Park Forest neighborhood near the City's northern border, using El Camino Real in a north to south orientation. The adjacent parcels along Stone Pine Lane are also located within the R-3 (Apartment) zoning district, and contain townhouses and associated common space. The Caltrain corridor is across the Stone Pine Lane from the subject parcel. The parcel and the townhouses surrounding the parcel were originally developed under the jurisdiction of San Mateo County as a Planned Unit Development and are known collectively as the Park Forest development. The area represents a variety of architectural styles, but the scale of the buildings is generally consistent with most townhouses at a three-story scale. Many residents have modified their units since being annexed into the City of Menlo Park. Closer to El Camino Real, parcels are located within the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district, including a property at 1704 El Camino Real that is proposed for redevelopment with a three-story hotel. A location map is included as Attachment B.

Analysis

Project description

The existing single-family townhouse contains approximately 2,200 square feet of gross floor area. The existing townhouse also includes a two-car garage, which is not included in the calculation of gross floor area. The townhouse consists of three levels with two bedrooms and two and half bathrooms. The applicant is proposing exterior modifications, which are described in detail in the following section of this

staff report. The project plans are included as Attachment C, and the project description letter is included as Attachment D.

Design and Materials

Only the front elevation of the townhouse is proposed to be modified. The applicant proposes to remove the wood panels between the second and third floor and replace with horizontal cedar siding. The applicant is also proposing to remove the stucco on the balcony and replace with horizontal cedar siding. All new horizontal siding would be stained with a clear finish.

The applicant also proposes replacing the existing solid entry door with a new single door with obscure glass inserts and glass sidelight. The existing garage door would be replaced with a new aluminum door with obscure glass inserts. The trim for both the front door and garage door would be aluminum with a black finish, which provides an accent feature. The proposed front elevation, which identifies the colors and materials, can be seen on Plan Sheet A2.1. A color and materials board will be available for Planning Commission review at the meeting.

Staff believes the project would be consistent with the existing contemporary architectural style of the individual unit. The project would also be compatible with the existing architectural styles of the town homes within the overall Park Forest development, which features a number of townhouses with a variety of materials and architectural styles.

Correspondence

A letter from the Park Forest II Homeowners Association Architectural Committee relaying approval of the project is included as Attachment E. In addition, a copy of the applicant's outreach letter to the neighbors is included in Attachment F.

Conclusion

Staff believes the project would result in a consistent architectural style for the individual unit. Additionally, the project would have a relatively small impact to the neighbors given the limited scope of work, and would be compatible with the existing architectural style of the overall neighborhood, which features a number of townhouses with a variety of materials and architectural styles. The proposal has been approved by the applicable homeowners' association. 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. Project Plans
- D. Project Description Letter
- E. Home Owner Association Letter
- F. Outreach 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

Color and Materials Board

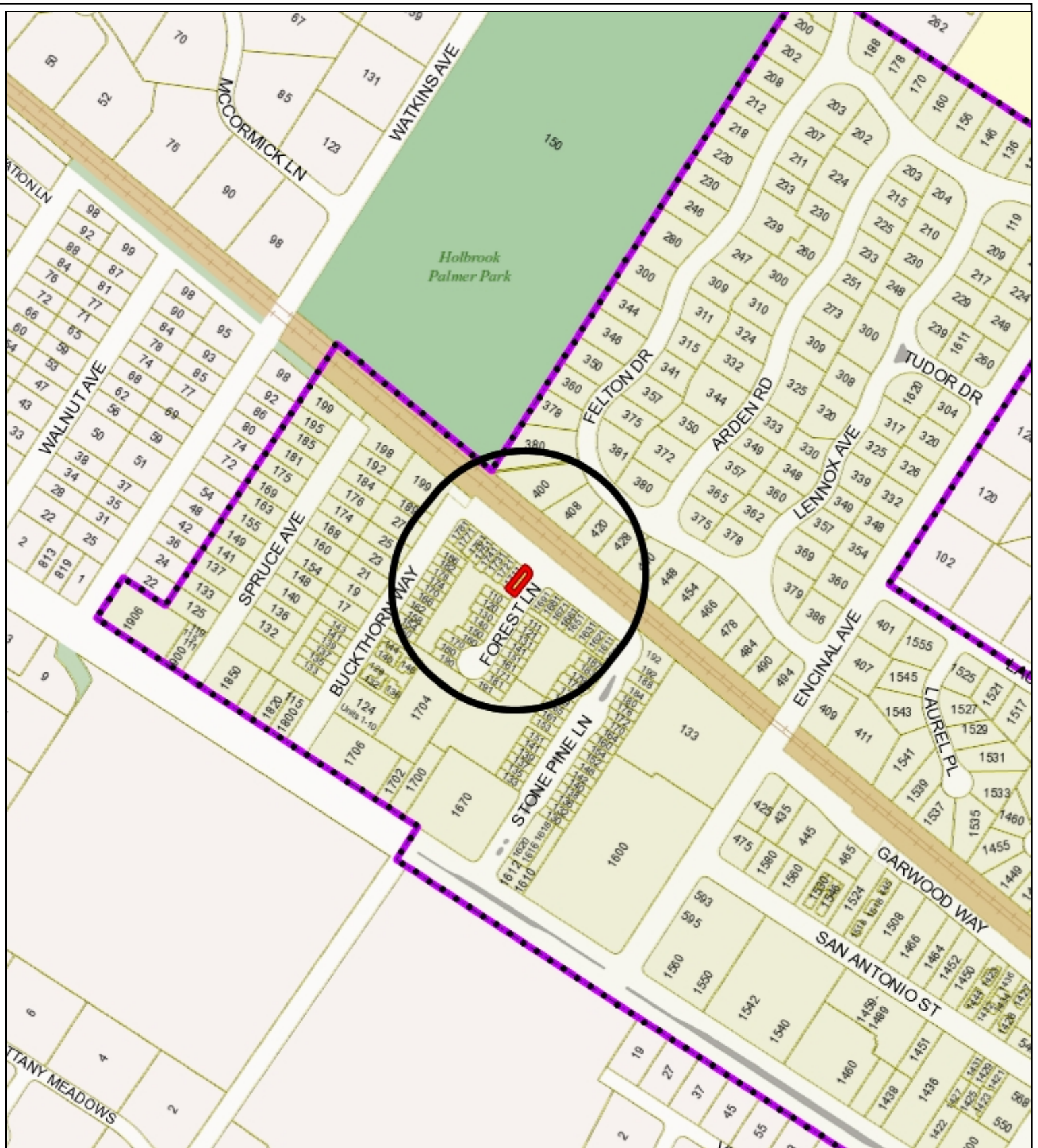
Report prepared by:
Fahteen Khan, Contract Assistant Planner

Report reviewed by:
Kyle Perata, Acting Principal Planner

THIS PAGE INTENTIONALLY LEFT BLANK

1701 Stone Pine Lane – Attachment A: Recommended Actions

LOCATION: 1701 Stone Pine Lane	PROJECT NUMBER: PLN2018-00086	APPLICANT: Kendra Rosenberg	OWNERS: Patrick and Panteha Healey
PROPOSAL: Request for architectural control for exterior modifications to the front facade of an existing residence in the R-3 (Apartment) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
ACTION:			
<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. 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 property is not within any Specific Plan area, and as such no finding regarding consistency is required to be made. 3. 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 provided by KNR design studio, consisting of six plan sheets, dated received October 5, 2018, and approved by the Planning Commission on October 22, 2018 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 Sanitary District, Menlo Park Fire Protection District, Recology, and utility companies' regulations that are directly applicable to the project. c. 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. 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. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance. 			



City of Menlo Park
 Location Map
 1701 Stone Pine Lane



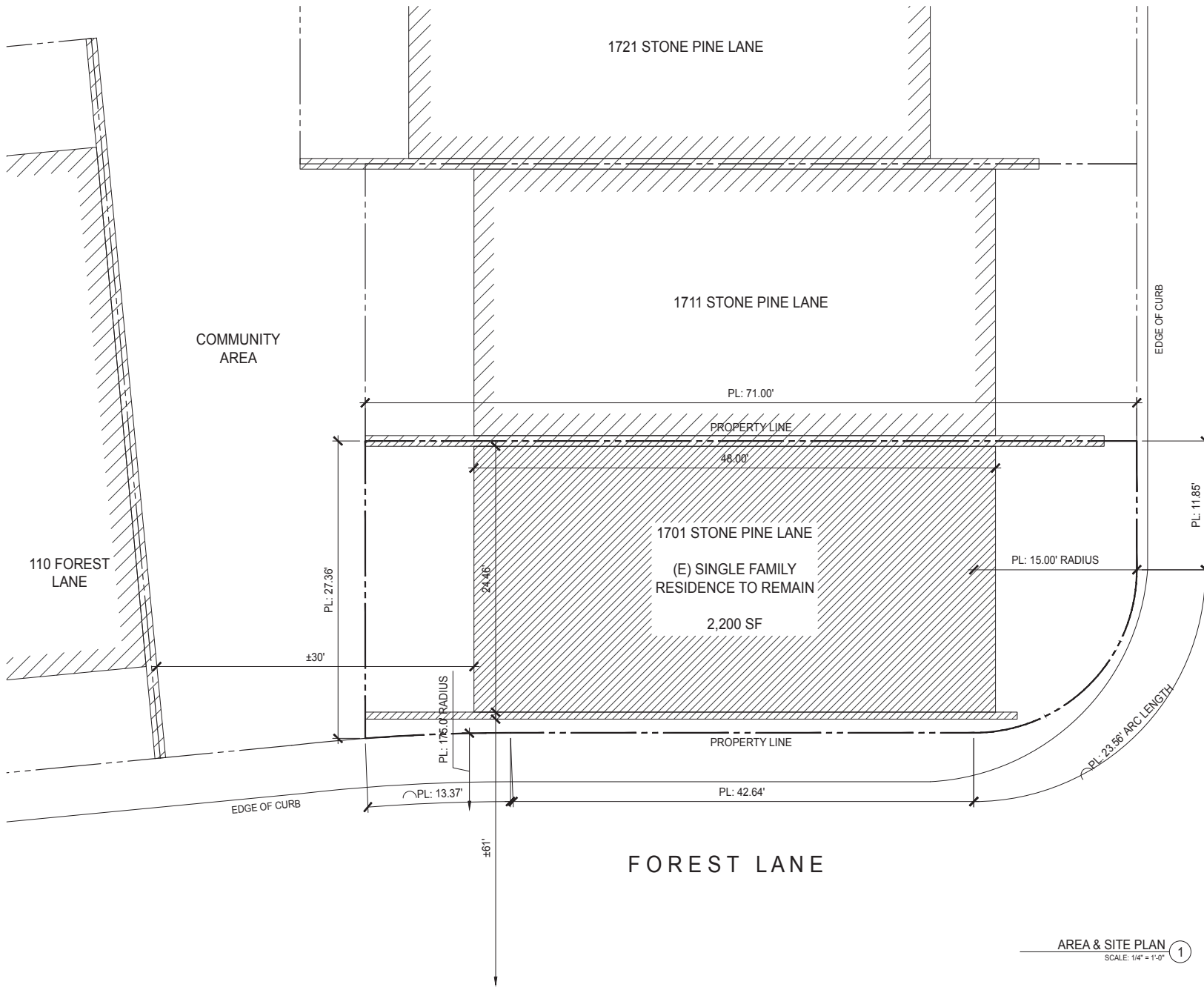
Scale: 1:4,000

Drawn By: FNK

Checked By: THR

Date: 10/8/2018

Sheet: 1



STONE PINE LANE

AREA & SITE PLAN ①
SCALE: 1/4" = 1'-0"



KNR
DESIGN STUDIO

Kendra Rosenberg
650-308-8745
kendra@knrds.com
knrds.com
681 DRISCOLL CT. PALO ALTO, CA 94306

**Healey
RESIDENCE**
1701 Stone Pine Lane
Menlo Park, CA
Facade Remodel

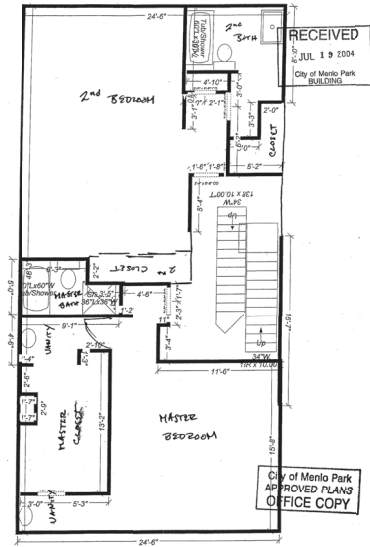
No.	Date	Issues and Revisions
07/25/18		Permit Submittal
09/25/18		Permit Re-submittal

Project	HEALEY RESIDENCE
Date	25.SEP.2018
Scale	1/4" = 1'-0"
Sheet	Area & Site Plan

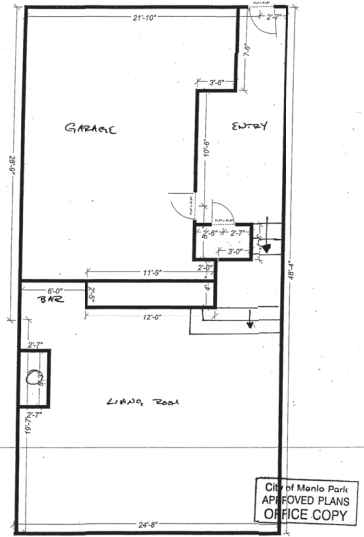
A1.1

© 2017 KNR Design Studio
 All drawings and written material appearing hereon constitute original and unpublished work of KNR Design Studio and may not be duplicated, used, or disclosed without written consent.

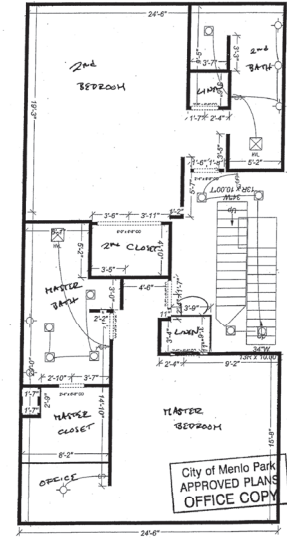
EXISTING BEDROOM LEVEL



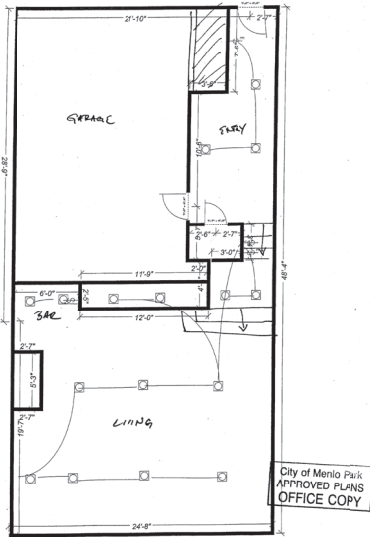
PROPOSED GROUND LEVEL



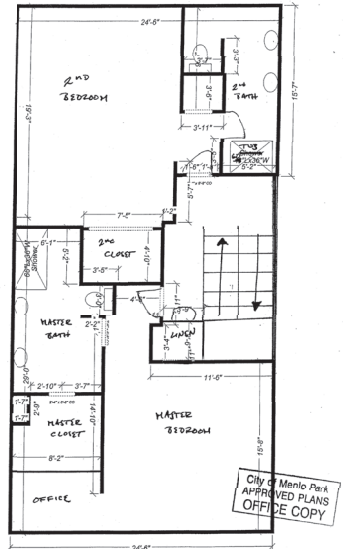
PROPOSED BEDROOM LEVEL ELECTRICAL



PROPOSED GROUND LEVEL ELECTRICAL



PROPOSED BEDROOM LEVEL



KNR
 DESIGN STUDIO

Kendra Rosenberg
 650-308-8745
 kendra@knrds.com
 knrds.com
 681 DRISCOLL CT. PALO ALTO, CA 94306

Healey
 RESIDENCE

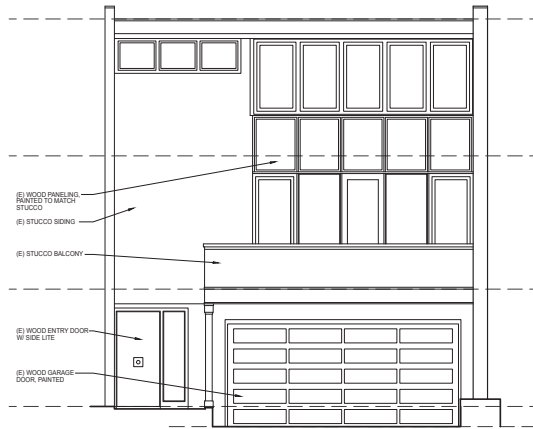
1701 Stone Pine Lane
 Menlo Park, CA

Facade Remodel

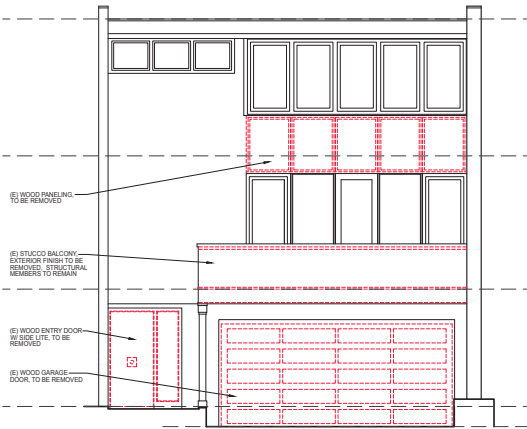
No.	Date	Issues and Revisions
	09/25/18	Permit Re-submittal

Project	HEALEY RESIDENCE
Date	25.SEP.2018
Scale	
Sheet	Existing Floor Plans (To Remain)

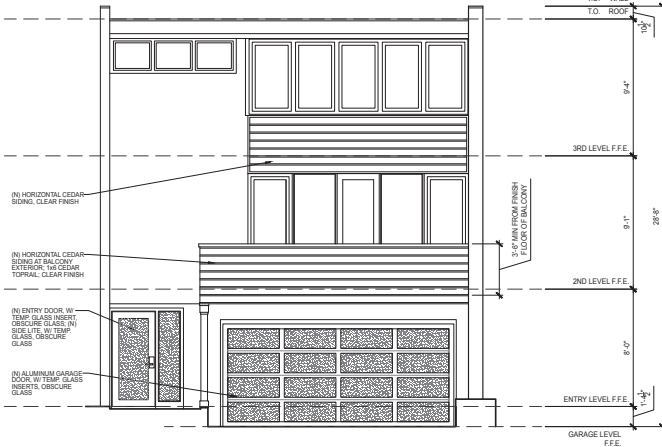
A1.2



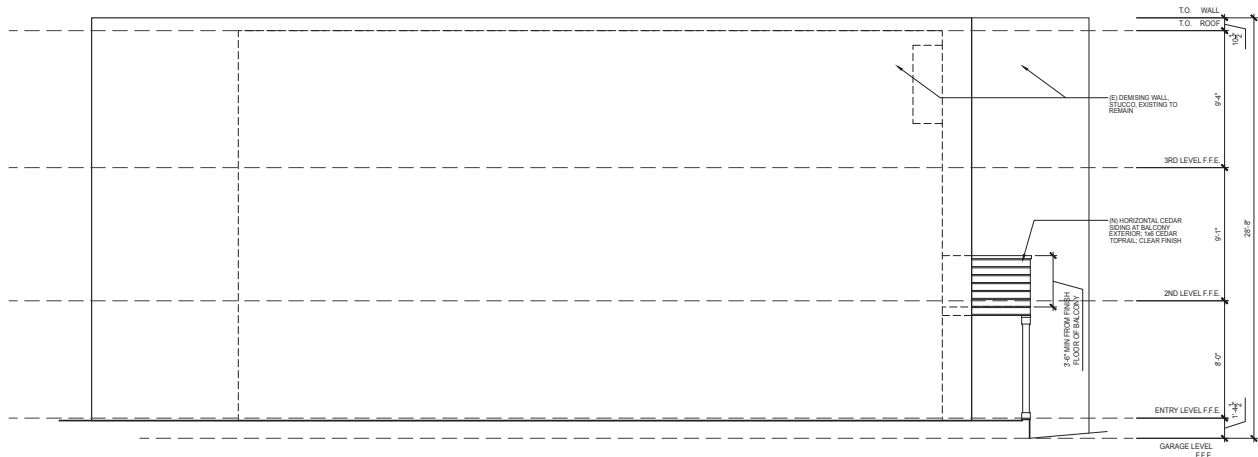
(E) NORTH ELEVATION ①
SCALE: 1/4" = 1'-0"



(D) NORTH ELEVATION ②
SCALE: 1/4" = 1'-0"



(N) NORTH ELEVATION ③
SCALE: 1/4" = 1'-0"



(N) EAST ELEVATION ④
SCALE: 1/4" = 1'-0"

No.	Date	Issues and Revisions
07/25/18		Permit Submittal
09/25/18		Permit Re-submittal

Project HEALEY RESIDENCE
Date 25.SEP.2018
Scale 1/4" = 1'-0"
Sheet Elevations - Existing, Demo, & New



1691 STONE PINE LANE

NEW FACADE

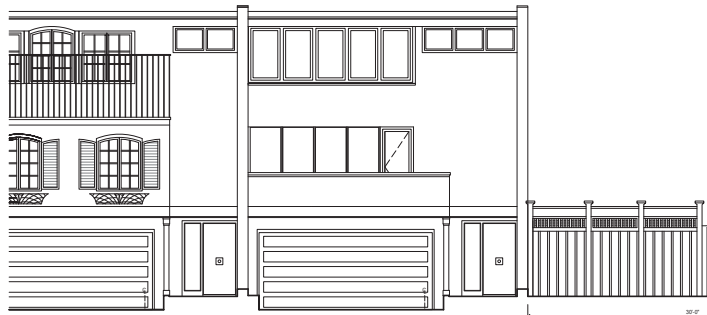


1701 STONE PINE LANE
PROPERTY LINE

1711 STONE PINE LANE

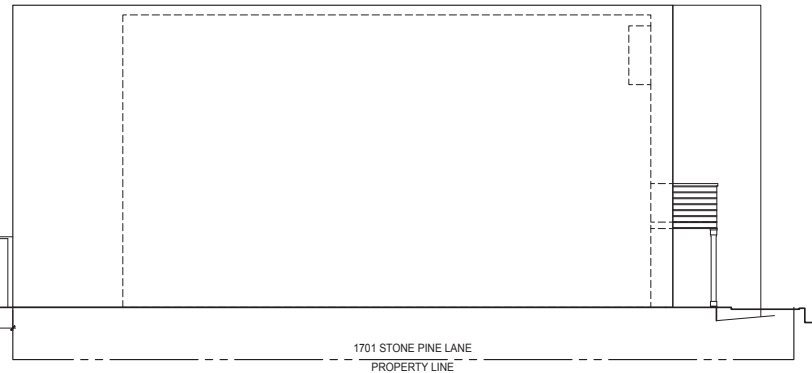
1721 STONE PINE LANE

NORTH NEIGHBORHOOD ELEVATIONS ①
SCALE: 3/16" = 1'-0"



111 FOREST LANE

110 FOREST LANE



1701 STONE PINE LANE
PROPERTY LINE

EAST NEIGHBORHOOD ELEVATIONS ②
SCALE: 3/16" = 1'-0"

KNR
DESIGN STUDIO

Kendra Rosenberg
650-308-8745
kendra@knrds.com
knrds.com
681 DRISCOLL CT. PALO ALTO, CA 94306

Healey
RESIDENCE

1701 Stone Pine Lane
Menlo Park, CA

Facade Remodel

No.	Date	Issues and Revisions
09/25/18		Permit Re-submittal

Project	HEALEY RESIDENCE
Date	25.SEP.2018
Scale	
Sheet	Neighborhood Elevations

A2.2

KNR

DESIGN STUDIO

650-308-8745 | knrds.com

September 25, 2018

City of Menlo Park
City Hall - 1st Floor
701 Laurel St
tel 650-330-6717
menlopark.org

RE: **1701 Stone Pine Lane, Menlo Park**
Plan Check: PLN2018-00086

Project Description Letter

This is a very minimal and strictly superficial renovation to the facade of the Residence. There will be no adjustments to structure, Floor Plan, Roof Plan, etc. The renovation will include:

- Cedar panel wall application between upper windows
- New cedar panel railing at balcony (existing structure to remain)
- New front door w/ sidelight
- New garage door

The existing dark gray stucco shall remain. The adjustments to the facade will create a more contemporary look, updating the aesthetic to a more modern feel. The cedar accents will add a warmth and texture that the existing facade currently lacks. Wood is a very inviting material, and contrasts nicely with the hardness of stucco. The garage door shall complement the existing-to-remain windows, and the glass inserts shall lighten the look of the facade. The disruption of the "all gray" facade will create visual interest and again, make the house feel less imposing. The glass front door seeks to achieve the same goal: make the front facade appear less monolithic and imposing. The glass (obscure) will also allow light into the front entryway, making the entrance to the house more inviting inside as well as out.

If you have any questions or concerns, please don't hesitate to contact me.

Sincerely,



Kendra Rosenberg
KNR Design Studio
kendra@knrds.com
650-308-8745

**Park Forest II
HOA Association
Menlo Park**

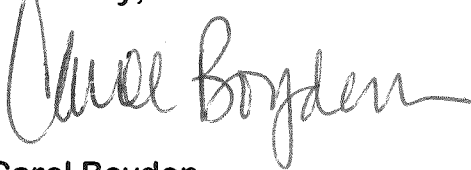
August 29th, 2018

**Menlo Park Permit Department
701 Laurel Drive
Menlo Park, Ca 94025**

To Whom it May Concern:

This letter will confirm that Park Forest II Home Owners Association has approved the proposed modification plans submitted to the City of Menlo Park for the exterior remodel of 1701 Stonepine Lane, Menlo Park- The Healey residence.

Sincerely,

A handwritten signature in cursive script that reads "Carol Boyden".

**Carol Boyden
Architectural Chairperson
Park Forest II**

Hello Dear Neighbors,

Wednesday, August 29, 2018

This letter is to inform you of some proposed renovations to the façade of our home at 1701 Stone Pine Lane. Please see a rendering below of the proposed changes, which include cedar wood paneling installed on the front of the home, as well as a new garage door and front door:



A public hearing has been tentatively scheduled for October 8, 2018 to discuss any concerns you may have about these changes. Please feel free to contact myself or Patrick directly if you have any questions or concerns. We would be happy to speak with you.

Thank you,

Patrick and Panteha Healey
(650) 575-8459 / (509) 994-9479
itspanteha@gmail.com / pjhealey2000@gmail.com



STAFF REPORT

Planning Commission

Meeting Date: 10/22/2018

Staff Report Number: 18-087-PC

Public Hearing: Use Permit/Ivan Mak/341 Terminal Avenue

Recommendation

Staff recommends that the Planning Commission approve a use permit to demolish a single-story, single family residence and construct a new two-story, single family residence and a secondary dwelling unit on a substandard lot with respect to lot width in the R-1-U (Single-Family Urban) zoning district, at 341 Terminal Avenue. 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 341 Terminal Avenue in the Belle Haven neighborhood, between Chilco Street and Almanor Avenue. A location map is included as Attachment B. The subject parcel and the other properties on this side of Terminal Avenue are uniquely long and narrow, with 50 feet of width relative to 200 feet of depth.

The surrounding area contains predominantly older single-family single-story residences with attached one-car garages that feature the ranch architectural style, although some two-story residences are located in the overall area, including immediately to the right. The surrounding homes also share the same R-1-U (Single Family Urban Residential) zoning designation and are also located in the flood zone. Menlo Park Fire Protection District Station #77 is located to the rear of the subject property, and is part of the P-F (Public Facilities) zoning district.

Previous Planning Commission review

On August 27, 2017, the Planning Commission reviewed an initial version of the proposal for the subject property. The Planning Commission continued the use permit application with direction to modify the plans. The August 27 minutes are available as Attachment G, and the original project plans are included as Attachment H. As summarized in the minutes, the Commission's direction included the following key points:

- Enhance overall quality of materials proposed;
- Improve quality of windows, perhaps by using wood-clad windows; if vinyl windows are still proposed, specify a high-quality window (i.e., call out a specific brand/model of window, for staff/Commission evaluation);
- Specify use of simulated divided light windows, which feature grids on the interior and exterior, as well as a spacer bar;
- Extend trim elements (e.g. tile and/or stone) farther around building corners, at least until fencing/landscaping would obstruct views;
- Consider adding windows on the garage door;
- Reduce hardscape/front yard paving; consider removing SDU parking from the right-hand side of the property and relocating that space to park in tandem in front of the garage, which would allow the right-side driveway and paving to be removed entirely;
- Generally increase the proposed landscaping, including the addition of trees;
- Provide a detailed landscape plan;
- Reconsider window grouping;
- Given the amount of stucco used that the building forms, details, and roof design should be improved; regarding roof forms that changing one or more hip ends to gables may be worth considering; and
- Correct garage ridge height inconsistencies on the elevations and clarify how the windows for bedroom #1 interact with the eave element above them.

Changes incorporated into the revised project proposal include the following:

- Reduction of the front yard hardscape;
- Addition of windows on the garage door;
- Addition of landscape on the overall site;
- Incorporation of details on top of the garage and entry porch;
- Incorporation of window casing;
- Consistent window grouping and sill heights;
- Trim extension around the front elevation to wrap the corners; and
- Change in roof form on the right-hand side from hip to gable end.

Analysis

Project description

The applicant is proposing to remove the existing single-story, single-family residence with attached one-car garage to construct a new two-story, single-family residence with attached two-car garage and a secondary dwelling unit. The lot is substandard with respect to minimum lot width. A data table summarizing 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 four-bedroom, three-bath home. The secondary dwelling unit (SDU) would be located at the rear of the property, accessed by a path around the right side of the house. Although the two-story residence requires use permit review by the Planning Commission, the secondary

dwelling unit is a permitted use, as it would meet all applicable standards in the Zoning Ordinance.

The proposed project would adhere to all Zoning Ordinance regulations for setbacks, lot coverage, floor area limit, height, daylight plane, and parking. Of particular note with regard to Zoning Ordinance requirements:

- The main residence would feature greater setbacks than required at the front (25.5 feet versus 20 feet) and right side (10.2 feet versus five feet).
- The second floor would be limited in size, at 29 percent of the maximum FAL, where 39.5 percent is permitted.
- The first floor habitable areas would be higher than typical in most parts of the city, due to the flood zone requirements for this area (as discussed later).

Design and materials

The revised proposal for the new residence, with some slight adjustments, would maintain some of the same materials and finishes as the previous design. The new residence would feature a general traditional residential style, with the primary exterior finish as painted smooth stucco. A new, custom wood front door would complement the new covered entry that would provide a focal point for the front elevation. The proposed roofing would be asphalt composition shingle, and the proposed windows and sliding door will be dual-paned glass with vinyl trim. Stone trim would provide an accent at the base of the front porch columns, and garage. The garage door would be painted steel. A three-foot, six-inch wood rail would create a deck off the rear of the house and to the front of the secondary dwelling unit, and a decorative metal rail would be used on the second-floor master bedroom window. The latter feature would not project more than 18 inches from the wall and as such would not be considered a balcony for the purposes of balcony setbacks.

Secondary dwelling units are required to have aesthetics that are similar to the main dwelling. The applicant is proposing a smooth stucco exterior finish, dual-paned vinyl windows, asphalt composition shingle roofing and wooden deck, comparable to the main unit. The roof pitch of the secondary dwelling unit would match the 1:6 slope proposed for most of the main unit.

In response to the Planning Commission's direction, the applicant has resubmitted updated project plans. The revised plans address the Planning Commission's guidance by modifying the window sizing, sill height, and location to provide a more consistent pattern. In addition, the revised project would incorporate casings into the windows to enhance the design of the windows. The proposed garage door has been revised to incorporate windows in the upper panel of the garage door. The revised project would also extend the stone veneer on the front elevation to the corners of the building, per the Planning Commission's guidance. A hipped roof element on the right side of the proposed structure would be changed to a gabled end to add variation in the overall design and massing.

A detailed landscape plan has been provided and incorporated into the plan set on Sheet A-1. Additional landscaping would be provided for the overall site, which includes planting of trees and shrubs, generally located within the rear yard. The amount of paving in the front yard has been reduced and landscaping would be added in the front, right side of the front yard. The revised plans also incorporate a variety of

materials, such as stone pavers and marble tiles, to help soften the potential visual impact of the remaining paving.

Overall, the residence would be fairly simple in terms of aesthetics and would prominently feature stucco with a smooth finish, both of which have sometimes been Planning Commission discussion points for other use permits. However, staff believes that the scale, materials, and style of the proposed residence are consistent with the broader neighborhood, given the architectural styles and sizes of structures in the area (many of which also feature stucco in traditional designs). The second level would be inset from the ground floor, helping to partially reduce the perception of mass and enhance neighbor privacy.

Flood Zone

The subject property is located within the “AE” zone established by the Federal Emergency Management Agency (FEMA) and Chapter 12.42 of the Municipal Code (Flood Damage Prevention). Within this zone, flood-proofing techniques are required for new construction and substantial improvements of existing structures.

The foundation for the main house and SDU would be a standard spread footing with a stem wall. The existing grade for the main and secondary dwelling units is 8.9 feet, and the BFE is 10.3 feet. The finished floor level for the proposed structures would be 1.2 feet above the BFE, and therefore complies with the flood zone regulations. Flood vents for the main unit and SDU are not shown on the elevations, but would be required for construction.

Parking and circulation

The circular driveway has been removed from the revised design to reduce front yard hardscape; however, the second curb cut is proposed to remain. The two-car garage would meet the main residence’s off-street parking requirement. Secondary dwelling units must provide one off-street parking space, which may be either covered or uncovered. The uncovered space at the front-left side in tandem to the garage of the house would fulfill the requirement for the SDU’s parking space.

Trees and landscaping

The site does not currently have any trees or significant landscape features. The site plan shows some low landscaping at the front yard and additional landscaping has been proposed with the revised project. The applicant is proposing to plant eastern redbud, Japanese maple, Leyland cypress, and oak trees. The Planning Commission may wish to discuss the appropriateness of the proposed species. In addition, while the R-1-U district does not contain any specific paving limits, the Commission may also wish to consider whether the reduction of hardscape on the driveway and overall aesthetic impact of that amount of flatwork in the front yard adequately addresses its guidance at the previous meeting.

Correspondence

Staff has not received any correspondence on the proposed revised application. The applicant previously provided a list of signatures from neighbors confirming receipt of notification of the owner’s outreach on the project, which was included as an attachment to the August 27, 2018 staff report.

Conclusion

Staff believes that the design, scale and materials of the proposed residence are compatible with the surrounding neighborhood. The second level would be inset from the ground floor, helping reduce the perception of mass and enhance neighbor privacy. The front and right side setbacks would exceed the minimum requirements. 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. Applicant's Response Letter
- G. Planning Commission Minutes – Excerpts
- H. Original Project Plans

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

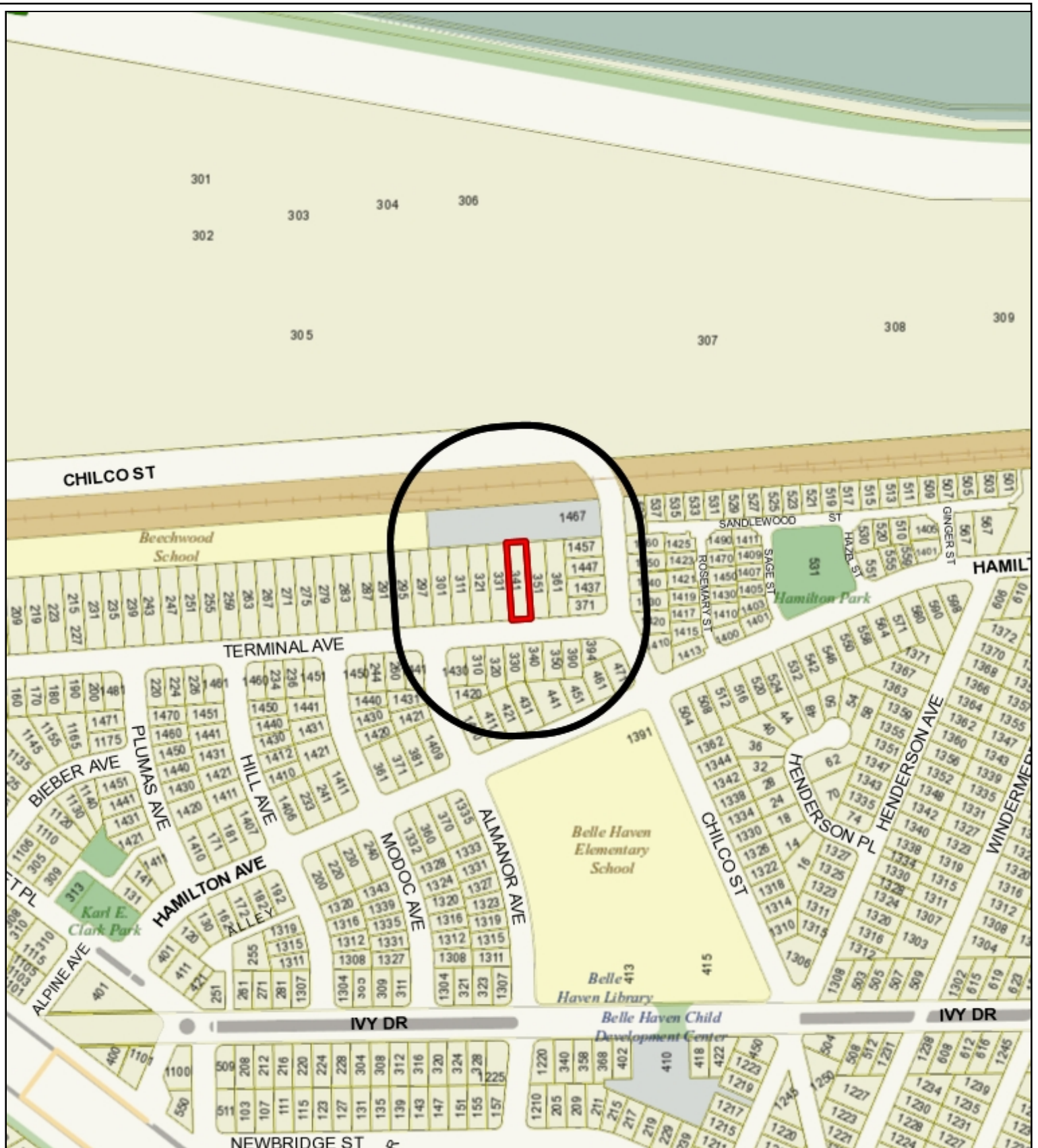
Color and Materials board.

Report prepared by:
Fahteen Khan, Contract Assistant Planner

Report reviewed by:
Kyle Perata, Acting Principal Planner

341 Terminal Avenue – Attachment A: Recommended Actions

LOCATION: 341 Terminal Avenue	PROJECT NUMBER: PLN2018-00037	APPLICANT: Ivan Mak	OWNER: Yui-Tak Lee
PROPOSAL: Request for a use permit to demolish an existing one-story, single-family residence and construct a new two-story, single-family residence and a secondary dwelling unit on a substandard lot with respect to width in the R-1-U (Single Family Urban Residential) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, 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 standard conditions: <ol style="list-style-type: none"> a. Development of the project shall be substantially in conformance with the plans prepared by iTeam, consisting of 11 plan sheets, dated received October 15, 2018 and approved by the Planning Commission on October 22, 2018, 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 and street 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
 341 Terminal Avenue



Scale: 1:4,000

Drawn By: FNK

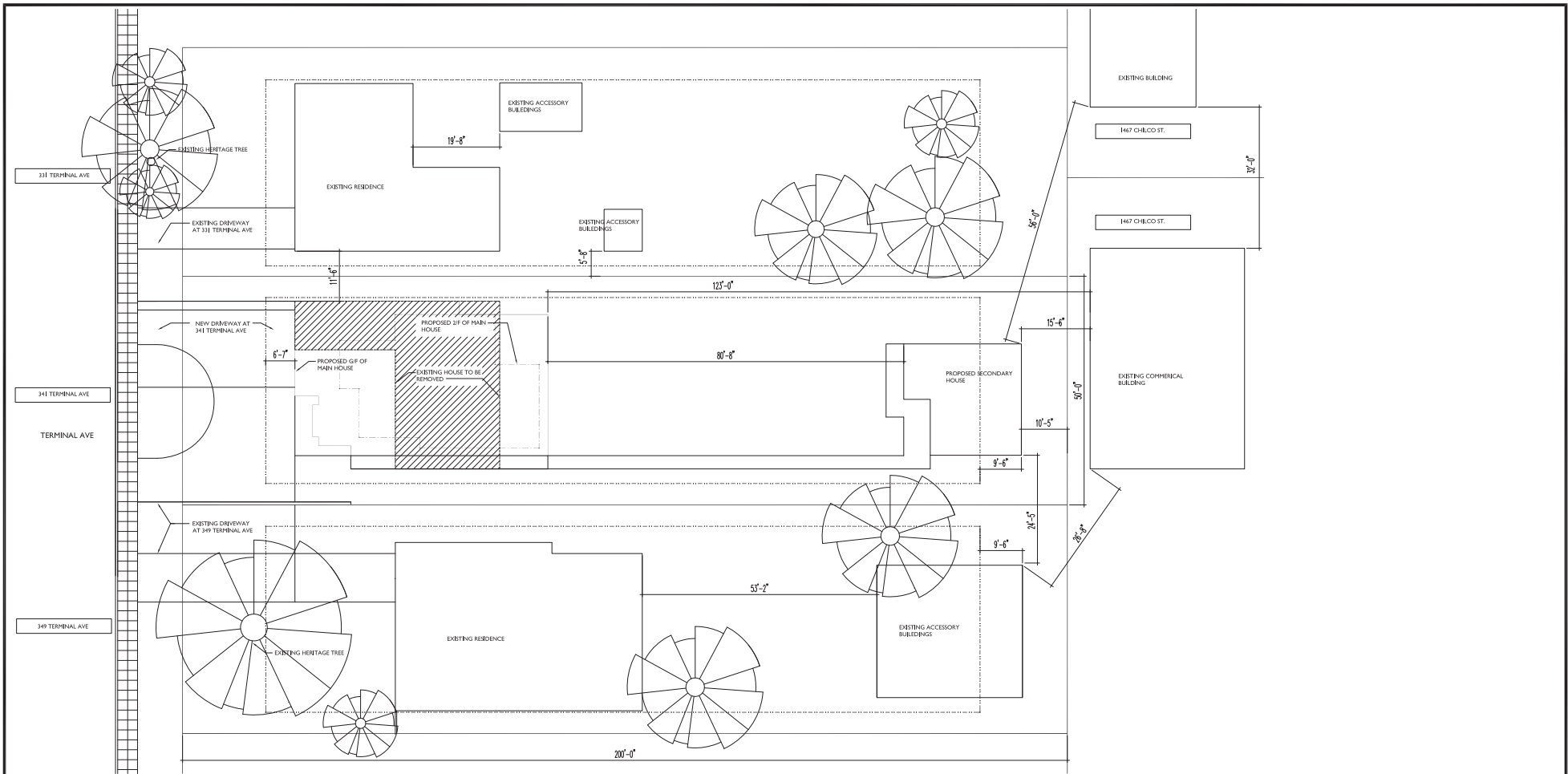
Checked By: THR

Date: 8/27/2018

Sheet: 1

341 Terminal Avenue – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	9,988 sf	9,988 sf	7,000.0 sf min.
Lot width	50.0 ft.	50.0 ft.	65.0 ft. min.
Lot depth	200.0 ft.	200.0 ft.	100.0 ft. min.
Setbacks			
Front	25.5 ft.	25.5 ft.	20.0 ft. min.
Rear	115.3 ft.	120.0 ft.	20.0 ft. min.
Side (left)	5.5 ft.	5.5 ft.	5.0 ft. min.
Side (right)	10.2 ft.	8.0 ft.	5.0 ft. min.
Building coverage	2,477 sf 24.8 %	1,149.3 sf 11.5 %	3,495.8 sf max. 35.0 % max.
FAL (Floor Area Limit)	3,445 sf	1,149.3 sf	3,547 sf max.
Square footage by floor	1,284.0 sf/1 st floor 1,028.0 sf/2 nd floor 516.0 sf/garage 60.0 sf/porch 617.0 sf/SDU	899.0 sf/1 st floor 250.3 garage	
Square footage of buildings	3,505.0 sf	1,149.3 sf	
Building height	25.5 ft.	12.0 ft.	28 ft. max.
Parking	2 covered	1 covered	1 covered/1 uncovered
Note: Areas shown highlighted indicate a nonconforming or substandard situation.			
Trees	Heritage trees: 0	Non-Heritage trees: 0	New Trees: 0
	Heritage trees proposed for removal: 0	Non-Heritage trees proposed for removal: 0	Total Number of Trees: 0



1 AREA PLANS OF 311, 341 & 349 TERMINAL AVE
3/12/17



2 STREET SCAPE OF TERMINAL AVE
3/10/17

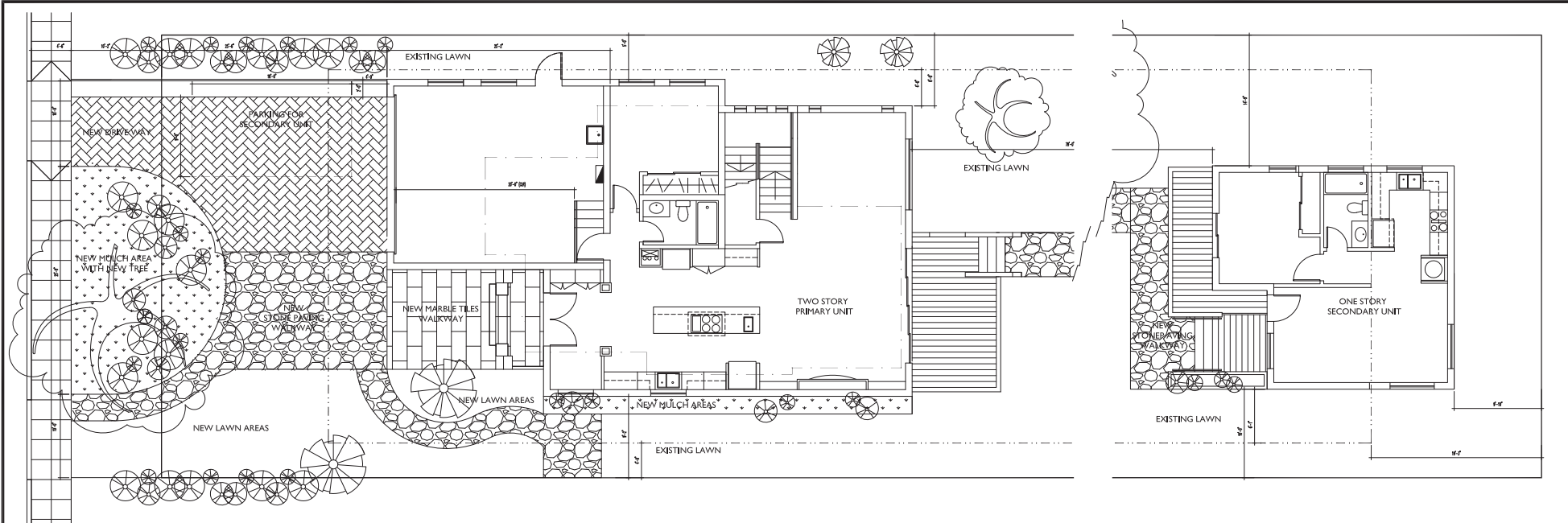


REVISIONS		
No.	Date	By
1	10-10-2017	im
2	3-20-2018	im
5	3-26-2018	im
6	4-6-2018	im
7	5-22-2018	im
8	6-22-2018	im
9	10-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WISHN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 FALL AND BUILDING COVERAGE WORK SHEETS
 iTeam
 2017/09/14 10:10:10 AM C:\Users\iTeam\OneDrive\iTeam\Projects\1709140808\1709140808.dwg

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

AN-2



1 SITE PLAN - 341 TERMINAL AVENUE
3/16" = 1'-0"

NEIGHBORING TREES PROTECTION PLAN

- IDENTIFY NATURAL TREES THAT ARE VULNERABLE TO CONSTRUCTION - NEAR CONSTRUCTION AREA AND ONE WITHIN THE PATH OF CONSTRUCTION WHENEVER A PROPER ROUTE FOR VEHICLE ACCESS ALSO HELD IN A GOOD PATH TO CONSTRUCTION SITE.
- REVIEW LOCAL ORDINANCES DESIGNED TO PROTECT TREES DURING CONSTRUCTION - ESTABLISH REQUIREMENTS FOR THE TYPE OF FENCE AND SIGN THAT CAN BE USED ALSO NOTED FOR TREES THAT MUST BE PROTECTED BY THE PROPERTY ADJACENT PUBLIC RIGHT OF WAY.
- SHOW THE ORANGE PLASTIC NETTING FENCE CLEARLY MARKS A "DO NOT OBTAIN" ZONE AROUND A PARTIAL TREE.
- PAVED CLEAR BARRIER - PREVENTS HEAVY TRUCKS AND BUSES FROM DRIVING CLOSE TO THE TREE. THE FENCE SHOULD CLEARLY MARK THAT IT IS PROTECTIVE IN NATURE SO THAT THE DRIVERS AND THE TREE DON'T DISTURB DURING CONSTRUCTION. TO CORRECT PLACEMENT OF A TREE PROTECTION FENCE OR BARRIER ONE FOOT AWAY FROM THE TRUNK.
- SHOW CHAIN FENCE WITH CLEAR SINGLE BARRIERS A YOUNG OAK TREE PLANTED IN PUBLIC RIGHT OF WAY BETWEEN SIDEWALK AND STREET.

SECONDARY UNIT FLOOR AREAS LIMIT CALCULATIONS:

AREAS	DIMENSIONS	SQUARE FOOTAGE
GROUND FLOOR		
P LIVING KITCHEN, BEDRM	11'-0" X 24'-0"	330
Q PARTIAL BEDRM	6'-0" X 8'-0"	87
TOTAL FAL (NET SQ. FT)		

SECONDARY UNIT BUILDING COVERAGE SQUARE FOOTAGE CALCULATIONS:

AREAS	DIMENSIONS	SQUARE FOOTAGE
GROUND FLOOR		
R.E.	18'-0"	187
R.E. OPEN DECK	5'-0" X 10'-0" / 4'-0" X 7'-0"	84
T PLANTER	11'-0" X 6'-0"	33
TOTAL BUILDING COVERAGE: 703 SQ. FT.		

IMPERVIOUS AREA SUMMARY

TOTAL AREA OF PARCEL	• 1983 SQ. FT.
EXISTING IMPERVIOUS AREA	• 278 SQ. FT.
PROPOSED IMPERVIOUS AREA	• 703 SQ. FT.
NET CHANGE IMPERVIOUS AREA	• 425 SQ. FT.
EXISTING IMPERVIOUS AREA TO BE REPLACED BY NEW IMPERVIOUS AREA	• 278 SQ. FT.
NEW IMPERVIOUS AREA TO BE REPLACED BY NEW IMPERVIOUS AREA	• 147 SQ. FT.
NET CHANGE IMPERVIOUS AREA	• 425 SQ. FT.
PROPOSED IMPERVIOUS AREA	• 890 SQ. FT.
PROPOSED IMPERVIOUS AREA	• 890 SQ. FT.
PROPOSED IMPERVIOUS	• 81

MAIN UNIT FLOOR AREAS LIMIT CALCULATIONS:

AREAS	DIMENSIONS	SQUARE FOOTAGE
GROUND FLOOR		
A 2 CAR GARAGE	24'-0" X 24'-0"	576
B FLOOR	24'-0" X 18'-0"	432
C KITCHEN	10'-0" X 10'-0"	100
D LIVING DINING	11'-0" X 20'-0"	220
E STAIR	7'-0" X 8'-0"	56
F BEDRM & BATH	11'-0" X 18'-0"	198
TOTAL FLOOR AREA FOR GROUND FLOOR: 1,982		

SECOND FLOOR

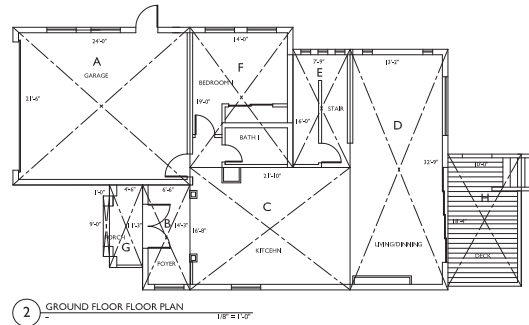
J HALLWAY / BEDROOM	10'-0" X 11'-0"	110
K BATH / LAUNDRY	11'-0" X 11'-0"	121
L BEDROOM 1	11'-0" X 11'-0"	121
M BEDROOM 2	11'-0" X 11'-0"	121
N PARTIAL HALLWAY	5'-0" X 5'-0"	25
TOTAL FLOOR AREA FOR SECOND FLOOR: 478		

TOTAL FLOOR AREA LIMIT: 2,460 SQ. FT.

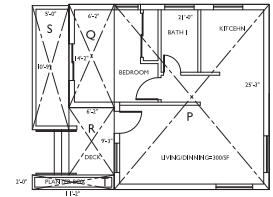
MAIN UNIT BUILDING COVERAGE SQUARE FOOTAGE CALCULATIONS:

AREAS	DIMENSIONS	SQUARE FOOTAGE
GROUND FLOOR		
1,982		
1 CAR GARAGE	24'-0" X 24'-0"	576
PORCH	12'-0" X 12'-0" / 14'-0" X 12'-0"	168
DECK	18'-0" X 18'-0"	324
TOTAL BUILDING COVERAGE: 3,040 SQ. FT.		

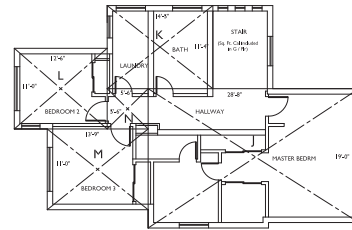
TOTAL BUILDING COVERAGE: 2,747 SQUARE FEET
TOTAL FLOOR AREA LIMIT: 3,445 SQUARE FEET



2 GROUND FLOOR FLOOR PLAN 1/8" = 1'-0"



3 SECONDARY UNIT GROUND FLOOR FLOOR PLAN 1/8" = 1'-0"



4 SECOND FLOOR FLOOR PLAN 1/8" = 1'-0"

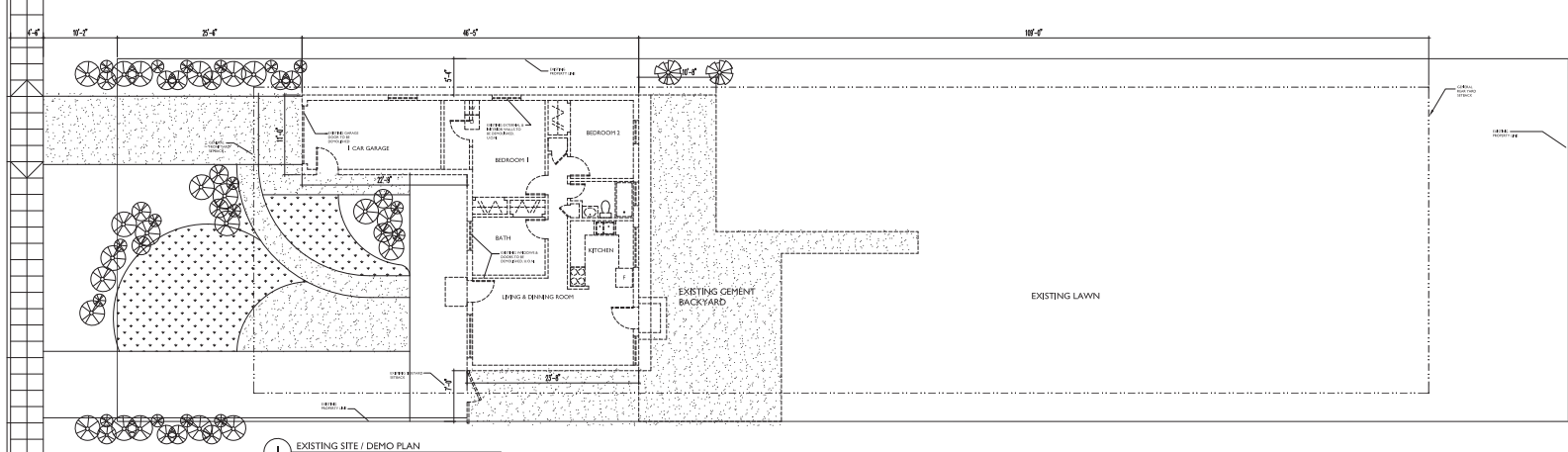


REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im
	9	10-22-2018	im

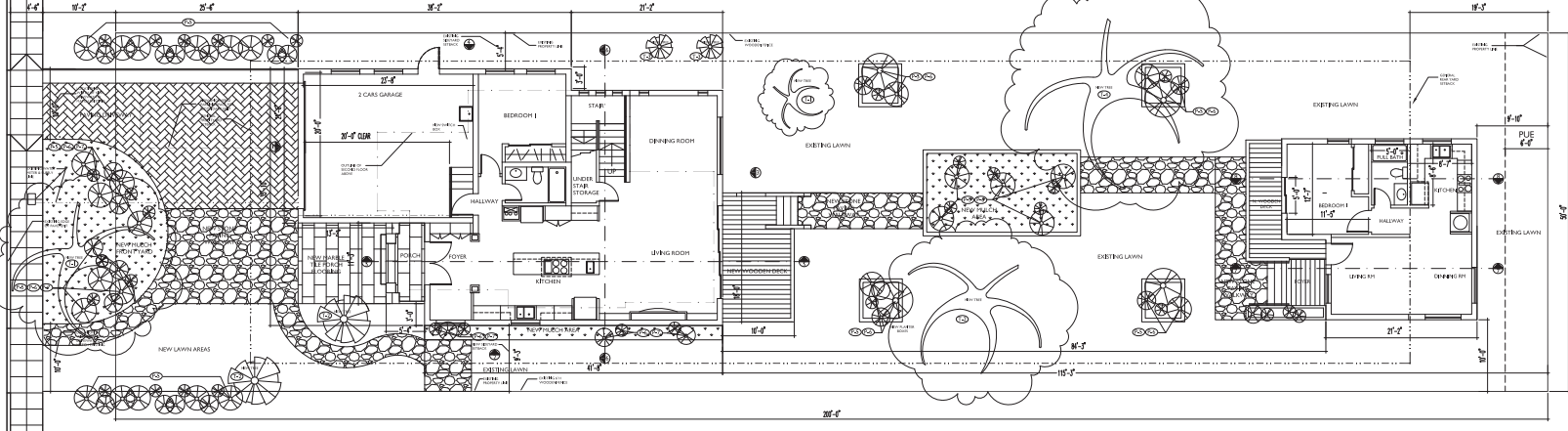
PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WISHN LIN
AT 341 TERMINAL AVE, MENLO PARK, CA 94025
FLOOR AREAS WORK SHEETS
Team
2017/05/04 10:10 AM User: C:\msys\186\... Date: 10/26/2018 10:44:03 AM

Date: 3-15-2018
Scale: AS SHOWN
Drawn: I. MAK
Sheet

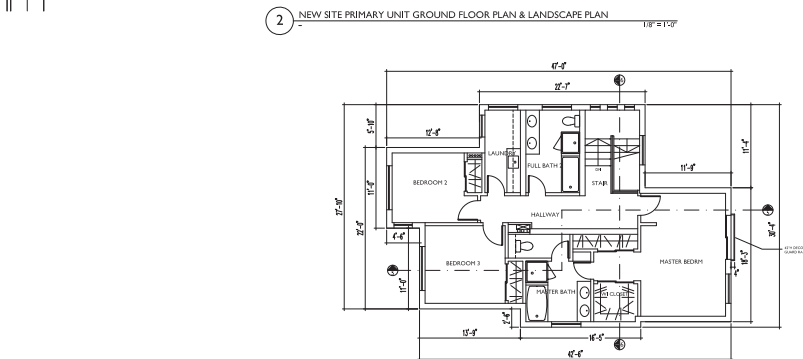
AN-2A



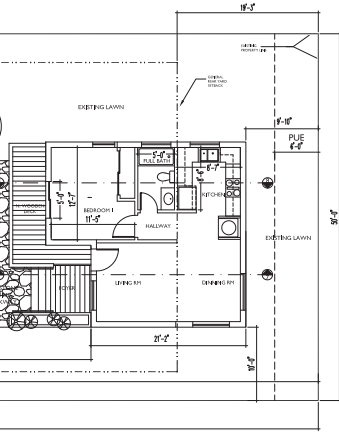
1 EXISTING SITE / DEMO PLAN
1/8" = 1'-0"



2 NEW SITE PRIMARY UNIT GROUND FLOOR PLAN & LANDSCAPE PLAN
1/8" = 1'-0"



3 NEW SITE PRIMARY UNIT SECOND FLOOR PLAN
1/8" = 1'-0"



4 NEW SITE SECONDARY UNIT FLOOR PLAN
1/8" = 1'-0"

LANDSCAPE LEGEND

CODE	TREE TYPES
T1	SMALL TREE
T2	MEDIUM TREE
T3	LARGE TREE
T4	SHRUB
T5	CLIMBER
T6	GROUND COVER
T7	ROCK
T8	WATER FEATURE
T9	WOODEN DECK
T10	WOODEN FENCE
T11	WOODEN STAIR
T12	WOODEN PORCH
T13	WOODEN PATIO
T14	WOODEN WALKWAY
T15	WOODEN BENCH
T16	WOODEN TABLE
T17	WOODEN CHAIR
T18	WOODEN LAMP
T19	WOODEN SIGN
T20	WOODEN GARDEN
T21	WOODEN FOUNTAIN
T22	WOODEN WATER
T23	WOODEN BRIDGE
T24	WOODEN TOWER
T25	WOODEN SPIRE
T26	WOODEN DOME
T27	WOODEN GONDOLA
T28	WOODEN BOAT
T29	WOODEN CANOE
T30	WOODEN KAYAK
T31	WOODEN PADDLE
T32	WOODEN OAR
T33	WOODEN ROW
T34	WOODEN SLIP
T35	WOODEN RAMP
T36	WOODEN ESCAPE
T37	WOODEN LIFT
T38	WOODEN PLATFORM
T39	WOODEN STAGE
T40	WOODEN THEATRE
T41	WOODEN AUDITORIUM
T42	WOODEN CONCERT
T43	WOODEN MUSIC
T44	WOODEN INSTRUMENT
T45	WOODEN PERCUSSION
T46	WOODEN STRING
T47	WOODEN WIND
T48	WOODEN KEYBOARD
T49	WOODEN ELECTRONIC
T50	WOODEN DIGITAL
T51	WOODEN ANALOG
T52	WOODEN MIXER
T53	WOODEN RECORDER
T54	WOODEN CAMERA
T55	WOODEN TELEVISION
T56	WOODEN COMPUTER
T57	WOODEN MONITOR
T58	WOODEN KEYBOARD
T59	WOODEN MOUSE
T60	WOODEN TRACKBALL
T61	WOODEN JOYSTICK
T62	WOODEN GAMEPAD
T63	WOODEN CONTROLLER
T64	WOODEN SENSITIVE
T65	WOODEN TOUCHSCREEN
T66	WOODEN DIGITALIZER
T67	WOODEN TRACKING
T68	WOODEN POINTING
T69	WOODEN GESTURE
T70	WOODEN TRACKING
T71	WOODEN POINTING
T72	WOODEN GESTURE
T73	WOODEN TRACKING
T74	WOODEN POINTING
T75	WOODEN GESTURE



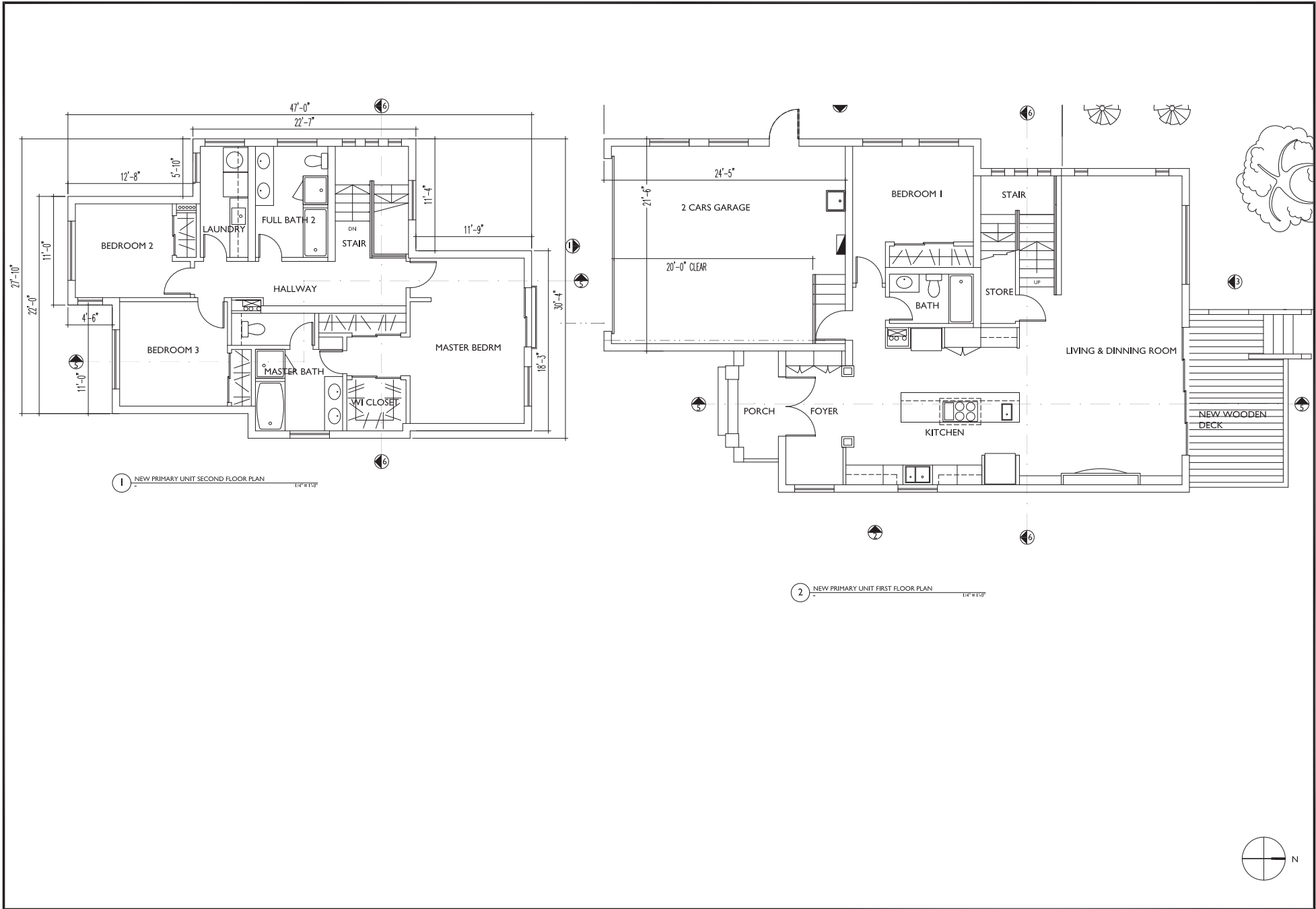
REVISIONS

No.	Date	By
1	10-10-2017	im
4	3-20-2018	im
5	3-26-2018	im
6	4-6-2018	im
7	5-22-2018	im
8	6-22-2018	im
9	10-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN YI-SHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 EXISTING SITE/DEMO PLAN, NEW SITE FLOOR PLANS
iTeam
 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100

Date: 3/15/2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

A-1

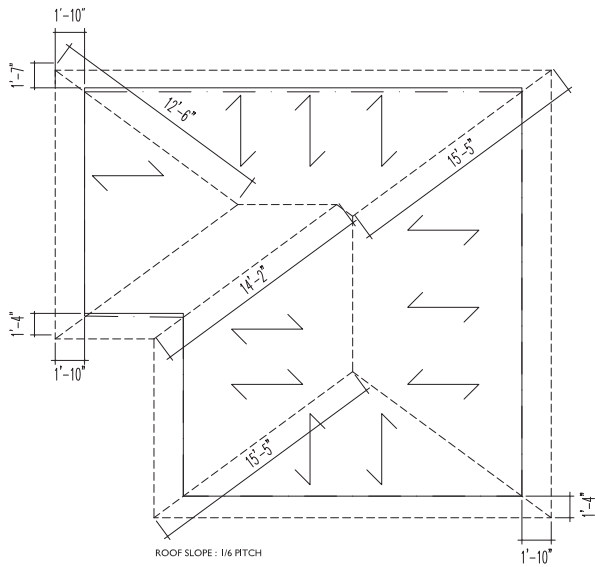


REVISIONS	No.	Date	By
	1	10-10-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im
	9	10-22-2018	im

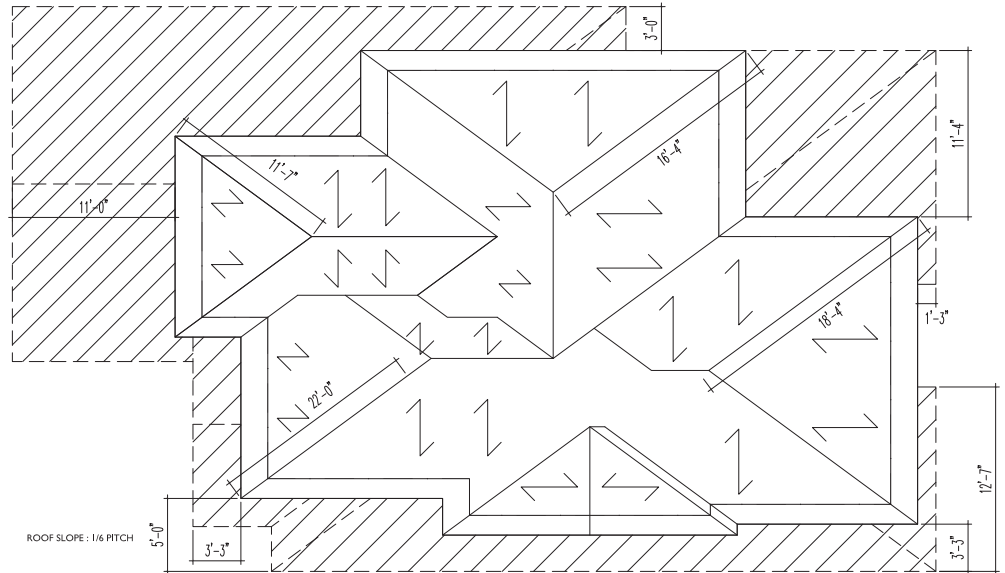
PROJECT NAME: HOUSE ADDITION FOR YU LEE & CO-ANN WU-SHIN LIN
 AT 341 TERNING AVE, MENLO PARK, CA 94025
 PRIMARY UNIT FLOOR PLANS & SECONDARY UNIT FLOOR PLAN
iTeam
2017/05/24 10:10:10 AM Unit 5, Conn 940, Coroner, 24 10100000 004, 10100000 004

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet

A-1A



2 SECONDARY UNIT ROOF PLAN
1/4" = 1'-0"



1 PRIMARY UNIT ROOF PLANS
1/4" = 1'-0"



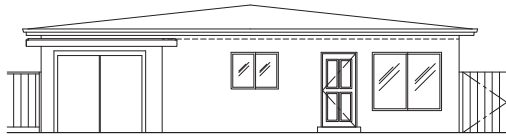
REVISIONS		
No.	Date	By
1	10-10-2017	im
2	10-26-2017	im
3	3-15-2018	im
4	3-20-2018	im
5	3-26-2018	im
6	5-22-2018	im
8	6-22-2018	im
9	10-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 ROOF PLANS FOR PRIMARY & SECONDARY UNITS
iTeam
2011-2018 iTeam Inc. All Rights Reserved. 24 11/10/2008 10:44:59 AM

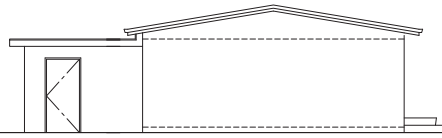
Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

A-3

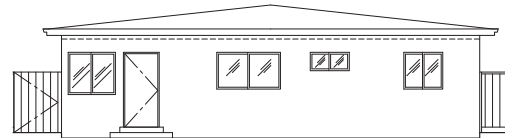
REVISIONS		
No.	Date	By
1	10-10-2017	im
2	10-26-2017	im
4	3-20-2018	im
5	3-26-2018	im
6	5-22-2018	im
8	6-22-2018	im
9	10-22-2018	im



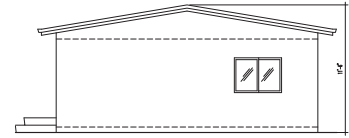
5 FRONT ELEVATION OF EXISTING SINGLE STORY HOUSE (NORTH) 3/16" = 1'-0"



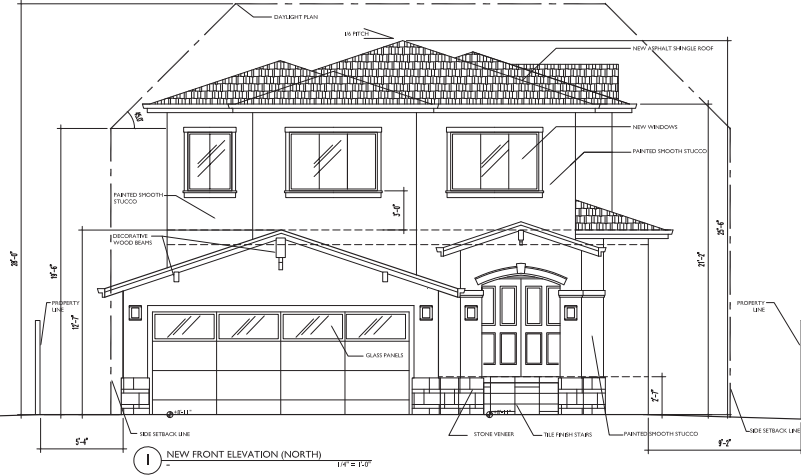
6 RIGHT ELEVATION OF EXISTING SINGLE STORY HOUSE (WEST) 3/16" = 1'-0"



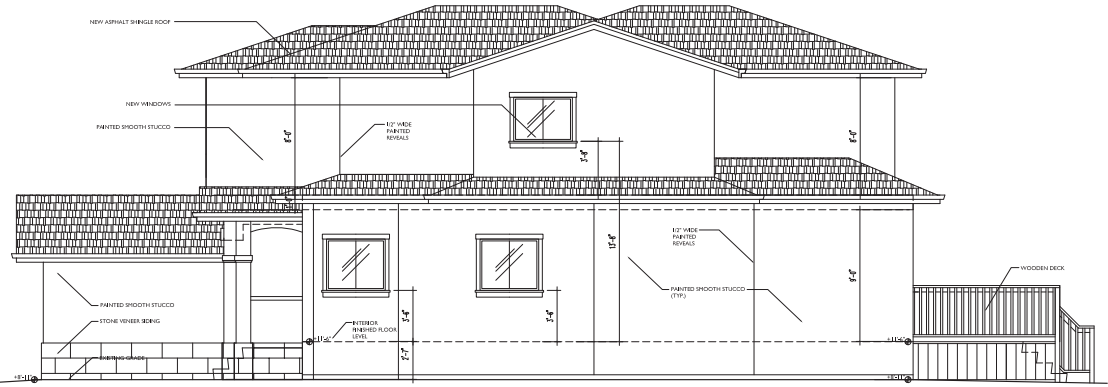
7 REAR ELEVATION OF EXISTING SINGLE STORY HOUSE (SOUTH) 3/16" = 1'-0"



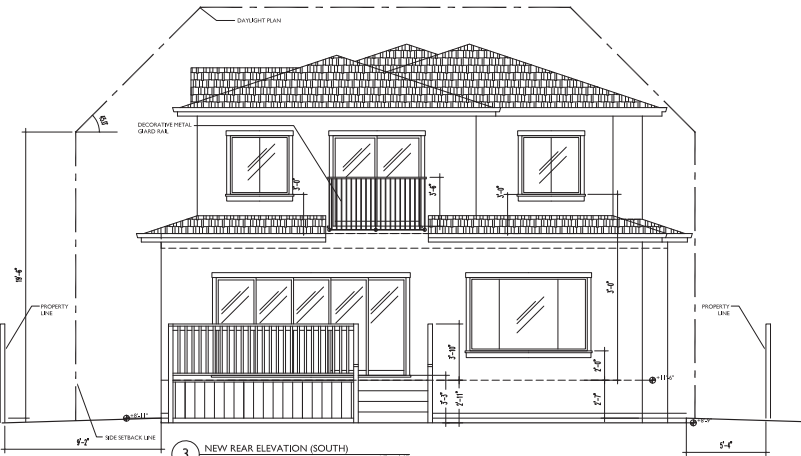
8 LEFT ELEVATION OF EXISTING SINGLE STORY HOUSE (EAST) 3/16" = 1'-0"



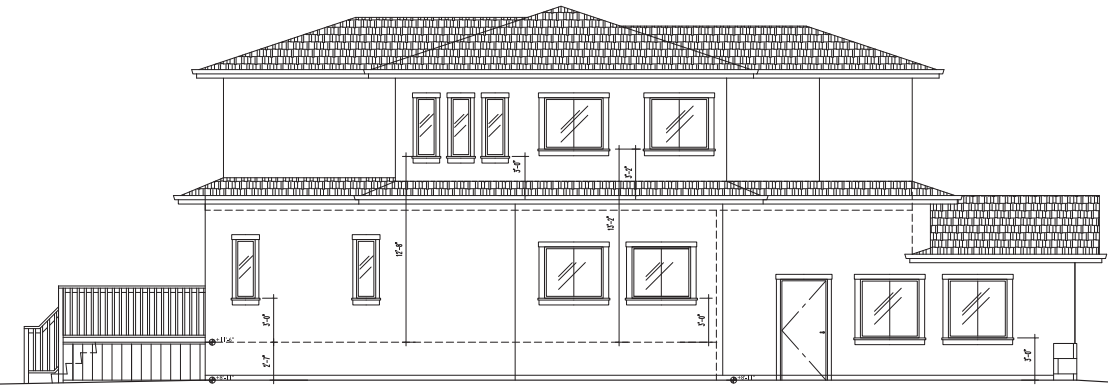
1 NEW FRONT ELEVATION (NORTH) 1/4" = 1'-0"



2 NEW RIGHT SIDE ELEVATION (WEST) 1/4" = 1'-0"



3 NEW REAR ELEVATION (SOUTH) 1/4" = 1'-0"



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

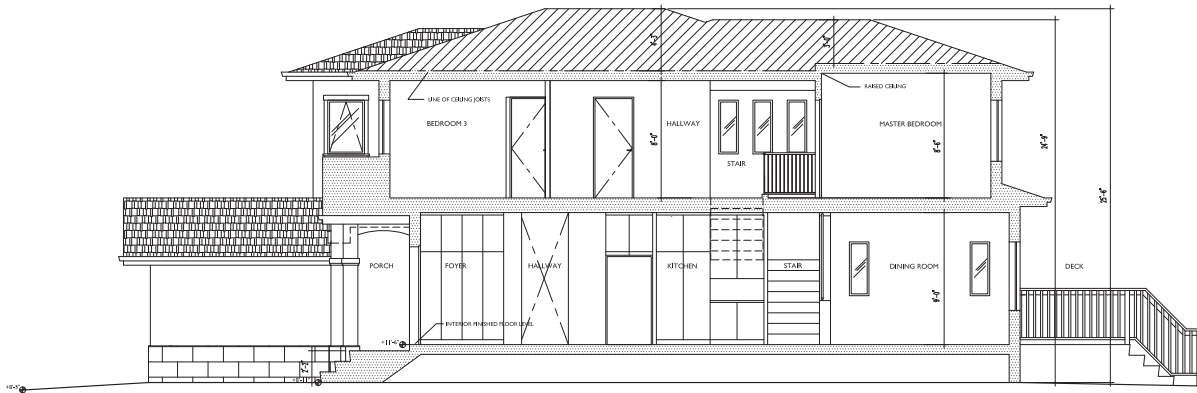


PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WISHNUN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 EXTERIOR ELEVATIONS & INTERIOR SECTIONS
 iTeam
 2017 County of San Mateo, California, 24 11/10/2018 10:44:53 AM

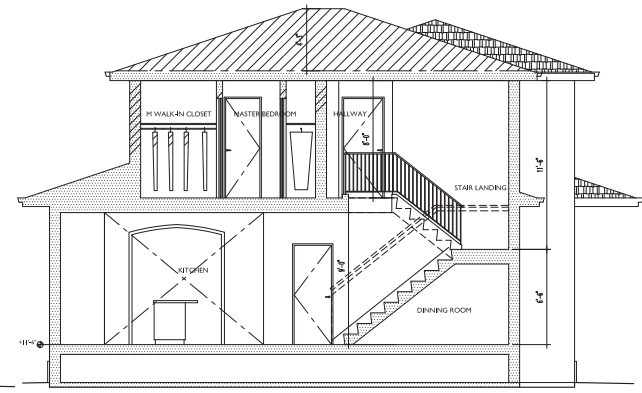
Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK

Sheet

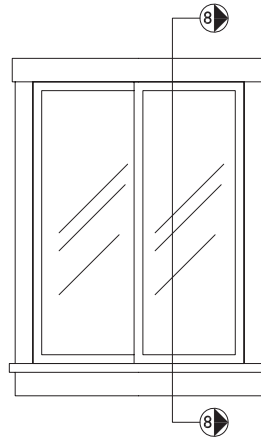
A-4



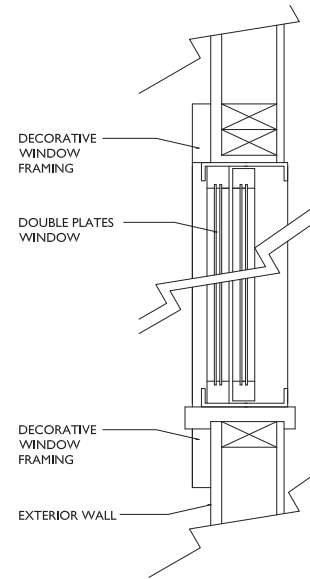
5 SECTION
1/4" = 1'-0"



6 SECTION
1/4" = 1'-0"



7 TYPICAL WINDOW PROFILE
SCALE: 1/4" FULL SIZE



8 TYPICAL WINDOW SECTION
SCALE: 1/4" FULL SIZE

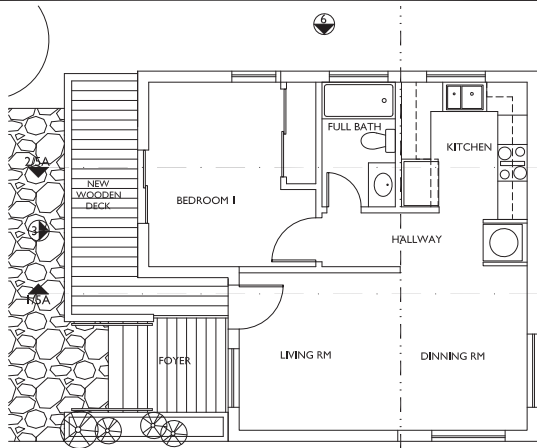


REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	10-26-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	5-22-2018	im
	8	6-22-2018	im
	9	10-22-2018	im

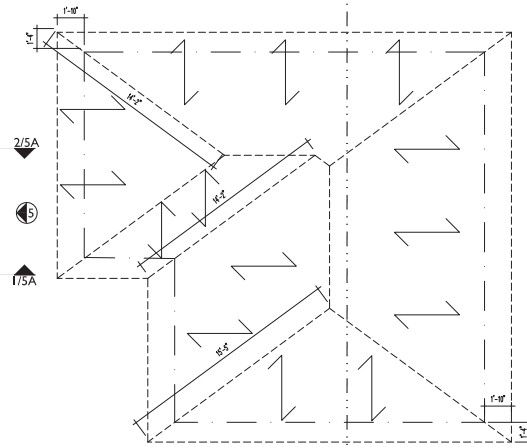
PROJECT NAME: HOUSE ADDITION FOR YULIEE & ANN WISHN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 INTERIOR SECTIONS FOR PRIMARY UNIT
iTeam
 2017/05/04 10:10:10 AM C:\Users\im\OneDrive\iTeam\Projects\1810262018\1810262018.dwg

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet

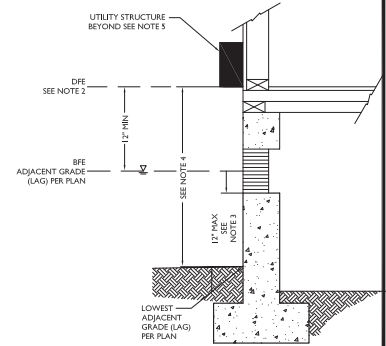
A-4A



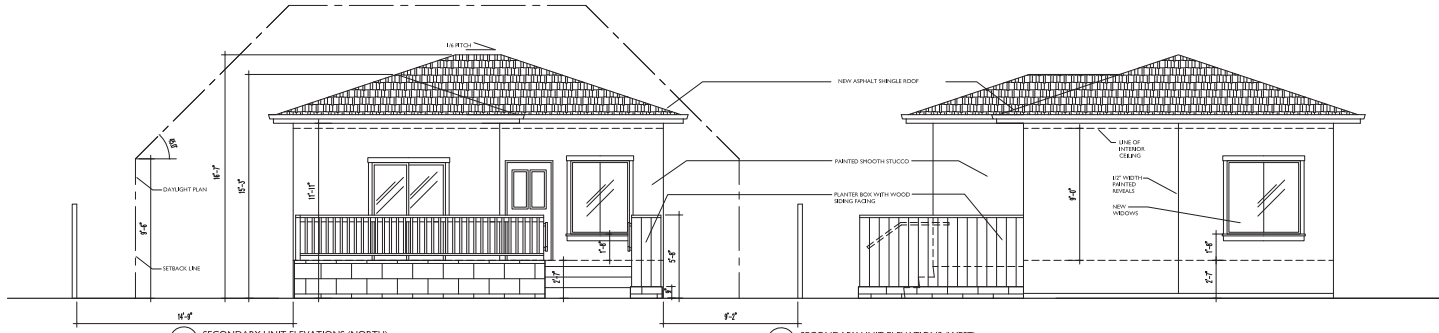
1 SECONDARY UNIT FLOOR PLAN 1/4" = 1'-0"



2 SECONDARY UNIT ROOF PLAN 1/4" = 1'-0"

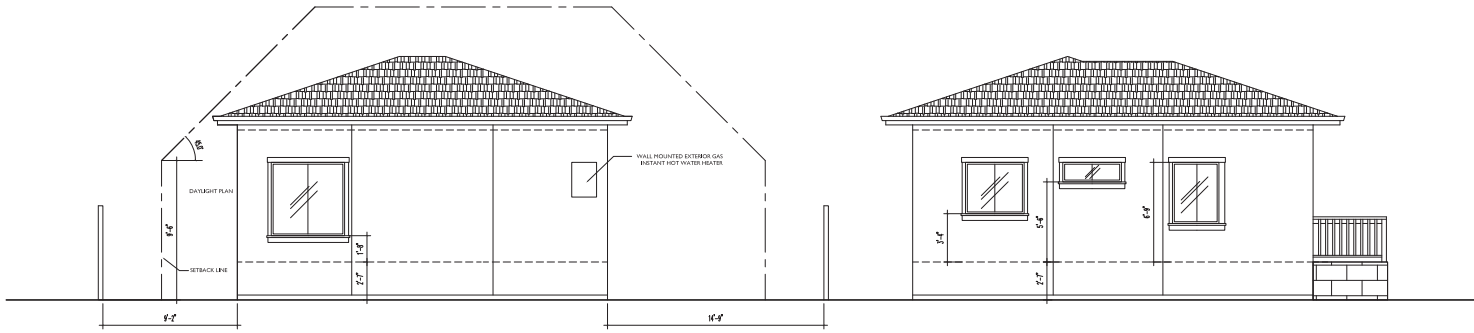


9 FEMA TYPICAL FOUNDATION WITH CRAWSPACE 1/4" = 1'-0"



3 SECONDARY UNIT ELEVATIONS (NORTH) 1/4" = 1'-0"

4 SECONDARY UNIT ELEVATIONS (WEST) 1/4" = 1'-0"



5 SECONDARY UNIT ELEVATIONS (SOUTH) 1/4" = 1'-0"

6 SECONDARY UNIT ELEVATIONS (EAST) 1/4" = 1'-0"



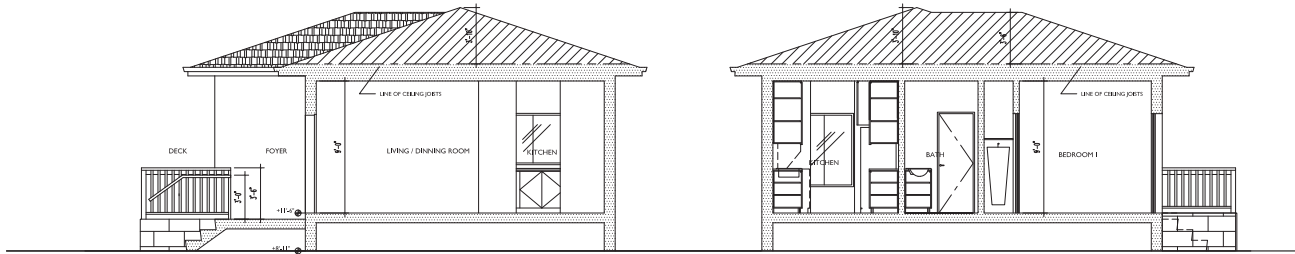
REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	10-26-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im
	9	10-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 FLOOR, ROOF PLANS AND EXTERIOR ELEVATIONS FOR SECONDARY UNIT

iTeam
 2001 Central Expressway, Suite 4, Sunnyvale, CA 94088, Tel: 415-252-0888, Fax: 415-252-0888

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK

Sheet: A-5



1 SECONDARY UNIT SECTIONS 1/4" = 1'-0"

2 SECONDARY UNIT SECTIONS 1/4" = 1'-0"

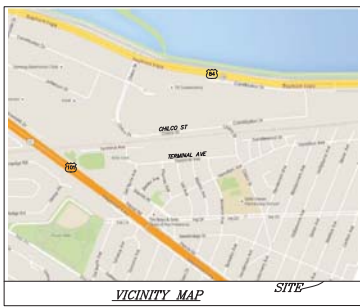
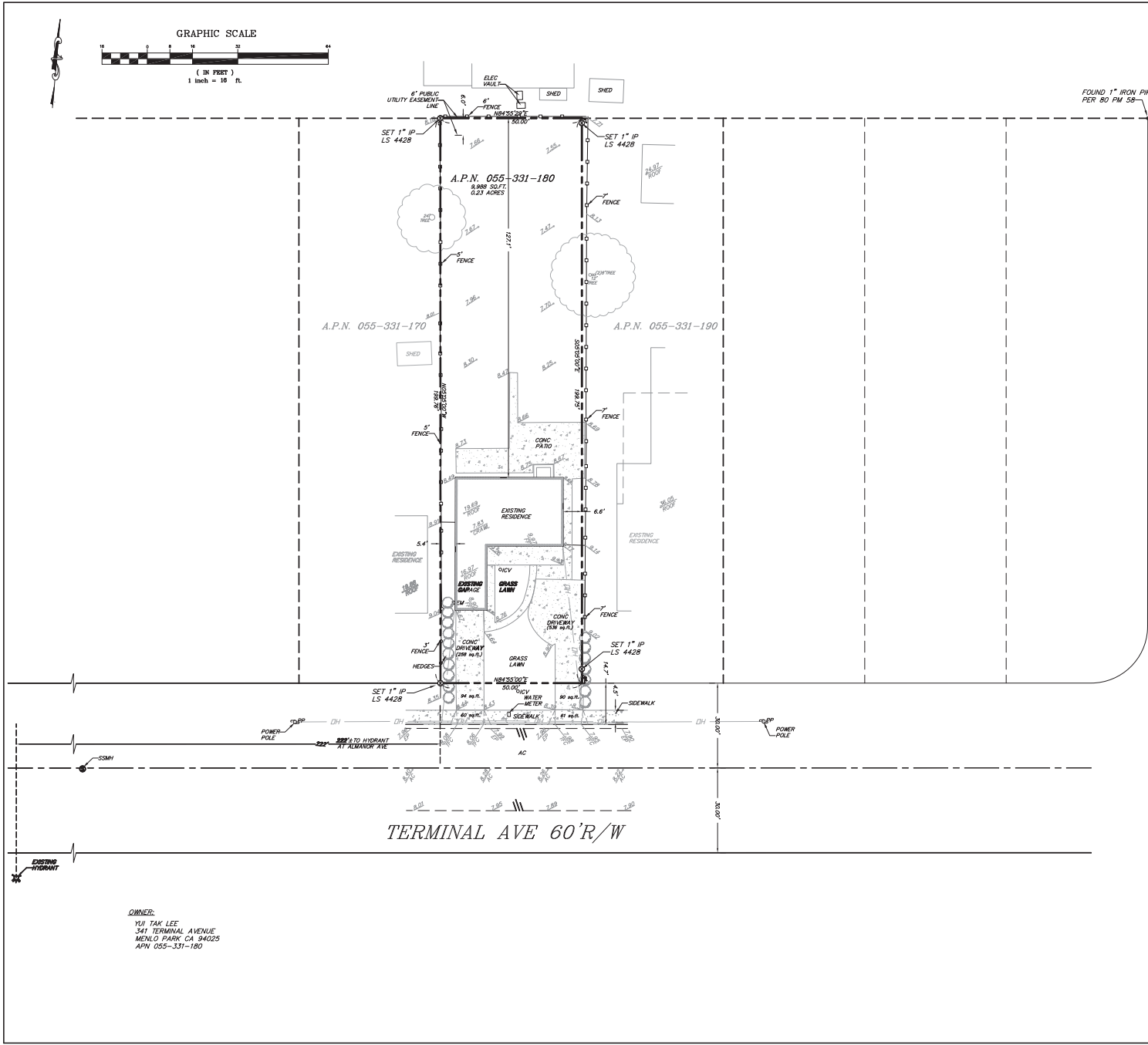
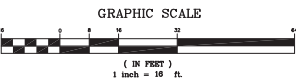
REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	10-26-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im
	9	10-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YU LEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 SECTIONS FOR SECONDARY UNIT
iTeam
2017 iTeam Architecture, Inc. 5 Conroy Blvd, Campbell, CA 95008 408.444.8300

Date 3-15-2018
 Scale AS SHOWN
 Drawn I. MAK
 Sheet



A-5A



Copyright © 2016 by triad/holmes assoc. All Rights Reserved. This document is the property of triad/holmes assoc. and its use is restricted to the project and site shown on this drawing. Any other use without the written consent of triad/holmes assoc. is prohibited.

LEGEND:

	PROPERTY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE
	WOOD FENCE
	IRON FENCE
	CENTERLINE
	OVERHEAD UTILITIES
	EDGE OF PAVEMENT
	SPOT ELEVATION
	AC ASPHALTIC CONCRETE
	CONC. CONCRETE
	DI DRAIN INLET
	EM ELECTRIC METER
	FF FINISH FLOOR
	ICV IRRIGATION CONTROL
	PP POWER POLE
	MB MAILBOX
	R/W RIGHT OF WAY
	W WITH
	SCSO SEWER CLEANOUT
	WMB WATER METER BOX
	U UTILITY POLE
	GW GUY WIRE
	I INDICATES SET
	C INDICATES SET
	CORNER PROPERTY CORNERS

TREE SIZE WITH DRIFLINE
NOTE: ACTUAL TREE TRUNK LOCATIONS ARE SHOWN. DRIFLINES SHOWN ARE ONLY APPROXIMATE. DRIFLINES IN AREAS OF PROPOSED CONSTRUCTION SHOULD BE FIELD VERIFIED.

TERMINAL AVE 60'R/W

NOTES:
BASIS OF BEARING: NORTHERLY LINE OF TERMINAL AVENUE N84°59'00"E AND FOUND MONUMENTS AS SHOWN ON THAT PARCEL, MAP 80 PM 58.
BENCHMARK: ELEVATIONS ARE BASED ON NAVD88 DATUM. PROJECT BENCHMARK IS THE FINISH FLOOR OF THE EXISTING GARAGE AS SHOWN. ELEVATION = 8.90'
USE: RESIDENTIAL
BFE TO FLOOD ZONE AE
PROJECT SITE
341 TERMINAL AVENUE
MENDOCINO CALIFORNIA
APN-055-331-180

I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN DECEMBER 2016. THAT PROPERTY LINES SHOWN HEREON ARE COMPILED FROM A BOUNDARY SURVEY AND PROPERTY CORNERS HAVE BEEN SET AS SHOWN HEREON AND THAT THIS MAP DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.

IF UNDERGROUND UTILITIES, ZONE, SETBACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM AVAILABLE SOURCES NOT CONNECTED WITH THIS CORPORATION. THEREFORE, NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.



OWNER:
YU TAK LEE
341 TERMINAL AVENUE
MENDOCINO CALIFORNIA 94025
APN 055-331-180

REVISIONS:	BY:

PREPARED FOR:
ERIC & DANIELLE WOOD

TOPOGRAPHY & BOUNDARY SURVEY
PORT LOT 31, BLOCK 33
20 MAPS 5, SAN MATEO COUNTY, CA

REVISED	1/17/2017	(PROPERTY CORNERS)
DATE	1/20/2015	
SCALE	1" = 16'	
DRAWN	MIN	
JOB NO.	09.1694	
DWG	1	
SHEET	1	OF 1



RECEIVED

APR 06 2018

CITY OF MENLO PARK
PLANNING DIVISION

Date: March 26, 2018

The Planning Department of

City of Menlo Park

Re: Scope of Works for 341 Terminal Ave, Menlo Park

The project includes the partial demolish of existing single family house of 1,150 square feet house located in the above address. Due to the new member of the family, Mr. & Mrs. Lee decided to add an additional areas for the future family of four.

The works will includes demolish partial of the existing drive ways, front lawn areas. demolish existing house as required by the new addition. To add an additional living spaces with the two story house and one secondary unit located in the rear part of the existing lot.

The design is aimed at the style matching the near by neighbor so it is able to tie in to the neighborhood.

Your Sincerely

For & on behalf of I-Team

A handwritten signature in black ink, appearing to read 'Ivan Mak', written over a light blue horizontal line.

Ivan Mak

**Updated Project Description for 341 Terminal Ave, Menlo Park**

Date: October 22, 18

After the First Committee Planning Review Meeting in Aug 27 2018, we have addressed the comments from the Committee Members as follow:

1. Redesign the house front driveway limited to the left side of the house front yard, reduce the areas of stone paving by adding more landscape such as trees and plants. Create interesting pattern of the front yard space as well as front yard walkway with stone facing.
2. Adding more trees and plant in the backyard to create a more welcome resting areas.
3. Rework on the profile and redesign of the roof lines to create a more interesting roof shapes.
4. Add casings to all exterior windows to upgrade the look of the white vinyl windows, limited the different sides and shape of new windows as requested.
5. Create additional profile on the exterior walls in the right side of the new house to correspond to the redesigned roof shape. By adding more accent color to the new smooth stucco walls to create more attractive appearance of the new house.

We try our best to upgrade the forms and finishes of the new houses in order to meet the Committee Members request. Since my clients are a young couple with a new baby just added to the family. They work very hard for the pass years to save the money to create a more comfortable home for their next generation. I sincerely hope the Committee will approve our revised design of the new houses.

Planning Commission



REGULAR MEETING MINUTES - EXCERPTS

Date: 8/27/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Susan Goodhue called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Andrew Barnes (Vice Chair), Drew Combs, Susan Goodhue (Chair), Camille Kennedy, John Onken, Henry Riggs, Katherine Strehl

Staff: Fahteen Khan, Contract Planner; Kyle Perata, Acting Principal Planner; Matt Pruter, Associate Planner; Thomas Rogers, Principal Planner; Tom Smith, Senior Planner

F. Public Hearing**F1. Use Permit/Yui-Tak Lee/341 Terminal Ave/**

Request for a use permit to demolish an existing one-story single-family residence and construct a new two-story single-family residence and a detached secondary dwelling unit on a substandard lot with respect to width in the R-1-U (Single Family Urban Residential) zoning district. ([Staff Report #18-075-PC](#))

Staff Comment: Contract Planner Fahteen Khan said staff had no changes to the written report.

Applicant Presentation: Ivan Mak, project architect and applicant, said the design of the primary and secondary dwelling unit (SDU) was intended to respect neighbors.

Commissioner John Onken said a note on the elevations referred to drawing A2 for windows specifications but no A2 was provided. Mr. Mak said that A2 was intended to be included for the building permit application. He said they were proposing vinyl windows. He confirmed for Commissioner Onken that the windows would be divided. Commissioner Onken noted that the Commission should see such specifications to know what materials were being proposed.

Commissioner Riggs confirmed with Mr. Mak that he was not a licensed architect and reminded him that he should introduce himself as a project designer and not project architect.

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

Commission Comment: Commissioner Onken said the house design was not objectionable noting the quality of the materials to be used was important information for the Commission in its decision

making. He said for instance they would want to see windows that were either clad or true divided lights.

Commissioner Andrew Barnes said he was generally fine with the overall project but had three areas he would like consideration of modifications. He said the garage was a pronounced feature on the front elevation. He said he would like windows on the garage door noting the buildings to the immediate left, right and across the street of the subject property had glazing in the garage door. He asked about the prominence of the pavers in front of the house noting staff had also raised some concern about that.

Mr. Mak said they would create some design with the paving using different colors to create interest. He said they were proposing landscaping in the middle of the turnaround.

Commissioner Barnes noted that facing the home on the right was the parking space for the secondary dwelling unit (SDU) and on the left was the garage access. He suggested putting the SDU parking space as a tandem space in front of the garage. Mr. Mak said that was acceptable. Commissioner Barnes said that would mean removal of pavers on the left side and opening that for landscaping. He said he would like to see the amount of hardscape at the front decreased and non-hardscape increased.

Commissioner Barnes said with windows in the garage door, increased non-hardscape in the front and satisfactory window specifications for the homes that he was fine with the project.

Commissioner Riggs said he shared the concerns expressed by other Commissioners. He said the Commission approval of residential projects depended on the use of true or simulated true divided light windows and it hesitated on the use of vinyl clad windows. He said the Commission had been convinced of the use of newer and more modern vinyl clad windows having a narrower sash. He said he could support the project if the plans identified using that type of window. He said that stucco as the cheapest building material should be balanced with nice forms and some nicer building materials for the sake of the property owners and neighbors. He said grouping three windows together did not take advantage of forms and having all hip roofs did not take advantage of any vertical motion. He said putting stone or tile trim on the front only was a façade and the sides of the home would visibly lack such trim. He suggested the applicant reconsider the window grouping, roof forms to perhaps at least modify one of the hip roofs to a gable end, show the Commission the quality of windows intended, and confirming if using divided lights that they were simulated true divided lights. He recommended the project design get an upgrade.

Mr. Mak said he thought the property owners were okay with upgrading from the vinyl clad to wood clad windows. He said regarding the smooth stucco finish they were adding elements in the front with the foyer entry creating interest. He said he would relook at the roofs to see how they could be made more interesting without adding significant increase to the construction costs.

Commissioner Riggs said he did not object to smooth stucco but just encouraged efforts to balance that with interest. He said he did not object to vinyl clad windows if they were the narrower frame and the upgraded ones now being manufactured. Mr. Mak said they would agree to that.

Commissioner Onken referred to sheet A4 that showed the garage peak at 12-foot seven-inches, noting that the side elevations showed a much higher roof. Mr. Mak said the house roof was higher

than the garage roof. Commissioner Onken said the elevation on number one showed where the peak of the garage was and then on number two showed the ridge of the garage being much taller. Mr. Mak said it would be level with front elevation number one. Commissioner Onken said the same for number four. He asked on number four if the windows in the middle were on the ground floor. Mr. Mak confirmed that they were. Commissioner Onken said the windows were shown up by the roof. Mr. Mak said the roof sloped and the windows were on the ground floor.

Commissioner Onken moved to continue the project.

Commissioner Strehl said no trees were proposed in the landscaping. Mr. Mak said they could do that. Commissioner Strehl said that should be included in the plans. She said she agreed with comments made about the windows and they needed to see more details about them. Replying to her, Mr. Mak said the SDU would have an efficiency sized washer and dryer. Commissioner Strehl said she agreed with the observation about having the SDU tandem parking with the garage to reduce the number of pavers in the front. Replying to her, Mr. Mak said the pavers were pervious.

Commissioner Strehl said she would not second Commissioner Onken's motion, but she was inclined to having the project continued and returned with more detail.

Commissioner Kennedy said she generally agreed with Commission comments. She said another concern was it was a very large stucco home surrounded in an island of pavers with no landscaping. She seconded the motion to continue the project.

Commissioner Drew Combs said that a number of homes in this area had front yards that were hardscaped in a fair amount, if not completely, and undoubtedly related to the ban on overnight street parking. He asked if the City had any clear regulations about hardscaping a front yard. Principal Planner Rogers said the zoning districts applicable to single-family homes did not have any explicit paving limits. He said the City did have a municipal code regarding limits on parking in front yards that was parking based and not paving based. He said for projects going through a use permit approval there was an overall site approval associated with that. He said if the site layout were to change in the future, enforcement was largely complaint based.

Commissioner Combs said he supported the motion. He said the project needed more attention to detail and quality. He said he recognized the cost factor, but the Commission needed more information on the materials to be used and the design aspects that were unclear in the plans.

Commissioner Riggs said the use of stucco was not a problem and was cost-efficient, but the forms and details used with it were what would make it work. He noted a home across the street from the subject site that was a one-story stucco home with simple form, good quality materials and no problems with its roof lines.

Commissioner Strehl suggested if the motion was supported to provide more specific direction to the applicant and to include a landscape plan to provide the Commission more detail when the project returned.

Chair Goodhue asked about regulations and/or impacts of having two curb cuts. Principal Planner Rogers said the zoning ordinance did not specify anything regarding that but a section of the municipal code limited curb cuts to no less than 22 feet apart, which he believed was intended to

allow for at least one parking space. He said otherwise that was more of an aesthetic and holistic concern for the Commission. He said they routed the proposal to the City's Engineering Department and there were no technical issues with the proposal.

ACTION: Motion and second (Onken/Kennedy) to continue the item with key direction, including the following; passes 7-0.

- Enhance overall quality of materials proposed
- Improve quality of windows, perhaps by using wood-clad windows; if vinyl windows are still proposed, specify a high-quality window (i.e., call out a specific brand/model of window, for staff/Commission evaluation)
- Specify use of simulated divided light windows, which feature grids on the interior and exterior, as well as a spacer bar
- Extend trim elements (e.g. tile and/or stone) farther around building corners, at least until fencing/landscaping would obstruct views
- Consider adding windows on the garage door
- Reduce hardscape/front yard paving; consider removing SDU parking from the right-hand side of the property and relocating that space to park in tandem in front of the garage, which would allow the right-side driveway and paving to be removed entirely
- Generally increase the proposed landscaping, including the addition of trees
- Provide a detailed landscape plan
- Reconsider window grouping
- Given the amount of stucco used that the building forms, details, and roof design should be improved; regarding roof forms that changing one or more hip ends to gables may be worth considering
- Correct garage ridge height inconsistencies on the elevations and clarify how the windows for bedroom #1 interact with the eave element above them

I. Adjournment

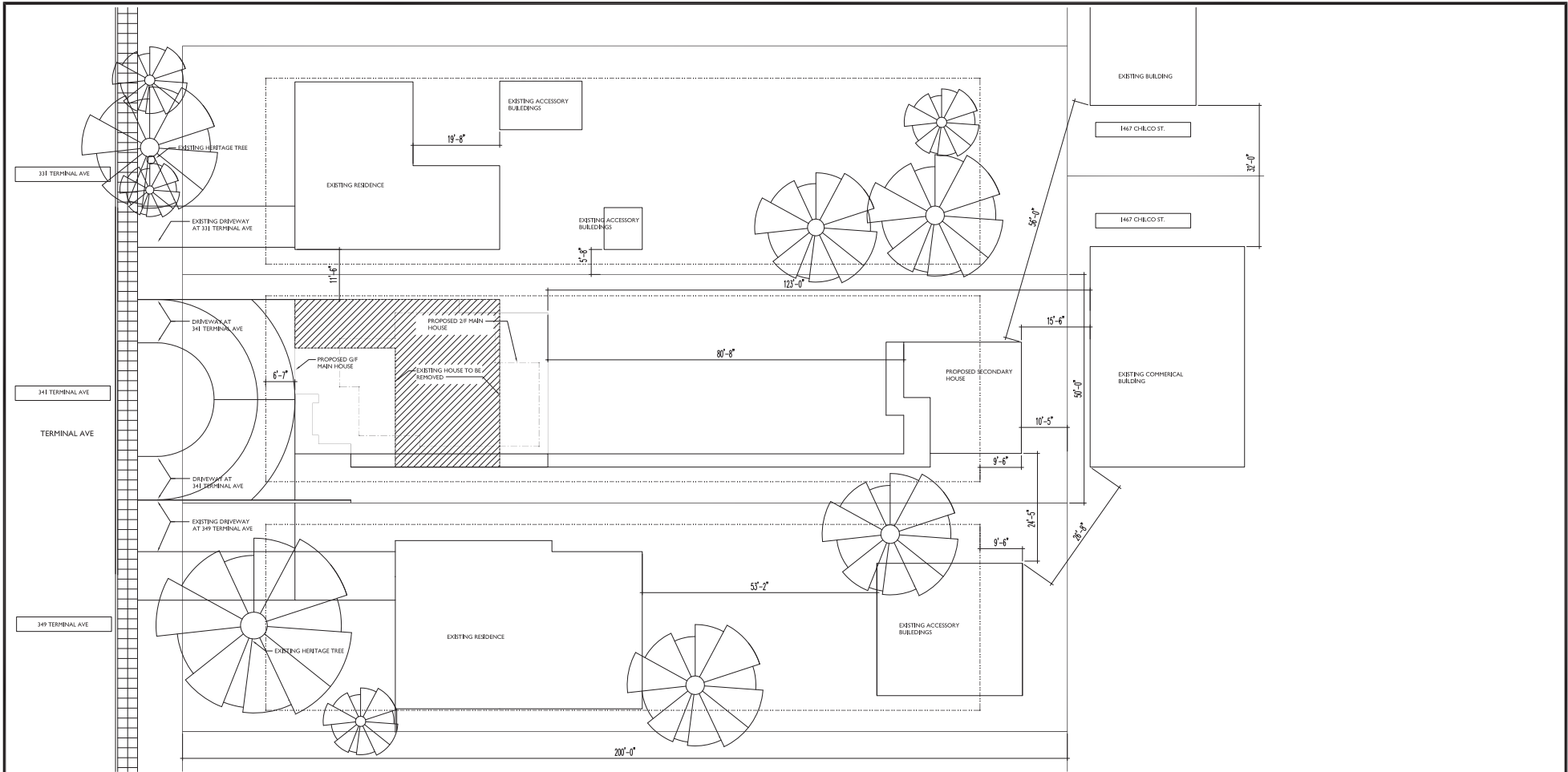
Vice Chair Barnes adjourned the meeting at 10:12 p.m.

Staff Liaison: Thomas Rogers, Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on September 17, 2018

REVISIONS	No.	Date	By
1	10-10-2017	im	
2	3-20-2018	im	
5	3-26-2018	im	
6	4-6-2018	im	
7	5-22-2018	im	
8	6-22-2018	im	



1 AREA PLANS OF 311, 341 & 349 TERMINAL AVE
3/12 21/07



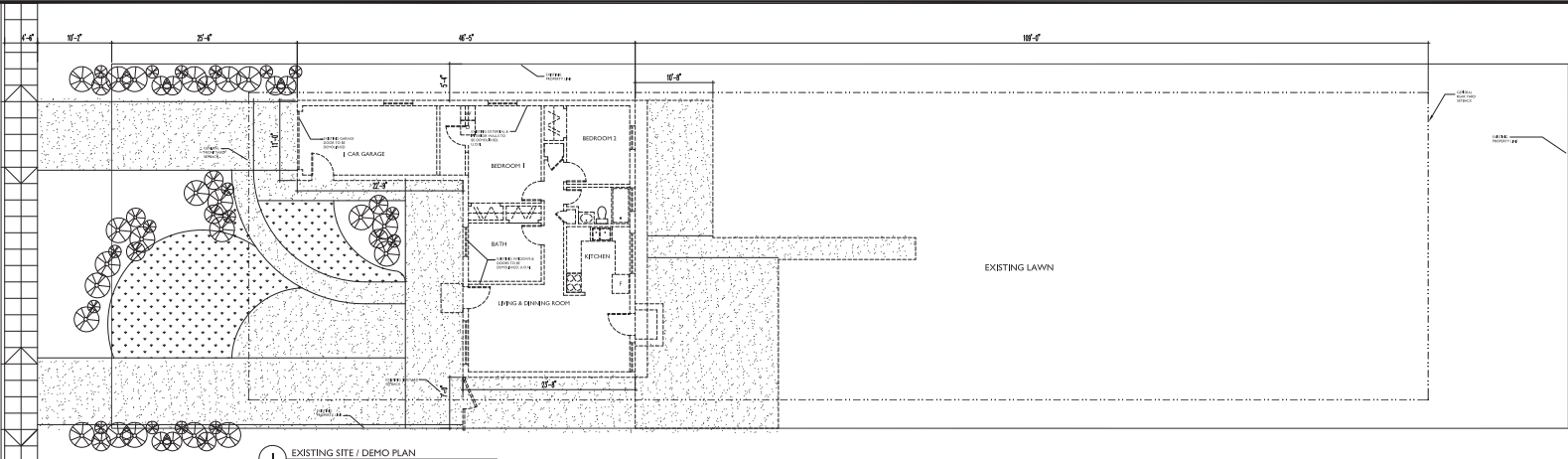
2 STREET SCAPE OF TERMINAL AVE
3/10 21/07



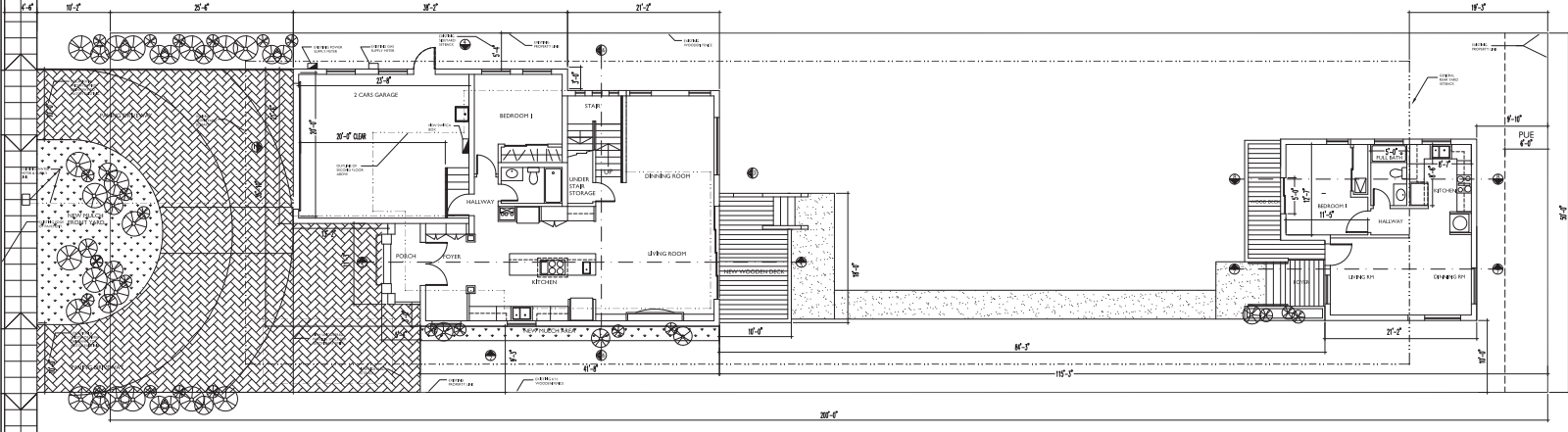
PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WISHNUN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 FALL AND BUILDING COVERAGE WORK SHEETS
 iTeam
 2017/05/10 10:10:10 AM 5.00m 146.00m 24.117026000 204.444444444

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

AN-2

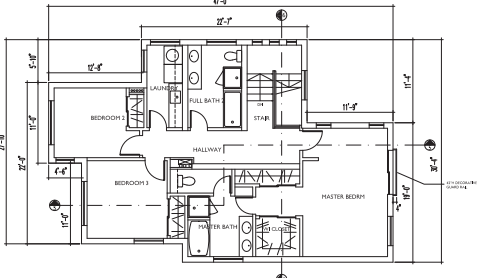


1 EXISTING SITE / DEMO PLAN
1/8" = 1'-0"



2 NEW SITE PRIMARY UNIT GROUND FLOOR PLAN
1/8" = 1'-0"

4 NEW SITE SECONDARY UNIT FLOOR PLAN
1/8" = 1'-0"



3 NEW SITE PRIMARY UNIT SECOND FLOOR PLAN
1/8" = 1'-0"

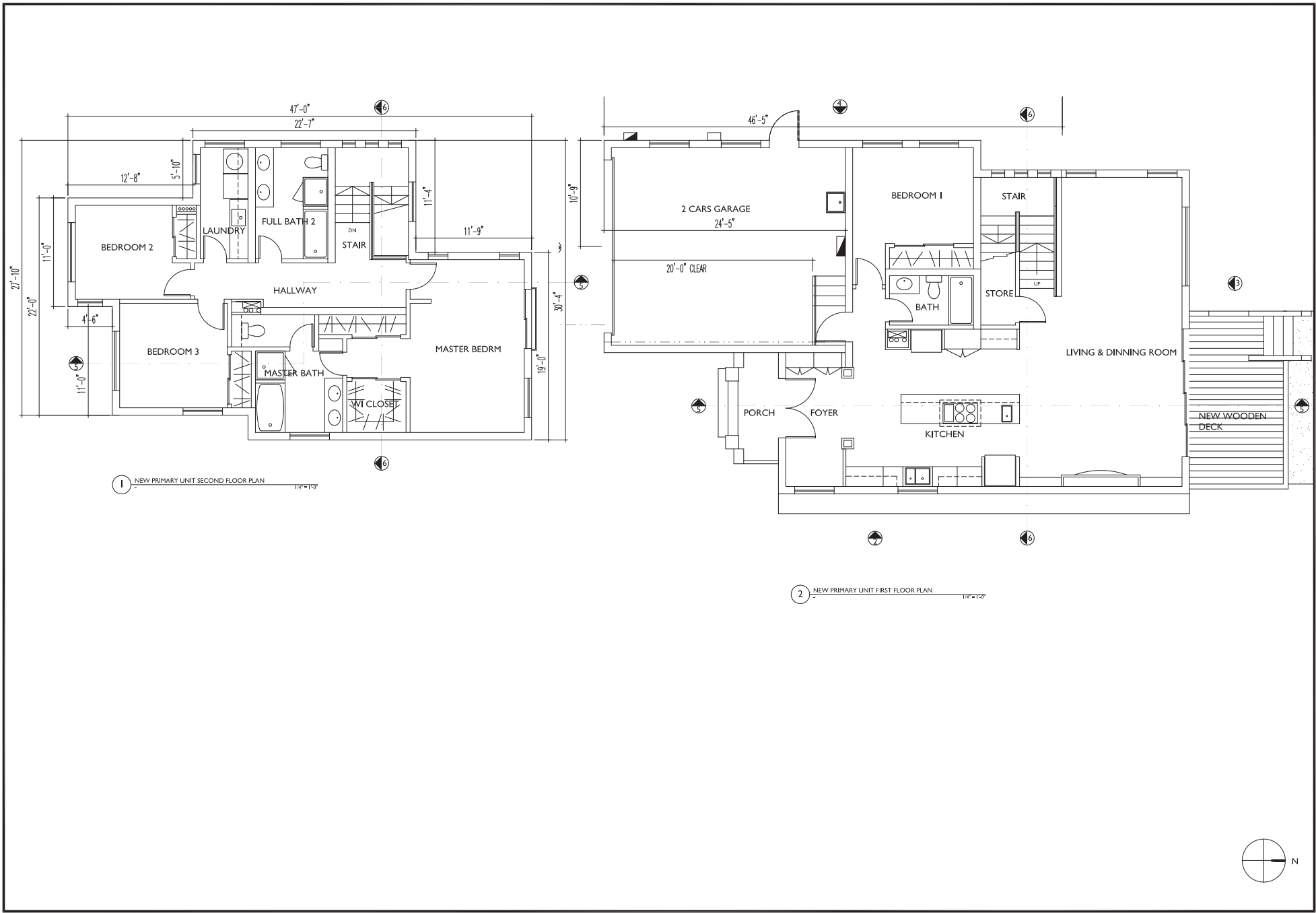


REVISIONS	No.	Date	By
	1	10-10-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im

PROJECT NAME : HOUSE ADDITION FOR YULIEE & JO-ANN YI-SHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 EXISTING SITE/DEMO PLAN, NEW SITE FLOOR PLANS
iTeam
2017-2018 All Rights Reserved. Unit 5, Court 58B, Colma, CA 94014-3908

Date: 3/1/15/2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

A-1



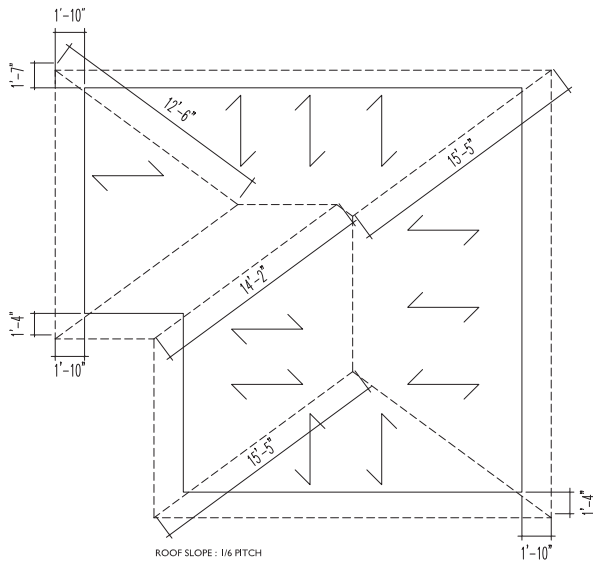
REVISIONS		
No.	Date	By
1	10-10-2017	im
4	3-20-2018	im
5	3-26-2018	im
6	4-6-2018	im
7	5-22-2018	im
8	6-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YU LEE & CAI-ANN WU-SHIN LIN
 AT 341 TERRAZZO AVE, MENLO PARK, CA 94025
 PRIMARY UNIT FLOOR PLANS & SECONDARY UNIT FLOOR PLAN
iTeam
2017/05/10 10:10 AM Unit 5, Conn Valley, CA 94025 1017026000 504.4445303@iTeam.com

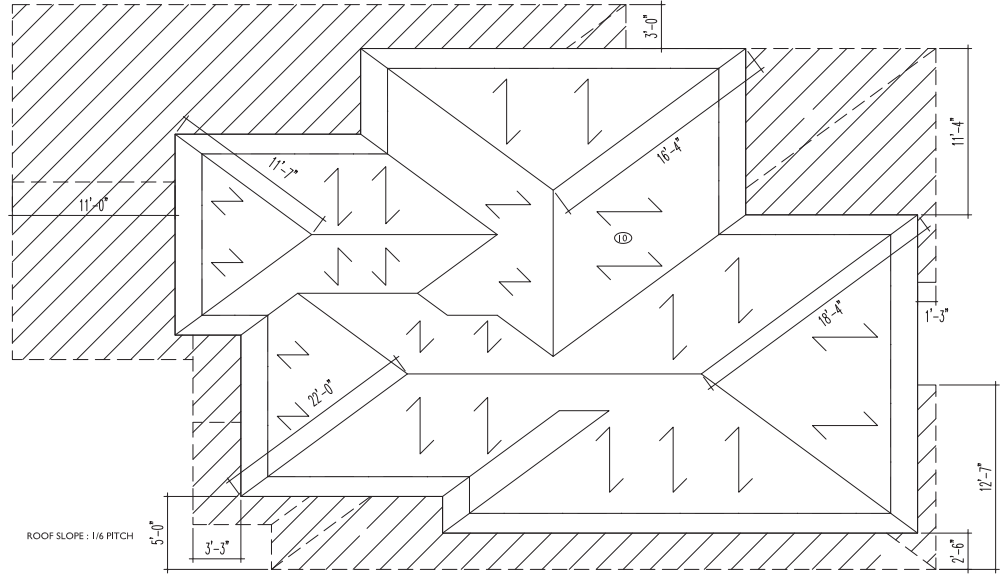
Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet

A-1A





2 SECONDARY UNIT ROOF PLAN
1/4" = 1'-0"



1 PRIMARY UNIT ROOF PLANS
1/4" = 1'-0"

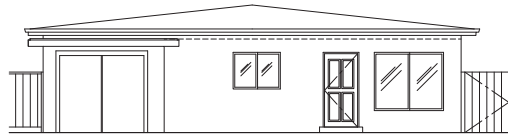


REVISIONS		
No.	Date	By
1	10-10-2017	im
2	10-26-2017	im
3	3-15-2018	im
4	3-20-2018	im
5	3-26-2018	im
6	5-22-2018	im
8	6-22-2018	im

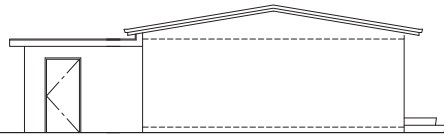
PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 ROOF PLANS FOR PRIMARY & SECONDARY UNITS
iTeam
2011 County of San Mateo, California, 24 11/10/2008 0:04:44:53/0:04:44:53

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:

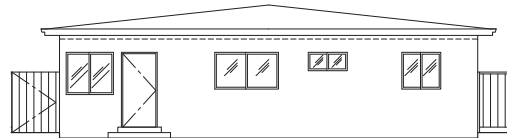
A-3



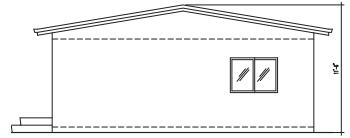
5 FRONT ELEVATION OF EXISTING SINGLE STORY HOUSE (NORTH) 3/16" = 1'-0"



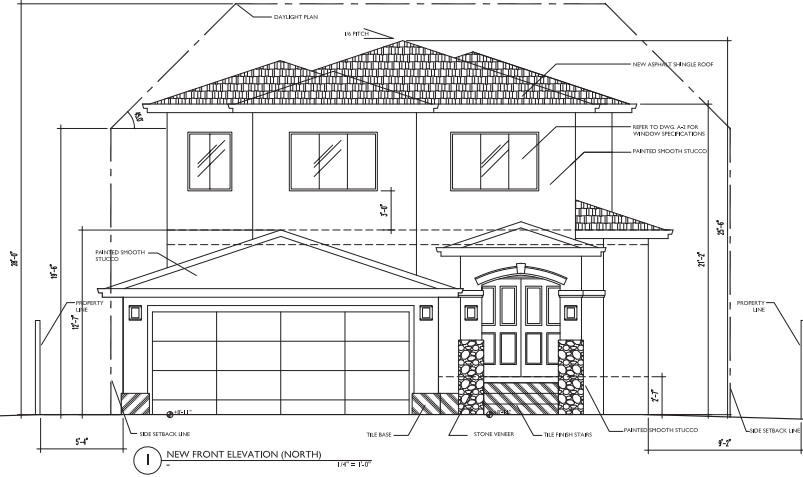
6 RIGHT ELEVATION OF EXISTING SINGLE STORY HOUSE (WEST) 3/16" = 1'-0"



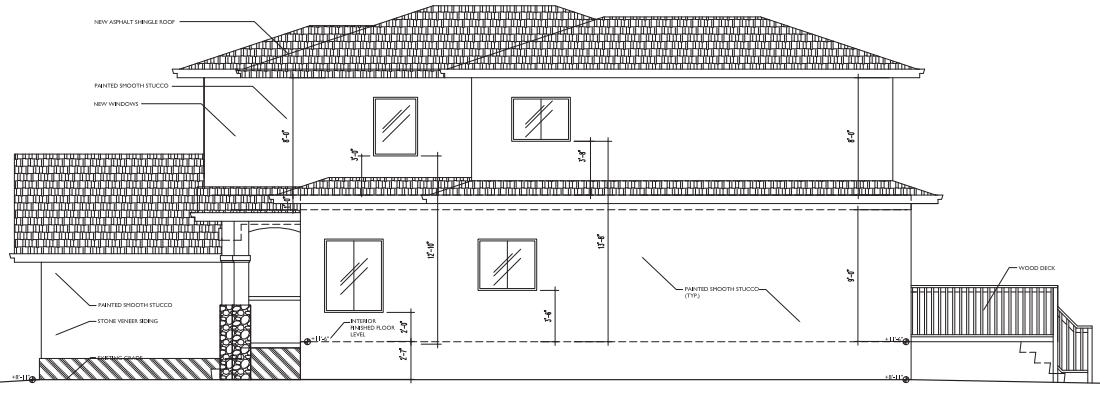
7 REAR ELEVATION OF EXISTING SINGLE STORY HOUSE (SOUTH) 3/16" = 1'-0"



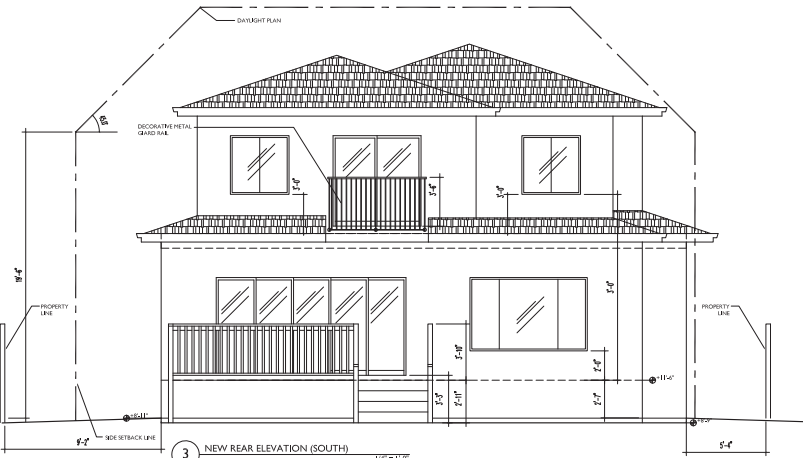
8 LEFT ELEVATION OF EXISTING SINGLE STORY HOUSE (EAST) 3/16" = 1'-0"



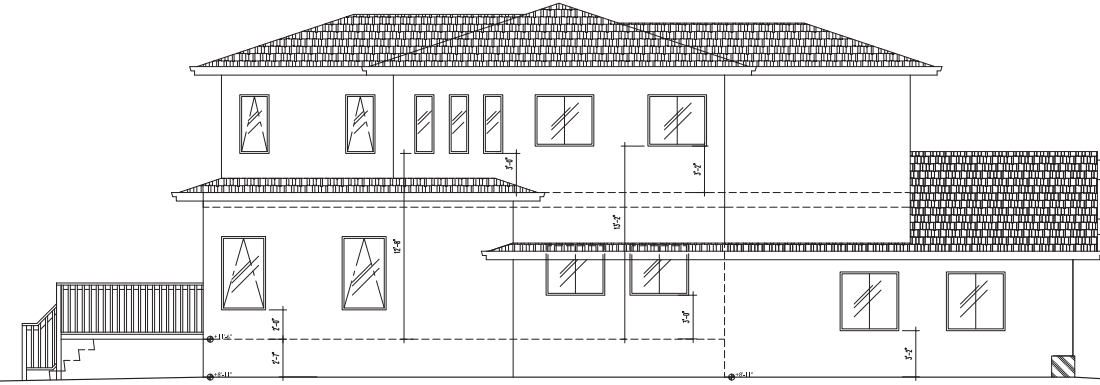
1 NEW FRONT ELEVATION (NORTH) 1/4" = 1'-0"



2 NEW RIGHT SIDE ELEVATION (WEST) 1/4" = 1'-0"



3 NEW REAR ELEVATION (SOUTH) 1/4" = 1'-0"



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

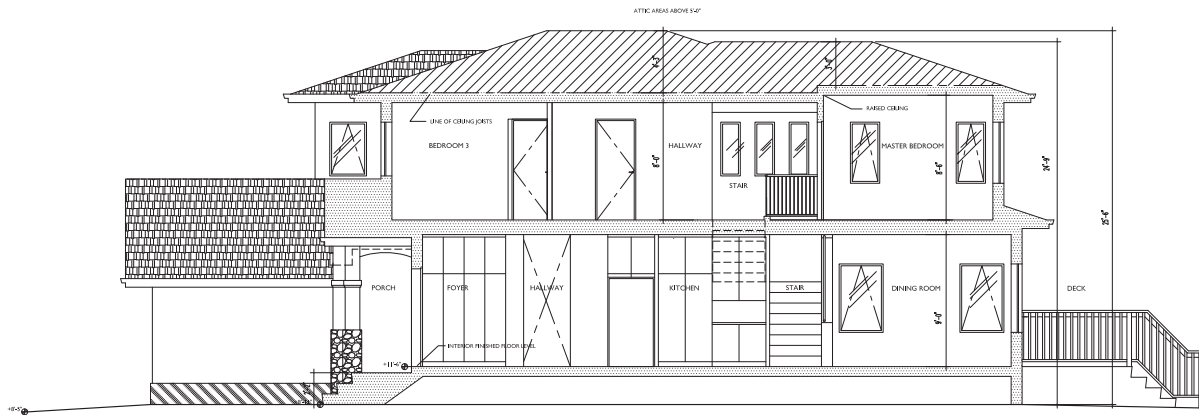


REVISIONS		
No.	Date	By
1	10-10-2017	im
2	10-26-2017	im
4	3-20-2018	im
5	3-26-2018	im
6	5-22-2018	im
8	6-22-2018	im

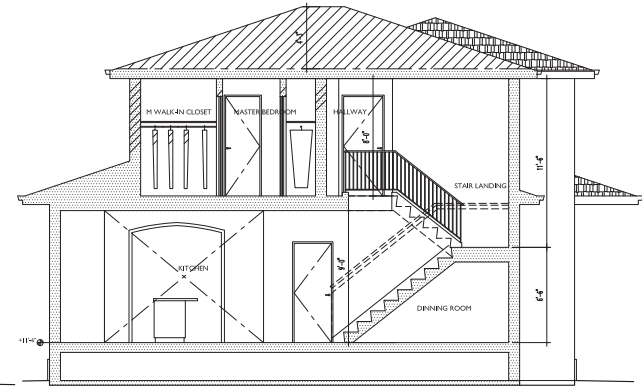
PROJECT NAME: HOUSE ADDITION FOR YULIEE & C-ANN WISHNUN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 EXTERIOR ELEVATIONS & INTERIOR SECTIONS
 iTeam
 2017/05/10 10:10 AM User: C.ann.wishnun, C.ann.wishnun, 24 11/10/2018 10:44 AM 10/10/2018

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK

Sheet: A-4



5 SECTION
1/4" = 1'-0"



6 SECTION
1/4" = 1'-0"



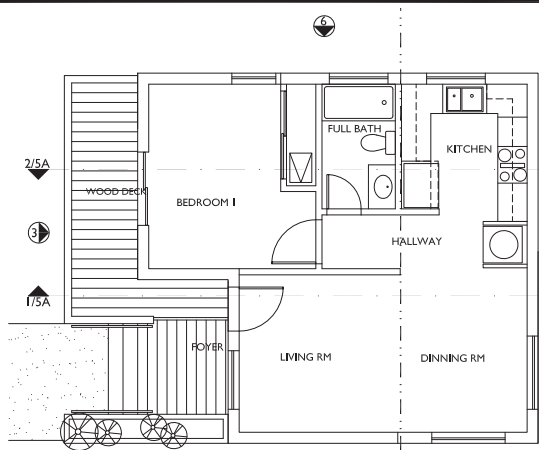
REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	10-26-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	5-22-2018	im
	8	6-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 INTERIOR SECTIONS FOR PRIMARY UNIT

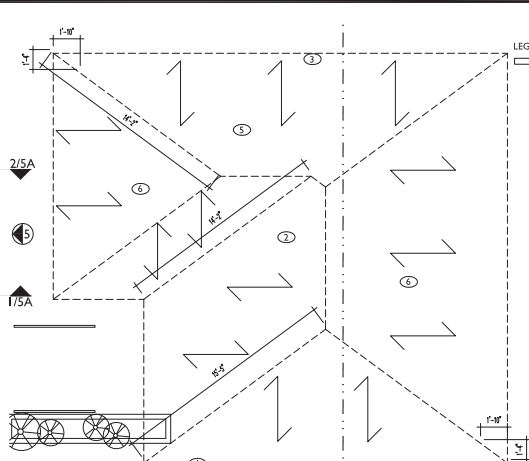
iTeam
 2017/05/10 10:10:10 AM User: I. Mak, Company: 24 117026000 244.44444444444444

Date
 Scale AS SHOWN
 Drawn I. MAK
 Sheet

A-4A



1 SECONDARY UNIT FLOOR PLAN 1/8" = 1'-0"



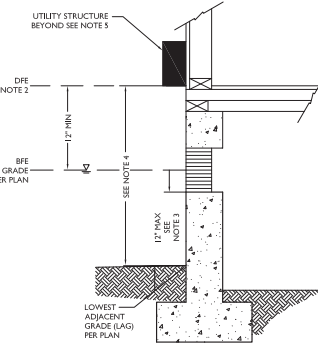
2 SECONDARY UNIT ROOF PLAN 1/8" = 1'-0"

- LEGEND:**
- NEW WALLS
 - NEW WALL MOUNTED DUPLEX OUTLETS
 - AFCS-TAMPER RESISTANT
 - NEW DUPLEX OUTLETS WITH GROUND-FAULT CIRCUIT INTERRUPTER
 - NEW WALL MOUNTED WATER RESISTANT GROUND-FAULT CIRCUIT DUPLEX OUTLETS
 - WALL MOUNTED DEDICATED OUTLETS
 - WALL MOUNTED QUAD OUTLET
 - NEW WALL MOUNTED TELEPHONE/DATA OUTLETS
 - NEW WALL MOUNTED TV OUTLETS
 - NEW RECESSED CEILING MOUNTED DOWNLIGHTS
 - NEW CEILING MOUNTED PENDANT LIGHT FIXTURE
 - NEW LOW VOLTAGE LIGHT FIXTURE
 - NEW ROOF MOUNTED TUBULAR SKY LIGHT
 - NEW WALL SCONCES
 - NEW LIGHT SWITCHES
 - NEW 3 WAY LIGHT SWITCHES
 - SEMI RECESSED CEILING MOUNTED EXHAUST FAN
 - FLOOR MOUNTED AIR REGISTRY
 - NEW MECHANICAL DUCT ROUTES
 - ATTIC VENT
 - FLOOR VENT
 - CEILING MOUNTED HARDWIRED INTERCONNECTED SMOKE ALARMS EQUIPPED WITH BATTERY BACK UP
 - CEILING MOUNTED HARDWIRED INTERCONNECTED SMOKE & CARBON MONOXIDE ALARMS EQUIPPED WITH BATTERY BACK UP

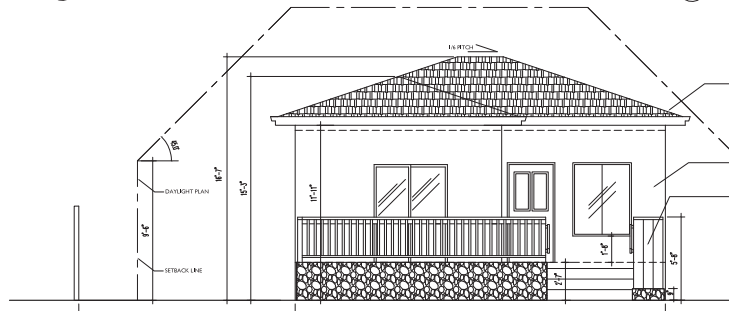
REMARKS:
REFER TO THE SERVICE CONTRACTOR'S PERMIT DRAWINGS FOR DETAILS OF THE SPRINKLER SYSTEM AND MAIN WATER SUPPLY PIPES UPGRADE REQUIREMENTS.

- GENERAL NOTES:**
- ALL INTERIOR CEILING TO BE GYPSUM BOARD WITH SELECTED PAINTED FINISHES U.O.N.
 - ALL INTERIOR CEILING TO BE 8'-0" HIGHT THROUGH OUT IN SECOND FLOOR, U.O.N.
 - ATTIC ACCESS OPENINGS SIZE 22"x30" MIN., 30" CLEAR HEADROOM.
 - PROVIDE LIGHT FIXTURES AND POWER OUTLETS FOR ATTIC PASSAGEWAY WAY.
 - ALL INDOOR LIGHTING ARE HIGH EFFICACY OR CONTROLLED BY OCCUPANCY SENSOR AND OUTDOOR LIGHTING ARE HIGH EFFICACY OR CONTROLLED BY MOTION SENSOR AND PHOTO CONTROL.

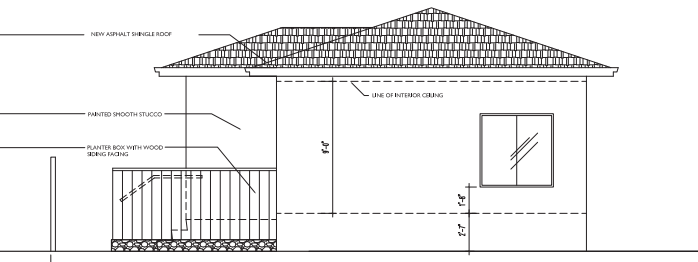
- SHEET NOTES:**
- 1 MAIN SWITCH BOX
 - 2 NEW INWIDE ATTIC FURNACE SYSTEM
 - 3 LOCATION OF NEW FRESH AIR INTAKES, EXHAUST AND DRAINAGE PIPES FOR FURNACE SYSTEMS
 - 4 ATTIC ACCESS PANEL
 - 5 NEW ASPHALT ROOFING WITH L/3 PITCH



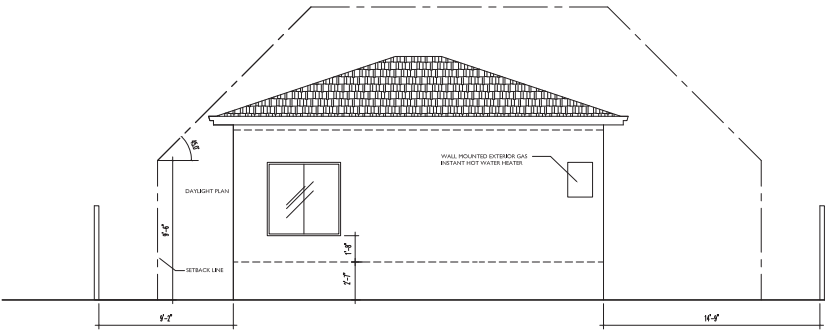
9 FEMA TYPICAL FOUNDATION WITH CRAWSPACE 1/8" = 1'-0"



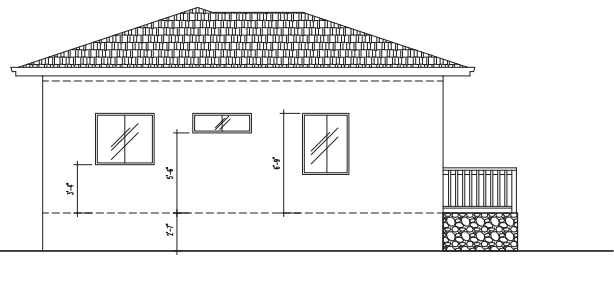
3 SECONDARY UNIT ELEVATIONS (NORTH) 1/8" = 1'-0"



4 SECONDARY UNIT ELEVATIONS (WEST) 1/8" = 1'-0"



5 SECONDARY UNIT ELEVATIONS (SOUTH) 1/8" = 1'-0"



6 SECONDARY UNIT ELEVATIONS (EAST) 1/8" = 1'-0"

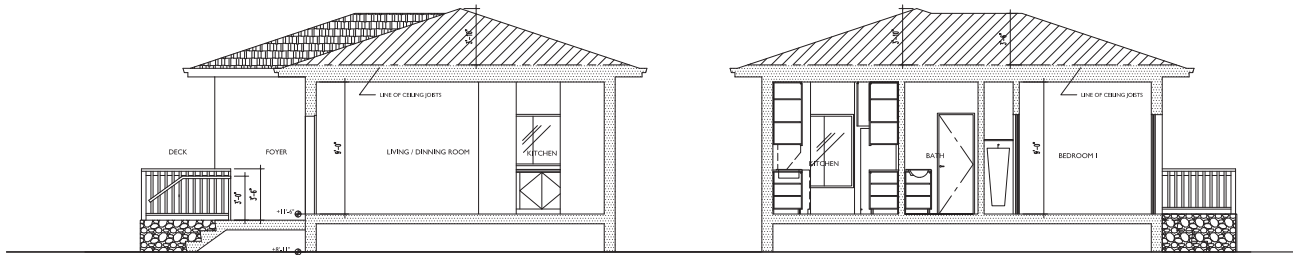


REVISIONS	No.	Date	By
	1	10-10-2017	im
	2	10-26-2017	im
	4	3-20-2018	im
	5	3-26-2018	im
	6	4-6-2018	im
	7	5-22-2018	im
	8	6-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YULIEE & CO-ANN YI-SHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 FLOOR, ROOF PLANS AND EXTERIOR ELEVATIONS FOR SECONDARY UNIT
 I Team
 2017/05/10 10:10 AM (UTC-8) User: I.MAK, Date: 10/26/2018 10:44 AM (UTC-8) User: I.MAK

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I.MAK
 Sheet:

A-5



1 SECONDARY UNIT SECTIONS 1/4" = 1'-0"

2 SECONDARY UNIT SECTIONS 1/4" = 1'-0"

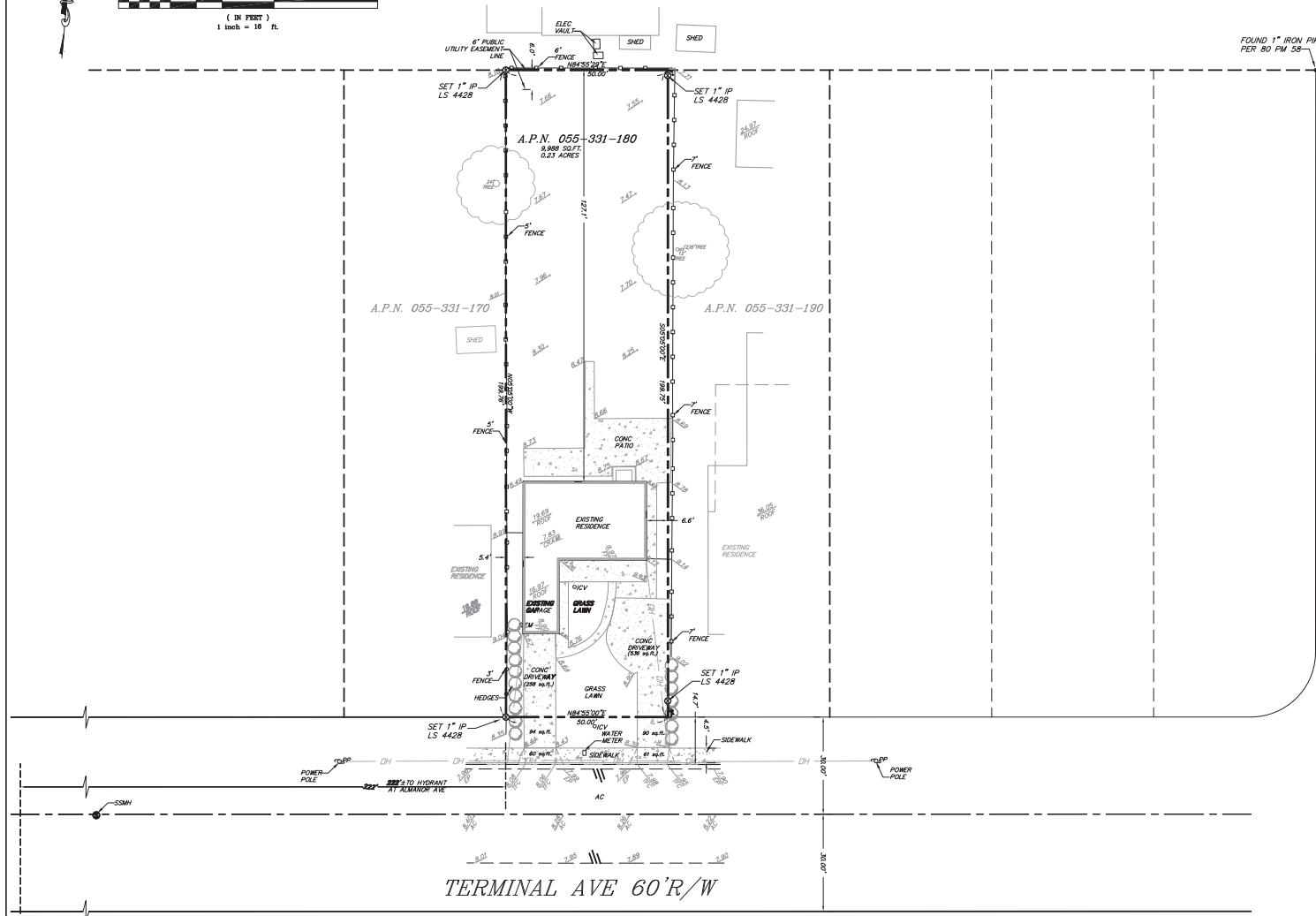
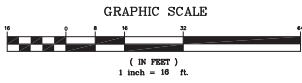
REVISIONS		
No.	Date	By
1	10-10-2017	im
2	10-26-2017	im
4	3-20-2018	im
5	3-26-2018	im
6	4-6-2018	im
7	5-22-2018	im
8	6-22-2018	im

PROJECT NAME: HOUSE ADDITION FOR YU LEE & CO-ANN WYSHIN LIN
 AT 341 TERMINAL AVE, MENLO PARK, CA 94025
 SECTIONS FOR SECONDARY UNIT
iTeam
2017 iTeam Architecture, Inc. 5 Conroy Rd, Carlsbad, CA 92008 761.444.8282

Date: 3-15-2018
 Scale: AS SHOWN
 Drawn: I. MAK
 Sheet:



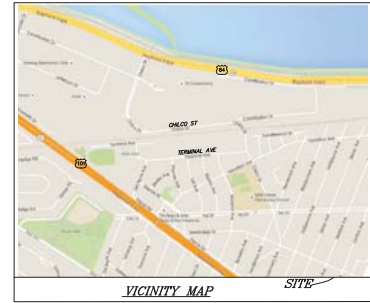
A-5A



TERMINAL AVE 60'R/W

OWNER:
YU TAK LEE
341 TERMINAL AVENUE
MENLO PARK CA 94025
APN 055-331-180

TERMINAL AVE 60'R/W



LEGEND:

---	PROPERTY LINE
- - - -	ADJACENT PROPERTY LINE
- . - . - .	EASEMENT LINE
—○—○—○—○—	WOOD FENCE
—●—●—●—●—	IRON FENCE
—+—+—+—+—	CENTERLINE
—○—	OVERHEAD UTILITIES
— — —	EDGE OF PAVEMENT
—00.00	SPOT ELEVATION
AC	ASPHALTIC CONCRETE
CONC.	CONCRETE
DI	DRAIN INLET
EM	ELECTRIC METER
FF	FINISH FLOOR
ICV	IRRIGATION CONTROL
PP	POWER POLE
MB	MAILBOX
R/W	RIGHT OF WAY
W/	WITH
SCSO	SEWER CLEANOUT
WMB	WATER METER BOX
○	UTILITY POLE
—○—	GUY WIRE
—○—	INDICATES SET
○	PROPERTY CORNERS

TREE SIZE WITH DRIFLINE
NOTE:
ACTUAL TREE TRUNK LOCATIONS ARE SHOWN. DRIFLINES SHOWN ARE ONLY APPROXIMATE. DRIFLINES IN AREAS OF PROPOSED CONSTRUCTION SHOULD BE FIELD VERIFIED.

NOTES:
BASIS OF BEARING:
NORTHERLY LINE OF TERMINAL AVENUE N84°59'00"E AND FOUND MONUMENTS AS SHOWN ON THAT PARCEL, MAP 80 PM 58.
BENCHMARK:
ELEVATIONS ARE BASED ON NAVD88 DATUM. PROJECT BENCHMARK IS THE FINISH FLOOR OF THE EXISTING GARAGE AS SHOWN. ELEVATION = 8.90'
USE _____ TO FLOOD ZONE _____ AE
PROJECT SITE
341 TERMINAL AVENUE
MENLO PARK CALIFORNIA
APN-055-331-180

I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN DECEMBER 2016 THAT PROPERTY LINES SHOWN HEREON ARE COMPILED FROM A BOUNDARY SURVEY AND PROPERTY CORNERS HAVE BEEN SET AS SHOWN HEREON AND THAT THIS MAP DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.

IF UNDERGROUND UTILITIES, ZONE, SETBACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM AVAILABLE SOURCES NOT CONNECTED WITH THIS CORPORATION. THEREFORE, NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.



MAMMOTH LAKES
BISHOP
REDWOOD CITY
SAN LUIS OBISPO

Copyright (C) 2016 by triad/homes assoc. All Rights Reserved. This document is the property of triad/homes assoc. and its use is restricted to the project and site shown on this drawing. Any other use without the written consent of triad/homes assoc. is prohibited.

REVISIONS:	BY:

PREPARED FOR:
ERIC & DANIELLE WOOD

TOPOGRAPHY & BOUNDARY SURVEY
PORT LOT 31, BLOCK 33
20 MAPS 5, SAN MATEO COUNTY, CA

REVISED	1/17/2017	(PROPERTY CORNERS)
DATE	1/20/2015	
SCALE	1" = 16'	
DRAWN	MIN	
JOB NO.	09.1694	
DWG	1	
SHEET	1	OF 1



STAFF REPORT

Planning Commission

Meeting Date: 10/22/2018

Staff Report Number: 18-088-PC

Public Hearing: **Conditional Development Permit (CDP) amendment to make modifications that would allow for a tram and shuttle stop and associated site improvements on the project site located at 180-200 Jefferson Drive. The project would result in a decrease in the number of parking spaces and the removal of nine heritage trees.**

Use permit and architectural control revisions to make modifications that would allow for a tram and shuttle stop and associated site improvements at 220 Jefferson Drive. The project would result in a decrease in the number of parking spaces and the removal of five heritage trees.

Recommendation

Staff recommends that the Planning Commission review and recommend that the City Council approve the CDP amendment for 180-200 Jefferson Drive to allow a transit facility and related circulation improvements for inter-campus shuttle and tram operations as follows:

- Decrease the parking ratio;
- Modify on-site circulation for vehicles, pedestrians, and bicyclists;
- Modify the site landscaping plan;
- Increase the amount of building coverage to construct transit shelters;
- Add gross floor area for new guard shacks;
- Construct related infrastructure for the tenant's proposed inter-campus tram and shuttle operations; and
- Remove nine heritage trees.

Staff also recommends that the Planning Commission review and recommend that the City Council approve the use permit and architectural control revisions for the 220 Jefferson Drive parcel to:

- Decrease the parking ratio;
- Modify the site circulation for vehicles, pedestrians, and bicyclists;
- Modify the site landscaping to accommodate the tenant's proposed site circulation modifications for its inter-campus tram and shuttle operations; and
- Remove five heritage trees.

Staff's recommended actions for the Planning Commission are included in Attachment A for the 180-200 Jefferson Drive parcel and Attachment B for the 220 Jefferson Drive site. Since the Planning Commission will need to vote and recommend on each application individually, the two actions are separated into two

attachments.

Policy Issues

The proposed CDP amendment for 180-200 Jefferson Drive requires the Planning Commission and City Council to consider the merits of the proposed project, including consistency with the City's General Plan, Municipal Code, and other adopted policies and programs. The Planning Commission and City Council also need to consider the proposed modified development standards for the proposed project contained within the CDP amendment. For 220 Jefferson Drive, each use permit revision and architectural control revision request is considered individually. The Planning Commission should consider whether the required use permit revision and architectural control findings can be made for the proposed project and provide a recommendation to the City Council.

Background

The Project Site encompasses two adjacent parcels, located at 180-200 Jefferson Drive and 220 Jefferson Drive. The parcel at 180-200 Jefferson Drive is regulated by a conditional development permit (CDP), adopted by the City Council in 1996, which sets the development standards and regulations for the development on that parcel. The adjacent northern parcel at 220 Jefferson Drive is regulated by a use permit and architectural control approvals.

The applicant, Facebook, is requesting a CDP amendment for 180-200 Jefferson Drive and use permit and architectural control modifications for 220 Jefferson Drive to construct a transit facility and related circulation improvements for its inter-campus shuttle and tram operations (proposed project). CDP amendments require Planning Commission review and recommendation to the City Council, which makes the final decision on the CDP amendment. Although the Planning Commission would usually act as the final decision maker on use permit and architectural control approvals, because the proposed project includes both the CDP amendment and use permit and architectural control modifications and the City Council is the final decision making body for the CDP amendment, the City Council will be the final decision making body on all parts of the project application, including the requested use permit and architectural control revisions. This allows for a comprehensive review of and decision regarding the Project.

Site location

The Project Site has frontages along Jefferson Drive, Constitution Drive, and Chilco Street. The portion of the Project Site located at 180-200 Jefferson Drive contains three multi-story office buildings of approximately 201,543 square feet. The portion of the Project Site located at 220 Jefferson Drive contains one building of approximately 130,875 square feet. Combined, the Project Site includes four buildings with a total of approximately 332,418 square feet of gross floor area (GFA) used as office space for Facebook and its subsidiaries.

Both parcels that comprise the Project Site are zoned O-B (Office, Bonus Available). The immediately adjacent parcels are also part of the O (Office) or O-B (Office, Bonus Available) zoning districts, and are occupied by a variety of warehouse, light manufacturing, research and development (R&D), and office uses. Parcels further to the west along Jefferson Drive are in the R-MU-B (Residential Mixed-Use, Bonus Available) zoning district but are currently occupied by general industrial uses as well. The parcels to the north/northwest are occupied by office, R&D, and general industrial uses on smaller parcels. To the southwest of the site is the Commonwealth Corporate Center project at 162 and 164 Drive. Kelly Park and the Onetta Harris Community Center and Senior Center complex are located south of the site, separated by the Dumbarton Rail Corridor. The Belle Haven neighborhood is also located south of the Project Site.

Across Chilco Street to the east is the Facebook West Campus, with the closest building being Building 23 (300 Constitution Drive). The proposed project would incorporate pedestrian pathways that would link the proposed transit facility to the two office buildings at the Commonwealth Corporate Center (addressed 162 Jefferson Drive and 164 Jefferson Drive), which contain approximately 260,000 square feet of GFA used as offices by Facebook. The pedestrian and bike connections would also link to the Facebook West Campus, located to the east of the Project Site. A location map is included in Attachment C. The Project Site is part of Facebook's broader occupancy within the Bayfront Area and a Facebook Occupancy Plan, excerpted from the plan sets, showing its sites within the Bayfront Area is included as Attachment D.

In November 2016, the City Council approved the CDP, Development Agreement, and all other necessary land use entitlements for the Facebook Campus Expansion Project located on a portion of the West Campus, which is located between Chilco Street and Willow Road along Bayfront Expressway. The Campus Expansion Project includes two new office buildings and a hotel. The Facebook West Campus also includes Building 23 and 20, for a total of four office buildings once completed. Facebook currently occupies Buildings 20, 21, and 23 and construction has begun on Building 22. In addition to the Project Site and the West Campus, Facebook has continued to expand into additional buildings throughout the Bayfront Area between Marsh Road and the West Campus, most notably occupying the Menlo Gateway office buildings at both the Independence Drive and Constitution Drive sites (the Independence Drive site is complete) and the Commonwealth Corporate Center at 162 Jefferson Drive and 164 Jefferson Drive. The proposed shuttle and tram stop at the Project Site would provide a centralized transit hub for some of the campuses and buildings within the vicinity, helping to improve the overall circulation of shuttles and trams within the Bayfront Area. The proposed tram circulation plan is shown on Sheet 6 of the project plans in Attachment E.

History of Facebook at the Project Site

In the spring of 2016, the City began working with Facebook on the company's tenant improvements, proposed modifications, and overall build out of the 180-200 Jefferson Drive site. The first phase of work included phased tenant improvements and a temporary kitchen facility within the parking lot until Facebook could occupy enough building space to build out a permanent dining facility for employees at this location. While this work was generally for Facebook, more specifically the buildings were to be occupied by Instagram. The applicant has also been approved for a number of minor modifications to site landscaping through the Community Development Director's administrative architectural control review process. Subsequently, Facebook also began the building permit process for the tenant improvements and site modifications for the 220 Jefferson Drive building in summer 2017. Those improvements were recently completed and Facebook has moved into the building.

Analysis

Project description

Facebook is proposing to modify the on-site circulation, specifically for Facebook's fleet of inter-campus trams and long-range shuttles that link the Project Site to its broader Menlo Park campus network and regional commuter origins and destinations. The proposed on-site circulation changes would require the removal of parking spaces for new bus and tram stops and vehicle drive aisles. In addition, some landscaping would be reworked to accommodate pedestrian and vehicle circulation and to comprehensively update the landscaping adjacent to the proposed transit facilities. Additionally, the applicant is proposing to add approximately 100 square feet of GFA for the new guard shacks as part of Facebook's campus security plan. The proposed additional GFA would be within the maximum GFA permitted at the site pursuant to the existing CDP. In addition to a slight increase in GFA, the proposed project includes an increase in building coverage to accommodate the new transit shelters and guard shacks. The project plans associated with the

applicant's proposed comprehensive site modifications are included in Attachment E (180-200 Jefferson Drive parcel) and Attachment F (220 Jefferson Drive parcel). The project description letter for the overall project is included in Attachment G.

Site layout

The 180-200 Jefferson Drive site contains three, three-story office buildings with ample setbacks from the parcel lines and surrounded by parking and landscaped courtyards. When Facebook moved into the site, they submitted administrative architectural control applications to the City to enclose the courtyards with fencing to create secured areas for employees. The buildings are linked by existing pedestrian pathways through the courtyards and the existing parking lots. The 220 Jefferson Drive site contains one single-story building that is currently used for offices. The building is surrounded by parking on all four sides and equipment storage is located on the southern side of the building with the existing loading docks located along the eastern façade (adjacent to Chilco Street). The 220 Jefferson Drive site contains perimeter landscaping and minimal landscaping within the parking lot. The site does not have any usable open space or plazas for the employees.

The majority of the changes to the Project Site would be located on the 180-200 Jefferson Drive site. The proposed changes include two new transit shelters for the two shuttle stops and a new shelter for the proposed tram stop. Currently, there are temporary shuttle and tram stops located within the parking lot of the 180-200 Jefferson Drive site toward the eastern edge of the site, near Chilco Street. The temporary bus stop is primarily accessed using Chilco Street, which has created conflicts with existing vehicle traffic on Chilco Street along with pedestrians and bicyclists. The proposed relocation of the shuttle and tram stop would create a more centralized location within the Project Site for Facebook's inter-campus shuttles and trams. The relocation would improve pedestrian circulation through the Project Site and to the neighboring campuses and buildings. In addition to the proposed structures, the site changes include proposed modifications to the landscaping, vehicular circulation, and parking. The circulation changes would allow for Facebook's shuttles and trams to circulate through the 220 Jefferson Drive site and exit onto Jefferson Drive instead of Chilco Street. The proposed modifications would eliminate the left turns currently being made by the shuttles and trams onto Chilco Street in the northbound direction, which would reduce vehicle conflicts between the shuttle and tram operations and the traffic flow on Chilco Street. More detailed discussion on the parking and circulation is included in a later section of this report.

In addition to the transit facility structures, the proposed site plan includes two guard shacks located on the 180-200 Jefferson Drive parcel. One guard shack would be located at the southern entry to the secured courtyard between the building at 180 Jefferson Drive (Building 26) and 190 Jefferson Drive (Building 25). The other guard shack would be located at the entrance to the secured courtyard to the west of 200 Jefferson Drive (Building 24).

Floor Area Ratio (FAR), Gross Floor Area (GFA), and Building Coverage

The 180-200 Jefferson Drive parcel is regulated by a CDP that sets the floor area ratio (FAR) at 45 percent for the site and the building coverage at 15 percent. The calculation of FAR is the ratio of gross floor area (GFA) to the site area. The 220 Jefferson Drive site is regulated by previous use permit and architectural control approvals and the proposed revision would need to comply with the Zoning Ordinance. As described above, the proposed structures would be located on the 180-200 Jefferson Drive site. Changes to the 220 Jefferson Drive site are limited to the parking ratio, circulation, and landscaping changes. The table below summarizes the CDP requirements, the existing conditions, and the proposed conditions for the 180-200 Jefferson Drive site for the applicable development standards.

Table 1: Development Standards for 180-200 Jefferson Drive			
Standard	Conditional Development Permit	Existing Condition	Proposed Condition
Floor Area Ratio (FAR)	45 percent	42.7 percent	42.7 percent
Gross Floor Area (GFA)	212,692.5 s.f.	201,543 s.f.	201,649 s.f.
Building Coverage	15 percent 70,897.5 s.f.	15.1 percent 71,346 s.f.	15.9 percent 74,870 s.f.
Setbacks	Per Approved Site Plan	Per Approved Site Plan	Per Approved Site Plan (None for accessory buildings and structures)

As identified in the table above, the existing building coverage slightly exceeds the maximum permitted by the CDP. The applicant is proposing to amend the CDP to permit additional building coverage for the guard shacks, transit shelters, and related accessory structures (an increase of .9 over approved and .8 percent over existing). Staff recommends that the building coverage limitation be increased above the 15.9 percent proposed to allow for flexibility for future site improvements that could include accessory structures like trellises and arbors or additional coverage for trash enclosures and equipment enclosures. Accordingly, staff drafted the CDP amendment to permit up to 17 percent building coverage, which would allow for approximately 5,480 square feet of potential future building coverage, subject to review and approval by the Community Development Director. The proposed GFA for the guard shacks would continue to comply with the 45 percent FAR maximum set by the existing CDP and would be consistent with the current Zoning Ordinance. The proposed CDP amendment would continue to permit up to 45 percent FAR at the site for accessory buildings and structures; however, any additional FAR for office uses, such as additions to the existing office buildings, would require a CDP amendment even if the additional GFA would be within the maximum 45 percent FAR limitation of the CDP and its amendment, per the conditions incorporated in the proposed CDP amendment. The draft CDP amendment is included in Attachment H. Since the proposed GFA increase would be limited to 100 square feet, the proposed project would not increase employment at the site. Therefore, the proposed project would be exempt from the City’s Below Market Rate (BMR) housing ordinance under the exemption for projects that generate few or no employees.

There are no changes proposed to the GFA, FAR, or building coverage at the 220 Jefferson Drive parcel. Modifications at that parcel would be limited to the removal of parking stalls and landscaping for the circulation of shuttles and trams through the site. The draft findings for the requested architectural control and use permit revisions are included in Attachment G. The site modifications are discussed in greater detail in their respective sections in this report.

Parking and circulation

Vehicular

The proposed shuttle and tram stops would require modifications to the onsite circulation and the removal of parking spaces on both parcels within the Project Site. The 180-200 Jefferson Drive site currently contains 724 parking spaces and the proposed site modifications would result in 577 spaces, which is a reduction in 147 parking spaces. The existing parking was set by the CDP, which used a blended ratio of the one space per 300 square feet of GFA required in the former M-2 zoning district and the one per 200 square feet of GFA required in the C-1 zoning district. The O (Office) zoning district includes an updated parking ratio that requires a minimum of two spaces per 1,000 square feet of GFA and limits the parking to a maximum ratio of three spaces per 1,000 square feet of GFA. The proposed 577 parking stalls would be a ratio of approximately 2.86 spaces per 1,000 square feet of GFA, inclusive of the proposed guard shacks and

therefore, consistent with the current zoning for the parcel. Since the required parking is set by the CDP and the proposed amendment, the O (Office) zoning district parking requirement is discussed for reference and has been used as a guide in assessing the appropriateness of the applicant’s overall proposed parking plan.

On the 220 Jefferson Drive parcel, the site modifications to allow for the circulation of shuttle buses and trams through the site from the 180-200 Jefferson Drive parcel, would require the removal of 10 parking stalls. These spaces would be removed from the southern portion of the site, adjacent to the 180-200 Jefferson Drive parcel. The proposed total parking stall count on the 220 Jefferson Drive site would be 344 spaces and would be a ratio of 2.63 spaces per 1,000 square feet of GFA. This ratio would be in compliance with the O (Office) zoning district. However, since the existing development at 220 Jefferson Drive was developed under the M-2 zoning district and would continue to be regulated by the previously approved use permit and architectural control, the proposed parking requires a use permit revision to apply the City’s use based parking standards. The table below shows the existing, proposed and Office zoning district requirements for each site for reference.

Table 2: Existing and Proposed On-site Parking

Parcel	Existing Parking	Proposed Parking	O (Office) Zoning Requirement
180-200 Jefferson Drive	724 stalls	577 stalls	Min. 404 stalls (2:1,000 s.f.) Max. 605 stalls (3:1,000 s.f.)
220 Jefferson Drive	354 stalls	344 stalls	Min. 262 stalls (2:1,000 s.f.) Max. 393 stalls (3:1,000 s.f.)

Since the parking reduction for each parcel would be evaluated with the O (Office) zoning district parking standard as a guideline, the applicant has submitted a memo that evaluates the shuttle and tram circulation to and from the Project Site and Facebook’s Transportation Demand Management (TDM) Program. The memo identifies that the proposed parking for each site would be sufficient due to Facebook’s robust TDM program. Further, the memo explains that the revised shuttle and tram stop locations and design would likely increase ridership of Facebook’s shuttles and trams. The current drive alone rate by Facebook Employees commuting to the Bayfront Area is about 50 percent according to the memo. The memorandum on the shuttle/tram traffic impact analysis exemption and viability of the proposed parking provided for the project is included as Attachment J and a memorandum evaluating the shuttle/tram circulation and the evaluation of the impacts of the proposed changes is included in Attachment K.

The proposed parking stall reduction would facilitate more efficient shuttle and tram circulation through the site. Facebook’s shuttle and tram program is a key feature in its TDM Program that reduces the single occupancy vehicle trips to its sites within Menlo Park and the associated parking needed at the Project Site. The Transportation Division has reviewed the applicant’s transportation memos and supports the proposed parking reduction based on the applicant’s unique and robust TDM Program, the connectivity between the campuses and occupied buildings from the enhanced shuttle and tram stops, and the proximity of the other campuses and buildings within the Bayfront Area to the Project Site. Further, staff has evaluated the proposed revised shuttle and tram stop locations and believes that the revised location would improve circulation through the site and along Chilco Street near 180-200 Jefferson. The applicant’s memo on the traffic impact analysis documents that the proposed project would not increase the amount of shuttles and trams entering and exiting the site and documents that that proposed shuttles and trams would limit single occupancy vehicle trips to the Project Site. Given that the nature of the proposed project would provide a more centralized transit facility, it is expected to further reduce the number of vehicle trips to and from the Project Site. Staff has evaluated the memorandum and determined that a traffic impact analysis (TIA) would

not be required for the project as the net increase in GFA is less than 10,000 square feet and the project includes a TDM program that would help reduce vehicle trips from the project as further explained in Attachment J.

The CDP and use permit revision include conditions of approval that require a robust TDM program and an inter-campus shuttle and tram operation to/from multiple buildings and campuses in the Bayfront Area as requirements for the reduced on-site parking. If the applicant or future tenant at the site does not operate a robust TDM Program that includes shuttles and trams to neighboring occupied sites within the vicinity of the Project Site, then the on-site parking would need to be restored to the previously required parking set per the proposed CDP and use permit approvals for the individual parcels within the Project Site. This process requirement would be included in the CDP amendment and use permit conditions.

Bicycle and pedestrian

The proposed site circulation modifications would also include changes to the on-site bicycle and pedestrian circulation. The proposed location of the shuttle and tram stops would allow for increased pedestrian connectivity from the transit facilities to the buildings on the Project Site as well as to the buildings at 162 and 164 Jefferson Drive. The proposed site modifications would also create a pedestrian connection through the 180-200 Jefferson Drive site to the Facebook West Campus, specifically Building 23. Currently pedestrians traveling between the two sites must traverse the parking lot and the proposed modifications would create a safer path of travel for pedestrians between the transit facility and the onsite buildings and the Facebook West Campus. Bicycle connectivity through the Project site would be largely unchanged with the exception of some additional bicycle parking and connectivity around the shuttle and tram stops.

Landscaping and open space

The CDP for the 180-200 Jefferson Drive site requires a minimum of 34 percent of the site area be within landscaped areas, including plazas. The 220 Jefferson Drive site was developed under the M-2 (General Industrial) zoning district, which does not contain a minimum landscaping requirement. The proposed project for the 180-200 Jefferson Drive site includes 36.6 percent of the site within landscaped areas, including traditional landscaping, plazas, and pedestrian pathways. The pedestrian circulation and plazas include the transit shelters. While the shelters are calculated as building coverage, the structures are integrated into the plaza area and provide pedestrian circulation and a common gathering space for users of the site and the transit facilities. Therefore, staff believes that the shelters can be calculated as part of the landscaped areas. The Planning Commission may wish to provide feedback on this interpretation by staff. If the Planning Division believes the transit shelters should not count as plazas/pedestrian circulation then the CDP would be updated to reflect the proposed landscaping percentage for review and consideration by the City Council.

On the 220 Jefferson Drive parcel, the landscaped area would be reduced slightly to accommodate the two new curb cuts between the 180-200 and 220 Jefferson Drive parcels. However, as stated previously the percentage of landscaping on the 220 Jefferson Drive site is not regulated by the approved use permit and architectural control. While the O (Office) zoning district includes a requirement for open space on-site, since the modifications to the 220 Jefferson Drive site do not constitute a comprehensive site redevelopment, the proposed modifications are not required to comply with the current open space requirement for the O (Office) zoning district. For the Commission's reference, the proposed landscaping on the 220 Jefferson Drive parcel would be 6.6 percent of the site.

The proposed site landscaping would be consistent with the existing planting pallet at the Project Site, which was updated recently as part of Facebook's administratively permitted architectural control approvals for each parcel within the Project Site. The recently updated landscaping is drought tolerant and meets the

City's Water Efficient Landscape Ordinance requirements and the proposed landscaping would be comparable.

The approved Zoning Map associated with the ConnectMenlo General Plan and Zoning Ordinance update identifies a paseo located along the property line between the two parcels within the Project Site. This paseo is intended to link Jefferson Drive to Chilco Street. Since the proposed project would not comprehensively redevelop either parcel within the Project Site the paseo requirement is not applicable to this project. However, any future comprehensive redevelopment of the Project Site (either parcel) would require the incorporation of the paseo into the project, per the current Zoning Ordinance.

Heritage tree removals

To accommodate the transit facility, site modifications would be required that necessitate the removal of heritage trees on the Project Site. The applicant has submitted an arborist report and associated heritage tree removal permit applications for each parcel, which are described individually below. The applicant is requesting the removal of 14 heritage trees across both parcels. For the Commission's reference, the criteria used by the City to evaluate heritage tree removal permits are listed below and referred to in the following tables based on the specific number:

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 life span 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).

The proposed project will ultimately require City Council review and action. Since the project entitlements would be acted upon by the City Council through resolutions, the City Council's decision on the heritage tree removal permit applications would not be appealable to the Environmental Quality Commission (EQC). To ensure that the EQC was provided the opportunity to review and provide input on the heritage tree removal permit requests, the Planning Division brought the associated heritage tree removals to the EQC for review and recommendation at its meeting on September 26, 2018. At that meeting, the EQC voted unanimously (with Commissioner Price recused) to recommend approval of the heritage tree removal permits to the Planning Commission and ultimately the City Council. The requested heritage tree removals are discussed in more detail below.

180-200 Jefferson Drive

As stated previously, 180-200 Jefferson Drive would include the physical bus shelters and the majority of the site alterations to accommodate the vehicle and pedestrian circulation modifications, resulting in the proposed removal of nine heritage trees along the northern portion of the parcel. The project arborist's evaluation identified 368 trees on the site, 12 of which are heritage in size. The arborist report, inclusive of both parcels, is included in Attachment L. The initial application included two additional heritage tree

removal requests: a Canary island pine (Tree #362) along the southern portion of the site to allow for a bio-treatment area and another heritage size Aleppo pine (Tree #364) along the shared property line with the Commonwealth Corporate Center for a proposed trash enclosure. The plans have been revised to retain both trees, although the City Arborist had previously recommended removal of the Aleppo pine tree. Therefore, the proposed project includes nine heritage tree removals at the 180-200 Jefferson Drive site. The following table includes the trees proposed to be removed at the 180-200 Jefferson Drive site and the City Arborist’s review and recommendation.

Table 1: Proposed Heritage Tree Removals at 180-200 Jefferson Drive			
Tree Number	Species	Project Arborist Evaluation	City Arborist Recommendation/Criteria
139	Raywood ash	Poor health; Fair to Poor structure	Remove (1)
381	Canary island pine	Good health; Good structure	Remove (2) (8)
384	Canary island pine	Good health; Good structure	Remove (2) (8)
388	Canary island pine	Good health; Fair structure	Remove (2) (8)
392	Silver dollar gum	Fair health; Fair structure	Remove (1)
399	Silver dollar gum	Poor health; Fair structure	Remove (1)
402	Canary island pine	Fair to Poor health; Fair structure	Remove (1)
404	Canary island pine	Good health; Good structure	Remove (2) (8)
415	Canary island pine	Good health; poor structure	Remove (1)

As identified in the table above, the heritage tree removals proposed at the 180-200 Jefferson Drive site are recommended for removal based on health (criteria 1) for five of the trees and based on construction impacts (criteria 2) and the lack of feasible alternatives (criteria 8) for four of the trees. For those trees, the proposed vehicle and pedestrian improvements, including the transit shelters would be in conflict with the existing heritage trees. Staff recommends that the Planning Commission consider the City Arborist’s evaluation, and the EQCs recommendation and recommend that the City Council adopt a resolution approving the heritage tree removals to the remove the nine heritage trees based on criteria 1, 2, and 8. This recommendation is included in Attachment A.

220 Jefferson Drive

Site improvements to the 220 Jefferson Drive parcel are more limited and the project arborist’s evaluation identified 100 trees on site, 42 of which are heritage in size. The site arborist report is included as Attachment L. The proposed modifications would necessitate the removal of five heritage trees on 220 Jefferson Drive. Table 2 below identifies the tree number, species, project arborist evaluation and the City Arborist’s recommendation on the tree removal requests.

Tree Number	Species	Project Arborist Evaluation	City Arborist Recommendation/Criteria
96	Silver dollar gum	Fair health; Poor structure	Remove (1)
100	Silver dollar gum	Poor health; Poor structure	Remove (1)
386	Silver dollar gum	Fair to poor health; Fair structure	Remove (1)
398	Silver dollar gum	Good health; Fair structure	Remove (2) (8)
416	Willow leaf peppermint	Fair to poor health; poor structure	Remove (1)

As identified in the table above, the heritage tree removals proposed at the 220 Jefferson Drive site are recommended for removal based on health (criteria 1) for four of the trees and based on construction impacts (criteria 2) and the lack of feasible alternatives (criteria 8) for one tree, which would conflict with the proposed vehicle circulation. Staff recommends that the Planning Commission consider the City Arborist’s evaluation and the Environmental Quality Commission’s recommendation and recommend that the City Council adopt a resolution approving the heritage tree removals to remove the five requested heritage trees based on criteria 1, 2, and 8.

Heritage Tree Replacements

The proposed project would replace the heritage tree removals at a ratio of 2:1 as required by the City’s Heritage Tree Ordinance. A minimum of 28 heritage tree replacements are required by the ordinance and the applicant is proposing to plant 29 heritage tree replacements. The proposed heritage tree replacements would be able to be located on both parcels, with the majority of the replacement trees planted at 220 Jefferson Drive due to space constraints at 180-200 Jefferson Drive. The applicant initially proposed a combination of crape myrtle, Canary Island pine, London plane, and purple leaf plum trees which were associated with the EQC’s review of the proposed heritage tree replacement and planting plans. However, since the crape myrtle and purple leaf plum trees do not meet the City’s heritage tree replacement criteria, the applicant team has revised the tree planting plan using the City’s suggested list. The City Arborist reviewed and recommended a minimum of 25 feet spacing between the London plane trees and Canary Island pine trees.

Subsequently, the applicant submitted revised plans that substituted Brisbane box trees for the previously proposed Canary Island pines due to the spacing requirements for Canary Island pine trees. The applicant also confirmed that the London plane trees would be planted a minimum of 25 feet apart. The crape myrtle trees have been replaced with frontier elm trees. The applicant would still plant purple leaf plum trees to be consistent with the existing trees on site; however, the plum trees would be in addition to the required heritage tree replacements. The updated planting plan includes the minimum 28 replacement trees in compliance with the required two-to-one replacement ratio would be provided on the project site.

Design and materials

The proposed shuttle and tram stops would be unenclosed structures that would be designed to be consistent with the existing transit facilities on Facebook’s other campuses within the Bayfront Area. The proposed structures would be exposed galvanized steel structural elements and would include glass panels for protection from the elements and wood benches. The glass panels would be fritted glass, which is a standard material of bird friendly design. The roof would be grey corrugated metal and the wood benches would be cedar with natural finish. The shuttle and tram stops would be approximately 11 feet, two inches in

height. The proposed guard shacks would be designed to be consistent with the existing guard shacks on Facebook's other sites within the Bayfront Area. The guard shacks would be clad in vertical cedar siding, with metal doors and windows, and standing seam metal roofs. Similar to the shuttle and tram stops, the design of the guard shacks would be consistent with the structures on other Facebook campuses within the Bayfront Area. A color and materials board will be provided at the Planning Commission meeting.

Correspondence

As of the writing of this report, staff has not received any correspondence regarding the project.

Impact on City Resources

The applicant 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, since the proposed project would not increase the floor area on site by more than 50 percent or 2,500 square feet, whichever is less. This categorical exemption applies to both parcels within the Project Site and the comprehensive proposed project.

Public Notice

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

Attachments

- A. Recommended Actions for 180-200 Jefferson Drive
- B. Recommended Actions for 220 Jefferson Drive
- C. Location Map
- D. Facebook Bayfront Area Occupancy Plan
- E. Project Plans (180-200 Jefferson Drive)
- F. Project Plans (220 Jefferson Drive)
- G. Project Description Letter
- H. Draft Conditional Development Permit Amendment
- I. Draft Use Permit and Architectural Control Findings and Conditions
- J. Traffic Impact Analysis Exemption and Parking Summary Memorandum
- K. Evaluation of Tram/Shuttle Circulation for 180-200 Jefferson Drive Memorandum
- L. Arborist Reports (combined for 180-200 and 220 Jefferson Drive)

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:
Kyle Perata, Acting Principal Planner

Report reviewed by:
Deanna Chow, Assistant Community Development Director

Attachment A
RECOMMENDED ACTIONS FOR PLANNING COMMISSION –
Chilco Campus Shuttle and Tram Stop
(108-200 Jefferson Drive Parcel)

Environmental Review

1. Recommend that the City Council adopt a resolution that the proposed project is categorically exempt under Class 1 (Section 15301, “Existing Facilities”) of the current California Environmental Quality Act (CEQA) Guidelines,

Conditional Development Permit Amendment

2. Recommend that the City Council adopt a resolution to approve the Conditional Development Permit Amendment for the Facebook Chilco Campus Shuttle and Tram Stop project located at 180-200 Jefferson Drive (Draft CDP included in Attachment H).

Heritage Tree Removals

3. Recommend that the City Council adopt a resolution to approve the requested nine heritage tree removal permits for the parcel addressed 180-200 Jefferson Drive.

Attachment B
RECOMMENDED ACTIONS FOR PLANNING COMMISSION –
Chilco Campus Shuttle and Tram Stop
(220 Jefferson Drive Parcel)

Environmental Review

1. Recommend that the City Council adopt a resolution that the proposed project is categorically exempt under Class 1 (Section 15301, “Existing Facilities”) of the current California Environmental Quality Act (CEQA) Guidelines,

Architectural Control Revision

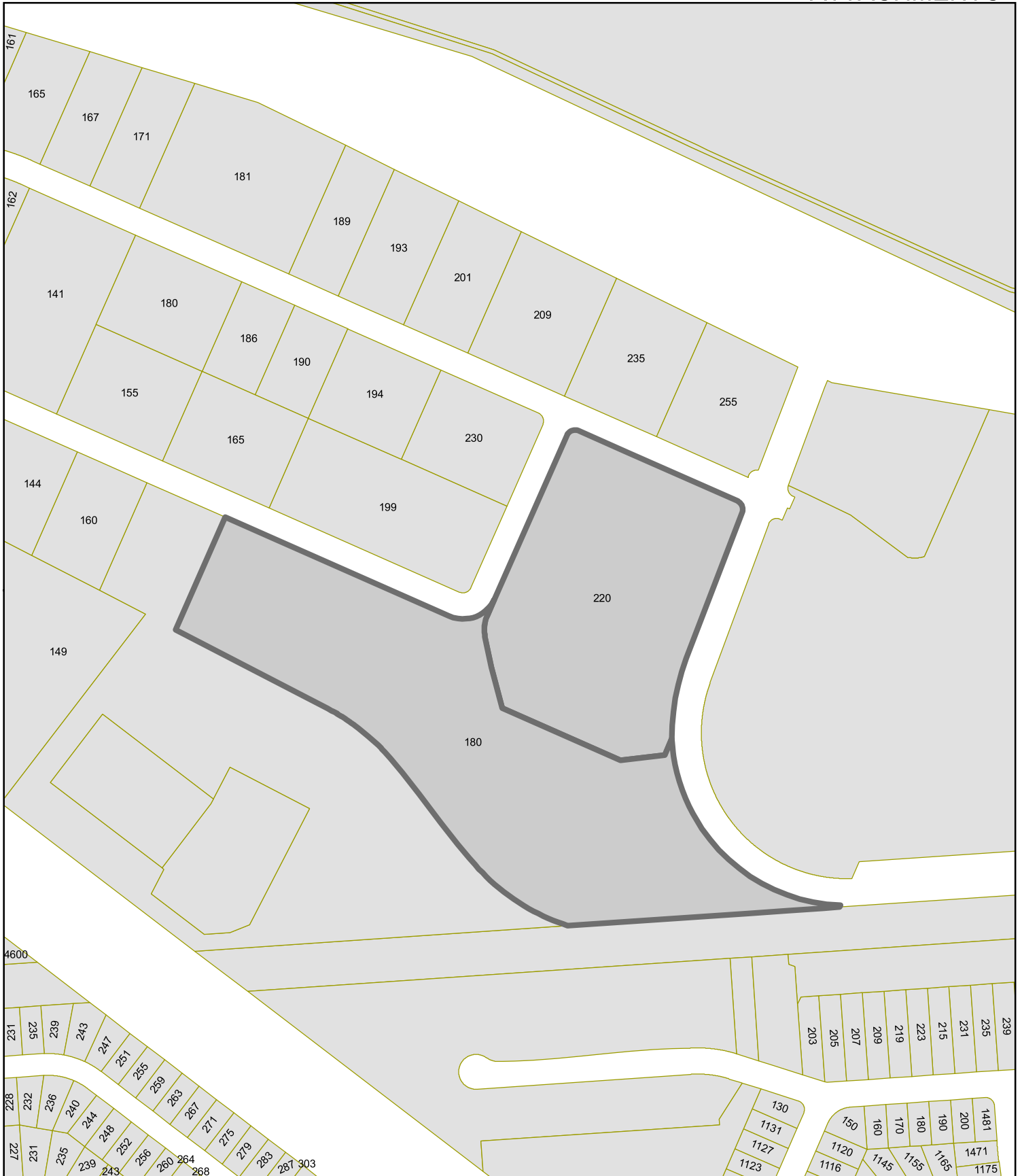
2. Recommend that the City Council adopt a resolution to approve the findings for the architectural control revision for the Facebook Chilco Campus Shuttle and Tram Stop project located at 220 Jefferson Drive (Draft findings and conditions included in Attachment I).

Conditional Use Permit Revision

3. Recommend that the City Council adopt a resolution to approve the Conditional Use Permit revision for the Facebook Chilco Campus Shuttle and Tram Stop project located at 220 Jefferson Drive (Draft findings and conditions included in Attachment I).

Heritage Tree Removals

4. Recommend that the City Council adopt a resolution to approve the requested five heritage tree removal permits for the parcel addressed 220 Jefferson Drive.



CITY OF MENLO PARK

LOCATION MAP

180-220 JEFFERSON DRIVE

DRAWN: TAS CHECKED: KTP DATE: 10/22/18 SCALE: 1" = 300' SHEET: 1



OCCUPANCY PLAN



- MPK 22 - (FUTURE BUILDING)
- MPK 60 - 150 Independence Drive
- MPK 61 - 100 Independence Drive
- MPK 62 - 125 Constitution Drive (FUTURE BUILDING)
- MPK 63 - 135 Constitution Drive (FUTURE BUILDING)
- MPK P1 - 105 Constitution Drive
- MPK P2 - 155 Constitution Drive
- MPK 64 - 135 Commonwealth (FUTURE BUILDING)

- MPK 10 - 19 - 1 Hacker Way
- MPK 20 - 22 - 1 Facebook Way
- MPK P3 - 1 Facebook Way
- MPK 23 - 300 Constitution
- MPK 24 - 200 Jefferson
- MPK 25 - 190 Jefferson
- MPK 26 - 180 Jefferson
- MPK 27 - 162 Jefferson
- MPK 28 - 164 Jefferson
- MPK 29 - 220 Jefferson

- MPK 40 - 1080 Hamilton Ave
- MPK 41 - 1100-1190 Hamilton Ave
- MPK 42 - 1200-1240 Hamilton Ave
- MPK 43 - 1010-1048 Hamilton Ave
- MPK 44 - 1205-1275 Hamilton Ave
- MPK 45 - 1105-1195 Hamilton Ave
- MPK 46 - 1005 Hamilton Ave
- MPK 47 - 959 Hamilton Ave
- MPK 48 - 927-953 Hamilton Ave
- MPK 49 - 923-925 Hamilton Ave
- MPK 50 - 1390 Willow Road (NOT OCCUPIED)
- MPK 51 - 940 Hamilton Ave (NOT OCCUPIED)
- MPK 52 - 1380 Willow Road
- MPK 53 - 960 Hamilton Ave
- MPK 54 - 1370 Willow Road
- MPK 55 - 1374-1376 Willow Road
- MPK 56 - 980 Hamilton Ave
- MPK 57 - 1350 Willow Road
- MPK 58 - 1360 Willow Road
- MPK 59 - 998 Hamilton Ave

facebook

PLANNING DEPARTMENT REVIEW

CHILCO CAMPUS BUS STOP
180, 190, 200 Jefferson Drive
Menlo Park, CA 94025
10 October 2018

TABLE OF CONTENTS

3	Data Sheet - 180, 190, 200 Jefferson Dr	22	Tram / Shuttle Stop Turning Movements
4	Area Plan	23	Chilco Bus Stop Material Palette
5	Bayfront Area Transit Routes	24	Tram Stop Details / Look & Feel
7	Existing Conditions Plan	26	Shuttle Stop Details / Look & Feel
8	Site Property + Setbacks	32	Chilco Commons Plaza Design
9	Building Coverage & Area Diagram	33	Chilco Commons Material Palette
10	Landscape Area Diagram	34	Chilco Commons Planting Palette
11	Parking Count Displacement	35	Guardshacks Locations / Look & Feel
13	Fire Department Access	39	Guardshacks Elevations / Floor Plans
15	Occupancy Plan	40	Civil Improvement Plans
16	Transit Hub Paths of Travel	45	Landscape Improvement Plans
20	Tram / Shuttle Stop Site Axon	51	Architectural Improvement Plans
21	Tram / Shuttle Stop Overall Site Plan		

DATA SHEET - 180, 190, 200 JEFFERSON DRIVE

LOCATION: 180, 190, 200 JEFFERSON DRIVE
MENLO PARK CA 94025

EXISTING USE: OFFICE

PROPOSED USE: OFFICE

ZONING: O-B

APPLICANT: FACEBOOK

PROPERTY OWNER(S): JEFFERSON PLACE ASSOCIATES

APPLICATION(S): PLANNING REVIEW



SCOPE OF WORK IN RED

October 10 2018 | **Gensler**

DEVELOPMENT STANDARDS	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	472,650 sf	472,650 sf	25,000 sf min.
Lot width	IRREGULAR LOT SHAPE REFER TO SITE PROPERTY + SETBACKS SHEET		100 ft. min.
Lot depth	IRREGULAR LOT SHAPE REFER TO SITE PROPERTY + SETBACKS SHEET		100 ft. min.
Setbacks			
MINIMUM SETBACK AT STREET			5 ft. min.
MAXIMUM SETBACK AT STREET			25 ft. min.
MINIMUM SETBACK AT INTERIOR SIDE	REFER TO SITE PROPERTY + SETBACKS SHEET		10 ft. min.
MINIMUM SETBACK AT REAR			10 ft. min.
Building coverage	71,452 sf 15.1 %	71,346 sf 15.1 %	sf max. % max.
FAR (Floor Area Ratio)*	0.43	0.43	sf max. % max.
FAL (Floor Area Limit)**	sf	sf	sf
Square footage			
180 JEFFERSON DRIVE	67,181 sf	67,181 sf	
190 JEFFERSON DRIVE	67,181 sf	67,181 sf	
200 JEFFERSON DRIVE	67,181 sf	67,181 sf	
OTHER (GUARDSHACKS)	106 sf		
OTHER (OPEN BUS STOP STRUCTURES)	N/A		
Square footage of buildings	201,649 sf	201,543 sf	sf max.
Building height	ft.	ft.	ft. max.
Landscaping*** (Planting and Pedestrian Areas)	171,531 sf 36.3 %	sf %	
Paving*** (Vehicular Areas)	229,667 sf 48.6 %	sf %	
Parking	577 spaces	724 spaces	
Define Basis for Parking	OFFICE LAND USE / MINIMUM SPACES (PER 1000 SQ FT = 2) / MAXIMUM SPACES (PER 1000 SQ FT = 3)		
Trees	# of existing Heritage trees 12	# of existing non-Heritage trees 356	# of new trees 4
	# of existing Heritage trees 9 to be removed	# of non-Heritage trees 52 to be removed	Total # of trees 314

* Commercial and Multiple-residential properties | ** Single family residential and R-2 zoned properties | *** Commercial, Multiple-residential, and R-2 zoned properties

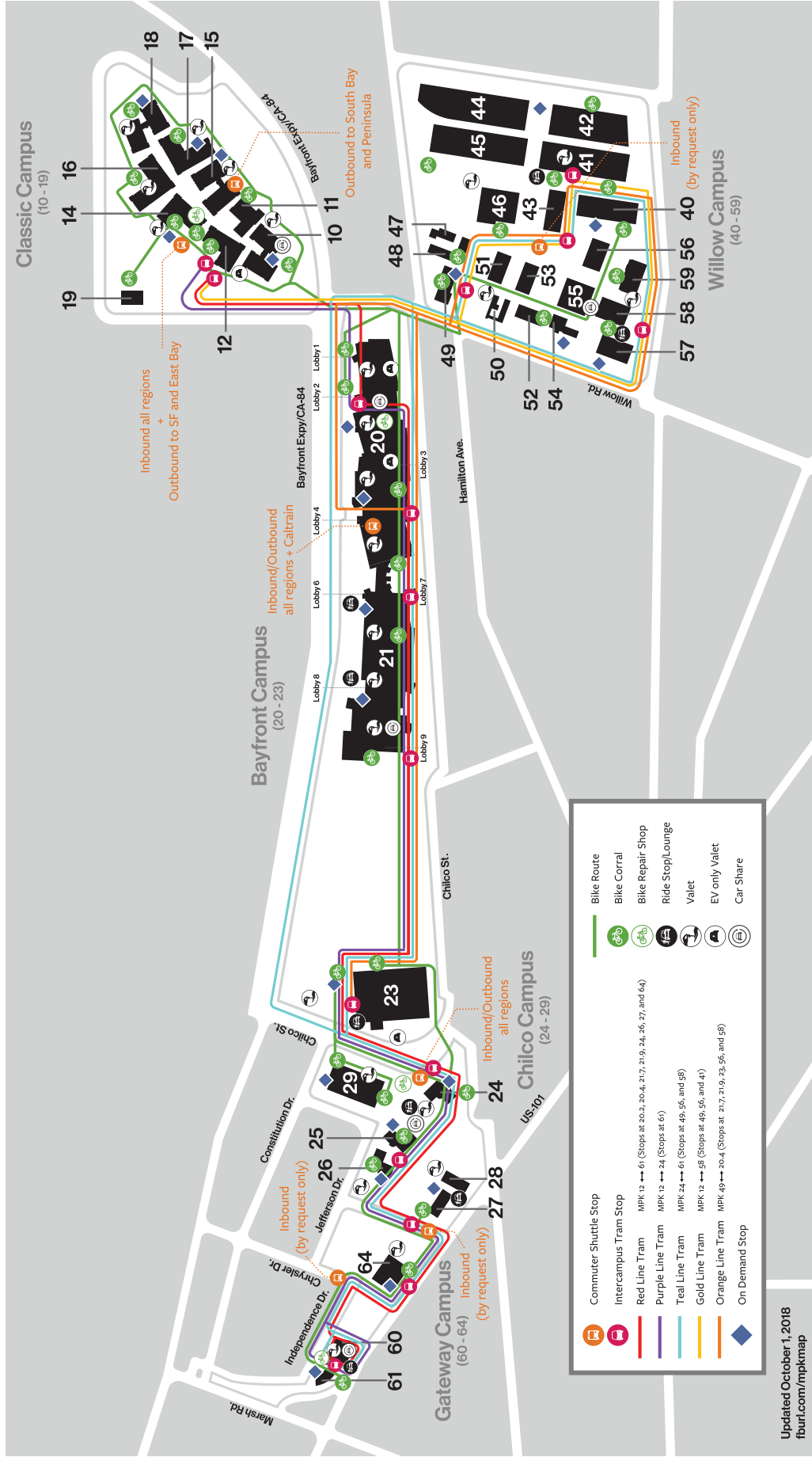
* Zoning ordinance development standards are enumerated through the CDP for the property

Facebook Chilco Campus Bus Stop
180, 190, 200 Jefferson Drive, Menlo Park CA 94025

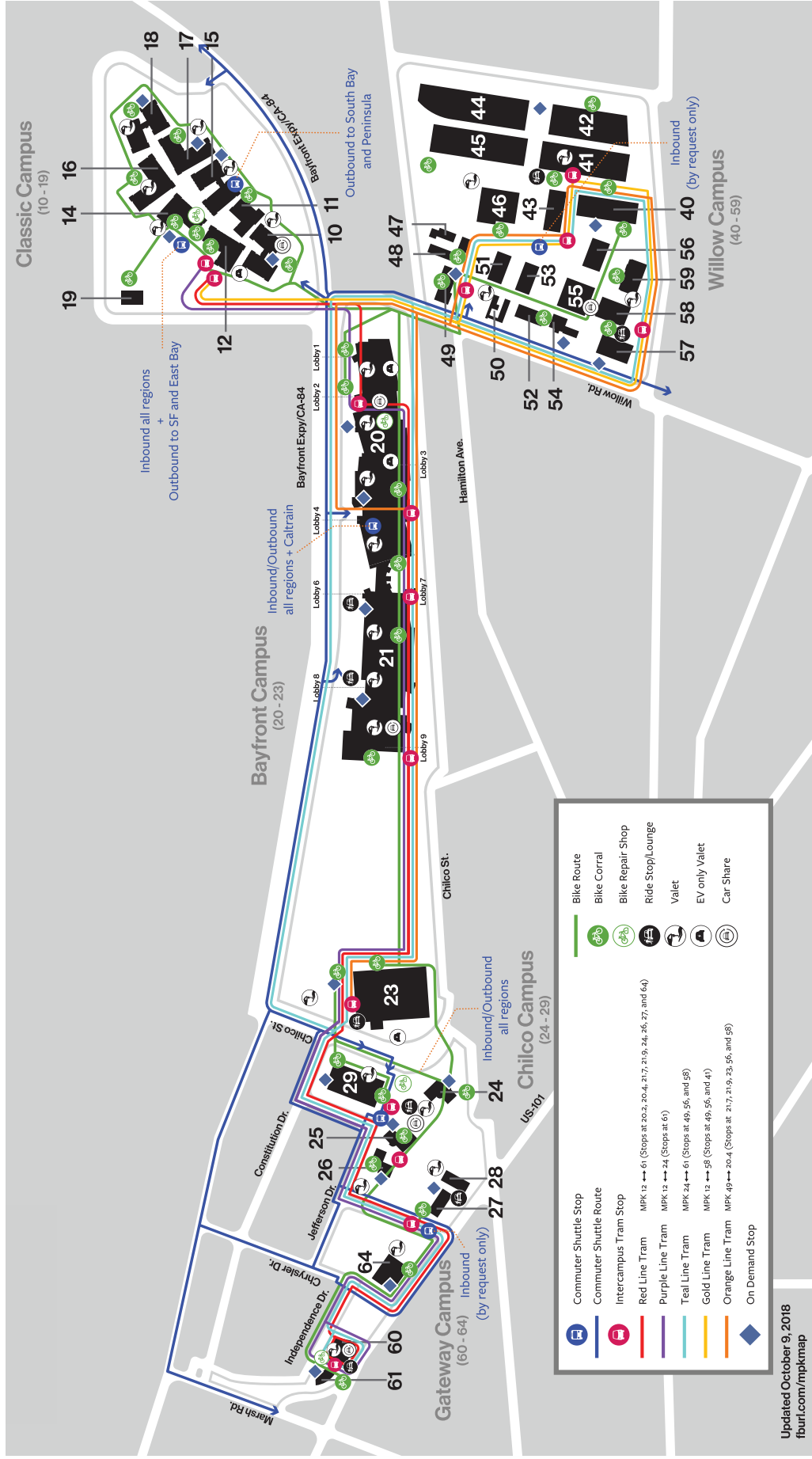
AREA PLAN



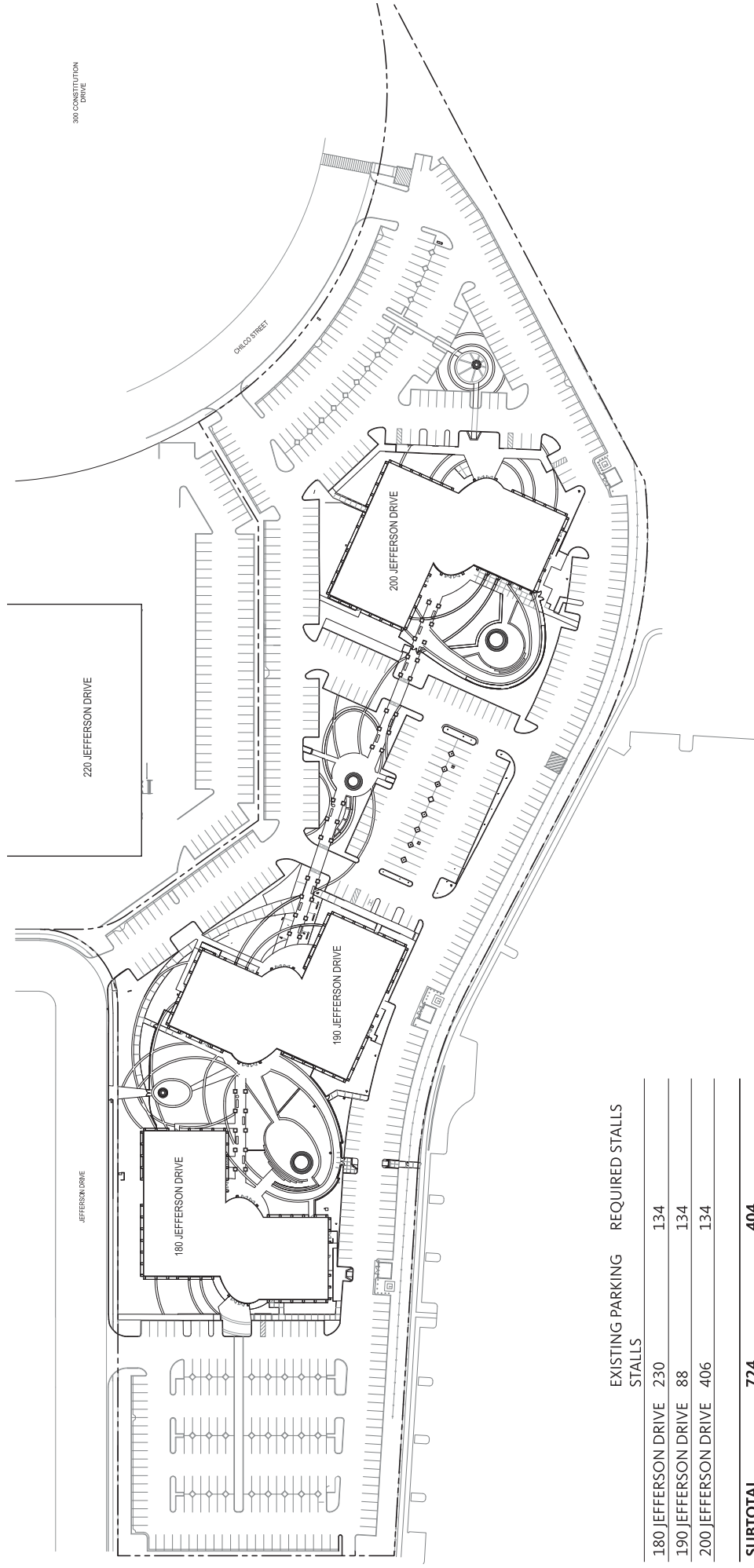
EXISTING BAYFRONT AREA TRANSIT ROUTES



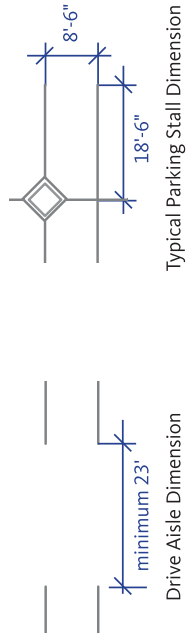
PROPOSED BAYFRONT AREA TRANSIT ROUTES



EXISTING CONDITIONS PLAN



	EXISTING PARKING STALLS	REQUIRED STALLS
180 JEFFERSON DRIVE	230	134
190 JEFFERSON DRIVE	88	134
200 JEFFERSON DRIVE	406	134
SUBTOTAL	724	404

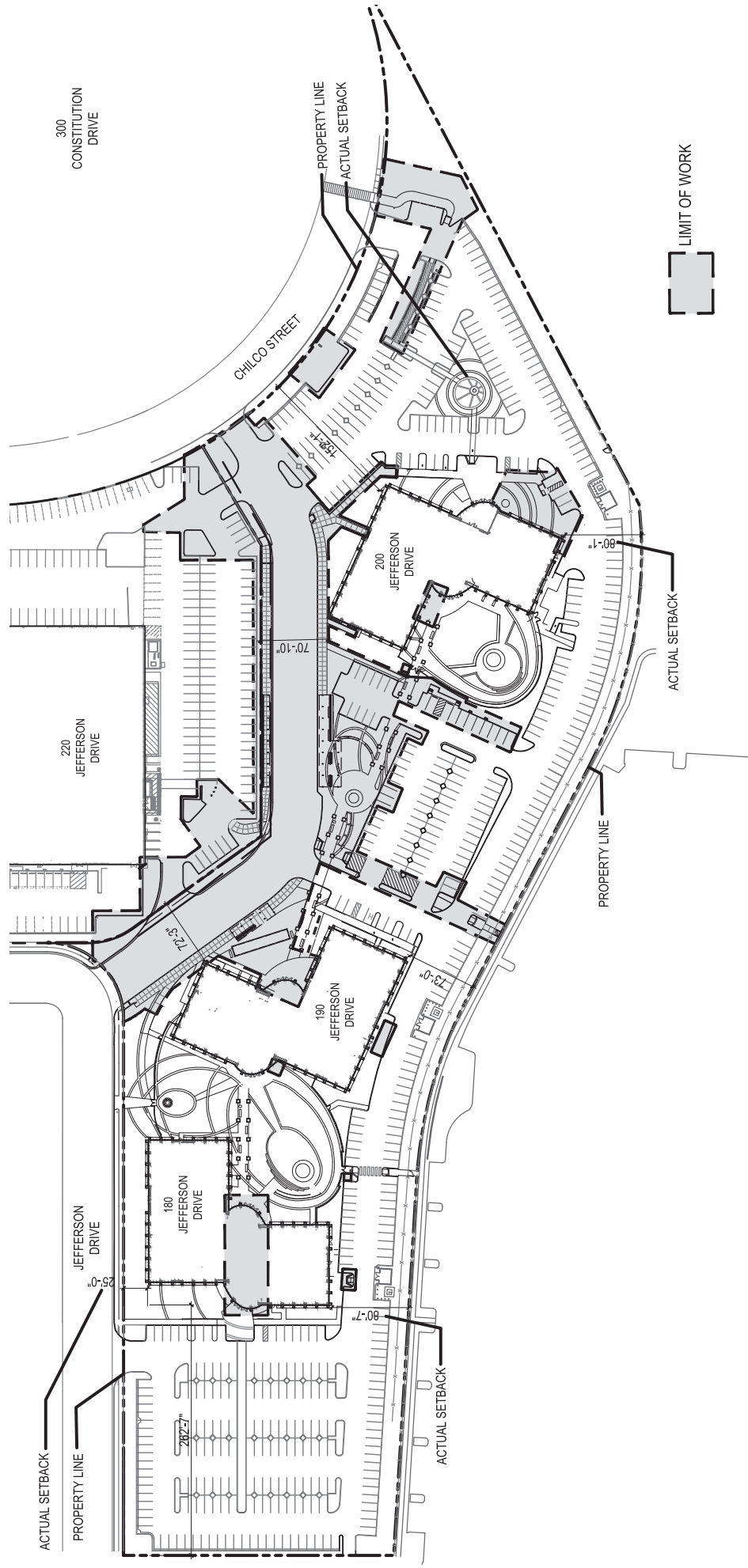


Typical Parking Stall Dimension

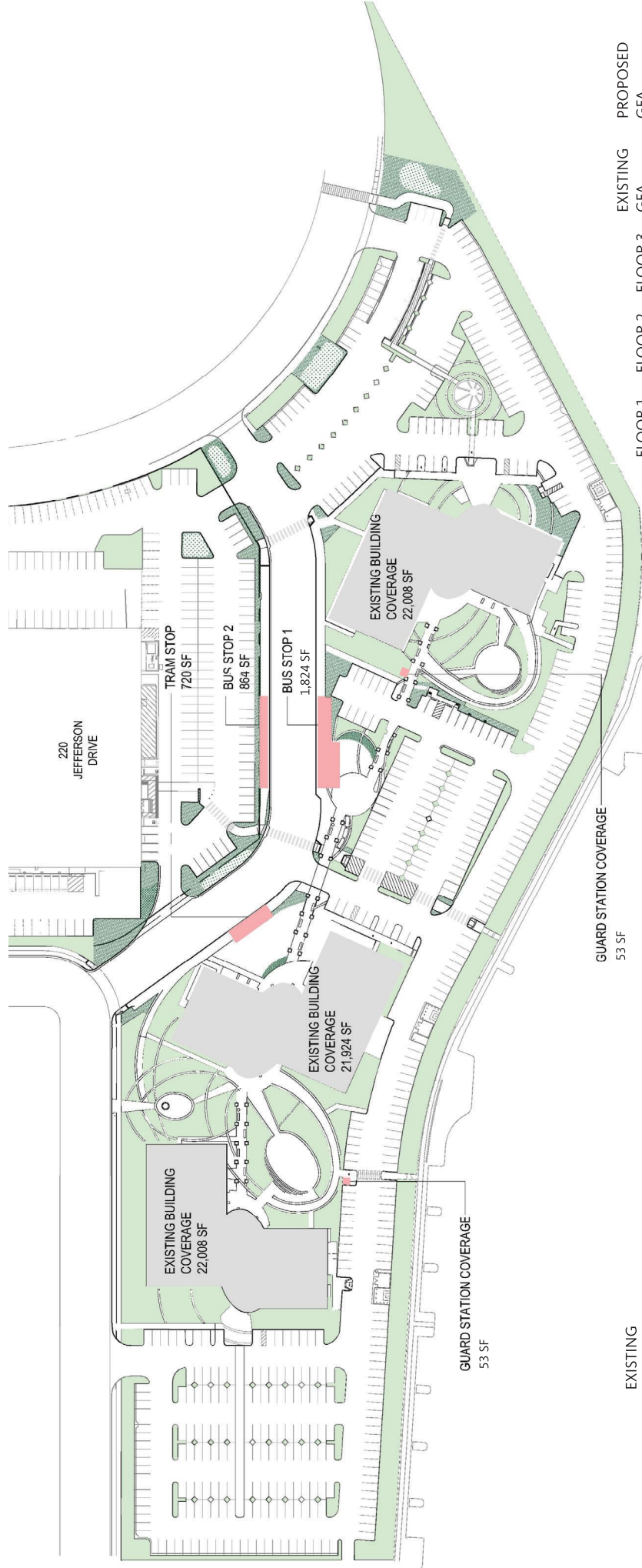
October 10 2018 | **Gensler**

Facebook Chilco Campus Bus Stop
180, 190, 200 Jefferson Drive, Menlo Park CA 94025

SITE PROPERTY + SETBACKS



BUILDING COVERAGE & AREA DIAGRAM



EXISTING BUILDING COVERAGE	PROPOSED COVERAGE
180 JEFFERSON DRIVE 23,782 SF	23,782 SF
190 JEFFERSON DRIVE 23,782 SF	23,782 SF
200 JEFFERSON DRIVE 23,782 SF	23,782 SF
BUS STOP 1 (864 SF)	(864 SF)
BUS STOP 2 (1,834 SF)	(1,834 SF)
TRAM STOP (720 SF)	(720 SF)
GUARD SHACK 1 53 SF	53 SF
GUARD SHACK 2 53 SF	53 SF
TOTALS	71,346 SF

TOTAL LOT AREA	472,650 SF	100.0%
TOTAL BUILDING COVERAGE	71,346 SF	15.1%
ACCESSORY STRUCTURES	106 SF	0.0%
PLANTING - PROPOSED	10,502 SF	2.2%
PLANTING - EXISTING	98,186 SF	20.8%
PAVING AREAS - PROPOSED	107,740 SF	22.8%
PAVING AREAS - EXISTING	184,770 SF	39.1%

FLOOR 1	FLOOR 2	FLOOR 3	EXISTING GFA	PROPOSED GFA
180 JEFFERSON DRIVE 21,260 SF	22,139 SF	23,782 SF	67,181 SF	67,181 SF
190 JEFFERSON DRIVE 21,260 SF	22,139 SF	23,782 SF	67,181 SF	67,181 SF
200 JEFFERSON DRIVE 21,260 SF	22,139 SF	22,139 SF	67,181 SF	67,181 SF
BUS STOP 1 864 SF				N/A
BUS STOP 2 1,834 SF				N/A
BUS STOP 3 720 SF				N/A
GUARD SHACK 1 53 SF				53 SF
GUARD SHACK 2 53 SF				53 SF
TOTALS			201,543 SF	201,649 SF

EXISTING FAR 0.43
 PROPOSED FAR 0.43
 MAX ALLOWABLE FAR 0.45

Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

October 10 2018 | Gensler

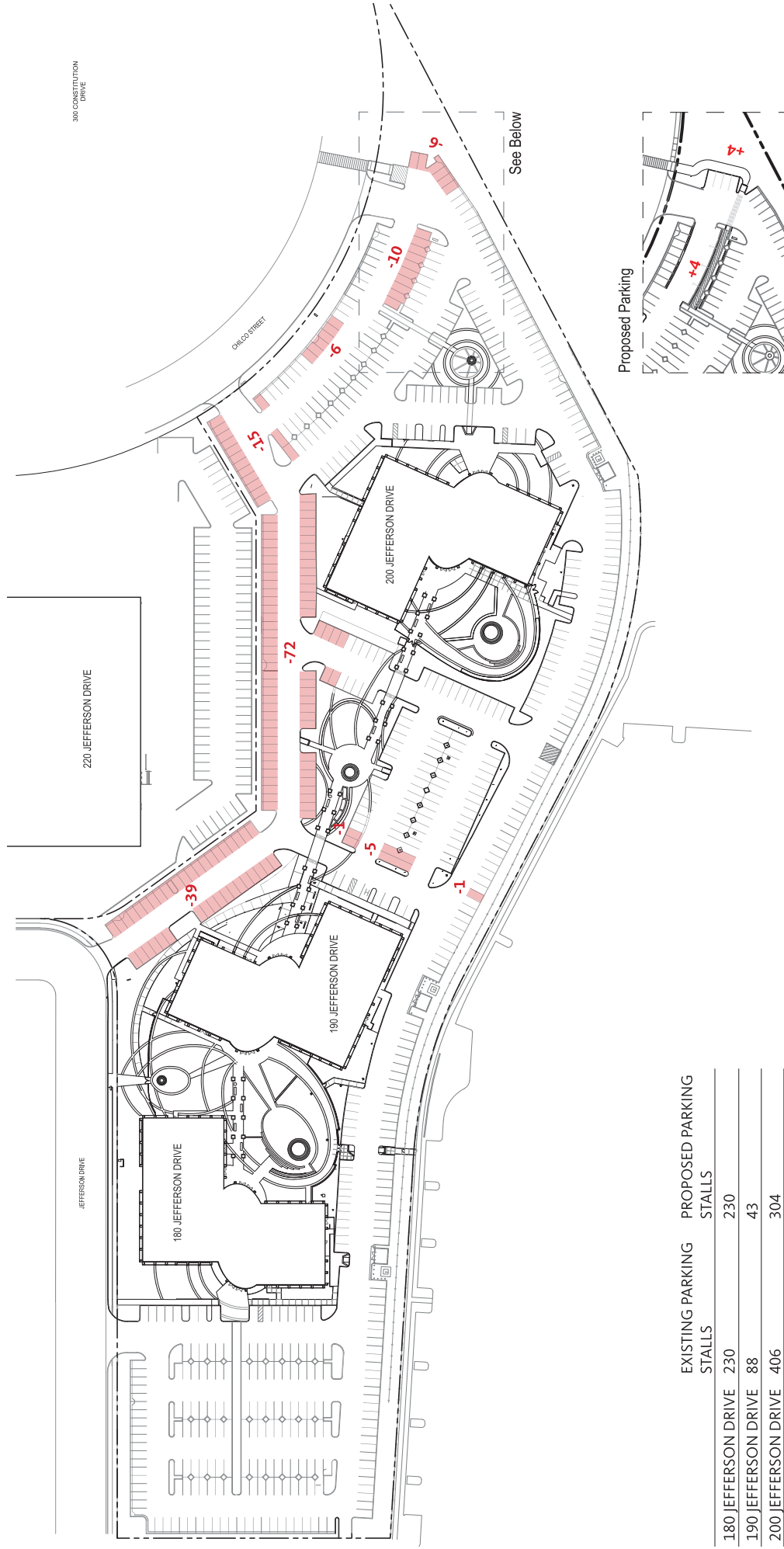
LANDSCAPE AREA DIAGRAM



--- TOTAL PROPERTY AREA	472,650 SF	100 %
● LANDSCAPE AREA	108,688 SF	23.0%
● PEDESTRIAN AREA	62,843 SF	13.3 %
TOTAL COMBINED AREA	171,531 SF	36.3 %

October 10 2018 | **Gensler**
 Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

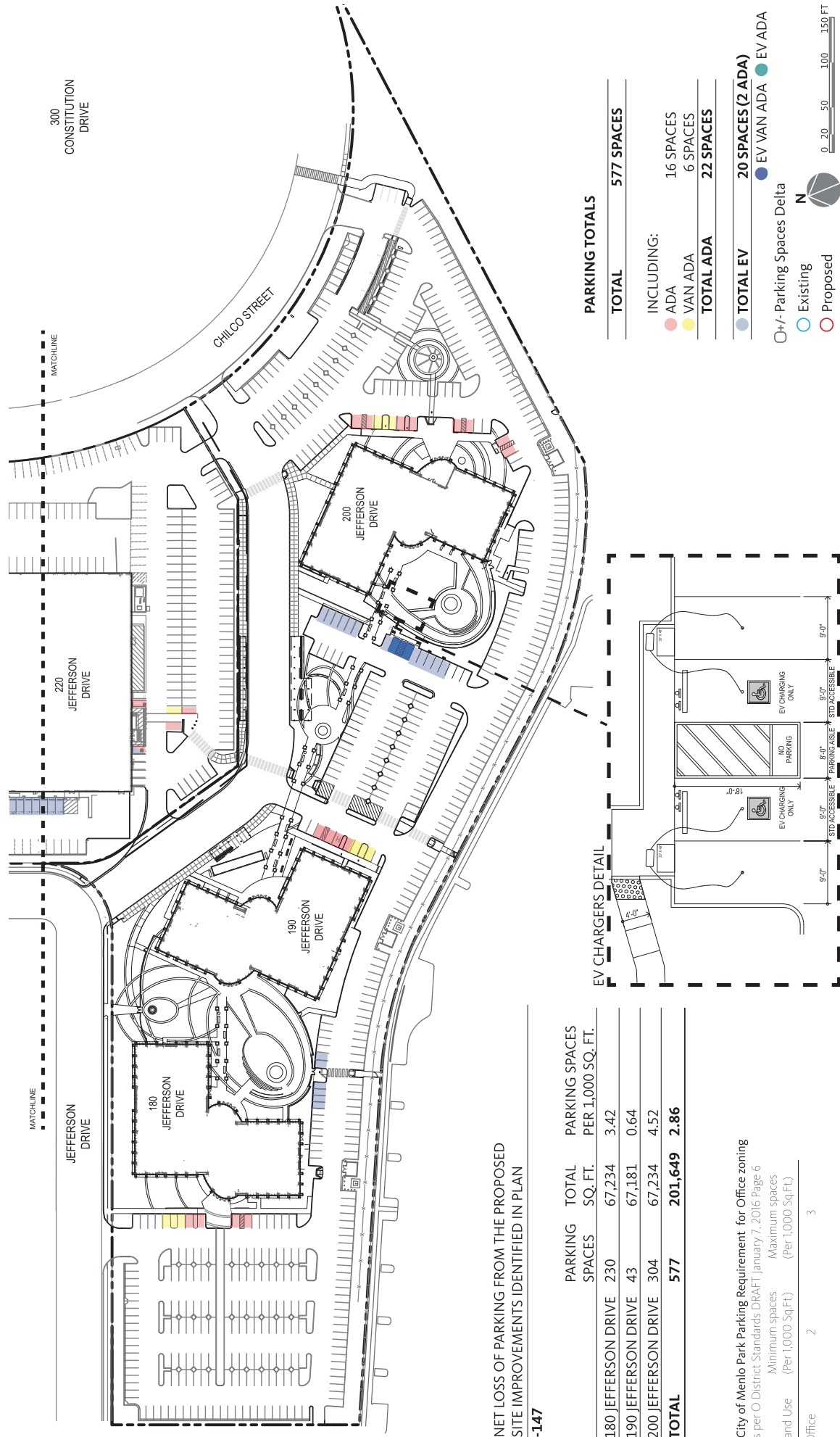
PARKING COUNT DISPLACEMENT



	EXISTING PARKING STALLS	PROPOSED PARKING STALLS
180 JEFFERSON DRIVE	230	230
190 JEFFERSON DRIVE	88	43
200 JEFFERSON DRIVE	406	304
SUBTOTAL	724	577

October 10 2018 | **Gensler**
 Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

PARKING COUNT DISPLACEMENT



NET LOSS OF PARKING FROM THE PROPOSED SITE IMPROVEMENTS IDENTIFIED IN PLAN

	PARKING SPACES	TOTAL SQ. FT.	PARKING SPACES PER 1,000 SQ. FT.
180 JEFFERSON DRIVE	230	67,234	3.42
190 JEFFERSON DRIVE	43	67,181	0.64
200 JEFFERSON DRIVE	304	67,234	4.52
TOTAL	577	201,649	2.86

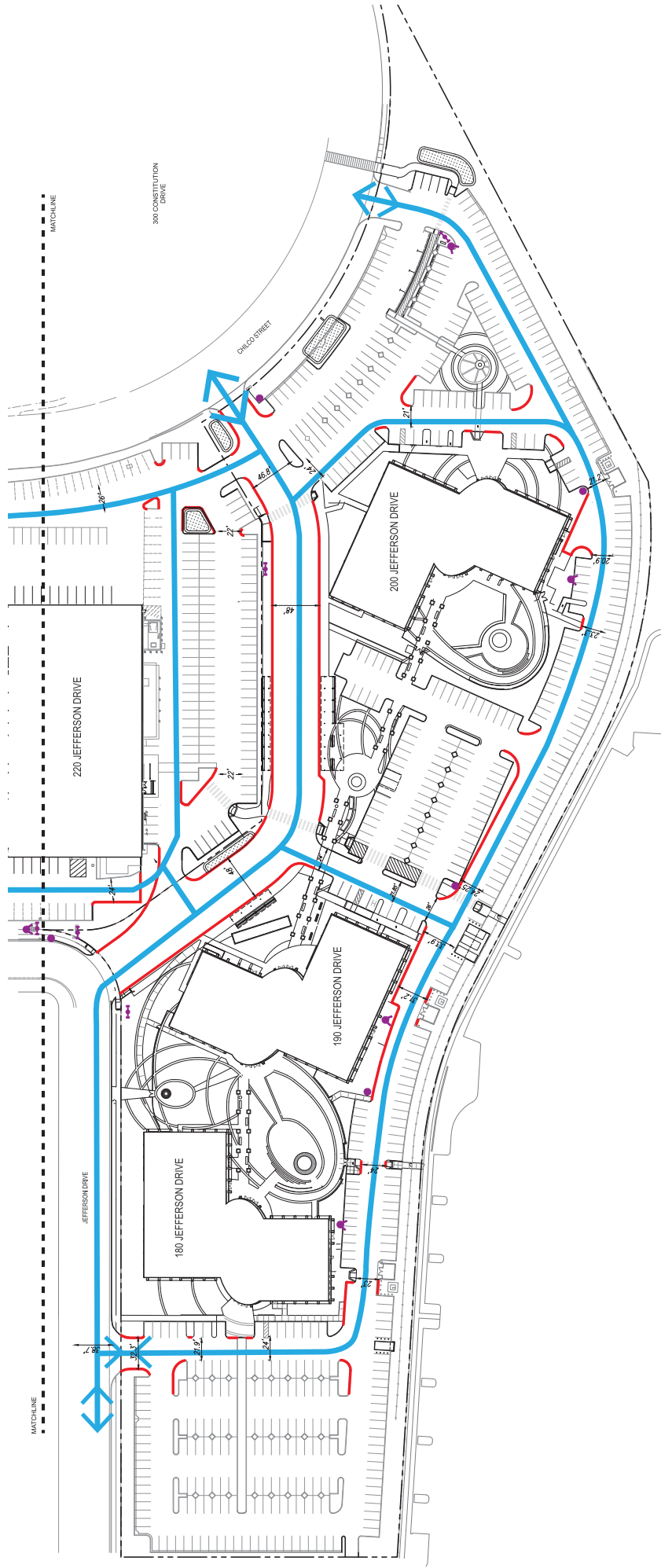
*City of Menlo Park Parking Requirement for Office zoning as per O District Standards DRAFT January 7, 2016 Page 6
 Minimum spaces (per 1,000 Sq.Ft) 2
 Maximum spaces (per 1,000 Sq.Ft) 3

PARKING TOTALS

TOTAL	577 SPACES
INCLUDING:	
ADA	16 SPACES
VAN ADA	6 SPACES
TOTAL ADA	22 SPACES
TOTAL EV	20 SPACES (2 ADA)
EV VAN ADA	EV ADA
Existing	Proposed

Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

FIRE DEPARTMENT ACCESS



- NOTES**
1. FIRE HYDRANTS PROVIDED AT A MAXIMUM SPACING OF 300' ON CENTER.
 2. FIRE HYDRANTS ARE PRIVATE
 3. STAGING AREAS SHOWN ARE SUBJECT TO REVIEW BY THE MENLO PARK FIRE PROTECTION DISTRICT.
 4. ROOF ACCESS TO BE CONSISTENT WITH THE FIRE DISTRICT REQUIREMENTS FOR MINIMUM 3'-0" DOORWAYS TO STAIRS FROM FLOOR BELOW.
 5. PERMANENT FIXED LADDERS SHALL BE PROVIDED FOR PARAPETS OR ROOF ELEVATION CHANGES GREATER THAN 3'-0".

LEGEND

- FIRE ACCESS
- RED CURB
- BACK FLOW PREVENTER (BFP)
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION (FDC)

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

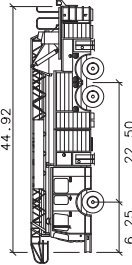
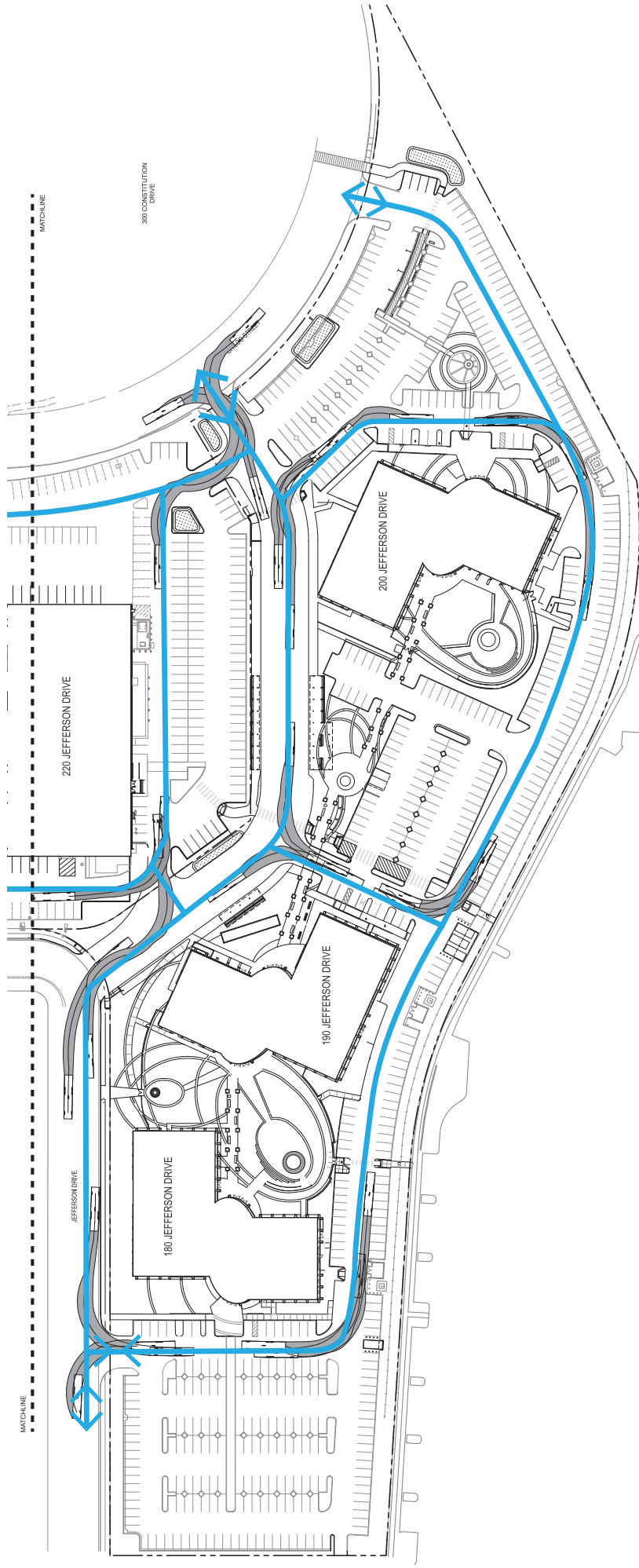
Zone of Ladder Reach
 Staging Area Boundary
 Truck Located Min. 8'-0" off Curb
 for Ladder Access Analysis
 Pedestrian Egress Beyond Staging

0 20 50 100 150 FT

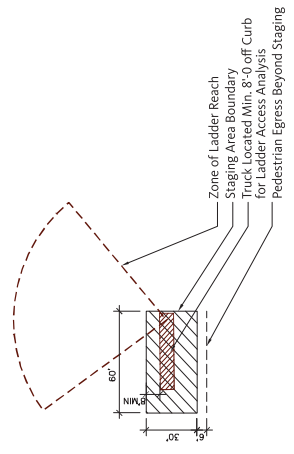
N

October 10 2018 | **Gensler** Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

FIRE DEPARTMENT ACCESS



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



- NOTES
1. FIRE HYDRANTS PROVIDED AT A MAXIMUM SPACING OF 300' ON CENTER.
 2. FIRE HYDRANTS ARE PRIVATE
 3. STAGING AREAS SHOWN ARE SUBJECT TO REVIEW BY THE MENLO PARK FIRE PROTECTION DISTRICT.
 4. ROOF ACCESS TO BE CONSISTENT WITH THE FIRE DISTRICT REQUIREMENTS FOR MINIMUM 3'-0" DOORWAYS TO STAIRS FROM FLOOR BELOW.
 5. PERMANENT FIXED LADDERS SHALL BE PROVIDED FOR PARAPETS OR ROOF ELEVATION CHANGES GREATER THAN 3'-0".



Facebook Chilco Campus Bus Stop
 180, 190, 200 Jefferson Drive, Menlo Park CA 94025

OCCUPANCY PLAN



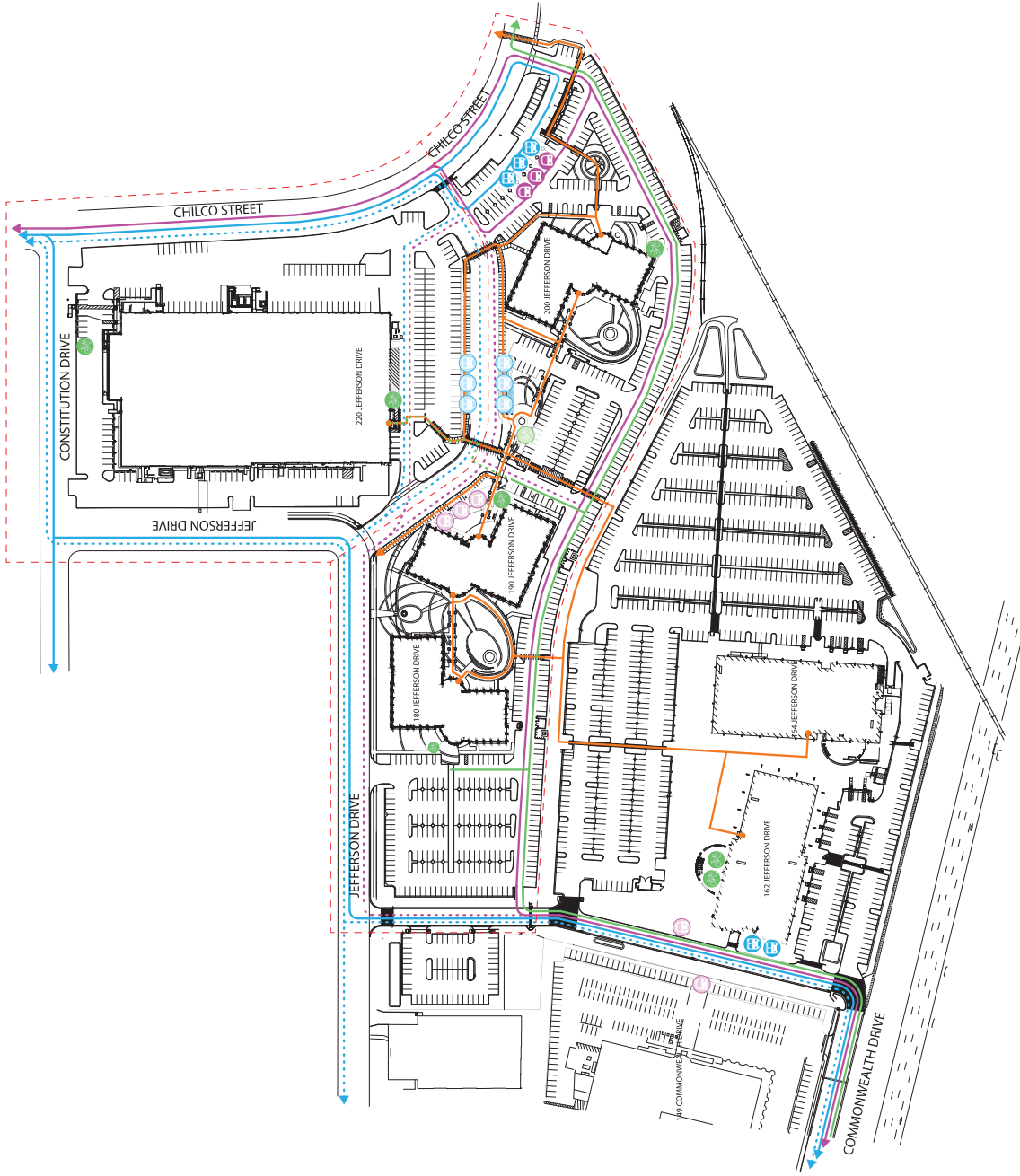
- MPK 22 - (FUTURE BUILDING)
- MPK 60 - 150 Independence Drive
- MPK 61 - 100 Independence Drive
- MPK 62 - 125 Constitution Drive (FUTURE BUILDING)
- MPK 63 - 135 Constitution Drive (FUTURE BUILDING)
- MPK P1 - 105 Constitution Drive
- MPK P2 - 155 Constitution Drive
- MPK 64 - 135 Commonwealth (FUTURE BUILDING)

- MPK 10 - 19 - 1 Hacker Way
- MPK 20 - 22 - 1 Facebook Way
- MPK P3 - 1 Facebook Way
- MPK 23 - 300 Constitution
- MPK 24 - 200 Jefferson
- MPK 25 - 190 Jefferson
- MPK 26 - 180 Jefferson
- MPK 27 - 162 Jefferson
- MPK 28 - 164 Jefferson
- MPK 29 - 220 Jefferson

- MPK 40 - 1080 Hamilton Ave
- MPK 41 - 1100-1190 Hamilton Ave
- MPK 42 - 1200-1240 Hamilton Ave
- MPK 43 - 1010-1048 Hamilton Ave
- MPK 44 - 1205-1275 Hamilton Ave
- MPK 45 - 1105-1195 Hamilton Ave
- MPK 46 - 1005 Hamilton Ave
- MPK 47 - 959 Hamilton Ave
- MPK 48 - 927-953 Hamilton Ave
- MPK 49 - 923-925 Hamilton Ave

- MPK 50 - 1390 Willow Road (NOT OCCUPIED)
- MPK 51 - 940 Hamilton Ave (NOT OCCUPIED)
- MPK 52 - 1380 Willow Road
- MPK 53 - 960 Hamilton Ave
- MPK 54 - 1370 Willow Road
- MPK 55 - 1374-1376 Willow Road
- MPK 56 - 980 Hamilton Ave
- MPK 57 - 1350 Willow Road
- MPK 58 - 1360 Willow Road
- MPK 59 - 998 Hamilton Ave

TRANSIT HUB PATHS OF TRAVEL

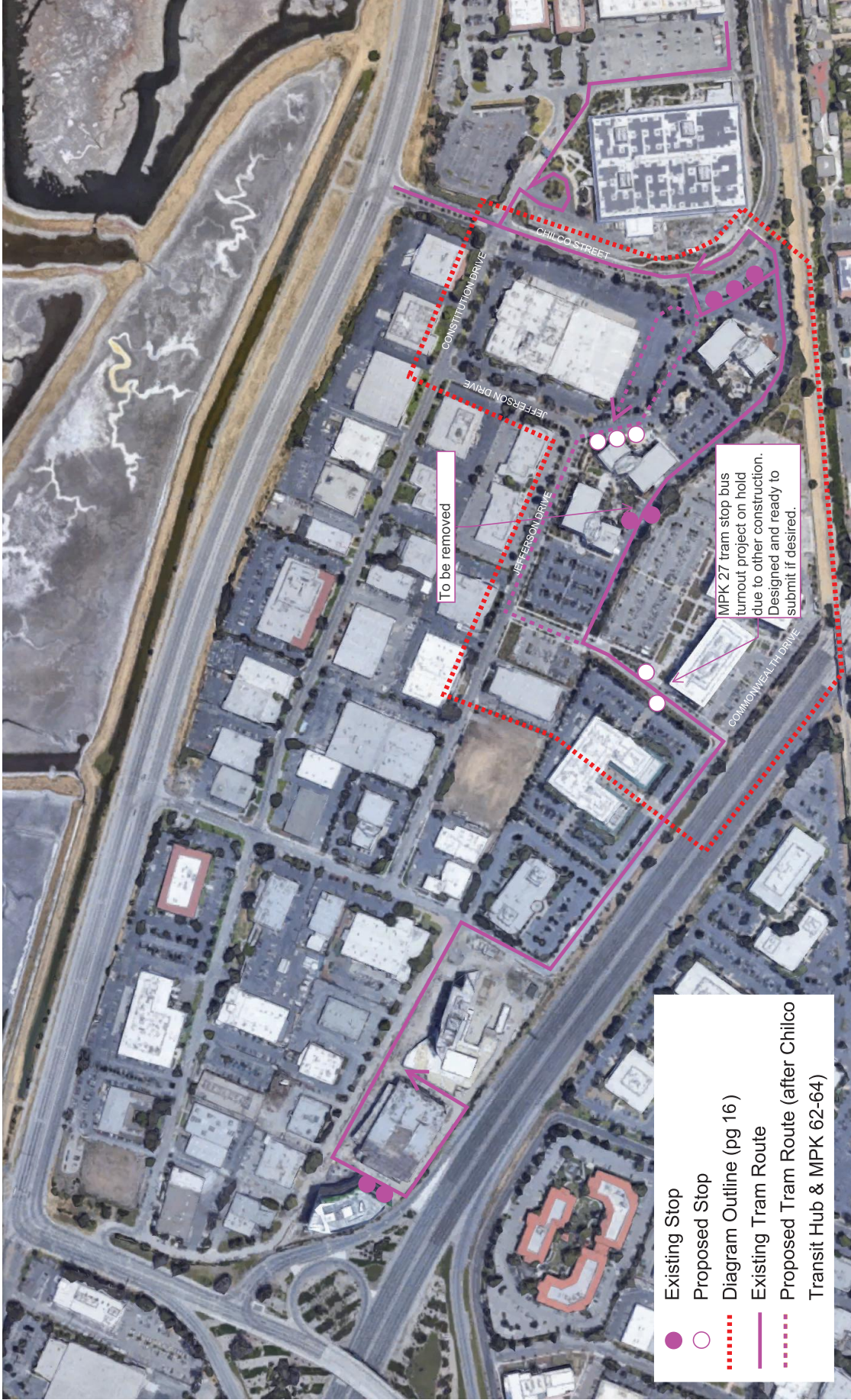


LEGEND	
Bicycles	(E) route
	(P) route
	(E) parking
	(P) parking
Shuttle	(E) route
	(P) route
	(E) stop
	(P) stop
Tram	(E) route
	(P) route
	(E) stop
	(P) stop
Pedestrian	route
	(E) existing (P) proposed

TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT



TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT



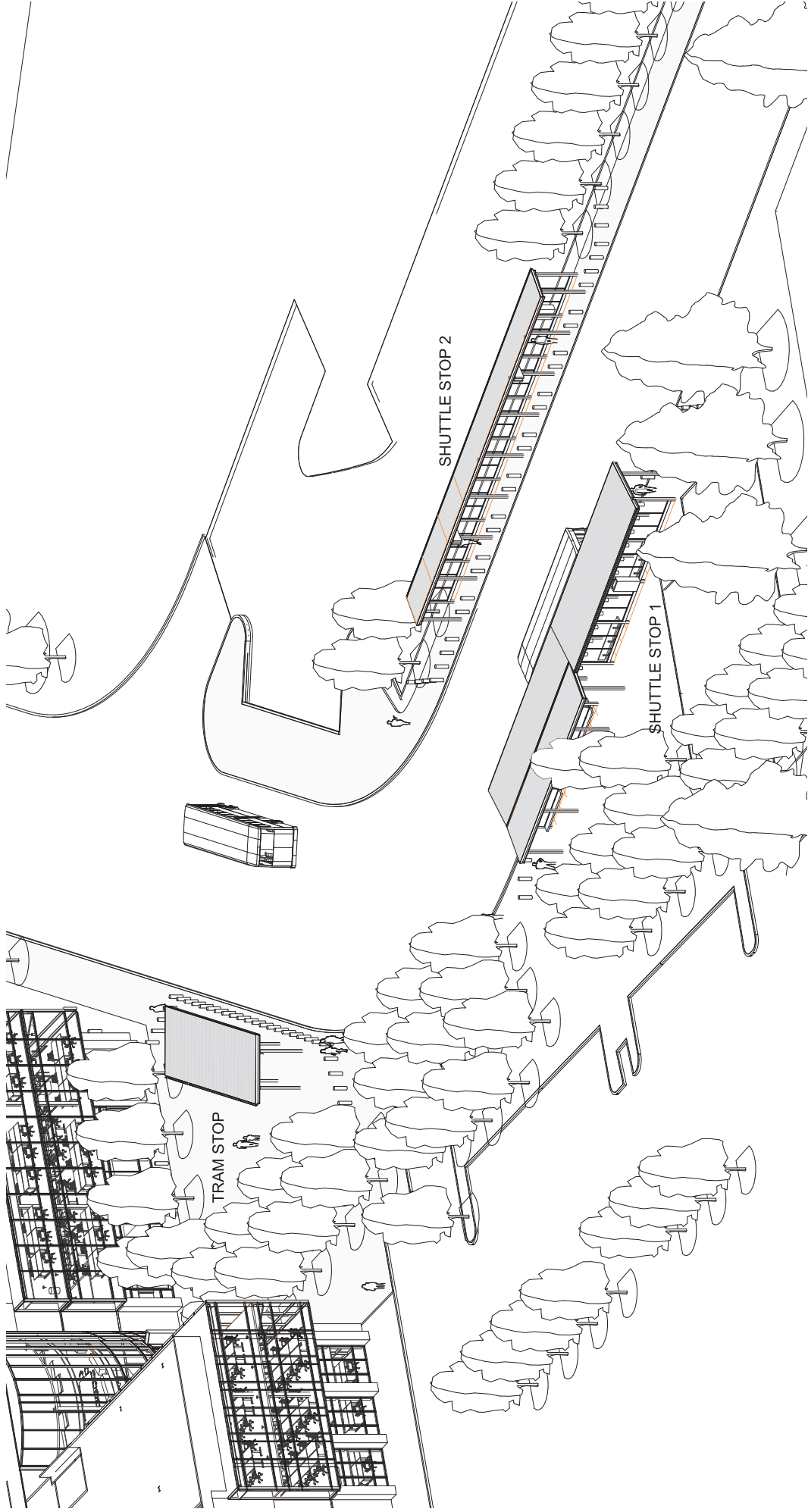
- Existing Stop
- Proposed Stop
- Diagram Outline (pg 16)
- Existing Tram Route
- Proposed Tram Route (after Chilco Transit Hub & MPK 62-64)

TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT

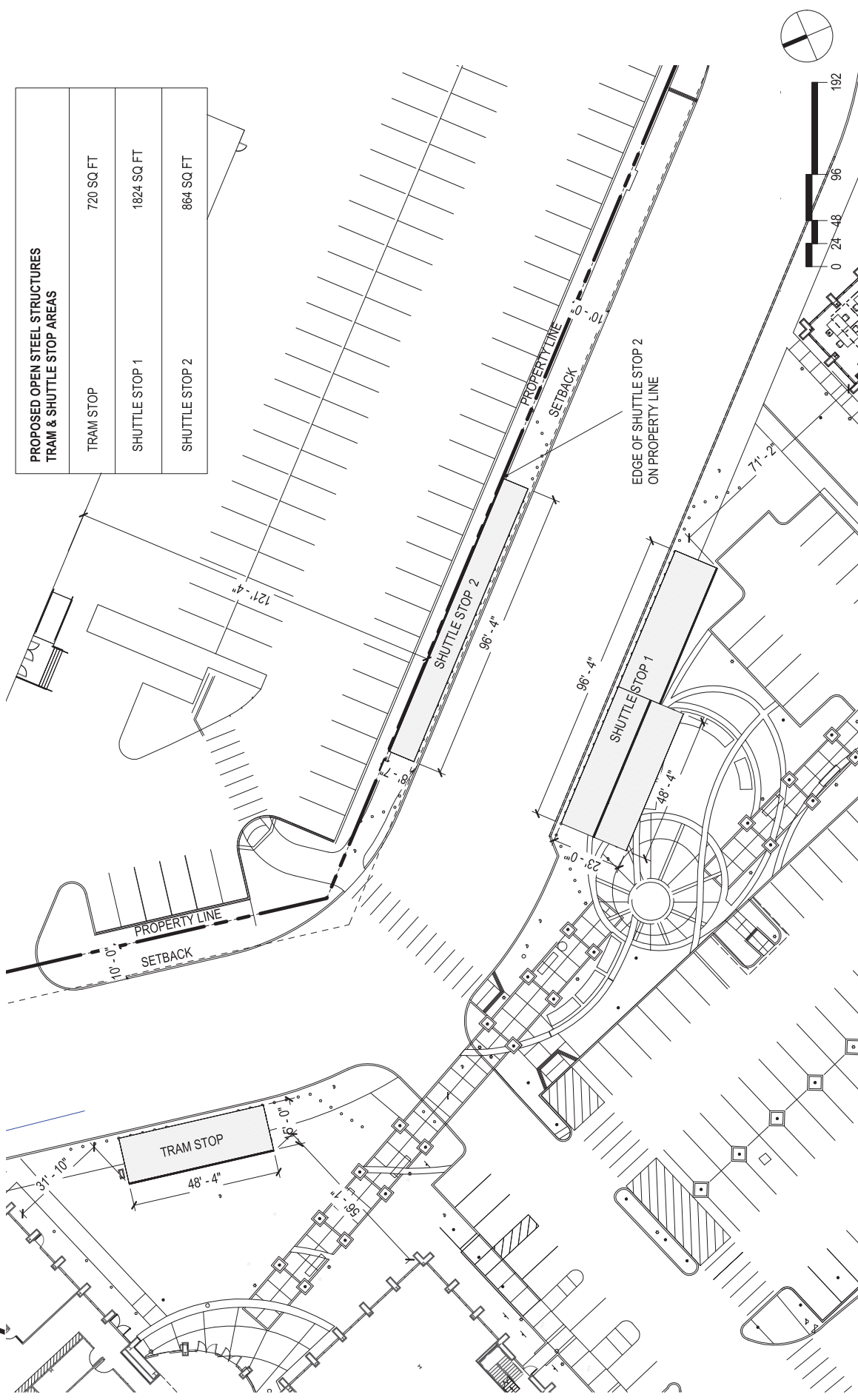


- Diagram Outline (pg 16)
- Primary Bike Route (Existing)
- - - - - Primary Bike Route (Proposed)
- Secondary Bike Route
- Bike Corral (Existing)
- Bike Corral (Proposed)

TRAM / SHUTTLE STOP SITE AXON

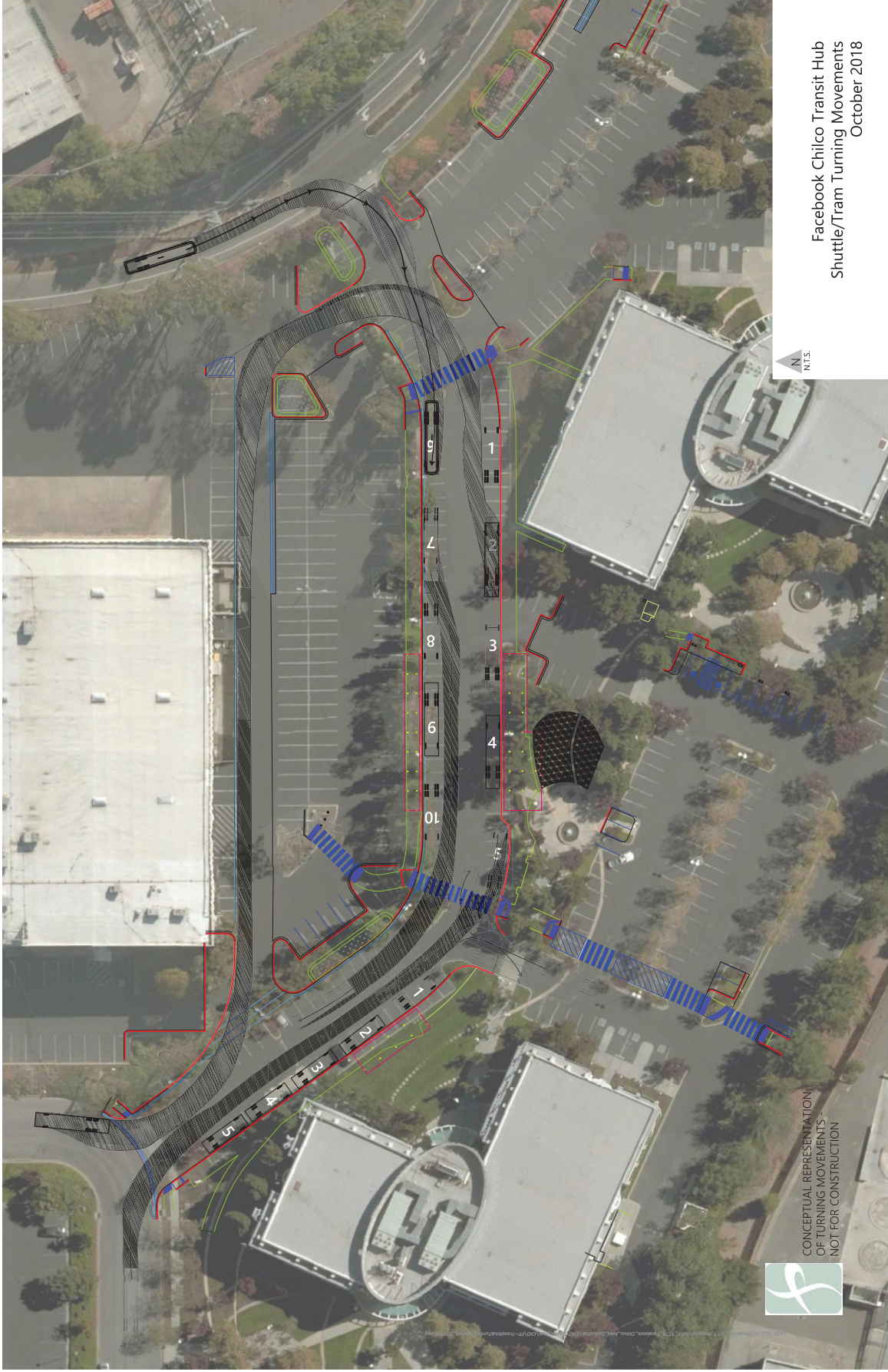


TRAM / SHUTTLE STOP OVERALL SITE PLAN



PROPOSED OPEN STEEL STRUCTURES TRAM & SHUTTLE STOP AREAS	
TRAM STOP	720 SQ FT
SHUTTLE STOP 1	1824 SQ FT
SHUTTLE STOP 2	864 SQ FT

TRAM / SHUTTLE STOP TURNING MOVEMENTS

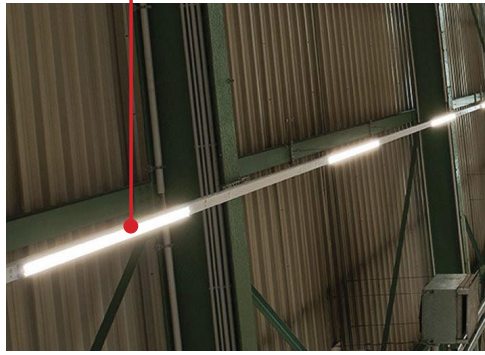


CONCEPTUAL REPRESENTATION
OF TURNING MOVEMENTS
NOT FOR CONSTRUCTION

Facebook Chilco Transit Hub
Shuttle/Tram Turning Movements
October 2018

Facebook Chilco Campus Bus Stop
180, 190, 200 Jefferson Drive, Menlo Park CA 94025

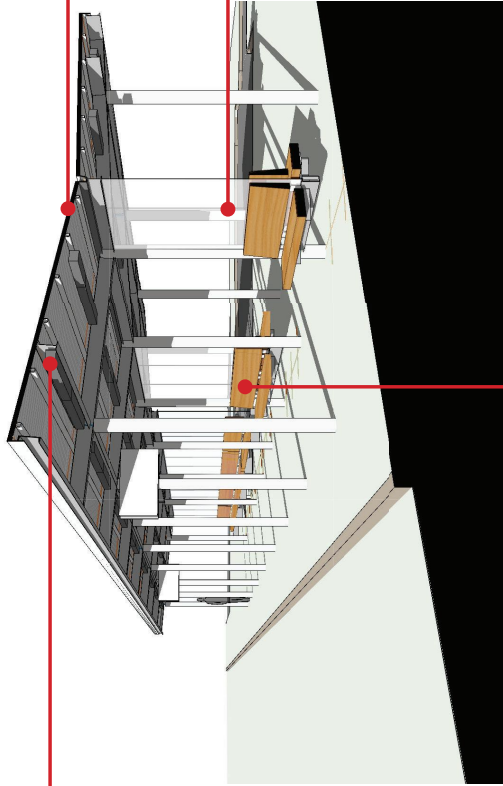
CHILCO BUS STOP MATERIAL PALETTE



EXTERIOR LINEAR LIGHTING
MOUNTED ON STRUCTURE



LIGHTING SPECIFICATION:
ECOSENSE TROV



GREY CORRUGATE METAL ROOF



FRITTED GLASS

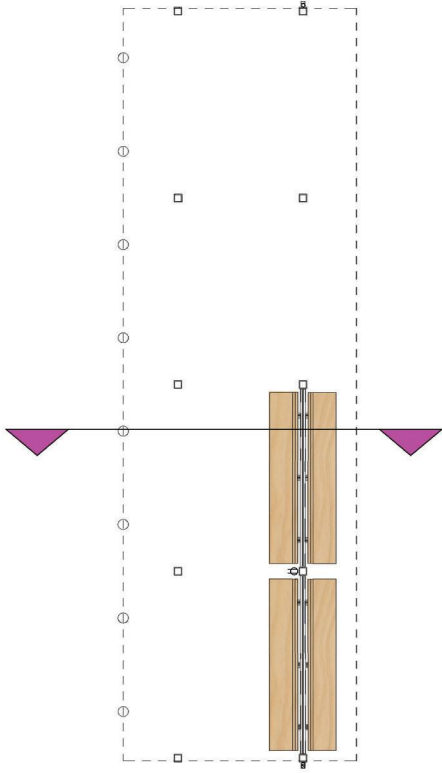


SOLID WOOD BENCHES
FSC CEDAR WITH NATURAL FINISH

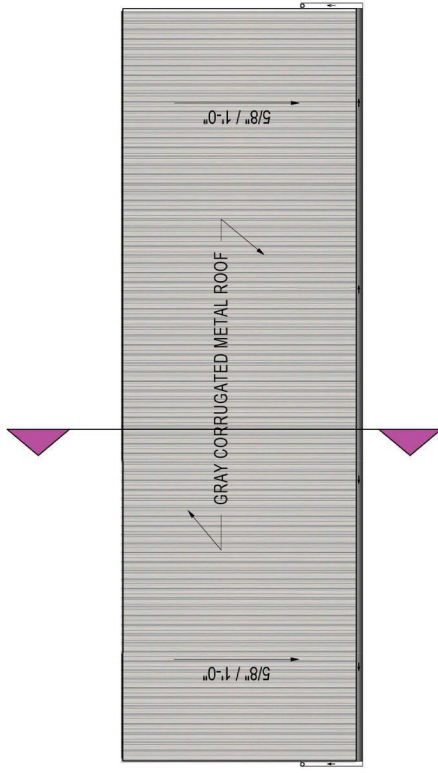


REFERENCE
GEHRY PARTNERS - DESIGNED BUS STOP IN MAIN CAMPUS

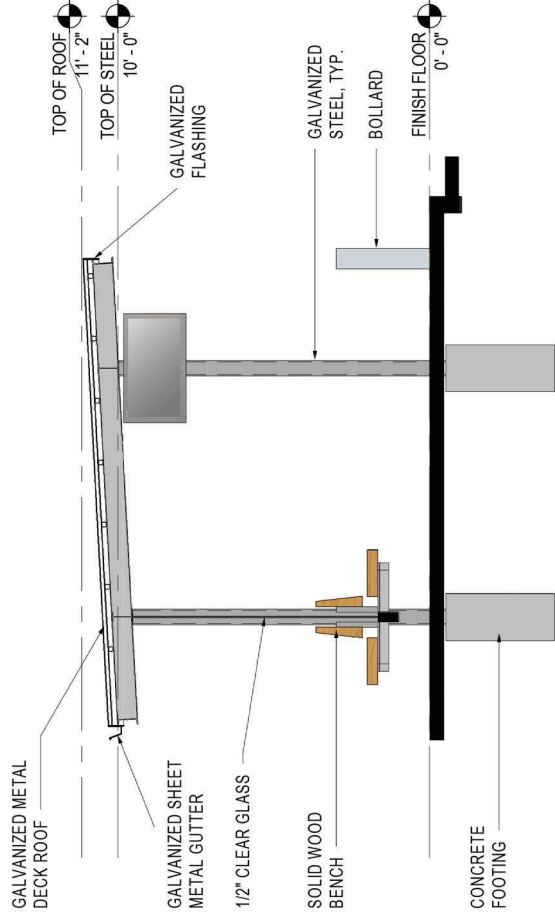
TRAM STOP DETAIL



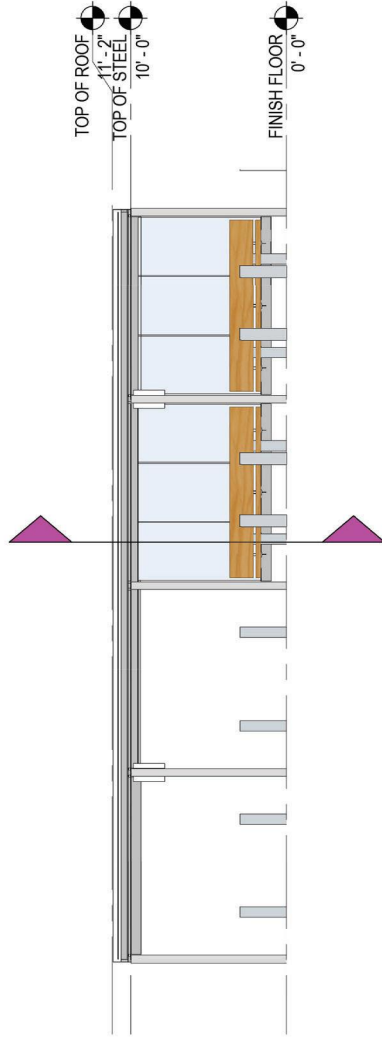
GROUND LEVEL PLAN



ROOF PLAN



SECTION 1



ELEVATION

LOOK + FEEL

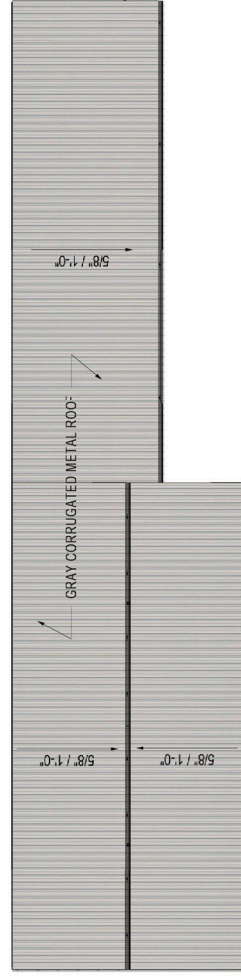


TRAM STOP - IN FRONT OF MPK 25

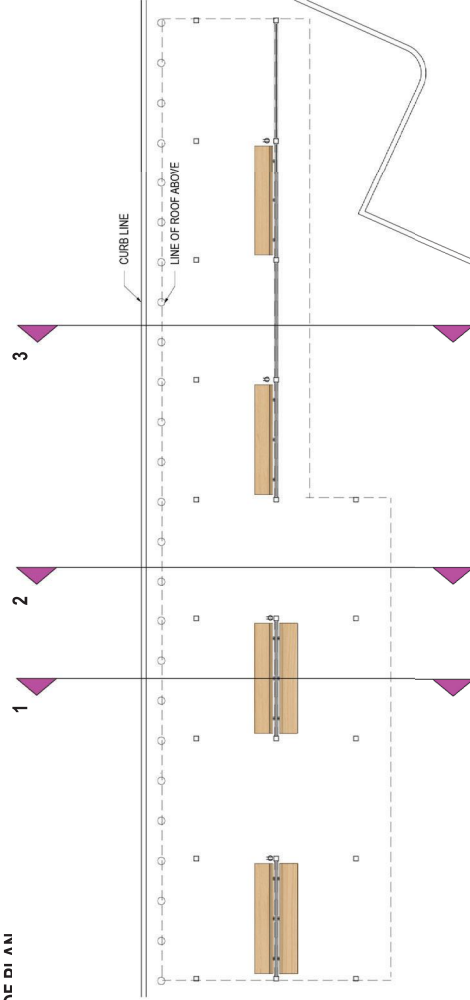
October 10 2018 | **Gensler**

Facebook Chilco Campus Bus Stop
180, 190, 200 Jefferson Drive, Menlo Park CA 94025

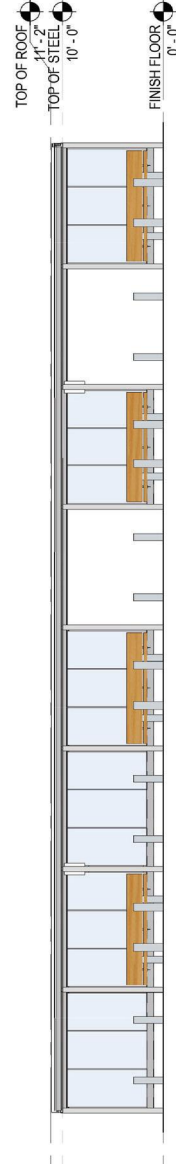
SHUTTLE STOP 1 DETAIL



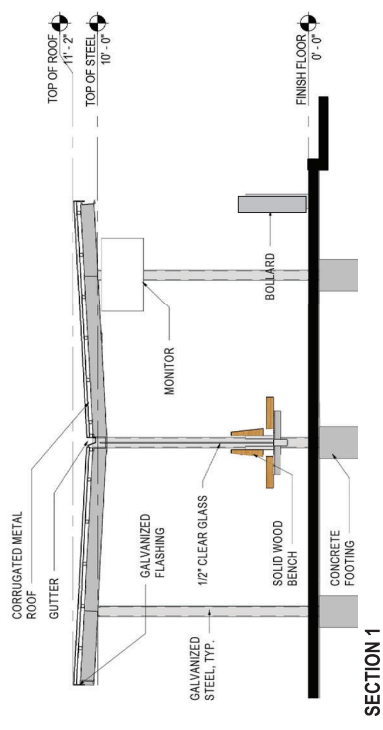
ROOF DETAIL



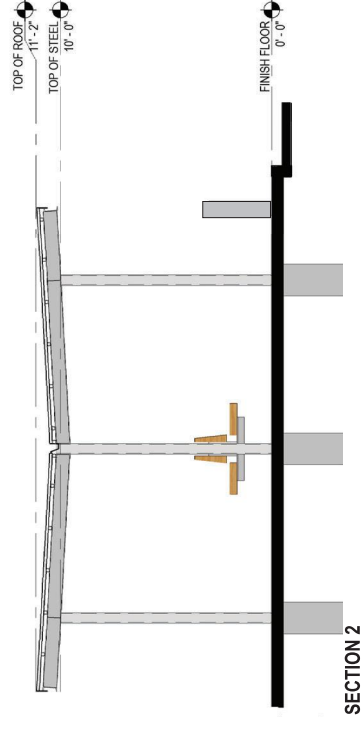
GROUND FLOOR PLAN



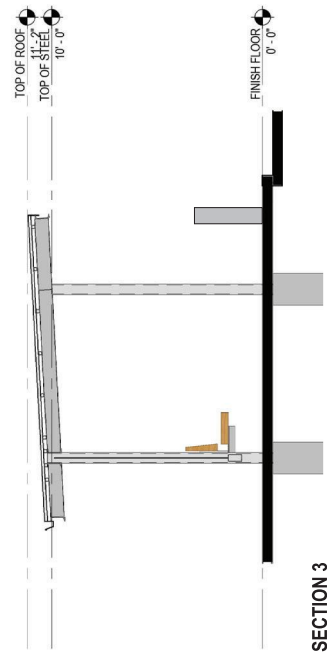
ELEVATION



SECTION 1



SECTION 2



SECTION 3

SHUTTLE STOP 1

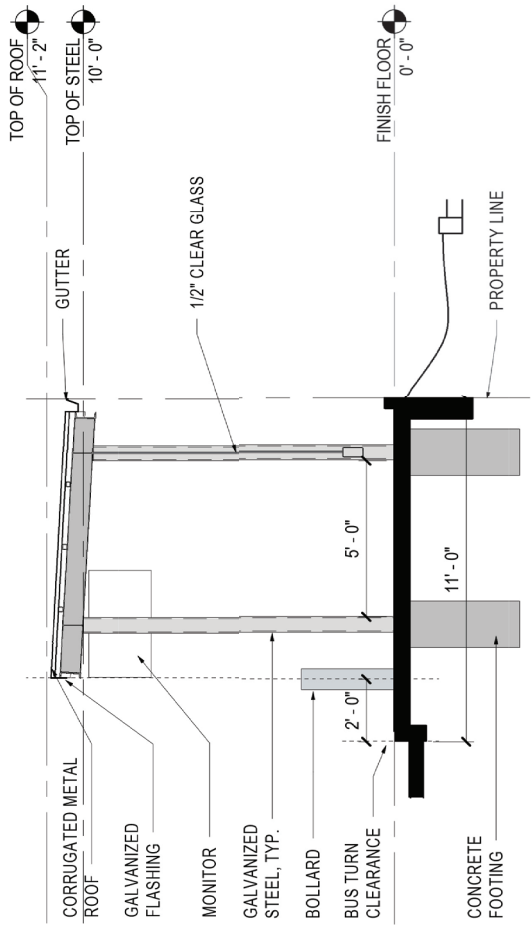
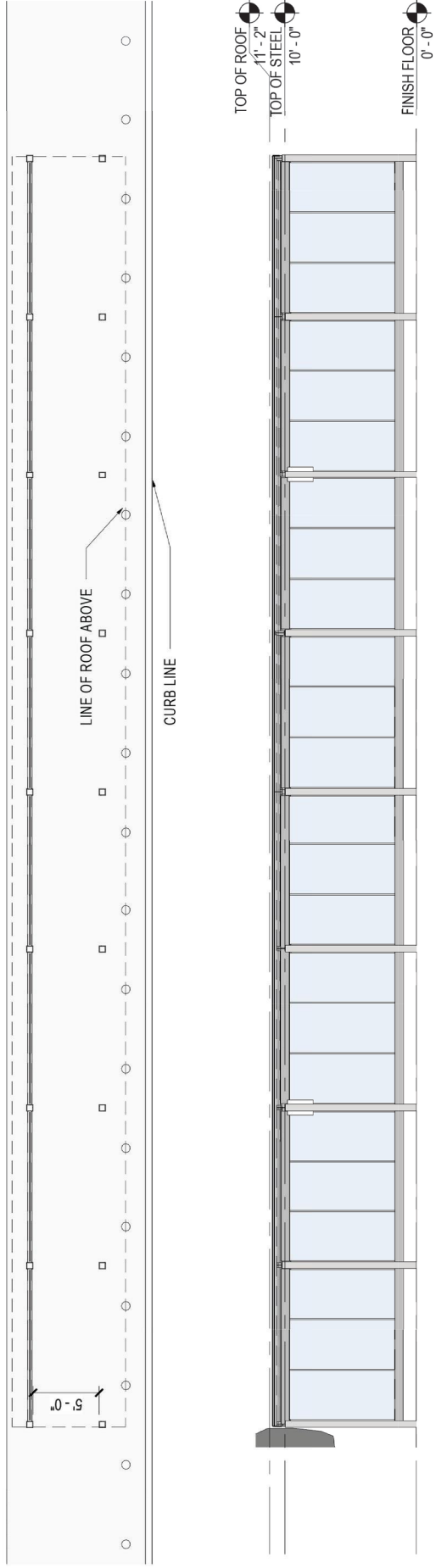


SHUTTLE STOPS - EAST VIEW DOWN PROPOSED STREET

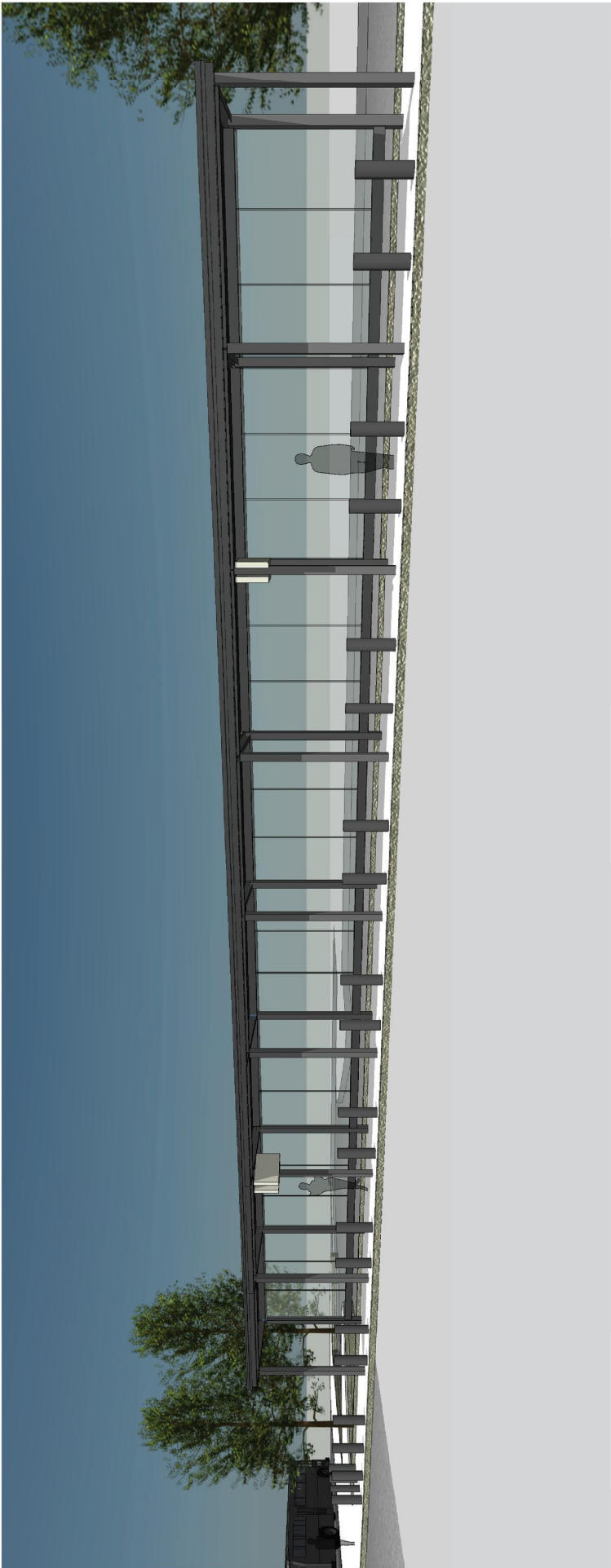
October 10 2018 | **Gensler**

Facebook Chilco Campus Bus Stop
180, 190, 200 Jefferson Drive, Menlo Park CA 94025

SHUTTLE STOP 2 DETAIL



SHUTTLE STOP 2



SHUTTLE STOP 2

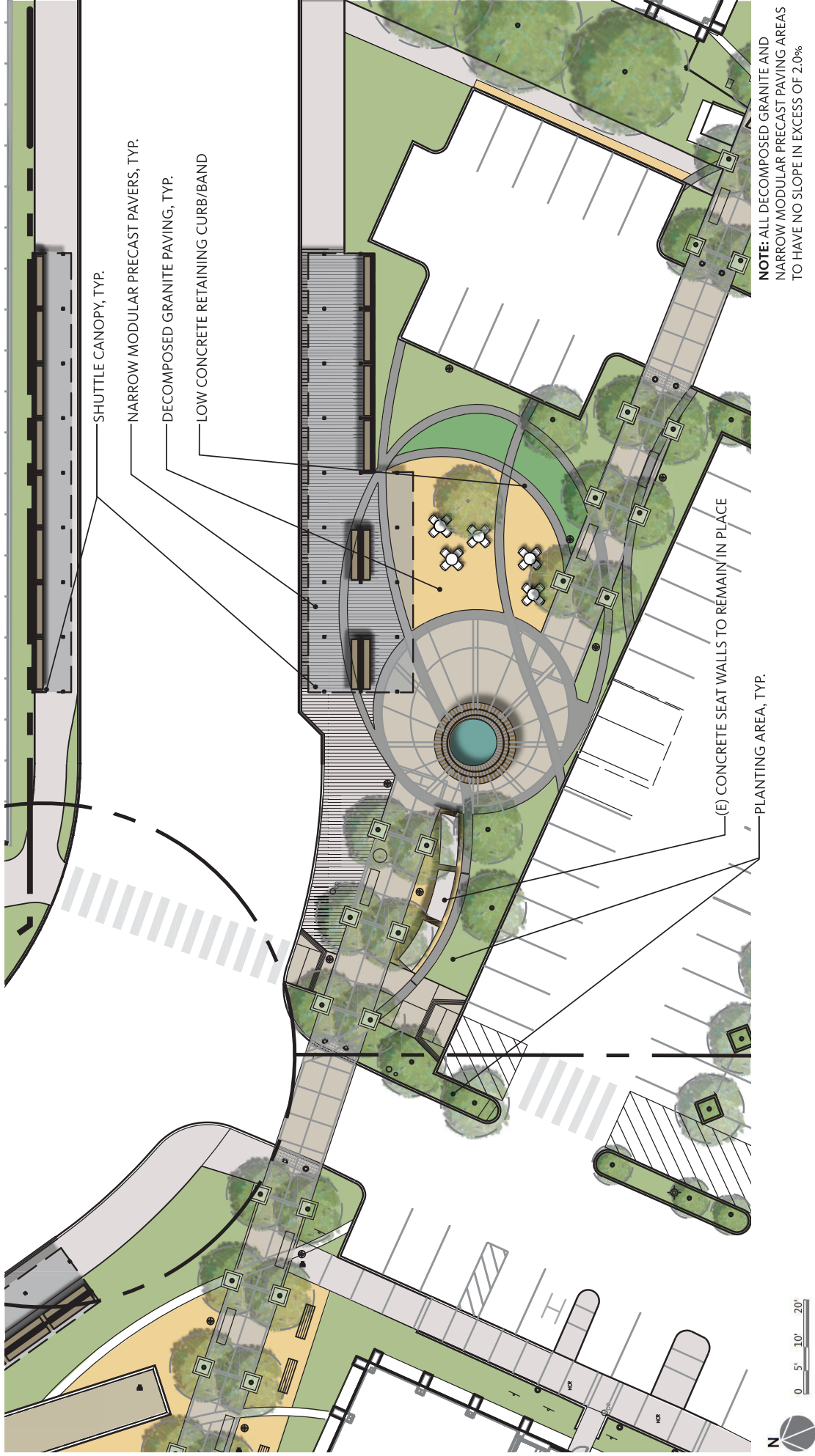


SHUTTLE STOP 1 + 2



SHUTTLE STOPS - EAST VIEW DOWN PROPOSED STREET

CHILCO COMMONS PLAZA DESIGN



CHILCO COMMONS MATERIAL PALETTE



EXISTING CONCRETE SIDEWALKS AND PAVING BANDS



DECOMPOSED GRANITE PAVING



LANDSCAPE FORMS PARC CENTRE STACKING CHAIR



STEPSTONE NARROW MODULAR PRECAST UNIT PAVERS



EXISTING WATER FEATURE WITH WOOD CLADDING



LANDSCAPE FORMS PARC CENTER 30" ROUND TABLE

CHILCO COMMONS PLANTING PALETTE



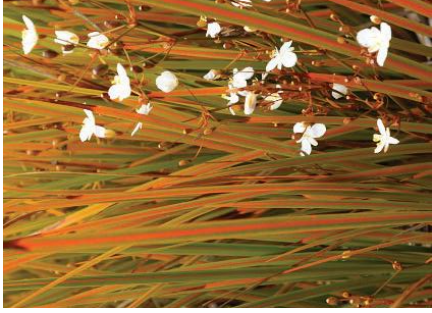
Calamagrostis x acutiflora
'Karl Foerster'



Carex remota



Festuca mairei



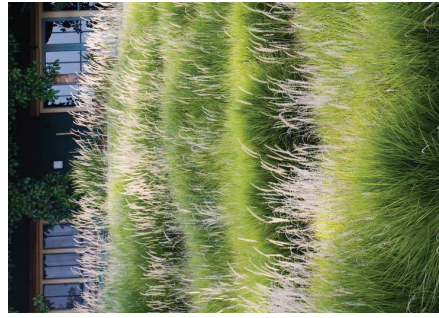
Libertia peregriana



Muhlenbergia capillaris



Ophiopogon subspecies



Pennisetum 'Fairy Tails'



Pennisetum spathiolatum



Phormium 'Black Adder'

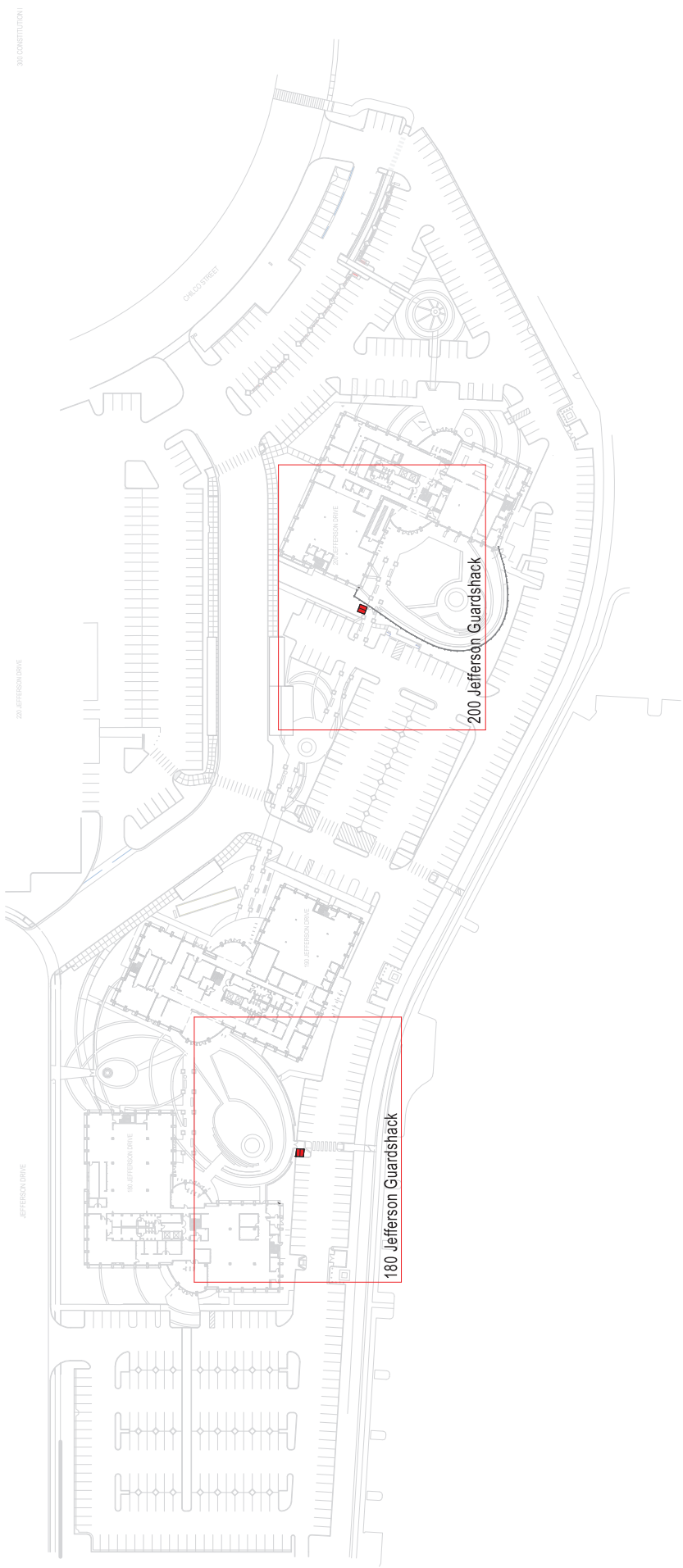


Platanus x acerifolia (existing)



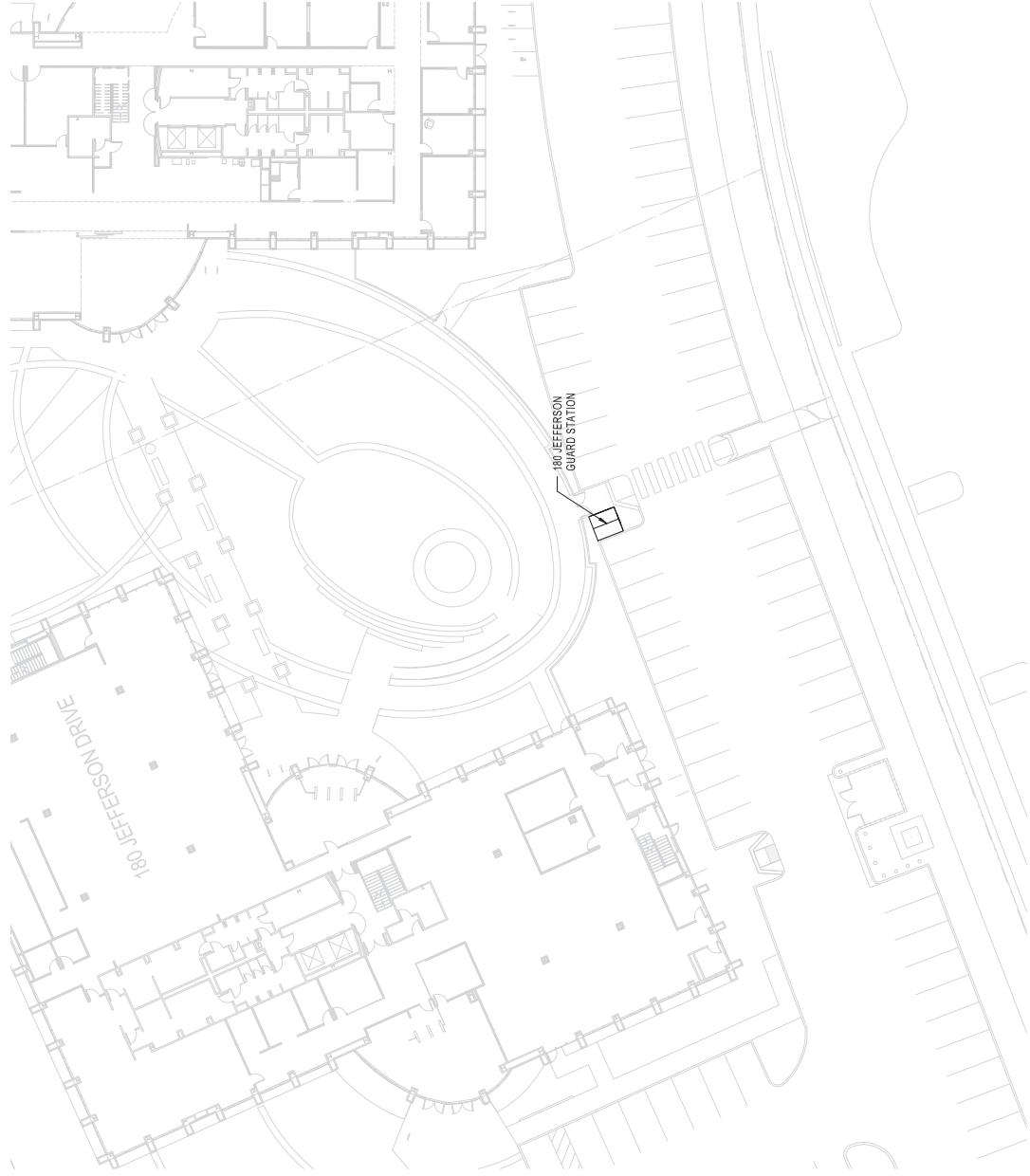
Pyrus calleryana (existing)

GUARDSHACKS LOCATIONS



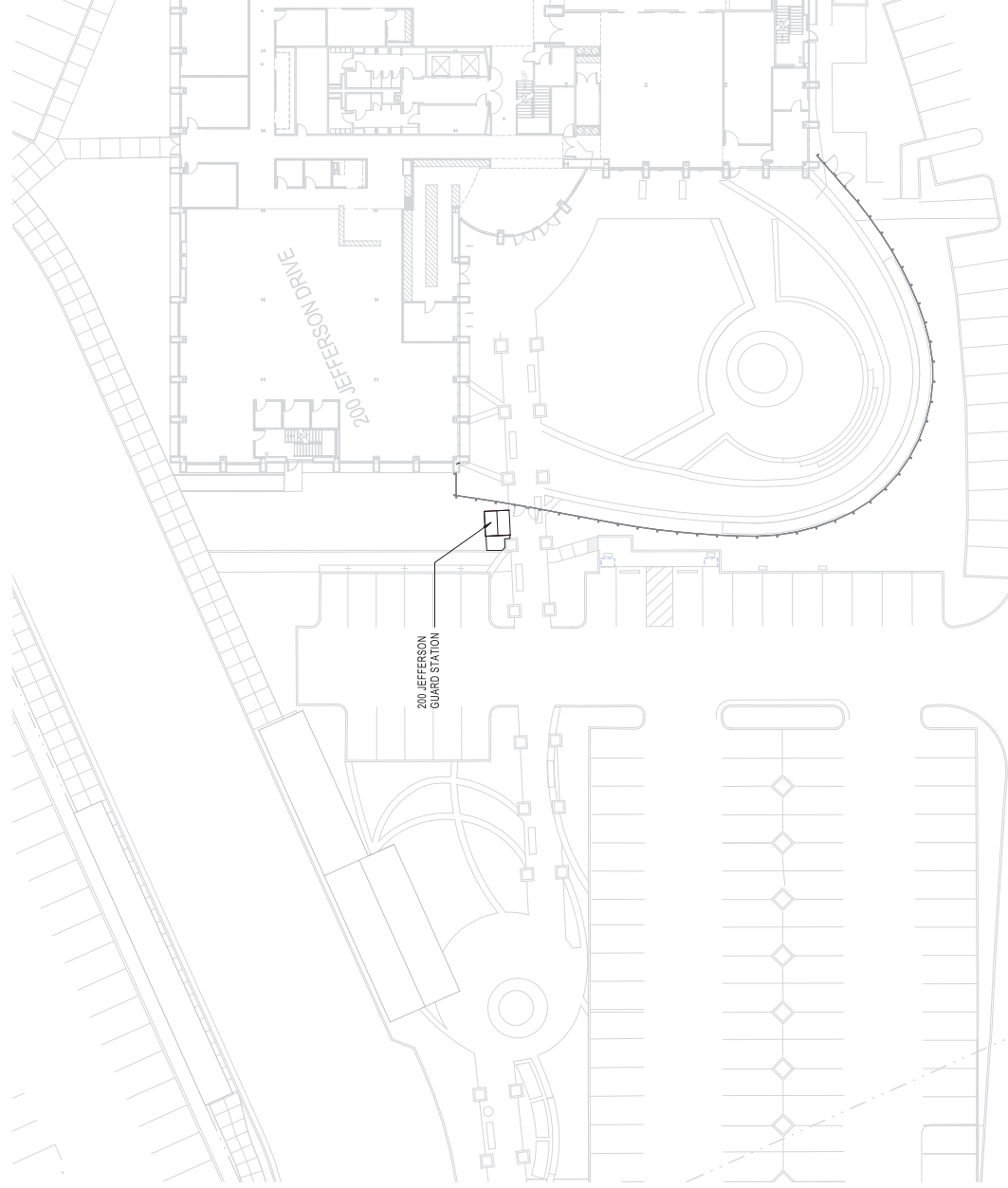
GUARDSHACKS LOCATIONS

180 JEFFERSON DRIVE



GUARDSHACKS LOCATIONS

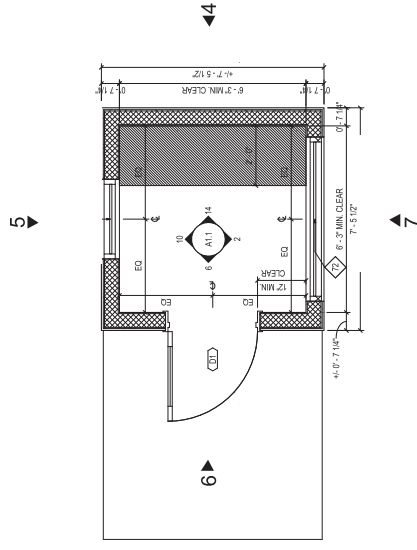
200 JEFFERSON DRIVE



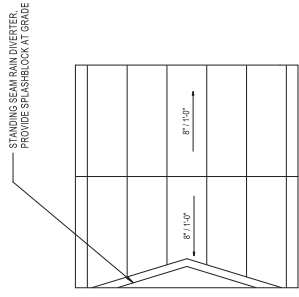
GUARDSHACKS LOOK + FEEL



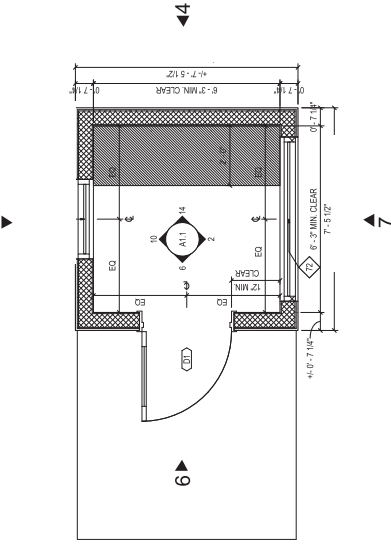
GUARDSHACKS TYPICAL ELEVATIONS / FLOOR PLANS



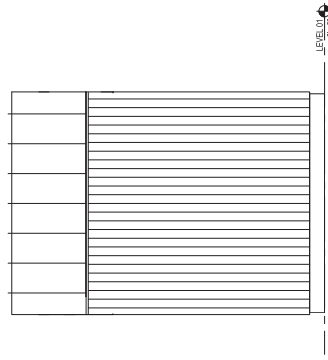
1 REFLECTED CEILING PLAN - GUARD STN
SCALE: 1/2" = 1'-0"



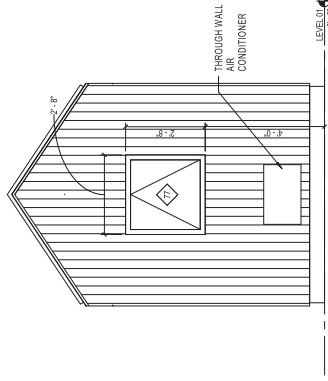
2 PLAN - GUARD STATION ROOF
SCALE: 1/2" = 1'-0"



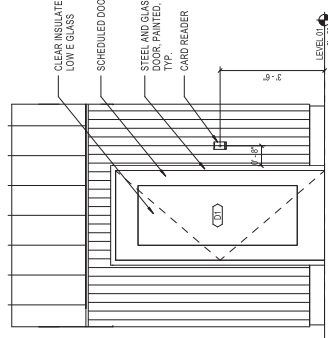
3 PLAN - GUARD STATION FLOOR
SCALE: 1/2" = 1'-0"



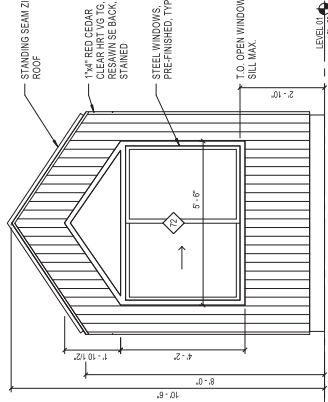
4 GUARD STATION ELEV EAST
SCALE: 1/2" = 1'-0"



5 GUARD STATION ELEV NORTH
SCALE: 1/2" = 1'-0"



6 GUARD STATION ELEV WEST
SCALE: 1/2" = 1'-0"



7 GUARD STATION ELEV SOUTH
SCALE: 1/2" = 1'-0"

FACEBOOK
1500 28th Street
Menlo Park, CA 94025

Genster
20000 Wilshire Blvd
Suite 4000
Beverly Hills, CA 90210
Tel: 415.563.0700
Fax: 415.563.0700

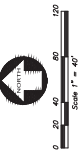
HOBACH-LEWIN, INC.
30000 Wilshire Blvd
Suite 4000
Beverly Hills, CA 90210
Tel: 415.563.0700
Fax: 415.563.0700

PAE
Professional Architectural
Engineering
10000 Wilshire Blvd
Suite 4000
Beverly Hills, CA 90210
Tel: 415.563.0700
Fax: 415.563.0700

WEBER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
10000 Wilshire Blvd
Suite 4000
Beverly Hills, CA 90210
Tel: 415.563.0700
Fax: 415.563.0700

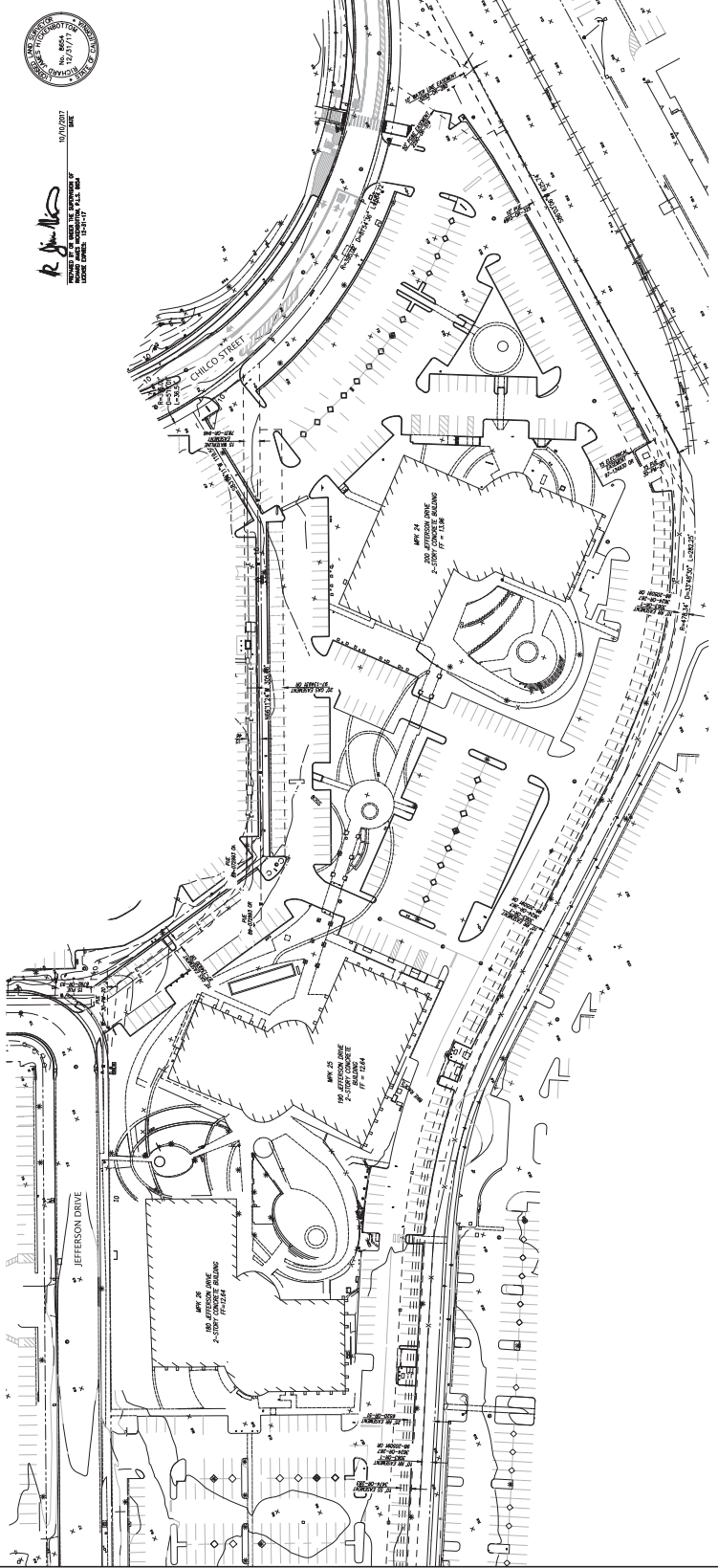
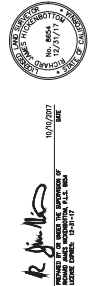
Legend
Description
A. BOUNDARY
B. PROPERTY LINE
C. EASEMENT

Project Name: MPK CHILCO CAMPUS SITE IMPROVEMENTS
Project Number: A16713-4
Description: OVERALL TOPOGRAPHIC SURVEY
Scale: C1.0



LEGEND

Table with columns for symbols and descriptions. Includes items like: BOUNDARY LINE, PROPERTY LINE, EASEMENT, CONCRETE WALL, CONCRETE CURB, etc.



NOTES

- 1. THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY A PROFESSIONAL ENGINEER, PREPARED BY ASSIGNED SURVEYORS OF RECORD WHO HAVE REVIEWED THIS PLAN AND THE RECORD MAPS AND THE FIELD NOTES, OF RECORDS, OF COURTESY OF THE PROPERTY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMAL FRACTIONS.
3. THE PROPERTY LINE IS SHOWN BY A DASHED LINE. THE PROPERTY LINE IS SHOWN BY A DASHED LINE.
4. BOUNDARIES, BEARS THIS SET BACK FROM THE PROPERTY LINE, BEING THE CENTER OF THE ROAD, THE CENTER OF THE ROAD AND THE CENTER OF THE ROAD.
5. BEARS OF BOUNDARIES, THE BEARING OF BORN 34 3/4' EAST 87 DEGREES 34 MINUTES 30 SECONDS NORTH 40' 15" EAST 87 DEGREES 34 MINUTES 30 SECONDS NORTH.
6. ALL DISTANCES ARE GROUND DISTANCES UNLESS NOTED OTHERWISE. NO CORRECTED DISTANCES TO THE CENTER LINE, MULTIPLE GROUND DISTANCES BY SCALE FACTOR SURVEY.

2:1074713-4-MPK CHILCO CAMPUS SITE IMPROVEMENTS (10-08-18) 10.03.18 10:52:34 AM (0/0/0)

FACEBOOK

Genstler
21000 Wilshire Blvd
Suite 100
Los Angeles, CA 90025

Genstler

21000 Wilshire Blvd
Suite 100
Los Angeles, CA 90025
Tel: 310.552.5700
Fax: 310.552.5799

HOBAS-LEWIN, INC.
10000 Wilshire Blvd
Suite 100
Los Angeles, CA 90025
Tel: 310.552.5700
Fax: 310.552.5799

PAE
Professional Engineering
www.pae.com

PAE

DAVIS & BROCK
CIVIL ENGINEERS & SURVEYORS, INC.
1000 Wilshire Blvd
Suite 100
Los Angeles, CA 90025
Tel: 310.552.5700
Fax: 310.552.5799



Rev. #/Date

Rev. #/Date Description
A 01/2018 PLAN REVIEW REVISIONS
A 02/2018 PLAN REVIEW REVISIONS
A 03/2018 PLAN REVIEW REVISIONS

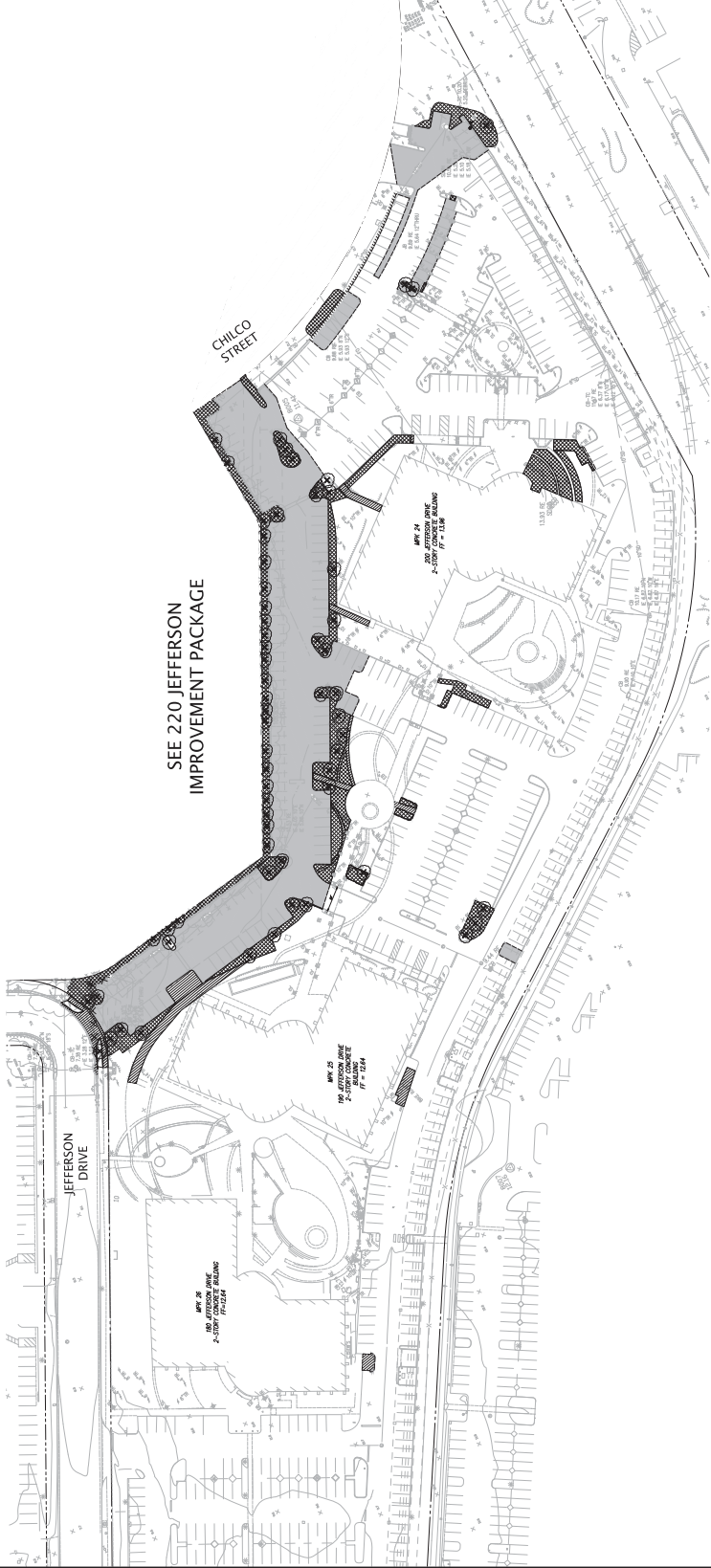
Project Name
MPX CHILCO CAMPUS SITE
IMPROVEMENTS
Project Number
A16713-4
Description

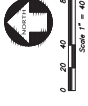
DEMOLITION
PLAN
Scale

C2.0

LEGEND

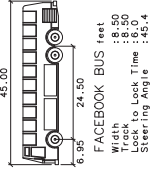
- EXISTING CURB & GUTTER TO BE REMOVED
- EXISTING AC PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING LANDSCAPE TO BE REMOVED
- SMOOTH LINE
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES TO BE REMOVED
- PROPOSED TREES TO BE MAINTAINED
- PLAN AND DATE



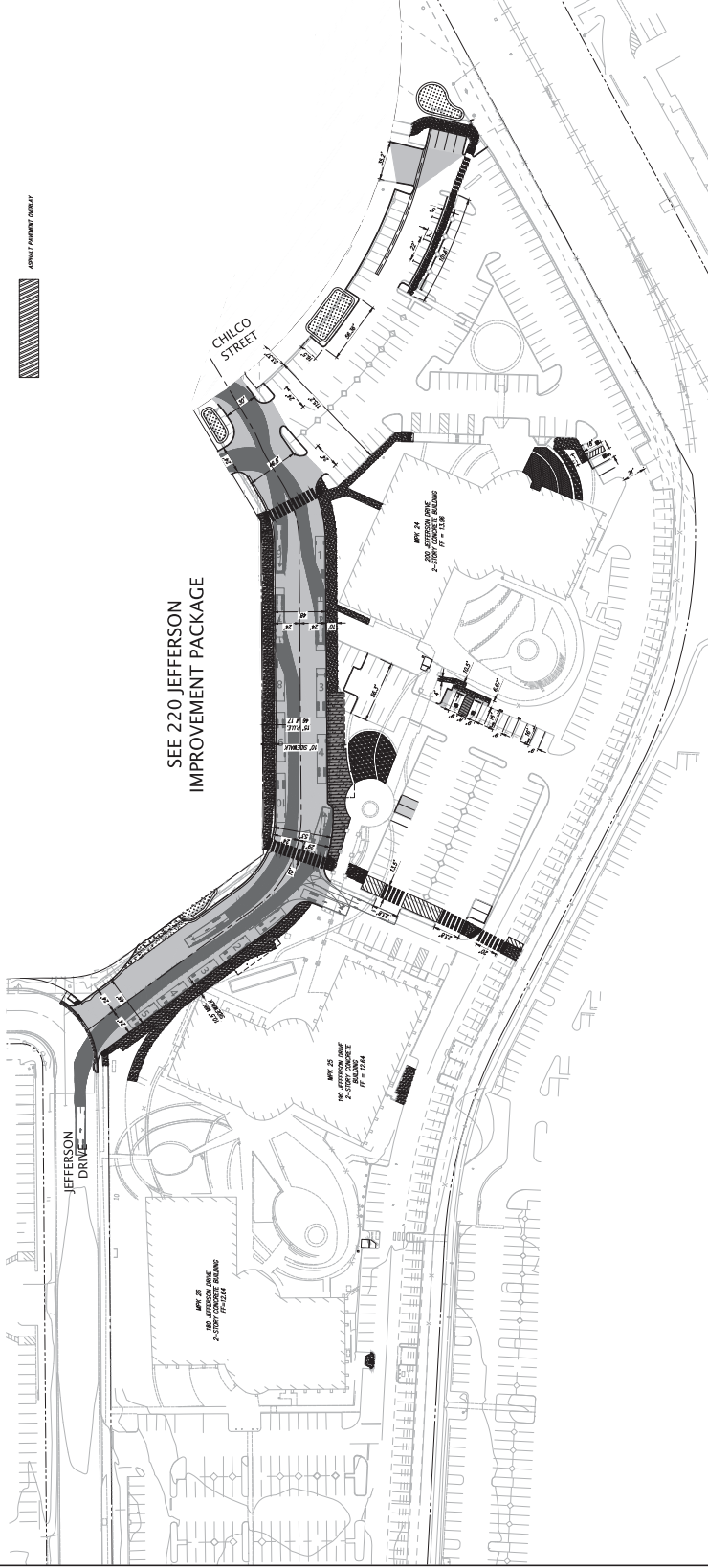


LEGEND

ASPHALT PAVEMENT, 4" THICKNESS IF ELIGIBLE FOR HOT MIX SURFING
ASPHALT PAVEMENT, 4" THICKNESS IF NOT ELIGIBLE FOR HOT MIX SURFING
CONCRETE SURFACE, 4" THICKNESS IF NOT ELIGIBLE FOR HOT MIX SURFING
CONCRETE SURFACE, 4" THICKNESS IF ELIGIBLE FOR HOT MIX SURFING
80-TREATMENT PAVEMENT
PERMEABLE CONCRETE
RECONSTRUCT ASPHALT
PRECAST CONCRETE UNIT PAVEMENT, SEE ANNOTATED PLAN
JOINTLY PAVED SURFACE OVERLAY



SEE 220 JEFFERSON
IMPROVEMENT PACKAGE



FACEBOOK
 650 California Street
 Menlo Park, CA 94025

Genstler
 21450 Stevens Street
 San Diego, CA 92161
 Phone: (619) 592-5999
 Fax: (619) 592-5995

HOBASCH-LEWIN, INC.
 10000 Wilshire Blvd., Suite 1000
 Los Angeles, CA 90024
 Phone: (310) 551-1000
 Fax: (310) 551-0882

PAE
 10000 Wilshire Blvd., Suite 1000
 Los Angeles, CA 90024
 Phone: (310) 551-1000
 Fax: (310) 551-0882

WILVER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 13001 Wilshire Blvd., Suite 1000
 Los Angeles, CA 90024
 Phone: (310) 551-1000
 Fax: (310) 551-0882



Sheet Information

Project Name: NPK CHILICO CAMPUS SITE IMPROVEMENTS
 Project Number: A16713-4
 Description: HORIZONTAL CONTROL & PAVING PLAN

Project Name: NPK CHILICO CAMPUS SITE IMPROVEMENTS
 Project Number: A16713-4
 Description: HORIZONTAL CONTROL & PAVING PLAN

Scale: C3.0

10/20/2018

FACEBOOK
 150,300 Jefferson Drive
 Menlo Park, CA 94025

Genster
 2 Anderson Street
 San Francisco, CA 94105
 Tel: 415.774.3700
 Fax: 415.774.4010

HOBBACH-LEWIN, INC.
 2500 California Street
 San Francisco, CA 94115
 Tel: 415.774.1200
 Fax: 415.774.1202

PAE
 1000 California Street
 San Francisco, CA 94108
 Tel: 415.774.1200
 Fax: 415.774.1202

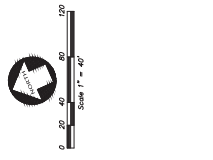
KIRK & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 1000 California Street
 San Francisco, CA 94108
 Tel: 415.774.1200
 Fax: 415.774.1202

MPK CHILCO CAMPUS SITE IMPROVEMENTS
 Project Name
 A18713-4
 Project Number
 Description

GRADING & DRAINAGE PLAN

C4.0

Scale 1" = 40'

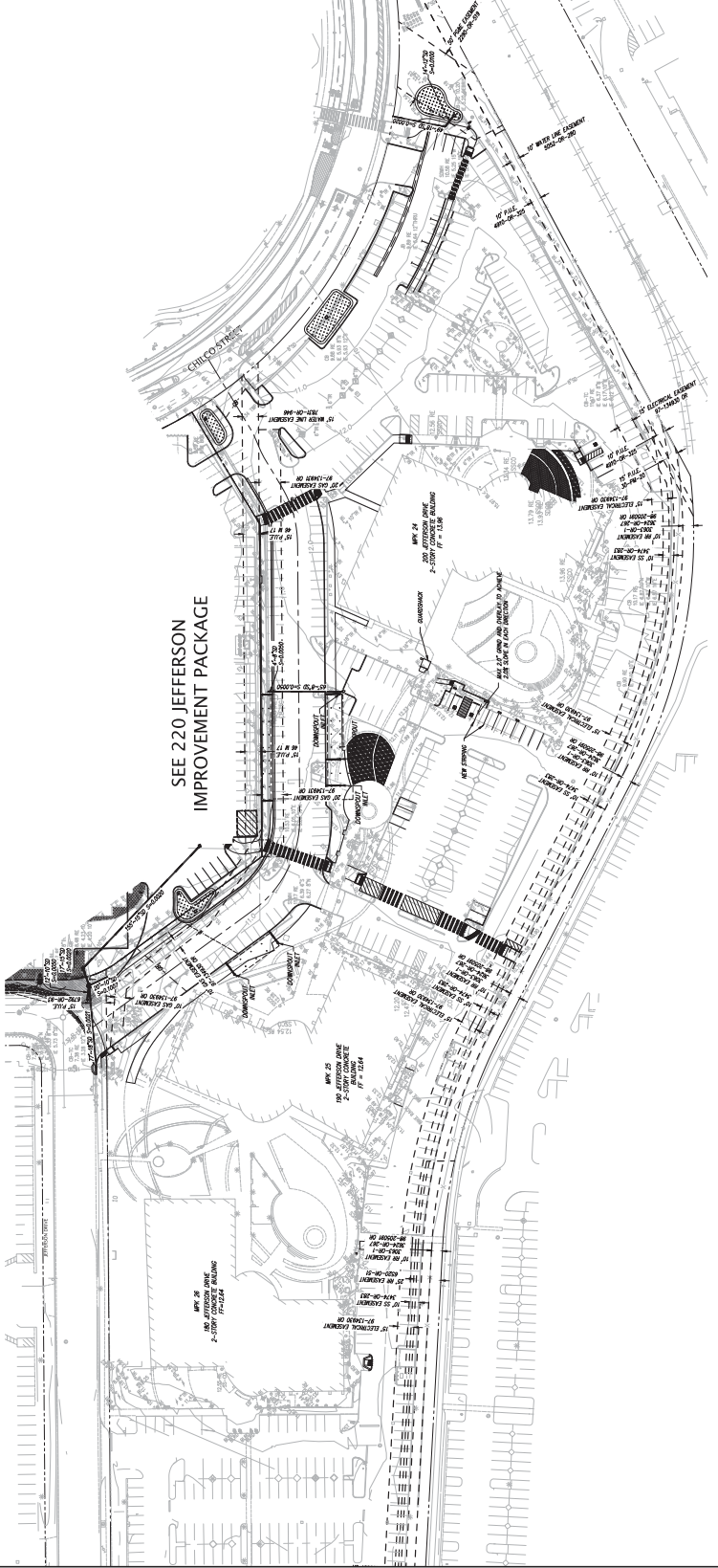


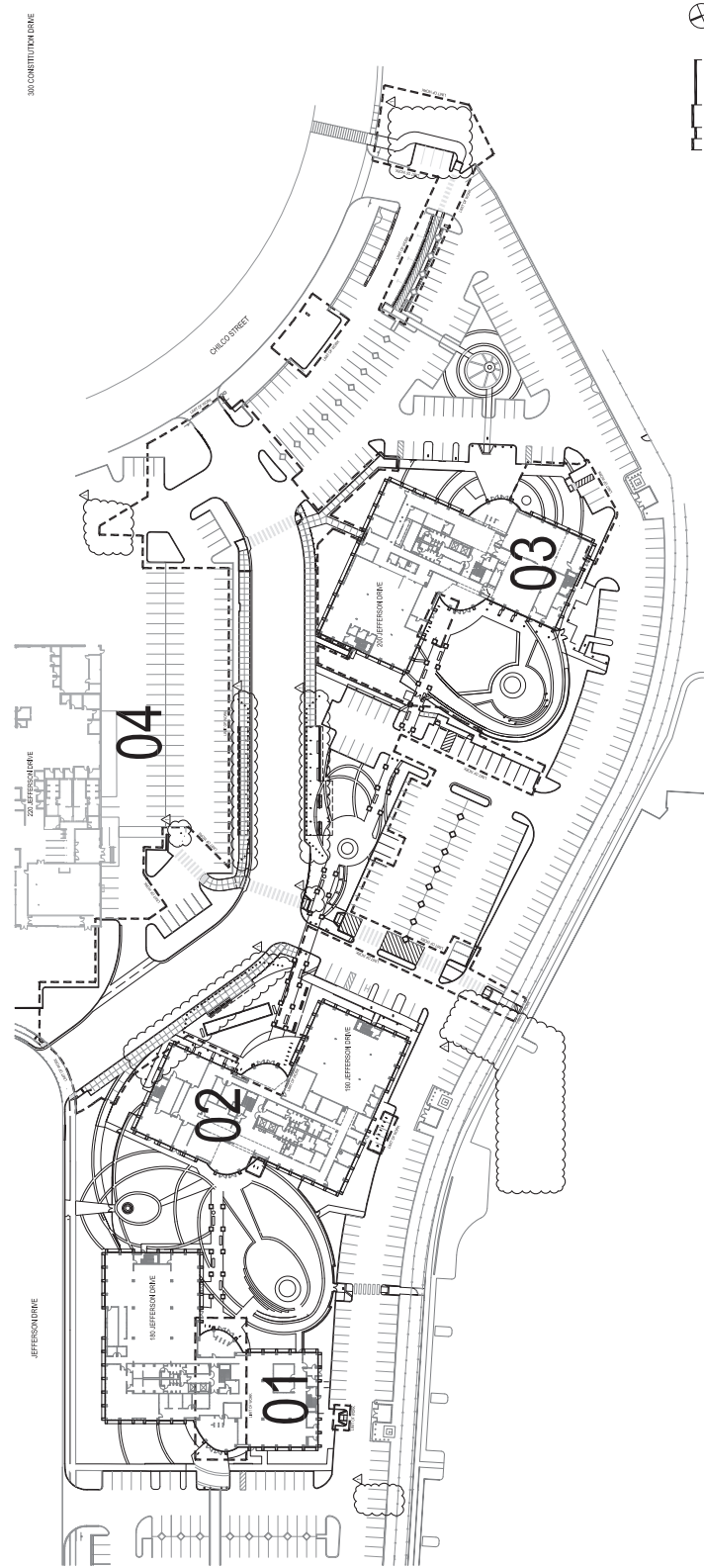
LEGEND

SYMBOL	DESCRIPTION
(Symbol)	EXISTING ASPHALT DRIVE
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY AND BIKEWAY AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY
(Symbol)	EXISTING ASPHALT DRIVE WITH SIDEWALK AND BIKEWAY AND BENCH MARK AND CATCH BASIN AND ELECTRICAL SERVICE AND TRAFFIC SIGNAL AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY

NOTES

1. CONSTRUCTION BY THE OWNER AND AT THE RISK OF THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES.





1 SITE PLAN
 SCALE: 1" = 30'

GENERAL NOTES

1. THESE NOTES AND LEGENDS REFER TO THE LANDSCAPE DRAWINGS ONLY.
2. WITHIN DIMENSIONS THE PRECEDENCE OVER SCALED DIMENSIONS.
3. THE CONTRACTOR SHALL VERIFY AND ASSUME RESPONSIBILITY FOR ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO SUBMITTING PRICES. NO CLAIM SHALL BE ALLOWED FOR OMISSIONS OR ERRORS IN THE DRAWINGS WHICH COULD HAVE BEEN DETECTED BY REASONABLE PROFESSIONAL EXAMINATION.
4. THE CONTRACTOR SHALL NOT PROCEED WITH ANY ADDITIONAL WORK OR CHANGES FOR WHICH THE CONTRACTOR HAS NOT BEEN SPECIFICALLY AUTHORIZED IN WRITING BY THE ARCHITECT AND LANDSCAPE ARCHITECT.
5. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
6. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY WITH OWNER AND ARCHITECT (AKA ALL TRADES) TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
7. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
8. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
9. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
10. THE CONTRACTOR SHALL VERIFY AND ASSUME RESPONSIBILITY FOR ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO SUBMITTING PRICES. NO CLAIM SHALL BE ALLOWED FOR OMISSIONS OR ERRORS IN THE DRAWINGS WHICH COULD HAVE BEEN DETECTED BY REASONABLE PROFESSIONAL EXAMINATION.
11. THE CONTRACTOR SHALL NOT PROCEED WITH ANY ADDITIONAL WORK OR CHANGES FOR WHICH THE CONTRACTOR HAS NOT BEEN SPECIFICALLY AUTHORIZED IN WRITING BY THE ARCHITECT AND LANDSCAPE ARCHITECT.
12. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
13. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY WITH OWNER AND ARCHITECT (AKA ALL TRADES) TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
14. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
15. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
16. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
17. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
18. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
19. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.
20. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE WORK AND SCHEDULES OF OTHER TRADES TO PREVENT CONFLICT BETWEEN TRADES OR DELAYS TO OVERALL CONSTRUCTION.

ABBREVIATIONS

ABBREV.	DESCRIPTION	ABBREV.	DESCRIPTION
B	NO	MS	MISCELLANEOUS
AT	ASPHALT	NA	NOT APPLICABLE
AD	ASPHALT CONCRETE	NC	CONTRACT NUMBER
AD	AREA DRAIN	NR	NO RAIN
AP	APPROXIMATE	OC	ON CENTER
ASPH	ASPHALT	PR	PROPOSED AREA
AVC	ARCHITECTURAL WALL COVER	PP	PROPERTY LINE
BBW	BACK OF BROWLINE	PAV	PAVEMENT
CC	CONCRETE CURB	REIN	REINFORCED
CU	CONTROL CURB	SEE	SEE ARCHITECTURAL DRAWINGS
DE	DECOMPOSED GRANITE	SECT	SECTION
DET	DETAIL	SEE SITE ELECTRICAL DRAWINGS	SEE SITE ELECTRICAL DRAWINGS
DIB	DIMENSION	SER	SERIES
EQ	EQUAL	SPEC	SPECIFICATION
ES	EACH	S.S.	STAINLESS STEEL
EV	ELEVATION	TD	TO BE DETERMINED
FE	FINISH GRADE	TOP OF CURB	TOP OF CURB
FIN	FINISH SURFACE	TOP OF CONCRETE	TOP OF CONCRETE
INT	INTEGRAL WALL COVER	TYP	TYPICAL
JT	JOINT	VAR	VARIABLE
MIN	MINIMUM	W/	W/STITCH FIELD

FOR REFERENCE ONLY

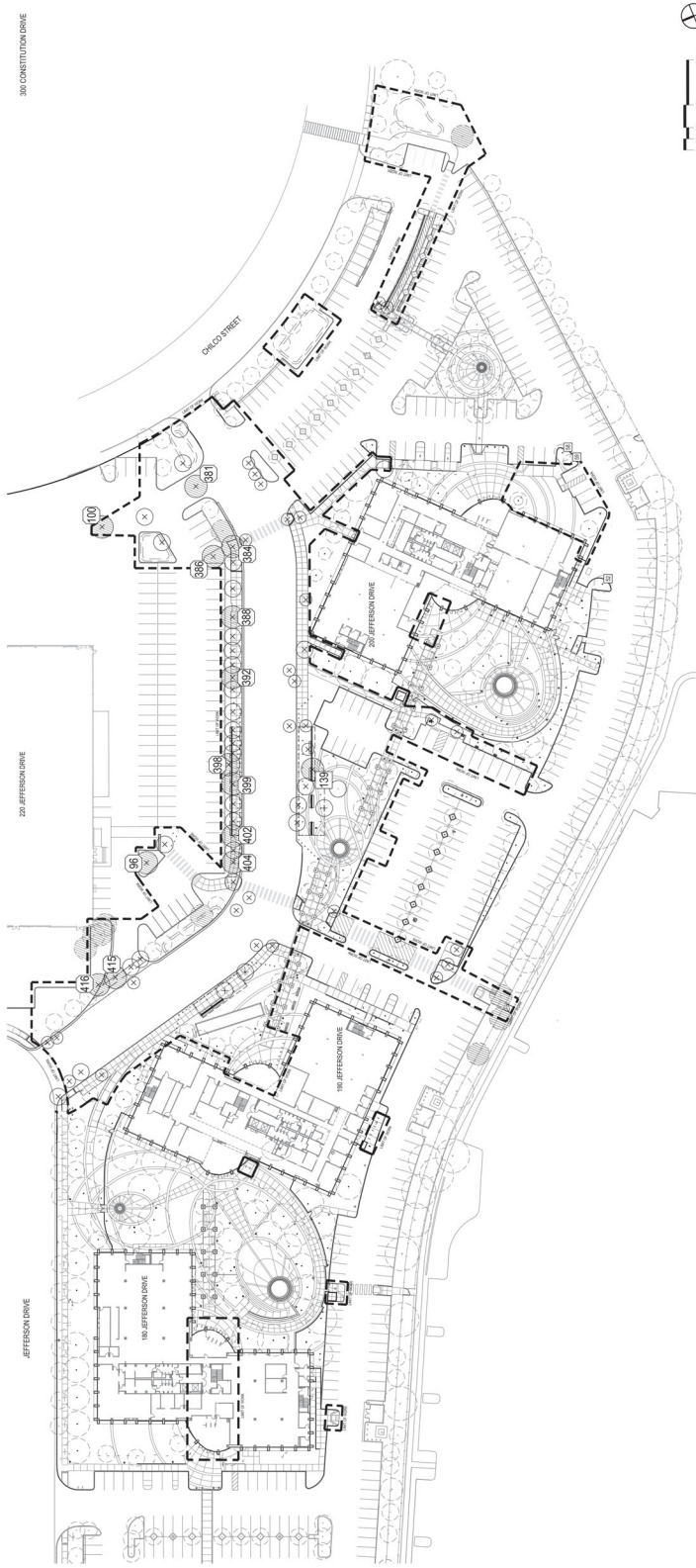
Project Name	MPK CHILICO CAMPUS SITE IMPROVEMENTS
Project Number	01.2971.000
Location	LANDSCAPE SITE PLAN
Scale	1" = 30'

Lead Engineer: [Signature]

Date: 06/20/2018 Description: TREE IDENTIFICATION

06/20/2018 TREE IDENTIFICATION CHECK

09/02/2018 FOR COMMENT RESPONSE



1 TREE PROTECTION PLAN
SCALE: 1" = 60'

HERITAGE TREE REPLACEMENT SUMMARY

FOR REMOVAL	REPLACEMENT	PROPOSED QUANTITY	EXISTING QUANTITY
14	28	29	29

TREE REMOVAL IDENTIFICATION SCHEDULE

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
13	FRAMING OY-CARBEN BAYWOOD	47	PINE CANNARENSIS
		48	EUCALYPTUS PULCHRITHYMUS
		49	PINE CANNARENSIS
		50	PINE CANNARENSIS
		51	EUCALYPTUS PULCHRITHYMUS
		52	EUCALYPTUS PULCHRITHYMUS
		53	EUCALYPTUS PULCHRITHYMUS
		54	EUCALYPTUS PULCHRITHYMUS
		55	EUCALYPTUS PULCHRITHYMUS
		56	PINE CANNARENSIS
		57	PINE CANNARENSIS
		58	EUCALYPTUS PULCHRITHYMUS
		59	EUCALYPTUS PULCHRITHYMUS

TREE PROTECTION LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING HERITAGE TREE TO BE PROTECTED AND RETAINED
- ⊗ EXISTING TREES TO BE REMOVED (INCLUDING ROOTBALL)
- ⊙ EXISTING HERITAGE TREE TO BE REMOVED (INCLUDING ROOTBALL)
- ⊕ EXISTING YOUNG TREE TO BE TRANSPLANTED
- ⊞ EXISTING TREES IDENTIFIED AS SETBACK BY STATE BATCHELLER ANNUALLY SURVEY SUMMARY REPORT BY STEVE BATCHELLER INDIVIDUALLY BATCHELLER ON MAY 20, 2016
- ⊟ EXISTING TREE IDENTIFICATION LISTED TO MPK 20 SURVEY BATCHELLER ON NOVEMBER 15, 2017
- LIMIT OF WORK
- - - - PROPERTY LINE
- PARCEL LINE

FACEBOOK
 450 100 800 # 220 Jefferson Drive
 Menlo Park, CA 94025

Genstler
 27000 Street
 San Francisco, CA 94105
 United States
 Tel: 415 633 0300
 Fax: 415 633 0590

HOBASCH-LEWIN, INC.
 10000 California Street, Suite 100
 San Francisco, CA 94115
 United States
 Tel: 415 774 4800
 Fax: 415 774 4800

PAE
 10000 California Street, Suite 100
 San Francisco, CA 94115
 United States
 Tel: 415 774 4800
 Fax: 415 774 4800

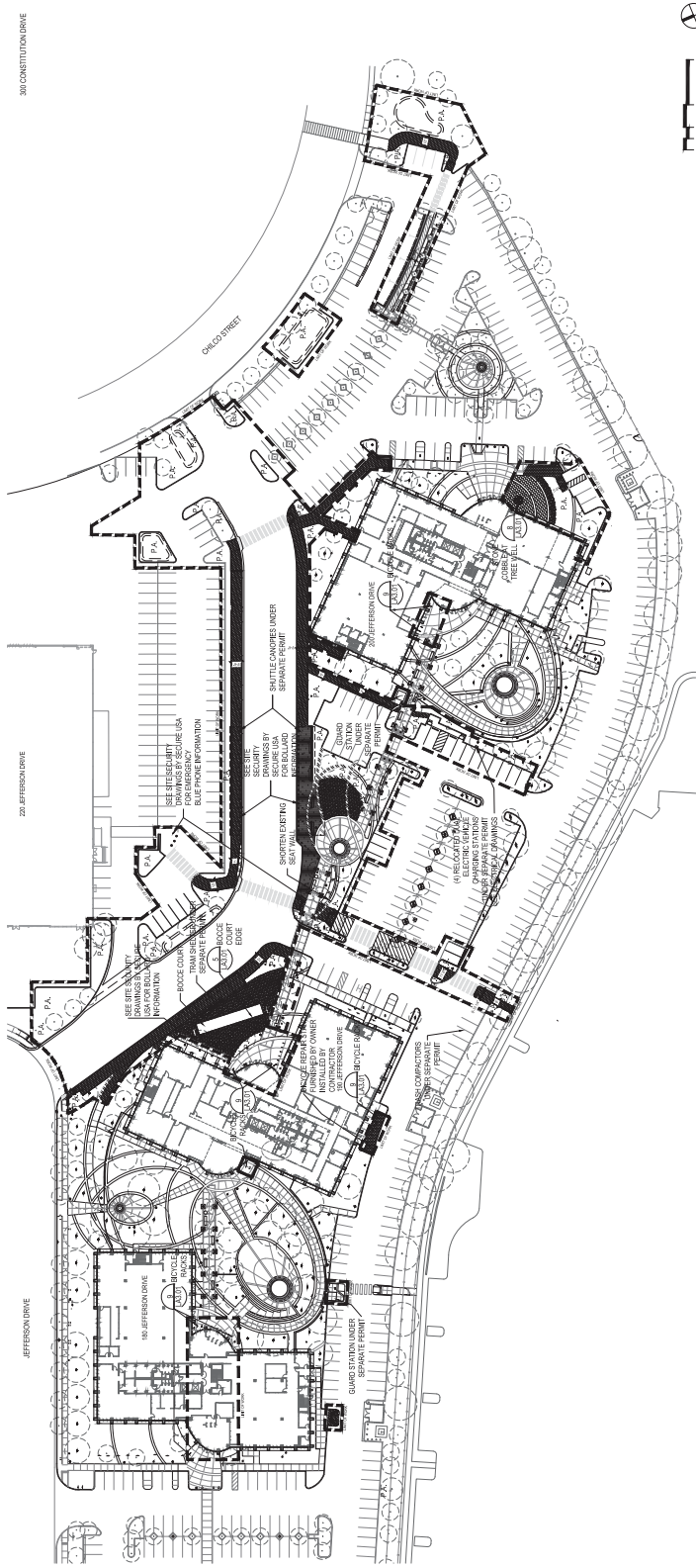
WEBER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 10000 California Street, Suite 100
 San Francisco, CA 94115
 United States
 Tel: 415 774 4800
 Fax: 415 774 4800

Rev	Signature	Description
000001		PRELIMINARY CHECK
000002		FOR COMMENT RESPONSES

FOR REFERENCE ONLY

Project Name
MPK CHILCO CAMPUS SITE IMPROVEMENTS
 Project Number
01.2971.000
 Date
LAYOUT AND MATERIALS PLAN
 Scale
1" = 60'

LA2.00
 00000000



LAYOUT NOTES

1. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL DIMENSIONS SHOWN TO ARCHITECTURAL GRID LINE, FACE OF CURB, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
3. ALL FINING DIMENSIONS ARE FROM THE CENTERLINE OF JOINT TO THE CENTERLINE OF JOINT UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.
5. THE CONTRACTOR SHALL VERIFY LAYOUT WITH REFERENCE TO THE EXISTING AND PROPOSED UTILITIES AND SHALL ONLY BRING ANY DISCREPANCIES BETWEEN DRAWINGS AND FIELD CONDITIONS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL ASSUME FULL AND UNDIVIDED RESPONSIBILITY FOR THE ACCURACY, FIT, AND STABILITY OF ALL PARTS OF THE WORK.
6. THE CONTRACTOR SHALL USE STAINES, STAINES, CHALK, PAINT, AND OTHER MARKING METHODS TO MARK THE SITE. HARDWARE SHALL BE INSTALLED IN PLACE CONCRETE PLATES. SITE FURNISHINGS AS SHOWN ON THE DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE INSTALLATION COMMENCE, THE CONTRACTOR SHALL MAKE THIS INSPECTION AND SIGNATURE WILL BE INCLUDED IN THE CONTRACTOR'S FIXED CONTRACT.
7. WHERE VERIFY OR FIELD VERIFY IS USED IN CONNECTION WITH THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY MEASURE AND REPORT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.
8. LOCATIONS OF EXISTING UTILITIES SHOWN ON PANS ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY.
9. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.

1 LAYOUT AND MATERIALS PLAN
 SCALE: 1" = 60'

MATERIAL KEY

SYMBOL	DESCRIPTION
	DECOMPOSED AGGREGATE SURFACE
	NEW ASSEMBLABLE CONCRETE PAVING
	NEW CONCRETE PAVING TO MATCH EXISTING
	PRECAST CONCRETE UNIT PAVERS
	CONCRETE PAVING WITH SMITHIE'S LOGO ON 10" GRAY STAIN
PA	PAINTED AREA

NOTE:

1. LANDSCAPE ARCHITECT TO PROVIDE A SMOULST AND ASSESS COLOR FINISH.
2. LANDSCAPE ARCHITECT TO COORDINATE WITH ARCHITECT FOR COLOR FINISH/WORKUP WITH CONTRACTOR.

FACEBOOK
155, 163, 203 & 223 Jefferson Drive
Menlo Park, CA 94025

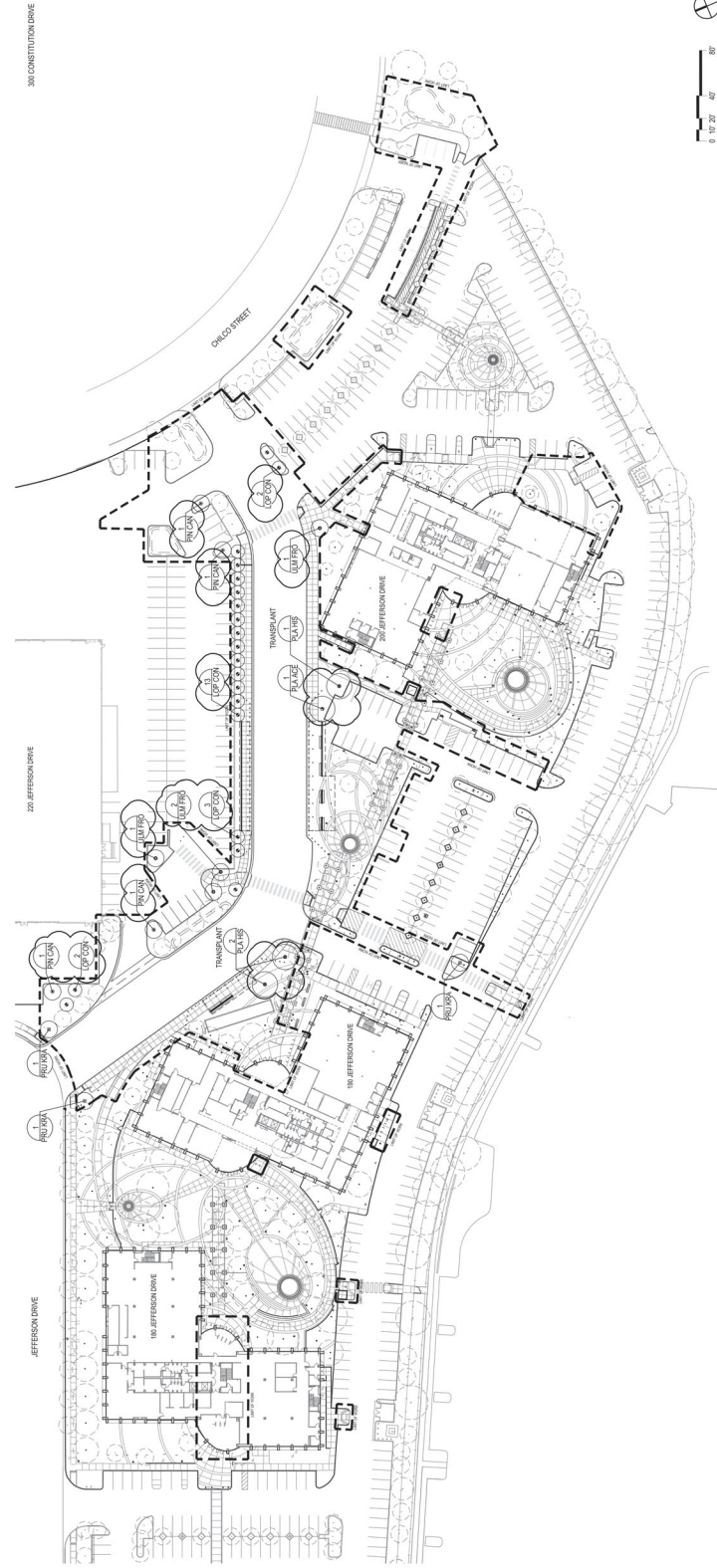
Genster
2 Jefferson Street
Menlo Park, CA 94025
Tel: 415.323.0300
Fax: 415.323.0599
www.genster.com

HORBACH-LEWIN, INC.
2000 Elgin Street, Suite 100
Menlo Park, CA 94025
Tel: 650.323.0000
Fax: 650.323.0001
www.horbach-lewin.com

PAE
Professional Architecture & Engineering
www.pae.com

**OLIVER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.**
1550 California Street, Suite 100
Menlo Park, CA 94025
Tel: 650.323.0000
Fax: 650.323.0001
www.oliverwright.com

Lead Engineer
L. Date Description
06/20/2018 PRELIMINARY CHECK
09/20/2018 FOR COMMENT RESPONSES



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

TREE PLANTING LEGEND

SYMBOL	KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING	NOTES
+	+	48" DIA	LIQUIDAMBAR STYRACIFLORA	COFFEE TREE	10' x 10'	SEE TO BRACKET SURVEY & REPORT
●	●	30" DIA	LUPINASTRUM COMPERTUS	BRISBANE BOX	PER PLAN	LOW BRANCHING
○	○	30" DIA	PRUNUS CAMERENSIS	CANARY ISLAND PINE	PER PLAN	
○	○	60" DIA	PLATANUS AZERIFOLIA	LONDON PLANE	PER PLAN	STANDARD
○	○	NA	PLATANUS HISPANICA	LONDON PLANE	PER PLAN	TRANSPLANT
○	○	30" DIA	PRUNUS SPINOSA VESUVIENSIS	PURPLE LEAF PLUM	PER PLAN	STANDARD
○	○	30" DIA	ULMUS FRONTALIS	FRONTIER ELM	PER PLAN	STANDARD
○	○	EXISTING TREE				SEE TO BRACKET SURVEY & REPORT

HERITAGE TREE REPLACEMENT SUMMARY

HERITAGE TREES FOR REMOVAL	REPLACEMENT REQUIREMENT	PROPOSED QUANTITY	REPLACEMENT TREES
14	28	29	
REPLACEMENT TOTALS			

NOTE: TREES TRANSPLANTED ON SITE ARE NOT INCLUDED IN REPLACEMENT TOTALS

FOR REFERENCE ONLY

Project Name: **MPK CHILCO CAMPUS SITE IMPROVEMENTS**
Project Number: **01.2971.000**
Description: **HERITAGE TREE REPLACEMENT PLAN**
Scale: **1" = 60'**

LA5.00

NOTE: SEE ALL ATTACHED DRAWINGS AND SPECIFICATIONS FOR DETAILS AND REQUIREMENTS

09/20/2018

FACEBOOK
186, 187, 188 & 202 Jefferson Drive
Menlo Park, CA 94025

Genster
2700 Stevens Street
San Francisco, CA 94105
United States
Tel: 415.633.0300
Fax: 415.633.4599
www.genster.com

HOBACH-LEWIN, INC.
2100 ...
Tel: 650.752.4000
www.hobach-lewin.com

PAE
Parks & Recreation
www.pae.com

SAUER & MURPHY
CIVIL ENGINEERS & SURVEYORS, INC.
1800 ...
Tel: 650.351.8888
www.sauerandmurphy.com

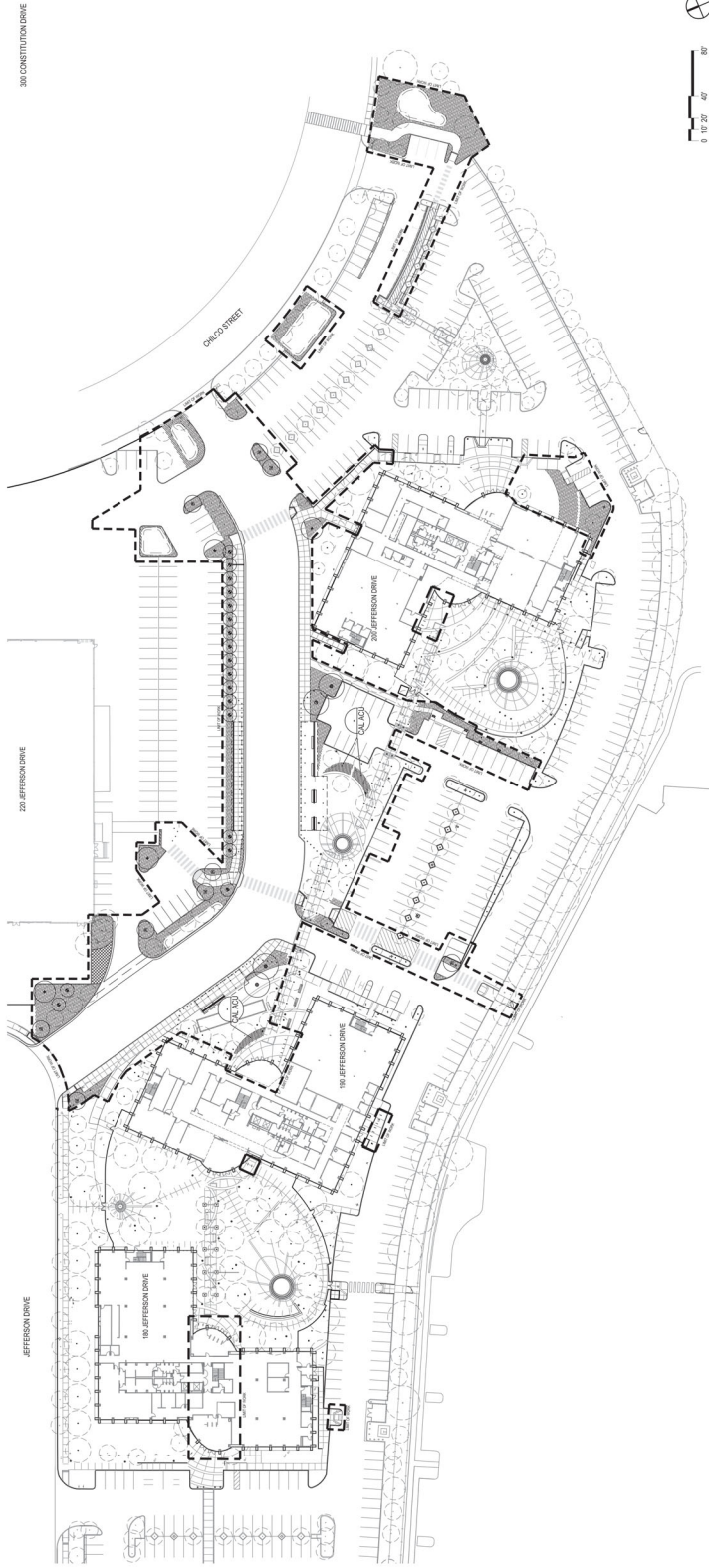
Lead Engineer _____
Date _____
Description _____
#020209 - FIRE DEPT. FLASH-DRY
#090209 - PO COMMENT RESPONSE

FOR REFERENCE ONLY

Project Name: **MPK CHILCO CAMPUS SITE IMPROVEMENTS**
Project Number: **01.2977.000**
Description: **PLANTING PLAN**

Scale: **1" = 60'**

LA5.01



1 PLANTING PLAN
SCALE: 1" = 60'

SHRUB AND GROUNDCOVER PLANTING LEGEND

SYMBOL	KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING	NOTES
[Symbol]	UNDERSTORY	4 GAL	CALLUNA			SUNLIGHT SHADE
[Symbol]	UNDERSTORY	4 GAL	CAROLINA YEW			SUNLIGHT SHADE
[Symbol]	UNDERSTORY	4 GAL	CHITIC			SUNLIGHT SHADE
[Symbol]	UNDERSTORY	1 GAL	LANA WAX			FULL SUN
[Symbol]	UNDERSTORY	1 GAL	FRINGEA			SUNLIGHT SHADE
[Symbol]	UNDERSTORY	1 GAL	PRUNELLA			FULL SUN
[Symbol]	UNDERSTORY	1 GAL	PHENAX			FULL SUN
[Symbol]	UNDERSTORY	1 GAL	SEPIA			FULL SUN
[Symbol]	UNDERSTORY	1 GAL	STACHYS			SUNLIGHT SHADE
[Symbol]	BIOFILTRATION AREAS					
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	CALLUNA	FEATHER REED GRASS	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	CARDUS	ROCKET BUSH	12' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	CHONDERILLUM	EUROPEAN HAZELWOOD SEDGE	12' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	DRYAS CAPE BUSH	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	PARTY TAILS FOUNTAIN GRASS	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	BURRHEAD	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	BLACK FLAX	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	SEPTUANGULARIS	8' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	SCENTED WOODRUSH	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	CALIFORNIA BROOM	12' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	BLUE WILDFIRE	12' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	SOUTHERN STAR	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	SOFT COMMON BUSH	3' x 3'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	CREeping WILDFIRE	12' x 6'	
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	BRONIA		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	TEUCORIUM		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	ELMUS		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	JUNCUS		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	LETYNIA		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	TRITIDOIDES		
[Symbol]	BIOFILTRATION PLANTINGS	4 FT GAL	PHENIXIA	REINFORCED TURF AT FIRE LANE		

NOTE:
REFER TO LAYOUT FOR TREE PLANTING PLAN

FACEBOOK
190 Jefferson Drive
Livermore, CA 94551

Gensler
2700 Broadway
San Francisco, CA 94109
United States
Tel: 415.620.2000
Fax: 415.620.4779

HORBACH-LEWIN, INC.
2000 California Street, Suite 200
San Francisco, CA 94115
Tel: 415.774.8800 Fax: 415.774.8801
www.horbach-lewin.com

PAE
Professional Engineering Services
www.pae.com

OLIVER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2000 California Street, Suite 200
San Francisco, CA 94115
Tel: 415.774.8800 Fax: 415.774.8801
www.oliverwright.com

Project Name
**MPX CHILCO CAMPUS SITE
IMPROVEMENTS**

Project Number
01.2371.000

Location
**SITE PLAN 190 JEFFERSON - BUS
STOPS**

Scale
1/8" = 1'-0"

A.1.01

DATE: 02/20/2018



1 SITE PLAN 190 Jefferson
SCALE: 1/8" = 1'-0"

\\p01dev\proj\2017\01_2371\01_2371_000\01_2371_000_01_01.dwg (2/20/18) 11:27 AM
R:\161639\F\8102252

FACEBOOK

MPK CHILCO CAMPUS SITE IMPROVEMENTS

Gensler
2 Jefferson Street
San Francisco, CA 94105
United States
Tel: 415.523.2200
Fax: 415.523.4779

HOBACH-LEWIN, INC.
2000 California Street, Suite 200
San Francisco, CA 94115
Tel: 415.774.2200 Fax: 415.774.2202
www.hobach-lewin.com

PAE
Professional Engineering Services
www.pae.com

DAVIS & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2300 California Street, Suite 200
San Francisco, CA 94115
Tel: 415.774.2200 Fax: 415.774.2202
www.daviswright.com

East Signature

LA Date Description

Project Name: MPK CHILCO CAMPUS SITE IMPROVEMENTS
Project Number: 01.2871.000
Location: SITE PLAN 200 JEFFERSON - BUS STOPS
Scale: 1/8" = 1'-0"

A 1.01b

DATE: 08/20/2019



1 SITE PLAN 200 Jefferson
SCALE: 1/8" = 1'-0"

2020/08/20 10:48:27 AM \\mpk\kfr\p\proj\01_2871_000\BIDDING\Mark_Carter\Task\Task\1901_200_1000_C00000

FACEBOOK
200 Alhambra Blvd
Alhambra, CA 91802

Gensler
2700 West Street
San Francisco, CA 94115
United States

HOBBACH-LEWIN, INC.
20000 Alhambra Blvd
Alhambra, CA 91802
Tel: 626-441-2000
Fax: 626-441-2001

PAE
Project 1 - 2015-2016
www.paecorp.com

WEBER & MURPHY
CIVIL ENGINEERS & SURVEYORS, INC.
15000 Alhambra Blvd
Alhambra, CA 91802
Tel: 626-441-2000
Fax: 626-441-2001

1. No. Description
022505 FURNITURE CABINET

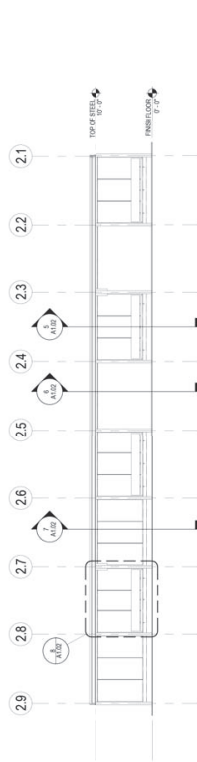
Project Name
**MPK CHILCO CAMPUS SITE
IMPROVEMENTS**
Project Number
01-2371-000
Description
CONSTRUCTION PLAN - STRUCTURE
Scale
As Shaded
A1.02

01/20/2016

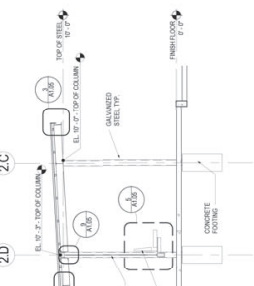
SHEET NOTES
1. REFER TO SHEET A1.01 FOR FINISH SCHEDULE

GENERAL NOTES

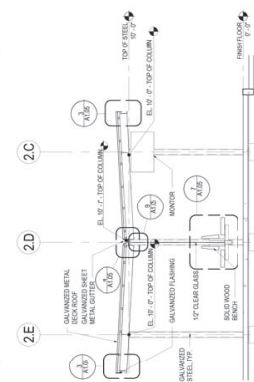
KEY PLAN



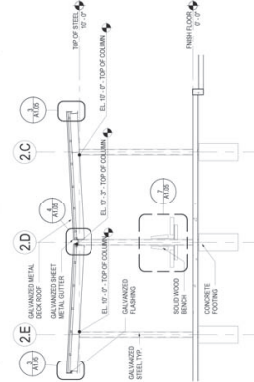
4 STRUCTURE 1 - ELEVATION
SCALE: 1/8" = 1'-0"



7 STRUCTURE 1 - SECTION 1
SCALE: 1/8" = 1'-0"

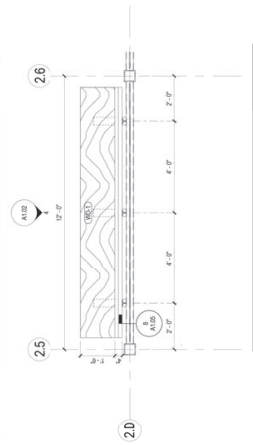


5 STRUCTURE 1 - SECTION 3
SCALE: 1/8" = 1'-0"

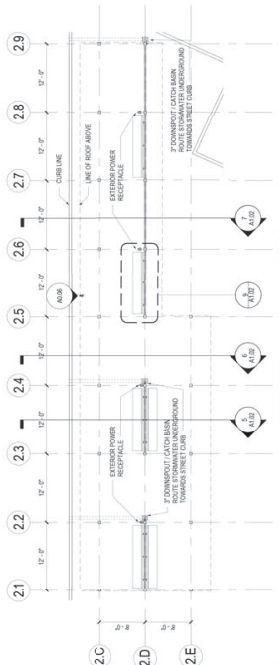


6 STRUCTURE 1 - SECTION 2
SCALE: 1/8" = 1'-0"

8 STRUCTURE 1 - ENLARGED ELEVATION
SCALE: 1/8" = 1'-0"



9 STRUCTURE 1 - ENLARGED PLAN
SCALE: 1/8" = 1'-0"

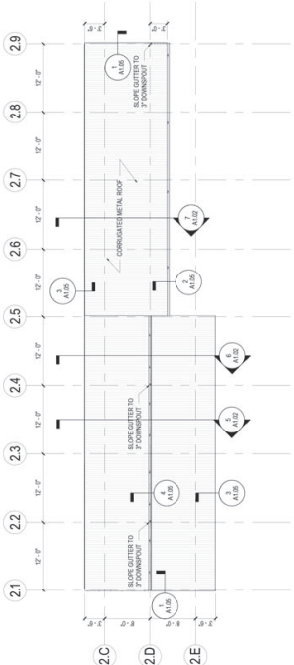


1 STRUCTURE 1 - GROUND PLAN
SCALE: 1/8" = 1'-0"

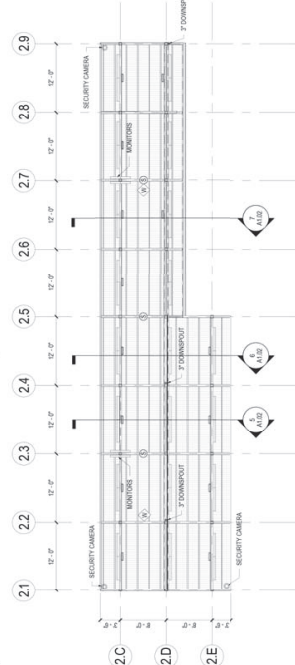
REFLECTED CEILING TABLE MINIMUM NUMBER OF DOWNSPOUTS REQUIRED

ROOF AREA	MINIMUM NUMBER OF DOWNSPOUTS REQUIRED
0 - 100 SQ. FT.	1
100 - 200 SQ. FT.	2
200 - 300 SQ. FT.	3
300 - 400 SQ. FT.	4
400 - 500 SQ. FT.	5
500 - 600 SQ. FT.	6
600 - 700 SQ. FT.	7
700 - 800 SQ. FT.	8
800 - 900 SQ. FT.	9
900 - 1000 SQ. FT.	10
1000 - 1100 SQ. FT.	11
1100 - 1200 SQ. FT.	12
1200 - 1300 SQ. FT.	13
1300 - 1400 SQ. FT.	14
1400 - 1500 SQ. FT.	15
1500 - 1600 SQ. FT.	16
1600 - 1700 SQ. FT.	17
1700 - 1800 SQ. FT.	18
1800 - 1900 SQ. FT.	19
1900 - 2000 SQ. FT.	20

Notes: 1. Downspouts shall be located at least 5 feet from the building edge. 2. Downspouts shall be located at least 5 feet from the building edge. 3. Downspouts shall be located at least 5 feet from the building edge.



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



3 REFLECTED CEILING PLAN - STRUCTURE 1
SCALE: 1/8" = 1'-0"

ROP LEGEND

(Symbol)	SECURITY CAMERA
(Symbol)	EMERGENCY LIGHTING
(Symbol)	EXTERNAL LINEAR LIGHTING - TROUSERS (LOW G)
(Symbol)	SPRINKLER
(Symbol)	FIRE EXTINGUISHER
(Symbol)	WMP

FACEBOOK
200 Alhambra Blvd
Mesa Park, CA 94025

Gensler
2700 Market Street
San Francisco, CA 94105
United States

HOBASCH-LEWIN, INC.
20000 Sycamore Avenue
San Francisco, CA 94134
Tel: (415) 763-3300
Fax: (415) 763-4095

PAE
10000 Wilshire Blvd
Suite 1000
Beverly Hills, CA 90210
Tel: (310) 274-1900
Fax: (310) 274-1999

MEYER & MIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
1501 California Street, Suite 1000
San Francisco, CA 94109
Tel: (415) 774-1100
Fax: (415) 774-1198

Sheet Engineer: _____
Date: 03/28/2018
Description: PROJECT SUBMITTAL

Project Name: **MPK CHILCO CAMPUS SITE IMPROVEMENTS**
Project Number: **01-2871.000**
Description: **CONSTRUCTION PLAN - STRUCTURE 2**
Scale: **As Indicated**

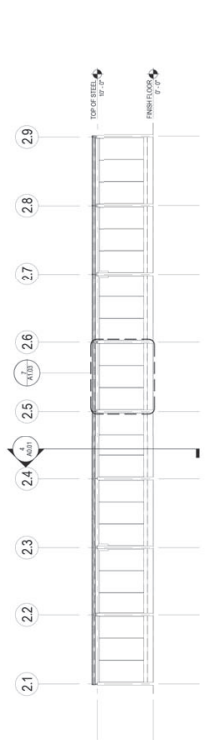
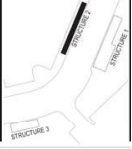
A1.03

03/2018 (04/2018)

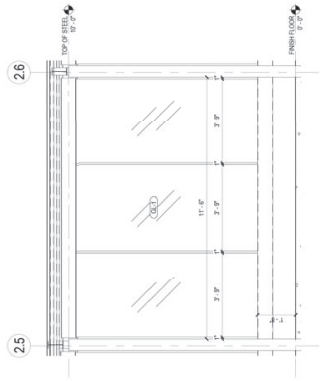
SHEET NOTES
1. REFER TO SHEET A1.01 FOR FINISH SCHEDULE

GENERAL NOTES

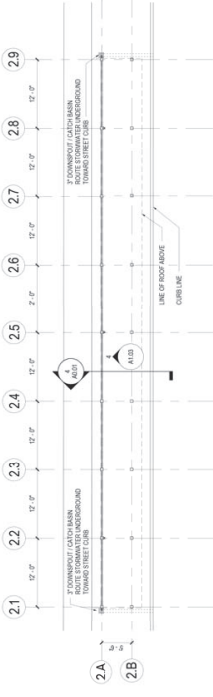
KEY PLAN



4 STRUCTURE 2 - ELEVATION
SCALE: 1/8" = 1'-0"



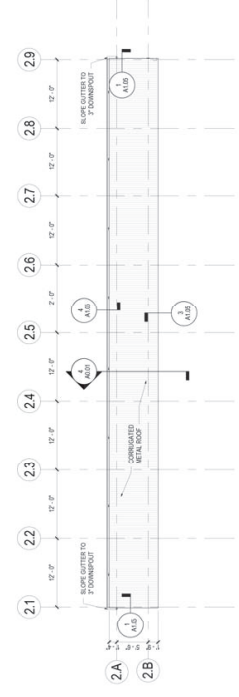
7 STRUCTURE 2 - ENLARGED ELEVATION
SCALE: 1/2" = 1'-0"



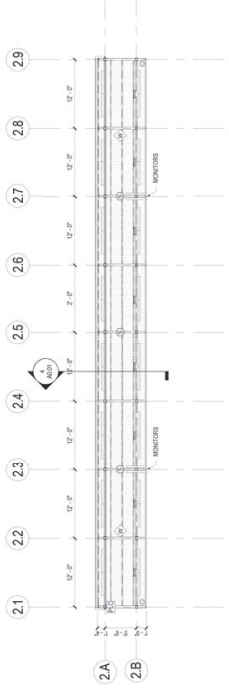
1 STRUCTURE 2 - GROUND PLAN
SCALE: 1/8" = 1'-0"

STRUCTURE 2
RCP OF TABLE 101.1 MINIMUM NUMBER OF DOWNPOUTS REQUIRED

DOWNPOUT	MINIMUM NUMBER OF DOWNPOUTS REQUIRED
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100



2 STRUCTURE 2 - ROOF PLAN
SCALE: 1/8" = 1'-0"



3 REFLECTED CEILING PLAN - STRUCTURE 2
SCALE: 1/8" = 1'-0"

RCP LEGEND

SECURITY CAMERA	SECURITY CAMERA
EMERGENCY LIGHTING	EMERGENCY LIGHTING
EXTERIOR LIGHTING (NON-UL LISTED)	EXTERIOR LIGHTING (NON-UL LISTED)
SPRINKLER	SPRINKLER
PIC FINISH	PIC FINISH
WP	WP

FACEBOOK

180 Jackson St.
Menlo Park, CA 94025

Gensler

275 Spring Street
San Francisco, CA 94105
United States
Tel: 415 633-2070
Fax: 415 633-4000



PAE

Professional & Licensed Engineers
www.paengineers.com

KIVLER & MRIGHT

CIVIL ENGINEERS & SURVEYORS, INC.
1301 California Center Bldg. 11
San Francisco, CA 94104
Tel: 415 774-2200 Fax: 415 774-2298

Steel Elevation

Date: 03/20/2018
Project: MPK-CHILCO CAMPUS

Project Name: MPK CHILCO CAMPUS SITE IMPROVEMENTS

Project Number: 01.2971.000

Description: CONSTRUCTION PLAN - STRUCTURE

Scale: As Indicated

A1.04

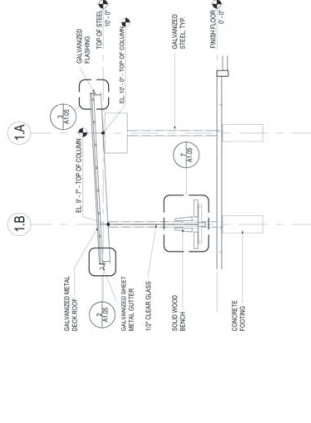
8/20/2018

SHEET NOTES

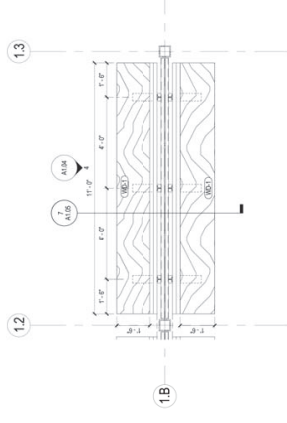
1. REFER TO SHEET A1.01 FOR FINISH SCHEDULE

GENERAL NOTES

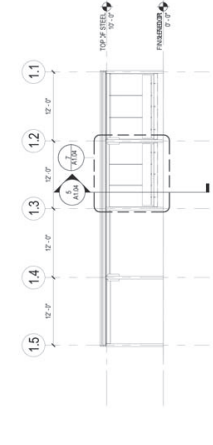
KEY PLAN



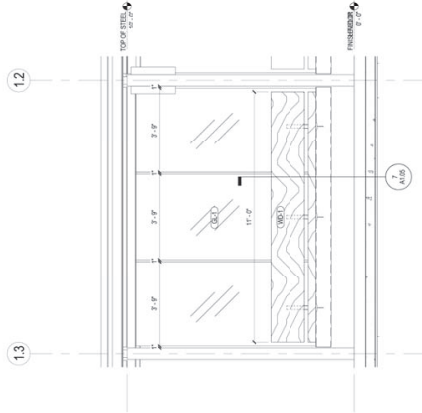
5 STRUCTURE 3 - SECTION
SCALE: 1/2" = 1'-0"



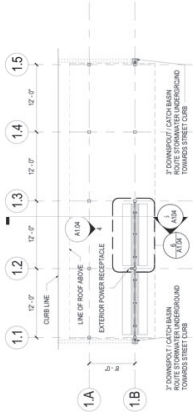
6 STRUCTURE 3 - ENLARGED PLAN
SCALE: 1/2" = 1'-0"



4 STRUCTURE 3 - ELEVATION
SCALE: 1/2" = 1'-0"



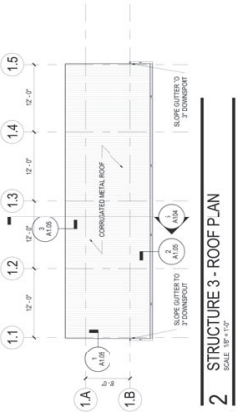
7 STRUCTURE 3 - ENLARGED ELEVATION
SCALE: 1/2" = 1'-0"



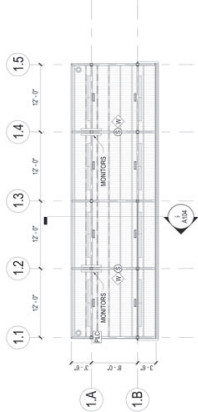
1 STRUCTURE 3 - GROUND PLAN
SCALE: 1/2" = 1'-0"

STRUCTURE 3 - TOTAL FINISHED NUMBER OF TRANSDUCERS REQUIRED

NO. OF TRANSDUCERS REQUIRED	NO. OF TRANSDUCERS REQUIRED	NO. OF TRANSDUCERS REQUIRED	NO. OF TRANSDUCERS REQUIRED
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100



2 STRUCTURE 3 - ROOF PLAN
SCALE: 1/2" = 1'-0"



3 REFLECTED CEILING PLAN - STRUCTURE 3
SCALE: 1/2" = 1'-0"

ROP LEGEND

SECURITY CAMERA
EMERGENCY LIGHTING
EXTERIOR LINEAR LIGHTING - TROUSSE (LOOSE)
SPRINKLERS
P.L.C. SENSOR
TEMP.

facebook

PLANNING DEPARTMENT REVIEW

CHILCO CAMPUS BUS STOP
220 Jefferson Drive
Menlo Park, CA 94025
10 October 2018

TABLE OF CONTENTS

- 3 Data Sheet - 220 Jefferson Dr**
- 4 Area Plan**
- 5 Existing Conditions Plan**
- 6 Site Property + Setbacks**
- 7 Building Coverage & Area Diagram**
- 8 Parking Count Displacement**
- 10 Fire Department Access**
- 12 Occupancy Plan**
- 13 Bayfront Area Transit Routes**
- 15 Transit Hub Paths of Travel**
- 19 Civil Improvement Plans**
- 24 Landscape Improvement Plans**

DATA SHEET - 220 JEFFERSON DRIVE

LOCATION: 220 JEFFERSON DRIVE
MENLO PARK CA 94025

EXISTING USE: OFFICE

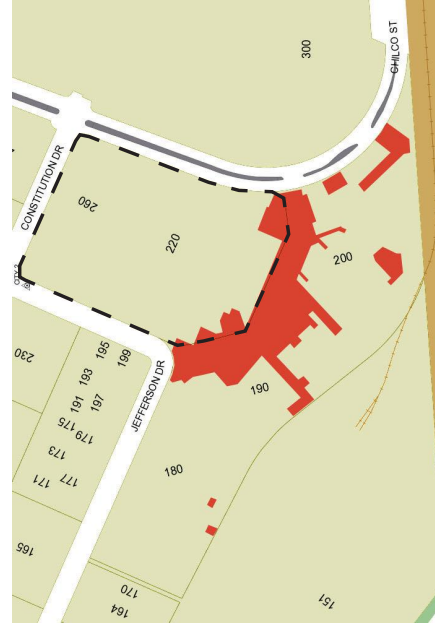
PROPOSED USE: OFFICE

ZONING: 0-B

APPLICANT: FACEBOOK

PROPERTY OWNER(S): JEFFERSON PLACE ASSOCIATES

APPLICATION(S): PLANNING REVIEW



SCOPE OF WORK IN RED
WORK FOR 220 JEFFERSON LIMITED TO LANDSCAPING AND PARKING
October 10 2018 | **Gensler**

DEVELOPMENT STANDARDS	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	292,160 sf	292,160 sf	25,000 sf min.
Lot width	IRREGULAR LOT SHAPE REFER TO SITE PROPERTY + SETBACKS SHEET		ft. min.
Lot depth	IRREGULAR LOT SHAPE REFER TO SITE PROPERTY + SETBACKS SHEET		ft. min.
Setbacks			
MINIMUM SETBACK AT STREET			5 ft. min.
MAXIMUM SETBACK AT STREET			25 ft. min.
MINIMUM SETBACK AT INTERIOR SIDE	REFER TO SITE PROPERTY + SETBACKS SHEET		10 ft. min.
MINIMUM SETBACK AT REAR			10 ft. min.
Building coverage	130,875 sf 44.8 %	130,875 sf 44.8 %	sf max. % max.
FAR (Floor Area Ratio)*	0.45	0.45	sf max. % max.
FAL (Floor Area Limit)**			sf
Square footage			
220 JEFFERSON DRIVE	130,875 sf	130,875 sf	sf
			sf
			sf
			sf
			sf
			sf
			sf
Square footage of buildings			sf
Building height			ft.
Landscaping***	19,214 sf 6.6 %	n/a	sf %
Paving***	142,071 sf 48.6 %	n/a	sf %
Parking	344 spaces	354 spaces	spaces
Define Basis for Parking	OFFICE LAND USE / MINIMUM SPACES (PER 1000 SQ FT = 2) / MAXIMUM SPACES (PER 1000 SQ FT = 3)		
Trees	# of existing Heritage trees 42	# of existing non-Heritage trees 57	# of new trees 25
	# of existing Heritage trees 5 to be removed	# of non-Heritage trees to be removed 3	Total # of trees 116

* Commercial and Multiple-residential properties | ** Single family residential and R-2 zoned properties | *** Commercial, Multiple-residential, and R-2 zoned properties

* Zoning ordinance development standards are enumerated through the CDP for the property

Facebook Chilco Campus Bus Stop

220 Jefferson Drive, Menlo Park CA 94025

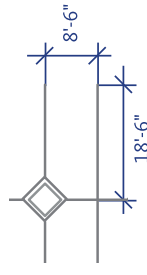
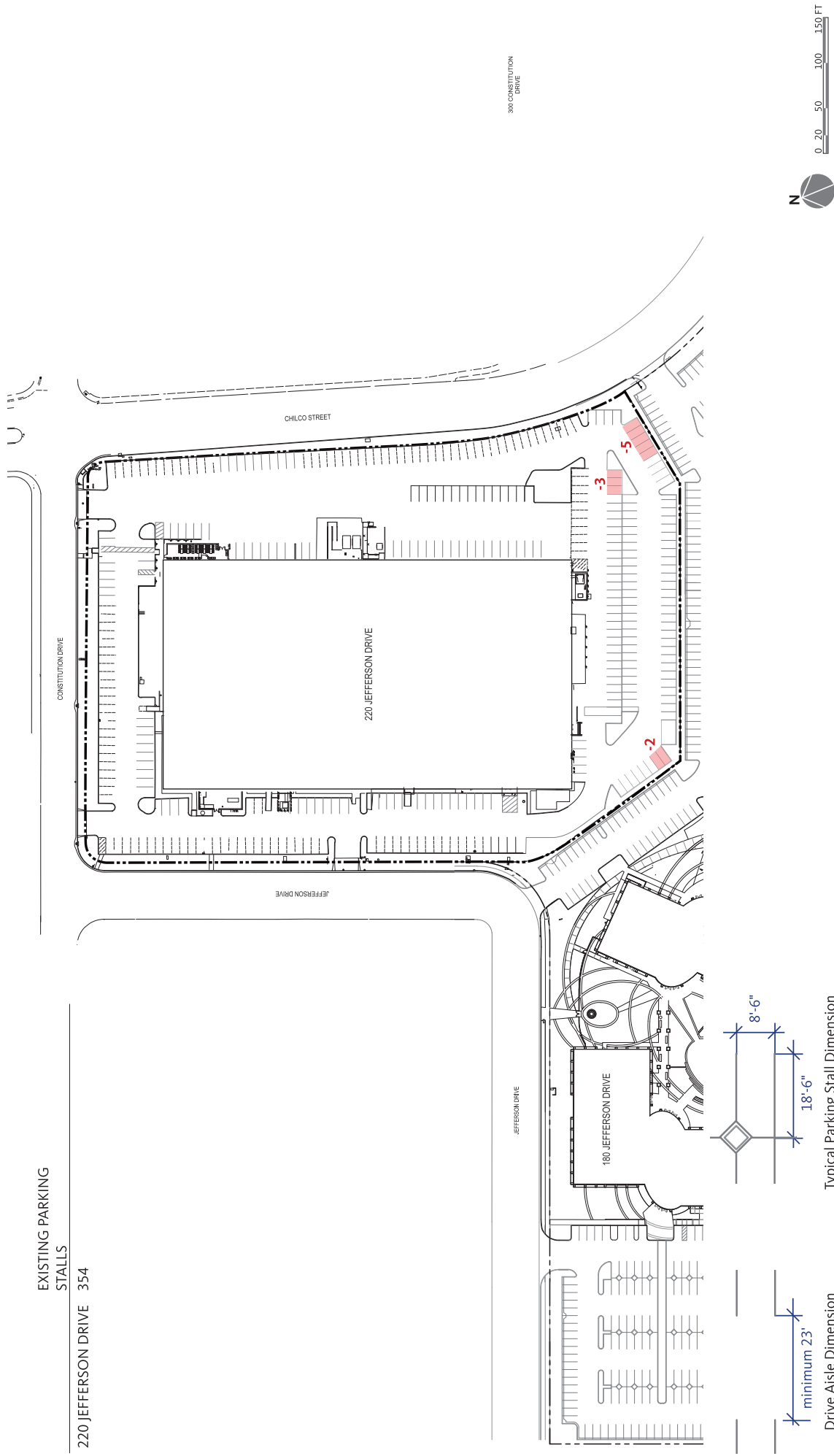
AREA PLAN



EXISTING CONDITIONS PLAN

EXISTING PARKING STALLS

220 JEFFERSON DRIVE 354



Typical Parking Stall Dimension

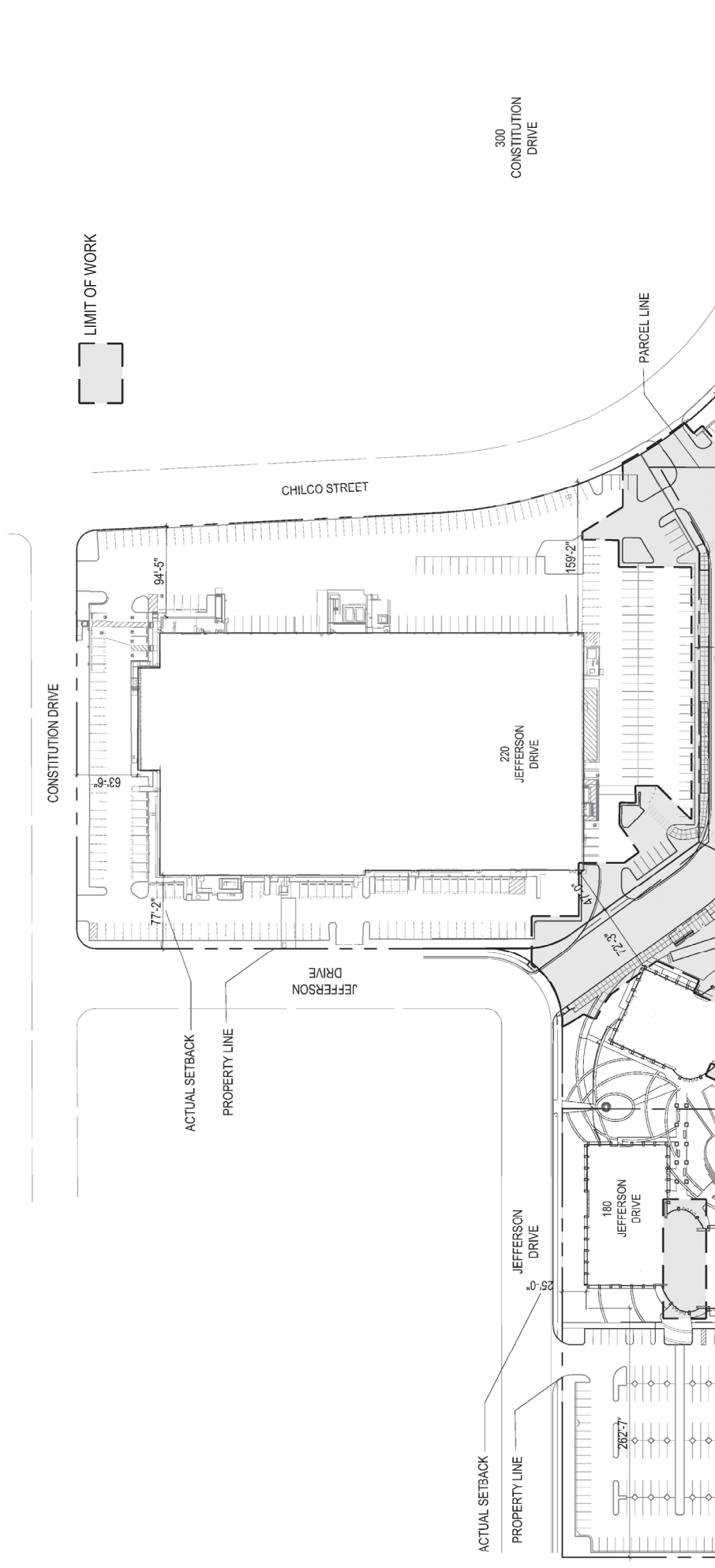


minimum 23'
Drive Aisle Dimension

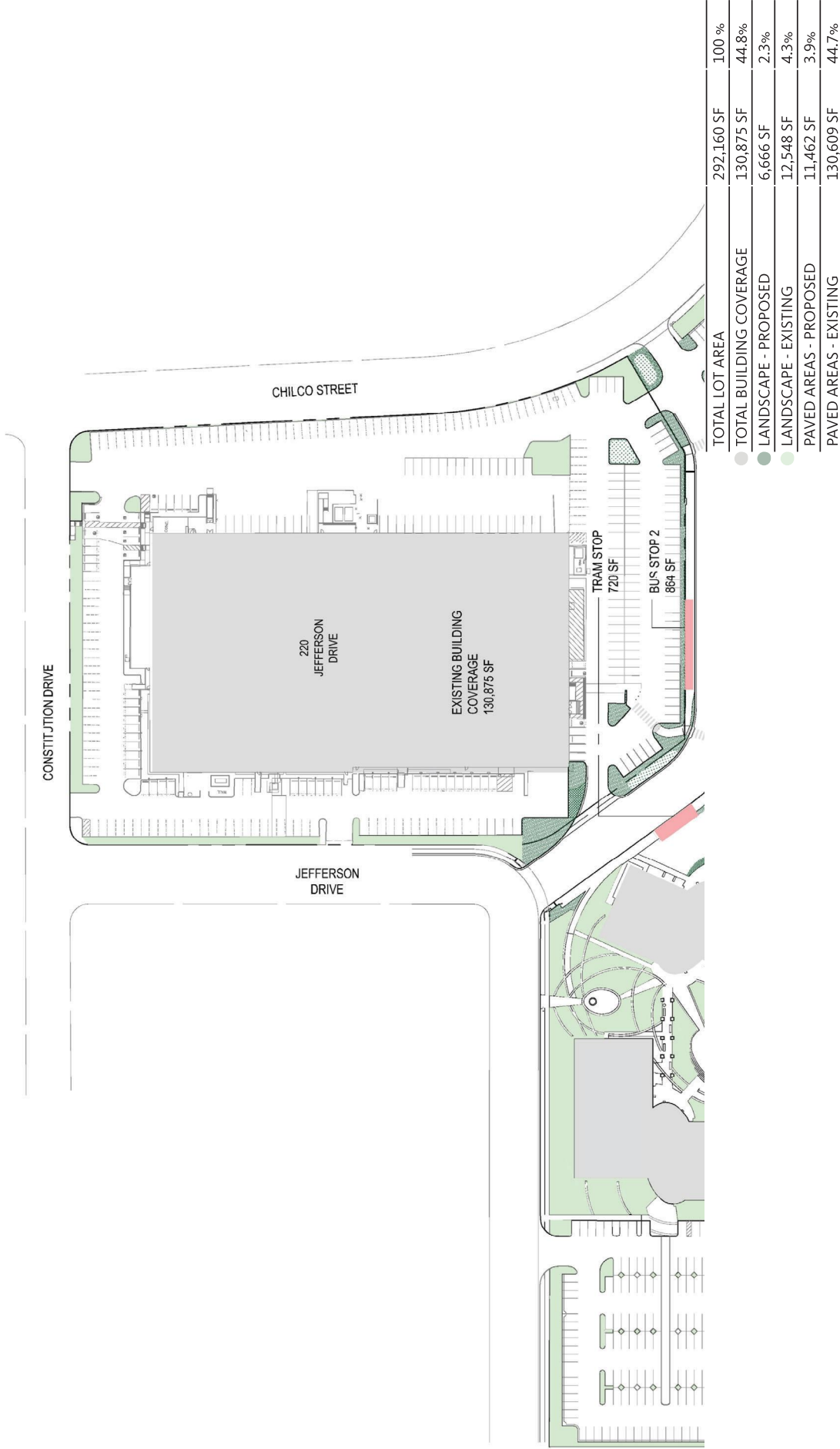
October 10 2018 | **Gensler**

Facebook Chilco Campus Bus Stop
220 Jefferson Drive, Menlo Park CA 94025

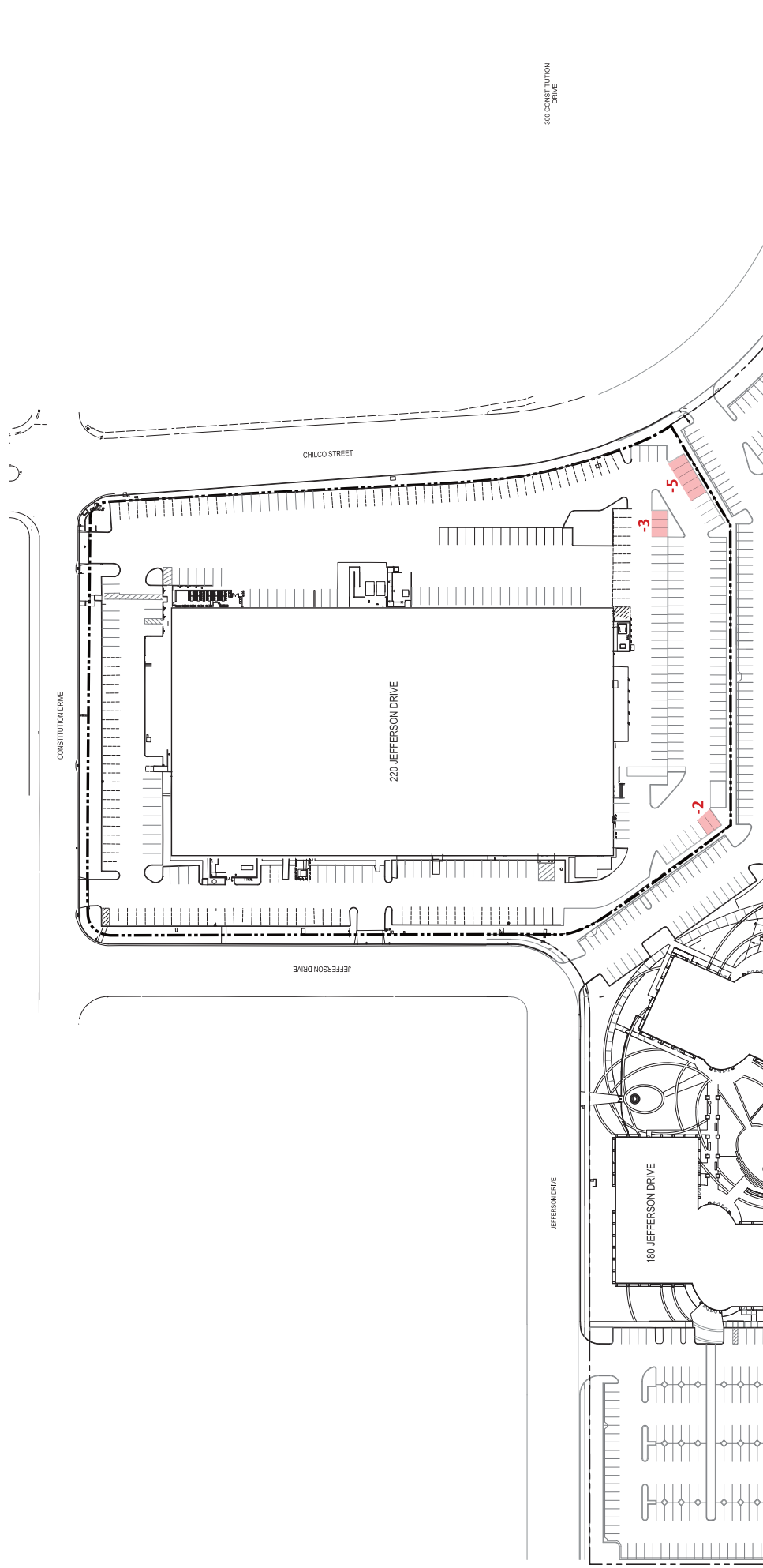
SITE PROPERTY + SETBACKS



BUILDING COVERAGE & AREA DIAGRAM



PARKING COUNT DISPLACEMENT



EXISTING PARKING STALLS	PROPOSED PARKING STALLS
220 JEFFERSON DRIVE 354	344

Facebook Chilco Campus Bus Stop
 220 Jefferson Drive, Menlo Park CA 94025

PARKING COUNT DISPLACEMENT

	EXISTING PARKING	DEMOLISHED PARKING	PROPOSED PARKING	RATIO OF PROPOSED PARKING
220 JEFFERSON DRIVE	354	10	344	2.63

PARKING TOTALS

TOTAL 344 SPACES

INCLUDING:

8 SPACES

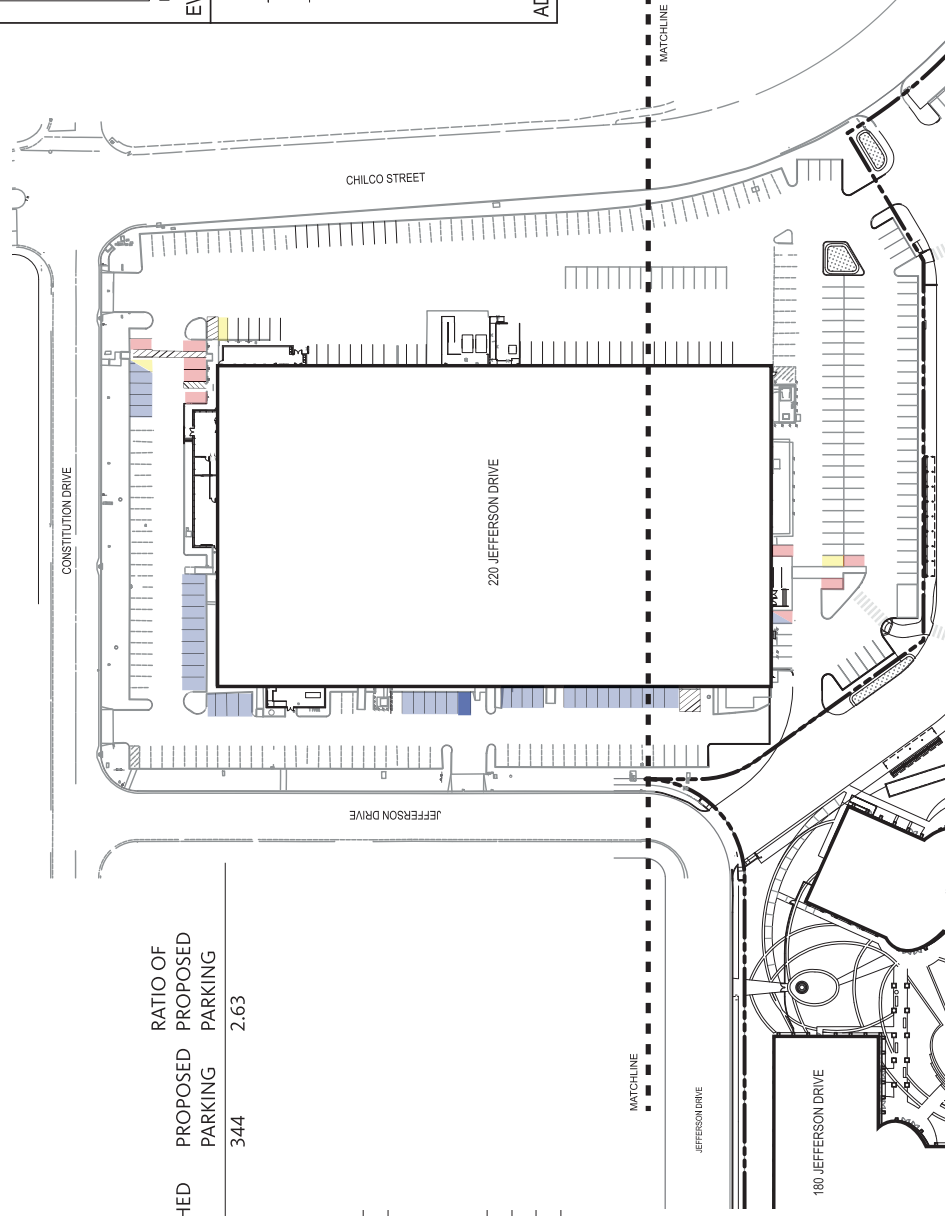
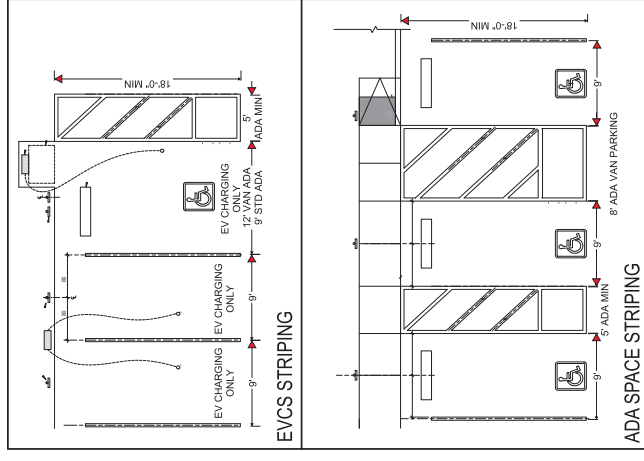
2 SPACES

10 SPACES

40 SPACES

2

3



*City of Menlo Park Parking Requirement for Office zoning

as per O District Standards DRAFT January 7, 2016 Page 6

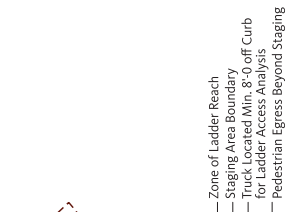
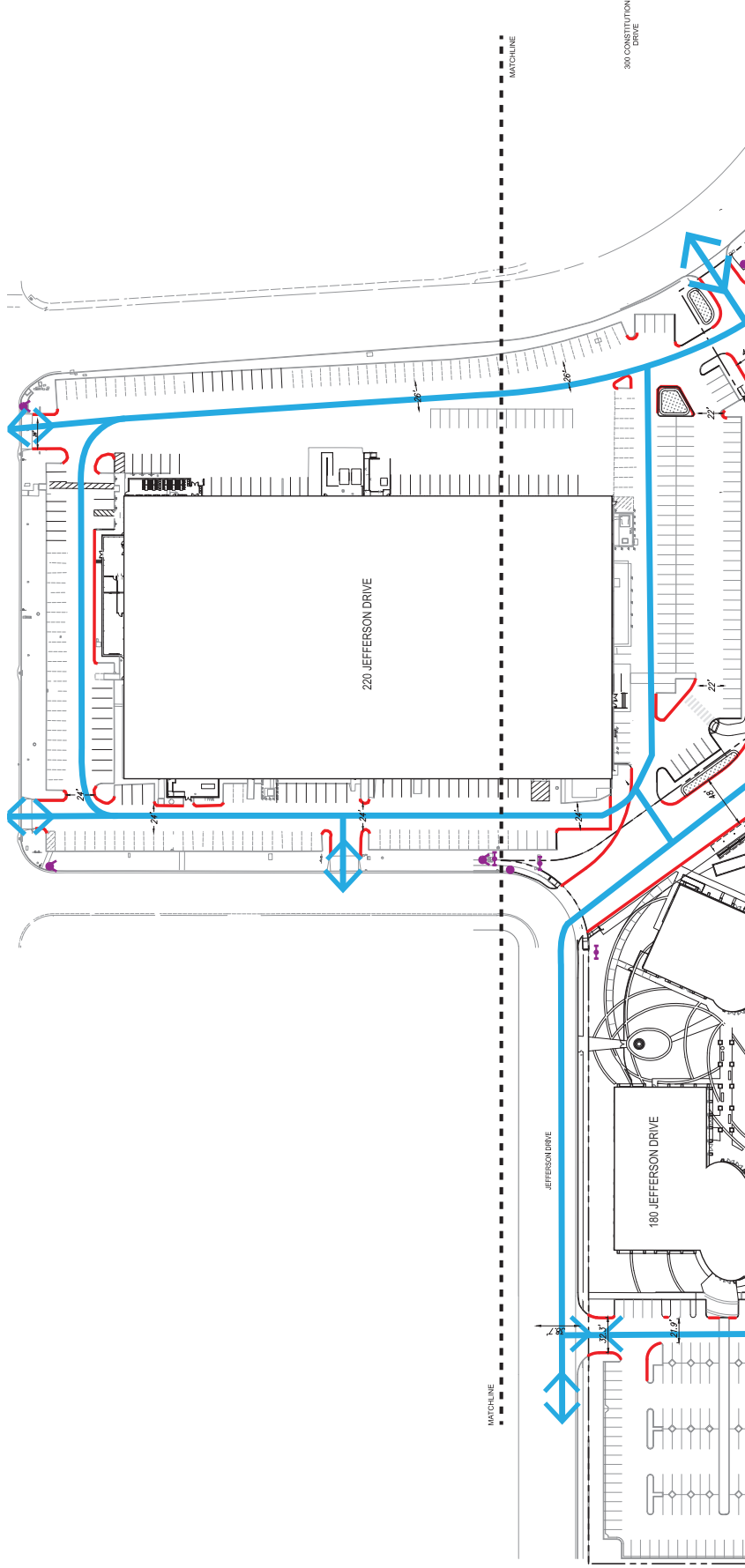
Minimum spaces (Per 1,000 Sq.Ft.)

Maximum spaces (Per 1,000 Sq.Ft.)

Office 2 3



FIRE DEPARTMENT ACCESS

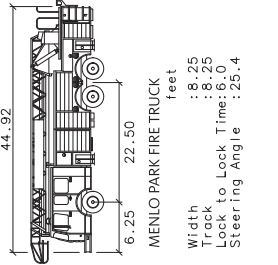
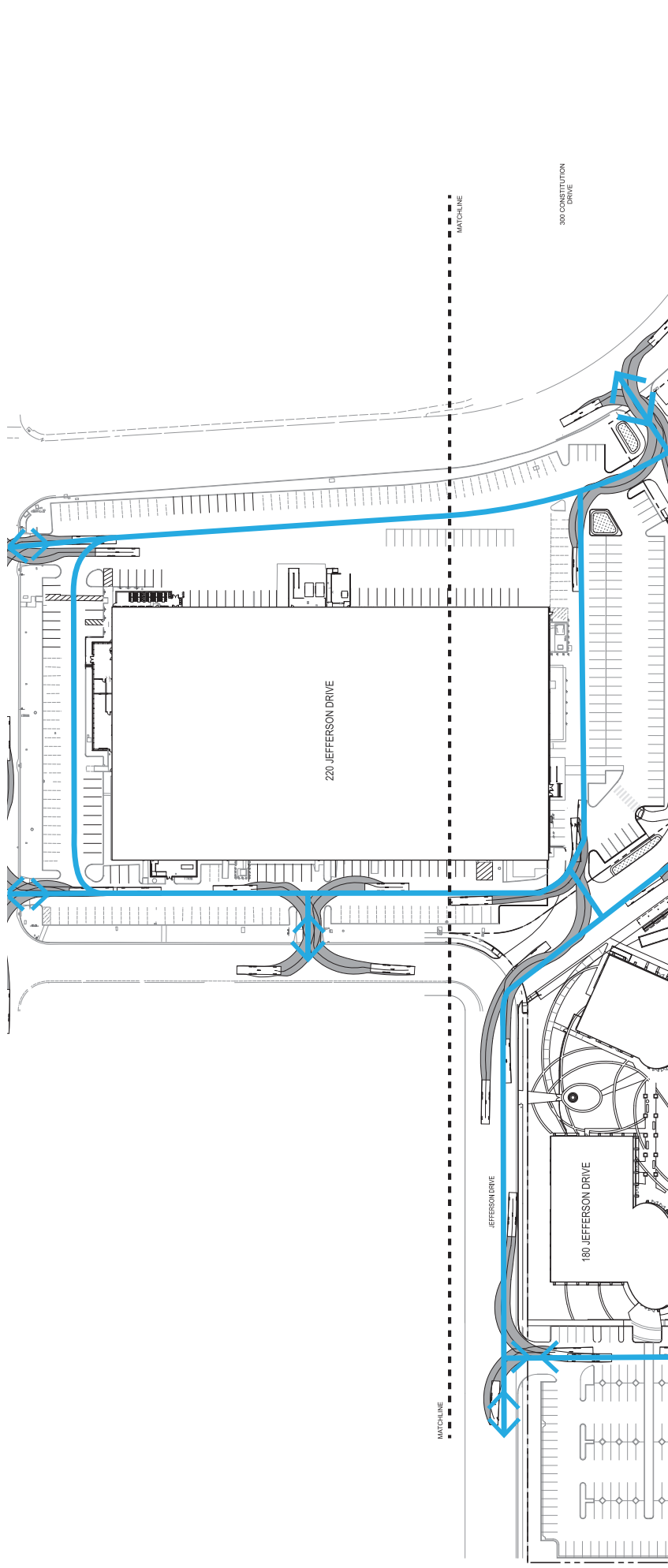


- NOTES
1. FIRE HYDRANTS PROVIDED AT A MAXIMUM SPACING OF 300' ON CENTER.
 2. FIRE HYDRANTS ARE PRIVATE
 3. STAGING AREAS SHOWN ARE SUBJECT TO REVIEW BY THE MENLO PARK FIRE PROTECTION DISTRICT.
 4. ROOF ACCESS TO BE CONSISTENT WITH THE FIRE DISTRICT REQUIREMENTS FOR MINIMUM 3'-0" DOORWAYS TO STAIRS FROM FLOOR BELOW.
 5. PERMANENT FIXED LADDERS SHALL BE PROVIDED FOR PARAPETS OR ROOF ELEVATION CHANGES GREATER THAN 3'-0".

- LEGEND
- FIRE ACCESS
 - RED CURB
 - BACKFLOW PREVENTER (BFP)
 - FIRE HYDRANT
 - FIRE DEPARTMENT CONNECTION (FDC)



FIRE DEPARTMENT ACCESS

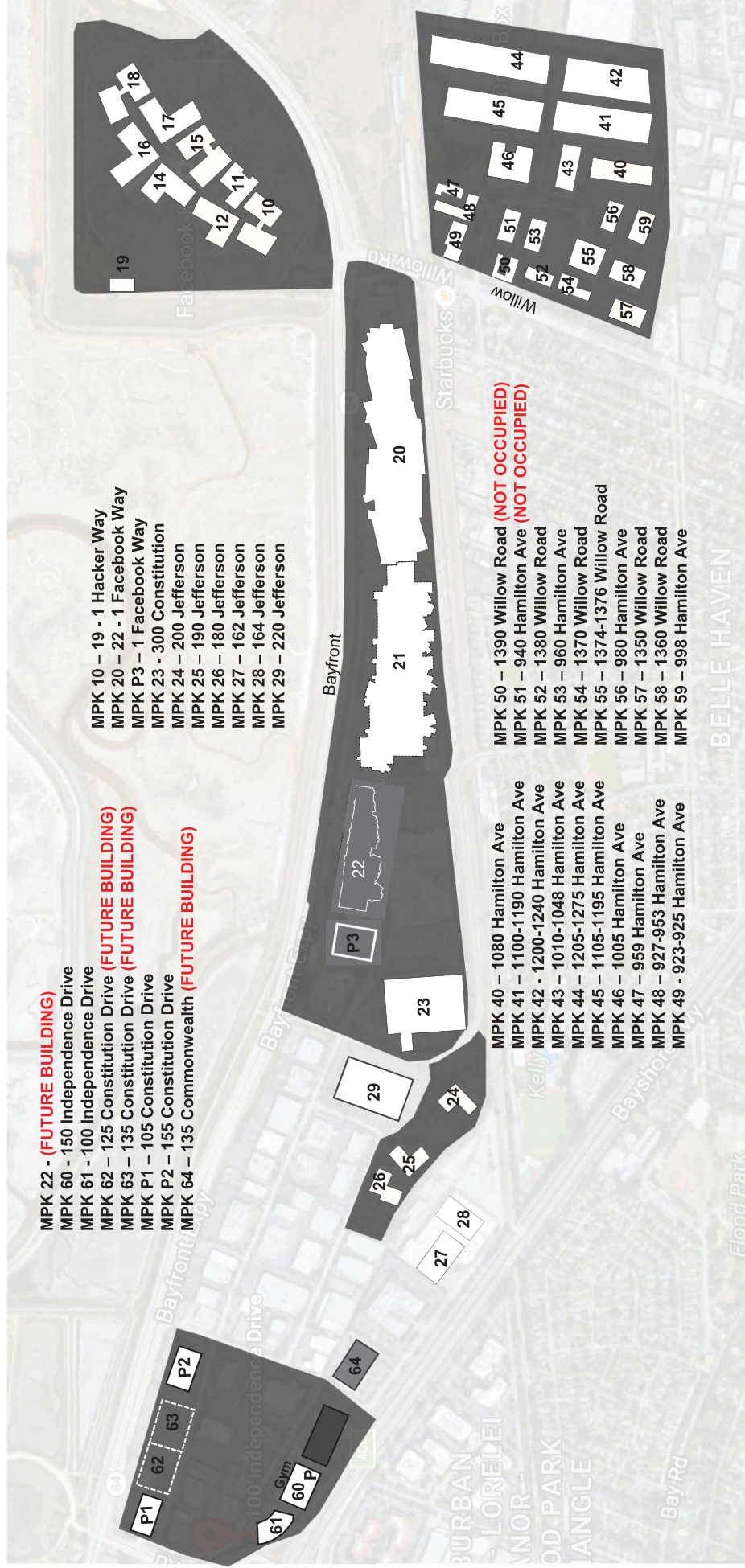


- NOTES
1. FIRE HYDRANTS PROVIDED AT A MAXIMUM SPACING OF 300' ON CENTER.
 2. FIRE HYDRANTS ARE PRIVATE
 3. STAGING AREAS SHOWN ARE SUBJECT TO REVIEW BY THE MENLO PARK FIRE PROTECTION DISTRICT.
 4. ROOF ACCESS TO BE CONSISTENT WITH THE FIRE DISTRICT REQUIREMENTS FOR MINIMUM 3'-0" DOORWAYS TO STAIRS FROM FLOOR BELOW.
 5. PERMANENT FIXED LADDERS SHALL BE PROVIDED FOR PARAPETS OR ROOF ELEVATION CHANGES GREATER THAN 3'-0".

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

Facebook Chilco Campus Bus Stop
 220 Jefferson Drive, Menlo Park CA 94025

OCCUPANCY PLAN



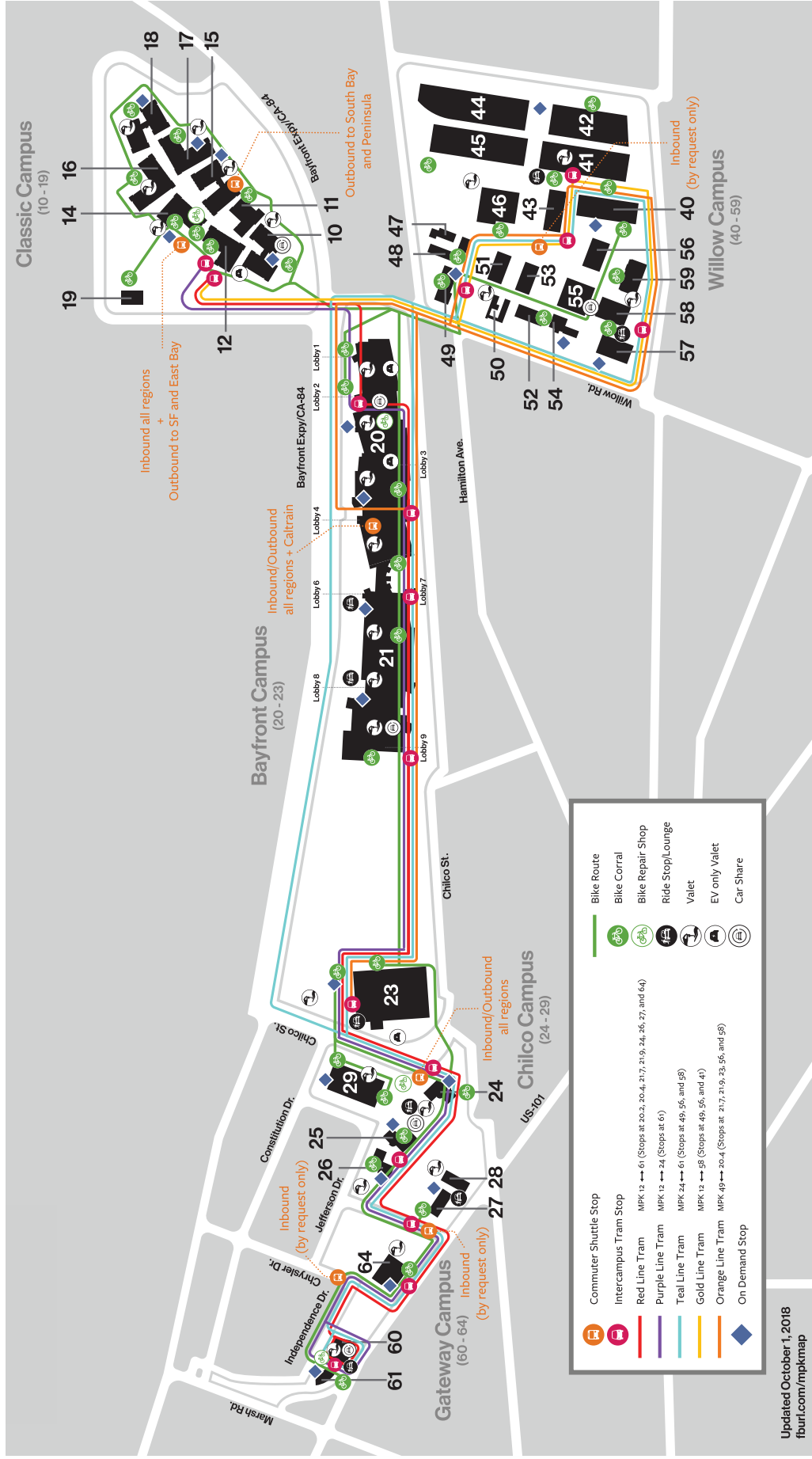
- MPK 22 - (FUTURE BUILDING)
- MPK 60 - 150 Independence Drive
- MPK 61 - 100 Independence Drive
- MPK 62 - 125 Constitution Drive (FUTURE BUILDING)
- MPK 63 - 135 Constitution Drive (FUTURE BUILDING)
- MPK P1 - 105 Constitution Drive
- MPK P2 - 155 Constitution Drive
- MPK 64 - 135 Commonwealth (FUTURE BUILDING)

- MPK 10 - 19 - 1 Hacker Way
- MPK 20 - 22 - 1 Facebook Way
- MPK P3 - 1 Facebook Way
- MPK 23 - 300 Constitution
- MPK 24 - 200 Jefferson
- MPK 25 - 190 Jefferson
- MPK 26 - 180 Jefferson
- MPK 27 - 162 Jefferson
- MPK 28 - 164 Jefferson
- MPK 29 - 220 Jefferson

- MPK 50 - 1390 Willow Road (NOT OCCUPIED)
- MPK 51 - 940 Hamilton Ave (NOT OCCUPIED)
- MPK 52 - 1380 Willow Road
- MPK 53 - 960 Hamilton Ave
- MPK 54 - 1370 Willow Road
- MPK 55 - 1374-1376 Willow Road
- MPK 56 - 980 Hamilton Ave
- MPK 57 - 1350 Willow Road
- MPK 58 - 1360 Willow Road
- MPK 59 - 998 Hamilton Ave

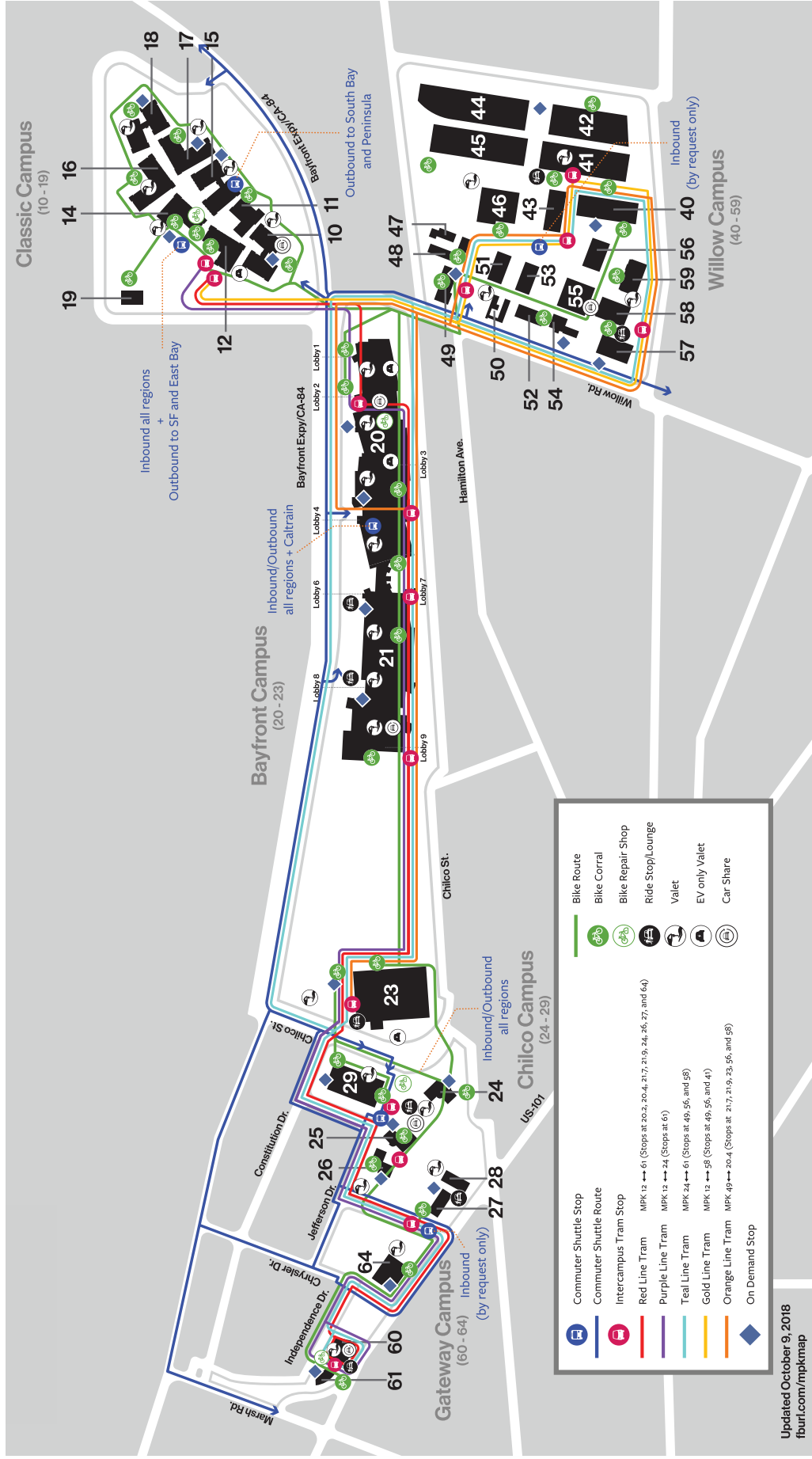
- MPK 40 - 1080 Hamilton Ave
- MPK 41 - 1100-1190 Hamilton Ave
- MPK 42 - 1200-1240 Hamilton Ave
- MPK 43 - 1010-1048 Hamilton Ave
- MPK 44 - 1205-1275 Hamilton Ave
- MPK 45 - 1105-1195 Hamilton Ave
- MPK 46 - 1005 Hamilton Ave
- MPK 47 - 959 Hamilton Ave
- MPK 48 - 927-953 Hamilton Ave
- MPK 49 - 923-925 Hamilton Ave

EXISTING BAYFRONT AREA TRANSIT ROUTES

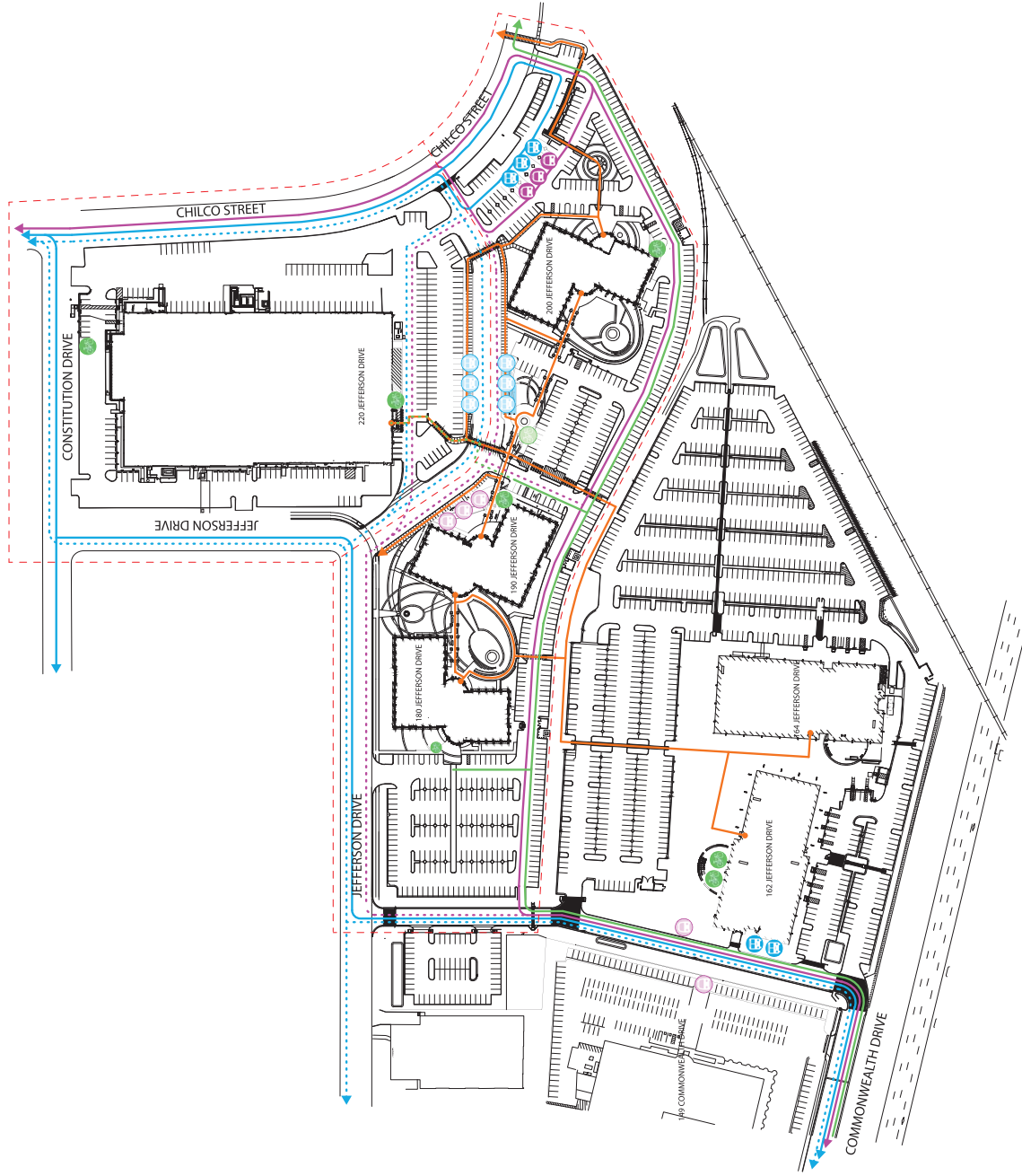


Facebook Chilco Campus Bus Stop
220 Jefferson Drive, Menlo Park CA 94025

PROPOSED BAYFRONT AREA TRANSIT ROUTES



TRANSIT HUB PATHS OF TRAVEL



LEGEND	
Bicycles	(E) route
	(P) route
	(E) parking
	(P) parking
Shuttle	(E) route
	(P) route
	(E) stop
	(P) stop
Tram	(E) route
	(P) route
	(E) stop
	(P) stop
Pedestrian	route

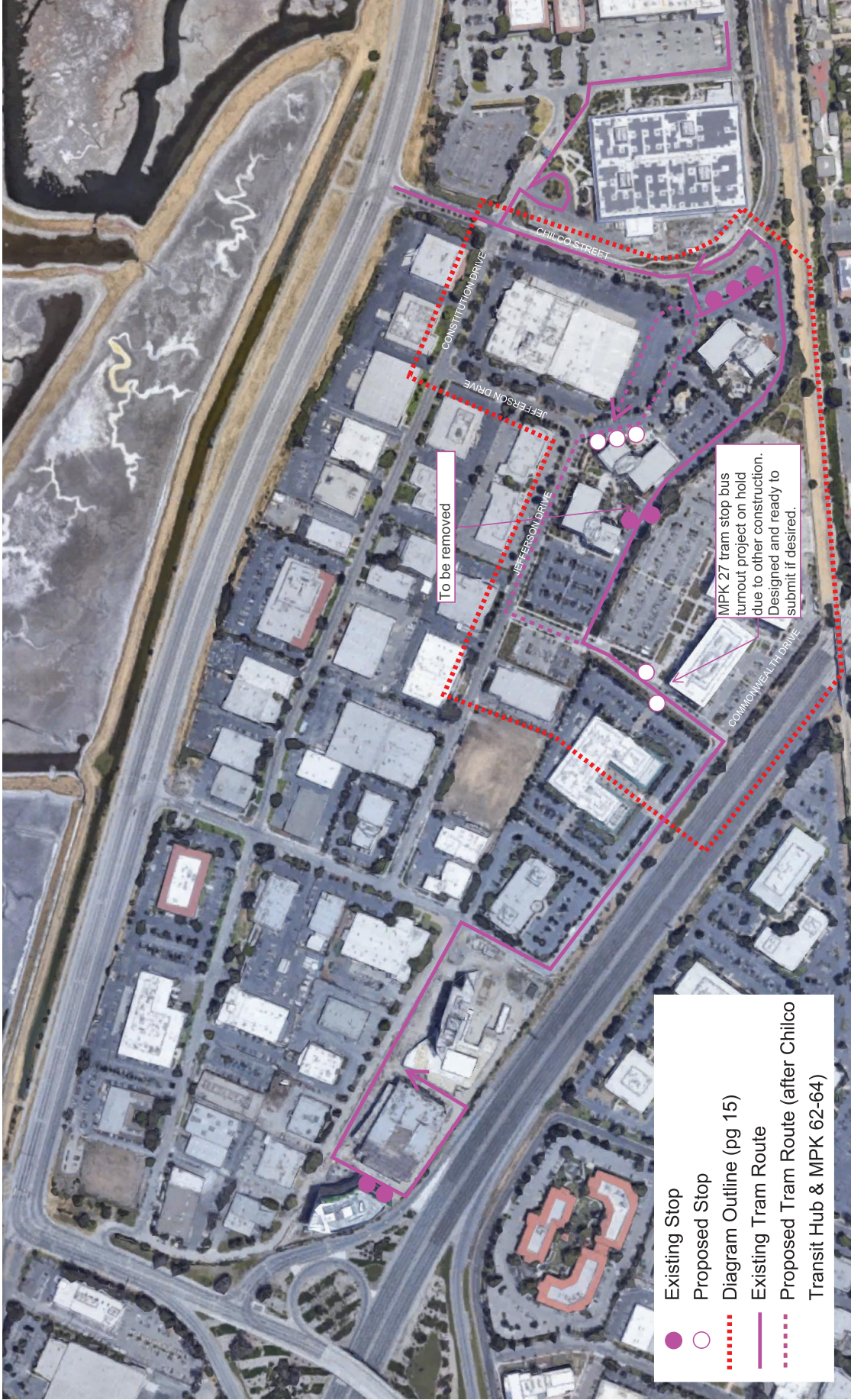
(E) existing
(P) proposed



TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT



TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT



TRANSIT HUB PATHS OF TRAVEL - SITE CONTEXT



FACEBOOK
 525 N. Harbor Blvd.
 Milpitas, CA 94525

Genstler
 24000 Harbor Blvd.
 Milpitas, CA 94525
 Tel: 415-533-3700
 Fax: 415-533-5999

HOBACH-LEWIN, INC.
 2200 COUNTRY CLUB DRIVE, SUITE 100
 SAN JOSE, CA 95131
 Tel: 408-260-8800
 Fax: 408-260-8801

PAE
 PROJECT: 1 000000000000000000000000
 www.pae.com

DAVEY & MURPHY
 CIVIL ENGINEERS & SURVEYORS, INC.
 2305 California Center Blvd.
 San Jose, CA 95128
 Tel: 408-261-1234
 Fax: 408-261-1235



Revised: 11/2010

Legend Description
 A 100% DEMOLITION PERMIT
 A 100% DEMOLITION PERMIT
 A 100% DEMOLITION PERMIT

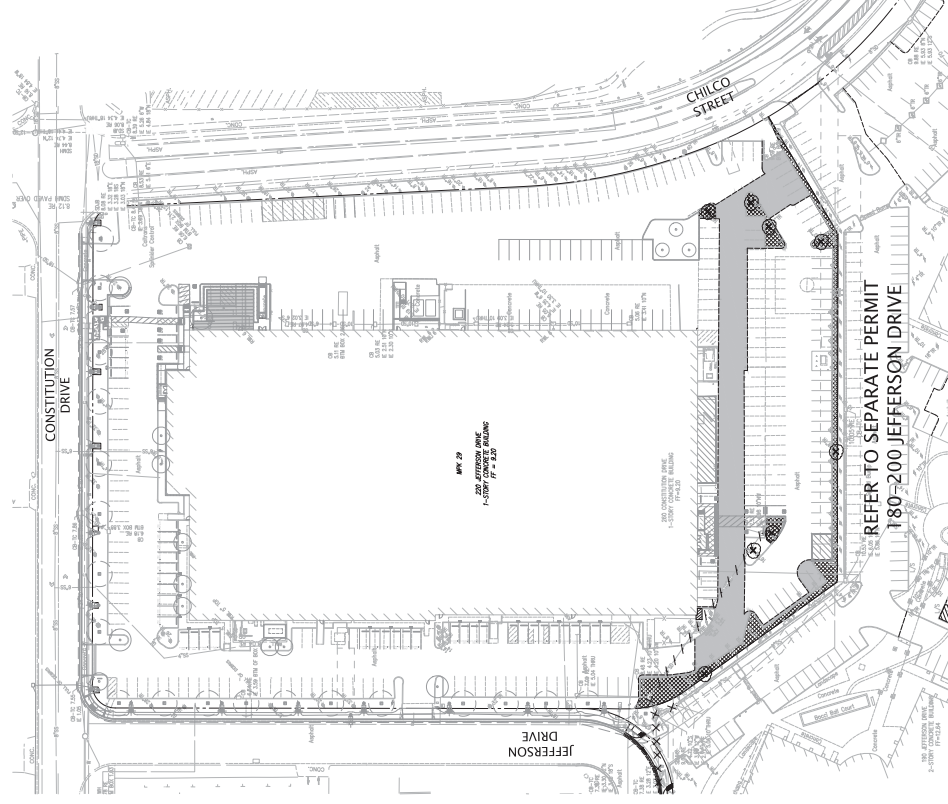
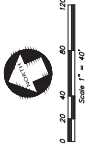
Project Name:
 MPK CHILCO CAMPUS SITE
 IMPROVEMENTS
Project Number:
 A16713-4
Description:
 DEMOLITION PLAN

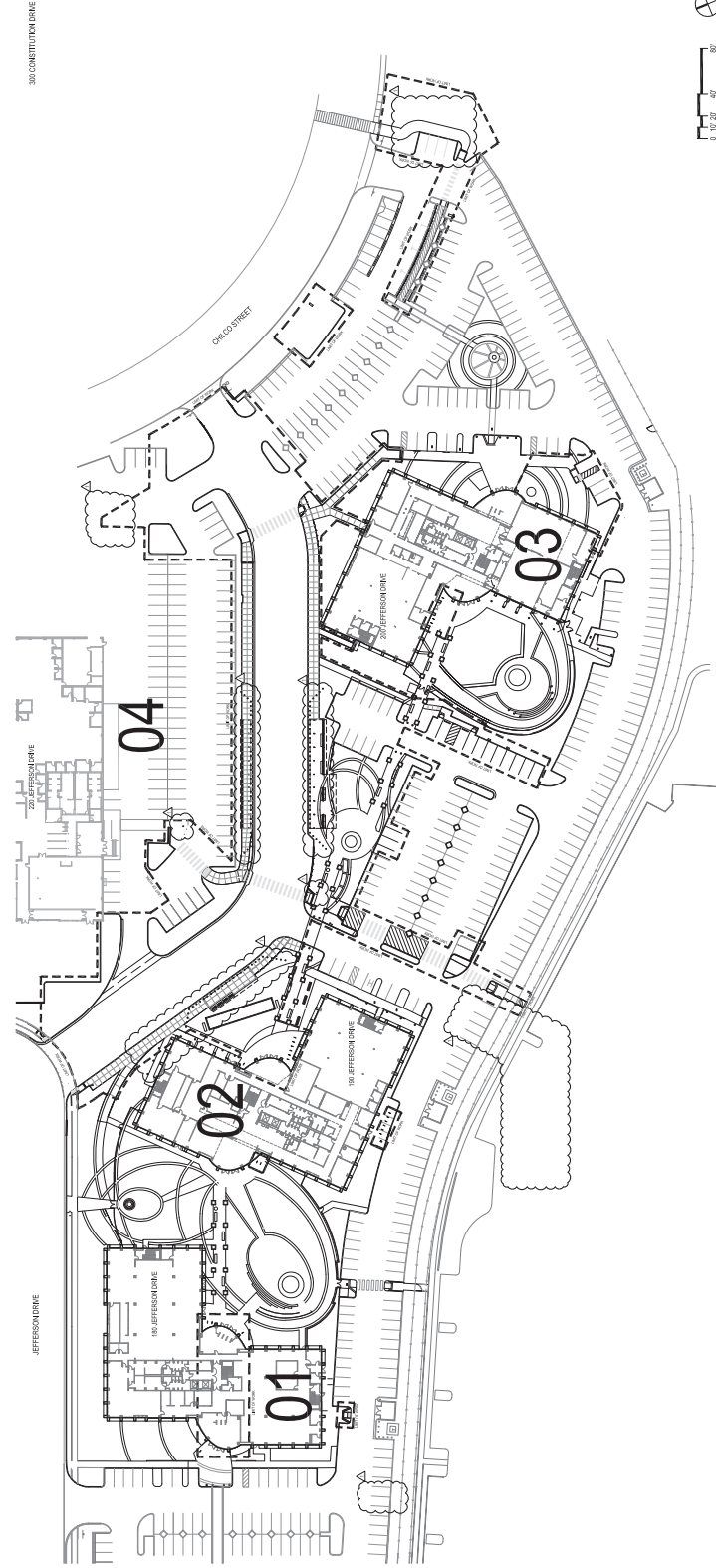
Scale:
 C2.0

11/2010

LEGEND

- EXISTING CURB & GUTTER TO BE DEMOLISHED
- EXISTING ASPHALT TO BE DEMOLISHED
- EXISTING CONCRETE TO BE DEMOLISHED
- EXISTING LANDSCAPE TO BE DEMOLISHED
- EXISTING SIDEWALK TO BE DEMOLISHED
- EXISTING DRIVE TO BE DEMOLISHED
- EXISTING DRIVE TO BE DEMOLISHED
- EXISTING DRIVE TO BE DEMOLISHED
- EXISTING DRIVE TO BE DEMOLISHED
- EXISTING DRIVE TO BE DEMOLISHED





1 SITE PLAN
 SCALE: 1" = 40'



GENERAL NOTES

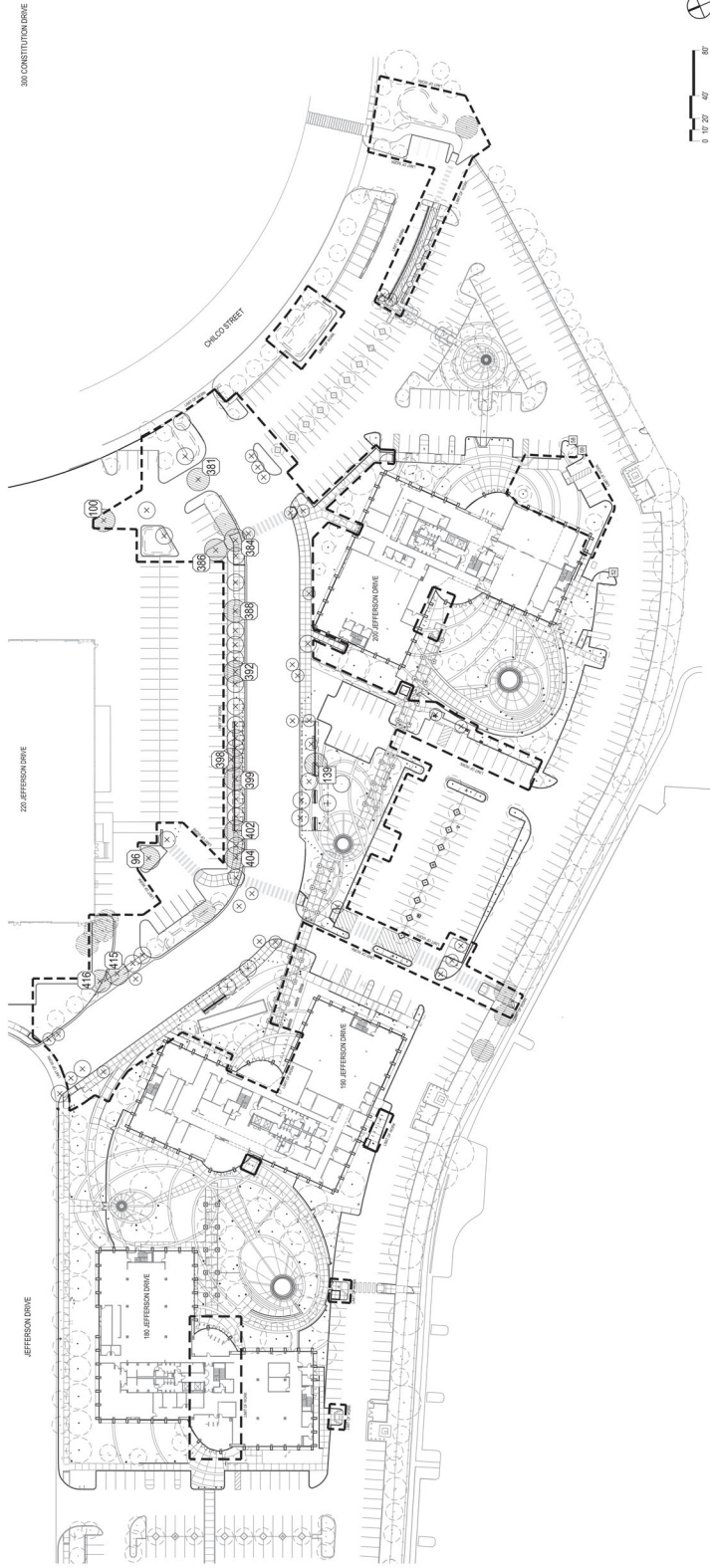
1. THESE NOTES AND LEGENDS REFER TO THE LANDSCAPE DRAWINGS ONLY.
2. WITHIN DIMENSIONS THE PRECEDENCE OVER SCALED DIMENSIONS.
3. DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED. DIMENSIONS FOR ALL WORK SHALL BE MEASURED TO THE FACE UNLESS OTHERWISE NOTED. DIMENSIONS FOR FINISHED WORK SHALL BE MEASURED TO THE FINISHED SURFACE UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
5. ALL DIMENSIONS SHALL BE MEASURED FROM THE FACE UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
7. UNLESS OTHERWISE SPECIFIED, REFERENCES TO CODES, REGULATIONS, STANDARDS, SPECIFICATIONS, AND OTHER DOCUMENTS SHALL BE TO THE LATEST EDITION OF SUCH DOCUMENTS UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS SHALL BE MEASURED FROM THE FACE UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
28. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.
30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PROJECT.

ABBREVIATIONS

ABBREV.	DESCRIPTION	ABBREV.	DESCRIPTION
1	NO	MS	MECHANICAL
2	AT	NA	NOT APPLICABLE
3	AS	NB	NOTED
4	ASPH	NC	NOT TO BE CONSIDERED
5	ASPH	ND	NOT DIMENSIONED
6	ASPH	NE	NOT ELECTRICAL
7	ASPH	NE	NOT ELECTRICAL
8	ASPH	NE	NOT ELECTRICAL
9	ASPH	NE	NOT ELECTRICAL
10	ASPH	NE	NOT ELECTRICAL
11	ASPH	NE	NOT ELECTRICAL
12	ASPH	NE	NOT ELECTRICAL
13	ASPH	NE	NOT ELECTRICAL
14	ASPH	NE	NOT ELECTRICAL
15	ASPH	NE	NOT ELECTRICAL
16	ASPH	NE	NOT ELECTRICAL
17	ASPH	NE	NOT ELECTRICAL
18	ASPH	NE	NOT ELECTRICAL
19	ASPH	NE	NOT ELECTRICAL
20	ASPH	NE	NOT ELECTRICAL
21	ASPH	NE	NOT ELECTRICAL
22	ASPH	NE	NOT ELECTRICAL
23	ASPH	NE	NOT ELECTRICAL
24	ASPH	NE	NOT ELECTRICAL
25	ASPH	NE	NOT ELECTRICAL
26	ASPH	NE	NOT ELECTRICAL
27	ASPH	NE	NOT ELECTRICAL
28	ASPH	NE	NOT ELECTRICAL
29	ASPH	NE	NOT ELECTRICAL
30	ASPH	NE	NOT ELECTRICAL

FOR REFERENCE ONLY

Legend Item	MPK CHILCO CAMPUS SITE IMPROVEMENTS
Project Number	01.2971.000
Location	LANDSCAPE SITE PLAN
Scale	1" = 40'



1 TREE PROTECTION PLAN
 SCALE: 1" = 60'

TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
(•)	EXISTING TREES TO BE RETAINED AND PROTECTED
(⊖)	EXISTING HERITAGE TREE TO BE PROTECTED AND RETAINED
(X)	EXISTING TREES TO BE REMOVED (INCLUDING ROOTBALL)
(⊗)	EXISTING HERITAGE TREE TO BE REMOVED (INCLUDING ROOTBALL)
(+)	EXISTING YOUNG TREE TO BE TRANSPLANTED
(#)	EXISTING TREES IDENTIFIED AS SETBACK TREES PER A 2016 SURVEY SUMMARY REPORT BY STEVE BATCHELOR AND ANNUALLY BATCHELOR ON MAY 20, 2016
(D)	EXISTING TREE IDENTIFICATION, REFERRED TO MPK 20 SURVEY SUMMARY REPORT BY STEVE BATCHELOR AND ANNUALLY BATCHELOR ON NOVEMBER 16, 2017
(---)	LIMIT OF WORK
(- - -)	PROPERTY LINE
(---	PARCEL LINE

TREE REMOVAL IDENTIFICATION SCHEDULE

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
(X)	FRANKLIN-COTY-CARR, BAYWOOD	(A)	PINE CANADENSIS
(A)	PINE CANADENSIS	(B)	EUCALYPTUS POLYANTHEMUS
(B)	EUCALYPTUS POLYANTHEMUS	(C)	PINE CANADENSIS
(C)	PINE CANADENSIS	(D)	EUCALYPTUS POLYANTHEMUS
(D)	EUCALYPTUS POLYANTHEMUS	(E)	EUCALYPTUS POLYANTHEMUS
(E)	EUCALYPTUS POLYANTHEMUS	(F)	EUCALYPTUS POLYANTHEMUS
(F)	EUCALYPTUS POLYANTHEMUS	(G)	PINE CANADENSIS
(G)	PINE CANADENSIS	(H)	PINE CANADENSIS
(H)	PINE CANADENSIS	(I)	EUCALYPTUS POLYANTHEMUS
(I)	EUCALYPTUS POLYANTHEMUS	(J)	EUCALYPTUS POLYANTHEMUS

HERITAGE TREE REPLACEMENT SUMMARY

FOR REMOVAL	REPLACEMENT	PROPOSED QUANTITY	PERCENTAGE OF REPLACEMENT TREES
14	28	29	

FACEBOOK
 450 100 800 # 220 Jefferson Drive
 Menlo Park, CA 94025

Genstler
 27000 Street
 San Francisco, CA 94105
 United States
 Tel: 415 653 0300
 Fax: 415 653 0500

HOBASCH-LEWIN, INC.
 10000 California Street
 Suite 100
 San Francisco, CA 94115
 Tel: 415 774 4800
 Fax: 415 774 4800

PAE
 10000 California Street
 Suite 100
 San Francisco, CA 94115
 Tel: 415 774 4800
 Fax: 415 774 4800

WEBER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 10000 California Street
 Suite 100
 San Francisco, CA 94115
 Tel: 415 774 4800
 Fax: 415 774 4800

Date	Signature	Description
06/20/2018	[Signature]	PRELIMINARY CHECK
09/02/2018	[Signature]	FOR COMMENT RESPONSES

FOR REFERENCE ONLY

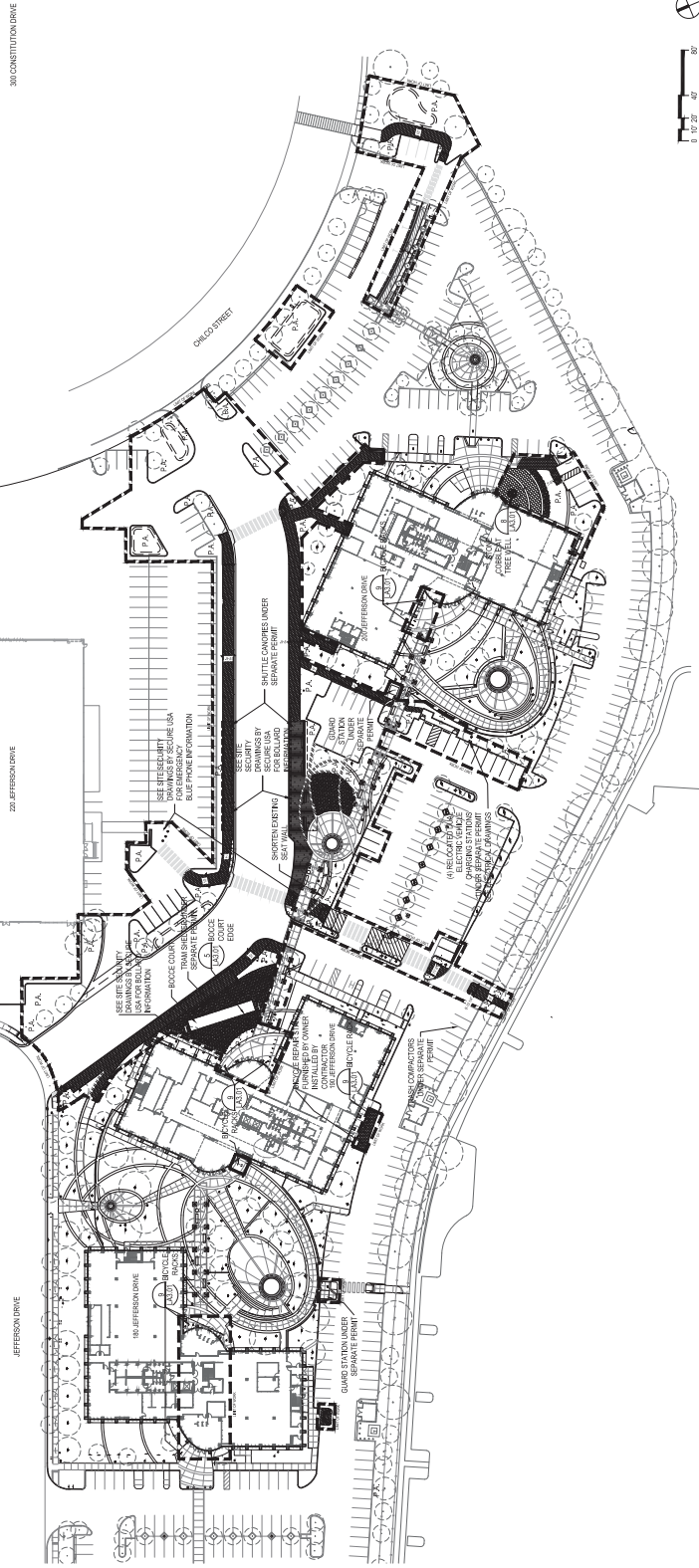
Project Name
MPK CHILCO CAMPUS SITE IMPROVEMENTS

Project Number
01.2871.000

Location
LAYOUT AND MATERIALS PLAN

Scale
1" = 60'

LA2.00



1 LAYOUT AND MATERIALS PLAN
 SCALE: 1/4" = 1'-0"

MATERIAL KEY

SYMBOL	DESCRIPTION
[Symbol]	DECOMPOSED AGGREGATE SURFACE
[Symbol]	NEW ASSEMBLABLE CONCRETE PAVING
[Symbol]	NEW CONCRETE PAVING TO MATCH EXISTING
[Symbol]	PRECAST CONCRETE UNIT PAVERS
[Symbol]	CONCRETE PAVING BASE WITH 3% CURB AND 1% GRAY STAIN
PA	PAINTED AREA

LAYOUT NOTES

1. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL DIMENSIONS SHOWN TO ARCHITECTURAL GRID LINE, FACE OF CURB, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
3. ALL PAVING DIMENSIONS ARE FROM THE CENTERLINE OF JOINT TO THE CENTERLINE OF JOINT UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND SHALL REPORT ALL FINDINGS TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.
5. THE CONTRACTOR SHALL VERIFY LAYOUT WITH REFERENCE TO THE EXISTING SITE CONDITIONS AND SHALL IMMEDIATELY BRING ANY DISCREPANCIES BETWEEN DRAWINGS AND FIELD CONDITIONS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL ASSUME FULL AND UNDIVIDED RESPONSIBILITY FOR THE ACCURACY, FIT, AND STABILITY OF ALL PARTS OF THE WORK.
6. THE CONTRACTOR SHALL USE STAINES, STAINES, CHALK, PAINT, AND OTHER MARKING TOOLS TO MARK THE SITE. HARDWARE SHALL BE INSTALLED IN PLACE CONCRETE PAVEMENTS. FINISHINGS AS SHOWN ON THE DRAWINGS FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL MAKE THIS INFORMATION AVAILABLE TO THE ARCHITECT AND LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK. THIS INFORMATION SHALL BE INCLUDED IN THE CONTRACTOR'S FIXED CONTRACT.
7. WHERE VERIFY OR FIELD VERIFY IS USED IN CONNECTION WITH THE LAYOUT, THE CONTRACTOR SHALL IMMEDIATELY MEASURE AND REPORT TO THE ARCHITECT. IMMEDIATELY MEASURE AND REPORT TO THE ARCHITECT. IMMEDIATELY MEASURE AND REPORT TO THE ARCHITECT.
8. LOCATIONS OF EXISTING UTILITIES SHOWN ON PANS ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY.
9. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND SHALL REPORT ALL FINDINGS TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.

FACEBOOK
150, 149, 148 & 147 Jefferson Drive
Menlo Park, CA 94025

Genstler
2 Jefferson Street
Menlo Park, CA 94025
Tel: 650.323.0200
Fax: 650.323.0200

HOBACH-LEWIN, INC.
2000 Elgin Street, Suite 100
Menlo Park, CA 94025
Tel: 650.323.0200
Fax: 650.323.0200

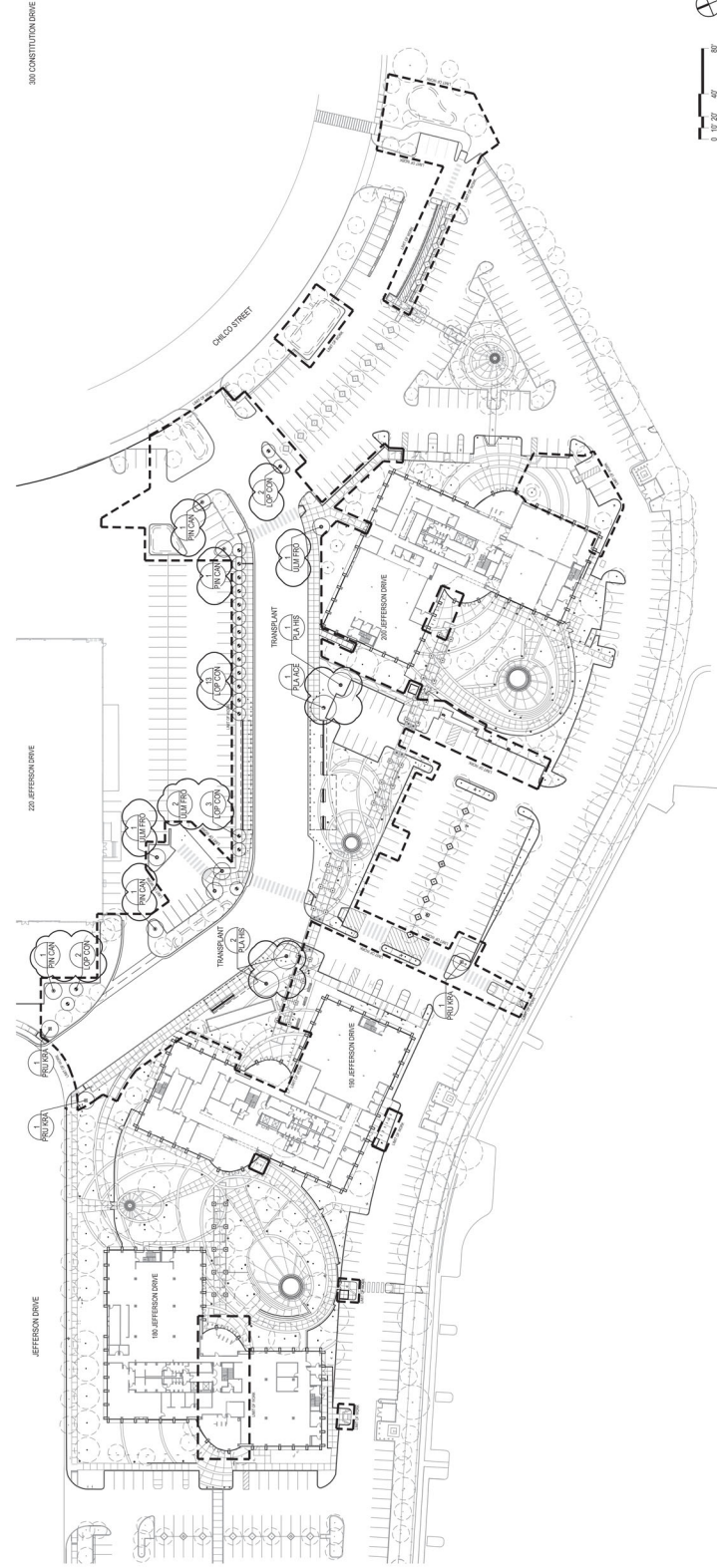
PAE
Professional Planning & Architecture
1000 California Street, Suite 100
Menlo Park, CA 94025
Tel: 650.323.0200
Fax: 650.323.0200

OLIVER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
1000 California Street, Suite 100
Menlo Park, CA 94025
Tel: 650.323.0200
Fax: 650.323.0200

Lead Engineer

Lead Designer

06/20/2018 PRELIMINARY CHECK
09/20/2018 FOR COMMENT RESPONSES



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

FOR REFERENCE ONLY

Project Name: **MPK CHILCO CAMPUS SITE IMPROVEMENTS**
Project Number: **01.2977.1.000**
Description: **HERITAGE TREE TREE REPLACEMENT PLAN**

Scale: 1" = 60'

LA5.00

NOTE: SEE ALL PLANNING AND SURVEYING PLANNING PLAN

HERITAGE TREE REPLACEMENT SUMMARY

HERITAGE TREES FOR REMOVAL	REPLACEMENT REQUIREMENT	PROPOSED QUANTITY	REPLACEMENT TREES
14	28	29	29
REPLACEMENT TOTALS			

NOTE: TREES TRANSPLANTED ON SITE ARE NOT INCLUDED IN REPLACEMENT TOTALS

TREE PLANTING LEGEND

SYMBOL	KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING	NOTES
+	+	48" DIA	LIQUIDAMBARYUM NITIDUM	CHERRY BELL		EXISTING
○	○	30" DIA	LUPINASTROPHOM COMPERTUS	BRISBANE BOX	PEP PLAN	LOW BRANCHING
○	○	30" DIA	PRUNUS CAMERDENSIS	CANARY ISLAND PINE	PEP PLAN	
○	○	60" DIA	PLATANUS ACERIFOLIA	LONDON PLANE	PEP PLAN	STANDARD
○	○	NA	PLATANUS HISPANICA	LONDON PLANE	PEP PLAN	TRANSPLANT
○	○	30" DIA	PRUNUS SPINOSA VESIMIFLOR	PURPLE LEAF PLUM		STANDARD
○	○	30" DIA	ULMUS FRONTALIS	FRONTIER ELM	PEP PLAN	STANDARD
○	○		EXISTING TREE			REFER TO AIRBORNE SURVEY & REPORT

FACEBOOK
 186,182,380,6,720,Jefferson Drive
 Menlo Park, CA 94025

Genster

27000 Sand Hill
 San Francisco, CA 94110
 415.688.4588
 www.genster.com

HOBACH-LEWIN, INC.
 3500 EL CAMINO DRIVE, SUITE 100
 SAN JOSE, CA 95131
 408.233.2500
 www.hobach-lewin.com

PAE
 Project & Landscape Architecture
 www.paecompany.com

SEEVER & MURPHY
 CIVIL ENGINEERS & SURVEYORS, INC.
 2885 EL CAMINO DRIVE, SUITE 200
 SAN JOSE, CA 95131
 408.432.0200
 www.seevermurphy.com

1.1 Date
 1.2 Description

1.1.1 11/10/2011
 1.1.2 PRELIMINARY CHECK
 1.2.1 11/10/2011
 1.2.2 COMMENTS RESPONSE

FOR REFERENCE ONLY

Project Name: MPK CHILCO CAMPUS SITE IMPROVEMENTS
 Project Number: 01.2971.000
 Description: PLANTING PLAN

Scale: 1" = 60'

LA5.01



SHRUB AND GROUNDCOVER PLANTING LEGEND

SYMBOL	KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING	NOTES
☐	UNDERSTORY	4 GAL	CALLUNA		24" O.C.	SUNLIGHT SHADE
☐		1 GAL	CHRISPA		12" O.C.	SUNLIGHT SHADE
☐		1 GAL	LANIUM		12" O.C.	SUNLIGHT SHADE
☐		1 GAL	CHITIC		36" O.C.	FULL SUN
☐		1 GAL	PRIFAL		36" O.C.	SUN
☐		1 GAL	PHOBA		36" O.C.	SUN
☐		1 GAL	SEGAUT		36" O.C.	FULL SUN
☐		1 GAL	SIUG		8" O.C.	SUNLIGHT SHADE
☐		1 GAL	SIUG		12" O.C.	SUN
BIOFILTRATION AREAS						
☐		4 FT GAL	CALLUNASTRIS	FEATHER REED GRASS		
☐		1 GAL	CAROS	ROSEMARY		
☐		1 GAL	CORONOPETALUM	EUROPEAN HEALDOW SEDGE		
☐		1 GAL	PRINSELM	DWARF CAPE BUSH		
☐		1 GAL	PHOBA	FARTY TALE FOUNTAIN GRASS		
☐		1 GAL	PHOBA	BLACK FLAX		
☐		1 GAL	AUTUMNORGRASS	BLACK FLAX		
☐		1 GAL	SIUG	SPRING FOUNTAIN GRASS		
BIOFILTRATION PLANTINGS						
☐		4 FT GAL	BROMUS	CALIFORNIA BROME		
☐		4 FT GAL	ELYMUS	BLUE WILDFIRE		
☐		4 FT GAL	JUNCUS	SOFT COMMON BUSH		
☐		4 FT GAL	LETYNIS	CREeping WILDFIRE		
REINFORCED TUBE						
☐				REINFORCED TUBE AT FIRE LANE		

NOTE:
 REFERENCE LAYER FOR TREE
 PLANTING PLAN

1 PLANTING PLAN
 SCALE: 1" = 60'

October 16, 2018

Kyle Perata
Senior Planner
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

Re: **Conditional Development Permit Amendment and Use Permit for an Enhanced Bus Stop Located at
180 – 220 Jefferson Drive**

Dear Kyle,

On behalf of Facebook, we are pleased to bring forward our proposal for a reconfigured bus stop and related landscaping improvements in the vicinity of Buildings 24, 25, 26 and 29, located at 180, 190, 200 and 220 Jefferson Drive within the City of Menlo Park which are currently leased by Facebook (the “Chilco Campus”). The primary purposes of the project are to enhance Facebook’s Transportation Demand Management (“TDM”) plan, improve pedestrian safety, and reduce congestion along Chilco Street, by creating a new bus stop that will replace the existing temporary bus stop and facilitate improved circulation for buses and trams serving the Chilco Campus. Below is a brief description of the current conditions and a summary of the proposed project.

Existing Conditions:

Currently, the Chilco Campus is served by a temporary bus stop located in the parking area east of Building 24 (i.e., 200 Jefferson Drive), which limits the efficiency of bus and tram operations and creates conflicts between vehicles, pedestrians and bicyclists. The current configuration also requires buses and trams to use Chilco Street as the primary access route to, and from, the existing bus stop, and suffers from deficient loading areas which are constrained physically and create the potential for pedestrian and bicyclist conflicts.

To address these issues, Facebook has been working with City staff for more than a year to develop a plan to improve the conditions and promote more participation in Facebook’s TDM plan for workers within the Chilco Campus, while eliminating a portion of the bus and tram trips that currently use Chilco Street as the sole means of accessing the Chilco Campus bus stop. This project is the result of those efforts.

Project Description:

The proposed project would include construction of a new drive aisle with exterior grading and landscaping improvements, along with a new enhanced bus stop. The new bus stop will substantially increase the size of the loading areas for employee shuttles (from three buses to ten buses) and provides five separate spaces for loading intra-campus trams. The new loading and unloading zones will further encourage participation in Facebook’s TDM program by providing safer and convenient places for more riders to queue. Improving the bus riders’ experiences is expected to increase bus usage by Facebook workers and further reduce single occupancy vehicle trips.

The project will also improve the overall multi-modal circulation within the vicinity of the Chilco Campus. The enhanced bus stop will have access from both Jefferson Drive and Chilco Street, which improves the traffic flow of the buses and eliminates most, if not all, of the pedestrian and bicycle conflicts. After the project is complete, Facebook will require shuttle buses and trams to enter and exit the site via Jefferson Drive (rather than Chilco Street) and to only access Chilco Street via a “right turn only” entrance, which will eliminate a significant portion of the current bus and tram trips along Chilco Street and help reduce peak hour traffic congestion. Shuttles will still enter the Chilco Campus Bus Stop from Chilco Street (a right-turn movement), but they would now exit onto Jefferson Drive. Shuttles will also enter from Jefferson Drive and can turn around on site and exit back onto Jefferson Drive. The key feature of the new shuttle circulation is the elimination of employee shuttles operating in the northbound

direction on Chilco Street south of Constitution Drive. While the new bus stop will result in modifications to the circulation routes of existing shuttles and trams, it would not change the frequency of these services.

The site improvements will include the installation of three unenclosed bus stop shelters and related improvements. The architectural style of the shelters will be similar to the style on other Facebook Campuses, with an exposed galvanized steel structure, glass wind screens and wood benches. The new paving and landscaping will be in keeping with the character of the existing campus. This scope will require grading, curb relocation, repaving, tree removal and replacement, new planting, restriping, electrical connections for site lighting, and new storm water treatment areas. For additional pedestrian safety, the site improvements will also include sidewalks and crosswalks to adjacent leased properties including 220 Jefferson Drive to the north and 162 & 164 Jefferson Drive to the south.

Finally, the project would include enhanced landscaping and sustainability measures that build upon improvements Facebook has undertaken within the last two years. Facebook has already completed significant landscape improvements within the vicinity of the Chilco Campus, including updated irrigation systems and the replacement of traditional lawns with water saving native species. This project will complete the final stage of these improvements between the 180-200 and 220 Jefferson Drive properties.

Need for a CDP Amendment and Use Permit

We understand that, ordinarily, only a use permit would be required to process the project as proposed. Because the project would include the removal of 157 total parking spaces 147 of which is associated with 180-200 Jefferson Drive an amendment to the existing Conditional Development Permit for 180-200 Jefferson Drive (which was approved in 1996 for the original Jefferson Place Project) is required, even though the reduction in parking is consistent with the current zoning requirements for parking on the site. There is no analogous requirement for 220 Jefferson Drive, which is not subject to the Conditional Development Permit for the Jefferson Place Project.

As part of the project, Facebook is therefore requesting an amendment to the Conditional Development Permit for the Jefferson Place Project to temporarily reduce the amount of parking provided on-site for as long as Facebook occupies 180-220 Jefferson Drive and operates the reconfigured bus stop. The reduced amount of parking is necessary to make room for the enhanced bus stop and related circulation improvements but still satisfies the parking ratios required under current zoning. The terms of the current Conditional Development Permit would revert to the previous parking quantity from 1996 upon the earlier of Facebook vacating the property or Facebook ceasing to use the reconfigured bus stop and electing to revert to the former parking requirement.

Thank you for your consideration. We look forward to working with the City to help bring these improvements to fruition.

Sincerely,



Danielle Douthett

DRAFT 10/22/18

This document is recorded for the benefit of the City of Menlo Park and is entitled to be recorded free of charge in accordance with Sections 6103 and 27383 of the Government Code

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:

City of Menlo Park
Attn: City Clerk
701 Laurel Street
Menlo Park, CA 94025

NOTICE OF TERMS AND CONDITIONS OF
AMENDMENT TO THE JEFFERSON PLACE PROJECT
CONDITIONAL DEVELOPMENT PERMIT

NOTICE IS HEREBY GIVEN that the CITY OF MENLO PARK has issued an Amendment to the Jefferson Place Project Conditional Development Permit, dated September 24, 1996, for the property located at 180-200 Jefferson Drive (APN: 055-243-290) to the undersigned on certain terms and conditions as outlined in the Amendment to the Jefferson Place Project Conditional Development Permit, attached hereto as Exhibit 1 and made a part hereof, for the property shown in Exhibit B and more particularly described in Exhibit C of the Amendment to the Jefferson Place Project Conditional Development Permit attached hereto and made a part hereof.

Dated: November ____, 2018

Jefferson Place Associates, LLC

By: _____
Name: _____
Title: _____

CERTIFICATE OF ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

) ss:

COUNTY OF SAN MATEO)

On November _____, 2018, before me, _____, Notary Public personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

DRAFT 10/22/18

Exhibit 1

**Amendment to the Jefferson Place Project Conditional Development Permit
180-200 Jefferson Drive
Menlo Park, CA 94025**

DRAFT – AMENDMENT TO JEFFERSON PLACE PROJECT
CONDITIONAL DEVELOPMENT
PERMIT

Facebook Shuttle and Tram Stop Project
180-200 Jefferson Drive
(Buildings 24, 25, and 26)

1. GENERAL INFORMATION:

- 1.1. Applicant: Facebook, Inc. (and its successors and assigns)
- 1.2. Property Owner: Jefferson Place Associates, LLC (and its successors and assigns)
- 1.3. Nature of Project: An Amendment to the Jefferson Place Project Conditional Development Permit (Amendment) to enable the following modifications for the construction and operation of a new tram and shuttle stop:
 - 1.3.1. Decrease the allowable parking ratio;
 - 1.3.2. Modify on-site circulation for vehicles, pedestrians, and bicyclists;
 - 1.3.3. Modify the site landscaping plan by reducing the required percentage of on-site landscaped area;
 - 1.3.4. Increase the amount of building coverage to allow the construction of new transit shelters and guard shacks;
 - 1.3.5. Remove heritage trees; and
 - 1.3.6. Construct related infrastructure for the tenant's proposed inter-campus tram and shuttle operations.

The requirements in this Amendment for the tram and shuttle stop are associated with an existing three building general office development known as the Jefferson Place Project (Buildings 24, 25, and 26). The conditions contained below are in addition to all of the requirements of the original Jefferson Place Project Conditional Development Permit (CDP), attached hereto as Exhibit A and incorporated herein by this reference. Except as otherwise set forth in this Amendment, all of the requirements of the CDP shall continue to apply to the Project Site. The proposed site circulation changes would include concurrent modifications to the adjacent property located at 220 Jefferson Drive. The comprehensive project includes both parcels. The requirements enumerated in this Amendment apply to the 180-200 Jefferson Drive parcel only. Separate conditions of approval are contained in the use permit and architectural control actions for the 220 Jefferson Drive parcel.

1.1. Property Information and Project Location (Project Site)

- 1.1.1. Address: 180-200 Jefferson Drive

- 1.1.2. Assessor's Parcel Number (APN): 055-243-290
- 1.1.3. Area of Property: 10.72 acres
- 1.1.4. Legal Description: Exhibit B
- 1.1.5. Plat of Property: Exhibit C
- 1.1.6. Current Zoning: O-B (Office-Bonus)
- 1.1.7. Previous Zoning: M-2(X) (General Industrial, Conditional Development)
- 1.1.8. Permitted Uses:
 - 1.1.8.1. Offices pursuant to the CDP.
 - 1.1.8.2. Transit hub and ancillary uses as part of Applicant's Transportation Demand Management (TDM) program, provided the Applicant maintains multiple campuses in the vicinity of the Project Site to facilitate the operation of a regional shuttle network and inter-campus trams to and from the Project Site.

2. PROJECT PLANS AND APPROVALS:

- 2.1. Development standards: Unless otherwise specified in this Amendment, the development standards applicable to the Project Site shall be in accordance with the CDP.
- 2.2. Project Plans: Development of the project shall be substantially in conformance with the plans prepared by Gensler, consisting of _____ plan sheets (dated received _____, 2018), the project description letter (dated received _____), the Chilco Campus Bus Stop Evaluation (dated received _____, 2018), and the Chilco Campus Bus Stop Parking Summary (dated received _____, 2018), as recommended for approval by the Planning Commission on October 22, 2018 and adopted by Resolution _____ by the City Council on November ____, 2018.
 - 2.2.1. Site improvements shall be installed and maintained in substantially in accordance with the approved plans, subject to review and approval by the Community Development Director and Public Works Director.
- 2.3. Landscaping and Heritage Trees: Landscaping shall be installed in accordance with the approved project plans (dated received _____), and approved by the City Council on November ____, 2018.
 - 2.3.1. Heritage tree replacement species and planting locations shall be reviewed and approved by the City Arborist and Planning Division prior to building permit issuance.
 - 2.3.2. The project shall include a minimum of 28 qualified heritage tree replacements in accordance with the required 2:1 replacement ratio for commercial properties, subject to review and approval by the City Arborist and Planning Division.

3. DEVELOPMENT STANDARDS:

- 3.1. Parking Stall Count: The Project Site shall contain a minimum of 577 parking spaces at a ratio of 2.8 spaces per 1,000 square feet of gross floor area (GFA), inclusive of the office buildings, guard shacks and related accessory buildings that do not increase the office GFA.
 - 3.1.1. The on-site circulation and parking spaces shall be maintained in a manner that is substantially consistent with the Project Plans, including the locations of the tram and shuttle stops and the circulation for the transit vehicles for the Applicant.
- 3.2. Building Coverage: Maximum building coverage at the site shall be 17 percent, inclusive, but not limited to, transit shelters, guard shacks, trash enclosures, and the office buildings.
- 3.3. Floor Area Ratio: The maximum Floor Area Ratio (FAR) shall be 45 percent, per Section IV (Development Standards), of subsection A of the CDP. The project is permitted to increase the gross floor area for guard shacks and related accessory buildings provided the 45 percent FAR is maintained.
 - 3.3.1. Future construction of any additional accessory structures and buildings, provided the structures and buildings comply with the 45 percent FAR maximum, may be permitted through the Architectural Control review process, enumerated in Chapter 16.68.020 (Architectural control).
 - 3.3.2. Any increase in GFA for office uses, even if the proposed FAR is within the 45 percent maximum limit, would require a CDP Amendment.
- 3.4. Setbacks:
 - 3.4.1. Building setbacks shall be substantially in accordance with the approved plans.
 - 3.4.2. Ancillary structures, such as bus canopies and shelters, security stations, and other structures, accessory in nature, shall be permitted to have a zero setback line, subject to review and approval by the Building Division, Engineering Division, and Planning Division for all applicable Zoning Ordinance, Building Code, and Municipal Code requirements. The locations of the structures shall be substantially in compliance with the locations identified in the approved Project Plans.
- 3.5. Height: The maximum height of the shuttle and tram stops shall be 11 feet, six inches in height. Guard shacks shall be limited to a maximum of 10 feet, six inches in height.
- 3.6. Landscaping: The minimum percentage of landscaping for the Project shall be at least 34 percent of the Project Site, including plazas and pedestrian circulation, in accordance with the approved plans, and in compliance with Section IV

(Development Standards), subsection A, of the CDP.

4. RECORDATION:

- 4.1. The Amendment shall be recorded in the Official Records of the County of San Mateo, State of California.
- 4.2. The Amendment shall be in full force and effect upon recordation. If this Amendment is no longer valid the original conditions of the CDP shall control and regulate the development standards and permitted uses at the Project Site.

5. CONDITIONS OF APPROVAL:

- 5.1. Prior to building permit issuance, the Applicant shall comply with all requirements of the Building Division, Engineering Division, Transportation Division, and Utilities Division that are directly applicable to the project.
- 5.2. Prior to commencing any work within the City's right-of-way, the Applicant shall obtain an encroachment permit from the Engineering Division.
- 5.3. Prior to building permit issuance, the Applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations (if any) that are directly applicable to the project.
- 5.4. Prior to building permit issuance, 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, and 5) construction vehicle parking, which may be included as part of the Grading and Drainage Plan. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The safety fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.
- 5.5. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a draft Stormwater Treatment Measures Operations and Maintenance Agreement ("O&M Agreement") which shall require the Applicant or the Property Owner to be responsible for the operation and maintenance of all applicable stormwater treatment measures for the project. The O&M Agreement shall be subject to review and approval by the Engineering Division and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection.
- 5.6. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval by

the Engineering Division. The Grading and Drainage Plan shall be approved prior to issuance of a building permit.

5.7. 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 the exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

5.8. 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.

5.9. Prior to building permit issuance, the Applicant shall pay all Public Works fees as set forth in the City of Menlo Park Master Fee Schedule.

6. PROJECT SPECIFIC CONDITIONS OF APPROVAL

6.1. Since the proposed comprehensive project includes two legal parcels (APNs: 055-243-290 and 055-243-280), the building permits for each parcel shall be reviewed and issued concurrently. To the extent possible, each building permit should receive final inspections concurrently.

6.2. The Applicant shall implement a transportation demand management (TDM) program that applies to the Project Site and to 220 Jefferson Drive. The TDM program shall be in substantial conformance with the TDM program, dated received _____, by the Planning Division.

6.3. [Intentionally Deleted.]

6.4. The Applicant shall use commercially reasonable efforts to prevent the parking of employee and visitor vehicles (whose occupants' final destination is the Project Site) or private shuttles in adjacent neighborhoods, including, but not limited to, the Belle Haven neighborhood, on other public streets in the City, and on public streets in the City of East Palo Alto to the satisfaction of the Public Works Director. The City reserves the right to require monitoring of neighborhood parking intrusions.

6.5. Upon completion of the comprehensive project and associated on-site circulation improvements, the Applicant shall modify the shuttle and tram operations to remove the left turns from the Project Site onto Chilco Street in the northbound direction until such a time as a signalized intersection is installed at the driveway to the Project Site at Chilco Street. Access for shuttles and trams to the Project

Site shall be limited to right turns into the Project Site from Chilco Street until such time as a signalized intersection is installed.

- 6.6. Within six months after the date the Amendment is recorded, the Applicant shall submit a feasibility study or similar technical analysis to the Transportation Division evaluating the feasibility of installing a signalized intersection at Chilco Street and the driveway to the Project Site, subject to the satisfaction of the Public Works Director. Applicant's only obligation under the Amendment is to provide a feasibility study, and Applicant shall have no obligation to design, construct or fund a signalized intersection.
- 6.7. The parking reduction on the Project Site allowed by the Amendment is valid so long as the Project Site, the adjacent site at 220 Jefferson Drive (APN: 055-243-280), and multiple other sites within the vicinity are occupied by the Applicant, a common tenant, or multiple tenants that utilize a common inter-campus shuttle and tram network. When such condition ceases to be satisfied, this Amendment shall terminate and the original terms of the CDP shall control.
- 6.8. When this Amendment is terminated, the owner shall cause the Project Site to return to compliance with the CDP in 180 days or submit an application for an amendment to revise the circulation on the Project Site, which may include removal of the shuttle and tram stops and associated site improvements and the installation of additional parking stalls to meet the original parking requirements set forth in the CDP.
- 6.9. Simultaneous with the submittal of a complete building permit application, the Applicant shall provide documentation of either abandonment or relocation of any easements within the footprint of each structure proposed as part of the project, or alternatively, provide documentation that the parties to any easements encumbering the footprint of a structure have granted permission to install the structure within the applicable easement area, subject to review and approval by the Planning and Engineering Divisions.
- 6.10. Prior to issuance of a building permit, the Applicant shall revise the civil plans to remove the bio-treatment areas and other storm water control facilities from any public utility easements. Alternatively, the applicant may provide documentation, in writing, from the easement holder of permission to install these features within the easement.
- 6.11. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a separate encroachment permit application identifying the required frontage improvements along the Jefferson Drive frontage, per the requirements of Chapter 16.43.120 (Required street improvements). Public improvements along this frontage shall include, at a minimum, the installation of new electroliers and the replacement of any cracked or worn sidewalk, subject to review and approval of the Engineering Division. The encroachment permit shall be issued simultaneously with the building

permit(s) for the Project.

- 6.12. In order to address certain overlaps in the storm drain facilities and C.3 treatment design as between the 180-200 Jefferson Drive parcel (APN 055-243-290) and the 220 Jefferson Drive parcel (APN: 055-243-280), the Applicant shall, simultaneous with the submittal of a building permit application, submit a form of recordable springing easement agreement for infrastructure that crosses the property line between the two parcels, to become effective if the Property (or 220 Jefferson Drive) is transferred to a third party. This agreement shall be recorded prior to building permit issuance.
- 6.13. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit documentation of compliance with the City's Water Efficient Landscape Ordinance (WELo), subject to review and approval of the Engineering Division.
- 6.14. For so long as the two legal parcels (180-200 Jefferson Drive and 220 Jefferson Drive) remain in common ownership, easements for vehicular and pedestrian ingress and egress between the two parcels are not required. If the ownership changes, even if the occupant does not, the Applicant or Property Owner shall provide forms of easement agreements for such access to the Planning and Engineering Divisions within 90 days after the change in ownership for review and approval. Concurrent with the City's acceptance of the easements, the Applicant shall cause the easements to be recorded with the County of San Mateo Recorder's office. If the necessary easements are not timely recorded, Applicant shall submit an application for a further amendment to the CDP to provide an alternative means of ingress and egress between the two parcels without the easements. If no easements are recorded and an amendment application is not received by the Community Development Department, then this Amendment is no longer valid and the Project Site would be regulated by the CDP.
- 6.15. If it is determined by the Transportation Division that the new drive aisles to be installed as part of the project on-site create unforeseeable constraints for shuttle or tram circulation, modifications to the on-site circulations shall be required, subject to review and approval of the Transportation and Planning Divisions. Without prior authorization from the Transportation and Planning Divisions, Applicant may not allow shuttle and/or tram routes to exit the site onto Chilco Street, unless a signalized intersection on Chilco Street is provided. The Applicant or the City may request a reasonable evaluation of the existing on-site circulation, not more than once per year, if either party determines there are potential issues with the on-site circulation. Applicant shall also reserve the right, subject to the approval of the Planning Division which shall not be unreasonably withheld, conditioned, or delayed, to remove the structures associated with the new shuttle and tram stop and revert to the original site configuration and parking count requirement under the CDP.

- 6.16. If utilized, traffic control personnel assisting with vehicles entering and exiting the Project Site from Jefferson Drive are not permitted to prioritize shuttles, trams, or vehicles entering or exiting the Project Site over the thru-traffic on Jefferson Drive.
- 6.17. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plan for any necessary on-street parking removal on Jefferson Drive within the vicinity of the entrance to the Project Site to improve site access for the shuttles and trams, subject to review and approval of the Transportation and Engineering Divisions.
- 6.18. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plan to monitor traffic flows along Chilco Street at the driveway to the Project Site and the frequency of pedestrian and bicycle crossings on Chilco Street between the Project Site and the Facebook West Campus (located at 300-309 Constitution Drive and 1 Facebook Way), for review and approval by the Transportation Division. Within six months of final inspection, Applicant shall submit a feasibility report with recommendations regarding potential ways to improve circulation (including any potential for reducing the frequency of pedestrian and bicycle crossings) based on the data collected through the monitoring plan. That report shall also incorporate the findings in the feasibility study required by Section 6.6 of this Amendment related to the potential signalization of the intersection at Chilco Street and the Project site driveway. Within 45 days of acceptance of the report by the Transportation Division, the Applicant and Transportation Division shall meet and confer regarding the report, and work in good faith to evaluate the feasibility and effectiveness of any improvements recommended in the report, and determine which recommended improvements, if any, should be implemented by Applicant. Applicant shall then implement those recommendations determined by Applicant and the City to be feasible and effective based on clear performance standards (if any), subject to a mutually agreed upon schedule, and provided that the Applicant shall not be required to complete any improvements that are disproportionate to its impact on Chilco or that have no nexus to the project and Applicant's use of the Property.
- 6.19. Property Owner or Applicant shall have the right to terminate this Amendment at any time by giving written notice to the City. If Property Owner or Applicant exercises its termination right, this Amendment shall terminate, the original terms of the CDP shall control, and the Property Owner or Applicant shall cause the Project Site to be in compliance with the CDP within 180 days of the date the Amendment is terminated.

220 Jefferson Drive – Attachment I: Recommended Actions

LOCATION: 220 Jefferson Drive	PROJECT NUMBER: PLN2018-00052	APPLICANT: Facebook, Inc.	OWNER: Jefferson Place Associates
PROPOSAL: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant's proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district.			
DECISION ENTITY: City Council		DATE: TBD	ACTION: TBD
VOTE: TBD (Ohtaki, Mueller, Carlton, Cline, Keith)			
ACTION:			
<ol style="list-style-type: none"> 1. Adopt a resolution and 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. Adopt a resolution to approve and 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. The requested use based parking ratio of 2.63 space per 1,000 square feet of gross floor area is consistent with the current O (Office) zoning in the Bayfront Area, the requested parking reduction is associated with the implementation of the applicant's transportation demand management (TDM) plan to reduce trips to the site, and the proposed parking reduction would accommodate the applicant's shuttles and trams that connect the site to its other sites within the Bayfront Area. Project-specific conditions would require ongoing implementation of the shuttle and tram network to adjacent sites and the applicant's TDM plan. 3. Adopt a resolution of 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 structures and site improvements are 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 with the implementation of the applicant's TDM plan, the enhanced shuttle and tram facilities for the applicant's inter-campus network, 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. Adopt a resolution to approve the architectural control and 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 Gensler, consisting of ____ plan sheets (dated received _____, 2018), the project description letter (dated received _____), the Chilco Campus Bus Stop Evaluation (dated received ____ 2018), and the Chilco Campus Bus Stop Parking Summary (dated received _____, 2018), recommended for approval by the Planning Commission on October 22, 2018 and adopted by Resolution ____ by the City Council on November ____, 2018, 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, Recology, and utility companies' regulations that are directly 			

220 Jefferson Drive – Attachment I: Recommended Actions

LOCATION: 220 Jefferson Drive	PROJECT NUMBER: PLN2018-00052	APPLICANT: Facebook, Inc.	OWNER: Jefferson Place Associates
<p>PROPOSAL: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant’s proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district.</p>			
DECISION ENTITY: City Council	DATE: TBD	ACTION: TBD	
<p>VOTE: TBD (Ohtaki, Mueller, Carlton, Cline, Keith)</p>			
<p>ACTION:</p> <p>applicable to the project.</p> <ul style="list-style-type: none"> c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Group that are directly applicable to the project. d. Prior to demolition permit and building permit issuance, the applicant shall comply with the requirements of Chapter 12.48 (Salvaging and Recycling of Construction and Demolition Debris) of the City of Menlo Park Municipal Code, and is subject to review and approval by the Engineering and Building Divisions. e. Concurrent with the submittal of a complete building permit application, 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, dimensions, and colors of all meters, transformers, junction boxes, relay boxes, and other equipment boxes. The utility plans shall also show backflow and Double Check Detector Assembly (DCDA) devices. f. Concurrent with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval by the Engineering Division. The Grading and Drainage Plan shall be prepared based on the City’s Grading and Drainage Plan Guidelines and Checklist and the Project Applicant Checklist for the National Pollution Discharge Elimination System (NPDES) Permit Requirements. The erosion and sediment control plans shall be attached to the Grading and Drainage plans and may be similar to the erosion control plan provided for the demolition permit. The Grading and Drainage Plan shall be approved prior to or concurrent with the issuance of a building permit. g. Prior to building permit issuance, the applicant shall enter into and record a “Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement” with the City subject to review and approval by the Engineering Division. With the executed agreement, the property owner is responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall run with the land and shall be recorded by the applicant with the San Mateo County Recorder’s Office. h. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance. <p>5. Adopt a resolution to approve the architectural control and use permit subject to the following project-specific conditions:</p> <ul style="list-style-type: none"> a. Since the proposed comprehensive project includes two legal parcels (APNs: 055-243-290 and 055-243-280), the building permits for each parcel shall be reviewed and issued concurrently. To the extent possible each building permit should receive final inspections concurrently. 			

220 Jefferson Drive – Attachment I: Recommended Actions

LOCATION: 220 Jefferson Drive	PROJECT NUMBER: PLN2018-00052	APPLICANT: Facebook, Inc.	OWNER: Jefferson Place Associates
<p>PROPOSAL: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant’s proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district.</p>			
DECISION ENTITY: City Council	DATE: TBD	ACTION: TBD	
<p>VOTE: TBD (Ohtaki, Mueller, Carlton, Cline, Keith)</p>			
<p>ACTION:</p> <ul style="list-style-type: none"> b. The Applicant shall implement a transportation demand management (TDM) program that applies to 220 Jefferson Drive and the neighboring property at 180-200 Jefferson Drive. The TDM program shall be in substantial conformance with the TDM program, dated received _____, by the Planning Division. c. The Applicant shall use commercially reasonable efforts to prevent the parking of employee and visitor vehicles (whose occupants' final destination is the Project Site) or private shuttles in adjacent neighborhoods, including, but not limited to, the Belle Haven neighborhood, on other public streets in the City, and on public streets in the City of East Palo Alto to the satisfaction of the Public Works Director. The City reserves the right to require monitoring of neighborhood parking intrusions. d. Upon completion of the comprehensive project and associated on-site circulation improvements, the Applicant shall modify the shuttle and tram operations to remove the left turns from the Project Site onto Chilco Street in the northbound direction until such a time as a signalized intersection is installed at the driveway to the Project Site at Chilco Street. Access for shuttles and trams to the Project Site shall be limited to right turns into the Project Site from Chilco Street until such time as a signalized intersection is installed. e. Within six months after the date the Amendment for 180-200 Jefferson Drive is recorded, the Applicant shall submit a feasibility study or similar technical analysis to the Transportation Division evaluating the feasibility of installing a signalized intersection at Chilco Street and the driveway to the Project Site, subject to the satisfaction of the Public Works Director. Applicant’s only obligation under the Amendment is to provide a feasibility study, and Applicant shall have no obligation to design, construct or fund a signalized intersection. f. The parking reduction on the Project Site allowed by the use permit is valid so long as this parcel, the parcel at 180-200 Jefferson Drive, and multiple other sites within the vicinity are occupied by the Applicant, a common tenant, or multiple tenants that utilize a common inter-campus shuttle and tram network. When such condition ceases to be satisfied, this use permit shall terminate and the previous 354 parking spaces will be require to be provided on site. g. When the Amendment at 180-200 Jefferson Drive is terminated, the owner shall cause the development at the site to return to compliance with the use permit and architectural control or submit an application for a revision to revise the circulation on the site, which may include removal of the circulation and associated site improvements and the installation of additional parking stalls to meet the original parking requirements set forth in the use permit. h. Prior to issuance of a building permit, the Applicant shall revise the civil plans to remove the bio-treatment areas and other storm water control facilities from any public utility easements. 			

220 Jefferson Drive – Attachment I: Recommended Actions

LOCATION: 220 Jefferson Drive	PROJECT NUMBER: PLN2018-00052	APPLICANT: Facebook, Inc.	OWNER: Jefferson Place Associates
<p>PROPOSAL: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant’s proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district.</p>			
DECISION ENTITY: City Council	DATE: TBD	ACTION: TBD	
<p>VOTE: TBD (Ohtaki, Mueller, Carlton, Cline, Keith)</p>			
<p>ACTION:</p> <p>Alternatively, the applicant may provide documentation, in writing, from the easement holder of permission to install these features within the easement.</p> <ul style="list-style-type: none"> i. In order to address certain overlaps in the storm drain facilities and C.3 treatment design as between the 180-200 Jefferson Drive parcel (APN 055-243-290) and the 220 Jefferson Drive parcel (APN: 055-243-280), the Applicant shall, simultaneous with the submittal of a building permit application, submit a form of recordable springing easement agreement for infrastructure that crosses the property line between the two parcels, to become effective if the Property (or 220 Jefferson Drive) is transferred to a third party. This agreement shall be recorded prior to building permit issuance. j. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit documentation of compliance with the City’s Water Efficient Landscape Ordinance (WELo), subject to review and approval of the Engineering Division. k. For so long as the two legal parcels (180-200 Jefferson Drive and 220 Jefferson Drive) remain in common ownership, easements for vehicular and pedestrian ingress and egress between the two parcels are not required. If the ownership changes, even if the occupant does not, the Applicant or Property Owner shall provide forms of easement agreements for such access to the Planning and Engineering Divisions within 90 days after the change in ownership for review and approval. Concurrent with the City’s acceptance of the easements, the Applicant shall cause the easements to be recorded with the County of San Mateo Recorder’s office. If the necessary easements are not timely recorded, Applicant shall submit an application for a further amendment to the CDP at 180-200 Jefferson Drive and a use permit revision for 220 Jefferson Drive to provide an alternative means of ingress and egress between the two parcels without the easements. If no easements are recorded and an amendment application is not received by the Community Development Department, then this use permit is no longer valid and the previous approved parking and site plan would need to be restored. l. If it is determined by the Transportation Division that the new drive aisles to be installed as part of the project on-site create unforeseeable constraints for shuttle or tram circulation, modifications to the on-site circulations shall be required, subject to review and approval of the Transportation and Planning Divisions. Without prior authorization from the Transportation and Planning Divisions, Applicant may not allow shuttle and/or tram routes to exit the site onto Chilco Street, unless a signalized intersection on Chilco Street is provided. The Applicant or the City may request a reasonable evaluation of the existing on-site circulation, not more than once per year, if either party determines there are potential issues with the on-site circulation. Applicant shall also reserve the right, subject to the approval of the Planning Division which shall not be unreasonably withheld, conditioned, or delayed, to remove the structures 			

220 Jefferson Drive – Attachment I: Recommended Actions

LOCATION: 220 Jefferson Drive	PROJECT NUMBER: PLN2018-00052	APPLICANT: Facebook, Inc.	OWNER: Jefferson Place Associates
<p>PROPOSAL: Request for use permit and architectural control revisions to decrease the parking ratio; modify the site circulation for vehicles, pedestrians, and bicyclists; and modify the site landscaping to accommodate the tenant’s proposed site circulation modifications for its inter-campus tram and shuttle operations. As part of the proposed site circulation changes, five heritage trees are proposed to be removed. The proposed site circulation changes would include modifications to the adjacent property at 180-200 Jefferson Drive, which would require a conditional development permit amendment. Both properties are occupied by a common tenant and are located in the O-B (Office, Bonus) zoning district.</p>			
DECISION ENTITY: City Council	DATE: TBD	ACTION: TBD	
<p>VOTE: TBD (Ohtaki, Mueller, Carlton, Cline, Keith)</p>			
<p>ACTION:</p> <p>associated with the new shuttle and tram stop and revert to the original site configuration and parking count requirement under the previous use permit.</p> <p>m. If utilized, traffic control personnel assisting with vehicles entering and existing the Project Site from Jefferson Drive are not permitted to prioritize shuttles, trams, or vehicles entering or exiting the Project Site over the thru-traffic on Jefferson Drive.</p> <p>n. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plan for any necessary on-street parking removal on Jefferson Drive within the vicinity of the entrance to the Project Site to improve site access for the shuttles and trams, subject to review and approval of the Transportation and Engineering Divisions.</p> <p>o. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plan to monitor traffic flows along Chilco Street at the driveway to the Project Site and the frequency of pedestrian and bicycle crossings on Chilco Street between the Project Site and the Facebook West Campus (located at 300-309 Constitution Drive and 1 Facebook Way), for review and approval by the Transportation Division. Within six months of final inspection, Applicant shall submit a feasibility report with recommendations regarding potential ways to improve circulation (including any potential for reducing the frequency of pedestrian and bicycle crossings) based on the data collected through the monitoring plan. That report shall also incorporate the findings in the feasibility study required by Section 6.6 of this Amendment related to the potential signalization of the intersection at Chilco Street and the Project site driveway. Within 45 days of acceptance of the report by the Transportation Division, the Applicant and Transportation Division shall meet and confer regarding the report, and work in good faith to evaluate the feasibility and effectiveness of any improvements recommended in the report, and determine which recommended improvements, if any, should be implemented by Applicant. Applicant shall then implement those recommendations determined by Applicant and the City to be feasible and effective based on clear performance standards (if any), subject to a mutually agreed upon schedule, and provided that the Applicant shall not be required to complete any improvements that are disproportionate to its impact on Chilco or that have no nexus to the project and Applicant’s use of the Property.</p>			

MEMORANDUM

Date: October 16, 2018

To: Kyle Perata, City of Menlo Park

From: Robert H. Eckols, Fehr & Peers

CC: Tolga Yildir and Jonathan Schuppert, Facebook

Subject: Chilco Campus Bus Stop – Traffic Impact Analysis Exemption and Parking Summary for Transit Hub located at 180, 190, & 200 Jefferson Drive

SJ17-1778

This memorandum describes the parking modifications required to accommodate an enhanced bus stop to be located on the Facebook Chilco Campus at 180 – 200 Jefferson Drive. Facebook proposes to create a formal bus stop adjacent to Buildings 24 & 25 to serve Facebook employees working on the Chilco Campus. The new bus stop will replace a temporary bus stop that is located in the parking area east of Building 24. The temporary bus stop is primarily accessed using Chilco Street, which limits the efficiency of bus operations and creates conflicts with pedestrian and bicyclists moving between the Facebook buildings and campuses. The temporary bus stop serves both the Facebook employee shuttles and the intra-campus trams.

The enhanced bus stop will have access from both Jefferson Drive and Chilco Street, which improves the traffic flow of the buses and eliminates most, if not all, of the pedestrian and bicycle conflicts. Some of the transit vehicle circulation will occur within the southern portion of the 220 Jefferson Drive surface parking to minimize the use of Chilco Street. In addition, the proposed bus stop will substantially increase the size of the loading areas for employee shuttles (from three buses to ten buses), and provides five separate spaces for loading intra-campus trams. The desire is to improve the bus rider's experience in order to increase bus usage by Facebook employees.

The existing temporary bus stop located adjacent to Buildings 24; however, the Chilco Campus Bus Stop serves Facebook employees located in the broader Chilco Campus including Buildings 23 through 29 and Building 61 (via tram service). Approximately, 1,600 Chilco Campus employees currently use the shuttle stop each day, which generates about 2,600 alightings and boardings at



the Chilco Campus bus stop. The 1,600 employee shuttle riders reduce the overall parking demand for the Chilco Campus since they don't arrive in separate autos.

In addition to the shuttle riders using the bus stop, approximately 800 riders board and alight from the inter-campus trams at the Chilco Campus bus stop. Tram ridership is a combination of shuttle riders traveling to/from their building as well as persons traveling between campus locations. Inter-campus trips reduced the need for vehicles trips between campuses and, therefore, parking.

The proposed Chilco Campus bus stop should improve the shuttle operations and make transit use more attractive. Currently, there are 568 scheduled employee shuttle pick-ups/drop-offs at the temporary bus stop. There are also approximately 1,170 scheduled tram trips to the Chilco Campus bus stop.

When originally constructed the 180, 190, & 200 Jefferson Drive complex had 724 parking spaces (**Figure 1**). In order to create a temporary on-site bus stop, 51 parking spaces were removed to provide a loading area for shuttle and tram users (**Figure 2**). As shuttle ridership has increased, the temporary bus stop is no longer adequate for the demand. Facebook seeks to create a larger and enhanced bus stop, which requires an additional reduction in the on-site parking supply. The proposed bus stop will require removing 155 spaces from the original parking supply, but will allow the restoration of the 51 spaces removed for the temporary bus stop for a net reduction of 104 spaces over the existing conditions (**Figure 3**).

Table 1 shows the parking supply and parking ratios for three conditions: As Constructed, Existing Conditions and Proposed Conditions. When constructed the site had 724 spaces with a parking ratio of 3.59 spaces per 1,000 square feet (KSF). Under the existing conditions, the site has 673 spaces with a parking ratio of 3.34 spaces per KSF. When the enhanced bus stop is in place the site will have 577 spaces with a parking ratio of 2.86 spaces per KSF.

Table 1
Parking Spaces and Parking Ratios

Condition	Building Area (KSF)	Available Spaces	Parking Ratio (spaces/KSF)
As Constructed	201.543	724	3.59
Existing Condition	201.543	673	3.34
Proposed Condition	201.543	577	2.86

Source: Fehr & Peers, 2018



The Menlo Park Municipal Code current requires between 2.0 and 3.0 parking spaces per KSF¹. The on-site parking supply of 2.86 spaces per KSF with the proposed enhanced bus stop would fall within the range identified in the Municipal Code.

There will be a small displacement of 10 spaces in the 220 Jefferson Drive surface parking area to allow eastbound transit vehicles to exit the bus stop at Jefferson. There are 354 spaces in the existing surface parking at 220 Jefferson Drive. **Figure 4** shows the location of the 10 spaces that are displaced with the creation of the proposed bus stop. The site will have 344 spaces following the construction of the bus stop.

Exemption from Traffic Impact Analysis under City of Menlo Park TIA Guidelines

The City of Menlo Park's Traffic Impact Guidelines states the following regarding projects that are exempt from preparing a traffic impact analysis (TIA):

"The following projects would generally be exempt from the requirements of the Transportation Impact Analysis Guidelines unless their geographic location or type of use prompt such study (subject to the City's discretion):

1. Residential projects under five units
2. Commercial projects where the total new or added square footage is 10,000 square feet or less
3. Change of use projects in the M-2 area that include a Transportation Demand Management (TDM) Program (see City's TDM Guidelines) effective in reducing equivalent peak hour trips below the level generated by a commercial project 10,000 square feet or less (bullet 2 above)
4. Other projects that are determined to be exempt or categorically exempt under CEQA"

The project would be exempt under Items 1 & 2 because it does not add any additional residential units or commercial space. In the case of Item 3, the project is designed to enhance and improve transit service/operations so it supports Facebook TDM Program. As a project that supports transit use and reduces auto travel, it is likely to be considered exempt under the California Environmental Quality Act (CEQA).

¹ Source: City of Menlo Park Municipal Code 12.53.090 Parking Standards, O Office District.



Facebook Transportation Demand Management (TDM) Program

Facebook’s TDM program includes a variety of elements intended to reduce parking demand and the number of vehicle trips. Facebook originally implemented their TDM program in 2010 when they were located in Palo Alto. The TDM programs were expanded when Facebook relocated to Menlo Park and they continue to evolve in response to employee needs and preferences. The TDM programs are evaluated frequently in terms of their effectiveness in reducing trips and parking demand. The current elements offered by the program are listed in **Table 2**. Facebook has a 50% drive-alone rate. While parking demand in the Chilco area is high, the creation of an upgraded bus stop will improve the access and circulation of buses, enhance rider experience, and reduce conflicts with pedestrians and bicyclists providing benefits to the larger Chilco area that supports the TDM program and helps to offset the parking loss.

Table 2
TDM Program Summary

TDM Element	Description	Facebook Program
Caltrain Reimbursement and Station Shuttles	Monthly reimbursement for Caltrain commuting costs (parking and fare).	Full time employees are able to expense the equivalent value of a 4 zone Caltrain monthly pass each month for commute purposes. Facebook also reimburses up to \$63/month for parking at Caltrain stations (post-tax). Facebook uses Wage Works to provide tax-free funds for other public transit passes. Employee guests are also able to ride shuttles from Caltrain if they request a pass.
Parking at Caltrain, BART, and Ferry Terminals (San Francisco office employees only)	Monthly reimbursement for parking at specific transit stations.	A \$63 month reimbursement available for parking at Caltrain, BART, and Ferry Terminals for employees at the San Francisco office only.
Employee Commuter Shuttle Bus Services	Private shuttle service from various regions of the Bay Area to the Menlo Park campus.	Currently, Facebook provides free direct services between Menlo Park and Sunnyvale, Palo Alto, San Francisco, Mountain View, Cupertino, Campbell, Berkeley, Oakland, Dublin, Castro Valley, Redwood City, San Jose, Fremont, Danville, San Ramon, Los Gatos, Millbrae, San Mateo, Santa Cruz, Scotts Valley, Marin, Saratoga, and other cities for employees and vendors.



Table 2
TDM Program Summary

TDM Element	Description	Facebook Program
Clipper Cards for public transit.	Clipper cards with cash value for use on specific transit agencies.	<p>For Menlo Park:</p> <p>East Bay employees can get a free Clipper Card with cash value to ride from any East Bay BART Station to the Union City BART to catch the Union City BART shuttle. For commute purposes on BART only.</p> <p>For San Francisco:</p> <p>Employees are given a Clipper Card with cash value for use on any transit agency to commute to/from the San Francisco office. San Francisco employees do not qualify for the Caltrain reimbursement.</p>
Intercampus Tram and On-Demand	Tram service to transport employees between buildings.	A fleet of electric and non-electric vehicles to transport employees between buildings, and a separate on-demand car service for moving between campuses at Menlo Park.
Campus Bike Share Program	Bicycles provided for employee use on campus.	This program provides Facebook Bike Share Bicycles for employees to use for trips around campus.
Bicycle Amenities and Perks	Bike shop, lockers, towel service for showers, bicycle pumps, FixIt self-repair station, etc.	<p>These support services improve the convenience of riding a bicycle:</p> <ul style="list-style-type: none"> • An onsite bike shop has been opened at the Transportation Hub. Dedicated mechanics service personal bikes for free and charge only for the cost of parts. • A 24/7 DIY FixIt station is also available along with a free vending machine with emergency parts for repair. • A monthly Bike to Work Day with giveaway is held with bike shop staff leading group rides each month. • Each employee-occupied building has interior bike parking, and a bike cage offers additional bike parking space.



Table 2
TDM Program Summary

TDM Element	Description	Facebook Program
Ferry Service	Ferry service to the Redwood City terminal.	Program launched in May 2018 with service from Marin County and the East Bay to terminal in Redwood City.
Vanpool Program	Allows groups of people to share rides to and from work.	Facebook provides vanpools to and from surrounding areas, primarily in the South Bay and East Bay.
Education and Promotion	Educational and promotional events to encourage employees to use alternative modes to travel to and from the workplace.	Drop-in commute advice is available through the Transportation Desk at the Transportation Hub. Events and competitions for prizes include bike commuting classes and monthly Bike to Work Day. New employees receive information on various commute options during orientation.
Carpool matching with the internal Ride App	A tool within the Facebook Ride App allows employees to carpool match.	An internal carpool matching tool found inside the Ride App which allows employees to see which other employees live in their area and send them a message to coordinate a carpool. A potential incentive program is TBD.
Emergency Ride Home	Free rides for employees in case of emergency.	In the event of an emergency, Facebook provides rides home to all rideshare and alternative mode commuters who may not have a vehicle readily accessible.
Carshare	Car sharing available on campus.	One Zipcar vehicles are located at the Willow Campus for private rental covered by the employee. Free annual membership is available to all full-time employees. A separate private fleet of 15+ Ford Fusions and minivans provided by Enterprise that are available to reserve for free if employees use alternative transportation to commute and have a midday errand or business appointment offsite.

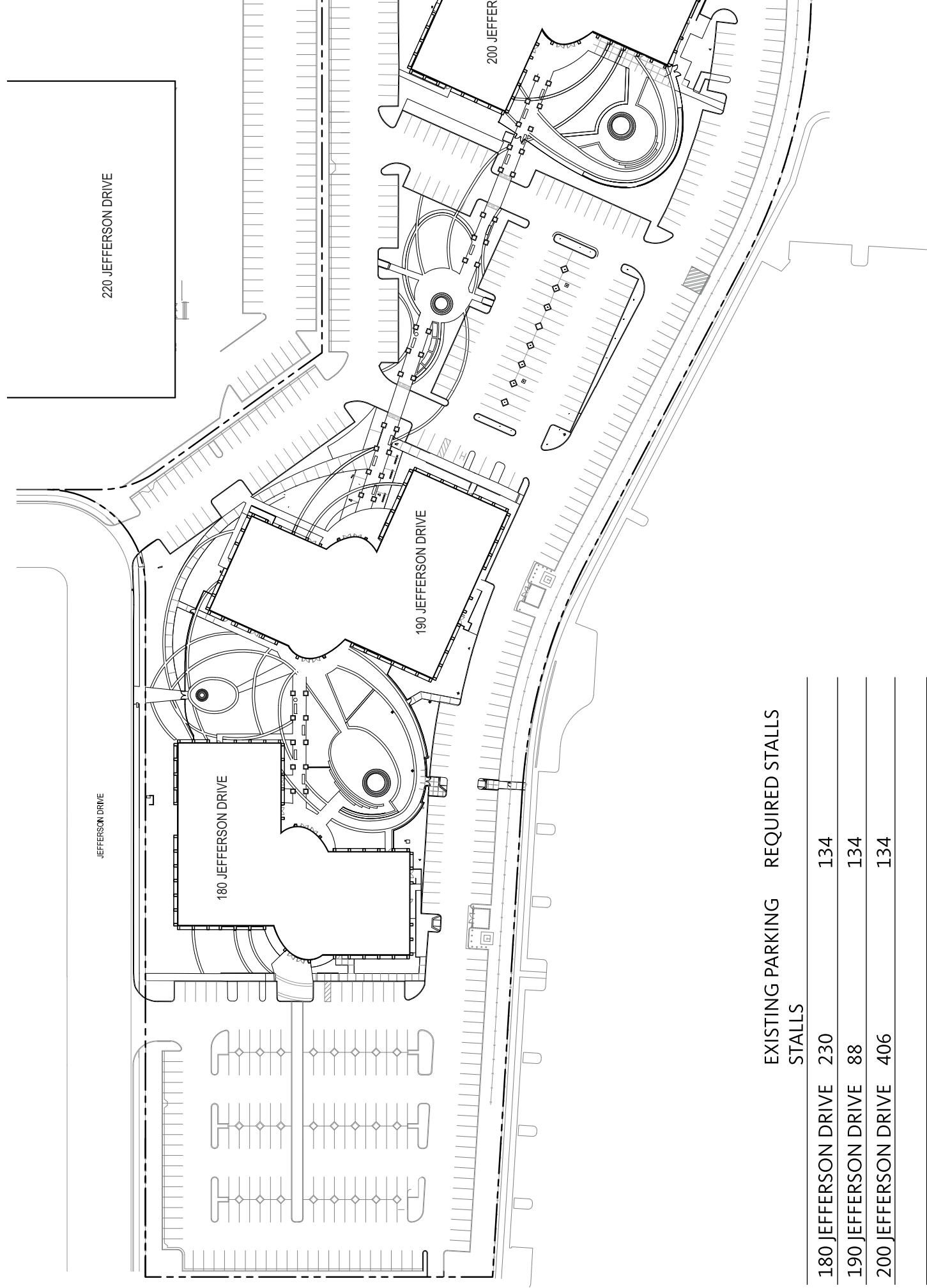


Table 2
TDM Program Summary

TDM Element	Description	Facebook Program
Electric Vehicle Parking	Dedicated parking for electric vehicles.	Facebook provides preferred parking for electric vehicles as well as free charging stations at MPK. Facebook now has 226 electric vehicle stations (ports).

Source: Facebook/Fehr & Peers, July 2018

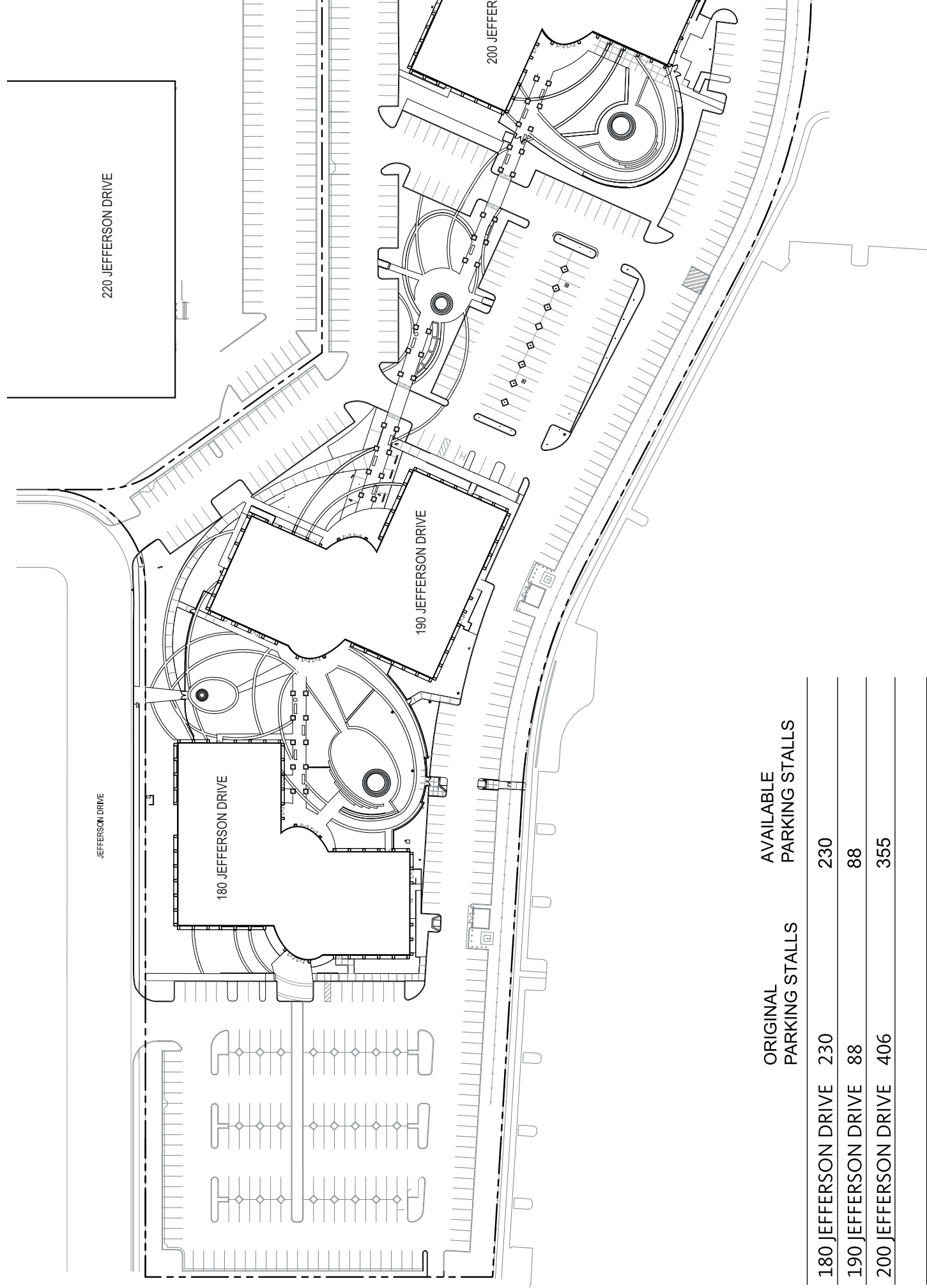
Figure 2
180-200 JEFFERSON DRIVE EXISTING CONDITION



EXISTING PARKING STALLS REQUIRED STALLS

180 JEFFERSON DRIVE	230	134
190 JEFFERSON DRIVE	88	134
200 JEFFERSON DRIVE	406	134

Figure 2 180-200 JEFFERSON DRIVE EXISTING CONDITION



	ORIGINAL PARKING STALLS	AVAILABLE PARKING STALLS
180 JEFFERSON DRIVE	230	230
190 JEFFERSON DRIVE	88	88
200 JEFFERSON DRIVE	406	355

Figure 3 180-200 JEFFERSON DRIVE PARKING COUNT DISPLACEMENT

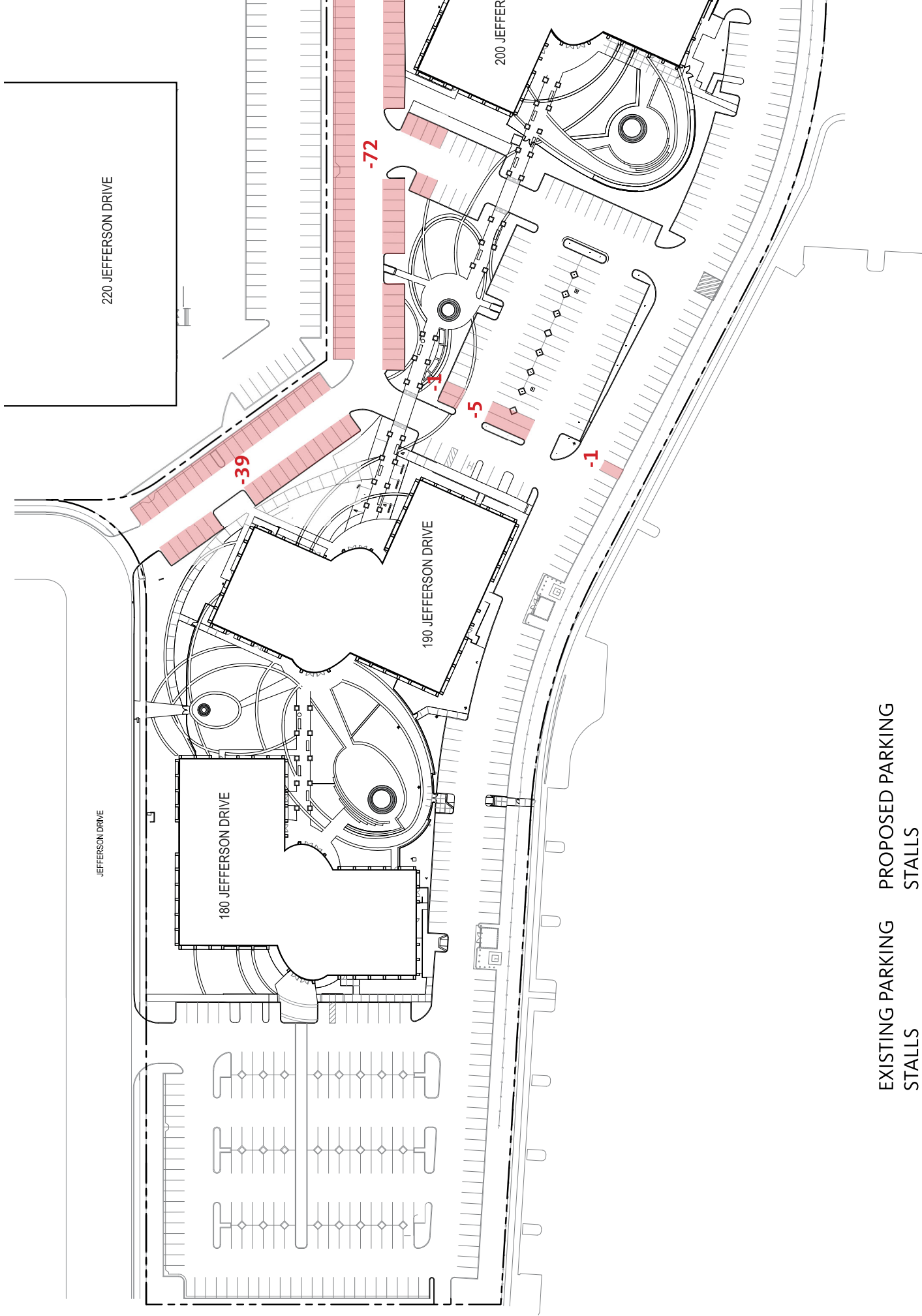
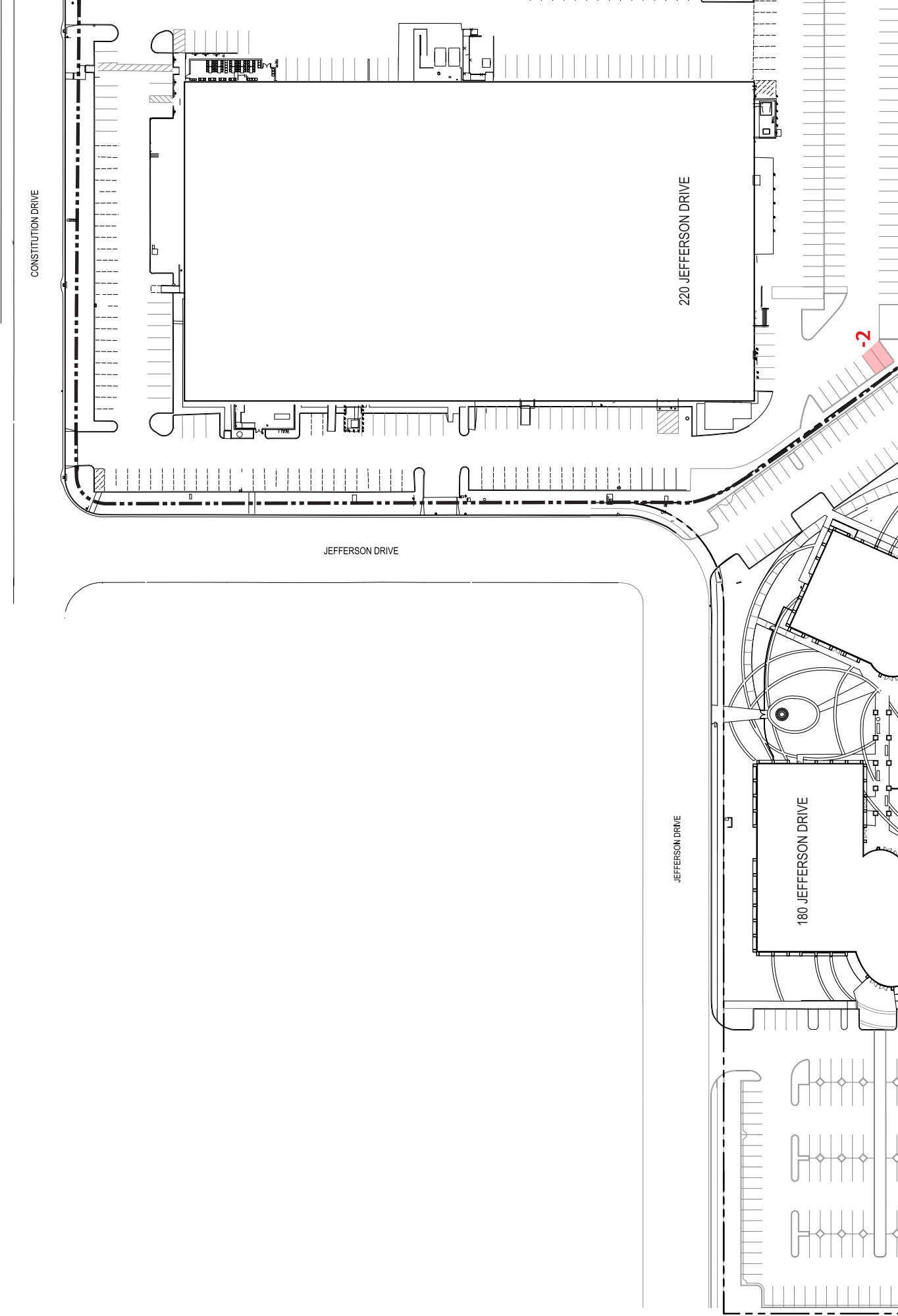


Figure 4

220 JEFFERSON DRIVE PARKING DISPLACEMENT



MEMORANDUM

Date: October 10, 2018

To: Kyle Perata, City of Menlo Park

From: Dan Cawley, Steve Davis, and Robert Eckols, Fehr & Peers

CC: Tolga Yildir and Jonathan Schuppert, Facebook

**Subject: Chilco Campus Bus Stop - Evaluation of Tram/Shuttle Circulation
180, 190, & 200 Jefferson Drive**

SJ17-1778

As part of modifications to the 180, 190 & 220 Jefferson Drive site, Facebook is planning to install a new transit hub to better accommodate employee commuter shuttle and inter-campus tram service to the area immediately west of Chilco Street. The new Chilco Campus Bus Stop will result in modifications to the circulation routes of existing shuttles and trams, but will not change the frequency of either service. This memorandum presents an evaluation of the changes to the shuttle and tram operations upon completion of the Chilco Campus Bus Stop.

Existing Shuttle Service

Facebook operates commuter shuttle routes that transport employees between Marin, San Francisco, San Mateo, Santa Clara, Santa Cruz, Alameda and Contra Costa counties to Facebook's campuses in Menlo Park. These employee shuttles serve as a significant component of Facebook's transportation demand management (TDM) strategy to reduce single-occupancy vehicle (SOV) trips, particularly for longer regional commute trips.

At the Classic Campus located on SR 84 at Willow Road and the Bayfront Campus located east of Chilco Street along Bayfront Expressway, shuttles have dedicated on-site bus stops. In the area west of Chilco Street (a.k.a. Chilco Campus), shuttles utilize a temporary on-site bus stop for employee shuttles adjacent to MPK 24 (200 Jefferson Drive).

As shown in **Figure 1**, with the existing Chilco Campus bus stops, employee shuttles use Chilco Street as a primary access route to and from the temporary bus stop at MPK 24. Peak morning



arrivals occur between 8:00 and 10:00 AM when approximately 150 shuttles arrive from over 60 separate origins from throughout the Bay Area. In the evening, the peak departures occur between 4:00 and 7:00 PM when approximately 190 shuttles depart from the Chilco Campus. Approximately 2500 Facebook employees commute to and from the Chilco Campus each day on the employee shuttles. The employee shuttle program is an essential part of Facebook's TDM program.

Existing Tram Service

In addition to the shuttle, Facebook also operates intra-campus trams to transport Facebook employees among the various Facebook campuses along five primary routes, three of which currently stop at Building 24 in the Chilco Campus. **Figure 2** shows the routing for existing Facebook intra-campus trams near the Chilco Campus. The trams run from 5:00 AM to 10:00 PM, and with five-minute headways (12 per hour) on each route from 7:00 AM to 9:00 PM. As such, there are over 35 eastbound and 35 westbound intra-campus trams serving MPK 24 each hour throughout a majority of the day.

Similar to the employee shuttles, the trams have dedicated on-site stops at the Classic Campus and MPK 21-23. The tram stops on the Chilco Campus are located on-site, including a stop within the temporary on-site shuttle bus stop adjacent to MPK 24.

Chilco Campus Bus Stop – Shuttle Service Changes

The primary goals of the Chilco Campus Bus Stop improvement is to expand the loading areas for the employees shuttles, provide shelters for riders, and improve overall multimodal circulation in the Chilco area. The proposed improvements will allow greater flexibility in the routing of both the employee shuttles and intra-campus trams. **Figure 3** shows the modified routing of the employee shuttles once the bus stop is completed (see **Attachment A** for area-wide circulation).

Some shuttles will still enter the Chilco Campus Bus Stop from Chilco Street (a right-turn movement), but they would now exit onto Jefferson Drive. Shuttles will also enter from Jefferson Drive and can turn around on site and exit back onto Jefferson Drive (see **Attachment B**). The key feature of the new shuttle circulation is the elimination of employee shuttles operating in the northbound direction on Chilco Street south of Constitution Drive – all employee shuttle buses would exist the Chilco Campus Bus Stop via Jefferson Drive. This change in operation alone will remove over 190 buses making left turns onto Chilco Street from the MPK 24 driveway during the afternoon peak period between 4:00 PM and 7:00 PM. This change will result in a net reduction in the delay at the intersection of Chilco Street / MPK 24 driveway.



In addition to improving the shuttle service operations, the proposed Chilco Campus Bus Stop will reduce the number of pedestrian, bicycle and auto conflict points. Under the existing conditions, large buses mix with pedestrians, bicycles and auto leaving the site at the MPK 24 driveway. With the implementation of the Chilco Campus Bus Stop, autos will primarily use two driveways during the peak periods and buses and trams will use the other two driveways. During the mid-day, autos could use any of the four driveways. Some on-street parking may need to be eliminated on the south/east side of Jefferson Drive near the Chilco Campus Bus Stop driveway to ensure adequate maneuvering space and sight distance.

Finally, the proposed Chilco Campus Bus Stop will provide larger gathering and loading areas for the employee shuttles. These facilities will include raised boarding platforms making it easier for shuttle riders. In addition, the loading areas will have shelters for the shuttle riders. The provision of these amenities improves the user experience and can potentially entice additional employees to utilize the employee shuttles.

Chilco Campus Bus Stop – Tram Service Changes

There is no proposal to change the intra-campus tram schedules, but there will be a dedicated area at the Chilco Campus Bus Stop for trams. As shown in **Figure 4**, the trams will stop close to the main entrance of MPK 25 and adjacent to the employee shuttle loading areas (see **Attachment A** for area-wide circulation). This location provides easy access to MPK 25 and allows for quick transfers to/from the shuttles. The Chilco Campus Bus Stop will serve all the Facebook buildings in the Chilco Campus as well as MPK 23 on the Bayfront Campus; therefore, Facebook employees will walk, bike or use intra-campus trams to access the bus stop from other nearby buildings.

Similar to the employee shuttles, the intra-campus trams will shift from using Chilco Street to Jefferson Drive to enter and exit the Chilco Campus Bus Stop (some routes may use northbound Chilco Street as an alternate route after construction of a traffic signal at the Chilco Street / Building 24 driveway intersection). The reorientation of the tram routing removes some of the pedestrian and bicycle conflicts that occur within the parking areas where the trams currently operate. With the shift of most of the trams and all of the shuttles from the Chilco Street / Building 24 driveway, this will improve the safety of pedestrians and bicyclists traveling between the Chilco and Bayfront Campuses using the new pedestrian and bicycle facilities on Chilco Street. Similarly, the shift in tram routes will result in a majority of trams traversing the Chilco Street / Constitution Drive intersection as east-west through movements, reducing the number of conflicts between turning vehicles and bicycle/pedestrian users.



Findings

Based upon this evaluation, the Chilco Campus Bus Stop will have the following effects on transportation:

- Construction of the Chilco Campus Bus Stop will not change the frequency of shuttle or intra-campus tram service operated by Facebook for its employees.
- The proposed circulation will eliminate all employee shuttles and some of the trams operating in the northbound direction on Chilco Street south of Constitution Drive.
- There will be a significant reduction in the buses and trams making left turns onto Chilco Street from the MPK 24 driveway. Over 200 transit vehicles will be rerouted during the morning peak period of 7:00-10:00 AM and afternoon peak period of 4:00-7:00 PM, including over 100 combined left-turn movements during the peak hours of 9:00-10:00 AM and 5:00-6:00 PM.
- The proposed changes to the shuttle and tram routings will reduce pedestrian and bicycle conflicts that occur within parking areas, at the MPK 24 driveway, and at the Chilco Street / Constitution Drive intersection. A flagperson may be needed at the Chilco Street / Building 24 driveway intersection to ensure vehicles traveling along Chilco Street are not unduly hindered by frequent pedestrian and bicycle crossings.
- Some on-street parking may need to be eliminated on the south/east side of Jefferson Drive near the Chilco Campus Bus Stop driveway to ensure adequate maneuvering space and sight distance.
- The Chilco Campus Bus Stop will provide improved amenities for employee shuttles, including larger gathering and loading areas for the employee shuttles, raised loading area, and shelters.

Figures

Figure 1 – Existing Shuttle Routes and Stops

Figure 2 – Existing Tram Routes and Stops

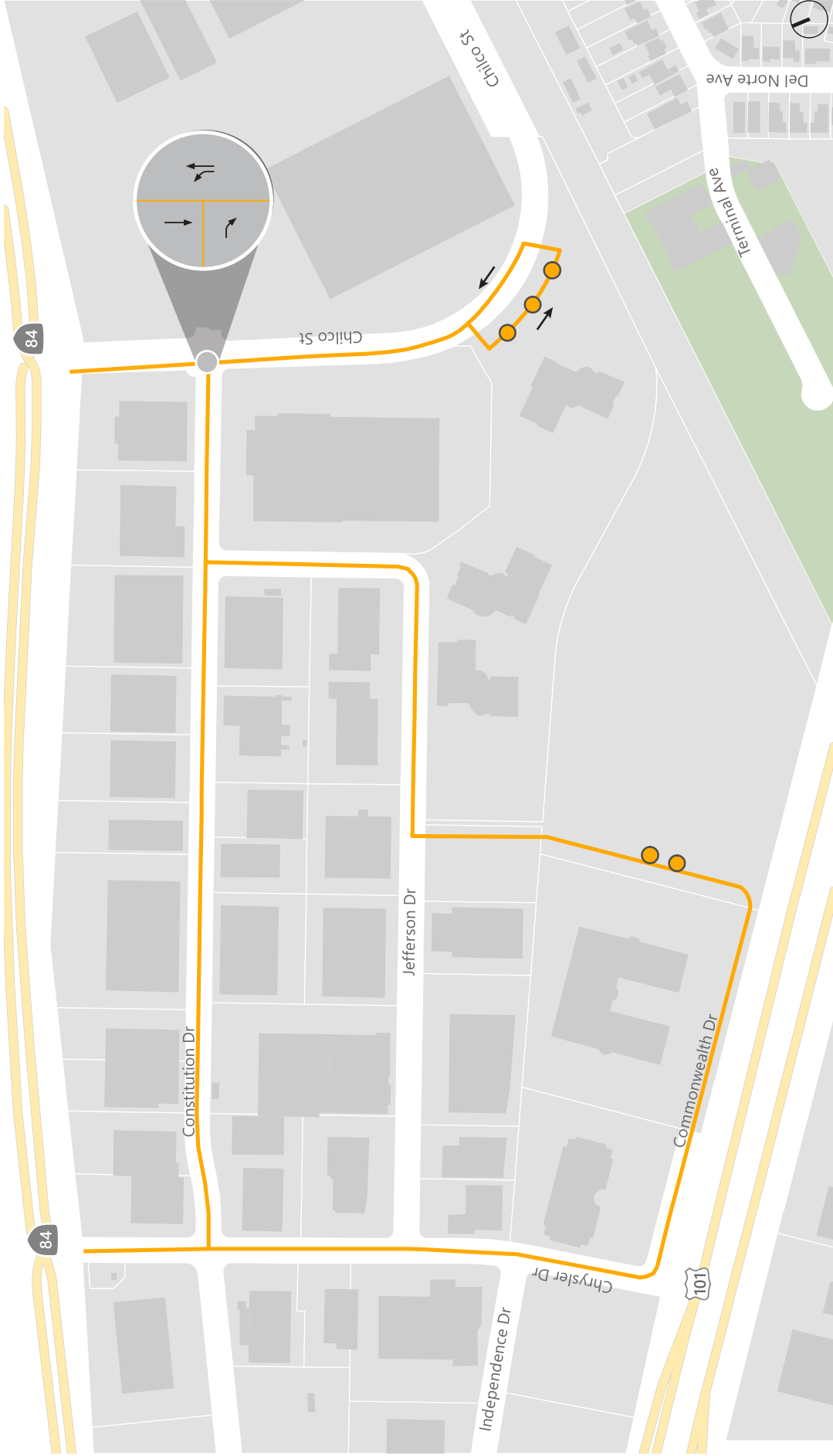
Figure 3 – Proposed Shuttle Routes and Stops

Figure 4 – Proposed Tram Routes and Stops

Attachments

Attachment A – Facebook Menlo Park Area Proposed Shuttle and Tram Route Map

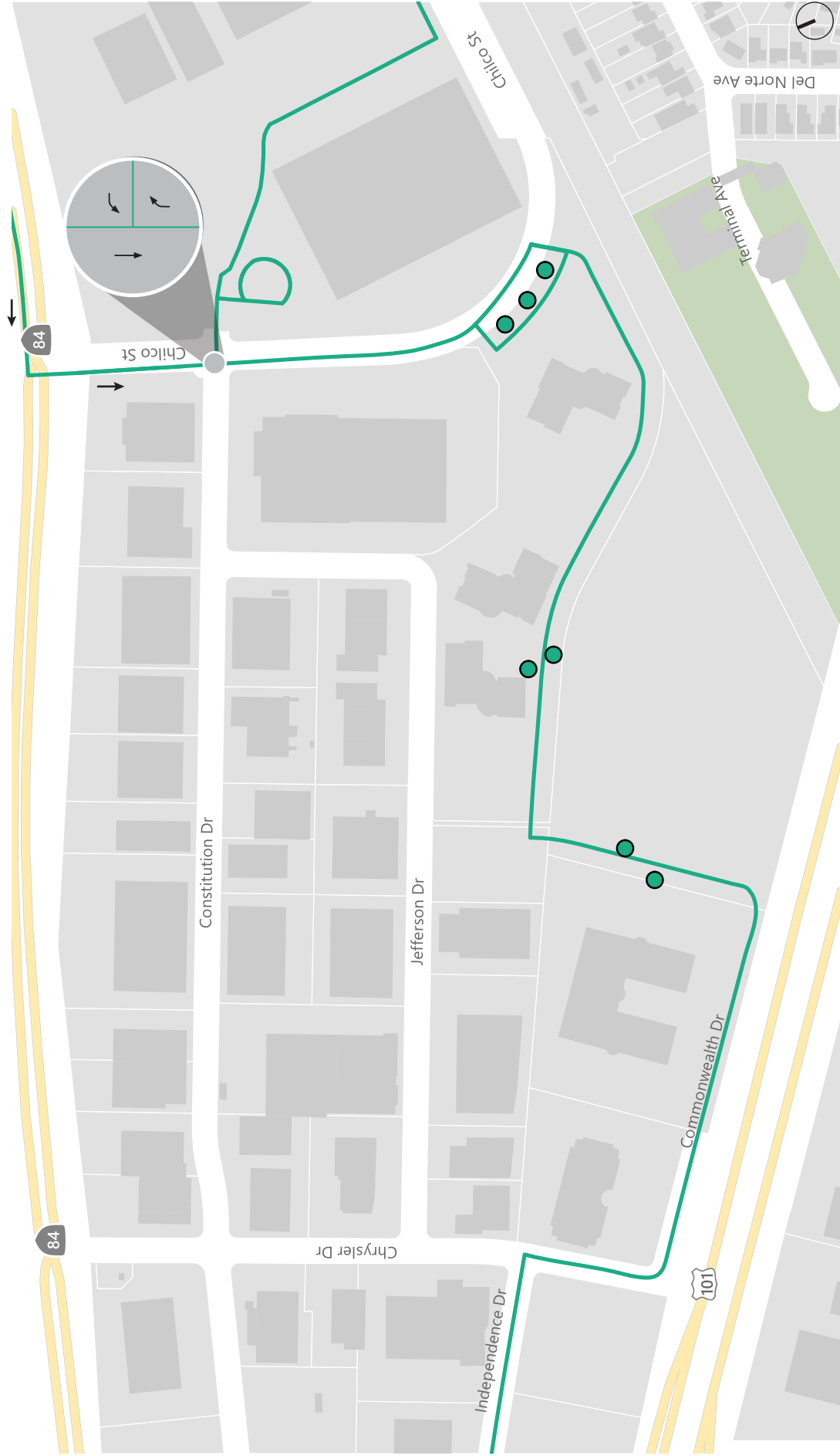
Attachment B – Facebook Chilco Campus Bus Stop Shuttle/Tram Turning Movements



- Existing Shuttle Route
- Existing Shuttle Stop



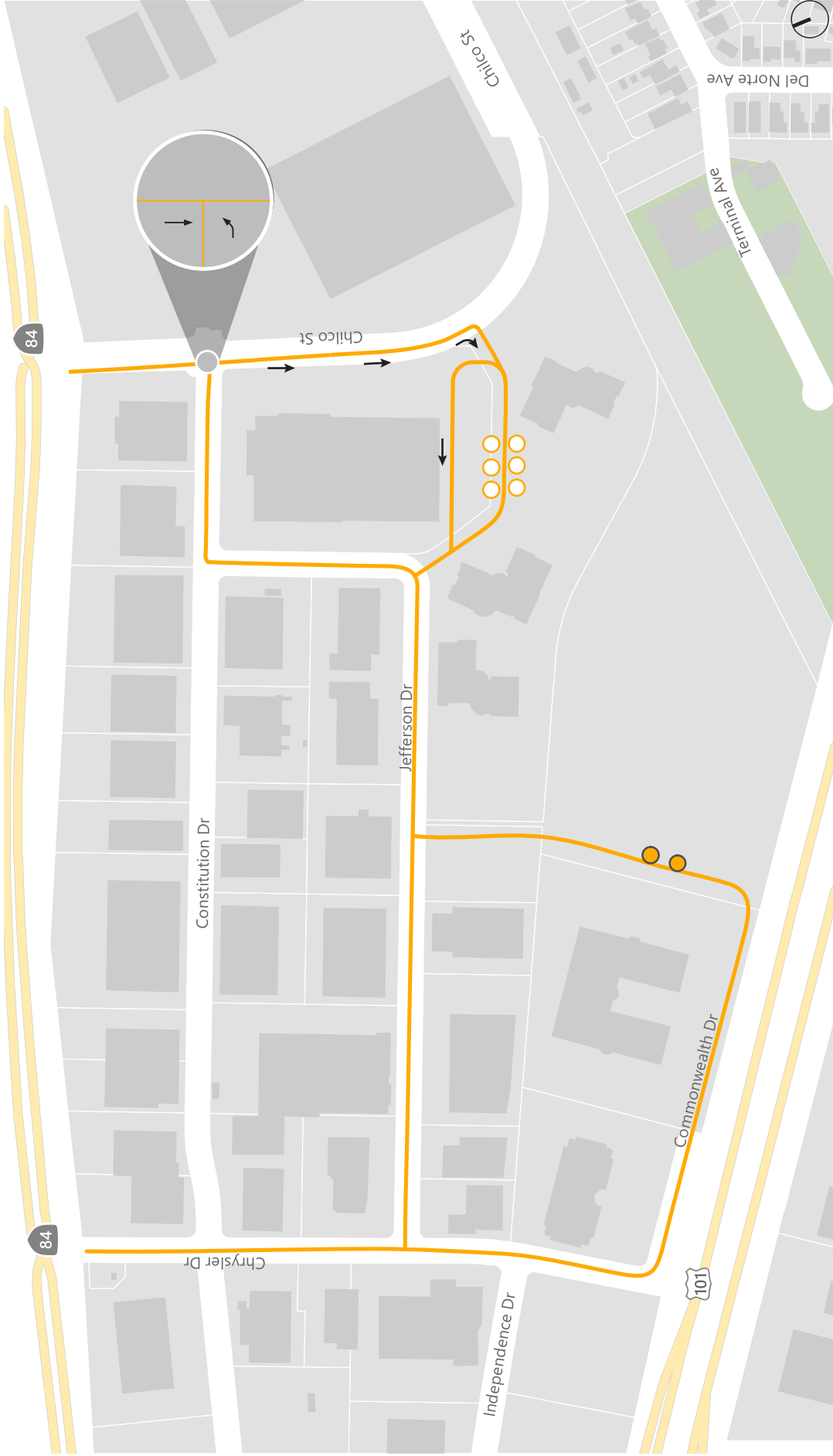
Figure 1
Existing Shuttle Routes and Stops



- Existing Tram Route
- Existing Tram Stop



Figure 2
Existing Tram Routes and Stops



- Proposed Shuttle Route (after Chillico Campus Bus Stop)
- Existing Shuttle Stop to remain
- Proposed Shuttle Stop



Figure 3
Proposed Shuttle Routes and Stops

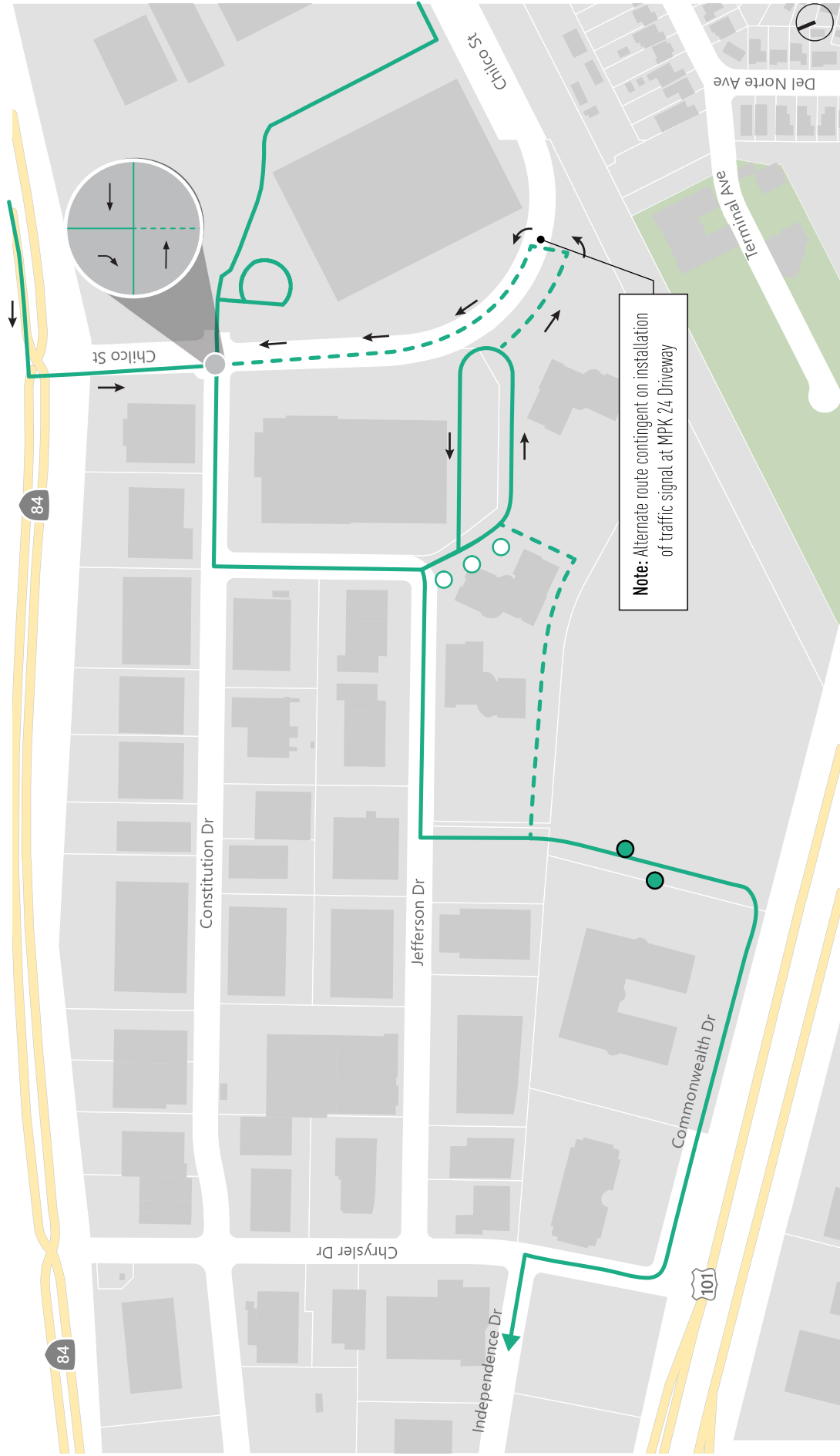
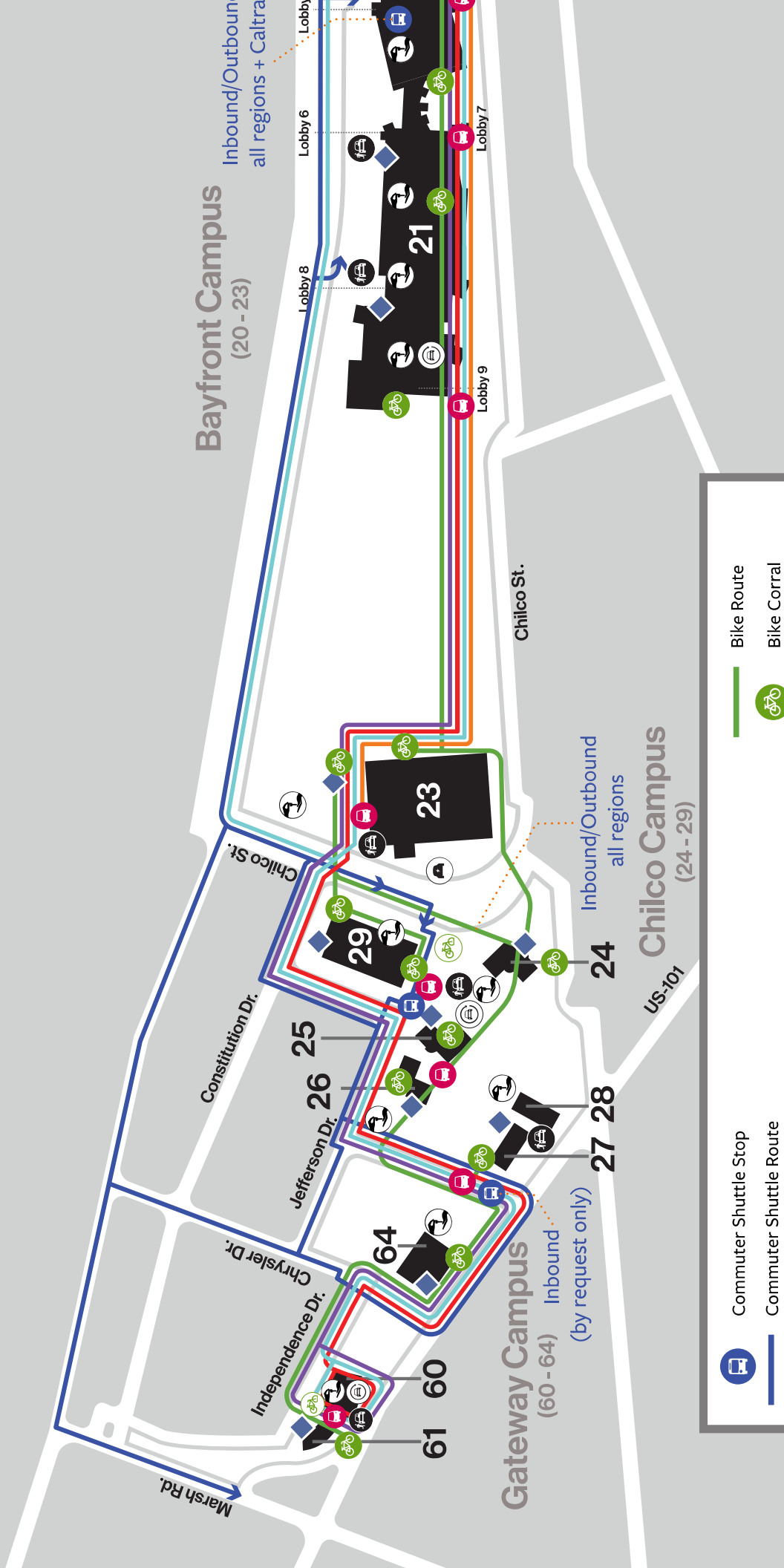


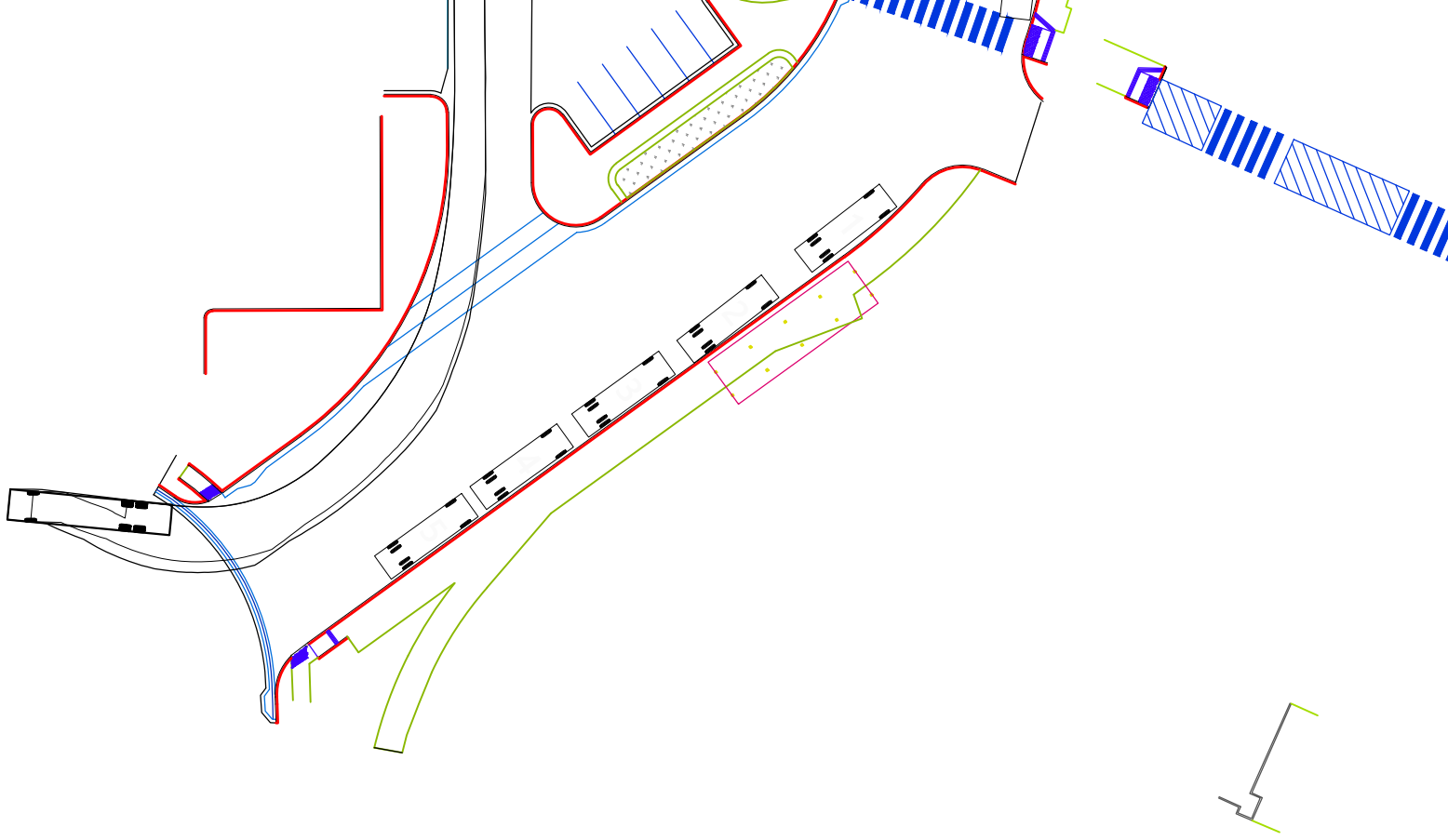
Figure 4
Proposed Tram Routes and Stops



MPK

Campus Map





SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525

Phone: (510) 787-3075

Fax: (510) 787-3065

Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228

CUFC Certified Urban Forester #134

CA Contractor License #(C-27) 53367

E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A

ISA Tree Risk Assessment Qualified

E-mail: molly@sbcatree.com

Date: February 22, 2018

To: Facebook

Subject: Tree Survey

Location: MPK 23, 24, 25

Appendix items:

1. Tree Survey Data
2. Tree Location Maps (original survey)
3. Tree Location Maps (amended survey)

City of Menlo Park Ordinance

Definitions of Heritage Tree:

1. Any tree having a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more measured at 54 inches above natural grade.
2. Any oak tree native to California, with a circumference of 31.4 inches (diameter of 10 inches) or more measured at 54 inches above natural grade.
3. Any tree or group of trees specifically designated by the City Council for protection because of its historical significance, special character or community benefit.
4. Any tree with more than one trunk measured at the point where the trunks divide, with a circumference of 47.1 inches (diameter of 15 inches) or more, with the exception of trees that are under twelve (12) feet in height, which are exempt from the ordinance.¹

Introduction

A number of trees were planted after SBCA Tree Consulting submitted original survey data to Facebook on 5-16-16. A follow up survey was conducted on 2-17-18 to tag all newly planted trees as well as trees located along the southern perimeter and street trees on Jefferson specifically identified by Gensler.

This report includes all trees located within the designated project areas.

Survey Procedure

Trees Tagged – All trees were tagged with a metal number tag corresponding with the number used on the tree location map and data sheets.

¹ <http://www.menlopark.org/205/Heritage-Trees>

Data Recorded – Arborists recorded data on tree species, diameter (DBH²), tree height, health and structural conditions, Heritage Tree status, and suitability for retention. Notes were recorded to provide commentary on general conditions. The Root Protection Zone (RPZ)³ was provided for trees selected for preservation.

Summary

- Total Trees – Arborist survey identifies 368 trees. The original survey included 345 trees. Eighteen (18) additional trees were identified in the most recent survey and included in the data.
- Heritage Trees – Twelve (12) trees have diameters measuring 15 inches and above and therefore qualify as ‘Heritage’ by the City of Menlo Park.
- Species Diversity – Twelve (12) different species were identified in the survey.

Table 1 – The table below provides a breakdown of numbers of each tree species surveyed.

	Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Comments
1	<i>Betula pendula</i>	European Birch	2	0	F-P	
2	<i>Fraxinus oxycarpa</i> 'Raywood'	Raywood Ash	44	4	F-P	Problematic species known for poor branching structure and susceptibility to fungal pathogen which causes branch dieback
3	<i>Gleditsia triacanthos</i>	Honey Locust	1	0	F	
4	<i>Lagerstroemia indica x fauriei</i>	Crepe Myrtle	45	0	G	
5	<i>Pinus canariensis</i>	Canary Island Pine	1	1	G	Along perimeter
6	<i>Pinus halepensis</i>	Aleppo Pine	5	5	F	Along perimeter

² DBH is tree diameter measured at 54 inches above soil grade.

³ **Tree Root Protection Zone (RPZ)** - The tree protection zone designates an area surrounding a tree or grouping of trees that is to be fenced off from all access until designated by a certified arborist. The RPZ is commonly defined as one (1) foot radial distance for every one (1) inch in tree diameter (DBH). Example: A single stem tree measuring 30 inches in diameter, (measured at 54 inches or 4.5 feet above grade) would have a critical root zone with a radius of 30 feet. This is roughly equivalent to the area commonly referred to as the “drip zone.”



	Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Comments
7	<i>Pistacia chinensis</i>	Chinese Pistache	11	0	G	
8	<i>Platanus x acerifolia</i>	London Plane	73	0	F-G	Some are in poor health condition due to lack of soil volume
9	<i>Prunus 'Krauter Vesuvius'</i>	Krauter Vesuvius Purple Plum	96	0	F-P	Many have sunscald, leans, and branch dieback
10	<i>Pyrus calleryana</i>	Callery Pear	69	0	F-P	Fireblight, Poor branching structures
11	<i>Pyrus kawakamii</i>	Evergreen Pear	2	2	F-P	
12	<i>Robinia pseudoacacia 'Purple Robe'</i>	Purple Robe Locust	19	0	G-P	Poor structures
			368	12		

End Report

Appendices are as follows:

1. *Tree Survey Data*
2. *Tree Location Map*

Report submitted by:



*Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
Tree Risk Assessment Qualified (TRAQ)*



COLUMN HEADING DESCRIPTIONS

Tag# - Indicates the number tag attached to tree

Species - Scientific name

DBH - Diameter measured in inches at 4.5 feet above soil grade. Multi measured below branching

Height - In feet

Health -Tree Health: E is Excellent, G is Good, F is Fair, P is Poor, D is Dead or Dying

Structure- Tree Structural Safety: E is Excellent, G is Good, F is Fair, P is Poor, H is Hazardous

Heritage? - Attaining City of Menlo Park Heritage Tree Status: 1 indicates Heritage Status

Suitability for Retention - Based on Tree Condition: G is Good, F is Fair, P is Poor

Notes - See below

RPZ - Tree Root Protection Zone: A radial distance (in feet) measured out from the base of a protected tree that is to be fenced off from all construction activities.

ABBREVIATIONS AND DEFINITIONS

Embedded Bark (EB) - AKA Included Bark, this is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.

Codominant (CD) - A situation where a tree has two or more stems which are of equal diameter and relative amounts of leaf area. Trees with codominant primary scaffolding stems are inherently weaker than stems, which are of unequal diameter and size.

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
1	<i>Pyrus calleryana</i> 'Chantacleer'	8.5	35	F	F		F	Minor fireblight in all pears, EB	9
2	<i>Pyrus calleryana</i> 'Chantacleer'	7.5	30	F	F		F	Minor fireblight in all pears, EB	8
3	<i>Pyrus calleryana</i> 'Chantacleer'	7.5	35	F	F		F	Minor fireblight in all pears, EB	8
4	<i>Pyrus calleryana</i> 'Chantacleer'	9.5	35	F	F		F	Minor fireblight in all pears, EB	10
5	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	F	F		F	Lean -- Fruit on many	6
6	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	F	G		F	minor tip dieback	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
7	<i>Fraxinus oxycarpa 'Raywood'</i>	11	40	G	G		F		11
8	<i>Fraxinus oxycarpa 'Raywood'</i>	10	35	G	G		F		10
9	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	G	F		F	Lean	6
10	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	G	F		F	Lean	6
11	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	G	F		F	Lean	6
12	<i>Fraxinus oxycarpa 'Raywood'</i>	2	15	G	G		F	Staked	2
13	<i>Fraxinus oxycarpa 'Raywood'</i>	3	15	G	F		F	Staked	3
14	<i>Fraxinus oxycarpa 'Raywood'</i>	2.2	15	G	G		F	Staked	3
15	<i>Fraxinus oxycarpa 'Raywood'</i>	9	2.5	G	G		F		9
16	<i>Prunus 'Krauter vesuvius'</i>	6	15	F	F		F	Lean	6
17	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	G		F		6
18	<i>Fraxinus oxycarpa 'Raywood'</i>	13	40	G	G		F		13
19	<i>Fraxinus oxycarpa 'Raywood'</i>	5	20	F	F		F		5
20	<i>Fraxinus oxycarpa 'Raywood'</i>	15	40	G	F	1	F	Lean	15
21	<i>Pyrus calleryana 'Chanticleer'</i>	8.5	30	G	G		F		9

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
22	<i>Pyrus calleryana</i> 'Chantacleer'	10.5	35	G	G		F		11
23	<i>Pyrus calleryana</i> 'Chantacleer'	11	35	G	G		F		11
24	<i>Pyrus calleryana</i> 'Chantacleer'	8	30	F	F		F		8
25	<i>Pyrus calleryana</i> 'Chantacleer'	9	35	F	F-P		P	Wound at base, EB	9
26	<i>Pyrus calleryana</i> 'Chantacleer'	9.5	35	F	F		F		10
27	<i>Pyrus calleryana</i> 'Chantacleer'	9.5	35	F-G	F		F		10
28	<i>Pyrus calleryana</i> 'Chantacleer'	8.5	35	G	G		F		9
29	<i>Pyrus calleryana</i> 'Chantacleer'	9	35	G	G		F		9
30	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F	F		F		9
31	<i>Platanus x hispanica</i>	8.5	30	G	G		G		9
32	<i>Platanus x hispanica</i>	7.5	25	G	G		G		8
33	<i>Platanus x hispanica</i>	6.5	20	F	G		G		7
34	<i>Platanus x hispanica</i>	8	30	G	G		G		8
35	<i>Platanus x hispanica</i>	9.5	30	G	G		G		10
36	<i>Fraxinus oxycarpa</i> 'Raywood'	11.5	25	G	G		F		12

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
37	<i>Fraxinus oxycarpa</i> 'Raywood'	12.5	25	G	G		F		13
38	<i>Fraxinus oxycarpa</i> 'Raywood'	10.5	20	P	G		P		11
39	<i>Fraxinus oxycarpa</i> 'Raywood'	10.5	24	F	G		F	girdling root	11
40	<i>Fraxinus oxycarpa</i> 'Raywood'	11	30	G	G		F		11
41	<i>Fraxinus oxycarpa</i> 'Raywood'	12	30	G	G		F	girdling root	12
42	<i>Fraxinus oxycarpa</i> 'Raywood'	9.5	25	F	G		F		10
43	<i>Prunus</i> 'Krauter vesuvius'	7	20	F	F		F	Lean	7
44	<i>Prunus</i> 'Krauter vesuvius'	6.5	20	F	F		F	Lean	7
45	<i>Fraxinus oxycarpa</i> 'Raywood'	8	20	P	P		P	Lean	8
46	<i>Fraxinus oxycarpa</i> 'Raywood'	14	35	G	F		F	girdling root	14
47	<i>Fraxinus oxycarpa</i> 'Raywood'	1	10	G	G		F		1
48	<i>Fraxinus oxycarpa</i> 'Raywood'	15	40	F	F	1	F		15
49	<i>Prunus</i> 'Krauter vesuvius'	5.5	20	G	G		F		6
50	<i>Fraxinus oxycarpa</i> 'Raywood'	11	40	G	G		F		11
51	<i>Fraxinus oxycarpa</i> 'Raywood'	16	35	F-P	F	1	P		16

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
52	<i>Prunus 'Krauter vesuvius'</i>	7	20	G	F		F	lean	7
53	<i>Prunus 'Krauter vesuvius'</i>	11	35	F	F		F		11
54	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	F	F		F	lean	6
55	<i>Prunus 'Krauter vesuvius'</i>	2	10	P	F-P		P		2
56	<i>Prunus 'Krauter vesuvius'</i>	6.5	25	P	F-P		P		7
57	<i>Betula pendula</i>	7.5	25	P	P		P		8
58	<i>Prunus 'Krauter vesuvius'</i>	5	20	G	F		F		5
59	<i>Prunus 'Krauter vesuvius'</i>	5	20	F-P	F		P	Lean	5
60	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	G	F		F	lean	7
61	<i>Prunus 'Krauter vesuvius'</i>	6	20	F-P	G		P		6
62	<i>Platanus x hispanica</i>	9.5	35	F	G		F		10
63	<i>lagerstroemia indica x fauriei</i>	6	20	G	G		G		6
64	<i>lagerstroemia indica x fauriei</i>	6	20	G	G		G		6
65	<i>lagerstroemia indica x fauriei</i>	4.5	20	G	G		G		5
66	<i>lagerstroemia indica x fauriei</i>	5	20	G	G		G		5

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
67	<i>lagerstroemia indica x fauriei</i>	5	20	G	G		G		5
68	<i>Prunus 'Krauter vesuvius'</i>	6	15	F	F		F	Lean, sunscald	6
69	<i>lagerstroemia indica x fauriei</i>	7	20	G	G		G		7
70	<i>lagerstroemia indica x fauriei</i>	6.5	20	G	G		G		7
71	<i>Platanus x hispanica</i>	8.5	30	F	G		G		9
72	<i>Platanus x hispanica</i>	8.5	30	G	G		G		9
73	<i>Prunus 'Krauter vesuvius'</i>	7	20	G	G		F	Lean	7
74	<i>lagerstroemia indica x fauriei</i>	7	20	G	G		G	Lean, sunscald	7
75	<i>lagerstroemia indica x fauriei</i>	6	20	G	G		G		6
76	<i>lagerstroemia indica x fauriei</i>	6.5	20	G	G		G		7
77	<i>lagerstroemia indica x fauriei</i>	6.5	20	G	G		G		7
78	<i>lagerstroemia indica x fauriei</i>	5.5	20	G	G		G		6
79	<i>lagerstroemia indica x fauriei</i>	5.5	20	G	G		G		6
80	<i>Pyrus kawakamii</i>	17 @ base	15	P	F-P	1	P	root crown buried	17
81	<i>Prunus 'Krauter vesuvius'</i>	7	20	G	G		G		7

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
82	<i>Platanus x hispanica</i>	11	35	G	G		G		11
83	<i>lagerstroemia indica x fauriei</i>	7	20	G	G		G		7
84	<i>lagerstroemia indica x fauriei</i>	6	20	G	G		G		6
85	<i>lagerstroemia indica x fauriei</i>	6	25	G	G		G		6
86	<i>lagerstroemia indica x fauriei</i>	6.5	20	G	G		G		7
87	<i>lagerstroemia indica x fauriei</i>	6	20	G	G		G		6
88	<i>lagerstroemia indica x fauriei</i>	6.5	15	G	G		G		7
89	<i>lagerstroemia indica x fauriei</i>	5	15	G	G		G		5
90	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	F		F	Lean	6
91	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	G		F	Lean	6
92	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	F	P		P	Lean, large wound	6
93	<i>Platanus x hispanica</i>	5	20	F-P	F		p	4x4 site, insufficient soil volume	5
94	<i>Platanus x hispanica</i>	3	15	F	F		p	4x4 site, insufficient soil volume	3
95	<i>Platanus x hispanica</i>	4.5	20	F	F		p	4x4 site, insufficient soil volume	5
96	<i>lagerstroemia indica x fauriei</i>	4	15	G	G		G		4

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
97	<i>lagerstroemia indica x fauriei</i>	3.5	10	G	G		G		4
98	<i>lagerstroemia indica x fauriei</i>	4	10	G	G		G		4
99	<i>lagerstroemia indica x fauriei</i>	3	10	G	G		G		3
100	<i>lagerstroemia indica x fauriei</i>	3.5	10	G	G		G		4
101	<i>lagerstroemia indica x fauriei</i>	3.5	10	G	G		G		4
102	<i>lagerstroemia indica x fauriei</i>	3.5	10	G	G		G		4
103	<i>lagerstroemia indica x fauriei</i>	4	10	G	G		G		4
104	<i>lagerstroemia indica x fauriei</i>	3.5	10	G	G		G		4
105	<i>lagerstroemia indica x fauriei</i>	4	10	G	G		G		4
106	<i>Platanus x hispanica</i>	4.5	20	F-P	F		p	4x4 site, insufficient soil volume, sycamore scale	5
107	<i>Platanus x hispanica</i>	4.5	15	F-P	F		p	4x4 site, insufficient soil volume	5
108	<i>Platanus x hispanica</i>	3.5	15	F-P	F		p	4x4 site, insufficient soil volume	4
109	<i>Platanus x hispanica</i>	3.5	15	F-P	F		p	4x4 site, insufficient soil volume	4
110	<i>Platanus x hispanica</i>	4	20	P	F		p	4x4 site, insufficient soil volume	4
111	<i>Platanus x hispanica</i>	4	20	P	F-P		p	4x4 site, insufficient soil volume	4

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
112	<i>Platanus x hispanica</i>	5.5	20	F-P	F		p	4x4 site, insufficient soil volume	6
113	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	F	F-P		P	Lean	6
114	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	F-P	F		P		6
115	<i>Prunus 'Krauter vesuvius'</i>	5	15	P	F-P		P	Sunscald, EB	5
116	<i>Prunus 'Krauter vesuvius'</i>	6	20	F	F-P		P	Lean	6
117	<i>Prunus 'Krauter vesuvius'</i>	6	20	G	F		F	Lean, sunscald	6
118	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	G	G		F		6
119	<i>Pistacia chinensis</i>	5	15	G	G		G		5
120	<i>Pistacia chinensis</i>	6	15	G	G		G	Lean	6
121	<i>Pistacia chinensis</i>	6.5	15	P-D	D		P		7
122	<i>Pistacia chinensis</i>	5	15	G	G		G		5
123	<i>Pistacia chinensis</i>	6	15	G	G		G	girdling roots	6
124	<i>Pistacia chinensis</i>	6.5	15	G	G		G		7
125	<i>Pistacia chinensis</i>	6	15	G	G		G	girdling roots	6
126	<i>Pistacia chinensis</i>	5.5	15	G	G		G		6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
127	<i>Pistacia chinensis</i>	5.5	15	G	G		G		6
128	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	F		F	Lean, sunscald	6
129	<i>Prunus 'Krauter vesuvius'</i>	5	15	G	F		F	Lean, vehicle clearance pruning	5
130	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F-P		P	Lean, sunscald, clearance pruning	6
131	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	F-P		P	Lean, EB	6
132	<i>Prunus 'Krauter vesuvius'</i>	2	10	G	F-G		F	clearance pruning	2
133	<i>Pistacia chinensis</i>	7	15	G	G		G		7
134	<i>Pistacia chinensis</i>	2	10	G	G		G		2
135	<i>Prunus 'Krauter vesuvius'</i>	2	10	G	G		G		2
136	<i>Prunus 'Krauter vesuvius'</i>	5	15	G	G		G		5
137	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	G		G	Lean, sunscald	6
138	<i>Fraxinus oxycarpa 'Raywood'</i>	7	20	P	F		P		7
139	<i>Fraxinus oxycarpa 'Raywood'</i>	15.5	35	P	F-P	1	P	girdling root	16
140	<i>Fraxinus oxycarpa 'Raywood'</i>	9.5	30	G	F		F		10
141	<i>Fraxinus oxycarpa 'Raywood'</i>	9	35	G	F		F	girdling root	9

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
142	<i>Fraxinus oxycarpa</i> 'Raywood'	13	35	G	F		F	girdling root	13
143	<i>Prunus</i> 'Krauter vesuvius'	5	15	F	F		F		5
144	<i>Prunus</i> 'Krauter vesuvius'	5	20	F	F-P		P	Lean	5
145	<i>Prunus</i> 'Krauter vesuvius'	5.5	20	G	F		F		6
146	<i>Pyrus calleryana</i> 'Chantacleer'	9.5	30	F	F		F	EB	10
147	<i>Pyrus calleryana</i> 'Chantacleer'	9.5	30	F	F		F		10
148	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F	F		F	EB	9
149	<i>Pyrus calleryana</i> 'Chantacleer'	5.5	15	G	F		F	Lean	6
150	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F	F		F	EB	9
151	<i>Prunus</i> 'Krauter vesuvius'	4	15	P	F-P		P		4
152	<i>Prunus</i> 'Krauter vesuvius'	4	15	G	G		F	Basal wound	4
153	<i>Fraxinus oxycarpa</i> 'Raywood'	5.5	20	P	F		P		6
154	<i>Fraxinus oxycarpa</i> 'Raywood'	8.5	35	F-P	F		F-P		9
155	<i>Prunus</i> 'Krauter vesuvius'	5.5	15	F	F		F-P	Sunscald	6
156	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F-P	F-P		F-P	EB	9

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
157	<i>Pyrus calleryana</i> 'Chantacleer'	6.5	25	P	F-P		P		7
158	<i>Prunus</i> 'Krauter vesuvius'	5.5	15	F-P	F		P	Sunscald	6
159	<i>Prunus</i> 'Krauter vesuvius'	6	20	G	P		P	EB	6
160	<i>Pyrus calleryana</i> 'Chantacleer'	10	30	F	F		F		10
161	<i>Pyrus calleryana</i> 'Chantacleer'	10	30	F	F		F	EB	10
162	<i>Pyrus calleryana</i> 'Chantacleer'	10	30	F	F-P		P	EB	10
163	<i>Pyrus calleryana</i> 'Chantacleer'	8	30	F	F-P		P	EB	8
164	<i>Fraxinus oxycarpa</i> 'Raywood'	9.5	25	F	F		F		10
165	<i>Pyrus calleryana</i> 'Chantacleer'	10	30	F	F		F		10
166	<i>Pyrus calleryana</i> 'Chantacleer'	8.5	25	G	F		F		9
167	<i>Prunus</i> 'Krauter vesuvius'	6.5	15	G	F		F	Lean	7
168	<i>Prunus</i> 'Krauter vesuvius'	5.5	15	G	F		F	Lean into roadway, prune	6
169	<i>Prunus</i> 'Krauter vesuvius'	5	15	G	F		F		5
170	<i>Prunus</i> 'Krauter vesuvius'	5	15	P	F-P		P		5
171	<i>Prunus</i> 'Krauter vesuvius'	4.5	15	F-P	F		P	Lean	5

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
172	<i>Platanus x hispanica</i>	6.5	25	F	F		P	Lack of sufficient soil volume 4' x 4' area.	7
173	<i>Platanus x hispanica</i>	6.5	25	P	F		P	Lack of sufficient soil volume 4' x 4' area.	7
174	<i>Platanus x hispanica</i>	7	25	P	F		P	Lack of sufficient soil volume 4' x 4' area.	7
175	<i>Platanus x hispanica</i>	6.5	30	P	F		P	Lack of sufficient soil volume 4' x 4' area.	7
176	<i>Platanus x hispanica</i>	6	30	P	F		P	Lack of sufficient soil volume 4' x 4' area.	6
177	<i>Platanus x hispanica</i>	6.5	30	P	F		P	Lack of sufficient soil volume 4' x 4' area.	7
178	<i>Platanus x hispanica</i>	6	25	F	F		F		6
179	<i>Prunus 'Krauter vesuvius'</i>	4	15	P	F		P		4
180	<i>Prunus 'Krauter vesuvius'</i>	4.5	15	P	F		p		5
181	<i>Prunus 'Krauter vesuvius'</i>	4.5	15	P	F		p		5
182	<i>Prunus 'Krauter vesuvius'</i>	4.5	15	F	F-P		p	Lean, Ganoderma (decay)	5
183	<i>Prunus 'Krauter vesuvius'</i>	6	20	P	F-P		F-P	Lean	6
184	<i>Prunus 'Krauter vesuvius'</i>	5.5	20	F-P	F		P	Lean, sunburn	6
185	<i>Platanus x hispanica</i>	6.5	20	P	F		P	Narrow parkway	7
186	<i>Platanus x hispanica</i>	7.5	25	F-P	F		P	"	8

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
187	<i>Platanus x hispanica</i>	6	25	P	F		P	"	6
188	<i>Platanus x hispanica</i>	7	25	F-P	F		P	"	7
189	<i>Platanus x hispanica</i>	7.5	25	F	F		F	Wider at this end.	8
190	<i>Prunus 'Krauter vesuvius'</i>	5.5	15	G	F-G		F	Lean	6
191	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F		F	Lean, EB	6
192	<i>Fraxinus oxycarpa 'Raywood'</i>	7	20	F-P	F		F-P	Girdling root, top dead	7
193	<i>Fraxinus oxycarpa 'Raywood'</i>	6	25	F	F		F		6
194	<i>Fraxinus oxycarpa 'Raywood'</i>	8.5	20	F-P	P		P		9
195	<i>Prunus 'Krauter vesuvius'</i>	3	10	G	F-P		P	EB	3
196	<i>Prunus 'Krauter vesuvius'</i>	3.5	15	G	G		F		4
197	<i>Pyrus calleryana 'Chantacleer'</i>	7.5	25	F	F		F		8
198	<i>Pyrus calleryana 'Chantacleer'</i>	7	25	F-P	F		P		7
199	<i>Pyrus calleryana 'Chantacleer'</i>	4	15	F	P		P	EB	4
200	<i>Pyrus calleryana 'Chantacleer'</i>	4	15	F	F		F		4
201	<i>Pyrus calleryana 'Chantacleer'</i>	5.5	20	F	F		F	Lean	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
202	<i>Pyrus calleryana</i> 'Chantacleer'	2.5	10	F	F		F		3
203	<i>Pyrus calleryana</i> 'Chantacleer'	5.5	25	F	F		F		6
204	<i>Pyrus calleryana</i> 'Chantacleer'	6	25	F	F		F		6
205	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F-G	F		F		9
206	<i>Pyrus calleryana</i> 'Chantacleer'	7	25	F	F		F	flush cuts from pruning	7
207	<i>Pyrus calleryana</i> 'Chantacleer'	6.5	25	F	F		F		7
208	<i>Pyrus calleryana</i> 'Chantacleer'	6.5	25	F	F		F	Lean	7
209	<i>Pyrus calleryana</i> 'Chantacleer'	9	30	F	F		F	trunk wound	9
210	<i>Pyrus calleryana</i> 'Chantacleer'	11	35	F	F-P		P	EB	11
211	<i>Pyrus calleryana</i> 'Chantacleer'	10	35	P	F		P		10
212	<i>Pyrus calleryana</i> 'Chantacleer'	10.5	35	G	F		F	EB	11
213	<i>Pyrus calleryana</i> 'Chantacleer'	6.5	20	G	G		F		7
214	<i>Gleditsia triacanthos</i>	3.5	20	G	G		F		4
215	<i>Prunus 'Krauter vesuvius'</i>	7.5	20	G	F		F	EB	8
216	<i>Prunus 'Krauter vesuvius'</i>	2	10	G	G		F		2

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
217	<i>Robinia pseudoacacia</i> 'Purple Robe'	2.5	15	G	P		P	EB, pruning needed	3
218	<i>Pyrus calleryana</i> 'Chanticleer'	12	35	G	G		F		12
219	<i>Robinia pseudoacacia</i> 'Purple Robe'	2.5	15	G	G		G		3
220	<i>Robinia pseudoacacia</i> 'Purple Robe'	5.5	20	G	G		G	Girdling root	6
221	<i>Robinia pseudoacacia</i> 'Purple Robe'	5	20	G	G		G		5
222	<i>Prunus</i> 'Krauter vesuvius'	6	20	G	G		G		6
223	<i>Platanus x hispanica</i>	7.5	25	G	G		G		8
224	<i>Prunus</i> 'Krauter vesuvius'	5.5	15	F	F-P		F-P	Lean	6
225	<i>Prunus</i> 'Krauter vesuvius'	5.5	15	G	G		F		6
226	<i>Prunus</i> 'Krauter vesuvius'	6	15	P	F		P		6
227	<i>Prunus</i> 'Krauter vesuvius'	6.5	20	F	F-P		P	Lean	7
228	<i>Platanus x hispanica</i>	3.5	15	F-P	F		F	Lean	4
229	<i>Fraxinus oxycarpa</i> 'Raywood'	7	25	G	F		F	Lean	7
230	<i>Fraxinus oxycarpa</i> 'Raywood'	9	30	G	F		F		9
231	<i>Fraxinus oxycarpa</i> 'Raywood'	6	15	F	F-P		F-P	Lean, no leader	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
232	<i>Fraxinus oxycarpa 'Raywood'</i>	10	35	F	F		F	Codominant	10
233	<i>Fraxinus oxycarpa 'Raywood'</i>	10.5	30	P	F-P		F-P	Lean, no leader	11
234	<i>Fraxinus oxycarpa 'Raywood'</i>	9.5	30	P	F		P	Top dead, girdling root	10
235	<i>Fraxinus oxycarpa 'Raywood'</i>	9	20	F	F-P		P		9
236	<i>Fraxinus oxycarpa 'Raywood'</i>	8.5	30	F-P	P		P	Top dieback	9
237	<i>Fraxinus oxycarpa 'Raywood'</i>	10.5	35	F-P	F		P	Top dieback	11
238	<i>Fraxinus oxycarpa 'Raywood'</i>	8.5	30	F-P	F		P	Top dieback	9
239	<i>Fraxinus oxycarpa 'Raywood'</i>	10	30	F-P	F		P	Top dieback	10
240	<i>Platanus x hispanica</i>	9	30	G	G		G		9
241	<i>Platanus x hispanica</i>	9	25	F	G		G		9
242	<i>Platanus x hispanica</i>	9	25	G	G		G		9
243	<i>Platanus x hispanica</i>	7.5	25	G	G		G		8
244	<i>Platanus x hispanica</i>	9.5	25	G	G		G		10
245	<i>Platanus x hispanica</i>	3	15	G	G		G	Staked	3
246	<i>Platanus x hispanica</i>	7	25	G	G		G		7

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
247	<i>Platanus x hispanica</i>	7.5	30	G	G		G		8
248	<i>Platanus x hispanica</i>	9	30	G	G		G		9
249	<i>Platanus x hispanica</i>	8.5	25	G	G		G		9
250	<i>Platanus x hispanica</i>	10	30	G	G		G		10
251	<i>Platanus x hispanica</i>	3	15	G	F		G	Lean, codominant	3
252	<i>Pyrus calleryana</i> 'Chantacleer'	6.5	20	G	G		F		7
253	<i>Pyrus calleryana</i> 'Chantacleer'	9	25	F	F		F	EB, Codominant	9
254	<i>Pyrus calleryana</i> 'Chantacleer'	5	20	F	G		F	EB	5
255	<i>Pyrus calleryana</i> 'Chantacleer'	5.5	25	G	G		F		6
256	<i>Pyrus calleryana</i> 'Chantacleer'	5.5	30	G	G		F		6
257	<i>Pyrus calleryana</i> 'Chantacleer'	4.5	10	P	F		P		5
258	<i>Pyrus calleryana</i> 'Chantacleer'	5	10	P	F		P		5
259	<i>Pyrus calleryana</i> 'Chantacleer'	7.5	30	P	F-P		P	Top Dead, prune out dead?	8
260	<i>Pyrus calleryana</i> 'Chantacleer'	7	30	G	F-P		P	EB	7
261	<i>Pyrus calleryana</i> 'Chantacleer'	7	35	G	F		F	Lean, EB	7

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
262	<i>Platanus x hispanica</i>	9.5	30	G	G		G		10
263	<i>Platanus x hispanica</i>	5	25	G	F		G	Lean, anthracnose	5
264	<i>Pyrus kawakamii</i>	19.5	10	F	F	1	F	3 stems, measured at ground level.	20
265	<i>Platanus x acerifolia</i>	9	30	G	G		G		9
266	<i>Prunus 'Krauter vesuvius'</i>	7.5	20	G	F-G		F	Lean	8
267	<i>Prunus 'Krauter vesuvius'</i>	7	15	P	F-P		P	Lean, sunscald	7
268	<i>Robinia pseudoacacia 'Purple Robe'</i>	6	25	F	F-G		F		6
269	<i>Robinia pseudoacacia 'Purple Robe'</i>	6.5	25	F-P	F-G		P	Branch dieback	7
270	<i>Robinia pseudoacacia 'Purple Robe'</i>	2.5	15	G	F		F	EB, structural prune	3
271	<i>Robinia pseudoacacia 'Purple Robe'</i>	6	30	F	F		F		6
272	<i>Robinia pseudoacacia 'Purple Robe'</i>	5.5	25	F-P	F-P		F-P	Top Dieback	6
273	<i>Robinia pseudoacacia 'Purple Robe'</i>	5	25	F	F		F	Basal wound	5
274	<i>Robinia pseudoacacia 'Purple Robe'</i>	7.5	30	F	F-P		P	EB, codominant	8
275	<i>Robinia pseudoacacia 'Purple Robe'</i>	3	15	G	F-P		F	Structural pruning	3
276	<i>Prunus 'Krauter vesuvius'</i>	8	20	G	F		F	EB	8

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
277	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	P	P		P	Lean, sunscald	7
278	<i>Pyrus calleryana 'Chantacleer'</i>	12	35	G	F		F	More extensive Fireblight	12
279	<i>Pyrus calleryana 'Chantacleer'</i>	7.5	20	G	F		F	Lean, EB	8
280	<i>Pyrus calleryana 'Chantacleer'</i>	13	35	G	F		F	EB	13
281	<i>Betula pendula</i>	10	30	F	F		F		10
282	<i>Pyrus calleryana 'Chantacleer'</i>	11.5	35	G	F		F	EB	12
283	<i>Pyrus calleryana 'Chantacleer'</i>	10	30	G	F		F	EB	10
284	<i>Prunus 'Krauter vesuvius'</i>	6	20	G	F		F	Lean, EB	6
285	<i>Prunus 'Krauter vesuvius'</i>	6	20	F-P	F-P		F-P	Lean, top dieback	6
286	<i>Prunus 'Krauter vesuvius'</i>	5	10	P	P		P	Lean, top dieback	5
287	<i>Prunus 'Krauter vesuvius'</i>	6	15	F	F		F	Lean	6
288	<i>Prunus 'Krauter vesuvius'</i>	6.5	20	F	F		F	Lean, EB	7
289	<i>Platanus x hispanica</i>	7	20	G	F		G	Lean, 4x4	7
290	<i>Platanus x hispanica</i>	6	20	F-P	F		F	top dieback, prune out dead	6
291	<i>Platanus x hispanica</i>	5.5	20	F-P	F		F	top dieback, prune out dead	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
292	<i>Platanus x hispanica</i>	7.5	30	G	G		G		8
293	<i>lagerstroemia indica x fauriei</i>	5.5	15	G	G		G		6
294	<i>lagerstroemia indica x fauriei</i>	4	15	G	G		G		4
295	<i>lagerstroemia indica x fauriei</i>	5	15	G	G		G		5
296	<i>lagerstroemia indica x fauriei</i>	4	15	G	G		G		4
297	<i>lagerstroemia indica x fauriei</i>	5.5	15	G	G		G		6
298	<i>Platanus x hispanica</i>	7	25	F	G		G	4x4	7
299	<i>Platanus x hispanica</i>	7.5	25	G	G		G	4x4	8
300	<i>Prunus 'Krauter vesuvius'</i>	7.5	15	F	F-P		F-P	Lean into roadway	8
301	<i>Prunus 'Krauter vesuvius'</i>	7	15	P	P		P	Lean, EB, top dieback, sunscald	7
302	<i>Prunus 'Krauter vesuvius'</i>	7	15	P	F-P		P	EB, top dieback, sunscald	7
303	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	P	F-P		P	EB, top dieback	7
304	<i>Prunus 'Krauter vesuvius'</i>	6	15	P	F		P	Lean, top dieback	6
305	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	F-P	F-P		P	Lean, EB, sunscald, dieback	7
306	<i>Platanus x hispanica</i>	5.5	20	F-P	F		P	4x4 dieback	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
307	<i>Platanus x hispanica</i>	6	20	P	F		P	4x4 dieback	6
308	<i>Platanus x hispanica</i>	5.5	25	F-P	F		P	4x4 dieback	6
309	<i>lagerstroemia indica x fauriei</i>	6	15	G	G		G		6
310	<i>lagerstroemia indica x fauriei</i>	4.5	15	F-D	G		G		5
311	<i>lagerstroemia indica x fauriei</i>	4	15	F-G	G		G		4
312	<i>lagerstroemia indica x fauriei</i>	5	15	F-G	G		G		5
313	<i>lagerstroemia indica x fauriei</i>	6	15	F-G	G		G		6
314	<i>Platanus x hispanica</i>	8	25	F-P	G		F	4x4	8
315	<i>Platanus x hispanica</i>	5.5	20	F-P	G		F	4x4	6
316	<i>Platanus x hispanica</i>	8	30	F-P	G		F	4x4	8
317	<i>Platanus x hispanica</i>	7	25	F	G		G	4x4	7
318	<i>Prunus 'Krauter vesuvius'</i>	8	15	G	F		F		8
319	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	G	F		F		7
320	<i>Prunus 'Krauter vesuvius'</i>	7	15	G	F		F	Lean, EB, bubbler at base	7
321	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F		F	Lean, EB	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
322	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F		F	EB	6
323	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F		F-P	Lean, EB, trunk wound	6
324	<i>Platanus x hispanica</i>	6	25	G	G		G	4x4	6
325	<i>Platanus x hispanica</i>	7	25	F	G		G	anthracnose, sycamore scale	7
326	<i>Platanus x hispanica</i>	6.5	25	F	G		G		7
327	<i>Platanus x hispanica</i>	6	25	F	G		G		6
328	<i>lagerstroemia indica x fauriei</i>	5.5	15	F	G		G	4' parkway	6
329	<i>lagerstroemia indica x fauriei</i>	4.5	15	F	G		G		5
330	<i>lagerstroemia indica x fauriei</i>	4	15	F	G		G		4
331	<i>lagerstroemia indica x fauriei</i>	4.5	15	F	G		G		5
332	<i>lagerstroemia indica x fauriei</i>	5	20	F	G		G		5
333	<i>Platanus x hispanica</i>	8	25	F	G		G	4X4	8
334	<i>Platanus x hispanica</i>	8	30	G	G		G		8
335	<i>Prunus 'Krauter vesuvius'</i>	6	15	G	F		F	Lean, sunscald	6
336	<i>Prunus 'Krauter vesuvius'</i>	6	15	F	F		F	dieback	6

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
337	<i>Prunus 'Krauter vesuvius'</i>	5	10	F-P	F		F-P	Sunscald ,top dieback	5
338	<i>Prunus 'Krauter vesuvius'</i>	6.5	15	F	F		F	sunscald	7
339	<i>Prunus 'Krauter vesuvius'</i>	7.5	15	F	F		F	Lean, sunscald	8
340	<i>Robinia pseudoacacia 'Purple Robe'</i>	6.5	25	F	P		F-P		7
341	<i>Robinia pseudoacacia 'Purple Robe'</i>	7	25	G	F		G		7
342	<i>Robinia pseudoacacia 'Purple Robe'</i>	2.5	10	G	F-G		G	Staked, needs structural pruning	3
343	<i>Robinia pseudoacacia 'Purple Robe'</i>	7	30	F-G	G		G		7
344	<i>Robinia pseudoacacia 'Purple Robe'</i>	2.5	15	G	F		G	Staked, needs structural pruning	3
345	<i>Robinia pseudoacacia 'Purple Robe'</i>	6	20	G	F		G		6
346	<i>Pyrus calleryana</i>	5.5	10	G	G		G	In way of security camera, fire blight	6
347	<i>Pyrus calleryana</i>	5.5	10	G	G		G	Fire blight	6
348	<i>Pyrus calleryana</i>	5	10	G	G		G	Codominant, Fire blight	5
349	<i>Pyrus calleryana</i>	5.5	10	G	G		G	Fire blight	6
350	<i>Pyrus calleryana</i>	5.5	10	G	G		G	Fire blight	6
351	<i>Platanus x hispanica</i>	4	10	F	G		G		4

Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
352	<i>Platanus x hispanica</i>	4	10	F-p	G		F	Lots of dead	4
353	<i>Platanus x hispanica</i>	2.5	10	G	G		G	Remove stake	3
354	<i>Platanus x hispanica</i>	2.5	10	P	F		F-p	Lots of dead	3
355	<i>Platanus x hispanica</i>	4	10	P	F		F-p	Settled, lots of dead	4
356	<i>Platanus x hispanica</i>	3.5	10	P	F		F-p	Settled, lots of dead	4
357	<i>Pyrus calleryana</i>	3	10	F	G		F-p	Fire blight!	3
358	<i>Pyrus calleryana</i>	3.5	10	F	G		F-p	Fire blight!	4
359	<i>Pyrus calleryana</i>	3.5	10	F	G		F-p	Fire blight!	4
360	<i>Pyrus calleryana</i>	3	10	F	G		F-p	Fire blight!	3
361	<i>Robinia pseudoacacia</i> 'Purple Robe'	7	15	P	P		P	Internal decay significant, dieback, cankers	7
362	<i>Pinus canariensis</i>	15.5	40	40	G	1	G		16
363	<i>Pinus halepensis</i>	20.5	35	F	F-P	1	F	Lean, One stem headed	21
364	<i>Pinus halepensis</i>	27 @ 2.5'	35	F	F	1	F	Unusual branching structure, pruning wounds	27
365	<i>Pinus halepensis</i>	21.5	35	F	F	1	F	One stem dead	22
366	<i>Pinus halepensis</i>	20.5	20	F	F	1	F-P	Over pruned	21

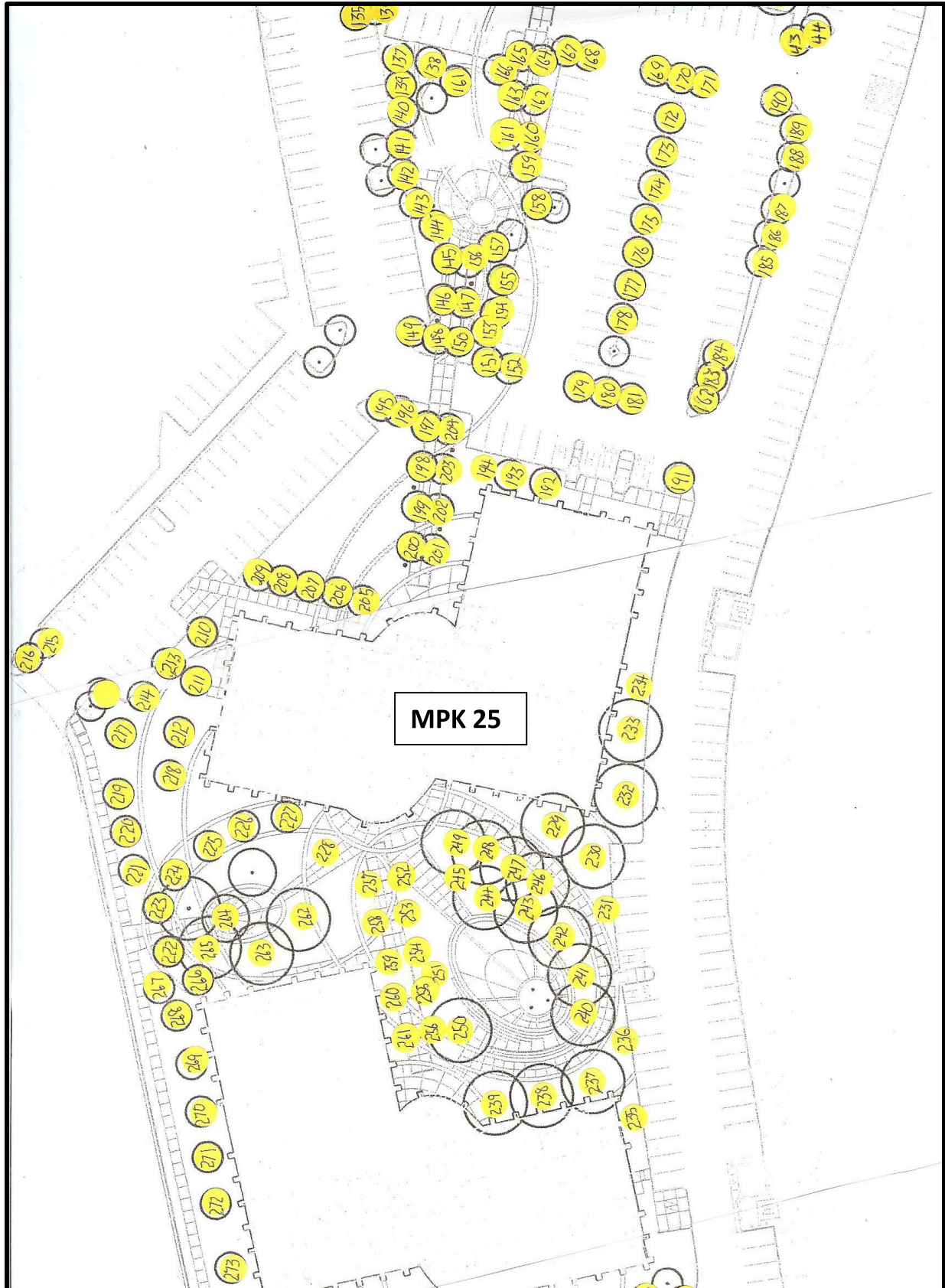
Tag #	Species	DBH	Height	Health	Structure	Heritage?	Suitability for Retention	Notes	RPZ
367	<i>Pinus halepensis</i>	22	35	G	G	1	G	Codominant	22
379	<i>Prunus 'Krauter vesuvius'</i>	6	20	F	P		P	Previously surveyed in Chilco St survey Tree # is from the Chilco St survey	6

12

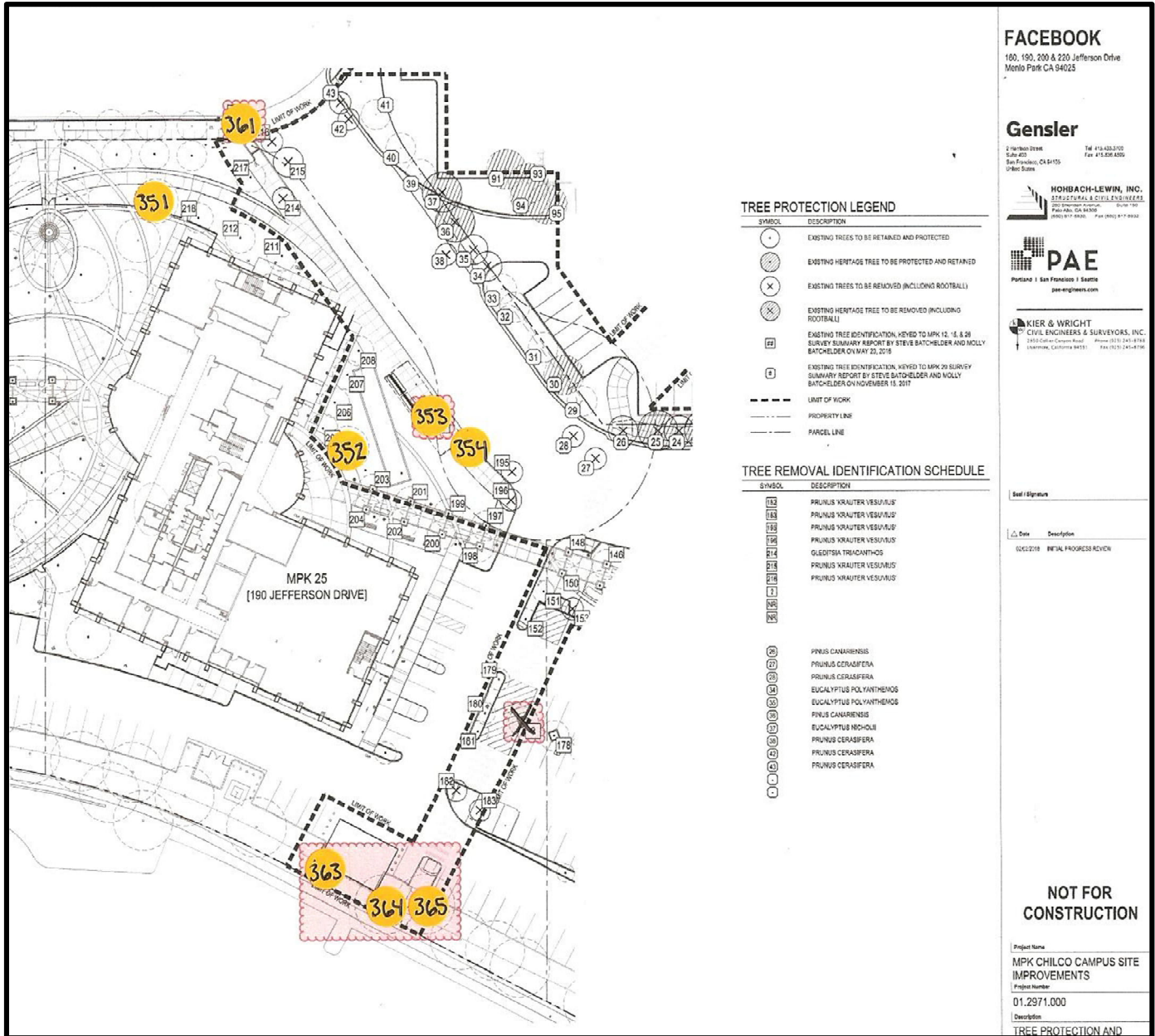


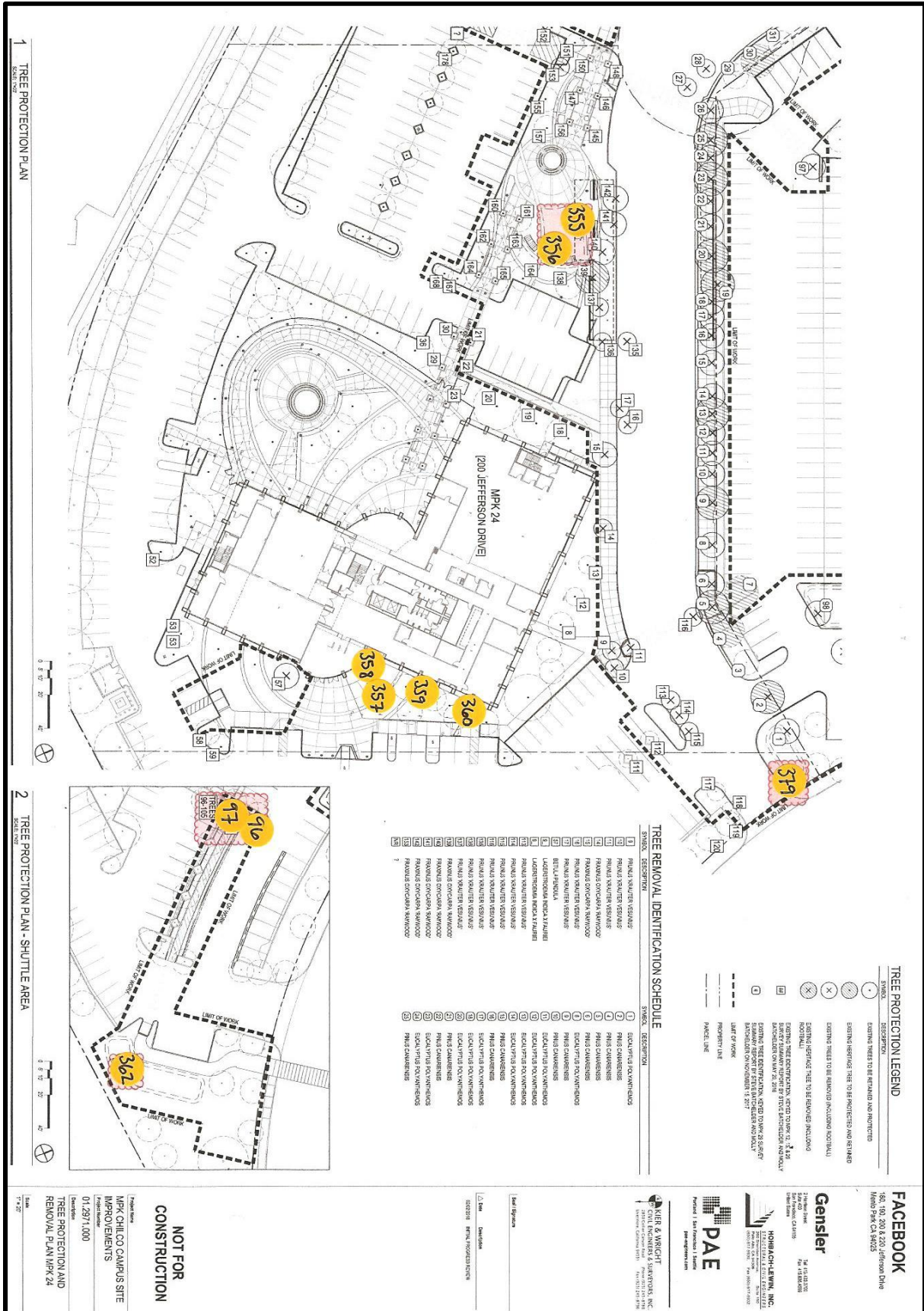
MPK 24

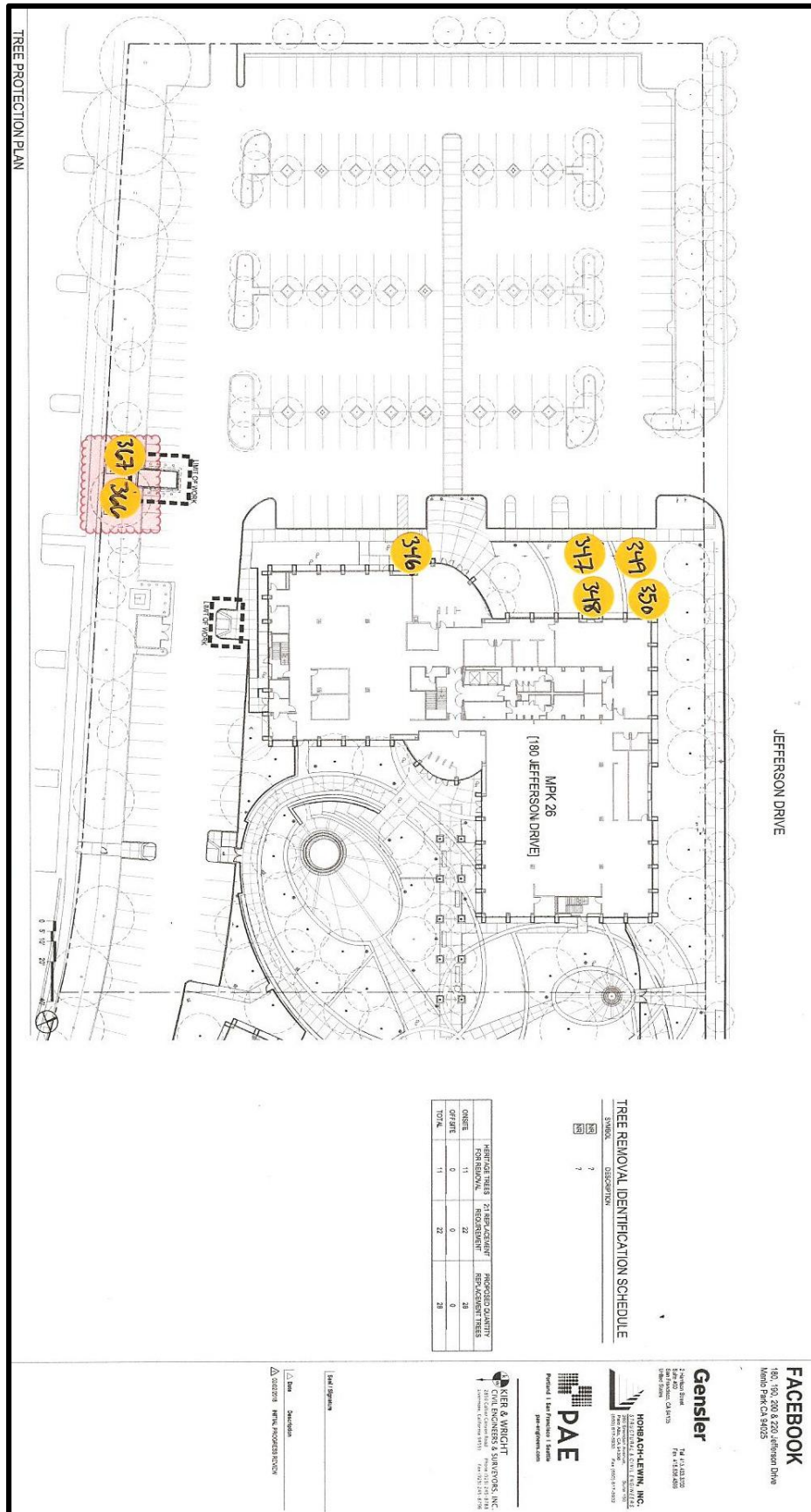












SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525

Phone: (510) 787-3075

Fax: (510) 787-3065

Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228

CUFC Certified Urban Forester #134

CA Contractor License #(C-27) 53367

E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A

ISA Tree Risk Assessment Qualified

E-mail: molly@sbcatree.com

Date: November 15, 2017

To: Lauren Swezey, Facebook

Project Site: MPK 29

Subject: Tree Survey

Assignment: Arborist was asked to survey all trees located within the MPK 29 project site.

Scope: Previously surveyed trees existing in cutouts on the MPK 24 side were not included. Only trees ≥ 12 feet in height were included in the survey. Multi-stemmed trees were measured below where stems divide.

Summary

Arborist tagged and surveyed 100 trees. *Eucalyptus nicholii* #82 has since been removed. Metal number tags were attached to trees which correspond to the tree survey data located in *Appendix 1*.

Heritage Trees – Forty-two (42) trees qualify as Heritage.

Suitability for Preservation –

- Fourteen (14) trees were given a Good suitability for retention rating and would be appropriate for preservation in a modified site. Most of these are Canary Island Pines (*Pinus canariensis*).
- Thirty-three (33) trees were given a Fair retention suitability rating. Those displaying marginal health can be considered for preservation when health mitigation proves beneficial.
- Fifty-two (52) trees were given Poor retention suitability ratings due to poor health and or structural conditions.

Table 1 – Table below provides a breakdown of species and comments on overall conditions.

	Species	Common Name	Total Amount	Heritage Tree	Overall Retention Suitability	Comments
1	<i>Betula pendula</i>	White Bark Birch	2	0	F	
2	<i>Eucalyptus nicholii</i>	Willow Leaf Peppermint	21	21	P	#71-80 will be removed as part of sidewalk installation; Removal permit applications have been submitted for #66 and 67. #82 has been removed.

	Species	Common Name	Total Amount	Heritage Tree	Overall Retention Suitability	Comments
3	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	24	7	P	Few trees are thriving. Most display significant dieback.
4	<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	8	6	P	Poor structures
5	<i>Myoporum laetum</i>	Myoporum	1	1	P	Thrips
6	<i>Pinus canariensis</i>	Canary Island Pine	18	7	G	Species doing well; Some mature valuable specimens that are worthy of preservation; A few have been poorly pruned (limbed up significantly)
7	<i>Prunus cerasifera</i>	Purple Plum	5	0	P	
8	<i>Robinia pseudoacacia</i> 'Purple Robe'	Purple Robe Locust	3	0	P	Species does not perform well in poor soil situations
9	<i>Tristaniopsis laurina</i>	Swamp Myrtle	17	0	F-P	Planted along west side of existing building.
		Totals:	99	42		

Table 2 – Table below provides a breakdown of trees requiring pruning mitigation, aerial inspection, or are recommended for potential early removal.

Tag	Species	Common Name	DBH	Health	Structure	Heritage	Suitability for Retention	Notes
69	<i>Eucalyptus nicholii</i>	Willow Peppermint	36.5	F	F	1	F	On Jefferson, EB, End Weight Reduction
70	<i>Eucalyptus nicholii</i>	Willow Peppermint	34	F-P	F	1	P	On Jefferson, Sparse foliage, Lean, Conk in upper scaffold branch requires inspection
73	<i>Eucalyptus nicholii</i>	Willow Peppermint	26	F-P	F-P	1	P	On Constitution, Two large dead branches, Remove dead wood
74	<i>Eucalyptus nicholii</i>	Willow Peppermint	33.5	F-P	P	1	P	On Constitution, 3 CDEB, Dieback on street side, Remove dead wood



Tag	Species	Common Name	DBH	Health	Structure	Heritage	Suitability for Retention	Notes
75	<i>Eucalyptus nicholii</i>	Willow Peppermint	15.5	P	F	1	P	On Constitution, Lean, Remove dead wood
76	<i>Eucalyptus nicholii</i>	Willow Peppermint	33	P	P	1	P	On Constitution, Top dead, Fungal conk, Remove dead wood, Investigate cavity, Potential removal
78	<i>Eucalyptus nicholii</i>	Willow Peppermint	30	P	P	1	P	On Constitution, Sparse foliage, Dead limbs, Hollowness when sounded, Potential removal
79	<i>Eucalyptus nicholii</i>	Willow Peppermint	35	F	P	1	P	On Constitution, Included bark limb over parking lot requires End Weight Reduction
80	<i>Eucalyptus nicholii</i>	Willow Peppermint	23	P	P	1	P	On Constitution, Dieback, Large wounds, Lean, Potential removal
81	<i>Eucalyptus nicholii</i>	Willow Peppermint	27.5	F	F	1	F	In parking lot, End Weight Reduction on heavy limb
83	<i>Eucalyptus nicholii</i>	Willow Peppermint	24.5	F-P	F	1	P	In parking lot, Top dead, Remove dead wood
84	<i>Eucalyptus nicholii</i>	Willow Peppermint	34.5	P	P	1	P	On Jefferson, Recent branch failure. In serious decline. Potential removal

End

Report submitted by:



Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
Tree Risk Assessment Qualified (TRAQ)

Appendix info:

1. Tree Survey Data
2. Tree Location Map



COLUMN HEADING DESCRIPTIONS

Tag# - Indicates the number tag attached to tree

Species - Scientific name

Common Name - Vernacular name

DBH - Diameter measured in inches at 4.5 feet above soil grade, unless otherwise indicated

Height - In feet

Health -Tree Health: E is Excellent, G is Good, F is Fair, P is Poor, D is Dead or Dying

Structure- Tree Structural Safety: E is Excellent, G is Good, F is Fair, P is Poor, H is Hazardous

Heritage? - Attaining City of Menlo Park Heritage Tree Status: Y is Yes, N is No

RPZ - Tree Root Protection Zone - A radial distance from the tree base that is to be fenced off from all construction activities. If grading, trenching, or any other construction related activities are to occur within this protected area, all activities are strictly controlled by Project Arborist.

Suitability for Retention - Based on Tree Condition: G is Good, F is Fair, P is Poor

Notes - See below

Embedded Bark (EB) - AKA Included Bark, this is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.

Codominant (CD) - A situation where a tree has two or more stems which are of equal diameter and relative amounts of leaf area. Trees with codominant primary scaffolding stems are inherently weaker than stems, which are of unequal diameter and size.

Codominant w/ Embedded Bark (CDEB) - When bark is embedded between codominant stems, failure potential is very high and pruning to mitigate the defect is recommended.

Multi (Multi) - Multiple trunks/stems emanate from below breast height (4.5' above soil grade).

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
1	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	8.5	P	F		9	P	Dieback, lean
2	<i>Pinus canariensis</i>	Canary Island Pine	19	G	G	1	19	G	Bulging kink in trunk from old pruning wound?
3	<i>Pinus canariensis</i>	Canary Island Pine	14.5	G	F		15	F	Limbed up excessively, Large pruning wounds
4	<i>Pinus canariensis</i>	Canary Island Pine	16	G	G	1	16	G	Lean
5	<i>Pinus canariensis</i>	Canary Island Pine	16	G	G	1	16	G	Nice tree

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
6	<i>Pinus canariensis</i>	Canary Island Pine	14	F-g	G		14	G	Off color
7	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	20	F-p	F	1	20	P	Sparse, lean
8	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	7.5	P	P		8	P	Dieback, failure to thrive
9	<i>Pinus canariensis</i>	Canary Island Pine	16	G	F	1	16	F	Lean, limbed up excessively
10	<i>Pinus canariensis</i>	Canary Island Pine	13.5	G	G		14	G	
11	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	12.5	P	P		13	P	Too dead
12	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	12	F	F		12	F	Significant lean
13	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	18	F	F	1	18	F	Significant lean, Kink in trunk, Sparse foliage
14	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	8.5	F	P		9	P	Large rip out
15	<i>Pinus canariensis</i>	Canary Island Pine	11	G	F		11	F	Excessively limbed up
16	<i>Pinus canariensis</i>	Canary Island Pine	13	G	G		13	G	
17	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	8	F	F		8	F	Sparse
18	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	11	F	F		11	F	Sparse
19	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	32.5 @ 6"	G	F	1	33	G	Multi, bark inclusion, nice tree, healthier than the other Eucs
20	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	15	P	F	1	15	P	Sparse
21	<i>Pinus canariensis</i>	Canary Island Pine	14.5	G	F		15	F	Excessively limbed up
22	<i>Pinus canariensis</i>	Canary Island Pine	12.5	G	G		13	G	

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
23	<i>Eucalyptus polyanthemus</i>	Canary Island Pine	19	F-p	F	1	19	P	Large pruning wounds, sparse, lean
24	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	13.5	F-p	F		14	P	Large pruning wounds, sparse, lean
25	<i>Pinus canariensis</i>	Canary Island Pine	16	G	G	1	16	G	Curve in trunk, nice tree
26	<i>Pinus canariensis</i>	Canary Island Pine	13.5	G	G		14	G	
27	<i>Prunus cersifera</i>	Purple Plum	5	P	P		5	P	Lean
28	<i>Prunus cersifera</i>	Purple Plum	5	P-d	P		5	P	Lean, almost dead
29	<i>Pinus canariensis</i>	Canary Island Pine	12 @ base	G	F-p		12	F	One stem removed
30	<i>Pinus canariensis</i>	Canary Island Pine	18.5	G	G	1	19	G	Nice tree, a little off color
31	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	7	F	F-p		7	P	Sparse
32	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	13	P	F		13	P	Dieback, lean
33	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	11.5	F-p	F		12	P	Dieback, lean
34	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	4	P	P		4	P	Disfunctional root system
35	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	13.5	F	F		14	F	Sparse, lean
36	<i>Pinus canariensis</i>	Canary Island Pine	15.5	G	F-p	1	16	P	Large pruning wounds, excessively limbed up
37	<i>Eucalyptus nicholii</i>	Willow Leaf Peppermint	19	F-p	P	1	19	P	Cdeb
38	<i>Prunus cersifera</i>	Purple Plum	4	P-d	P		4	P	Dieback, lean
39	<i>Pinus canariensis</i>	Canary Island Pine	12	G	G		12	G	

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
40	<i>Pinus canariensis</i>	Canary Island Pine	12	G	G		12	G	
41	<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum	12.5	F-p	F		13	P	Sparse, lean
42	<i>Prunus cersifera</i>	Purple Plum	5	F	P		5	P	Lean, included bark
43	<i>Prunus cersifera</i>	Purple Plum	5.5	F	P		6	P	Included bark
44	<i>Robinia pseudoacacia</i> 'Purple Robe'	Purple Robe Locust	6	F	F		6	F	
45	<i>Robinia pseudoacacia</i> 'Purple Robe'	Purple Robe Locust	6	F	F		6	F	
46	<i>Robinia pseudoacacia</i> 'Purple Robe'	Purple Robe Locust	6	F	F		6	F	
47	<i>Myoporum laetum</i>	Myoporum	18	F-p	F-p	1	18	P	Breakout, thrips
48	<i>Betula pendula</i>	White Bark Birch	4	F	G		4	F	Surface roots, herbicide
49	<i>Betula pendula</i>	White Bark Birch	9	F	G		9	F	Surface roots, herbicide
50	<i>Tristaniopsis laurina</i>	Swamp Myrtle	6	F	F		6	F	Lean
51	<i>Tristaniopsis laurina</i>	Swamp Myrtle	6	F	F		6	F	Lean, Codominant
52	<i>Tristaniopsis laurina</i>	Swamp Myrtle	8.5 @ 3'	F	F		9	F	Codominant, large pruning wounds
53	<i>Tristaniopsis laurina</i>	Swamp Myrtle	6.5	F	F		7	F	Codominant
54	<i>Tristaniopsis laurina</i>	Swamp Myrtle	6.5	F	F		7	F	Codominant
55	<i>Tristaniopsis laurina</i>	Swamp Myrtle	4.5	F	F		5	F	Codominant

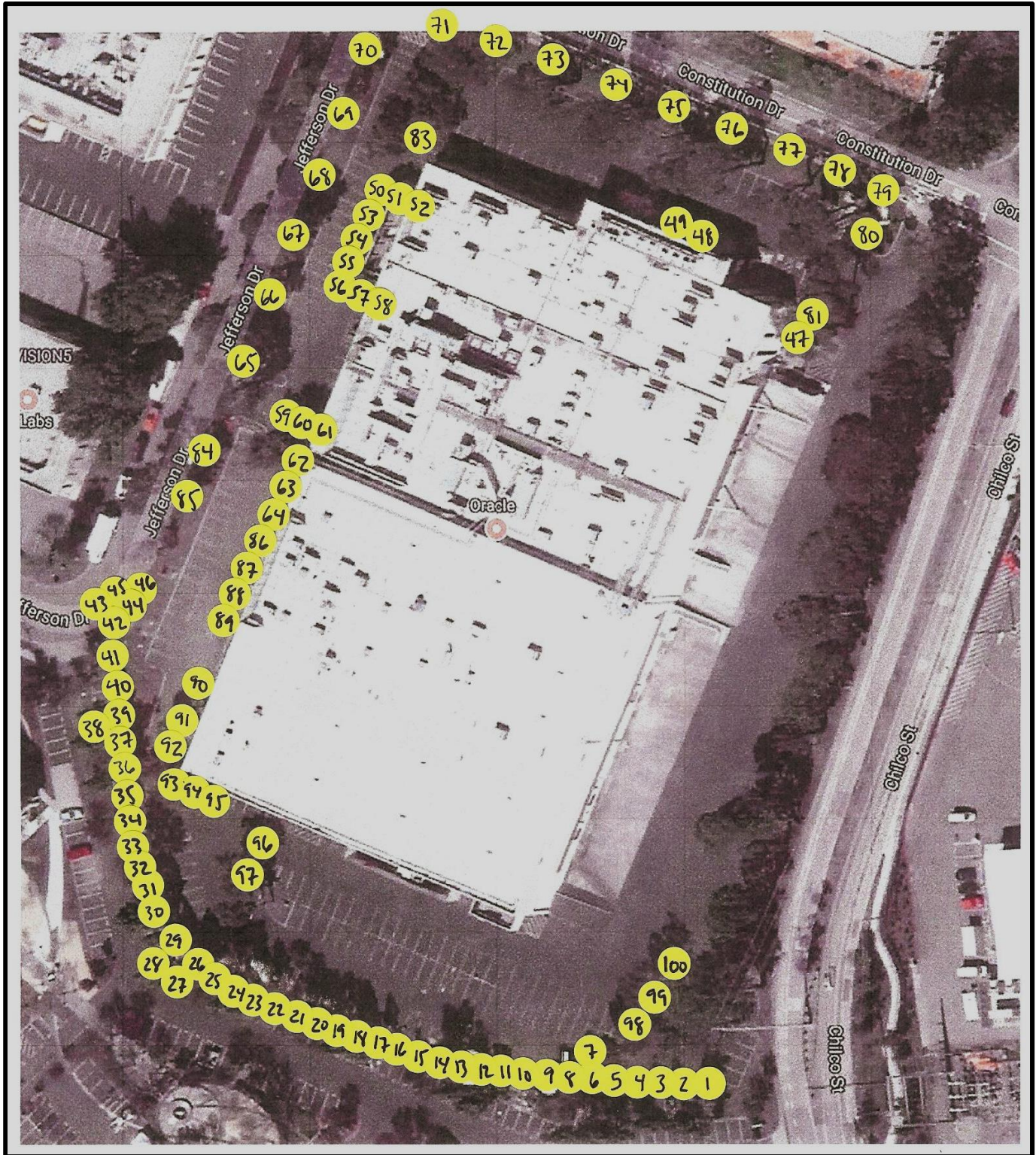
Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
56	<i>Tristaniopsis laurina</i>	Swamp Myrtle	5.5	F	F		6	F	Codominant
57	<i>Tristaniopsis laurina</i>	Swamp Myrtle	5	F	F		5	F	Lean
58	<i>Tristaniopsis laurina</i>	Swamp Myrtle	5	F	F		5	F	Lean
59	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	48 @ gl	G	F-p	1	48	F	Lean, included bark, one stem removed
60	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	13	G	F		13	F	Lean
61	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	29 @ 2'	G	P	1	29	P	Cdeb, large stem removed
62	<i>Tristaniopsis laurina</i>	Swamp Myrtle	11 @ gl	F	F		11	F	Circling root
63	<i>Tristaniopsis laurina</i>	Swamp Myrtle	8.5 @ gl	F	F		9	F	
64	<i>Tristaniopsis laurina</i>	Swamp Myrtle	9 @ gl	P	F		9	P	Dieback
65	<i>Eucalyptus nicholii</i>	Willow Peppermint	33.5	F	F-P	1	34	P	On Jefferson, Prior included bark breakout, EWR already accomplished on heavy limb
66	<i>Eucalyptus nicholii</i>	Willow Peppermint	34	F	P	1	34	P	On Jefferson, Large EB breakout, EB in upper scaffold, Removal permit
67	<i>Eucalyptus nicholii</i>	Willow Peppermint	20.5	P-D	P-H	1	21	P	On Jefferson, Almost dead, Lean towards structure. Tensile root decay.
68	<i>Eucalyptus nicholii</i>	Willow Peppermint	33.5	G	G	1	34	G	On Jefferson, Best tree of them all
69	<i>Eucalyptus nicholii</i>	Willow Peppermint	36.5	F	F	1	37	F	On Jefferson, EB, EWR
70	<i>Eucalyptus nicholii</i>	Willow Peppermint	34	F-P	F	1	34	P	On Jefferson, Sparse foliage, Lean, Conk in upper scaffold branch requires inspection

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
71	<i>Eucalyptus nicholii</i>	Willow Peppermint	38.5	F-P	F	1	39	P	On Constitution, Sparse foliage, Codominant
72	<i>Eucalyptus nicholii</i>	Willow Peppermint	33	F	F	1	33	F	On Constitution, Codominant
73	<i>Eucalyptus nicholii</i>	Willow Peppermint	26	F-P	F-P	1	26	P	On Constitution, Two large dead branches, Remove dead wood
74	<i>Eucalyptus nicholii</i>	Willow Peppermint	33.5	F-P	P	1	34	P	On Constitution, 3 CDEB, Dieback on street side, Remove dead wood
75	<i>Eucalyptus nicholii</i>	Willow Peppermint	15.5	P	F	1	16	P	On Constitution, Lean, Remove dead wood
76	<i>Eucalyptus nicholii</i>	Willow Peppermint	33	P	P	1	33	P	On Constitution, Top dead, Remove dead wood, Fungal conk, Investigate cavity, Potential removal
77	<i>Eucalyptus nicholii</i>	Willow Peppermint	28.5	F	F-P	1	29	P	On Constitution, Crossing branches
78	<i>Eucalyptus nicholii</i>	Willow Peppermint	30	P	P	1	30	P	On Constitution, Sparse foliage, Dead limbs, Hollowness when sounded, Potential removal
79	<i>Eucalyptus nicholii</i>	Willow Peppermint	35	F	P	1	35	P	On Constitution, EB over parking lot requires EWR
80	<i>Eucalyptus nicholii</i>	Willow Peppermint	23	P	P	1	23	P	On Constitution, Dieback, Large wounds, Lean, Potential removal
81	<i>Eucalyptus nicholii</i>	Willow Peppermint	27.5	F	F	1	28	F	In parking lot, EWR on heavy limb

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
82	<i>Eucalyptus nicholii</i>	Willow Peppermint	29.5	-	-	-	30	-	Removed
83	<i>Eucalyptus nicholii</i>	Willow Peppermint	24.5	F-P	F	1	25	P	In parking lot, Top dead, Remove dead wood
84	<i>Eucalyptus nicholii</i>	Willow Peppermint	34.5	P	P	1	35	P	On Jefferson, Recent branch failure. In serious decline.
85	<i>Eucalyptus nicholii</i>	Willow Peppermint	21	F	F	1	21	F	
86	<i>Tristaniopsis laurina</i>	Swamp Myrtle	10 @ gl	P	F		10	P	Dieback
87	<i>Tristaniopsis laurina</i>	Swamp Myrtle	9 @ gl	P	F		9	P	Dieback
88	<i>Tristaniopsis laurina</i>	Swamp Myrtle	10.5 @ gl	P	F		11	P	Dieback
89	<i>Tristaniopsis laurina</i>	Swamp Myrtle	8 @ gl	P	F		8	P	Dieback
90	<i>Tristaniopsis laurina</i>	Swamp Myrtle	6 @ 30"	F-p	F		6	P	Sparse
91	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	26 @ gl	G	F-p	1	26	P	Lean, included bark
92	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	10	G	F-p		10	P	Lean, included bark
93	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	19 @ 12	G	P	1	19	P	Cdeb, eb
94	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	24 @ gl	G	F-p	1	24	P	Codominant, large pruning wounds
95	<i>Melaleuca quinquinervia</i>	Broad-leaved Paperbark	29 @ 12"	G	P	1	29	P	Cdeb, eb, blackness on bark
96	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	18	F	P	1	18	P	Lean, tip dieback, horizontal crack in trunk at bend
97	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	14.5	F-p	P		15	P	Horizons cracks in trunk
98	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	14.5	F	F-g		15	F	Dieback
99	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	14.5	F-p	F		15	P	Dieback

Tag	Species	Common Name	DBH	Health	Structure	Heritage	RPZ	Suitability for Retention	Notes
100	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	16.5	P	P	1	17	P	Dieback, rip out

42





STAFF REPORT

Planning Commission

Meeting Date: 10/22/2018

Staff Report Number: 18-089-PC

Regular Business: Architectural Control/Kenson Ventures, LLC/725 Oak Grove Avenue

Recommendation

Staff recommends that the Planning Commission approve the architectural control request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue. The recommended actions are included as Attachment A.

Policy Issues

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

Background

Site location

The subject property is located at 725 Oak Grove Avenue in the downtown neighborhood. The subject property is a corner lot with frontages on Oak Grove Avenue and Chestnut Street. Using Oak Grove Avenue in the north-south orientation, the subject property is located at the northeast corner of the Oak Grove Avenue and Chestnut Street intersection. The subject property, along with much of the nearby neighborhood, is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The property consists of a one-story, non-medical office building, originally built in 1959. Within the SP-ECR/D zoning district, the subject property is located in the Downtown (D) district and the Downtown/Station Area Retail/Mixed Use (DSARMU) land use designation. A location map is included as Attachment B.

Analysis

Project description

The applicant is requesting exterior modifications to comprehensively update the existing façades and storefront windows of the office building. The interior walls would be demolished and the open-air central courtyard would be replaced with a 231 square foot addition to the first level. A 1,487 square foot addition would also create a new mezzanine level. 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 maximum permitted base floor area ratio (FAR) for the D district is 2.0, but for office uses in the DSARMU land use designation, the development is limited to no greater than one half the base FAR, or 1.0. With a lot size of 7,586 square feet, a FAR of 2.0 would allow a maximum development of 15,172 square feet, and a FAR of 1.0 would allow a maximum office square footage of 7,586 square feet. The proposed non-medical office building would comply with the 1.0 FAR limit with a total square footage of 7,586 proposed. The proposed building would also comply with the 38-foot maximum allowed height and would adhere to the facade height limit of 30 feet with a total height of 26 feet.

The proposed building would be updated to be compliant with the majority of the Specific Plan standards and guidelines including the commercial ground floor transparency and major and minor building modulation requirements. However, due to the project being a remodel instead of new construction there are a few exceptions. The Specific Plan does not provide guidance on how to apply the standards and guidelines relative to an addition/alteration project, and examples in the Specific Plan are all of new multi-story structures. The exceptions to Specific Plan standards include the building setbacks and commercial ground floor height. The D district has a zero foot minimum and maximum setback requirement along front and street facing side lot lines, but the existing building walls have a one foot, six inch setback on Oak Grove Avenue and a one foot, eight inch setback on Chestnut Street. These exterior structural walls would be retained, including the posts and headers, so the proposed wall location would not change. The Specific Plan also requires a commercial ground floor minimum height of 15 feet. The existing building is one story with a ground floor height of 11 feet, four inches. The proposal would retain the existing roof except for where the mezzanine level is proposed and the existing ground floor height would remain approximately the same.

The applicant proposes to retain an existing trash enclosure and utility structure along the east property line in an ingress, egress easement for the benefit of the property located at 1170 Chestnut Street. The subject property owner is currently coordinating with the property owner at 1170 Chestnut Street to amend the easement; however, since the easement has not been amended a condition of approval (condition 4b) has been added to the project that requires the easement to be amended and recorded or the structures to be relocated out of the easement area. In the case that the easement is not amended, the applicant has provided a plan indicating how the trash and utilities would be accommodated within the building.

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 Program and Concept

The project would alter an existing 5,868 square foot office building with small office space units to create a large open floor plan office layout and add a mezzanine level with a large two-story volume above the first-floor office. While the proposed mezzanine addition would only be 1,487 square feet based on how gross floor area (GFA) is calculated, the addition would appear larger from the building exterior because of

this proposed two-story double height area. The total revised office space would be 7,586 square feet, which would be the maximum allowed per the Specific Plan for office use.

The proposal would maintain the existing structural wall (post and headers) and roof framing around the perimeter of the existing structure (refer to drawings on sheets A3.1 and A3.60). The façade appearance, wall surfaces, roof edge treatment, and glazing would be entirely new. The mezzanine level would appear as a large glazed volume set back from the perimeter of the existing building. The main building entry would be centered on Chestnut Street and set back from the front façade with a small plaza space. The proposal would retain the existing sidewalk zone along both streets and the narrow planting strip along the building wall.

Architectural Character

The building would have a contemporary design with metal and glass finishes softened by a mix of wall and soffit materials such as horizontal stained wood siding and smooth finish stucco. Distinctive to the design would be the massing, which expresses a low, rectangular, stucco and wood clad base wall with a parapet wall. The mezzanine level would be a lighter and taller glazed volume with a deep overhang centered and set back from the first floor façade. The symmetrical positioning of the upper floor on Chestnut Street façade punctuated by the major modulation for the recessed entry accentuate the formality of the composition.

The façade elements would be all rectilinear but display variation in fenestration patterns and material to break down the scale of the lower and upper façade and to differentiate the two level's architectural treatment. The roof edges on both floors would emphasize the horizontal line of the building. On the first floor, the relatively low stucco wall would have a parapet wall and be a consistent 12-foot height. The upper roof would have a four and a half foot deep horizontal overhang with a metal channel fascia and wood board soffit over a glass floor-to-ceiling curtain wall.

The horizontal forms of the building would be interrupted in one place by the entry façade which would be set back about 12 feet from the street at the entry plaza. Here there would be a two level glazed façade with vertical metal fins extending four feet above the horizontal roof edge. The entry façade would be a strong vertical counterpoint to the otherwise horizontal façade treatment.

Lastly, the sun shading devices, particularly along Chestnut Street would be strong design features that would also have practical benefits. The deep second floor overhang and the entry canopy would also reduce direct sun onto the second floor and entry glazing. Where the eave would not shade westerly sun or lower sun angles during winter months, a perforated metal screen along the second floor glazing on the Chestnut Street elevation would help moderate the sun's impact on the interior. At the lower floor, the trellis canopies and the street trees would provide some shade for the windows.

Materials and Detailing

The proposed facade and roof overhang surfaces would be balanced in material between relatively equal amounts of wood, glass, metal, and stucco. They would be balanced in color between light (white stucco), natural (stained wood siding and soffits), and dark (metal trim and window frame) colors. This can be seen on the materials board along with the renderings on sheets G0.0 and G0.5 and the material images on

sheet G0.4.

The stucco would be integrally colored white cement plaster with a smooth finish. The wood siding would be medium depth horizontal boards with a smooth finish in a medium brown stain color. Metal channels at eaves, sunshade canopies, metal window frames and trim would be black or dark bronze. Light fixtures would be small and white to contrast with the wood and match the stucco. Glazing would be clear glass with minimal tint and the vertical metal solar fins would be white. A perforated metal screen is proposed along select portions of the second level glazing. The specific pattern is to be determined at the building permit stage. There would also be a weathered steel planter along the right interior side of the building.

The detailing would be crisp and modern as expressed on the renderings and enlarged wall section detail on A3.60. Overall, the detailing would fit well with the materials and the modern design treatment of the facades and roof edges.

Parking and circulation

The proposed building would also comply with the Specific Plan parking requirements. The subject site is located in the downtown shared and unbundled parking area which indicates that the parking for the first 1.0 FAR of the building is covered by the public parking plazas. Since the proposed building does not exceed 1.0 FAR, no on-site parking is required. Neither the existing building nor the proposed building include parking on-site. Two new visitor bicycle parking stalls are proposed in the street furnishings zone between the sidewalk and Chestnut Street near the main building entry. The Engineering Division has reviewed and approved the proposed short-term bike parking location within the right-of-way. A bicycle storage room is also provided inside the office space for occupants and accessed from the secondary entry door on Oak Grove Avenue.

Trees and landscaping

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

The arborist report identified three heritage street trees, a 19-inch American sweetgum (Tree 3) and a 28-inch American sweetgum (Tree 2) located along Oak Grove Avenue, and a 20" Southern magnolia (Tree 1), located along Chestnut Street. To prevent potential construction impacts to the street trees, the arborist report provides tree protection measures that include tree protection fencing, wrapping all trunks, and requiring all pruning to be done by a certified arborist or certified tree worker. All recommendations identified in the arborist report shall be implemented and ensured as part of condition 3e.

As part of the project, new landscaping would be provided by low plants in the planting strip along the perimeter of the building. A storm water filtration planter would also be provided at the east (ingress, egress easement) side of the structure as well as two new street trees along Chestnut Street.

Correspondence

Staff has not received any items of correspondence on the proposed project. The applicant indicates that he spoke with neighbors and received favorable responses.

Conclusion

Staff believes that the scale, materials, and proposed design would be compatible with the existing office development and surrounding buildings. The proposed design elements would update the building's façades and overall design. Staff believes that the proposal would produce a visually refined piece of contemporary architecture that relates in scale and materials to the surrounding buildings. The proposed design's form and massing as seen from the street would create a clean, contemporary expression of rectangular elements with strongly defined edges in varied materials. Materials, finishes and colors would add additional architectural interest to the building. The proposed project is a cohesive aesthetic update and would comply with relevant El Camino Real/Downtown Specific Plan design standards and guidelines. 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 Specific Plan process included detailed review of projected environmental impacts through a program-level 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.

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 725 Oak Grove 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 H. 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 I. Full compliance with the MMRP would be ensured through condition 4a. No new impacts have been identified and no new mitigation measures are required for the proposed project. Mitigations include but are not limited to construction-related best practices regarding air quality and noise, payment of transportation-impact-related fees (condition 4f), and implementation of a Transportation Demand Management (TDM) program (Attachment J).

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. Specific Plan Standards and Guidelines Compliance Worksheet
- G. Arborist Report
- H. EIR Conformance Checklist
- I. Mitigation, Monitoring, and Reporting Program (MMRP)
- J. 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:

Kyle Perata, Acting Principal Planner

725 Oak Grove Avenue – Attachment A: Recommended Actions

LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, 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 H). b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment I), which is approved as part of this finding. c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 1,718 square feet of commercial 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. 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 Brick, Inc., consisting of 29 plan sheets, dated received October 9, 2018, and approved by the Planning Commission on October 22, 2018, 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, California Water Company, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project. 			

725 Oak Grove Avenue – Attachment A: Recommended Actions

LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ul style="list-style-type: none"> 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. 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. e. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report prepared by David Babby, dated August 17, 2018. f. Prior to building permit issuance, Applicant shall submit a heritage street tree preservation plan, detailing the location of and methods for all tree protection measures. A heritage tree permit will be required to remove any heritage trees. g. 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 and shall be connected to the on-site water system. h. Prior to building permit issuance, the Applicant shall submit all applicable engineering plans for Engineering review and approval. The plans shall include, but is not limited to: <ul style="list-style-type: none"> a. Existing Topography (NAVD 88') b. Demolition Plan c. Site Plan d. Construction Parking Plan e. Grading and Drainage Plan f. Stormwater Control Plan g. Utility Plan h. Erosion Control Plan i. Planting and Irrigation Plan j. Off-site Improvement Plan k. Construction Details l. Joint Trench Plan <p>The Applicant shall agree to furnish any additional engineering services or plans as required by the Engineering Division not mentioned herein.</p>			

725 Oak Grove Avenue – Attachment A: Recommended Actions

LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ul style="list-style-type: none"> i. Prior to building permit issuance, Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction. j. Prior to building permit issuance, 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. k. Prior to building permit issuance, 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. l. 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. m. Prior to building permit issuance, the Applicant shall submit a finalized version of the Stormwater Control Plan, which shall provide stormwater treatment for the project site pursuant to the latest regulations specified in the San Mateo County C.3 Technical Guidance Manual. The Stormwater Control Plan shall include a written report identify existing and proposed project conditions, and all applicable source controls, and mitigation measures (i.e. bioretention areas, flow through planters, etc.) implemented to meet NPDES compliance. 			

725 Oak Grove Avenue – Attachment A: Recommended Actions

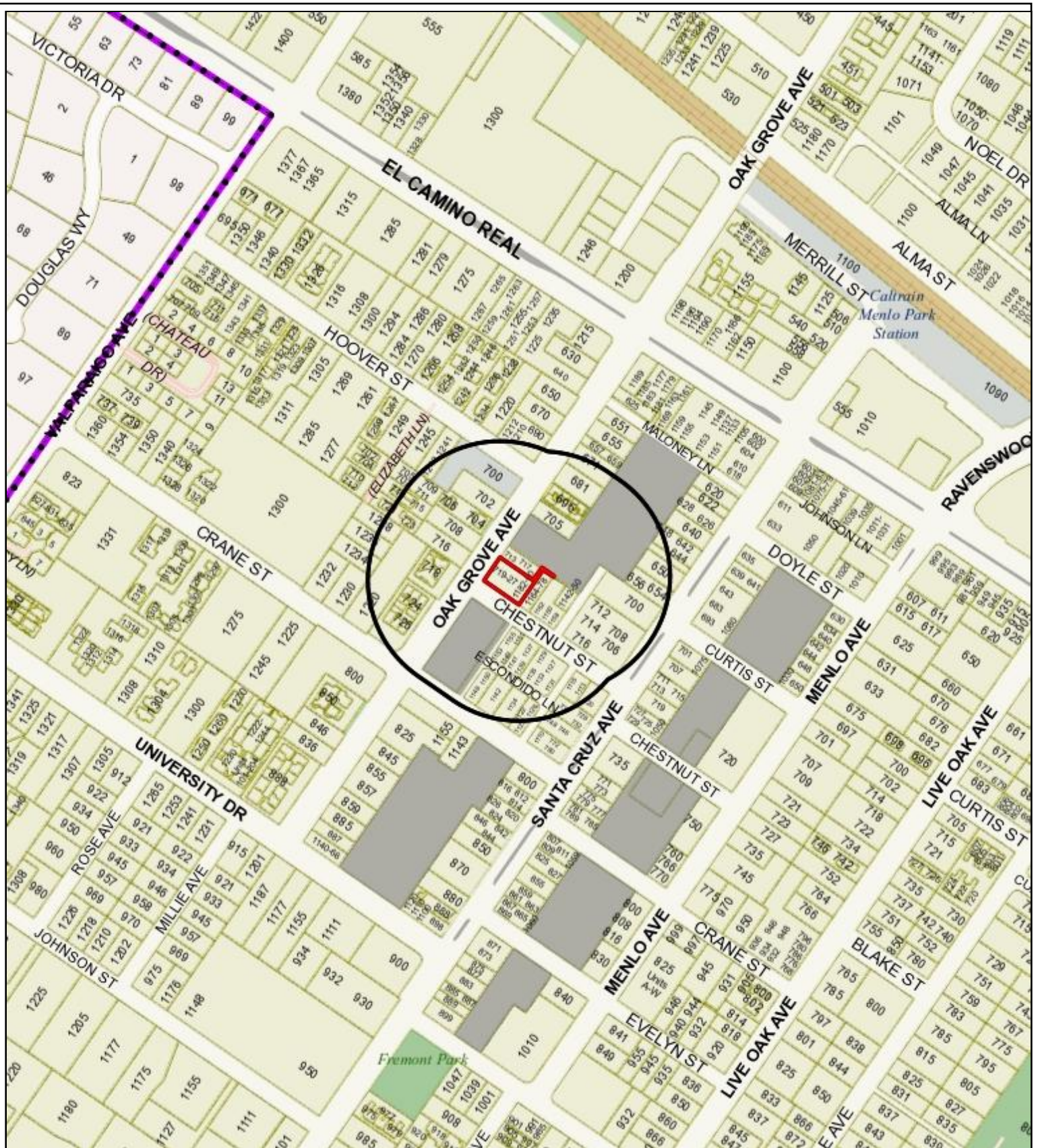
LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ul style="list-style-type: none"> n. 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. o. Prior to building permit issuance, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. p. The City will evaluate the condition of asphalt paving on Oak Grove Avenue and Chestnut Street, following construction and prior to final occupancy of buildings. If necessary, the City will require a grind and overlay of damaged pavement along the project frontage. All existing striping, markings, and legends shall be replaced in kind, or as approved by the City and Caltrans. q. All agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office. r. Prior to building permit issuance, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades. The plan shall include construction phasing and anticipated method of traffic handling for each phase. s. 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. t. All public right-of-way improvements, including frontage improvements shall be completed to the satisfaction of the Engineering Division prior to building permit final inspection. u. 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. v. 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. w. Prior to building permit issuance, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule. <p>4. Approve the architectural control subject to the following project-specific conditions:</p>			

725 Oak Grove Avenue – Attachment A: Recommended Actions

LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</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 I). Failure to meet these requirements may result in delays to the building permit issuance, stop work orders during construction, and/or fines. b. Prior to issuance of the building permit the Applicant shall amend the ingress, egress easement to allow the existing trash and utility structures to remain and a proposed storm water filtration planter. In the case that the easement is not amended, the trash and utilities would need to be accommodated within the building. The revised easement is subject to the review and approval of the Planning Division and City Attorney, and shall be recorded with the County of San Mateo. Documentation of recordation shall be submitted prior to building permit issuance. c. 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, bike racks, and planting strips if any. Agreement shall be recorded prior to final occupancy. d. Prior to issuance of each building permit the Applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058. e. Prior to 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 \$1,941.34 (\$1.13 x 1,718 net new square feet). f. 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: <ul style="list-style-type: none"> a. The TIF is estimated to be \$8,246.40. The fee was calculated as follows: (\$4.80/s.f. x 1,718 new s.f. office). 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. b. 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 \$393.06 per PM peak hour vehicle trip, with a credit for the existing trips. The proposed project is estimated to generate 23 PM peak hour trips, so the 			

725 Oak Grove Avenue – Attachment A: Recommended Actions

LOCATION: 725 Oak Grove Avenue	PROJECT NUMBER: PLN2018-00075	APPLICANT: Brick, Inc.	OWNER: Kenson Ventures LLC
PROPOSAL: Request to perform interior and exterior modifications, including the addition of a mezzanine level to an existing one-story commercial building located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed exterior changes would include replacement of the existing siding with cement plaster and wood siding, reconfiguration of the main entry, new storefront windows and doors, and two new street trees along Oak Grove Avenue.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <p style="padding-left: 40px;">supplemental TIF is estimated to be \$9,040.38. Payment is due before a building permit is issued and the supplemental TIF will be updated annually on July 1st along with the TIF.</p> <p>g. As part of the building permit submittal, the plans shall include frontage improvements as shown on sheet C-2 of Improvement Plans dated 10/9/2018 prepared by Aliquot Associates, Inc. (Job No. 218098) include but not limited to:</p> <ul style="list-style-type: none"> a. Lateral connections to overhead electric, fiber optic, and communication lines shall be placed in a joint trench. b. Overhead communication lines shall be placed underground along Chestnut Street frontage. c. Existing sidewalk shall be removed and replaced along the entire project frontages per approved project plans. d. Any frontage improvements which are damaged as a result of construction shall be replaced. e. ADA compliant wheelchair ramp at corner of Oak Grove Drive and Chestnut Street shall be upgraded. f. Two 24" box street trees shall be planted along Chestnut Street frontage. 			



City of Menlo Park
 Location Map
 725 Oak Grove Avenue



725 Oak Grove – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING PROJECT	ZONING ORDINANCE
Lot area	7,586 sf	7,586 sf	n/a sf min.
Setbacks			
Oak Grove Avenue	1 ft.	1 ft.	0 ft. min./max.
Chestnut Street	1.6 ft.	1.6 ft.	0 ft. min./max.
Side (East)	6 ft.	6 ft.	0 ft. min./max.
Side (North)	0 ft.	0 ft.	0 ft. min./max.
FAR (Floor Area Ratio)	7,586 sf 100 %	5,868 sf 77 %	15,172 sf max. 200 % max.
Office FAR*	7,586 sf 100 %	5,868 sf 77 %	7,586 sf max. 100 % max.
Square footage by floor	6,099 sf/1 st floor 1,487 sf/mezzanine	5,868 sf/1st floor	
Square footage of building	7,586 sf	5,868 sf	
Open Space	n/a sf n/a %	n/a sf n/a %	n/a sf max. n/a % max.
Building height	26 ft.	11.3 ft.	38 ft. max.
Parking**	0 spaces	0 spaces	0 spaces
Note: Areas shown highlighted indicate a nonconforming or substandard situation.			

Trees	Heritage trees***	3	Non-Heritage trees	1	New Trees****	2
	Heritage trees proposed for removal	0	Non-Heritage trees proposed for removal	0	Total Number of Trees	6

* The maximum permitted base floor area ratio (FAR) for the ECR D sub-district is 2.0, but for office uses in the DSARMU land use designation, the development is limited to no greater than one half the base FAR, or 1.0.

** The parking for the first 1.0 FAR is covered by the public parking plazas.

*** All heritage trees are street trees along Oak Grove Avenue.

**** Proposed new street trees on Chestnut Street.

725 OAK GROVE DEVELOPMENT APPLICATION

brick

Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are provided for the sole benefit of the client of Brick Architecture and Interiors, Inc., and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.



ARCHITECT
brick architecture and interiors
10001 1/8 street suite 1
emeryville, ca 94608
510.426.6767

CLIENT
Korovin Ventures, LLC
10001 1/8 street, suite 1
Emeryville, CA 94608

10/02/18 planning resolution 2
08/31/18 planning resolution
05/29/18 planning resolution
02/21/18 planning resolution
02/02/18 CIVIL EXAMINATION
REV DATE REASON

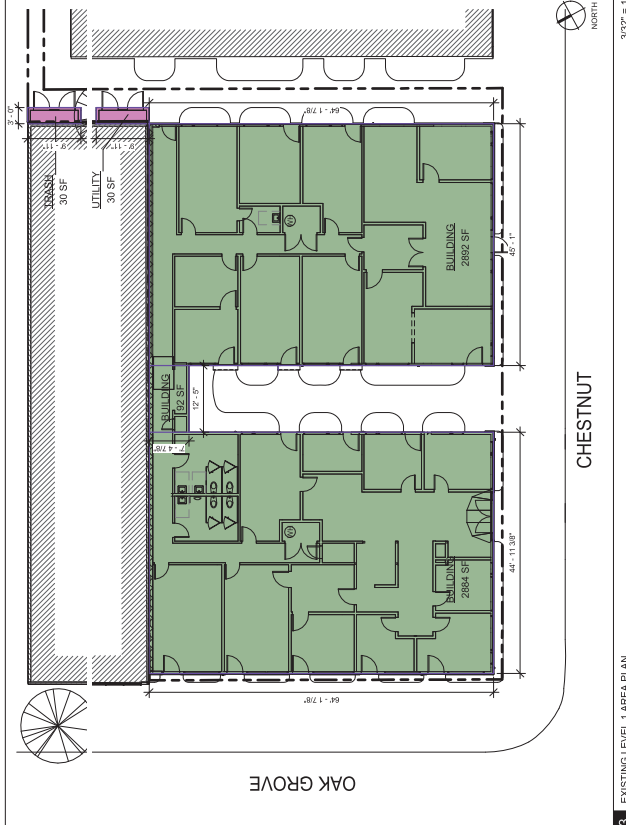
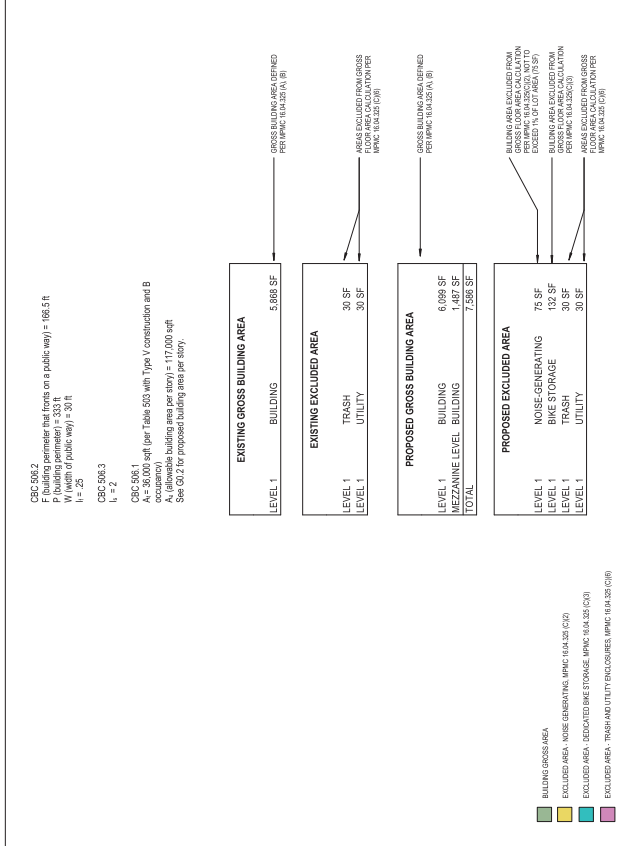


725 oak
grove

emeryville, ca
project number: 17-159

made in model
date: 10.02.2018

SD
COVER



Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are rendered for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, reused, copied or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

10/03/18 planning residential 2
 10/31/18 planning residential
 02/27/18 planning residential
 02/10/18 planning residential
 02/10/18 planning residential
 rev date issue

725 oak grove
 memo park, ca
 project number: 17-159

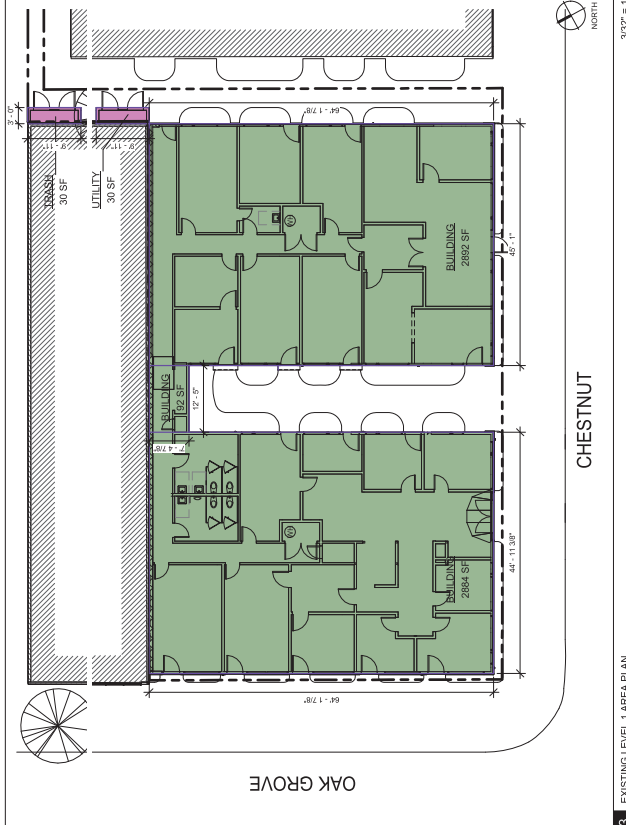
made in wood
 date: 10/03/2018
 SD
 SQUARE
 FOOTAGE
 CALCULATION
 PLANS
G0.2

CSC 596.2
 Building perimeter (width on a public way) = 195.5 ft
 Building perimeter (width on private way) = 333.9 ft
 W (width of public way) = 39 ft
 I₁ = .25
 CSC 596.3
 I₁ = 2

CSC 596.1
 A₁ = 36,000 sqft (per Table 503 with Type V construction and B occupancy)
 Occupancy building area per story = 117,000 sqft
 See G0.2 for proposed building area per story.

EXISTING GROSS BUILDING AREA	
LEVEL 1	BUILDING 5,888 SF
GROSS BUILDING AREA DEFINED PER MPIC 16.4K.30 (A 1)	
EXISTING EXCLUDED AREA	
LEVEL 1	TRASH 30 SF
LEVEL 1	UTILITY 30 SF
AREAS EXCLUDED FROM GROSS FLOOR AREA CALCULATION PER MPIC 16.4K.30 (A)	
PROPOSED GROSS BUILDING AREA	
LEVEL 1	BUILDING 6,099 SF
MEZZANINE LEVEL	BUILDING 1,487 SF
TOTAL	7,586 SF
GROSS BUILDING AREA DEFINED PER MPIC 16.4K.30 (A 1)	
PROPOSED EXCLUDED AREA	
LEVEL 1	NOISE GENERATING 75 SF
LEVEL 1	BIKE STORAGE 132 SF
LEVEL 1	TRASH 30 SF
LEVEL 1	UTILITY 30 SF
BUILDING AREA EXCLUDED FROM GROSS FLOOR AREA CALCULATION PER MPIC 16.4K.30 (A 1)	
AREAS EXCLUDED FROM GROSS FLOOR AREA CALCULATION PER MPIC 16.4K.30 (A)	

■ BUILDING GROSS AREA
■ EXCLUDED AREA - NOISE GENERATING MPIC 16.4K.30 (C)(2)
■ EXCLUDED AREA - DEDICATED BIKE STORAGE MPIC 16.4K.30 (C)(3)
■ EXCLUDED AREA - TRASH-HARD UTILITY ENCLOSURES MPIC 16.4K.30 (C)(8)

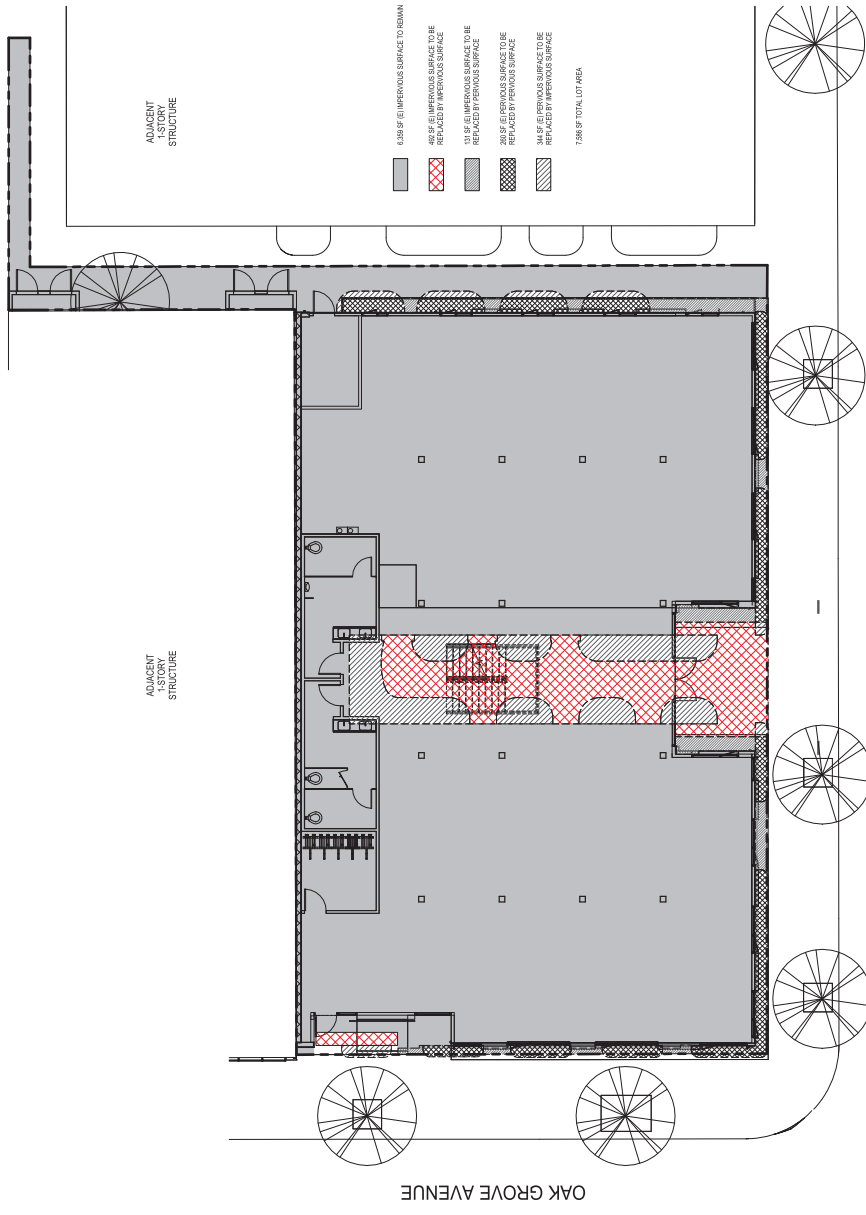


Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are rendered for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, reused, copied or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

10/03/18 planning residential 2
 10/31/18 planning residential
 02/27/18 planning residential
 02/10/18 planning residential
 02/10/18 planning residential
 rev date issue

725 oak grove
 memo park, ca
 project number: 17-159

made in wood
 date: 10/03/2018
 SD
 SQUARE
 FOOTAGE
 CALCULATION
 PLANS
G0.2



ARCHITECT
brick architecture and interiors
1000 11th street suite 1
emeryville, ca 94608
510.431.6100

CLIENT
Koranyi Ventures, LLC
1000 11th Street, Suite 200
Emeryville, CA 94608
Phil Aho, CA 8300

0100318 planning resolution 2
0031118 planning resolution
0020118 planning resolution
0020118 planning resolution
0101118 planning resolution
rev date issue



725 oak grove

memo park, ca
project number: 17-159

made in model
date: 10.09.2018

SD
IMPERVIOUS AREA PLAN

G0.3

1 LEVEL_1

1/8" = 1'-0"

ARCHITECT
 brick llc - clemens suite 1
 1000016, ca 94508
 925.416.1200

CLIENT
 Kopyov Ventures, LLC
 1000016, ca 94508
 925.416.1200



10/03/18 planning meeting 2
 08/31/18 planning meeting
 08/29/18 planning meeting
 08/29/18 planning meeting
 08/29/18 planning meeting
 rev date issue



725 oak
 grove

meteo park, ca
 project number: 17-159

made in wood
 date: 10.03.2018

SD
 MATERIALS
 BOARD

G0.4



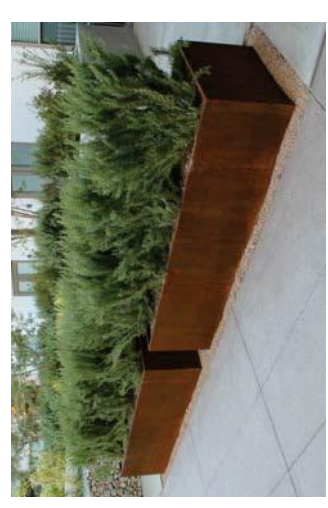
DARK ALUMINUM METAL CHANNEL FASCIA



PERFORATED METAL SCREEN (PATTERN TBD)



DARK ALUMINUM FIN



WEATHERED STEEL PLANTERS



SOLAR FINS



BRONZE MULLIONS



METAL FRAME AND CLEAR GLASS
 GLAZING AND MULLIONS



WOOD OVERHANG



WOOD ACCENT SIDING

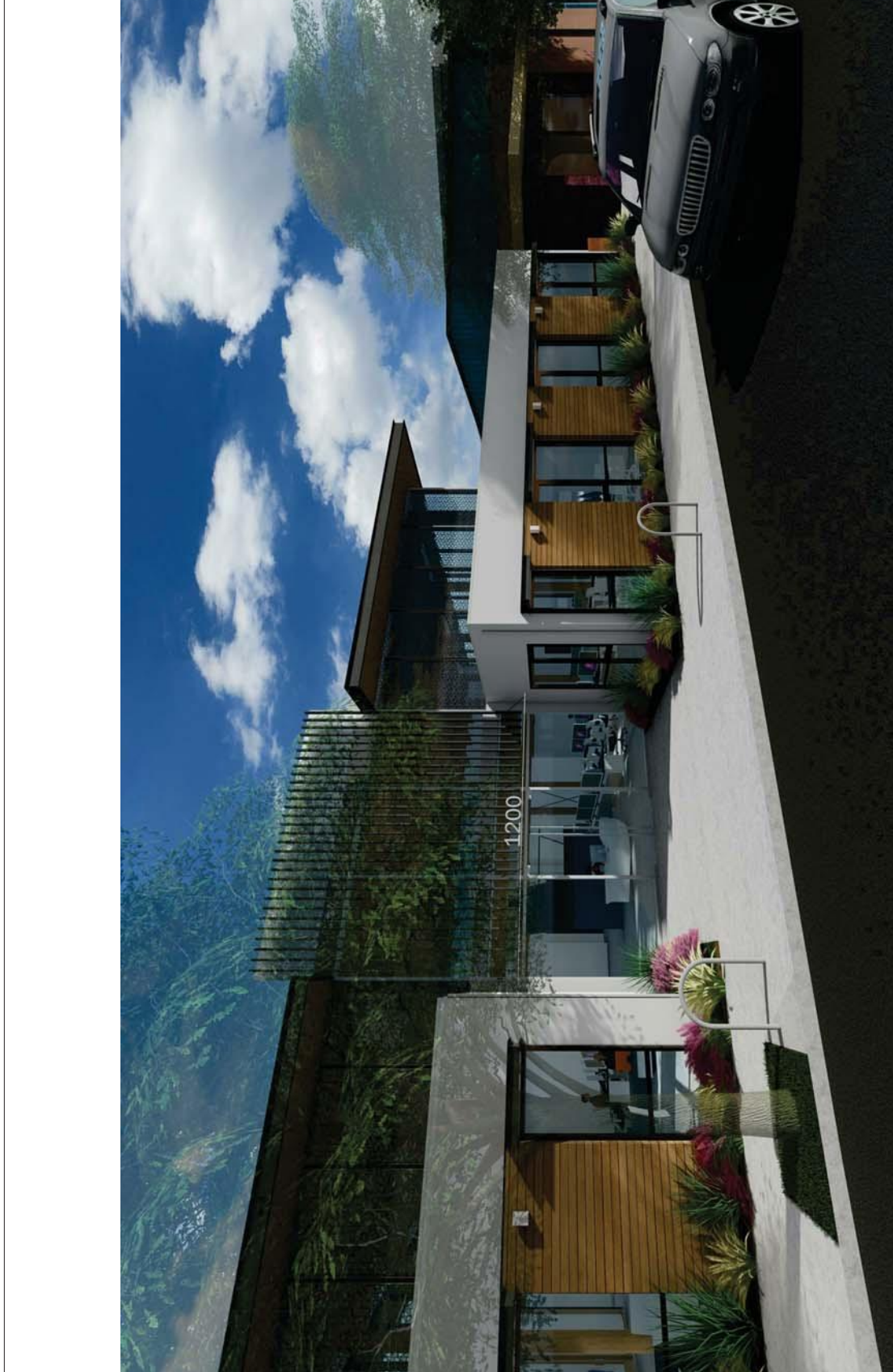


WHITE CEMENT PLASTER

CEMENT PLASTER

METAL

WOOD



Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are intended for the sole benefit of the client of Brick Architecture and Interiors, Inc., and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

ARCHITECT
 brick architecture & interiors
 10000 Wilshire Blvd, Suite 1000
 Beverly Hills, CA 90210
 310.461.1000

CLIENT
 Korman Ventures, LLC
 10000 Wilshire Blvd, Suite 1000
 Beverly Hills, CA 90210
 310.461.1000



10/02/18 planning resolution 2
 08/27/18 planning resolution
 08/29/18 planning resolution
 08/29/18 planning resolution
 08/29/18 CIVIL submittal
 rev date issue



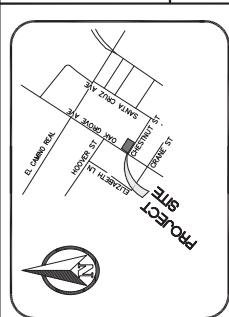
725 oak grove
 memo park, CA
 project number: 17-159

made in model
 date: 10/02/2018

SD
ENTRY
PERSPECTIVE
VIEW

G0.5

No.	BY	DATE	REVISIONS

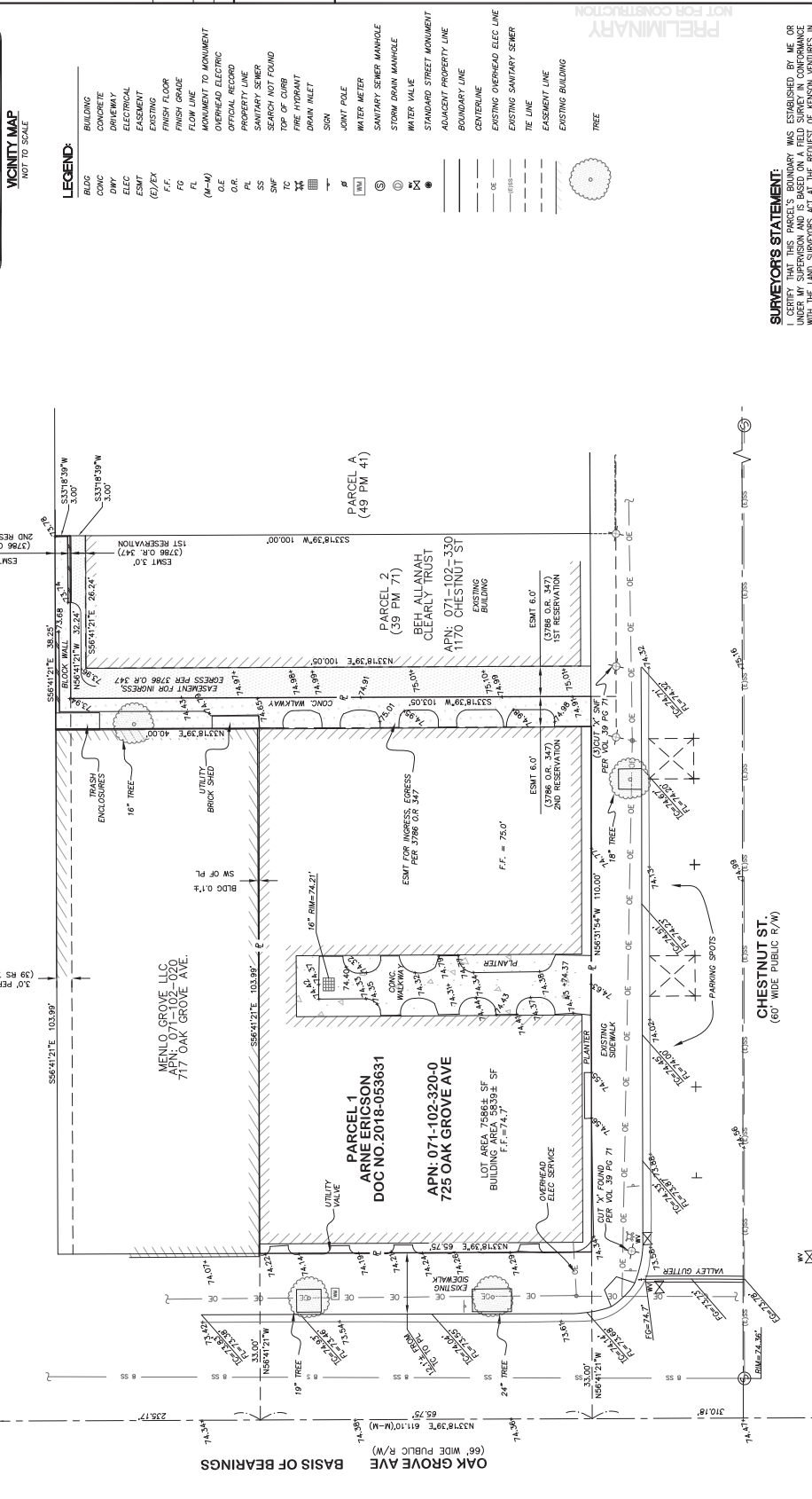


BENCH-MARK:
 THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF MENLO PARK BENCHMARK, UTM10, DESCRIBED AS A BRASS MONUMENT, 1.5 METERS HIGH, SET AT THE NORTHWEST CORNER OF THE INTERSECTION OF EL CAMINO REAL AND SANTA CRUZ AVENUE.
 ELEV = 73.85 FEET (NAD 88 DATUM)

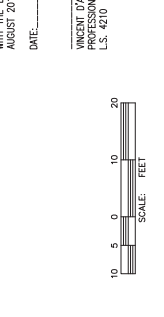
BASIS OF BEARINGS:
 THE BEARINGS OF NORTH 33°30'00" EAST ALONG THE MONUMENT LINE OF OAK GROVE AVE AS SHOWN UPON THAT CERTAIN MAP ENTITLED "SURVEY OF 725 OAK GROVE AVENUE AND ADJACENT PROPERTY" PASSED TO SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

UTILITY NOTE:
 THE UTILITY LINES SHOWN ON THIS DRAWING ARE DERIVED FROM SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS DRAWING ARE THE RESPONSIBILITY OF THE FIELD BY THE CONTRACTOR PRIOR TO ANY EXCAVATION.

REFERENCES:
 RECORD OF SURVEY - (VOL. 39 PG 71)



SURVEYOR'S STATEMENT:
 I, VINCENT D'ALO, A PROFESSIONAL LAND SURVEYOR, WAS ESTABLISHED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE LAND SURVEYORS ACT AT THE REQUEST OF MENLO PARK VENTURES IN AUGUST 2018.
 DATE: _____
 VINCENT D'ALO
 PROFESSIONAL LAND SURVEYOR
 L.S. 4210





No.	BY	DATE	REVISIONS

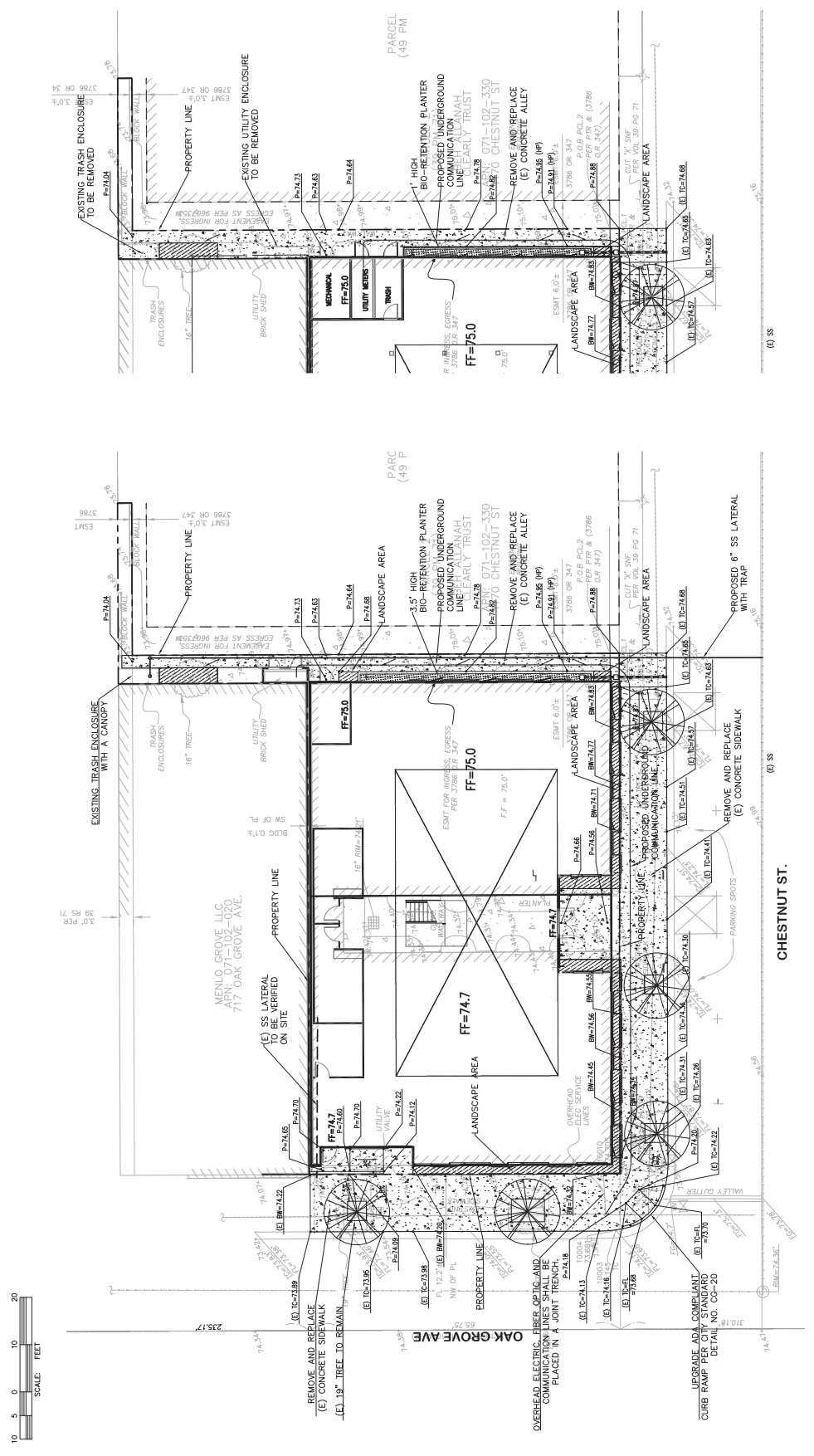


ALTERNATIVE 1
 PRELIMINARY GRADING AND UTILITY PLAN
 725 OAK GROVE AVENUE
 APN: 071-102-320-0
 SAN MATEO COUNTY
 CALIFORNIA

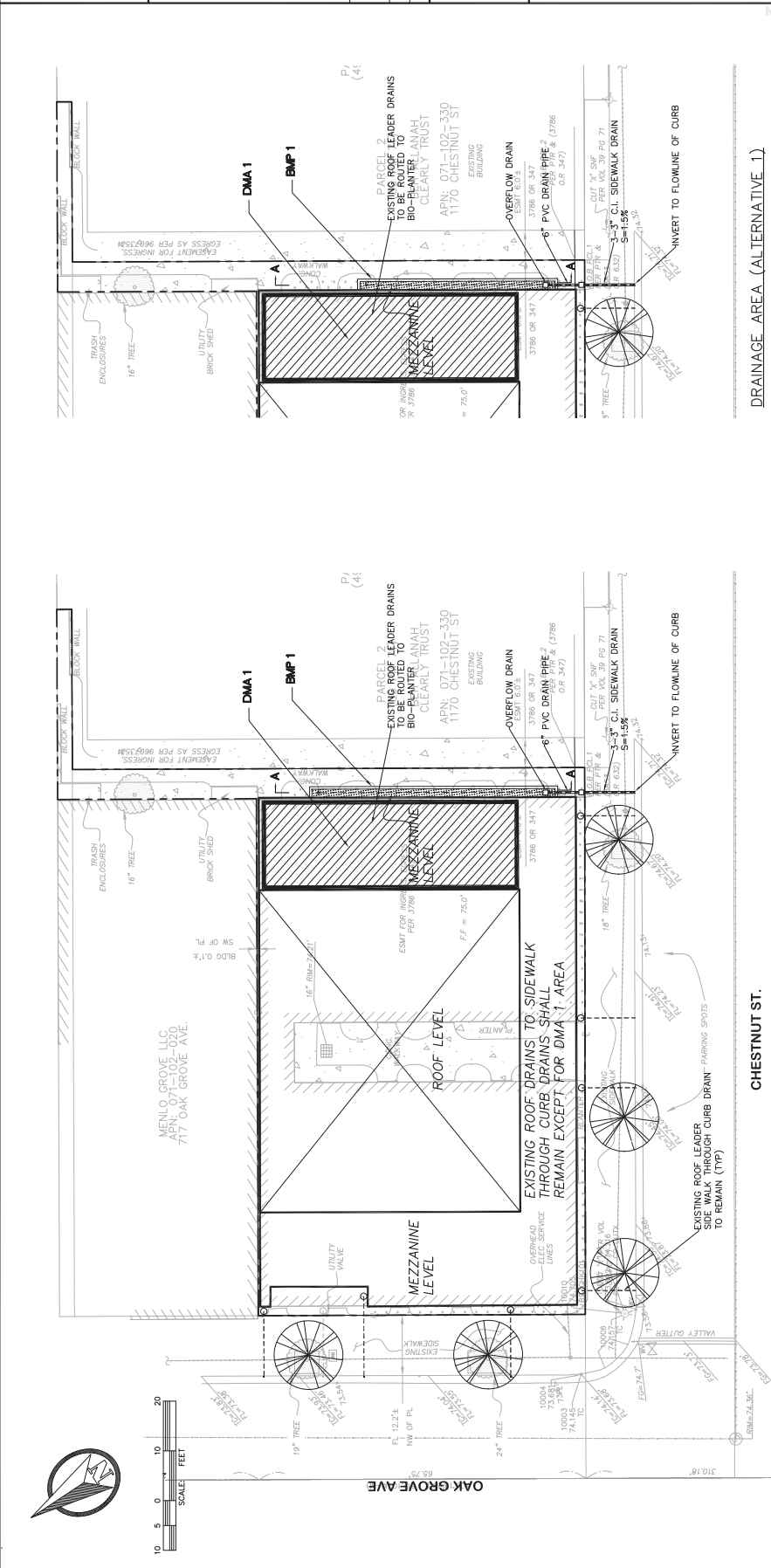
JOB NO 217098	DATE 10/09/2018	DESIGN KC	APPROVED RCM
DRAWING NUMBER			

C-2
 2 OF 3

- NOTES:
- EXISTING WATER SERVICE AND UNDERGROUND POWER LINE TO REMAIN IN PLACE.



NO.	BY	DATE	REVISIONS

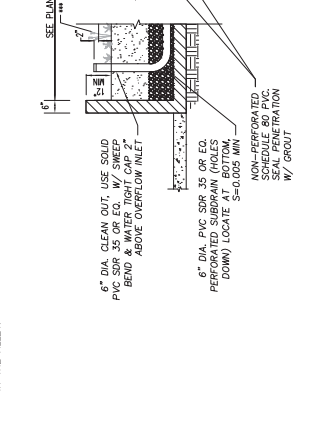
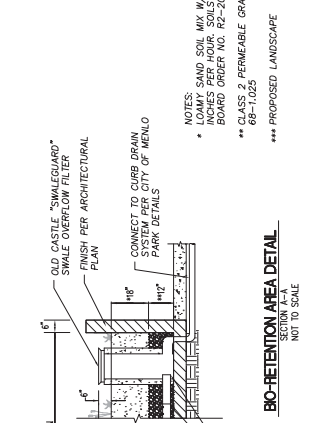
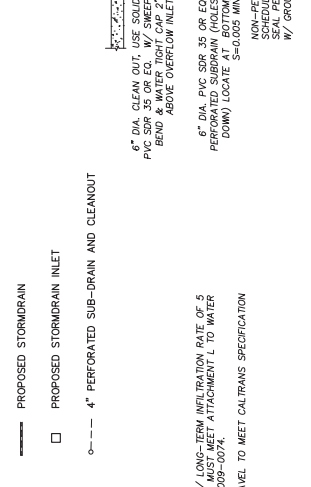
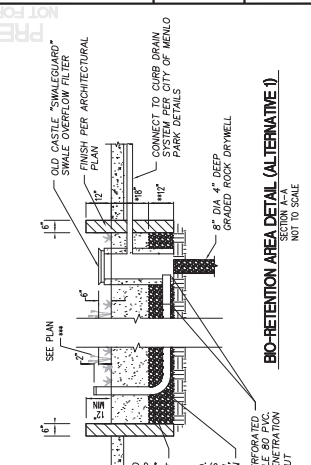


DRAINAGE AREA (ALTERNATIVE 1)

BMP NAME/DMA NAME	TOTAL DMA (SF)	RUNOFF FACTOR	MIN BMP SIZE (SF)	MIN BMP PROPOSED BMP SIZE (SF)
BMP-1 DMA-1	871	1.0	0.04	35
BMP-1	871	1.0	0.04	61

ALTERNATIVE 1

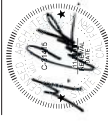
BMP NAME/DMA NAME	TOTAL DMA (SF)	RUNOFF FACTOR	MIN BMP SIZE (SF)	MIN BMP PROPOSED BMP SIZE (SF)
BMP-1 DMA-1	871	1.0	0.04	35
BMP-1	871	1.0	0.04	76



ARCHITECT
 brick architecture and interiors
 10001/18 street suite 1
 emeryville, ca 94608
 510.426.6767

CLIENT
 Kopyov Ventures, LLC
 17001/18
 17001/18
 Philadelphia, CA 94001

10001/18 planning residential 2
 08031/18 planning residential
 02021/18 planning residential
 02021/18 planning residential
 02112/18 CIVIL
 rev. date issue



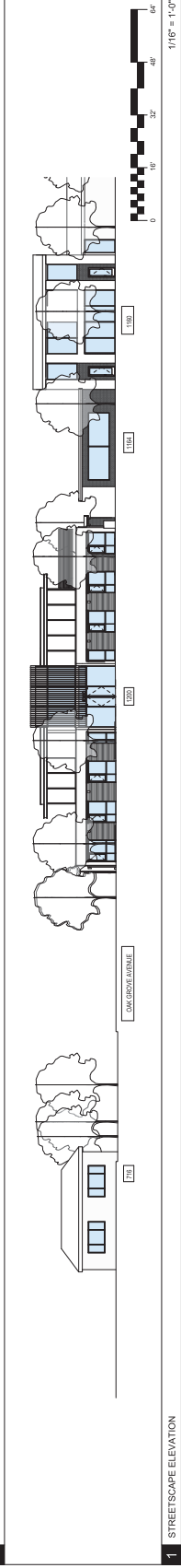
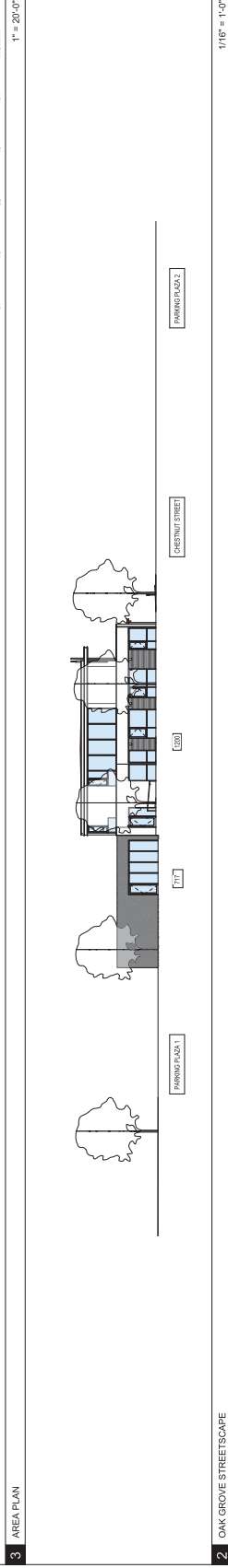
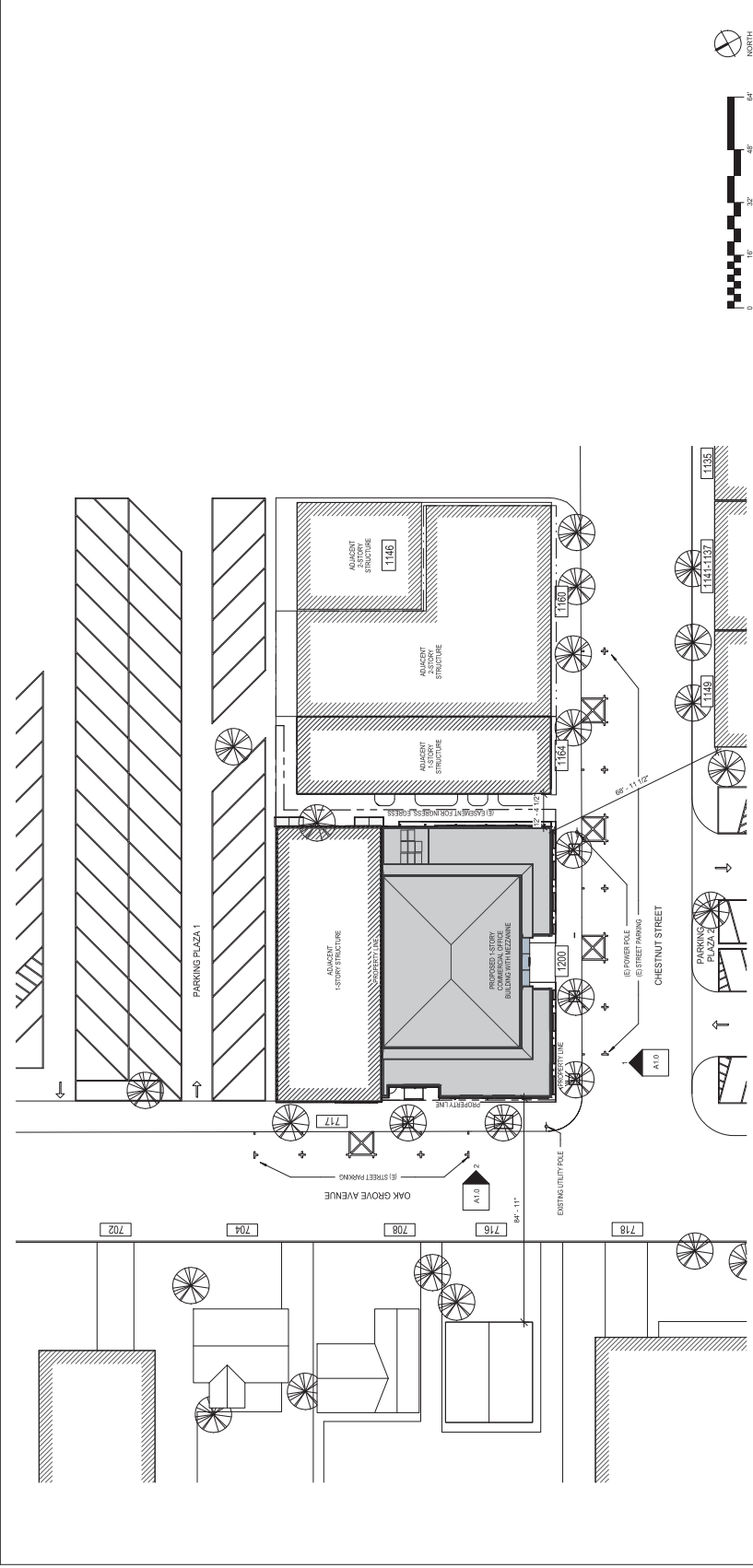
725 oak
 grove

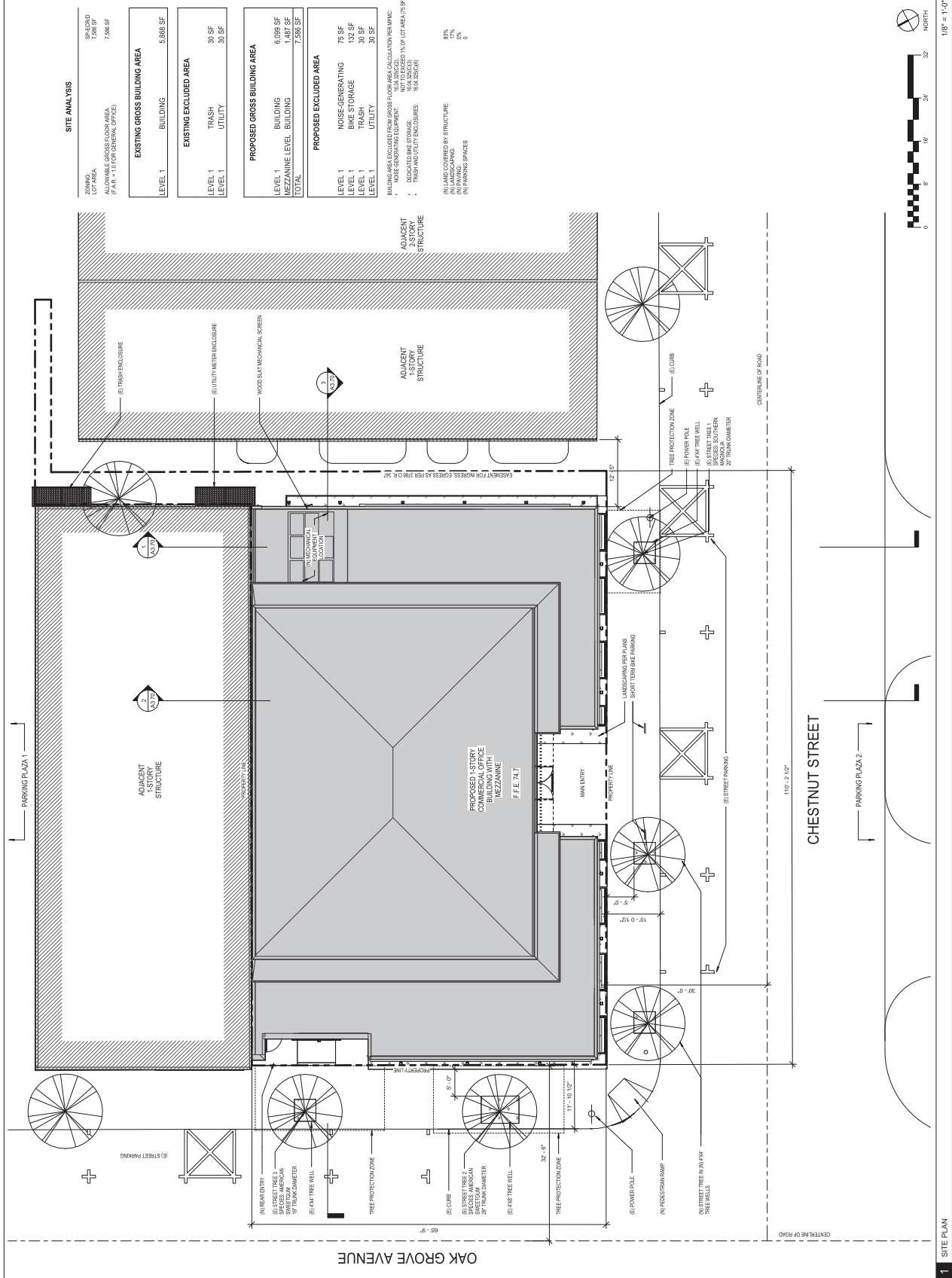
metro park, ca
 project number: 17-159

made in model
 date: 10.09.2018

SD
AREA PLAN +
STREETSCAPE

A1.0





SITE ANALYSIS

ZONING:	SPALCO
LOT AREA:	7,586 SF
MAXIMUM PERMITTED GROSS FLOOR AREA (GFA) (PER A.P.D. GENERAL OFFICE)	7,586 SF

EXISTING GROSS BUILDING AREA

LEVEL 1	BUILDING	6,898 SF
---------	----------	----------

EXISTING EXCLUDED AREA

LEVEL 1	TRASH	30 SF
LEVEL 1	UTILITY	30 SF

PROPOSED GROSS BUILDING AREA

LEVEL 1	BUILDING	6,096 SF
MEZZANINE LEVEL	BUILDING	1,487 SF
TOTAL		7,583 SF

PROPOSED EXCLUDED AREA

LEVEL 1	NOISE-GENERATING	75 SF
LEVEL 1	BIKE STORAGE	132 SF
LEVEL 1	TRASH	30 SF
LEVEL 1	UTILITY	30 SF

BUILDING AREA EXCLUDED FROM GROSS FLOOR AREA CALCULATION PER A.P.D. (PER A.P.D. GENERAL OFFICE):

- NOISE GENERATING EQUIPMENT: 75 SQ.FT.
- BIKE STORAGE: 132 SQ.FT.
- TRASH AND UTILITY ENCLOSURES: 60 SQ.FT.

ALL LAND COVERED BY STRUCTURE: 67%

ALL PAVING: 0%

ALL PAVING SPACES: 0%

ARCHITECT
brick, llc
10001 1/2 street suite 1
emeryville, ca 94608
510.431.6167

CLIENT
Koranyi Ventures, LLC
11111 1st Street, Suite 200
Palo Alto, CA 94301

1/10/2018 planning resolution 2
03/31/18 planning resolution
05/29/18 planning submission
05/29/18 planning submission
05/29/18 planning submission
05/29/18 planning submission
05/29/18 planning submission



725 oak grove

metro park, ca
project number: 17-159

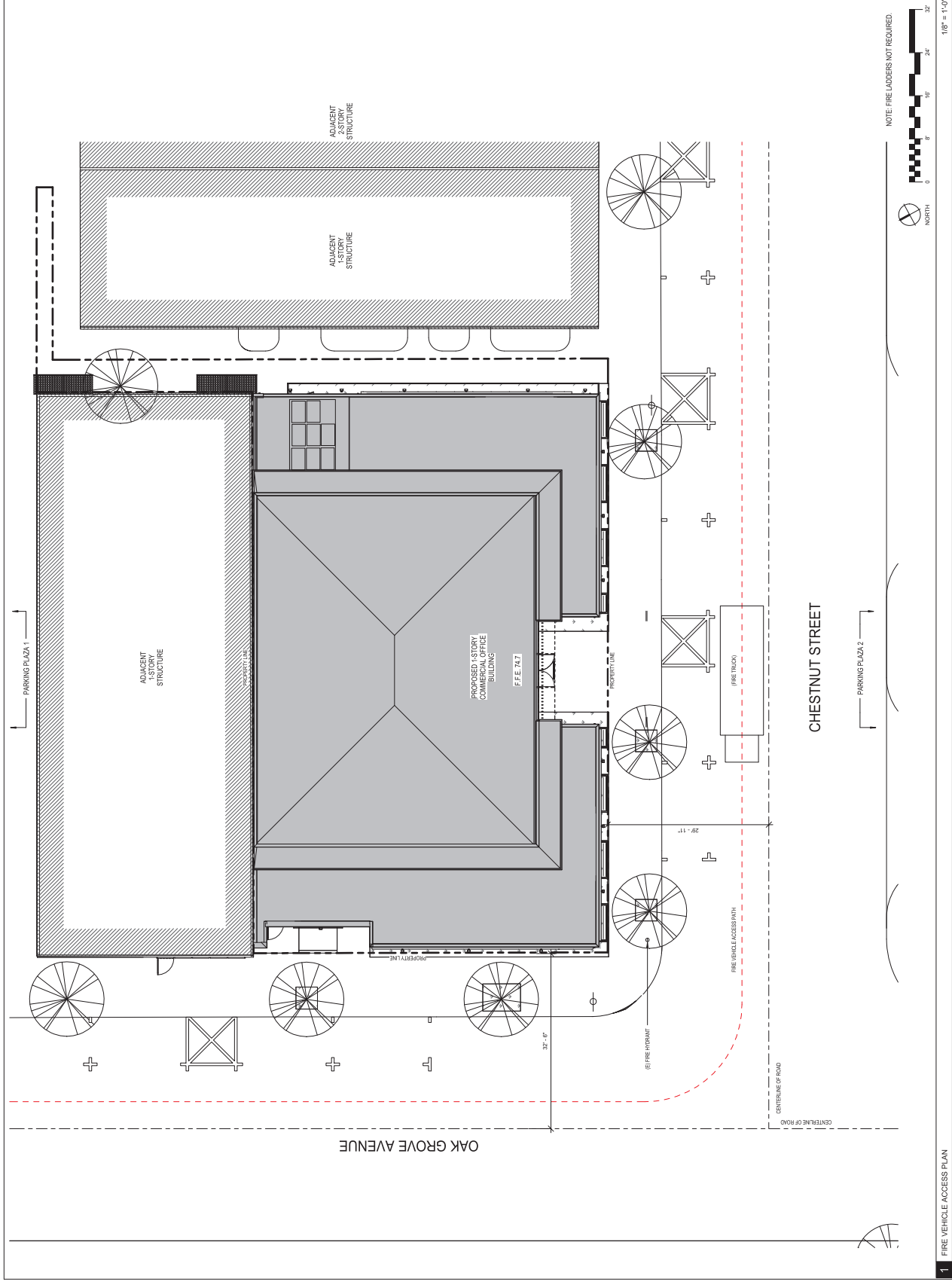
scale as noted
date: 10.03.2018

SD
PROPOSED SITE PLAN

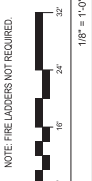
A1.1



1/8" = 1'-0"



1 FIRE VEHICLE ACCESS PLAN

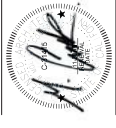


SD
FIRE VEHICLE ACCESS DIAGRAM

made in model
date: 10.03.2018

metro park, CA
project number: 17-159

725 oak grove



rev. date: 8/2018

10/03/18 planning residential 2
 08/31/18 planning residential
 06/29/18 planning residential
 02/24/18 planning residential
 01/19/18 CIVIL ARCHITECTURE

CLIENT
 Kroyan Ventures, LLC
 15, Shimo, 200
 Philadelphia, CA 94001

ARCHITECT
 brick architecture and interiors
 2001 16th Street Suite 1
 Berkeley, CA 94708
 415.863.6767

ARCHITECT
 brick inc. street suite 1
 1000016, ca 94508
 916.436.0100

CLIENT
 Kervyn Ventures, LLC
 1500016, ca 94508
 916.436.0100

1000116 planning residential 2
 0001116 planning residential
 0002116 planning residential
 0003116 planning residential
 0004116 planning residential
 0005116 planning residential
 0006116 planning residential
 0007116 planning residential
 0008116 planning residential
 0009116 planning residential
 0010116 planning residential
 0011116 planning residential
 0012116 planning residential
 0013116 planning residential
 0014116 planning residential
 0015116 planning residential
 0016116 planning residential
 0017116 planning residential
 0018116 planning residential
 0019116 planning residential
 0020116 planning residential
 0021116 planning residential
 0022116 planning residential
 0023116 planning residential
 0024116 planning residential
 0025116 planning residential
 0026116 planning residential
 0027116 planning residential
 0028116 planning residential
 0029116 planning residential
 0030116 planning residential
 0031116 planning residential
 0032116 planning residential
 0033116 planning residential
 0034116 planning residential
 0035116 planning residential
 0036116 planning residential
 0037116 planning residential
 0038116 planning residential
 0039116 planning residential
 0040116 planning residential
 0041116 planning residential
 0042116 planning residential
 0043116 planning residential
 0044116 planning residential
 0045116 planning residential
 0046116 planning residential
 0047116 planning residential
 0048116 planning residential
 0049116 planning residential
 0050116 planning residential
 0051116 planning residential
 0052116 planning residential
 0053116 planning residential
 0054116 planning residential
 0055116 planning residential
 0056116 planning residential
 0057116 planning residential
 0058116 planning residential
 0059116 planning residential
 0060116 planning residential
 0061116 planning residential
 0062116 planning residential
 0063116 planning residential
 0064116 planning residential
 0065116 planning residential
 0066116 planning residential
 0067116 planning residential
 0068116 planning residential
 0069116 planning residential
 0070116 planning residential
 0071116 planning residential
 0072116 planning residential
 0073116 planning residential
 0074116 planning residential
 0075116 planning residential
 0076116 planning residential
 0077116 planning residential
 0078116 planning residential
 0079116 planning residential
 0080116 planning residential
 0081116 planning residential
 0082116 planning residential
 0083116 planning residential
 0084116 planning residential
 0085116 planning residential
 0086116 planning residential
 0087116 planning residential
 0088116 planning residential
 0089116 planning residential
 0090116 planning residential
 0091116 planning residential
 0092116 planning residential
 0093116 planning residential
 0094116 planning residential
 0095116 planning residential
 0096116 planning residential
 0097116 planning residential
 0098116 planning residential
 0099116 planning residential
 0100116 planning residential



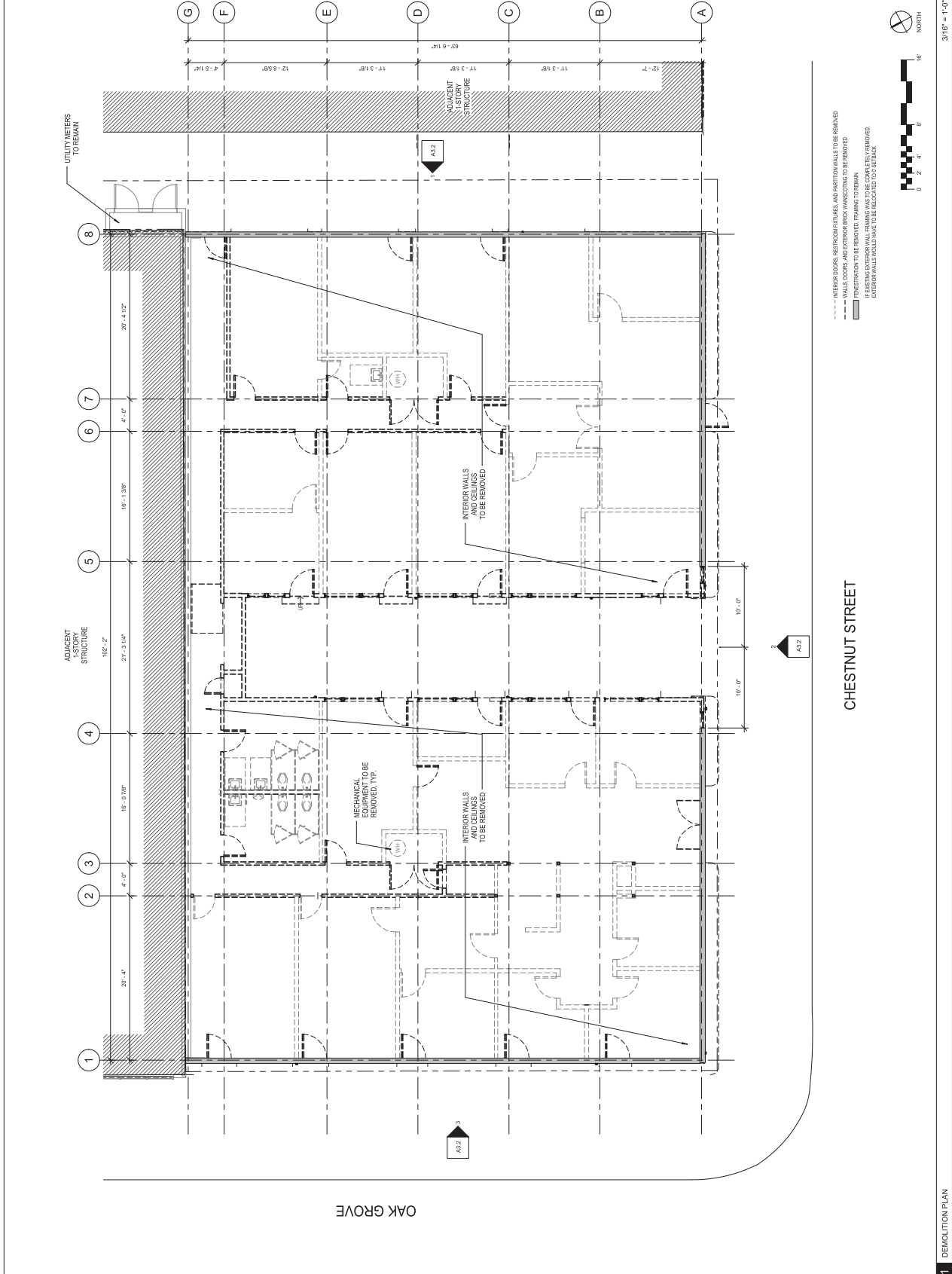
725 oak grove

mark g. g.
 project number: 17-159

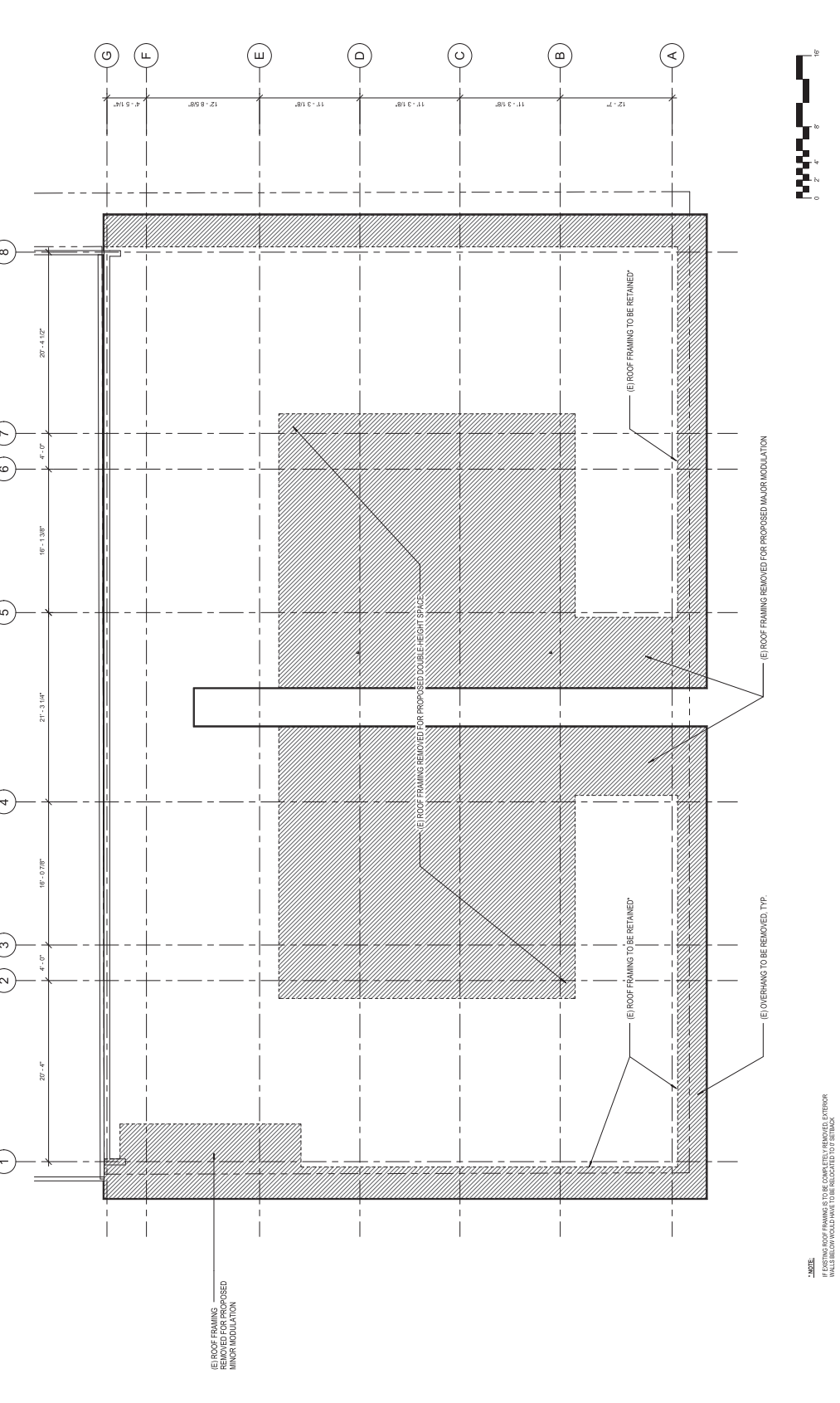
scale: as noted
 date: 10.03.2018

SD
DEMOLITION
PLAN

A2.0



Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are rendered for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.



(E) ROOF FRAMING REMOVED FOR PROPOSED MINOR MODULATION

(E) ROOF FRAMING REMOVED FOR PROPOSED DOUBLE HEIGHT SPACE

(E) ROOF FRAMING TO BE RETAINED

(E) OVERHANG TO BE REMOVED, TYP.

(E) ROOF FRAMING TO BE RETAINED

(E) ROOF FRAMING REMOVED FOR PROPOSED MAJOR MODULATION

LEGEND
 [Hatched Box] (E) ROOF TO BE DEMOLISHED
 [Unhatched Box] (E) ROOF TO REMAIN



NOTE:
 IF EXISTING ROOF FRAMING IS TO BE COMBATIVELY REMOVED, EXTERIOR WALLS BELOW WOULD HAVE TO BE RELOCATED TO BE SETBACK.

ARCHITECT
 brick llc
 10001 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210
 310.274.1100

CLIENT
 Kroyan Ventures, LLC
 10001 Wilshire Blvd, Suite 200
 Beverly Hills, CA 90210

DATE: 10/03/2018
 PROJECT NUMBER: 17-159



725 oak grove

DATE: 10/03/2018
 PROJECT NUMBER: 17-159

SD
 DEMOLITION
 PLAN - ROOF

A2.1

ARCHITECT
 brick inc. street suite 1
 1000016, ca 94608
 510.416.1207

CLIENT
 Kervyn Ventures, LLC
 1000016, ca 94608
 Phil Hill, CA 94701

1000116 planning residential 2
 1003116 planning residential
 1002116 planning residential
 1004116 planning residential
 1005116 CIVIL
 rev. date issue



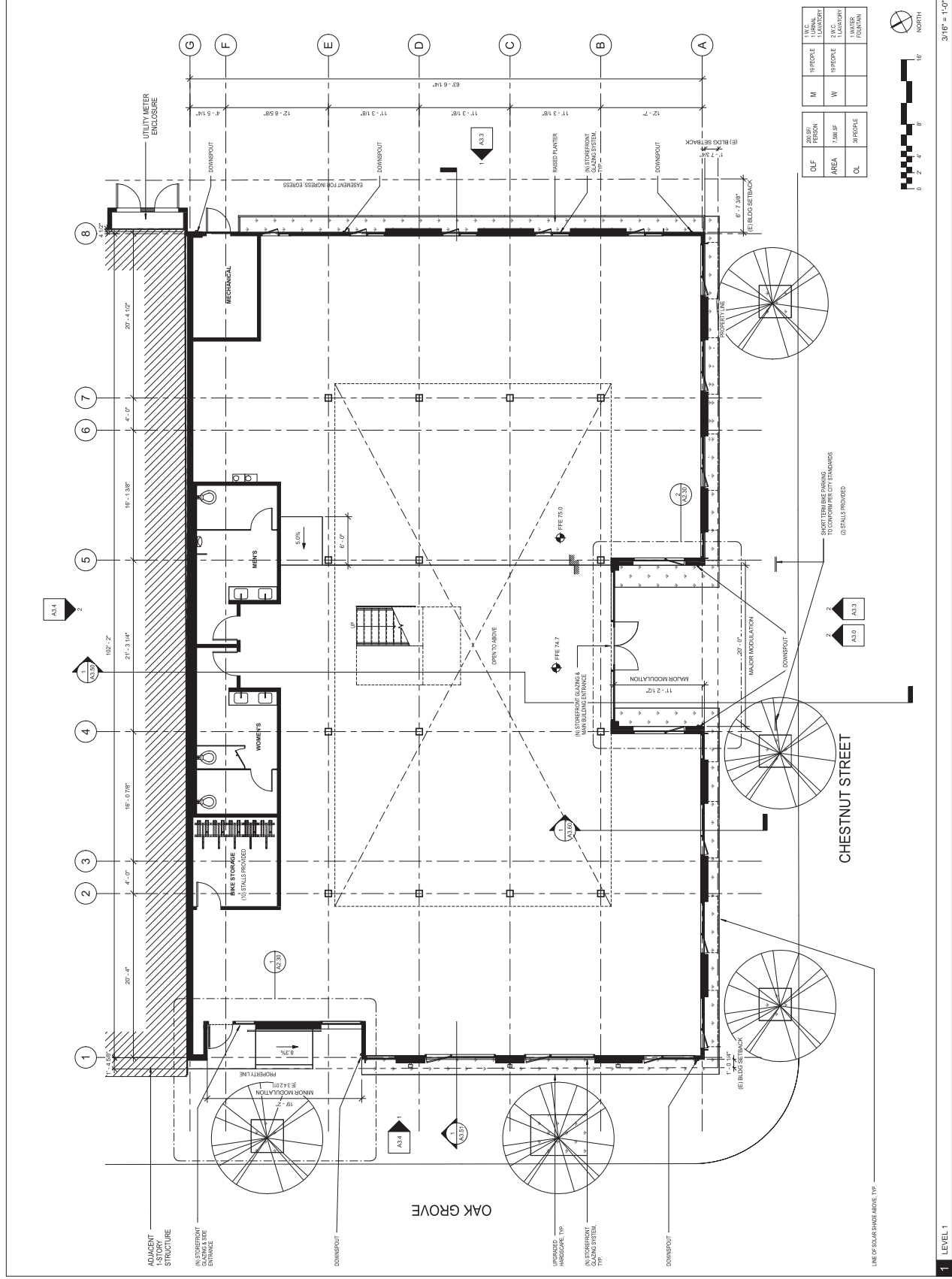
725 oak grove

metro park, ca
 project number: 17-159

made in wood
 date: 10.09.2018

SD
 LEVEL 1 FLOOR
 PLAN

A2.10

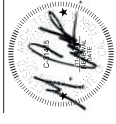


Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are provided for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

ARCHITECT
brick architecture
10001 16th Street Suite 1
Berkeley, CA 94708
510.863.6100

CLIENT
Korovin Ventures, LLC
1500 1st Street
Palo Alto, CA 94301

1000116 planning residential 2
1003116 planning residential
1002116 planning residential
1004116 planning residential
1005116 planning residential
1006116 planning residential
1007116 planning residential
1008116 planning residential
1009116 planning residential
1010116 planning residential



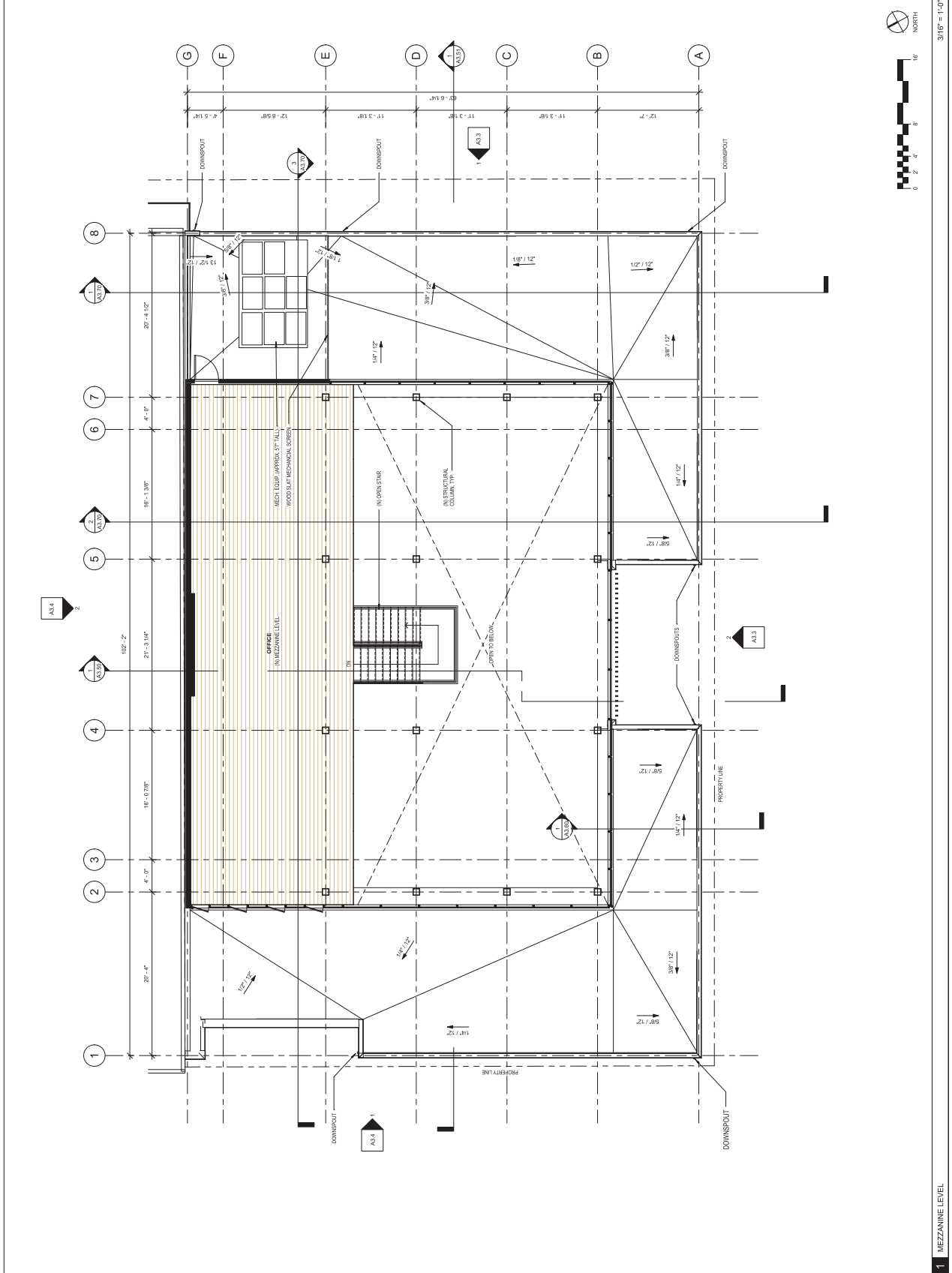
725 oak grove

memo park, ca
project number: 17-159

made in model
date: 10.09.2018

SD
LEVEL 2 FLOOR
PLAN

A2.11



3/16" = 1'-0"

1 MEZZANINE LEVEL

ARCHITECT
 LOCK, LEE, CHERRY & SONS
 1000 W. 10TH ST. SUITE 1
 ANIMAS VALLEY, CA 94508
 925.433.6100

CLIENT
 KERRY VENTURES, LLC
 11500 N. SHILOH RD.
 PHOENIX, AZ 85028

1003/18 planning residential 2
 1003/18 planning residential
 1002/18 planning residential
 1002/18 planning residential
 1001/18 planning residential
 1001/18 planning residential
 rev. date issue



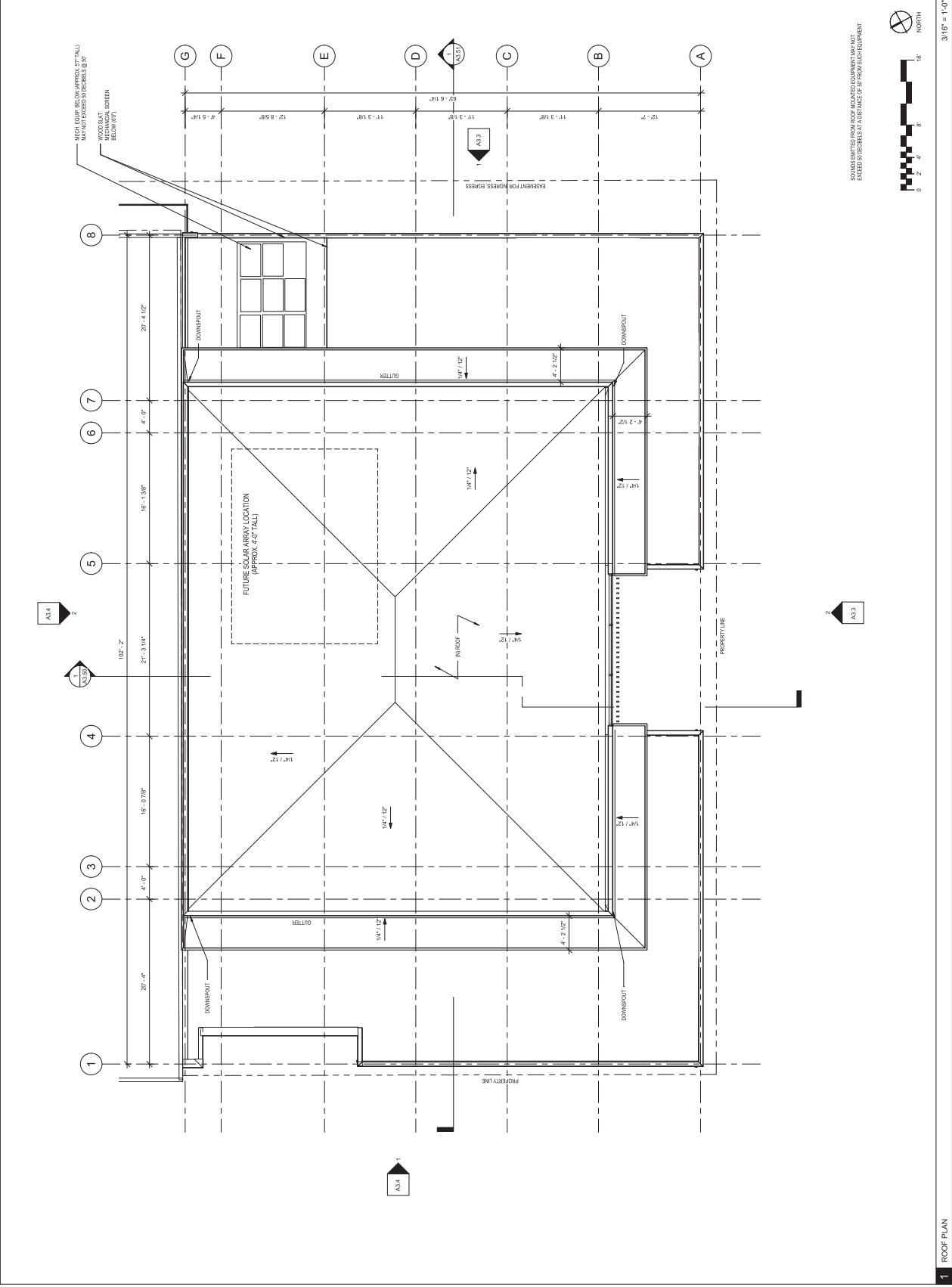
725 oak grove

memo park, ca
 project number: 17-159

made in model
 date: 10.09.2018

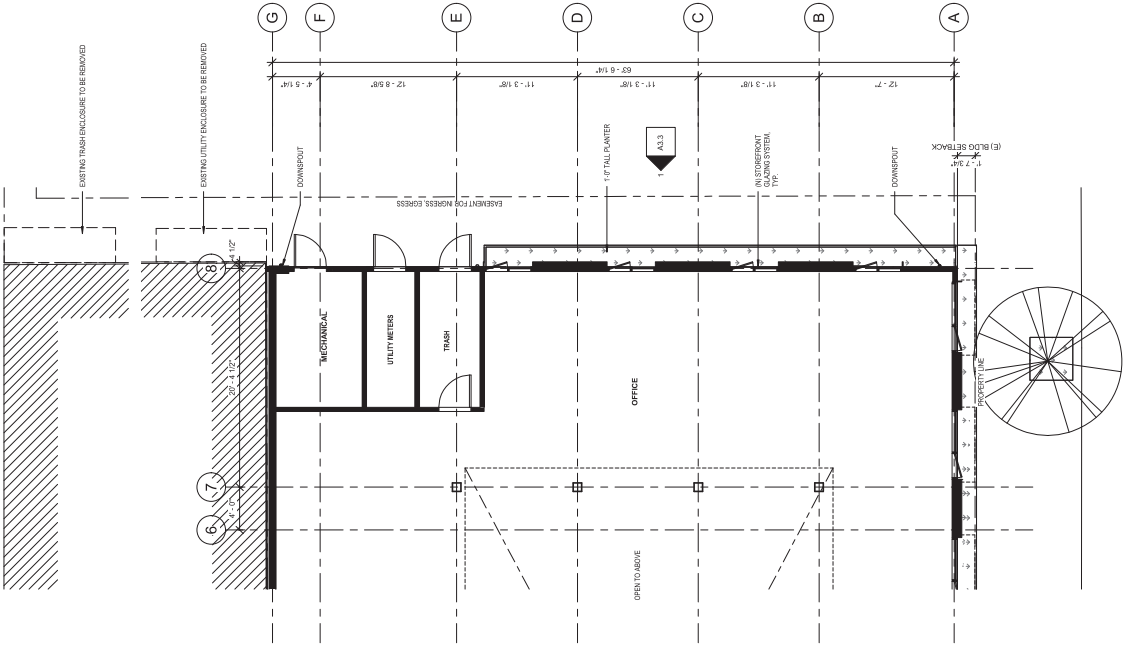
SD
 OVERALL ROOF
 PLAN

A2.12



3/16" = 1'-0"

1 ROOF PLAN



ARCHITECT
 brick architecture and interiors
 20000 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210
 310.274.1000

CLIENT
 Korman Ventures, LLC
 10000 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210

000018 planning residential 2
 000318 planning residential
 000518 planning residential
 000718 planning residential
 000918 planning residential
 001118 CIVIL
 rev date issue



725 oak grove

memo park, ca
 project number: 17-159

made in model
 date: 10.09.2018

SD
INGRESS/EGRESS
EASEMENT AREA
ALTERNATE

A2.20

1 LEVEL 1 PLAN - EASEMENT AREA ALTERNATE 3/16" = 1'-0"

ARCHITECT
brick architecture & interiors
1000116 street suite 1
menlo park, ca 94026
503.616.0100

CLIENT
Korovin Ventures, LLC
1500116 street suite 200
Menlo Park, CA 94026

10/03/18 planning resolution 2
05/31/18 planning resolution
02/29/18 planning submittal
02/21/18 planning review
01/19/18 CIVIL submittal
rev date issue



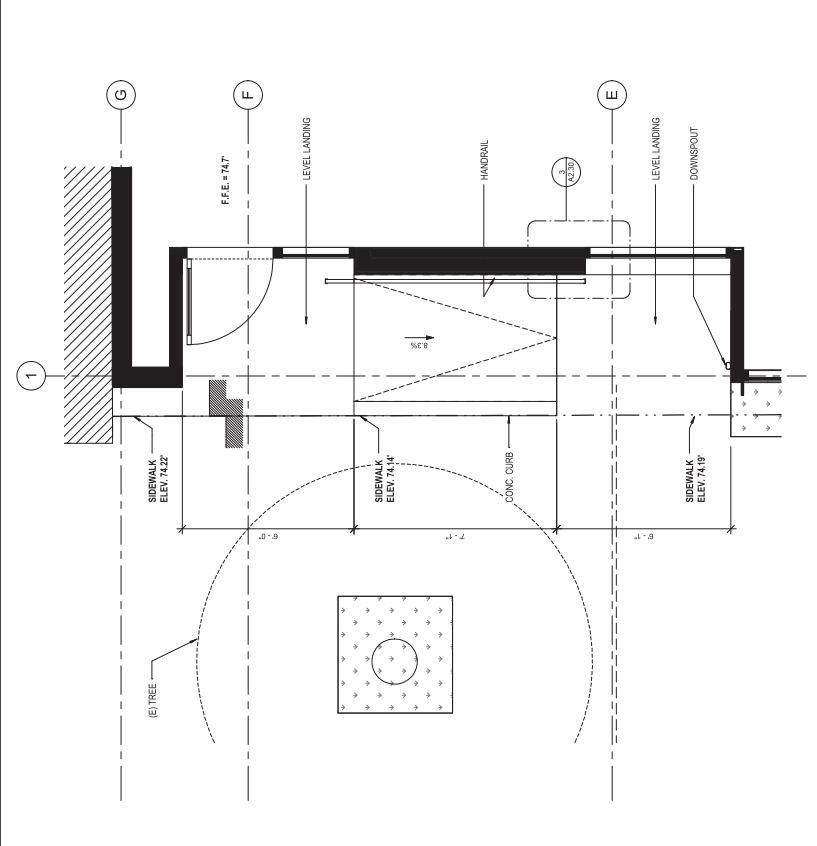
725 oak
grove

menlo park, ca
project number: 17-159

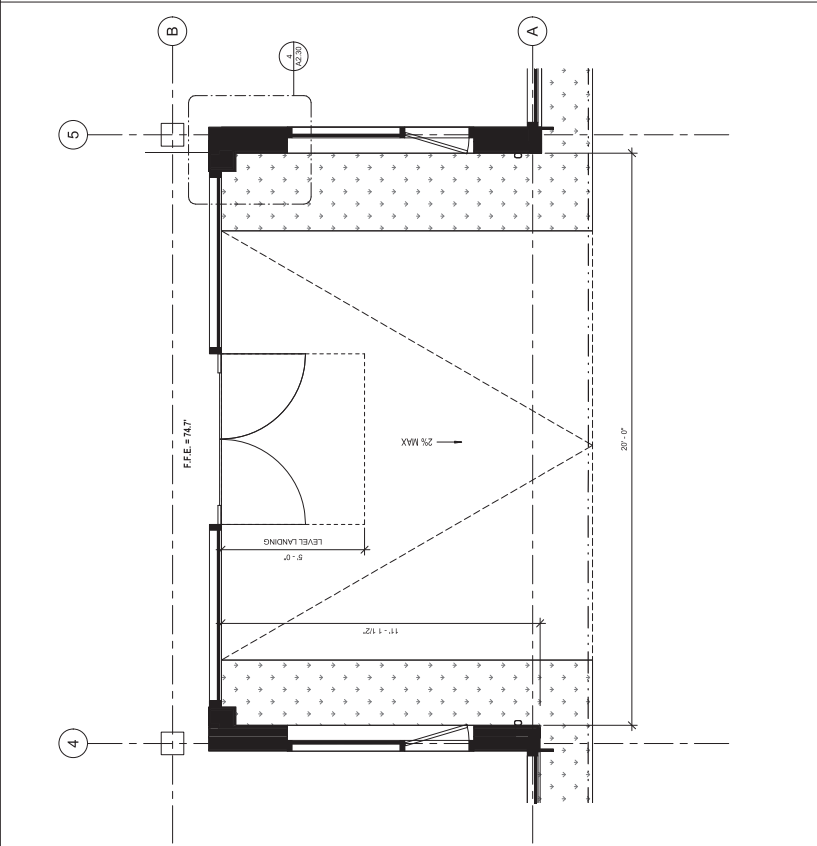
made in model
date: 10.03.2018

SD
ENLARGED
ENTRANCE
PLANS AND
DETAILS

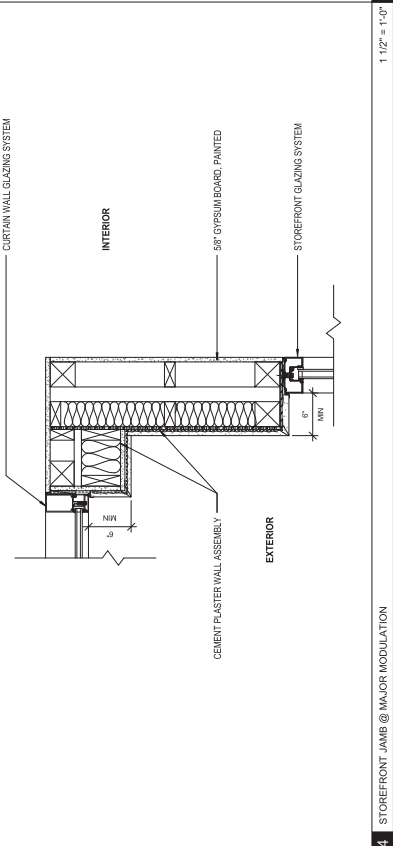
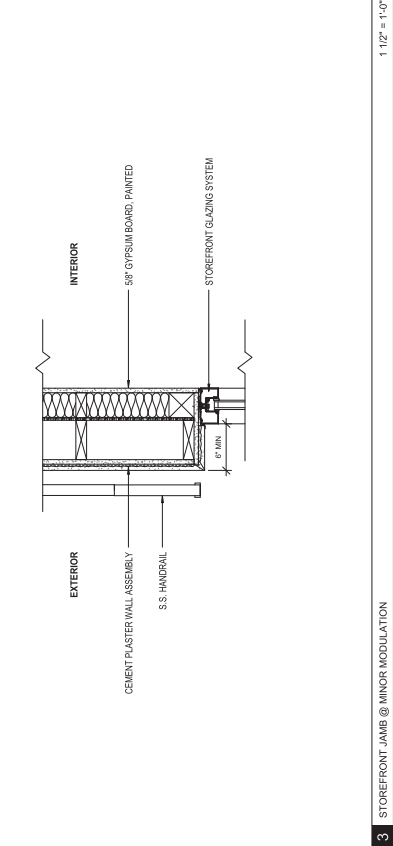
A2.30



1 OAK GROVE ENTRANCE
1/2" = 1'-0"



2 MAIN BUILDING ENTRANCE
1/2" = 1'-0"



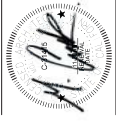
3 STOREFRONT JAMB @ MINOR MODULATION
1 1/2" = 1'-0"

4 STOREFRONT JAMB @ MAJOR MODULATION
1 1/2" = 1'-0"

ARCHITECT
 brick architecture & interiors
 11001 E. Green Apts 1
 Greenwood, CA 94608
 510.461.6767

CLIENT
 Kroyan Ventures, LLC
 1111 S. Sierra Ave. #20
 Palo Alto, CA 94301

10/03/18 planning residential 2
 08/31/18 planning residential
 05/25/18 planning residential
 02/27/18 planning residential
 01/12/18 CIVIL residential
 rev. date issue



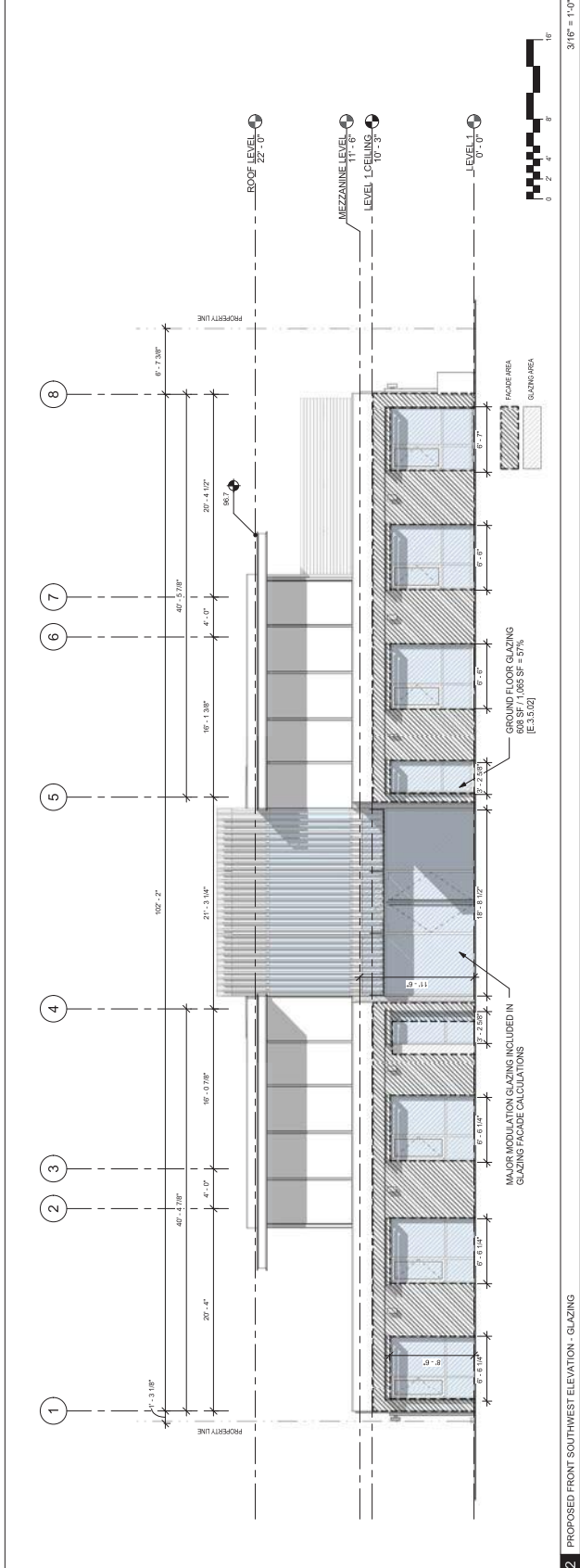
725 oak grove

metro park, CA
 project number: 17-159

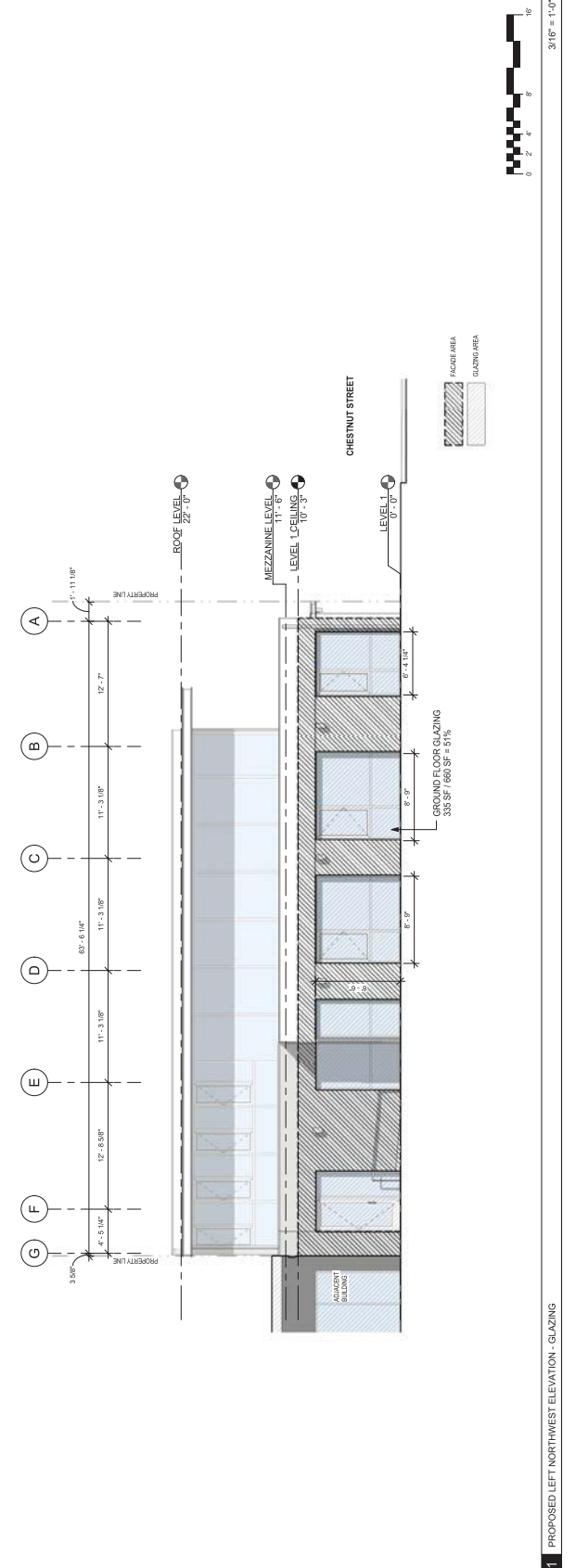
made in model
 date: 10.03.2018

SD
GROUND FLOOR
GLAZING
ELEVATIONS

A3.0



2 PROPOSED FRONT SOUTHWEST ELEVATION - GLAZING



1 PROPOSED LEFT NORTHWEST ELEVATION - GLAZING

ARCHITECT
 brick architecture
 10001 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210
 310.206.1000

CLIENT
 Kervyn Architects, LLC
 10001 Wilshire Blvd, Suite 200
 Beverly Hills, CA 90210



DATE: 10/09/18
 DRAWING NO: 0000118
 PROJECT NO: 0000118
 SHEET NO: 001
 SCALE: AS SHOWN



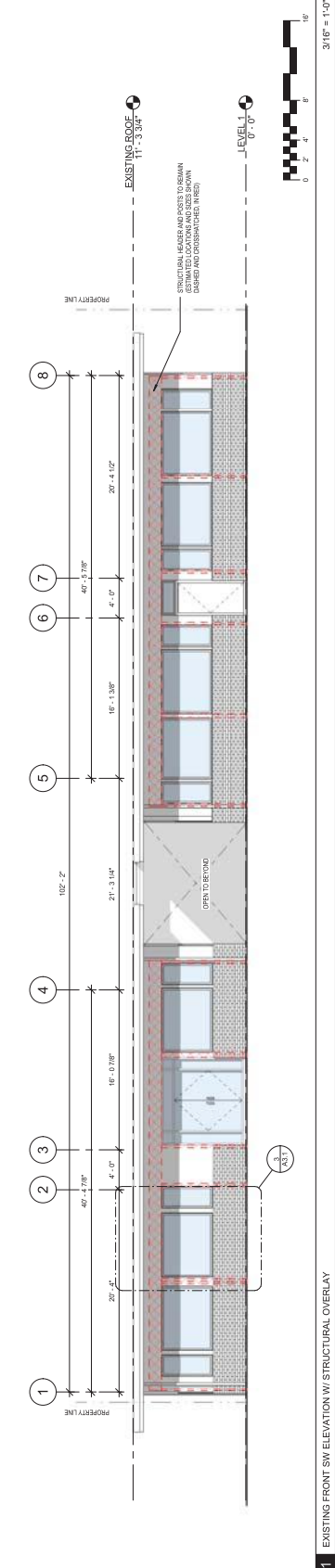
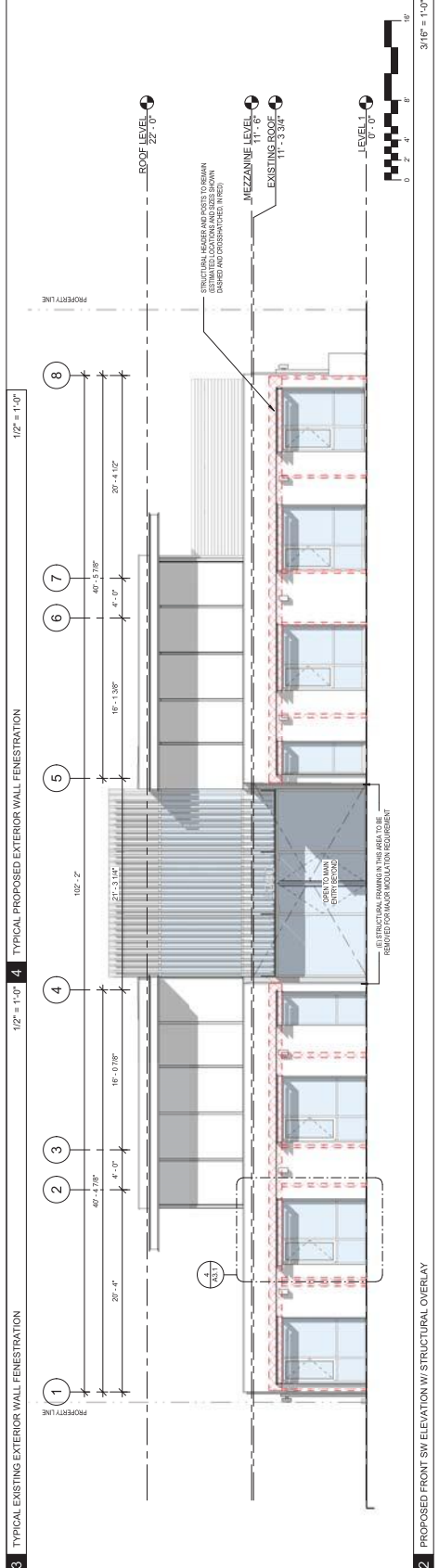
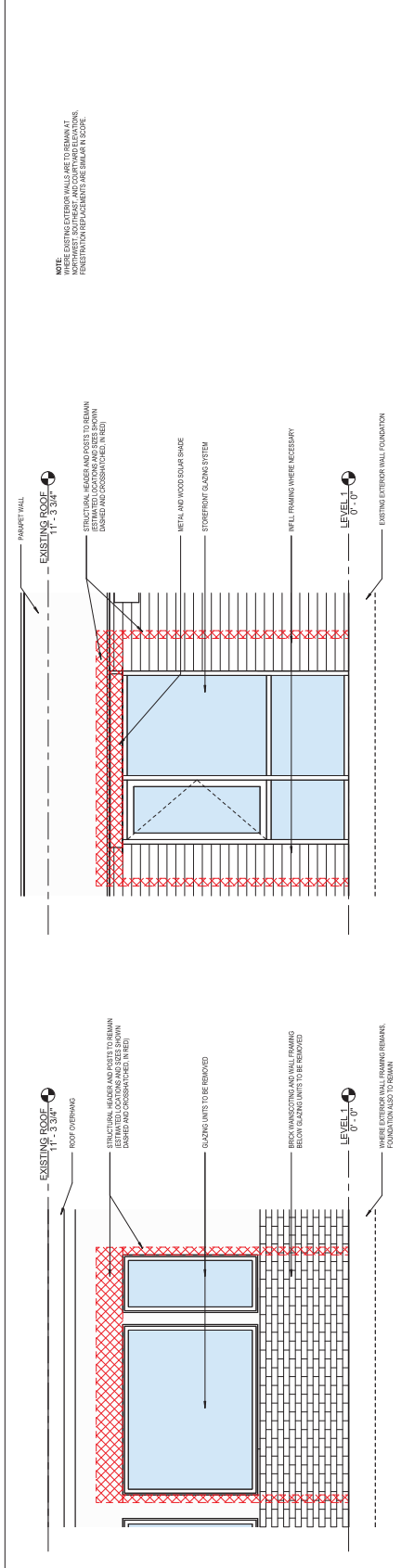
725 oak grove

project number: 17-159

DATE: 10/09/2018

SD
 BUILDING
 FRONTAGE
 FENESTRATION
 REPLACEMENT
 DIAGRAMS

A3.1



Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are intended for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, copied, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

ARCHITECT
 brick inc. street suite 1
 1000016, ca 94508
 510.416.1616

CLIENT
 Kroyon Ventures, LLC
 1000016, ca 94508
 510.416.1616

0000118 planning residential 2
 0001118 planning residential
 0002118 planning residential
 0003118 planning residential
 0004118 CIVIL
 0005118 CIVIL
 0006118 CIVIL
 0007118 CIVIL
 0008118 CIVIL
 0009118 CIVIL
 0010118 CIVIL
 0011118 CIVIL
 0012118 CIVIL
 0013118 CIVIL
 0014118 CIVIL
 0015118 CIVIL
 0016118 CIVIL
 0017118 CIVIL
 0018118 CIVIL
 0019118 CIVIL
 0020118 CIVIL
 0021118 CIVIL
 0022118 CIVIL
 0023118 CIVIL
 0024118 CIVIL
 0025118 CIVIL
 0026118 CIVIL
 0027118 CIVIL
 0028118 CIVIL
 0029118 CIVIL
 0030118 CIVIL
 0031118 CIVIL
 0032118 CIVIL
 0033118 CIVIL
 0034118 CIVIL
 0035118 CIVIL
 0036118 CIVIL
 0037118 CIVIL
 0038118 CIVIL
 0039118 CIVIL
 0040118 CIVIL
 0041118 CIVIL
 0042118 CIVIL
 0043118 CIVIL
 0044118 CIVIL
 0045118 CIVIL
 0046118 CIVIL
 0047118 CIVIL
 0048118 CIVIL
 0049118 CIVIL
 0050118 CIVIL
 0051118 CIVIL
 0052118 CIVIL
 0053118 CIVIL
 0054118 CIVIL
 0055118 CIVIL
 0056118 CIVIL
 0057118 CIVIL
 0058118 CIVIL
 0059118 CIVIL
 0060118 CIVIL
 0061118 CIVIL
 0062118 CIVIL
 0063118 CIVIL
 0064118 CIVIL
 0065118 CIVIL
 0066118 CIVIL
 0067118 CIVIL
 0068118 CIVIL
 0069118 CIVIL
 0070118 CIVIL
 0071118 CIVIL
 0072118 CIVIL
 0073118 CIVIL
 0074118 CIVIL
 0075118 CIVIL
 0076118 CIVIL
 0077118 CIVIL
 0078118 CIVIL
 0079118 CIVIL
 0080118 CIVIL
 0081118 CIVIL
 0082118 CIVIL
 0083118 CIVIL
 0084118 CIVIL
 0085118 CIVIL
 0086118 CIVIL
 0087118 CIVIL
 0088118 CIVIL
 0089118 CIVIL
 0090118 CIVIL
 0091118 CIVIL
 0092118 CIVIL
 0093118 CIVIL
 0094118 CIVIL
 0095118 CIVIL
 0096118 CIVIL
 0097118 CIVIL
 0098118 CIVIL
 0099118 CIVIL
 0100118 CIVIL



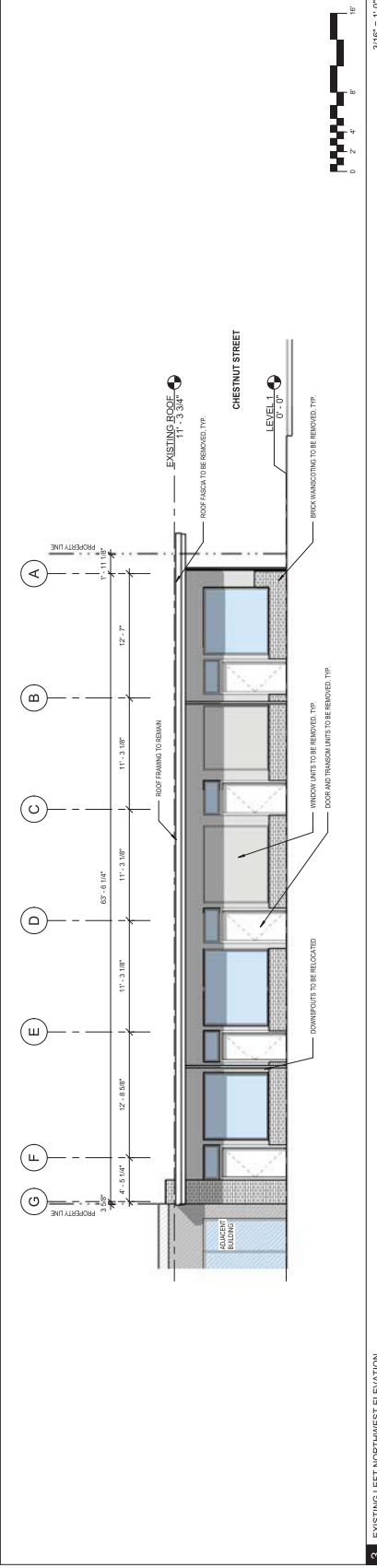
725 oak grove

memo park, ca
 project number: 17-159

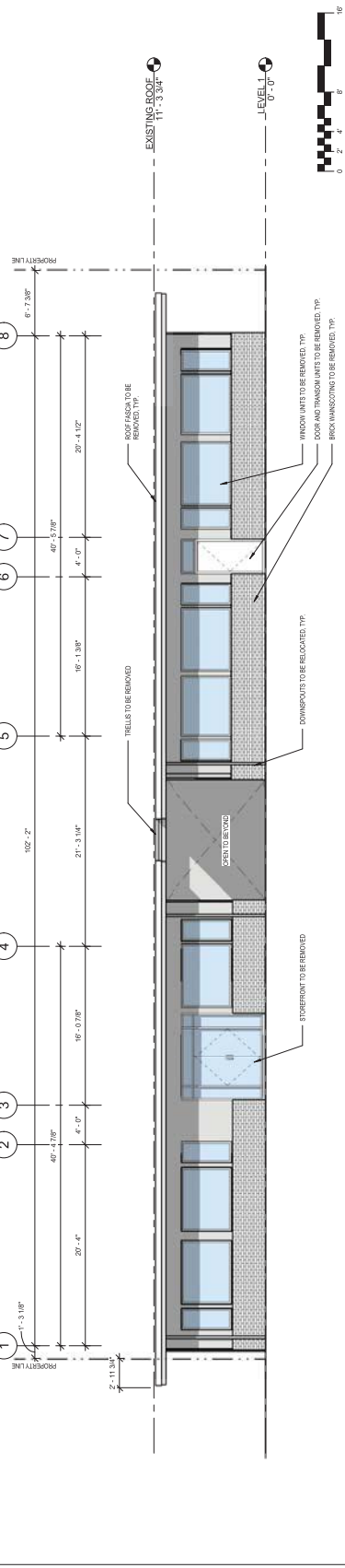
made in wood
 date: 10.09.2018

SD
 EXISTING
 BUILDING
 ELEVATIONS

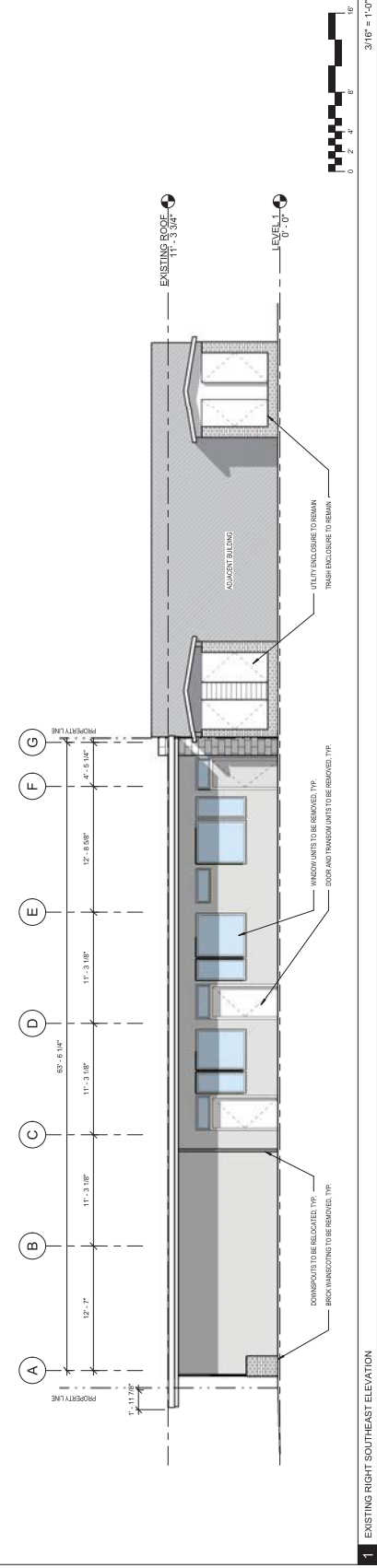
A3.2



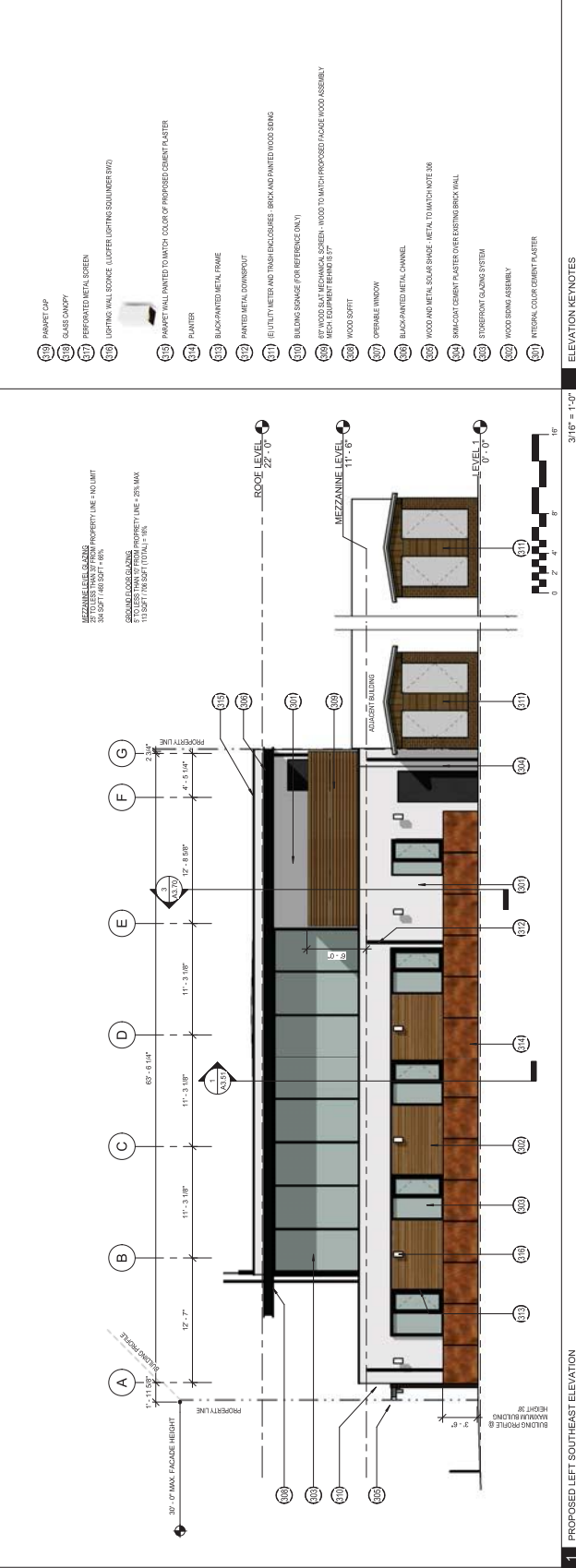
3 EXISTING LEFT NORTHWEST ELEVATION 3/16" = 1'-0"



2 EXISTING FRONT SOUTHWEST ELEVATION 3/16" = 1'-0"



1 EXISTING RIGHT SOUTHEAST ELEVATION 3/16" = 1'-0"



ARCHITECT
brick architecture & interiors
1100 17th Street Suite 1
Berkeley, CA 94708
510.863.6767

CLIENT
Korovin Ventures, LLC
1400 17th Street Suite 200
Palo Alto, CA 94301

10/03/18 planning residential 2
03/21/18 planning residential
02/22/18 planning residential
02/22/18 planning residential
02/22/18 planning residential
02/22/18 planning residential
02/22/18 planning residential
02/22/18 planning residential



725 oak grove

memo park, CA
project number: 17-159

made in model
date: 10.08.2018

SD
PROPOSED
BUILDING
ELEVATIONS

A3.3

ELEVATION NOTES

- 101 ROOFLET CAP
- 102 GLASS CANOPY
- 103 PREFABRICATED METAL SCREEN
- 104 LIGHTING WALL SCHEME (LUMINER LIGHTING DOWNLIGHTER #10)
- 105 ROOFLET WALL FINISH TO MATCH COLOR OF PROPOSED CEMENT PLASTER
- 106 HUNTER
- 107 BACKPAINTED METAL FRAME
- 108 PAINTED METAL DOWNPOUT
- 109 UTILITY METERS AND TRASH ENCLOSURES - BRICK AND PAINTED WOOD BEAMS
- 110 BUILDING SPACE (FOR REFERENCE ONLY)
- 111 9" WOOD SLAT MECHANICAL SCREEN - WOOD TO MATCH PROPOSED FACADE WOOD ASSEMBLY
- 112 MECH. EQUIPMENT TRAYS 18" SP.
- 113 WOOD SOFFIT
- 114 OPERABLE WINDOW
- 115 BACKPAINTED METAL CHANNEL
- 116 WOOD AND METAL SOAR SPACE - METAL TO MATCH NOTE 208
- 117 STUCCO CEMENT PLASTER OVER EXISTING BRICK WALL
- 118 STONEFRONT GLAZING SYSTEM
- 119 WOOD BEAM ASSEMBLY
- 120 INTEGRAL COURSEMENT PLASTER

ARCHITECT
 brick architecture & interiors
 10001 Wilshire Blvd, Suite 400
 Beverly Hills, CA 90210
 310.859.1000

CLIENT
 Kroyan Ventures, LLC
 10001 Wilshire Blvd, Suite 400
 Beverly Hills, CA 90210

0000118 planning residential 2
 0000118 planning residential
 0000118 planning residential
 0000118 planning residential
 0000118 planning residential
 rev: 0000118 issue



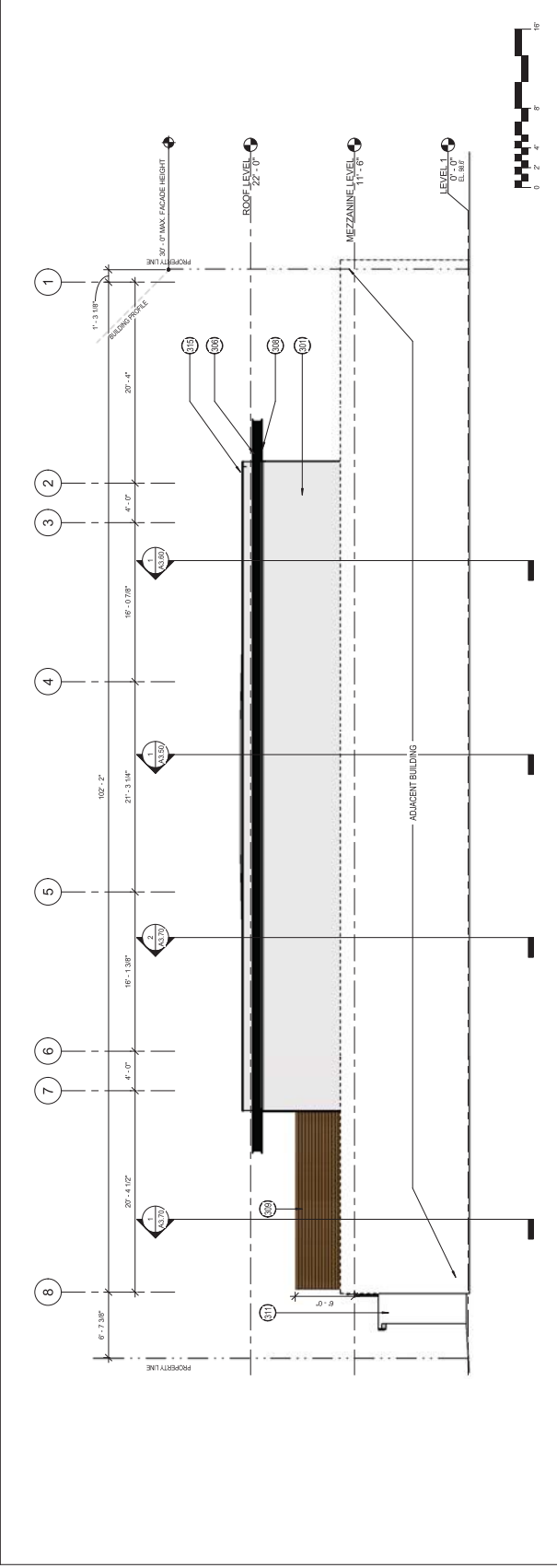
725 oak grove

mark g. pappas
 project number: 17-159

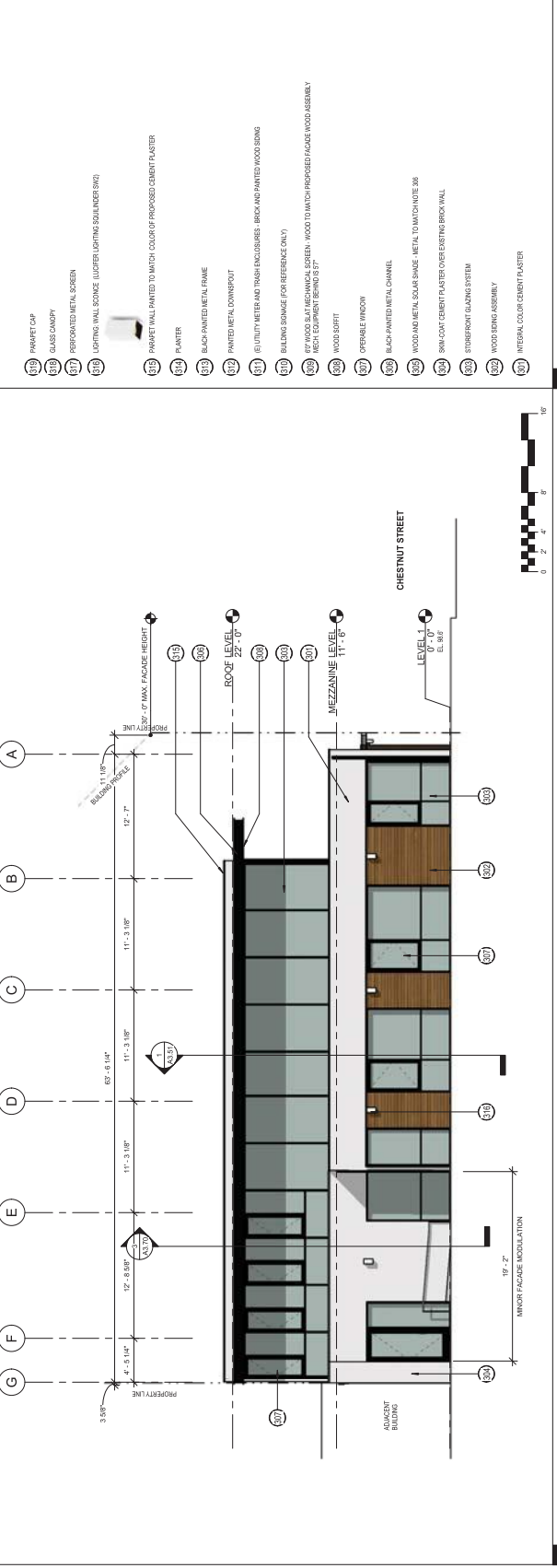
made in wood
 date: 10.09.2018

SD
PROPOSED BUILDING ELEVATIONS

A3.4



2 PROPOSED REAR NORTHEAST ELEVATION 3/16" = 1'-0"



1 PROPOSED LEFT NORTHWEST ELEVATION 3/16" = 1'-0"

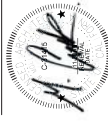
- 118 PARAPET CAP
- 119 GLASS CANOPY
- 120 PERFORATED METAL SCREEN
- 121 LIGHTING WALL SCOPE (LIGHTER LIGHTING SOLUTIONS BRG)
- 122 PARAPET WALL PAINTED TO MATCH COLOR OF PROPOSED CEMENT PLASTER
- 123 PLASTER
- 124 BLACK PAINTED METAL FRAME
- 125 PAINTED METAL DOWNPOUT
- 126 UTILITY METERS AND TRASH ENCLOSURES, BRICK AND PAINTED WOOD SIDING BUILDING STORAGE (FOR REFERENCE ONLY)
- 127 1/2" WOOD SLAT MECHANICAL SCREEN, WOOD TO MATCH PROPOSED FACADE WOOD ASSEMBLY WITH CEMENT PLASTER SYSTEM
- 128 WOOD SHIPIT
- 129 OPERABLE WINDOW
- 130 BLACK PAINTED METAL CHARGE
- 131 WOOD AND METAL SOLAR SHADE - METAL TO MATCH NOTE 306
- 132 3/8" COAT CEMENT PLASTER OVER EXISTING BRICK WALL
- 133 STURDFRONT GLAZING SYSTEM
- 134 WOOD SIDING ASSEMBLY
- 135 INTERIOR COLOR CEMENT PLASTER

ELEVATION KEYNOTES

ARCHITECT
 brick architecture & interiors
 1000 11th Street Suite 1
 San Francisco, CA 94108
 415.774.1370

CLIENT
 Kroyen Ventures, LLC
 1000 11th Street Suite 200
 San Francisco, CA 94108
 415.774.1370

10/09/18 planning resolution 2
 09/27/18 planning resolution
 09/27/18 planning resolution
 09/27/18 planning resolution
 09/27/18 DTI submitted
 rev date issue



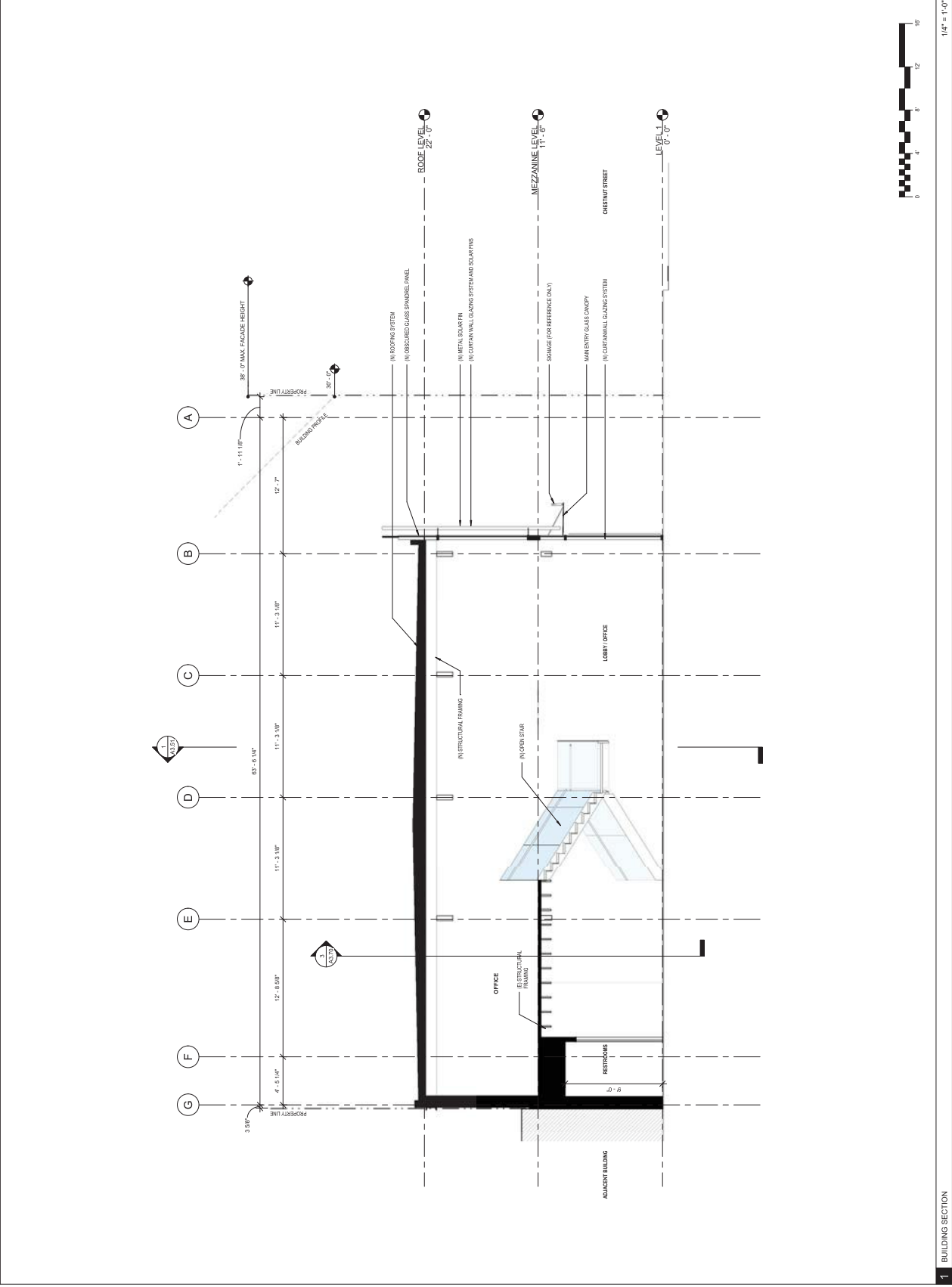
725 oak grove

metro park, ca
 project number: 17-159

made in model
 date: 10.09.2018

SD
BUILDING SECTION

A3.50



1/4" = 1'-0"

1 BUILDING SECTION

Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are provided for the sole benefit of the client of Brick Architecture and Interiors, Inc. and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

ARCHITECT
 brick architecture and interiors
 20000 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210
 310.206.1000

CLIENT
 Korman Ventures, LLC
 10000 Wilshire Blvd, Suite 200
 Beverly Hills, CA 90210
 310.206.1000

10/03/18 planning resolution 2
 05/03/18 planning resolution
 02/25/18 planning resolution
 02/25/18 planning resolution
 02/15/18 CIVIL SUBMITTAL
 rev. date issue



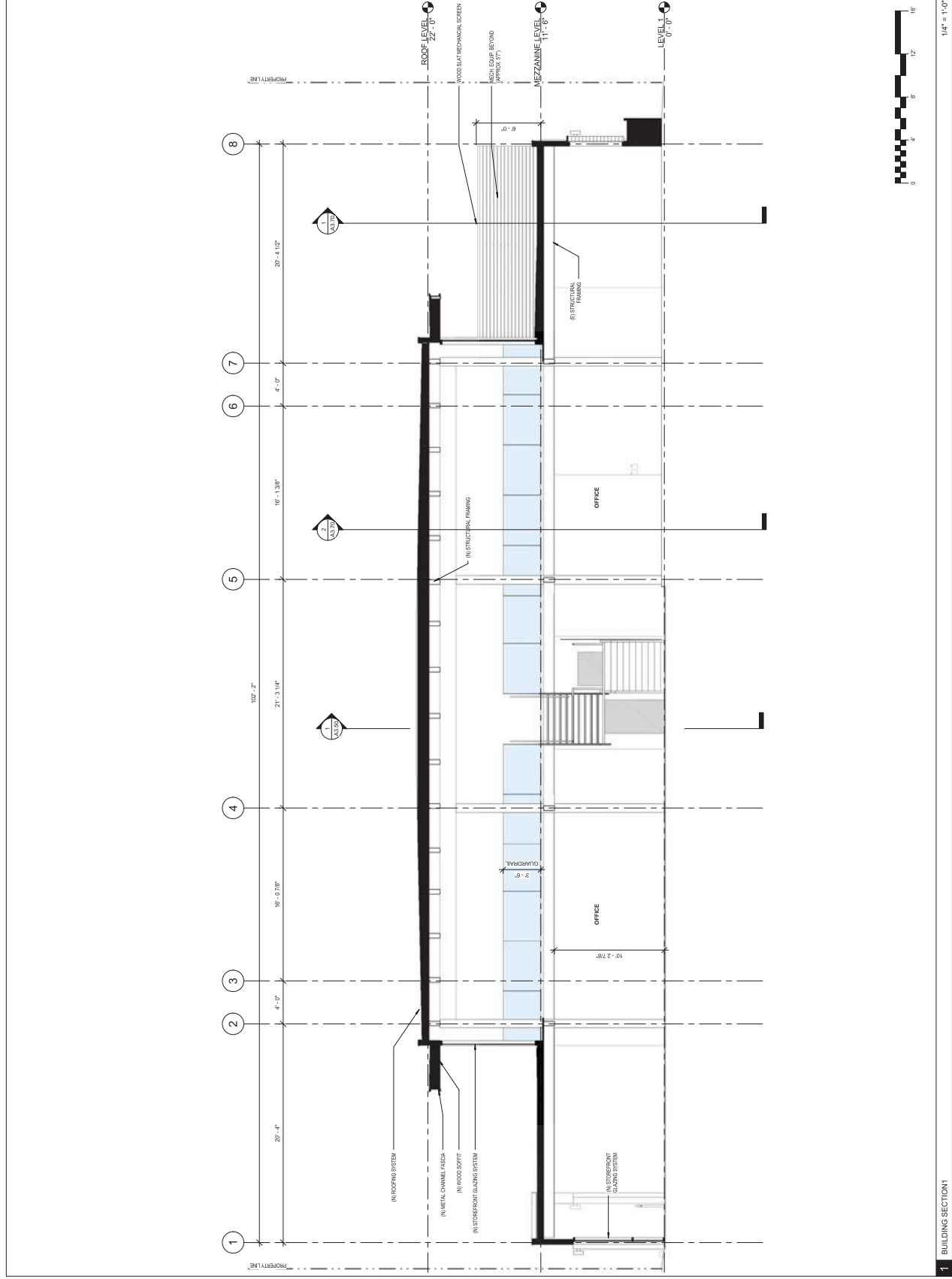
725 oak grove

metro park, ca
 project number: 17-159

made in model
 date: 10.03.2018

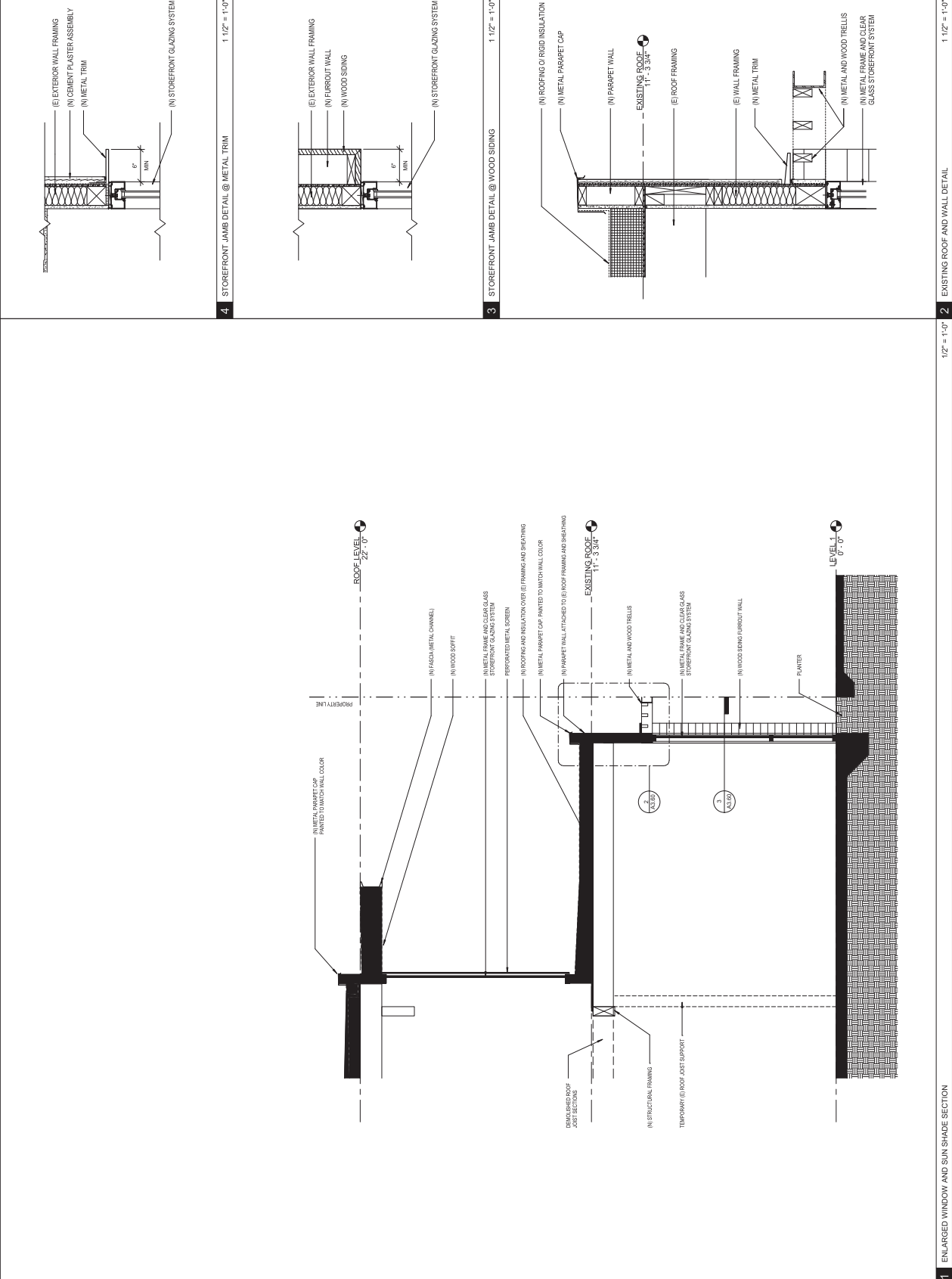
SD
BUILDING SECTION

A3.51



1/4" = 1'-0"

1 BUILDING SECTION1



ARCHITECT
 brick architecture and interiors
 1000 17th Street Suite 1
 Berkeley, CA 94708
 510.863.6767

CLIENT
 Kroyon Ventures, LLC
 1000 17th Street, Suite 200
 Philadelphia, PA 19107

10/03/18 planning resolution 2
 03/31/18 planning resolution 2
 02/29/18 planning resolution 1
 02/21/18 planning resolution 1
 01/19/18 CIVIL CONSULTANT
 rev. date issue



725 oak grove

memo park, CA
 project number: 17-159

made in wood
 date: 10.03.2018

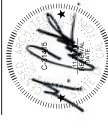
SD
 ENLARGED WALL
 SECTIONS &
 DETAILS

A3.60

ARCHITECT
 brick architecture
 10001 Wilshire Blvd, Suite 100
 Beverly Hills, CA 90210
 310.206.1200

CLIENT
 Korman Ventures, LLC
 10001 Wilshire Blvd, Suite 200
 Beverly Hills, CA 90210

10/03/18 planning resolution 2
 05/31/18 planning resolution
 02/22/18 planning submission
 02/21/18 planning resolution
 01/12/18 CIVIL SUBMITTAL
 rev date issue



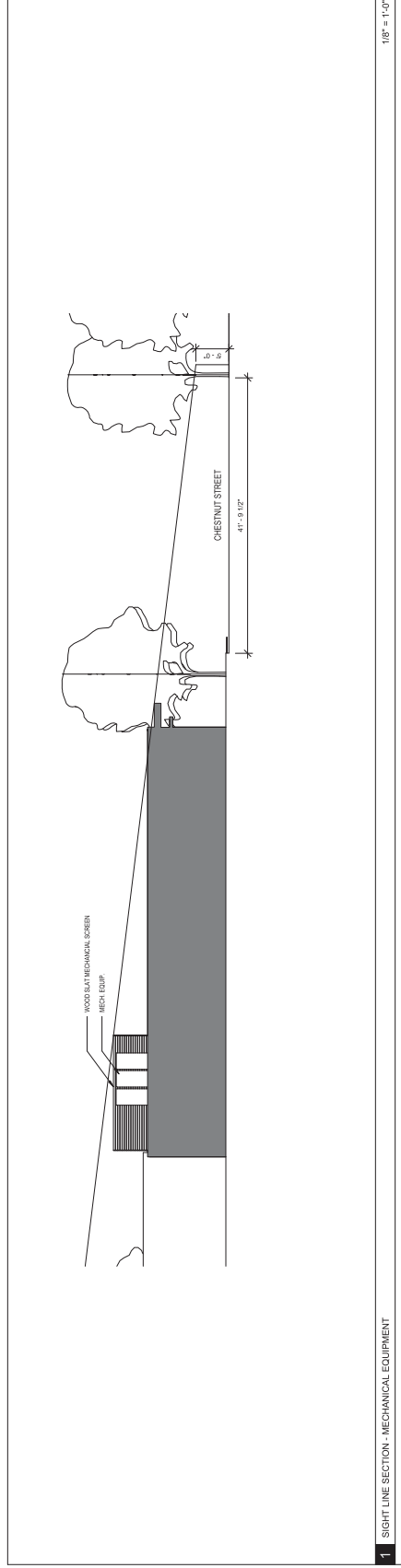
725 oak grove

metro park, CA
 project number: 17-159

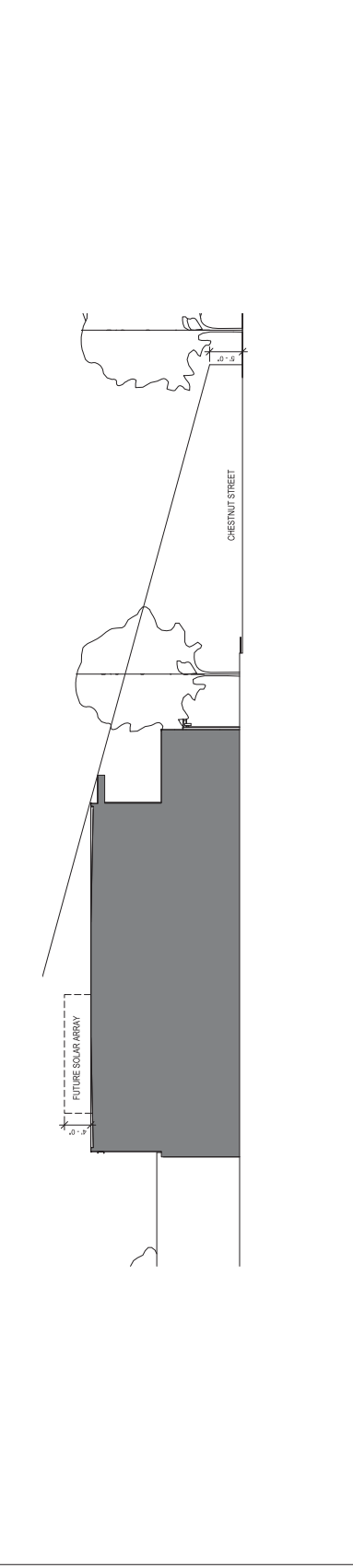
made in model
 date: 10.03.2018

SD
 SIGHT LINE
 SECTION

A3.70



1 SIGHT LINE SECTION - MECHANICAL EQUIPMENT 1/8" = 1'-0"



2 SIGHT LINE SECTION - SOLAR ARRAY FROM CHESTNUT STREET 1/8" = 1'-0"



3 SIGHT LINE SECTION - SOLAR ARRAY FROM OAK GROVE 1/8" = 1'-0"

Copyright 2018 Brick Architecture and Interiors, Inc. All Rights Reserved - These Plans and/or Specifications are intended for the sole benefit of the client of Brick Architecture and Interiors, Inc., and may not be used, reused, copied, or reproduced in any form without the express written consent of Brick Architecture and Interiors, Inc.

ARCHITECT
brick architecture
1000 17th Street Suite 1
Berkeley, CA 94710
510.863.0707

CLIENT
Korovin Ventures, LLC
1000 17th Street Suite 200
Berkeley, CA 94710



10/03/18 planning resolution 2
08/31/18 planning resolution
05/22/18 planning submittal
02/27/18 planning resolution
02/12/18 CIVIL submittal
rev date issue



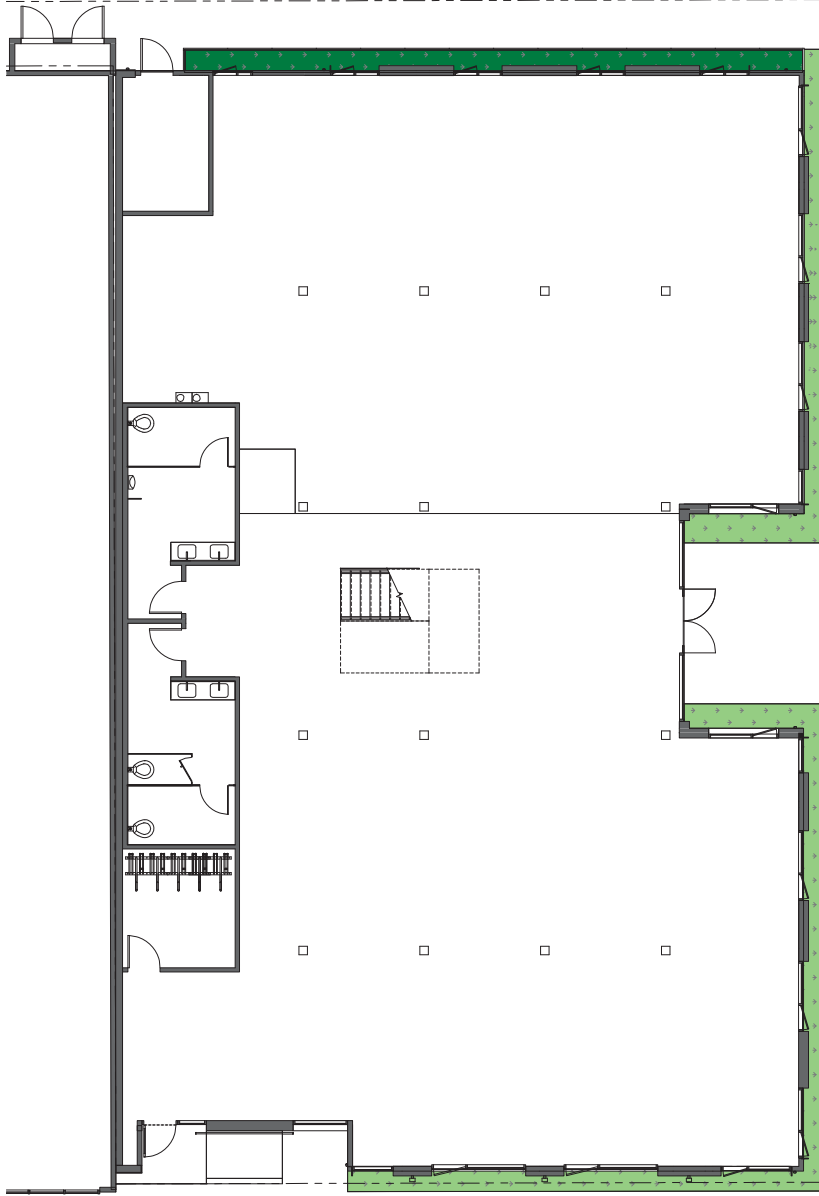
725 oak
grove

meteo park, CA
project number: 17-159

made in model
date: 10.03.2018

SD
PRELIMINARY
PLANTING PLAN

L1.0



- (IN CA PLANTING) DESCHAMPSIA CESPIITOSA
- (IN PLANTING) MONDULA AND HELICTOTRICHON SEMPERVIRENS
- (2) (E) STREET TREES (E) SPECIES: MA (2) (E) SPECIES: MA (2) MINIMUMS CONTAINER SIZE TO BE CONSISTENT WITH PERSIAN IRONWOOD
- (1) (E) STREET TREES (E) SPECIES: MA (2) MINIMUMS CONTAINER SIZE TO BE CONSISTENT WITH PERSIAN IRONWOOD

(E) STREET TREE 1
MONDULA
20" TRUNK DIAMETER

(E) STREET TREE 2
SPECIES: AMERICAN
SYPHOCARPUS
20" TRUNK DIAMETER

(E) STREET TREE 2
SPECIES: AMERICAN
SYPHOCARPUS
20" TRUNK DIAMETER

3/16" = 1'-0"

1 LANDSCAPE PLAN

725 OAK GROVE / 1200 CHESTNUT**PROJECT DESCRIPTION**

725 Oak Grove is located on a 7,586 square foot parcel of land on the corner of Oak Grove Avenue and Chestnut Street. The Assessor's Parcel Number (APN) is 071-102-320 and the zoning designation is SP-ECR/D. The proposed project is the renovation of an existing single-story structure. The scope of the improvements includes: façade upgrades including new siding materials and glazing, addition of a mezzanine level, clerestory glazing, the addition of green roof elements and new open floor plan.

EXISTING CONDITIONS

The existing structure is a single-story, 5,868 square foot general office use building. It has been used to house several small businesses accessible from the street facing as well as a linear exterior courtyard entries. This courtyard divides the building at the center into two equal masses. The building is type 5 unsprinklered construction and includes one exterior CMU wall at the interior property line, and interior wood framed gypsum board partitions. The buildings façades include large window units with sills at roughly 24" – 36" above the finished floor with painted frames. The majority of the building exterior is a beige cement plaster finish. The perimeter hardscape is a series of scalloped planters between entrance doors. The center courtyard has a light, wood trellis overhead. Building entries and finished floor elevations differ between the two building 'wings' to conform to the slight change in sidewalk elevation across the site.

PROPOSED PROJECT

The proposed project is an improvement to the buildings facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. The existing interior walls will be removed and new structural columns and beams will be installed, allowing for an open floor plan. Existing glazing will be replaced while keeping the existing exterior wall framing to reduce construction time, cost and material waste. Repeated wood siding along the proposed facades complements the neighboring façade improvement project across the street at 1149 Chestnut. The spacing of wood siding between the operable window units, against a cement plaster background, creates a balanced rhythm throughout the ground floor.

The building proposes a new address: 1200 Chestnut Street, appropriate for the orientation of the new front door. This proposed main entrance is located at the center of the front façade on Chestnut Street, analogous to existing conditions. The new entry addition of full height glazing and increased width creates an inviting entrance from the street and sidewalk.

The existing planted area along the sidewalks is scalloped to serve multiple entry doors. This will be redesigned as a linear strip of planting around the perimeter of the building. Proposed low maintenance, drought-resistant local species will be added.

A proposed mezzanine level includes full-height glazing set back from the primary ground floor façade. The mezzanine will sponsor a new roof structure and provide a double-height space at the center of the building allowing generous natural light into the entire building. The remaining existing roof at the mezzanine level, while not occupiable, will host an extensive green roof system, as well as a screen mechanical area for roof mounted equipment. New roof eaves will host wood siding soffits and metal channel fascia profiles. The proposed ground floor and mezzanine level bring the overall building area to 7,586 square feet, maximizing the allowable FAR for general office use.

The proposed project has been described and introduced to the following neighboring properties:

1149 Chestnut Street

1160 Chestnut Street

1164 Chestnut Street

717 Oak Grove Avenue

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
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: Lot area = 7,586 SF FAR max general office = 1.0 FAR Proposed Office Area = 7,586 SF Refer to sheet G0.2</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>Not Applicable: No Medical or Dental 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: Proposed roof-mounted mechanical equipment is below the height limit and will be screened with a six foot wood slat fencing matching proposed façade materials. Future solar panels located at back of roof, would not be visible. Refer to sheets A2.12, A3.2, A3.3, and A3.70.</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 facade improvements will not exceed maximum building height of 38'.</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: There are no proposed rooftop elements that will exceed the maximum building height.</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>Complies: No front setbacks allowed in this zone, however, existing structure has approximately a two foot setback facing Chestnut Street and Oak Grove Avenue. At grade landscape area/planter with low plantings proposed with 5'-0" clear waking zone at sidewalk. Refer to sheet A1.1 and L1.0</i>
E.3.3.02	Standard	Parking shall not be permitted in front setback areas.	<i>Not Applicable: No parking on-site.</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>Not Applicable: No store entry recess proposed. Building entries are recessed at major modulation along Chestnut Street side and minor modulation along Oak Grove Side. Refer to sheet A2.10.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
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>Not Applicable: No building projections of these types.</i>
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>Complies: Projections do not extend more than five feet into the setback area.</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: The total projections do not exceed 35 percent of the 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: Window awnings only project approximately two feet from building face/façade. The awning is proposed to have an 8.5 foot vertical clearance above the sidewalk. Refer to wall section on sheet A3.60.</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>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
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. 	<i>Not Applicable: Project is in the (D) district.</i>
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>	<i>Not Applicable: Project is in the (D) district.</i>
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>	<i>Not Applicable: Project is in the (D) district.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

E.3.4.2 Façade Modulation and Treatment			
E.3.4.2.01	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 50 feet in length without a minor building façade modulation. At a minimum of every 50' façade length, the minor vertical façade modulation shall be a minimum 2 feet deep by 5 feet wide recess or a minimum 2-foot setback of the building plane from the primary building façade.	<i>Complies: Minor building façade modulation proposed on Oak Grove Avenue façade. The modulation would be 19 foot four inches wide by approximately four foot deep. Refer to sheets A1.1, A2.1, and A3.3.</i>
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 modulation proposed (20 foot wide by 11 foot deep) on Chestnut Street façade. Refer to sheet A2.1 and A3.2.</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 modulation extends greater than four foot in height from adjacent roof line and has a major change in fenestration pattern with metal solar fins. Refer to sheets A3.2 and A3.50.</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: The minor façade modulation does not change in height and has minimal change in materials or color from adjacent façade.</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: Sun shading awnings, deep overhangs, perforated metal screens, vertical solar fins and wood slats are proposed. Refer to sheets A3.50, A3.60, A3.70, G0.4, G0.5, and A3.2</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>Not Applicable: The proposed building profile as well as the massing above the first level are below maximum façade height. Refer to sheet A3.2 – A3.51.</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>Not Applicable: The proposed building profile as well as the massing above the first level are below maximum façade height. Refer to sheet A3.2 – A3.51.</i>
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>Not Applicable: The proposed building profile as well as the massing above the first level are below the maximum façade height. Refer to sheet A3.2 – A3.51.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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>Not Applicable: No new stair or elevator towers proposed.</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: The building does not exceed 38 feet. The proposed building profile as well as the massing above the first level are below maximum façade height. Refer to sheet A3.2 – A3.51.</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>Does not comply: The proposal would not comply with this standard. The project intends to reuse the structural elements of the existing roof which would result in a first to second floor height of approximately 11 foot six inches at the mezzanine and a first-floor ceiling of ten foot three inches to remain. The lobby would be approximately 22 foot tall. Refer to sheet A3.50, A3.51, and A3.60. Analysis: Full removal of the existing structure would be needed to comply with this standard.</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: The proposed clear glass windows of both façades facing public sidewalks and streets exceeds the minimum of 50% transparency using ten foot three inches as the first floor ceiling height. Refer to sheet A3.0 for calculations. Heavy tinted or mirrored glass is not proposed.</i>
E.3.5.03	Guideline	Buildings should orient ground-floor retail uses, entries and direct-access residential units to the street.	<i>Not Applicable: No retail or residential uses proposed. The proposed main entry is oriented to the 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: Office use proposed. Landscaping will follow the entire perimeter of the front façade as well as the adjacent sidewalk/street facing facade. The introduction of natural wood slats to the exterior visually strengthens the proposed window fenestrations. The wood and glazing would be composed against a canvas of white cement plaster. Glazing panels would be close to floor to ceiling with sun-shade canopies and operable windows. Wall sconces would also light wood panel sections of the façade. Overall, the façade at the street level would be well articulated to enhance the pedestrian experience. Refer to sheet G0.0.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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: The proposed occupancy is office use.</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: No extensive lengths of blank walls are proposed.</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 use.</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: Window awnings proposed at the ground floor project about two feet from the building face/façade. The awning has an 8.5 foot vertical clearance above the sidewalk. Awnings feature C shaped metal channels, wood trellis, and metal trim. Refer to sheet A3.60 for detail.</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: The main entry faces Chestnut Street, and it would be set back 12.75 feet from the sidewalk and public right-of-way to create a small entry plaza at the major building modulation. The rear entry faces Oak Grove Avenue.</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: Architectural entry is recessed and visually distant from the rest of the building with more glazing, an entry canopy and vertical fins and glazing that extends above adjacent rooflines. Refer to sheet G.05.</i>
E.3.5.11	Guideline	Multiple entries at street level are encouraged where appropriate.	<i>Complies: The main entry and rear entry are at street level.</i>
E.3.5.12	Guideline	Ground floor residential units are encouraged to have their entrance from the street.	<i>Not applicable: No residential use.</i>
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: No residential use.</i>
E.3.5.14	Guideline	Building entries are allowed to be recessed from the primary building façade.	<i>Complies: Main entry is recessed from main building facade.</i>
Commercial Frontage			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

E.3.5.15	Standard	Commercial windows/storefronts shall be recessed from the primary building façade a minimum of 6 inches	<i>Complies: Sheet G0.5 shows horizontal wood slat walls and metal architectural trim projecting forward of the adjacent wall plan and window line. The first floor plan, A2.10, also shows a wall to window offset. The wall section and detail on A3.60 dimensions the six inch offset to the glazing.</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>Not Applicable: No retail use. See E.3.5.02 for commercial ground floor transparency standard.</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: Storefronts are consistent and align with proposed contemporary building design.</i>
E.3.5.18	Guideline	The distinction between individual storefronts, entire building façades and adjacent properties should be maintained.	<i>Complies: Distinctions between individual storefronts, entire building facades and adjacent properties are maintained. Refer to streetscape elevation on sheet A1.0.</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 two main entrances to the building are fully glazed and transparent to the inside from the sidewalk or street.</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: Ground level storefronts do not exceed 20 feet in length. The mezzanine level storefront is defined by structure within the building.</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>Not Applicable: No retail proposed. The main building entry is accessed directly from the public sidewalk.</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>Not Applicable: No retail proposed.</i>
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: No retail proposed.</i>
E.3.5.24	Guideline	Storefronts should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.	<i>Not Applicable: No retail proposed. Storefront windows are clear glass.</i>
E.3.5.25	Guideline	Signage should not be attached to storefront windows.	<i>Not Applicable: No signage proposed to be attached to the storefront windows.</i>
E.3.6 Open Space			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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>Not Applicable: No residential proposed.</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>Not Applicable: No residential proposed.</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: Main entry open space serves as building modulation.</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: Open space at main entry is usable for all building occupants.</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>Not Applicable: No residential proposed.</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>Not Applicable: No required setbacks. The building edge will have landscaping and two new street trees are proposed.</i>
E.3.6.07	Guideline	Landscaping of private open spaces should be attractive, durable and drought-resistant.	<i>Complies: Lavender requires moderate water; blue oat grass requires regular water. Both are attractive for boarders.</i>
E.3.7 Parking, Service and Utilities			
General Parking and Service Access			
E.3.7.01	Guideline	The location, number and width of parking and service entrances should be limited to minimize breaks in building design, sidewalk curb cuts and potential conflicts with streetscape elements.	<i>Not Applicable: No parking or vehicle access to site.</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>Not Applicable: No retail or residential use or curb cuts proposed.</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>Not Applicable: Project does not have any loading docks.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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: No surface parking proposed.</i>
Utilities			
E.3.7.07	Guideline	All utilities in conjunction with new residential and commercial development should be placed underground.	<i>Complies: All utilities in conjunction with the project will be placed underground.</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: Existing utility meters to remain in utility meter shed. Refer to sheet A3.1 & A3.2.</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: Bike storage room proposed. Two short term bike racks also shown in furnishings zone on sidewalk near main entry. Refer to first level plan, sheet A2.10.</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>Not Applicable: No parking garage proposed in this project.</i>
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>Not Applicable: No parking garage proposed in this project.</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>Not Applicable: No parking garage proposed in this project.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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>Not Applicable: No parking garage proposed in this project.</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: No parking garage or roof of parking garage proposed in this project.</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: Acknowledged by project architect.</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>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

Leadership in Energy and Environmental Design (LEED) Standards			
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.</p> <p>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>	<i>Not Applicable: Proposed project is less than 20,000 SF.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

Leadership in Energy and Environmental Design (LEED) Guidelines			
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>	<i>Not applicable: Project site is less than one acre and is not considered a larger project.</i>
Building Design Guidelines			
E.3.8.05	Guideline	Buildings should incorporate narrow floor plates to allow natural light deeper into the interior.	<i>Complies: Natural light provided throughout the ground floor and mezzanine with fully glazed, double height central space.</i>
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.	<i>Complies: In addition to the glazing at the mezzanine level, the ground floor glazing is floor to ceiling.</i>
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.	<i>Complies: Sun shade awnings at first level windows, perforated metal screens and vertical metal fins at second level windows facing Chestnut Street (southwest) Elevation, and deep overhangs on second level roof are provided at the front façade which will receive the most intense sunlight. A deep overhang at the mezzanine level is also provided at the southeast and northwest elevations.</i>
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.	<i>Not Applicable: This project is located downtown.</i>
E.3.8.09	Guideline	Operable windows are encouraged in new buildings for natural ventilation.	<i>Complies: Ground floor storefronts contain operable windows.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

E.3.8.10	Guideline	To maximize use of solar energy, buildings should consider integrating photovoltaic panels on roofs.	<i>Complies: PV panels shall be considered at a later phase. See A2.12 for potential location of solar panels.</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>Not Applicable: No kitchen use proposed.</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 rainwater 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>Partially Complies: No green roof is proposed. Flat roof system over ridged insulation shown, refer to A3.60. Alternative "cool roof" material/color not provided on plans. Bio-retention planter shown at alley side of building, See sheet C-3.</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: No driveways are proposed.</i>
Landscaping Guidelines			
E.3.8.14	Guideline	Planting plans should support passive heating and cooling of buildings and outdoor spaces.	<i>Complies: Two new street trees are proposed to support passive cooling of the building. Refer to sheet L1.0.</i>
E.3.8.15	Guideline	Regional native and drought resistant plant species are encouraged as planting material.	<i>Complies: Regional native and drought resistant plant species proposed. Refer to sheet L1.0.</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>Tentatively Complies: Applicant acknowledged irrigation system shall follow city guild lines.</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: Lighting design shall limit light pollution to the sky. Refer to perspective on G0.5 for suggested fixtures and A3.2 for wall sconce fixture model.</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>Not Applicable: No parking garages are proposed.</i>
Lighting Guidelines			
E.3.8.19	Guideline	Energy-efficient and color-balanced outdoor lighting, at the lowest lighting levels possible, are encouraged to provide for safe pedestrian and auto circulation.	<i>Tentatively Complies: Energy-efficient and color- balanced outdoor lighting at the lowest lighting levels possible to be considered as part of the Building Design.</i>
E.3.8.20	Guideline	Improvements should use ENERGY STAR-qualified fixtures to reduce a building's energy consumption.	<i>Tentatively Complies: The project will strive to use ENERGY STAR-qualified fixtures to be shown at the building permit submission.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 725 Oak Grove Avenue - Compliance Worksheet

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. High-efficiency lighting systems with advanced lighting control will be considered as part of the Building Design and shown at the building permit submission.</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: Strategies to reuse and recycle construction materials will be researched leading up to building permit submittal. Design of the front façade has been based off of salvaging existing window framing in order to reduce construction waste.</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. Recycled content can be utilized in materials such as woods and plastics. The applicant will strive to include recycled materials in the building.</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. The applicant will reach out to local and regional vendors to receive the materials and finish materials needed where possible.</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: The project scope does not include redesign of recycling collection or waste management. Per the application, excessive waste generation has not been an issue in the existing conditions the total waste generated is not anticipated to change.</i>
E.3.8.26	Guideline	The use of material from renewable sources is encouraged.	<i>Tentatively Complies: Acknowledged by project architect. The project will strive to use materials from renewable sources where possible.</i>



ARBORIST REPORT

725 OAK GROVE AVENUE
MENLO PARK, CALIFORNIA

Prepared for:

Brick Architecture and Interiors
1266 66th Street, Suite 1
Emeryville, CA 94608

Prepared by:

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

August 17, 2018

TABLE OF CONTENTS

<u>SECTION</u>	<u>TITLE</u>	<u>PAGE</u>
1.0	INTRODUCTION	1
2.0	TREE COUNT AND COMPOSITION	2
3.0	PROPOSED TREE DISPOSITION	3
4.0	TREE PROTECTION MEASURES	3
4.1	Design Guidelines	3
4.2	Before Demolition and Construction	5
4.3	During Demolition and Construction	6
5.0	ASSUMPTIONS AND LIMITING CONDITIONS	8

EXHIBITS

<u>EXHIBIT</u>	<u>TITLE</u>
A	TREE INVENTORY TABLE (one sheet)
B	SITE MAP (one sheet)
C	PHOTOGRAPHS (three sheets)

1.0 INTRODUCTION

A renovation and mezzanine floor addition is planned for the existing building at 725 Oak Grove Avenue, Menlo Park, located at the west corner of Oak Grove Avenue and Chestnut Street. As part of the planning submittal, Brick Architecture and Interiors has retained me to prepare this *Arborist Report*, and specific tasks assigned to execute are as follows:

- Visit the site, performed on 8/13/18, to identify three trees located within the public right-of-way (i.e. street trees).
- Measure each tree's trunk diameter in accordance with Section 13.24.020 of the City Code; all diameters are rounded to the nearest tenth-of-an-inch.
- Ascertain each tree's health and structural integrity, and assign an overall condition rating (e.g. good, fair, poor or dead).
- Identify which street trees qualify as "heritage trees"¹ per City Code.
- Obtain photographs; see Exhibit C.
- Document any pertinent and visible health, structural and adjacent hardscape issues.
- Assign numbers to each tree, and plot those numbers and tag numbers onto the site map in Exhibit B (base map is the *Topographic Map* by Turnrose Land Surveying, dated 4/10/13).
- Affix rectangular metal tags with hand-written, engraved and corresponding numbers onto the trees' trunks.
- Review the architectural *Development Application* plan set, planning submittal dated 6/25/18, to ascertain potential impacts.
- Provide protection measures to help mitigate or avoid impacts to the trees.
- Prepare a written report which presents the aforementioned information, and submit via email as a PDF document.

¹ Section 13.24.020 of the Menlo Park Municipal Code defines a "heritage tree," as it generally relates to this project, as any California native oak $\geq 12'$ tall, and having a trunk diameter $\geq 10"$ at 54" above grade; [2] any other tree $\geq 12'$ tall, and having a trunk diameter $\geq 15"$ at 54" above grade; and [3] any multi-trunk tree $\geq 12'$ tall and having a trunk diameter $\geq 10"$ (native oaks) or $\geq 15"$ (all others) where trunks divide.

2.0 TREE COUNT AND COMPOSITION

Three (3) trees of two various species were inventoried for this report. They are sequentially numbered as 1 thru 3, and include one Southern magnolia (#1) and two American sweetgum (#2 and 3).

As mentioned, all three are street trees situated within the public right-of-way, the magnolia (#1) being along Chestnut Street, and the two sweetgum (#2 and 3) align Oak Grove Avenue; #1 is in front of the 1182 address, #2 is roughly 25 feet north of the street corner, and #3 in front of the 721 address. Each is situated within square or rectangular planter, bordered by concrete sidewalk along three sides, and curb/gutter along street sides. They grow beneath high-voltage electrical wires, and for state-mandated requirements to maintain clearance from those wires, have been historically reduced. Their canopies are also extensively elevated, and phone and cable lines are routed through their canopies.

In addition to being street trees, they are also regulated by Menlo Park as heritage trees due to having trunk diameters of 19.8, 27.9 and 18.4 inches, respectively.

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**.

3.0 PROPOSED TREE DISPOSITION

All three trees are planned for retention. Based on my site assessment and review of the architectural plan set, I conclude they can be adequately protected, provided measures presented in the next section are carefully followed throughout building renovation, as well as incorporated into project plans.

Primary protection measures to consider include installing trunk protection before work commences, and implementing minor pruning to achieve sufficient construction, building and personnel clearances; more detailed information is presented in the next section.

4.0 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 the three street trees. They are subject to revision upon reviewing any revised or future 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.

4.1 Design Guidelines

1. A Tree Protection Zone (TPZ) is necessary to restrict or confine the following activities to help achieve a reasonable assurance of a tree's vigor, longevity and anchoring capacity: trenching, soil scraping, compaction, mass and finish-grading, overexcavation, subexcavation, tilling, ripping, swales, bioswales, storm drains, dissipaters, equipment cleaning, removal of underground utilities and vaults, altering existing water/drainage flows, stockpiling and dumping of materials, and equipment and vehicle operation. For this project, the TPZs are defined on the map in Exhibit

B, and in the event an impact encroaches slightly within those zones, it can be reviewed on a case-by-case basis by the project arborist to determine whether measures can sufficiently mitigate impacts to less-than-significant levels.

2. On all site-related plans, show each tree's assigned number, and provide notes specifically referencing this report for tree protection measures.
3. 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.
4. Confine any and all necessary excavation, fill, compaction, trenching, etc. around the existing building to be beyond TPZs.
5. Design and route future utilities, irrigation, water lines, storm drains, dissipaters, bioswales (or other bioretention device/structure) and swales beyond TPZs. Dictated by the proximity to tree trunks, an alternative installation method may be warranted, such as hand-digging, a pneumatic air device (such as an Air-Spade®), or directional boring. For boring, ground above tunnels must remain undisturbed, and access pits and any infrastructure (e.g. splice boxes, meters and vaults) established beyond TPZs. All tentative routes should be reviewed with the project arborist beforehand.
6. The future staging area and route(s) of access should be routed beyond TPZs.
7. Avoid specifying the use of herbicides use within a TPZ; where used on site, they should be labeled for safe use near trees. Also avoid prescribing liming within 50 feet of a tree.
8. Erosion control should consider that any straw wattle or fiber rolls require no more than a 2-inch deep, vertical soil cut for their embedment, and are established as close to canopy edges as possible (and not against a tree trunk).

9. 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 no trenching occurs within a TPZ. Where needed within a TPZ, lay Netafim soaker hoses on grade and cover with mulch (versus being dug into the ground), and associated header lines should terminate beyond a TPZ. Should they absolutely require trenching within a TPZ, the routes should be 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 ultimately be reviewed with the project arborist prior to any trenching or excavation occurring.
 - b. Avoid tilling, ripping and compaction within TPZs.
 - c. If applicable, any bender board or other edging material within TPZs should be on top of existing soil grade (such as by using vertical stakes).

4.2 Before Demolition and Construction

10. If an existing water source is supplying irrigation, ensure it continues as such throughout demolition and construction.
11. Several weeks (or more) prior to site work, conduct a site meeting between the general contractor and project arborist for purposes of reviewing trunk wrap protection, pruning, offsite improvements, staging, etc.
12. Pruning performed shall be highly selective and target clearances for construction of the renovated building and future mezzanine, for both the structure and personnel, as well as along the streets for supply trucks; cuts should be small, such as <1 to 2 inches in diameter, unless otherwise specified by the project arborist. Additional scope items can include reducing heavy limb or branch weight, and removing deadwood \geq 1-inch in diameter. It shall only be performed in accordance with the most recent ANSI A300 standards, and by a California licensed and bonded tree-service contractor (D-49) which has an ISA certified arborist in a supervisory role, and carries General Liability and Worker's Compensation insurance. The City may also require a permit be issued prior to pruning (due to being street trees).

13. Install trunk wrap protection prior to demolition work commencing, and maintain in place 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). It involves wrapping straw wattle around the trunk, one section at the base and another around 6 to 10 feet high; placing boards (2x4") vertically around the outside, from the ground to 10 to 12 feet high; then wrapping orange-plastic fencing two or three times around the boards. See example in photo to right.



5.3 During Demolition and Construction

14. Great 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 and trunk operators, including during offhauling materials from a truck, to position their equipment to avoid trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist to begin initiating appropriate treatment.
15. Any authorized digging or trenching within a TPZ shall be manually performed without the use of heavy equipment.
16. Where applicable, demolition of the existing sidewalk shall be carefully performed to avoid excavating into the ground and damaging any roots ≥ 2 inches in diameter within a TPZ. Any conflict should be brought to the attention of the City and/or project arborist.
17. For approved trenching within a TPZ, avoid damaging or cutting roots ≥ 2 inches in diameter without prior assessment by the project arborist. Should roots of this size be encountered, within one hour of exposure, cover with moistened burlap, and keep continually moist until ultimately covered by soil. If they are approved for severing,

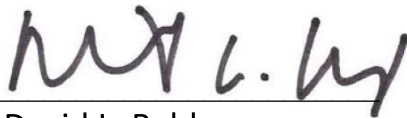
the root shall be cleanly severed at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, bury the cut end with soil.

18. Where within TPZs, installation of a new sidewalk should avoid the loss of roots ≥ 2 inches in diameter, and excavation performed to meet subgrade shall be manually performed using a shovel. Adhere to the above root pruning guidelines should any 1 to < 2 inches in diameter root be encountered during the process.
19. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If necessary, temporarily pile spoils on plywood, a tarp or existing walk.
20. Tree trunks shall not be used as winch supports for moving or lifting heavy loads.
21. Accumulated dust on canopies and/or trunks should be periodically washed away (e.g. every three to four months).
22. 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.

5.0 ASSUMPTIONS AND LIMITING CONDITIONS

- All information presented herein covers only the inventoried trees, and reflects their size, condition, and areas visible from the ground and project site on 8/13/18.
- The documented condition, suitability ratings and species of deciduous trees are subject to change once they can be observed following complete regrowth of new leaves.
- My observations were performed visually without probing, coring, dissecting or excavating.
- The assignment pertains solely to trees listed in Exhibit A. I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed, 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.
- The numbers shown on the site map in Exhibit B are solely intended to roughly approximate a tree's location, and do not represent 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

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

Date: August 17, 2018



EXHIBIT A:

TREE INVENTORY TABLE

(one sheet)



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Street Tree	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
1	Southern magnolia (<i>Magnolia grandiflora</i>)	19.8	35	30	40%	30%	Poor	X	X

Comments: Within an ~4' by 4' square planter, trunk being ~5' from a utility pole. Beneath high-voltage wires, and height is consequently reduced. Phone and cable wires are routed thru canopy, which is substantially elevated. Multiple limbs with sinuous form, all originating from the same location at ~11' high, and form a candelabra. Excessively thin interior. Slight easterly lean partly towards building. Comprised of two dominant limbs, one with a large decaying wound and arcing over roof/building by ~12', and the other grows laterally west above sidewalk. Adjacent walk is cracked, and has been replaced and historically raised by roots in multiple spots, those areas being mostly shaved down. Old wound along trunk, street side, beginning 2.5' high and ascending vertically by 3'. Surface roots throughout, some of which are girdling. Watersprouts comprise foliage along crown's lower interior. In front of 1182 Chestnut Street.

2	American sweetgum (<i>Liquidambar styraciflua</i>)	27.9	40	40	60%	30%	Poor	X	X
---	---	------	----	----	-----	-----	------	---	---

Comments: Within an ~8' by 4' rectangular planter, and its trunk is roughly ~25' north of street corner. Below high-voltage wires, and height is consequently reduced. Utility pole is ~15' from trunk. Phone and cable wires are routed thru canopy. Extensively elevated canopy. Adjacent curb is cracked and slightly raised, and has been replaced in past and historically shaved down. Branches overhang roof/building by ~12'. One broken branch in canopy, building side. Numerous old wounds along trunk. Most or all of foliage consists of watersprouts.

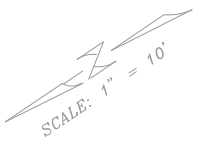
3	American sweetgum (<i>Liquidambar styraciflua</i>)	18.4	30	25	50%	30%	Poor	X	X
---	---	------	----	----	-----	-----	------	---	---

Comments: Within an ~4' by 4' square planter, and its trunk is ~25' north of street corner. Beneath high-voltage wires, and its height is consequently reduced. Phone and cable wires are routed thru canopy. Codominant leaders originate at ~12' high, and canopy is extensively elevated, having a rectangular box shape. Numerous large old wounds along trunk. Adjacent walk and curb are raised, the walk being historically shaved down. A pronounced buttress root grows towards and abuts walk. Small branches overhang roof and building by ~5'. Much or all of foliage consists of watersprouts. In front of 721 Oak Grove Avenue.

EXHIBIT B:

SITE MAP

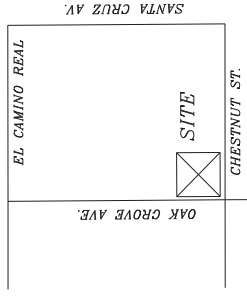
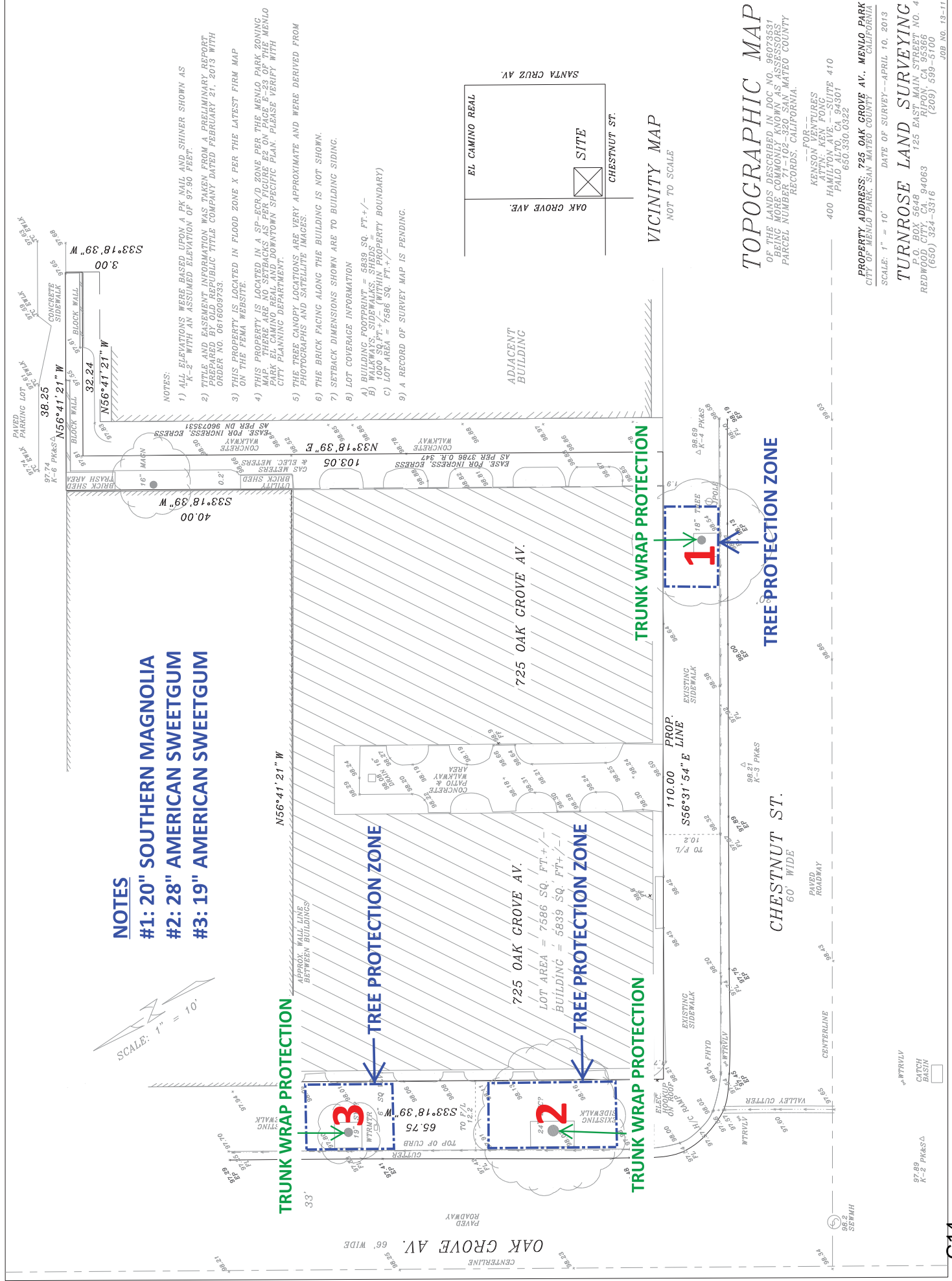
(one sheet)



NOTES

- #1: 20" SOUTHERN MAGNOLIA
- #2: 28" AMERICAN SWEETGUM
- #3: 19" AMERICAN SWEETGUM

- 1) ALL ELEVATIONS WERE BASED UPON A PK NAIL AND SHINER SHOWN AS "K-2" WITH AN ASSUMED ELEVATION OF 97.90 FEET.
- 2) TITLE AND EASEMENT INFORMATION WAS TAKEN FROM A PRELIMINARY REPORT PREPARED BY OLD REPUBLIC TITLE COMPANY DATED FEBRUARY 21, 2013 WITH ORDER NO. 0616009733.
- 3) THIS PROPERTY IS LOCATED IN FLOOD ZONE X PER THE LATEST FIRM MAP ON THE FEMA WEBSITE.
- 4) THIS PROPERTY IS LOCATED IN A SP-RCR/D ZONE PER THE MENLO PARK ZONING MAP. THERE ARE NO SETBACKS AS PER FIGURE E2 ON PAGE E-23 OF THE MENLO PARK EL CAMINO REAL AND DOWNTOWN SPECIFIC PLAN. PLEASE VERIFY WITH CITY PLANNING DEPARTMENT.
- 5) THE TREE CANOPY LOCATIONS ARE VERY APPROXIMATE AND WERE DERIVED FROM PHOTOGRAPHS AND SATELLITE IMAGES.
- 6) THE BRICK FACING ALONG THE BUILDING IS NOT SHOWN.
- 7) SETBACK DIMENSIONS SHOWN ARE TO BUILDING SIDING.
- 8) LOT COVERAGE INFORMATION
 - A) BUILDING FOOTPRINT = 5589 SQ. FT. +/-
 - B) WALKWAYS/SIDEWALKS/SWAPS = 1000 SQ. FT. +/- (WITH PROPERTY BOUNDARY)
 - C) LOT AREA = 7586 SQ. FT. +/-
- 9) A RECORD OF SURVEY MAP IS PENDING.



VICINITY MAP
NOT TO SCALE

TOPOGRAPHIC MAP
OF THE LANDS DESCRIBED IN DOC NO. 96073531
CITY OF MENLO PARK, SAN MATEO COUNTY
PARCEL NUMBER 71-102-320 SAN MATEO COUNTY
RECORDS, CALIFORNIA

FOR
KENSON VENTURES
ATTN: KEV FONG
400 HAMILTON AVE. SUITE 410
PALO ALTO, CA 94301
650.330.0322

PROPERTY ADDRESS: 725 OAK GROVE AV., MENLO PARK
CITY OF MENLO PARK, SAN MATEO COUNTY

DATE OF SURVEY—APRIL 10, 2013
SCALE: 1" = 10'
TURNROSE LAND SURVEYING
P.O. BOX 5648 125 EAST MAIN STREET NO. 4
REDWOOD CITY, CA 94063
(650) 324-3316

EXHIBIT C:
PHOTOGRAPHS
(three sheets)

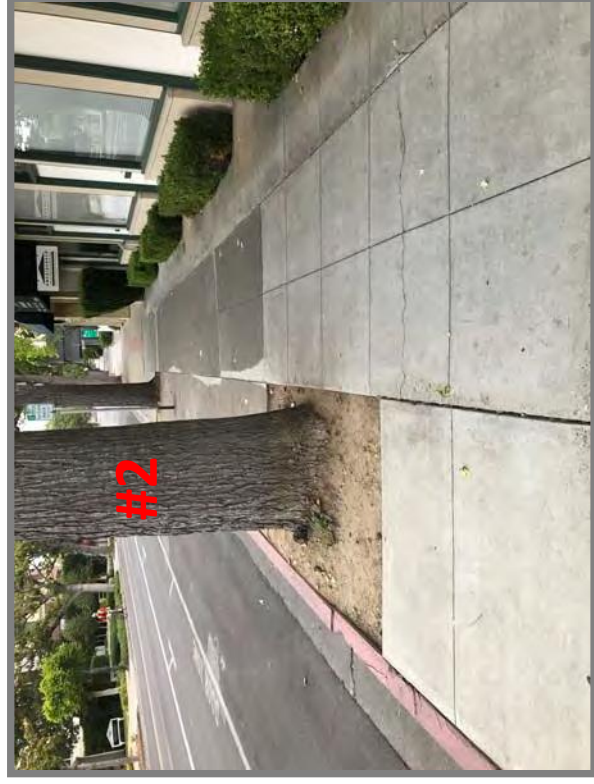
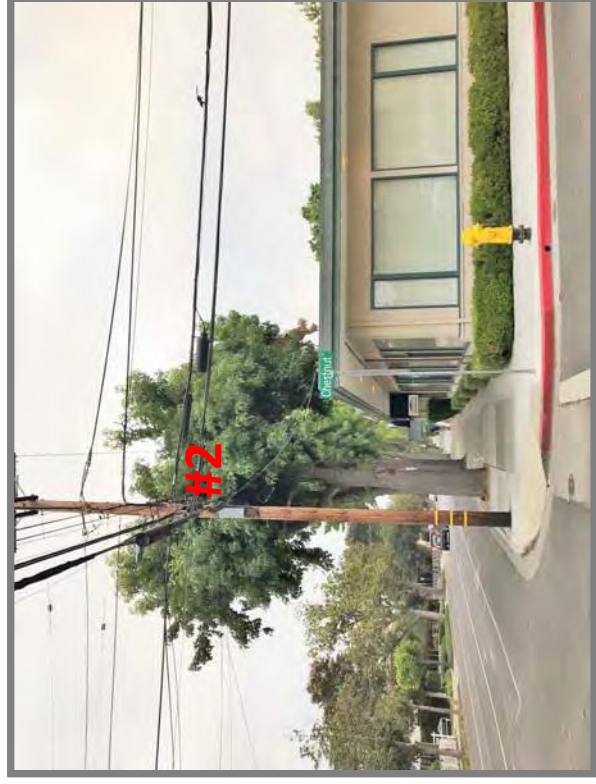
Photo Index

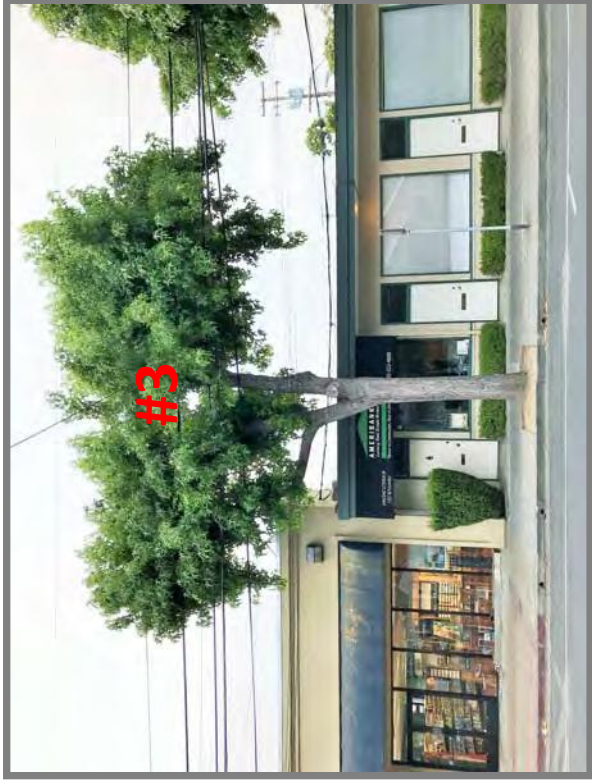
Page C-1: Tree #1

Page C-2: Tree #2

Page C-3: Tree #3







725 Oak Grove Avenue
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.

This Conformance Checklist provides an analysis for 725 Oak Grove Avenue.

Brick Inc. on behalf of Kenson Ventures LLC has submitted an application to improve an existing building consisting of building facades updates, new building entry and new mezzanine level. The project site consists of one parcel (Assessor’s Parcel Number 071-102-320) at 725 Oak Grove Avenue, which is currently occupied by an existing single-story office building.

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 Conditions

The subject parcel is a .17-acre (7,586) site located on the western corner of Oak Grove Avenue and Chestnut Street between Oak Grove Avenue to the west and Santa Cruz Avenue to the east which is part of the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The site is bounded on the west by existing residential and

commercial, on the east commercial and surface parking lot to the south across Chestnut Street and commercial and surface parking lot to the north. The site is relatively flat and rectangular.

Project

The Project includes improvements to the existing building facades and the addition of a new main building entry and mezzanine level. The addition is 1,718 square feet. The existing interior walls would be removed, and new structural columns and beams would be installed, allowing for an open floor plan. Existing glazing would be replaced while keeping the exterior wall frame. The proposed new entrance will be located on the center façade on Chestnut Street. The new entry addition of full height glazing and increased width creates an inviting entrance from street to sidewalk. Repeated wood siding along the proposed facades complements the neighboring facade improvement project across the street at 1149 Chestnut Street. New planting is proposed around the perimeter of the building.

The Project does not provide parking and parking is provided by the public parking plazas. The design of the project meets commute-sustainable standards and justifies no parking by incorporating select Transportation Demand Management (TDM) elements. Outcomes from these TDM actions and activities will eliminate potential spill over parking in the neighborhood and mitigate all 23 peak-hour vehicle trips. Reduced or constrained parking supports trip reduction and TDM efforts and discourages single-occupant vehicle (SOV) commuting by limiting an abundance of easy and convenient parking options. The maximum building height is 26 feet.

The Project requires approval of architectural control request from 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 Project includes improvements to the existing building facades and the addition of a new main building entry and mezzanine level.

Assuming full occupancy, the Project is estimated to generate 23 peak hour trips. Selected TDM measures were assessed using the City/County Associate of Governments of San Mateo County (C/CAG) trip credit accounting criteria. The C/CAG trip credit accounting determined that project TDM measures would reduce the demand for peak-hour trips. 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 an office 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 recessed entry and activating the street with floor to ceiling glazing and window awnings. The maximum height of the Project would be 26 feet, which is allowable under the Specific Plan. Therefore, the Project would not result in any impacts to the existing visual character of the site and its surroundings.

Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to light and glare would not be substantially adverse, and the impact would be less than significant. The Specific Plan includes regulatory standards for nighttime lighting and nighttime and daytime glare. Therefore, the Project would not result in any impacts associated with substantial light or glare.

As was the case with the Specific Plan, the Project would not have a substantial adverse effect on a scenic view or vista, a state scenic highway, character/quality, or light and glare impacts. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Agriculture Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that no impacts would result with regard to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or any area zoned for agricultural use or forestland.

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 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. A TDM plan was prepared for the Project, the applied TDM components planned for the Project fully mitigates all net, new peak-hour vehicle trips. 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 office 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. As a result, implementation of Mitigation Measure AIR-3 is not required for this Project.

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. As a result, implementation of Mitigation Measure AIR-4 is not required for this Project.

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, Santa Cruz Avenue 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. The project site is not in proximity to the Caltrain tracks and El Camino Real and is not considered a residential project, therefore, Mitigation Measure AIR-5 and AIR-7 would not apply. Mitigation Measure AIR-

10 would also not apply, because the project site is a sufficient distance from the SRI International campus. Mitigation Measure AIR-8 and AIR-11 would also not apply.

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 is an office development, 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. No trees are proposed to be removed, two new street trees would be planted on Chestnut Street. Therefore, there would be no impact.

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 does not require excavation. CUL-3 would require all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialist to ensure they can recognize fossil material and will follow proper notification procedures in the event any are uncovered during construction. Since the Project does not require excavation this measure would not apply. No new impacts have been identified and no new mitigation measures are required for the Project.

In compliance with Mitigation Measure CUL-1, Historic Resource Evaluations were completed for the Project. An Evaluation was prepared by Past Consultants LLC, dated June 14, 2018 for the Project. The subject property located at 725 Oak Grove Avenue is not eligible for the National or California registers because it is not associated with a significant event or a significant person and because the altered building on the subject property is not a distinctive or outstanding example of Mid-Century Modern design. 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.

Mitigation Measure CUL-2a, requires Archeological Resource Evaluation since the Project does not require any new excavation, no report is necessary. In the event, however, that prehistoric traces are encountered, the Specific Plan EIR requires protection activities if archaeological artifacts are found during construction.

Mitigation Measures CUL-2b, CUL-3, and CUL-4, requiring training and certain procedures regarding the potential to encounter archaeological artifacts or human remains during construction, would apply to the project.

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 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.

The Project includes improvements to the existing building facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. No grading activities will occur and therefore there would be no potential for soil erosion. No new impacts have been identified and no new mitigation measures are 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 Management 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. The Specific Plan includes sustainable strategies that promote reduced automobile dependence and certified green buildings. The Project would meet Green building standards will be reviewed and updated on a regular basis.

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 regard 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, it 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 not involve ground-disturbance and would include improvements to the existing building facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. The existing interior walls will be removed, and new structural columns and beams will be installed, allowing for an open floor plan and as such implementation of Mitigation Measures HAZ-1 and HAZ-3 would be required. Project operations would result in an addition to an existing office development. The Project would not handle, store, or transport hazardous materials in quantities that would be required to be regulated.

Thus, Project operations would result in similar impacts as that analyzed for the Specific Plan. No new impacts have been identified and no new mitigation measures are required for the Project.

Hydrology and Water Quality

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to construction-related impacts (i.e., water quality and drainage patterns due to erosion and sedimentation), or operational-related impacts to water quality, groundwater recharge, the alteration of drainage patterns, or flooding would result. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction Project disturbing 500 square feet or more of dirt. No grading will occur since the Project includes an addition to the existing office space and façade remodel. 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 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 Project redevelopment includes improvements to the existing building facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. The existing interior walls will be removed, and new structural columns and beams will be installed, allowing for an open floor plan and is subject to architectural review by the Planning Commission. The Project does not include parking and a TDM Plan has been prepared which discourages single-occupancy vehicle commuting by limiting an abundance of easy and convenient parking options. Reduced parking availability significantly enhances the use of alternative transportation mode options.

The Project would not create a physical or visual barrier, therefore would not physically divide a community. The frontage would include wide sidewalks, a new entry on Chestnut Street and landscaping. The Project activates the street with floor to ceiling glazing and awnings. There are no new 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 addition to an existing building 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. As discussed in the Specific Plan EIR, noise increases of less than 1 dBA are not perceptible; a 3 dBA change is barely perceptible to humans and does not cause adverse response. Therefore, the changes in noise level due to increased roadway traffic would not increase in substantial noise level increases that may impact sensitive receptors in the 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. The Project is an addition to an existing office building and does not include residential units, therefore Mitigation NOI-3 would not apply.

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 is not located near the Caltrain tracks and is an addition to an existing office building with no residential use. 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 includes improvements to the existing building facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. The existing interior walls will be removed, and new structural columns and beams will be installed, allowing for an open floor and is subject to Planning Commission architectural review and approval. 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 improvements to the existing building facades, natural lighting conditions, and the addition of a new main building entry and mezzanine level. The existing interior walls will be removed, and new structural columns and beams will be installed, allowing for an open floor plan. 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 has completed initial Project review, and has 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 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 official 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 a total of 23 peak hour trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as the land use assumptions on site are consistent with those outlined in the Downtown Specific Plan. The Project is consistent with the Specific Plan land uses.

The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts 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 Mitigation Monitoring and Reporting Program (MMRP) to implement Mitigation Measure TR-2 and TR-8, requiring submittal and City approval of a 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 SOV trips that are generated by the project site. 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 does not provide parking. The design of the project meets commute-sustainable standards and justifies a parking reduction by incorporating select Transportation Demand Management (TDM) elements. Outcomes from these TDM actions and activities will eliminate potential spill over parking in the neighborhood and mitigate all 23 peak-hour vehicle trips. Reduced or constrained parking supports trip reduction and TDM efforts and discourages single-occupant vehicle (SOV) commuting by limiting an abundance of easy and convenient parking options. 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. Historic Resource Evaluation prepared by PAST Consultants, dated June 14, 2018.
2. Plans prepared by Brick dated October 9, 2018.
3. Staff site visit August 30, 2018.
4. Transportation Demand Management Program prepared by TDM Specialists dated June 25, 2018.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
AIR QUALITY			
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants as 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>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program		
Mitigation Measure	Action	Timing
<p>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.</p> <p><u>Additional Measures for Development Projects that Exceed Significance Criteria</u></p> <p>1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</p> <p>4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p> <p>6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</p> <p>8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>9. Minimizing the idling time of diesel powered construction equipment to two minutes.</p>	<p>Signage will be posted with the appropriate contact information regarding dust complaints.</p> <p>Water exposed surfaces to maintain minimum soil moisture of 12 percent.</p> <p>Halt excavation, grading and demolition when wind is over 20 mph.</p> <p>Install wind breaks on the windward side(s) of disturbed construction areas.</p> <p>Vegetative ground cover shall be planted in disturbed areas as soon as possible.</p> <p>Ground-disturbing construction activities shall not occur simultaneously.</p> <p>Trucks and equipment shall be washed before exiting the site.</p> <p>Cover site access roads.</p> <p>Erosion control measures shall be used.</p> <p>Idling time of diesel powered equipment will not exceed two minutes.</p>	
		Implementing Party

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<p>10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on 11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.</p> <p>13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.</p>	<p>Plan developed that demonstrates emissions from use of off-road equipment during construction will be reduced as specified.</p> <p>Low VOC coatings shall be used.</p> <p>Require Best Available Control Technology for all construction equipment, diesel trucks, and generators.</p> <p>Equipment shall meet standards for off-road heavy duty diesel engines.</p>		
<p>Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and that would contribute substantially to an air quality violation. (Significant)</p>			
<p>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.</p>			
<p>See Mitigation Measure TR-2.</p>			
<p>Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)</p>			
<p>BIOLOGICAL RESOURCES</p>			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party
<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>	<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.</p>	<p>Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.</p>	<p>Qualified wildlife biologist retained by project sponsor(s)</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing 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>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 e. Use cutoff shields on streetlight and external lights to prevent upwards 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>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<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>	<p>Reduce building lighting from interior sources.</p>	<p>Prior to building permit issuance and ongoing.</p>	<p>Project sponsor(s) and contractor(s)</p>
<p>Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)</p>			
<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>	<p>Prior to tree pruning or removal or issuance of demolition, grading or building permits.</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>
<p>If no active roosts present: no further action is warranted.</p>			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<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>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>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
CULTURAL RESOURCES			
<p>Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)</p> <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 recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.</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>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<p>Treatment in Accordance with the Secretary of the Interior's Standards. Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.</p>			
<p>Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)</p> <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>	<p>Ongoing during construction.</p>	<p>Qualified archaeologist retained by the project sponsor(s).</p>
<p>Impact CUL-3: The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)</p>			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<p>Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. (SVP, 1996)</p>	<p>A qualified paleontologist shall conduct training for all construction personnel and field supervisors.</p> <p>If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.</p>	<p>Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.</p>	<p>Qualified archaeologist retained by the project sponsor(s).</p>
<p>Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially</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: * In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b) If the coroner determines the remains to be Native American:</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>	<p>On-going during construction</p>	<p>Qualified archeologist retained by the project sponsor(s)</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing 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 descendant 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 descendant or the most likely descendant 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			
Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopting the emissions of GHGs. (Significant)			
<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>
HAZARDOUS MATERIALS			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated and contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling (Significant)			
<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>
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)			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<p>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.</p>	<p>Implement best management practices to reduce the release of hazardous materials during construction.</p>	<p>Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites</p>	<p>Project sponsor(s) and contractor(s)</p>
NOISE			
<p>Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases 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 standards of other agencies. (Potentially Significant)</p>			
<p>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:</p> <p>* 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;</p>	<p>A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.</p>	<p>Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction</p>	<p>Project sponsor(s) and contractor(s)</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing 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-1b: Noise Control</i> Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.</p>	<p>If pile-driving is necessary for project, predrill holes to minimize noise and vibration and limit activity to result in the least disturbance to neighboring uses.</p>	<p>Measures shown on plans, construction documents and specifications and ongoing during construction</p>	<p>Project sponsor(s) and contractor(s)</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>
TRANSPORTATION, CIRCULATION AND PARKING			
<p>Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)</p>			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
Mitigation Measures TR-1a through TR-1d: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)
<p>Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)</p> <p>Mitigation Measure TR-2: New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:</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 carpools; * 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. 	<p>Develop a Transportation Demand Management program.</p>	<p>Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.</p>	Project sponsor(s)
<p>Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)</p> <p>Mitigation Measures TR-7a through TR-7n: (see EIR for details)</p>	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)
<p>Impact TR-8: Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments. (Significant)</p> <p>Mitigation Measure TR-8: Implement TR-2 (TDM Program).</p>	See Mitigation Measure TR-2.		

Monitoring Party
<i>sociated with</i>
PW/CDD

Monitoring Party

Monitoring Party		<i>of on-site area sources</i>		
-------------------------	--	--------------------------------	--	--

Monitoring Party
CDD

	Monitoring Party		
	CDD)	CDD

Monitoring Party
CDD

CDD

	Monitoring Party		
		CDD	CDD

Monitoring Party

CDD STATUS -
COMPLETED: Historic Evaluation completed by Past Consultants LLC, dated June 14th, 2018 determined that the building is not historic.

Monitoring Party		CDD	
------------------	--	-----	--

	<p>Monitoring Party</p> <p>CDD</p>
<p><i>Significant</i></p>	<p>CDD</p>

Monitoring Party		ted for the purpose of	PW PW	
------------------	--	------------------------	----------	--

Monitoring Party <i>material, or</i> <i>ndling. (Potentially</i>	CDD	<i>nvironment through</i>
---	-----	---------------------------

Monitoring Party
CDD

*ambient noise levels
ance, or applicable*

CDD

Monitoring Party		CDD	CDD		
------------------	--	-----	-----	--	--

Monitoring Party
PW/CDD
PW/CDD STATUS: Transportant Demand Management Program prepared by TDM Specialists, dated June 25, 2018 was submitted.
PW/CDD
<i>ntf</i>

725 Oak Grove

TRANSPORTATION DEMAND MANAGEMENT PLAN



Prepared for:

Brick Inc.

Prepared by:



*A Transportation Demand
Management Company*

(408) 420-2411

June 25, 2018

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
1.0 INTRODUCTION AND PURPOSE	1
2.0 TRANSPORTATION MANAGEMENT PLANNING DEFINITION	1
Rideshare and TDM Program Benefits.....	1
3.0 PROJECT DESCRIPTION.....	2
SECTION I – EXISTING CONDITIONS	3
4.0 COMMUNITY CONNECTIVITY.....	3
5.0 TRANSIT PROXIMITY.....	3
725 Oak Grove Avenue Transit Resources.....	4
Surrounding Area Transit Map.....	5
Walking Route Map to Transit.....	6
Bicycle Route Map to Transit.....	7
6.0 TRANSIT TRIP PLANNING RESOURCES	8
7.0 BICYCLE RESOURCES	10
Mid-Peninsula Bicycle Map	10
San Mateo County Bike Map	11
8.0 CARPOOL AND VANPOOL RESOURCES	13
Carpool Advantages for Employers	13
Carpool Advantages for Employees.....	13
Other Ridematching Resources	14
9.0 GUARANTEED EMERGENCY RIDE HOME PROGRAM	15
SECTION II – TDM INFRASTRUCTURE & PHYSICAL MEASURES	16
10.0 INFILL DEVELOPMENT.....	16
11.0 PEDESTRIAN AMENITIES	16
12.0 BICYCLE AMENITIES.....	17
Bicycle Connections	17
Bicycle Parking – Long-Term (Class I).....	17
Bicycle Parking – Short-Term (Class II).....	17
13.0 PARKING MANAGEMENT.....	18
No Parking.....	18
14.0 EMPLOYEE TRANSPORTATION FLIER	18
15.0 TRANSPORTATION KIOSK.....	20
16.0 PROJECT AMENITIES	20
SECTION III – PROGRAMMATIC TDM MEASURES	25
17.0 TRANSIT SUBSIDIES	25
18.0 TENANT PERFORMANCE - TRIP REDUCTION LEASE LANGUAGE	25
19.0 TRANSPORTATION MANAGEMENT ASSOCIATION	26
Commute.org Employer Resources	27
SECTION IV – PEAK-HOUR TRIP REDUCTION ACCOUNTING	28
City/County Association of Governments of San Mateo County (C/CAG) Guidelines	28

SECTION V – ANNUAL MONITORING AND REPORTING 30
20.0 EMPLOYEE ONLINE COMMUTE SURVEY 30
 Sample Commute Survey Summary of Results..... 31

ATTACHMENTS

- SamTrans Route 82
- SamTrans Route 83
- SamTrans Route 84
- SamTrans Route 286
- SamTrans Route 296
- SamTrans Route ERC
- Willow Road Shuttle
- Marsh Road Shuttle
- Belle Haven Shuttle
- Menlo Midday Shuttle

TDM SPECIALISTS QUALIFICATIONS

EXECUTIVE SUMMARY

The proposed project known as 725 Oak Grove Avenue has prepared a Transportation Demand Management (TDM) for its proposed Menlo Park office development. The design of the project meets commute-sustainable standards and justifies a parking reduction by incorporating select TDM elements. Outcomes from these TDM actions and activities will eliminate potential spill over parking in the neighborhood and mitigate all 23 peak-hour vehicle trips.

This green development approach reduces parking demand, vehicle trips, air pollution and traffic congestion and contributes to successful carbon footprint and greenhouse gas reductions for long-term operations.

This TDM Plan addresses alternatives to on-site parking needs as well as employee commuter activities that reduce non-drive-alone transportation. This document provides supporting justification for the reduced parking proposed for 725 Oak Grove Avenue. Also, this plan helps the alternative transportation mode-use goals that address both traffic and air quality concerns in the City of Menlo Park.

The measures and elements contained in this plan are consistent with well-performing employee TDM plans and commute programs in Menlo Park and other locations in the San Francisco Bay Area. A successful example of the City's requirement to reduce vehicle trips and parking demand include the Facebook campus. Facebook's model has proven that employees, including high-income employees, will participate in alternative transportation programs with the implementation of incentives, benefits, and consequences for non-compliance. The 725 Oak Grove Avenue project also commits to meeting vehicle trip requirements using TDM strategies that are scaled to fit this small office project.

Locational advantages make the 725 Oak Grove Avenue project very well suited for office use. It has access to transit resources that provide 194 daily transit trips connecting to the Menlo Park Caltrain Station. Other transit connections include the Redwood City Transit Center, the Palo Alto Caltrain Station, and several BART Stations. In total, the project's location enjoys access to 399 transit trips per day serving the neighborhood community.

The TDM plan includes lease language that obligates the future tenant to offer employee commuter benefits, such as transit subsidies, and achieve the trip reduction goals. Early disclosures and engagement with the prospective tenant will help employ a successful commuter program that reduces the need for drive-alone transportation.

The peak-hour trips estimated to be generated by this small office project total 23. It is projected that 12 peak-hour trips will occur in the morning and 11 will occur in the afternoon. The City/County Association of Governments (C/CAG) of San Mateo provides the peak-hour vehicle trip mitigation guidelines for calculating reductions. According to the C/CAG mitigation guidelines, this project's TDM Plan reduces 52 peak-hour vehicle trips.

Although not exhaustive, the core TDM measures designed to mitigate all 23 peak-hour vehicle trips for the 725 Oak Grove Avenue project include the following:

- Free guaranteed ride home (GRH) program
- Bicycle facilities
- Carpool incentives for passenger/riders
- Transit subsidies
- Tenant lease language to enforce trip reduction compliance
- Annual monitoring and reporting

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 as required by potential Conditions of Approval for the Use Permit. These factors will provide the momentum to achieve desired trip reduction needs for this project.

The 725 Oak Grove Avenue TDM Plan incorporates trip reduction strategies to meet the City's trip reduction goals and to reduce traffic impacts in the neighborhood and maximize mobility options for employees. The applicant has included transit, bicycle, pedestrian, and rideshare incentives to promote alternative transportation modes for project tenants.

2.0 TRANSPORTATION MANAGEMENT PLANNING DEFINITION

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 problems. The following are fundamental goals that can be achieved through effective utilization of a trip reduction program with the use 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 facilities 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 the 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 greater use of existing alternative transportation options.

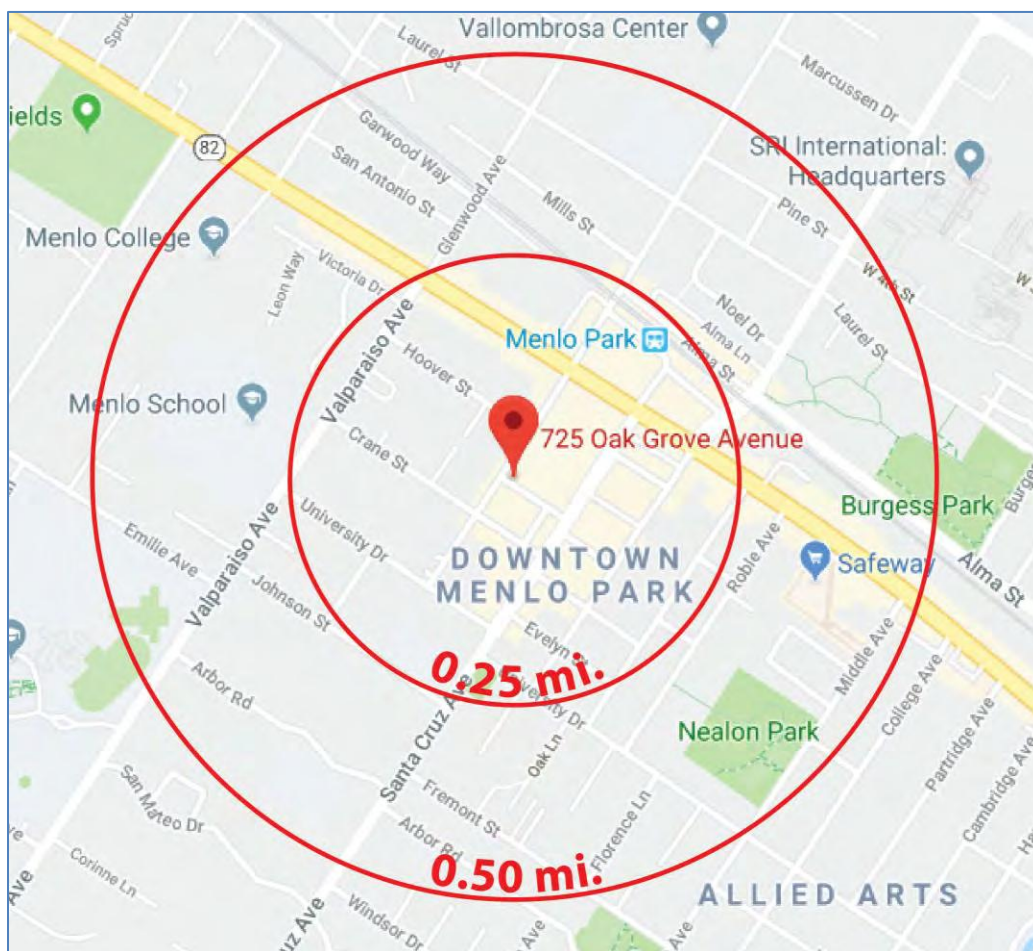
Rideshare and TDM Program Benefits

Commuters can experience stress and frustration long before their workday officially begins. The transportation choices afforded by the project will improve the commuter experience, and local communities and business environments by decreasing both traffic congestion and greenhouse gas emissions.

3.0 PROJECT DESCRIPTION

The project at 725 Oak Grove Avenue in Menlo Park is a renovation and expansion of an existing one-story multi-tenant office building. The site contains approximately 5,900 square feet and is located on the corner of Oak Grove and Chestnut. Work proposed includes a general upgrade to the building exterior, and an addition of a mezzanine level and subsequent mezzanine level exterior walls. The following Transportation Demand Management (TDM) Plan addresses alternatives to on-site parking needs and employee commuter activities intended to reduce the number of vehicle trips. TDM measures include infrastructure and incentive-based measures, which encourage all forms of alternative transportation mode-use, such as carpooling, mass transit, bicycling, walking, and telecommuting. Pedestrian access to the Menlo Park Caltrain station is within 0.25 mile.

The measures and elements contained in this plan are consistent with other well-performing employee TDM plans and commute programs in the Greater San Francisco Bay Area and are estimated to reduce all peak-hour vehicle trips.



SECTION I – EXISTING CONDITIONS

4.0 COMMUNITY CONNECTIVITY

The project will be a pedestrian and bicycle-friendly site that embraces Menlo Park’s transportation 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. According to WalkScore.com, this project location scores a 90 out of 100 for walkability. This type of connectivity also for “daily errands do not require a car.”



Walker’s Paradise

Daily errands do not require a car.

5.0 TRANSIT PROXIMITY

The 725 Oak Grove Avenue project will be located within walking distance (measured from the main building entrance) of ten transit routes and the Menlo Park Caltrain Station. Service routes include six SamTrans buses, and four local city shuttles. The SamTrans buses provide connectivity from three BART stations, and Caltrain stations in Redwood City, Palo Alto, Millbrae and Menlo Park.

An advantage of this project is it's very proximity to the Menlo Park Caltrain Stations and local SamTrans bus and local shuttle services. There are four free local shuttles located within an easy walking distance from the site include the Willow Road, Marsh Road, Menlo Midday, and Belle Haven Shuttle. Maps of these transit resources are provided as attachments.

Transit services total more than 399 trips per day, providing good transit connectivity for future employees at the site. A transit access table, shown on page 4, identifies the number of transit trips provided near the project. A surrounding area transit map is shown on page 5.

A map showing the walking routes to various transit resources is provided on page 6. Access to and from transit and the project site is estimated at six minutes walking travel time. The bicycle route map from the Menlo Park Transit Center is also shown on page 6 and identifies the distance to be 0.20 mile with a bicycle travel time of two minutes.

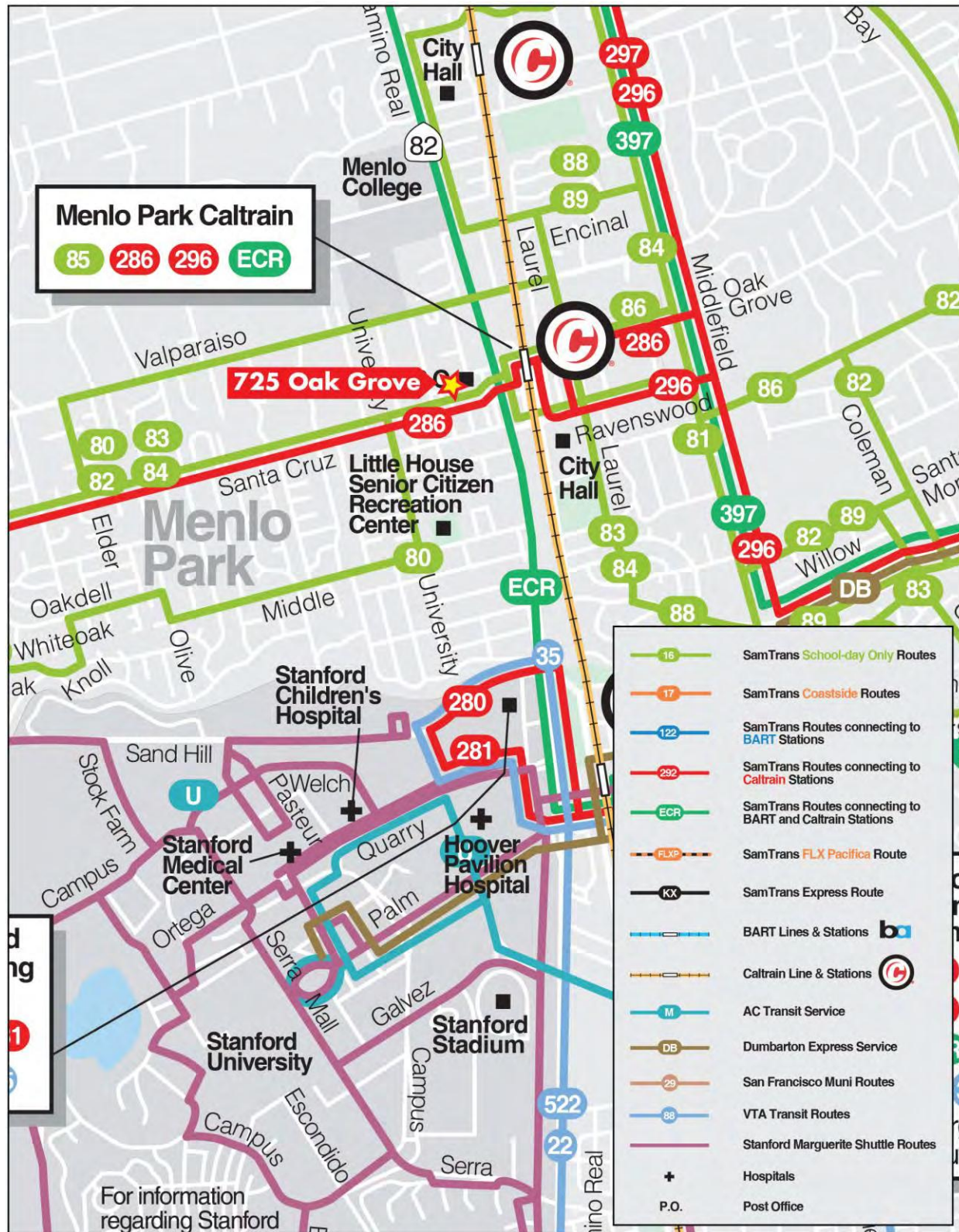
725 Oak Grove Avenue Transit Resources

Route	Span of Service	Trips/Weekday	Communities Served
82* Samtrans	5 Days/Week 8:05 a.m.	2	Bay/Harmon, Coleman/Menlo Oaks, Santa Monica/San Andreas, Merrill/Santa Cruz, Curtis/ Santa Cruz , Hillview School, Laurel/Glenwood, Middlefield/Santa Margarita, and Bay/Marsh
83* Samtrans	5 Days/Week 7:53 a.m.	6	Bay/Ringwood, Durham/Laurel, Marmona/Robin, Merrill/Santa Cruz, Curtis/Santa Cruz , Hillview School, Laurel/Glenwood, and Bay/Menlo Oaks
84* Samtrans	5 Days/Week 8:03 a.m.	3	Encinal/Middlefield, Middlefield/Lane, Merrill/ Santa Cruz (Menlo Park Caltrain) , Hillview School, Laurel/Glenwood, and Middlefield/Santa Margarita
286 Samtrans	5 Days/Week 7:28 a.m. - 5:45 p.m.	12	Indian Crossing, La Mesa/Alpine, Sharon Park/ Sharon, Santa Cruz/Merrill, Santa Cruz/Chestnut , and Middlefield/Oak Grove
296 Samtrans	7 Days/Week 5:39 a.m. - 10:17 p.m.	120	Bayshore/Donohoe, Palo Alto Transit Center , Bay/University, Newbridge/Saratoga, Middlefield/Ringwood, Merrill/Santa Cruz , Middlefield/5th, and Redwood City Transit Center
ECR Samtrans	7 Days/Week 4:06 a.m. - 1:45 a.m.	145	Palo Alto Transit Center , Menlo Park Caltrain , Redwood City Transit Center , El Camino/San Carlos, El Camino/Hillsdale, El Camino/5th, El Camino/Linden, San Bruno BART , Colma BART , and Daly City BART , El Camino/Oak Grove
Belle Haven Shuttle	5 Days/Week 7:09 a.m. - 5:11 p.m.	14	Menlo Park Senior Center, Belle Haven Library, Willow & Coleman, Middlefield & Ringwood/ Ravenswood, Menlo Park Library, Crane Place, Menlo Park Caltrain , Safeway, Little House, and Partridge/Kennedy
Marsh Road Shuttle	5 Days/Week 6:59 a.m. - 6:16 p.m.	12	Menlo Park Caltrain , Post Office, Bohannon/ Campbell, 4100 Bohannon, Scott/Marsh, 130 Constitution, Constitution/Chrysler, 149 Commonwealth, 150 Jefferson, 180 Jefferson, Chilco/Constitution, 3639 Haven (Anton Menlo), 3760 Haven (Quicken), and Marsh/Florence
Menlo Midday Shuttle	5 Days/Week 9:25 a.m. - 3:07 p.m.	8	Menlo Park Caltrain , Crane Place, Downtown, Partridge/Kennedy, Sharon Heights Shopping Center, Menlo Commons, Stanford Medical Center, Stanford Shopping Center, Hoover Pavilion, Palo Alto Medical Foundation, and Palo Alto Caltrain
Willow Road Shuttle	5 Days/Week 6:59 a.m. - 6:13 p.m.	12	Menlo Park Caltrain , Linfield/Waverley, Linfield/Middlefield, Blackburn Ave, Chester St (VA Medical Center), O'Brien/Willow, 1200 O'Brien (JobTrain), 1505 O'Brien, Adams Court, and Hamilton Court
Caltrain	7 Days/Week 5:04 a.m. - 1:00 a.m.	65	San Francisco, 22nd Street, Bayshore, South San Francisco, San Bruno, Millbrae Transit Center, Broadway (weekend only), Burlingame, San Mateo, Hayward Park, Hillsdale, Belmont, San Carlos, Redwood City, Atherton (weekend only), Menlo Park , Palo Alto, Stanford (football only), California Ave., San Antonio, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose Diridon, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy Transit Connections SamTrans: ECR*, 286, 296* Shuttles: Marsh Road, Willow Road <i>* Bus stop within walking distance</i>
Total VTA Bus Trips/Weekday		399	

* School-day Only

All buses and trains are lift equipped for handicapped, elderly, or those in need.

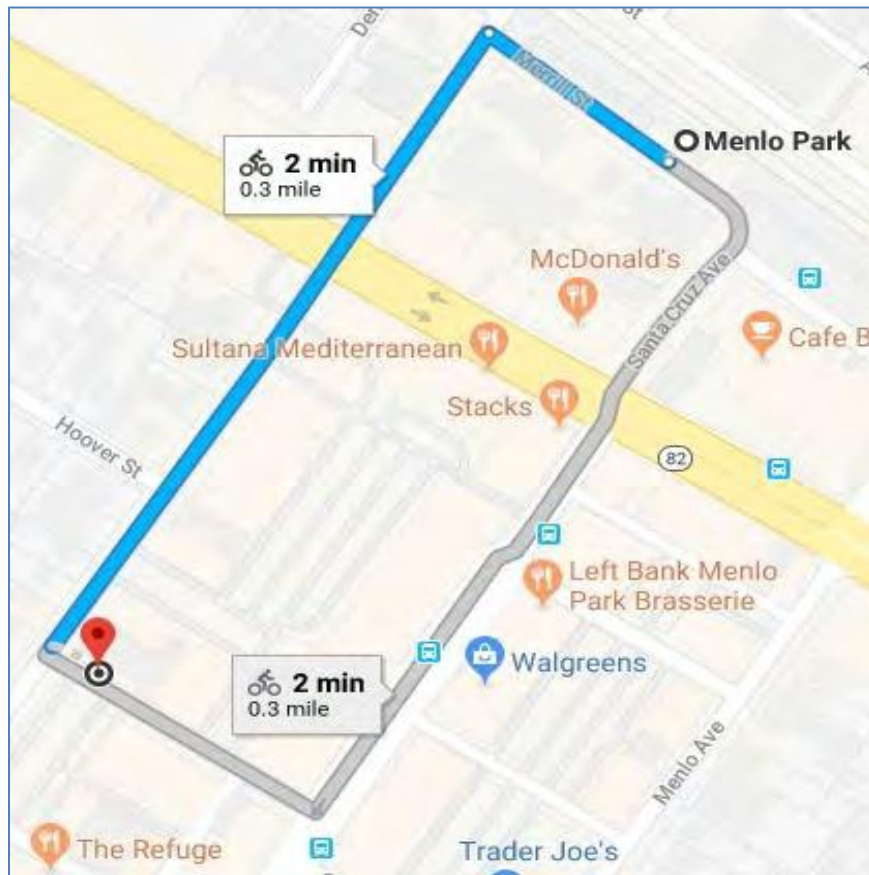
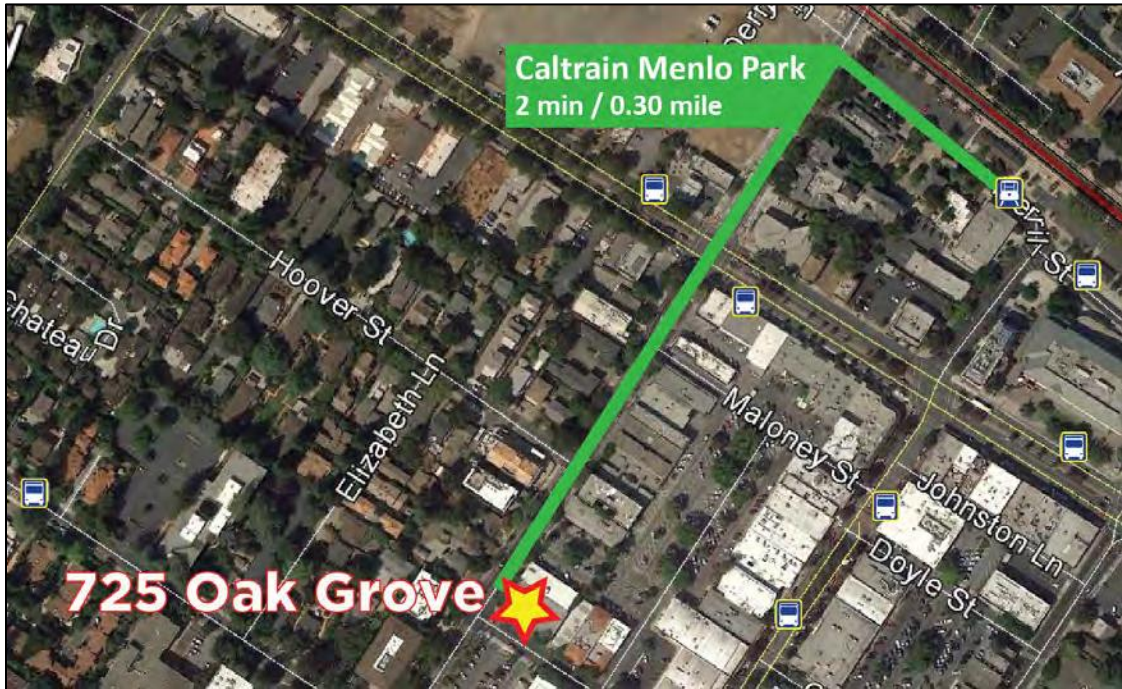
Surrounding Area Transit Map



Walking Route Map to Transit



Bicycle Route Map to Transit



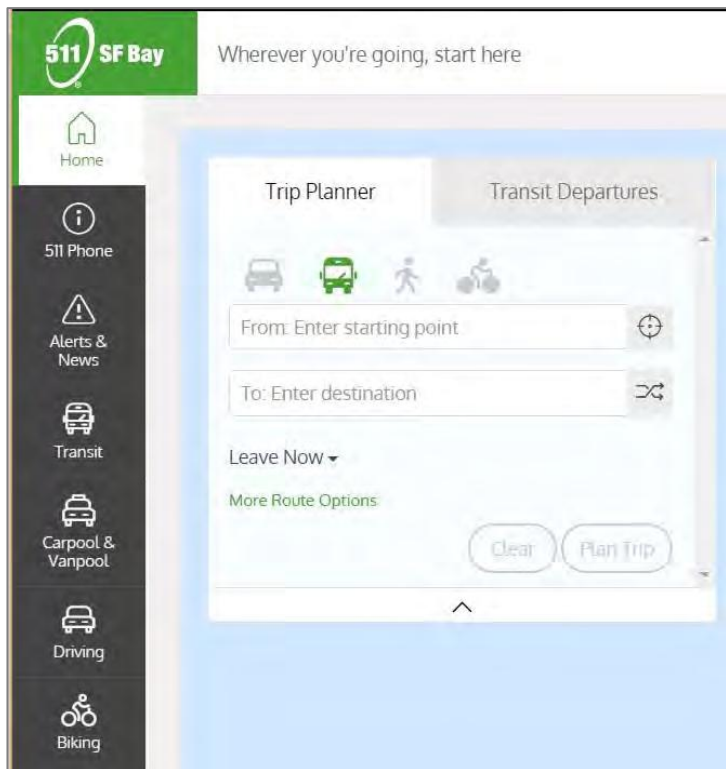
6.0 TRANSIT TRIP PLANNING RESOURCES

Online transit trip planning services are a useful tool for planning public transit trips. Regionally, 511.org services the greater San Francisco Bay Area. 511.org is a useful tool for planning public transit trips. It 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 511 trip planner, by default, will generate the quickest itinerary between the origin and destination. This free service can be found online at <http://511.org/>.

Other Transit Resources include online applications and mobile device applications.

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.



Commuter.org also offers a "Try Transit" incentive program.¹ All employees who live or work in San Mateo County, or commute through San Mateo County, are could be eligible for free tickets to try BART, SamTrans, or Caltrain. This try transit offer is a per person, one-time only incentive. An image of the try transit incentive application is shown on page 9.

¹ <http://www.commuter.org/get-rewarded/free-transit-tickets>

Commuter.org


Plan a trip


Get Rewarded


Shuttles


Resources

Get rewarded

"Try Transit" Program

FREE TRANSIT TICKET DISTRIBUTION PROGRAM

Be one of the first to complete the questionnaire below and we'll mail you free transit tickets.

Interested in trying transit?

If you live or work in San Mateo County, or if your commute takes you through San Mateo County, you could be eligible for free tickets to try BART, SamTrans, Caltrain, or San Francisco Bay Ferry. To qualify, you must be over 18 years old and cannot have participated in the Try Transit program in the past.

Simply complete the order form below and we'll send you free tickets from the transit agency of your choice (subject to availability and qualification):

[▶ Free Transit Tickets Order Form](#)

7.0 BICYCLE RESOURCES

Bicycle commuters looking to commute by bike can view free resources available at <http://511.org/biking/commute/work>. The 511 system provides significant resources for bicycle commuters including:

- ◆ Free Bike Buddy matching
- ◆ Bicycle maps and trip planners
- ◆ 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

Mid-Peninsula Bicycle Map



San Mateo County Bike Map



Commute.org offers employees a free bicycle safety workshop at the employer's site.

This presentation covers bicycle safety information, trip planning, and biking smart options.

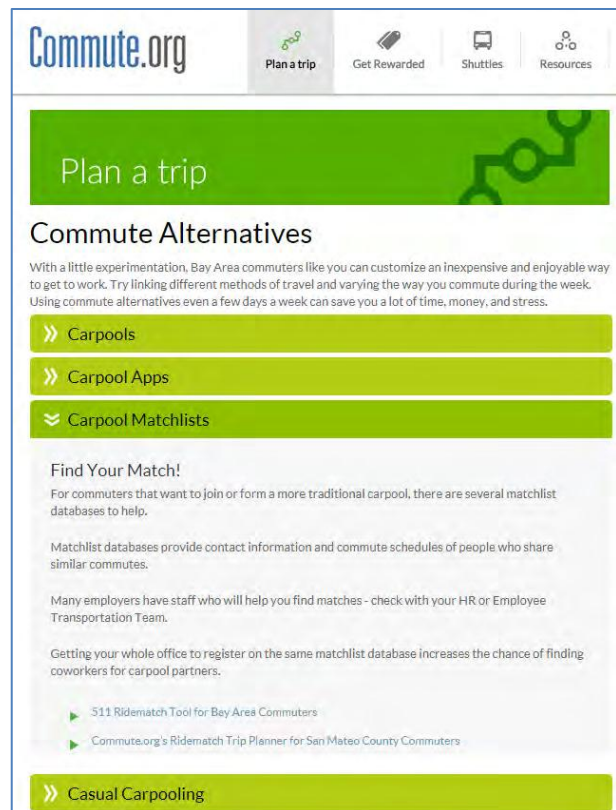
Employers can request, from Commute.org, a free presentation at their convenience.

8.0 CARPOOL AND VANPOOL RESOURCES

Carpooling will be strongly encouraged at the project. The regional and local rideshare program 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.

The prospective carpooler will also be given a list of existing carpools and vanpools from their residential area that they may be able to join should vacancies exist. To the right is a sample screen shot of this online ride-matching resource.

Commute.org also offers a carpool incentive program.² Employees who form a new carpool with two or more people or add a new member to an existing carpool can each receive a \$50 carpool incentive. An image of the carpool incentive application is shown on page 14.





Carpool Advantages for Employers

- No cost program for employers
- Reduce traffic congestion
- Alleviate employee stress and expense
- Improve employee morale
- Use as a recruitment and retention tool

Carpool Advantages for Employees

- When at least two people carpool, they can each earn a \$50 gift card for two months of carpooling
- Enjoy a travel companion to and from work
- Share commute costs with other passengers
- Utilize most HOV lanes with 2 or 3 passengers
- Take advantage of preferential parking at many employer sites
- Reduce commute time and stress

² <http://www.commute.org/get-rewarded/apply-for-carpool-incentives>



Welcome to the Commute.org **Carpool Incentive Program Application** (Powered by VistaShare). Please fill out the form by answering each question appropriately. When you are done, click the **Submit** button to save and submit your answers.

In order to be eligible for this program, you must meet the following criteria:

1. Have never received the Carpool Incentive before.
2. Be at least 18 years old; live or work in San Mateo County - or - have a commute that goes through San Mateo County.
3. Form a NEW carpool (less than one year old with two or more people over the age of 18), or
4. Join an existing carpool as a NEW member

Do not complete the application if you do not meet the eligibility requirements.

Please note that the maximum Carpool Incentive that can be awarded is \$50 effective 7/1/2016.


First Name

Last Name

Email Address

Other Ridematching Resources

511 is working with private ride-matching companies to provide commuters with alternative ridematching resources. A sample of ridematching apps include the following:




Scoop — takescoop.com

- Provides guaranteed ride home.
- Best for work trips during regular commute hours - Scoop currently matches carpoolers who work in various locations from home locations throughout the Bay Area. See "More" below.
- Enter your trip information by 9 p.m. the night before your morning commute, and 3:30 p.m. for your afternoon commute. Scoop automatically provides you with your match and trip itinerary.
- Register with Promo Code SCOPME05 for \$5 in free trips.

Find out how to get guaranteed parking at Dublin/Pleasanton Station by carpooling with Scoop. Find out more information here!

App Store

Google Play



511 RideMatch Service

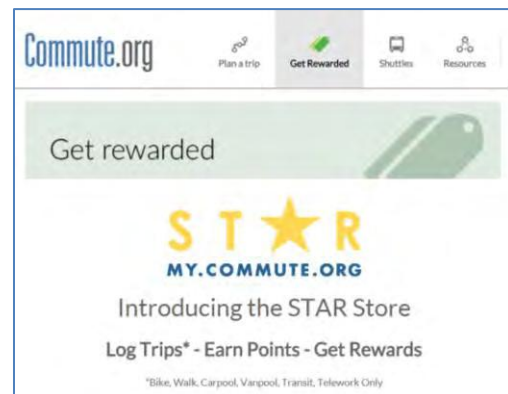
- An interactive system that helps you find carpools, vanpools or bicycle partners.
- Over 60,000 Bay Area commuters available for matching.
- Track your trips in the 511 Trip Diary and be eligible to win prizes. Watch this video explanation of how the Trip Diary works.
- Discounts on tolls and nifty rewards from 511 and local county agencies all just for doing what you already do!
- Live staff available by phone to help you find a match.

Register

Log in

9.0 GUARANTEED EMERGENCY RIDE HOME PROGRAM

The new My.Commute.org STAR program offers the guaranteed ride home (GRH) program to all commuters who enroll in the program. The GRH program will provide commuters (who do not drive alone to work) with reimbursement for a GRH trip up to \$60 per ride (for a maximum of four rides per eligible commuter, per year). The GRH program is incorporated in the STAR Platform and requires users to be registered in advance to participate in the program.



More details regarding the GRH program are provided as an attachment. These include GRH frequently asked questions, final program rules, and steps to be reimbursed.

<p>WHO IS ELIGIBLE FOR A GRH REIMBURSEMENT?</p> <ul style="list-style-type: none"> • Must be 18 years or older • Must work or go to a participating college in San Mateo County • Used an alternative to driving alone to get to work or college on day GRH is needed • Must have a STAR account and log trip to work or college on my.commute.org <p>WHAT TYPES OF EMERGENCIES ARE ELIGIBLE FOR A QUALIFIED GRH TRIP?</p> <ul style="list-style-type: none"> • Personal or family illness or emergency • Home emergency • Eldercare or daycare emergency • Bicycle theft or breakdown • Unforeseen change of work schedule • Inclement weather (for walkers/bicyclists) • Carpool partner emergency resulted in loss of ride home 	<p>WHAT TYPES OF TRIPS OR REASONS ARE NOT COVERED?</p> <ul style="list-style-type: none"> • Transit delays • Natural disasters • Personal errands or appointments • Ride to work • Using a ride-hailing app (e.g. Uber or Lyft) to work or college is not a qualifying alternative commute mode • Carpool app provider cannot find a match to get the commuter home • 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.) <p>HOW WILL I GET HOME?</p> <p>GRH program participants decide how to get home (e.g. taxi, ride-hailing app, transit, or combination).</p>
<p>HOW DO I REQUEST A REIMBURSEMENT?</p>	<p>STAR users can redeem a GRH reimbursement request via the incentives area in their STAR account. Participants must complete questionnaire provided in reimbursement request and provide GRH trip receipt(s) to receive reimbursement.</p> <p>Reimbursement requests must be submitted within 30 days of GRH trip.</p> <p>Visit Commute.org and click on the Guaranteed Ride Home button for program rules and limitations.</p>

SECTION II – TDM INFRASTRUCTURE & PHYSICAL MEASURES

The following physical infrastructure measures are designed to support alternative transportation commuters. These measures are TDM components that will be added and installed during the construction of the project.

10.0 INFILL DEVELOPMENT

The proposed project would develop an under-used parcel within the existing urban area. The area surrounding these projects is mostly improved. Under these conditions, the project would be considered infill development which contributes to trip reduction outcomes. Two percent of all peak-hour vehicle trips will be credited for this infill projects as referenced in the City/County Association of Governments (CCAG) of San Mateo County's Congestion Management Program.

Encourage infill development.	Two percent of all peak hour trips will be credited for each infill development.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
-------------------------------	--	---

11.0 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. 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:

- 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.

12.0 BICYCLE AMENITIES

The project will have bicycle connections to local facilities and provide Class I and Class II bicycle facilities.

Bicycle Connections

The San Mateo County Bicycle map is shown on page 11 shows various bicycle facilities for Menlo Park commuters. Class II bike lanes are identified on Valparaiso Avenue and portions of Santa Cruz Avenue. Additional cyclists preferred routes are located on Oak Grove and Menlo Avenues.

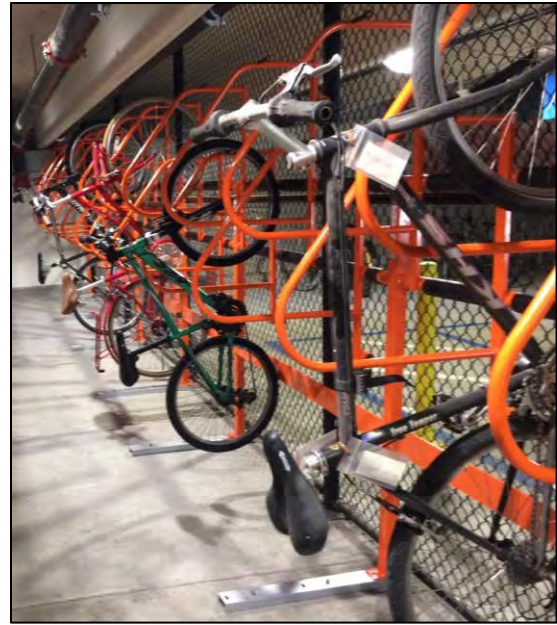
Bicycle Parking – Long-Term (Class I)

Class I (long-term) bicycle parking facilities will be provided on-site for bicycle commuters. An enclosed, secure bike room, with capacity for ten bikes, will offer bike commuters with on-site, all-day free bike parking.

Bicycle Parking – Short-Term (Class II)

Class II (short-term) secure bicycle parking facilities will be provided on-site for bicycle commuters and visitors. Class II bicycle parking will be located within 50 feet of the main entrance of a building.

Class II (short-term) secure bicycle rack examples are shown below. One Class II secure bicycle rack will be placed in front of the building providing capacity for two bicycles.



13.0 PARKING MANAGEMENT

The willingness to participate in employee ridesharing and the measurable level of actual participation is directly linked to parking convenience and availability.

No Parking

The project applicant proposes to build no parking at this site. Reduced or eliminated parking supports trip reduction and TDM efforts and discourages single-occupant vehicle (SOV) commuting by limiting an abundance of convenient parking options. Reduced parking availability significantly enhances the use of alternative transportation mode options.

14.0 EMPLOYEE TRANSPORTATION FLIER

At the time of leased occupancy, the tenant will be provided with a reproducible and electronic Employee Transportation flier regarding vehicle trip reduction requirements. This flier will include information about shuttle and transit opportunities, commuter resources, bicycle routes, and the regional promotions. The flier will promote transit and shuttle services, carpool ride-matching, transit trip planning, and bicycle route mapping. A sample employee flier is shown below.

725 OAK GROVE AVENUE COMMUTER RESOURCES

COMMUTER SUPPORT – Find transportation and commuter information below.

Transit and Shuttle Services

Employee Transit Subsidies

[Menlo Park FREE Midday Shuttle Service](#)

[Menlo Park Caltrain Station Map](#)

[Menlo Park Caltrain Real Time Mobile Tracking](#)

[SamTrans Routes to/from Caltrain](#)

[Free Trial Transit Passes](#)

[Transit Trip Planner](#)

[511 Transit Trip Tracker](#)

Carpool, Vanpool, and Ride-Matching Services

[Scoop](#) Carpool matching app

[First Scoop](#) ride free or driver bonus

[Waze](#) Carpool Matching app

[First Waze](#) ride free or driver bonus - promo code SAARIZahef

[Commute.org](#) Carpool matching site

[511.org](#) Carpool matching site

[Other Regional Carpool Matching apps](#)

[Commute.org \\$50 Carpool Incentive](#)

[511.org Carpool Rewards](#)

Bicycle Parking and Facilities

Secure Bicycle Parking ([registration form](#))

[San Mateo County Bike Map](#)

[Santa Clara County Bikeways Map](#)

[Regional City Bike Maps](#)

[Find a Bike Buddy to share the ride](#)

[511.org BikeMapper 3.1 BETA](#)

[Silicon Valley Bicycle Coalition](#)

[Bicycle Resource Guide](#)

Commuter Incentives and Services

[Guaranteed Ride Home Program](#) – commuters who experience a midday emergency get a free ride home. Register [here](#).

Commuter Services at [my.commute.org](#)

Commute.org [Commuter Rewards](#)

511.org [Commuter Rewards](#)

Bay Area [Spare the Air Alert Notices](#)

Menlo Park [Commuter Assistance](#)

15.0 TRANSPORTATION KIOSK













A transportation information board or kiosk will be placed in a common gathering area (e.g., lobby, employee entrance, break, or lunch room). The electronic kiosk will contain transportation information for commuter programs including the GRH benefit, SamTrans, shuttles, and Caltrain transit schedules, and 511 and Scoop ride-matching. The kiosk may be wall-mounted or provided as a mobile app for employees.



16.0 PROJECT AMENITIES

Nearby 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 short list of nearby amenities, within walking distance of the projects, include:

Restaurants, Cafes/Delis, Coffee, and Bakeries	Phone #	Distance Away
Coffeebar Menlo Park 1149 Chestnut Street, Menlo Park, CA	650-666-2626	194 ft.
Gerry's Cakes 1141 Chestnut Street, Menlo Park, CA	650-326-6282	226 ft.
Shiok! Singapore Kitchen 1137 Chestnut Street, Menlo Park, CA	650-838-9448	256 ft.

 Ann's Coffee Shop 772 Santa Cruz Avenue, Menlo Park, CA	650-322-0043	0.10 mi.
 Bagel Street Café 746 Santa Cruz Avenue, Menlo Park, CA	650-328-8809	0.10 mi.
 Juban Yaniniku House 712 Santa Cruz Avenue, Menlo Park, CA	650-473-6458	0.10 mi.
 Le Boulanger 750 Santa Cruz Avenue, Menlo Park, CA	408-774-9000	0.10 mi.
 Phil's Kitchen 625 Oak Grove Avenue, Menlo Park, CA	650-561-4296	0.10 mi.
 Piccolo Ristorante Italiano 650 Oak Grove Avenue #H, Menlo Park, CA	650-326-1314	0.10 mi.
 Ristorante Carpaccio 1120 Crane Street, Menlo Park, CA	650-322-1211	0.10 mi.
 Starbucks 643-693 Santa Cruz Avenue, Menlo Park, CA	650-323-5118	0.10 mi.
Retail	Phone #	Distance Away
 Aida Custom Cosmetics 1146 Chestnut Street, Menlo Park, CA	650-327-9882	253 ft.
 Angela 1129 Chestnut Street, Menlo Park, CA	650-323-7410	318 ft.
 Bridgepoint Music 657 Oak Grove Avenue, Menlo Park, CA	650-433-9605	456 ft.
 Ela Lingerie 1139 Chestnut Street, Menlo Park, CA	650-325-2965	240 ft.
 Gray's Paint 717 Oak Grove Avenue, Menlo Park, CA	650-322-2238	98 ft.
 Milana C 1158 Chestnut Street, Menlo Park, CA	650-321-6600	249 ft.
 Abbey Carpet Flooring Center 716 Santa Cruz Avenue, Menlo Park, CA	650-461-0800	0.10 mi.
 Bow Wow Meow 654 Santa Cruz Avenue, Menlo Park, CA	650-323-2845	0.10 mi.
 Dolma Handicrafts 628 Santa Cruz Avenue, Menlo Park, CA	650-853-0155	0.10 mi.
 Goodwill 711 Santa Cruz Avenue, Menlo Park, CA	650-324-9380	0.10 mi.
 Menlo Designer Rugs 714 Santa Cruz Avenue, Menlo Park, CA	650-800-7292	0.10 mi.
 Menlo Park Hardware 700 Santa Cruz Avenue, Menlo Park, CA	650-325-2515	0.10 mi.

 Mike's Camera Inc 715 Santa Cruz Avenue, Menlo Park, CA	650-323-7701	0.10 mi.
 Old World Designs 727 Santa Cruz Avenue, Menlo Park, CA	650-321-3494	0.10 mi.
 Penzeys Spices 771 Santa Cruz Avenue, Menlo Park, CA	650-853-1785	0.10 mi.
 Sole Desire Shoes 725 Santa Cruz Avenue, Menlo Park, CA	650-646-9061	0.10 mi.
 The Oriental Carpet 707 Santa Cruz Avenue, Menlo Park, CA	650-327-6608	0.10 mi.
 Village Stationers 719 Santa Cruz Avenue, Menlo Park, CA	650-321-6920	0.10 mi.
 Yves Delorme 656 Santa Cruz Avenue, Menlo Park, CA	650-324-3502	0.10 mi.
Health, Beauty & Fitness	Phone #	Distance Away
 A Touch of Elegance Nail Care 1150 Crane Street, Menlo Park, CA	650-321-0679	479 ft.
 Atherton Neurology Inc 695 Oak Grove Avenue #310, Menlo Park, CA	650-324-0700	285 ft.
 Nooria's Electrolysis & Skin Care 681 Oak Grove Avenue, Menlo Park, CA	650-324-3243	358 ft.
 Options Salon 825 Oak Grove Avenue #502, Menlo Park, CA	650-326-1691	381 ft.
 Accent on Eyewear 729 Santa Cruz Avenue, Menlo Park, CA	650-322-7502	0.10 mi.
 Curzalamode 859 Oak Grove Avenue, Menlo Park, CA	650-468-4450	0.10 mi.
 Elementus 887 Oak Grove Avenue, Menlo Park, CA	650-323-0911	0.10 mi.
 Elite Nail & Spa 1143 Crane Street, Menlo Park, CA	650-327-2110	0.10 mi.
 Estetica Skin Care by Kasia 846 Oak Grove Avenue, Menlo Park, CA	650-326-2200	0.10 mi.
 Expressions Salon 859 Oak Grove Avenue, Menlo Park, CA	650-322-6641	0.10 mi.
 Avant Optometry 811 Santa Cruz Avenue, Menlo Park, CA	650-326-2177	0.20 mi.
 Color Me Mine 602 Santa Cruz Avenue, Menlo Park, CA	650-328-4486	0.20 mi.
 CTG Salon 1183 El Camino Real, Menlo Park, CA	650-561-3567	0.20 mi.

 DJ's Hair Design Inc 814 Santa Cruz Avenue, Menlo Park, CA	650-321-2190	0.20 mi.
 Dolly & Shyama Threading Salon 1080 Curtis Street, Menlo Park, CA	510-943-8966	0.20 mi.
 Jasko Schroeder Salon 1030 Curtis Street, Menlo Park, CA	650-321-6111	0.20 mi.
 La Migliore Aveda Concept Salon 644 Santa Cruz Avenue, Menlo Park, CA	650-321-1100	0.20 mi.
 Martin Brook, MD 1300 Crane Street, Menlo Park, CA	650-498-7949	0.20 mi.
 Menlo Medical Clinic 1300 Crane Street, Menlo Park, CA	650-498-6500	0.20 mi.
 Menlo Optical 1166 University Drive, Menlo Park, CA	650-322-3900	0.20 mi.
 Menlo Park Medical Clinic 1300 Crane Street, Menlo Park, CA	650-498-6500	0.20 mi.
 Pharmaca Integrative Pharmacy 871 Santa Cruz Avenue, Menlo Park, CA	650-618-6310	0.20 mi.
 Santa Cruz Barber Shop 607 Santa Cruz Avenue, Menlo Park, CA	650-327-9631	0.20 mi.
 Skin Solution 1030 Curtis Street, Menlo Park, CA	650-853-7546	0.20 mi.
 Sky Nails 1059 Crane Street, Menlo Park, CA	650-462-0836	0.20 mi.
 Textures Hair Design 812 Santa Cruz Avenue, Menlo Park, CA	650-323-6171	0.20 mi.
 SBM Fitness 1019 El Camino Real, Menlo Park, CA	650-384-6700	0.30 mi.
 Tavarez Orthodontics 800 Menlo Avenue #101, Menlo Park, CA	650-329-9600	0.30 mi.
Services	Phone #	Distance Away
 AJ Tutoring 1155 Crane Street #1, Menlo Park, CA	650-331-3251	476 ft.
 Axiom Learning 1158 Chestnut Street, Menlo Park, CA	650-485-2237	249 ft.
 Lux Dry Cleaners 1135 Chestnut Street, Menlo Park, CA	650-322-5244	302 ft.
 Menlo Atherton Reweavers 671 Oak Grove Avenue #L, Menlo Park, CA	650-322-0789	413 ft.
 Menlo Shirt Laundry & Dry Cleaners 1115 Chestnut Street, Menlo Park, CA	650-323-2744	394 ft.

 Steve Fiorentino, State Farm Insurance Agent 1182 Chestnut Street, Menlo Park, CA	650-322-3499	128 ft.
 Style Alterations 1155 Crane Street #7, Menlo Park, CA	650-321-5643	476 ft.
 Kikim Media 887 Oak Grove Avenue #201, Menlo Park, CA	650-617-0550	0.10 mi.
 TechLoop iPhone, iPad, Mac, PC Repair & Sales 708 Santa Cruz Avenue, Menlo Park, CA	650-364-8324	0.10 mi.
Transportation, Gas, Shipping & Storage	Phone #	Distance Away
 ChargePoint Charging Station 1198 Crane Street, Menlo Park, CA	888-758-4389	410 ft.
 United States Postal Service 655 Oak Grove Avenue, Menlo Park, CA	800-275-8777	492 ft.
 FedEx Print & Ship Center 1194 El Camino Real, Menlo Park, CA	650-321-4202	0.20 mi.
 Menlo Atherton Auto Repair 1279 El Camino Real, Menlo Park, CA	650-325-1280	0.20 mi.
 Menlo Park Chevron 1200 El Camino Real, Menlo Park, CA	650-323-4239	0.20 mi.
Banks & ATM	Phone #	Distance Away
 Comerica Bank 800 Oak Grove Avenue, Menlo Park, CA	650-462-6140	384 ft.
 ATM Concepts 625 Oak Grove Avenue, Menlo Park, CA		0.10 mi.
 Bank of the West 701 Santa Cruz Avenue, Menlo Park, CA	650-328-4530	0.10 mi.
 Pacific National Bank 701 Santa Cruz Avenue, Menlo Park, CA	650-289-2440	0.10 mi.
 Union Bank 716 Santa Cruz Avenue, Menlo Park, CA	650-325-4445	0.10 mi.
 Wells Fargo Bank 735 Santa Cruz Avenue, Menlo Park, CA	650-289-1036	0.10 mi.
Daycare	Phone #	Distance Away
 Kirkhouse Preschool 950 Santa Cruz Avenue, Menlo Park, CA	650-323-8667	0.30 mi.
 Carosel Childcare Menlo Park, CA	650-561-4706	0.60 mi.

SECTION III – PROGRAMMATIC TDM MEASURES

The following programmatic measures are designed to enhance the success of the TDM program and, upon implementation; they create the “725 Oak Grove Commute Program.” These measures are TDM components that will require tenants, as part of their occupancy agreements, to offer various commuter benefits, promotions, and outreach activities to their employees.

17.0 TRANSIT SUBSIDIES

The tenant shall offer employees a transit subsidy to offset commuting costs for those who use Bay Area regional and local transit options. These may include Caltrain, BART, SamTrans, Muni, Capitol Corridor, ACE Train, AC Transit, San Joaquin Regional Transit, and VTA. Subsidy management and distribution may utilize the Commuter Check Direct online platform. The amount of transit subsidies should be the equivalent of a two-zone Caltrain monthly pass (currently \$152.60). If desired, a Caltrain GoPass program may be utilized by the tenant.

18.0 TENANT PERFORMANCE - TRIP REDUCTION LEASE LANGUAGE

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 preferential carpool parking).

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 property manager; 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**
 - Offer transit subsidies to all employees (up to the equivalent of a 2-zone Caltrain pass)
 - Participate in the annual employee commute survey
 - Promote the Guaranteed Ride Home program for employees

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, inability 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.

Sample tenant 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 725 Oak Grove 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, implementing an emergency ride home program, and participating in the annual employee survey.

19.0 TRANSPORTATION MANAGEMENT ASSOCIATION

Transportation Management Associations (TMAs) are typically private; nonprofit organizations that establish policies, programs, and services to address local transportation problems. They help businesses, developers, building owners, local government representatives, and others work together to solve mobility issues collectively. The key to a successful TMA lies in the synergism of multiple groups banding together to address and accomplish more than any single employer, building operator, developer, or resident could do alone.

In the City of Menlo Park, Commute.org (formerly the Peninsula Traffic Congestion Relief Alliance) operates as a TMA organization. Commute.org provides:

- Shuttle programs
- Carpool and vanpool matching
- Parking management programs
- Trial transit passes
- Guaranteed ride home programs
- Enhanced bicycle facilities
- Car and vanpool incentives
- Transit advocacy
- Information on local issues
- Teleworking
- Training
- Marketing programs
- Promotional assistance
- Newsletter

Participating in Commute.org is an asset for project employees. The neighboring residents may also utilize Commute.org programs and resources. Commute.org is a clearinghouse for information about alternative commute programs, incentives, and transportation projects affecting San Mateo County businesses.

Commute programs and benefits should be presented to the employees comprehensively and proactively along with other employee programs. Examples include employee orientation forums, lunch and learn presentations, employee newsletters, management bulletins, e-mails, and related activities.

In the event the City of Menlo Park establishes a TMA that addresses explicitly commuter and transportation in the area, the project will become a member of the City's TMA.

Commute.org Employer Resources

Commute.org is available to help employers and property managers develop or enhance their commuter programs. The goal is to encourage employees and tenants to make smart transportation choices. Programs Representatives are available - at no cost - to aid employers with all Commute.org (and 511.org) programs. The future tenant(s) will be encouraged to engage with Commute.org on behalf of their employees.

Below is a list of comprehensive program services and resources available from Commute.org for employers at 725 Oak Grove Avenue site.

Commute.org Plan a trip Get Rewarded Shuttles Resources

Resources

Commute.org is here to help employers and property managers develop commuter programs to encourage employees and tenants to make smart transportation choices: carpooling; vanpooling; taking a bus, train, shuttle or ferry; biking; and walking.

- » Programs Representatives Contact List
- » Free Services for Employers
 - ▶ Employee commute program consultation
 - ▶ Employee transportation coordinator (ETC) training
 - ▶ Free commuter resource kiosks
 - ▶ Regional and local commuter-related ordinance support
 - ▶ Company relocation commute assistance
 - ▶ Employee commute surveys
 - ▶ On-site bicycle safety education
 - ▶ Bicycle parking rebate program
 - ▶ Telework program-building
 - ▶ Customized marketing materials
- » Vanpool Programs
- » Carpool Advantages for Employers
- » Carpool Advantages for Employees
- » Bicycle Parking Reimbursement Program

SECTION IV – PEAK-HOUR TRIP REDUCTION ACCOUNTING

No formal traffic assessment was prepared for these projects. However, using Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition (2017) resources, the project estimated the site to generate a total of 12 in and one out during the AM peak hour, and one in and 11 out during the PM peak hour.

The AM and PM peak hour trips total 23 peak-hour vehicle trips. Below is the trip generation table which shows the project’s estimated total peak-hour trips for the AM and PM periods.

Land Use	ITE Code	Size	Unit	Daily Trip Rates	Daily Trips	AM Peak Hour			PM Peak Hour				
						Daily Pk-Hr Rate	In	Out	Total	Daily Pk-Hr Rate	In	Out	Total
Proposed Land Use													
General Office Building	710	7.6	ksf	10.74	81.5	1.56	10	1	12	1.49	2	9	11
Estimated Total Project Trips					81		10	1	12		2	9	11

All rates are from: Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*.

1. Land Use Code 710: General Office Building (average rates, expressed in trips per 1,000 s.f.)

Selected TDM project measures were assessed using the C/CAG trip credit accounting criteria. The C/CAG trip credit accounting determined that project TDM measures will meet the mitigation requirements for all 23 peak-hour trips.

The C/CAG peak-hour accounting summary confirms the project is anticipated to generate non-significant levels of trips on the City's circulation network. The applied TDM components planned for the 725 Oak Grove Avenue project mitigates peak-hour vehicle trips as shown in the C/CAG accounting summary below.

City/County Association of Governments of San Mateo County (C/CAG) Guidelines

C/CAG requires the applicant to implement TDM programs that can reduce the demand for new, peak-hour trips. The estimated C/CAG trip credit accounting for the proposed project exceeds the 23 peak-hour trips needed to satisfy this requirement.

The C/CAG accounting shown below indicates that 52 peak-hour trips will be mitigated. The C/CAG trip credit accounting also meets the City of Menlo Park’s intent to provide a completed checklist of trip reduction measures.

TDM Measures	Quantity	Credit Ratio	Trip Credit
Infill Development (2% of all peak-hour trips)	0.22	1	0.22
Bicycle Parking - long-Term (Class I) (10)			
Bicycle Parking - Short-Term (Class II) (2)			
Total Bicycle Storage	12	0.33	4
Transit Subsidy	6	2	12
No on-site parking	6	1	6
TMA Participation (Commuter.org)	1	5	5
Guaranteed Emergency Ride Home program	6	2	12
Transportation Information Board	1	1	1
Annual Employee Commute Survey	1	1.5	1.5
List of TDM Measures/Transportation Action Plan	1	10	10
Total C/CAG Peak-Hour Trip Credits			52

SECTION V – ANNUAL MONITORING AND REPORTING

20.0 EMPLOYEE ONLINE COMMUTE SURVEY

A five-day online commute survey will be conducted each year for the first five years to evaluate and ensure the success of the TDM measures from the users' perspective. Feedback from the employee survey can be used to focus TDM marketing and the efforts of the office Commute Coordinator to maintain the project's commitment to reduce vehicle trips at the site. Below is a sample of the survey that questions employees about their 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	
Wednesday	
Thursday	
Friday	

The dropdown menu for the survey question lists the following options:

- Drove alone to worksite
- Rode as a passenger in a carpool (did not drive)
- Carpooled with an employee/colleague
- 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

The annual survey will document the alternative transportation modes used by employees.

The employee commute survey (and subsequent surveys) should be conducted in the second or fourth quarter of each year. Below is a sample summary of survey data that would indicate successful trip reduction performance. Using the example below, a 30 percent alternative mode-use rate in a 20-person office would reduce five vehicle trips at the project site. The employee survey would reflect all trips reduced regardless of their peak-hour activities.

Sample Commute Survey Summary of Results

Employee Commute Modes	Percent	Estimated Total Employees	Estimated trips reduced
Drove alone rate	70.00%	14	0
Transit and Shuttle Users	10.00%	2	2
Carpooler (driver or passenger)	10.00%	2	1
Vanpooler	0.00%	0	0
Bicycle	5.00%	1	1
Walker/Pedestrian	0.00%	0	0
Telecommuter	5.00%	1	1
Out of Office/vacation/Sick	0.00%	0	0
Motorcycle/scooter	0.00%	0	0
Alternative transportation mode-use rate	30.0%	20	5

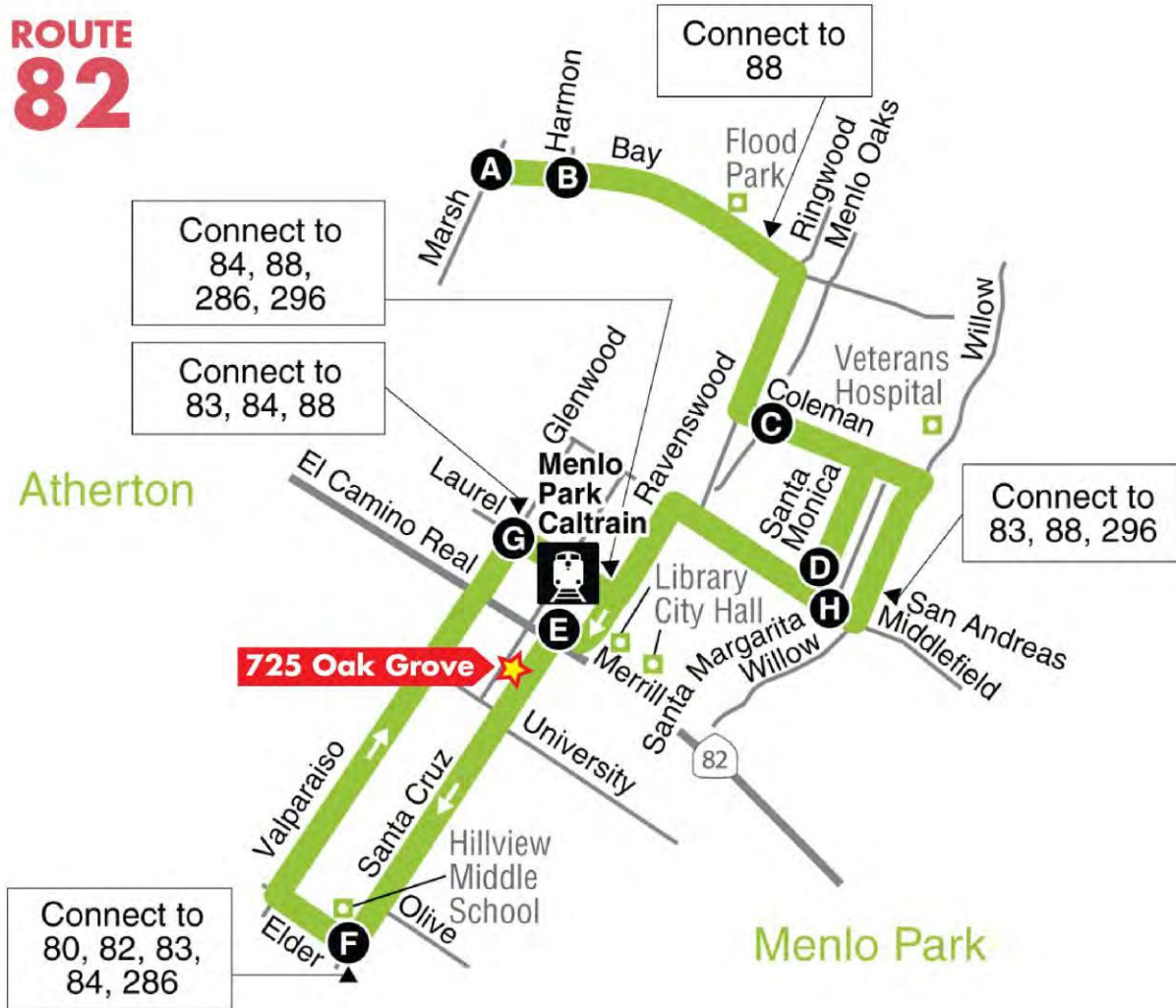
ATTACHMENTS

SamTrans Route 82
SamTrans Route 83
SamTrans Route 84
SamTrans Route 286
SamTrans Route 296
SamTrans Route ERC
Willow Road Shuttle
Marsh Road Shuttle
Belle Haven Shuttle
Menlo Midday Shuttle

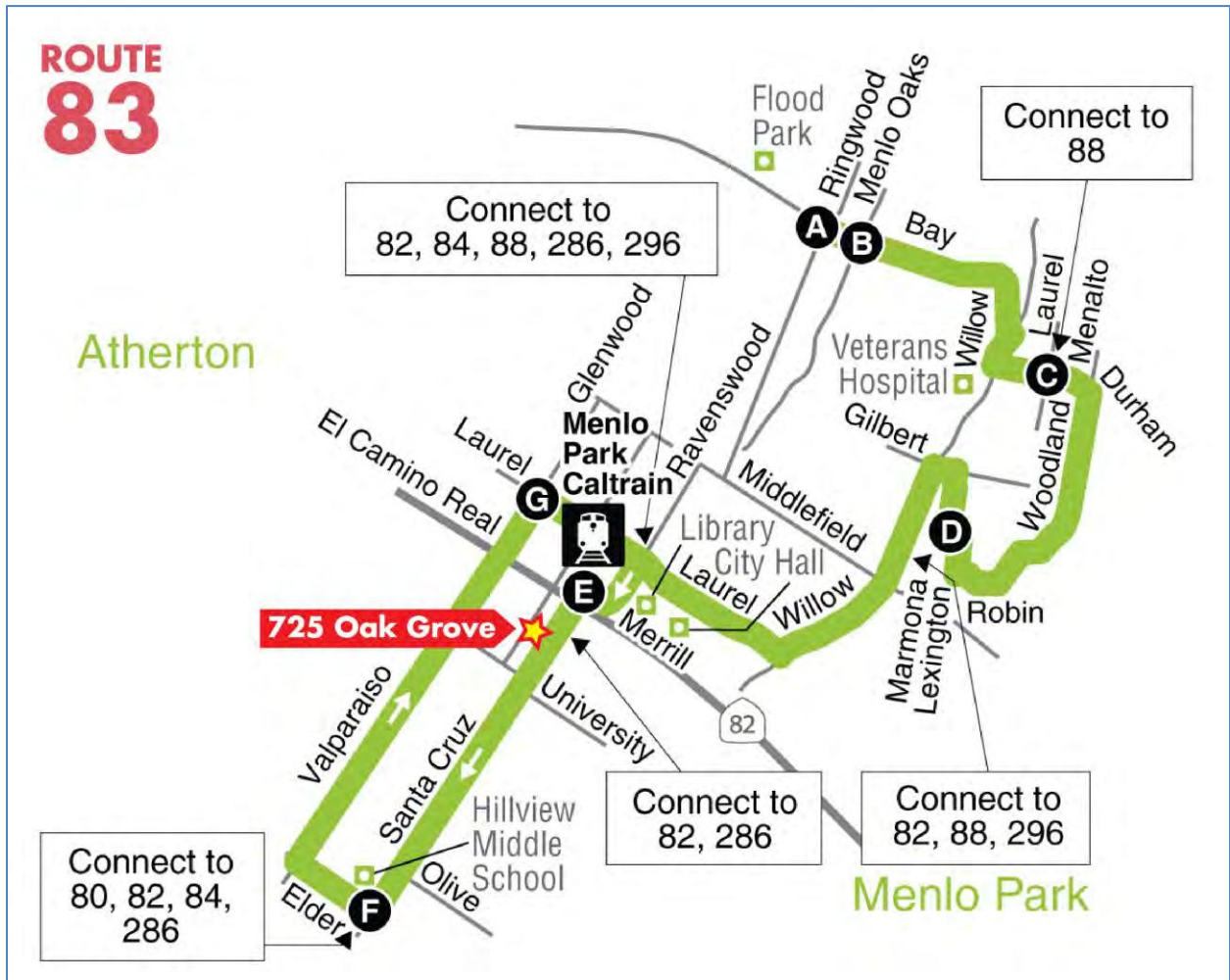
TDM SPECIALISTS QUALIFICATIONS

SamTrans Route 82

ROUTE 82



SamTrans Route 83

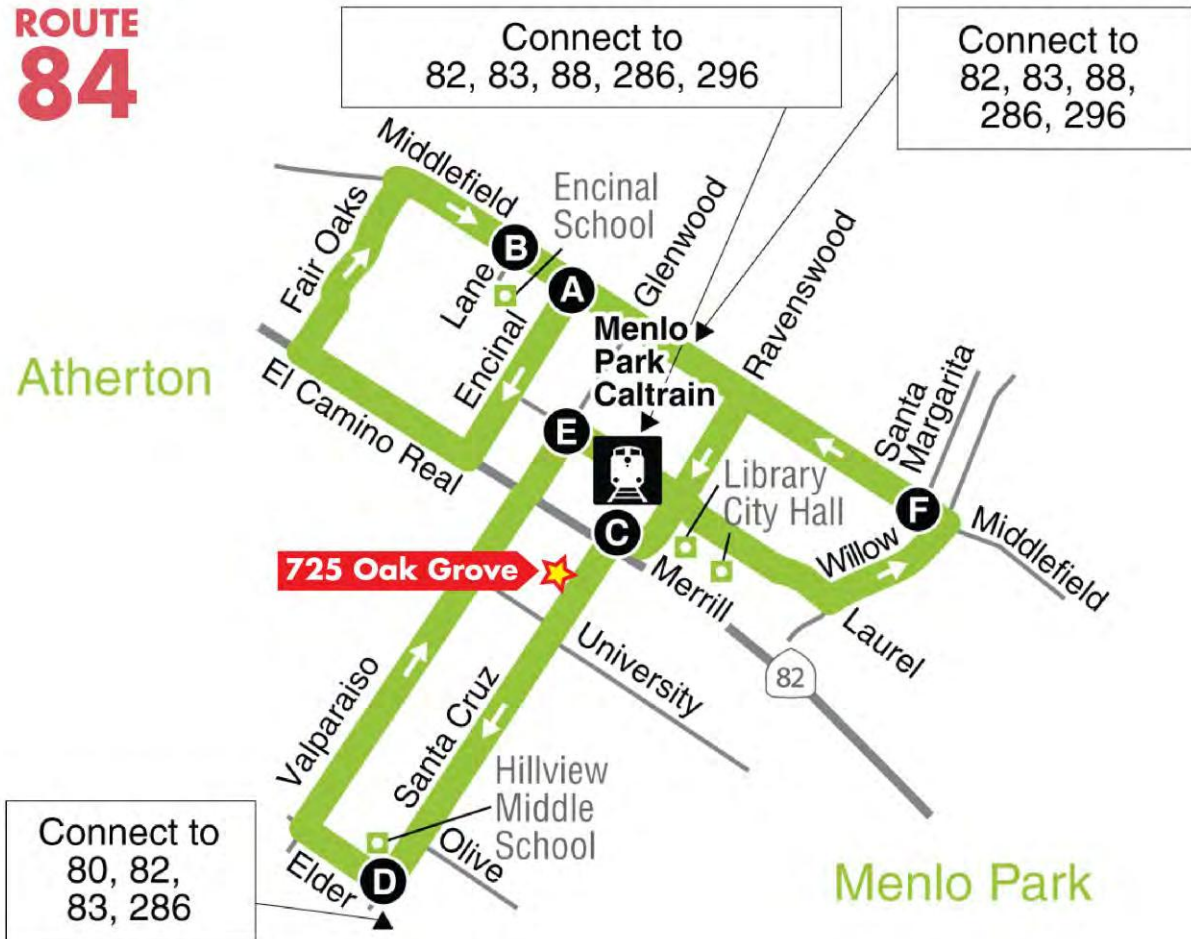


SamTrans Route 84

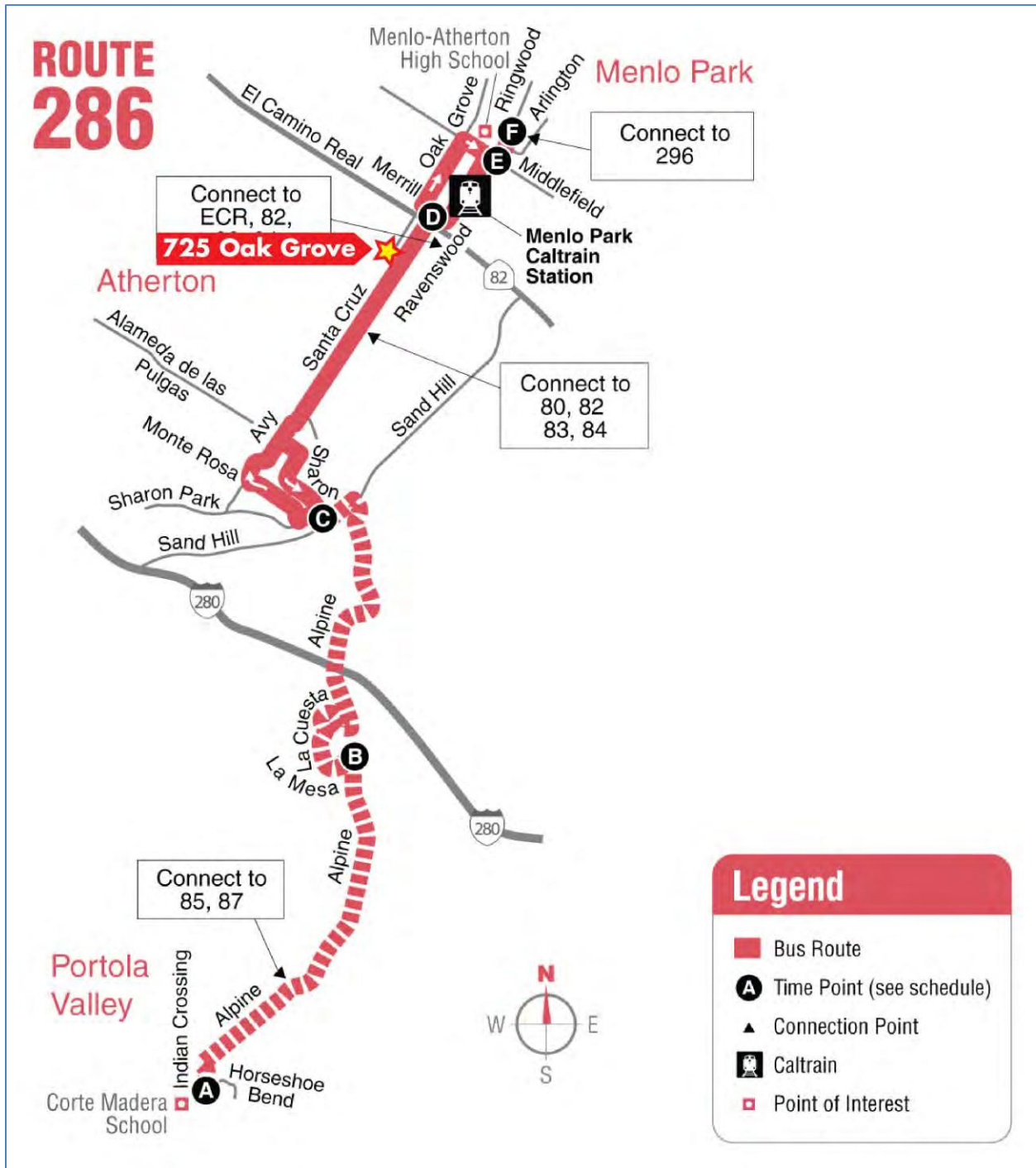
ROUTE 84

Atherton

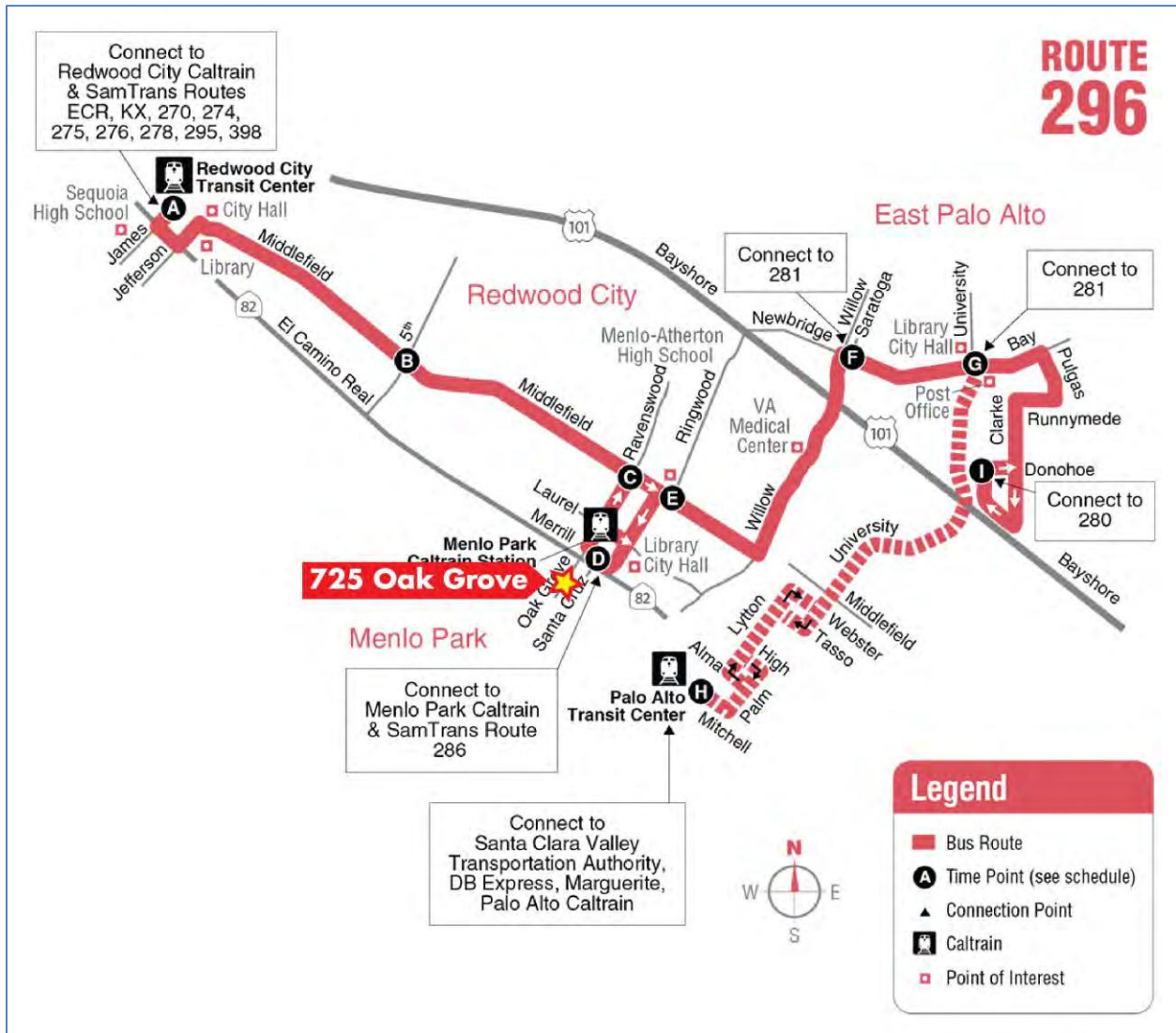
Menlo Park



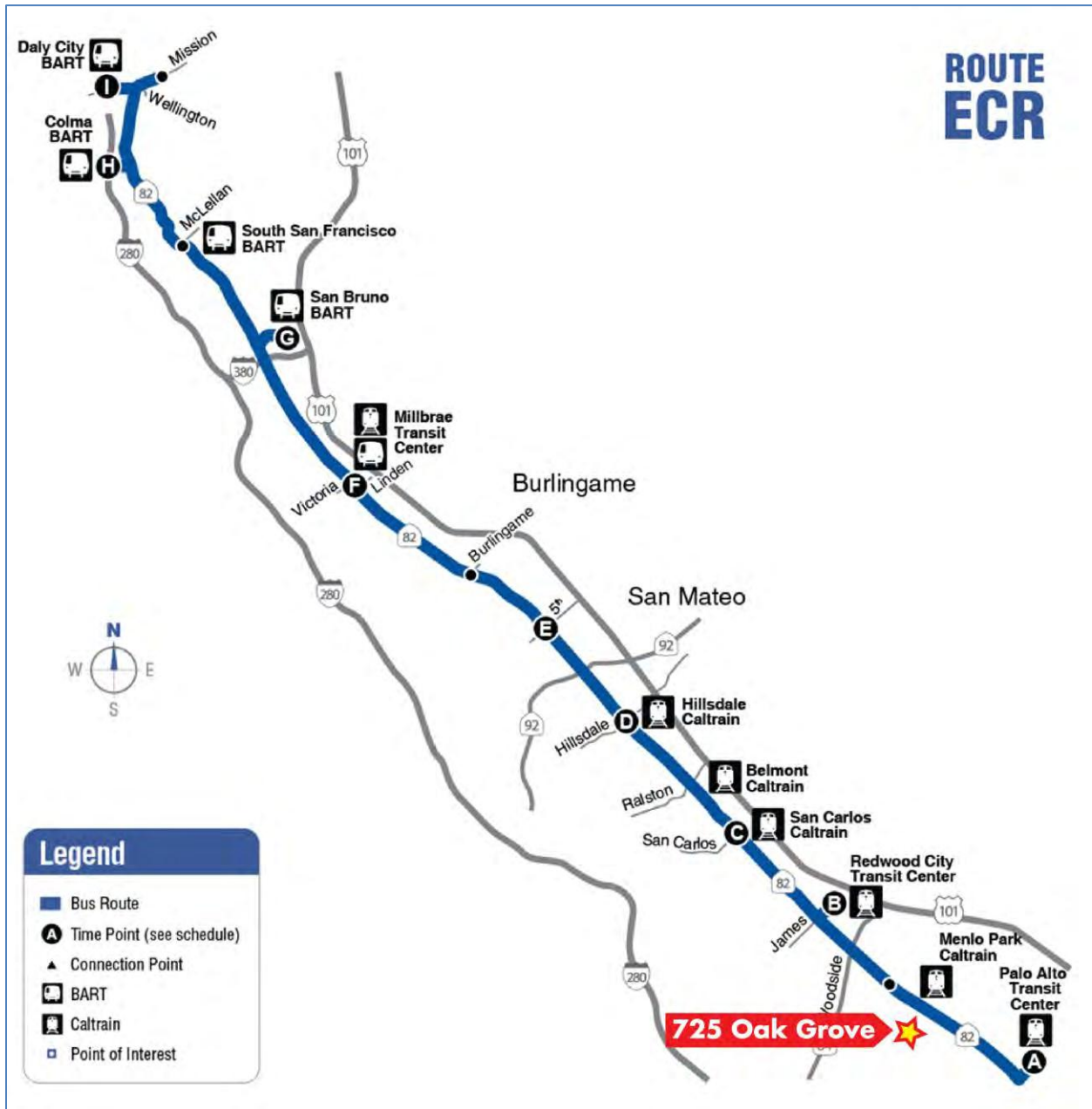
SamTrans Route 286



SamTrans Route 296



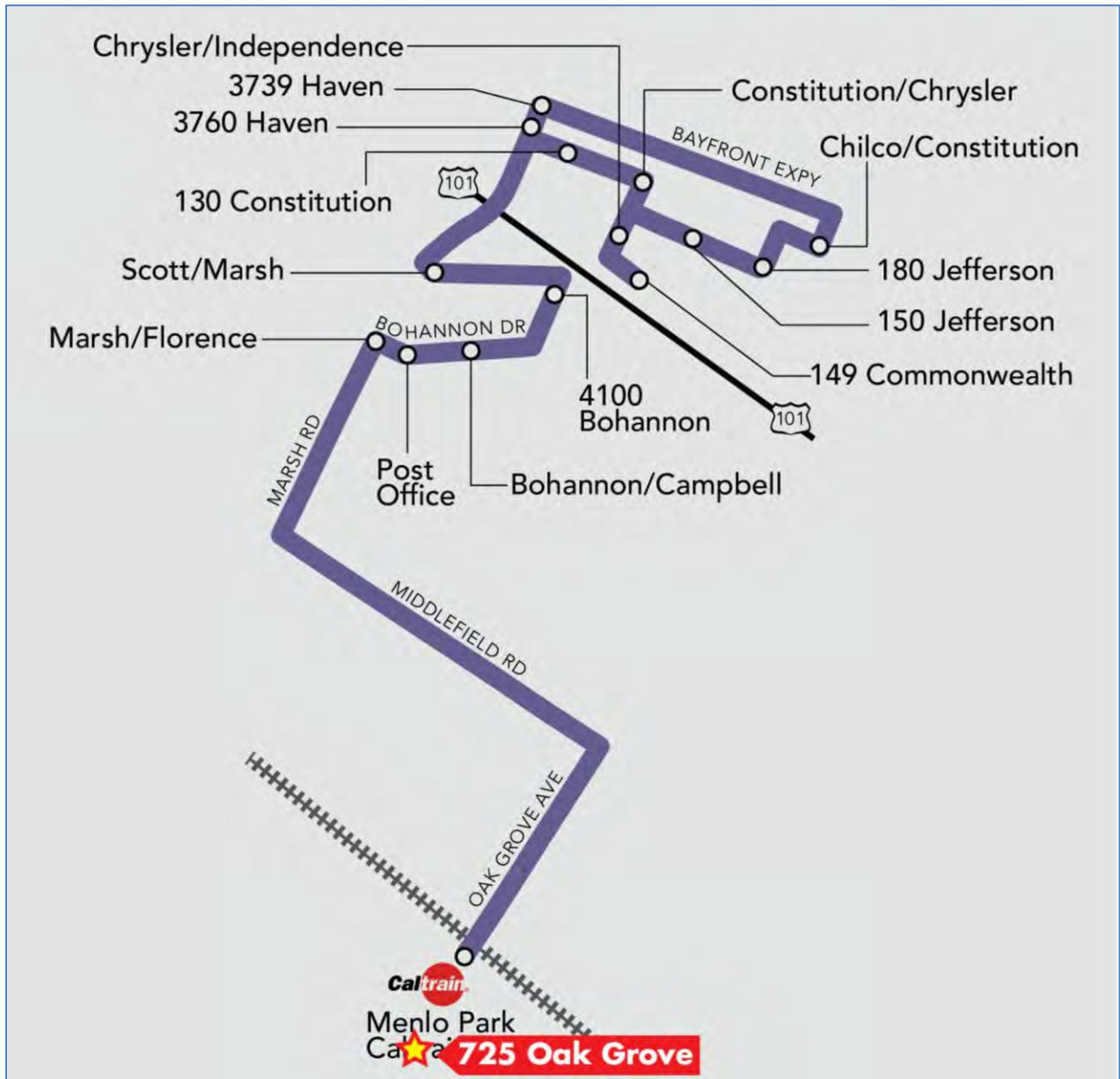
SamTrans Route ERC



Willow Road Shuttle



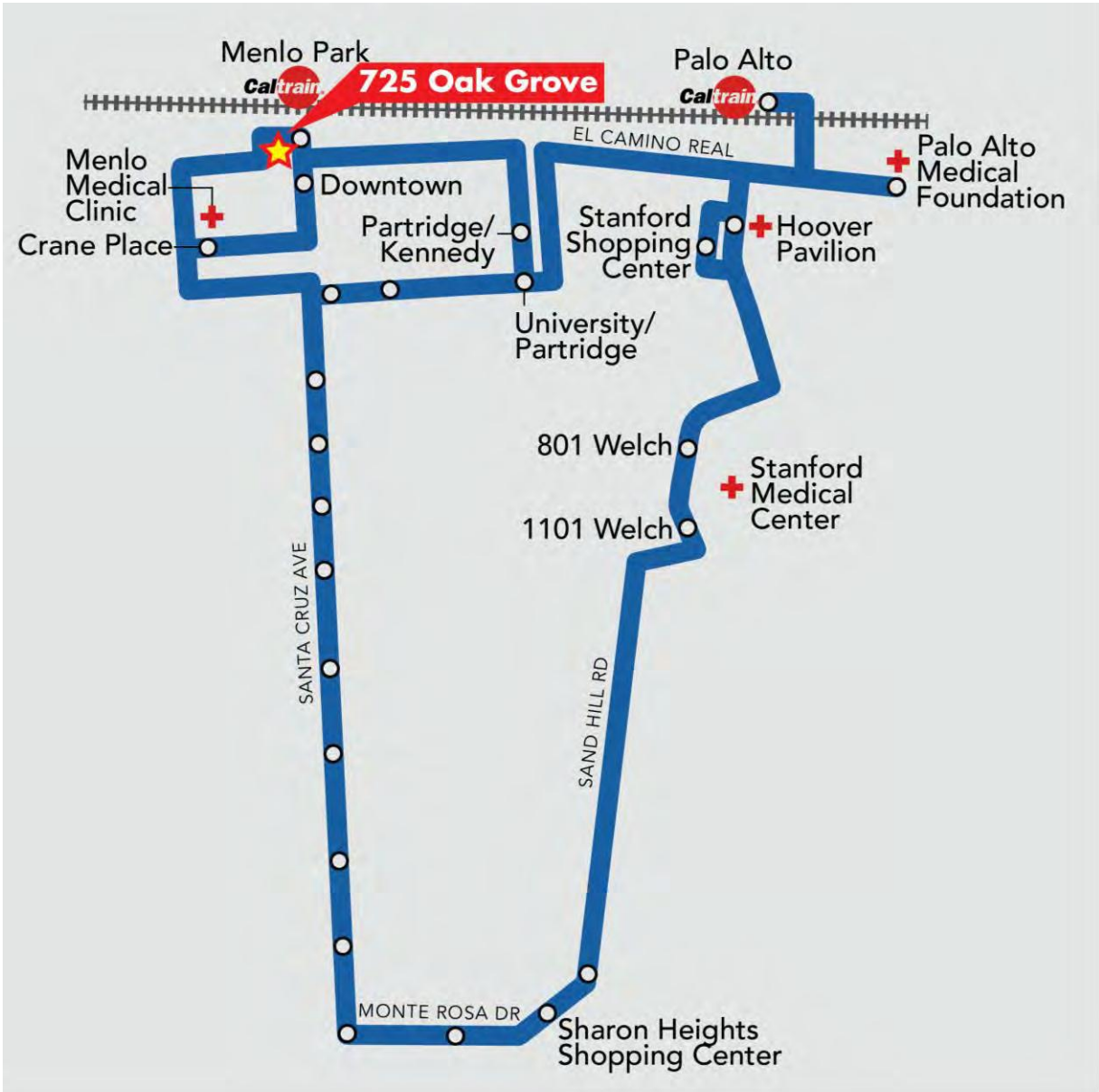
Marsh Road Shuttle



Belle Haven Shuttle



Menlo Midday Shuttle



TDM SPECIALISTS QUALIFICATION



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.



STAFF REPORT

Planning Commission

Meeting Date: 10/22/2018

Staff Report Number: 18-090-PC

Regular Business: Architectural Control/Matt Matteson/1000 El Camino Real

Recommendation

Staff recommends that the Planning Commission approve a request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The recommended actions are included as Attachment A.

Policy Issues

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

Background

Site location

The subject property is located at 1000 El Camino Real in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Within the SP-ECR/D zoning district, the subject property is located in the El Camino Real South-East (ECR SE) district and the El Camino Real Mixed Use/Residential (ECRMUR) land use designation. The subject property is a corner lot with frontages on El Camino Real and Ravenswood Avenue. Using El Camino Real in the east-west orientation, the subject property is located at the northeast corner of the El Camino Real and Ravenswood Avenue intersection. The project site is developed with a three-story office building with a below grade parking garage and a surface parking lot. Access to the property is provided from El Camino Real, as well as from a driveway on Ravenswood Avenue. Each driveway provides two-way access to and from the site. The surrounding properties are also located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district and are developed with a variety of commercial uses. A location map is included as Attachment B.

Analysis

Project description

The applicant is proposing site improvements in conjunction with waterproofing repairs to the below grade parking garage. The existing waterproofing of the parking garage is compromised due to outdated

waterproofing from the 1980's when the building was originally constructed and the root systems of several large heritage trees located on and damaging the parking garage wall. In order to repair the wall these heritage trees would be removed, as discussed in a following section, and the landscaping would be removed and replaced above the parking garage. Additional site improvements would include new hardscaping and patios, upgraded accessible path of travel, and new lighting. The building exterior would be updated with new paint colors. The project would not result in any changes to the parking count, gross floor area (GFA), or building coverage.

In addition to the on-site improvements the project also includes expansion of the sidewalk along El Camino Real. The existing sidewalk is currently eight foot wide and the proposed sidewalk would be increased to ten foot wide. The applicant and the City would enter into a cost sharing agreement for the sidewalk improvements and as such, project specific condition of approval 4b has been added regarding the frontage improvements. The layout of the proposed sidewalk would be designed to avoid relocation of the existing utilities and additional impacts to the heritage trees proposed to remain. The project plans and the project description letter are included in Attachments C and D respectively.

Design and materials

The existing site contains a walkway leading from the sidewalk, turf lawn plantings, retaining walls, and a small entry and rear patio area. The applicant is requesting the exterior modifications in order to expand the existing entry and rear patios and update the design with a more contemporary style. The proposed entry patio would feature a larger hardscaped area, additional bench seating, raised planter pots, and an upgraded accessible walkway. The lighting would be upgraded throughout the site including new parking lot and walkway lights. Porcelain paver hardscaping would be installed for the entry and rear patios and walkways. The existing railings would be updated to metal and cable railings in a dark bronze finish to meet building code requirements. The building exterior would feature neutral gray paint colors with a lighter gray on the primary building façade and a darker gray on the building recesses to provide contrast. The proposed landscaping would be drought tolerant plantings and the new tree plantings would be located in relatively the same location as the proposed tree removals along the expanded El Camino Real sidewalk.

Overall, staff believes that the proposed changes would result in a consistent architectural design that would also be compatible with the existing building. The proposed changes would comply with relevant El Camino Real/Downtown Specific Plan design standards and guidelines (many of which are not applicable because this is an existing building that is not being substantially modified), as documented in Attachment E, and the landscaping and site improvements would represent a comprehensive, cohesive aesthetic update.

Trees and landscaping

The applicant has submitted two arborist reports (Attachment F) detailing the species, size, and conditions of the heritage and non-heritage trees on site. The reports discuss the impacts of the proposed improvements, including temporary construction impacts, and provide recommendations for tree maintenance and the protection of the trees.

The arborist reports identified seven heritage trees and eight non-heritage trees proposed for removal. All seven of the heritage trees are redwood trees (Trees 1-4 and 7-9) that range in size from 35 to 40 inches in diameter. According to the arborist report the heritage tree removals are required to repair and maintain the below grade parking garage. The City Arborist has reviewed the arborist report and project plans and tentatively recommended approval of the removals based on the condition of the trees with respect to disease, danger of falling, proximity to existing or proposed structures and interference with utility services.

The arborist report outlines tree protection measures to mitigate or avoid impacts to the existing trees. The arborist report indicated that all construction activities occurring inside the root protection zone must be approved and supervised by an arborist. Tree protection fencing is required around the tree protection zone. Any digging and/or trenching in the root protection zone shall be manually performed. All recommendations identified in the arborist report shall be implemented as part of condition 3e.

The City's heritage tree replacement guidelines for commercial/mixed-use projects require a 2:1 replacement ratio. The heritage tree replacements must be of a species that can reach a mature height of 40 feet or more and street tree replacements must be consistent with the City designated street tree species. The applicant is proposing to provide two heritage tree replacements as street trees and 12 heritage tree replacements as on-site trees, for a total of 14 trees, to compensate for the removal of the seven heritage trees. This would represent a 2:1 replacement ratio for the heritage trees. The tree replacements would include Brisbane box, coast live oak, London plane and white barked birch trees which the City Arborist has reviewed for consistency with the heritage tree replacement requirements.

Correspondence

Staff has not received any items of correspondence on the proposed project.

Conclusion

Staff believes that the proposed site improvements would result in a consistent architectural design for the development as a whole and would generally complement the existing building. In addition, the proposed design, materials, and colors of the patio are compatible with those in the surrounding area. No changes to the existing parking would be proposed and the existing sidewalk would be enhanced along El Camino Real. The removal of the heritage trees is justified because the trees conflict with the existing below grade parking garage. Two new street trees would be located along El Camino Real and 12 new trees would be planted on-site, for a total of 14 heritage tree replacements. The remaining existing trees would be protected during construction and new landscaping would be planted throughout the site. 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 Specific Plan process included detailed review of projected environmental impacts through a

program-level 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 proposed project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines, and as such, no additional environmental analysis is required above and beyond the Specific Plan EIR. However, relevant mitigation measures from this EIR have been applied and would be adopted as part of the Mitigation, Monitoring, and Reporting Program (MMRP), which is included as Attachment G. Mitigation measures include construction-related best practices regarding air quality, biological resources, noise, and the handling of any hazardous materials.

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. Project Plans
- D. Project Description Letter
- E. Specific Plan Standards and Guidelines Compliance Worksheet
- F. Arborist Report
- G. Mitigation, Monitoring, and Reporting Program (MMRP)

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:
Kyle Perata, Acting Principal Planner

THIS PAGE INTENTIONALLY LEFT BLANK

1000 El Camino Real – Attachment A: Recommended Actions

LOCATION: 1000 El Camino Real	PROJECT NUMBER: PLN2018-00045	APPLICANT: Mat Matteson	OWNER: City of Menlo Park
PROPOSAL: Request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, 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. The project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current CEQA Guidelines. b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment G), which is approved as part of this finding. 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 E). 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 ASD SKY, consisting of 23 plan sheets, dated received October 16, 2018, and approved by the Planning Commission on October 22, 2018, 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, Caltrans, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project. 			

1000 El Camino Real – Attachment A: Recommended Actions

LOCATION: 1000 El Camino Real	PROJECT NUMBER: PLN2018-00045	APPLICANT: Mat Matteson	OWNER: City of Menlo Park
PROPOSAL: Request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <ul style="list-style-type: none"> c. 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. d. 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. e. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report prepared by SBCA Tree Consulting, dated July 24, 2018. f. Prior to building permit issuance, the applicant shall submit a heritage street tree preservation plan, detailing the location of and methods for all tree protection measures. A heritage tree permit will be required to remove any heritage trees. g. 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 and shall be connected to the on-site water system, subject to review and approval of the Engineering Division. h. Simultaneous with the submittal of a complete building permit, the applicant shall provide a completed checklist for Engineering Submittals with Building Permit Applications for review by the Engineering Division. i. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading & Drainage plan if there are grading changes, subject to review and approval of the Engineering Division. j. Concurrent with the submittal of a complete building permit application, the applicant shall submit a detailed landscape plan and submit documentation of compliance with the City's Water Efficient Landscape Ordinance (Municipal Code 12.44) if the project is replacing more than 1,000 square feet of irrigated landscaping, subject to review and approval of the Engineering Division. k. Concurrent with the submittal of a complete building permit application, if the project is creating or replacing more than 5,000 square feet of irrigated landscaping, per the City's Water Efficient Landscape Ordinance (Municipal Code 12.44) the irrigation system shall be 			

1000 El Camino Real – Attachment A: Recommended Actions

LOCATION: 1000 El Camino Real	PROJECT NUMBER: PLN2018-00045	APPLICANT: Mat Matteson	OWNER: City of Menlo Park
PROPOSAL: Request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
<p>ACTION:</p> <p>designed with a separate water service, subject to review and approval of the Engineering Division.</p> <p>4. Approve the architectural control subject to the following project-specific conditions:</p> <ul style="list-style-type: none"> a. Prior to building permit issuance, the applicant shall submit documentation of compliance with all Mitigation Monitoring and Reporting Program (MMRP) requirements as specified in the MMRP (Attachment G), subject to review and approval of the Planning Division. 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 documentation of compliance with the following requirements for the frontage improvements: <ul style="list-style-type: none"> i. The Menlo Park El Camino Real/Downtown Specific Plan identifies adequate facilities for pedestrian access along El Camino Real. The specific plan identifies a 15-foot wide sidewalk with a minimum 10-foot wide clear walking zone and a minimum 5-foot wide furnishing zone measured from the back of curb. The City has agreed with a 10 feet sidewalk on El Camino Real frontage in order to preserve all trees unaffected by the other work proposed and maintain a consistent cross-section along the entire property frontage. However, a 15 feet sidewalk will be required with the future redevelopment of the site consistent with the vision of the Downtown Specific Plan. ii. Tree wells must be adjusted to four foot by six foot if feasible. Currently, the sidewalk is approximately eight foot wide measured from the back of curb to the property line. Therefore, a two foot PAE dedication to achieve the required ten foot wide interim sidewalk is required. iii. Any other frontage improvements which are damaged as a result of construction will be required to be replaced. iv. All street light and CCTV poles along the project frontage on El Camino Real must be painted Mesa Brown. v. Upon completion of the sidewalk improvements, the City will reimburse the developer fifty percent (50%) of the actual costs, not to exceed \$42,000. vi. Prior to building permit issuance, Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fences and 			

1000 El Camino Real – Attachment A: Recommended Actions

LOCATION: 1000 El Camino Real	PROJECT NUMBER: PLN2018-00045	APPLICANT: Mat Matteson	OWNER: City of Menlo Park
PROPOSAL: Request for architectural control to partially demolish an existing podium to perform waterproofing work on an existing below grade parking garage and install new site improvements. The proposed site improvements would include reconfiguration of the existing entry path and courtyard and modifications to the existing outdoor patio at the rear of the building. The proposal also includes the removal of seven heritage trees along El Camino Real. No other changes to the existing office building are proposed. The existing building is located in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district.			
DECISION ENTITY: Planning Commission	DATE: October 22, 2018	ACTION: TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kennedy, Onken, Riggs, Strehl)			
ACTION: erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.			



City of Menlo Park
 Location Map
 1000 El Camino Real





BUILDING STREETSCAPE VIEWS - RAVENSWOOD
 (FOR REFERENCE ONLY. NO PROPOSED EXTERIOR BUILDING CHANGES.)



BUILDING STREETSCAPE VIEWS - EL CAMINO REAL
 (FOR REFERENCE ONLY. NO PROPOSED EXTERIOR BUILDING CHANGES.)

ASD | SKY

235 Pine Street
 Suite 2100
 San Francisco, CA 94104
 T 415.288.8670
 F 415.288.8676
 www.asdsky.com

1000 EL
 CAMINO REAL
 MENLO PARK, CA
 94025

JE MATTESSON REALTY

This drawing is the property of Associated Architects and Engineers, Inc. It is reproduced or copied in whole or part, it is the property of Associated Architects and Engineers, Inc. and its use without the written consent of Associated Architects and Engineers, Inc. is prohibited. For more information on reproduction processes, please visit the Associated Architects and Engineers, Inc. website at www.aae.com.

NO.	DATE	DESCRIPTION	BY
1	10/10/18	PERMISSIVE PLANNING	

PROJECT NO.	27942.00
DATE	10/10/18
DRAWN BY	JH
CHECKED BY	JH
SCALE	AS SHOWN

A1.01



MAIN PEDESTRIAN ENTRANCE VIEW FROM EL CAMINO REAL (SOUTHWEST FACADE)



MAIN VEHICULAR ENTRANCE VIEW FROM EL CAMINO REAL (SOUTHWEST FACADE)



VIEW OF BUILDING EXTERIOR FROM EAST (SOUTHEAST FACADE)



VIEW OF BUILDING EXTERIOR (NORTHEAST FACADE)



VIEW OF BUILDING EXTERIOR FROM RAVENSWOOD (NORTHWEST FACADE)

BUILDING EXTERIOR VIEWS - EL CAMINO REAL
(FOR REFERENCE ONLY. NO PROPOSED EXTERIOR BUILDING CHANGES.)

This drawing is the property of Associated Architects and Engineers, Inc. It is reproduced or copied in whole or part, it is returned upon request. Except as stated herein, no part of this drawing or the reproduction processes may be used without the prior written consent of Associated Architects and Engineers, Inc. 2012

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10.03.18	ISSUED FOR PLANNING		

PROJECT NO.	27942.00	DATE	10/10/18
DRAWN BY	JH	CHECKED BY	JH
SCALE			



MAIN PEDESTRIAN ENTRANCE VIEW FROM EL CAMINO REAL (SOUTHWEST FACADE)



MAIN VEHICULAR ENTRANCE VIEW FROM EL CAMINO REAL (SOUTHWEST FACADE)



VIEW OF BUILDING EXTERIOR FROM EAST (SOUTHEAST FACADE)



VIEW OF BUILDING EXTERIOR (NORTHEAST FACADE)



VIEW OF BUILDING EXTERIOR FROM RAVENSWOOD (NORTHWEST FACADE)

BUILDING EXTERIOR VIEWS - EL CAMINO REAL
(FOR REFERENCE ONLY. NO PROPOSED EXTERIOR BUILDING CHANGES.)

ASD | SKY

275 Park Street
Suite 2100
San Francisco, CA 94104
T 415.255.8570
F 415.255.8578
www.asdsky.com

1000 EL
CAMINO REAL
MENLO PARK, CA
94025

JE MATTESSON REALTY

This drawing is the property of Associated Architects and Engineers, Inc. It is not to be reproduced or copied in whole or part, in any form, without the written consent of Associated Architects and Engineers, Inc. All reproduction processes may alter the appearance of the drawing. Associated Architects and Engineers, Inc. 2012

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10.01.18	ISSUED FOR PERMITTING	JH	JH

PROJECT NO. 27942.00
PROJECT NAME: 101018
DRAWN BY: JH
CHECKED BY: JH
DATE PLOTTED: 10/1/18
SCALE: 1/8"=1'-0"

A1.02



100+ ENGINEERS
ARCHITECTS
LANDSCAPE ARCHITECTS

150 CALIFORNIA ST.
SUITE 600 OAKLAND, CA 94611
(415) 930-7900
www.bkf.com

**1000 EL
CAMINO REAL**

MENLO PARK, CA

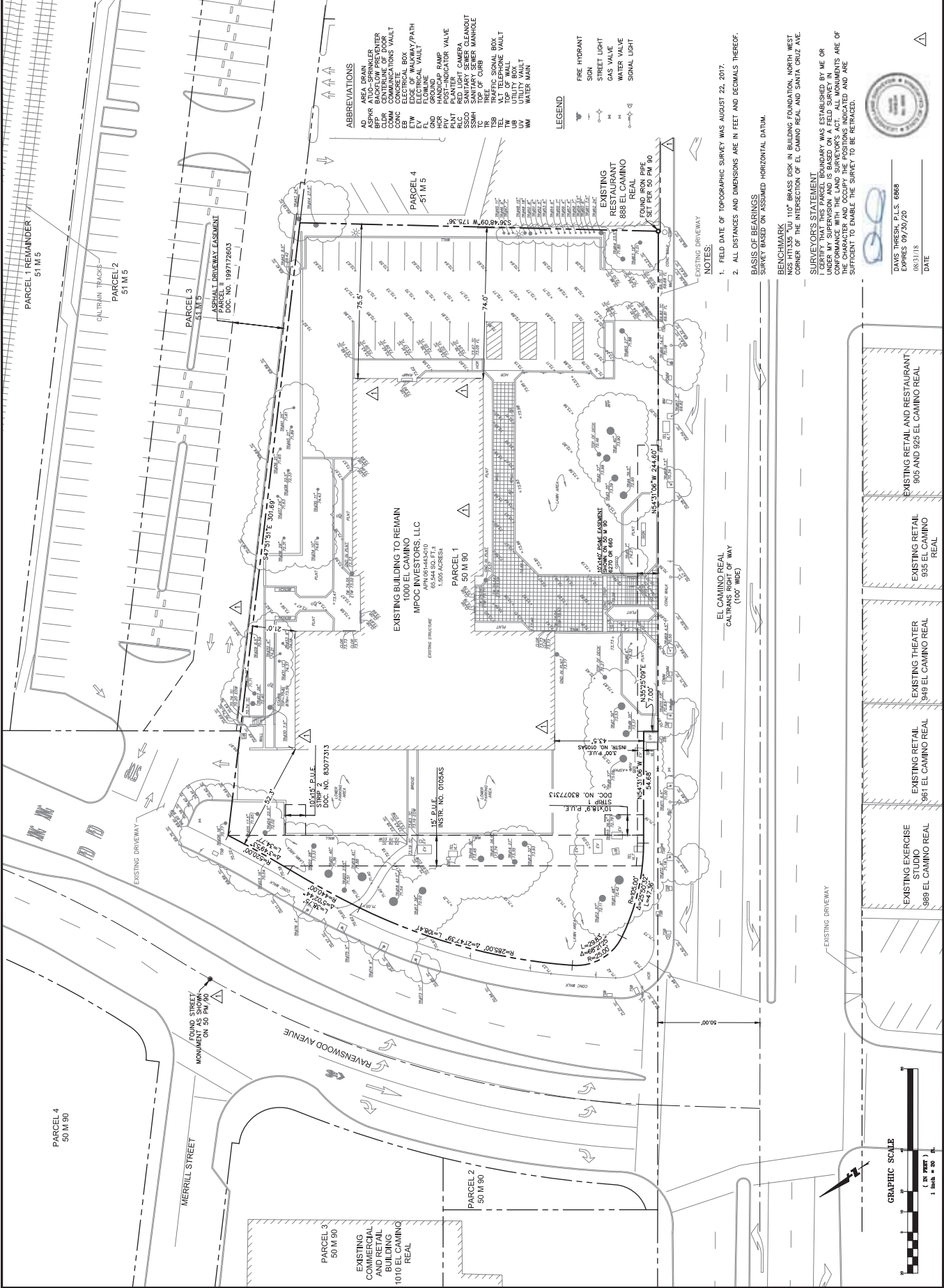
JEMATTESON REALTY

NO.	DATE	REVISIONS
1	01.10.18	ISSUED FOR PERMITS
2	03.11.18	REVISED PER COMMENTS
3	08.11.18	REVISED PER COMMENTS
4	10.10.2018	ISSUED FOR PERMITS
5	10.10.2018	ISSUED FOR PERMITS

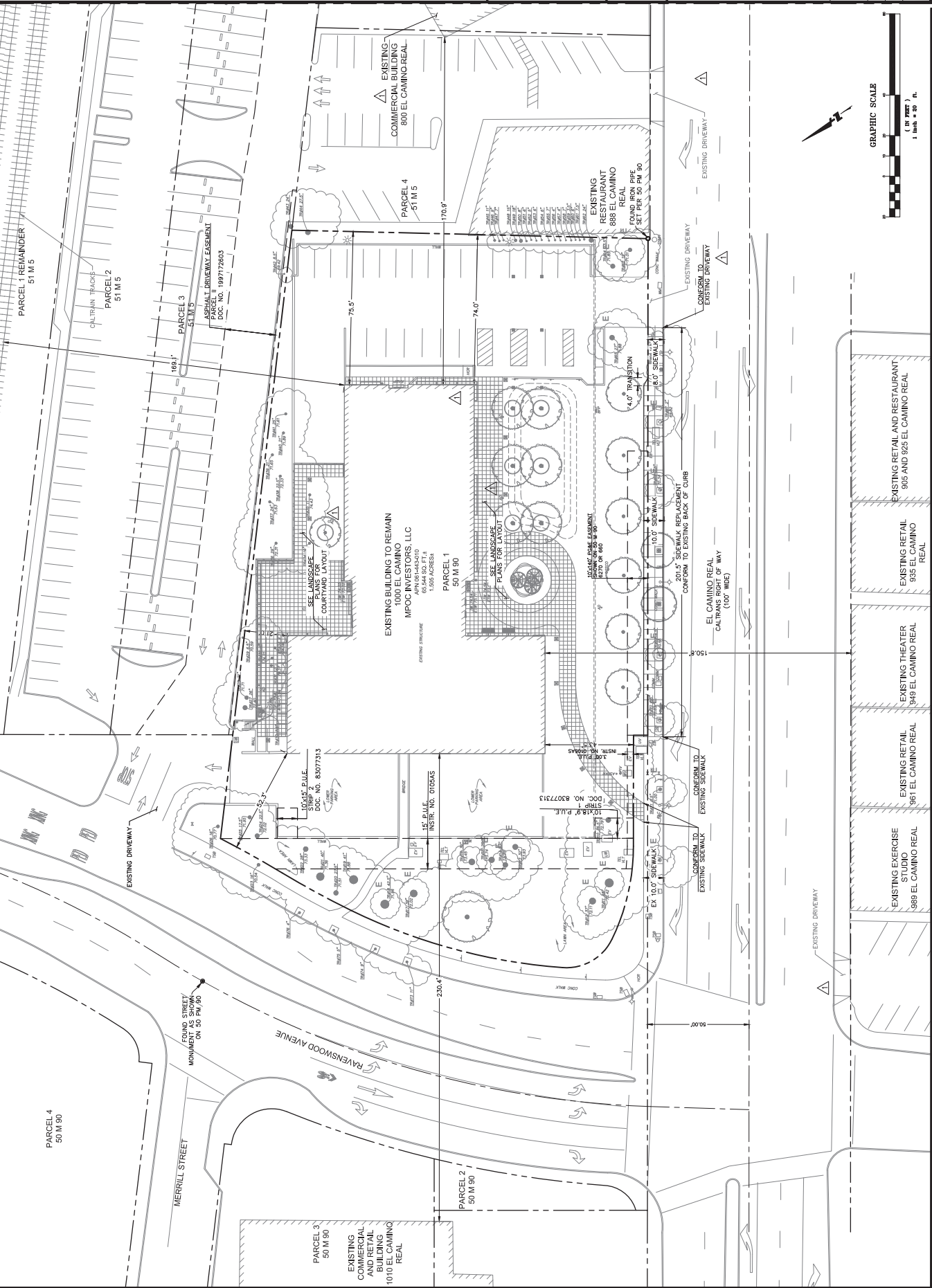
**EXISTING CONDITIONS
& BOUNDARY SURVEY**

DATE: 10.10.2018
DRAWN BY: JEM
CHECKED BY: MAO
SCALE: AS SHOWN

02.01



NO.	DATE	REVISIONS
1	02/15/15	ISSUE FOR PERMITS
2	02/15/15	ISSUE FOR PERMITS
3	02/15/15	ISSUE FOR PERMITS
4	02/15/15	ISSUE FOR PERMITS
5	02/15/15	ISSUE FOR PERMITS
6	02/15/15	ISSUE FOR PERMITS
7	02/15/15	ISSUE FOR PERMITS
8	02/15/15	ISSUE FOR PERMITS
9	02/15/15	ISSUE FOR PERMITS
10	02/15/15	ISSUE FOR PERMITS
11	02/15/15	ISSUE FOR PERMITS
12	02/15/15	ISSUE FOR PERMITS
13	02/15/15	ISSUE FOR PERMITS
14	02/15/15	ISSUE FOR PERMITS
15	02/15/15	ISSUE FOR PERMITS
16	02/15/15	ISSUE FOR PERMITS
17	02/15/15	ISSUE FOR PERMITS
18	02/15/15	ISSUE FOR PERMITS
19	02/15/15	ISSUE FOR PERMITS
20	02/15/15	ISSUE FOR PERMITS



This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the written consent of Associated Space Design, Inc. and is to be returned upon request. Scales as stated herein are for reference only as normal reproduction practices may vary. Associated Space Design, Inc. 2018

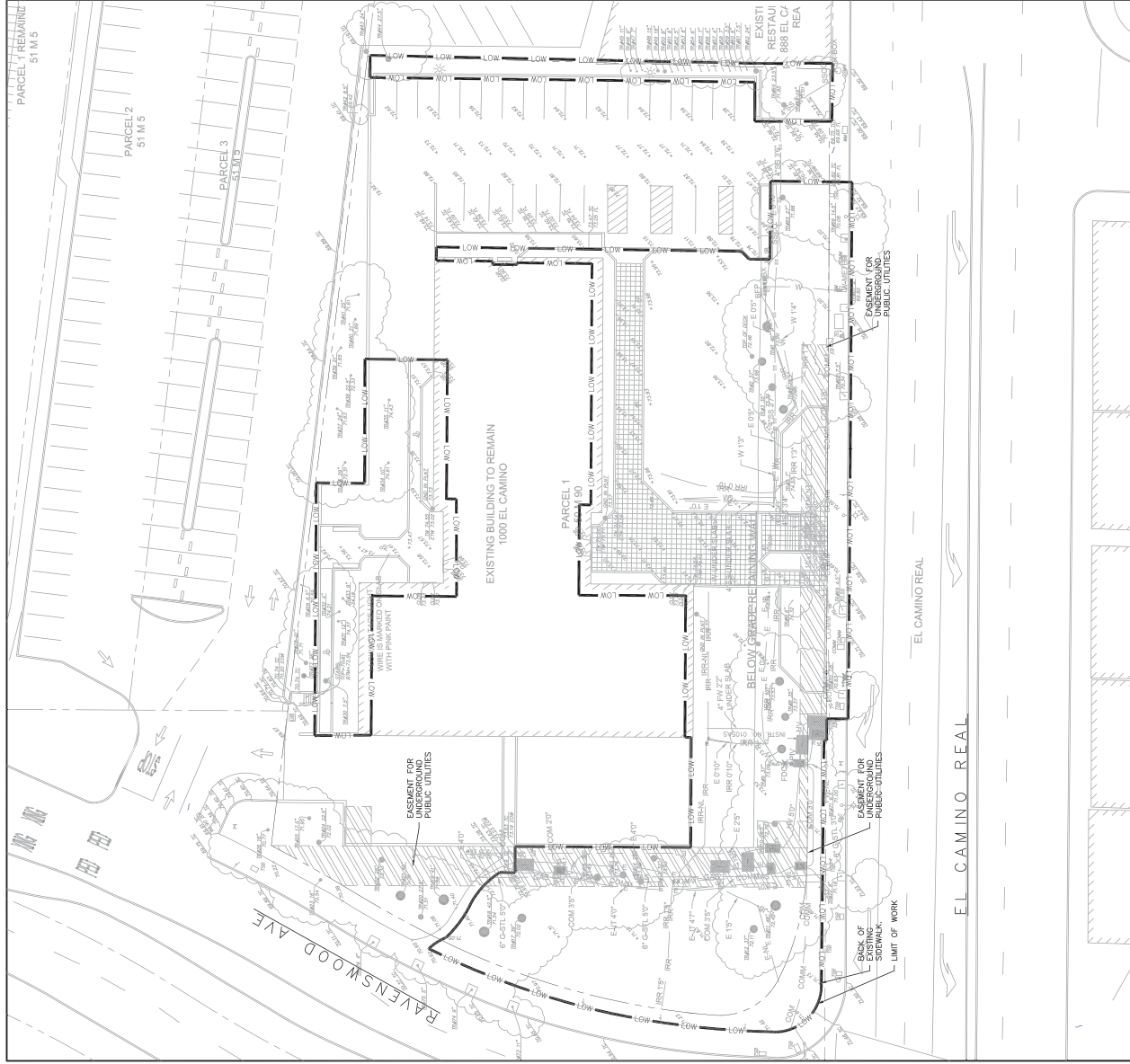
NO.	DATE	REVISIONS
1	12/15/17	ISSUE FOR PERMITS
2	12/15/17	ISSUE FOR PERMITS
3	12/15/17	ISSUE FOR PERMITS
4	12/15/17	ISSUE FOR PERMITS
5	12/15/17	ISSUE FOR PERMITS
6	12/15/17	ISSUE FOR PERMITS
7	12/15/17	ISSUE FOR PERMITS
8	12/15/17	ISSUE FOR PERMITS
9	12/15/17	ISSUE FOR PERMITS
10	12/15/17	ISSUE FOR PERMITS
11	12/15/17	ISSUE FOR PERMITS
12	12/15/17	ISSUE FOR PERMITS
13	12/15/17	ISSUE FOR PERMITS
14	12/15/17	ISSUE FOR PERMITS
15	12/15/17	ISSUE FOR PERMITS
16	12/15/17	ISSUE FOR PERMITS
17	12/15/17	ISSUE FOR PERMITS
18	12/15/17	ISSUE FOR PERMITS
19	12/15/17	ISSUE FOR PERMITS
20	12/15/17	ISSUE FOR PERMITS

PROJECT NO. ASD17-01
 SHEET NUMBER: JB
 DATE: 12/08/17

- LEGEND**
- SYMBOL
 - DESCRIPTION
 - APPROXIMATE PROPERTY LINE
 - LIMIT OF WORK
 - (E) CONDITIONS, SEE TOPOGRAPHIC SURVEY FOR PUBLIC UTILITIES
 - (F) CONDITIONS, SEE TOPOGRAPHIC SURVEY FOR PUBLIC UTILITIES

NOTES

- EASEMENTS AND PROPERTY BOUNDARY ARE APPROXIMATELY LOCATED BASED ON RECORD DRAWINGS (1988 ALTA, ACSM LAND TITLE SURVEY, CONDUCTED BY ARCTURUS LAND SURVEY INC., WOODSIDE, CA), APPROXIMATE EASEMENT ZONE FOR PUBLIC UTILITIES.
- PER THE 1998 LAND TITLE SURVEY, THE AREA DESCRIBED IS 65,643 SQ. FT. +/-.
- PER THE 1998 LAND TITLE SURVEY, PARCEL 1 AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FEBRUARY 17, 1981 IN VOLUME 50 OF PARCEL MAPS, PAGES 90 AND 91, DOCUMENT #15650-AS, BEING A RESUBDIVISION OF ALL LOTS 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
- PER THE 1998 LAND TITLE SURVEY, THE LOT IS ZONED PLANNED DEVELOPMENT. THERE ARE NO GENERAL STECKERS. PROJECT IS SITE SPECIFIC.



PLAN

811
 Call 811 before you dig
 www.811.com

This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the written consent of Associated Space Design, Inc. All rights are reserved. Scales as stated are for reference only. As noted throughout the drawing, the information is for informational purposes only. Associated Space Design, Inc. 2018

NO.	DATE	REVISIONS
1	12/08/17	ISSUE FOR PERMIT
2	01/11/18	REVISIONS

PROJECT NO. ASD/17-01
DATE 12/08/17
JOB JB

DEMOLITION LEGEND

SYMBOL DESCRIPTION



PLANT NAME

REMOVE TREE AND ROOT COMPLETE
SEE ARBORIST REPORT FOR TREE REFERENCE NUMBERS.



PROTECT TREE TO REMAIN



DEMOLITION AREA (VEGETATION, IRRIGATION OR HARDSCAPE CHANGE)

TREE PROTECTION FENCING: 6" CHAIN LINK INSTALLED AROUND THE DRIPLINE OF TREE. 1.5' GA POSTS DRIVEN 2' INTO THE GROUND. 10' OC MAX PER CITY SPECIFICATIONS

GENERAL REQUIREMENTS

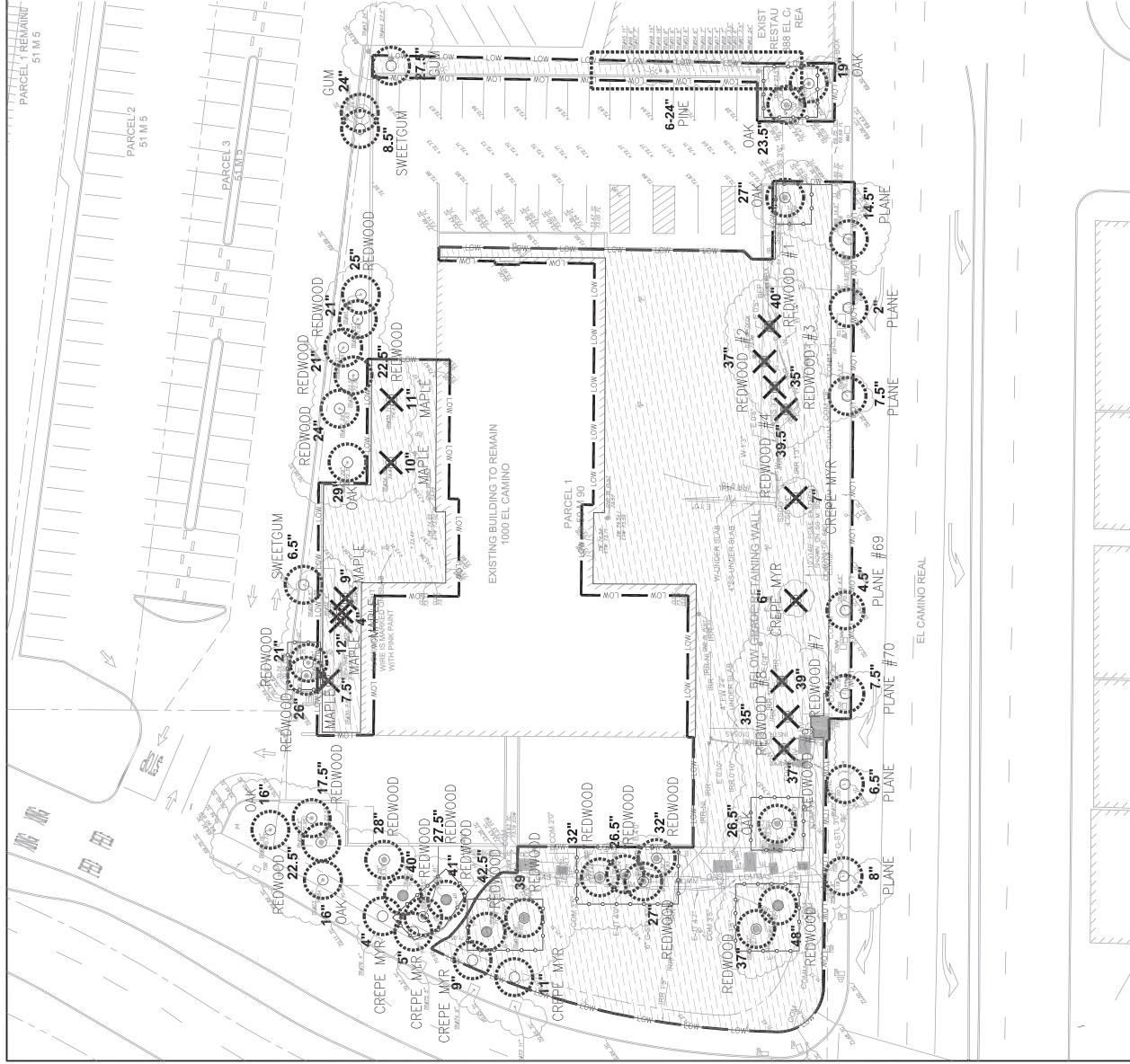
- DAMAGE TO AREAS OUTSIDE OF LIMIT OF WORK CAUSED BY WORK WITHIN LIMIT OF WORK SHALL BE REPAIRED BY CONTRACTOR AT NO ADDITIONAL COST.
- COMPLETELY SECURE LIMIT OF WORK LINE WITH TEMPORARY CONSTRUCTION FENCING. ADJUST LOCATIONS AS REQUIRED.
- STORAGE SHALL BE ON-SITE AND AS APPROVED BY THE OWNER'S REPRESENTATIVE.
- PROTECT AND VERIFY LOCATION AND DEPTH OF (E) UTILITIES TO REMAIN.

TREE REPLACEMENT

- TOTAL HERITAGE TREES REMOVAL: (7) SEVEN - (SECOIA SEMPERVIRENS) REDWOOD TREES WITH DBH > 15"
- REQUIRED REPLACEMENT TREES (2:1 RATIO FOR COMMERCIAL) AT #15 CONTAINER: (14) FOURTEEN #15 ADDED TO SITE: (6) SIX 35" BOX TREES, (14) FOURTEEN 24" BOX TREES, (14) FOURTEEN 19" BOX TREES.
- TOTAL PROPOSED TREES: (7) SEVEN UP-SIZED TWO UNITS TO 36" BOX TREES, ADDITIONAL ORNAMENTAL TREES ALSO ADDED TO SITE: (6) SIX 35" BOX TREES, (14) FOURTEEN 24" BOX TREES, (14) FOURTEEN 19" BOX TREES.
- REMOVAL OF HERITAGE TREES REQUIRES AN APPLICATION TO THE CITY ARBORIST. TREE REMOVAL PERMIT SUBMITTED TO CHRISTIAN BONNER ON 11/07/2017. CHRISTIAN BONNER AVAILABLE AT 650-330-6780.
- EXISTING HERITAGE TREES IN THE LOW: 19. TO REMAIN; 12. TO BE REMOVED; 7. ADDITIONAL HERITAGE TREES WITHIN APPROXIMATELY 10' OF THE LOW ARE SHOWN WITH TREE PROTECTION FENCING.
- SBCA TREE CONSULTING REVIEWED THE CONDITION OF THE TREES TO BE REMOVED AND REPORTED ON OCT 2, 2017. THE SBCA TREE CONSULTING REPORT RECOMMENDS THE COMPLETE REMOVAL OF THE SEVEN TREES. THE SBCA TREE CONSULTING REPORT RECOMMENDS THE COMPLETE REMOVAL OF THE SEVEN TREES. THE SBCA TREE CONSULTING REPORT RECOMMENDS THE COMPLETE REMOVAL OF THE SEVEN TREES.

TREE MITIGATION CHART

- REDWOOD #1 MITIGATED BY TWO LOPHOSTEMON CONERTUIS 36" BOX TREES
- REDWOOD #2 MITIGATED BY TWO LOPHOSTEMON CONERTUIS 36" BOX TREES
- REDWOOD #3 MITIGATED BY TWO LOPHOSTEMON CONERTUIS 36" BOX TREES
- REDWOOD #4 MITIGATED BY TWO PLATANUS ACERIFOLIA 'COLUMBIA' 36" BOX TREES
- REDWOOD #5 MITIGATED BY TWO BETULA UTILIS 'JACQUEMONTII' 24" BOX TREES
- REDWOOD #6 MITIGATED BY ONE BETULA UTILIS 'JACQUEMONTII' 24" BOX TREE & ONE BETULA UTILIS 'JACQUEMONTII' 19" GAL TREL
- REDWOOD #7 MITIGATED BY ONE BETULA UTILIS 'JACQUEMONTII' 15 GAL TREE & ONE CERCIS HAPHOVA 36" BOX TREE



PLAN

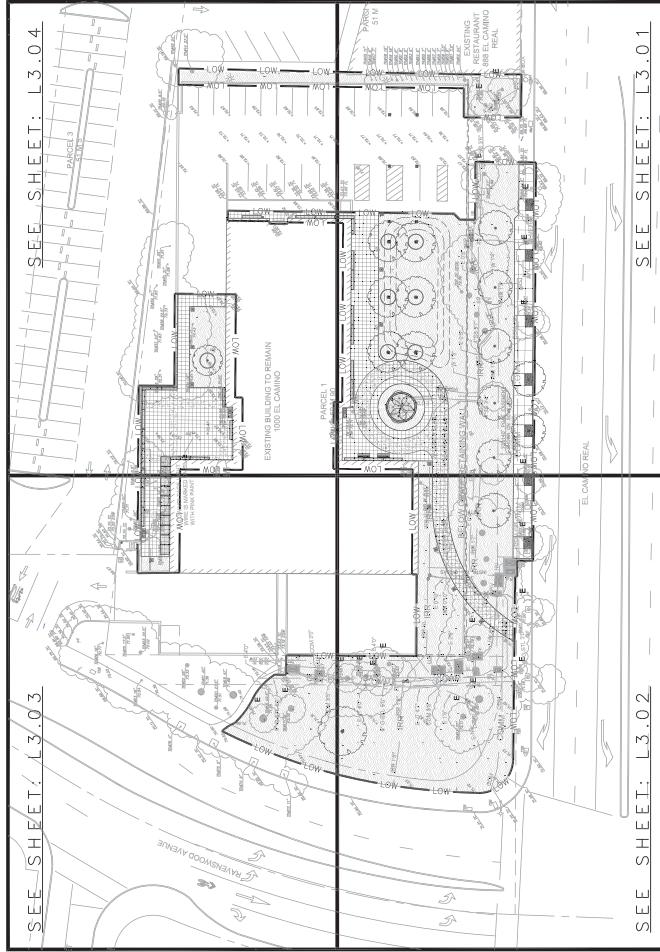


811
Mapworks
Call 811
www.811.com

IRRIGATION DESIGN INTENT

AS THIS PROJECT IS A REHABILITATED LANDSCAPE PROJECT WITH MORE THAN 1000 SQUARE FEET OF IRRIGATED LANDSCAPING, IT IS SUBJECT TO THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MUNICIPAL CODE 12.46). THE IRRIGATION SYSTEM SHALL COMPLY WITH THE CITY'S MUNICIPAL CODE AND THE CALIFORNIA WATER EFFICIENT LANDSCAPE ORDINANCE (MUEL). THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) CALCULATIONS WILL BE FACTORED USING THE EVAPOTRANSPIRATION ADJUSTMENT FACTOR OF 0.45.

THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER TO THE PLANTS AND TO MAINTAIN THE PLANTS IN A HEALTHY STATE. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER TO THE PLANTS AND TO MAINTAIN THE PLANTS IN A HEALTHY STATE. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER TO THE PLANTS AND TO MAINTAIN THE PLANTS IN A HEALTHY STATE.



PLANTING DESIGN INTENT

THE PLANTING DESIGN SHALL UTILIZE A VARIETY OF PLANTS TO CREATE LAYERS OF COLOR AND TEXTURE TO COMPLEMENT THE ARCHITECTURE. TREE LOCATIONS HAVE BEEN DESIGNED FOR MAXIMUM LONGEVITY TO SUPPORT THE WEIGHT OF THE TREE MASS.

PLANTING DESIGN SHALL BE GROUPED IN HYDROZONES BASED ON WATER USE AND EXPOSURE.

SITE ANALYSIS

LOT AREA:	65,545 SF	(UNCHANGED)
FLOOR AREA (E):	15,053 SF	(UNCHANGED)
LAND COVERED BY STRUCTURES:	22.4%	(UNCHANGED)
LANDSCAPING PERCENTAGE:	41%	(UNCHANGED)
PAVED PERCENTAGE:	37%	(UNCHANGED)
TOTAL NUMBER OF PARKING SPACES:	149	(UNCHANGED)

MATERIALS LEGEND

SYMBOL KEY DESCRIPTION

- PLANTING AREA - APPROXIMATE 1" TOPOGRAPHY LINES - SUB-SURFACE, LIGHT-WEIGHT STRUCTURAL FORM BASE.
- APPROXIMATE LOCATION OF PODIUM POST BELOW. CONTRACTOR TO FIELD VERIFY LOCATION OF SUPPORT POSTS.
- APPROXIMATE LOCATION OF THE EDGE OF THE PODIUM (SUB-SURFACE PARKING GARAGE).
- (E) TREE TO REMAIN

PLATANUS X ACERIFOLIA 'COLUMBIA', LONDON PLANE TREE, 36" BOX, NEW STREET TREE.

LOPHOSTEMON CONFERTUS, BRISBANE BOX, 36" BOX, NEW ON-SITE TREE. TYP. OF FIVE.

ACER PALMATUM 'SANGO KAKU', CORAL BARK MAPLE, 48" BOX, NEW ON-SITE TREE. TYP. OF ONE.

OLEA EUROPAEA 'SWAN HILL', FRUITLESS OLIVE, 48" BOX, NEW ON-SITE TREE. TYP. OF SIX.

BETULA UTILIS 'JACQUEMONTI', HIMALAYAN BIRCH, MIX OF (2) 15 GAL AND (3) 24" BOX, NEW ON-SITE TREE. TYP. OF FIVE.

QUERCUS AGRIFOLIA, COAST LIVE OAK, 36" BOX, NEW ON-SITE TREE. TYP. OF ONE.

KEY

- PORCELAIN PAPER TYPE P1: BELGARD FINISH: QUARZITI 2.0
- PORCELAIN PAPER TYPE P2: BELGARD COLOR: MOUNTAINS FINISH: QUARZITI 2.0
- WASTE CONTAINER: MAKE: FORMSURFACES MODEL: TYP. SIZE: 30"X, 21"X, 15"X; COLOR: ARGENTO FINISH: POWDER COAT
- BENCH: MAKE: HERTSTONE BODGE MODEL: EVERETT WITH BACK SIZE: 6" COLOR: CHARCOAL 7022 FINISH: KETCHSHIELD
- PLANTER TYPE 'A' MODEL: WILSHIRE, SIZE: 101" X 18" X 18", COLOR: PUDDLE FINISH: ACRYLIC ENAMEL PAINT, FILLED WITH LIGHT-WEIGHT PLANTING SOIL
- PLANTER TYPE 'B' MODEL: WILSHIRE, SIZE: 81" X 18" X 18", COLOR: PUDDLE FINISH: ACRYLIC ENAMEL PAINT, FILLED WITH LIGHT-WEIGHT PLANTING SOIL
- PLANTER TYPE 'C' MODEL: CUSTOM WILSHIRE, SIZE: 21" X 5" X 47", COLOR: PUDDLE FINISH: ACRYLIC ENAMEL PAINT, FILLED WITH LIGHT-WEIGHT PLANTING SOIL
- PLANTER TYPE 'D' MAKE: OLD TOWN FIBERGLASS, MODEL: C9862, SIZE: 8" X 42" X 42", COLOR: LIGHT GREY FINISH: FIBERGLASS, IN-RING PLANTERS TO INCLUDE FLY LED DOWN-LIGHT IN BRANCHES AND FX NP LED UP-LIGHT AT BASE.
- ILLUMINATED BOLLARDS: MAKE: BEGA, MODEL: SQUARE LUMINA, SIZE: 40" X 3-1/2" H, COLOR: SUGARMAN WILSON SW175 - DEEP FOREST BROWN.
- GUARDRAIL: RETROFIT EXISTING GUARDRAIL WITH CABLE RAILS, COLOR: CHARCOAL FINISH: LOW GLOSS, 42" HIGH FROM ADJACENT WALKING SURFACE
- ASH URN: MAKE: LANDSCAPE FORMS, MODEL: GRENADIER, COLOR: STORMCLOUD, FREESTANDING



233 Pine Street
Suite 2110
San Francisco, CA 94104
T: 415.398.8070
F: 415.398.8070
www.asdsky.com

CARDUCCI ASSOCIATES
555 BEACH STREET FOURTH FLOOR
SAN FRANCISCO, CA 94104
WWW.CARDUCCIASSOCIATES.COM
P: 415.398.8070

1000 EL CAMINO REAL

MENLO PARK, CA

JR. JANTONSON REALTY
LS

This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the written consent of Associated Space Design, Inc. All rights reserved. Scales as stated herein are for reference only. In normal reproduction, the drawing shall be scaled to fit the page. Associated Space Design, Inc. 2018

PROJECT NO.: ASD17-01
DATE: 12/08/17
JOB: LANDSCAPE SITE LEGEND

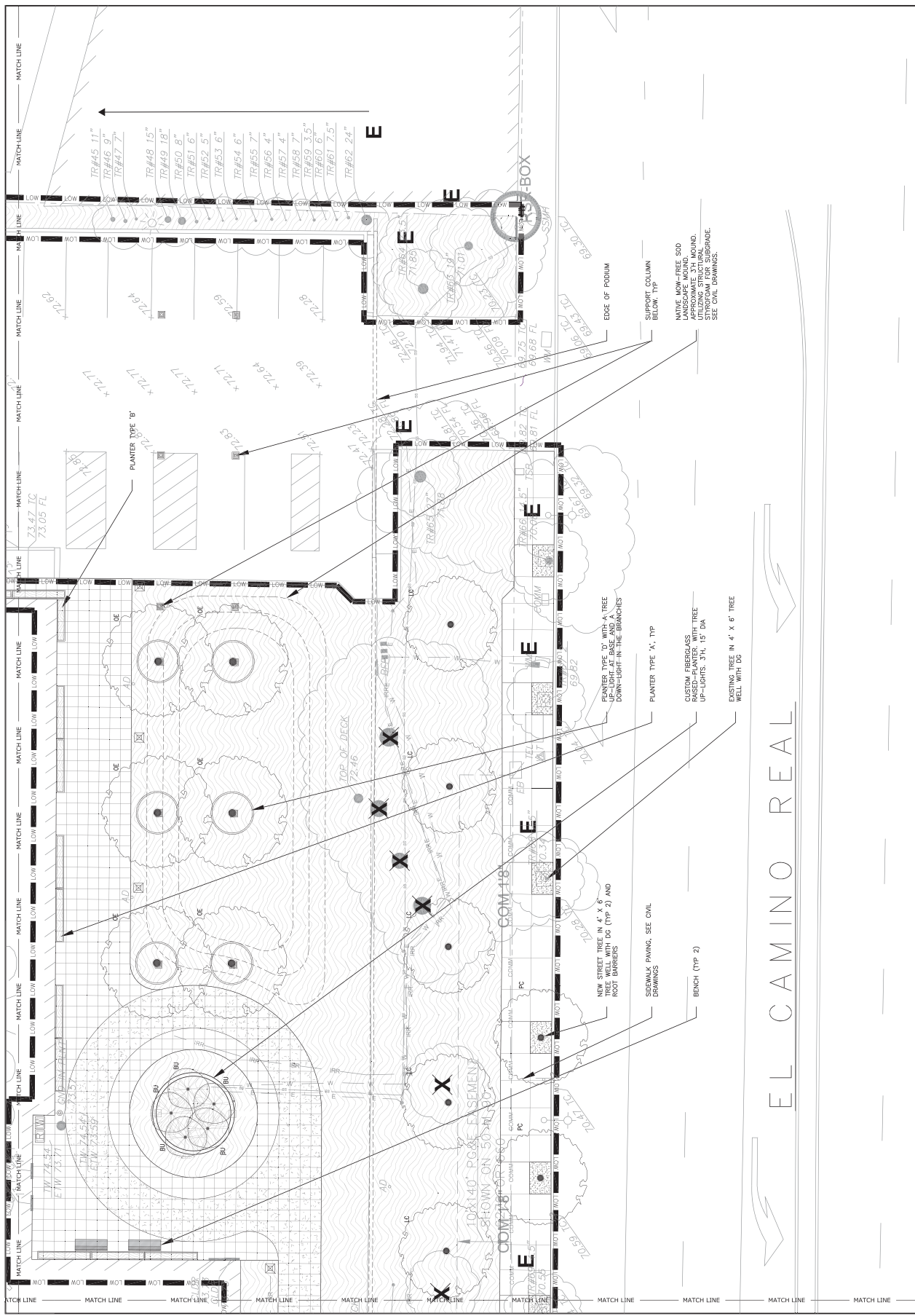
811 Know what's below. Call 811 before you dig.



This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written consent of Associated Space Design, Inc. and is to be returned upon request. Scales as stated herein are for reference only as normal reproduction practices may vary. Associated Space Design, Inc. 2018

NO.	DATE	REVISIONS
1	10/15/18	ISSUE FOR PERMITS
2	11/15/18	RESPONSE TO PLANNING COMMENTS

PROJECT NO.	ASD17-01
DATE	12/08/17
DRAWN BY	JD
CHECKED BY	JD
SCALE	AS SHOWN
PROJECT NAME	1000 EL CAMINO REAL
PROJECT LOCATION	MENLO PARK, CA
PROJECT NUMBER	L3.01



15 FEET
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PLAN NORTH

811 Know what's below. Call before you dig.

This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written consent of Associated Space Design, Inc. and is to be returned upon request. Scales as stated herein are for reference only as normal reproduction procedures may vary.

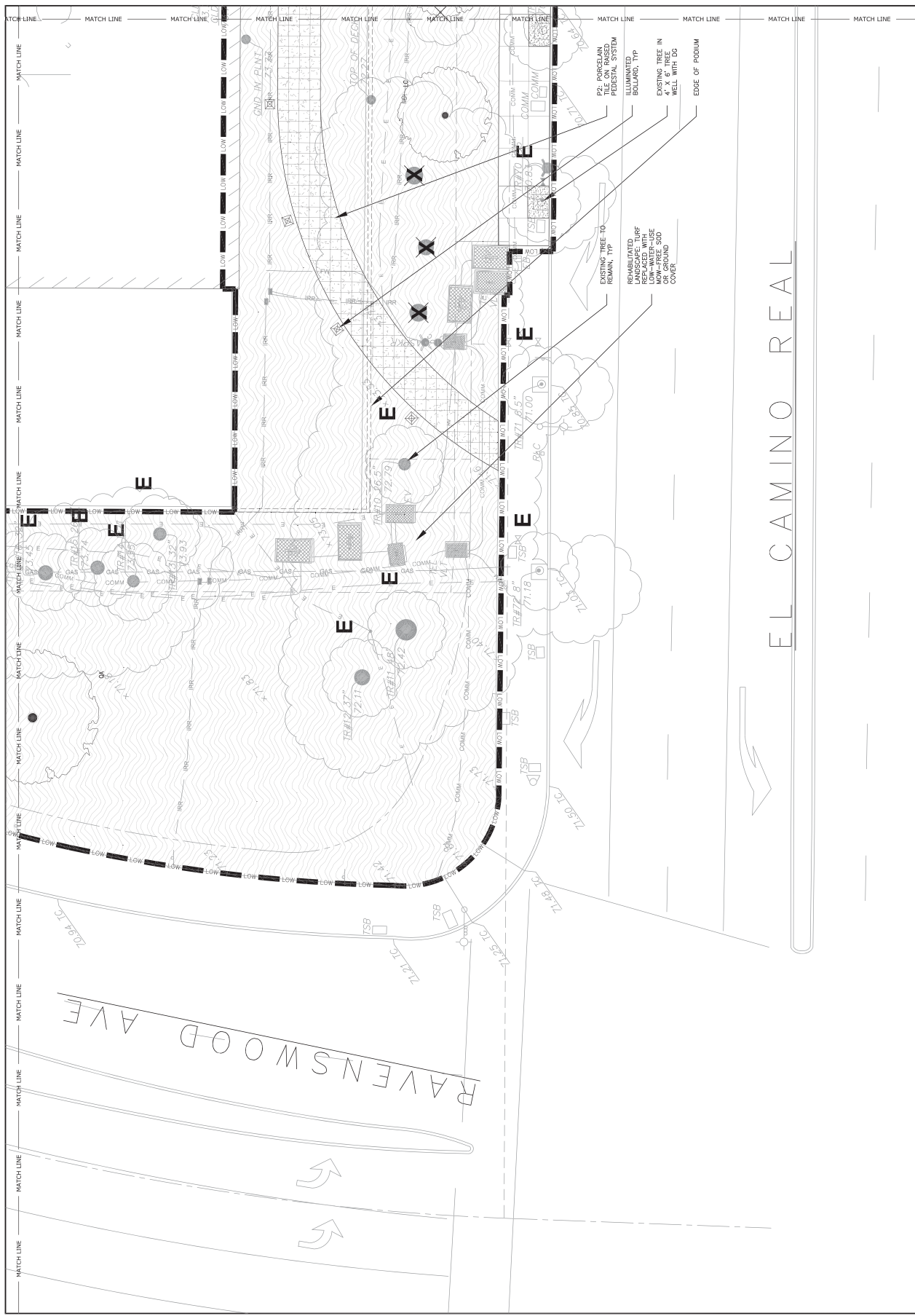
Associated Space Design, Inc. 2018

NO.	DATE	REVISIONS
1	12/15/18	ISSUE FOR PERMITS
2	12/15/18	ISSUE FOR PERMITS
3	12/15/18	ISSUE FOR PERMITS
4	12/15/18	ISSUE FOR PERMITS
5	12/15/18	ISSUE FOR PERMITS
6	12/15/18	ISSUE FOR PERMITS
7	12/15/18	ISSUE FOR PERMITS
8	12/15/18	ISSUE FOR PERMITS
9	12/15/18	ISSUE FOR PERMITS
10	12/15/18	ISSUE FOR PERMITS
11	12/15/18	ISSUE FOR PERMITS
12	12/15/18	ISSUE FOR PERMITS
13	12/15/18	ISSUE FOR PERMITS
14	12/15/18	ISSUE FOR PERMITS
15	12/15/18	ISSUE FOR PERMITS
16	12/15/18	ISSUE FOR PERMITS
17	12/15/18	ISSUE FOR PERMITS
18	12/15/18	ISSUE FOR PERMITS
19	12/15/18	ISSUE FOR PERMITS
20	12/15/18	ISSUE FOR PERMITS

LANDSCAPE SITE PLAN

PROJECT NO. ASD/17-01
 SHEET NO. 12/08/17
 DRAWN BY: JB
 CHECKED BY: JB

L3.02



15 FEET
 PLAN
 NORTH
 811
 Call before you dig

PLAN

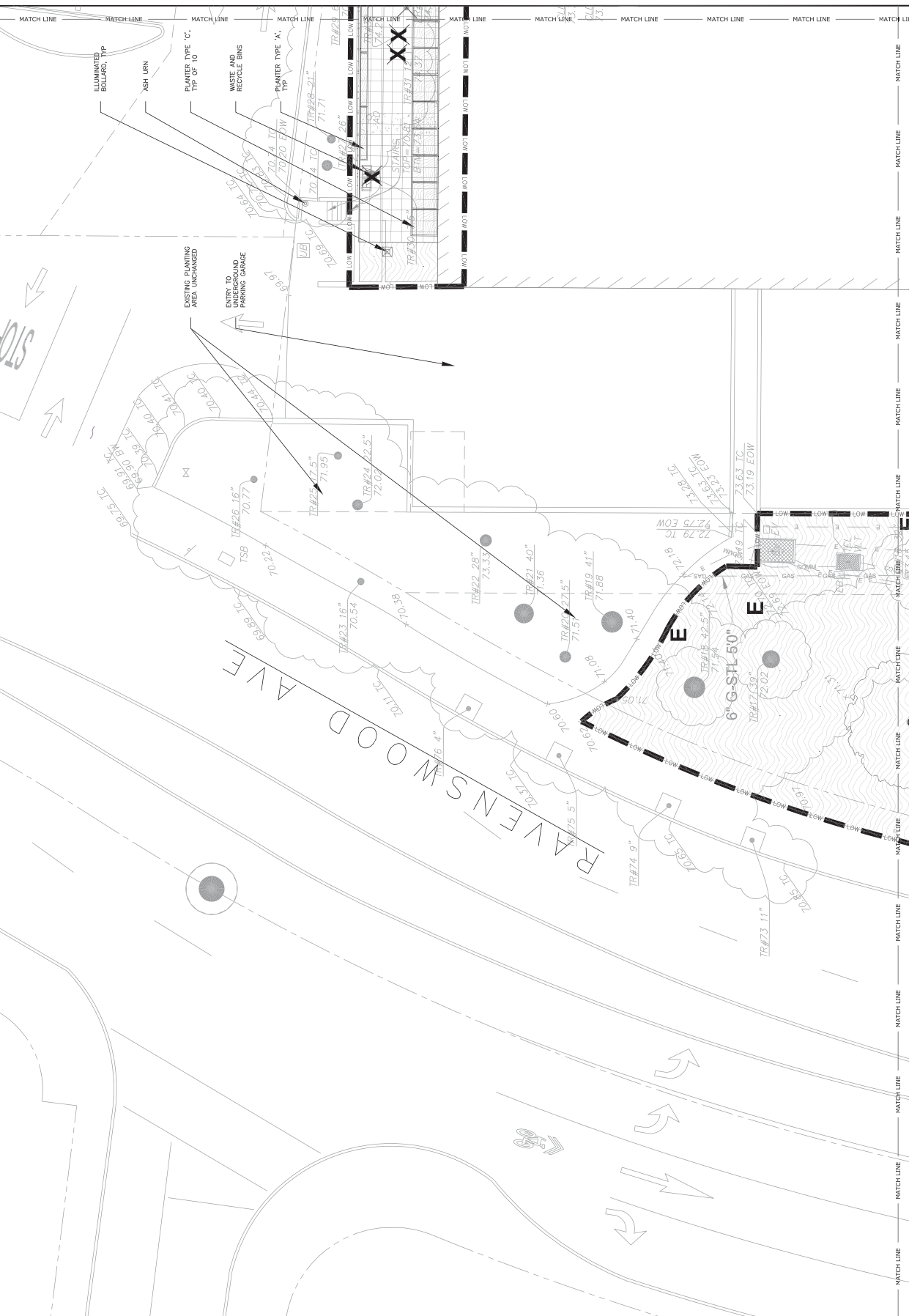


This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written permission of Associated Space Design, Inc. All dimensions are in feet and inches unless otherwise noted. Scales as stated herein are for reference only as noted in associated documents and drawings. Associated Space Design, Inc. 2018

NO.	DATE	REVISIONS
1	04.16.18	REVISIONS
2	05.15.18	REVISIONS
3	06.07.18	REVISIONS
4	07.11.18	REVISIONS
5	08.01.18	REVISIONS
6	08.15.18	REVISIONS
7	09.05.18	REVISIONS
8	10.01.18	REVISIONS
9	10.15.18	REVISIONS
10	11.01.18	REVISIONS
11	11.15.18	REVISIONS
12	12.01.18	REVISIONS
13	12.15.18	REVISIONS
14	01.01.19	REVISIONS
15	01.15.19	REVISIONS
16	02.01.19	REVISIONS
17	02.15.19	REVISIONS
18	03.01.19	REVISIONS
19	03.15.19	REVISIONS
20	04.01.19	REVISIONS
21	04.15.19	REVISIONS
22	05.01.19	REVISIONS
23	05.15.19	REVISIONS
24	06.01.19	REVISIONS
25	06.15.19	REVISIONS
26	07.01.19	REVISIONS
27	07.15.19	REVISIONS
28	08.01.19	REVISIONS
29	08.15.19	REVISIONS
30	09.01.19	REVISIONS
31	09.15.19	REVISIONS
32	10.01.19	REVISIONS
33	10.15.19	REVISIONS
34	11.01.19	REVISIONS
35	11.15.19	REVISIONS
36	12.01.19	REVISIONS
37	12.15.19	REVISIONS
38	01.01.20	REVISIONS
39	01.15.20	REVISIONS
40	02.01.20	REVISIONS
41	02.15.20	REVISIONS
42	03.01.20	REVISIONS
43	03.15.20	REVISIONS
44	04.01.20	REVISIONS
45	04.15.20	REVISIONS
46	05.01.20	REVISIONS
47	05.15.20	REVISIONS
48	06.01.20	REVISIONS
49	06.15.20	REVISIONS
50	07.01.20	REVISIONS
51	07.15.20	REVISIONS
52	08.01.20	REVISIONS
53	08.15.20	REVISIONS
54	09.01.20	REVISIONS
55	09.15.20	REVISIONS
56	10.01.20	REVISIONS
57	10.15.20	REVISIONS
58	11.01.20	REVISIONS
59	11.15.20	REVISIONS
60	12.01.20	REVISIONS
61	12.15.20	REVISIONS
62	01.01.21	REVISIONS
63	01.15.21	REVISIONS
64	02.01.21	REVISIONS
65	02.15.21	REVISIONS
66	03.01.21	REVISIONS
67	03.15.21	REVISIONS
68	04.01.21	REVISIONS
69	04.15.21	REVISIONS
70	05.01.21	REVISIONS
71	05.15.21	REVISIONS
72	06.01.21	REVISIONS
73	06.15.21	REVISIONS
74	07.01.21	REVISIONS
75	07.15.21	REVISIONS
76	08.01.21	REVISIONS
77	08.15.21	REVISIONS
78	09.01.21	REVISIONS
79	09.15.21	REVISIONS
80	10.01.21	REVISIONS
81	10.15.21	REVISIONS
82	11.01.21	REVISIONS
83	11.15.21	REVISIONS
84	12.01.21	REVISIONS
85	12.15.21	REVISIONS
86	01.01.22	REVISIONS
87	01.15.22	REVISIONS
88	02.01.22	REVISIONS
89	02.15.22	REVISIONS
90	03.01.22	REVISIONS
91	03.15.22	REVISIONS
92	04.01.22	REVISIONS
93	04.15.22	REVISIONS
94	05.01.22	REVISIONS
95	05.15.22	REVISIONS
96	06.01.22	REVISIONS
97	06.15.22	REVISIONS
98	07.01.22	REVISIONS
99	07.15.22	REVISIONS
100	08.01.22	REVISIONS

LANDSCAPE SITE PLAN

PROJECT NO. ASD/17-01
 DRAWN BY: [unintelligible]
 CHECKED BY: JB
 DATE: 12/08/17
 SHEET NUMBER: L3.03



811
 Call Before You Dig
 www.call811.com

0 1 2 3 4 5 6 7 8 9 10
 15 FEET

PLAN
 NORTH

This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the written consent of Associated Space Design, Inc. and is to be returned upon request. Scales as noted herein are for reference only as stated. Reproductions for other projects without the written consent of Associated Space Design, Inc. 2018

NO.	DATE	REVISIONS
1	12/14/17	ISSUE FOR PERMITS
2	01/11/18	RESPONSE TO PLANNING COMMENTS
3	01/11/18	REVISIONS

LANDSCAPE SITE PLAN

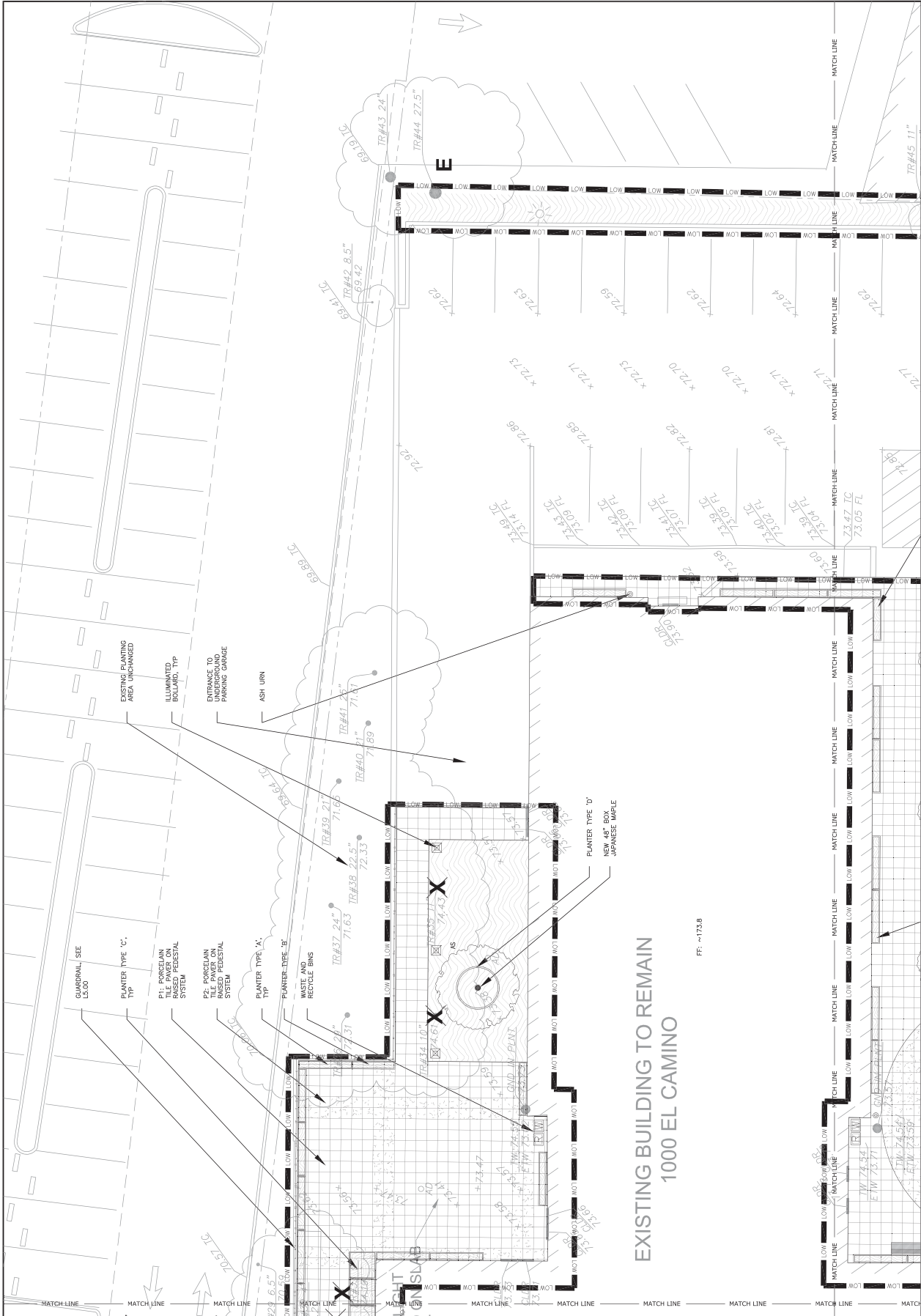
PROJECT NO. ASD17-01
DATE: 12/08/17
DRAWN BY: JB
CHECKED BY: JB

811
Mapworks
Call 811 before you dig

0 10 20 30 40 50 60 70 80 90 100
1" = 10' FEET

PLAN NORTH

L3.04



EXISTING BUILDING TO REMAIN
1000 EL CAMINO

FF: -173.6

ASD | SKY

235 Pine Street
Suite 2100
San Francisco, CA 94104
T 415.288.8670
F 415.288.8676
www.asdsky.com

**CARDUCCI
ASSOCIATES**
300 CALIFORNIA STREET, 11TH FLOOR
SAN FRANCISCO, CA 94103
www.carducciassociates.com
© 2017 CARDUCCI ASSOCIATES, INC.

1000 EL CAMINO REAL

MENLO PARK, CA

JB MATTEO/REALTY

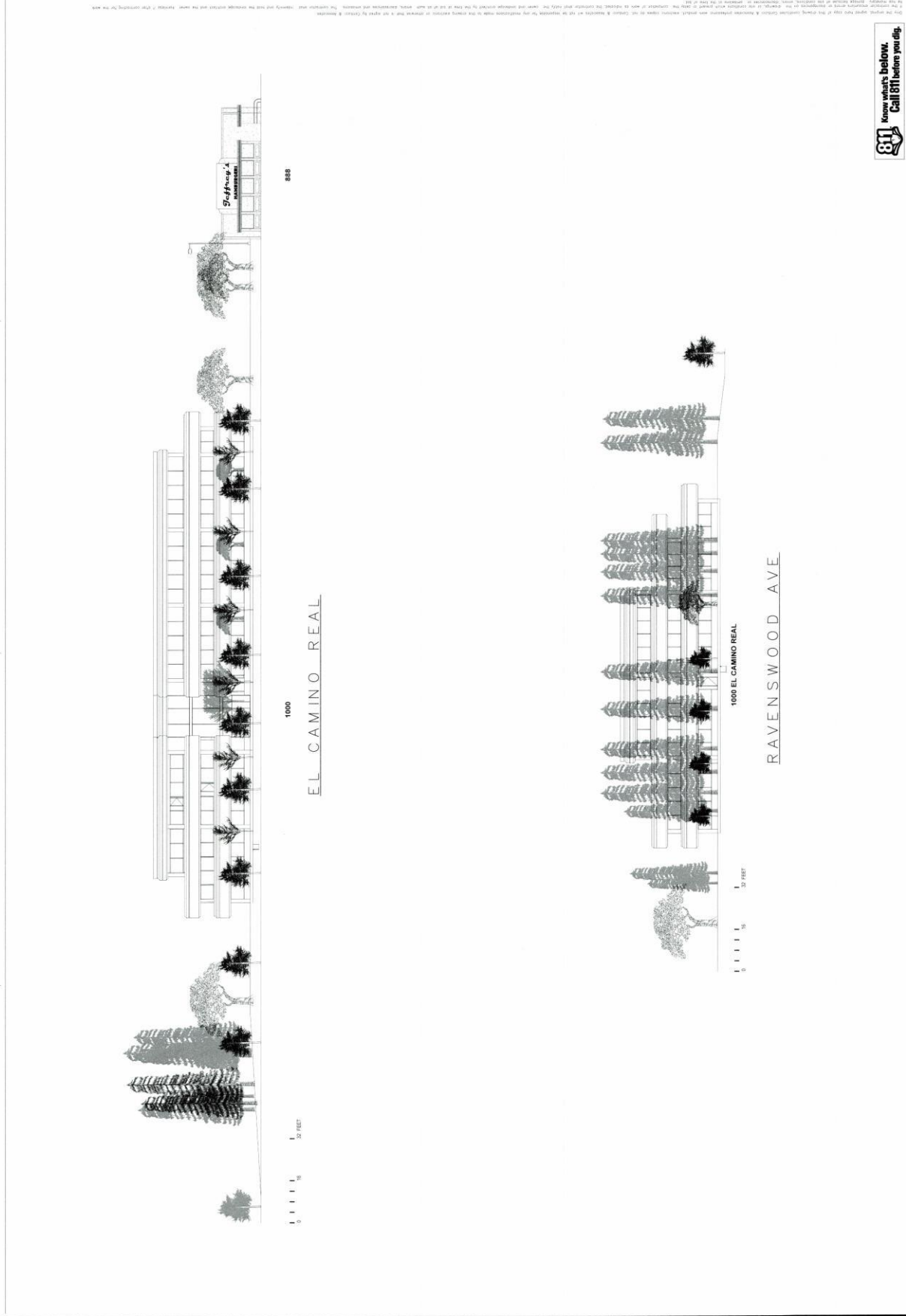
This drawing is the property of Associated Space Design, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Associated Space Design, Inc. All rights reserved. This drawing is not to be used for any other project without the prior written permission of Associated Space Design, Inc. All rights reserved. Scales as indicated. Dimensions are approximate. All dimensions are in feet. Associated Space Design, Inc. 2015

NO.	DATE	DESCRIPTION	BY
1		PRELIMINARY	JB
2		REVISED	JB
3		REVISED	JB
4		REVISED	JB
5		REVISED	JB
6		REVISED	JB
7		REVISED	JB
8		REVISED	JB
9		REVISED	JB
10		REVISED	JB
11		REVISED	JB
12		REVISED	JB
13		REVISED	JB
14		REVISED	JB
15		REVISED	JB
16		REVISED	JB
17		REVISED	JB
18		REVISED	JB
19		REVISED	JB
20		REVISED	JB
21		REVISED	JB
22		REVISED	JB
23		REVISED	JB
24		REVISED	JB
25		REVISED	JB
26		REVISED	JB
27		REVISED	JB
28		REVISED	JB
29		REVISED	JB
30		REVISED	JB
31		REVISED	JB
32		REVISED	JB
33		REVISED	JB
34		REVISED	JB
35		REVISED	JB
36		REVISED	JB
37		REVISED	JB
38		REVISED	JB
39		REVISED	JB
40		REVISED	JB
41		REVISED	JB
42		REVISED	JB
43		REVISED	JB
44		REVISED	JB
45		REVISED	JB
46		REVISED	JB
47		REVISED	JB
48		REVISED	JB
49		REVISED	JB
50		REVISED	JB
51		REVISED	JB
52		REVISED	JB
53		REVISED	JB
54		REVISED	JB
55		REVISED	JB
56		REVISED	JB
57		REVISED	JB
58		REVISED	JB
59		REVISED	JB
60		REVISED	JB
61		REVISED	JB
62		REVISED	JB
63		REVISED	JB
64		REVISED	JB
65		REVISED	JB
66		REVISED	JB
67		REVISED	JB
68		REVISED	JB
69		REVISED	JB
70		REVISED	JB
71		REVISED	JB
72		REVISED	JB
73		REVISED	JB
74		REVISED	JB
75		REVISED	JB
76		REVISED	JB
77		REVISED	JB
78		REVISED	JB
79		REVISED	JB
80		REVISED	JB
81		REVISED	JB
82		REVISED	JB
83		REVISED	JB
84		REVISED	JB
85		REVISED	JB
86		REVISED	JB
87		REVISED	JB
88		REVISED	JB
89		REVISED	JB
90		REVISED	JB
91		REVISED	JB
92		REVISED	JB
93		REVISED	JB
94		REVISED	JB
95		REVISED	JB
96		REVISED	JB
97		REVISED	JB
98		REVISED	JB
99		REVISED	JB
100		REVISED	JB

STREETSCAPE

PROJECT NO. ASD17-01
DATE: 08/17
PROJECT NAME: 1000 EL CAMINO REAL
JOB NO. JB

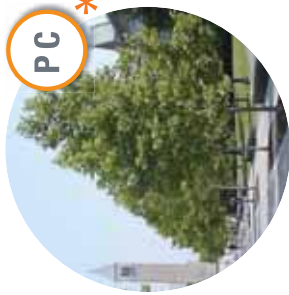
L3.05





LC - LOPHSTEMON CONFERTUS BRISBANE BOX

- 1 BOTANICAL NAME: LOPHSTEMON CONFERTUS
- 2 COMMON NAME: BRISBANE BOX
- 3 EVERGREEN
- 4 WUCOLS WATER USE: MEDIUM
- 5 INSTALLATION SIZE: 36" BOX
- 6 MATURE SIZE: 35'-45" TALL, 25" WIDE.



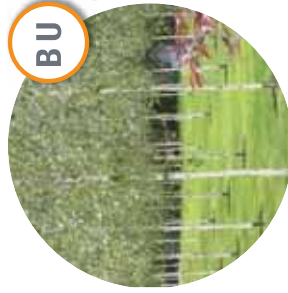
PC - PLATANUS ACERFOLIA 'COLUMBIA' LONDON PLANE TREE

- 1 BOTANICAL NAME: PLATANUS ACERFOLIA
- 2 COMMON NAME: LONDON PLANE TREE 'COLUMBIA'
- 3 DECIDUOUS
- 4 WUCOLS WATER USE: MEDIUM
- 5 INSTALLATION SIZE: 36" BOX
- 6 MATURE SIZE: 40'-80" TALL, 35" WIDE.



AS - ACER PALMATUM 'SANGO KAKU' CORAL BARK MAPLE

- 1 BOTANICAL NAME: ACER PALMATUM 'SANGO KAKU'
- 2 COMMON NAME: CORAL BARK MAPLE
- 3 DECIDUOUS
- 4 WUCOLS WATER USE: MEDIUM
- 5 INSTALLATION SIZE: 48" BOX
- 6 MATURE SIZE: 20' TALL, 20" WIDE.



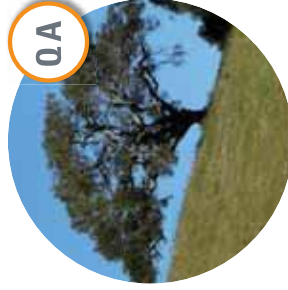
BU - BETULA U. JACQUEMONTII WHITE BARKED BIRCH

- 1 BOTANICAL NAME: BETULA JACQUEMONTII
- 2 COMMON NAME: HIMALAYAN BIRCH
- 3 DECIDUOUS
- 4 WUCOLS WATER USE: HIGH
- 5 INSTALLATION SIZE: MIX OF 24" BOX & 15 GAL
- 6 MATURE SIZE: 40' TALL, 30" WIDE.



OE - OLEA EUROPEA OLIVE TREE (NON-FRUITING)

- 1 BOTANICAL NAME: OLEA EUROPEA 'SWAN HILL'
- 2 COMMON NAME: OLIVE (NON-FRUITING)
- 3 EVERGREEN
- 4 WUCOLS WATER USE: LOW
- 5 INSTALLATION SIZE: 48" BOX
- 6 MATURE SIZE: 25'-30" TALL, 25'-30" WIDE.



QA - QUERCUS AGRIFOLIA COAST LIVE OAK

- 1 BOTANICAL NAME: QUERCUS AGRIFOLIA
- 2 COMMON NAME: COAST LIVE OAK
- 3 EVERGREEN
- 4 WUCOLS WATER USE: VERY LOW
- 5 INSTALLATION SIZE: 36" BOX
- 6 MATURE SIZE: 40'-60" TALL, 40'-50" WIDE.

ASD SKY

233 Pine Street
Suite 2100
San Francisco, CA 94104
T 415.398.3619
F 415.398.4019
www.asdsky.com



**CARDUCCI
ASSOCIATES**
555 BEACH STREET FOURTH FLOOR
SAN FRANCISCO, CA 94109
WWW.CARDUCCIASSOCIATES.COM
A PER CORPORATION ASSOCIATES, INC.

1000 EL CAMINO REAL

MENLO PARK, CA

JB MATTESON REALTY
LS

The drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the written consent of Associated Space Design, Inc. All rights reserved. No part of this drawing may be used for any purpose other than that intended. There are no warranties, express or implied, made by Associated Space Design, Inc. in connection with this drawing. The drawings are for reference only. An owner representative should be consulted for all construction details and specifications. Associated Space Design, Inc. 07/15

1	DATE	12/08/17
2	BY	JB
3	DATE	12/08/17
4	BY	JB
5	DATE	12/08/17
6	BY	JB
7	DATE	12/08/17
8	BY	JB
9	DATE	12/08/17
10	BY	JB
11	DATE	12/08/17
12	BY	JB
13	DATE	12/08/17
14	BY	JB
15	DATE	12/08/17
16	BY	JB
17	DATE	12/08/17
18	BY	JB
19	DATE	12/08/17
20	BY	JB
21	DATE	12/08/17
22	BY	JB
23	DATE	12/08/17
24	BY	JB
25	DATE	12/08/17
26	BY	JB
27	DATE	12/08/17
28	BY	JB
29	DATE	12/08/17
30	BY	JB

TREE PALETTE	
PROJECT:	ASD17-01
DATE:	12/08/17
DESIGNER:	JB
CHECKER:	JB
SCALE:	
SHEET NUMBER:	L4.00





P1 - PORCELAIN PAVER

- 1 MAKE: BELGARD
- 2 MODEL: QUARZITI 2.0
- 3 COLOR: GLACIER
- 4 FINISH: QUARZITI 2.0
- 5 SIZE: 2'X2'
- 6 ADDITIONAL: ON BISON DECK SYSTEM



P2 - PORCELAIN PAVER

- 1 MAKE: BELGARD
- 2 MODEL: QUARZITI 2.0
- 3 COLOR: MOUNTAINS
- 4 FINISH: QUARZITI 2.0
- 5 SIZE: 2'X2'
- 6 ADDITIONAL: ON BISON DECK SYSTEM



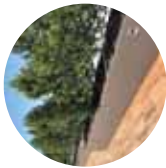
GUARDRAIL

- 1 MAKE: RETROFIT EXISTING GUARDRAIL WITH CABLE RAILS TO MEET CODE COMPLIANCE
- 2 MODEL: RETROFIT EXISTING
- 3 COLOR: DARK BRONZE
- 4 FINISH: REPAINT TO MATCH EXISTING
- 5 SIZE: 42" HIGH FROM WALKING SURFACE
- 6 ADDITIONAL: CABLE RAIL



PARKING LOT LIGHT

- 1 MAKE: BEGA
- 2 MODEL: 99446K3
- 3 COLOR: BRONZE
- 4 FINISH: SEMI-GLOSS
- 5 SIZE: 42" HIGH FROM WALKING SURFACE
- 6 ADDITIONAL: 3000K, REQUIRES 3" OOD POLE



PLANTERS - SQUARE & RECTANGLE TYPE 'A', 'B', AND 'C'

- 1 MAKE: TOWNESOL
- 2 MODEL: WILSHIRE
- 3 COLOR: PUDDLE
- 4 FINISH: ACRYLIC ENAMEL
- 5 SIZE: 10" X 18" X 18" - OR 6"
- 6 ADDITIONAL: LIGHT WEIGHT SOIL



PLANTERS - ROUND TYPE 'D'

- 1 MAKE: OLD TOWN FIBERGLASS
- 2 MODEL: CL9642
- 3 COLOR: LIGHT GRAY 16
- 4 FINISH: ORANGE PEEL
- 5 SIZE: 8"DIA X 42"H
- 6 ADDITIONAL:



BENCH

- 1 MAKE: KEYSTONE RIDGE
- 2 MODEL: EVERETT WITH BACK
- 3 COLOR: CHARCOAL 7022
- 4 FINISH: POWDER COAT
- 5 SIZE: 6'
- 6 ADDITIONAL: SURFACE MOUNT



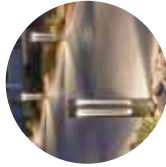
ASH URN

- 1 MAKE: LANDSCAPE FORMS
- 2 MODEL: GRENADIER ASH URN
- 3 COLOR: STORMCLOUD
- 4 FINISH: POWDER COAT
- 5 SIZE: 10" X 10" X 35"
- 6 ADDITIONAL: FREESTANDING



WASTE AND RECYCLE CONTAINER

- 1 MAKE: FORMS + SURFACES
- 2 MODEL: APEX
- 3 COLOR: ARGENTO
- 4 FINISH: POWDER COAT
- 5 SIZE: 32"H X 21"W X 15"D
- 6 ADDITIONAL: WITH LID



ILLUMINATED BOLLARD

- 1 MAKE: BEGA
- 2 MODEL: SQUARE ILLUMINATED
- 3 COLOR: BRONZE
- 4 FINISH: STANDARD
- 5 SIZE: 40"H X 3.5"W
- 6 ADDITIONAL: LED



BUILDING EXTERIOR SCONCE

- 1 MAKE: INSIGHT
- 2 MODEL: CYNDER WM2 LED UP/DOWN
- 3 COLOR: BRONZE
- 4 FINISH: SEMI-GLOSS
- 5 SIZE: STANDARD 16"
- 6 ADDITIONAL: 3000K



TREE LIGHTING

- 1 MAKE: FX LUMINAIRE
- 2 MODEL: LE & NP
- 3 COLOR: BRONZE METALIC
- 4 FINISH: POWDER COAT
- 5 SIZE: 1.6"W X 3.3"H AND 10.3" X 2.66"
- 6 ADDITIONAL: 3900K FROSTED FILTER



This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written consent of Associated Space Design, Inc. All dimensions and materials are subject to change without notice. Site plan and other drawings are for reference only. All items reproduced herein are for informational purposes only. All items are subject to change without notice. Associated Space Design, Inc. 07/18

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITS		
2	ISSUED FOR PERMITS		
3	ISSUED FOR PERMITS		
4	ISSUED FOR PERMITS		
5	ISSUED FOR PERMITS		
6	ISSUED FOR PERMITS		
7	ISSUED FOR PERMITS		
8	ISSUED FOR PERMITS		
9	ISSUED FOR PERMITS		
10	ISSUED FOR PERMITS		
11	ISSUED FOR PERMITS		
12	ISSUED FOR PERMITS		
13	ISSUED FOR PERMITS		
14	ISSUED FOR PERMITS		
15	ISSUED FOR PERMITS		
16	ISSUED FOR PERMITS		
17	ISSUED FOR PERMITS		
18	ISSUED FOR PERMITS		
19	ISSUED FOR PERMITS		
20	ISSUED FOR PERMITS		

PROJECT NO.	ASD17-01
DATE	12/08/17
DRAWN BY	JB
CHECKED BY	JB
SHEET NUMBER	15.00



Know what's below.
 Call 811 before you dig.



This drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written consent of ASD Sky. All rights reserved. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Associated Space Design, Inc. 12/08/17

1	DATE	12/08/17
2	BY	JB
3	DATE	
4	BY	
5	DATE	
6	BY	
7	DATE	
8	BY	
9	DATE	
10	BY	
11	DATE	
12	BY	
13	DATE	
14	BY	
15	DATE	
16	BY	
17	DATE	
18	BY	
19	DATE	
20	BY	
21	DATE	
22	BY	
23	DATE	
24	BY	
25	DATE	
26	BY	
27	DATE	
28	BY	
29	DATE	
30	BY	
31	DATE	
32	BY	
33	DATE	
34	BY	
35	DATE	
36	BY	
37	DATE	
38	BY	
39	DATE	
40	BY	
41	DATE	
42	BY	
43	DATE	
44	BY	
45	DATE	
46	BY	
47	DATE	
48	BY	
49	DATE	
50	BY	

PROJECT TITLE		RENDERING	
PROJECT NO.	ASD17-01	DATE PLOTTED	12/08/17
TERMINAL		CHECKED BY	JB
SHEET NUMBER			
SHEET NUMBER			L7.00

The original, signed and sealed drawing is the property of Associated Space Design, Inc. and is not to be reproduced or copied in any form without the prior written consent of ASD Sky. All rights reserved. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Associated Space Design, Inc. 12/08/17



PROPOSED REPLACEMENT LANDSCAPE:
FRONT OF BUILDING



**PRELIMINARY SET
NOT FOR
CONSTRUCTION
OR PERMITTING**

**MENLO PARK
OFFICE CENTER
1000 EL CAMINO REAL
MENLO PARK, CA 94025**

FOR
**MATTESON REALTY
SERVICES, INC.**
1510 FASHION ISLAND BLVD.
SUITE 300
SAN MATEO, CA 94404

PLANNING SUBMITTAL, 02/02/2018

GENERAL SHEET NOTES

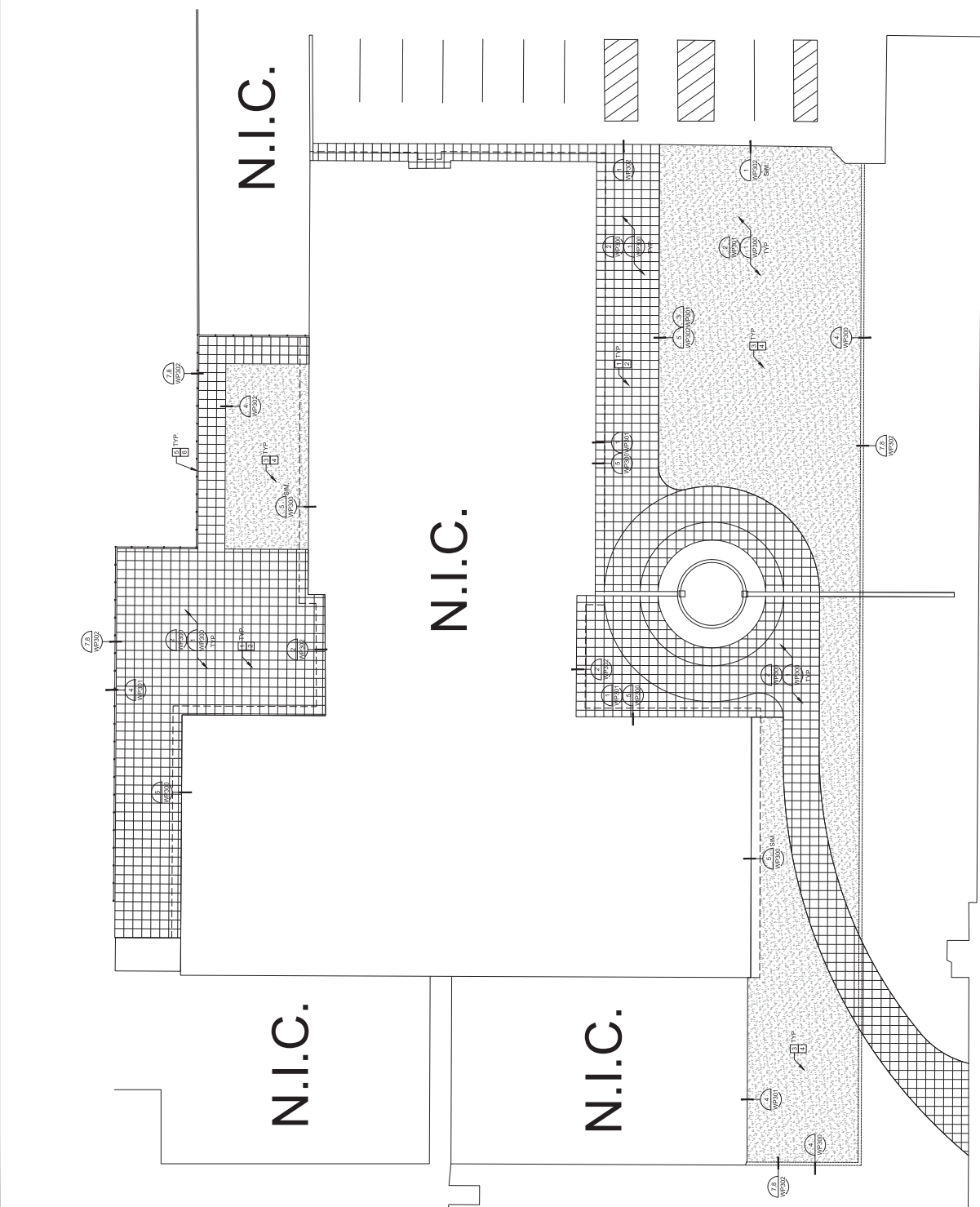
- A. THE TEMPORARY MEASURES AND REQUIREMENTS PORTION OF THE CONTRACTORS RESPONSIBILITY FOR CONSTRUCTION SAFETY, AND PROTECTION UNDER THE CONTRACT.
- B. BUILDING MATERIALS TO BE STORED IN INDICATED AREAS ONLY. NO VEHICLES WILL BE ALLOWED ON SITE.
- C. CONTRACTORS, SETUP AND STORAGE AREAS SHALL BE WHERE INDICATED ONLY.
- E. ALL ACCESS TO SITE OR BUILDING AT ANY TIME.
- F. CONTRACTOR SHALL PROVIDE BARRIER FENCING INCLUDING GATES AND LOCKS.
- G. CONTRACTOR SHALL PROVIDE BARRIER FENCING INCLUDING GATES AND LOCKS.
- H. DOOR ENTRANCE CANOPIES SHALL BE FULL WIDTH OF PROTECTED ENTRANCE AND EXIT PATH FOR OCCUPANTS.
- I. PROTECT TRENCH DRAINS AND D.I. WITH FILTER FABRIC FOR ALL STORM DRAINS NEAR CONSTRUCTION AREA.
- J. CONTRACTOR SHALL PROVIDE BARRIER FENCING INCLUDING GATES AND LOCKS.
- K. CONTRACTOR SHALL PROVIDE BARRIER FENCING INCLUDING GATES AND LOCKS.
- L. DOOR ENTRANCE CANOPIES SHALL BE FULL WIDTH OF PROTECTED ENTRANCE AND EXIT PATH FOR OCCUPANTS.
- M. PROTECT TRENCH DRAINS AND D.I. WITH FILTER FABRIC FOR ALL STORM DRAINS NEAR CONSTRUCTION AREA.
- N. CONTRACTOR SETUP AND STORAGE AREA, WALKWAYS ADJACENT TO SETUP AND STORAGE AREAS TO BE REQUIREMENTS.
- O. PROVIDE ACCESS TO E/D DRIVEWAY, CHIMNEYS, PROTECTIVE CANOPIES NOT SHOWN HERE.
- P. PROVIDE ACCESS TO E/D DRIVEWAY, CHIMNEYS, PROTECTIVE CANOPIES NOT SHOWN HERE.
- Q. PROVIDE FOUR SIGNAGE WHERE DIRECTED BY THE CONTRACTOR TO BE NEAR AVAILABLE ENTRANCES.
- R. SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

KEY NOTES

- 1. COURTYARD: REMOVE & DISPOSE OF E/D TOPPING SLAB AND EXISTING ASPHALT PERMITS AND SEALANTS DOWN TO EXISTING STRUCTURAL SLAB.
- 2. COURTYARD: PROVIDE 210 MIL HOT RUBBERIZED ASPHALT COURSE. INSTANT: SHEET METAL FLASHINGS AND SEALANTS DOWN TO EXISTING STRUCTURE SLAB.
- 3. COURTYARD: PROVIDE 210 MIL HOT RUBBERIZED ASPHALT COURSE. INSTANT: SHEET METAL FLASHINGS AND SEALANTS DOWN TO EXISTING STRUCTURE SLAB.
- 4. PLANTING: PROVIDE 210 MIL HOT RUBBERIZED ASPHALT COURSE. INSTANT: SHEET METAL FLASHINGS AND SEALANTS DOWN TO EXISTING STRUCTURE SLAB.
- 5. REMOVE & DISPOSE OF EXISTING BELOW GRADE PERMETER WATERPROOFING ALONG GARAGE WALL TO BARE CONCRETE PERMETER WALLS.
- 6. PROVIDE SHEET MEMBRANE WATERPROOFING, DRAINAGE PERMETER WALLS.

LEGEND

- 1. COURTYARD: HOT RUBBERIZED ASPHALT SYSTEM
- 2. PLANTING: HOT RUBBERIZED ASPHALT SYSTEM
- 3. POLYMER MODIFIED SLOPING COURSE SLOPED AT 2% MIN. AWAY FROM PERMETER OF BUILDING, TYP.
- 4. N.I.C. NOT IN CONTRACT
- 5. SHEET KEYED
- 6. NOTE
- 7. DETAIL NUMBER
- 8. SHEET NUMBER



(A) SITE PLAN
SCALE: NONE

**PRELIMINARY SET
NOT FOR
CONSTRUCTION
OR PERMITTING**

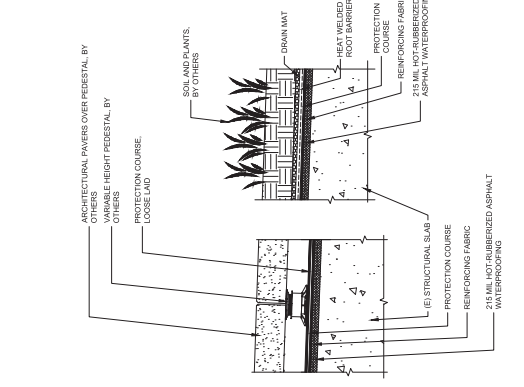
**MENLO PARK
OFFICE CENTER
1000 EL CAMINO REAL
MENLO PARK, CA 94025
RENOVATION PROJECT**

**FOR
MATTESON REALTY
SERVICES, INC.
1510 FASHION ISLAND BLVD.
SUITE 300
SAN MATEO, CA 94404**

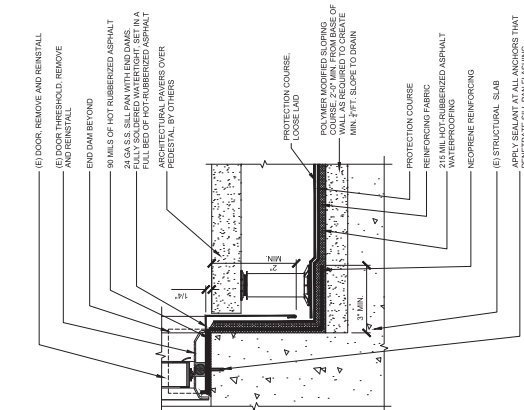
ISSUE	No.	Description	Date
	1	PLANNING SUBMITTAL	02/02/2018
	2	PROJECT NO. 17-4892.JT	
	3	CAD DWG FILE # 4892_WP300.dwg	
	4	DRAWN BY: EJU	
	5	CHECKED BY: JTB	
	6	SHEET TITLE	
	7	COURTYARD/PLANTER DETAILS	

SCALE: NOTED ON DRAWINGS
WP300
SHEET

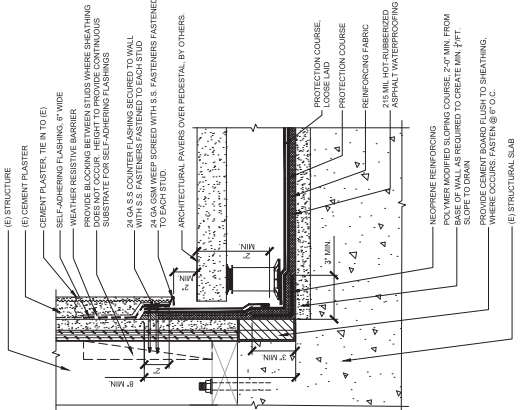
PLANNING SUBMITTAL, 02/02/2018



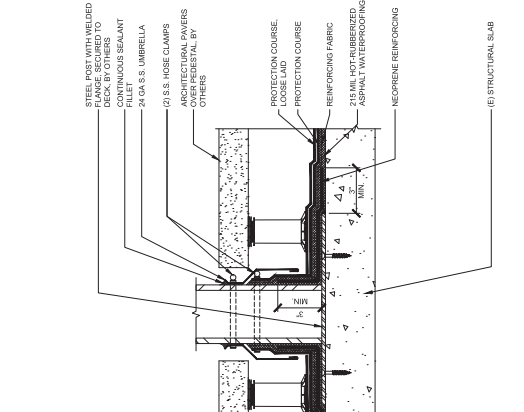
1 TYPICAL PODIUM DECK WATERPROOFING
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



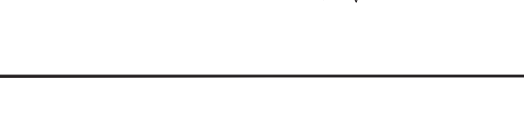
2 TYPICAL PODIUM DECK DRAIN
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



3 TYPICAL DOOR FLASHING
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



4 BASE FLASHING AT WALL
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300

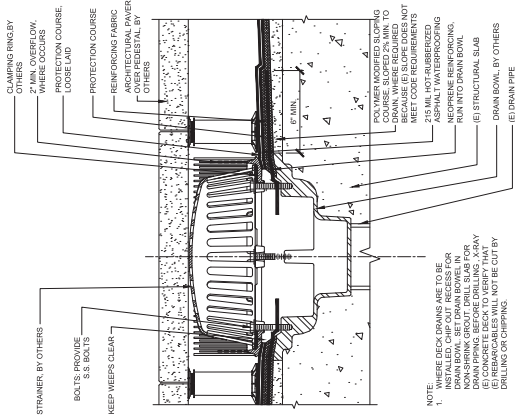


5 TYPICAL PLANTER AT GRADE
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300

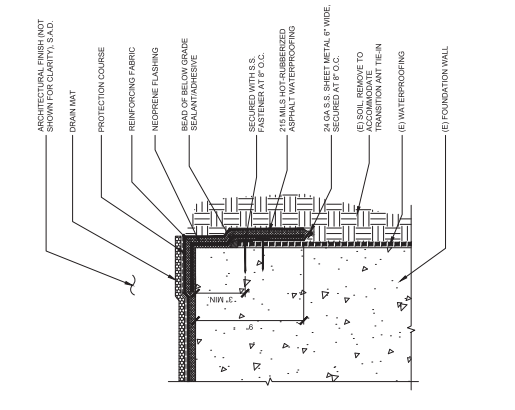
6 TERMINATION AT WALL
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300

7 STEEL POST WATERPROOFING
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300

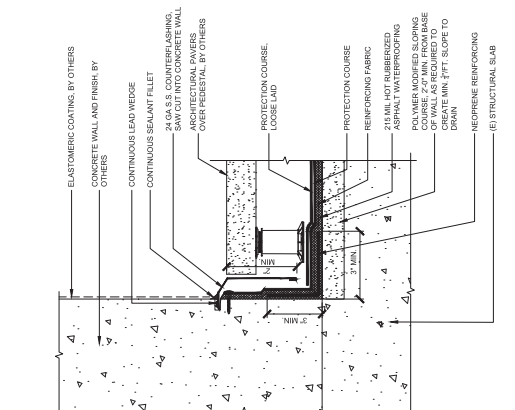
8 REMOVABLE BOLLARD
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



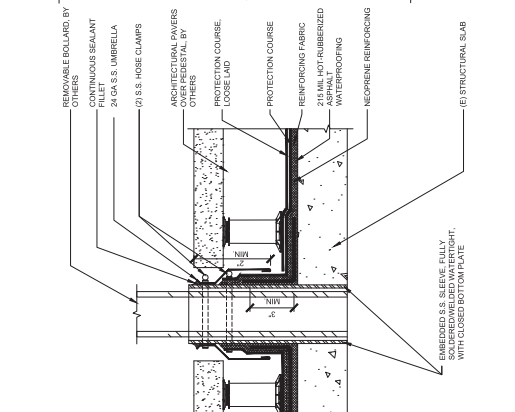
2 TYPICAL PODIUM DECK DRAIN
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



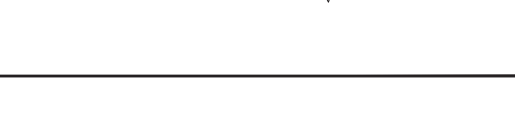
4 PLANTER AT GRADE
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



6 TERMINATION AT WALL
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



7 STEEL POST WATERPROOFING
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300



8 REMOVABLE BOLLARD
SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS.
WP300

**PRELIMINARY SET
NOT FOR
CONSTRUCTION
OR PERMITTING**

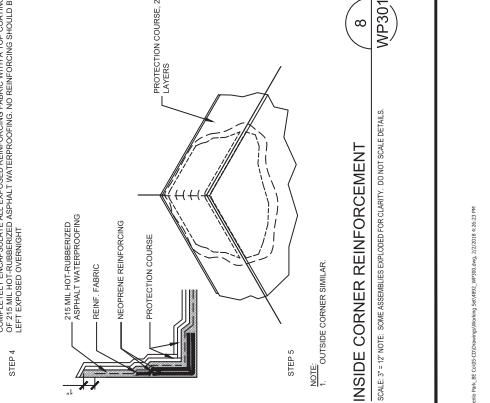
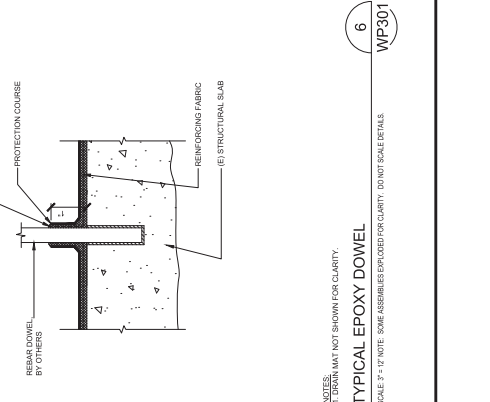
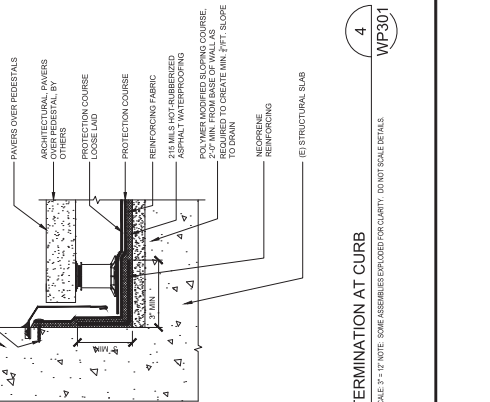
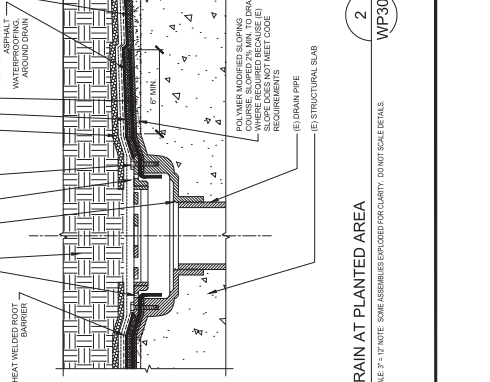
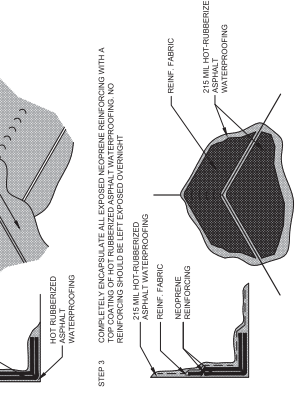
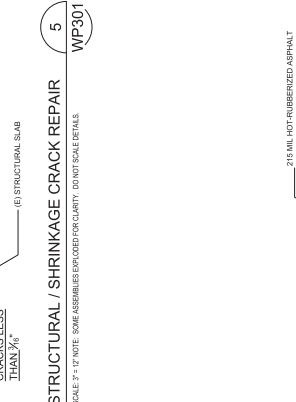
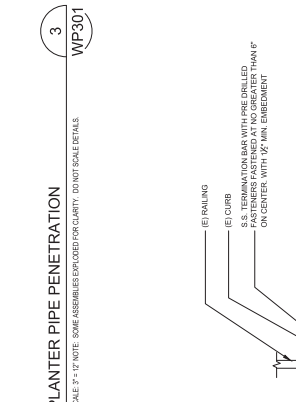
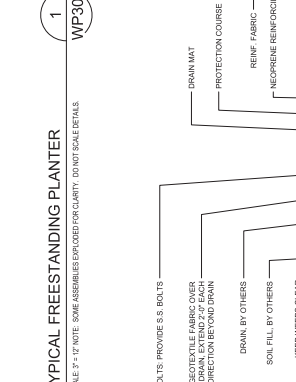
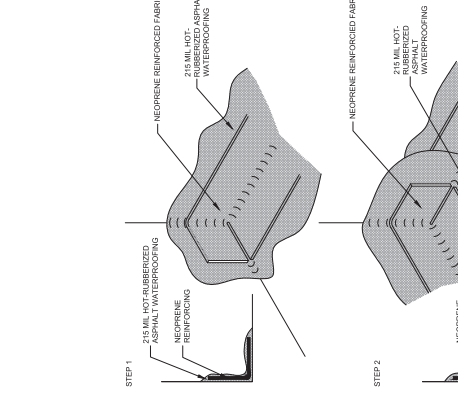
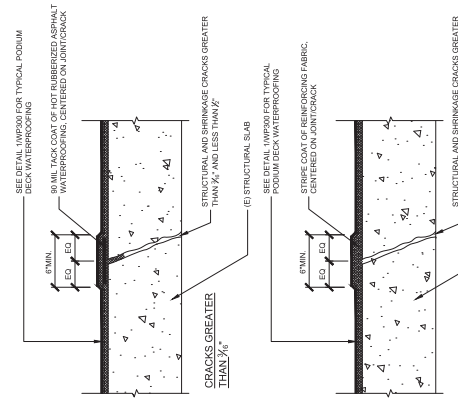
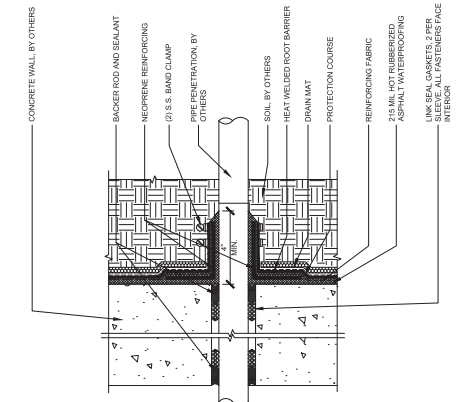
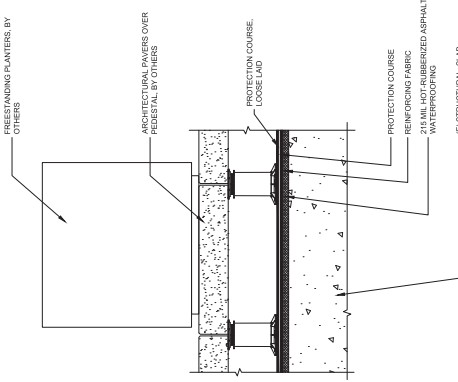
**MENLO PARK
OFFICE CENTER**
1000 EL CAMINO REAL
MENLO PARK, CA 94025
RENOVATION PROJECT

FOR
**MATTESON REALTY
SERVICES, INC.**
1510 FASHION ISLAND BLVD.
SUITE 300
SAN MATEO, CA 94404

DATE	DATE	DATE	DATE	DATE
ISSUE	DESCRIPTION	DATE	DATE	DATE
1	PLANNING SUBMITTAL	02/02/2018		
2	PROJECT NO.	17-4892.J1		
3	CAD DWG FILE	4892_WP300.dwg		
4	DRAWN BY	ELU		
5	CHECKED BY	JAD		
6	SHEET TITLE	COURTYARD/PLANTER DETAILS		

SCALE NOTED ON DRAWINGS
WP301
SHEET

PLANNING SUBMITTAL, 02/02/2018



**PRELIMINARY SET
 NOT FOR
 CONSTRUCTION
 OR PERMITTING**

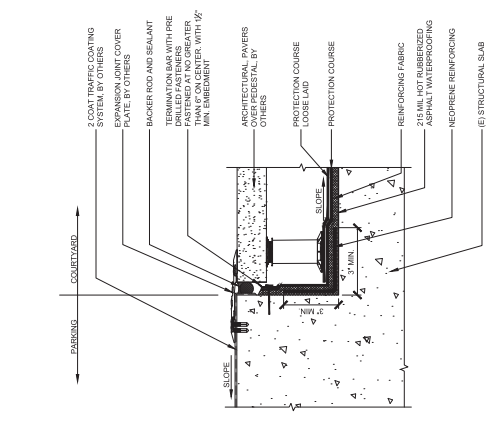
**MENLO PARK
 OFFICE CENTER
 1000 EL CAMINO REAL
 MENLO PARK, CA 94025
 RENOVATION PROJECT**

FOR
**MATTESON REALTY
 SERVICES, INC.**
 1510 FASHION ISLAND BLVD.
 SUITE 300
 SAN MATEO, CA 94404

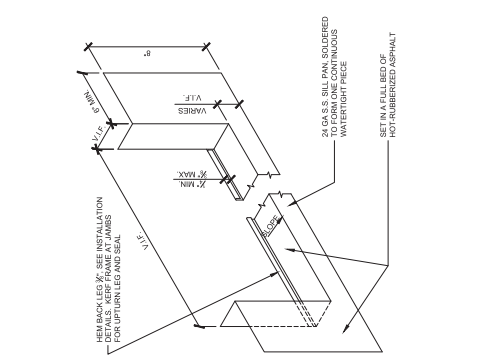
DATE	DESCRIPTION	DATE
PLANNING SUBMITTAL	02/02/2018	
PROJECT NO.	17-4892.01	
CAD DWG FILE	4892_WP300.dwg	
DRAWN BY	ELU	
CHECKED BY	ELU	
SCALE	AS SHOWN	
SHEET TITLE		
COURTYARD/PLANTER DETAILS		

SCALE NOTED ON DRAWINGS
WP302
 SHEET

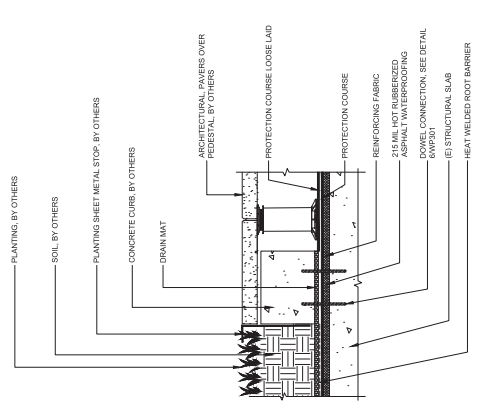
PLANNING SUBMITTAL, 02/02/2018



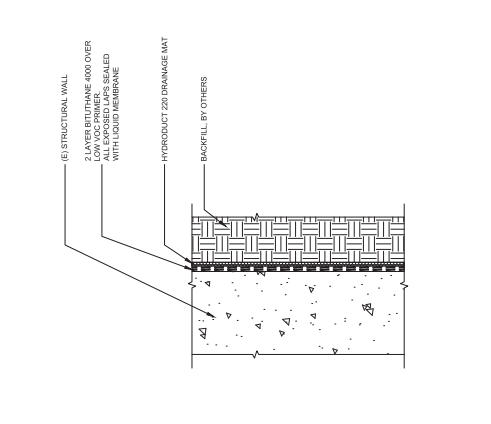
1 COUNTRYARD TO PARKING DECK TRANSITION
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



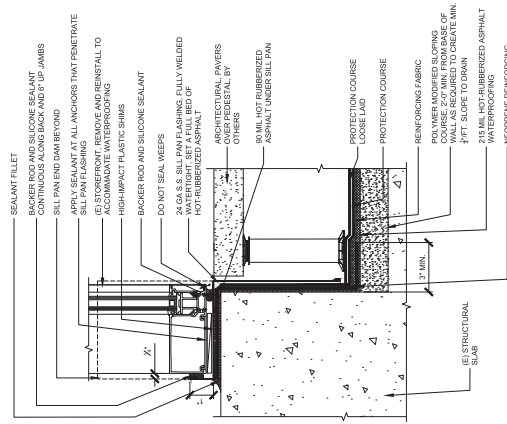
3 TYPICAL DOOR SILL PAN
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



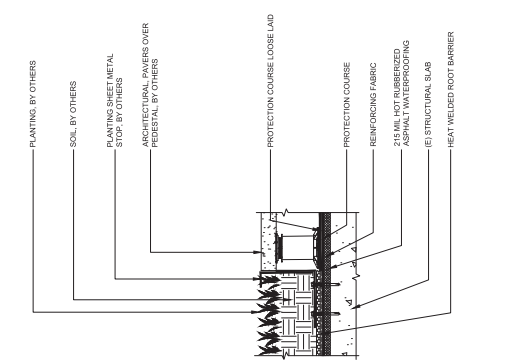
5 TRANSITION FROM PLANTER TO PAVERS AT CURB
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



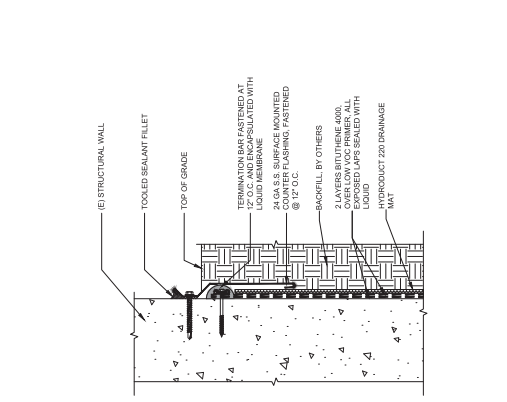
7 TYPICAL PERIMETER WALL WATERPROOFING
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



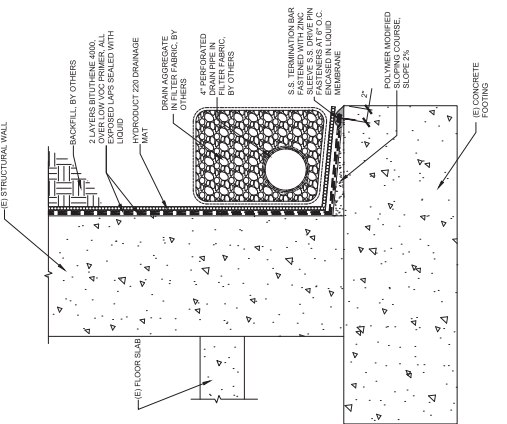
2 PODIUM WINDOW WALL SYSTEM
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



4 TRANSITION FROM PLANTER TO PAVERS
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



6 TYPICAL TERMINATION AT GRADE
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**



8 TYPICAL BASE OF WALL TERMINATION
 SCALE 3/4" = 1'-0" NOTE: SOME ASSEMBLIES EXPLODED FOR CLARITY. DO NOT SCALE DETAILS. **WP302**

Ken Rakestraw
SRGNC CRES, LLC
901 Mariners Island Boulevard, 7th Floor, San Mateo, California 94404
T: 650-378-2800

September 6, 2018

City of Menlo Park
Community Development Department
701 Laurel Street, Menlo Park, CA 94025
Attention: Kaitie Meador, Deanna Chow

Re: 1000 El Camino Real - Project Description Letter Revision 1

To City of Menlo Park Planning Department:

Attached is the resubmittal package for 1000 El Camino Real that includes responses to the Planning Review Comments provided on May 30th and 31st. The project applicant is Sares-Regis, acting as Project Manager on behalf of the building owner, MPOC Investors, LLC (“Owner”), an investment entity managed by Matteson Real Estate Equities, Inc. and Matteson Realty Services, Inc. (the “Matteson Companies”) for several decades. This package was prepared by our architects, ASD/SKY, and includes the following documents:

- Project Description Letter
- Design Team Responses to Planning Division Comments
- Planning Resubmittal Drawings

- Planning Submittal Drawings Cover Sheet with Fire Department Approval
- Final Arborist Report and Appendices
- Impervious Area Worksheet and Stormwater Requirements Checklist
- Data Sheet for Projects
- Specific Plan Standards and Guidelines Project Compliance Worksheet
- Request for Evaluation for Potential Historic Significance
- First American Title Insurance Company Preliminary Report

1. BACKGROUND

The site is an approximately 1.5-acre parcel located at the east corner of El Camino Real and Ravenswood Ave. This site contains a three-story office building over a podium garage which is

partially subterranean. The existing building is approximately 40,000 SF. The original construction is circa 1983. Per the 1998 Land Title Survey, the lot is zoned as Planned Development. Formerly part of the non-aligned Ravenswood Avenue/Menlo Avenue “T” intersection with El Camino Real, when the intersection was redesigned in the late 1970’s to align these two streets, the surplus land that was formerly the street was available for development. The parcel is owned by the City of Menlo Park, and was ground leased in the early 1980’s to the Owner’s affiliates in order to facilitate the construction of the building that sits on the site today. This ground lease was extended per mutual agreement between the City and the Owner for another 55 years in 2015.

The site is surrounded by commercial buildings. A three-story commercial complex is located across Ravenswood Ave. to the northwest of the site. One-story commercial buildings are located across El Camino Real to the southwest of the site. A parking lot borders the site to the northeast. A one-story commercial building borders the site to the south east. The site is also home to several heritage redwood trees which were planted as saplings by the Owner at the time of the initial construction of the building.

2. CONDITIONS NECESSITATING THE PROJECT

The building was constructed with an underground parking garage that is not only underneath the building itself; it also extends westward toward El Camino Real such that the majority of the landscape and hardscape area on the front of the building is sitting on top of the underground garage. The same condition occurs at the rear plaza of the building (facing the railroad tracks), where the parking garage underneath extends beyond the building underneath the plaza and landscaped area almost to the rear property line. The “roof” of the garage is a post-tension concrete slab supported by columns in the garage; on top of this concrete slab is a waterproof membrane to keep both rain and irrigation water from penetrating into the concrete slab (and then rusting the steel post-tension cables that provide the slab with its structural integrity). On top of this membrane is either (1) hardscape pathways and plaza areas, or (2) in landscaped areas, no more than approximately 12 to 18 inches of topsoil and landscape planting. The redwood trees on the front of the building (discussed below), totaling seven (7) trees along El Camino Real immediately in front of the plaza area (not the largest redwood trees on the corner of Ravenswood Avenue at El Camino, which are not located above the parking structure), are located at the junction of the garage roof and the vertical garage wall along El Camino Real.

Over the past 35 years, the waterproof membrane, which was new technology in the early 1980’s, has failed for two reasons. One is simply age, and the second and more important cause is the extensive and invasive root systems of the seven redwood trees discussed above. The failure of the waterproof membrane has allowed water to penetrate into the post-tension slab comprising the garage roof, threatening its structural integrity. This condition must be rectified immediately to

prevent further structural weakening of the garage roof, and unfortunately the only way to successfully gain access to the garage roof in order to remove the failed membrane and install a new membrane is to demolish and remove all of the hardscape and landscape sitting on top of the garage roof slab (including retaining walls). Once this is accomplished, a new waterproof membrane needs to be installed, on top of which can be installed new hardscape and landscaping.

This condition was recognized and was an important part of the discussions between the City and the Owner with respect to the ground lease extension. The short remaining life of the existing ground lease had significantly hampered the ability of the Owner to finance this critical capital maintenance project, which will be very expensive. The 55-year ground lease extension was completed in 2015, and forensic work and planning for this project commenced immediately thereafter. The City Manager and the City Attorney, in their capacity as acting for the City as “landlord” for the Owner under the ground lease, are both well aware of the need to complete this project rapidly for the reasons discussed above.

While the Owner would prefer to not have to go to this extent to rectify the garage roof structure problem, the need for the project to proceed in this way is unavoidable. Given that, the Owner is using the project to do several important things that will benefit both the property and the City. These include (but are not limited to) (1) the installation of new and more current state of the art hardscaping on the site, (2) upgrading of the ADA access from parking areas and El Camino to the building, (3) installation of more drought tolerant landscaping throughout the property, especially along the El Camino frontage of the building, (4) installation of more water efficient irrigation systems, and (5) more energy efficient exterior light fixtures in the parking area adjacent to the building and in the front and rear plaza areas. Overall, the aesthetic appearance of the building and the site will be dramatically enhanced, water usage for irrigation will be significantly reduced, and the new waterproof membrane will ensure the structural integrity of the garage roof structure for decades.

3. PROPOSED PROJECT

We propose to address the site’s waterproofing and structural failure issues at the podium level. Since this will involve sufficient removal of hardscape, vegetation, and soil that currently covers the podium and waterproof membrane, this project will also include upgrades to the landscape design. Unfortunately, access to and repair of the podium level waterproofing system requires disruption and in some cases removal of the existing site vegetation, including some of the heritage trees. While the existing heritage trees will be handled with great care and protected throughout the demolition and construction processes, 7 heritage trees (discussed above) will need to be removed during this process due to their location directly above or adjacent to retention walls and the podium slab. The project team submitted a tree removal application to the City of Menlo Park on November

7, 2017 for the removal of 7 heritage redwood trees in order to perform the repair work. It should be noted that we will be replacing the heritage trees being removed with other trees as agreed to by the City Arborist.

The landscaping renovation scope includes new paved walkways, landscape planters, in-ground vegetation, upgraded guardrails to current code compliance, repainting of site walls, replacement of existing parking pole lighting, and upgraded landscape and walkway lighting. Building upgrades also includes repainting the building exterior and guardrails.

Per the Planning Review comments and pending discussions with the Assistant Community Development Director Deanna Chow and the Assistant Public Works Director, there is a potential 2-foot extension of the existing 8-foot sidewalk along El Camino Real between the existing utility vaults and the parking ramp. This would be a compromise solution of extending the sidewalks from 8' to 10', in lieu of the City's request for a 15' extension, in order to preserve the heritage trees on the site not otherwise affected by the project and to preserve access to parking off of El Camino Real. The scope of the sidewalk extension will take into account protecting the existing trees along the property edge and within the sidewalk along El Camino Real. Provided we reach agreement on the 10-foot sidewalk expansion, we are submitting the new plans that include a 2' extension of the existing 8' sidewalks, with very limited exceptions near the south driveway.

The sidewalk is already 10 feet wide beginning at the utility vaults at the northwest end of the building and remains 10 feet wide as it progresses around the corner at the intersection of El Camino Real and Ravenswood Avenue; it remains 10 feet wide along Ravenswood Avenue to the termination of our property line. Given that we did not plan to replace or increase the size of the sidewalks or incur related expenses as part of the repair project, the bearing of the additional costs we would incur is being discussed with the City.

There are no changes to existing site parking except as required to meet current accessibility codes.

Materials include porcelain pavers, steel cables at guardrails, fiberglass and acrylic planter boxes, metal site furnishings, trees, shrubs and groundcover, and exterior paint.

As discussed above, there is great urgency to this project given the implications for the structural integrity of the garage roof structure and our need to have a fully effective waterproof membrane in place as soon as possible. As with all waterproofing projects of this nature, the work must take place during dry weather, and we wish to begin as soon as possible while the weather still permits. We accordingly request the City of Menlo Park to help expedite the planning and permitting reviews of this project so the work can be completed before the next rain season.

We look forward to a staff response to our re-submittal and scheduling a planning commission meeting so that we can proceed as soon as possible.

Please call me at (949) 244-3085 if you have any questions.

Sincerely,

Ken Rakestraw
Sares Regis Group of Northern California (SRGNC CRES, LLC)
Project Development Manager

cc: Matt Matteson, The Matteson Companies; Jennifer Harding, ASD Architects; Janice Yuen, Sares Regis Group of Northern California (SRGNC CRES, LLC)

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</i>
E.3.3.02	Standard	Parking shall not be permitted in front setback areas.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
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: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

Section	Standard or Guideline	Requirement	Evaluation
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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</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: No changes to the existing building.</i>
E.3.4.1.02	Standard	Building breaks shall be located at ground level and extend the entire building height.	<i>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</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: No changes to the existing building.</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: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
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. 	<i>Not Applicable: No changes to the existing building.</i>
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>	<i>Not Applicable: No changes to the existing building.</i>
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>	<i>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

E.3.4.2 Façade Modulation and Treatment			
E.3.4.2.01	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 50 feet in length without a minor building façade modulation. At a minimum of every 50' façade length, the minor vertical façade modulation shall be a minimum 2 feet deep by 5 feet wide recess or a minimum 2-foot setback of the building plane from the primary building façade.	<i>Not Applicable: No changes to the existing building.</i>
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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
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>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
E.3.5.03	Guideline	Buildings should orient ground-floor retail uses, entries and direct-access residential units to the street.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
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: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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 changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
E.3.5.11	Guideline	Multiple entries at street level are encouraged where appropriate.	<i>Not Applicable: No changes to the existing building.</i>
E.3.5.12	Guideline	Ground floor residential units are encouraged to have their entrance from the street.	<i>Not Applicable: No changes to the existing building.</i>
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: No changes to the existing building.</i>
E.3.5.14	Guideline	Building entries are allowed to be recessed from the primary building façade.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
E.3.5.18	Guideline	The distinction between individual storefronts, entire building façades and adjacent properties should be maintained.	<i>Not Applicable: No changes to the existing building.</i>
E.3.5.19	Guideline	Storefront elements such as windows, entrances and signage should provide clarity and lend interest to the façade.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
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: No changes to the existing building.</i>
E.3.5.24	Guideline	Storefronts should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.	<i>Not Applicable: No changes to the existing building.</i>
E.3.5.25	Guideline	Signage should not be attached to storefront windows.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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: At the building entry, new pedestrian seating and a central landscape element demarcate a common open space located at the building entry. Private open patio space is located at the rear of the building for building occupants.</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: The entry and rear patios provide private and public open spaces.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
E.3.6.07	Guideline	Landscaping of private open spaces should be attractive, durable and drought-resistant.	<i>Complies: The planting plan uses a simple and attractive plant palette to create a contemporary and simple green base for the existing building. Mass plantings of low-to-the-ground flowering groundcovers and a no-mow meadow are broken up with regular tree spacing. The selected species are durable and reliable, with the majority of the landscape planted with low-water-use plants on the WUCOLS water-use classification chart. Plants that use medium or high-water-use are only used in limited areas. Collectively, the site meets Title 23 Model Water Efficient Landscape and local City municipal code.</i>
E.3.7 Parking, Service and Utilities			
General Parking and Service Access			
E.3.7.01	Guideline	The location, number and width of parking and service entrances should be limited to minimize breaks in building design, sidewalk curb cuts and potential conflicts with streetscape elements.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</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: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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: No changes to the existing building.</i>
Utilities			
E.3.7.07	Guideline	All utilities in conjunction with new residential and commercial development should be placed underground.	<i>Not Applicable: No changes to the existing building.</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>Tentatively Complies: Meter locations are not yet determined. Planting plan will be adjusted to screen once they are located during the creation of construction documents.</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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>
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>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing 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>Not Applicable: No parking garage proposed in this project.</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: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

Leadership in Energy and Environmental Design (LEED) Standards			
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.</p> <p>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>	<i>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

Leadership in Energy and Environmental Design (LEED) Guidelines			
E.3.8.04	Guideline	The development of larger projects allows for more comprehensive sustainability planning and design, such as efficiency in water use, stormwater management, renewable energy sources and carbon reduction features. A larger development project is defined as one with two or more buildings on a lot one acre or larger in size. Such development projects should have sustainability requirements and GHG reduction targets that address neighborhood planning, in addition to the sustainability requirements for individual buildings (See Standard E.3.8.03 above). These should include being certified or equivalently verified at a LEED-ND (neighborhood development), Silver level or higher, and mandating a phased reduction of GHG emissions over a period of time as prescribed in the 2030 Challenge. The sustainable guidelines listed below are also relevant to the project area. They relate to but do not replace LEED certification or equivalent standard rating requirements.	<i>Not Applicable: No changes to the existing building.</i>
Building Design Guidelines			
E.3.8.05	Guideline	Buildings should incorporate narrow floor plates to allow natural light deeper into the interior.	<i>Not Applicable: No changes to the existing building.</i>
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.	<i>Not Applicable: No changes to the existing building.</i>
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.	<i>Not Applicable: No changes to the existing building.</i>
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.	<i>Not Applicable: No changes to the existing building.</i>
E.3.8.09	Guideline	Operable windows are encouraged in new buildings for natural ventilation.	<i>Not Applicable: No changes to the existing building.</i>

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

E.3.8.10	Guideline	To maximize use of solar energy, buildings should consider integrating photovoltaic panels on roofs.	<i>Not Applicable: No changes to the existing building.</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>Not Applicable: No changes to the existing building.</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 rainwater 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>Not Applicable: No changes to the existing building.</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: No changes to the existing building.</i>
Landscaping Guidelines			
E.3.8.14	Guideline	Planting plans should support passive heating and cooling of buildings and outdoor spaces.	<i>Complies: Large plant species trees cannot be planted on the southern exposure of the building, due to the underground podium structure. The plans include many trees off of the podium for full growth, and specify medium-sized trees above the podium's support columns. The mow-free meadow that is proposed may offer some cooling effect from the biomass's evapotranspiration. The specified porcelain pavers in the pedestrian walkways are of a light color with an SRI of 80%.</i>
E.3.8.15	Guideline	Regional native and drought resistant plant species are encouraged as planting material.	<i>Complies: The majority of the site would be planted with a mow-free meadow grass and ground covers that are rated as low on the WUCOLS water use classification chart.</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: The site meets Title 23 Model Water Efficient Landscape and the City's municipal code. It will utilize sub-surface drip irrigation, a smart controller, and low-water-use planting.</i>
Lighting Standards			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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: The specified pole top luminaires feature full cut-off light distribution. Sconce lights are located directly adjacent to the entry doors and distribute light onto the building's surface, minimizing glare. Pedestrian bollard lamps are shielded from direct view while the reflector directs the light onto the illuminated ground surface. Accent landscape lighting features full cut-off light distribution and will either be angle directly downward or angled to minimize glare and light pollution.</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>Not Applicable: No changes to the existing building.</i>
Lighting Guidelines			
E.3.8.19	Guideline	Energy-efficient and color-balanced outdoor lighting, at the lowest lighting levels possible, are encouraged to provide for safe pedestrian and auto circulation.	<i>Complies: The specified pole top luminaire is specifically designed for the illumination of parking areas, with a color temperature of 3000K (>85 CRI), providing 3,492 lumens. Two sconces specified at the building's main entry doors help identify the main entrance and are 3000K (90CRI). Pedestrian walk bollards are specified at 3000K (CRI>80), providing 1,371 lumens. The bollard lighting serves to locate, guide, and demarcate along the site's pedestrian walkway. Accent landscape lighting is 3000K (CRI>80) providing 1,371 lumens.</i>
E.3.8.20	Guideline	Improvements should use ENERGY STAR-qualified fixtures to reduce a building's energy consumption.	<i>Complies: As applicable, the specified lighting fixtures meet or exceed Energy Star's source efficacy requirement of >65 lm/W per lamp and source light output requirement of >800 lumens. The specified pole top luminaire features integral 120V - 277V electronic 14W LED driver, 17.5 total system watts, 0-10V dimming. The specified entry sconces feature integral 120V - 277V electronic LED driver, 21(up) and 14(down) watts, 0-10V dimming. The specified bollard fixtures feature integral 277V electronic 19.4W LED driver, 23 total system watts, 0-10V dimming. Accent landscape lighting are 2W LED fixtures.</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>Complies: Exterior lighting will be controlled by timers set to turn off at the earliest hour practical. See above description for lighting efficiency information.</i>
Green Building Material Guidelines			

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1000 El Camino Real - Compliance Worksheet

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>Complies: Re-use of soil and any materials that are appropriate on site for the scope of work.</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>Complies: The majority of this project is a landscape revitalization project. The small amount of hard-scape on-site will use thin-profile, porcelain pavers atop a podium system for easy maintenance and repair.</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>Complies: The majority of this project is a landscape revitalization project. The plants specified will come from California nurseries. Podium pavers and supports will be specified to best meet the needs of the project. The paver support system contains 20% post-industrial recycled material.</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>Tentatively Complies: General contractor will comply with the city requirements during construction of the project and submit a recycling and waste management plan.</i>
E.3.8.26	Guideline	The use of material from renewable sources is encouraged.	<i>Complies: The majority of this project is a landscape revitalization project. The plants specified will come from California nurseries.</i>

SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525

Phone: (510) 787-3075

Fax: (510) 787-3065

Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228

CUFC Certified Urban Forester #134

CA Contractor License #(C-27) 53367

E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A

ISA Tree Risk Assessment Qualified

E-mail: molly@sbcatree.com

Date: October 2, 2017

To: Ken Rakestraw, Project Manager
Sares Regis Inc.
901 Mariners Island Boulevard, Suite 700
San Mateo, CA 94404

Project Site: 1000 El Camino Real, Menlo Park

Subject: Removal of 7 Coast Redwood trees to accommodate waterproofing

Assignment: SBCA Tree Consulting was asked to oversee exploratory excavation and to provide a report with observations and recommendations regarding treatment of the redwood trees in the context of the necessary water proofing repairs.

Background

- Review of Trees and Water Leakage– Arborist Steve Batchelder attended an initial meeting at 1000 El Camino on July 19, 2017. The purpose of the meeting was to review the trees and leakage. A that time, a plan was developed to perform exploratory excavation.
- Review of Exploratory Excavation and Tree Roots – Arborist was present for two meetings. First was during the excavation and a second meeting with all parties to discuss the findings.
- Review of KPFF ENGINEERS FIELD REPORT dated 6/6/17 – This report was made available with the results of the engineering investigation.
- Review of ALLANA BUICK & BERS Podium Investigation Findings Report dated August 16, 2017 – This report was also reviewed in the context of the problems identified and the work needed.

Summary

The seven Coast Redwood trees will require removal to accommodate the needed repairs to the below ground garage structure's water proofing. Preliminary exploratory excavation revealed that the level of root cutting required to allow for the repairs will compromise both the health and safety of the redwood trees. Any attempt to try to retain one or two of the redwoods would also compromise the safety due to the level of root loss that would occur and the increased wind exposure resulting from the tree removal.

It is hoped that Coast Live Oak tree #8 can likely be retained. Protection and retention measures needed for the retention of this tree is covered in a second report.

Observations

Tree Descriptions – The table below provides information on seven Coast Redwood trees and one Coast Live Oak.

Tree #	Species	Common Name	DBH	Height	Health	Structure	Notes
1	<i>Sequoia sempervirens</i>	Coast Redwood	40	85'	Good	Good	Remove
2	<i>Sequoia sempervirens</i>	Coast Redwood	38	85'	Good	Good	Remove
3	<i>Sequoia sempervirens</i>	Coast Redwood	34.5	85'	Good	Good	Remove
4	<i>Sequoia sempervirens</i>	Coast Redwood	39	85'	Good	Good	Remove
5	<i>Sequoia sempervirens</i>	Coast Redwood	38.5	85'	Good	Good	Remove
6	<i>Sequoia sempervirens</i>	Coast Redwood	34.5	85'	Good	Good	Remove
7	<i>Sequoia sempervirens</i>	Coast Redwood	37	85'	Good	Good	Remove
8	<i>Quercus agrifolia</i>	Coast Live Oak	26.5	35'	Good	Good	Retain

Soil Depth – The depth of the soil over the garage roof structure ranges from 12 to 18 inches. The area is covered with turf that appears to be well irrigated. Soil texture is a sandy loam.

Abundant Tree Roots – Redwood tree roots are abundant throughout the turf area which lies above the garage. Though most roots are smaller and fibrous, there are many large roots as well. All roots will need to be cut to access the structure surface to apply the new waterproofing. Because the trees are planted just behind the outer garage wall, extremely large roots are present along the edge of the structure's outer wall. Severing these roots will compromise the root anchoring of the trees.

Discussion

Leakage Found – Both the ALLANA BUICK & BERS and the KPPF engineering reports noted leakage and structural steel degradation. Both reports indicate that repairs are in order. New water seal has been recommended for the entire garage structure.

No Ability to Work around Roots – Exploratory excavation was conducted in two locations adjacent to redwood trees. The size and abundance of roots observed in the soil precludes access to the garage roof surface and corners. Repairs are not possible if the roots remain.



Root Pruning – If roots are cut to accommodate the needed water proofing, the root anchoring and health of the trees would likely be compromised. It is likely that even ceasing the turf irrigation would have a significant adverse impact upon the health of the trees; the majority of the tree roots are located in the irrigated turf area above the garage.

Stand Dynamics – This entails both wind exposure and root grafts. Removing all but one or two of the redwood trees will leave the remaining trees with greater failure potential.

Retention of Coast Live Oak Tree #8 – Though no exploratory investigation has been conducted, it does appear that this tree can be retained with minimal root pruning that will not compromise either the health or stability of this tree. Retention and protection of this tree is covered in a separate report.

Recommendations

Remove 7 Redwood Trees – Removal of the seven Coast Redwood trees appears to be the only viable option to enable the waterproofing to occur. An attempt to retain one or two of the redwoods will generate a serious safety concern and constitute a liability for the tree owner.

Replacement Planting - City of Menlo Park requires a tree with a minimum height of 40 feet. Based upon the **City-Approved Tree Species** list, it is recommended that the *Lophostemon confertus* be selected. Recommended per tree soil volume¹ is 1,200 cubic feet. It appears that there is insufficient area for the required number of 15 gallon size replacement trees. We recommend that larger box size trees be considered for planting to compensate for fewer trees. Replacement trees are best located to minimize completion with the London Plane trees located in the adjacent sidewalk.

Retain Coast Live Oak – This tree is noted on the site map as #8. It is farther from the area of work activities. Special excavation procedures and treatments with arborist supervision will be required in the preservation effort.

End Report

Report submitted by:



Steve Batchelder, Consulting Arborist
ISA Certified Arborist WE 228A
CaUFC Certified Urban Forester #138
Calif. Contractor Lic. (C-27) 533675

¹ Soil volume must be with bulk density less than 80% and acceptable horticultural qualities.



Photo Supplement



Photo 1. Photo shows the four redwood trees located at the south end of the row.

None of the trees can be retained due to the safety concerns resulting from the level of root loss that will occur.



Photo 2. Photo above shows trees 5 through 8. Oak tree #8 is in the background (arrow). The oak is farther from the proposed work activities and can likely be retained.



Photo 3. Photo to the right shows the massive amount of roots found in the turf area. All of these roots would need to be removed to accommodate the waterproofing.



Photo 4. Photo to the left shows the old water proofing and protection open for inspection. Significant root cutting was needed to gain access to the surface of the garage roof. People doing the excavation are working at the edge of the outer wall of the below ground garage. Cutting large roots so close to the tree will compromise the root anchoring and tree stability. Most likely "target" would be El Camino Real in the background.

End Photo Supplement



SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525

Phone: (510) 787-3075

Fax: (510) 787-3065

Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228

CUFC Certified Urban Forester #134

CA Contractor License #(C-27) 53367

E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A

ISA Tree Risk Assessment Qualified

E-mail: molly@sbcatree.com

Date: **July 24, 2018**

To: Ken Rakestraw
Senior Project Manager, LEED AP BD+C
901 Mariners Island Boulevard, Suite 700
San Mateo, CA 94404

Project Site: 1000 El Camino Real

Subject: Tree Survey

Assignment: Arborist was requested to survey all trees within the property and within 10' site including all adjacent street trees. It was also requested that Arborist address:

- *City Comments contained in "Application Confirmation Notice" dated 5-31-18.*
- *Proposed sidewalk widening to 15' along El Camino Real.*

Appendix Info

1. Tree Survey Data
2. Tree Location Map
3. Under-pavement graphics
4. Tree Protection Guidelines
5. Site Plan Showing Work Area

City of Menlo Park Tree Ordinance

Definitions of Heritage Tree:

1. Any tree having a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more measured at 54 inches above natural grade.
2. Any oak tree native to California, with a circumference of 31.4 inches (diameter of 10 inches) or more measured at 54 inches above natural grade.
3. Any tree or group of trees specifically designated by the City Council for protection because of its historical significance, special character or community benefit.
4. Any tree with more than one trunk measured at the point where the trunks divide, with a circumference of 47.1 inches (diameter of 15 inches) or more, with the exception of trees that are under twelve (12) feet in height, which are exempt from the ordinance.¹

¹ <http://www.menlopark.org/205/Heritage-Trees>

Survey Procedure

Trees Tagged – Each tree was tagged with a metal number tag which corresponds to the numbers used in the Excel data sheets in *Appendix 1* and Tree Location Map *Appendix 2*.

Data Recorded – Arborists recorded data on tree species, diameter (DBH²), tree height, canopy spread, health and structural conditions, Heritage Tree Status, and suitability for retention. Notes were recorded to provide commentary on general conditions. Trees with multiple stems were measured at the location just below where the branches emanate. Root Protection Zone (RPZ)³ for each tree is also provided.

Tree Locations – The survey provides only general tree locations in *Appendix 2*. It is expected that the tree numbers will be recorded accurately in a site survey.

Summary

Tree survey – Seventy-six (76) trees were identified within the scope of the survey. Of these, forty (40) classify as Heritage Trees and eleven (11) are City Street trees.

Project Related Tree Removal – Seven heritage size Coast Redwood trees will be removed. Numbers (1,2,3,4,7,8,9) In addition two crepe myrtle (#'s 5 & 6) and six Japanese maple trees(#'s 30,31,32,33,34 & 35) will be removed. None of the six maple and two crepe myrtle trees are of sufficient size to qualify as heritage.

El Camino Sidewalk widening to 15 feet – In review of proposed plans, it appears the sidewalk can be expanded to 15' but not without significant costs involved with Tree Protection. Within the property, four Coast Live Oak (*Quercus agrifolia*) #s 10, 63, 64 and 65, and two Coast Redwood (*Sequoia sempervirens*) #s 11 and 12 will be impacted. Tree #63 is 15.5' from the face of curb and can only be retained if the sidewalk is narrowed in that location. Other oak trees range from 23' to 32.5' from face of curb. Root and soil protections provided in the tree protection guidelines will apply, as well as special below pavement treatments provided in Appendix 3.

² **DBH** is tree diameter measured at 54 inches above soil grade.

³ **Tree Root Protection Zone (RPZ)** - The tree protection zone designates an area surrounding a tree or grouping of trees that is to be fenced off from all access until designated by a certified arborist. The radial distance of the root protection zone for each tree is provided in Appendix 1 in the RPZ column.

It should be understood that tree roots often extend out from the base to more than three times the distance defined by the critical root zone. An arborist should monitor all grading and trenching activity that is within twice the distance of the RPZ. The larger the protection zone that is provided, the greater the likelihood of long-term tree survival. Based upon evidence, project arborist may also reduce the size of the RPZ.



Existing Sidewalk Trees - It is likely the existing London Plane (*Platanus x hispanica*) #'s 66-72 located in El Camino Real sidewalk planting sites will suffer root damage during sidewalk construction. Root related hardscape displacement was observed adjacent to a few trees. *Appendix 3* contains specifications for treatments in areas where existing tree roots are present. Under-pavement treatments have also been provided to address new tree plantings.

Live Oak Trees # 10 and #65 – These two oaks are both good specimen trees and are worthy of preservation. Both are in close proximity to the work area and may therefore suffer some root loss. Project arborist must supervise or conduct all root pruning. The designated tree root protection zone (RPZ) of both oak trees extends out 27 feet from the base of the tree. Tree protection guidelines provide procedures for working in this area.

There is a possibility that the trees could suffer excessive root loss that compromises future health and safety of the trees. Arborist will make decisions to remove either to these oaks is consultation with City arborist.

Japanese Maple Removal (*Acer palmatum*) – Though there was earlier discussion of boxing and saving these trees we recommend removal of all six maple trees. Only one maple, #31, is in a condition to be worthy of preservation. None of the maple trees are large enough to qualify as “Heritage” trees. It is unlikely that this tree would survive being removed, held in a container and replanted at the end of the project. This is due to the limited depth of the soil (12”). This would generate a shallow and more spreading root system not easily contained in a 5-6 foot wide box. It is recommended that good quality nursery grown trees be installed after the project is completed. Due to the soil volume limitations it is also recommended that fewer trees be planted in this planter.

Survey Data Summary

- Total Trees – Arborist survey identifies 76 trees. Eleven (11) of these are City street trees. Two (2) Peppermint Gum (*Eucalyptus nicholii*) appear to be located just off site on the north eastern corner of the property and were also included in the survey.
- City Ordinance – Forty (40) specimens surveyed have DBHs of 15” or greater and qualify as “Heritage Trees” under City ordinance.
- Species Diversity – Nine (9) different tree species were identified.
- High Value Trees
 - **Coast Redwood** – The most numerous species was the Coast Redwood (*Sequoia sempervirens*), with 28 specimens identified. All are located on site surrounding the building.
 - **Coast Live Oak** – The four native oaks along El Camino Real and one located in the back of the property are large, mature and valuable specimens. Trees along El Camino Real have endured heading cuts, which is not recommended under ANSI A300 pruning standards.



Table 1 – The table below provides a breakdown of numbers of each tree species surveyed.

Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Comments	
1	<i>Acer palmatum</i>	Japanese Maple	6	0	P	Two display large pruning wounds; two have significant girdling root issues; Two have poor branch attachments; #31 is worthy of transplant but cannot be due to shallow soil.
2	<i>Afrocarpus gracilior</i>	African Fern Pine	18	3	P	Hedged; Growing below pavement grade; DBHs were estimated do to limited access
3	<i>Eucalyptus nicholii</i>	Peppermint Gum	2	2	F-P	Located at NE corner of property; Structural problems
4	<i>Lagerstroemia spp</i>	Crepe Myrtle	6	0	G-P	Redwood trees have out-competed the four street trees for light, planted in root barriers, some display large rip outs; Two trees along El Camino are nice specimens
5	<i>Liquidambar styraciflua</i>	American Sweetgum	2	0	P	Poor specimens; Recommend removal.
6	<i>Platanus x hispanica</i>	London Plane	7	0	G	All street trees, some pavement uplift; one is blocking street light; Some display leans towards the street likely due to adjacent redwoods
7	<i>Quercus agrifolia</i>	Coast Live Oak	5	5	G	Trees along El Camino have received poor pruning in the past; Tree located on north side of building is a fine specimen; All are valuable trees and worthy of retention efforts
8	<i>Quercus ilex</i>	Holly Oak	2	2	F-G	Out competed for light by redwoods and not in best of health; Mildew issues
9	<i>Sequoia sempervirens</i>	Coast Redwood	28	28	G	Seven trees to be removed. Valuable trees; Those on north side of property smaller in size likely due to limited soil volume
Totals:			76	40		

End Report

Report submitted by:



Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
Tree Risk Assessment Qualified (TRAQ)

SBCA Tree Consulting
1534 Rose St. Crockett, CA 94525
steve@sbcacatree.com



Phone (510) 787-3075
Fax (510) 787-3065
www.sbcacatree.com

COLUMN HEADING DESCRIPTIONS

Tag# - Indicates the number tag attached to tree

Species - Scientific name

Common Name - Vernacular name

DBH - Diameter measured in inches at 4.5 feet above soil grade, unless otherwise indicated

Spread - In feet

Health -Tree Health: E is Excellent, G is Good, F is Fair, P is Poor, D is Dead or Dying

Structure- Tree Structural Safety: E is Excellent, G is Good, F is Fair, P is Poor, H is Hazardous

Heritage Tree - Attaining City of Menlo Park Heritage Tree Status: 1 is Yes

Suitability for Retention - Based on Tree Condition: G is Good, F is Fair, P is Poor

RPZ- Root Protection Zone: The radial distance in feet from base of tree that is to be fenced off from all construction access until designated by a certified arborist.

Notes - See below

ABBREVIATIONS AND DEFINITIONS

Embedded Bark (EB) - AKA Included Bark, this is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.

Codominant (CD) - A situation where a tree has two or more stems which are of equal diameter and relative amounts of leaf area. Trees with codominant primary scaffolding stems are inherently weaker than stems, which are of unequal diameter and size.

Codominant w/ Embedded Bark (CDEB) - When bark is embedded between codominant stems, failure potential is very high and pruning to mitigate the defect is recommended.

Dead Wood (DW) - Interior dead branches noted in tree.

End Weight Reduction (EWR) - Reduction of end branch end weight recommended to reduce potential for limb failure.

Internal Decay (ID) - Noted by sounding with a mallet or visible cavities/large pruning wounds.

Multi (Multi) - Multiple trunks/stems emanate from below breast height (4.5' above soil grade).

Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
1	<i>Sequoia sempervirens</i>	Coast Redwood	40	90	G	G	1	G	40	To Be Removed
2	<i>Sequoia sempervirens</i>	Coast Redwood	37	90	G	G	1	G	37	To Be Removed
3	<i>Sequoia sempervirens</i>	Coast Redwood	35	90	G	G	1	G	35	To Be Removed

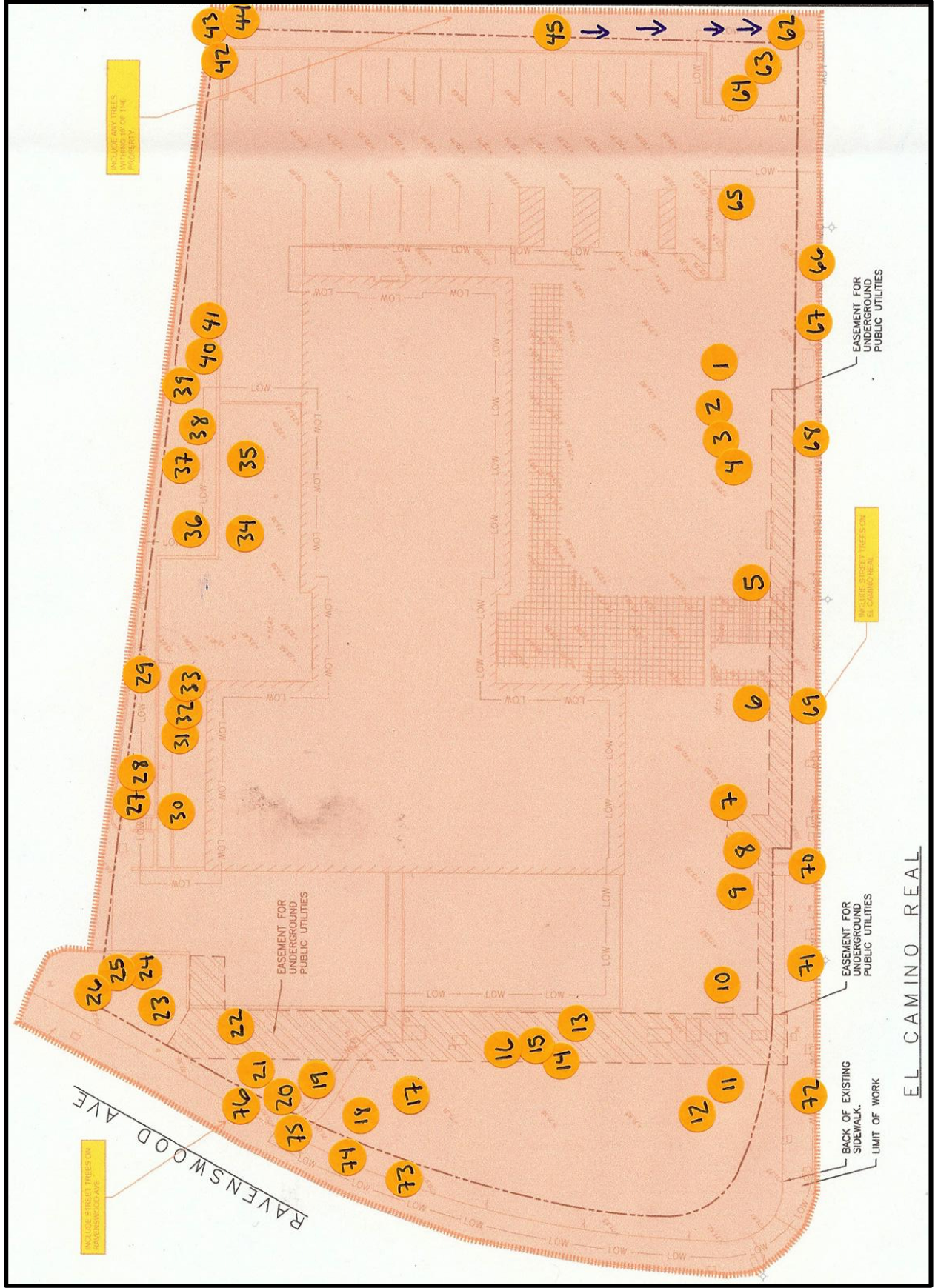
Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
4	<i>Sequoia sempervirens</i>	Coast Redwood	39.5	90	G	G	1	G	40	To Be Removed
5	<i>Lagerstroemia spp</i>	Crepe Myrtle	7	25	G	G		G	7	To Be Removed, Powdery mildew, Codominant
6	<i>Lagerstroemia spp</i>	Crepe Myrtle	6	20	G	G		G	6	To Be Removed
7	<i>Sequoia sempervirens</i>	Coast Redwood	39	90	G	G	1	G	39	To Be Removed
8	<i>Sequoia sempervirens</i>	Coast Redwood	35	90	G	G	1	G	35	To Be Removed
9	<i>Sequoia sempervirens</i>	Coast Redwood	37	90	G	G	1	G	37	To Be Removed
10	<i>Quercus agrifolia</i>	Coast Live Oak	26.5	40	G	G	1	G	27	Large pruning wounds, Tussock Moth, 26' from FOC
11	<i>Sequoia sempervirens</i>	Coast Redwood	48	90	G	G	1	G	48	23.5' from FOC
12	<i>Sequoia sempervirens</i>	Coast Redwood	37	70	G	G	1	G	37	32.5' from FOC
13	<i>Sequoia sempervirens</i>	Coast Redwood	32	70	G	G	1	G	32	
14	<i>Sequoia sempervirens</i>	Coast Redwood	27	70	G	G	1	G	27	
15	<i>Sequoia sempervirens</i>	Coast Redwood	26.5	70	G	G	1	G	27	
16	<i>Sequoia sempervirens</i>	Coast Redwood	32	70	G	G	1	G	32	
17	<i>Sequoia sempervirens</i>	Coast Redwood	39	75	G	G	1	G	39	
18	<i>Sequoia sempervirens</i>	Coast Redwood	42.5	90	G	G	1	G	43	

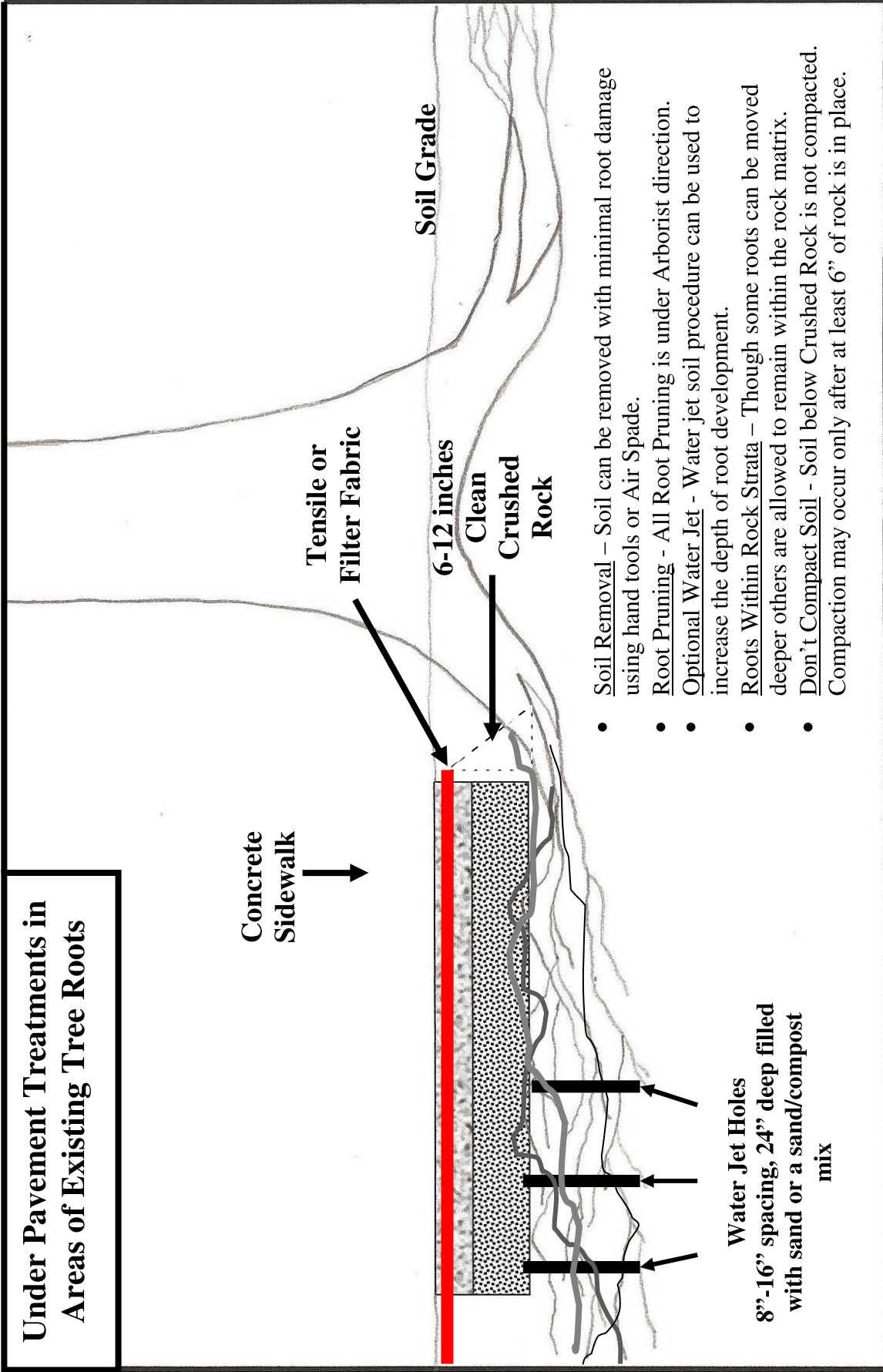
Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
19	<i>Sequoia sempervirens</i>	Coast Redwood	41	90	G	G	1	G	41	
20	<i>Sequoia sempervirens</i>	Coast Redwood	27.5	70	G	G	1	G	28	
21	<i>Sequoia sempervirens</i>	Coast Redwood	40	90	G	G	1	G	40	
22	<i>Sequoia sempervirens</i>	Coast Redwood	28	70	G	G	1	G	28	
23	<i>Quercus ilex</i>	Holly Oak	16	40	F	F	1	F	16	Pruning wounds, out competed by redwoods, Mildew
24	<i>Sequoia sempervirens</i>	Coast Redwood	22.5	60	G	G	1	G	23	
25	<i>Sequoia sempervirens</i>	Coast Redwood	17.5	50	G	G	1	G	18	
26	<i>Quercus ilex</i>	Holly Oak	16	40	F	G	1	G	16	Sparse, powdery mildew
27	<i>Sequoia sempervirens</i>	Coast Redwood	26	60	F	G	1	G	26	Sparse
28	<i>Sequoia sempervirens</i>	Coast Redwood	21	60	F	G	1	G	21	Sparse
29	<i>Liquidambar styraciflua</i>	American Sweetgum	6.5	20	P	P		P	7	Recommend removal. Topped, one branch dead
30	<i>Acer palmatum</i>	Japanese Maple	7.5	20	F	F		F	8	To be Removed. Pruning wounds
31	<i>Acer palmatum</i>	Japanese Maple	12 @ 1'	20	G	G		G	12	To be Removed. Nice specimen
32	<i>Acer palmatum</i>	Japanese Maple	4 @ 4'	15	G	P		P	4	To be Removed. One stem cut and now decayed
33	<i>Acer palmatum</i>	Japanese Maple	9 @ 2'	20	G	P		F	9	To be Removed. Lean, EB

Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
34	<i>Acer palmatum</i>	Japanese Maple	10 @ 18"	20	G	P		P	10	To be Removed. Circling girdling roots
35	<i>Acer palmatum</i>	Japanese Maple	11 @ 18"	25	G	P		F	11	To be Removed. Circling girdling roots, EB w rib
36	<i>Quercus agrifolia</i>	Coast Live Oak	29 @ 3'	50	G	G	1	G	29	
37	<i>Sequoia sempervirens</i>	Coast Redwood	24	70	F	G	1	G	24	Sparse
38	<i>Sequoia sempervirens</i>	Coast Redwood	22.5	70	F	G	1	G	23	Sparse
39	<i>Sequoia sempervirens</i>	Coast Redwood	21	70	F	G	1	G	21	Sparse
40	<i>Sequoia sempervirens</i>	Coast Redwood	21	65	F	G	1	G	21	Sparse
41	<i>Sequoia sempervirens</i>	Coast Redwood	25	65	F	G	1	G	25	Sparse
42	<i>Liquidambar styraciflua</i>	American Sweetgum	8.5 @ 30"	20	P	F		P	7	Sparse
43	<i>Eucalyptus nicholii</i>	Peppermint Gum	24	25	G	P	1	P	24	Main stem removal, heavy laterals
44	<i>Eucalyptus nicholii</i>	Peppermint Gum	27.5	45	G	F	1	F	28	Rip out, heavy laterals
45	<i>Afrocarpus gracilior</i>	African Fern Pine	11	15	G	P		P	11	Hedged
46	<i>Afrocarpus gracilior</i>	African Fern Pine	9	15	G	P		P	9	Hedged
47	<i>Afrocarpus gracilior</i>	African Fern Pine	7	15	G	P		P	7	Hedged
48	<i>Afrocarpus gracilior</i>	African Fern Pine	15 @ 1'	15	G	P	1	P	15	Hedged
49	<i>Afrocarpus gracilior</i>	African Fern Pine	18 @ 1'	15	G	P	1	P	18	Hedged

Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
50	<i>Afrocarpus gracilior</i>	African Fern Pine	8	15	G	P		P	8	Hedged
51	<i>Afrocarpus gracilior</i>	African Fern Pine	6	15	G	P		P	6	Hedged
52	<i>Afrocarpus gracilior</i>	African Fern Pine	5	15	G	P		P	5	Hedged
53	<i>Afrocarpus gracilior</i>	African Fern Pine	6	15	G	P		P	6	Hedged
54	<i>Afrocarpus gracilior</i>	African Fern Pine	6	15	G	P		P	6	Hedged
55	<i>Afrocarpus gracilior</i>	African Fern Pine	7	15	G	P		P	7	Hedged
56	<i>Afrocarpus gracilior</i>	African Fern Pine	4	15	G	P		P	4	Hedged
57	<i>Afrocarpus gracilior</i>	African Fern Pine	4	15	G	P		P	4	Hedged
58	<i>Afrocarpus gracilior</i>	African Fern Pine	7	15	G	P		P	7	Hedged
59	<i>Afrocarpus gracilior</i>	African Fern Pine	3.5	15	G	P		P	4	Hedged
60	<i>Afrocarpus gracilior</i>	African Fern Pine	6	15	G	P		P	6	Hedged
61	<i>Afrocarpus gracilior</i>	African Fern Pine	7.5	15	G	P		P	8	Hedged
62	<i>Afrocarpus gracilior</i>	African Fern Pine	24 @ base	15	G	P	1	P	24	Hedged
63	<i>Quercus agrifolia</i>	Coast Live Oak	19	25	G	F	1	G	19	Topped, Tussock moth, 15.5' from FOC
64	<i>Quercus agrifolia</i>	Coast Live Oak	23.5 @ 4'	25	G	F	1	G	24	Topped, Tussock moth, 23' from FOC
65	<i>Quercus agrifolia</i>	Coast Live Oak	27	25	G	P	1	G	27	Topped, Tussock moth, CDEB, 24' from FOC

Tag #	Species	Common name	DBH	Spread	Health	Structure	Heritage Tree	Suitability for Retention	RPZ	Notes
66	<i>Platanus x hispanica</i>	London Plane	14.5	50	G	G		G	15	Street light blocked, street tree, hardscape uplift
67	<i>Platanus x hispanica</i>	London Plane	2	15	G	G		G	2	Street tree
68	<i>Platanus x hispanica</i>	London Plane	7.5	25	F	G		G	8	Anthraxnose, street tree
69	<i>Platanus x hispanica</i>	London Plane	4.5	25	G	G		G	5	Street tree
70	<i>Platanus x hispanica</i>	London Plane	7.5	25	F	G		G	8	Anthraxnose, street tree
71	<i>Platanus x hispanica</i>	London Plane	6.5	25	F	F		G	7	Anthraxnose, lean to street, street tree, hardscape uplift
72	<i>Platanus x hispanica</i>	London Plane	8	25	G	F		G	8	Street tree, lean to street
73	<i>Lagerstroemia spp</i>	Crepe Myrtle	11	25	G	P		P	11	Lean to street, Breakouts, 2' square root barrier
74	<i>Lagerstroemia spp</i>	Crepe Myrtle	9 @ 4'	25	F	F		P	9	Redwoods out competing for light, 2' square root barrier, breakout
75	<i>Lagerstroemia spp</i>	Crepe Myrtle	5	20	P	P		P	5	Redwoods out competing for light, poor pruning,, 2' square root barrier
76	<i>Lagerstroemia spp</i>	Crepe Myrtle	4	20	P	P		P	4	Redwoods out competing for light,breakout, 2' square root barrier





Tree Preservation Specifications

These guidelines provide for the care and maintenance of the trees before, during and after construction. The goal of tree protection and preservation guidelines is to provide for a successful transition for the tree within the modified site.

To be most effective, tree preservation and health mitigation measures should commence well before the time the trees are to be adversely impacted. In this situation, the tree protections must be in place prior to the beginning of any construction activities.

SUMMARY

- All trees designated for retention must be protected by chain link type fencing at or beyond the designated limit of the root protection zone (RPZ).
- Trees that cannot be fenced at the limit of the RPZ must be provided protections for the trunk, scaffold branches and soil within the designated RPZ. This includes all trees within the designated work areas. Soil protections required for equipment encroachment into the RPZ includes 12 inches of wood chips covered with either trenching plates or 1-1/8 inch plywood that is connected by metal straps.
- No construction activities are permitted until all tree protection is in place and approved by project arborist.
- The oak trees and City street trees along El Camino Real that could be impacted by sidewalk construction are addressed with under pavement treatments have been shown to mitigate the encroachment.
- Oak Trees #10 & #65 – These trees are of special needs during the waterproofing operation due to their close proximity to work activities. Close arborist supervision will be required. Necessary root pruning is undertaken only by project arborist or arborist direct supervision.

PRE-CONSTRUCTION ACTIVITIES

These activities should be undertaken prior to initiation of construction activity. In addition to modifications to the project design to reduce tree impacts, all steps that improve the health of trees prior to construction will greatly improve the chance of survival.

Limits of Construction Activities – The limits of construction activities are indicated in Appendix 5. This area will be fenced.



Tree Root Protection Zone– The limit of the RPZ for the individual trees is listed by tree number in Appendix 1. The RPZ is commonly defined as one (1) foot radial distance for every one (1) inch in tree diameter (DBH). Arborist can modify the RPZ base based upon site conditions and root presence.

Where Possible Place Fencing at or Beyond the Limit of the RPZ – Fencing is to be chain-link type metal fencing with metal posts driven two-feet into the soil. Signs shall be attached to tree protection fencing every 20' which read "TREE PROTECTION ZONE DO NOT ENTER".

PROTECTIONS REQUIRED IN AREAS WHERE RPZ ENCROACHMENT WILL OCCUR

Root Protection – **Areas where roots cannot be fenced** within the RPZ require protection from contaminants and soil compaction. The effects of foot traffic can be mitigated through the use of six (6) inches of wood chip mulch and ¾ inch plywood placed on top. Because of the slope, the plywood can be secured by drilling holes in the plywood and driving metal form stakes through the holes.

Trunk and Scaffold Protection – **Whenever construction activity must occur inside the tree protection zone**, the base of the tree and the first eight-feet of the trunk must be protected. Protection is generally provided by wrapping the trunk up to the first branch with 10 wraps of orange plastic construction fencing or use of straw waddles wrapped around the tree. Additional protection can be provided by either straw bales or use of vertical 2x4 boards strapped to the tree. Arborist may require any or all of the trunk protection measures depending upon the situation.

Mulching – Use of six inches of organic mulch (wood chips are best) on soil surface will reduce soil compaction and evaporative soil moisture loss. Recommended material is wood chips generated from tree trimming. Fresh redwood, incense cedar and walnut chips are not acceptable, nor is palm generated mulch.

Timing of Root Loss – Any necessary root pruning on trees to remain is best conducted in late fall season.

Pruning – Crown pruning must comply with ANSI A300 Pruning Standards. Pruning must be minimized, particularly when root loss occurs. Pruning prior to construction should include: Necessary Clearance Pruning, Deadwood Removal and Safety Pruning. No pruning is necessary at this time.

TREE PROTECTION DURING CONSTRUCTION

Pre-Construction Inspection and Approval of Tree Protections – Arborist must inspect all above activities and provide a letter of acceptance prior to commencing with construction activities.

Pre-Construction Meeting with all Construction Personnel – It is important that construction crew understands the tree protection requirements and this meeting is required at the beginning.

Observe Fenced RPZ – No construction activities are allowing within the RPZ without prior Arborist approval.



Supplemental Irrigation – Arborist will designate supplemental irrigation based upon the level of root loss, soil conditions, tree health and time of year.

SUPERVISION OF WORK ACTIVITIES OCCURING WITHIN THE DESIGNATED RPZ

Arborist Supervision of Encroachment – All activities occurring inside of the designated RPZ must be approved and an arborist must be present to supervise tree protection and root pruning activities.

Treatment of Exposed Roots – Open trenches with exposed roots require minimum two layers of damp burlap or other acceptable covering at all times. An arborist will determine the amount of supplemental watering required based upon soil moisture investigation and weather conditions.

Required Method of Excavation Within Critical Root Zone – Carefully hand excavation shall be the accepted method of excavation. The Air Spade and Ditchwitch are both alternative tools that can be used in the excavation. Arborist is to supervise any such activity.

POST CONSTRUCTION MITIGATION

Monitoring Tree Health – Regular visual inspection of trees will aid in assessing where further mitigation is required. Tree decline should be recorded and referenced against pre-construction health assessment. Leaf and stem insects and fungal pathogens are a sign of poor tree health (low energy reserves).

Monitoring of Soil Moisture – It is important that significant changes in soil moisture levels within tree root zones be identified early, prior to visible evidence of tree decline. Moisture should be monitored by visual inspection using a soil probe or through the use of tensiometers placed at key locations. Supplemental irrigation is best provided during middle and late spring. In cases where trees have suffered root loss, supplemental irrigation will be required for a number of years in the area where roots were severed.

Mitigation of Soil Compaction – The level and depth of soil compaction must be assessed and mitigated as necessary. Mitigation of soil compaction in areas where roots are present must minimize root loss. Tools most suitable to mitigate soil compaction are the water jet or air spade.

Landscaping – All landscaping planning must take precautions when planting within the designated RPZ. All plant materials should be selected for compatibility with the favored moisture regime of the oak trees and other trees to be used in the replacement planting.

With native oak trees, this is particularly critical. Irrigation must be designed to comply with the requirements of the tree species and soil conditions. Irrigation lines must minimize root loss and pass under roots when possible. Air spade is recommended for excavation within the designated RPZ.

Continued Mulching – Mulch is extremely beneficial in creating a healthy root environment. A regular program of mulch application is recommended to help retain soil moisture, provide a source of



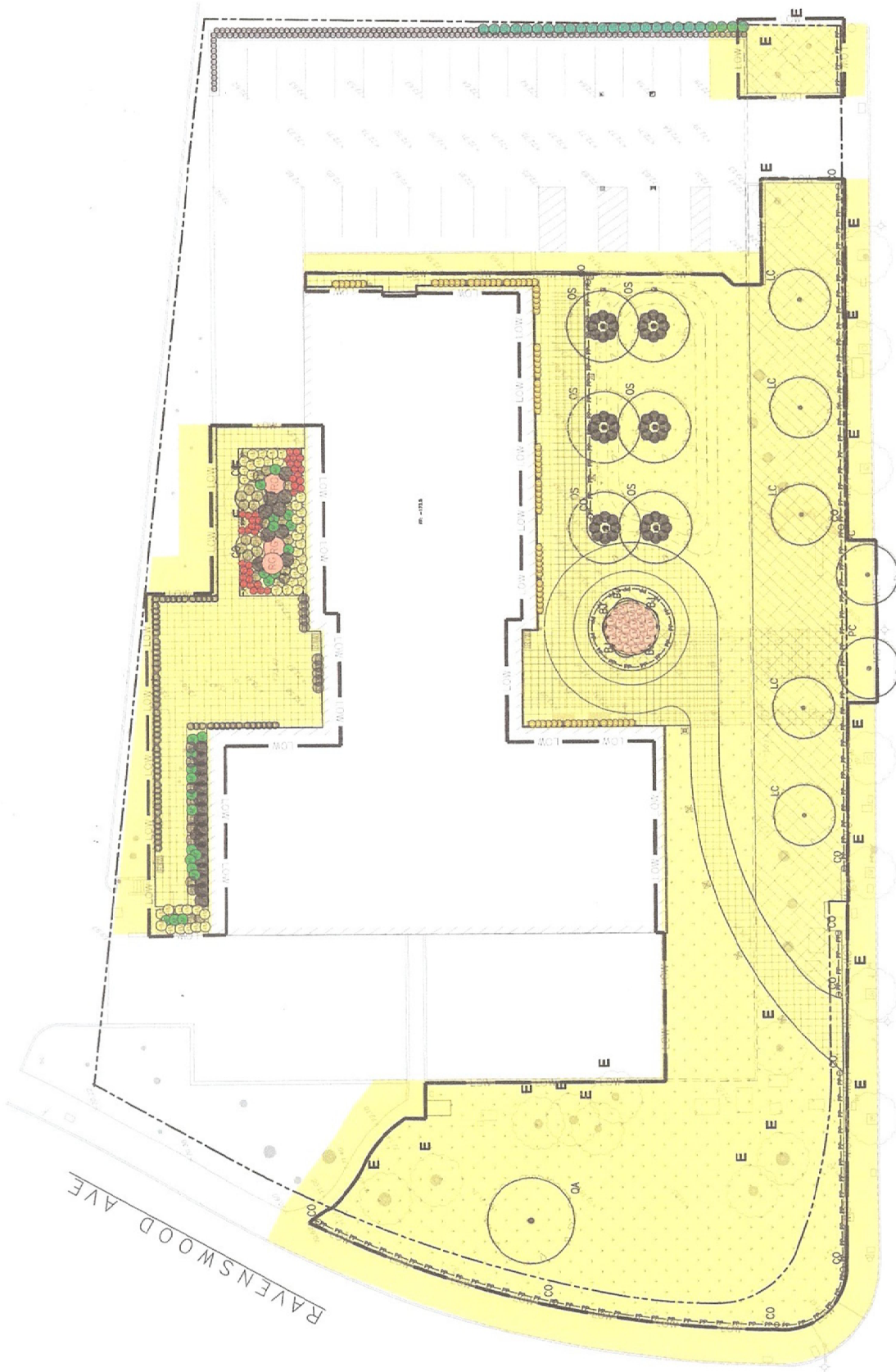
nutrients, and help control weeds. The continued use of good quality compost as a mulch is beneficial as a source of nutrition.

Fertilization – Prior to fertilization, soil analysis and possibly leaf tissue analysis must be undertaken. Trees should be fertilized only when the nutritional limitations have been identified. Leaf tissue analysis is another excellent tool for this determination. Excessive nitrogen fertilization is known to draw sucking insects (aphid, scale, etc.) to the plants and provide nutrition to fungal pathogens in the soil.

Pest Management Program – Healthy trees do not generally have serious pest problems. Stressed trees are attractive hosts to pathogens, which can contribute to decline and eventual death. Pest management is prescribed when monitoring indicates a need and tree health is marginal.

END





EL CAMINO REAL

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing 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. 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. 	<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>Signage will be posted with the appropriate contact information regarding dust complaints.</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
<p>Mitigation Measure AIR-1b: Each applicant for development projects to be implemented under the Specific Plan for projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan outlining how construction exhaust emissions will be controlled during construction activities. These plans shall be submitted to the City for review and approval and shall be distributed to all employees and construction contractors prior to commencement of construction activities. The plan shall describe all feasible control measures that will be implemented during construction activities. Feasible control measures may include, but not be limited to, those identified in Mitigation Measure AIR-1a.</p>	<p>Require an Exhaust Emissions Control Plan of each applicant with projects that exceed BAAQMD screening criteria.</p>	<p>Plan approved by City prior to building permit issuance; Measures shown on plans, construction documents and specification and ongoing during construction.</p>	<p>Project sponsors(s) and contractor(s)</p>	<p>CDD</p>

BIOLOGICAL RESOURCES

Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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>	<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.</p>	<p>Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.</p>	<p>Qualified wildlife 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
<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>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 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> <ol style="list-style-type: none"> a. Dim lights in lobbies, perimeter circulation areas, and atria; 	<p>Reduce building lighting from exterior sources.</p> <p>Reduce building lighting from interior 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
<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>			
<p>Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)</p> <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>If no active roosts present: no further action is warranted. If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.</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>	<p>Prior to tree pruning or removal or issuance of demolition, grading or building permits.</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>
			CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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>

CULTURAL RESOURCES

<p>Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)</p>				
<p>Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards:</p>	<p>A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specific treatment conforming to Secretary of</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 building is less than 50</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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 recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.</p> <p>Treatment in Accordance with the Secretary of the Interior's Standards. Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.</p>	<p>specify treating conforming to Secretary of the Interior's standards, as applicable.</p>			<p>Monitoring Party year old and is not considered historic.</p>

Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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</p>
<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>	<p>Ongoing during construction.</p>	<p>Qualified archaeologist retained by the project sponsor(s).</p>	<p>CDD</p>

Impact CUL-3: The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. (SVP, 1996)</p>	<p>A qualified paleontologist shall conduct training for all construction personnel and field supervisors.</p> <p>If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.</p>	<p>Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.</p>	<p>Qualified archaeologist retained by the project sponsor(s).</p>	<p>CDD</p>
<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: * In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b) If the coroner determines the remains to be Native American:</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>	<p>On-going during construction</p>	<p>Qualified archeologist retained by the project sponsor(s)</p>	<p>CDD</p>

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 descendant 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 descendant or the most likely descendant 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

Impact GHG-1: The Specific Plan would generate GHG emissions, both directly and indirectly, that would have a significant impact on the environment. (Significant)

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<p>Mitigation Measure GHG-1: Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments. BAAQMD has identified a menu of over 100 available mitigation measures for the purposes of addressing significant air quality impacts, including GHG impacts that arise from implementation of plans including Specific Plans. Many of the GHG reduction measures are already part of the proposed Specific Plan and discussed in the Project Description. Several BAAQMD identified mitigation measures are not applicable to a Specific Plan as they are correlated to specific elements of a general plan. As an example, Table 4.6-5 presents the mitigation measures contained in the BAAQMD CEQA Guidelines related to Land Use elements and either correlates each to a specific element of the project, explains why it is inapplicable to the proposed project or identifies it as a mitigation measure to be implemented by the proposed project. This method was used in consideration of all BAAQMD identified GHG mitigation measures for plans to develop the following list of available mitigation measures (with BAAQMD-identified category) for the proposed Specific Plan:</p> <p>* Facilitate lot consolidation that promotes integrated development with improved pedestrian and vehicular access (Land Use Element: Compact Development). The Specific Plan's increased intensities encourage lot consolidation for developers wishing to maximize efficiencies and new standards and guidelines will result in improved pedestrian (Section E.5) and vehicular (Section E.3.7) access.</p> <p>* Ensure that new development finances the full cost of expanding public infrastructure and services to provide an economic incentive for incremental expansion (Land Use Element: Compact Development). Specific Plan Section E.3.1 describes a process for public benefit negotiation to obtain additional financing for public infrastructure beyond required payments for impact fees such as park dedication and Transportation Fees.</p>	<p>For project-specific actions: Implement feasible BAAQMD-identified GHG Mitigation Measures.</p> <p>Measures relating to City policies have been incorporated into Specific Plan or otherwise adopted by City (see explanation below regarding applicable measures).</p>	<p>Simultaneous with project application submittal and/or on-going during construction</p> <p>Adopt as part of Specific Plan; verify project compliance simultaneously with project application.</p>	<p>Project sponsor(s)</p> <p>City Council (Plan adoption)</p>
			Monitoring Party PW/CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>* Ensure new construction complies with California Green Building Code Standards and local green building ordinances (Land Use Element: Sustainable Development). The City currently requires compliance with both California Green Building Code Standards and locally-adopted amendments citywide. Standard E.3.8.01 states that all citywide sustainability codes or requirements shall apply to the Plan area, unless the Plan area is explicitly exempted, which it is not.</p> <p>* Provide permitting incentives for energy efficient and solar building projects (Land Use Element: Sustainable Development). Section E.3.8 of the Specific Plan provides specific standards and guidelines for sustainable practices. Section E.3.1 would allow for the consideration of public benefit bonus intensity or height if a project were to exceed the standards stated Section E.3.8.</p> <p>* Support the use of electric vehicles; where appropriate. Provide electric recharging facilities (Circulation Element: Local Circulation; see also Mitigation Measure GHG-2 below). Mitigation Measure GHG-2a (below) has been incorporated into the Specific Plan.</p> <p>* Allow developers to reach agreements with auto-oriented shopping center owners to use commercial parking lots as park-and-ride lots and multi-modal transfer sites (Circulation Element: Regional Circulation). The intent of the Specific Plan is to preserve and enhance community life, character and vitality through public space improvements, mixed use infill projects sensitive to the small town character of Menlo Park and improved connectivity. Auto oriented shopping centers are not envisioned in the Plan area.</p> <p>* Eliminate [or reduce] parking requirements for new development in the Specific Plan area (Circulation Element: Parking). The Final Specific Plan has been modified to provide for lower parking rates in the station area and station area sphere of influence. ? Encourage developers to agree to parking sharing between different land uses (Circulation Element: Parking). This is permitted by existing City policies and reinforced in the Specific Plan through allowed shared parking reductions (Section F.8).</p>				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>* Require developers to provide preferential parking for low emissions and carpool vehicles (Circulation Element: Parking). These are included as strategies that may be included in a Transportation Demand Management (TDM) program (Section F.10).</p> <p>* Minimize impervious surfaces in new development and reuse project in the Specific Plan area (Conservation Element: Water Conservation). Section 4.8, Hydrology and Water Quality, of this EIR includes a discussion of existing grading, drainage and hydrology requirements and Specific Plan guidelines to limit impervious surfaces in the Plan area.</p> <p>* Require fireplaces installed in residential development to be energy efficient in lieu of open hearth. Prohibit the installation of wood burning devices (Conservation Element: Energy Conservation). The City of Menlo Park Municipal Code includes Section 12.52. Wood Burning Appliances, to control the use of wood burning devices.</p> <p>* Sealing of HVAC ducts. This is a project level BAAQMD measure that requires the developer to obtain third party HVAC commissioning to ensure proper sealing of ducts and optimal heating and cooling efficiencies. BAAQMD estimated that this measure reduces air conditioning electrical demand by 30 percent. The California Energy commission estimates that air conditioning electrical demand represents approximately 20 percent of total demand for a single family residence and this measure would reduce electrical-related GHG emissions by approximately 100 metric tons/year of CO2e. The City currently requires testing of heating and cooling ducts for all newly constructed buildings.</p>				

HAZARDOUS MATERIALS

Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)

El Camino Real/Downtown Mitigation Monitoring and Reporting Program			
Mitigation Measure	Action	Timing	Implementing Party
<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>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)</p> <p>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.</p>	<p>Implement best management practices to reduce the release of hazardous materials during construction.</p>	<p>Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites</p>	<p>Project sponsor(s) and contractor(s)</p>
NOISE			
<p>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)</p>			

CDD

CDD

EI Camino Real/Downtown Mitigation Monitoring and Reporting Program

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acousticallyattenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements:</p> <p>* 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;</p> <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>A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.</p>	<p>Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction</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
<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-1b: Noise Control</i> Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.</p>	<p>If pile-driving is necessary for project, predrill holes to minimize noise and vibration and limit activity to result in the least disturbance to neighboring uses.</p>	<p>Measures shown on plans, construction documents and specifications and ongoing during construction</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>