



REGULAR MEETING AGENDA

Date: 6/24/2019
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 June 3, 2019, Planning Commission meeting. ([Attachment](#))

F. Regular Business

F1. New Real Property Conflict of Interest Regulation. ([Attachment](#))

G. Public Hearing

G1. Architectural Control, Variance, Sign Review and Below Market Rate (BMR) In-Lieu Fee Agreement/Sagar Patel/1704 El Camino Real:
Request for architectural control approval to demolish an existing hotel and construct a new 70-room hotel consisting of three stories with below grade parking in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project would incorporate an eight-foot tall fence along the majority of the site perimeter. The project includes a variance request to permit reduced floor-to-floor height on the first floor. In addition, the applicant is requesting sign review, including review of a shared monument sign located on 1706 El Camino Real, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement. The proposal also includes a request for a Public

Benefit Bonus, with the benefit consisting of Transient Occupancy Tax (TOT) revenue. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a two-to-one replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed. ([Staff Report #19-046-PC](#))

G2 and H1 are associated items with a single staff report

- G2. Environmental Impact Report (EIR) Scoping Session/SP Menlo LLC/111 Independence Drive: Request for a use permit, architectural control, environmental review and density bonus to redevelop the site with approximately 105 multi-family dwelling units and an approximately 712 square foot potential commercial space in one building with an above grade multi-story parking garage integrated into the proposed eight-story building, located in the R-MU-B (Residential Mixed Use, Bonus) zoning district. The project site currently contains an approximately 15,000 square foot single-story office building that would be demolished. The proposed residential building would contain approximately 95,056 square feet of gross floor area. The proposal includes a request for a use permit to modify certain R-MU design standards and a request for an increase in height, density, and floor area ratio (FAR) under the bonus level development allowance in exchange for community amenities. The proposal also includes a request to use the City's Below Market Rate (BMR) density bonus, including an increase in units, FAR, and height, in exchange for BMR units. ([Staff Report #19-047-PC](#))

H. Study Session

- H1. Study Session/SP Menlo LLC/111 Independence Drive: Request for a use permit, architectural control, environmental review and density bonus to redevelop the site with approximately 105 multi-family dwelling units and an approximately 712 square foot potential commercial space in one building with an above grade multi-story parking garage integrated into the proposed eight-story building, located in the R-MU-B (Residential Mixed Use, Bonus) zoning district. The project site currently contains an approximately 15,000 square foot single-story office building that would be demolished. The proposed residential building would contain approximately 95,056 square feet of gross floor area. The proposal includes a request for a use permit to modify certain R-MU design standards and a request for an increase in height, density, and floor area ratio (FAR) under the bonus level development allowance in exchange for community amenities. The proposal also includes a request to use the City's Below Market Rate (BMR) density bonus, including an increase in units, FAR, and height, in exchange for BMR units. ([Staff Report #19-047-PC](#))
- H2. Study Session/Andrew Morcos/110 Constitution Drive, 104 Constitution Drive, and 115 Independence Drive: Request for a study session review for a future application for use permit, architectural control, environmental review, lot line adjustment, and lot merger to redevelop three sites with approximately 320 multi-family dwelling units, 33,100 square feet of office and 1,608 square feet of neighborhood benefit space split between two buildings with above grade two-story parking garages integrated into the proposed seven-story residential building and three-story commercial building, located in the R-MU-B (Residential Mixed Use, Bonus) zoning district. The project sites currently contain three single-story office buildings that would be demolished. The proposed residential building would contain approximately 311,341 square feet of gross floor area with a floor area ratio of 223 percent. The proposed commercial building would contain approximately 34,708 square feet of gross floor area with a floor area ratio of 25 percent. The proposal includes

a request for an increase in height, density, and floor area ratio (FAR) under the bonus level development allowance in exchange for community amenities. ([Staff Report #19-048-PC](#))

I. Informational Items

I1. 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: July 15, 2019
- Regular Meeting: July 29, 2019
- Regular Meeting: August 12, 2019

J. Adjournment

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.

For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

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.

Agendas are posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the City website at menlopark.org/agenda and can receive email 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 City Clerk at 650-330-6620. (Posted: 06/19/2019)



REGULAR MEETING MINUTES – DRAFT

Date: 6/3/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Andrew Barnes called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Andrew Barnes (Chair), Chris DeCardy, Michael Doran, Katherine Strehl

Absent: Camille Kennedy, Henry Riggs (Vice Chair), Michele Tate

Staff: Fahteen Khan, Contract Assistant Planner; Ori Paz, Assistant Planner; Kyle Perata, Principal Planner; Tom Smith, Senior Planner

C. Reports and Announcements

Principal Planner Kyle Perata said the City Council at its June 4, 2019 meeting would consider the proposed budget and the Capital Improvement Program for Fiscal Year 2019-2020.

D. Public Comment

There was none.

E. Consent Calendar

E1. Approval of minutes from the May 20, 2019, Planning Commission meeting. ([Attachment](#))

Commissioner Chris DeCardy noted on pages 21 and 22 references to “shock clock,” which should be referenced as “shot clock.” Planner Perata said he would confirm all instances and do a global edit.

ACTION: Motion and second (Michael Doran/DeCardy) to approve the minutes from the May 20, 2019 Planning Commission meeting with the following modifications; passes 3-0 with Commissioner Katherine Strehl abstaining and Commissioners Camille Kennedy, Henry Riggs, and Michele Tate absent.

- Pages 18 through 22, replace “shock clock” with “shot clock” globally.

F. Public Hearing

F1. Use Permit/Chris Dolan/119 Baywood Avenue: Request for a use permit to demolish an existing

single-family residence and a detached garage and construct a new two-story single-family residence with an attached front-loading one-car garage and adjacent uncovered space on a substandard lot with respect to lot area and width in the R-1-U (Single-Family Urban Residential) zoning district. Two heritage-size tree of heaven trees are proposed for removal. **Continued by the Planning Commission at the May 6, 2019 meeting.** (Staff Report #19-042-PC)

Staff Comment: Assistant Planner Ori Paz said staff received additional correspondence after the publication of the staff report, which had been forwarded to the Commission by email earlier in the day and were available for the public on the table in the back of the Council Chambers.

Applicant Presentation: Chris Dolan, project sponsor, said new modifications to the proposed project included an increase to the first floor porch parapet, creation of an architectural wing wall, addition of green wall on the garage, addition of an awning over the first floor patio door, modification of the landscape plan with the addition of a front yard courtyard, recess of the garage door further into the structure, changing the glass garage door to solid wood, and stepping the garage back some. He provided a visual timeline of the neighbor outreach they had done.

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

Commission Comment: Commissioner Doran said the project was much improved since the Commission last saw it. He said he particularly liked that the garage was pushed back from the street.

Commissioner Strehl said the project was supportable and that she appreciated the work done to improve the project.

Commissioner DeCardy said he appreciated the work done on the project since the Commission last saw it.

Chair Barnes said the project was well done and supportable. He asked about the fence and its potential impact for visibility of the neighbor's driveway. Planner Paz said that the fence actually dropped in height noting fences in front setbacks were limited to four feet in height.

Chair Barnes said the design improvements were arduous but made the project much better for the neighborhood. He said for the record that there was no bias for the proposed modern architecture. He said it was more the siting of the garage and the layout as well as choices about what type of construction that were problematic. He moved to approve; Commissioner Strehl seconded the motion.

ACTION: Motion and second (Barnes/Strehl) to approve the project as recommended in Attachment A to the staff report; passes 4-0 with Commissioners Kennedy, Riggs, and Tate 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 Connect-homes, consisting of 14 plan sheets, dated received May 29, 2019 and approved by the Planning Commission on June 3, 2019, 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 prepared by Kielty Arborist Services, LLC. on June 21, 2018. Revised April 24, 2019.
4. Approve the use permit subject to the following **project specific** conditions:
 - a. Prior to building permit issuance, the applicants shall provide an updated site plan and landscape plan identifying the species of the two proposed street trees at the front, subject to review and approval of the City Arborist.

- F2. Use Permit/Flury Bryant Design Group/958 Hobart Street:
Request for a use permit for excavation within the required right side setback for a basement light well and rear setback for a mechanical automobile turntable, in association with a new one-story residence with a basement in the R-1-S (Single Family Suburban Residential) district. ([Staff Report #19-043-PC](#))

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

Commissioner Strehl confirmed that the project was a residential home noting that its square footage was small.

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

Commission Comment: Commissioner Strehl asked how many vehicles would be stored in the garage. Mr. Flury said the homeowner would store three vehicles.

ACTION: Motion and second (DeCardy/Doran) to approve the project as recommended in Attachment A to the staff report; passes 3-0 with Commissioner Strehl abstaining and Commissioners Kennedy, Riggs, and Tate 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 Flury Bryant Design Group, Inc., consisting of 13 plan sheets, dated received May 22, 2019, 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 Wayne Tree Expert Company, Inc., dated February 12, 2019.

F3. Use Permit/Sally and Barry Karlin/308 Arbor Road:
Request for a use permit to demolish an existing one-story residence and detached garage, and construct a new two-story residence with an attached garage and a basement on a substandard lot with regard to minimum lot width and area in the R-1-U (Single Family Urban Residential) zoning district. One heritage sized Siberian elm tree is proposed to be removed as part of the project.
([Staff Report #19-044-PC](#))

Staff Comment: Planning Technician Chris Turner said staff had no updates to the written report.

Questions of Staff: Replying to Commissioner DeCardy, Mr. Turner said the applicant would be responsible for the removal and replacement of the three trees in the public right of way. Commissioner DeCardy confirmed with Mr. Turner that the City Arborist would be the approving entity for the replacement tree type and planting location.

Applicant Presentation: Barry Karlin, project applicant, said he and his wife wanted to build a beautiful home in the Allied Arts area, noting they had previously lived there. He said their goal was to have a style and design that fit the area. He said they reached out to all of the neighbors and most were supportive.

Commissioner DeCardy noted the removal of a heritage elm tree to accommodate the light well and asked if they had looked at a design that would have preserved the heritage tree. Mr. Karlin said the tree in question was in very bad shape and the City Arborist recommended its removal. He said they would replace with a heritage tree near where the existing tree was. He said that also met that side neighbor's desire for a shade tree over their property.

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

Commission Comment: Commissioner Strehl said the project seemed to maximize to the allowable

development on the property. She said she was concerned that the second story was not setback from the five-foot setback. She said the project seemed boxy and massive.

Recognized by the Chair, Jim Maliksi, project architect, said the lot was very narrow with a buildable area of 40 feet. He noted that bedrooms 1 and 2 were setback and the second floor was designed so it did not line up with the first floor. He said it was sounder structurally to have the first and second floor walls line up or at least parts of it. He said they tried to solve the massing toward the front, so the home was not as big there. Commissioner Strehl said that the second story was stepped back for bedrooms 1 and 2 but that the house still looked big. Mr. Maliksi said they lowered the plate height on the second floor from eight to seven feet and had dormer windows for interest on the side.

Chair Barnes noted the neighborhood outreach and response. He said he had no reason to disapprove the project. He moved to approve; Commissioner Doran seconded the motion.

ACTION: Motion and second (Barnes/Doran) to approve the project as recommended in Attachment A to the staff report; passes 3-1 with Commissioner Strehl opposing and Commissioners Kennedy, Riggs, and Tate 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 J Maliksi & Associates Architecture, consisting of 17 plan sheets, dated received May 13, 2019, and approved by the Planning Commission on June 3, 2019, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.
 - b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

- d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.
- e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.
- f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.
- g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report prepared by Mayne Tree Expert Company, Inc., dated January 21, 2019.

F4 and G1 are associated items with a single staff report

- F4. Environmental Impact Report (EIR) Scoping Session/Rich Truempler/162-164 Jefferson Drive: Request for a conditional development permit amendment, architectural control, below market rate housing agreement, and environmental review to construct a new four-story office building, approximately 249,500 square feet in size, and a new four-story parking structure. The new office building and parking structure would be constructed on a parcel with two existing four-story office buildings, each of which is approximately 130,000 square feet in size. The property is located in the O-B (Office, Bonus) zoning district. The total existing and proposed office development on the parcel would be approximately 510,000 square feet of gross floor area with a total proposed floor area ratio (FAR) of 88 percent for the project site. The proposal includes a request for an increase in height and FAR under the bonus level development provisions in exchange for community amenities. ([Staff Report #19-045-PC](#))

Transcript prepared for item F4.

G. Study Session

- G1. Study Session/Rich Truempler/162-164 Jefferson Drive: Request for a conditional development permit amendment, architectural control, below market rate housing agreement, and environmental review to construct a new four-story office building, approximately 249,500 square feet in size, and a new four-story parking structure. The new office building and parking structure would be constructed on a parcel with two existing four-story office buildings, each of which is approximately 130,000 square feet in size. The property is located in the O-B (Office, Bonus) zoning district. The total existing and proposed office development on the parcel would be approximately 510,000 square feet of gross floor area with a total proposed floor area ratio (FAR) of 88 percent for the project site. The proposal includes a request for an increase in height and FAR under the bonus level development provisions in exchange for community

amenities. (Staff Report #19-045-PC)

Staff Comment: Planner Smith said staff had two questions with one about the parking ratios and whether the Commission found either parking ratio alternative acceptable. He said regarding the bird-friendly guidelines waiver request the Commission was asked to weigh in on whether additional information or further clarification was needed to act upon that request when the project entitlements came forward.

Chair Barnes opened the public comment period and closed it as there were no speakers.

Commission Comment: Commissioner Strehl asked how many employees were anticipated in the new building. Mr. Truempler said it was one employee per 125 square feet. Planner Smith said he recalled the estimated employee count was in the Initial Study. Commissioner Strehl confirmed housing mitigations would come later after studies were done. She said the biggest concern was the infrastructure and the transportation infrastructure in particular that supported development in the ConnectMenlo area. She said with adding more employees and not sufficient housing that traffic became much more of a bottleneck. She said that not only impacted the residents of Belle Haven and East Palo Alto but other parts of Menlo Park significantly. She said she hoped the City could move forward with a more significant infrastructure plan to help alleviate the traffic and make investments that would help. Planner Smith said the employee count was one employee per 125 square feet, which equated to just under 2,000 employees.

Commissioner DeCardy said it would be helpful to know what the project would look like without the need for the bird-friendly guidelines waiver and the impacts to the applicant in terms of cost, design or some other area that made following those problematic. Mr. Truempler said it was cost and also the pleasantness of the employee spaces. He said typically ceramic gridding was done for bird-friendly glazing. He said if it was not required, they would like to avoid it, but they understood the need to study it. He said they asked for a waiver because according to the bird safe design guidelines their project was not near the area where birds would be affected.

Commissioner Strehl said she appreciated that the applicant had downsized the garage although it and the building were still significant in size. She said she supported a 2.5 parking space per 1,000 square feet ratio as opposed to the 3.0 space per 1,000 square feet as she thought that everything would be needed to eliminate vehicle trips in addition to infrastructure improvements.

Commissioner DeCardy asked about the parking space reduction and if they had looked at it in terms of mitigating the entire set of additional trips or parking through other shifts in the current TDM plan. Mr. Truempler said the EiR would study these things more specifically. He said as a developer they preferred the higher parking ratio and part of that related to the occupancy of the building. He said they would have to have a significant TDM plan just for the building to live at 3.0 parking spaces per 1,000 square feet with the anticipated employee count. He said they wanted their development to have an appropriate amount of parking and for cost benefit analysis they would prefer the 3.0 parking spaces per 1,000 square feet.

Chair Barnes said the current project proposal was well-conceptualized for the parcel in the size and locating of the building as well as the scale, massing and screening perspective of the parking garage. He said the proposed building would be homogenous with the existing two buildings that were also well designed. He said the 2.5 parking ratio per 1,000 square feet was better for the community in terms of reducing car trips. He said based on the anticipated employee count that a

robust TDM program would be needed at that parking ratio. He said he did not like below ground parking in the Bayfront area and thought eliminating it and using the 2.5 parking ratio was the best idea.

Chair Barnes asked staff to explain the bird safety guidelines. Planner Smith said for this relatively new office zoning district there were bird-friendly guidelines for development. He said the guidelines had an exemption request that would allow for a waiver from those standards. He said as part of the Initial Study a biologist did a study of the proposed design of the building and determined the building would follow the majority of the guidelines except for not having more than 10% non-bird-friendly glass on the building. He said he thought the applicant's intent was to design the building in a way that was completely compatible with the other two buildings on the site that were constructed prior to these bird-friendly standards being in place. He said the first request by the applicant was to exceed the 10% non-bird-friendly glazing. He said the second request was regarding building corners as well as railings. He said the proposed building had balconies and the corners were transparent glass. He said the railings would have the fritting pattern that made it easier for birds to distinguish the glass. He said that was one of the things the biologist had mentioned would help birds to be able to distinguish the railings, but the corners of the building would be glass. He said the biologist indicated the vegetation on the site was low quality and not likely an area where large numbers of birds would be nesting, so it seemed the incidence of bird strikes would be relatively low for this building.

Chair Barnes asked if staff had a position on the waiver. Planner Smith noted that he was not qualified as a biologist. He said a professional biologist performed the study as part of ICF's review for the Initial Study. He said they peer reviewed the study and felt comfortable with it as well. He said staff would rely on the two professionals' opinions and concur with it unless the Commission had a different opinion or requested more information.

Chair Barnes said the project was the right one for ConnectMenlo. He said whether ConnectMenlo was right for Menlo Park was a different discussion that was being taken up by the City Council. He said he was inclined to go with the biologists' opinions regarding the bird-friendly guidelines waiver request.

Chair Barnes closed the study session hearing.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

- Regular Meeting: June 24, 2019

Principal Planner Perata said for the June 24 meeting, it appeared the 1704 El Camino Real hotel project would come back for the Commission for review as well as a study session and EIR scoping session for 111 Independence Drive, and a study session for the neighboring 115 Independence Drive project.

Replying to Commissioner Strehl, Planner Perata said the 201 El Camino Real project would tentatively be planned for one of the July meetings.

- Regular Meeting: July 15, 2019

- Regular Meeting: July 29, 2019

I. Adjournment

Chair Barnes adjourned the meeting at 8:52 p.m.

Staff Liaison: Kyle Perata, Principal Planner

Recording Secretary: Brenda Bennett

CITY OF MENLO PARK
PLANNING COMMISSION

In re)
162-164 JEFFERSON DRIVE)
_____)

ENVIRONMENTAL IMPACT REPORT
SCOPING SESSION
REPORTER'S TRANSCRIPT OF PROCEEDINGS
MONDAY, JUNE 3, 2019
MENLO PARK CITY COUNCIL CHAMBERS

Reported by: MARK I. BRICKMAN, CSR, RPR
License No. 5527

1 ATTENDEES

2 THE PLANNING COMMISSION:

- 3 Andrew Barnes - Chairperson
- Henry Riggs - Vice Chairperson (Absent)
- 4 Katherine Strehl
- Camille Kennedy (Absent)
- 5 Chris Decardy
- Michele Tate (Absent)
- 6 Michael C. Doran

7 THE CITY STAFF:

- 8 Kyle Perata - Principal Planner
- Thomas Smith - Senior Planner

9 SUPPORT CONSULTANT:

10 Kirsten Chapman, Project Manager, ICF Consultants

11 PROJECT PRESENTERS:

- 12 Richard Truempler
- 13 Evan Sockalosky
- Nick Samuelson

15 ---o0o---

17 BE IT REMEMBERED that, pursuant to Notice
 18 of the Meeting, and on June 3, 2019, 7:37 PM at the Menlo
 19 Park City Council Chambers, 701 Laurel Street, Menlo
 20 Park, California, before me, MARK I. BRICKMAN, CSR No.
 21 5527, State of California, there commenced a Planning
 22 Commission meeting under the provisions of the City of
 23 Menlo Park.

24 ---o0o---

25

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

MEETING AGENDA

	Page
Presentation by Thomas Smith	5
Public Comments	30
Commission Questions	16
Consultant Presentation	18
Commission Comments	27

1 JUNE 3, 2019

7:37 PM

2

P R O C E E D I N G S

3

---o0o---

4

CHAIRPERSON BARNES: We're progressing to F4.

5

Let me check in with staff. We're going to take F4 or

6

how should we start this? Hello, Tom.

7

MR. SMITH: Hi.

8

CHAIRPERSON BARNES: Mr. Smith.

9

MR. SMITH: I'm here to give a brief

10

recommendation here on in that the staff has on the

11

proceedings for public hearing, and I'll turn it over to

12

the applicant for presentation as well as our consultant

13

ICF.

14

CHAIRPERSON BARNES: And I would introduce it

15

as public hearing agenda item F4. We'll take it from

16

there.

17

Great. So F4. This is Environmental Impact

18

Report (EIR) Scoping Session for 162 to 164 Jefferson

19

Drive.

20

It's a request for a Conditional Development

21

Permit Amendment, Architectural Control, Below Market

22

Rate Housing Agreement, and Environmental Review to

23

construct a new four-story office building, approximately

24

249,500 square feet in size, and a new four-story parking

25

structure.

1 The new office building and parking structure
2 will be constructed on a parcel with two existing
3 four-story office buildings, each of which is
4 approximately 130,000 square feet in size.

5 The property is located in the O-B (Office,
6 Bonus) zoning district. The total existing and proposed
7 office development on the parcel would be approximately
8 510,000 square feet of gross floor area with a total
9 proposed Floor Area Ratio (FAR) of 88 percent for the
10 project site.

11 The proposal includes a request for an increase
12 in height and FAR under the bonus level development
13 provisions in exchange for community amenities.

14 Good evening. Mr. Smith.

15 MR. SMITH: Good evening, Planning
16 Commissioners.

17 So this evening we have two hearings, and the
18 first one is an Environmental Impact Report Scoping
19 Session, and that's at an opportunity for the public and
20 Commissioners to comment on the EIR topics that will be
21 studied as part of the project going forward.

22 Second is a Study Session which gives public
23 and Commission the opportunity to provide feedback on the
24 project plans, design, and two previous study sessions
25 were held for this project in 2018.

1 So there are just a couple of questions that
2 staff has about updates since the last time, but feel
3 free to comment on any aspect of the project if you have
4 questions as you like.

5 There are no actions scheduled for this
6 evening. Project entitlements will happen after the EIR
7 has been completed and then further developed for the
8 project.

9 So a recommended meeting format is laid out for
10 you at the beginning of the staff report. I'll just run
11 through that quickly.

12 So first I would recommend that you hold the
13 EIR Scoping Session. First we'd have a presentation by
14 the applicant to give the project's overview, followed by
15 a present organizes ICF, our EIR consultant who will be
16 working on this EIR for the project.

17 Following that, any Commissioner questions to
18 clarify, public comments and then returning back for a
19 Commissioner comments.

20 Finally close -- closing the Scoping Session
21 Public Hearing and then opening the Study Session with
22 Commissioner questions, followed by public comments and
23 then Commissioner comments.

24 That's the recommended format. If -- if you
25 have any questions for staff at this time, I'm happy to

1 answer them. Otherwise, I will turn it over to project
2 applicant to present.

3 CHAIRPERSON BARNES: Great. Let the record
4 show that I'm in agreement with that progression agenda.

5 So would the applicant -- I'm sorry. Any
6 clarifying questions to staff with regards to how we're
7 going to walk through this? The EIR piece, the EIR
8 scoping piece and then there's the Study Session. We'll
9 take them one after the other.

10 Seeing no questions, good evening. Please step
11 forward.

12 MR. TRUEMPLER: Thank you.

13 Is there a clicker? How does that work?

14 MR. SMITH: There's a clicker here.

15 MR. TRUEMPLER: All right. I'm happy to do
16 the -- good evening, Planning Commissioners. First and
17 foremost, thank you for your time this evening. I'm
18 happy to be before you again.

19 I'm Richard Truempler, vice-president of the
20 Sobrato Organization, and also, I brought a principal
21 architect, a landscape architect and the ecologist in an
22 effort to answer any questions that you may have.

23 I've prepared a short series of slides to take
24 you through the evolution of this project, when we
25 purchased the property, from where we first conceived it

1 to where we've taken it today from input from Planning
2 Commission, and let's see if I can bring it up.

3 No. That's not working. Sorry about that.

4 So the first slide that we'll see of the M-2 or
5 what was formerly referred to as the M-2 area, and I
6 think as everyone is aware of, the site -- subject site
7 has two office buildings that are on it right now, each
8 about 130,000 square feet.

9 We developed the site in about 2014, and that
10 was at a .5 FAR. And so when the Connect Menlo process
11 started and engaged with the City and we asked
12 specifically for that to apply to our site, as well,
13 because we got more development capacity and we felt it
14 would be a good candidate, as well, just because it's an
15 infill site, and so we thought it would bring some
16 balance to the development landscape and also bring
17 community benefits.

18 Can we go to the next slide?

19 So the next step I think as Tom talked about --
20 and this is important just to try to clarify for
21 everyone -- that this is the continuation of the
22 development process, and it isn't a hearing about
23 approval, but our next step here is to kickoff the
24 project EIR and then move on to the appraisal to
25 establish what kind of money is available from community

1 benefits, and then we'll be doing community outreach
2 about both the EIR and to the appropriate community
3 benefit package.

4 And then it will culminate in a series of
5 public hearings.

6 So from where we started, we have reduced the
7 project scope after meeting with staff and the Planning
8 Commissioners.

9 We eliminated two floors from the office. We
10 reduced the office square footage by 70,000 square feet
11 and then we also took a floor off the parking garage.

12 Next slide.

13 So what that did is that enhanced our open
14 area. It provided a neat opportunity by allowing us to
15 add a community park, and through some outreach, we also
16 learned of our neighbor, which is the TIDE Academy, that
17 they needed to have community facilities or outdoor
18 facilities to conduct state required PE classes and also
19 they had a parking issue, because parking was removed
20 from the street. They needed some additional parking for
21 their staff.

22 And so we've been working with them to make
23 that work, and later on to landscape a park and we'll
24 talk about some other engagement and how we designed the
25 park to benefit the community need, but also the TIDE

1 Academy.

2 And then also important we improved the
3 architecture. So there's a couple of things that we've
4 done with that.

5 Number one, we reduced it by one floor. The
6 other is that we've added some articulation and we've
7 also helped come up with an architecture that we think
8 frames Kelly Park, and the architect will show you that,
9 and we hope to have some more input on -- there's a
10 screen there with some lighting, that what can be. We
11 want to work with the community and staff on it.

12 So here we won't dwell too much on this, but
13 this is what our original concept was, which is to add
14 two buildings, maximum FAR, and we brought this to 1.0
15 FAR, which was just over 300,000 square feet, and the
16 comment was we really needed to have more publicly
17 accessible open space.

18 And so what we ended up doing was we took the
19 building that was along Jefferson and we consolidated it
20 to a third building, and we increased that building by
21 two stories.

22 But since that time, we've reduced that, and
23 now I want to talk about the current proposal.

24 And so before I do that, this is probably a
25 good time actually for Evan, if you could get up and

1 start talking about the proposal.

2 MR. SOCKALOSKY: Commissioners, Evan
3 Sockalosky, the architect. Thank you for your time.

4 As Rich mentioned, we've evolved from the two
5 buildings to a single building, and we've listened to our
6 comments, and we've progressed to our current proposal,
7 which is a four-story building.

8 CHAIRPERSON BARNES: Can you move the
9 microphone closer?

10 MR. SOCKALOSKY: Which is a four-story
11 building at 249,500 square feet. We also added the
12 community park along Jefferson, which you can see, which
13 is the opening into our site.

14 And with that, we were focused on connections
15 as are required, and so we have a sale connection that
16 draws you into the site and we have kind of two arrival
17 points: One is the community park along Jefferson and we
18 also have some open space along the end of the garage.

19 We located that to give our project a stand-
20 alone site that you can loop all the way around as a
21 walkway as well as potential future connections to an
22 alternate transportation corridor along Menlo Park has
23 been envisioned.

24 And so we have points that you can connect to
25 and throughout our site and across Menlo Park.

1 As Rich mentioned, the community park is
2 utilized by the high school, the parking. The 23 spaces
3 that we've included are not part of our parking ratio,
4 but rather dedicated to the high school during school
5 hours and for community use during off hours.

6 The evolution of the site also you can see in
7 the architecture, our initial program with the six-story
8 building, you can see the background as well as the
9 taller garage, which is a pretty strong feature.

10 Thanks to input, we reduced the density of the
11 project, and you can see the building in the background
12 is reduced, the height of the garage is reduced. Also
13 stepped the architecture.

14 You can see the concept we have now, which is a
15 nice decorative screen that faces Kelly Park.

16 Right now we're showing oak trees that kind of
17 references Menlo Park, but we're open to input on that,
18 creatively screening that garage and putting a nice front
19 on Kelly Park.

20 As far as the entry to the site, we felt the
21 open space was important. It's also welcoming as you
22 approach our site, so you can see the community park and
23 the high school parking that we've included as you
24 approach Jefferson, and you can see the four-story
25 building in the background.

1 As you approach, it was important to fully
2 develop this site. Our third building -- and this is a
3 three-building campus, and this building finishes that
4 development.

5 The architecture is complementary what is
6 there, so it fits within the concept itself and as well
7 as scale, by reducing the two stories that we did. It
8 really ties it all together.

9 And the last thing that Rich mentioned. Right
10 now we're showing occupancy as 2.5 per thousand, which is
11 a discussion point in our last Study Session. The other
12 is a 3.0 per thousand.

13 We're asking to study both. The 3.0 is valid
14 for our site, and generally speaking, increasing the 3.0,
15 we wouldn't increase the garage as Rich mentioned. We'd
16 simply be going below grade to add our parking.

17 So from the exterior it would look the same.
18 We think that's important, that we don't increase the
19 scale of the garage.

20 And next we'll have Nick do the landscape and
21 the park.

22 MR. SAMUELSON: Hi. I'm Nick Samuelson from
23 the Sobrato Partnership, the architect. So, you know, a
24 while ago we had a meeting with some members from the
25 school. I went over their goal, the needs they had for

1 this site and what we thought had been on here. So we
2 talked about several programs and elements. One was to
3 have a hard court surface, some grass area where they
4 could do some type of games on it to outdoor classrooms,
5 some storage and also the ability to have some kind of
6 track.

7 So after that meeting, we came back and saw
8 what we could fit in there. We're showing a full size
9 basketball court and then the basketball court, so they
10 can set up half court games, too, for PE classes, and
11 there's some terrace seating areas and a paved area which
12 can be used for outdoor classrooms.

13 And the center of that paved area is potential
14 for some restrooms and storage areas. They can store
15 some of their supplies in there, and then they have the
16 grass field, and we talked about the size of that.

17 We thought that was good for what they were
18 going to be doing for their classes. And the active
19 areas, we open up a fence to help keep balls from going
20 into the street.

21 And also we were discussing circulation through
22 the site with some important parts, too, so we're looking
23 at it in connection over on the left side, the public
24 sidewalk into the school and walkway.

25 We did have an iteration where there was a

1 track that went around there, too. It was decided that
2 that conflicted with the sidewalk, so the goal was to use
3 that as a track to run around the site. A walkway around
4 the entire site, too.

5 The plan is still in progress. We're
6 continuing discussing with them and on the site with.

7 MR. TRUEEMPLER: So a few things. We can move
8 on to the next slide.

9 Being involved in the community over the last
10 several years, we are still studying the impact of
11 development.

12 This project will be one of the first projects
13 that will be permitted under those development
14 stipulations. The new development at the proposed level
15 will be assessing the community benefit. In addition
16 to addition impacts to the community as defined by the
17 EIR.

18 So this project would result in a public/
19 private park which will be utilized by the immediate
20 school which provides State required PE classes, provide
21 parking for the school staff during school hours, provide
22 funding for affordable housing, help create traffic
23 improvements, and provide a community benefit to the
24 Belle Haven, and enhance revenue to the City General
25 Fund.

1 We understand the next steps will be the
2 commencement of the project EIR to help define what the
3 impact of the mitigation project will be, commence bonus
4 value appraisal and then we'll be working with staff and
5 Belle Haven on an appropriate community benefits package.

6 We appreciate your time this evening and we're
7 available to answer any questions that you may have.

8 CHAIRPERSON BARNES: Thank you.

9 Any questions? Commissioner Doran.

10 COMMISSIONER DORAN: I'd like to understand
11 the park ownership and use a little bit better.
12 Public/private park, you know, who owns it, who's
13 responsible for maintenance and will the school, you
14 know, use be permitted, permit used by the school?
15 Please clarify those issues.

16 MR. TRUEMLER: Sure. Not all of them are
17 worked out, but I can tell you what they're striving for
18 and what the intent is.

19 And so the intent is a public park that we
20 would own and we would enter into a long-term agreement
21 with the joint use of that park by the school.

22 Does that help?

23 COMMISSIONER DORAN: Yeah. Thank you.

24 CHAIRPERSON BARNES: Commissioner Strehl.

25 COMMISSIONER STREHL: Does that mean that

1 you're responsible for the maintenance and --

2 MR. TRUEMPLER: So I think that that's
3 something that we're going to be talking to the school
4 about a little bit. I think initially our thoughts is
5 that we find a way to prorate the maintenance of it so
6 that we would be responsible for the public maint --
7 maintenance of it, but the specific school maintenance
8 that they would be responsible for, be it a joint use
9 agreement, but we have to work the agreements out.

10 And it will be subject to City review, as well.
11 This is something that will be going on.

12 COMMISSIONER STREHL: And so I want to commend
13 you for working with the school, because when the school
14 was there, they were informed that they couldn't park on
15 the street.

16 MR. TRUEMPLER: Mm-hmm.

17 COMMISSIONER STREHL: They had all kinds of
18 restrictions on them. The fact that you stepped up to
19 provide parking during day hours of the school and the
20 park I think is really commendable.

21 So will the school be limited to the number of
22 hours that they can use that parking area?

23 MR. TRUEMPLER: That -- so at least that's the
24 intent. The intent --

25 COMMISSIONER STREHL: Okay.

1 MR. TRUEMPLER: The idea is when school's out
2 when the park's not being used, the public can use the
3 park.

4 COMMISSIONER STREHL: So it's a public park.

5 MR. TRUEMPLER: Yes.

6 COMMISSIONER STREHL: Thank you. That's the
7 only questions I have.

8 CHAIRPERSON BARNES: Great. Thank you.

9 Do I have any more questions?

10 So with that, we will progress to the EIR
11 consultant. I'll hand it back to Mr. Smith.

12 MR. SMITH: So I will introduce Kirsten
13 Chapman from ICF who will be giving a brief presentation
14 about CEQA process and here's her presentation.

15 MS. CHAPMAN: Good evening, Commissioners and
16 members of the public. Thank you for coming tonight for
17 the Scoping Session for the Commonwealth Building 3
18 project.

19 My name is Kirsten Chapman and I work for the
20 environmental consulting firm ICF. We will be preparing
21 the environmental review component of the project, and I
22 am project manager.

23 Should you have any questions after the
24 presentation, I will respond to them accordingly.

25 So my presentation will cover the scoping

1 process and the environmental review process. I will
2 also provide a very brief overview of the proposed
3 project, but the applicant has already provided that, so
4 it will be quick, explain how the public comments on the
5 scope of the EIR and describe the next steps.

6 So our EIR team consists of the City of Menlo
7 Park as the lead agency, meaning that they have the
8 principal responsibility of carrying out the project.

9 ICF will be the lead EIR consultant, will --
10 and will prepare all sections of the EIR with assistance
11 from Kittelson for the transportation component and Keyser
12 Marston & Associates for the housing needs assessment.

13 This is a very quick overview of the conditions
14 which will be considered the baseline in the EIR. The
15 Commonwealth Corporate Center, which is the project site,
16 includes the Commonwealth site and the Jefferson site.

17 The Commonwealth site includes two four-story
18 buildings which were constructed in 2015 and each
19 building is approximately 67 feet tall.

20 They are surrounded by certain parking
21 landscape accessories and paths and water features.

22 And the Jefferson site is currently occupied by
23 the surface parking lot with approximately 87 parking
24 spots.

25 So the project sponsor will develop the

1 Commonwealth site, replacing most of the existing surface
2 parking, and as shown in this diagram, the proposed
3 building 3 would be to the north of buildings 1 and 2.

4 The proposed building would have a maximum height
5 of 69 feet and then also construct the parking structure.

6 And then in addition to the building and the
7 parking structure, there will be on the Jefferson site a
8 community park that will be privately owned, but publicly
9 accessible, as we've just discussed.

10 The project site is within the Connect Menlo
11 Study Area. The Connect Menlo EIR was prepared as the
12 program EIR which applies to the EIR process for future
13 projects which incorporates by reference the analysis and
14 discussion of the program EIR.

15 By hearing from the Connect Menlo EIR, the
16 environmental analysis for the project relies on the
17 Connect Menlo EIR for the following: General background
18 inseting, overall growth-related issues, issues that
19 were evaluated in Connect Menlo for which there have been
20 no significant new information that will require further
21 analysis, assessment of cumulative impacts and mitigation
22 measures adopted and incorporated into the Connect Menlo
23 EIR.

24 However, due to the 2017 City of East Palo Alto
25 versus City of Menlo Park Settlement Agreement, certain

1 topics are required to be fully analyzed in the project
2 level EIR regardless of whether subsequent activities are
3 found to be within the scope of the program EIR, and
4 we'll discuss those in the next slide.

5 Just a quick overview of the CEQA process.
6 This show -- this slide shows the general staff involved.
7 As most of you know, the NOP was released along with the
8 initial study, which we'll discuss next on May 24th. The
9 NOP comment period ends on June 28th.

10 Following the scoping period, we will begin
11 preparing the Focus Draft EIR. When the Draft EIR is
12 released for public review, a public hearing will be
13 held, similar to this one, to solicit comments on the
14 adequacy of the EIR.

15 The Focus Final EIR will then be prepared to
16 address all the comments received during the Draft EIR
17 review period.

18 A hearing for the Final EIR will be held in
19 front of the Planning Commission and City Council, and
20 after the EIR is certified, that can then be approved,
21 and following a project approval, a Notice of
22 Determination will be issued.

23 As I mentioned previously, an initial study was
24 prepared to evaluate the potential environmental impacts
25 of the project and to determine what level of additional

1 analysis is required.

2 The initial study was prepared to disclose the
3 relevant impacts and mitigation measures covered in the
4 Connect Menlo EIR.

5 The initial study also discussed whether the
6 project is within the parameters of the Connect Menlo
7 EIR.

8 Based on the checklist, the following projects
9 will be scoped out of the EIR and no longer -- they don't
10 need to be analyzed, and that's biological resources,
11 historic resources, geology and soils, hazards, land use,
12 mineral resources, public services and utilities, except
13 for water.

14 So due to the 2017 settlement agreement with
15 East Palo Alto and other potentially significant impacts
16 as a result of the project, the focused EIR will be
17 prepared.

18 The EIR is a tool for identifying physical
19 impacts to the environment by using the analysis conducted
20 by our EIR team.

21 The EIR is also used to inform the public as
22 decision-makers about a project prior to project approval,
23 recommending ways to reduce impacts and to consider
24 alternatives to lessen the environmental impact.

25 As shown here, air quality, cultural and tribal

1 resources, greenhouse gas, noise, population and housing,
2 transportation, water supply will all be studied in the
3 focused EIR.

4 In addition, alternatives to the project will
5 be analyzed to reduce potentially identified impacts.

6 CEQA guidelines will also look at a no project
7 alternative, and that will be considered and will also
8 comply with CEQA.

9 As discussed previously, we're currently in the
10 scoping phase of the project. This is the initial stage
11 of the EIR process.

12 The purpose of this scoping phase is to gather
13 input, identify key environmental issues, early
14 identification of possible mitigation measures and to
15 consider possible project alternatives.

16 Although my presentation included an overview
17 of the project, I want to note that the intent of this
18 portion of tonight's meeting as well as the entire
19 scoping phase that lasts until the end of June is not
20 going to give comments on the project itself or its
21 merits.

22 Instead the comments should be focused on the
23 environmental capacity of the project.

24 You can submit comments on the scope of the EIR
25 via e-mail or letter to Tom Smith, Senior Planner with

1 the City of Menlo Park.

2 You can also speak tonight and we will note
3 your comments and consider them during the preparation of
4 the Draft EIR.

5 All comments must be received by June 28th.
6 Note that the comment period has been extended beyond the
7 thirty-day typical review period due to the Memorial Day
8 holiday.

9 Thank you again for coming tonight and we will
10 look forward to receiving your comments.

11 CHAIRPERSON BARNES: Thank you.

12 Are there any specific clarifying type
13 questions as it relates to the EIR scope? Commission
14 Decardy?

15 COMMISSIONER DECARDY: Ms. Chapman, thank you
16 very much. That was really helpful.

17 I have a question about determination about
18 what is in the table of less than significant impacts and
19 the table of topics to be addressed.

20 One of the items looks like comments for the
21 request for waiver of regulations regarding the building
22 and the potential for birds to crash into it.

23 I wondered if -- how that's taken into
24 consideration and are birds in biological resources or
25 what are birds under, I guess?

1 MS. CHAPMAN: Yes. They're under biological
2 resources and a biological, by the Applicant's
3 consultant, and that is per mitigation measure that was
4 in the Connect Menlo EIR, and the biological resources
5 assessment is summarized in the initial study and it is
6 provided as an appendix to the initial study.

7 And the BRA did determine that the -- the
8 project as proposed would conflict with the -- is the
9 bird friendly guidelines.

10 However, a waiver will be submitted and that
11 would be part of the conditions of approval for the
12 project, I believe, going forward.

13 COMMISSIONER DECARDY: This may be for you or
14 staff. So if I have this right, essentially this has
15 already been looked at and addressed by two different
16 experts?

17 MS. CHAPMAN: Correct.

18 COMMISSIONER DECARDY: But if it's asking for
19 a waiver, I guess my question is: Does this close off
20 the opportunity for the public to be able to have input
21 into potentially have their voices heard about this issue
22 in a different way that was actually on table 2?

23 So my question is not so much questioning
24 whether or not these experts have rightly looked at the
25 situation about the birds, but whether this -- because

1 it's been addressed earlier as opposed to what might be
2 the consideration, that will have a different impact on
3 the public ability later on in this process to be able to
4 have input, and again, I don't know if that's you or the
5 staff.

6 MS. CHAPMAN: I can say -- so this is the
7 public scoping period to comment on the EIR, but then
8 also to comment on the initial study.

9 This is addressed in the initial study and part
10 of the project is the waiver.

11 And so if you're submitting comments right now,
12 as you are, then yes, we will discuss those going forward
13 and address them accordingly in the EIR.

14 We're not closed for comments on the waiver.

15 COMMISSIONER DECARDY: I was trying to do my
16 best to ask clarifying questions as opposed to make
17 comments, which I will do at some point.

18 I was trying to ask a clarifying question, but
19 I appreciate your comments on that.

20 CHAIRPERSON BARNES: We can always come back
21 should you need more information.

22 Staff.

23 MR. SMITH: I think the only other thing that
24 we'll mention, in addition to what Kirsten said, is that
25 there's a provision in the zoning ordinance that does

1 permit further request for waivering and granting by the
2 Planning Commission. That is an avenue that is
3 permitted.

4 CHAIRPERSON BARNES: Commissioner Decardy?

5 COMMISSIONER DECARDY: A separate clarifying
6 question, I think. So the -- this EIR is meant to meet
7 the program EIR for Connect Menlo, which helps a lot, it
8 looks like, to be able to clear stuff. It makes a lot of
9 sense to do it in that way.

10 At -- at several points reading through this
11 document, there are essentially references to "no
12 significant new information since that program EIR was in
13 place," and I can either ask the question generally, like
14 how do you determine what information is significant and
15 who determines what information is significant, or is it
16 a specific aspect of the project?

17 MS. CHAPMAN: I can address your first
18 question and then you can ask specific questions after
19 that.

20 So the EIR consultant, ICF, we determine
21 with -- in coordination with the City what is considered
22 a significant change since the Connect Menlo EIR has been
23 released, and we definitely work close with the City in
24 determining that.

25 And I guess -- I guess specific questions will

1 be addressed.

2 COMMISSIONER DECARDY: Maybe I'll just ask a
3 clarifying question and then we can come back for
4 comments.

5 So I'm interested in this specific instance in
6 energy use, specifically in the use of electricity versus
7 the use of natural gas.

8 And so my understanding the program EIR for
9 Connect Menlo relies on local government operations
10 Provision 1.1, which is a 2010 document from the State,
11 and that is what by reference is setting the parameters
12 for what the impacts of the emissions are from these
13 various energy sources.

14 And so my question is: If we're referencing
15 back to 2010, then I do have questions about significant
16 new information about total impacts of greenhouse gas
17 emissions and also the relative impacts of where
18 electricity comes from given all of the new information
19 that we have since that time and how that issue -- so
20 first of all, do I have that right? The reference point
21 is back in 2010.

22 MS. CHAPMAN: I don't have the document in
23 front of me, but if you're citing it, then yes.

24 COMMISSIONER DECARDY: It is local operations
25 protocol 1.1. I don't know if that's been updated since

1 2010.

2 For reasons I don't understand, the last time
3 that was in place in 2010. That raises a host of
4 questions for me about energy use and about significant
5 new information which at some point I would like to ask.

6 For a clarifying question, that's very helpful
7 for me right now.

8 MS. CHAPMAN: Okay, yes. Also if you submit
9 specific questions in writing, then that would be good,
10 because I could take that back of our team and we could
11 address those specifically.

12 But we will be analyzing greenhouse gases in
13 the EIR, so we will take a closer look at those aspects.

14 CHAIRPERSON BARNES: Great. Thank you.

15 Seeing no other clarifying questions related to
16 the EIR scope, I will move to -- so thank you.

17 I will move to open for public comment, and
18 there's two public -- just the folks here tonight,
19 there's two opportunities for public comment.

20 One is this EIR piece of it, and the second
21 part there is opportunity for public comment as it
22 relates to the proposal itself.

23 So the public comment I'm opening now is
24 specific to the EIR.

25 And I do have a public comment card from Pamela

1 Jones, and this is the public comment you would like for
2 the EIR?

3 Perfect. Please come forward. You have three
4 minutes. Please state your name and your address.

5 MS. JONES: Good evening. Pamela Jones,
6 resident of Menlo Park, and thank you for letting me
7 speak, and I want to thank the staff for the new picture
8 boards that they have created.

9 They've updated them, so it was really helpful,
10 which is how I put together this sheet. It's not a
11 hundred percent accurate, and it goes along with how can
12 we do an EIR where we don't know where we are now?

13 And the other piece that I think is important
14 to understand is that there has been an update on the
15 CEQA guide -- guidelines, and that was in May of 2007.

16 So our Connect Menlo missed that. So our --
17 our Connect Menlo is operating on very old information.

18 We also have never measured the air quality in
19 the closest residential area, and there's nothing in here
20 that talks about environmental justice, and environmental
21 justice is part of what is going on with FEMA today,
22 surprisingly, but it is a component that's recommended to
23 be included when we're doing environmental impact
24 reports.

25 We also have not had any kind of housing study.

1 So we can't compare a housing study now to something that
2 was never done.

3 We do not know the impact of all the
4 development in the M-2 area at this time, and it is
5 significant.

6 And it's interesting that East Palo Alto gets
7 theirs, but we don't know what we're going to get in this
8 area that's most affected by all of this development in
9 M-2, and that's the Belle Haven neighborhood.

10 We know that we have been significantly
11 gentrified. People are living multiple families to a
12 house.

13 We have no information on that because no study
14 has been done, and nothing has been done to protect the
15 residents from what has happened with all of the
16 development.

17 Moving forward with even trying to put an EIR
18 together, what we don't have is traffic data. We don't
19 have traffic mitigation data, which is now getting to
20 implementing a traffic calming study.

21 So what I am concerned with is moving forward
22 when we don't have all the information as to what's
23 happening now, and I'd like to strongly urge you to have
24 a joint meeting with the City Council to look over all of
25 the things that we're trying to do with regards to

1 Connect Menlo and what we want to do in the M-2 project.

2 I am not against construction, and, you know,
3 moving forward. I'm not against increasing the coffers
4 of the City of Menlo Park, because I live here, too.

5 So I want to see as much wealth come into our
6 community as everybody else does, but I do not want to
7 see it continue to be on the backs of the people.

8 And the last thing that I want to say is I had
9 no idea that they had already opened up the comment
10 period on this EIR project because I've never seen the
11 document.

12 It's never been publicized in a way in which
13 we, the most affected people, are going to be able to see
14 that information, and I think all of you know me well
15 enough is that I really try and keep track of these
16 things.

17 I'm really looking for where's that piece of
18 information so I can go through the document.

19 So with that, again, thank you. Like I said,
20 it's not about construction. It's about everything as a
21 whole, and if you notice on here, this -- you can't even
22 get accurate data on who's in what building, how many
23 people are there. We don't know that.

24 I came up with 18,000 people currently working
25 in the M-2 area and nobody says anything to the contrary.

1 So I may be close to being right, and I can't even access
2 the information.

3 So I hope that we will stop. I hope that you
4 will meet with the City Council and I hope that, you
5 know, all of you together can come up with something
6 that's really going to be healthy, environmentally
7 healthy and healthy for people in the City of Menlo Park.

8 Thank you.

9 CHAIRPERSON BARNES: Thank you.

10 That is the only card that I have for public
11 comment. If anyone like to offer public comment, please
12 fill out a card and come forward.

13 Seeing no one coming forward and having no
14 other comment cards, I will close public comment for the
15 EIR portion of the scoping session.

16 I will move into Commissioner comments as it
17 relates to the EIR scope, and I will close the public
18 hearing on the EIR.

19 Commissioner Strehl.

20 COMMISSIONER STREHL: I have a clarifying
21 question for staff.

22 CHAIRPERSON BARNES: Please.

23 COMMISSIONER STREHL: Or is that something
24 that was prepared by Miss Jones?

25 MR. SMITH: It was prepared by Miss Jones, not

1 staff.

2 COMMISSIONER STREHL: Is that something that
3 the staff can set and clarify so we have a better
4 understanding of what's going on in District 1?

5 MR. PERATA: Sure. So we are currently
6 working on a cable that shows our pending projects as a
7 whole in District 1 and clarifying information in this
8 right now, the document that you have, accordingly, but
9 we can clarify as we go forward.

10 COMMISSIONER STREHL: Will you list the number
11 of employees that are existing and the number of
12 employees that are anticipated? There's the pending and
13 then there's the occupied at this point.

14 MR. PERATA: Yeah. So estimates may be
15 available. Employment fluctuates. It's often difficult
16 to identify existing employment as being accurate by
17 building by building.

18 We currently do have estimates, and I believe
19 it's part of Connect Menlo and projected employment, and
20 it's a snapshot in time because it fluctuates.

21 It is difficult to clarify. I have access to
22 that information. It is coming specific, not necessarily
23 reported, to the City of Menlo Park.

24 COMMISSIONER STREHL: Thank you.

25 So we can clarify that information. It would

1 be useful as we move forward through this process to
2 understand what's going in this part of Menlo Park.

3 CHAIRPERSON BARNES: Commissioner Decardy.

4 COMMISSIONER DECARDY: I'll defer to either of
5 you if you want to go first. Otherwise, I have a whole
6 list of questions.

7 CHAIRPERSON BARNES: I'm sorry. I did not see
8 your light on.

9 COMMISSIONER DORAN: I would like to echo
10 Commissioner Strehl's concern about employment there and,
11 you know, provide my viewpoint that even, you know,
12 estimates are imprecise and uncertainty. See whatever
13 you can get on that.

14 CHAIRPERSON BARNES: Commissioner Decardy.

15 COMMISSIONER DECARDY: Thank you.

16 So I will go actually to the comment part and
17 give some of my clarifying questions. I do want to ask
18 questions about how this project is going forward and
19 will consider strongly those to make sure that.

20 Whether it's in table 1 or in table 2, it does
21 not diminish the opportunity for residents to be able to
22 raise questions in this project, whether mitigation is
23 going to be acceptable or not acceptable.

24 If you're asking for a waiver, almost by
25 definition, it should be meaningful. So that's one.

1 Building on the questions that I had about the
2 energy use, and this builds on my question, I guess I do
3 have a clarifying question about the alternatives, and
4 the way that they are being presented right now says that
5 you will develop project alternatives that will quote
6 minimize the effects of potentially significant
7 environmental impacts, can I ask how those are being
8 determined and at what levels those are being determined
9 and when those would come forward?

10 MS. CHAPMAN: So those will come forward in
11 the EIR. So we will do analysis of the topics that were
12 listed, for example, noise, transportation, greenhouse
13 gases, and if impacts are deemed to be significant and
14 unavoidable and cannot be mitigated to a less than
15 significant impact with mitigation measures, then we
16 consider alternatives to reduce those -- those
17 significant unavoidable impacts.

18 For example, in transportation oftentimes,
19 there are significant unavoidable transportation impacts
20 for increase in traffic, and so one of the ways that --
21 this is just an example, but not necessarily used for
22 this project, but one of the ways in the past that we
23 have reduced those impacts is to reduce the size of the
24 project.

25 So there is an analysis done by our

1 transportation consultant to determine how much would
2 be -- how much would need to be reduced in order to
3 reduce the traffic impacts to less than significant.

4 So then we do an alternative analysis based on
5 the reduced project as opposed to what we see now.

6 COMMISSIONER DECARDY: Okay. Thank you.
7 That's helpful.

8 So to finish up, for the alternatives on the
9 greenhouse gases, it seems to me that an alternative is
10 actually all electric and not using natural gas at all in
11 the building project would make sense for consideration.
12 And daylighting, obviously.

13 So however that would be taken into
14 consideration, and given the extent of what we understand
15 the impact of natural gas relative to the various energy
16 options that are available here in San Mateo County.

17 Then on the parking question, I get the point
18 about mitigating the impact and unavoidable, but there is
19 I think another way to do that, which is to scope the
20 project with actually -- I get a little lost as to whether
21 you're using LOS or VMT on the measuring this, but it
22 seems to me that to have at least one of the alternatives
23 look at what would it need to look at where there will be
24 no net gain in VMT or no net gain in parking for that
25 project and what pressures would that

1 put on the transportation land management program.

2 We get at the same issue, and it raises the
3 question that's implied about employment, which is
4 concern about increase in -- in traffic coming into the
5 region.

6 So one way to look at this is to essentially
7 say how do you figure out what that net is with coming
8 traffic coming in, those 800 plus parking spaces are
9 right now and what it would look like at the increase.

10 I really appreciate the work that's been done
11 to reduce the scope of the parking garage. I recognize
12 that the scope has been reduced by some dimension, which
13 means there has to be some cost/benefit analysis at play.

14 It seems to me there should be some alternative
15 to look at net gain and those should be in the mix.

16 And I would point out that -- Miss Jones'
17 comments. I think some of her comments are in what I
18 believe you look at as cumulative impact, how you design
19 it over time, and to the negative environmental impact in
20 the community and air pollution, there is a -- in
21 addition to air pollution in sort of the broader
22 community, air pollution problems are highly localized
23 and we've got the freeway that is right there.

24 So it's interesting to me that there's a
25 conversation with school and outdoor recreation areas,

1 which are in a park which is in close proximity to the
2 freeway without taking a look at what the air pollution
3 is there and locally healthy for students to be
4 exercising.

5 Similar questions about Paseo which goes right
6 up against the freeway. Of course right across from
7 Dumbarton rail corridor is Kelly Park, which is a whole
8 other question.

9 Nobody's ever looked at localized air
10 pollution. It does seem to me that if there's actually
11 air pollution issues in association with park, the
12 community might want to know about that. So that would
13 be another.

14 So those would be my pieces of comment into the
15 EIR for consideration, take a look at that in particular
16 and also the redevelopment alternatives going forward.

17 MS. CHAPMAN: Thank you.

18 CHAIRPERSON: This is Commissioner comments on
19 the EIR scope. Are there any other additional
20 Commissioner comments?

21 Seeing no other Commissioner comments, I will
22 close this portion of the public hearing specifically as
23 it relates to the EIR Scoping Session.

24 Thomas -- excuse me. Kyle or Tom, anything you
25 want to add at this point before I close?

1 MR. SMITH: No. I think that's sufficient
2 information for us to work from.

3 CHAIRPERSON BARNES: Fantastic. Okay. So
4 that's the close of the EIR Scoping Session, and then
5 from here, we will progress to the Project Proposal Study
6 Session which transitions specifically about the project
7 itself.

8 (The record closed at 8:25 PM).

9 ---o0o---

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 STATE OF CALIFORNIA)

1 COUNTY OF SAN FRANCISCO)

2

I, the undersigned, hereby certify that the discussion in the foregoing meeting was taken at the time and place therein stated; that the foregoing is a full, true and complete record of said matter.

3

4

5

6

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing meeting and caption named, or in any way interested in the outcome of the cause named in said action.

7

8

9

10

11

12

13

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of _____, 2019.

14

15

16

17

MARK I. BRICKMAN CSR 5527

18

19

20

21

22

23

24

25

MEMORANDUM

To: Mayor and Members of the Menlo Park City Council and Boards and Commissions

CC: Starla Jerome-Robinson, City Manager
Nick Pegueros, Assistant City Manager
Justin Murphy, Deputy City Manager
Mark Muenzer, Director Community Development

From: William McClure, City Attorney
Cara Silver, Assistant City Attorney

Date: May 13, 2019

Re: New Real Property Conflict of Interest Regulation

The Fair Political Practices Commission (FPPC) recently updated the real property conflict of interest regulation. The new regulation went into effect on March 22, 2019 and applies to all public officials involved in the decision making process. The changes primarily affect ownership of real property interests and establish different criteria depending on whether the official's parcel ("Official's Parcel") is located within 500 feet, 500-1000 feet or 1000 feet or more of the property involved in the government decision.

This particular regulation has undergone several different changes in the past few years. Prior to 2015, Regulation 18702.2 contained a bright-line rule which presumed if the Official's Parcel was more than 500 feet from the property subject of the decision, the impact was not material unless there were specific circumstances indicating an effect on the property. In 2015, however, the FPPC eliminated the bright-line rule in favor of a more comprehensive analysis of all potential effects on real property interests. Under this approach, the official was required to conduct a comprehensive examination of all potential effects on the Official's Parcel, even when the parcel was a considerable distance from the property subject of the decision. Many criticized this approach as being overly complicated and subjective. The current amendments to Regulation 18702.2 restore the bright-line rule by allowing an official to participate in a decision if the Official's Parcel is a sufficient distance from the property subject to the decision. Most significantly, if the Official's Parcel is more than 1,000 feet from the property subject of the decision, the official would be allowed to participate in the decision unless there is clear and convincing evidence the decision will have a measurable impact on the Official's Parcel.

This memo summarizes the new regulation which is also attached for reference.

Background

Under the Political Reform Act, public officials may not make, participate in making, or attempt to use their official positions to influence a governmental decision in which they know or have reason to know that they have a disqualifying interest. A public official has a disqualifying interest if the governmental decision at issue will have a reasonably foreseeable, material effect on the official's financial interests. (Government Code 87103; FPPC Regulation 18700(a).) To determine whether a financial interest is "material" depends on the type of financial interest involved. Recently, the FPPC amended the standard for determining whether a decision will have a *material* effect on a public official's interest in real property.

Interests in real property are divided into ownership and leasehold interests. The most significant change amends the materiality standard for decisions that affect ownership interests in real property.

Summary of New Ownership Standard

The new regulation divides ownership interests into three separate categories: (1) governmental decisions involving property within 500 feet of the Official's Parcel; (2) decisions involving property within 500 to 1,000 feet of the Official's Parcel and (3) decisions involving property more than 1,000 feet from the Official's Parcel.

For decisions involving property within 500 feet of the Official's Parcel, there is now a presumption that the decision will have a material impact on the official's interest. This presumption can be rebutted by "clear and convincing evidence" that the decision will not have any measurable impact on the Official's Parcel.¹

For decisions involving property located between 500 and 1,000 feet from the Official's Parcel, whether the decision creates a conflict now depends on a number of factors. Under the revised regulation, a decision will have a material impact on the Official's Parcel if it would change the parcel's development potential, income-producing potential, highest and best use, market value, or, if it would change the parcel's "character by substantially altering traffic levels, intensity of use, parking, view, privacy, noise levels, or air quality." (FPPC Regulation 18702.2 (a).)

Finally, there is now a presumption that a decision involving property 1,000 feet or more from the Official's Parcel will not have a material impact on the official's interest. Like the first category, this presumption can be rebutted with clear and convincing

¹ The old regulation divided ownership interests into two categories. If the Official's Parcel was located within 500 feet of the property involved in the decision, the official could not participate in the decision unless they received a clearance letter from the FPPC. If the Official's Parcel was located more than 500 feet, the official was required to apply six criteria to determine whether the real property interest was material enough to warrant recusal. As some of the criteria were subjective, oftentimes the old regulation was difficult for officials to implement without legal guidance.

evidence that the decision would in fact have a substantial impact on the Official's Parcel.

Other materiality factors governing ownership interests

The new regulation does not impact the other materiality factors relating to real property ownership interests. Thus, a local official would still meet the materiality standard if the decision directly involves property owned by the official in the following ways:

- Involves adoption or amendment of a development plan applicable to the parcel;
- Affects the parcel's zoning (other than a zoning decision applicable to all properties designated in that category);
- Imposes, repeals or modifies taxes, fees or assessments applicable to the parcel;
- Authorizes the sale, purchase, or lease of the parcel
- Involves the issuance, denial or revocation of a license, permit or other land use entitlement authorizing a specific use of or improvement to the parcel; or
- Involves construction of, or improvements to, streets, utilities or similar facilities and the parcel will receive new or improved services that provide a benefit or detriment disproportionate to other properties receiving the services

(FPPC Regulation 18702.2 (a).)

Leasehold Standard

Leasehold interests in real property are analyzed differently than ownership interests. As a threshold matter, month-to-month leaseholds (or shorter) are not considered real property interests for purposes of the Political Reform Act.² (FPPC Regulation 18233.) For leasehold interests, the regulation does not contain a buffer rule. Instead, officials who lease property must apply several criteria to determine whether their particular leasehold interest is material relative to the government decision. The leasehold interest will be deemed material if any of the following criteria apply:

1. Changes the termination date of lease;
2. Increases or decreases the potential rental value of the property
3. Changes the official's actual or legally allowable use of the property
4. Impacts the officials' use and enjoyment of the property.

(FPPC Regulation 18702.2 (c).)

Exceptions to Recusal

Like the old regulation, the new regulation specifies that an official's financial interest is not material (allowing the official to participate) under the following circumstances:

- The decision solely concerns repairs, replacements or maintenance of existing streets, water, sewer storm drainage or similar facilities;

² An official who has a month-to-month tenancy may still be precluded from participating in a decision if the official or the official's immediate family members (i.e. spouse, domestic partner or dependent children) would receive a measurable gain or loss to their personal finances. (FPPC Regulation 18702.5.)

- The decision solely concerns the adoption or amendment of a general plan and the decision only relates to policy and further action is needed to implement such policy;
- The decision does not concern an identifiable parcel or development project; or
- The decision does not concern the agency's prior, concurrent, or subsequent action on a permit, license, zoning action or land use ordinance or specific plan.

Public Generally Exception

In addition, officials who may have a conflict under either the ownership or leasehold rules, may be able to participate in the decision under the "public generally" exception. Under this exception, disqualification will not be required if the effect on the public official's financial interest is indistinguishable from the decision's effect on the financial interests of the public generally. (FPPC Regulation 18703.) In order to use this exception, the official must be able to demonstrate two core elements. First, the governmental decision must affect a "significant segment" of the public in the jurisdiction of the public agency.³ Second, the governmental decision's effect on the official's financial interest must not be unique as compared to the effect on the significant segment.

Implementation

To implement the new regulation, staff would create maps indicating both a 500 foot and a 1,000 foot radius around each parcel owned by a public official to help them identify when a public official might have a disqualifying conflict of interest.

As always, our office is available to discuss particular issues. The FPPC advice line is also available as a resource at 800-ASK-FPPC.

³ A significant segment of the public is "at least 25 percent of" any of the following:

- All businesses or non-profit entities within the official's jurisdiction;
- All real property, commercial real property, or residential real property within the official's jurisdiction; or
- All individuals within the official's jurisdiction. (Regulation 18703(b)).

1 Amend 2 Cal. Code Regs., Section 18702.2 to read:

2 **§ 18702.2. Materiality Standard: Financial Interest in Real Property.**

3 (a) ~~Except as provided in subdivision (c) below, the~~ The reasonably foreseeable financial
4 effect of a governmental decision (~~listed below in (a)(1) through (a)(12))~~ on a parcel of real
5 property in which an official has a financial interest, other than a leasehold interest, is material
6 whenever the governmental decision:

7 (1) Involves the adoption of or amendment to a development plan or criteria applying to
8 ~~general (except as provided below) or specific plan, and the parcel is located within the proposed~~
9 ~~boundaries of the plan;~~

10 (2) Determines the parcel's zoning or rezoning, ~~(other than a zoning decision applicable~~
11 ~~to all properties designated in that category);~~ annexation or de-annexation, ~~or;~~ inclusion in or
12 exclusion from any city, county, district, or ~~other~~ local government subdivision; or other
13 boundaries, other than elective district boundaries ~~as determined by the California Citizen's~~
14 ~~Redistricting Commission or any other agency where the governmental decision is to determine~~
15 ~~boundaries for elective purposes;~~

16 (3) Would impose, repeal, or modify any taxes, fees, or assessments that apply to the
17 parcel;

18 (4) Authorizes the sale, purchase, or lease of the parcel;

19 (5) Involves the issuance, denial or revocation of a license, permit or other land use
20 entitlement authorizing a specific use of or improvement to the parcel or any variance that
21 changes the permitted use of, or restrictions placed on, ~~that real~~ the property. ~~For purposes of this~~
22 ~~paragraph, any financial effect resulting from a governmental decision regarding permits or~~
23 ~~licenses issued to the official's business entity when operating on the official's real property shall~~

1 ~~be conclusively analyzed under Regulation 18702.1, rather than this paragraph, without any~~
2 ~~separate consideration for any material financial effects on the official's real property as a result~~
3 ~~of the decision;~~

4 (6) ~~Involves construction of, or improvements to, streets, water, sewer, storm drainage or~~
5 ~~similar facilities, and the parcel in which the official has an interest will receive new or improved~~
6 ~~services that provide a benefit or detriment disproportionate to other properties receiving the~~
7 ~~services are distinguishable from improvements and services that are provided to or received by~~
8 ~~other similarly situated properties in the official's jurisdiction or where the official will otherwise~~
9 ~~receive a disproportionate benefit or detriment by the decision;~~

10 (7) ~~Involves property located 500 feet or less from the property line of the parcel unless~~
11 ~~there is clear and convincing evidence that the decision will not have any measurable impact on~~
12 ~~the official's property; or~~

13 (8) ~~Involves property located more than 500 feet but less than 1,000 feet from the~~
14 ~~property line of the parcel, and the decision would change the parcel's:~~

15 (7) (A) ~~Would change the development Development potential of the parcel of real~~
16 ~~property;~~

17 (8) (B) ~~Would change the income Income producing potential of the parcel of real~~
18 ~~property. However, if the real property contains a business entity, including rental property, and~~
19 ~~the nature of the business entity remains unchanged, the materiality standards under Regulation~~
20 ~~18702.1 applicable to business entities would apply instead;~~

21 (9) (C) ~~Would change the highest Highest and best use of the parcel of real property in~~
22 ~~which the official has a financial interest;~~

1 ~~(10) (D) Would change the character~~ Character ~~of the parcel of real property by~~
2 substantially altering traffic levels, ~~or~~ intensity of use, including parking, ~~of property surrounding~~
3 ~~the official's real property parcel, the view, privacy, noise levels, or air quality, including odors,~~
4 ~~or any other factors that would affect the market value of the real property parcel in which the~~
5 ~~official has a financial interest; or~~

6 ~~(11) Would consider any decision affecting real property value located within 500 feet of~~
7 ~~the property line of the official's real property, other than commercial property containing a~~
8 ~~business entity where the materiality standards are analyzed under Regulation 18702.1.~~
9 ~~Notwithstanding this prohibition, the Commission may provide written advice allowing an~~
10 ~~official to participate under these circumstances if the Commission determines that there are~~
11 ~~sufficient facts to indicate that there will be no reasonably foreseeable measurable impact on the~~
12 ~~official's property; or~~

13 ~~(12) (E) Would cause a reasonably prudent person, using due care and consideration~~
14 ~~under the circumstances, to believe that the governmental decision was of such a nature that its~~
15 ~~reasonably foreseeable effect would influence the market~~ Market ~~value of the official's property.~~

16 (b) The financial effect of a governmental decision on a parcel of real property in which
17 an official has a financial interest involving property 1,000 feet or more from the property line of
18 the official's property is presumed not to be material. This presumption may be rebutted with
19 clear and convincing evidence the governmental decision would have a substantial effect on the
20 official's property.

21 ~~(b) (c) Leasehold Interests. Except as provided in subdivision (c) below, the~~ The
22 reasonably foreseeable financial effects of a governmental decision on any real property in which

1 a governmental official has a leasehold interest as the lessee of the property is material only if
2 the ~~whenever~~ governmental decision will:

- 3 (1) Change the termination date of the lease;
- 4 (2) Increase or decrease the potential rental value of the property;
- 5 ~~(3) Increase or decrease the rental value of the property, and the official has a right to~~
- 6 ~~sublease the property;~~
- 7 ~~(4) (3) Change the official's actual or legally allowable use of the real property; or~~
- 8 ~~(5) (4) Impact the official's use and enjoyment of the real property.~~
- 9 ~~(e) (d) Exceptions. The financial effect of a governmental decision on a parcel of real~~

10 property in which an official has a financial interest is not material if: ~~Exceptions:~~

11 (1) The decision solely concerns repairs, replacement or maintenance of existing streets,
12 water, sewer, storm drainage or similar facilities.

13 (2) The decision solely concerns the adoption or amendment of a general plan and all of
14 the following apply:

15 (A) The decision only identifies planning objectives or is otherwise exclusively one of
16 policy. A decision will not qualify under this subdivision if the decision is initiated by the public
17 official, by a person that is a financial interest to the public official, or by a person representing
18 either the public official or a financial interest to the public official.

19 (B) The decision requires a further decision or decisions by the public official's agency
20 before implementing the planning or policy objectives, such as permitting, licensing, rezoning, or
21 the approval of or change to a zoning variance, land use ordinance, or specific plan or its
22 equivalent.

1 (C) The decision does not concern an identifiable parcel or parcels or development
2 project. A decision does not “concern an identifiable parcel or parcels” solely because, in the
3 proceeding before the agency in which the decision is made, the parcel or parcels are merely
4 included in an area depicted on a map or diagram offered in connection with the decision,
5 provided that the map or diagram depicts all parcels located within the agency's jurisdiction and
6 economic interests of the official are not singled out.

7 (D) The decision does not concern the agency's prior, concurrent, or subsequent approval
8 of, or change to, a permit, license, zoning designation, zoning variance, land use ordinance, or
9 specific plan or its equivalent.

10 ~~(d)~~ (e) Definitions. The definitions below apply to this regulation:

11 (1) A decision “solely concerns the adoption or amendment of a general plan” when the
12 decision, in the manner described in Sections 65301 and 65301.5, grants approval of, substitutes
13 for, or modifies any component of, a general plan, including elements, a statement of
14 development policies, maps, diagrams, and texts, or any other component setting forth
15 objectives, principles, standards, and plan proposals, as described in Sections 65302 and 65303.

16 (2) “General plan” means “general plan” as used in Sections 65300, et seq.

17 (3) “Specific plan” or its equivalent means a plan adopted by the jurisdiction to meet the
18 purposes described in Sections 65450, et seq.

19 (4) Real property in which an official has a financial interest does not include any
20 common area as part of the official's ownership interest in a common interest development as
21 defined in the Davis-Stirling Common Interest Development Act (Civil Code Sections 4000
22 et seq.)

- 1 Note: Authority cited: Section 83112, Government Code. Reference: Sections 87100, 87102.5,
- 2 87102.6, 87102.8 and 87103, Government Code.



STAFF REPORT

Planning Commission

Meeting Date:

6/24/2019

Staff Report Number:

19-046-PC

Choose an item.

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

Recommendation

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

Policy Issues

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

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

Background

Site location

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

Analysis

Previous Planning Commission review

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

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

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

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

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

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

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

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

Project description

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

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

provide stylistically typical wall transitions.

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

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

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

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

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

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

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

Design and materials

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

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

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

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

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

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

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

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

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

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

Variance

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

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

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

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

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

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

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

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

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

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

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

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

Parking and circulation

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

Table 2: Comparison of Parking Rates

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

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

Trash and recycling enclosure

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

Signage

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

Trees and landscaping

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

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

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

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

Table 3: Heritage Trees Proposed for Removal				
Tree #	Species	Location	Status	City Arborist Evaluation and Reason for Removal
1	Valley Oak	Front of hotel	Proposed for removal	Proposed construction (reason #2)
2	Valley Oak	Mid-rear half of lot	Proposed for removal	Poor condition (reason #1)
11	Monterey Pine	Along rear property line	Removed	Poor condition (reason #1)
12	Monterey Pine	Along rear property line	Removed	Poor condition (reason #1)
13	Monterey Pine	Along rear property line	Proposed for removal	Poor condition (reason #1)
14	Monterey Pine	Along rear property line	Proposed for removal	Poor condition (reason #1)
16	Glossy Pivet	Along rear property line	Proposed for removal	Low long-term value (reason #4)
19	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
20	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
21	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
22	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
23	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)
24	Hollywood Juniper	Access drive to Buckthorn	Removed	N/A (Removed without permit)

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

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

Below Market Rate (BMR) Housing Agreement

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

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

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

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

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

Public benefit proposal

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

Financial analysis

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

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

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

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

Correspondence

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

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

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

Conclusion

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

Impact on City Resources

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

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

Environmental Review

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

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

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

Specific Plan Maximum Allowable Development

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

Residential uses: 680 units; and

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

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

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

revised to account for the net changes as follows:

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

Public Notice

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

Attachments

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

Report prepared by:
Corinna Sandmeier, Senior Planner

Report reviewed by:
Kyle Perata, Principal Planner

THIS PAGE INTENTIONALLY LEFT BLANK

1704 El Camino Real– Attachment A: Recommended Actions

LOCATION: 1704 El Camino Real	PROJECT NUMBER: PLN2016-00085	APPLICANT: Sagar Patel	OWNER: Sagar Patel
<p>PROPOSAL: Architectural Control, Variance, Sign Review and Below Market Rate (BMR) In-Lieu Fee Agreement/Sagar Patel/1704 El Camino Real: Request for architectural control approval to demolish an existing hotel and construct a new 70-room hotel consisting of three stories with below grade parking in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project includes a variance request to permit reduced floor-to-floor height on the first floor. In addition, the applicant is requesting sign review, including review of a shared monument sign located on 1706 El Camino Real, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement. The proposal also includes a request for a Public Benefit Bonus, with the benefit consisting of Transient Occupancy Tax (TOT) revenue. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.</p>			
DECISION ENTITY: Planning Commission	DATE: June 24, 2019	ACTION: TBD	
VOTE: TBD (Barnes, DeCardy, Doran, Kennedy, Riggs, Strehl, and Tate)			
<p>ACTION:</p> <ol style="list-style-type: none"> 1. Make findings with regard to the California Environmental Quality Act (CEQA) that the proposal is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012. Specifically, make findings that: <ol style="list-style-type: none"> a. A checklist has been prepared detailing that no new effects could occur and no new mitigation measures would be required (Attachment N). b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment O), which is approved as part of this finding. c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 29,228 square feet of non-residential uses, accounting for the project's net share of the Plan's overall projected development and associated impacts. 2. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval: <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 I). 			

1704 El Camino Real– Attachment A: Recommended Actions

3. Make the following findings as per Section 16.82.340 of the Zoning Ordinance pertaining to the granting of the variance:
 - a. A hardship peculiar to the property and not created by any act of the current property owner exists. The parcel is setback approximately 130 feet from El Camino Real and including a 15-foot first floor, floor to ceiling height would not add visual interest along the street but it would impact neighboring properties by raising the height of the proposed hotel.
 - b. The proposed variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity, and the variance would not constitute a special privilege of the recipient not enjoyed by neighbors. In this case, the location of the parcel is unique, both due to its setback from El Camino Real and its location surrounding residential properties, and the variance allows for a commercial development with reduced impacts to the neighboring, residential properties.
 - c. The granting of the variance will not be materially detrimental to the public health, safety, or welfare, or will not impair an adequate supply of light and air to adjacent property. Except for the requested variance, the subdivision will conform to all other requirements of the Zoning Ordinance. The requested variance would allow additional supply of light and air to adjacent properties by lowering the overall height of the proposed hotel. Except for the requested variance, the proposed hotel would conform to all other requirements of the ECR NE-L sub-district of the Specific Plan.
 - d. The conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification. The conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification due to the unique location of this property.
 - e. The condition upon which the requested variance is based is an unusual factor that was not anticipated or discussed in detail during any applicable Specific Plan process. Although the parcel is located within the El Camino Real/Downtown Specific Plan, panel types of lots were not discussed during the Specific Plan process.
4. Make findings that the signs are appropriate and compatible with the business and signage in the general area and that the use of red in the signs greater than 25 percent of the sign area is appropriate based on the sign design and location.
5. Approve the Below Market Rate Housing Agreement (Attachment K) in accordance with the City's Below Market Rate Housing Program, subject to final review and approval by the City Attorney.
6. Approve the Architectural Control, Variance, and Sign Review subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans prepared by RYS Architects, consisting of 50 plan sheets, dated received June 14, 2019 and approved by the Planning Commission on June 24, 2019, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.
 - b. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, California Water Company and utility companies' regulations that are directly applicable to the project.

- d. Prior to building permit issuance, the Applicant shall submit a finalized version of the Stormwater Control Plan, which shall provide stormwater treatment for the entire project site pursuant to the latest regulations specified in the San Mateo County C.3 Technical Guidance Manual, subject to review and approval of the Engineering Division. The Stormwater Control Plan shall include a written report identifying existing and proposed project conditions, and all applicable source controls, and mitigation measures (i.e. bioretention areas, flow through planters, etc.) implemented to meet NPDES compliance.
- e. Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP), subject to review and approval of the Engineering Division. BMP plan sheets are available electronically for inserting into Project plans.
- f. Prior to building permit issuance, the applicant shall submit a plan for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, and 5) tree protection fencing. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.
- g. Prior to building permit issuance, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades. The plan shall include construction phasing and anticipated method of traffic handling for each phase.
- h. Prior to building permit issuance, the Applicant shall submit a draft “Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement” with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall also include operation and maintenance of the stormwater treatment facility on Garwood Way including curb gutter and retaining walls. The agreement shall be recorded and documentation shall be provided to the City prior to final inspection.
- i. Prior to building permit issuance, the applicant shall submit a Grading and Drainage Plan for review and approval by the Engineering Division. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report will be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be 5% minimum for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3. Discharges from the garage ramp and underground parking areas are not allowed into the storm drain system. Discharge must be treated with an oil/water separator and must connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District.
- j. Prior to building permit issuance, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements. All public

1704 El Camino Real– Attachment A: Recommended Actions

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

- k. Prior to building permit issuance, the Applicant shall submit joint trench drawings showing all applicable on-site lateral connections to overhead electric, fiber optic, and communication lines as undergrounded. The joint trench drawings shall be subject to review and approval of the Engineering Division.
- l. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths and recorded on the improvement plans, submitted for Engineering Division review and approval.
- m. Prior to building permit issuance, Applicant shall submit plans to remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for the review and approval of the Engineering Division.
- n. Prior to building permit issuance, Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.
- o. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering, and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.
- p. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of mulch onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction.
- q. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division, prior to Final Occupancy.
- r. Street trees and heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations of the arborist report prepared by Arbor Resources, dated revised March 13, 2019.
- s. Prior to building permit issuance, Applicant shall submit a heritage street tree preservation plan, detailing the location of and methods for all tree protection measures.
- t. Prior to building permit issuance, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule.

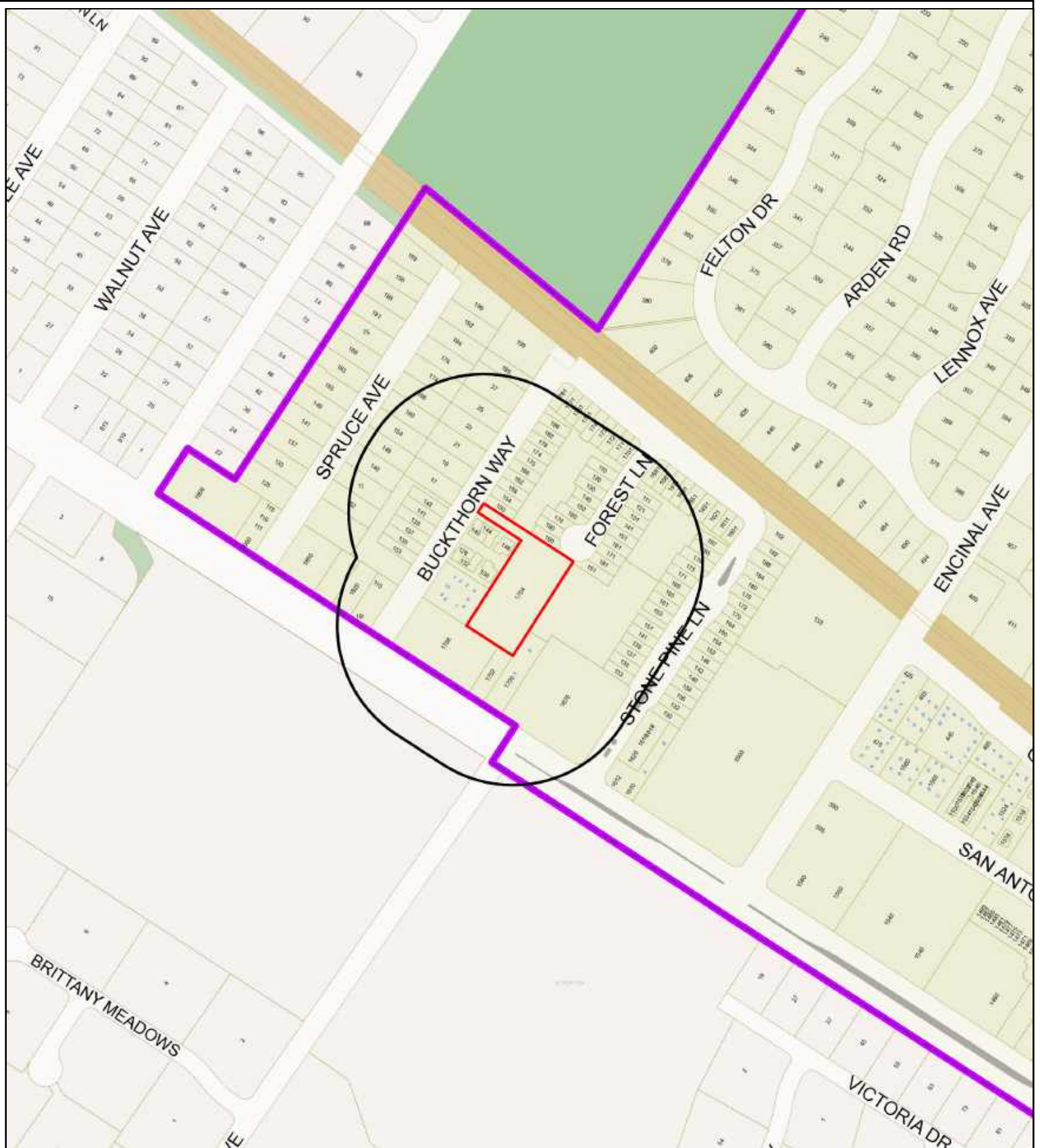
1704 El Camino Real– Attachment A: Recommended Actions

- u. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a lighting plan, providing the location, architectural details and specifications for all exterior lighting subject to review and approval by the Planning Division.
 - v. Simultaneous with the submittal of a complete building permit application, a design-level geotechnical investigation report shall be submitted to the Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage.
 - w. Prior to building permit issuance, the Applicant shall submit a Geotechnical Report detailing on- and off-site soils conditions in preparation for the proposed tie-backs, subject to review and approval of the Building and Engineering Divisions.
 - x. A complete building permit application will be required for any remediation work that requires a building permit. No remediation work that requires approval of a building permit shall be initiated until the applicant has received building permit approvals for that work. All building permit applications are subject to the review and approval of the Building Division.
 - y. Prior to building permit issuance, all public right-of-way improvements, including frontage improvements, and the dedication of private easements, shall be completed to the satisfaction of the Engineering Division and recorded with the County of San Mateo prior to building permit final inspection.
 - z. Simultaneous with the submittal of a complete building permit, the Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board under the Construction Activities Storm Water General Permit (General Permit). The NOI indicates the Applicant's intent to comply with the San Mateo Countywide Stormwater Pollution Prevention Program, including a Storm Pollution Prevention Plan (SWPPP). The Applicant shall hire a state licensed Qualified Stormwater Developer (QSD) to prepare the NOI and SWPPP for the proposed grading and submit a finalized version of the documents to the Engineering Division.
 - aa. Simultaneous with the submittal of a complete building permit application, the Applicant shall provide documentation indicating the amount of irrigated landscaping, subject to review and approval of the Engineering Division. The project is subject to the City' Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44). Submittal of a detailed landscape plan is required concurrently with the submittal of a complete building permit application. The landscaping shall be installed prior to final building inspection.
 - bb. Prior to final inspection, the Applicant shall submit a landscape audit report to the Public Works Department.
 - cc. All Agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to final inspection, subject to review and approval of the Engineering Division.
7. Approve the Architectural Control, Variance, and Sign Review subject to the following **project-specific** conditions:
- a. The applicant shall address all Mitigation Monitoring and Reporting Program (MMRP) requirements as specified in the MMRP (Attachment O). Failure to meet these requirements

1704 El Camino Real– Attachment A: Recommended Actions

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

- b. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated LEED Checklist, subject to review and approval of the Planning Division. The Checklist shall be prepared by a LEED Accredited Professional (LEED AP). The LEED AP should submit a cover letter stating their qualifications, and confirm that they have prepared the Checklist and that the information presented is accurate. Confirmation that the project conceptually achieves LEED Silver certification shall be required before issuance of the building permit. Prior to final inspection of the building permit or as early as the project can be certified by the United States Green Building Council, the project shall submit verification that the development has achieved final LEED Silver certification.
- c. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a full shoring plan subject to review and approval of the Planning and Building Divisions.
- d. Prior to issuance of each building permit, the applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058.
- e. Prior to commencing any work within the right-of-way or public easements, the Applicant shall obtain an encroachment permit from the appropriate reviewing jurisdiction.
- f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated landscape plan showing the fence heights, materials, and locations consistent with Sheet A2 and the project description letter.
- g. Prior to issuance of building permit, the applicant shall submit the El Camino Real/Downtown Specific Plan Preparation Fee, which is established at \$1.13/square foot for all net new development. For the subject proposal, the fee is estimated at \$33,027.64 (\$1.13 x 29,228 net new square feet).
- h. The Transportation Impact Fee (TIF) is estimated to be \$80,818.08. This was calculated by multiplying \$1,924.24 by 42 net new hotel rooms. Please note this fee is updated annually on July 1st based on the Engineering News Record Bay Area Construction Cost Index. Fees are due before a building permit is issued.
- i. The City has adopted a Supplemental Transportation Impact Fee for the infrastructure required as part of the El Camino Real / Downtown Specific Plan. The fee is calculated at \$398.95 per PM peak hour vehicle trip. The proposed projects is subject to a Supplemental TIF of \$3,590.55 for a total 9 PM peak hour trips. Payment is due before a building permit is issued and the supplemental TIF will be updated annually on July 1st along with the TIF.



City of Menlo Park
 Location Map
 1704 El Camino Real



Scale: 1:3,600

Drawn By: CDS

Checked By: CDS

Date: 6/24/2019

Sheet: 1

Hampton Inn by Hilton

Developer: Sagar Patel
1704 El Camino Real

June 12, 2019

Project Description

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

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

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

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

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

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

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

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

Sagar Patel

Owner & Applicant

Jim Rato, Architect

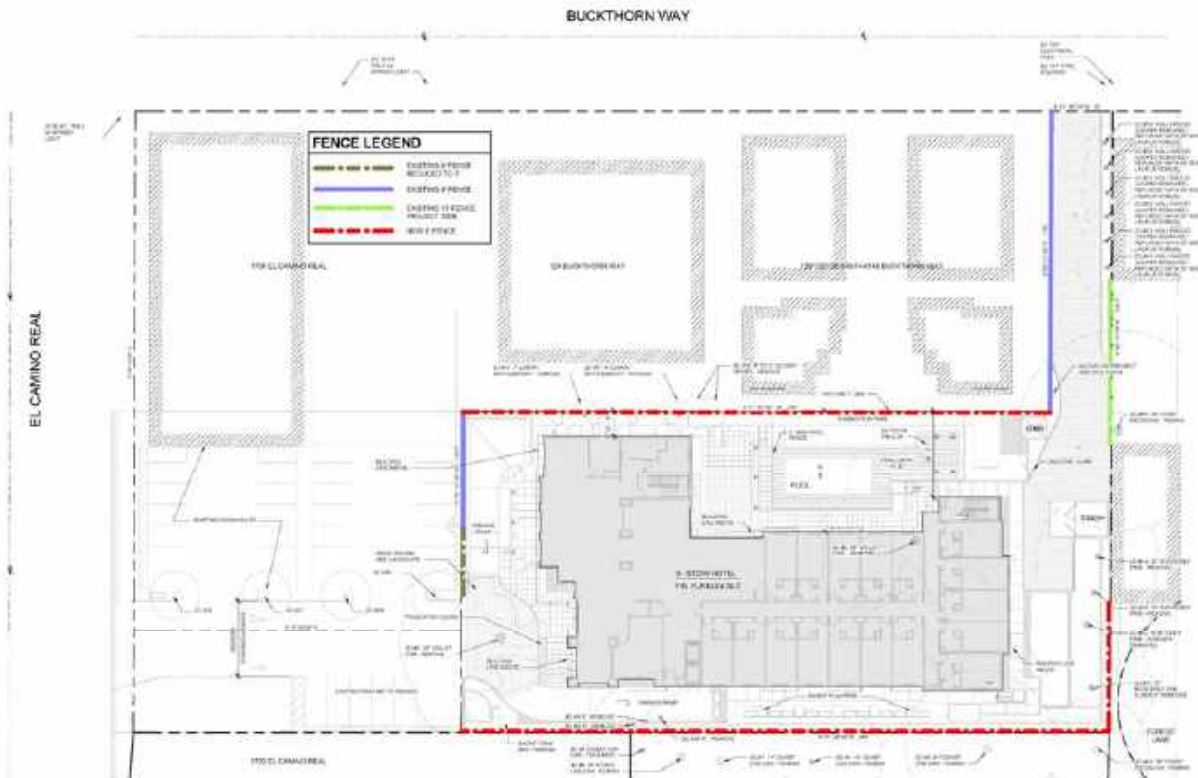
RYS Architects

Attachment: Response to some recent email comments from neighbors

Response to email comments from neighbors:

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

1. Rooftop terrace: what originally was occupied by 5 guestrooms at the southeast corner has been revised as a rooftop terrace. This helps bring down the building mass and minimizes the views of hotel guests from the third floor to the adjacent residential areas. Removal of these rooms offer no benefit to the applicant due to the insistence of neighbors that this terrace be off limits to guest use. He will absorb the loss of revenue and loss of a potentially pleasant gathering space but feel justified in asking the neighbors for a little return by letting a room be reinstated – a room whose window is redirected to the south to preserve neighbor privacy and its easterly wall at 57' from the east property line. The neighbors' view of this building corner had already been minimized due to the larger than required setback (39' versus required 20'), the addition of a deck trellis with vine planting to block view of the roofline, the existing 15' high public sidewalk trees, the existing solid fence and the addition of two rows of new replacement heritage trees (36" box). These view obstructing elements will render the one reinstated guestroom virtually invisible.
2. Fencing: The applicant agrees to provide 8' high solid wood fence with no lattice work at the areas shown in the illustration below. There are some existing, already-high fence work that does not make sense to replace (solid plaster fences built by neighbors and 26' tall blank building walls).



3. Drainage: site drainage will comply with city requirements to direct surface water to areas within the site boundaries. Civil engineering drainage drawings already show this. The applicant will continue to accommodate the additional water to be drained coming from the easterly neighbors' existing 26' tall blank walls.
4. Building Color: the applicant believes that the proposed, slightly toned-down white color is in keeping with the architectural style. He strongly prefers to stay with this color. Alternate colors have been submitted.
5. Lighting: the site lighting has no pole-mounted lighting that will spill light onto adjacent properties, as is required by city lighting codes. Most of the fixtures in the open landscaped areas are either waist-high bollards or low, wall-imbedded path lighting. The fixtures shown in the lighting plan include utilitarian light fixtures that will be mounted in areas not seen by neighbors, such as in the garage. A minimum number of fixtures are shown enough to comply with life safety light level requirements and also to anticipate a fuller more mature landscaping that will partially obstruct the path lighting.
6. Transformer: the utility company of the area requires the project to draw power from Buckthorn Way. As required, transformers are to be as close as possible to the street and be readily accessible by a maintenance truck on the driveway. Fire department requirements doesn't allow other obstructions in that 25' wide driveway. As is already in the existing hotel, all utilities (electrical, water, sewer & storm, etc.) are routed via the 25' wide driveway off of Buckthorn. The proposed location is the safest and most compliant to the utility company & fire department requirements.
7. Potential alley disturbance: the applicant will work with the city and its waste removal provider for scheduling of recurring waste pickups. Hotel operations also requires noise-generating activities to happen during non-sleeping hours, as much as practicable.



Request for Variance

PLN2016-00085
Hampton Inn Hotel
1704 El Camino Real

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

1. The project sits in a “flag” property where none of the property lines touches the El Camino Real right-of-way. The owner has an ingress-egress easement with his neighbors whose lots front on El Camino Real. The site is about 130 feet east of El Camino Real. Given this location, it seems the 15-foot second floor height requirement should qualify for a variance to be lowered to 13 feet. The home owner associations that surround the project have been working with the applicant to lower the building height even as the building complies with height limits. The various HOAs has stated that they would support a variance to lower this height requirement.
2. Making the ground floor height two feet lower that the required height is does not significantly reduce the perception of a highly visible transparent activated space due to the distance of building from the El Camino Real right-of-way. The distance of 2 feet at 130 feet away is not easily perceived, especially from viewers who are mostly driving. We do not believe that lowering the height will significantly put our neighbors fronting El Camino at a disadvantage.
3. Lowering the height will actually improve the structural stability of the building and improve the supply of light and air to all the adjacent properties.
4. Since the vast majority of properties within the same or similar zoning along El Camino actually abuts its right-of-way line this request for a variance is very specific to the unusual location of this site.
5. The unusual location of this “flag” property relative to the street for which the height requirement makes most sense is not specifically addressed in the zoning ordinance probably because of its rare occurrence.

Sagar Patel, owner & applicant
Red Cottage Inn

Jim Rato, Architect
RYS Architects

VICINITY MAP



HAMPTON INN BY HILTON MENLO PARK

BY SAGAR PATEL

BY HAMPTON INN PROTOTYPE VERSION 7.0 DATED, DATED JANUARY 2014

PROJECT DIRECTORY

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

ARCHITECT:
ROBERT SAUVAGEAU
RYS ARCHITECTS, INC.
10 MONTEREY BLVD.
SAN FRANCISCO, CA 94131
(415) 941-9090
rbs@rysarchitects.com

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

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

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

LANDSCAPE:
TOM HOLLOWAY
KLA, INC.
151 NORTH NORLIN STREET
SONORA, CA 95370
(209) 532-2858
tom@kla-ca.com

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

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

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

SITE ANALYSIS

A.P.N.:	060343790	PARKING	
ADDRESS:	1704 EL CAMINO REAL MENLO PARK, CA 94027	1.25 CAR PER ROOM 70 ROOMS X 1.25 = 88 PARKING PROVIDED 56 3 ACCESSIBLE SPACES 6 CLEAN AIR SPACES	1 BIKE SPACE PER 20 ROOMS 70 ROOMS / 20 = (3.5) 4 SHORT TERM BIKE PARKING PROVIDED 4 LONG TERM BIKE PARKING PROVIDED 4
EXISTING ZONE:	ECR-N-E1 EL CAMINO REAL DOWNTOWN SPECIFIC PLAN	9 EV SPACES PROVIDED OF WHICH 6 ARE EVSE SPACES	VALET SYSTEM ACCOMMODATES 70 CARS
TYPES OF OCCUPANCY:	R-1 / B / A-2		
PROPOSED OF USE:	VISITOR ACCOMMODATION: SELECT-SERVICE HOTEL		
NO. OF STORIES:	3 LEVELS ABOVE GRADE		
PARKING PROVIDED:	56 VEHICLE SPACES		

BUILDING AREA			ROOM MIX				
LEVEL	GROSS	FLOOR AREA	TYPE	LEVEL	TOTAL		
GARAGE	26,031.27 S.F.	1,409.12 S.F.		FIRST	SECOND	THIRD	
FIRST FLOOR	13,618.81 S.F.	13,346.98 S.F.	KING	2	5	4	11
SECOND FLOOR	13,923.90 S.F.	13,570.67 S.F.	ACC. KING	-	2	1	3
THIRD FLOOR	12,015.49 S.F.	11,677.41 S.F.	ACC. KING SUITE	-	-	-	-
TOTAL	65,589.47 S.F.	40,004.18 S.F.	DOUBLE QUEEN	15	22	19	56
FLOOR AREA RATIO: 40,004.18 S.F. / 36,410 S.F. = 1.099			ACC. DOUBLE QUEEN	-	-	-	-
			TOTAL	17	29	24	70

EXISTING SITE AREA :			PROPOSED SITE AREA :		
AREA	S.F.	PERCENTAGE	AREA	S.F.	PERCENTAGE
BUILDING FOOTPRINT:	8,384 S.F.	23.03%	BUILDING FOOTPRINT:	13,618.81 S.F.	37.40%
DRIVEWAY:	12,796 S.F.	35.14%	DRIVEWAY:	7,861.33 S.F.	21.59%
OPEN SPACE:	15,230 S.F.	41.83%	OPEN SPACE:	14,929.86 S.F.	41.01%
TOTAL SITE AREA:	36,410 S.F.	100%	TOTAL SITE AREA:	36,410.00 S.F.	100%
			FLOOR AREA RATIO:	40,004.18 S.F. / 36,410 S.F. = 1.099	
			TOTAL OPEN SPACE RATIO:	14,929.86 S.F. / 36,410 S.F. = 41.01%	

DRAWING INDEX

T1	COVER SHEET	L0.1	CONCEPTUAL LANDSCAPE PLAN - FIRST FLOOR / SITE
T2	BUILDING CODE CALCULATIONS	L0.2	CONCEPTUAL LANDSCAPE PLAN - THIRD FLOOR
T3	ALLOWABLE OPENING CALCULATIONS		
2017-TOPO TOPOGRAPHIC SURVEY PLAN			
A1	AREA PLAN	C1.0	COVER SHEET
A2	SITE PLAN	C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
A2.1	SIGNAGE MASTER PLAN	C4.0	PRELIMINARY UTILITY PLAN
A3	GARAGE PLAN	C5.0	STORM WATER TREATMENT PLAN
A4	FIRST FLOOR PLAN	C7.0	DETAILS
A5	SECOND FLOOR PLAN		
A6	THIRD FLOOR PLAN	E0.01	LIGHTING - GENERAL NOTES, SYMBOLS, INDEX
A7	ROOF PLAN	E0.02	LIGHTING FIXTURE SCHEDULE
A8	BUILDING AREA CALCULATIONS	E0.03	LIGHTING EQUIPMENT CUTSHEETS 1
A8.1	BUILDING AREA CALCULATIONS	E0.04	LIGHTING EQUIPMENT CUTSHEETS 2
A9	BUILDING ELEVATIONS	E0.05	LIGHTING EQUIPMENT CUTSHEETS 3
A10	BUILDING ELEVATIONS	E1.00	GARAGE LIGHTING PLAN - BASEMENT LEVEL
A10.1	EXISTING BUILDING ELEVATIONS	E1.01	EXTERIOR & SITE LIGHTING PLAN - LEVEL 1
A11	RENDERED COLOR ELEVATIONS	E1.02	EXTERIOR & SITE LIGHTING PLAN - LEVEL 3
A12	RENDERED COLOR ELEVATIONS	E1.10	GARAGE PHOTOMETRIC PLAN - BASEMENT LEVEL
A13	STREETSCAPE ELEVATION	E1.11	EXTERIOR & SITE PHOTOMETRIC PLAN - LEVEL 1
A13.1	PHOTO SIMULATIONS	E1.12	EXTERIOR & SITE PHOTOMETRIC PLAN - LEVEL 3
A14	BUILDING SECTIONS		
A14.1	LINE OF SIGHT DIAGRAMS		
A15	WALL PROFILE DETAILS		
A15.1	WALL PROFILE DETAILS		
A16	COLORS AND MATERIAL BOARD		
A17	UNIT PLANS & LEED CHECKLIST	PH-1	CONSTRUCTION PHASING PLAN
A18	MASSING STUDIES		
A19	ALTERNATE COLOR SCHEMES	M	11X17 MATL BOARD (PREVIOUSLY SUBMITTED)
F1	FIRE ACCESS SITE PLAN		
F2	FIRE ACCESS BUILDING SECTIONS		

COVER SHEET



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 101

T1



Allowable Area Calculations
Dec 5, 2016

Based on CBC 2016

Project address: 1704 El Camino Real

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

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

Construction type: Type V-A fully sprinklered

Sprinkler system: CBC 903.3.1.1 NFPA 13

Allowable Area Calculations

Actual Occupancy Areas:

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

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

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

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

Requirements per CBC Tables:

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

Per Section 506.2.4 Mixed Occupancies, Multiple Stories

Each story to comply with section 508.1 for Separated Occupancies 508.4.

Section 508.4 Separated Occupancies:

Sum of ratios of each occupancies area divided by allowable area of each occupancy shall not exceed 1.

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

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

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

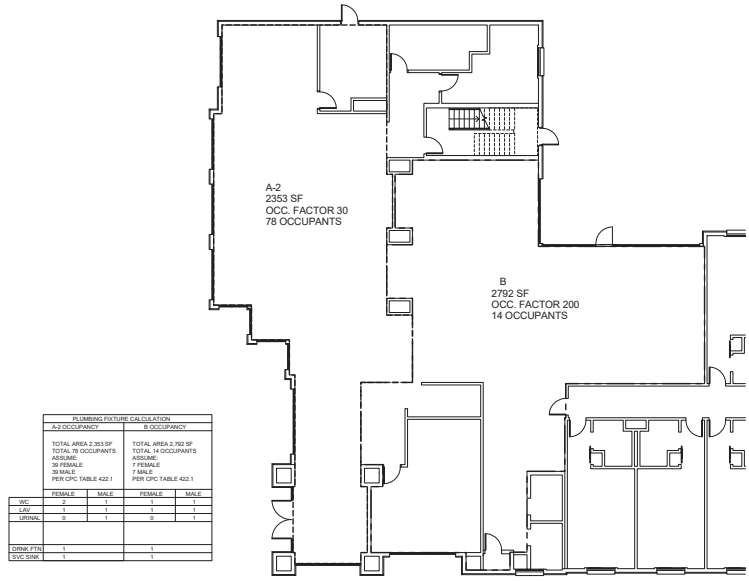
Third Floor:
R-1 ratio = 12,009 / 36,000 = .33 < 1 **OK**

Per 506.2.4 aggregate sum of ratios must not exceed 3

Thus,
Garage Fir ratio + 1st Fir ratio + 2nd Fir ratio + 3rd Fir ratio < 3
.31 + .348 + .387 + .33 = 1.375 < 3 **OK**

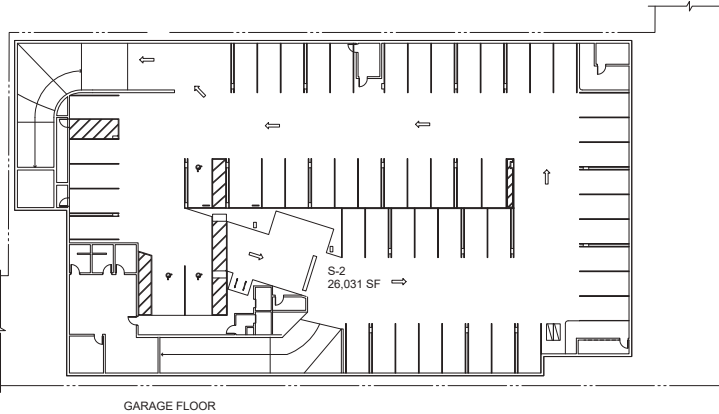
Provided, aggregate sum of ratios of A & R occupancies must not exceed 2

Thus,
1st Fir A & R + 2nd Fir A & R + 3rd Fir A & R ≤ 2
.072 + .203 + .387 + .33 = .992 < 2 **OK**

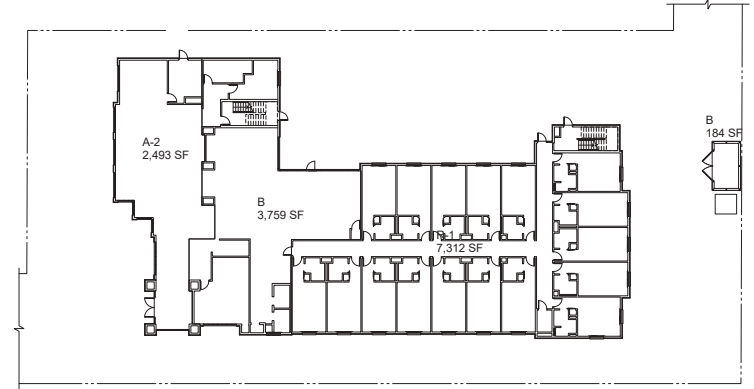


PLUMBING FIXTURE CALCULATION			
A-2 OCCUPANCY		B OCCUPANCY	
TOTAL AREA 2,493 SF		TOTAL AREA 2,792 SF	
TOTAL # OF OCCUPANTS		TOTAL # OF OCCUPANTS	
ASSUME:		ASSUME:	
20 FEMALE	1 FEMALE	1 FEMALE	1 FEMALE
PER CBC TABLE 422.1	PER CBC TABLE 422.1	PER CBC TABLE 422.1	PER CBC TABLE 422.1
FEMALE	MALE	FEMALE	MALE
20	1	1	1
0	1	0	1
TOILET	1	1	
W.C. SINK	1		

2 PLUMBING CALCULATION
3/32" = 1'-0"



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



FIRST FLOOR



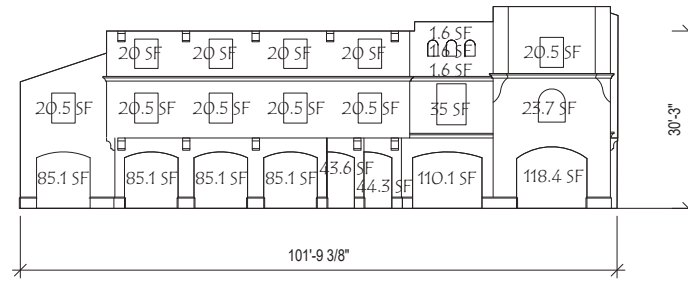
SECOND FLOOR



THIRD FLOOR

BUILDING CODE CALCULATIONS



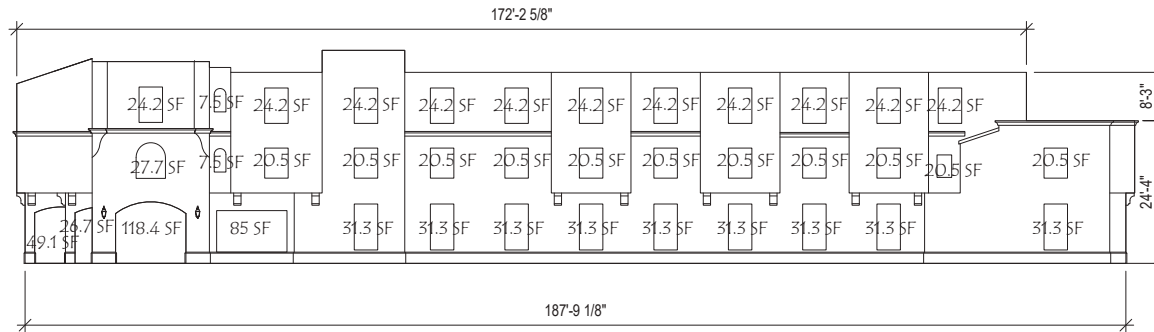


WEST WALL

TOTAL BUILDING WALL AREA $101' \times 30' = 3,030 \text{ sf}$

TOTAL OPENING AREA 923 SF

PERCENT OPENING $923 / 3,030 = 30.5 \%$



SOUTH WALL

TOTAL BUILDING WALL AREA $187' \times 24' = 4,488 \text{ sf}$

$172' \times 8' = 1,376$

$5,350 + 1,376 = 5,864 \text{ SF}$

TOTAL OPENING AREA 1,069 SF

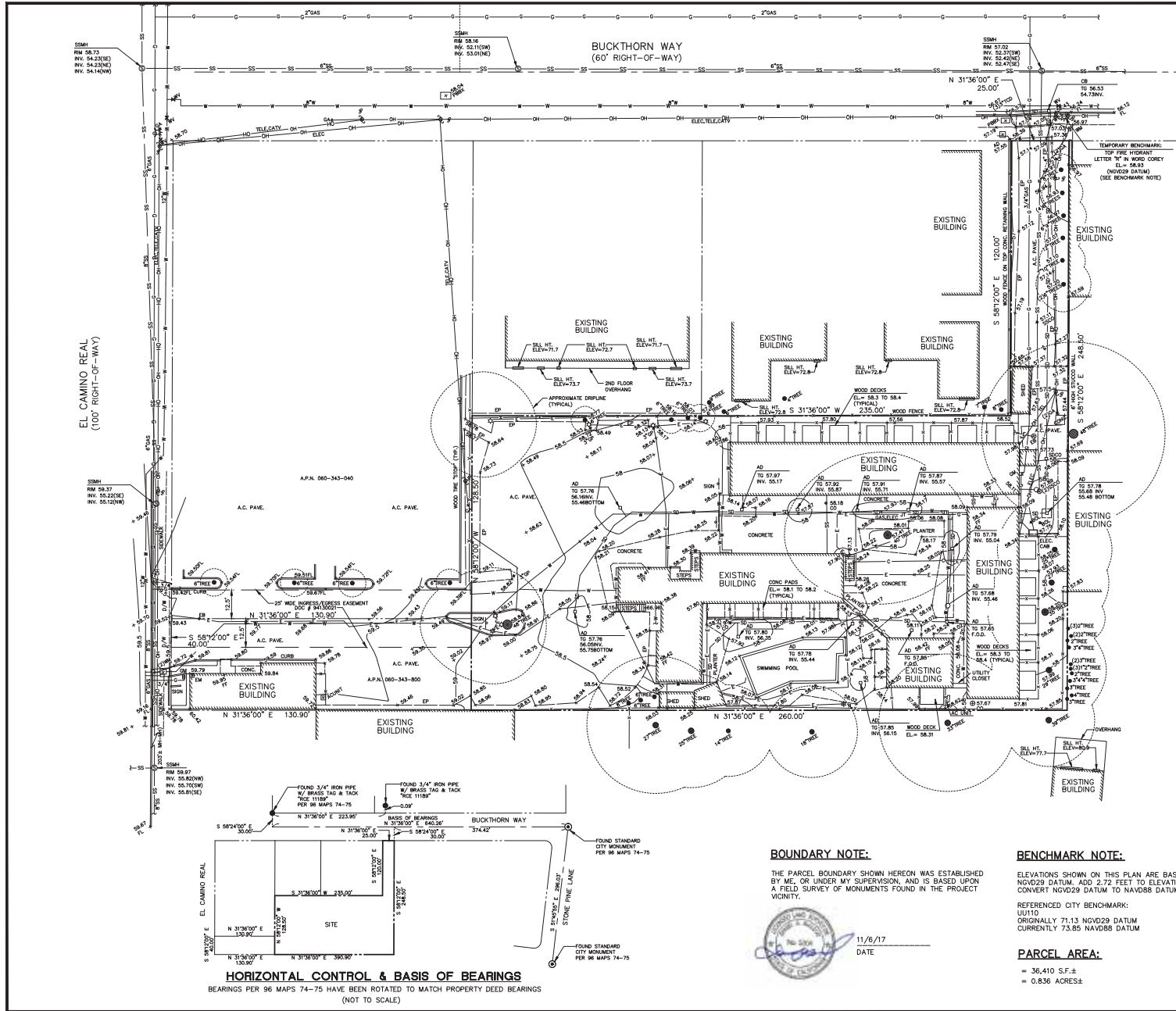
PERCENT OPENING $1,069 / 5,864 = 18.2 \%$

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

ALLOWABLE OPENING CALCULATIONS
 NOT TO SCALE

ALLOWABLE OPENING CALCULATIONS





LEGEND

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

UTILITY NOTE:

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

BOUNDARY NOTE:

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



11/6/17
DATE

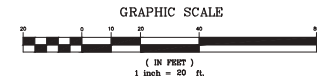
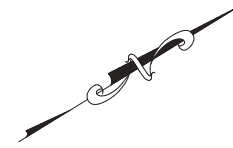
BENCHMARK NOTE:

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

REFERENCED CITY BENCHMARK:
U110
ORIGINALLY 71.13 NGVD29 DATUM
CURRENTLY 73.85 NAVD88 DATUM

PARCEL AREA:

= 36,410 S.F. ±
= 0.836 ACRES ±



HORIZONTAL CONTROL & BASIS OF BEARINGS
BEARINGS PER 96 MAPS 74-75 HAVE BEEN ROTATED TO MATCH PROPERTY DEED BEARINGS (NOT TO SCALE)

DATE:	11/06/17
BY:	RJD
DESCRIPTION:	PREPARED FOR: SAGAR PATEL
REV:	1

MALEDO AND ASSOCIATES
CIVIL ENGINEERING & LAND SURVEYING
965 CENTER STREET • SAN CARLOS, CA 94070 • (650) 593-6550

PREPARED FOR:
SAGAR PATEL

BOUNDARY / TOPOGRAPHIC SURVEY PLAN

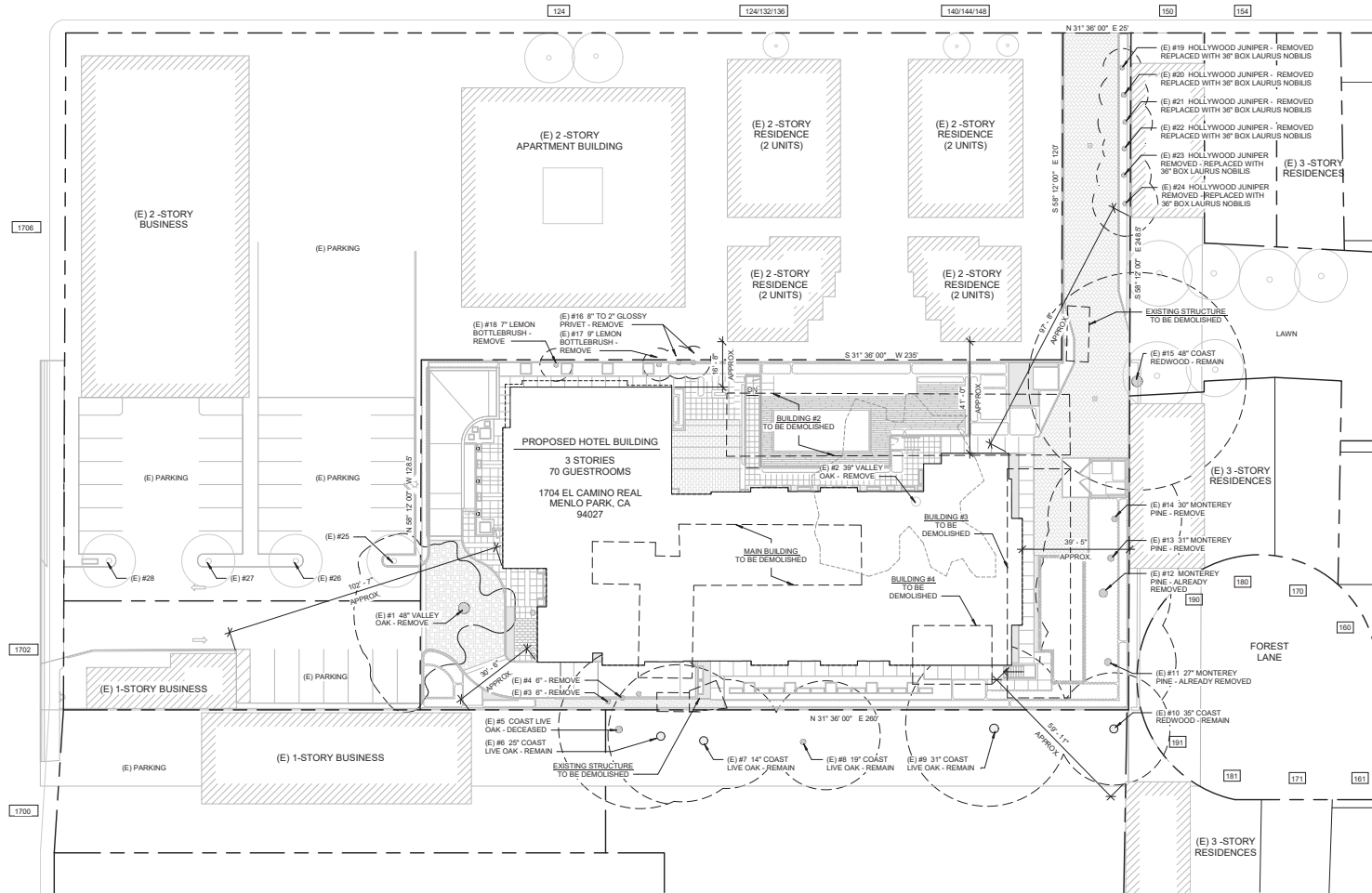
A.P.N. 060-343-790
1704 EL CAMINO REAL
SAN MATEO COUNTY, CALIFORNIA

MENLO PARK

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

BUCKTHORN WAY

EL CAMINO REAL



AREA PLAN

SCALE: 1" = 20'



A1



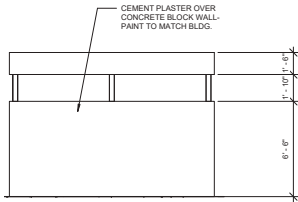
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

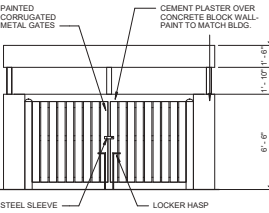
PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 1011



BUCKTHORN WAY

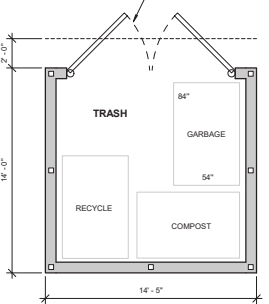


1 TRASH ENCLOSURE - FRONT ELEVATION 1/4\"/>



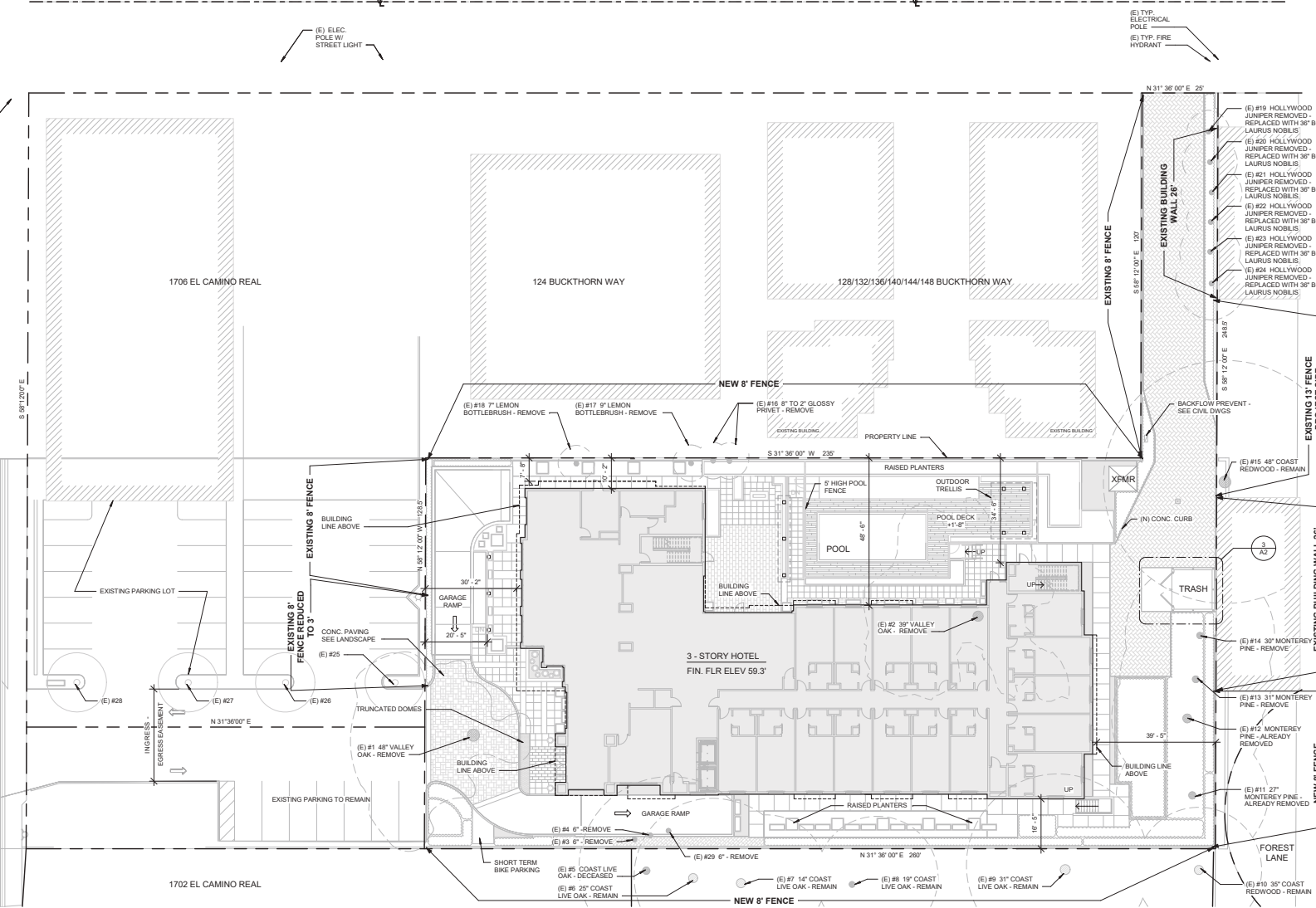
2 TRASH ENCLOSURE - SIDE ELEVATION 1/4\"/>

NOTE: COORDINATE DRAINAGE REQUIREMENTS WITH HEALTH INSPECTOR.



3 TRASH ENCLOSURE PLAN 1/4\"/>

EL CAMINO REAL



SITE PLAN

SCALE: 1/16\"/>



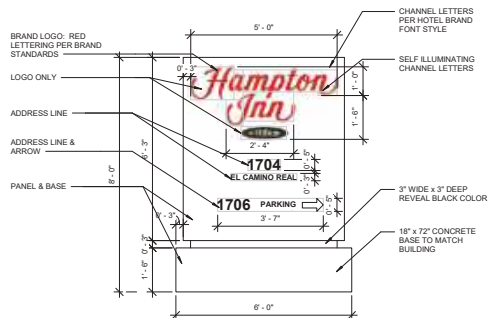
A2

PLANNING SUBMITTAL 05/15/2019 PROJECT NO. 1911

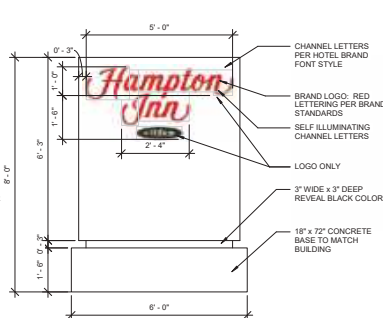


1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

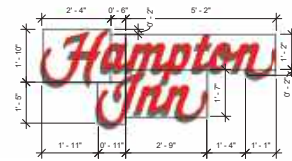
SAGAR PATEL



MONUMENT SIGN - FRONT ELEVATION - FACING ENTRY DRIVE



MONUMENT SIGN - BACK ELEVATION - FACING PARKING



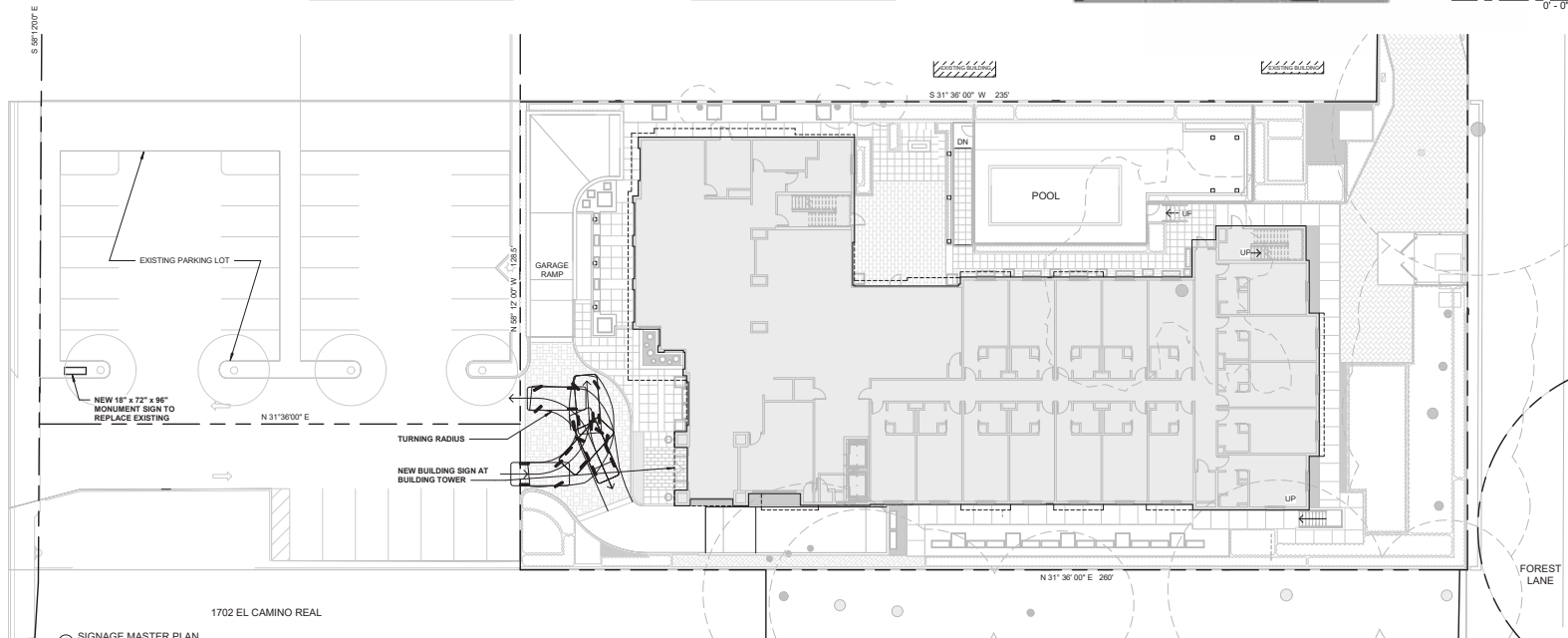
BUILDING SIGN - FRONT ELEVATION



SIGNAGE AREA	
BUILDING FRONTAGE FOR SIGN = 97'	PER SIGN GUIDELINE TABLE
USE MAX FRONTAGE = 80' or 100 s.f. SIGN AREA	
TOTAL AREA ALL SIGNS	
MONUMENT + BLDG = (5x8) x 2 + 17.18 = 97.18 s.f.	

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

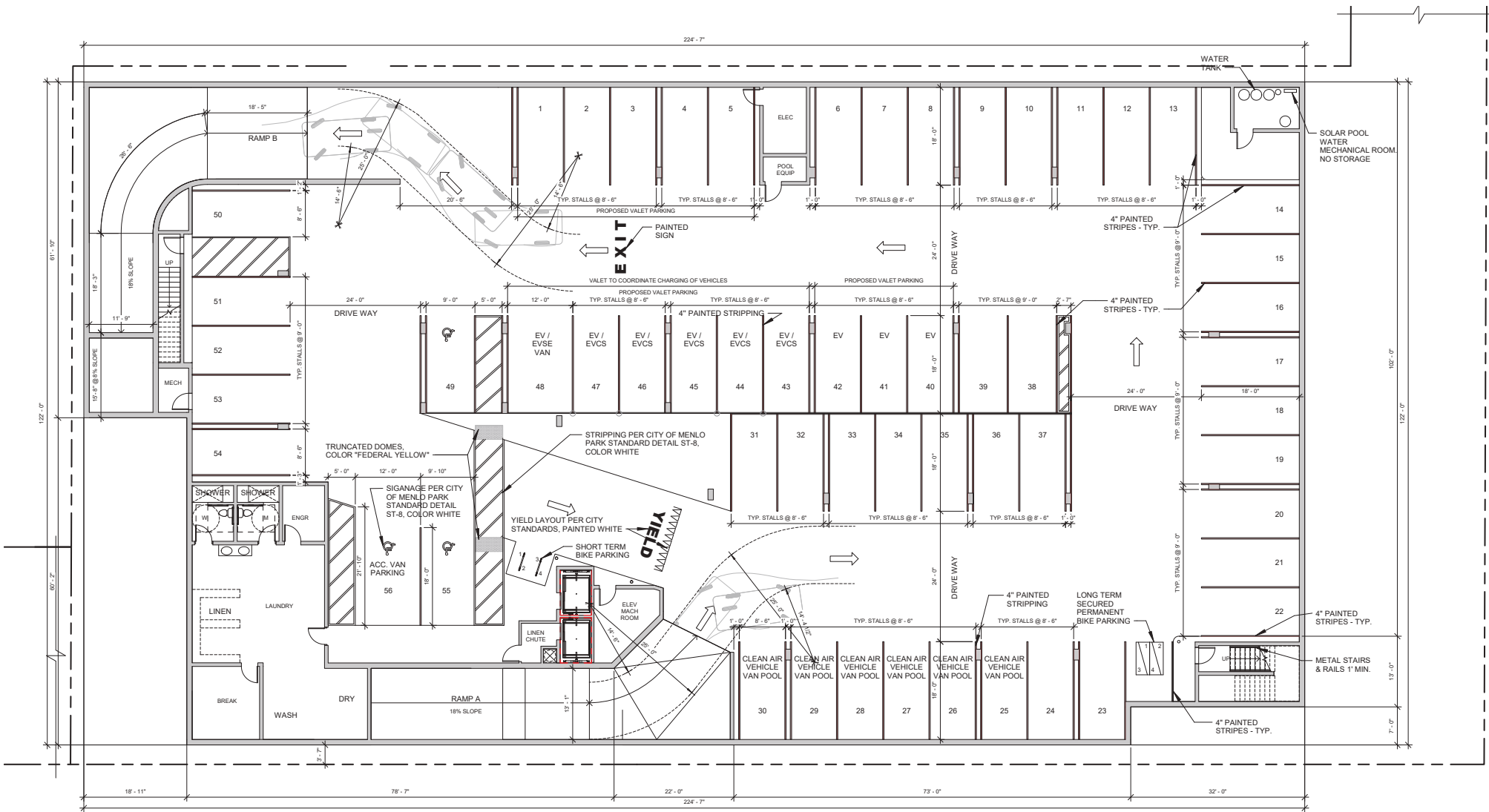
EL CAMINO REAL



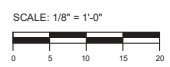
SIGNAGE MASTER PLAN

A2.1





GARAGE PLAN



A3

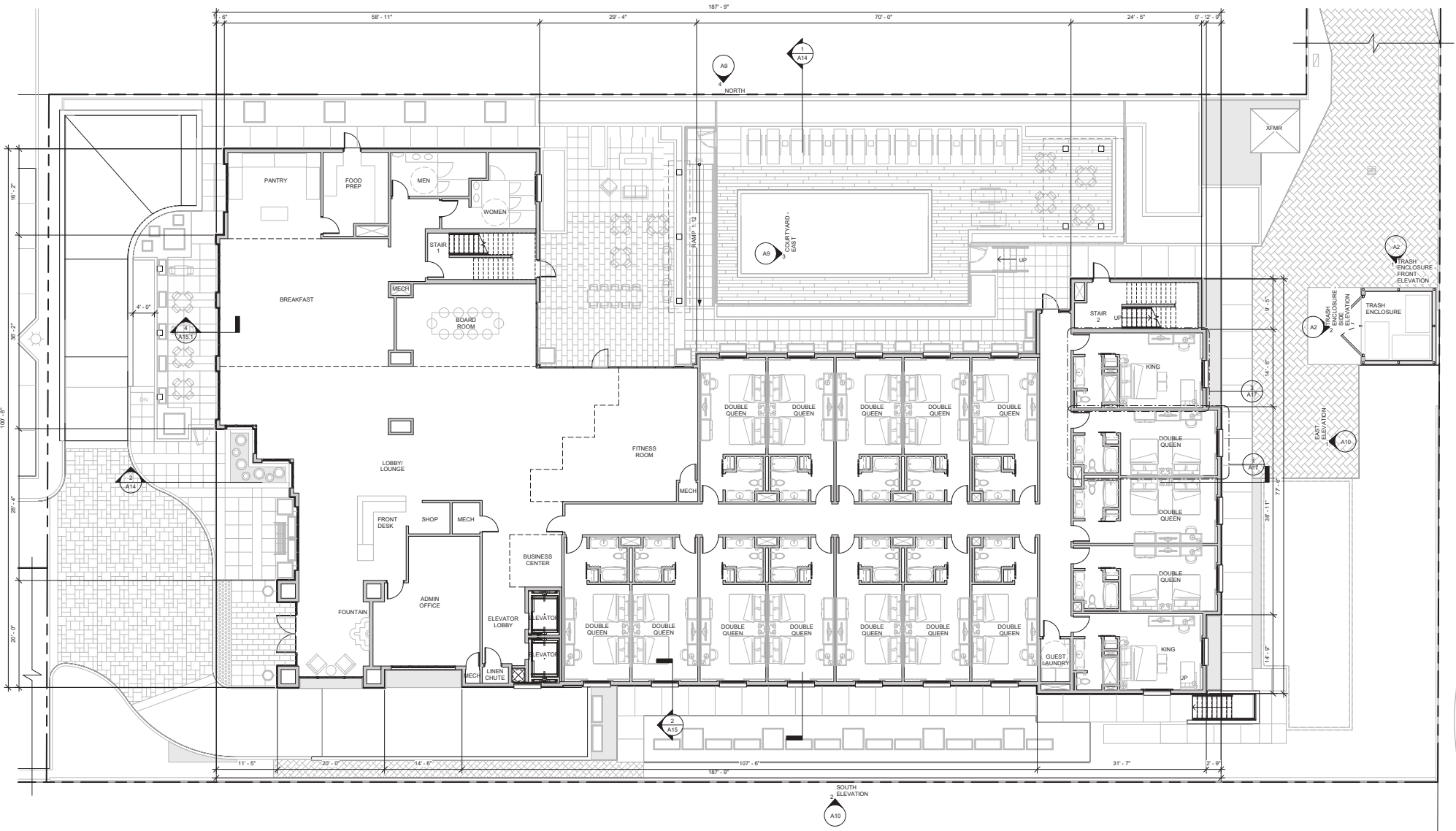


PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 101

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



H8



FIRST FLOOR PLAN

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



A4

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 1011



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"
 0 5 10 15 20



A5



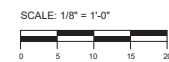
PLANNING SUBMITTAL 04/19/2019
 PROJECT NO: 1011

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





THIRD FLOOR PLAN



A6

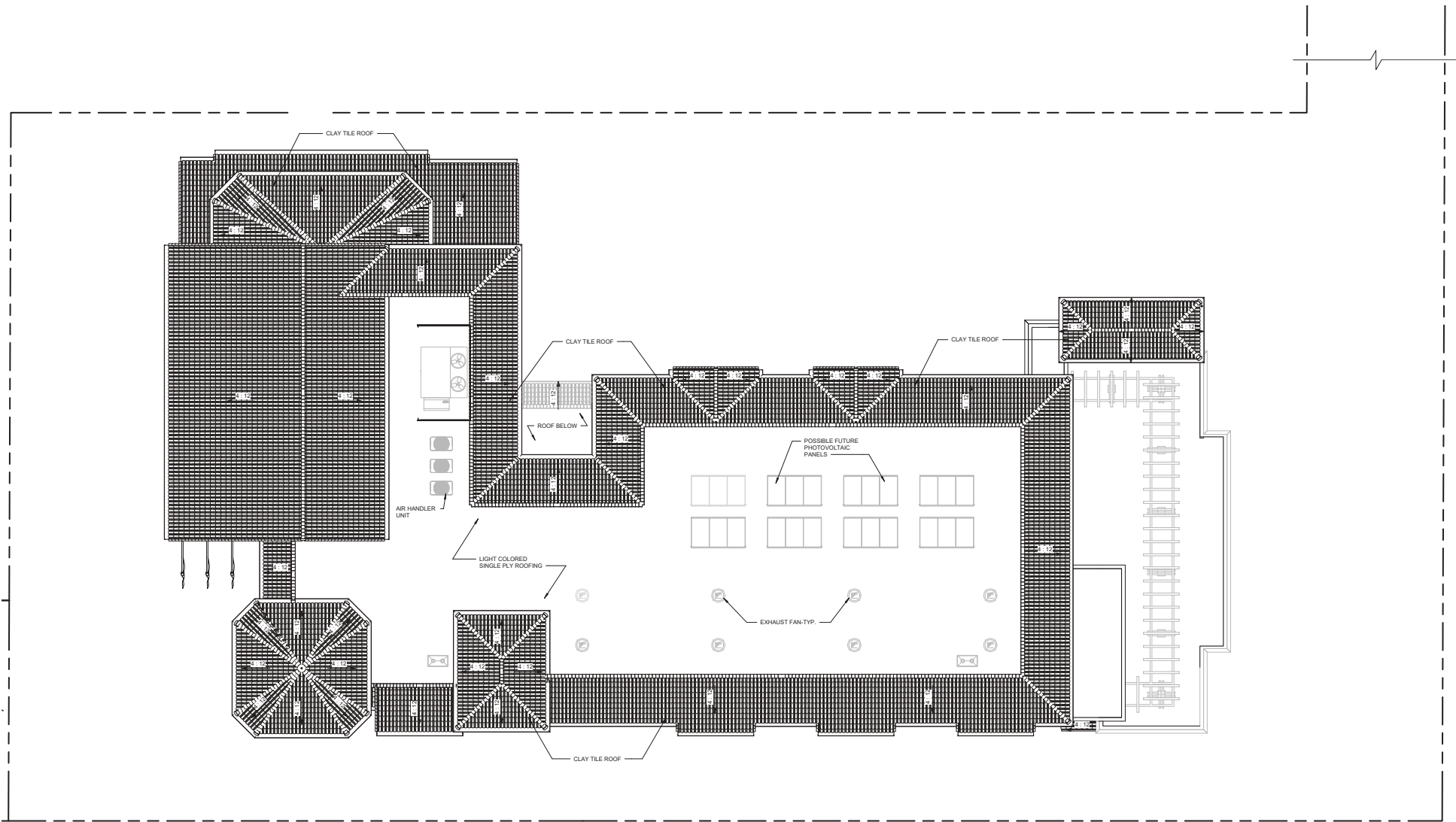


PLANNING SUBMITTAL 05/15/2019
PROJECT NO: 101

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL





ROOF PLAN

SCALE: 1/8" = 1'-0"
 0 5 10 15 20



A7

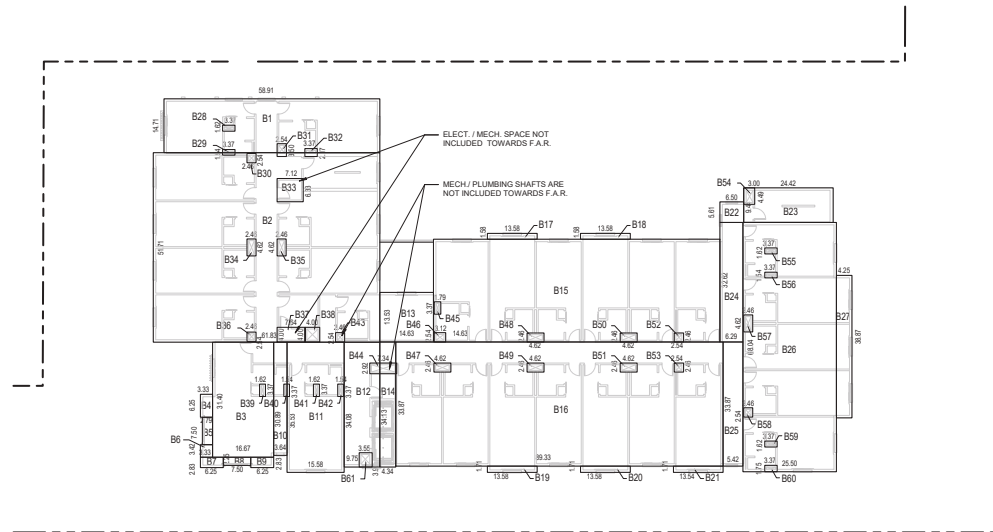


PLANNING SUBMITTAL 04/19/2019
 PROJECT NO: 101

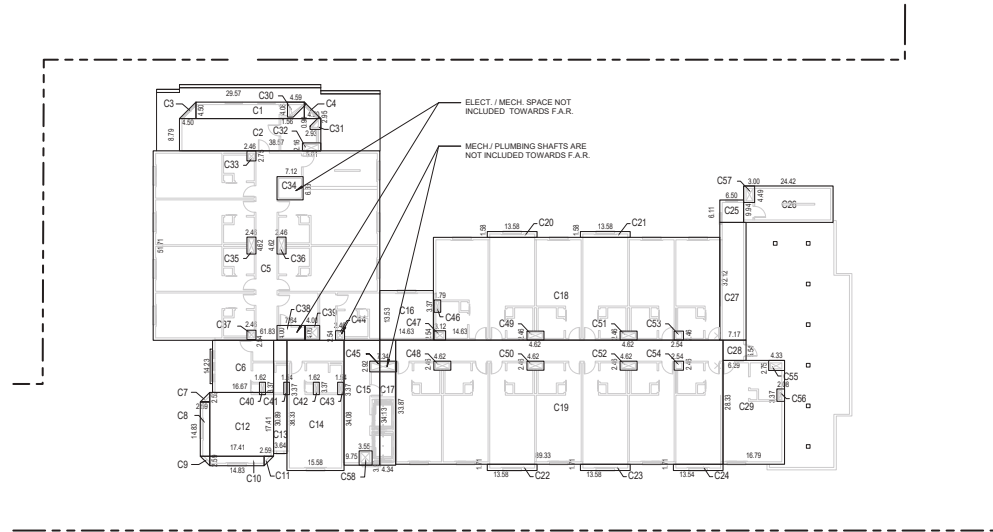
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL





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



② THIRD FLOOR AREA PLAN
1/16" = 1'-0"

BUILDING AREA CALCULATIONS



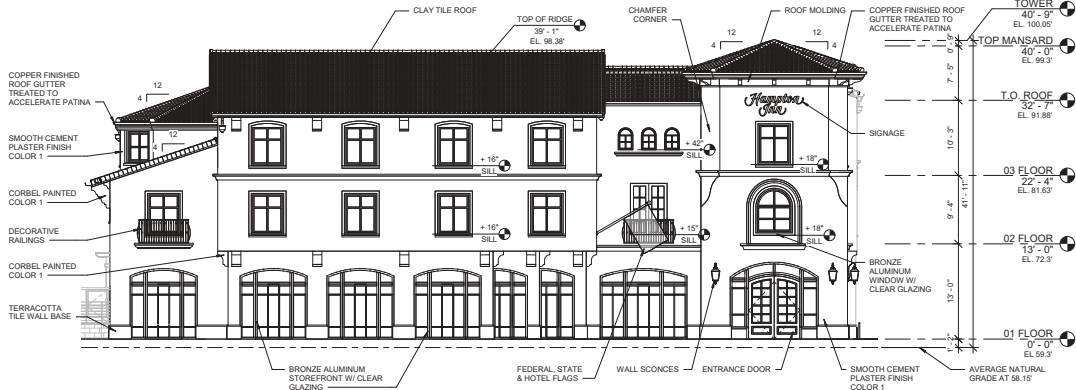
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

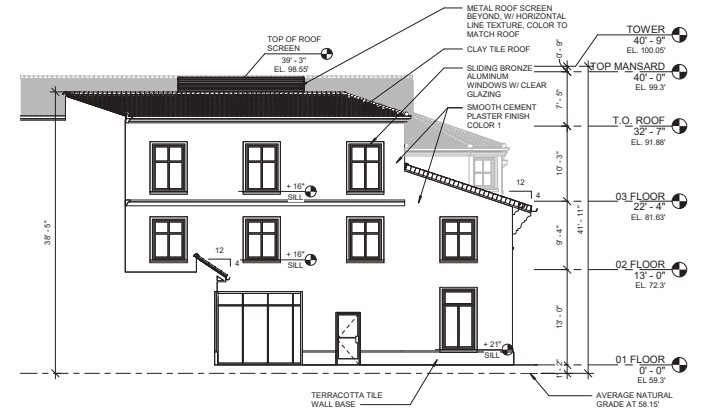
PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 1011

A8.1

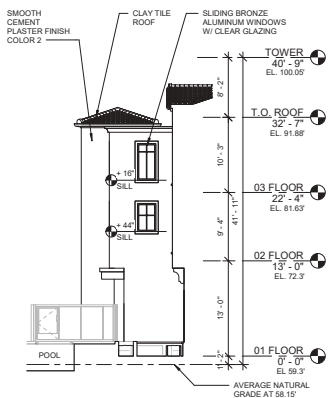




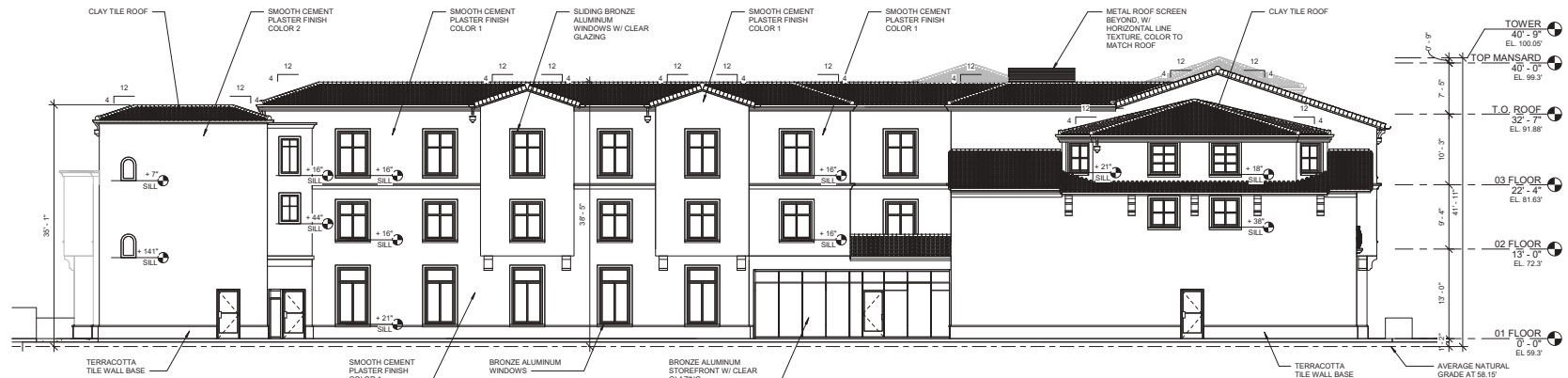
1 WEST ELEVATION
1/8" = 1'-0"



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



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



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

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



BUILDING ELEVATIONS

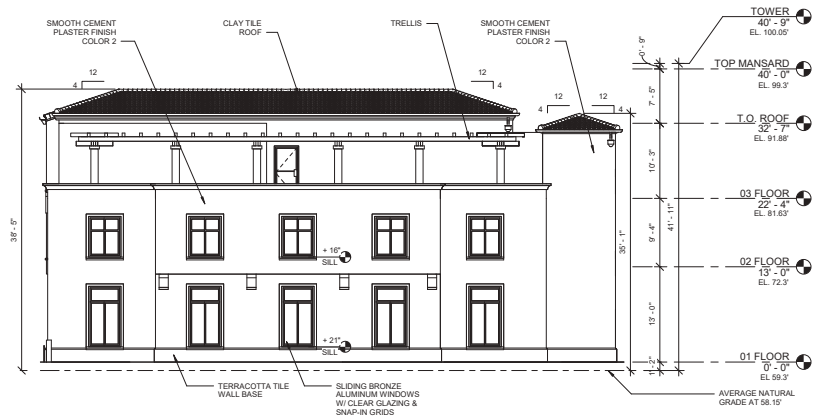
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

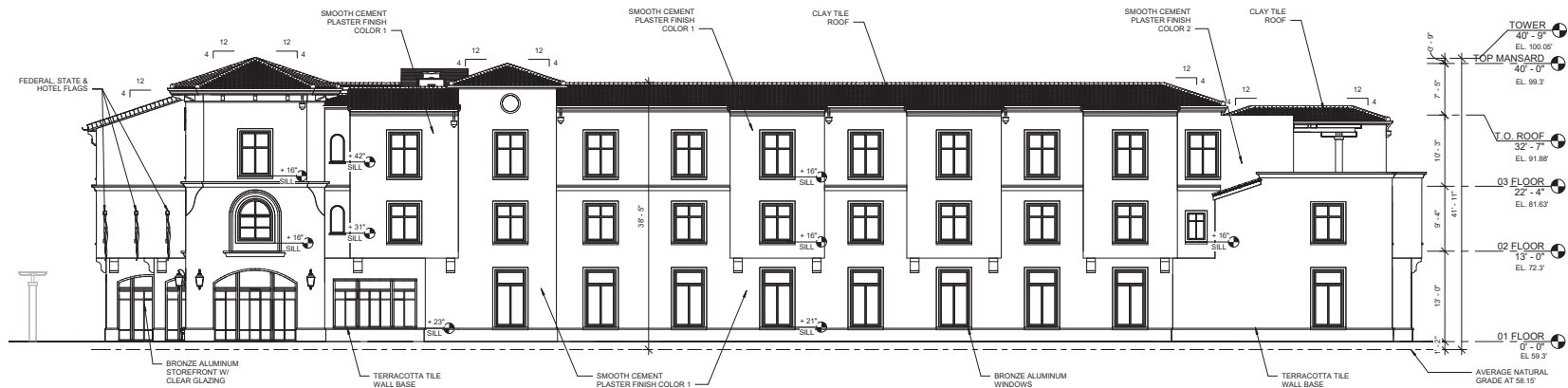
PLANNING SUBMITTAL 04/19/2019
PROJECT NO: 1011

A9





① EAST ELEVATION
1/8" = 1'-0"



② SOUTH ELEVATION
1/8" = 1'-0"

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



BUILDING ELEVATIONS

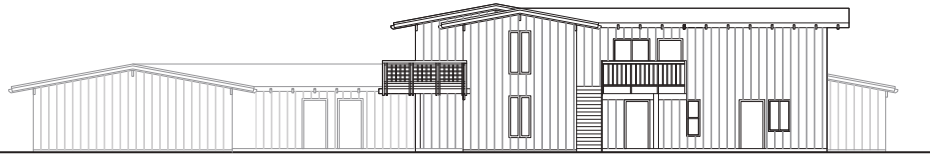
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

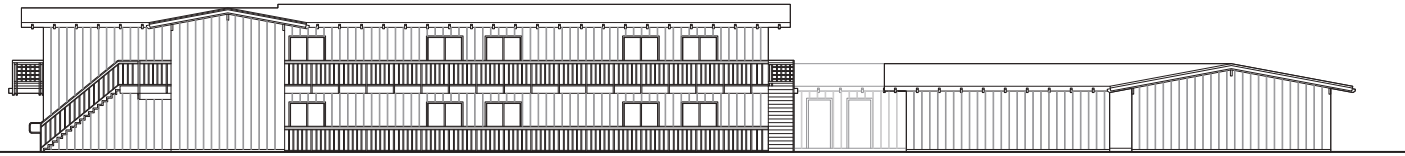
PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 101

A10

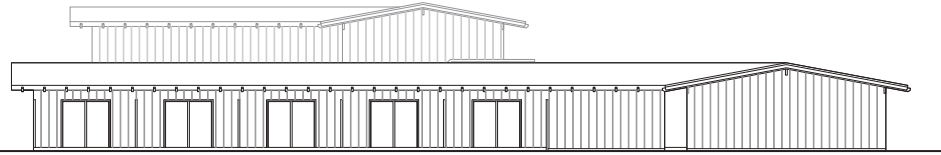




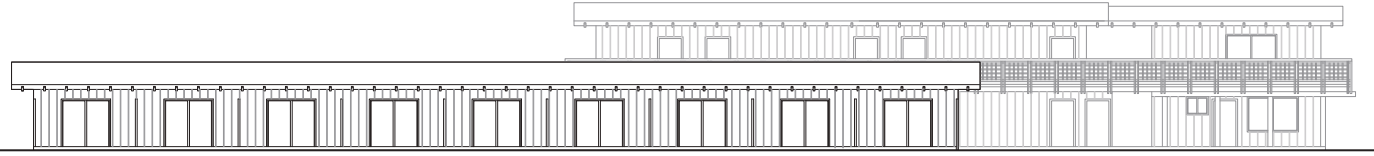
① EXISTING WEST ELEVATION
1/8" = 1'-0"



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



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



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



EXISTING BUILDING ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 1011

A10.1





WEST ELEVATION
NOT TO SCALE



NORTH ELEVATION
NOT TO SCALE



RENDERED COLOR ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 001

A11





EAST ELEVATION
NOT TO SCALE



SOUTH ELEVATION
NOT TO SCALE



RENDERED COLOR ELEVATIONS

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 05/15/2019
PROJECT NO. 1011

A12





1706 EL CAMINO REAL

1704 EL CAMINO REAL

1702 EL CAMINO REAL



STREETSCAPE ELEVATION

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 001

A13





EAST SIDE
NOT TO SCALE



SOUTH SIDE
NOT TO SCALE

PHOTO SIMULATIONS



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

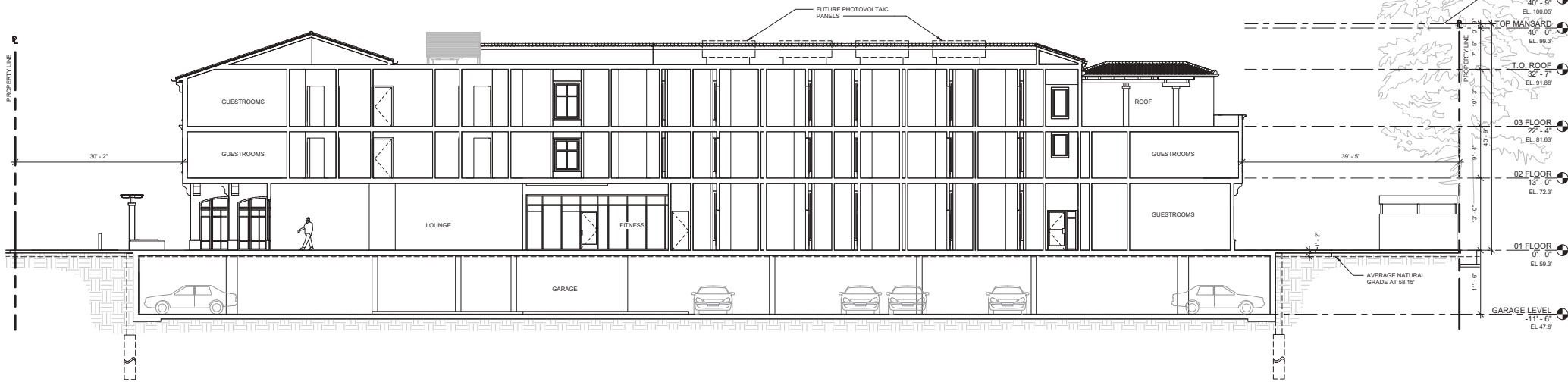
PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 001

A13.1





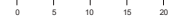
① BUILDING SECTION A
1/8" = 1'-0"



② BUILDING SECTION B
1/8" = 1'-0"

BUILDING SECTIONS

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



A14

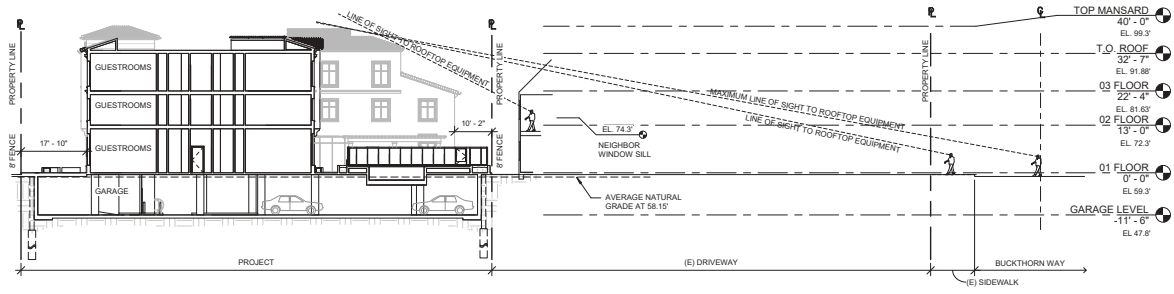


PLANNING SUBMITTAL 05/15/2019
PROJECT N03-1001

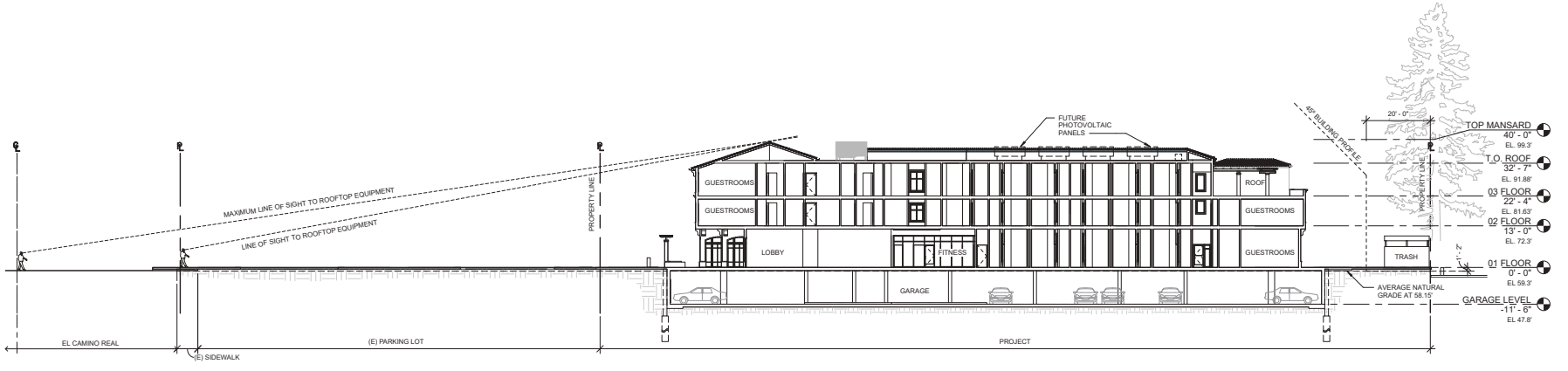
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL



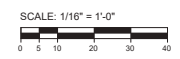


1 SITE SECTION A
1/16" = 1'-0"



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

LINE OF SIGHT DIAGRAMS



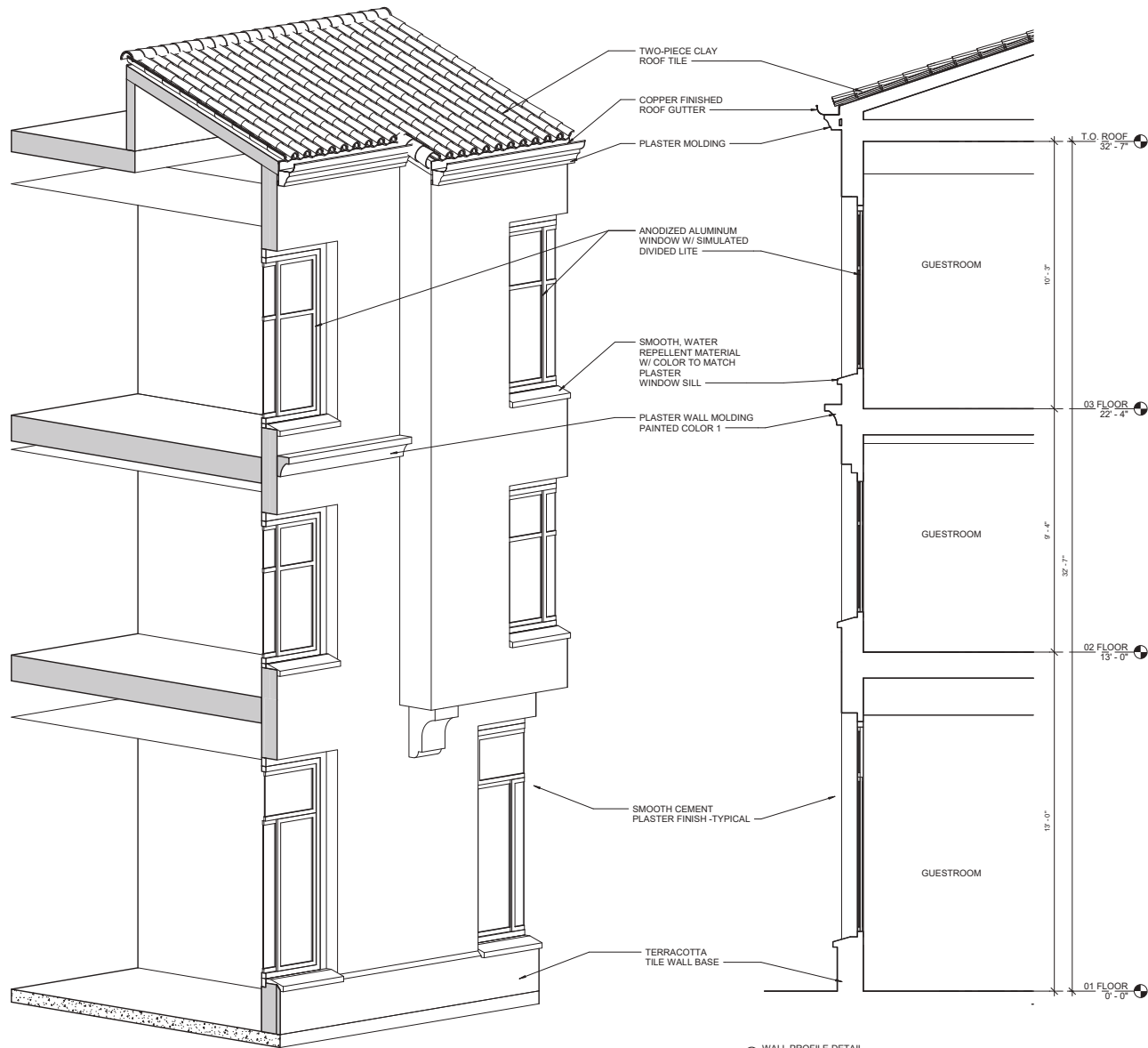
A14.1



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

PLANNING SUBMITTAL 05/15/2019 PROJECT N03-1501





1 WALL PROFILE AXO

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

WALL PROFILE DETAILS



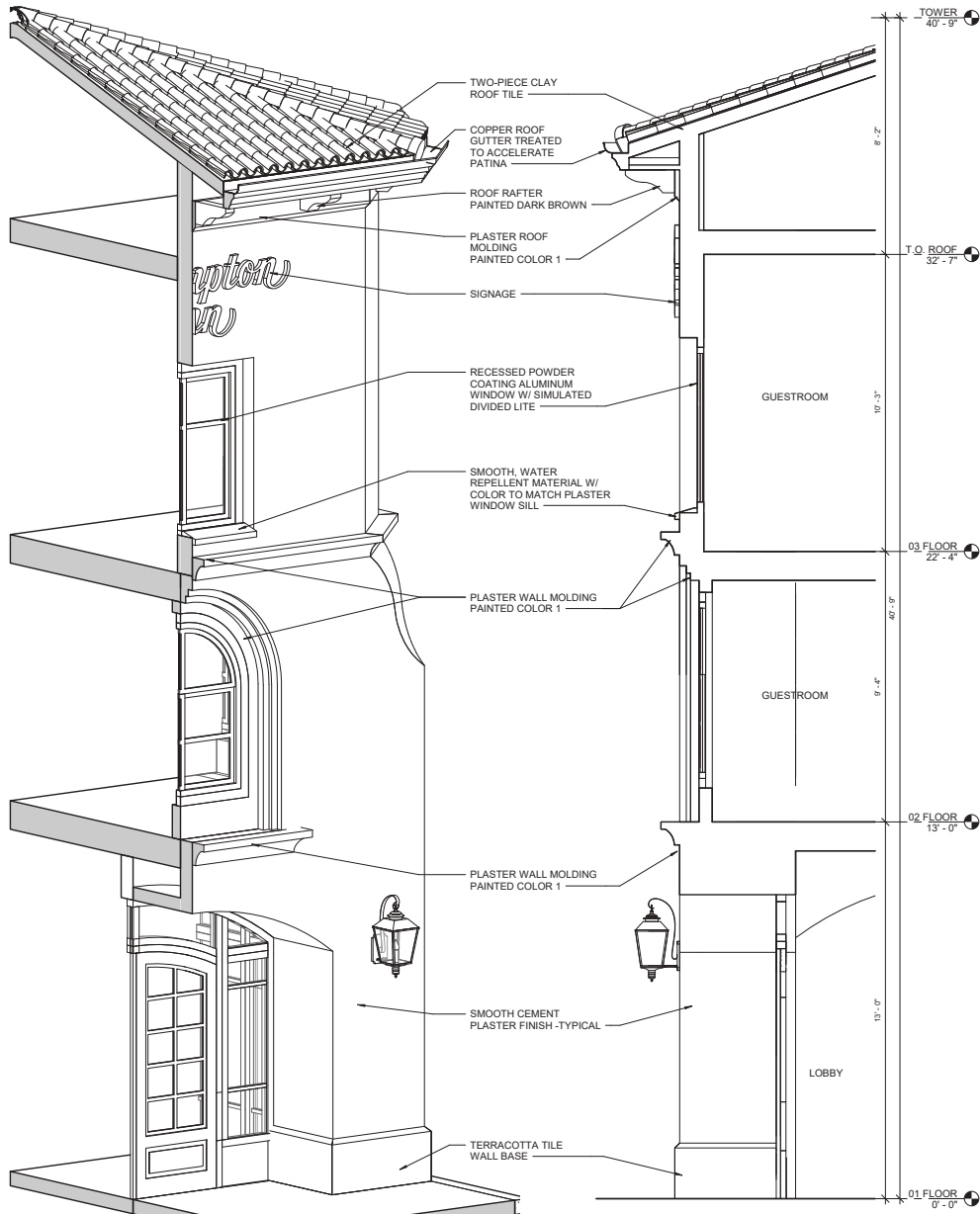
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 101

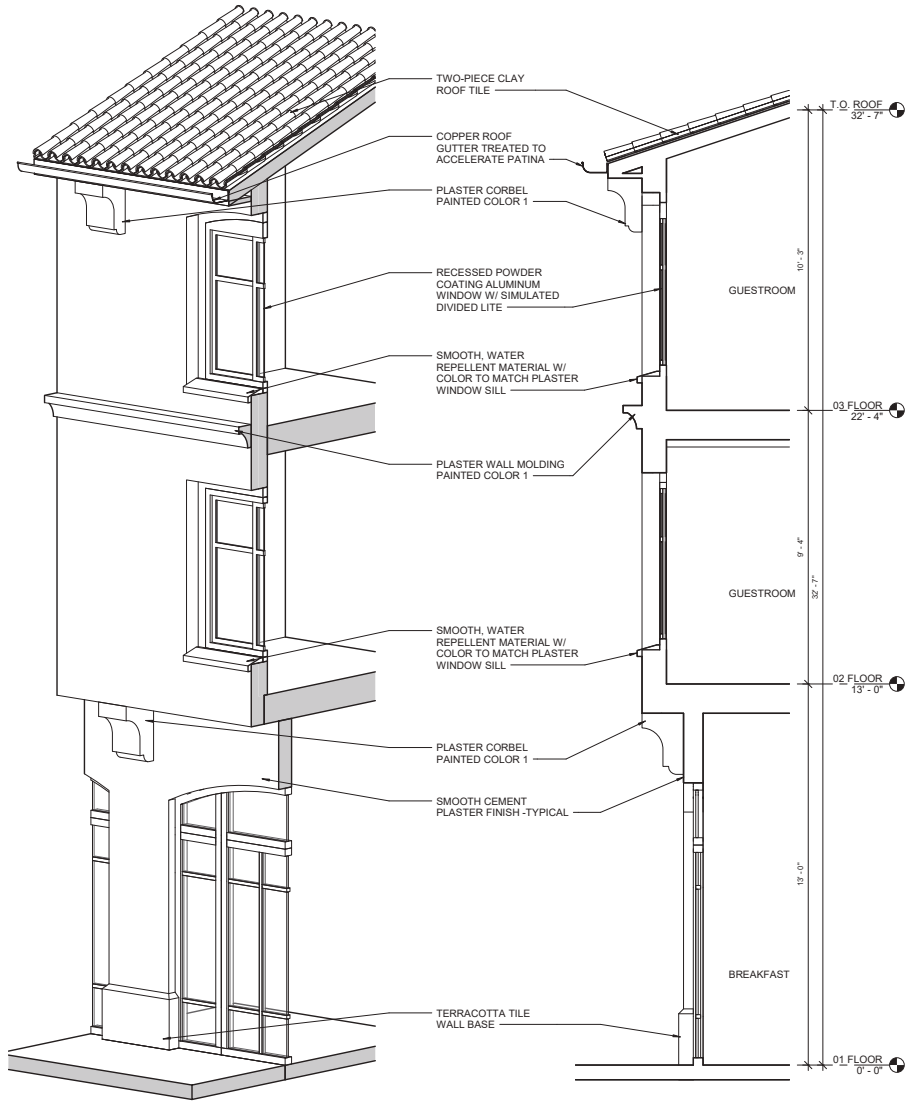
A15





1 WALL PROFILE AXO TOWER

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



3 WALL PROFILE AXO WEST FACADE

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

WALL PROFILE DETAILS



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

PLANNING SUBMITTAL 04/19/2019 PROJECT NO. 1011

A15.1





ALUMINUM SLIDING WINDOWS WITH CLEAR GLAZING

MANUFACTURER: KAWNEER
 PRODUCT NUMBER: ARCHITECTURAL FINISHES
 FRAME COLOR: SEPIA BROWN
 MANUFACTURER: VITRO
 PRODUCT NUMBER: SOLARBAN 70X(L)2 CLEAR+ CLEAR GLASS
 FRAME COLOR: CLEAR



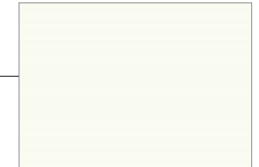
CLAY ROOF TILE

PRODUCT NAME: 2 PIECE MISSION CLAY TILE ROOF
 MODEL COLOR: STANDARD RED 7%, OLD WORLD 10%, TUSCANY 15%
 MANUFACTURER: BORAL ROOFING, US TILE



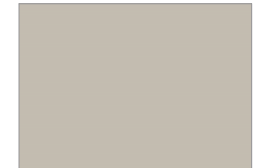
PRE-FAB METAL ROOF SCREEN

PRODUCT NAME: ROOF SCREEN
 MODEL NUMBER: SC38 FLUSH PANEL
 COLOR: PAINT TO MATCH THE ROOF TILE



CEMENT PLASTER COLOR 1

BENJAMIN MOORE COLOR: CLOUD NINE 2144-60
 SMOOTH FINISH



CEMENT PLASTER COLOR 2

BENJAMIN MOORE COLOR: SHALE 861
 SMOOTH FINISH

* ONLY APPEAR IN EAST PART OF THE BUILDING



WINDOW RAILING

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



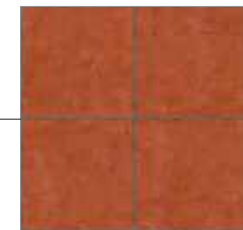
ALUMINUM STOREFRONT WITH CLEAR GLAZING

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



DECORATIVE WALL SCONCE

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



TERRACOTTA TILE

PRODUCT NAME: DAL TILE
 MODEL NUMBER: QUARRY TILE 0040 RED BLAZE
 FINISH: QUARRY & MP; SALTILLO
 COLOR: RED



COLORS AND MATERIAL BOARD

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

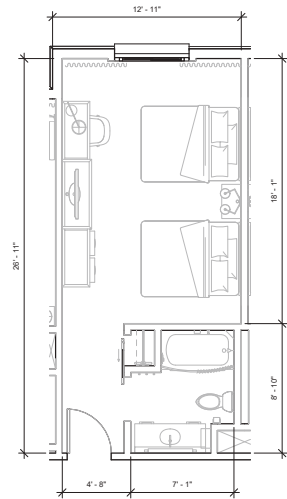
SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
 PROJECT NO: 1011

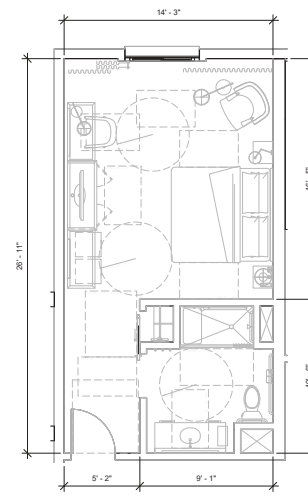
A16



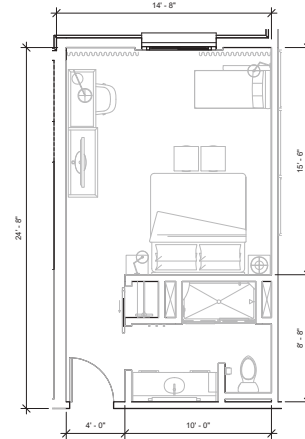
LEED 2009 for New Construction and Major Renovations Project Checklist		
17	1	Sustainable Sites Possible Points: 24
1	17-1.1	Construction Activity Pollution Prevention 1
1	17-1.2	Site Selection 1
2	17-1.3	Development Density and Community Connectivity 5
1	17-1.4	Brownfield Redevelopment 1
6	17-1.5	Alternative Transportation-Public Transportation Access 6
1	17-1.6	Alternative Transportation-Bicycle Storage and Changing Rooms 1
3	17-1.7	Alternative Transportation-Low Emitting and Fuel Efficient Vehicles 3
1	17-1.8	Alternative Transportation-Parking Capacity 1
1	17-1.9	Site Development-Protect or Restore Habitat 1
1	17-1.10	Site Development-Maximize Open Space 1
1	17-1.11	Stormwater Design-Quantity Control 1
1	17-1.12	Stormwater Design-Quality Control 1
1	17-1.13	Heat Island Effect-Roof 1
1	17-1.14	Heat Island Effect-Road 1
1	17-1.15	Light Pollution Reduction 1
6	2	Water Efficiency Possible Points: 10
1	17-2.1	Water Use Reduction-UBI Reduction 1 to 4
2	17-2.2	Water Efficient Landscaping 2
4	17-2.3	Innovative Waterwater Technologies 2 to 4
14	3	Energy and Atmosphere Possible Points: 15
1	17-3.1	Fundamental Commissioning of Building Energy Systems 1
1	17-3.2	Minimum Energy Performance 1
10	17-3.3	Fundamental Refrigerant Management 1 to 10
1	17-3.4	Optimize Energy Performance 1 to 7
1	17-3.5	On-Site Renewable Energy 1
2	17-3.6	Enhanced Commissioning 2
2	17-3.7	Enhanced Refrigerant Management 2
1	17-3.8	Measurement and Verification 1
1	17-3.9	Green Power 2
6	4	Materials and Resources Possible Points: 14
1	17-4.1	Storage and Collection of Recyclables 1 to 3
1	17-4.2	Building Reuse-Maintain Existing Walls, Floors, and Roof 1
1	17-4.3	Building Reuse-Maintain 50% of Interior Non-Structural Elements 1 to 2
1	17-4.4	Construction Waste Management 1 to 2
1	17-4.5	Materials Reuse 1 to 2
1	17-4.6	Recycled Content 1 to 2
2	17-4.7	Regional Materials 1 to 2
1	17-4.8	Rapidly Renewable Materials 1
1	17-4.9	Certified Wood 1
9	5	Indoor Environmental Quality Possible Points: 15
1	17-5.1	Maintain Indoor Air Quality Performance 1
1	17-5.2	Environmental Tobacco Smoke (ETS) Control 1
1	17-5.3	Outdoor Air Delivery Monitoring 1
1	17-5.4	Increased Ventilation 1
1	17-5.5	Construction IAQ Management Plan-During Construction 1
1	17-5.6	Construction IAQ Management Plan-Before Occupancy 1
1	17-5.7	Low-Emitting Materials-Absorbents and Sealants 1
1	17-5.8	Low-Emitting Materials-Plants and Coatings 1
1	17-5.9	Low-Emitting Materials-Flooring Systems 1
1	17-5.10	Low-Emitting Materials-Composite Wood and Agrifiber Products 1
1	17-5.11	Indoor Chemical and Pollutant Source Control 1
1	17-5.12	Controlability of Systems-Lighting 1
1	17-5.13	Controlability of Systems-Thermal Comfort 1
1	17-5.14	Thermal Comfort-Design 1
1	17-5.15	Thermal Comfort-Verification 1
1	17-5.16	Daylight and Views-Daylight 1
1	17-5.17	Daylight and Views-Views 1
1	6	Innovation and Design Process Possible Points: 6
1	17-6.1	Innovation in Design-Specific Title 1
1	17-6.2	Innovation in Design-Specific Title 1
1	17-6.3	Innovation in Design-Specific Title 1
1	17-6.4	Innovation in Design-Specific Title 1
1	17-6.5	Innovation in Design-Specific Title 1
1	17-6.6	LEED Accredited Professional 1
1	1	Regional Priority Credits Possible Points: 4
1	17-7.1	Regional Priority-Specific Credit 1
1	17-7.2	Regional Priority-Specific Credit 1
1	17-7.3	Regional Priority-Specific Credit 1
1	17-7.4	Regional Priority-Specific Credit 1
110	4	Total Possible Points: 110



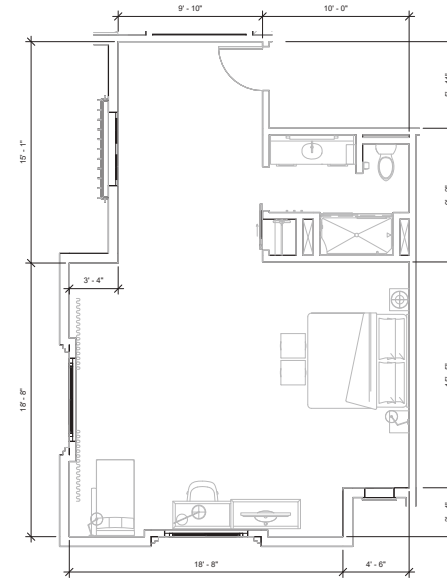
1 MODEL ROOM-DOUBLE QUEEN
1/4" = 1'-0"



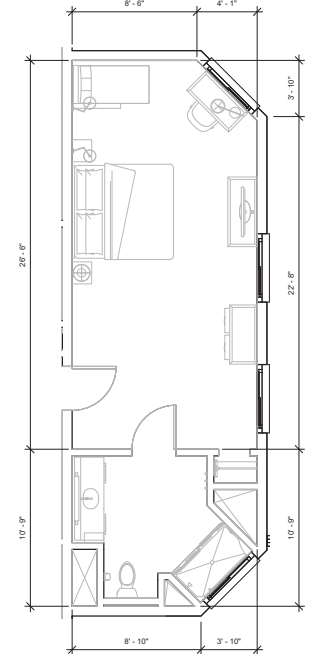
2 MODEL ROOM-ACCESSIBLE DOUBLE QUEEN
1/4" = 1'-0"



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



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



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

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



A17



PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 1011

UNIT PLANS & LEED CHECKLIST

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL





AXONOMETRIC VIEW - SOUTH WEST
NOT TO SCALE



AXONOMETRIC VIEW - NORTH EAST
NOT TO SCALE

MASSING STUDIES



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 001

A18





ALTERNATE COLOR 1

BENJAMIN MOORE COLOR: KEY WEST IVORY 192
SMOOTH FINISH



ALTERNATE COLOR 2

BENJAMIN MOORE COLOR: GOLDEN LAB 178
SMOOTH FINISH



ALTERNATE COLOR 3

BENJAMIN MOORE COLOR: GLOWING APRICOT 165
SMOOTH FINISH



ALTERNATE COLOR 4

BENJAMIN MOORE COLOR: BIRMINGHAM CREAM 164
SMOOTH FINISH



RENDERED SOUTH ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE



RENDERED WEST ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE



RENDERED NORTH ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE



RENDERED EAST ELEVATION - ALTERNATE COLOR 1
NOT TO SCALE



ALTERNATE COLOR SCHEMES

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

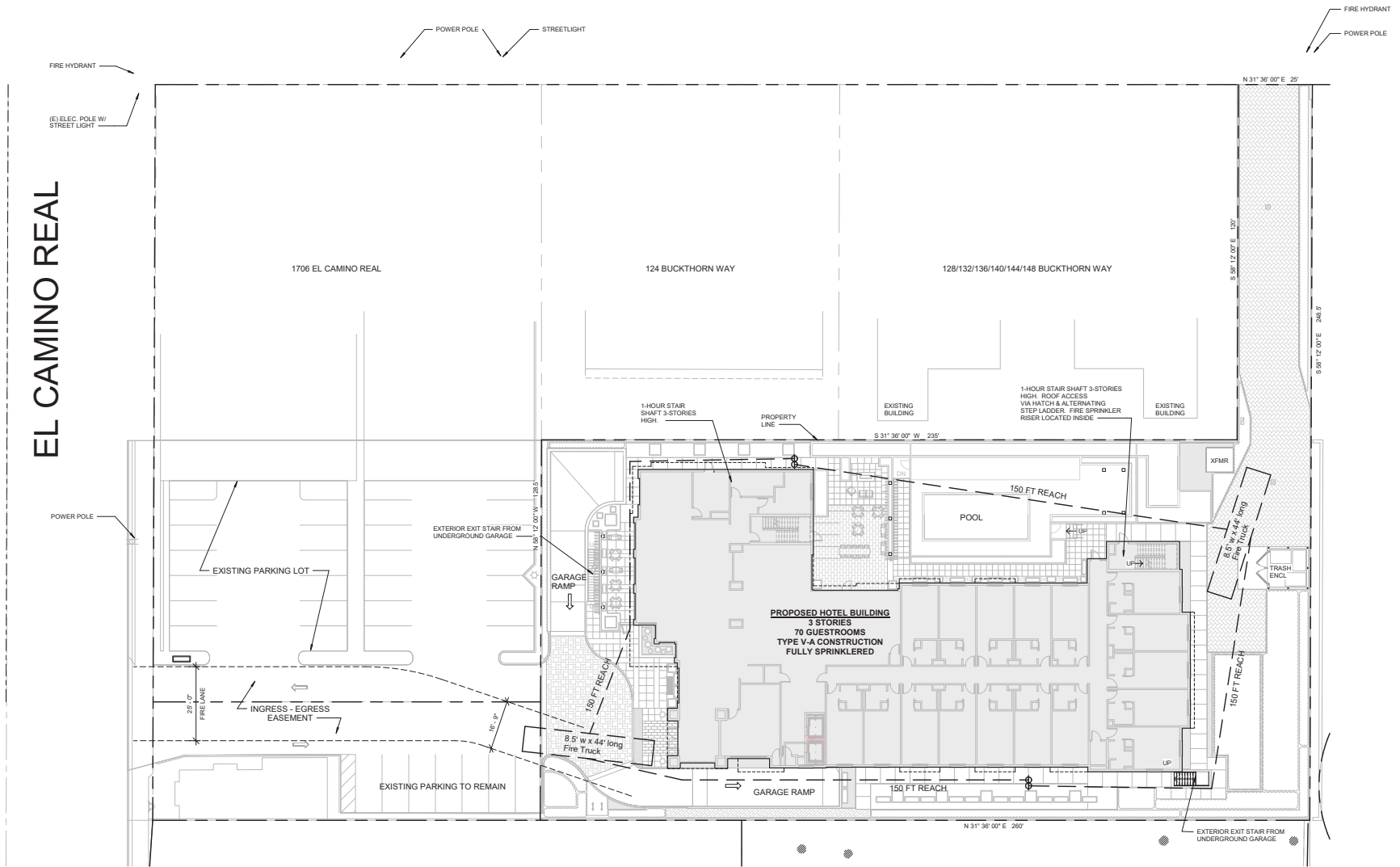
PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 001

A19



BUCKTHORN WAY

EL CAMINO REAL



FIRE ACCESS SITE PLAN

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



F1

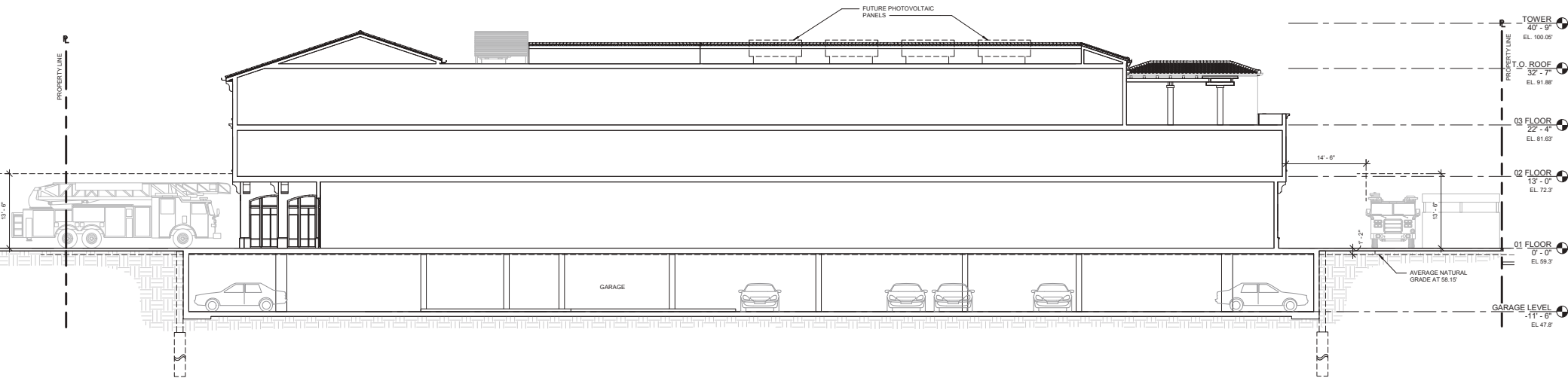
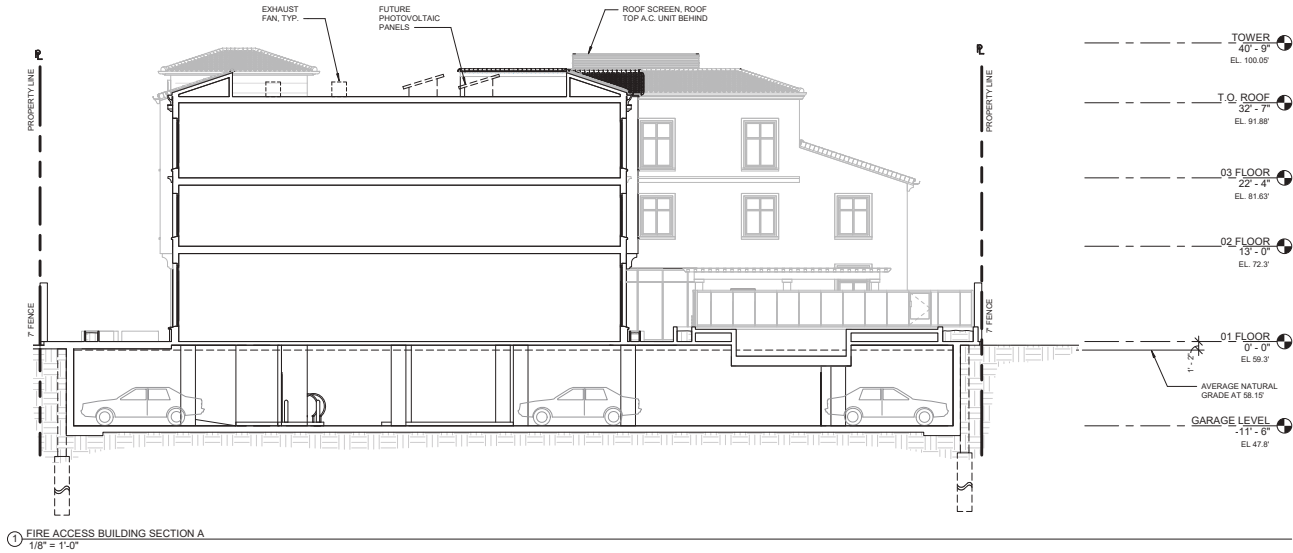


1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 1011





FIRE ACCESS BUILDING SECTIONS



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

PLANNING SUBMITTAL 04/19/2019
PROJECT NO. 101





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



Colonnade - Similar Example



Container Fountain



Seat Wall and Ornamental Fence

BUCKTHORN WAY



Landscape Concept

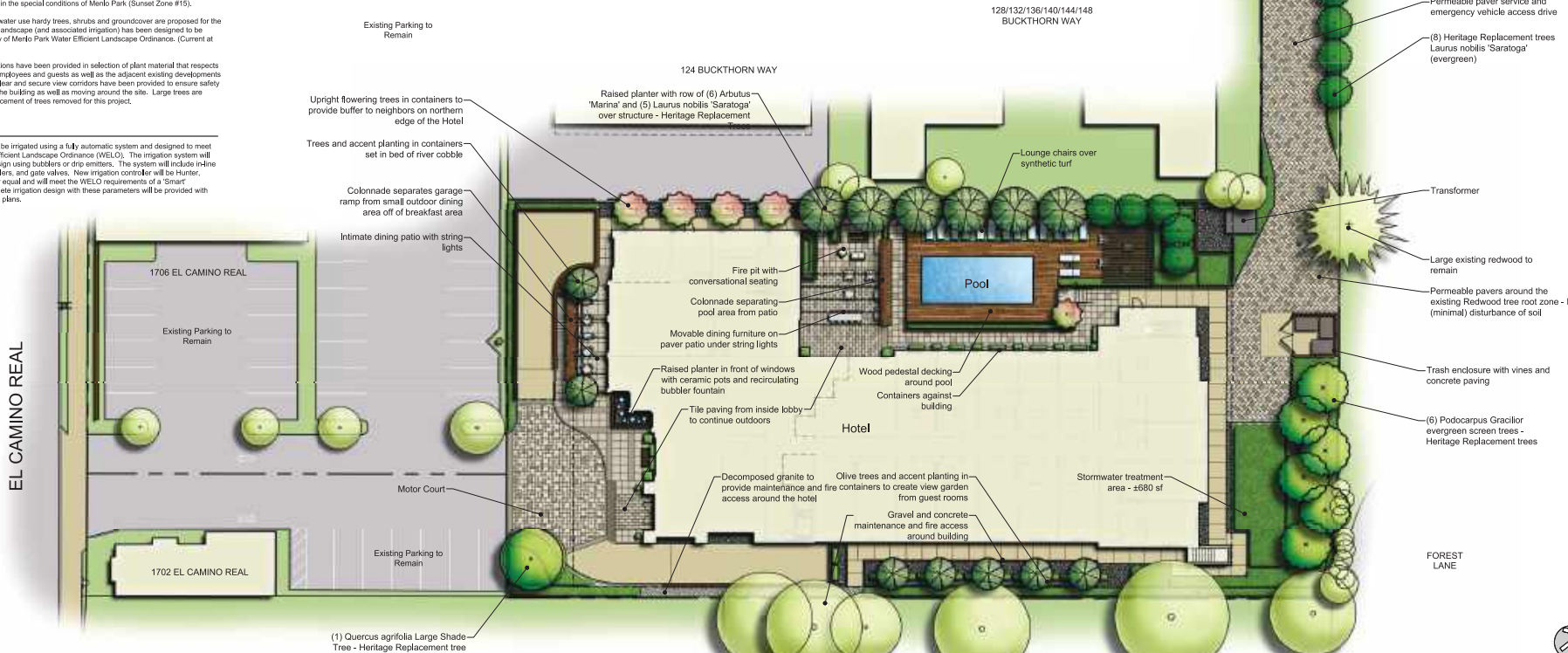
The landscape design concept for the Hampton Inn and Suites is to provide an enjoyable and aesthetic space for the guests and employees that fits within the landscape character of the existing surrounding area. Plant material has been selected that performs well in the special conditions of Menlo Park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

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

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

Irrigation

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



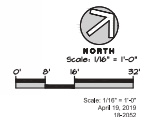
Bay Friendly Landscape

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

Existing Trees

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

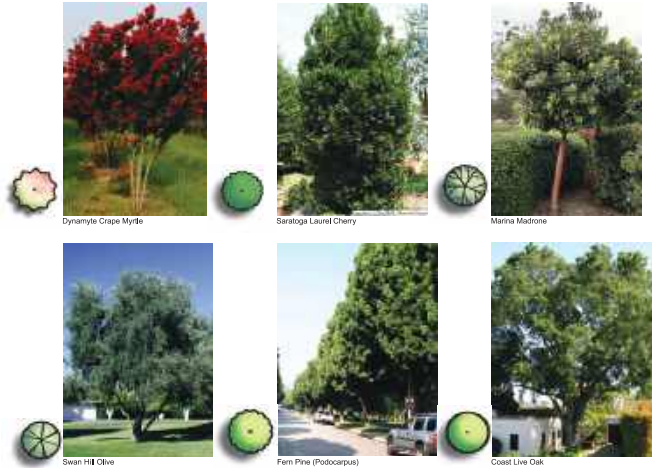
For Tree Replacement Table see Sheet L0.2



Hampton Inn - Menlo Park, CA

L0.1 - Conceptual Landscape Plan

Proposed Replacement Trees



Preliminary Plant Palette

Trees	
Replacement and Screen Trees - 24" - 36" Box	
Combination of evergreen and deciduous trees to replace those that will be removed. Primary role of trees is to create a dense screen between the guest rooms and hotel activity zones from the adjacent residences and offices. Trees are aligned with guest room windows where possible. See separate table for specific Heritage Tree Replacements. Heritage Tree Replacement Species are underlined in the list below.	
(6) <u>Arbutus Menziesii</u>	Marina Madrone 36" Box
(9) Lagerstroemia indica	Dynamite Crape Myrtle 24" Box
(13) <u>Laurocarya saratoga</u>	Saratoga Laurel Cherry 36" Box
(7) <u>Olea europaea</u>	Swan Hill Olive 24" Box
(8) <u>Podocarpus arborescens</u>	Fern Pine 36" Box
(1) <u>Quercus agrifolia</u>	Coast Live Oak 36" Box
Shrubs	
Hedge Shrubs - 6 gallon	
Low to medium height shrubs planted as hedges along building.	
Buxus microphylla	Japanese Boxwood
Callisaron viminalis	Little John
Myrica communis	Compass
Nandina domestica	Fire Power
Olea europaea	Little Ole
Rhothodaphne indica	White Enchantment
Rhothodaphne umbellata	Minor
Ruscus officinalis	Rosemary
Upright Shrubs - 15 gallon	
Narrow upright evergreen shrubs to complement architecture.	
Cyperus sempervirens	Tiny Towers
Podocarpus neriifolia	Long Leaf Yellow Wood
Thuja occidentalis	Emerald
American Arborvitae	
Vines	
Vines - 1 and 5 gallon	
Climbing and trailing vines for screening and accent	
Bougainvillea species	Bougainvillea
Oleandra species	Clematis
Chytanoma callistocoides	Yellow Trumpet Vine
Ficus pumila	Creeping Fig
Jasminum polyanthum	Jasmine
Trachelospermum jasminoides	Star Jasmine

Groundcovers and Accent Plants

Grasses - 1 and 5 gallon	
Plants approved for use in stormwater management flow-through planters and for accent planting throughout.	
Bouteloua gracilis	Blue Grama
Carex species	New Zealand Hair Grass
Calamagrostis acutiflora	Yarrow Foxtail
Muhlenbergia dubia	Pine Muley
Flowering and accent plants - 5 gallon	
Planted in front of hedges for visual interest and layering in larger planters.	
Argemone	Kangaroo Paw
Euphorbia charcasica	Euphorbia
Hesperaloe parviflora	Red Yucca
Kopchovia ovata	Red-Knot Poker
Lantana species	Lantana
Russelia equisetiformis	Coral Fountain
Sida sp.	Autumn Sage
Yucca species	Yucca
Low flowering accent plants - 1, 2, and 5 gallon	
Provide year round visual interest and area planted in high use areas and as foreground in larger planters.	
Dianthus	Flax Lily
Hemerocallis species	Day Lily
Hesperaloe parviflora	Red Yucca
Rosa 'Flower Carpet'	Flower Carpet Rose
Low growing groundcover - 1 gallon	
Groundcover that allows access	
Archostaphylos uva-ursi	Trailing Manzanita
Conoclinium donnellii	Seaberry
Juniperus conferta	Shore Juniper
Trachelospermum asiaticum	Asian Jasmine

WELCO Water Use Calculations

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

ETO for Menlo Park 42.8

Number	Plant Type	Water Use	Efficiency	Spacing	ETC	ETC/Plant	ETC/Plant	ETC
1	Stormwater	Medium	0.4	Drip Emmitter	.81	0.49	682 sf	336.8 8,937.1
2	Shrubs	Medium	0.4	Drip Emmitter	.81	0.49	1,314 sf	648.9 17,218.0
3	Shrubs	Low	0.3	Drip Emmitter	.81	0.37	3,065 sf	1,135.2 30,123.3
4	Containers	Medium	0.4	Drip Emmitter	.81	0.49	108 sf	53.3 1,415.3
5	Containers	Low	0.3	Drip Emmitter	.81	0.37	252 sf	93.3 2,476.7
TOTAL							5,421 sf	
Maximum Applied Water Allowance (MAWA)							60,171.2 gallon/year	
Estimated Total Water Usage (ETWU)							64,733.2 gallon/year	
Average Irrigation Efficiency							.81	

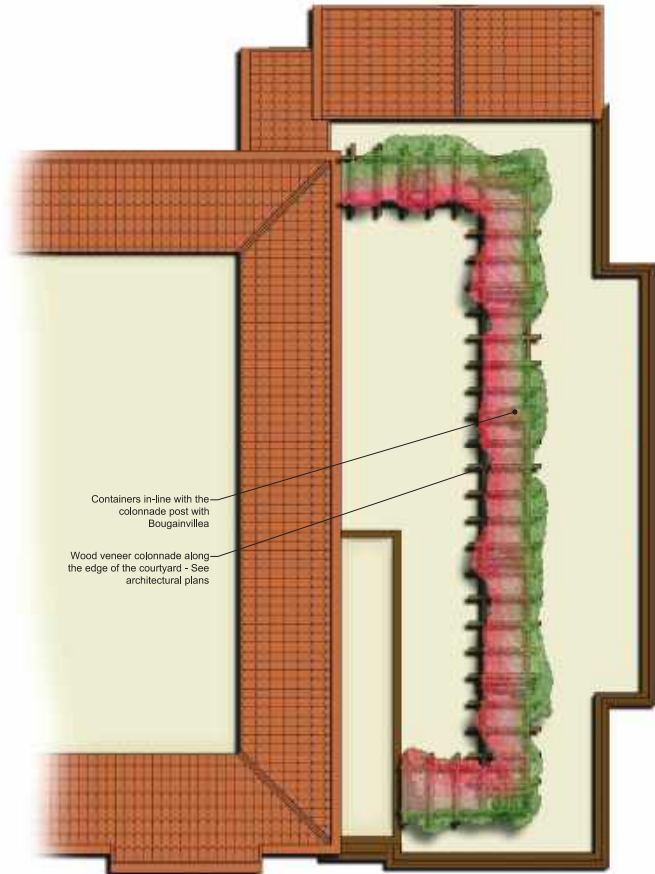
ETWU is less than MAWA, therefore water usage as designed exceeds code requirements.

Tree Replacement / Mitigation Table

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

Existing Trees

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



Third Floor Deck Plan

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



Hampton Inn - Menlo Park, CA

L0.2 - Conceptual Landscape Plan

GENERAL CIVIL NOTES

GENERAL:

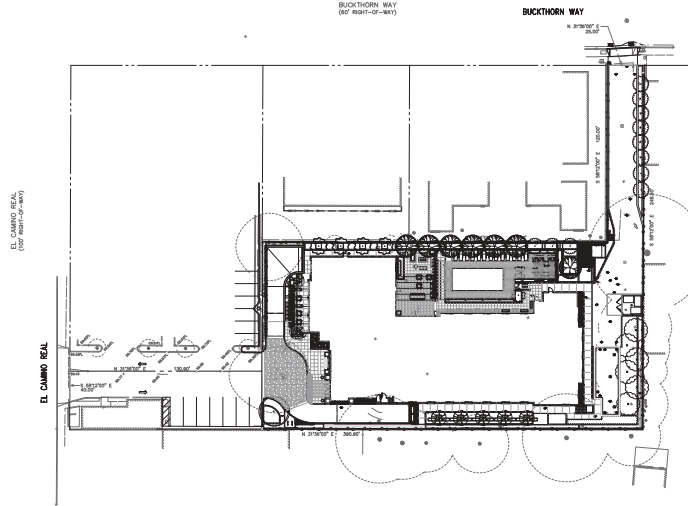
- ALL PERMITS WILL BE SECURED BY THE OWNER AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY WITH THE CONDITIONS AND REQUIREMENTS OF THE PERMITS.
- THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR DAMAGE RESULTING FROM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

PRELIMINARY IMPROVEMENT PLANS

FOR
HAMPTON INN
1704 EL CAMINO REAL
MENLO PARK, CA



VICINITY MAP



LEGEND

BOUNDARY LINES	
---	CENTER LINE
---	EASEMENT LINE
---	PROPERTY LINE
---	ADJACENT PROPERTY LINE
MISCELLANEOUS LINES	
---	SIDEWALK
---	LIP OF GUTTER
---	FENCE-WIRE
---	SHORTENTMENT
---	GARAGE OUTLINE
UTILITY LINES	
---	FIRE SERVICE
---	GAS LINE
---	IRRIGATION LINE
---	STORM DRAIN
---	SANITARY SEWER
---	WATER
---	PERFORATED PIPE

ABBREVIATIONS

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

BENCHMARK:

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

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON NAVD29 DATUM. ADD 2.72 FEET TO ELEVATIONS TO CONVERT NAVD29 DATUM TO NAVD88 DATUM.

REFERENCED CITY BENCHMARK: 101116 ORIGINALLY 71.13 NAVD29 DATUM CURRENTLY 73.85 NAVD88 DATUM

FLOOD ZONE NOTE:

THE SUBJECT PROPERTY LIES ENTIRELY WITHIN FLOOD ZONE "X", AREA OF MINIMAL FLOOD HAZARD, BASED ON FLOOD INSURANCE RATE MAP 50061C0254E, 10/16/2012.

GENERAL NOTES CONTINUATION

GRADING NOTES:

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

UTILITY NOTES:

- THIS SURVEY IS NOT INTENDED TO REPRESENT THE EXACT LOCATIONS, SIZES OR EXTENT OF THE UTILITIES WITHIN THE AREA ENCOMPASSED BY THIS SURVEY. THEREFORE, IT IS THE RESPONSIBILITY OF THE OWNER AND/OR CONTRACTOR TO VERIFY THE LOCATION, SIZE AND EXTENT OF ANY EXISTING UTILITIES PRIOR TO DESIGN OR CONSTRUCTION. CONTRACTORS ARE CAUTIONED TO CONTACT U.S.A. UNDERGROUND AND TO EXERCISE EXTREME CARE IN VERIFYING ALL LOCATIONS PRIOR TO COMMENCING EXCAVATIONS OR OTHER WORK WHICH MAY AFFECT THESE UTILITIES.
- IRRIGATION LATERALS, PARKING LOT LIGHTING WIRING AND SIGNAL WIRING NOT SHOWN. VERIFY LOCATION BEFORE COMMENCING TRENCHING. REPLACE OR REPAIR IMMEDIATELY WHERE BROKEN TO PROVIDE UNINTERRUPTED SERVICE.
- UTILITY ABANDONMENT/REMOVAL: DISCONNECT AND CAP PIPES AND SERVICES TO REMAIN. REMOVE ALL PORTIONS OF ALL UTILITIES WITHIN NEAR BUILDING FOOTPRINT AND DISPOSE OF OFF-SITE. OTHERWISE ABANDON IN PLACE UNLESS NOTED OTHERWISE.
- NOTIFY THE ENGINEER IMMEDIATELY OF ANY UTILITIES ENCOUNTERED THAT ARE NOT SHOWN ON THE DRAWINGS. PRESERVE AND REPAIR ANY UTILITIES THAT ARE DAMAGED AND THAT ARE TO REMAIN.
- CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL CROSSINGS OF NEW UTILITIES WITH EACH OTHER, AND WITH EXISTING UTILITIES. VERIFY EXISTING PIPE LOCATION AND INVERT PRIOR TO INSTALLING NEW UTILITIES. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR DEVIATIONS.
- PRIOR TO CONNECTING TO EXISTING UTILITIES FIELD VERIFY LOCATION 6" & INVERT OR DEPTH PRIOR TO INSTALLING NEW PIPE OR EQUIPMENT.
- EACH BUILDING WATER SERVICE CONNECTION SHALL BE WITH VALVE AND VALVE BOX SET AT GRADE.
- ALL BUILDING SEWER LATERALS SHALL BE WITH CLEANOUT TO GRADE.
- ALL CATCH BASINS WITH VENTILATOR AREALS SHALL BE TRAFFIC RATED FOR 100 VERTICAL LOADS. FOR CATCH BASINS IN WALKWAY AREAS, INCLUDING EXISTING CATCH BASINS, USE MEEL PROOF AND ADA GRADE.

ADA COMPLIANCE:

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

GEOTECHNICAL CRITERIA:

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

Cover Sheet

SAGAR PATEL



SHEET NO. **C1.0**

PLANNING SUBMITTAL 3/14/2019

PROJ. NO. 16111

HOBACH-LEWIN #11084.31



MENLO PARK, CALIFORNIA

SSMH
RM 58.73
INV. 54.23(5E)
INV. 54.23(6E)
INV. 54.14(5W)
INV. 54.14(6W)

SSMH
RM 58.16
INV. 52.11(5W)
INV. 52.01(6E)

SSMH
RM 57.22
INV. 52.31(5W)
INV. 52.42(6E)
INV. 51.47(6E)

BUCKTHORN WAY
(60' RIGHT-OF-WAY)

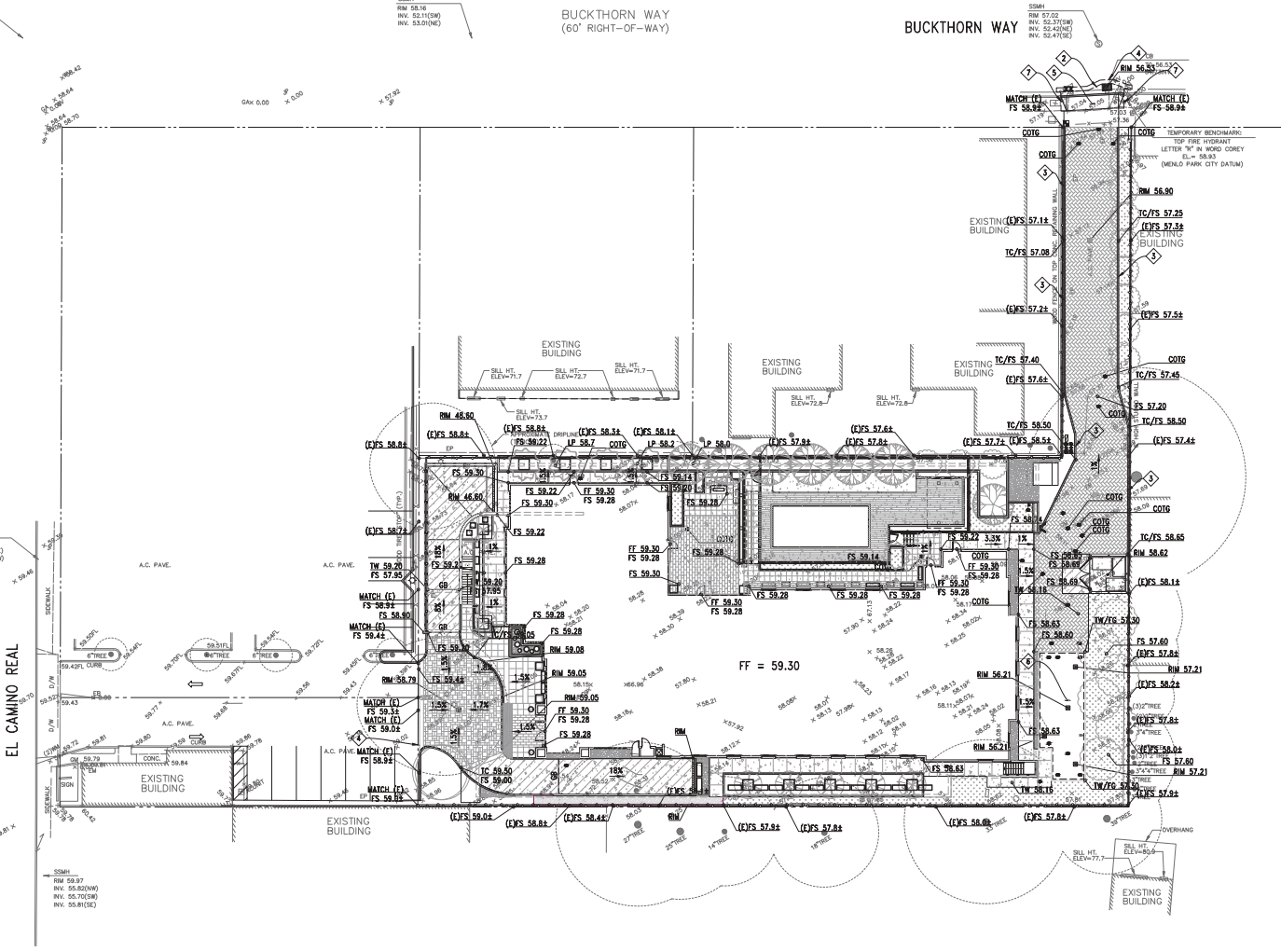
BUCKTHORN WAY

EL CAMINO REAL
(100' RIGHT-OF-WAY)

SSMH
RM 59.37
INV. 55.23(5E)
INV. 55.10(5W)

SSMH
RM 59.37
INV. 55.23(5E)
INV. 55.10(5W)

EL CAMINO REAL



GRADING LEGEND

- GRADE ELEVATION
- SLOPE AND DIRECTION
- GARAGE WALL OUTLINE

GRADING KEYNOTES

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

ARBORIST NOTE

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

CITY OF MENLO PARK UTILITY NOTE

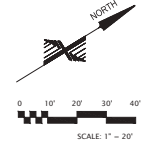
LATERAL CONNECTIONS TO OVERHEAD ELECTRIC, FIBER OPTIC AND COMMUNICATIONS SHALL BE PLACED IN JOINT TRENCH. SEE MEP DRAWINGS.

PAVEMENT LEGEND

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

PAVEMENT NOTE

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



Preliminary Grading & Drainage Plan

SAGAR PATEL

MENLO PARK, CALIFORNIA

SHEET NO. **C3.0**

PLANNING SUBMITTAL 3/14/2019

HOHBACH-LEWIN #11084.31



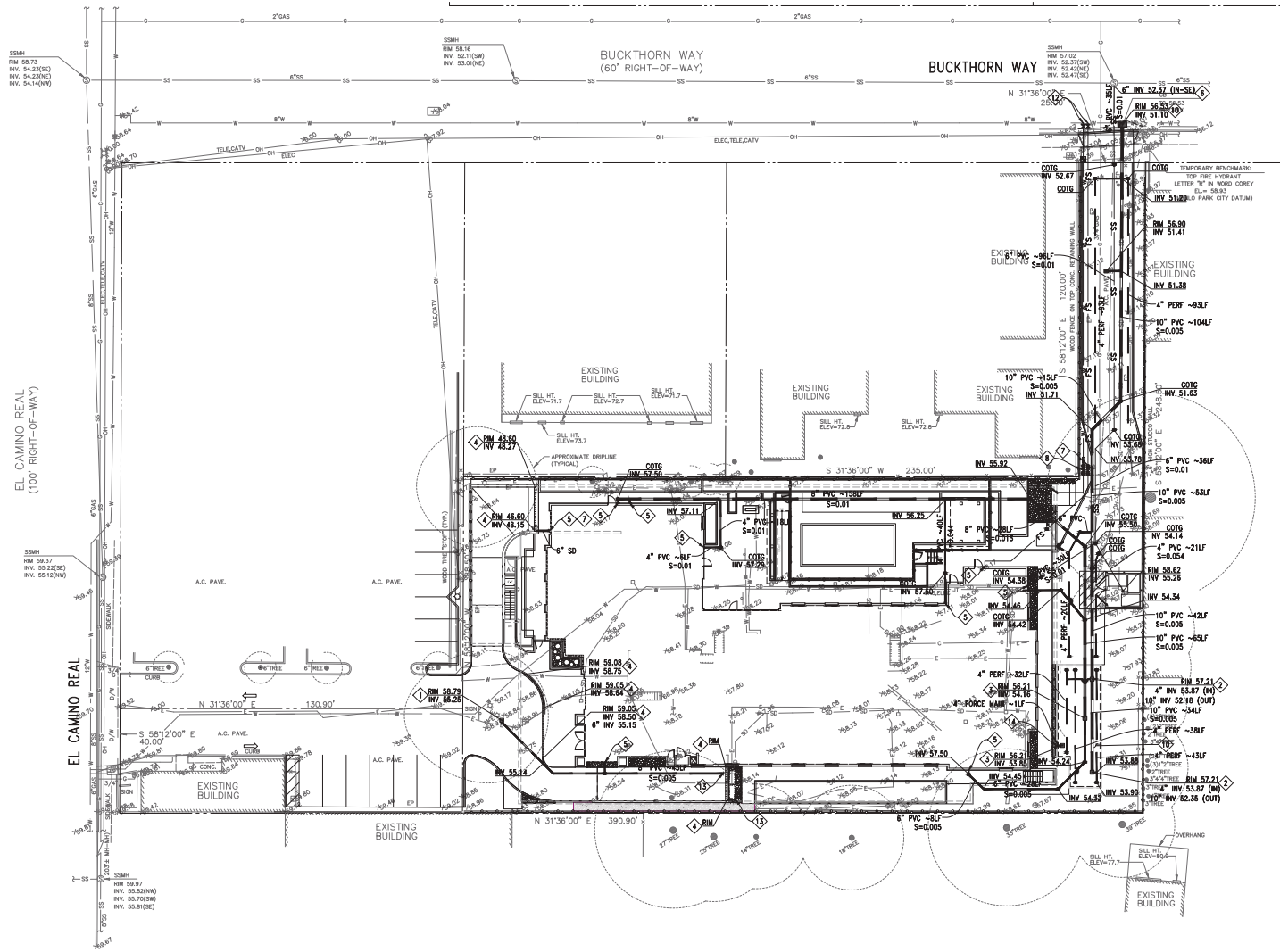
Plot Date: Mar 13, 2019 - 3:58pm

H35

HOHBACH-LEWIN, INC.
STRUCTURAL & CIVIL ENGINEERS
2905 SWINGWAY AVENUE, SUITE 150
PALO ALTO, CA 94306
(650) 617-5930, Fax: (650) 617-5932



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



UTILITY LEGEND

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

UTILITY KEYNOTES

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

ARBORIST NOTE

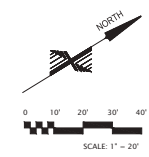
TRENCHING OR OTHER ACTIVITIES WITHIN TREE PROTECTION ZONES (TPZ), AS OUTLINED IN THE PROJECT ARBORIST REPORT BY ARBOR RESOURCES, DATED 7/18/2018, SHOULD BE HAND-DIG OR BY HAND-MEANS AND PER ARBORIST REPORT RECOMMENDATIONS.

CITY OF MENLO PARK NOTE - POTENTIAL UTILITY CONFLICTS

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

CITY OF MENLO PARK UTILITY NOTE

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



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

Preliminary Utility Plan

SAGAR PATEL

SHEET NO. **C4.0**

PLANNING SUBMITTAL 3/14/2019

HOBBACH-LEWIN #11084.31



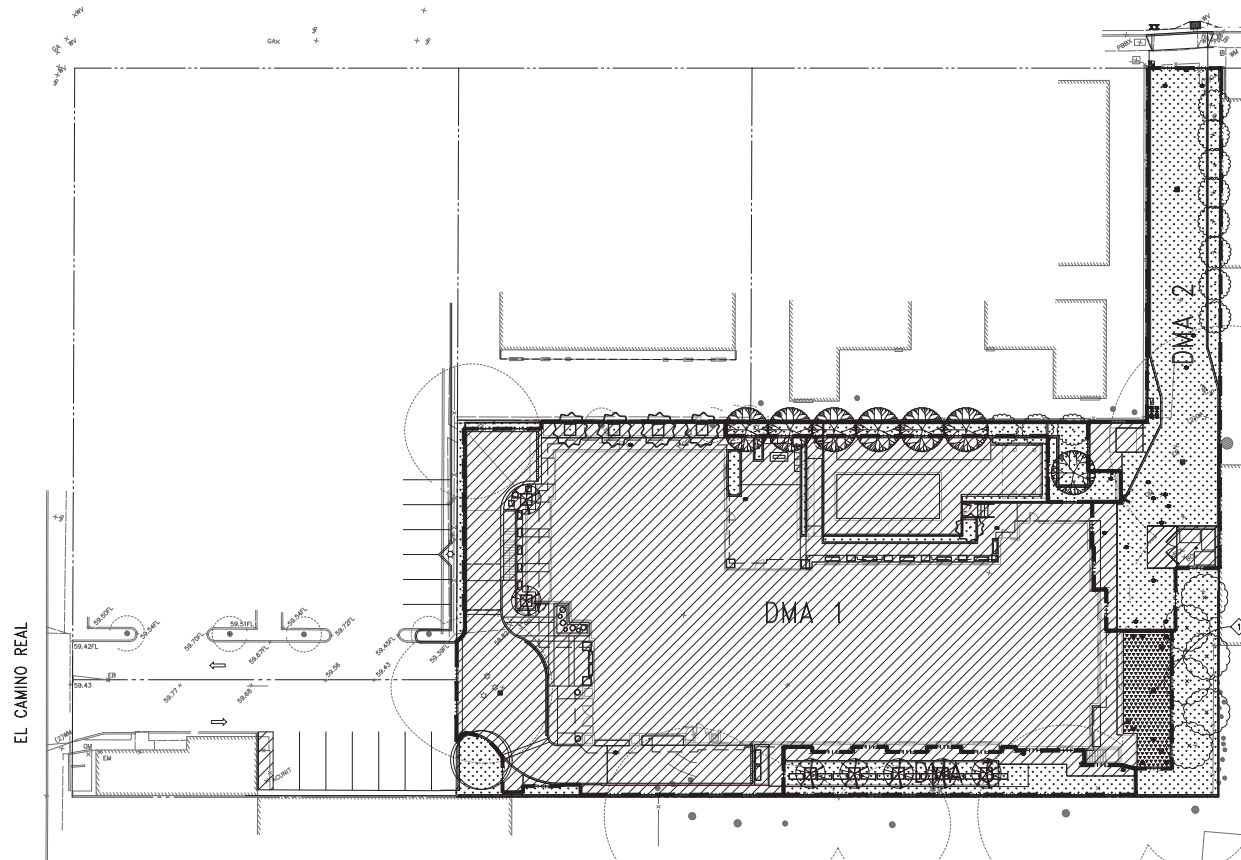
MENLO PARK, CALIFORNIA

H36

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

BUCKTHORN WAY
(60' RIGHT-OF-WAY)

BUCKTHORN WAY



LEGEND

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

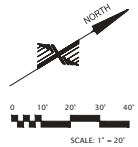
Impervious and Pervious Area Comparison

	Existing Conditions (sf)	Percentage (%)	Proposed Conditions (sf)	Percentage (%)	Net Change (sf)
Impervious Surface	29,991	80.2	26,512	72.8	-3,479
Pervious Surface	6,679	17.8	9,898	27.2	3,419
Total Project Area	36,410		36,410		

Storm Water Treatment Summary

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

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



HOBACH-LEWIN, INC.
STRUCTURAL & CIVIL ENGINEERS
240 Swindon Avenue, Suite 150
Palo Alto, CA 94306
(650) 617-5930, Fax: (650) 617-5932

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

Storm Water Treatment Plan

SHEET NO. **C5.0**

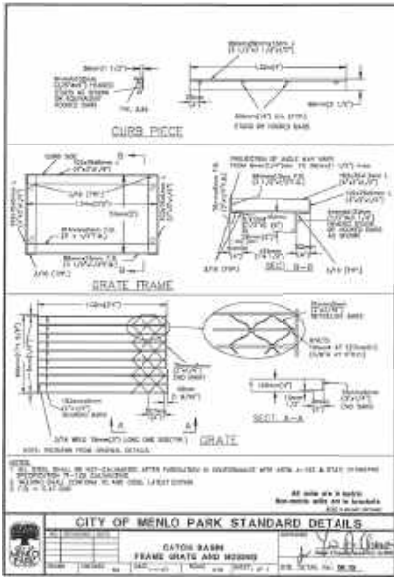
PLANNING SUBMITTAL 3/14/2019

PROJ. NO. 1511
HOBACH-LEWIN #11084.31

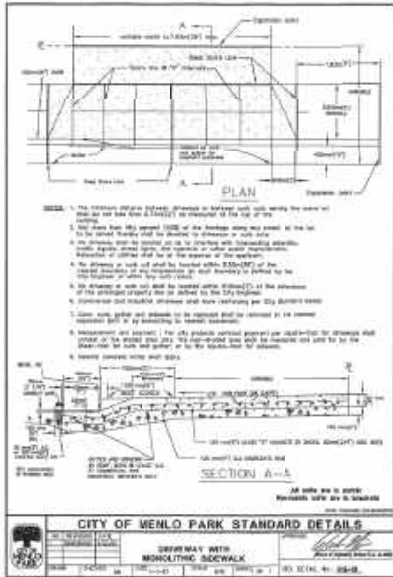


MENLO PARK, CALIFORNIA

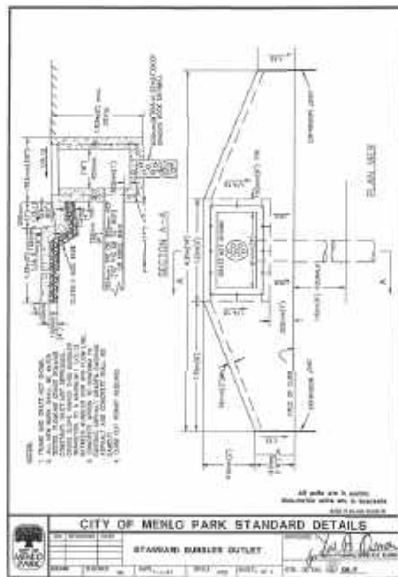
SAGAR PATEL



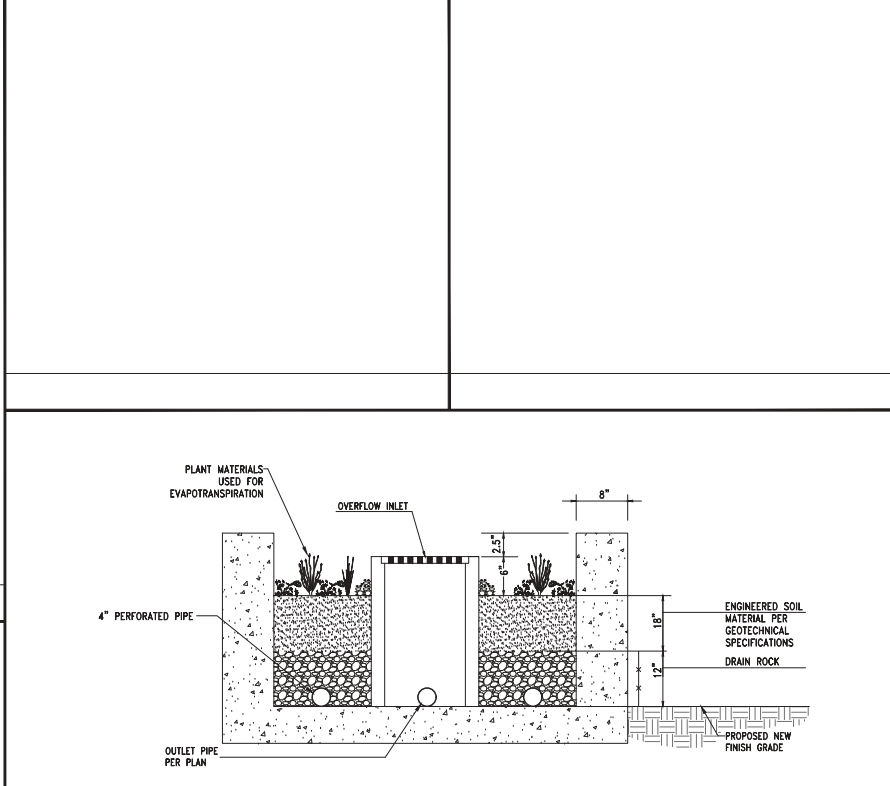
5 CATCH BASIN



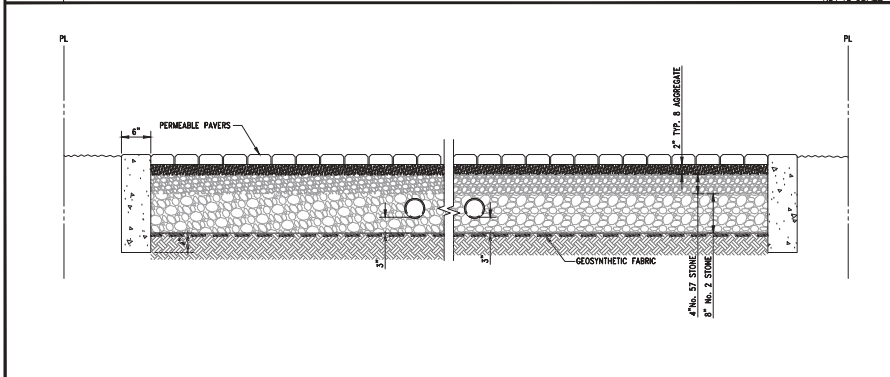
3 DRIVEWAY WITH MONOLITHIC SIDEWALK



4 STANDARD BUBBLER OUTLET



1 FLOW-THROUGH PLANTER



2 FIRE APPARATUS ACCESS ROAD W/ PERMEABLE PAVERS SECTION

Details
SAGAR PATEL



MENLO PARK, CALIFORNIA

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

H38

SHEET NO. **C7.0**
PLANNING SUBMITTAL 3/14/2019

PROJ. NO. 1511
HOHBACH-LEWIN #11084.31



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



SYMBOLS LIST		DRAWING INDEX		GENERAL NOTES																																																																																																																																																																																																																																																																																																
<p>LIGHTING</p> <ul style="list-style-type: none"> LAY-IN CEILING MOUNTED LIGHT FIXTURE LIGHT FIXTURE, SURFACE OR PENDANT MOUNTED SURFACE MOUNTED LINEAR WALL MOUNT FIXTURE RECESSED LED DOWNLIGHT SURFACE MOUNT LED LIGHT FIXTURE LED DIRECTIONAL OR ACCENT LIGHT FIXTURE LED BOLLARD LIGHT FIXTURE LED WALL MOUNTED SCONCE LIGHT FIXTURE LED LINEAR UNDER-SURFACE MOUNTED LIGHT FIXTURE LED SURFACE MOUNTED WRAP LIGHT FIXTURE EXIT FIXTURE, CEILING OR WALL MOUNTED, DIRECTIONAL ARROWS AS INDICATED SHADING OF ANY FIXTURE INDICATES CONNECTION TO EMERGENCY SYSTEM 	<p>POWER</p> <ul style="list-style-type: none"> PANELBOARD, 277/480V, SURFACE MOUNTED PANELBOARD, 277/480V, FLUSH MOUNTED PANELBOARD, 120/208V, SURFACE MOUNTED PANELBOARD, 120/208V, FLUSH MOUNTED ELECTRIC MOTOR-CONNECTION, NUMBER INDICATES HORSEPOWER JUNCTION BOX, CEILING MOUNTED JUNCTION BOX, FLUSH FLOOR MOUNTED FLUSH WALL MOUNTED JUNCTION BOX DUPLEX CONVENIENCE OUTLET, +18" AFF UON DOUBLE DUPLEX CONVENIENCE OUTLET, +18" AFF UON DUPLEX GFI OUTLET, +18" AFF UON DOUBLE DUPLEX GFI OUTLET, +18" AFF UON SHADING THROUGH CENTER OF OUTLET INDICATES OUTLET ON EMERGENCY TELE/POWER POLE. INSTALL PER MFR'S INSTRUCTIONS. SPECIALTY OUTLET, 18" UON, TYPE AS NOTED ON PLANS HEAVY DUTY FUSIBLE SAFETY SWITCH 40/60/1/460 =AMP FUSE/AMP SWITCH/POLES/MAX VOLTS PACKAGE CONTROLLER OR STARTER FURNISHED UNDER ANOTHER DIVISION, INSTALLED AND WIRED UNDER THIS DIVISION. 	<p>RACEWAYS</p> <ul style="list-style-type: none"> G GROUND CONDUCTOR CONDUIT RUN CONCEALED IN SLAB, UNDERSLAB OR UNDERGROUND CONDUIT RUN CONCEALED IN WALL OR CEILING CONDUIT HOMERUN, CONTINUOUS RUN TO PANEL OR EQUIPMENT CABINET FLEXIBLE METALLIC CONDUIT CONDUIT TURNED UP CONDUIT TURNED DOWN CROSS MARKS ON BRANCH CIRCUIT CONDUIT RUNS INDICATE THE QUANTITY OF CONDUCTORS AS FOLLOWS: NEUTRAL CONDUCTOR(S) PHASE CONDUCTORS <ol style="list-style-type: none"> 1. NO CROSS MARKS INDICATES TWO #12 AWG CONDUCTORS, U.O.N. 2. THREE TO SIX CROSS MARKS INDICATES THE QUANTITY OF #12 AWG CONDUCTORS, U.O.N. 3. SEVEN OR MORE CROSS MARKS INDICATES THE QUANTITY OF #10 AWG CONDUCTORS, U.O.N. 4. ALL 120V, 20A HOMERUNS LONGER THAN 100' AND ALL 277V, 20A HOMERUNS LONGER THAN 150' SHALL BE #10 MINIMUM. 5. EXPOSED RACEWAYS IN MECHANICAL ROOMS AND ELECTRICAL ROOMS SHALL BE EMT OR RIGID. <p>TT GROUND BAR, REFER TO DETAIL</p>	<p>ABBREVIATIONS</p> <table border="0"> <tr> <td>AC</td><td>ALTERNATING CURRENT</td> <td>NL</td><td>NIGHT LIGHT</td> </tr> <tr> <td>A/C</td><td>AIR CONDITIONER</td> <td>N/S</td><td>NOT TO SCALE</td> </tr> <tr> <td>AF</td><td>ABOVE FINISHED FLOOR</td> <td>N/A or NA</td><td>NOT APPLICABLE</td> </tr> <tr> <td>ALT</td><td>ALTERNATE</td> <td>NO</td><td>NUMBER</td> </tr> <tr> <td>AM/VA</td><td>AMBIENT AIR/VENTED AIR</td> <td>NC</td><td>NOT IN CONTRACT</td> </tr> <tr> <td>AUX</td><td>AUXILIARY</td> <td>NF</td><td>NOTICEABLE</td> </tr> <tr> <td>A OR AMP</td><td>AMPERE</td> <td>NPA</td><td>NATIONAL PURCHASING AGREEMENT</td> </tr> <tr> <td>A/C</td><td>AUTOMATIC TRANSFER SWITCH</td> <td>OC</td><td>ON CENTER</td> </tr> <tr> <td>BO</td><td>BOARD</td> <td>PC</td><td>PANEL</td> </tr> <tr> <td>CB</td><td>CIRCUIT BREAKER</td> <td>PH</td><td>PULL BOX</td> </tr> <tr> <td>CON</td><td>CONDUIT</td> <td>PVC</td><td>POLYVINYL CHLORIDE</td> </tr> <tr> <td>CAB</td><td>CABINET</td> <td>PT</td><td>POTENTIAL TRANSFORMER</td> </tr> <tr> <td>CLG</td><td>CEILING</td> <td>RECP</td><td>RECEPTACLE</td> </tr> <tr> <td>CCT</td><td>CIRCUIT</td> <td>REQD.</td><td>REQUIRED</td> </tr> <tr> <td>COAX</td><td>COAXIAL</td> <td>RM</td><td>ROOM</td> </tr> <tr> <td>CONT</td><td>CONTINUOUS</td> <td>S</td><td>SAFETY</td> </tr> <tr> <td>CONTR</td><td>CONTRACTOR</td> <td>S/N</td><td>SOLID NEUTRAL</td> </tr> <tr> <td>COOR.</td><td>CORRIDOR</td> <td>SES</td><td>SERVICE ENTRANCE SECTION</td> </tr> <tr> <td>CRT</td><td>CATHODE RAY TUBE</td> <td>SHL</td><td>SHIELD</td> </tr> <tr> <td>CT</td><td>CURRENT TRANSFORMER</td> <td>STD</td><td>STANDARD</td> </tr> <tr> <td>DOP</td><td>DATA GATHERING PANEL</td> <td>SWT</td><td>SWITCH</td> </tr> <tr> <td>DA</td><td>DIAMETER</td> <td>SHED</td><td>SHEDDARD</td> </tr> <tr> <td>DAG</td><td>DIAGRAM</td> <td>TELE</td><td>TELEPHONE</td> </tr> <tr> <td>DC</td><td>DIRECT CURRENT</td> <td>TV</td><td>TELEVISION</td> </tr> <tr> <td>DISC</td><td>DISCONNECT</td> <td>TS</td><td>TIME SWITCH</td> </tr> <tr> <td>DIST</td><td>DISTRIBUTION</td> <td>TP</td><td>TAMPER PROOF</td> </tr> <tr> <td>DN</td><td>DOWN</td> <td>T</td><td>TRANSFORMER</td> </tr> <tr> <td>DPT</td><td>DOUBLE POLE SINGLE THROW</td> <td>TP</td><td>TYPICAL</td> </tr> <tr> <td>DISD</td><td>DUCT SMOKE DETECTOR</td> <td>TC</td><td>TIMELOCK</td> </tr> <tr> <td>EC</td><td>EMPTY CONDUIT</td> <td>UF</td><td>UNDERFLOOR</td> </tr> <tr> <td>ELEC</td><td>ELECTRICAL</td> <td>UE</td><td>UNDERGROUND ELECTRIC</td> </tr> <tr> <td>EMT</td><td>ELECTRICAL METALLIC TUBING</td> <td>UP</td><td>UNDERGROUND PRIMARY</td> </tr> <tr> <td>EP</td><td>EMERGENCY POWER OFF</td> <td>US</td><td>UNDERGROUND SECONDARY</td> </tr> <tr> <td>EUP</td><td>EXISTING UNDERGROUND PRIMARY</td> <td>UON</td><td>UNLESS OTHERWISE NOTED</td> </tr> <tr> <td>ELGS</td><td>EXISTING UNDERGROUND SECONDARY</td> <td>V</td><td>VOLT</td> </tr> <tr> <td>EMC</td><td>ELECTRIC WATER COOLER</td> <td>VA</td><td>VOLTAERE</td> </tr> <tr> <td>EXP</td><td>EXPLOSION PROOF</td> <td>VF</td><td>VARIABLE FREQUENCY DRIVE</td> </tr> <tr> <td>FIX</td><td>FIXTURE</td> <td>W</td><td>WATER</td> </tr> <tr> <td>FLEX</td><td>FLEXIBLE</td> <td>WF</td><td>WALL OR WIRE</td> </tr> <tr> <td>FLR</td><td>FLOOR</td> <td>WP</td><td>WEATHERPROOF</td> </tr> <tr> <td>PWR</td><td>FULL VOLTAGE, NON REVERSING</td> <td>XMR</td><td>TRANSFORMER</td> </tr> <tr> <td>GFI</td><td>GROUND FAULT INTERRUPTER</td> <td></td><td></td> </tr> <tr> <td>GFP</td><td>GROUND FAULT PROTECTION</td> <td></td><td></td> </tr> <tr> <td>GRC</td><td>GALVANIZED RIGID CONDUIT</td> <td></td><td></td> </tr> <tr> <td>GRD</td><td>GROUND</td> <td></td><td></td> </tr> <tr> <td>GFT</td><td>GROUND FAULT CURRENT TRANSFORMER</td> <td></td><td></td> </tr> <tr> <td>HC</td><td>HOSPITAL GRADE</td> <td></td><td></td> </tr> <tr> <td>HGT</td><td>HEIGHT</td> <td></td><td></td> </tr> <tr> <td>HP</td><td>HORSEPOWER</td> <td></td><td></td> </tr> <tr> <td>HTR</td><td>HEATER</td> <td></td><td></td> </tr> <tr> <td>HE</td><td>HERTZ</td> <td></td><td></td> </tr> <tr> <td>IMC</td><td>INTERMEDIATE METAL CONDUIT</td> <td></td><td></td> </tr> <tr> <td>ISO</td><td>ISOLATED</td> <td></td><td></td> </tr> <tr> <td>KPII</td><td>KANSAS PERMANENTE INFORMATION TECHNOLOGY</td> <td></td><td></td> </tr> <tr> <td>JB OR J-JUNCTION BOX</td><td></td><td></td><td></td> </tr> <tr> <td>KVA</td><td>KILOVOLT AMPERE</td><td></td><td></td> </tr> <tr> <td>KW</td><td>KILOWATT</td><td></td><td></td> </tr> <tr> <td>KWH</td><td>KILOWATT HOUR</td><td></td><td></td> </tr> <tr> <td>KALC</td><td>KILO-AMPERES INTERRUPTING CURRENT</td><td></td><td></td> </tr> <tr> <td>LT</td><td>LIGHT</td><td></td><td></td> </tr> <tr> <td>LTFX</td><td>LIGHT FIXTURE</td><td></td><td></td> </tr> <tr> <td>LV</td><td>LOW VOLTAGE</td><td></td><td></td> </tr> <tr> <td>LCP</td><td>LIGHTING CONTROL PANEL</td><td></td><td></td> </tr> <tr> <td>MFR</td><td>MANUFACTURER</td><td></td><td></td> </tr> <tr> <td>MAX</td><td>MAXIMUM</td><td></td><td></td> </tr> <tr> <td>MIN</td><td>MINIMUM</td><td></td><td></td> </tr> <tr> <td>MCC</td><td>MOTOR CONTROL CENTER</td><td></td><td></td> </tr> <tr> <td>MT</td><td>MOUNTED</td><td></td><td></td> </tr> <tr> <td>MTD</td><td>MOUNTED</td><td></td><td></td> </tr> <tr> <td>MFG</td><td>MOUNTING</td><td></td><td></td> </tr> <tr> <td>MLO</td><td>MAIN LINES ONLY</td><td></td><td></td> </tr> <tr> <td>MCB</td><td>MAIN CIRCUIT BREAKER</td><td></td><td></td> </tr> </table>	AC	ALTERNATING CURRENT	NL	NIGHT LIGHT	A/C	AIR CONDITIONER	N/S	NOT TO SCALE	AF	ABOVE FINISHED FLOOR	N/A or NA	NOT APPLICABLE	ALT	ALTERNATE	NO	NUMBER	AM/VA	AMBIENT AIR/VENTED AIR	NC	NOT IN CONTRACT	AUX	AUXILIARY	NF	NOTICEABLE	A OR AMP	AMPERE	NPA	NATIONAL PURCHASING AGREEMENT	A/C	AUTOMATIC TRANSFER SWITCH	OC	ON CENTER	BO	BOARD	PC	PANEL	CB	CIRCUIT BREAKER	PH	PULL BOX	CON	CONDUIT	PVC	POLYVINYL CHLORIDE	CAB	CABINET	PT	POTENTIAL TRANSFORMER	CLG	CEILING	RECP	RECEPTACLE	CCT	CIRCUIT	REQD.	REQUIRED	COAX	COAXIAL	RM	ROOM	CONT	CONTINUOUS	S	SAFETY	CONTR	CONTRACTOR	S/N	SOLID NEUTRAL	COOR.	CORRIDOR	SES	SERVICE ENTRANCE SECTION	CRT	CATHODE RAY TUBE	SHL	SHIELD	CT	CURRENT TRANSFORMER	STD	STANDARD	DOP	DATA GATHERING PANEL	SWT	SWITCH	DA	DIAMETER	SHED	SHEDDARD	DAG	DIAGRAM	TELE	TELEPHONE	DC	DIRECT CURRENT	TV	TELEVISION	DISC	DISCONNECT	TS	TIME SWITCH	DIST	DISTRIBUTION	TP	TAMPER PROOF	DN	DOWN	T	TRANSFORMER	DPT	DOUBLE POLE SINGLE THROW	TP	TYPICAL	DISD	DUCT SMOKE DETECTOR	TC	TIMELOCK	EC	EMPTY CONDUIT	UF	UNDERFLOOR	ELEC	ELECTRICAL	UE	UNDERGROUND ELECTRIC	EMT	ELECTRICAL METALLIC TUBING	UP	UNDERGROUND PRIMARY	EP	EMERGENCY POWER OFF	US	UNDERGROUND SECONDARY	EUP	EXISTING UNDERGROUND PRIMARY	UON	UNLESS OTHERWISE NOTED	ELGS	EXISTING UNDERGROUND SECONDARY	V	VOLT	EMC	ELECTRIC WATER COOLER	VA	VOLTAERE	EXP	EXPLOSION PROOF	VF	VARIABLE FREQUENCY DRIVE	FIX	FIXTURE	W	WATER	FLEX	FLEXIBLE	WF	WALL OR WIRE	FLR	FLOOR	WP	WEATHERPROOF	PWR	FULL VOLTAGE, NON REVERSING	XMR	TRANSFORMER	GFI	GROUND FAULT INTERRUPTER			GFP	GROUND FAULT PROTECTION			GRC	GALVANIZED RIGID CONDUIT			GRD	GROUND			GFT	GROUND FAULT CURRENT TRANSFORMER			HC	HOSPITAL GRADE			HGT	HEIGHT			HP	HORSEPOWER			HTR	HEATER			HE	HERTZ			IMC	INTERMEDIATE METAL CONDUIT			ISO	ISOLATED			KPII	KANSAS PERMANENTE INFORMATION TECHNOLOGY			JB OR J-JUNCTION BOX				KVA	KILOVOLT AMPERE			KW	KILOWATT			KWH	KILOWATT HOUR			KALC	KILO-AMPERES INTERRUPTING CURRENT			LT	LIGHT			LTFX	LIGHT FIXTURE			LV	LOW VOLTAGE			LCP	LIGHTING CONTROL PANEL			MFR	MANUFACTURER			MAX	MAXIMUM			MIN	MINIMUM			MCC	MOTOR CONTROL CENTER			MT	MOUNTED			MTD	MOUNTED			MFG	MOUNTING			MLO	MAIN LINES ONLY			MCB	MAIN CIRCUIT BREAKER			<ol style="list-style-type: none"> 1. MAINTAIN FIRE RATING OF ALL FLOORS, CEILINGS AND WALLS PENETRATED BY ELECTRICAL WORK. 2. ELECTRICAL DEVICE OPENINGS IN FIRE RATED WALLS SHALL NOT EXCEED 16 SQUARE INCHES AND SHALL NOT EXCEED 100 SQUARE INCHES PER 100 SQUARE FEET OF WALL AREA. DEVICE OPENINGS ON OPPOSITE SIDES OF FIRE RATED WALLS SHALL BE HORIZONTALLY SEPARATED BY A MINIMUM OF 24 INCHES. 3. ALL ELECTRICAL EQUIPMENT SHALL BE BRACED OR ANCHORED TO RESIST A HORIZONTAL FORCE ACTING IN ANY DIRECTION PER THE 2013 CALIFORNIA BUILDING CODE. 4. VERIFY CIRCUIT VOLTAGE OF SUPPLY CIRCUIT SHOWN ON PLANS FOR ALL LIGHT FIXTURES. PROVIDE FIXTURES/DRIVERS SUITABLE FOR SUPPLY CIRCUIT VOLTAGE. 5. UNLESS OTHERWISE NOTED, CONDUIT ROUTING, IF SHOWN, IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR SHALL LAYOUT RUNS TO SUIT FIELD CONDITIONS, AND THE COORDINATION REQUIREMENTS OF UTILITIES AND OTHER TRADES. 6. INSTALL AND CONNECT A CODE SIZED INSULATED COPPER EQUIPMENT GROUNDING CONDUCTOR IN ALL BRANCH CIRCUIT, AND FEEDER CONDUITS. THESE EQUIPMENT GROUND WIRES ARE NOT SHOWN ON THE PLANS; INCREASE CONDUIT SIZE WHERE REQUIRED. 7. INSTALL A POLYETHYLENE PULLING ROPE IN ALL EMPTY CONDUITS. 8. MOUNTING HEIGHTS SHOWN ARE FROM FINISHED FLOOR TO THE CENTERLINE OF THE DEVICE, U.O.N. ALL MOUNTING HEIGHTS SHALL BE AS SHOWN ON THE SYMBOLS LIST UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIFICATIONS. 9. ALL CONDUIT AND RACEWAY PENETRATIONS THROUGH FIRE RATED WALLS AND FLOORS SHALL BE MADE IN ACCORDANCE WITH 2013 CALIFORNIA BUILDING CODE, CHAPTER 7. 10. ALL CIRCUITS SHALL HAVE A DEDICATED NEUTRAL CONDUCTOR. OTHERWISE, FOR MULTI-WIRE BRANCH CIRCUITS USE MULTI-POLE (HANDLE-TIE) CIRCUIT BREAKERS. 11. SUBSCRIPTS ON SWITCH SYMBOLS (S₁) DENOTE THE FIXTURE CONTROLLED. 12. VERIFY THE EXACT LOCATION OF ALL EQUIPMENT FURNISHED BY OTHERS PRIOR TO DETERMINING CONDUIT TERMINATION POINTS. 13. VERIFY CEILING TYPE FOR ALL FIXTURES. PROVIDE MOUNTING/TRIM HARDWARE SUITABLE FOR CEILING CONTAINING EACH FIXTURE. 14. ALL WIRING DEVICES SHALL BE PERMANENTLY LABELED WITH PANEL AND CIRCUIT NUMBER SUPPLYING THEM. 15. ALL EQUIPMENT TO BE INSTALLED OR PERMANENTLY CONNECTED (HARDWIRED) SHALL BE LISTED, LABELED OR CERTIFIED BY A NATIONALLY RECOGNIZED TESTING LABORATORY (NRTL). 16. ALL RECEPTACLES, SWITCHES, AND JUNCTION BOXES SHALL BE COLOR CODED AND IDENTIFIED PER THE DIVISION 26 SPECIFICATIONS. ALL EMERGENCY SYSTEM DEVICES AND COMPONENTS SHALL BE RED IN COLOR.
AC	ALTERNATING CURRENT	NL	NIGHT LIGHT																																																																																																																																																																																																																																																																																																	
A/C	AIR CONDITIONER	N/S	NOT TO SCALE																																																																																																																																																																																																																																																																																																	
AF	ABOVE FINISHED FLOOR	N/A or NA	NOT APPLICABLE																																																																																																																																																																																																																																																																																																	
ALT	ALTERNATE	NO	NUMBER																																																																																																																																																																																																																																																																																																	
AM/VA	AMBIENT AIR/VENTED AIR	NC	NOT IN CONTRACT																																																																																																																																																																																																																																																																																																	
AUX	AUXILIARY	NF	NOTICEABLE																																																																																																																																																																																																																																																																																																	
A OR AMP	AMPERE	NPA	NATIONAL PURCHASING AGREEMENT																																																																																																																																																																																																																																																																																																	
A/C	AUTOMATIC TRANSFER SWITCH	OC	ON CENTER																																																																																																																																																																																																																																																																																																	
BO	BOARD	PC	PANEL																																																																																																																																																																																																																																																																																																	
CB	CIRCUIT BREAKER	PH	PULL BOX																																																																																																																																																																																																																																																																																																	
CON	CONDUIT	PVC	POLYVINYL CHLORIDE																																																																																																																																																																																																																																																																																																	
CAB	CABINET	PT	POTENTIAL TRANSFORMER																																																																																																																																																																																																																																																																																																	
CLG	CEILING	RECP	RECEPTACLE																																																																																																																																																																																																																																																																																																	
CCT	CIRCUIT	REQD.	REQUIRED																																																																																																																																																																																																																																																																																																	
COAX	COAXIAL	RM	ROOM																																																																																																																																																																																																																																																																																																	
CONT	CONTINUOUS	S	SAFETY																																																																																																																																																																																																																																																																																																	
CONTR	CONTRACTOR	S/N	SOLID NEUTRAL																																																																																																																																																																																																																																																																																																	
COOR.	CORRIDOR	SES	SERVICE ENTRANCE SECTION																																																																																																																																																																																																																																																																																																	
CRT	CATHODE RAY TUBE	SHL	SHIELD																																																																																																																																																																																																																																																																																																	
CT	CURRENT TRANSFORMER	STD	STANDARD																																																																																																																																																																																																																																																																																																	
DOP	DATA GATHERING PANEL	SWT	SWITCH																																																																																																																																																																																																																																																																																																	
DA	DIAMETER	SHED	SHEDDARD																																																																																																																																																																																																																																																																																																	
DAG	DIAGRAM	TELE	TELEPHONE																																																																																																																																																																																																																																																																																																	
DC	DIRECT CURRENT	TV	TELEVISION																																																																																																																																																																																																																																																																																																	
DISC	DISCONNECT	TS	TIME SWITCH																																																																																																																																																																																																																																																																																																	
DIST	DISTRIBUTION	TP	TAMPER PROOF																																																																																																																																																																																																																																																																																																	
DN	DOWN	T	TRANSFORMER																																																																																																																																																																																																																																																																																																	
DPT	DOUBLE POLE SINGLE THROW	TP	TYPICAL																																																																																																																																																																																																																																																																																																	
DISD	DUCT SMOKE DETECTOR	TC	TIMELOCK																																																																																																																																																																																																																																																																																																	
EC	EMPTY CONDUIT	UF	UNDERFLOOR																																																																																																																																																																																																																																																																																																	
ELEC	ELECTRICAL	UE	UNDERGROUND ELECTRIC																																																																																																																																																																																																																																																																																																	
EMT	ELECTRICAL METALLIC TUBING	UP	UNDERGROUND PRIMARY																																																																																																																																																																																																																																																																																																	
EP	EMERGENCY POWER OFF	US	UNDERGROUND SECONDARY																																																																																																																																																																																																																																																																																																	
EUP	EXISTING UNDERGROUND PRIMARY	UON	UNLESS OTHERWISE NOTED																																																																																																																																																																																																																																																																																																	
ELGS	EXISTING UNDERGROUND SECONDARY	V	VOLT																																																																																																																																																																																																																																																																																																	
EMC	ELECTRIC WATER COOLER	VA	VOLTAERE																																																																																																																																																																																																																																																																																																	
EXP	EXPLOSION PROOF	VF	VARIABLE FREQUENCY DRIVE																																																																																																																																																																																																																																																																																																	
FIX	FIXTURE	W	WATER																																																																																																																																																																																																																																																																																																	
FLEX	FLEXIBLE	WF	WALL OR WIRE																																																																																																																																																																																																																																																																																																	
FLR	FLOOR	WP	WEATHERPROOF																																																																																																																																																																																																																																																																																																	
PWR	FULL VOLTAGE, NON REVERSING	XMR	TRANSFORMER																																																																																																																																																																																																																																																																																																	
GFI	GROUND FAULT INTERRUPTER																																																																																																																																																																																																																																																																																																			
GFP	GROUND FAULT PROTECTION																																																																																																																																																																																																																																																																																																			
GRC	GALVANIZED RIGID CONDUIT																																																																																																																																																																																																																																																																																																			
GRD	GROUND																																																																																																																																																																																																																																																																																																			
GFT	GROUND FAULT CURRENT TRANSFORMER																																																																																																																																																																																																																																																																																																			
HC	HOSPITAL GRADE																																																																																																																																																																																																																																																																																																			
HGT	HEIGHT																																																																																																																																																																																																																																																																																																			
HP	HORSEPOWER																																																																																																																																																																																																																																																																																																			
HTR	HEATER																																																																																																																																																																																																																																																																																																			
HE	HERTZ																																																																																																																																																																																																																																																																																																			
IMC	INTERMEDIATE METAL CONDUIT																																																																																																																																																																																																																																																																																																			
ISO	ISOLATED																																																																																																																																																																																																																																																																																																			
KPII	KANSAS PERMANENTE INFORMATION TECHNOLOGY																																																																																																																																																																																																																																																																																																			
JB OR J-JUNCTION BOX																																																																																																																																																																																																																																																																																																				
KVA	KILOVOLT AMPERE																																																																																																																																																																																																																																																																																																			
KW	KILOWATT																																																																																																																																																																																																																																																																																																			
KWH	KILOWATT HOUR																																																																																																																																																																																																																																																																																																			
KALC	KILO-AMPERES INTERRUPTING CURRENT																																																																																																																																																																																																																																																																																																			
LT	LIGHT																																																																																																																																																																																																																																																																																																			
LTFX	LIGHT FIXTURE																																																																																																																																																																																																																																																																																																			
LV	LOW VOLTAGE																																																																																																																																																																																																																																																																																																			
LCP	LIGHTING CONTROL PANEL																																																																																																																																																																																																																																																																																																			
MFR	MANUFACTURER																																																																																																																																																																																																																																																																																																			
MAX	MAXIMUM																																																																																																																																																																																																																																																																																																			
MIN	MINIMUM																																																																																																																																																																																																																																																																																																			
MCC	MOTOR CONTROL CENTER																																																																																																																																																																																																																																																																																																			
MT	MOUNTED																																																																																																																																																																																																																																																																																																			
MTD	MOUNTED																																																																																																																																																																																																																																																																																																			
MFG	MOUNTING																																																																																																																																																																																																																																																																																																			
MLO	MAIN LINES ONLY																																																																																																																																																																																																																																																																																																			
MCB	MAIN CIRCUIT BREAKER																																																																																																																																																																																																																																																																																																			
<p>LIGHTING CONTROL</p> <ul style="list-style-type: none"> S₀ SINGLE POLE TOGGLE SWITCH, +45" UON, SUBSCRIPT INDICATES FIXTURES CONTROLLED S_K KEY OPERATED TOGGLE SWITCH, +45" UON S_D WALLBOX DIMMER SWITCH, +45" UON S_{MS} OCCUPANCY SENSOR SWITCH, WALL MOUNTED +45" UON ⊙ STANDALONE OCCUPANCY SENSOR, CEILING MOUNTED, COMPLETE WITH SWITCHPACK. PROVIDE CONNECTION BETWEEN SENSOR AND SWITCHPACK USING LOW-VOLTAGE CABLING PER MANUFACTURER'S INSTRUCTIONS. ⊞ WALL MOUNTED CONTROL STATION. ⊞ CONTROL STATION IN LOCATION OTHER THAN WALL. MOUNT AS DESCRIBED ON DRAWINGS. ⊞ ROOM CONTROLLER RELAY UNIT, MOUNT ABOVE CEILING OR IN LOCATIONS AS INDICATED ON DRAWINGS. ⊞ DAYLIGHT SENSOR. LOCATE PER DRAWINGS. ⊞ CEILING MOUNTED OCCUPANCY SENSOR. 	<p>CONVENTIONS</p> <ul style="list-style-type: none"> ① NUMBERED SHEET NOTE, APPLIES TO DRAWING CONTAINING NOTES ONLY MECHANICAL EQUIPMENT IDENTIFICATION TAG: AC: AIR CONDITIONING UNIT CU: CONDENSING UNIT EF: EXHAUST FAN HP: HEAT PUMP HV: HEAT VENT UNIT TEP: TOILET EXHAUST FAN △ ADDITIONAL BULLETIN, OR REVISION NUMBER FEEDER TAG EQUIPMENT TAG DETAIL REFERENCE: DETAIL DESIGNATION SHEET NUMBER ⊞ FIXTURE IDENTIFICATION TAG: FIXTURE TYPE (1) 1-1/4 DASH INDICATES FRACTION PARENTHESES INDICATES QUANTITY 																																																																																																																																																																																																																																																																																																			

SYMBOLS LIST, GENERAL NOTES, ABBREVIATIONS & DRAWING INDEX

E0.01



PLANNING SUBMITTAL 01/29/2019
PROJECT NO. 0111

1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027








SAGAR PATEL



EXTERIOR LIGHTING FIXTURES										
TYPE	DESCRIPTION	MANUF./MODEL	CATALOG NUMBER	LAMPS	OUTPUT	CONTROL	WATTAGE	WATTS/FL	FOOTS	APPLICATION
E1	NOT USED									
E2	NOT USED									
E3	ADJUSTABLE LED FLOOD LIGHT - DIE-CAST ALUMINUM HOUSING. CLEAR TEMPERED GLASS LENS. OVAL BEAM SPREAD. 90° TILT, 360° ROTATION.	ERCO "LIGHTSCAN"	34898.023 - 33974.000	3000°K	8100 LUMENS	0-10V DIMMABLE	96		120-277	MAIN TOWER HIGHLIGHT
E4	LED RECESSED STEP LIGHT. ASYMMETRIC FORWARD THROW DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. AT GARAGE RAMP, CENTERLINE OF FIXTURE TO BE MOUNTED 18" AFF. AT POOL, CENTERLINE OF FIXTURES TO BE MOUNTED 4" OF ABOVE TOP OF POOL DECK.	BEGA "24 081"	24 061 K3-"FINISH"	3000°K	1183 LUMENS	0-10V DIMMABLE	21		120-277	GARAGE RAMP LIGHT, NORTH POOL DECK LIGHT
E5	NOT USED									
E6	PARKING GARAGE UPLIGHT - EXTRUDED ALUMINUM HOUSING AND HEAT SINK. ASYMMETRIC FORWARD THROW DISTRIBUTION. FIXTURES TO BE MOUNTED AT 7'-0" AFF. EXCEPT FOR FIXTURES MOUNTED TO SIDES OF POOL FRAME. FIXTURES MOUNTED TO SIDES OF POOL FRAME TO BE MOUNTED WITH BOTTOM OF FIXTURE ALIGNING WITH UNDERSIDE OF POOL FRAME.	ELLIPTIPAR "STYLE 172"	S172-9036-S-"FINISH-H-V0-0-0-ZX"	3000°K	3812 LUMENS	0-10V DIMMABLE	56		120-277	PARKING GARAGE UPLIGHT
E7A	4 IN APERTURE LED DOWNLIGHT. WIDE BEAM ANGLE. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. ANODIZED ALUMINUM REFLECTOR.	BEGA "55 842"	55 824 K3-"FINISH"	3000°K	933 LUMENS	0-10V DIMMABLE	11		120-277	DOWNLIGHTS AT MAIN ENTRY
E7B	SIMILAR TO TYPE E7A, BUT WITH ADJUSTABLE OPTICS AND A NARROW BEAM SPREAD. 30° TILT AND 360° ROTATION.	BEGA "55 842"	55 842 K3-FINISH	3000°K	583 LUMENS	0-10V DIMMABLE	5.7		120-277	DOWNLIGHTS OVER BUBBLER PLANTERS
E8	EXTERIOR WRAP LUMINAIRE. 20 GAUGE CRS WITH STAINLESS STEEL EXTERIOR. FROSTED ACRYLIC LENS.	PARAMOUNT "STARBUSTER"	C2-1-L-4-7-53-30K-120-277	3000°K	4800 LUMENS	0-10V DIMMABLE	40		120-277	TRASH ENCLOSURE LEVEL 3 TRELLIS, SOUTHEAST STAIR
E9	LED BOLLARD WITH 180° DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. MATTE BLACK OPTICAL CASTINGS.	SELUX INULUA	BL-4-2090-30-"FINISH-277-DM"	3000°K	1083 LUMENS	0-10V DIMMABLE	14		277	WALKING PATHS
E10	ADJUSTABLE ACCENT TREE FLOODLIGHT. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. ADJUSTABLE COLOR TEMPERATURE VIA BLUETOOTH CONTROL.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-"FINISH-12-11-B-PHJ"	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	FEATURE TREE UPLIGHT
E11	NOT USED									
E12	LED DECORATIVE CATENARY FIXTURES. FROSTED GLASS GLOBES. SELF-HEALING JACKETED POWER CABLE. PROVIDE ALL ELEMENTS TO COMPRISE A COMPLETE SYSTEM.	TEGAN "EXTON"	GLOBE-EXS-K-PX-C-GEF-AL CABLE-EX-C-BLK	2700°K	205 LUMENS / HEAD	0-10V DIMMABLE	5.3		120-277	STRING LIGHTING
E13	LINEAR LED PATH LIGHT - MID OUTPUT. WET LOCATION LISTED LED TAPE. ANGLED EXTRUDED ALUMINUM HOUSING. FIXTURES TO BE MOUNTED CONTINUOUSLY END-TO-END WITH NO VISIBLE GAPS ALONG LENGTH OF FIXTURE RUN. PROVIDE NOTCH OR OVERHANG AT TOP OF PLANTER WHERE FIXTURES ARE INDICATED ON DRAWINGS TO CONCEAL FIXTURE LOCATIONS.	KELVIX "PERFORMANCE 200"	TAPE: PL3K-WR-24V HOUSING: CH208-2-FRR-CP-EC	3000°K	169 LUMENS / FT	0-10V DIMMABLE		1.9	120-277	WALKWAYS ADJACENT TO POOL DECK
E14A	ADJUSTABLE ACCENT FLOODLIGHT MOUNTED TO CANOPY TRELLIS STRUCTURE. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. WIDE FLOOD OPTIC. ADJUSTABLE COLOR TEMPERATURE CONTROLLED VIA BLUETOOTH.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-"FINISH-12-11-A-REMOTE DRIVER"	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	POOL DECK LOUNGE CANOPY LEVEL 3 DECK
E14B	ADJUSTABLE ACCENT FLOODLIGHT MOUNTED BUILDING WALLS. MILLED ALUMINUM HOUSING. TEMPERED GLASS LENS. LINEAR SPREAD OPTIC. ADJUSTABLE COLOR TEMPERATURE CONTROLLED VIA BLUETOOTH.	BK LIGHTING "DENALI"	DE-LED-C20-WFL-"FINISH-13-A-REMOTE DRIVER"	3000°K	515 LUMENS	INTEGRATED DIMMING	20		120-277	POOL DECK RAMP
E15	LED DECORATIVE DOWNLIGHT FIXTURES. FROSTED AND CLEAR GLASS "SERIES" FIXTURES TO BE EITHER SURFACE MOUNTPOINT OR CATENARY MOUNTED.	TEGAN "EXTON"	GLOBE-EXS-K-PX-C-FCG-AL	3000°K	148 LUMENS	0-10V DIMMABLE	5.3		120-277	POOL DECK CANOPY
E16	NOT USED									
E17	LED LANCE ASYMMETRIC HANDRAIL LIGHT. LED MODULE INTEGRATED INTO GRIP OF HANDRAIL. FROSTED LENS. NON-ILLUMINATED HANDRAIL HARDWARE TO BE COORDINATED WITH ARCHITECT.	COLE LIGHTING "LUXRAIL LRS"	LRS-LED-AL-"INT-FL-ASYM-DM"	3000°K	205 LUMENS / FT	0-10V DIMMABLE	2.5		120-277	POOL DECK LIGHT
E18	NOT USED									
E19	DECORATIVE WALL SCONCE. STAINLESS STEEL HOUSING. CLEAR GLASS LENS. PROVIDE WITH LED RETROFIT LAMPS. MANUFACTURER TO PROVIDE WATTAGE RESTRICTION LABEL TO MATCH SELECTED LED RETROFIT LAMP.	FEISS "COTSWALD LANE"	CL13701ANB2L1	2700°K	TBD	TELV DIMMABLE	120		120	EXTERIOR DECORATIVE SCONCES
E20	LED BOLLARD WITH 180° DISTRIBUTION. EXTRUDED AND DIE-CAST ALUMINUM HOUSING.	GARCO "BRM SERIES"	BRM534-42-OWL-WW-180-UNV-"FINISH"	3000°K	280 LUMENS	TIMELOCK ON/OFF	22		120-277	EXTERIOR PATHWAYS, REAR ENTRY DRIVE
E21	LED RECESSED STEP LIGHT. ASYMMETRIC FORWARD THROW DISTRIBUTION. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. BOTTOM OF FIXTURE TO BE MOUNTED 1'-6" ABOVE GRADE OR FINISHED FLOOR.	BEGA "33 053"	33 053 K3-"FINISH"	3000°K	231 LUMENS	TIMELOCK ON/OFF	6		120-277	WALKWAYS, EXTERIOR STAIRS
E22A	LED POLE ARM MOUNTED LANTERN STYLE AREA LIGHT. CAST ALUMINUM ALLOY HOUSING. LENSED BOTTOM. MOLDED SILICON REFRACTOR OPTICS. BE3 TYPE 4 DISTRIBUTION WITH HOUSE SIDE SHIELD TO MITIGATE BACKLIGHT. PROVIDE FIXTURE WITH 1" POLE PROVIDE 2" TALL CONCRETE BASE ON WHICH POLE AND FIXTURE WILL BE MOUNTED FOR AN OVERALL POLE AND BASE HEIGHT OF 12'-0".	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T4-MDL10-CSA-SV10-HSS-"ARM STYLE"-10 FOOT POLE-"FINISH"-OPTIONS AS REQUIRED	3000°K	5976 LUMENS	TIMELOCK ON/OFF	59		120-277	MOTOR COURT SOUTHWEST
E22B	SIMILAR TO TYPE E22A, BUT WITH TYPE 2 DISTRIBUTION.	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T2-MDL10-CSA-SV10-HSS-"ARM STYLE"-10 FOOT POLE-"FINISH"-OPTIONS AS REQUIRED	3000°K	5987 LUMENS	TIMELOCK ON/OFF	59		120-277	MOTOR COURT GARAGE ENTRIES
E22C	SIMILAR TO TYPE E22A, BUT WITHOUT A HOUSE SIDE SHIELD, AND WITH A 12 POLE NOT MOUNTED TO A 2" CONCRETE BASE.	STERNBERG "SEVILLE"	1A-S640LEDH-1L-30-T2-MDL10-CSA-SV10-"ARM STYLE"-12 FOOT POLE-"FINISH"-OPTIONS AS REQUIRED	3000°K	6740 LUMENS	TIMELOCK ON/OFF	59		120-277	MOTOR COURT BUILDING SIDE
E23	LED LINEAR ASYMMETRIC FORWARD THROW PATH DOWNLIGHT. PARABOLIC "VORTEX" REFLECTORS. DIE-CAST ALUMINUM HOUSING. CLEAR SAFETY GLASS LENS. ANODIZED ALUMINUM REFLECTOR. FIXTURES TO BE MOUNTED WITH ASYMMETRIC DISTRIBUTION FACING AWAY FROM BUILDING. TO LIGHT PATH ADJACENT TO BUILDING WITHOUT LIGHTING VERTICAL SURFACE OF BUILDING.	BEGA "24 306"	24 306 K3-"FINISH"	3000°K	1944 LUMENS	TIMELOCK ON/OFF	19		120-277	EAST PATH

LIGHTING FIXTURE SCHEDULE



<p style="text-align: right;">TYPE E1</p> <p style="text-align: center;">NOT USED</p>	<p style="text-align: right;">TYPE E2</p> <p style="text-align: center;">NOT USED</p>	<p style="text-align: right;">TYPE E3</p> <p>ERCO Lightscan Floodlight</p> 	<p style="text-align: right;">TYPE E4</p> <p>LED Floodlight - Commercial Flood Light</p> 	<p style="text-align: right;">TYPE E5</p> <p style="text-align: center;">NOT USED</p>
<p style="text-align: right;">TYPE E6</p> 	<p style="text-align: right;">TYPE E7A</p> <p>LED Floodlight - Commercial Flood Light</p> 	<p style="text-align: right;">TYPE E7B</p> <p>LED Floodlight - Commercial Flood Light</p> 	<p style="text-align: right;">TYPE E8</p> <p>Starduster C2 Series</p> 	<p style="text-align: right;">TYPE E9</p> <p>selux</p> <p>Indie Ballast LED</p> 



DENALI SERIES™ FLOODLIGHT

TYPE E10

CATALOG NUMBER LOGIC

B-K LIGHTING

TYPE E11

NOT USED

Exton Powerspan Cable System

TYPE E12



B-K LIGHTING

PERFORMANCE 210 (OUTDOOR)

TYPE E13

PRODUCT FEATURES

PHOTOGRAPHS

B-K LIGHTING

DENALI SERIES™ FLOODLIGHT

TYPE E14A

CATALOG NUMBER LOGIC

B-K LIGHTING

DENALI SERIES™ FLOODLIGHT


TYPE E14B

CATALOG NUMBER LOGIC

B-K LIGHTING

Exton Powerspan Cable System

TYPE E15



B-K LIGHTING

TYPE E16

NOT USED

COLE

TYPE E17

CATALOG NUMBER

Lighted - IRL

B-K LIGHTING

TYPE E18

NOT USED



FEISS
Illumination & Lighting Fixtures



TYPE E19

Model: **1500**
 Height: 15 1/2"
 Width: 10 1/2"
 Depth: 10 1/2"
 Weight: 10 lbs.

Material: Cast Iron
 Finish: Black
 Glass: Clear
 Mounting: Chain
 Voltage: 120V
 Wattage: 100W
 Dimmable: No

UL Listed
 ETL Listed
 cUL Listed

www.feiss.com

PHILIPS
OSRAM



TYPE E20

LED
 100W
 1000lm
 1500lm

Energy Star
 ETL
 UL

www.philips.com
 www.osram.com

LED Downlight Applications - Installation

TYPE E21




UL
 ETL
 cUL

www.stemberglighting.com

5640LED SEVILLE SERIES

TYPE E22A, E22B, E22C



LED
 100W
 1000lm
 1500lm

Energy Star
 ETL
 UL

StembergLighting
 10000
 10000

LED Downlight Applications - Installation

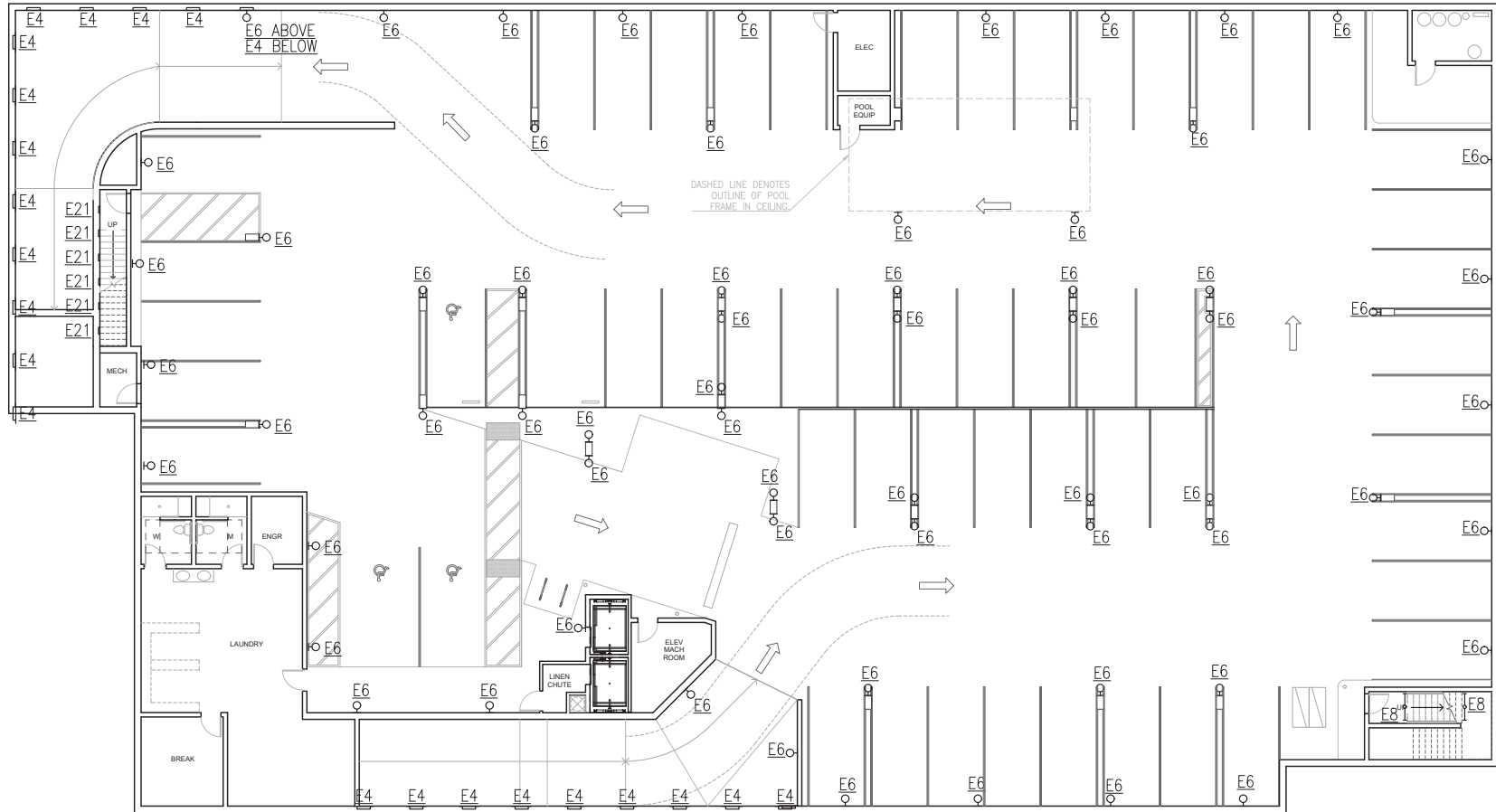
TYPE E23



UL
 ETL
 cUL

www.stemberglighting.com





GARAGE LIGHTING PLAN - BASEMENT LEVEL
SCALE: 1/8"=1'-0"

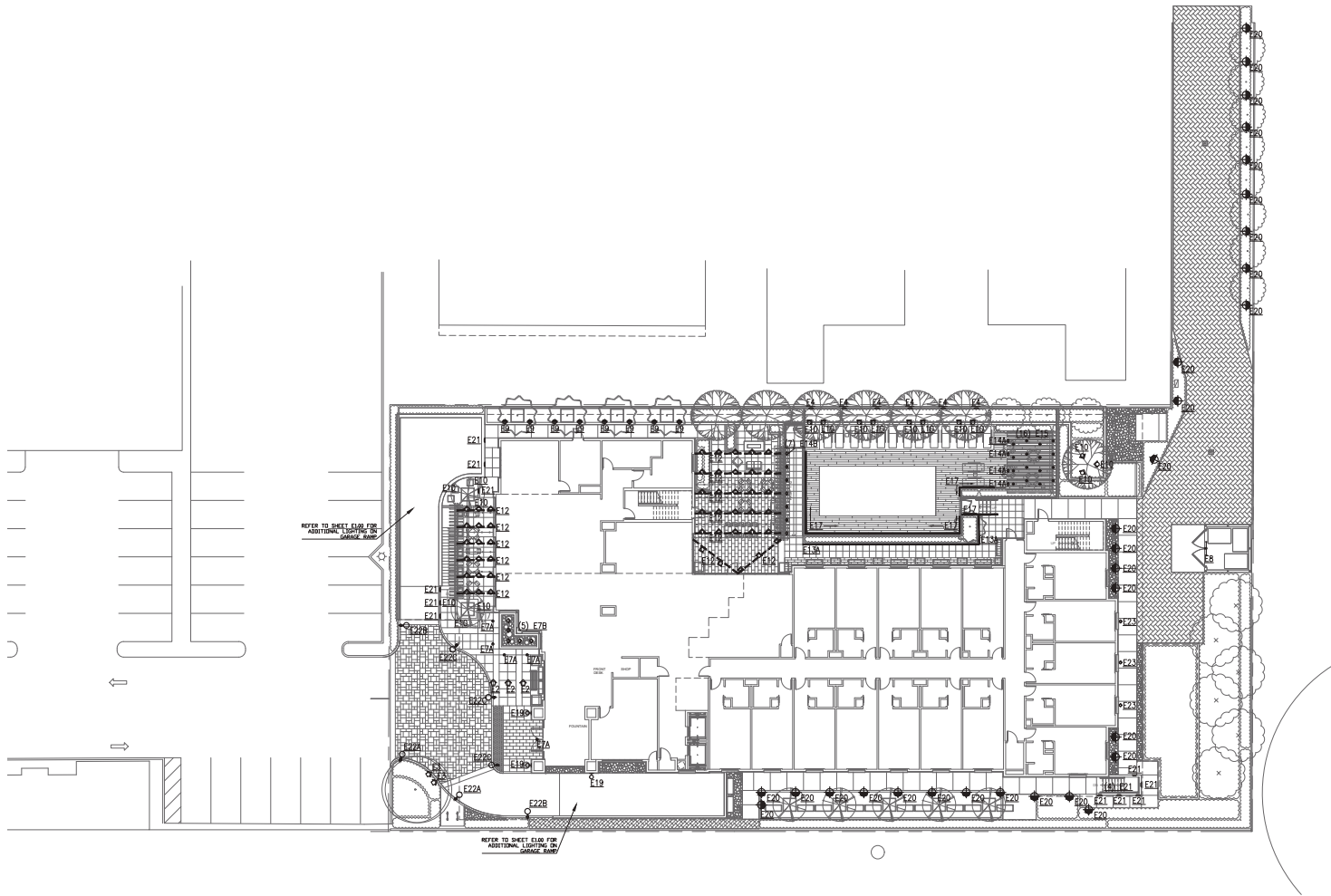
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

E1.00

PLANNING SUBMITTAL 01/29/2019
PROJECT NO. 15111





EXTERIOR AND SITE LIGHTING PLAN - LEVEL 1
SCALE: 1/16" = 1'-0"

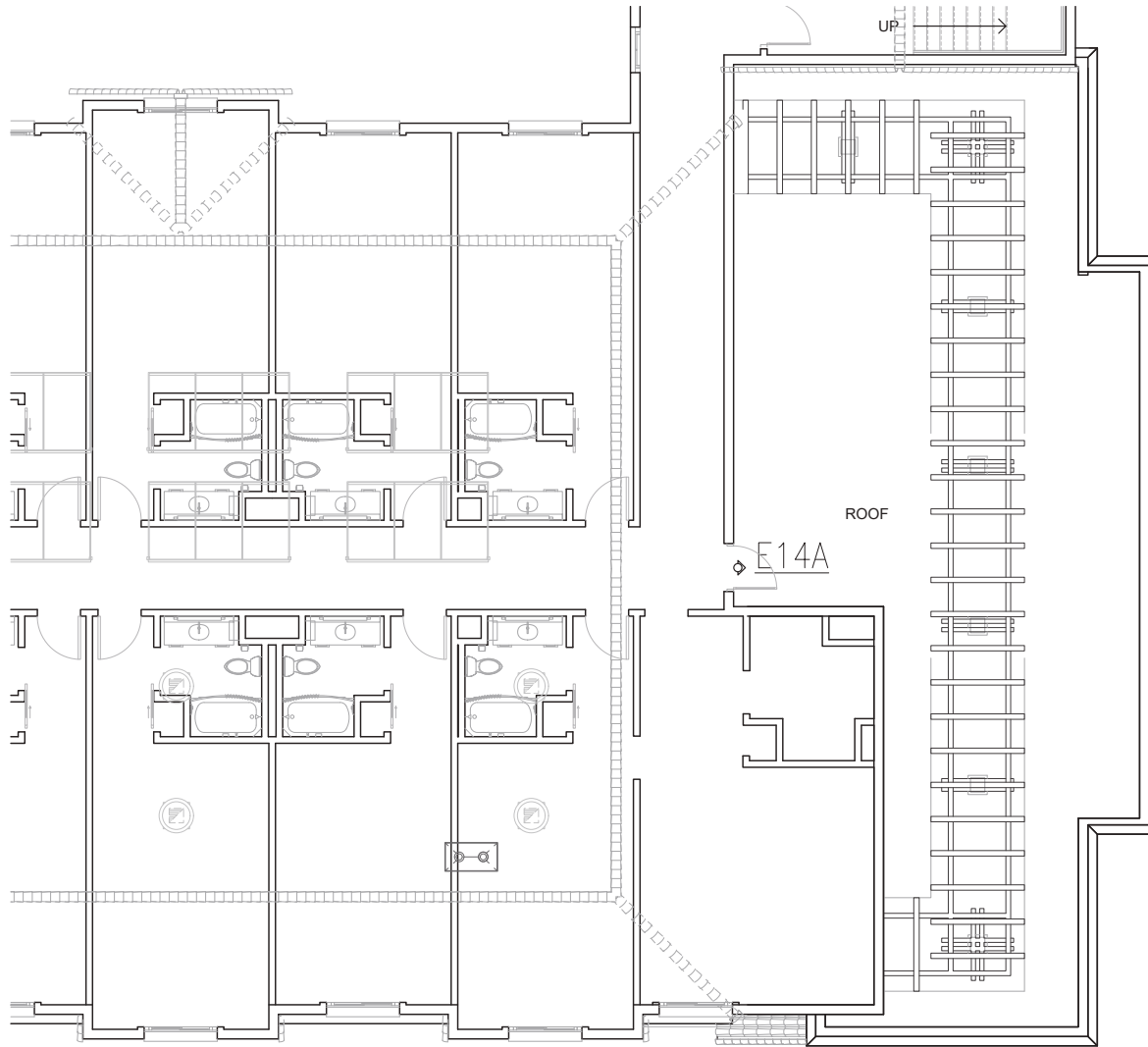
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

E1.01

PLANNING SUBMITTAL 01/29/2019
PROJECT NO. 18111





EXTERIOR AND SITE LIGHTING PLAN - LEVEL 3
 SCALE: 1/4"=1'-0"

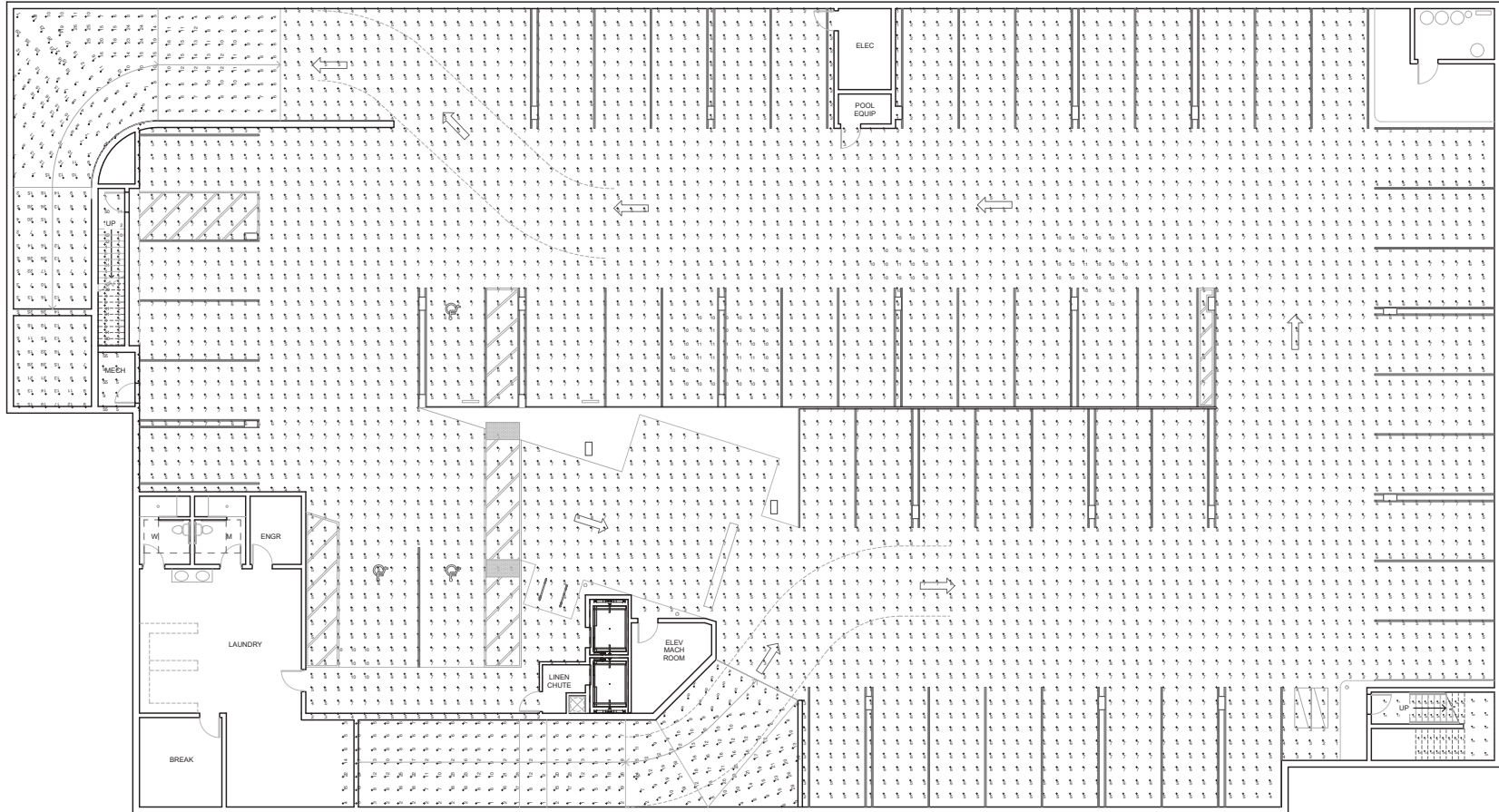
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

E1.02

PLANNING SUBMITTAL - 01/29/2019
 PROJECT NO. 1511

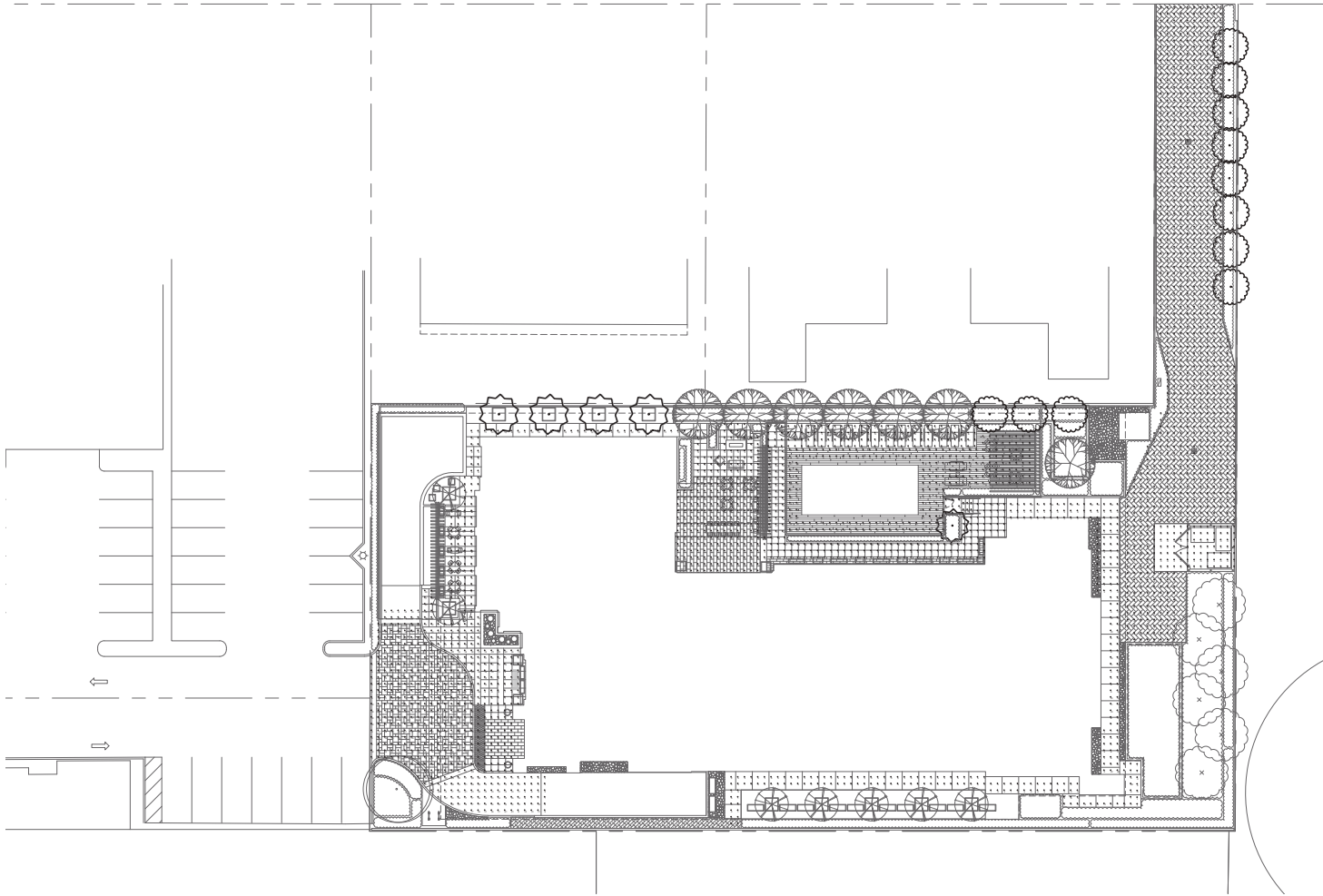




GARAGE PHOTOMETRIC PLAN - BASEMENT LEVEL

E1.10





EXTERIOR AND SITE PHOTOMETRIC PLAN - LEVEL 1

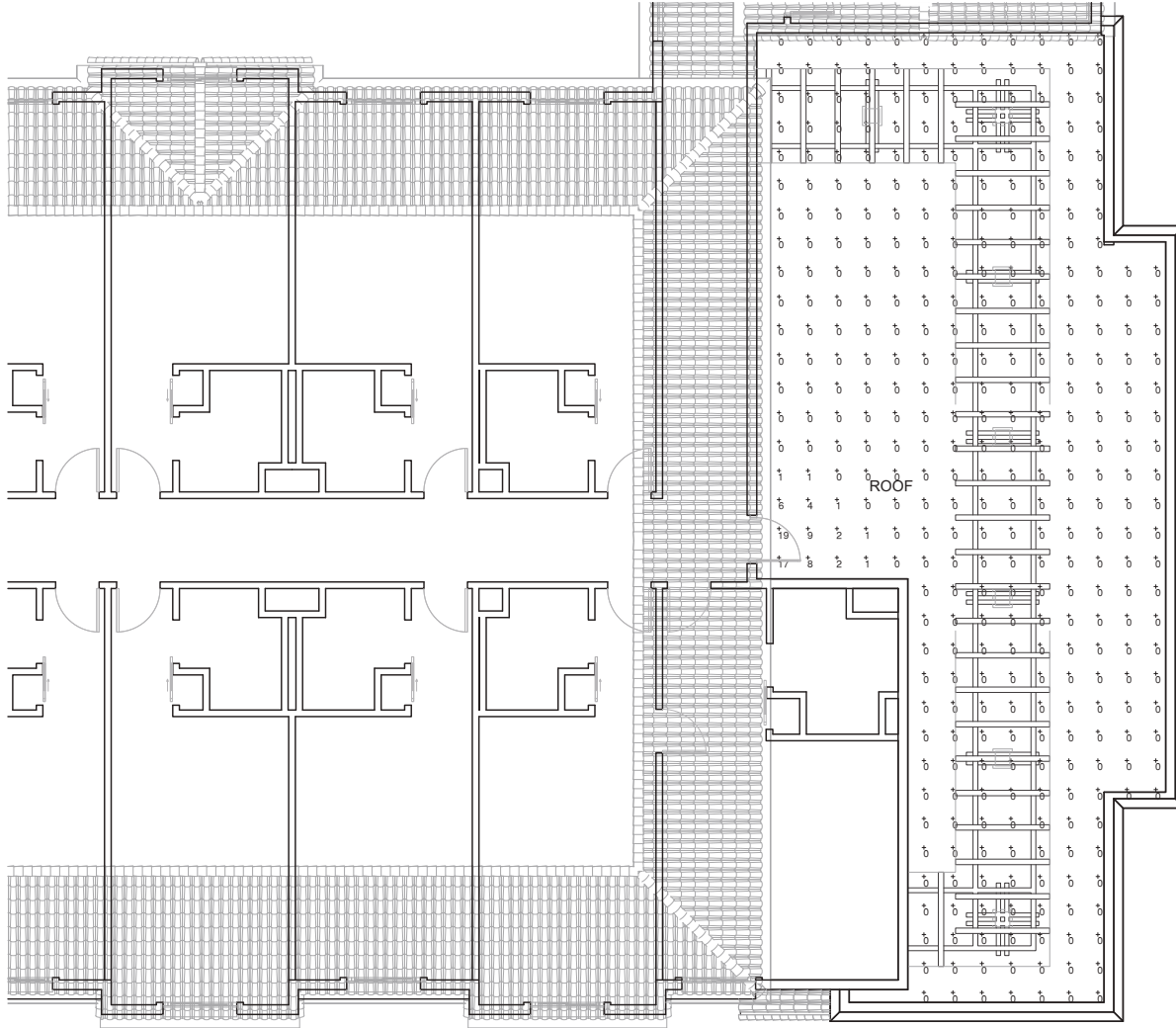
1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

E1.11

PLANNING SUBMITTAL 01/29/2019
PROJECT NO. 15111





EXTERIOR AND SITE PHOTOMETRIC PLAN - LEVEL 3



1704 EL CAMINO REAL, MENLO PARK, CALIFORNIA 94027

SAGAR PATEL

E1.12

PLANNING SUBMITTAL 01/29/2019
PROJECT NO. 1511



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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

<u>Section</u>	<u>Standard or Guideline</u>	<u>Requirement</u>	<u>Evaluation</u>
E.3.4.1.03	Standard	In all districts except the ECR-SE zoning district, recesses that function as building breaks shall have minimum dimensions of 20 feet in width and depth and a maximum dimension of 50 feet in width. For the ECR-SE zoning district, recesses that function as building breaks shall have a minimum dimension of 60 feet in width and 40 feet in depth.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.04	Standard	Building breaks shall be accompanied with a major change in fenestration pattern, material and color to have a distinct treatment for each volume.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.05	Standard	In all districts except the ECR-SE zoning district, building breaks shall be required as shown in Table E3.	N/A: Building breaks not required for proposed development, please see evaluation for E.3.4.1.01.
E.3.4.1.06	Standard	In the ECR-SE zoning district, and consistent with Table E4 the building breaks shall: <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. 	N/A: Project is located in the ECR NE-L district.
E.3.4.1.07	Standard	In the ECR-SE zoning district, the Middle Avenue break shall include vehicular access; publicly-accessible open space with seating, landscaping and shade; retail and restaurant uses activating the open space; and a pedestrian/bicycle connection to Alma Street and Burgess Park. The Roble Avenue break shall include publicly-accessible open space with seating, landscaping and shade.	N/A: Project is located in the ECR NE-L district.

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

<p>E.3.8.03</p>	<p>Standard</p>	<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 permit incentives, such as streamlined permit</p>	<p>Tentatively Complies: See E.3.01. Future documentation required per conditions of approval.</p>
------------------------	-----------------	--	--

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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

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

PLN2016-00085 - 1704 El Camino Real – Hampton Inn hotel – June 2019

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



ARBORIST REPORT

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

Submitted to:

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

Prepared by:

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

Initial: November 18, 2016
Revised: August 30, 2017
Revised: November 30, 2017
Revised: May 14, 2018
Revised: July 16, 2018
Revised: September 14, 2018
Current: March 13, 2019

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	SUITABILITY FOR PRESERVATION	4
4.0	REVIEW OF POTENTIAL IMPACTS	5
4.1	Tree Disposition Summary	5
4.2	Remove	5
4.3	Retain in Place	6
4.4	Proposed New Trees.....	9
5.0	TREE PROTECTION MEASURES	10
5.1	Design Guidelines	10
5.2	Before Demolition, Grading and Construction	12
5.3	During Demolition, Grading and Construction	14
6.0	ASSUMPTIONS AND LIMITING CONDITIONS	16

EXHIBITS

<u>EXHIBIT</u>	<u>TITLE</u>
A	TREE INVENTORY TABLE (three sheets)
B	SITE MAP (one sheet)
C	PHOTOGRAPHS (seven sheets)
D	REPORT FOR TREE #2 (seven sheets)

1.0 INTRODUCTION

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

- Identify trees originating either on-site with a diameter of ≥ 6 inches at 54 inches above grade, or offsite and are defined as a "heritage tree"¹ pursuant to the Menlo Park Municipal Code. Four non-heritage trees located immediately adjacent to the pedestrian walkway proposed between the hotel and El Camino Real were also included. Site visits were performed on various dates in 2016, 2017 and 2018.
- Revisit the site on 3/8/19 to ascertain conditions of onsite trees and proposed heritage tree replacements.
- Review the most recent civil set, architectural and landscape plan sets, dated January 2019, to analyze and identify potential impacts.
- Measure each tree's trunk diameter in accordance with Section 13.24.020 of the Menlo Park Municipal Code; all diameters are rounded to the nearest inch.
- Ascertain each tree's condition and suitability for preservation.
- Document pertinent and observed health, structural and adjacent hardscape issues.
- Obtain photos (on 7/10/18 for #25 thru 28, and 11/7/16 and 10/19/17 for all others).
- Assign numbers in a sequential pattern to each inventoried tree, and show on a copy of a tree disposition plan (not dated or titled); see Exhibit B.
- Affix round metal tags with corresponding numbers to each onsite tree, or in the case of heritage offsite ones, on fencing² adjacent to their trunks.
- Provide protection measures to help mitigate or avoid impacts to trees being retained.
- Prepare a written report that presents the aforementioned information, and submit via email as a PDF document (updated from my prior 9/14/18 report).

¹ A "heritage tree" for this project is defined as follows per Section 13.24.020 of the Menlo Park Municipal Code: any California native oak $\geq 12'$ 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 For offsite heritage trees, tags are affixed to fencing for all but #6 (due to a shed occupying space near its trunk). Also, tags are not attached to the four small offsite trees #25 thru 28.

2.0 TREE COUNT AND COMPOSITION

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

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

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

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

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

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

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

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

3.0 SUITABILITY FOR TREE PRESERVATION

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

Good: Applies to #1.

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

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

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

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

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

4.0 REVIEW OF POTENTIAL IMPACTS

4.1 Tree Disposition Summary

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

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

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

4.2 Remove

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

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

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

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

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

4.3 Retain in Place

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

Oaks #6 thru 9

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

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

Oaks #6 and 7. The new garage wall is planned at 11 and 12 feet from their trunks, respectively. To minimize root loss, shoring for the garage wall should be utilized and require ground disturbance⁴ no farther the 24 inches beyond the garage wall, hence establishing the soil cut respectively at 9 and 10 feet their trunks. Additionally, the following should be performed beneath the trees' canopies before any mechanical grading occurs, and applicable to all impacted offsite trees: manually dig a 1-foot wide trench along the edge of shoring down to an 18-inch depth; cleanly sever all roots ≥ 1 -inch in diameter along the tree side; and apply water daily along the soil cut (light application to keep the exposed root ends moist but to not oversaturate the ground) for a period of time until the void is backfilled. An intensive watering program is also needed to help mitigate root loss and improve chances for tree survival beyond site development.

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

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

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

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

Redwood #10

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

Redwood #15

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

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

Jacaranda #25

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

4.4 Proposed New Trees

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

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

5.0 TREE PROTECTION MEASURES

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

5.1 Design Guidelines

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

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

3. Items specified in Section 4.3 of this report shall be considered part of this section.
4. Modify arborist notes within the civil and landscape plans to reflect the date of this report (versus of the prior report). Also, tree #5 can be omitted from L0.1.
5. On a tree disposition or protection plan, add fencing or TPZ designations as defined within item #1 of this section.
6. Abandon all existing, unused lines or pipes within a TPZ, and any above-ground section should be cut off at existing soil grade (rather than being dug up and causing subsequent root damage); specify this provision on the demolition plan.
7. The demolition and grading design should consider retaining existing hardscape within a TPZ up until landscape construction, for the purpose of providing much greater access for staging, equipment, and vehicular and personnel access, space which would otherwise be confined should pavement be removed. To specify, a note would be added to the demolition and grading plans.
8. Design and route utilities, including electrical (see Section 4.3), irrigation, storm drains, dissipaters and swales beyond TPZs. Depending on proximity to tree trunks, directional boring by at least 4 feet below existing grade may be needed, or digging within a TPZ can be manually performed using shovels (no jackhammers, and roots ≥ 2 inches in diameter retained and not damaged during the process). Pipe bursting is also a possible alternative option to consider. All tentative routes should be reviewed with the project arborist beforehand, and any authorized digging within a TPZ shall only be performed under supervision by the project arborist. Where within a TPZ, shoring shall be utilized for the trenches to avoid cutting beyond trench walls.
9. The erosion control design should consider that any straw wattle or fiber rolls require a maximum vertical soil cut of 2 inches for their embedment, and are established as close to canopy edges as possible (and not against a tree trunk).
10. The permanent and temporary drainage design, including downspouts, should not require water being discharged towards a tree's trunk.

11. Show the future staging area and route(s) of access on the final site plan, striving to avoid TPZs (or if needed, reviewed with the project arborist).
12. Avoid specifying the use of herbicides within a TPZ; where used on site, they should be labeled for safe use near trees. Also, avoid liming within 50 feet of a tree's canopy.
13. Where within 10 feet from a TPZ, overexcavation shall be avoided, or at a minimum, confined 6 inches from back of curbs (and supervised by the project arborist).
14. Adhere to the following additional landscape guidelines:
 - Establish irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) so no trenching occurs within a TPZ. In the event this is not feasible, they may require being installed in a radial direction to, and terminate a specific distance from a tree's trunk (versus crossing past it). The routes and overall layout should be reviewed with the project arborist prior to any trenching or excavation occurring.
 - Design any new site fencing or fence posts to be at least 2 to 5 feet from a tree's trunk (depending on trunk size and growth pattern).
 - Avoid tilling, ripping and compaction within TPZs.
 - Establish any bender board or other edging material within TPZs to be on top of existing soil grade (such as by using vertical stakes).
 - Utilize a 3- to 4-inch layer of coarse wood chips or other high-quality mulch for new ground cover beneath canopies (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided).

5.2 Before Demolition, Grading and Construction

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

16. Begin supplying water to all retained trees, applied where possible for roots to uptake, but not against trunks. The methodology, frequency and amounts shall be reviewed with the project arborist prior to application; various methodologies include flooding the ground, soaker hoses or deep-root injection.
17. Conduct a site meeting between the general contractor and project arborist several weeks or more prior to demolition for the purpose of reviewing tree fencing, routes of access, staging, necessary pruning, watering, drilling, limits of grading, building location, and protection measures presented in this report.
18. Install tree protection fencing prior to any demolition for the purpose of restricting access into *unpaved* sections of ground within a TPZ. Where existing pavement can remain within a TPZ, fencing is not needed (in effect, the pavement allows access beneath canopies while serving as a superior root zone buffer). Fencing should consist of 6-foot tall chain link mounted on roughly 2-inch diameter steel posts, which are driven into the ground, where needed, for vertical alignment. Fencing shall remain in place throughout site development, and will need to be installed, when needed, in various phases (e.g. demolition is phase 1, grading and construction phase 2). Note that prior to the City issuing a permit, they require a letter by the project arborist confirming fencing has been installed per this report.
19. The removal of asphalt within a TPZ will trigger any fencing layout to be immediately modified to capture the newly unpaved area.
20. Spread, and replenish as needed throughout the entire construction process, a 4- to 5-inch layer of coarse wood chips ($\frac{1}{4}$ - to $\frac{3}{4}$ -inch in size) from a tree-service company over unpaved ground within TPZs. The source and type should be reviewed with, and consent provided by, the project arborist before spreading.
21. Fertilization may benefit a tree's health, vigor and appearance. If applied, however, soil samples should first be obtained to identify the pH levels and nutrient levels so a proper fertilization program can be established. I further recommend any fertilization is performed under the direction and supervision of a certified arborist, and in accordance with the most recent ANSI A300 Fertilization standards.

5.3 During Demolition, Grading and Construction

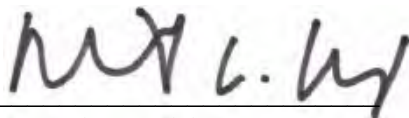
22. Take great care during demolition of existing pavement and other features to avoid damaging a tree's trunk, crown and roots within a TPZ.
23. Great care must be taken by equipment operators to position their equipment to avoid trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist for review of treatment.
24. Construction of the new pedestrian walkway between the hotel and El Camino Real, including demolition of the pertinent section of parking lot, shall not require excavation or disturbance of ground within the planters containing trees #25 thru 28.
25. The drilling of piers to support the building above the parking lot shall not require the loss of large limbs or branches. As such, drilling locations shall be reviewed with the project arborist beforehand.
26. Construction scaffolding shall not extend into canopies, and where needed to accommodate this, narrowed in width (e.g. ≤ 5 feet wide), or avoided altogether and a manlift used.
27. Removing existing hardscape (including curbs and gutters) within a TPZ must be carefully performed to avoid excavating roots and soil during the process, and the removal of base material shall be performed under direction of the project arborist (and where necessary, shall remain in place and utilized as future base course).
28. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees. Liming shall not occur within 50 feet from a trunk.
29. Any authorized access, digging or trenching within designated-fenced areas shall be foot-traffic only and manually performed under supervision by the project arborist, and without the use of heavy equipment or tractors.

30. Avoid using the trees' trunks as winch supports for moving or lifting heavy loads.
31. Avoid damaging or cutting roots with diameters of ≥ 2 inches without prior assessment by the project arborist. Should roots of this size be encountered, within one hour of exposure, they should either be buried by soil or covered by burlap that remains continually moist until the root is covered by soil. If they are approved for cutting, cleanly sever at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, the cut end either buried with soil or covered by a plastic sandwich bag (and secured using a rubber band, removed just before backfilling). Roots encountered with diameters < 2 inches and require removal can be cleanly severed at 90° to the direction of root growth.
32. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If essential, spoils can be temporarily piled on plywood or a tarp.
33. Dust accumulating on trunks and canopies during dry weather periods should be periodically washed away (e.g. every 3 to 4 months).
34. New irrigation and lighting features (e.g. main line, laterals, valve boxes, wiring and controllers) should be established so that no trenching occurs within a TPZ. In the event this is not feasible, the trenches may require being installed in a radial direction to a tree's trunk, and terminate a specific distance from a trunk (versus crossing past it). The use of a pneumatic air device (such as an Air-Spade®) may be needed to avoid root damage. Additionally, any Netafim tubing used should be placed on grade, and header lines installed as mentioned above. All routes within and near a TPZ shall be reviewed with the project arborist several weeks or months prior to installation.
35. Digging holes for fence posts within a TPZ should be manually performed using a post-hole digger or shovel, and in the event a root ≥ 2 inches in diameter is encountered during the process, the hole should be shifted over by 12 inches, or as needed to avoid the root(s) and the process repeated.

6.0 ASSUMPTIONS AND LIMITING CONDITIONS

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

Prepared By:



David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

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

Date: March 13, 2019



EXHIBIT A:

TREE INVENTORY TABLE

(three sheets)



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

1	Valley oak <i>(Quercus lobata)</i>	44	70	65	60%	40%	Fair	Good	X
----------	---------------------------------------	----	----	----	-----	-----	------	------	---

Comments: Crown is asymmetrical, the dominant and sinuous limb structure sweeping west and southwest. Within a very narrow, tear-drop shaped planter, and its trunk is surrounded by river rock up to 5' away, and beneath dripline beyond planter is predominantly pavement. Trunk's base is somewhat buried by the rock and soil. Trunk's base is lower than surrounding asphalt lot grade. Structure formed by a main trunk dividing into codominant leaders at 13' high, forming a seemingly stable attachment. Below this union is a large wound filled with foam, and a substantial amount of woundwood has developed around the perimeter. Above the union is another large wound, with a decaying wall and limited woundwood (and has a fruiting body growing on the wound's face).

2	Valley oak <i>(Quercus lobata)</i>	39	70	80	30%	20%	Poor	Low	X
----------	---------------------------------------	----	----	----	-----	-----	------	-----	---

Comments: To be removed. Unsafe condition detailed within the 2/14/16 report by Mr. Straun Edwards (provided in Exhibit D of this report).

3	European white birch <i>(Betula pendula)</i>	7	35	15	70%	40%	Fair	Moderate	
----------	---	---	----	----	-----	-----	------	----------	--

Comments: Asymmetrical crown growing NW away from a prior oak on neighboring site.

4	European white birch <i>(Betula pendula)</i>	6	40	10	50%	40%	Poor	Moderate	
----------	---	---	----	----	-----	-----	------	----------	--

Comments: Asymmetrical crown growing NW away from a prior oak on neighboring site. Soil is piled at trunk's base (between a boulder and trunk). Crowded conditions between #3 and 29.

6	Coast live oak <i>(Quercus agrifolia)</i>	25	50	35	60%	40%	Fair	Moderate	X
----------	--	----	----	----	-----	-----	------	----------	---

Comments: Offsite. Narrow form, and trunk has a slight lean towards project site. Structure bifurcates at 6' high, has a rangy form, and grows mostly vertical above property line. Trunk is 8.5' from fence. Top is thinning.

7	Coast live oak <i>(Quercus agrifolia)</i>	14	40	25	60%	60%	Fair	Moderate	X
----------	--	----	----	----	-----	-----	------	----------	---

Comments: Offsite. Sinuous and narrow form, trunk grows entirely away from site. The top center, northern-most section is sparse. Trunk is 9.5' from fence.



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

8	Coast live oak <i>(Quercus agrifolia)</i>	19	35	35	60%	70%	Fair	Moderate	X
----------	--	----	----	----	-----	-----	------	----------	---

Comments: Offsite. Structure comprised of three main leaders dividing as low as 5.5' high, two growing into project site. Sparse and asymmetrical canopy. Trunk is 9.5' from fence. Dominant surface root along opposite site of project.

9	Coast live oak <i>(Quercus agrifolia)</i>	31	50	75	70%	20%	Poor	Moderate	X
----------	--	----	----	----	-----	-----	------	----------	---

Comments: Offsite. Pronounced, severe lean towards SE. Trunk divides at 2' along trunk into one smaller lateral, which forms a weak union with the main stem. Trunk's base is 4' from fence. Browning canopy at the very top, south side, and some along north perimeter. Pole support beneath, and embedded into main stem 11' high. Broad canopy, branches nearing 3.5' above the ground.

10	Coast redwood <i>(Sequoia sempervirens)</i>	35	120	35	40%	70%	Poor	Moderate	X
-----------	--	----	-----	----	-----	-----	------	----------	---

Comments: Offsite. Sparse and thin canopy with deadwood. Trunk is 5.6' from fence.

13	Monterey pine <i>(Pinus radiata)</i>	31	70	40	40%	30%	Poor	Low	X
-----------	---	----	----	----	-----	-----	------	-----	---

Comments: Moderate level of infestation by bark beetles to 9' high. Excessive limb weight. Large lower 12-13" diameter limb removed at trunk, and remaining canopy is narrow. Some dieback seemingly caused by pine pitch canker.

14	Monterey pine <i>(Pinus radiata)</i>	30	65	35	40%	50%	Poor	Moderate	X
-----------	---	----	----	----	-----	-----	------	----------	---

Comments: Moderate level of infestation by bark beetles (at trunk's base). High crown along side adjacent to neighboring building. Excessive limb weight. Has a 4" root surfacing north of trunk, and mounds are formed in asphalt up to existing storm drain inlet. Chlorotic foliage and low canopy. Has several large dead limbs. Asymmetrical canopy, weight of which is dominant over site.

15	Coast redwood <i>(Sequoia sempervirens)</i>	~48	12	45	60%	70%	Fair	Moderate	X
-----------	--	-----	----	----	-----	-----	------	----------	---

Comments: Offsite. Sparse and thin canopy. Lower trunk is not visible. Adjacent wall is pushed into site, likely from expansion of the root crown, and has created many vertical and horizontal cracks. Adjacent to existing building (at its corner). Limbs are elongated. Large mounds in asphalt, up to 20' from the wall.



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (Good/Moderate/Low)	Heritage Tree
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		

16	Glossy privet (<i>Ligustrum lucidum</i>)	8, 5, 5, 4, 2	30	25	60%	40%	Fair	Moderate	X*
----	---	---------------	----	----	-----	-----	------	----------	----

Comments: Multi-trunk with narrow, poor attachments. Some dieback along canopy's north side.
*Assigned per the City's request.

17	Lemon bottlebrush (<i>Callistemon citrinus</i>)	9	15	20	60%	50%	Fair	Moderate	
----	--	---	----	----	-----	-----	------	----------	--

Comments: Large limb cut from mid-trunk area sometime ago.

18	Lemon bottlebrush (<i>Callistemon citrinus</i>)	7	10	15	70%	30%	Fair	Low	
----	--	---	----	----	-----	-----	------	-----	--

Comments: Has a pronounced SE lean, and a distinct mound has along the opposite side (indicating the tree potentially partially uprooted in the past).

25	Jacaranda (<i>Jacaranda mimosifolia</i>)	7	20	25	40%	40%	Poor	Low	
----	---	---	----	----	-----	-----	------	-----	--

Comments: Offsite. Originates beneath oak #1 and grows towards SW. Trunk bifurcates at 5.5' high. Has a fairly low canopy. Thin with dieback and excessive limb weight. Within a 3' wide planter.

26	Jacaranda (<i>Jacaranda mimosifolia</i>)	6	15	20	30%	50%	Poor	Low	
----	---	---	----	----	-----	-----	------	-----	--

Comments: Offsite. Limbs originate along trunk at 5.5' high. Girdling root and has a thin canopy.

27	Jacaranda (<i>Jacaranda mimosifolia</i>)	5	10	15	40%	30%	Poor	Low	
----	---	---	----	----	-----	-----	------	-----	--

Comments: Offsite. Leans SW, and has a slight mound opposite lean. Limbs originate along trunk at 5.5' high.

28	Jacaranda (<i>Jacaranda mimosifolia</i>)	5	15	15	80%	50%	Fair	Moderate	
----	---	---	----	----	-----	-----	------	----------	--

Comments: Offsite. Limbs originate along trunk at 5' high. Healthy.

29	European white birch (<i>Betula pendula</i>)	6	40	10	60%	40%	Fair	Moderate	
----	---	---	----	----	-----	-----	------	----------	--

Comments: Growth sweeps away from adjacent birch #4 and trunk nears within 1' of building's eave.

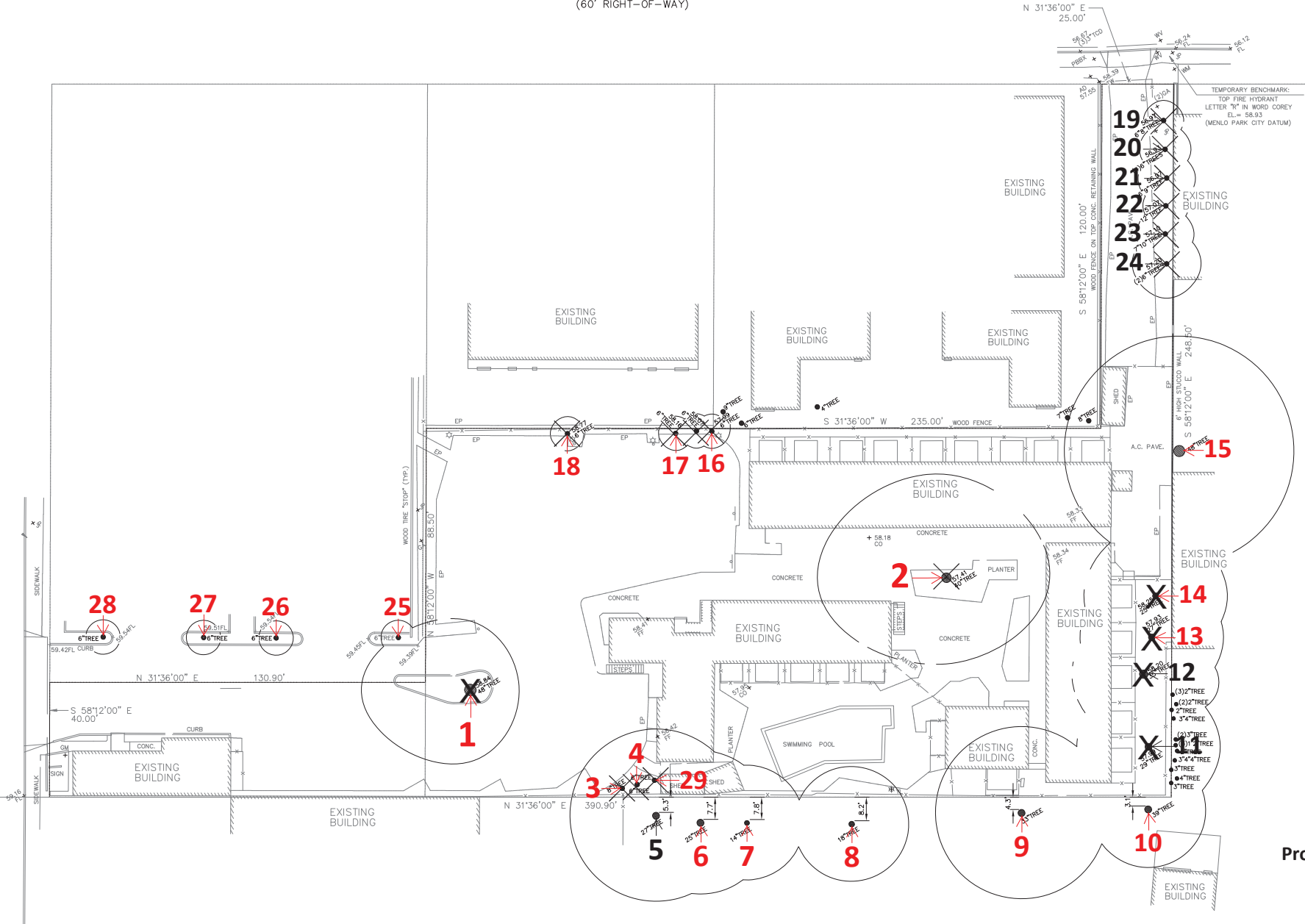
EXHIBIT B:

SITE MAP

(one sheet)

BUCKTHORN WAY
(60' RIGHT-OF-WAY)

EL CAMINO REAL
(100' RIGHT-OF-WAY)



TEMPORARY BENCHMARK:
TOP FIRE HYDRANT
LETTER 'M' IN WORD COREY
E.L. = 58.93
(MENLO PARK CITY DATUM)



EXHIBIT C:
PHOTOGRAPHS
(seven sheets)

Photo Index

Page C-1: Tree #1

Page C-5: Trees #10 thru 15

Page C-2: Tree #2

Page C-5: Trees #15 thru 18

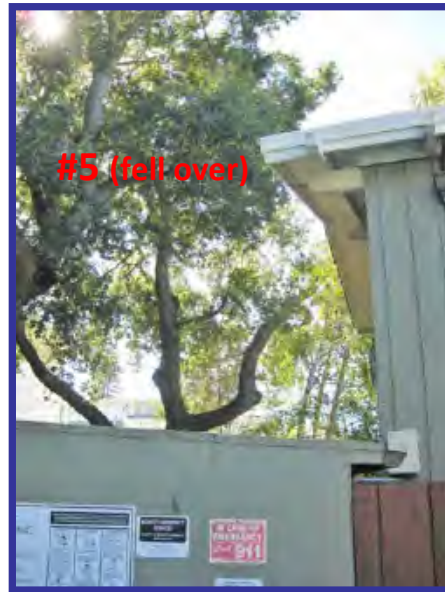
Page C-3: Trees #3 thru 7, 29

Page C-7: Trees #25 thru 28

Page C-4: Trees #8 and 9









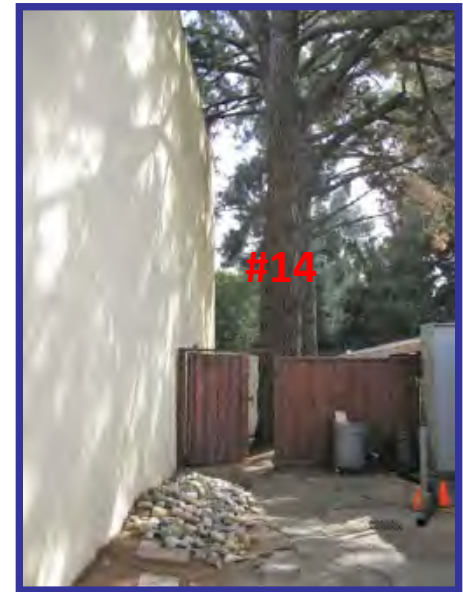






EXHIBIT D:

REPORT FOR TREE #2

(seven sheets)



A FULL SPECTRUM PROFESSIONAL TREE CARE COMPANY

VALLEY OAKS
AT
RED COTTAGE INN & SUITES

Location: 1704 El Camino Real
Menlo Park, CA

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

February 14, 2016

ASSIGNMENT:

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

OBSERVATIONS:

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

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

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

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

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

DISCUSSION & CONCLUSION:

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

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

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

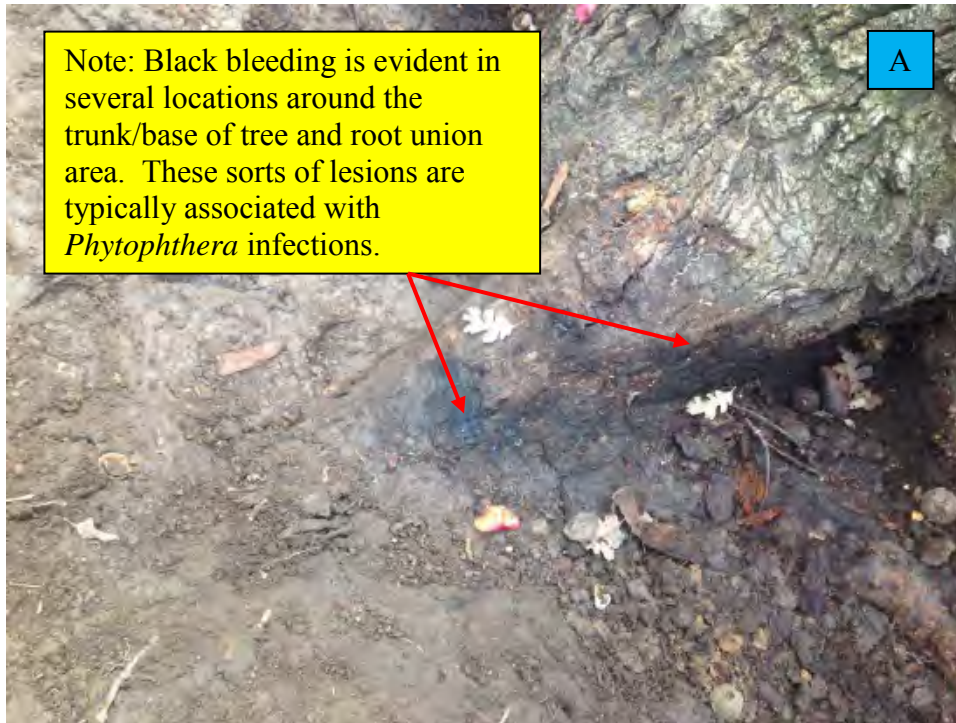


Photo B was taken on the West side of tree.



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

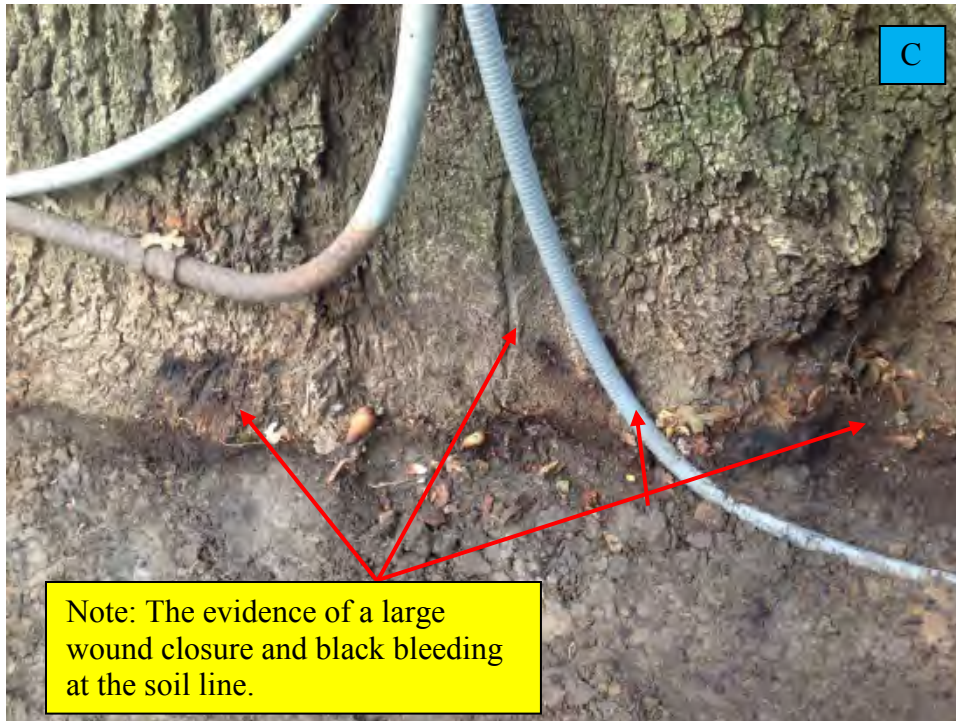


Photo D was taken on the North side of the tree.

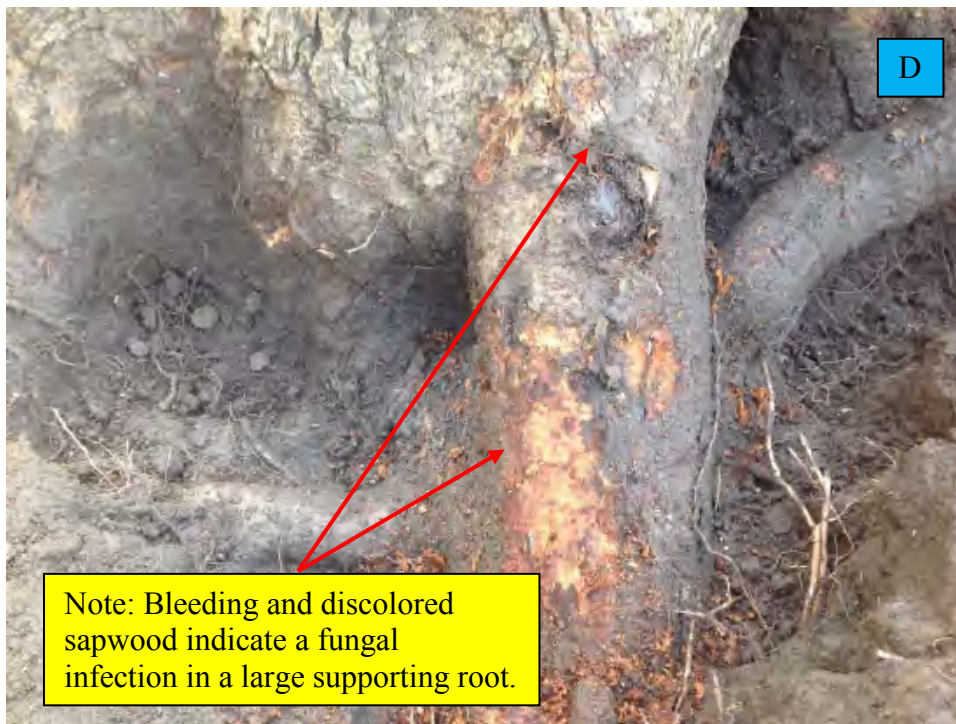




Photo E was taken from the West side.

Note: Hollow areas all connected with the absence of any interior, solid, healthy wood tissue.



Photo F below was taken on the South side.

Note: A 14in. long hand tool was easily inserted into the center of the tree. Any decay wood was simply removed by hand.

Red Cottage Inn & Suites
1704 El Camino Real
Menlo Park, CA 94025

Photo G Hose used to measure depth of cavity.



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

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

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

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

RECITALS

- A. Developer owns certain real property in the City of Menlo Park, County of San Mateo, State of California, commonly known 1704 El Camino Real and consisting of approximately 0.8 acres (assessor’s parcel number 060-034-379) (the “Property”). The Property is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan) which allows for a maximum public benefit bonus level floor area ratio of 110 percent.
- B. The Property currently contains a 28-room hotel. The existing gross floor area (“GFA”) of all the buildings is 10,775.8 square feet.
- C. Developer proposes to construct a 40,004.2 square foot commercial non-office building on the Property (the “Project”), by demolishing an existing 28-room hotel and constructing a new 70-room hotel consisting of three stories and an underground parking level. The net new square footage resulting from the project would be 29,228.40 square feet of gross floor area. Developer has applied to the City for architectural control, a variance request to permit reduced floor-to-floor height on the first floor, sign review, and a request for a public benefit bonus and intends to apply for a building permit to construct the Project.
- D. Developer is required to comply with Chapter 16.96 of City’s Municipal Code, (“BMR Ordinance”), and with the BMR housing program guidelines adopted by the City Council to implement the BMR Ordinance (“Guidelines”) as the project would exceed 10,000 square feet in gross floor area. The BMR ordinance requires the applicant to submit a below market rate housing proposal for review by the Housing Commission. The Housing Commission reviewed and approved the draft BMR in lieu fee Agreement term sheet on November 2, 2016. The BMR term sheet is used to prepare the BMR in lieu fee Agreement, which is subsequently reviewed and acted on by the Planning Commission along with the main project actions. In order to process its application, the BMR Ordinance requires Developer to submit a BMR in lieu fee Agreement. This Agreement is intended to satisfy that requirement. Approval of a below market rate housing Agreement is a condition precedent to the approval of the applications and the issuance of a building permit for the Project.
- E. Residential use of the property is allowed by the applicable zoning regulations; however, residential use is not being pursued as part of the proposed project. Site constraints due to developing a financially viable hotel project on a 0.8-acre infill site limits opportunities to develop residential uses as part of the proposed project. The applicant does not own any sites in the city that are available and feasible for construction of sufficient below market rate units to satisfy the requirements of the BMR Ordinance, which in this case is 0.77 unit. Based on these facts, staff has found that development of such a unit on-site or off-site in accordance with the requirements of the BMR Ordinance and Guidelines is

not feasible.

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

NOW, THEREFORE, the parties agree as follows:

1. Developer shall pay the applicable in lieu fee as provided in the BMR Ordinance and Guidelines. The applicable in lieu fee is that which is in effect on the date the payment is made. The method of calculating the fee for the Project consists of multiplying the gross floor area of the net new square footage resulting from the Project (29,228.4 square feet) times the fee for Group B uses, which include non-office uses. The current "Group B" use fee, which is subject to escalation each July 1, is \$9.66 per square foot. The total amount due is \$282,575.29 (based on the fee currently in effect, subject to escalation).
2. The fee shall be paid before issuance of a building permit for the project and may be paid at any time after approval of this Agreement by the Planning Commission. If for any reason, a building permit is not issued within a reasonable time of payment of the fee, upon request by Developer, City shall promptly refund the fee, without interest, in which case the building permit shall not be issued until payment of the fee is again made at the rate applicable at the time of payment.
3. This Agreement shall be binding on and inure to the benefit of the parties hereto and their successors and assigns. Each party may assign this Agreement without the consent of the other, provided the assignment is in writing. Execution of this Agreement by Developer shall satisfy the requirements set forth in the BMR Ordinance.
4. If any legal action is commenced to interpret or enforce this Agreement or to collect damages as a result of any breach of this Agreement, the party prevailing shall be entitled to recover all reasonable attorneys' fees and costs incurred in such action from the other party.
5. This Agreement shall be governed by and construed in accordance with the laws of the State of California.
6. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the parties hereto.
7. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between the parties as to the subject matter hereof.
8. Any and all obligations or responsibilities of Developer under this Agreement shall terminate upon the payment of the required fee.

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

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

CITY OF MENLO PARK:

By: _____

Starla Jerome-Robinson,
City Manager

SAGAR PATEL

bae urban economics

Memorandum

To: Corinna Sandmeier, City of Menlo Park

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

Date: February 28, 2018

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

Key Findings

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

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

San Francisco

2600 10th St., Suite 300
Berkeley, CA 94710
510.547.9380

Sacramento

803 2nd St., Suite A
Davis, CA 95616
530.750.2195

Los Angeles

448 South Hill St., Suite 701
Los Angeles, CA 90013
213.471.2666

Washington DC

1400 I St. NW, Suite 350
Washington, DC 20005
202.588.8945

New York City

215 Park Ave. S, 6th Floor
New York, NY 10003
212.683.4486

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

Overview of the Analysis

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

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

Proposed Project

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

Public Benefit Bonus Project

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

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

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

Base Zoning Project

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

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

Methodology for the Financial Analysis

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

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

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

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

Key Assumptions

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

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

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

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

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

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

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

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

Sensitivity Analysis

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

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

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

Source: BAE, 2018.

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

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

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

Transient Occupancy Tax Analysis

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

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

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

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

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

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

Limiting Conditions

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

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

Development Program Assumptions		Cost and Income Assumptions		Development Costs		
Project Characteristics		Development Costs		Development Costs	Per Room	Total
Site		Hotel	Per Room	Per SF		
Site area (acres)	0.84	Construction hard costs (a)	\$114,714	\$201	\$114,714	\$8,029,990
Site area (sq. ft.)	36,398	FF&E	\$16,000	\$28.04	\$16,000	\$1,120,000
Off-site work area (sq. ft.)	5,275	Impact and connection fees (b)	\$7,138	\$12.51	\$61,948	\$4,336,362
					\$25,877	\$1,811,365
					\$218,539	\$15,297,716
Building		Parking	Per Space	Per SF		
Hotel rooms	70	Construction hard costs (a)	\$74,765	\$157	\$43,708	\$3,059,543
Building gross sq. ft.	39,950				\$7,138	\$499,640
		General Development Costs			\$13,112	\$917,863
		Site prep cost, per site work area sq. ft. (a)(c)		\$43.47	\$13,112	\$917,863
Parking		Soft costs as % of hard costs (d)		20%	\$8,647	\$605,259
Below grade parking garage (sq. ft.)	27,629	Developer fee as % of hard and soft costs		5%	\$3,843	\$269,004
Below grade parking spaces	58	Developer profit as % of total construction costs		10%	\$89,560	\$6,269,172
Parking ratio (spaces per room)	0.83	Contingency as % of hard and soft costs		5%		
Built Project FAR	1.10				\$308,098	\$21,566,888
		Operating Revenues and Expenses				
		Operating revenue (per occupied room night) (e)		\$276	\$30,810	\$2,156,689
		Expenses (as % of operating revenue)		65%		
		Hotel occupancy rate		81%		
		Construction Financing				
		Construction loan to cost ratio		65.0%		
		Loan fee (points)		2%		
		Interest rate		6%		
		Loan period (months)		18		
		Drawdown factor		50%		
		Total construction costs (excluding financing costs)		\$20,692,625		
		Capitalization rate		8%		
Notes:				Value Analysis		
(a) Construction costs provided by the developer were supported by contractor detail and were reorganized by BAE for this proforma.				Projected Income	Per Room	Total
(b) Includes the following FY 2017-18 impact fees: Building Construction Road Impact Fee, Traffic Impact Fee, Supplemental Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Excludes sewer connection fees, water capital facilities charges, storm drainage connection fees, pending City calculations. Figures are net of existing hotel rooms to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.				Gross Hotel Revenues	\$81,528	\$5,706,965
(c) Site prep costs include demolition, underground utilities, and landscaping costs. Overall site prep work area includes off-site work area.				Less Operating Expenses	<u>(\$52,993)</u>	<u>(\$3,709,527)</u>
(d) Developer soft costs exclude financing costs, contingency fee, developer fee, and other line items in this proforma.				Net Operating Income (NOI)	\$28,535	\$1,997,438
(e) Operating revenue (per occupied room night) includes \$274.40 in room revenues and \$1.75 in other revenues.				Yield as % of Total Development Cost		8.4%
(f) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.				Development Feasibility		
Source: BAE, 2018.				Capitalized Value	\$356,685	\$24,967,970
				Less Development Costs	(\$338,908)	(\$23,723,577)
				Less Land Cost	\$0	\$0
				Project Profit	\$17,777	\$1,244,393

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

Development Program Assumptions		Cost and Income Assumptions			Development Costs		
Project Characteristics		Development Costs			Development Costs		
Site		Hotel	Per Room	Per SF		Per Room	Total
Site area (acres)	0.84	Construction hard costs (a)	\$116,745	\$201	Building hard construction costs	\$116,745	\$5,487,026
Site area (sq. ft.)	36,398	FF&E	\$14,000	\$24.10	FF&E costs	\$14,000	\$658,000
Off-site work area (sq. ft.)	5,275	Impact and connection fees (b)	\$5,692	\$9.80	Demolition, site prep and surface parking costs	\$38,540	\$1,811,365
					Subtotal, Hard Costs	\$169,285	\$7,956,390
Building		General Development Costs			Soft costs (d)	\$33,857	\$1,591,278
Hotel rooms	47	Site prep cost, per site work area sq. ft. (a)(c)		\$43.47	Impact and connection fees	\$5,692	\$267,532
Building gross sq. ft.	27,299	Soft costs as % of hard costs (d)		20%	Contingency Fee	\$10,157	\$477,383
		Developer fee as % of hard and soft costs		5%	Developer Fee (e)	\$10,157	\$477,383
Parking		Developer profit as % of total construction costs		10%	Construction financing - interest	\$6,703	\$315,022
Surface parking spaces	39	Contingency as % of hard and soft costs		5%	Construction financing - loan fees	\$2,979	\$140,010
Parking ratio (spaces per room)	0.83				Subtotal, Soft Costs	\$69,545	\$3,268,608
Built Project FAR	0.75	Operating Revenues and Expenses			Total Construction Costs	\$238,830	\$11,224,999
		Operating revenue (per occupied room night)		\$220	Developer Profit	\$23,883	\$1,122,500
		Expenses (as % of operating revenue)		70%	Total Development Costs (Excluding Land)		\$12,347,498
		Hotel occupancy rate		77%	Cost per built sq. ft.		\$452.31
					Cost per room		\$262,713
		Construction Financing					
		Construction loan to cost ratio		65%			
		Loan fee (points)		2%			
		Interest rate		6%			
		Loan period (months)		18			
		Drawdown factor		50%			
		Total construction costs (excluding financing costs)	\$10,769,967				
		Capitalization rate		8%			
Notes:					Value Analysis		
(a) Construction costs provided by the developer were supported by contractor detail and were reorganized by BAE for this proforma.					Projected Income		
(b) Includes the following FY 2017-18 impact fees: Building Construction Road Impact Fee, Traffic Impact Fee, Supplemental Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Excludes sewer connection fees, water capital facilities charges, storm drainage connection fees, pending City calculations. Figures are net of existing hotel rooms to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.					Gross Hotel Revenues		\$61,831
(c) Site prep costs include demolition, underground utilities, and landscaping costs. Overall site prep work area includes off-site work area.					Less Operating Expenses		(\$43,282)
(d) Developer soft costs exclude financing costs, contingency fee, developer fee, and other line items in this proforma.					Net Operating Income (NOI)		\$18,549
(e) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.					Yield as % of Total Development Cost		7.1%
Source: BAE, 2018.					Development Feasibility		
					Capitalized Value		\$231,866
					Less Development Costs		(\$262,713)
					Less Land Cost		\$0
					Project Profit		(\$30,846)
							(\$1,449,785)

From: [S Liao](#)
To: [Planning Commission](#); [CCIN](#)
Subject: PLANNING COMMISSION MEETING TO VOTE ON HAMPTON INN HOTEL
Date: Wednesday, June 19, 2019 4:18:24 PM

Dear Commissioners -

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

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

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

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

In addition, the large mature trees that are "diseased" or "dying" should be examined by a third party, before they are removed.

Thank you in advance for considering my concerns.

Kind regards,

Suzan Liao

132 Buckthorn Way
Menlo Park

From: [Eric Easom](#)
To: [Planning Commission](#)
Cc: ParkForestPlus@groups.io; [CCIN](#)
Subject: 1704 ECR Development - Hampton Inn Proposal
Date: Tuesday, June 18, 2019 11:53:22 PM

Dear Planning Commission,

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

I ask you to please strongly consider the public benefit of such a project that puts a large Hampton Inn with transient occupants in the middle of a neighborhood with families and children. This does not create a sense of community and will have a negative public benefit to more than 80 homes in the surrounding area.

I also want to mention that the current site has two amazingly beautiful heritage oaks that have been claimed to be "dying" and, two more 100'+ tall pine trees that have been labelled beetle-infested that must be removed and replaced by this large structure. I think it is worth inspecting this decision further to make sure that an independent assessment was made, as the removal of these trees and replacing them with a three story Hampton Inn will change the entire landscape and western skyline of this unique property and neighborhood.

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

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

Kind regards,
Eric Easom

171 Forest Lane
Menlo Park, CA 94025

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

Planning Commission,

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

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

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

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

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

Thank you for considering my request,

David Forter
151 Forest Lane
Menlo Park, CA 94025

From: [Scott Barnum](#)
To: [Planning Commission](#)
Cc: ParkForestPlus@groups.io; [CCIN](#)
Subject: 1704 El Camino - Overhauling The Red Cottage Inn - Resident Feedback
Date: Monday, June 17, 2019 9:41:32 AM

Members Of The Planning Commission:

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

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

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

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

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

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

Greetings,

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

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

John T. Dearborn, MD

From: [Ching-Yu Hu](#)
To: [Sandmeier, Corinna D](#)
Cc: [Wei Gu](#)
Subject: Re: 1704 ECR - Proposed Hampton Inn
Date: Saturday, June 8, 2019 10:40:17 AM
Attachments: [CMP_Email_Logo_100dpi_05d92d5b-e8e3-498f-93a6-d0da509bd60211111111.png](#)

Hi Corinna --

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

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

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

CY

On Fri, Jun 7, 2019 at 12:33 PM Sandmeier, Corinna D <[cgsandmeier@menlopark.org](mailto:cdsandmeier@menlopark.org)> wrote:

Hi All,

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

Please let me know if you have any questions.

Thanks,

Corinna



Corinna D. Sandmeier

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

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

Hi Corinna,

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

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

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

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

3. **Drainage:** Neighbors on all sides are concerned about potential drainage from the landscaping and irrigation being proposed, that will affect trees and landscaping on their properties,. Of particular concern are the oaks and redwood on the south side of the project, as well as the trees at the end of Forest Lane. We can't tell where the runoff water from 1704 ECR goes and want to make sure that the engineers consider the health of adjacent trees.
4. **Building Color:** The bright white color of the facade that faces north is of concern to neighbors on that side. They are glad to see the alternate choices that were submitted and prefer a warmer and more subdued shade. They are taking a closer look at the options.
5. **Lighting:** We couldn't accurately determine the specs of the lighting fixtures on the plan. We believe many to be bollards, which are low to the ground, but would like to know more about the spot lights and safety lights and what the impact is on the surrounding properties at night.
6. **Transformer:** The neighbors at Buckthorn Park are very concerned about the placement of the transformer so close to their homes. It is a potential hazard and they would like it located further away.
7. **Potential alley disturbance:** Neighbors on the north side and those bordering the alleyway would like assurances that the alley will not be used for deliveries to the hotel and that trash pickup will be no earlier than 8 am, given the very close proximity of the homes.

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

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

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

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

Warmest regards,

Susan Neville

On behalf of Park Forest Plus

1704 El Camino Real – A Planning Misfire

To The Commissioners:

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

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

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

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

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

Sincerely,

Frederick B Rose,
Menlo Park Resident

From: [Healey, Panteha](#)
To: [Planning Commission](#)
Subject: Hampton Inn Development
Date: Wednesday, October 31, 2018 1:21:15 PM
Attachments: [image001.png](#)
Importance: High

To The City Council Persons and or Planning Commissioners,

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

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

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

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

Best,

Panteha Healey

Startup Business Development

[Amazon Web Services](#) | San Francisco

panteha@amazon.com



From: [Carol Broadbent](#)
To: [Planning Commission](#); [CCIN](#)
Cc: [Susan Neville](#)
Subject: 17-year resident of Menlo Park: Opposed to Misguided Hampton Inn Proposal
Date: Tuesday, October 30, 2018 11:48:58 AM

Dear City of Menlo Park Leadership,

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

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

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

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

Respectfully,

Carol Broadbent
Buckthorn Way
Menlo Park

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

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

- 1) **Let's start at the beginning:** When the ECR/Downtown Specific Plan was first approved, the little Red Cottage Inn wasn't really a part of that ambitious vision to reshape the city. A close look at maps in the initial program shows the Red Cottage Inn, while technically backed into the Plan area, as an “existing building not included in opportunity sites.” As a result of circumstances rather than planning, a change occurred around 2016. Now the Red Cottage Inn's proposed successor, a freeway-style Hampton Inn, is being considered among other things to enhance “downtown vibrancy.”
- 2) **Neighborhood involvement with the site started early:** Beginning in 2016, the group that has since become Park Forest Plus undertook negotiations with the developer, Sagar Patel. (A detailed timeline of those talks is attached.) As has been widely noted, after negotiating for a year and a half, the neighborhood came to an agreement with Mr. Patel, a pact that was unilaterally abrogated by the developer this May. This agreement included underground parking, called for wider setbacks at property lines and other considerations. However, Mr. Patel has since said that construction costs had risen to the point where he was unable to put parking underground, as agreed to. From there, once underground parking shifted above-ground, the mass of the structure was drastically altered and increased, as we shall see shortly.
- 3) **The purported Public Benefit:** This “Public Benefit” being applied to the Hampton Inn is based solely on the TOT, estimated at \$680,500 annually. However, this gross figure overlooks the current contribution of the Red Cottage Inn, which is to be torn down. The Hampton Inn's net contribution to the public purse, after deducting the Red Cottage Inn's existing payments, is projected at \$390,000, or a slim 3.5% of the currently-budgeted \$11.2 million city-wide TOT. Note here that TOT is the second-largest revenue item in the city budget and by far the fastest-growing category. Such rapid growth strongly suggests Menlo Park's scant need for further, small contributions such as that of the Hampton Inn. The Inn's prospective contribution is not a “significant” public benefit (in Commission staff's words) but in fact a very small and costly one in terms of neighborhood integrity. On this basis alone, the Commission should strike the Public Benefit Bonus.

- 4) **Good Planning?:** In return for this small TOT contribution, the Hampton Inn project is being granted an extraordinary 40% increase in Floor Area Ratio (1.05 FAR) over the standard 0.75 FAR for projects in the ECR/Downtown Specific Plan. There's more. Since covered parking spaces are now above ground, the mass of the building has mushroomed. By city definition, covered parking spaces are not counted in an "official" FAR calculation. Thus, by this loophole, a large part of the structure is excluded from the Commission's math. Counting the above-ground (but-covered) parking pushes the bonus boost to an outrageous 78%. This commercial bulk is in sharp contrast to the surrounding leafy residential area of residential townhouses and park-like wooded area. For this alone, good planning and equity argue that the Planning Commission should immediately stop further consideration based on the Public Benefit Bonus planning assumptions.
- 5) **Massing of the Hampton Inn:** Without question massing has exploded with the elimination of under-ground parking. The building has pushed ever wider in a residential neighborhood never intended to be exposed to such commercial pressure under the initial ECR/Downtown Specific Plan. This is shocking—nowhere else in the ECR/Downtown Specific Plan is a large, new commercial building jammed up against a residential neighborhood as the Planning Commission now proposes. Suddenly, under a September 14 plan, a 40 foot-high combined wall and roof slope loomed over the much shorter 26-foot height of neighboring townhouses. This hotel face, with trash bins against the fence, was squeezed within just 24 feet 5 inches of its eastern boundary instead of the earlier-negotiated 38 feet of clearance. On the north side, cars will be parking within 5 feet of neighboring houses. To the south, clearance is currently planned at 10 feet. What was the first floor under the agreed-upon plan has become a parking level, moving the hotel's first floor to the second level, above the parking, in turn squashing the building's vertical flooring. One easily might ask the question: "What kind of planning is this?"
- 6) **What's happened with construction costs?:** Like everything else, they've grown—but not nearly to the extent put forth by the developer. In the core of this case, under-ground parking has gone from \$74,800 per space (cited in a March 2018 staff study) to \$80,000 a space, now declared by Mr. Patel. While an unfortunate increase for the developer, it's well short of the doubling that's sometimes spoken of.
- 7) **There really is no precedent:** The newly-opened Park James Hotel also used the TOT as the basis for its Public Benefit Bonus; while it's tempting to cite the newly-opened hotel as a precedent, the Park James is a completely different case study. The hotel is set far closer to the heart of the city, in a commercial area across from a gas station and next door to an office building. There is underground parking. Unlike the Hampton Inn, the Park James was approved without significant neighborhood opposition. In 2016, Planning Commission staff commissioned a study by BAE Urban Economics that estimated TOT of \$445,000 to \$756,000 annually, somewhat higher at the top end than the Hampton Inn's and with more room for revenue growth. City-wide TOT receipts at that time the Park James was approved were a lesser \$6.7 million, meaning that the Park James' contribution to city coffers promised 7.1% to 12.1% of the city's TOT take—more than twice the 3.5% that the Hampton Inn is now said to offer. Looking ahead, the boutique hotel will likely will have room rates considerably higher than the Hampton Inn. While staff termed the Park James contribution "substantial," it throttled that back in the Hampton Inn description to "significant."

- 8) **In either case the TOT contribution presents a poor case for a Public Benefit Bonus:** Paying one's taxes shouldn't be the basis for a Bonus. The Commission's two TOT mistakes don't make for good planning. Indeed, the defacto presumption that the Public Benefit allowance is also applicable for the Hampton Inn project has been more an exercise in expeditious permitting than sound planning. To avoid a second error, the Commission should remove the TOT as a basis for a bonus immediately.
- 9) **More planning needed:** The need for the Hampton Inn's 68 rooms is questionable in Menlo Park, where not only has the Park James Hotel recently opened but also the new 200-room Hotel Nia. In the works as well is another 200-room hotel in the Facebook development. In 2012, the ECR/Downtown Specific Plan forecast some 380 new hotel rooms over the next 30 to 40 years. That figure is already about to be exceeded in only seven years by projects already on the books. Too many hotels with too many rooms now threaten cannibalization of the city's eventually limited demand. What Menlo Park needs aren't more hotel rooms, but more common sense and good planning.
- 10) **On the matter of neighborhood involvement:** It has been disappointing to note that commission staff has put all mention of residential views at the bottom of its studies, suggesting callous disregard for public opinion in the Commission's decisions. Some Commissioners seem not to have studied the file thoroughly. In remarks at a public study session, on Oct. 8, 2018, I'm told that Commission Chair, Ms. Susan Goodhue, said of an issue before the Commission that it's no big deal. I'd strongly argue otherwise. The Commission clearly needs to improve its understanding of the interface between town planning and the political plane.

-0-

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

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

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

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

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

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

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

Thank you,
Judi

Judi A. Herren
City Clerk
City Hall - 2nd Floor
701 Laurel St.
tel 650-330-6621
menlopark.org
-----Original Message-----

From: Brady, Michael J.
Sent: Wednesday, October 17, 2018 1:58 PM
To: Brady, Michael J.
Cc: Brady, Michael J.
Subject: the red cottage--deterioarion in the quality of project proposed

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

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

THE FIRST NEGATIVE DEVELOPMENT:

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

in an agreement with Mr. Patel. There is no reason to believe that that agreement would not have been accepted by the City. It is what the city likes to see (cooperation).

Rather, it was Mr. Patel, allegedly for economic reasons, who made a HUGE ALTERATION in the project, abandoning what has become sacred to Menlo Park, namely, underground parking for such projects. I ask the city to examine its files: is it not true that in recent years, underground parking has become the Bible for such projects and is essential to city planning? Witness Park James Hotel at Glenwood and ECR with its extensive and deep underground garage.

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

THE EFFECT

City officials should now send this project back to the drawing boards. When the project was originally before a study session (more than a year ago), it DID HAVE underground parking; maybe (not certain at all given the legal requirements) at that time, a "public benefit bonus" would have been merited. But now!? Things have gone sour and important public concerns no longer are being pursued; no possible public benefit exists, and this entire issue needs to be explored in depth (it has not been analyzed thus far). Another surprising (and negative) development that has occurred is this: with the abandonment of the underground parking garage, the MASSIVENESS IN SCALE of the project has returned, with estimates that without the garage the building is approximately 28% larger in scope. The reduction in massiveness was the principal reason for the original homeowners' concern.

Maybe the developer needs to take a little less profit in order for the underground parking garage to continue; is this being explored? Maybe a different concept needs to be considered, for example: a more expensive "boutique" type hotel, with more expensive per night rooms, but with fewer rooms and less massiveness in size, while still providing the developer with adequate financial return.

CONCLUSION:

It would be premature and illegal to allow this project to proceed as currently proposed. The homeowners, as always, will entertain reasonable plans (and spent two years doing so with success), but we and the City are getting nowhere with the present project. Most projects improve with city input; not so with this one. It is time to take a hard look.

Michael J. Brady, esq
191 Forest Lane
MP 94025

From: [Carol Broadbent](#)
To: [Planning Commission](#); [CCIN](#)
Cc: [Susan Neville](#)
Subject: Underground Parking Benefits All City Residents
Date: Monday, October 15, 2018 5:31:31 PM

To the City Planning Commissioners

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

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

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

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

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

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

Respectfully,
Carol Broadbent

October 14, 2018

Dear Members of the Planning Commission

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

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

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

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

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

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

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

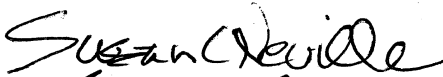
2. **Provide a formal response as to the acceptance of the developer’s proposed FAR calculation and why this does not include the first floor garage, which is part of the building structure.** The current FAR, which already exceeds the base FAR that is allowed in the Downtown Specific Plan zoning without the public benefit bonus, does not include the first story parking garage. The purpose of the FAR is to ensure the size of the structure falls within a range that is reasonable to the surrounding developments. The FAR calculation is not an accurate reflection of the proportion of mass to site because FAR does not include ground floor parking located within the footprint of the building. A better calculation is to compare the total size of visual above ground mass between the March and current plans. This building is too large for the site.
3. **Explore creative ways the city can incentivize the developer to make underground parking available (fewer spaces required in the modern age of Uber, etc).**

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

Sincerely,

Park Forest Plus

Susan Neville; sneville@gmail.com



Frederick Rose; fred_rose@sbcglobal.net



Carolyn Diamond; carolx@tenofus.com



Glenna Patton; glenna.patton@gmail.com

Mark Clayton; mjclayton31@yahoo.com



Michael J. Brady; michael.brady@rmkb.com



Peter Carpenter; peterfcarpenter@me.com



Scott Barnum; microbarny@msn.com



Carol Boyden; boydenc@yahoo.com

Carol Boyden

Margaret Race; mracemom@aol.com

Margaret Race, Ph.D.

Dave Forter; davef@lcdsystems.com

Dave Forter

Eric Easom; hopepharma@hotmail.com

Eric Easom

Deborah Melmon; debmelmon@gmail.com

Deborah Melmon

Linda Sadunas; lsadunas@comcast.net

Linda Sadunas

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

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

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

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

October 15, 2018

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

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

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

- Commissioners seemed to dismiss the fact that after lengthy negotiations between neighbors and developer, complete with many compromises on both sides, an amicable agreement was reached and transparently supported by all parties.
The fact that there was a good-faith agreement couldn't have been a surprise to any Commissioner on October 8th, because neighbors attended the March 2018 Study Session to show support for the plans.
- Commissioners did not acknowledge the fact that it was the developer who, without warning, reneged on this agreement and submitted radically new plans.
- Commissioners seemed to miss the significance that 25 residents made the effort to attend the Session, of the importance of a petition with over 115 signatures and of the fact that there must be valid concerns to inspire these Menlo Park residents to unite and vigorously oppose these new plans.
- Commissioners looked at the new version of the plans without significant comment about how massive the building is, how it dominates and intrudes in a residential area unlike other nearby commercial buildings and how lacking it is in architectural interest or detail.

Among the most revealing and frustrating parts of the Session were two statements. The first, released after the Session when the City's review comments said Commissioners advised neighbors to compromise because the developer has already compromised a lot. The second was at the end of the session when the chairperson reminded those in attendance that they had to compromise and had to understand you can never get all that you want. The attending residents understandably felt patronized by these remarks that ignored their extensive efforts and substantial compromises.

In short, this Study Session left me wondering if there is any value for residents to invest the time negotiating an agreement for the redevelopment of 1704 El Camino Real, when an agreement is so easily cast-out and summarily dismissed by the developer and most surprisingly, by the City Planning Commissioners.

Respectfully,
Carolyn Diamond

From: [Susan Neville](#)
To: [Sandmeier, Corinna D](#); [Planning Commission](#); [CCIN](#)
Subject: 115 signatures to petition opposing 1704 ECR
Date: Monday, October 8, 2018 4:21:24 PM
Attachments: [Change.org signatures - 1704 ECR - Sheet1 \(5\).pdf](#)

Hello Corinna,

Please see attached updated signatures to the petition opposing the current plans for 1704 ECR.

See you tonight,

Susan

Signatures for Change.Org Petition opposing 1704 ECR			
NAME	Address	Zip	Date
115 TOTAL signatures as of 10/8/18			
PAPER Signatures 33			
Theo Keet	138 Stone Pine	94025	9/16/18
Elza Keet	138 Stone Pine	94025	9/16/18
Joann Carole English	151 Stone Pine	94025	9/16/18
Michael Edwards	161 Stone Pine	94025	9/28/18
Linda Edwards	153 Stone Pine	94025	9/28/18
Wm. Harper	1681 Stone Pine	94025	9/28/18
Kathleen Harper	1681 Stone Pine	94025	9/28/18
Mark Cohen	1671 Stone Pine	94025	10/3/18
Jackie Pelavin	1671 Stone Pine	94025	10/3/18
Michael Edwards	153 Stone Pine	94025	9/28/18
Linda Edwards	161 Stone Pine	94025	9/28/18
Frederick Rose	130 Forest Lane	94025	9/16/18
Anne Gregor	130 Forest Lane	94025	9/16/18
Wei Gu	1731 Stone Pine	94025	9/16/18
Eric Easom	171 Forest Lane	94025	9/16/18
Assaf Kramer	110 Forest Lane	94025	9/16/18
Jessica Kramer	110 Forest Lane	94025	9/16/18
Miki Coupal	181 Forest Lane	94025	9/16/18
Jack Liebau	182 Buckthorn	94025	9/16/18
Charlene Liebau	182 Buckthorn	94025	9/16/18
Mark Clayton	161 Forest	94025	9/16/18
Robert Flax	111 Forest Lane	94025	9/16/18
Susan Flax	111 Forest lane	94025	9/16/18
Jean Lee	1692 Stone Pine	94025	9/16/18
Pam Zink	1800 ECR - Zink Salor	94025	9/16/18
Kathy Engelmann	143 Buckthorn Way	94025	9/16/18
Linda Sadunas	144 Buckthorn Park	94025	9/16/18
CJ Nalie	3 Wood Lane	94025	10/3/18
Ursula Feusi	184 Stone Pine	94025	10/3/18
Diane Rosensweig	178 Buckthorn Way	94025	9/17/18
Warren Chamberlain	Buckthorn Way	94025	10/4/18
Panteha Healey	1701 Stone Pine Lane	94025	10/4/18

William Kamin	169 Stone Pine lane	94025	10/4/18
ONLINE: 82			
Carol Boyden	161 Forest Lane	94025	7/26/18
Susan Neville	160 Forest Lane	94025	7/27/18
David Forter	151 Forest Lane	94025	8/15/18
Beth Goldfaden	Oakland	94612	8/15/18
Stephanie Lettieri	1601 Stone Pine	94025	8/15/18
Paolo Scafetta	1601 Stone Pine	94025	8/15/18
Margaret Race	151 Forest Lane	94025	8/15/18
randy eyler	179 Stone Pine	94025	8/16/18
Barry Goldblatt	1631 Stone Pine	94025	8/17/18
Glenna Patton	190 Forest Lane	94025	8/18/18
Carolyn Diamond	180 Forest Lane	94025	8/18/18
Patrick Healey	1701 Stone Pine	94025	8/19/18
Victor Klorin	170 Forest Lane	94025	8/19/18
Jane Carpenter	140 Stone Pine	94025	8/19/18
richard rosensweig	178 Buckthorn Way	94025	8/19/18
Renee Barnstone	1751 Stone Pine	94025	8/19/18
Diane Rosensweig	178 Buckthorn Way	94025	8/19/18
Owen Harper	1681 Stone Pine	94025	8/20/18
Anna G. Eshoo	120 Forest Lane	94025	8/21/18
Jennifer Bryson			8/21/18
Linda Golub	150 Forest Lane	94025	8/22/18
Hillary Easom	171 Forest Lane	94025	8/24/18
Cindy Berrios			9/1/18
Tabitha Cunningham			9/1/18
Tim Grlorme			9/4/18
Phil Weber			9/10/18
halls halls			9/12/18
Deborah Koelling	1611 Stone Pine	94025	9/14/18
Scott Barnum	Stone Pine	94025	9/15/18
Boya Yang	Palo Alto	94303	9/15/18
Deb Barnum	Stone Pine	94025	9/15/18
Kimberly Weber			9/15/18
Sophie Eam			9/15/18
Susan Lynch	121 Forest Lane	94025	9/25/18

Michael Lynch	121 Forest Lane	94025	9/25/18
Owen Payne		94025	9/27/18
Richard Trihy	152 Stone Pine Lane	94025	9/27/18
Karin Freuler	152 Stone Pine Lane	94025	9/27/18
Regina C Katzenberg		94025	9/27/18
Kelsey Fatebene			9/21/18
Hanging Liu	Buckthorn Park		9/20/18
Deborah Melmon	Buckthorn Park	94025	9/19/18
Liren Peng	Buckthorn Park	94025	9/22/18
Patti Andress	Menlo Park	94025	9/23/18
Scott Stanton	Menlo Park	94025	9/23/18
Anne Adams	Palo Alto		9/23/18
Jeanne Heise	Buckthorn Way	94025	9/29/18
Suzan Liao	Buckthorn Way	94025	9/29/18
Alicia Castillo Holly	Mills Court	94025	10/1/18
John Neville	160 Forest Lane	94025	10/1/18
Simonetta Holley	Mills Court	94025	10/1/18
Melissa berhow	Buckthorn Way	94025	10/2/18
GC Frank	1202 Cloud Ave	94025	10/2/18
Ted Choc	Stone Pine	94025	10/2/18
Melissa Karp	Stone Pine	94025	10/2/18
Kevin Purser	Menlo Park	94025	10/2/18
Jamie Purser	Menlo Park	94025	10/2/18
Helen Peters	Forest lane	94025	10/2/18
Detlev Kunz	Forest Lane	94025	10/2/18
Darshana Greenfield	Menlo Park	94025	10/3/18
David Barca	Menlo Park	94025	10/3/18
Elyse Barca	Menlo Park	94025	10/3/18
Nicole Ogrey	Menlo Park	94025	10/3/18
Jill Bollier	Redwood City		10/3/18
Carol Marquez	Buckthorn Way	94025	10/3/18
Carla Shnier	139 Stone Pine	94025	10/4/18
Natalia Korsunova	170 Forest Lane	94025	10/4/18
Christian Melendez			10/4/18
Carol Broadbent	174 Buckthorn	94025	10/5/18
Jessica Kremer	Forest Lane	94025	10/5/18
Peter Carpenter	Forest Lane	94025	10/5/18
Pat Hagglof	Santa Cruz		10/6/18
Danielle Lynch			10/6/18

Desitny Rodriguez			10/7/18
Kelley Ramatici			10/7/18
Kym Steinberg	CA		10/7/18
jackie Sollivan			10/7/18
Krin Asselta			10/8/18
Lourdes Perez			10/8/18
Jayne Bursott			10/8/18
alison Wallendorf			10/8/18
Ching-Yu Hu	1731 Stone Pine	94025	10/8/18

From: [Carol Broadbent](#)
To: [Planning Commission](#); [CCIN](#)
Subject: opposition to Hampton Inn proposal
Date: Friday, October 5, 2018 1:04:16 PM

I am a long-time resident and homeowner in Menlo Park. I have owned a home on Buckthorn Way for four years. Previously, I owned a home in West Menlo Park for 17 years.

As a current owner of a home on Buckthorn Way, I am concerned about the crowding, noise and overall negative impact of the planned Hampton Inn Hotel which is adjacent to the Park Forest homes on Stone Pine Lane, Forest Lane and Buckthorn Way.

The City Council and the Planning Commission need to partner with our existing community and neighborhood to force the hotel developer to preserve the character, privacy, safety and value of our homes. I have signed the petition that opposes the Hampton Inn development. I plan to attend the Planning Commission meeting on Monday at a 7 pm to voice my concerns and opposition. With all of the growth, including increased traffic, in Menlo Park, I hope the City Council and Planning Commission can take a serious, and longer-term view of the compromises that are within your power to make to accommodate our needs. The compromises that our community supports and that we have recommended to the City should be supported.

Sincerely,

Carol Broadbent
174 Buckthorn Way

From: Susan Neville <scneville@gmail.com>
Sent: Thursday, October 4, 2018 11:54 AM
To: Sandmeier, Corinna D; _Planning Commission; _CCIN
Subject: Petition opposing the plans for 1704 ECR
Attachments: Change.org signatures - 1704 ECR - Sheet1.pdf

Hi Corinna,

Please see the link below to our Change.org petition opposing the current 1704 ECR plan. I believe you have been receiving notices when people sign. In addition to the online signatures people have also signed an identical paper petition. I've attached all those signatures. **As of today, 10/4/18, 93 signatures have been collected opposing the plans that are slated for the study session on Oct 8.**

We request that you share this petition and signatures with the planning commission for the Oct 8 study session.

Best, Susan Neville

<https://tinyurl.com/yb7yko75>

Our Neighborhood stands united in opposition to the recent changes proposed for the Hampton Inn development. We changed our formerly supportive position when the developer submitted new plans that shifted parking to ground level (from underground) which resulted in an overall increase to the project scale.

It has grown in size (3 floors, 67 rooms, 36.4K square feet) from what was previously proposed and is now positioned too close to nearby housing and has added back hotel rooms to the 3rd floor at the east elevation. Specifically, the developer's latest plans shift the building to only 21.7 feet from the Forest Lane boundary, and will have four hotel rooms overlooking homes on Forest Lane. View the plans [here](#).

We call for the City of Menlo Park to require the developer to implement two changes to the plans:

- create a minimum 38' set-back from the Forest Lane boundary;*
- replace all 3rd floor rooms facing Forest Lane with a full-length trellis, as well as 2nd-story landscaping*

Signatures for Change.Org Petition opposing 1704 ECR			
NAME	Address	Zip	Date
93 TOTAL signatures as of 10/4/18			
PAPER Signatures 31			
Theo Keet	138 Stone Pine	94025	9/16/18
Elza Keet	138 Stone Pine	94025	9/16/18
Joann Carole English	151 Stone Pine	94025	9/16/18
Michael Edwards	161 Stone Pine	94025	9/28/18
Linda Edwards	153 Stone Pine	94025	9/28/18
Wm. Harper	1681 Stone Pine	94025	9/28/18
Kathleen Harper	1681 Stone Pine	94025	9/28/18
Mark Cohen	1671 Stone Pine	94025	10/3/18
Jackie Pelavin	1671 Stone Pine	94025	10/3/18
Michael Edwards	153 Stone Pine	94025	9/28/18
Linda Edwards	161 Stone Pine	94025	9/28/18
Frederick Rose	130 Forest Lane	94025	9/16/18
Anne Gregor	130 Forest Lane	94025	9/16/18
Ching-Yu Hu	1731 Stone Pine	94025	9/16/18
Wei Gu	1731 Stone Pine	94025	9/16/18
Eric Easom	171 Forest Lane	94025	9/16/18
Assaf Kramer	110 Forest Lane	94025	9/16/18
Jessica Kramer	110 Forest Lane	94025	9/16/18
Miki Coupal	181 Forest Lane	94025	9/16/18
Jack Liebau	182 Buckthorn	94025	9/16/18
Charlene Liebau	182 Buckthorn	94025	9/16/18
Mark Clayton	161 Forest	94025	9/16/18
Carol Broadbent	174 Buckthorn	94025	9/16/18
Robert Flax	111 Forest Lane	94025	9/16/18
Susan Flax	111 Forest lane	94025	9/16/18
Jean Lee	1692 Stone Pine	94025	9/16/18
Pam Zink	1800 ECR - Zink Salor	94025	9/16/18
Kathy Engelmann	143 Buckthorn Way	94025	9/16/18
Linda Sadunas	144 Buckthorn Park	94025	9/16/18
CJ Nalie	3 Wood Lane	94025	10/3/18
Ursula Feusi	184 Stone Pine	94025	10/3/18
ONLINE: 62			
Carol Boyden	161 Forest Lane	94025	7/26/18
Susan Neville	160 Forest Lane	94025	7/27/18
David Forter	151 Forest Lane	94025	8/15/18
Beth Goldfaden	Oakland	94612	8/15/18
Stephanie Lettieri	1601 Stone Pine	94025	8/15/18

Paolo Scafetta	1601 Stone Pine	94025	8/15/18		
Margaret Race	151 Forest Lane	94025	8/15/18		
randy eyler	179 Stone Pine	94025	8/16/18		
Barry Goldblatt	1631 Stone Pine	94025	8/17/18		
Glenna Patton	190 Forest Lane	94025	8/18/18		
Carolyn Diamond	180 Forest Lane	94025	8/18/18		
Patrick Healey	1701 Stone Pine	94025	8/19/18		
Victor Klorin	170 Forest Lane	94025	8/19/18		
Jane Carpenter	140 Stone Pine	94025	8/19/18		
richard rosensweig	178 Buckthorn Way	94025	8/19/18		
Renee Barnstone	1751 Stone Pine	94025	8/19/18		
Diane Rosensweig	178 Buckthorn Way	94025	8/19/18		
Owen Harper	1681 Stone Pine	94025	8/20/18		
Anna G. Eshoo	120 Forest Lane	94025	8/21/18		
Jennifer Bryson			8/21/18		
Linda Golub	150 Forest Lane	94025	8/22/18		
Hillary Easom	171 Forest Lane	94025	8/24/18		
Cindy Berrios			9/1/18		
Tabitha Cunningham			9/1/18		
Tim Grlorme			9/4/18		
Phil Weber			9/10/18		
halls halls			9/12/18		
Deborah Koelling	1611 Stone Pine	94025	9/14/18		
Scott Barnum	Stone Pine	94025	9/15/18		
Boya Yang	Palo Alto	94303	9/15/18		
Deb Barnum	Stone Pine	94025	9/15/18		
Kimberly Weber			9/15/18		
Sophie Eam			9/15/18		
Susan Lynch	121 Forest Lane	94025	9/25/18		
Michael Lynch	121 Forest Lane	94025	9/25/18		
Owen Payne		94025	9/27/18		
Richard Trihy	152 Stone Pine Lane	94025	9/27/18		
Karin Freuler	152 Stone Pine Lane	94025	9/27/18		
Regina C Katzenberg		94025	9/27/18		
Deborah Melman	Buckthorn Way	94025	9/19/18		
Liren Peng	Buckthorn Way	94025	9/22/18		
Patti Andress	Menlo Park	94025	9/23/18		
Scott Stanton	Menlo Park	94025	9/23/18		
Jeanne Heise	Buckthorn Way	94025	9/29/18		
Suzan Liao	Buckthorn Way	94025	9/29/18		
Alicia Castillo Holly	Mills Court	94025	10/1/18		
John Neville	160 Forest Lane	94025	10/1/18		
Simonetta Holley	Mills Court	94025	10/1/18		
Melissa berhow	Buckthorn Way	94025	10/2/18		
GC Frank	1202 Cloud Ave	94025	10/2/18		
Ted Choc	Stone Pine	94025	10/2/18		

Melissa Karp	Stone Pine	94025	10/2/18		
Kevin Purser	Menlo Park	94025	10/2/18		
Jamie Purser	Menlo Park	94025	10/2/18		
Helen Peters	Forest lane	94025	10/2/18		
Detlev Kunz	Forest Lane	94025	10/2/18		
Darshana Greenfield	Menlo Park	94025	10/3/18		
David Barca	Menlo Park	94025	10/3/18		
Elyse Barca	Menlo Park	94025	10/3/18		
Nicole Ogrey	Menlo Park	94025	10/3/18		
Jill Bollier	Redwood City		10/3/18		
Carol Marquez	Buckthorn Way	94025	10/3/18		

1704 El Camino Real Project
El Camino Real/Downtown Specific Plan Program EIR – Conformance Checklist

Introduction

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area over the coming decades. The Specific Plan addresses approximately 130 acres and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to “enhance the community life, character and vitality through mixed use infill Projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real.” The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but establishes a maximum development capacity of 474,000 square feet of non-residential development (inclusive of retail, hotel, and commercial development), and 680 new residential units.

Sagar Patel has submitted an application for an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. The Project site consists of one parcel (Assessor’s Parcel Number 063-432-790) at 1704 El Camino Real, which is currently occupied by an existing hotel, Red Cottage Inn and Suites. The Project would demolish the existing hotel and site improvements. The property is part of the Specific Plan area, and as such may be covered by the Program EIR analysis. The intent of this Environmental Conformity Analysis is to determine: 1) whether the Project does or does not exceed the environmental impacts analyzed in the Program EIR, 2) whether new impacts have or have not been identified, and 3) whether new mitigation measures are or are not required.

Existing Condition

The subject parcel is located at 1704 El Camino Real, on the east side of El Camino Real, on an interior parcel between Buckhorn Way on the west, Stone Pine Lane to the east near the termination of Forest Lane, which is part of the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The adjoining properties to the site include a small commercial mall to the southwest, apartments to the northeast, apartments and residential assisted living care to the northwest, apartments and small commercial sites to the south and southeast. The Project site is rectangular shaped

parcel, with a driveway extending to El Camino Real and an ally at the rear extending to Buckhorn Way. The approximately 0.84 acre (36,410 square feet) property is developed with the Red Cottage Inn and Suites, comprised of one 2-story building and two 1-story buildings with a swimming pool, parking lot, several storage sheds and landscaped area.

Project

The Project includes the demolition of the existing site improvements including the swimming pool and the construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. The maximum building height is 41 feet, 11 inches at the main tower roof peak.

The ground level includes a vestibule front entrance to the hotel off of a circular driveway. The lobby, board room, fitness center and business center and dining area are all included on the ground level with some guest rooms. The second and third floors include guest rooms. A swimming pool is proposed on the northwest side of the hotel.

The Project includes one-level of below grade parking. The parking is accessed by a ramp down on the southern property line and a ramp up on the western corner of the site via the extended driveway from El Camino Real. Fifty-six below grade parking spaces are proposed. Laundry facilities are located in the below grade garage and the pool equipment room. Long term bike parking and stairs to access the first level are located in the southeast corner of the garage.

The trash and recycle area is located near the rear of the site. Trash and recycle containers are accessed via Buckhorn Way alley. Landscaping is proposed around the perimeter of the site. As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed.

The Project requires architectural control approval, approval of a variance to permit reduced floor-to-floor height on the first floor, sign review, and approval of a Below Market Rate (BMR) In-Lieu Fee Agreement by the Planning Commission. The proposal also includes a Public Benefit Bonus to exceed the Base level development floor area ratio (FAR), which can be considered under the Specific Plan and would not entail any changes to the General Plan. The Specific Plan allows for a higher amount of FAR in exchange for public benefits. The Public benefit includes a Transient Occupancy Tax (TOT) revenue. The public benefit package would be reviewed by the Planning Commission. The proposed development and public benefit bonus proposal would not conflict with any applicable land use plans or policies.

Environmental Analysis

As discussed in the introduction, this comparative analysis has been undertaken to analyze whether the Project would have any significant environmental impacts that are not addressed in the Program EIR. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Program EIR. The comparative analysis also addresses whether any changes to mitigation measures are required.

As noted previously, the proposal is a new hotel Project, demolishing the existing hotel and site improvements. Assuming full occupancy, the Project is estimated to generate 51 peak hour trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as long as the land use assumptions on-site are consistent with those outlined in the Specific Plan. The Project is consistent with the Specific Plan land uses. The Project will be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

Aesthetic Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that the Project would not have a substantial adverse effect on a scenic view, vista, or designated state scenic highway, nor would the Project have significant impacts to the degradation of character/quality, light and glare, or shadows.

Implementation of the Project would result in the construction of a hotel development. Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to the visual character would not be substantially adverse, and the impact would be considered less than significant. The Project is subject to the Planning Commission architectural control review and approval, which includes public notice and ensures aesthetic compatibility. Therefore, the Project would not result in any impacts to the existing visual character of the site and its surroundings.

Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to light and glare would not be substantially adverse, and the impact would be less than significant. The Specific Plan includes regulatory standards for nighttime lighting and nighttime and daytime glare. Therefore, the Project would not result in any impacts associated with substantial light or glare.

As was the case with the Specific Plan, the Project would not have a substantial adverse effect on a scenic view or vista, a state scenic highway, character/quality, or light and glare impacts. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Agriculture Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that no impacts would result with regard to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or any area zoned for agricultural use or forest land.

As was the case with the Program EIR, the Project would not result in any impacts to farmland, agricultural uses, or forest land. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Air Quality

Impacts would be the same as the Specific Plan.

AIR-1: The Program EIR determined that emissions of criteria pollutants associated with construction would be significant, and established Mitigation Measures AIR-1a and AIR-1b to address such impacts. Mitigation Measure AIR-1a would be applied to this proposal. However, the Program EIR concluded that impacts could still be significant and unavoidable even with implementation of such mitigations. The Project would construct an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking and would not involve the type of large-scale construction activities that would create additional impacts. The Project would be well below the 554 guest room construction screening threshold adopted by the Bay Area Air Quality Management District. As a result, implementation of Mitigation Measure AIR-1b is not required for this Project.

AIR-2: The Program EIR determined that the Specific Plan would have long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute to an air quality violation (due to being inconsistent with an element of the *2010 Clean Air Plan*), and established Mitigation Measure AIR-2 requiring implementation of Mitigation Measure TR-2 regarding Transportation Demand Management (TDM) strategies to address this impact. However, the Program EIR noted that TDM effectiveness cannot be guaranteed, and concluded that the impact would be significant and unavoidable. The Project would be consistent with the Program EIR analysis, and as such would be required to implement Mitigation Measure AIR-2.

AIR-3: The Program EIR determined that the Specific Plan would increase levels of Toxic Air Contaminants (TACs) due to increased heavy duty truck traffic, but that the impacts would be less than significant. The Project would not generate an unusual amount of heavy truck traffic relative to other commercial developments due to the limited nature of the construction, and the Project's limited share of overall Specific Plan development would be accounted for through deduction of its totals from the Specific Plan Maximum Allowable Development. The health risks posed by Plan-generated traffic on El Camino Real would remain less than significant.

AIR-4: The Program EIR concluded that the Specific Plan would not have a substantial adverse effect pertaining to Particulate Matter (PM_{2.5}). The Project is consistent with the assumptions of this analysis.

No new Air Quality impacts have been identified and no new mitigation measures are required for the Project.

Biological Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that less than significant impacts would result with regard to special status plant and wildlife species, sensitive natural communities, migratory birds, and jurisdictional waters and wetlands upon implementation of the recommended Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a through BIO-5c, and BIO-6a. Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-5a through BIO-5c would apply to the Project, but BIO-6a would not (it is limited to Projects proposing development near San Francisquito Creek). The analysis also found that the Specific Plan would not conflict with local policies, ordinances, or plans. The Project site is fully developed and within a highly urbanized/landscaped area.

The Project site includes little wildlife habitat and essentially no habitat for plants other than the opportunity ruderal species adapted to the built environment or horticultural plants used in landscaping. The Project would not result in the take of candidate, sensitive, or special-status species.

As part of the proposed project, five heritage trees are proposed for removal and 20 heritage tree replacements would be planted, in addition to six replacement trees that have already been planted, to provide a 2-1 replacement ratio for the five heritage trees proposed for removal and the eight heritage trees previously removed. The Program EIR determined that no mitigation would be required with implementation of the Heritage Tree Ordinance Chapter 13.24 which requires a planting replacement at a 2:1 basis for commercial Projects. Additionally, the City of Menlo Park's Building Division provides "Tree Protection Specification" measures and procedures to further insure the protection of heritage trees during construction. Compliance with these existing code requirements, guidelines, and Tree Protection Specification measures and procedures, coupled with additional tree planting, would mitigate the impact of any loss of protected trees and would constitute consistency with local ordinances designed to protect existing tree resources. The impact would be less than significant.

With implementation of the Project, construction activities would occur on an existing developed site. Therefore, as with the Program EIR, the Project would result in less than significant impacts to biological resources and no new Mitigation Measures would be required. The Project would also not conflict with local policies, ordinances, or plans, similar to the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

Cultural Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that no significant impacts to a historic resource would result with implementation of Mitigation

Measure CUL-1. The analysis also concluded that the Specific Plan would result in less than significant impacts to archeological resources, paleontological resources, and burial sites with implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-3, and CUL-4. With regard to the Project site, the physical conditions, as they relate to archeological resource, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate Mitigation Measures CUL-3 and CUL-4 through notations on plan sheets and ongoing on-site monitoring.

In compliance with Mitigation Measure CUL-1, a Historic Resource Evaluation was prepared by Archives and Architecture, LLC, dated July 2016 for the Project. The report concluded the Red Cottage Inn and Suites was found not to be historically significant, as the motel is not a distinctive architectural specimen, does not appear associated with any important personages, nor is a commercial site important in the historic development of Downtown Menlo Park.

In compliance with Mitigation Measure CUL-2a, an Archeological Resource Evaluation was prepared by Basin Research Associates, dated September 2, 2016 for the Project. The report concluded, the archival research revealed that there are no recorded cultural resources located within the study area. No traces of significant cultural materials, prehistoric or historic, were noted during the surface reconnaissance. In the event, however, that prehistoric traces are encountered, the Specific EIR requires protection activities if archaeological artifacts are found during construction.

No new impacts have been identified and no new mitigation measures are required.

Geology and Soils

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to earthquake faults, seismic ground shaking, seismically induced hazards (e.g., liquefaction, lateral spreading, land sliding, settlement, and ground lurching), unstable geologic units, expansive soils, corrosive soils, landslides, and soil erosion would result. No Mitigation Measures are required.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Society, and no known active faults exist on the site. The nearest active fault to the Project area is the San Andreas fault which is located approximately seven miles southwest. Although this is the case, the Project is located in a seismically active area and, while unlikely, there is a possibility of future faulting and consequent secondary ground failure from unknown faults is considered to be low. Furthermore, the Project would comply with requirements set in the California Building Code (CBC) to withstand settlement and forces associated with the maximum credible earthquake. The CBC provides standards intended to permit structures to withstand seismic hazards. Therefore, the code sets standards for excavation, grading, construction earthwork, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. A Geotechnical Investigation was prepared by Romig Engineers, INC, dated December 2013 for the Project. The report concluded

the site is suitable for the proposed hotel provided the recommendations in the report are followed during design and construction. No mitigation is required.

Greenhouse Gas Emissions

Impacts would be the same as the Specific Plan.

GHG-1: The Program EIR determined that the Specific Plan would generate Greenhouse Gas (GHG) emissions, both directly and indirectly, that would have a significant impact on the environment. Specifically, the operational GHG using the Bay Area Air Quality District (BAAQMD) GHG Model, measured on a “GHG: service population” ratio, were determined to exceed the BAAQMD threshold. The Project’s share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-1, although it was determined that the impact would remain significant and unavoidable even with this mitigation. For the Project, implementation of Mitigation Measure GHG-1 is not necessary as the BAAQMD-identified GHG Mitigation Measures are primarily relevant to City-wide plans and policies.

GHG-2: The Program EIR determined that the Specific Plan could conflict with AB 32 and its Climate Change Scoping Plan by virtue of exceeding the per-capita threshold cited in GHG-1. Again, the Project’s share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-2a and GHG-2b, although it was determined that the impact would remain significant and unavoidable even with this mitigation. Mitigation Measure GHG-2 would apply to the project.

No new impacts have been identified and no new mitigation measures are required for the Project.

Hazards and Hazardous Materials

Impacts would be the same as the Specific Plan. The Program EIR determined that a less than significant impact would result in regards to the handling, transport, use, or disposal of hazardous materials during construction operations. The analysis also concluded that the Project site is not included on a list of hazardous materials sites, is not within the vicinity of an airport or private airstrip, would not conflict with an emergency response plan, and would not be located in an area at risk for wildfires. The Specific Plan analysis determined that with implementation of Mitigation Measures HAZ-1 and HAZ-3, impacts related to short-term construction activities, and the potential handling of and accidental release of hazardous materials would be reduced to less than significant levels.

The Project would involve ground-disturbance and as such implementation of Mitigation Measures HAZ-1 and HAZ-3 would be required. Project operations would result in a new hotel. The Project would not handle, store, or transport hazardous materials in quantities that would be required to be regulated. Thus, Project operations would result in similar impacts as that analyzed for the Specific Plan. No new impacts have been identified and no new mitigation measures are required for the Project.

Hydrology and Water Quality

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to construction-related impacts (i.e., water quality and drainage patterns due to erosion and sedimentation), or operational-related impacts to water quality, groundwater recharge, the alteration of drainage patterns, or flooding would result. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction Project disturbing 500 square feet or more. The Grading and Drainage (G&D) Permit requirements specify that the construction must demonstrate that the sediment laden-water shall not leave the site. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation to a less-than-significant level. No Mitigation Measures are required.

Land Use and Planning

Impacts would be the same as the Specific Plan.

LU-1: The Program EIR determined that the Specific Plan would not divide an established community. The Project would involve demolition of existing on-site improvements. The Specific Plan would allow for taller buildings, any new development would occur along the existing grid pattern and proposed heights and massing controls would result in buildings comparable with existing and proposed buildings found in the Plan area. The proposed development consists of a construction of an approximately 40,004.2-foot, three-story, 70-room hotel with one-level of underground parking and is subject to architectural review by the Planning Commission. The Project would not create a physical or visual barrier, therefore would not physically divide a community. There are no impacts.

LU-2: The Program EIR determined that the Specific Plan would not alter the type and intensity of land uses in a manner that would cause them to be substantially incompatible with surrounding land uses or neighborhood character. The Project is an infill hotel development at the Public Benefit Bonus level that meets the intent of the Specific Plan, and would be consistent with the General Plan. The Specific Plan allows for a higher FAR in exchange for public benefits. The public benefit package would be reviewed by the Planning Commission, and would have to achieve key standards as noted in the Specific Plan. No mitigation is required for this impact, which is less than significant.

LU-3: The Program EIR determined that the Specific Plan would not conflict with the City's General Plan, Zoning Ordinance, or other land use plans or policies adopted for the purpose of mitigating an environmental effect. The General Plan and Zoning Ordinance were amended concurrent with the Specific Plan adoption, and the Project would comply with all relevant regulations. No mitigation is required for this impact, which is less than significant.

LU-4: The Program EIR determined that the Specific Plan, in combination with other plans and Projects, would not result in cumulatively considerable impacts to land use. The Project, being a part of the Specific Plan area and accounted for as part of the Maximum Allowable Development, is consistent with this determination. No mitigation is required for this impact, which is less than significant.

No new impacts have been identified and no new mitigation measures are required for the Project.

Mineral Resources

Impacts would be the same as the Specific Plan. The Program EIR noted that the Project site is not located within an area of known mineral resources, either of regional or local value.

As was the case with the Specific Plan, the Project would not result in the loss of availability of a known mineral resource or mineral resources recovery site. No new impacts have been identified and no new mitigation measures are required for the Project.

Noise

Impacts would be the same as the Specific Plan.

NOI-1: The Program EIR determined that construction noise, in particular exterior sources such as jackhammering and pile driving, could result in a potentially significant impact, and established Mitigation Measures NOI-1a through NOI-1c to address such impacts. The physical conditions as they relate to noise levels have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, construction noise impacts of the Project would be less than significant, and these mitigation measures would apply (with the exception of Mitigation Measure NOI-1b, which applies to pile driving activities, which wouldn't take place as part of the Project).

NOI-2: The Program EIR determined that impacts to ambient noise and traffic-related noise levels as a result of the Specific Plan would be less than significant. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development.

NOI-5: The Program EIR determined that implementation of the Specific Plan, together with anticipated future development in the area in general, would result in a significant increase in noise levels in the area. The Program EIR established Mitigation Measure NOI-5 to require the City to use rubberized asphalt in future paving Projects within the Plan area if it determines that it will significantly reduce noise levels and is feasible given cost and durability, but determined that due to uncertainties regarding Caltrans approval and cost/feasibility factors, the cumulative impact of increased traffic noise on existing sensitive receptors is significant and unavoidable. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development.

No new Noise impacts have been identified and no new mitigation measures are required for the Project.

Population and Housing

Impacts would be similar from that analyzed in the Program EIR.

POP-1: The Program EIR determined that the implementation of the Specific Plan would not cause the displacement of existing residents to the extent that the construction of replacement facilities outside of the Plan area would be required. The Project site is an existing hotel and includes the construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking construction. Therefore, no residents would be displaced. No mitigation is required for this impact, which is less than significant.

POP-2: The Program EIR determined that the implementation of the Specific Plan would not be expected to induce growth in excess of current Projections, either directly or indirectly. The Program EIR found that full build-out under the Specific Plan would result in 1,537 new residents, well within the Association of Bay Area Governments (ABAG) Projection of 5,400 new residents between 2010 and 2030 in Menlo Park and its sphere of influence. Additionally, the Program EIR projected the new job growth associated with the new retail, commercial and hotel development to be 1,357 new jobs. The ABAG projection for job growth within Menlo Park and its sphere of influence is an increase of 7,240 jobs between 2010 and 2030. The Program EIR further determines that based on the ratio of new residents to new jobs, the Specific Plan would result in a jobs-housing ratio of 1.56, below the projected overall ratio for Menlo Park and its sphere of influence of 1.70 in 2030 and below the existing ratio of 1.78.

The Project includes the construction of a construction of an approximately 40,004.2-square foot, three-story, 70-room hotel with one-level of underground parking. Construction of the Project, including site preparation, would temporarily increase construction employment. Given the relatively common nature and scale of the construction associated with the Project, the demand for construction employment would likely be met within the existing and future labor market in the City and the

County. The size of the construction workforce would vary during the different stages of construction, but a substantial quality of workers from outside the City or County would not be expected to relocate permanently.

POP-3: The Program EIR determined that implementation of the Specific Plan, in combination with other plans and projects would not result in cumulatively considerable impacts to population and housing. The EIR identified an additional 959 new residents and 4,126 new jobs as a result of other pending Projects. These combined with the projection for residents and jobs from the Specific Plan equate to 2,496 new residents and 5,483 new jobs, both within ABAG Projections for Menlo Park and its sphere of influence in 2030. The additional jobs associated with the Project would not be considered a substantial increase, would continue to be within all projections and impacts in this regard would be considered less than significant. Thus, no new impacts have been identified and no new mitigation measures are required for the Project.

No new Population and Housing impacts have been identified and no new mitigation measures are required for the Project.

Public Services and Utilities

Impacts would be the same as the Specific Plan. The Program EIR concluded that less than significant impacts to public services, including fire protection, police protection, schools, parks, and other public facilities would result. In addition, the Program EIR concluded that the Project would result in less than significant impacts to utilities and service systems, including water services, wastewater services, and solid waste. No mitigation measures were required under the Program EIR for Public Services and Utilities impacts.

The Menlo Park Fire Protection District (MPFPD) currently serves the Project area. MPFPD review and approval of individual development plans is a standard part of the Project review process, ensuring that new buildings meet all relevant service requirements. MPFPD have completed initial Project review, and have tentatively approved the Project for compliance with applicable Fire Code regulations. The Project would not intensify development over what has previously been analyzed, nor modify building standards (height, setbacks, etc.) in a way that could affect the provision of emergency services by the MPFPD. The Project is requesting a front yard setback variance but would not affect emergency services. Therefore, the Project would not result in any impacts resulting in the need for new or physically altered fire facilities.

Public parks near the Project area include Hollbrook-Palmer Park and Cartan Athletic Fields. Additional public facilities, such as the Library and recreation buildings, are located next to Burgess Park, in the Civic Center. The Project would not intensify development over what has previously been analyzed, and existing public facilities would continue to be sufficient to serve the population of the Project area. Therefore, the Project would not result in the demand for new public parks or other public facilities.

The existing water, wastewater, electric, gas, and solid waste infrastructure is adequate to support the Project, as the number of hotel rooms would not exceed what was previously analyzed, which the current site was developed to support.

No new Public Services and Utilities impacts have been identified and no new mitigation measures are required for the Project.

Transportation, Circulation and Parking

Assuming full occupancy, the Project is estimated to generate 51 peak hour trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as the land use assumptions on site are consistent with those outlined in the Downtown Specific Plan. The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts.

The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

TR-1 and TR-7: The Program EIR concluded that the Specific Plan would result in significant and unavoidable traffic impacts related to operation of area intersections and local roadway segments, in both the short-term and cumulative scenarios, even after implementation of Mitigation Measures TR-1 and TR-7. The Project would pay required TIF (Transportation Impact Fee) and fair-share contributions as part of these mitigations.

TR-2 and TR-8: The Program EIR determined that the Specific Plan would adversely affect operation of certain local roadway segments, in both the near-term and cumulative scenarios. The Project's share of the overall Specific Plan development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis.

In addition, the Project would be required through the MMRP to implement Mitigation Measure TR-2, requiring submittal and City approval of a Transportation Demand Management (TDM) program prior to Project occupancy. However, this mitigation (which is also implemented through Mitigation Measure AIR-2) cannot have its effectiveness guaranteed, as noted by the Program EIR, so the impact remains significant and unavoidable.

TR-3, TR-4, TR-5, and TR-6: The Program EIR determined that the Specific Plan would not result in impacts to freeway segment operations, transit ridership, pedestrian and bicycle safety, or parking in the downtown. The Project, using a parking rate supported by appropriate data and analysis, would be consistent with this analysis, and no new impacts or mitigation measures would be projected.

No new impacts have been identified and no new mitigation measures are required for the Project.

Conclusion

As discussed, the Conformance Checklist is to confirm that 1) the Project does not exceed the environmental impacts analyzed in the Program EIR, 2) that no new impacts have been identified, and 3) no new mitigation measures are required. As detailed in the analysis presented above, the Project would not result in greater impacts than were identified for the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

References

1. Arborist Report prepared by Arbor Resources dated revised March 13, 2019
2. Cultural Resource Evaluation prepared by Basin Research Associates dated September 2, 2016
3. Historic Resource Evaluation prepared by Archives and Architecture, LLC dated July 2016.
4. Phase I Environmental Site Assessment prepared by Romig Engineers, INC, dated August 2016
5. Geotechnical Investigation prepared by prepared by Romig Engineers, INC, dated December 2015.
6. Plans prepared by the RYS.
7. Staff site visit October 28, 2016.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
AIR QUALITY				
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)				
<p><i>Mitigation Measure AIR-1a:</i> During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.</p> <p><u>Basic Controls that Apply to All Construction Sites</u></p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 	<p>Exposed surfaces shall be watered twice daily.</p> <p>Trucks carrying demolition debris shall be covered.</p> <p>Dirt carried from construction areas shall be cleaned daily.</p> <p>Speed limit on unpaved roads shall be 15 mph.</p> <p>Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.</p> <p>Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.</p> <p>Construction equipment shall be properly tuned and maintained.</p>	<p>Measures shown on plans, construction documents and on-going during demolition, excavation and construction.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>PW/CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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>Signage will be posted with the appropriate contact information regarding dust complaints.</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>Water exposed surfaces to maintain minimum soil moisture of 12 percent.</p>			
<p>2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p>	<p>Halt excavation, grading and demolition when wind is over 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>Install wind breaks on the windward side(s) of disturbed construction areas.</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>Vegetative ground cover shall be planted in disturbed areas as soon as possible.</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>Ground-disturbing construction activities shall not occur simultaneously.</p>			
<p>6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p>	<p>Trucks and equipment shall be washed before exiting 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>Cover site access roads.</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>Erosion control measures shall be used.</p>			
<p>9. Minimizing the idling time of diesel powered construction equipment to two minutes.</p>	<p>Idling time of diesel powered equipment will not exceed two minutes.</p>			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.	Plan developed that demonstrates emissions from use of off-road equipment during construction will be reduced as specified.			
11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).	Low VOC coatings shall be used.			
12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.	Require Best Available Control Technology for all construction equipment, diesel trucks, and generators.			
13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.	Equipment shall meet standards for off-road heavy duty diesel engines.			
<i>Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)</i>				
Mitigation Measure AIR-2: Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	See Mitigation Measure TR-2.			
<i>Impact AIR-5: Implementation of the Specific Plan would locate sensitive receptors in an area of elevated concentrations of toxic air contaminants associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)</i>				
Mitigation Measure AIR-5: The Mitigation Monitoring and	A health risk analysis shall be prepared.	Simultaneous with a	Project sponsor(s)	CDD

EI Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 EI Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within 200 feet of the edge of EI Camino Real or within 100 feet of the edge of Ravenswood Avenue, Oak Grove Avenue east of EI Camino Real, or Santa Cruz Avenue west of University Avenue shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM _{2.5} concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.	If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks Plan developed for ongoing maintenance and disclosure to buyers and/renters.	building permit submittal		
<i>Impact AIR-6: Implementation of the Specific Plan would locate new sensitive receptors in an area of elevated concentrations of PM_{2.5} associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)</i>				
Mitigation Measure AIR-5 associated with Impact AIR-5 regarding DPM exposure would also reduce PM _{2.5} exposure impacts along EI Camino Real and other high volume streets to a less than significant level.	See Mitigation Measure AIR-5.			
BIOLOGICAL RESOURCES				
<i>Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)</i>				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real

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><i>If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:</i> no further mitigation is required.</p> <p><i>If active nests of special-status birds are found during the surveys:</i> 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 - 1704 El Camino Real

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by- case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:</p> <ol style="list-style-type: none"> 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds. 	<p>If active nests are found during survey, the results will be discussed with the California Department of Fish and Game and avoidance procedures adopted.</p> <p>Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.</p>	<p>Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>
<p><i>Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)</i></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>	<p>CDD</p>
<p>Mitigation Measure BIO-3b: Reduce building lighting from interior 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 - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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>				
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)				
<p>Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented.</p> <p>If no active roosts present: no further action is warranted.</p> <p>If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.</p>	<p>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>CDD</p>

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real

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

Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<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>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>A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specify treating conforming to Secretary of the Interior's standards, as applicable.</p>	<p>Simultaneously with a project application submittal.</p>	<p>Qualified architectural historian retained by the Project sponsor(s).</p>	<p>CDD - STATUS COMPLETE: Historic Resource Evaluation prepared by Archives and Architecture, LLC, dated July 2016</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 - 1704 El Camino Real				
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 - STATUS COMPLETE: Archeological Resource Evaluation prepared by Basin Research Associated, dated September 2, 2016</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 commence 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>
<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 - 1704 El Camino Real

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:</p> <p>* In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <ol style="list-style-type: none"> 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> 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>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 - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>1. The coroner shall contact the Native American Heritage Commission within 24 hours;</p> <p>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;</p> <p>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</p> <p>2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission.</p> <p>b) The descendant identified fails to make a recommendation; or</p> <p>c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>				
GREENHOUSE GASES AND CLIMATE CHANGE				
<i>Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)</i>				
Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces	Simultaneous with project application submittal	Project sponsor(s)	CDD
HAZARDOUS MATERIALS				
<i>Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)</i>				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring 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>CDD</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>	<p>CDD</p>
<p>NOISE</p>				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real

Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable				
<p><i>Mitigation Measure NOI-1a:</i> 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.</p> <p>Implement noise control techniques to reduce ambient noise levels.</p>	<p>Prior to demolition, grading or building permit issuance</p> <p>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 - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
* When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.				
<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.	Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.	Condition shown on plans, construction documents and specifications. When justified complaint received by City.	Project sponsor(s) and contractor(s) for revisions to construction noise control plan.	CDD
<i>Impact NOI-4: The Specific Plan would expose sensitive receptors to substantial levels of groundborne vibration. (Potentially Significant)</i>				
<i>Mitigation Measure NOI-4:</i> Prior to project approval for development within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences and 78 VdB for other uses. If required, vibration isolation techniques could include supporting the new building foundations on elastomer pads similar to bridge bearing pads.	A qualified acoustical engineer to complete a vibration design study.	Simultaneous with submittal for a building permit	Qualified acoustical engineer retained by the project sponsor(s)	CDD
TRANSPORTATION, CIRCULATION AND PARKING				
<i>Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)</i>				
<i>Mitigation Measures TR-1a through TR-1d:</i> (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
<i>Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)</i>				
<i>Mitigation Measure TR-2:</i> New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:	Develop a Transportation Demand Management program.	Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.	Project sponsor(s)	PW/CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 1704 El Camino Real				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<ul style="list-style-type: none"> * Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies; * Operating dedicated shuttle service (or buying into a shuttle consortium); * Subsidizing transit tickets; * Preferential parking for carpoolers; * Provide child care services and convenience shopping within new developments; * Van pool programs; * Guaranteed ride home program for those who use alternative modes; * Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit; * Imposing charges for parking rather than providing free parking; * Providing shuttles for customers and visitors; and/or * Car share programs. 				
Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)				
Mitigation Measures TR-7a through TR-7n: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD



STAFF REPORT

Planning Commission

Meeting Date: 6/24/2019
Staff Report Number: 19-047-PC

Public Hearing and Study Session:

Public hearing for the environmental impact report (EIR) scoping session and study session to consider and provide feedback on a proposed new 105 unit residential building at 111 Independence Drive

Recommendation

Staff recommends that the Planning Commission conduct the following items for the proposed project at 111 Independence Drive in the R-MU-B (Residential Mixed Use-Bonus) zoning district, described in more detail in the Background section of this report:

- EIR scoping session to receive public testimony and provide comments on the scope and content of a focused EIR for the project; and
- Study session to receive public comments and provide feedback on the proposed project, including the applicant's project refinements since the previous Planning Commission study session in July 2018.

The June 24th meeting will not include any project actions. The proposal will be subject to additional review and a recommendation at a future Planning Commission meeting. Staff recommends the following meeting procedure to effectively and efficiently move through the two items, allowing the public and the Planning Commission to focus comments on the specific project components.

EIR Scoping Session

- Introduction by Staff
- Presentation by Applicant on Project Proposal
- Presentation by City's EIR Consultant
- Commissioner Questions on EIR scope
- Public Comments on EIR scope
- Commissioner Comments on EIR scope
- Close of Public Hearing

Project Proposal Study Session

- Introduction by Staff
- Commissioner Questions on Project
- Public Comments on Project
- Commissioner Comments on Project

While applicants typically present on their project proposal during the study session portion of the meeting,

staff believes that it would be beneficial for the Planning Commission and members of the public to receive the applicant's presentation during the EIR scoping session. Accordingly, staff recommends that the Planning Commission allow the applicant to present the overall project, followed by a presentation from the City's EIR consultant (LSA) outlining the California Environmental Quality Act (CEQA) process and the key findings from the Initial Study.

Policy Issues

EIR scoping sessions provide an opportunity for Planning Commissioners and the public to comment on specific topics that they believe should be addressed in the environmental analysis. Study sessions provide an opportunity for Planning Commissioners and the public to provide feedback on a project, with comments used to inform future review and consideration of the proposal. The EIR scoping session public hearing and study session should be considered as separate items.

The project is anticipated to require the following entitlements:

1. **Environmental Review** to analyze potential environmental impacts of the project through a focused EIR, pursuant to CEQA;
2. **Use Permit** for bonus-level development (which requires the provision of community amenities) and to modify design standards;
3. **Architectural Control** to review the design of the new building and associated site improvements;
4. **Below Market Rate (BMR) Housing Agreement** in accordance with the City's BMR Ordinance.
The applicant is also proposing to utilize the density bonus per the BMR Housing Program.

In addition, a Fiscal Impact Analysis (FIA) will be prepared as well as an appraisal to identify the necessary value of the community amenity.

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

Background

Site location

The project site is a 0.924 acre parcel that currently contains an existing single-story office building, approximately 15,000 square feet in size. A small portion of the Independence Drive roadway is located within the existing property, and as part of the project approximately 88 square feet of the project site would be dedicated to the City. The property would have a net area of 0.922 acres (40,147 square feet) after dedication. The existing office building would be demolished as part of the redevelopment of the project site.

For purposes of this staff report, Highway US 101 is considered to have an east-west orientation, and all compass directions referenced will use this orientation. The project site is located north of US 101 and to the east of Marsh Road near the US 101 and Marsh Road interchange. The project site is located where Independence Drive curves from an east to west direction to a north to south direction across from the Marsh Road off-ramp, and the project site is bounded by Independence Drive to the south and west. The parcels to the north and east of the site are also located in the R-MU-B zoning district and currently are occupied by light manufacturing uses; however, the City has received a development application for these parcels which includes a 320 unit multi-family residential building and 34,708 square foot office building. Across Independence Drive, to the south of the site, is the Menlo Gateway Independence Site, containing an office building, hotel, and parking structure. The Menlo Gateway Constitution Site (currently under construction) is also located nearby, and will include office buildings and parking structures. Both Menlo Gateway sites are zoned M-3(X) (Commercial Business Park). A location map is included in Attachment A.

Project overview

The applicant is proposing to demolish the existing office building and site improvements and construct a new eight-story multi-family apartment building with approximately 105 dwelling units and an approximately 712 square foot community serving commercial space. The applicant is proposing to develop the project utilizing the bonus level provisions for height, floor area ratio (FAR), and density. The R-MU-B zoning district regulations allow a development to seek an increase in FAR, density, and/or height subject to obtaining a use permit and providing one or more community amenities. The applicant is currently proposing that a total of 14 residential units (15 percent) be affordable to moderate and low income households. Additionally applicant is proposing to utilize the City’s Below Market Rate Housing Program which allows the project one additional unit for each BMR onsite unit. The project would result in a higher density above 100 dwelling units per acre, increased gross floor area and height beyond what the zoning allows through the density bonus provision. The applicant’s project description is included in Attachment B, and the project plans are included as Attachment C. Table 1 below compares the proposed project with the development regulations for bonus level development in the R-MU-B zoning district.

Table 1: Proposed Project		
	Proposed	Zoning Ordinance standards (Bonus Level Development)
Residential dwelling units*	105 units	92 units
Residential square footage*	95,056 s.f.	90,331 s.f.
Residential FAR*	236.8 %	225 %
Commercial square footage	712 s.f.	10,036.8 s.f.
Commercial FAR	1.8 %	25 %
Total square footage	95,768 s.f.	100,367.8 s.f.
Height (maximum)**	85 ft.	95 ft.
Height (average)***	63.46 ft.	62.5 ft.

*The City’s Below Market Rate Housing Program allows increases to the density in exchange for providing BMR units onsite and an increase to the floor area by an amount that corresponds to the increase in allowable density.

**Maximum height does not including parapets, mechanical equipment, and elevator towners.

***The average height would be above the maximum average height but allowed through the density bonus provision of the City’s Below Market Rate Housing Program.

The proposed building would be designed to respond to the curve in Independence Drive at the project site. The main lobby entrance, commercial space, and active ground floor spaces (fitness center, lobby, bike parking, and common areas) would be located along the curved façade of the building. The building would be oriented to a publicly accessible open space along Independence Drive, which is discussed later in the report. The parking garage entrance would be located towards the east end on the southern facing façade of the building along Independence Drive before the arc of the curve. The proposed building would include a curved element that generally parallels the Independence Drive curve for the first three levels and then a five story tower element that would be inverted, curving opposite of the lower levels. This curving design would generally respond to the Menlo Gateway office building across Independence Drive. The first three levels would also incorporate the above grade parking garage. At the third level, the step back to the tower element would allow for private and common open spaces to be located on the top of the podium level for the tenants.

The proposed project would meet the minimum interior side and rear setback requirement of 10 feet, with a 12 foot setback from the eastern property line and a 10 foot, four inch setback from the northern property line. In addition, along the northern property line would be a 27 foot setback for a portion of the building to provide the required emergency vehicle access (EVA) for the Menlo Park Fire Protection District. The setback along the curved portion of Independence Drive would vary but is generally greater than 20 feet, where the required setback range is from zero to up to a maximum of 25 feet.

CEQA review

In November 2016, the City Council approved an update to the Land Use and Circulation Elements of the General Plan and related zoning changes, commonly referred to as ConnectMenlo. Because the City's General Plan is a long-range planning document, an EIR analyzing ConnectMenlo was prepared as a program level EIR, pursuant to CEQA Guidelines Section 15168. The City of East Palo Alto challenged the City's certification of the program EIR. To settle the litigation, the parties entered into a settlement agreement that allows, pursuant to CEQA Guidelines Section 15152(d), for the environmental review for a later activity consistent with the program to be limited to effects that were not analyzed as significant in the prior EIR or are subject to substantial reduction or avoidance through project revisions, but requires certain projects, including those utilizing bonus level development, to conduct a focused EIR with regard to housing and transportation.

In accordance with CEQA Guidelines Section 15168(c), an initial study was prepared to evaluate the potential environmental impacts of the proposed project and determine what level of additional environmental review would be appropriate for the project EIR. The initial study discloses relevant impacts and mitigation measures covered in the ConnectMenlo EIR and discusses whether the project is within the parameters of the ConnectMenlo EIR.

Upon completion of the initial study, the City released a Notice of Preparation (NOP) (Attachment D) for the project on June 14, 2019, beginning a 30-day review and comment period ending on July 15, 2019. The members of the Planning Commission were provided a copy of the NOP and initial study, which are also located on the City website (<https://www.menlopark.org/CEQA-documents>). Additionally, hard copies are available at the Menlo Park Library Reference Desk (800 Alma Street), the Belle Haven Branch Library Reference Desk (413 Ivy Drive), and the Menlo Park Community Development Department (701 Laurel Street). Verbal comments received during the scoping session and written comments received during the NOP comment period on the scope of the environmental review will be considered while preparing the Draft EIR. NOP comments will not be responded to individually; however, all written comments on the NOP will be included in an appendix of the Draft EIR, and a summary of all comments received (both written and

verbal) on the NOP will be included in the body of the Draft EIR.

Analysis

EIR Scoping Session

Based on the conclusions in the initial study, the following topics will not be discussed in the focused EIR because the project is not anticipated to result in significant environmental effects in these areas, or because the initial study found that these topic areas were adequately addressed through the program level EIR prepared for ConnectMenlo:

Table 2: Topics with Less than Significant Impacts	
Topic	Summary of Analysis and Findings in Initial Study
Aesthetics	The proposed project would result in the demolition of a single story office building and construction of a new eight story apartment building in a generally light industrial and commercial area of the City. The project site is located within a developed portion of the Bayfront Area and does not provide public views of the Bay, and because the proposed project would be subject to the City’s existing architectural control process, this impact would be less than significant.
Agriculture	The project site and vicinity are located within an urban area in the City of Menlo Park. There are no agricultural resources located on or near the project site. Therefore, development of the proposed project would not convert agricultural land to non-agricultural uses.
Biological Resources	The project site is currently developed and does not include any sensitive habitat, nor is it located near any sensitive habitats, and therefore a project-specific baseline biological resources assessment pursuant to Mitigation Measure BIO-1 from the certified ConnectMenlo EIR was not required. In addition, the proposed project would be required to comply with the bird-safe design measures included in the building regulations for the Bayfront Area. Therefore, the proposed project would not result in direct or indirect adverse effects on special-status plant or wildlife species and this impact would be less than significant.
Cultural Resources	The proposed project would not cause a substantial adverse change in the significance of a historical resource. The certified ConnectMenlo EIR determined that it is highly improbable that archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites exist on the locations identified for future development, because these locations are concentrated on sites either already developed, and/or in close proximity to existing development, where development will have a lesser impact on historical archeological resources. The certified ConnectMenlo EIR also determined that human remains associated with pre-contact archaeological deposits could exist within the City and could be encountered at the time potential future development occurs. The certified ConnectMenlo EIR identified Mitigation Measure CULT-2a and CULT-4 to ensure these impacts would be reduced to a less-than-significant level.
Energy	The proposed project would be required to comply with the CALGreen Code, which includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, the proposed project would implement Transportation Demand Management (TDM) measures and would help the area change from an auto-oriented corridor to a multi-modal oriented community, with related energy conservation resulting from the more efficient use of transportation, circulation, and infrastructure systems by locating a residential use within a jobs-rich area.

Geology and Soils	The soils at the project site are susceptible to liquefaction and seismically-induced settlement, but they are not susceptible to lateral spreading or landslides. As noted in the certified ConnectMenlo EIR, the proposed project's required compliance with the California Building Code would reduce the potential risks to people and structures as a result of liquefaction and seismically-induced settlement to a less-than-significant level.
Hazards and Hazardous Materials	The certified ConnectMenlo EIR determined that these types of land uses typically do not involve transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials, such as paints, cleaning chemicals, and fertilizers would be used for routine maintenance and landscaping. Therefore a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials would not occur and potential impacts related to operational use of hazardous materials would be less than significant.
Hydrology and Water Quality	Compliance with existing stormwater control regulations and implementation of site design measures, source control measures, and BMPs would reduce potential construction and operation phase impacts on water quality to a less-than-significant level.
Land Use and Planning	The proposed project would not physically divide an established community, and it would be designed to be consistent with ConnectMenlo, the R-MU-B zoning regulations, and other City goals and policies.
Mineral Resources	There are no known mineral resources in the vicinity of the site.
Public Services	The proposed project would be required to comply with State and City requirements and payment of impact fees. Therefore, this impact would be less than significant.
Recreation	The proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and would include private and public open space, the proposed project would not result in substantial or accelerated physical deterioration of recreational facilities, and this impact would be less than significant.
Tribal Cultural Resources	See "Cultural Resources" above.
Utilities and Service Systems	The proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo. Therefore, there would be sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, single- and multiple-dry years, and this impact would be less than significant.

A more detailed analysis of the project impacts in the areas above is provided in the initial study. The focused EIR will analyze whether the project would have a significant environmental impact in the remaining topic areas:

Table 3: Topics to Be Included in the Focused EIR	
Topic	Reasons for Inclusion in EIR
Air Quality	The certified ConnectMenlo EIR found that future development would result in a substantial long-term increase in criteria air pollutants. The certified ConnectMenlo EIR identified Mitigation Measures AQ-2a, AQ-2b, and AQ-2b2, which require a technical assessment evaluating potential project operation- and construction phase-related air quality impacts and compliance with the Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions. In addition, based on the proposed project's location in proximity to US 101, Marsh Road, and SR 84, and consistent with the requirements of Mitigation Measure AQ-3b from the certified ConnectMenlo EIR, a health risk assessment is required.

Greenhouse Gas (GHG) Emissions	Potential impacts from greenhouse gas emissions will be studied based on transportation related impacts identified for the project.
Noise	The certified ConnectMenlo EIR determined that transportation-related noise, including an increase in traffic level, would be less than significant with compliance with General Plan Policies N-1.6 and N-1.9 and Programs N-1.B and N-1.C. However, a traffic impact analysis (TIA) for the proposed project will be prepared, which could result in new or more severe impacts related to transportation, and therefore transportation-related noise, than was previously analyzed in the certified ConnectMenlo EIR.
Population and Housing	As a result of the 2017 settlement agreement between the City of East Palo Alto and the City of Menlo Park, a housing needs assessment will be prepared for the project and population and housing studied in the project EIR.
Transportation	The settlement agreement requires a project-specific TIA. The TIA would include an analysis of potential impacts at key study intersections and identification of project specific mitigation measures.

Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the project that would achieve most of the basic objectives of the project, but would avoid or reduce the project's potentially significant environmental impacts. The City is currently considering analysis of the following alternatives, and is seeking input on these alternatives and any other alternative that should be evaluated as part of the EIR:

- CEQA-Required No Project Alternative (maintaining the existing building with no new construction); and
- Reduced Project Alternative that would minimize the effects of potentially significant environmental impacts.

Correspondence

As of the writing of this report, staff has not received any correspondence on the scope of the environmental impact report.

Study Session

Staff is requesting the Planning Commission to review and provide individual Commissioner feedback on the project to the applicant and staff. The report identifies topic areas for the Planning Commission's consideration, which include the following:

- Community Amenity
- Parking Ratio
- Publicly Assessable Open Space

Planning Commission Review

On June 18, 2018, the Planning Commission held a study session for an initial version of the proposed project. The original proposal included a new approximately 87,499 square foot, eight-story multi-family apartment building with 94 dwelling units with a proposed floor area ratio (FAR) of 213 percent. The study session staff report and meeting minutes are included as links in Attachment E and F. The Commissioners commented primarily on the following project aspects:

- **Parking.** Some Commissioners questioned the proposed parking ratio of 1.41 spaces per unit for the site, which is near the upper limit of the parking ratio permitted for development in the R-MU-B zoning district. The applicant was encouraged to explore lowering the proposed parking ratio for the site.

- **Below market rate units:** Some Commissioners were supportive of the range of BMR unit sizes and that they should be spread throughout the building. Some Commissioners encouraged the applicant to support the full income range of BMR units as opposed to only the proposed moderate income level units.
- **Publicly accessible open space.** Some Commissioners had concerns with the usability of the public open space due to the lack of public facing services and building entrances along the primary building façade adjacent to the public open space.

Since the previous study session, the applicant has made modifications to the proposal, particularly as outlined below;

- Reduce the proposed parking ratio on the site to 1.1 spaces per unit.
- Increase in the total number of residential units to 105 units.
- Increase in the density, gross floor area, and height with implementation of the City’s BMR Program.
- Add additional pedestrian entrances along the primary façade.
- Add a 712 square foot community serving commercial space with outdoor seating along the building frontage.
- Modify the BMR unit from 14 moderate income level units to seven moderate income and seven low income level units.

Details regarding pedestrian and vehicular circulation, green and sustainable building, and community amenities for the project are provided below, but remain substantially the same as described in the previous study session staff report. Details related to vehicle parking, open space, and design standards have been updated to discuss the proposed reduced parking.

Parking and circulation

Vehicle parking and circulation

The R-MU-B zoning district requires a minimum of 1 space per unit and a maximum of 1.5 spaces per unit for residential uses and a minimum of 2.5 spaces and maximum of 3.3 spaces per 1,000 square foot for eating establishments. As previously mentioned, the proposed onsite parking has been reduced from the previous proposal. The following table compares proposed parking for the project presented at the June 2018 study session with the updated parking based on Planning Commission feedback from the study session, which would reduce parking on the site:

Table 4: Site Parking Options		
	Option 1 (June 2018 proposal)	Option 2 (June 2019 proposal)
Number of parking levels	Three levels above grade	Three levels above grade
Residential parking spaces	133 parking spaces	113
Residential parking ratio	1.41 spaces per unit	1.1
Commercial parking spaces	Not applicable	2
Commercial parking ratio	Not applicable	2.5 spaces per 1,000 square feet
Number of structured parking spaces	133 parking spaces	115 parking spaces

Parking ratio for site	1.41 spaces per unit	1.1 spaces per unit
------------------------	----------------------	---------------------

Under both options, the parking structure would have three levels above grade and appear virtually identical to the plans presented at the study session. The parking structure would also comply with the R-MU-B district parking requirements under each scenario.

The site is accessible from Independence Drive by a driveway providing vehicular access to the proposed parking structure occupying the first three levels of the building. An emergency vehicle access area would be located on the northern side of the proposed building. Six of the proposed parking spaces would be provided as visitor parking spaces within the parking structure. The Zoning Ordinance requires parking within multi-family residential developments (unless parking is directly connected to a unit) to be unbundled from the unit.

Bicycle and pedestrian parking and circulation

As part of the proposed project, new sidewalks would be constructed along Independence Drive. Given the unique configuration of the existing parcel, a portion of the new sidewalk would be located on the project site and enabled through a public access easement (PAE). As stated previously in the report, the City is requesting that a small portion of the existing roadway over the property be dedicated; however, the new sidewalk adjacent to the roadway dedication would be on the project site with an easement to ensure public access. The application of a PAE for the sidewalk would allow the underlying lot area to be included in the lot size for purposes of calculating the density and intensity (along with all other development standards such as open space). The preliminary plans identify the general design and layout of the sidewalk and planting within the public ROW and PAE. The City will be working with the applicant team to determine the appropriate design standards for the sidewalk and plantings within the ROW through the entitlement process.

There would be 159 long-term bicycle parking spaces located in the ground level of above-grade parking structure and along the project’s frontage, and 16 bicycle parking spaces for short-term parking located around the exterior of the proposed building. The project would meet the required 1.5 long-term bicycle parking spaces per unit with 10% additional short-term bicycle parking spaces for guests in the R-MU-B zoning district.

Open space

The proposed project would be required to provide open space equivalent to 25 percent of the project site area, of which 25 percent shall be provided as publicly accessible open space. According to the Zoning Ordinance (Chapter 16.45.120(4)(A)), publicly accessible open space is defined as:

Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the planning commission. Publicly accessible open space types include, but are not limited to, paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

The applicant is proposing to utilize the area between Independence Drive and the main façade of the building and potentially the area along the rear and side property lines for the publicly accessible open space. These areas would be approximately 6,383 square feet (which exceeds the required 2,574 square feet for public open space). The publicly accessible open space along the main façade would be set back approximately 24 feet, eleven inches at the widest part, which allows for a substantial seating area with plantings. The calculation of open space does not include the sidewalk and plantings within the public ROW (nor the area within the PAE).

The open space along the rear and side property lines would be 10 and 12 feet wide, and feature a bocce court and dog run. However, it is not clear if the bocce court and dog run would be publicly accessible. If these amenities are not publicly accessible, they would not be included in the calculation of publicly accessible open space. However, the project would comply with the minimum publicly accessible open space requirement if these areas are not included in the calculation of publicly accessible open space. In general, the areas designed as public open space appear to meet the requirements identified above; specifically, the open space is at the ground level, visible from the public ROW, contains direct connections to the public ROW, and includes site furnishings and landscaping. As the applicant further develops the plan, staff will be working with the applicant to ensure compliance. The preliminary proposal appears to generally meet the intent of the publicly accessible open space requirement; however, with the submittal of a development application at 115 Independence Drive there is a potential opportunity to create an additional publicly accessible area along the east side of the building.

The applicant has identified, on the proposed open space diagrams in the project plans, that the open space adjacent to the project at 115 Independence Drive could be coordinated between the two properties and included as publicly accessible open space. Staff believes that the adjacent projects could work together to create a larger combined publicly accessible pedestrian path where the ConnectMenlo General Plan originally envisioned a future public right-of-way. With coordination between the two developments, the area along the east side of the building could be a path adjacent to the fire access lane at 115 Independence Drive and connect with the proposed residential amenities. Due to grading and the different proposed finished grade heights, staff is aware that there may be two levels but that a pedestrian path and public open space could be integrated at key points. Additional integration between the two properties would likely be necessary to create a defined publicly accessible pedestrian/bicycle pathway and potentially aggregate or modify the location of the resident amenities for each site. The Planning Commission should consider the criteria for the publicly accessible open space and provide feedback on the applicant's proposal with regard to the general functionality and usability of the publicly accessible open space. The Planning Commission may wish to discuss the potential coordination between the project site and the project at 115 Independence Drive to provide a publicly accessible pathway and associated open space between the two project sites.

The proposed project would meet the common and private open space requirements for tenants through a combination of balconies, private terraces, a common terrace above the garage, and an open air terrace on the eighth level. These amenities would be available to tenants and not the public. The common open space would be approximately 10,346 square feet, which appears to meet the open space requirements but will be confirmed by staff during the review process. In addition, the private open space for specific units would be included in the calculation of open space; however, the current application does not quantify the square footage of private open space. Therefore, the project would significantly exceed the open space requirement for the project once all open spaces are included in the calculation.

Community amenities

The R-MU-B zoning district permits bonus level development, subject to the threshold requirement that any

affordable housing required pursuant to Chapter 16.96 shall be designed and constructed on-site as part of the project and the requirement that the project provide one or more community amenities equal to the community amenity value identified through the appraisal process. As part of the ConnectMenlo process, a list of community amenities was generated based on public input and adopted through a resolution of the City Council. Community amenities are intended to address identified community needs that result from the effect of the increased development intensity on the surrounding community. Project requirements (such as the publicly-accessible open space, and street improvements determined by the Public Works Director) do not count as community amenities. For the Commission's reference, the community amenities list is available as a link in Attachment E. In the R-MU zoning, the City Council included a preference that additional affordable housing units be provided as the community amenity; for example, additional housing such that twenty percent (20%) of the development is affordable (fifteen percent (15%) inclusionary plus five percent (5%) additional affordable).

An applicant requesting bonus level development must provide the City with a proposal indicating the specific amount of bonus development sought and the proposed community amenity to be provided in exchange. The value of the amenity to be provided must equal a minimum of 50 percent of the fair market value of the additional GFA of the bonus level development. The applicant must provide an appraisal performed in accordance with the City's appraisal instructions which will identify the community amenity value.

The applicant has incorporated a 712-square-foot community-serving commercial space (café/coffee shop) as the proposed community amenity to be provided in exchange for bonus level development. Although a coffee shop is not one of the specific listed amenities, community serving retail is identified as a category of community amenities. In order to accommodate the proposed coffee shop, one market rate dwelling unit was eliminated from the project. The community amenities list has been discussed by the City Council and modifications to the approved list may affect the project proposal's compliance. Further, community amenities from the adopted list are intended to be provided once (with the exception of additional BMR units) and this amenity, if considered community serving retail, may not be available at the time of the Planning Commission's review and action on the project entitlements. The Planning Commission may wish to provide input on following items related to the proposed community amenity.

- Is the proposed coffee shop use as a community amenity acceptable and does it serve the needs of the community;
- Should other community amenities such as additional affordable housing be considered;
- Should the square footage of the coffee shop be expanded to create a more usable space; and,
- Is the location of the coffee shop appropriate to serve the neighborhood?

However, even if the commercial space does not qualify as a community amenity, it may still be an important land use component for the proposed project considering the intent of ConnectMenlo was to create a live/work/play environment in the Bayfront Area. The Planning Commission may wish to provide input on whether the commercial space is an important component of the project regardless of whether the applicant receives credit for the space as a community amenity. Staff and the applicant will continue to work together through the process as the appraisal is performed, the project plans are refined, and the value of the proposed community amenity is assessed to determine the appropriate community amenity based on the required valuation. The applicant's proposal for community amenities will be subject to review by the Planning Commission through a later study session and/or in conjunction with the project entitlements.

Below market rate (BMR) ordinance

As noted above, projects in the R-MU-B zoning district are required to design and construct the required inclusionary affordable housing on-site as part of the project. The City's Below Market Rate Housing

Program requires 15 percent of the proposed dwelling units be set aside for low income households or an equivalent alternative. The applicant has provided a BMR proposal that includes 14 BMR units including seven low income units and seven moderate income level units (Attachment F). This is inconsistent with the City's inclusionary housing requirement that units be provided for low income households. Low income households are those earning 80 percent of the area median income and moderate income households are those earning up to 120 percent of the area median income. The City Council requested a feasibility analysis regarding the City's BMR requirements and will be reviewing that analysis when it is complete to determine if modifications should be made to the income level requirements, which may be applicable to the proposed project. Regardless, the BMR proposal for this project will need to be updated to meet the current BMR requirements, or any changes made to the requirements by the City Council, prior to Planning Commission action on the project.

Design standards

In the R-MU-B zoning district, all new construction and building additions of 10,000 square feet of GFA or more must meet design standards subject to architectural control review. The design standards regulate the siting and placement of buildings, landscaping, parking, and other features in relation to the street; building mass, bulk, size, and vertical building planes; ground floor exterior facades of buildings; open space, including publicly accessible open space; development of paseos to enhance pedestrian and bicycle connections between parcels and public streets in the vicinity; building design, materials, screening, and rooflines; and site access and parking. As noted below, design requirements may be modified with a use permit. For any use permit requests, additional justification and documentation from the applicant regarding the basis for the requested exceptions will be required.

Architectural style and materials

The design of the proposed multi-family residential building would have a contemporary architectural style, utilizing a predominately glass storefront along the majority of the curved façade. The facades would be predominately painted plaster in shades of blues, greys, and whites; however, material variation would be provided through the use of synthetic (phenolic) wood panels along the upper portion of the base of the building (below the tower element) along Independence Drive and through the vertical application of the synthetic wood panels on the southern portion of the tower element. The lower levels of the building would also contain board formed concrete, in addition to the plaster, at the base and around the first floor glass façade along the curved portion.

The proposed windows, including the glass storefront system would have vinyl mullions. The mullions would be bronze to accent the proposed color scheme for the building. Select residences would include private balconies which include a mix of glass railings and metal railings. The glass railings would be used on the apartments at the northwest corner of the building and apartments within the middle of the building. All other apartments that contain balconies would have metal railings that would also be bronze in color.

The proposed parking structure would be integrated into the building and would be generally located along the eastern portion of the site. The location of the garage would result in three-story plaster walls along a portion of the northern elevation and the entire eastern façade of the building. The plaster facades would be painted white. The garage would be partially open and the openings would be filled in with metal louvered panels for ventilation with bronze trim outline. As with the façade facing the street, this portion of the building would be 31 feet in height. At the study session the Commission generally felt that the garage treatment was acceptable; however, if the east side of the building becomes publicly accessible open space the Planning Commission may wish to consider if the facades should contain more material variation and or color variation to reduce the massing of the three story unbroken garage elements. Additionally, regardless of whether there is publicly accessible open space along this façade the Planning Commission may wish to

consider the proposed garage treatment relative to the proposed project at 115 Independence Drive and 104 Constitution Drive. While these portions of the building would not be visible from the public ROW, it would be visible from the publically accessible open space along the east property line.

Minimum setback and building projections

On public-street-facing facades, buildings in the R-MU zoning district are required to step back at least 10 feet for 75 percent of the building. This setback is required once the building reaches 45 feet in height. The applicant has submitted documentation indicating a proposed setback of 61 percent of the building through the offset of the tower element from the base and through the use of the curved element and staggered step backs along the northwestern portion of the tower from the base. The setback proposed for the northwestern corner of the building would not meet the requirement. While the building facades would be set back more than 10 feet from the base of the building, the private balconies would extend to within 10 feet of the front façade of the lower levels. Building projections, including balconies, are permitted to encroach up to six feet into the required setback. However, the balconies exceed this encroachment. Therefore, the proposed project does not fully comply with the setback requirement and a use permit to modify/reduce the percentage of the building that would comply with the setback is being requested. Preliminary review of the project proposal and feedback from the Planning Commission at the June 2018 study session appears to support the use permit for an exception to the setback based on the overall design.

Average height and roofline eave height variation

The maximum allowed average height for the project site is 62.5 feet; however, the applicant is requesting an increase in the allowable average through the City's Below Market Rate Housing Program. The proposed average height of the building would be approximately 63.46 feet. This relatively small increase in the average height would be necessary to accommodate the additional dwelling units proposed through the City's Below Market Rate Housing Program.

The R-MU-B zoning district also requires a four foot height variation at roofline to break visual monotony and create a visually interesting skyline. There appears to be a height variation at the eave to parapet at the south façade near the southwest façade where the eave meets the abutting parapet. At the northwest corner there also appears to be a one-story height variation at the corner deck railing to the roof above which is set back from the edge of the deck. Staff believes the project generally would meet the requirement; however, further documentation is required.

Major and minor modulations

The design standards for the R-MU-B zoning district require major and minor modulations on street facing facades. For major modulations, the design must include a minimum of one recess of 15 feet wide by 10 feet deep per every 200 feet of facade length. For minor modulations, a minimum recess of five feet wide by five feet deep per 50 feet of facade length would be required. The applicant has designed the building to include visual interesting elements, such as the tower element, balconies, material variation, and other vertical elements on the building, but has not designed the building to meet the minor and major modulations requirement from the Zoning Ordinance and is requesting a use permit to modify this standard. Preliminary review of the project proposal and feedback from the Planning Commission at the June 2018 study session appears to support the use permit for an exception to the major and minor modulations based on the overall design.

Ground floor transparency and building entrances

The R-MU-B zoning district requires 30 percent of the ground floor façade (finished floor to ceiling) be provided as transparency such as clear-glass windows. The project would meet the ground floor

transparency requirement with 63 and 75 percent transparency where 30 percent is required.

One building entrance is required for each 100 feet of building length and at least one per building length with entrances at building corners satisfying the minimum requirement for each frontage. The applicant has proposed additional building entrances at key locations along the primary building façade would define a clear building entry at the street level and provide increased connectivity to the publicly accessible open space.

Green and sustainable building

In the R-MU-B zoning district, projects are required to meet the following green and sustainable building regulations.

- Meet 100 percent of its energy demand through any combination of on-site energy generation, purchase of 100 percent renewable electricity, and/or purchase of certified renewable energy credits;
- Designed to meet LEED (Leadership in Energy and Environmental Design) Silver BD+C,
- Comply with the electric vehicle (EV) charger requirements adopted by the City Council in November 2018;
- Incorporate bird-friendly design in the placement of the building and the use of exterior glazing;
- Water use efficiency;
- Placement of new buildings 24 inches above the Federal Emergency Management Agency (FEMA) base flood elevation (BFE) to account for sea level rise; and,
- Waste management planning, would also apply to the project.

Details regarding how the proposed building would meet the green and sustainable building requirements will be provided as the project plans and materials are further developed.

Planning Commission considerations

The following comments/questions are suggested by staff to guide the Commission's discussion, although Commissioners should feel free to explore other topics of interest.

- **Community Amenity.** Does the Planning Commission believe that the proposed community amenity which consists of a 712 square foot neighborhood serving café/coffee shop would be generally acceptable? Does it serve the needs of the community and is the proposed location appropriate? If so, should the square footage of the coffee shop be expanded to create a more usable space? Should other community amenities be considered such as additional affordable housing?
- **Parking Ratio.** Based on the reduced parking scenario provided by the applicant, is the scenario with the lower ratio of 1.1 spaces per unit acceptable?
- **Publicly Accessible Open Space.** Should the publicly accessible open space be extended to coordinate a pedestrian connection between 111 and 115 Independence Drive? Does the Planning Commission believe the general approach to the publicly accessible open space on the site is acceptable? Does the Commission have any comments or feedback for the applicant team on the preliminary design and location of the open spaces, considering the criteria outlined previously in the staff report?

Correspondence

As of the writing of this report, staff has not received any correspondence regarding the 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. The project sponsor is also required to fully cover the cost of work by consultants performing environmental review and additional analyses to evaluate potential impacts of the project.

Environmental Review

A focused EIR tiering from the ConnectMenlo program EIR will be prepared for the proposed project. On February 12, 2019, the City Council authorized the City Manager to enter into a contract with LSA to complete the environmental review and prepare an initial study and focused EIR for the proposed project. A focused EIR will be prepared only on the topics that warrant further analysis, including a transportation and housing analysis and other topics as described in the CEQA Review section earlier in this report. The Planning Commission would take final action on the project entitlements, including the certification of the focused EIR, after the completion of the environmental review.

Public Notice

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

Attachments

- A. Location Map
- B. Description Letter
- C. Project Plans
- D. Notice of Preparation and Initial Study
<https://www.menlopark.org/CEQA-documents>
- E. June 18, 2018 Planning Commission Staff Report;
<https://www.menlopark.org/DocumentCenter/111-Independence-Drive-Study-Session>
- F. June 18, 2018 Planning Commission Minutes;
<https://www.menlopark.org/AgendaCenter/Minutes>
- G. Community Amenities List;
https://www.menlopark.org/DocumentCenter/6360_Community-Amenities
- H. BMR Proposal

Disclaimer

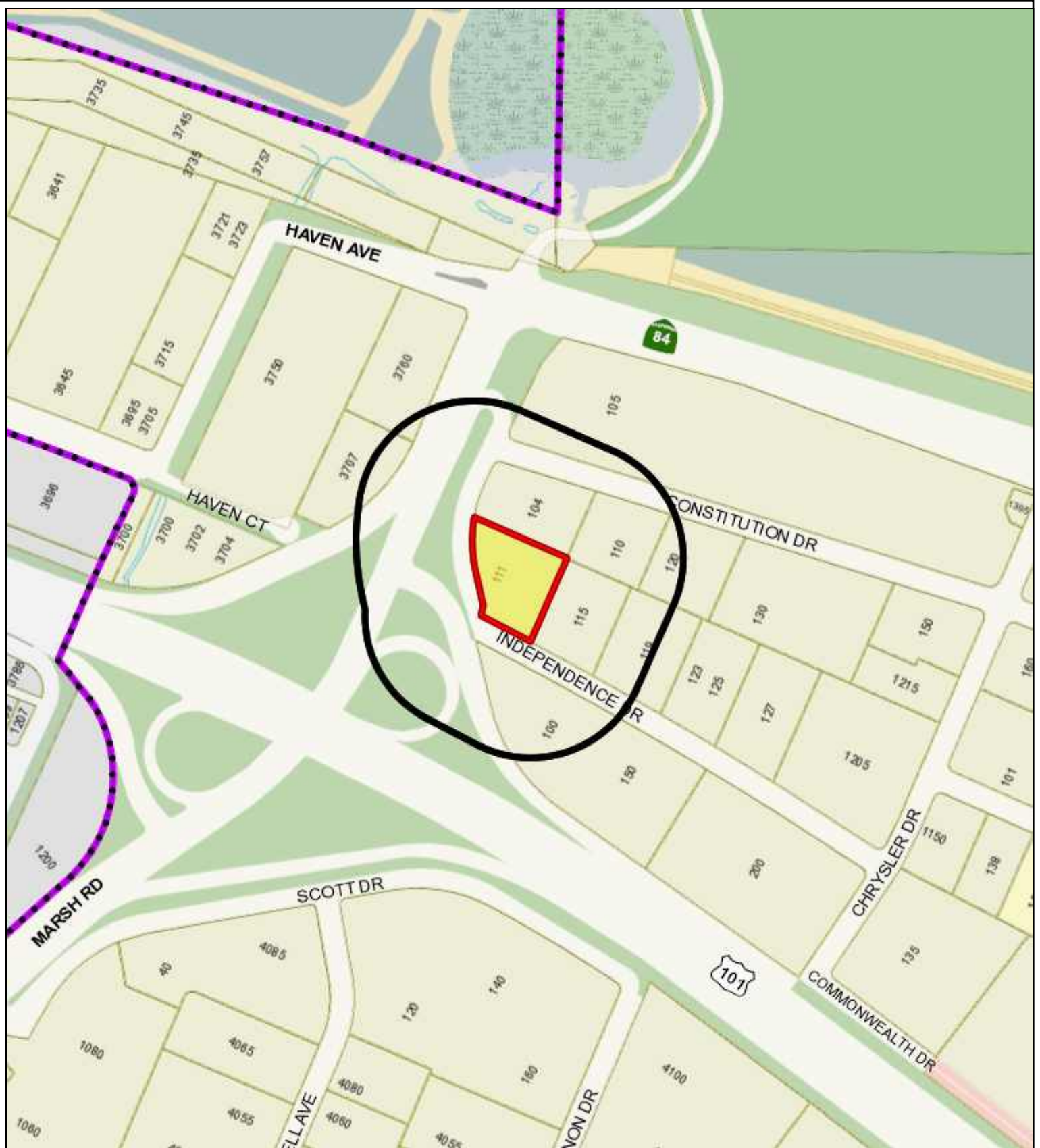
Attached are reduced versions of maps and diagrams submitted by the applicants. The accuracy of the information in these drawings is the responsibility of the applicants, and verification of the accuracy by City Staff is not always possible. The original full-scale maps, drawings and exhibits are available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

Exhibits to Be Provided at Meeting

Colors and Materials Board

Report prepared by:
Kaitie Meador, Senior Planner

Report reviewed by:
Kyle Perata, Principal Planner



City of Menlo Park
 Location Map
 111 Independence Drive



Scale: 1:4,000

Drawn By: KMM

Checked By: KTP

Date: 6/24/2019

Sheet: 1

May 29, 2019

City of Menlo Park Development Permit Application
Project Description Letter
111 Independence Drive (APN: 055-236-120)

Dear Menlo Park Planning Commission,

We look forward to meeting with you again to discuss a very exciting housing project with a compelling aesthetic that is in harmony with the recent developments in the surrounding neighborhood. We have incorporated the feedback from the June 18, 2018 Planning Commission Study Session into the current iteration. The following are the highlights:

- Maintained the overall architecture based upon the Planning Commission's positive feedback.
- Reduced the parking ratio from 1.4 to 1.1.
- Provided a comprehensive BMR Proposal.
- Added a Café as a Community Amenity.
- Revised the Publicly Accessible Open Space by eliminating the closed patio (and incorporating the new café).

The proposed project replaces an existing single story 15,000 square foot office building with a multi-family for rent development on 111 Independence Drive adjacent to Highway 101's Marsh Road overpass. The project replaces existing office stock and does not produce any new office, which is permitted by the RMU zoning, and as such, the entirety of the development reduces the jobs:housing imbalance.

The property consists of one parcel with approximately 40,235 square feet of land (.92+ acres) zoned as RMU in the Bayfront Area of Menlo Park. The project is best thought of as an infill project within the Menlo Gateway development, as the site is located directly between the completed Phase 1 Menlo Gateway office building and the Phase 2 Menlo Gateway office complex soon to be completed.

The project is located in a large and expanding jobs center within a 2-mile radius conducive to residents walking and biking to work. The project is also near transit (SamTrans routes 270 to Redwood City Caltrain).

The building is 8 stories with 105 rental dwelling units and 115 garaged parking stalls, for a parking ratio of 1.1 whereas a parking ratio of 1.5 is allowed, thereby reducing traffic and environmental impacts. The unit mix is approximately 28% studios, 64% 1-bedroom, and 9% 2-bedroom, minimizing any impacts on local schools.

The building includes the following amenities and common areas: Ground Level Plaza, 4th Floor Courtyard, Pool, Spa, 8th Floor Deck Terrace, Club Room, Fitness Center, Lounge, Dog Run, Dog Wash Area, Basketball Court, and Bocce Court.

The design reflects careful consideration to the new surroundings, and the uniqueness of the parcel and its location. To complement the adjacent high-rise office building with a convex curved façade, the project parti is a concave curvature to the façade. The design parti creates a dynamic visual interest between buildings and spaces, integrates the design with surrounding context and creates a unique architectural style. The base of the building is a convex curved façade lined with large storefronts, metal awnings and amenity space setback from Independence Drive via public open space.

The building is designed as three levels Type IA construction with five levels of Type IIIA construction above. For fire and height codes, the project is not considered a high-rise. Located in a flood plain, the ground floor amenities and habitable space have been raised 30 inches above grade. Garage and bicycle storage are not required by FEMA to be above flood plain and are designed at grade. The project is designed to be fully accessible as required by the California Building Code with Safe Harbor per the FHA Design Manual. The top floor Deck Terrace and adjacent Club Room are spaces that are 10% or less of the floor plate and sized to be under 49 occupants each.

Designed per Menlo Park's R-MU District planning codes, the project meets requirements for ground floor active use frontage, building height, building mass breaks and setbacks, and public open space, along with other code requirements.

This project is unique in the R-MU area as a housing project on a significantly smaller parcel than other projects that have or are likely to come forward. A smaller parcel development will add greatly to the overall character of the area by providing an alternative to future large-scale housing complexes.

The project provides a ground-floor café as a community amenity, which is one of the amenities from the Resolution 6360 Community Amenities List under the category of Community-Serving Retail, specifically "a range of dining options, from cafes to sit-down restaurants, serving residents and local employees." An appraisal performed by a licensed appraiser meeting the City of Menlo Park's qualification requirements was submitted to the City in April, 2019.

The project includes 14 Below Market Rate (BMR) units all onsite within the building, which equals 15.22% of 92 dwelling units, which is the total amount of units allowed by zoning prior to the application of Section 4.1.3 of the BMR Guidelines, which allows for an additional market rate unit above zoning per each BMR unit provided.

The BMR proposal is based upon careful consideration given to the feedback received at the June 2018 Planning Commission Study Session, and from insights gathered from the Housing Commission, Housing/Community Development Staff and Community Members over the last year. The following is a summary of some of the key components of the BMR program:

- The BMR unit mix is fully consistent with the overall building unit mix.
- The BMR units are reasonably distributed throughout the building, both horizontally and vertically.
- An equivalent number of BMR units are provided at the low-income level as the moderate-income level (50% / 50% split), which greatly assists the City in meeting its moderate level or "Missing Middle" RHNA numbers, where it has severely underperformed over the last four years (less than 3%).

In order to implement the Section 4.1.3 units, we request that City make a development standard allowance for a slightly increased "average" building height (no increase in the maximum / actual building height is needed). Architecturally, this adjustment has been accomplished by extending one of the "tower" corners which is more systematic and aesthetically preferred. The following are additional justifications:

- Project provides additional dwelling units for much-needed housing.
- Project remains max building height compliant.
- Project remains FAR compliant.
- Building massing and setback from street is maintained for air and light exposure.

In addition to much-needed housing (both market rate and below market) and the community-serving café, the project also provides the following community benefits:

- Publicly Accessible Open Space.
- Street Improvements including Sidewalks, Lighting and Landscaping.
- Underground Power Lines.
- Dedication of a portion of the property for public street use.

Given the severe ongoing housing crisis, we respectfully request that the Planning Commission make best efforts to streamline the project review process.

Sincerely,

Sateez Kadivar
SP Menlo LLC
111 Independence Drive
Menlo Park, CA 94025



PLANNING SUBMITTAL 5
111 INDEPENDENCE
MULTI-FAMILY DEVELOPMENT
105 DWELLING UNIT

MAY 29, 2019



Site Information		BMR Guidelines Section 4.1.3 Provision:	
Lot Size (Sq Ft)	40,235	Section 4.1.3 of the BMR Guidelines provides that, "for each BMR unit provided, a developer shall be permitted to build one additional market rate (bonus) unit. However, in no event shall the total number of units in a development be more than fifteen percent (15%) over the number otherwise allowed by zoning."	
ROW Dedication (Sq Ft)	87.8		
Lot Post ROW Dedication (Sq Ft)	40,147.20		
Lot Post ROW Dedication (Acre)	0.9217		
Units & FAR Calculations Before Application of BMR Section 4.1.3			
Dwelling Units Allowed & Proposed	92		
Density (DU/Acre)	99.8207		
Allowable FAR Percentage (225% * 99.8207)	224.5965		
Allowable FAR	90,169		
Units & FAR Calculations After Application of BMR Section 4.1.3			
Number of above 92 units which are proposed as BMR (15.22%)	14		
# of additional market rate units allowed by Section 4.1.3	13		
# of additional market rate units proposed via Section 4.1.3	13		
Total number of units allowed (92+13)	105		
Total number of units proposed	105		
Avg Sq Ft of all DUs across entire building	698		
Additional FAR Sq Ft for Section 4.1.3 units (13 * 698)	9,074		
Total Allowable FAR Sq Ft (90,169 + 9,074)	99,243		
Total FAR Sq Ft Provided in Project	95,056		
		Total FAR Sq Ft Provided in Project	
		Net Rentable Residential	73,333
		Gross (Including Corridors, Excluding Decks)	16,071
		Amenity (Including Leasing)	5,652
		Total FAR Sq Ft	95,056

OFF STREET PARKING - RESIDENTIAL															
CITY REQUIRED MINIMUM RESIDENTIAL PARKING						CITY REQUIRED MAXIMUM RESIDENTIAL PARKING									
UNIT TYPE	PKG RATIO	#UNITS	PKG REQ'D	UNIT TYPE	PKG RATIO	#UNITS	PKG REQ'D	UNIT TYPE	PKG RATIO	#UNITS	PKG REQ'D				
STUDIO	1	29	29	STUDIO	1.5	29	43.5	1 BDRM	1.5	67	100.5				
1 BDRM	1	67	67	2 BDRM	1.5	9	13.5	3 BDRM	1.5	0	0				
2 BDRM	1	9	9	TOTAL		105	158	TOTAL		105	158				
3 BDRM	1	0	0												
TOTAL		105	105												
TOTAL REQUIRED MINIMUM MINIMUM PARKING RATIO				105	1.00	TOTAL REQUIRED MAXIMUM MAXIMUM PARKING RATIO				158	1.50	TOTAL PROVIDED PARKING RATIO PROVIDED		115	1.10
PROVIDED RESIDENTIAL PARKING															
FLOOR	STANDARD	ACCESS	VAN ACCES	EV	STANDARD	IVAN ACCESS	GUEST	GUEST	TOTAL						
1st	30	0	2	2	5	1			40						
2nd	34	1	0	4	0	0			39						
3rd	35	1	0	0	0	0			36						
TOTAL	99	2	2	6	5	1			115						
BICYCLE PARKING															
REQUIRED LONG TERM: 1.5 STALLS/DU = 1.5 * 105DU =						158 STALLS			PROVIDED CLASS I: (12) BIKE STACKERS (12 BIKES EACH) = 159 STALLS						
REQUIRED SHORT TERM: 10% OF CLASS I = 159STALLS * 10% =						16 STALLS			PROVIDED CLASS II: 16 CLASS II STALLS						

FLOOD PLANE NOTES

The project is built in compliance with the City's Flood Damage Prevention Ordinance, Chapter 12, Section 42.

All materials below DFE (12.0') shall be resistant to flood damage." (i.e., concrete).

The bottom elevation of all appliances and utilities (meters, transformers, etc) shall be at or above DFE.

Storm runoff resulting from the project's grading and drainage activities shall not encroach onto any neighboring lot. Runoff must be contained on-site.

FAR, FLOOD NOTES & VICINITY MAP

1A

UNIT AND AREA SUMMARY JOB 1715
 Date 05/30/2019

CONSTRUCTION TYPE: TYPE IIIA OVER TYPE IA
FLOORS: 5 WOOD OVER 3 CONCRETE

UNIT TYPE	NAME	DESCRIB	Unit Net Rentable	Unit Net Rentable								Unit Total	Percent of Total Units	Rentable Area by Type		
				B1	1ST	2ND	3RD	4TH	5TH	6TH	7TH				8TH	
STUDIO	A1.1	STUDIO	539		0	0	0	1	1	1	1	1	1	5	5%	2,695
	A1.2	STUDIO	577		0	0	0	1	1	1	1	1	1	5	5%	2,885
	A2	STUDIO	524		0	0	0	1	1	1	1	1	1	5	5%	2,620
	A4	STUDIO	554		0	0	1	0	0	0	0	0	0	1	1%	554
	A5	STUDIO	585		0	0	0	1	1	1	1	1	1	5	5%	2,925
	A6	STUDIO	618		0	0	1	0	0	0	0	0	0	1	1%	618
	A7	STUDIO	567		0	0	1	0	0	0	0	0	0	1	1%	567
	A8	STUDIO	606		0	0	1	0	0	0	0	0	0	1	1%	606
	A9	STUDIO	576		0	0	1	0	0	0	0	0	0	1	1%	576
	A10	STUDIO	605		0	0	1	0	0	0	0	0	0	1	1%	605
	A11	STUDIO	455		0	0	2	0	0	0	0	0	0	2	2%	910
A17	STUDIO	696		0	0	1	0	0	0	0	0	0	1	1%	696	
STUDIO SUB-TOTAL				0	0	5132	2225	2225	2225	2225	2225	2225	29	28%	16,257	
1 BEDROOM	B1	1 BDRM/ 1 BATH	629		0	0	0	2	2	2	2	2	2	10	10%	6,290
	B1.1	1 BDRM/ 1 BATH	647		0	0	0	1	1	1	1	1	1	5	5%	3,235
	B1.3	1 BDRM/ 1 BATH	758		0	0	0	2	2	2	2	2	2	10	10%	7,580
	B2	1 BDRM/ 1 BATH	810		0	0	0	1	1	1	1	1	1	5	5%	4,050
	B3	1 BDRM/ 1 BATH	951		0	0	0	0	1	1	1	1	1	4	4%	3,804
	B4	1 BDRM/ 1 BATH	761		0	0	0	1	1	1	1	1	1	5	5%	3,805
	B5	1 BDRM/ 1 BATH	622		0	0	0	1	1	1	1	1	1	5	5%	3,110
	B6	1 BDRM/ 1 BATH	809		0	0	1	0	0	0	0	0	0	1	1%	809
	B7	1 BDRM/ 1 BATH	662		0	0	1	0	0	0	0	0	0	1	1%	662
	B8	1 BDRM/ 1 BATH	680		0	0	0	1	1	1	1	1	1	5	5%	3,400
	B9	1 BDRM/ 1 BATH	621		0	0	0	1	1	1	1	1	1	5	5%	3,105
	B10	1 BDRM/ 1 BATH	734		0	0	0	1	1	1	1	1	1	5	5%	3,670
	B11	1 BDRM/ 1 BATH	599		0	0	1	0	0	0	0	0	0	1	1%	599
	B12	1 BDRM/ 1 BATH	600		0	0	1	0	0	0	0	0	0	1	1%	600
	B13	1 BDRM/ 1 BATH	809		0	0	1	0	0	0	0	0	0	1	1%	809
	B14	1 BDRM/ 1 BATH	947		0	0	1	0	0	0	0	0	0	1	1%	947
	B15	1 BDRM/ 1 BATH	897		0	1	0	0	0	0	0	0	0	1	1%	897
B16	1 BDRM/ 1 BATH	601		0	1	0	0	0	0	0	0	0	1	1%	601	
1 BDRM SUB-TOTAL				0	1498	4426	7649	8600	8600	8600	8600	8600	67	64%	47,973	
2 BEDROOM	C1	2 BDRM/ 2 BATH	1167		0	0	0	1	1	1	1	0	4	4%	4,668	
	C2	2 BDRM/ 2 BATH	887		0	0	0	1	1	1	1	1	5	5%	4,435	
2 BDRM SUB-TOTAL				0	0	0	2054	2054	2054	2054	887	9	9%	9,103		
TOTAL UNITS			Avg SqFt	698	0	1498	9558	11928	12879	12879	12879	11712	105	100%	73,333	

Net rentable residential area is measured center of demising wall, ext face of stud of ext wall, ext face of stud of corridor wall, excl decks

Net rentable Residential by floor (excl decks)													73,333	73,333	
				0	1,498	9,558	11,928	12,879	12,879	12,879	11,712				
Gross (Including Corridors, Excluding Decks)														16,071	
Amenity (Including Leasing)														5,652	
Retail														712	
Garage (Including Bikes, MEP, Trash Termination)														49,582	
Total Gross														95,056	

STATISTICS

1B

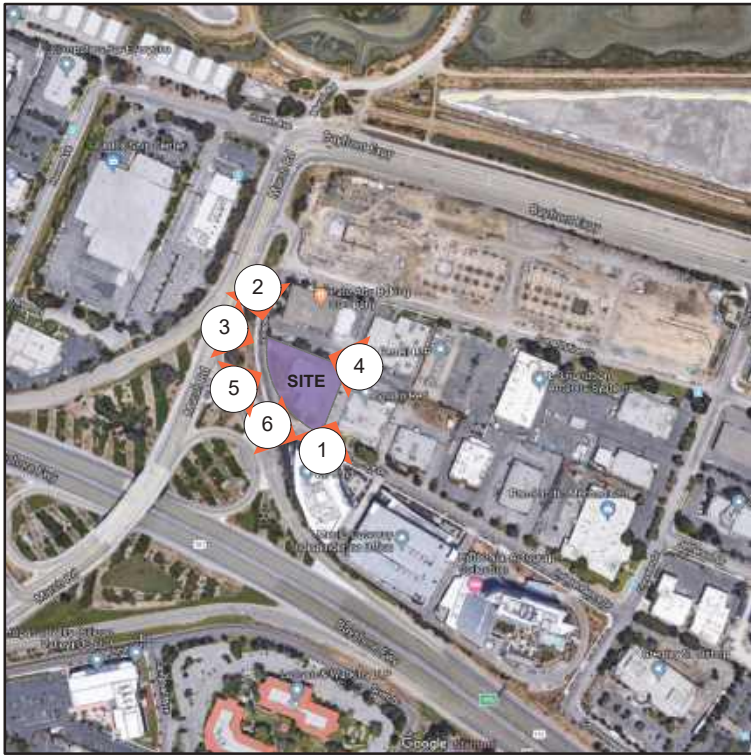


111 INDEPENDENCE DR.

111 INDEPENDENCE DR, MENLO PARK, CALIFORNIA

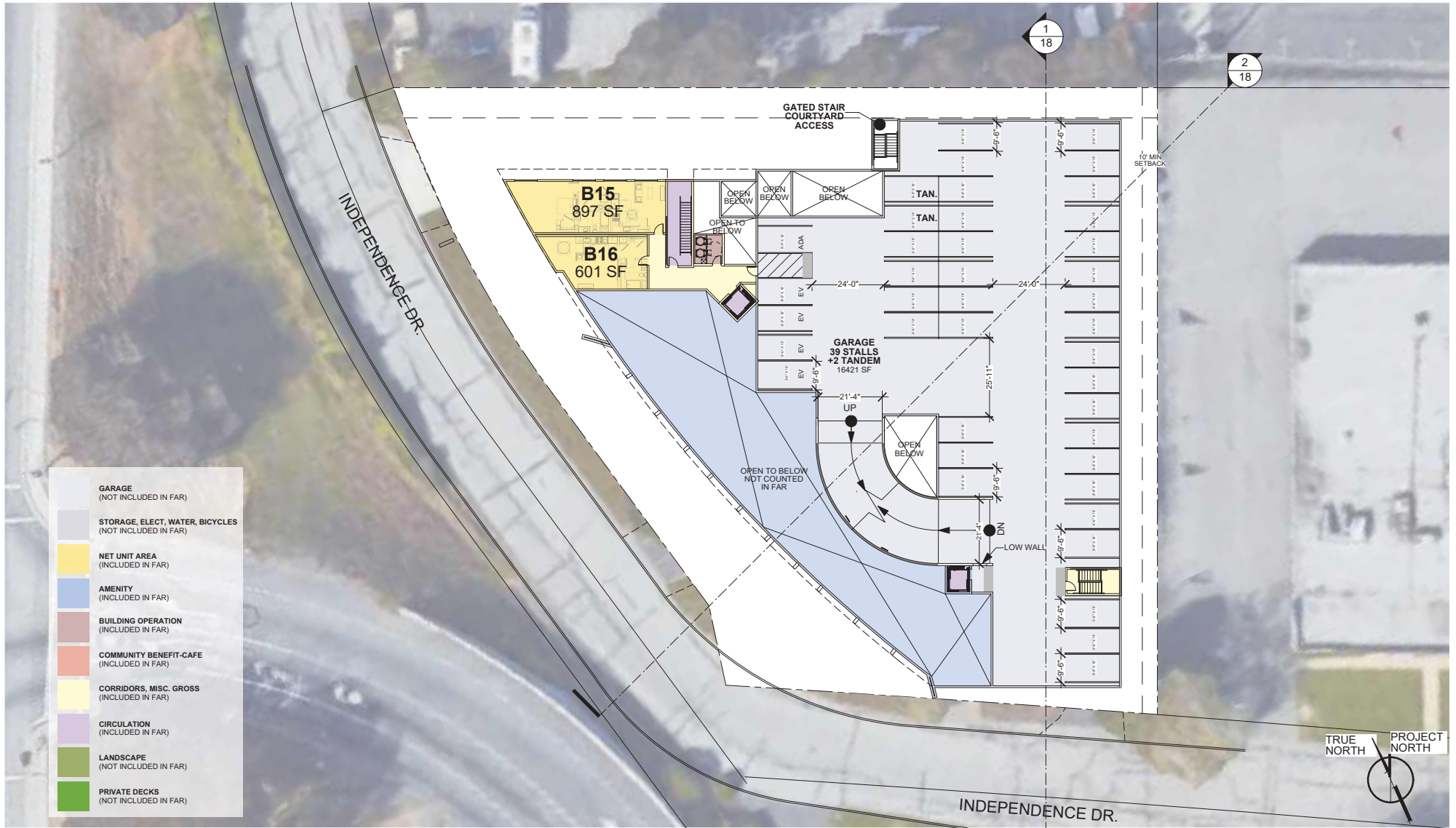
MAY 29, 2019

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



EXISTING SITE

1C



FLOOR 2 - PLAN 1" = 30'-0" **3**



FLOOR 3 - PLAN 1" = 30'-0" **4**



111 INDEPENDENCE DR.

111 INDEPENDENCE DR, MENLO PARK, CALIFORNIA

MAY 29, 2019

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



FLOOR 4 - PLAN 1" = 30'-0" **5**

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



FLOOR 5-7 - PLAN

1" = 30'-0"



111 INDEPENDENCE DR.

111 INDEPENDENCE DR, MENLO PARK, CALIFORNIA

MAY 29, 2019

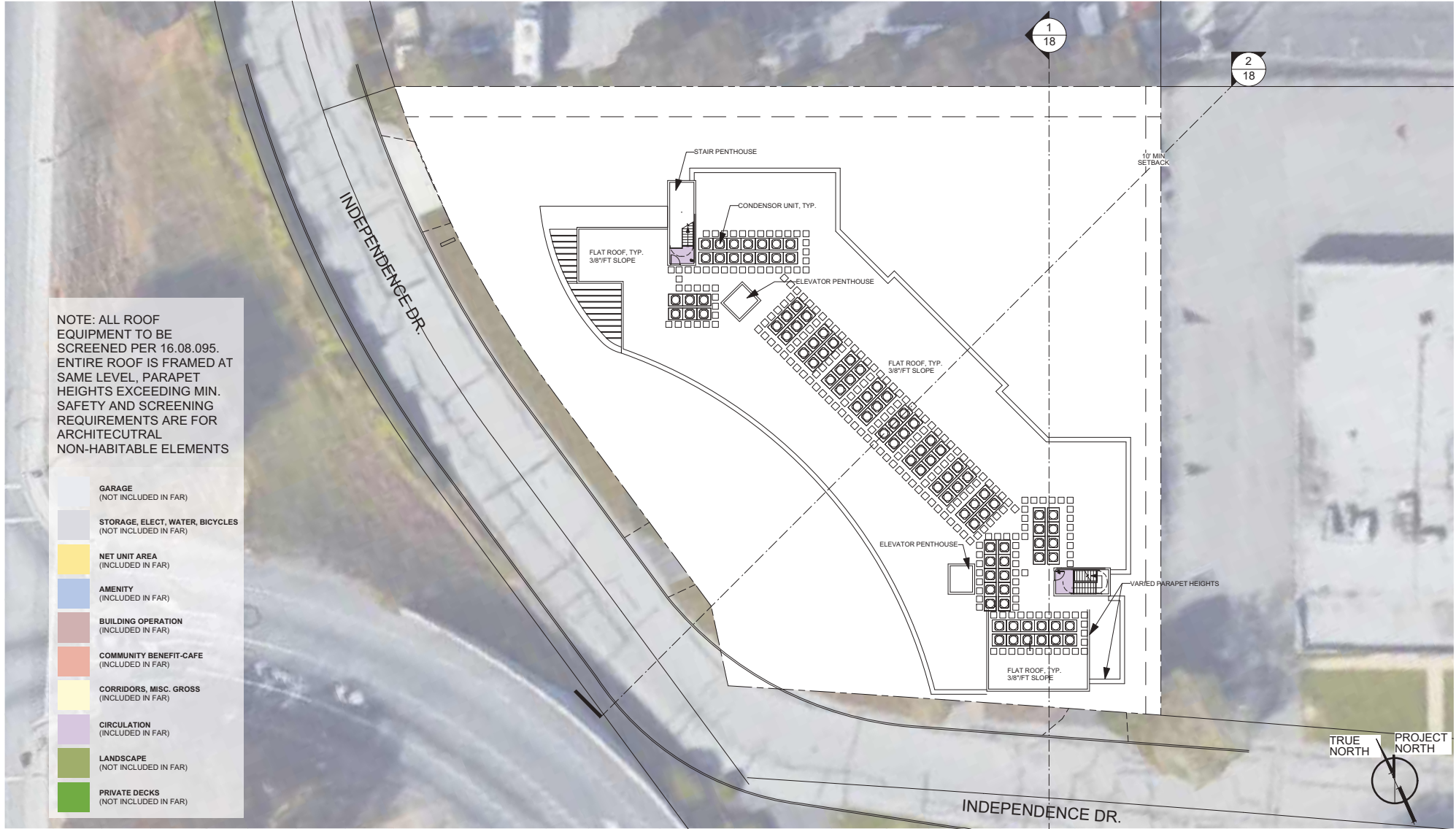
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



FLOOR 8 - PLAN

1" = 30'-0"

7



NOTE: ALL ROOF EQUIPMENT TO BE SCREENED PER 16.08.095. ENTIRE ROOF IS FRAMED AT SAME LEVEL, PARAPET HEIGHTS EXCEEDING MIN. SAFETY AND SCREENING REQUIREMENTS ARE FOR ARCHITECTURAL NON-HABITABLE ELEMENTS

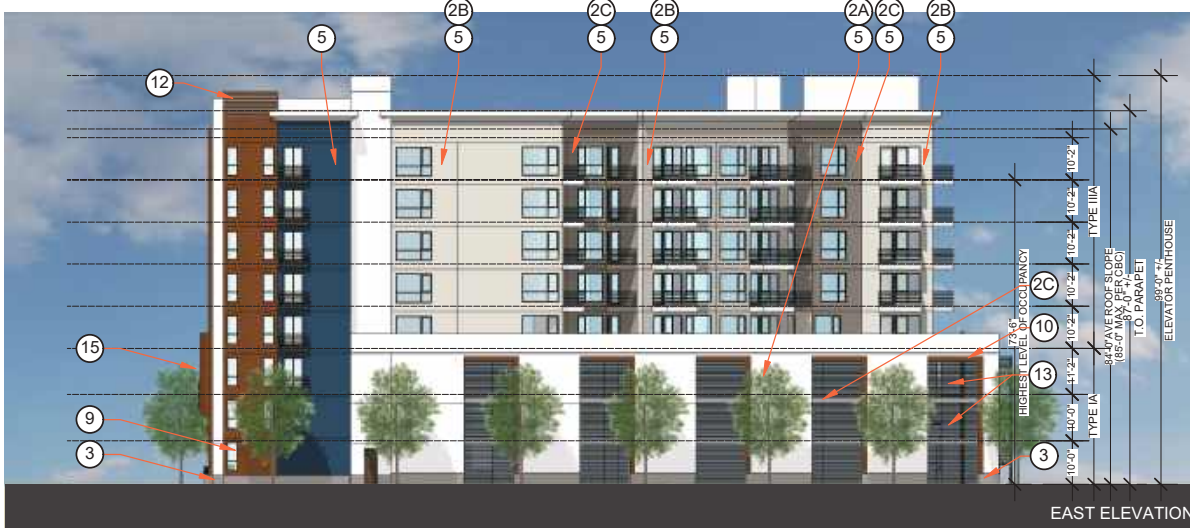
- GARAGE (NOT INCLUDED IN FAR)
- STORAGE, ELECT, WATER, BICYCLES (NOT INCLUDED IN FAR)
- NET UNIT AREA (INCLUDED IN FAR)
- AMENITY (INCLUDED IN FAR)
- BUILDING OPERATION (INCLUDED IN FAR)
- COMMUNITY BENEFIT-CAFE (INCLUDED IN FAR)
- CORRIDORS, MISC. GROSS (INCLUDED IN FAR)
- CIRCULATION (INCLUDED IN FAR)
- LANDSCAPE (NOT INCLUDED IN FAR)
- PRIVATE DECKS (NOT INCLUDED IN FAR)

ROOF PLAN 1" = 30'-0" **8**



- ①A BLUE OMBRE - PAINT ACCENT
SEE PAGE 12/ITEM 1 FOR
OMBRE ACCENT COLORS
- ②A PAINT- SNOW WHITE
- ②B PAINT- SHORELINE
- ②C PAINT - CAPE MAY COBBLESTONE
- ②D PAINT - BEAR CREEK
- ③ BOARD FORMED OR CIP CONCRETE
- ④ 43" GLASS RAIL
- ⑤ PLASTER PER CITY STANDARD
- ⑥ 43" METAL RAIL - AMETCO "GROTTO"
METAL INFILL PANELS
- ⑦ PHENOLIC WOOD PANEL
- ⑧ METAL AWNING W/ PHENOLIC WOOD
- ⑨ VPI VINYL WINDOWS -
'ARCHITECTURAL BRONZE'
- ⑩ PAINT TO MATCH VINYL WINDOW
- ⑪ STOREFRONT TO MATCH VINYL
- ⑫ PUBLIC ART: METAL AMERICAN FLAG
WALL ART
- ⑬ GARAGE OPENING W/ AMETCO
"GROTTO" METAL INFILL PANEL
- ⑭ AMETCO "GROTTO" METAL PANEL
- ⑮ BUILDING ADDRESS SIGNAGE:
36" TALL, 3" DEPTH, HELVETICA OR
SIM; CAST METAL
- ⑯ BUILDING SIGNAGE:
14" TALL, 2" DEPTH, HELVETICA OR
SIM; CAST METAL

ELEVATIONS 1" = 30'-0" **9**



- ①A BLUE OMBRE - PAINT ACCENT
SEE PAGE 12/ITEM 1 FOR
OMBRE ACCENT COLORS
- ②A PAINT- SNOW WHITE
- ②B PAINT- SHORELINE
- ②C PAINT - CAPE MAY COBBLESTONE
- ②D PAINT - BEAR CREEK
- ③ BOARD FORMED OR CIP CONCRETE
- ④ 43" GLASS RAIL
- ⑤ PLASTER PER CITY STANDARD
- ⑥ 43" METAL RAIL - AMETCO "GROTTO"
METAL INFILL PANELS
- ⑦ PHENOLIC WOOD PANEL
- ⑧ METAL AWNING W/ PHENOLIC WOOD
- ⑨ VPI VINYL WINDOWS -
'ARCHITECTURAL BRONZE'
- ⑩ PAINT TO MATCH VINYL WINDOW
- ⑪ STOREFRONT TO MATCH VINYL
- ⑫ PUBLIC ART: METAL AMERICAN FLAG
WALL ART
- ⑬ GARAGE OPENING W/ AMETCO
"GROTTO" METAL INFILL PANEL
- ⑭ AMETCO "GROTTO" METAL PANEL
- ⑮ BUILDING ADDRESS SIGNAGE:
36" TALL, 3" DEPTH, HELVETICA OR
SIM; CAST METAL
- ⑯ BUILDING SIGNAGE:
14" TALL, 2" DEPTH, HELVETICA OR
SIM; CAST METAL

ELEVATIONS 1" = 30'-0" **10**



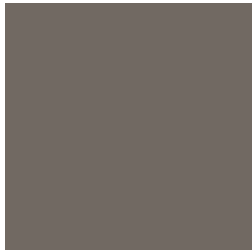
OVERALL ELEVATION - INDEPENDENCE DRIVE

1" = 20'-0"

11



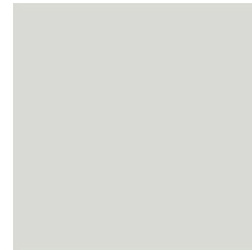
VPI VINYL WINDOWS - 'ARCHITECTURAL BRONZE' STOREFRONT & METALWORK TO MACTH ⑨



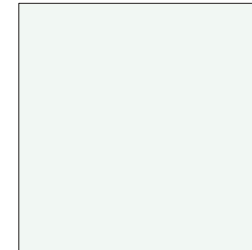
PAINT - 'BEAR CREEK' ②D



PAINT - 'CAPE MAY COBBLESTONE' ②C



PAINT - 'SHORELINE' ②B



PAINT - 'SNOW WHITE' ②A



PHENOLIC WOOD AND METAL AWNING ⑧



STEEL RAILING WITH AMETCO 'GROTTO' METAL PANELS ⑥



GLASS RAILING ④



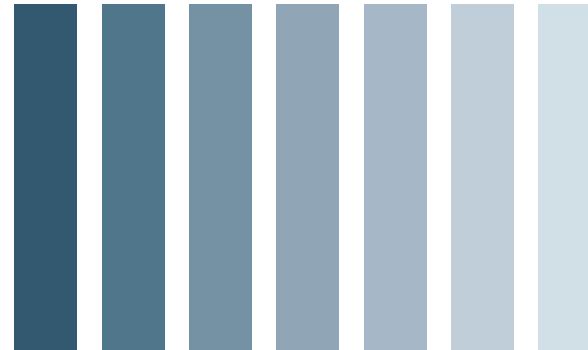
PHENOLIC WOOD PANEL PRODEMA : DARK BROWN ⑦



CEMENT PLASTER: TEXTURE PER CITY STANDARD (SAMPLE FOR REFERENCE ONLY) ⑤



BOARD FORMED CONCRETE ③



①A PAINT - 'ENDLESS SEA'

①B PAINT - 'INKY BLUE'

①C PAINT - 'SMOKY AZURITE'

①D PAINT - 'FAVORITE JEANS'

①E PAINT - 'FADED FLAXFLOWER'

①F PAINT - 'SLEEPY HOLLOW'

①G PAINT - 'MOONMIST'

ACCENT PAINT: BLUE OMBRE ①

COLOR AND MATERIAL BOARD

12



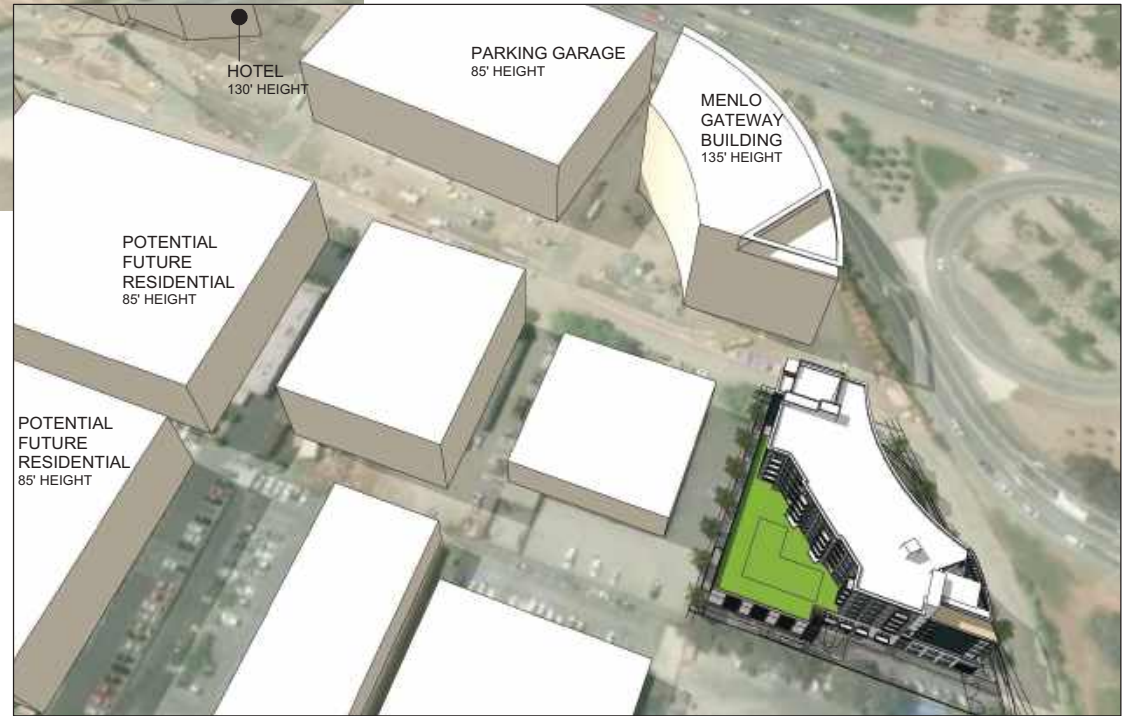
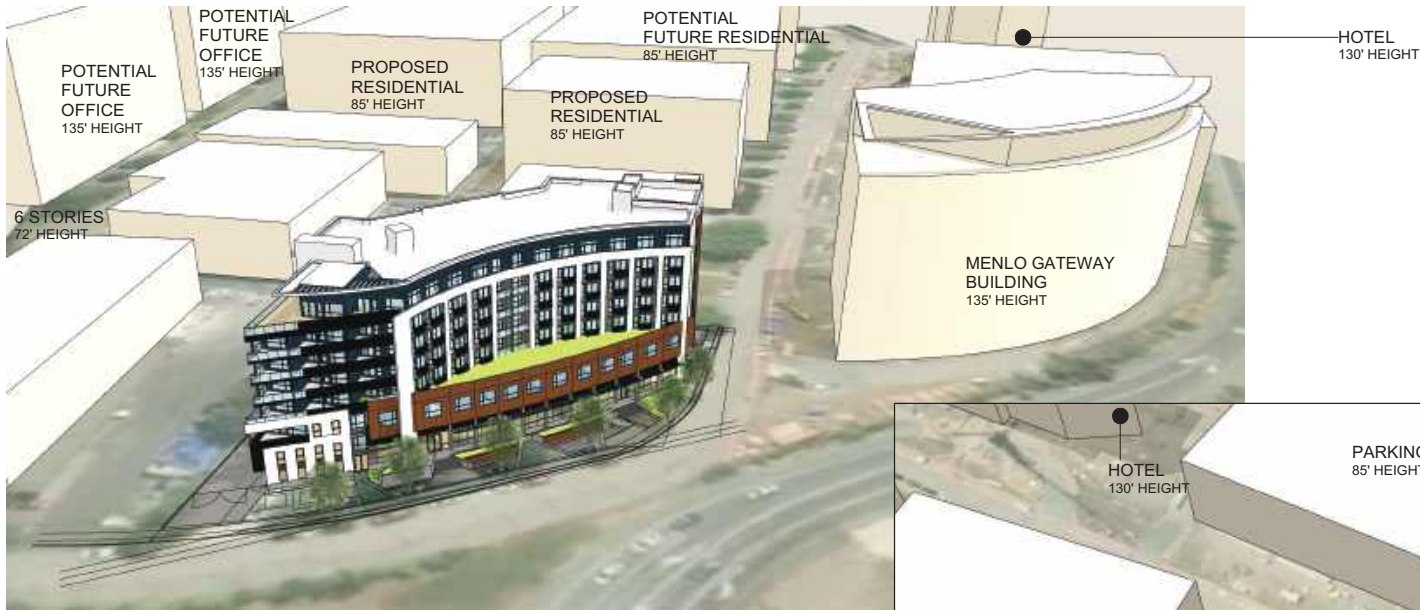
MENLO GATEWAY BUILDING



MENLO GATEWAY BUILDING



PERSPECTIVES



PERSPECTIVES



PERSPECTIVE

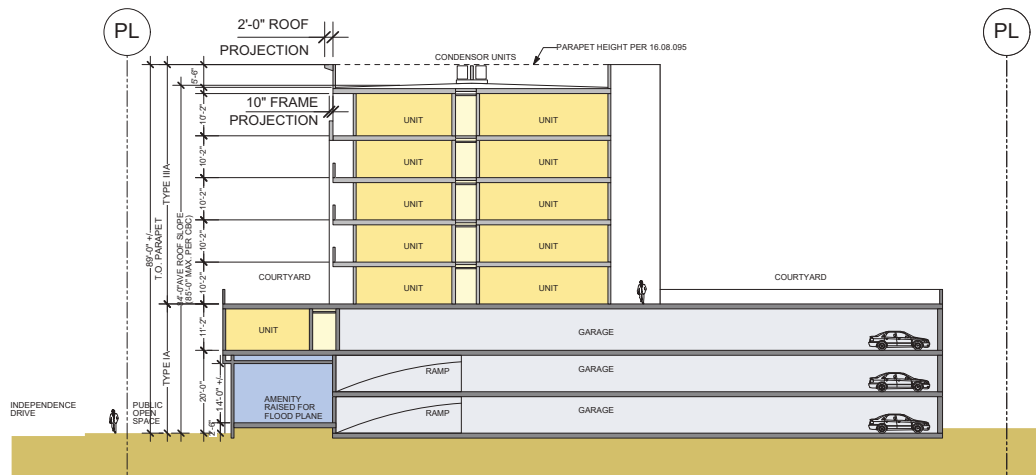
17



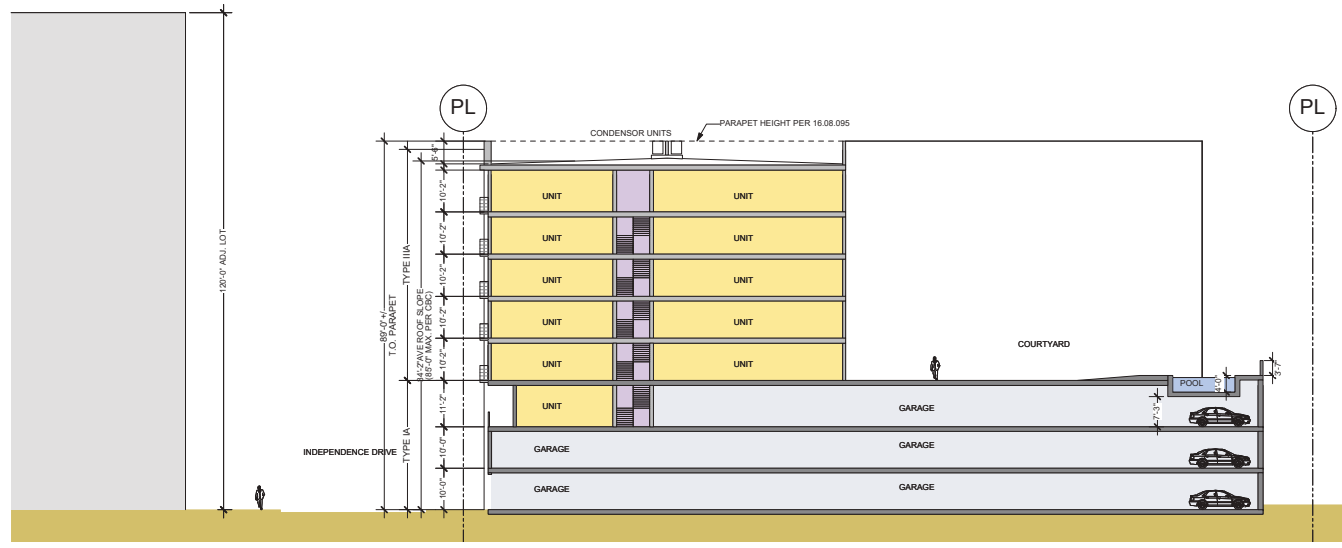


PERSPECTIVE

19

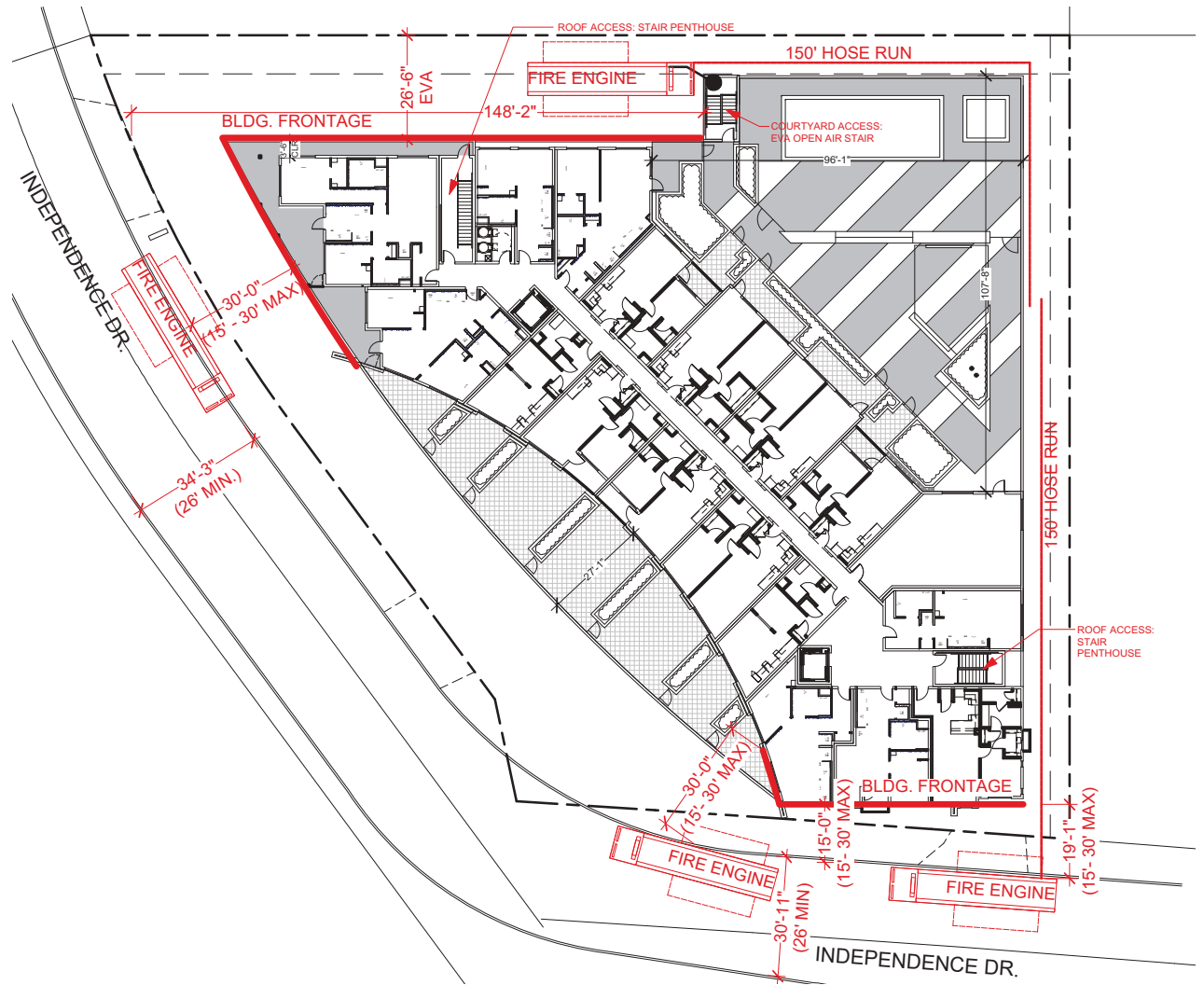
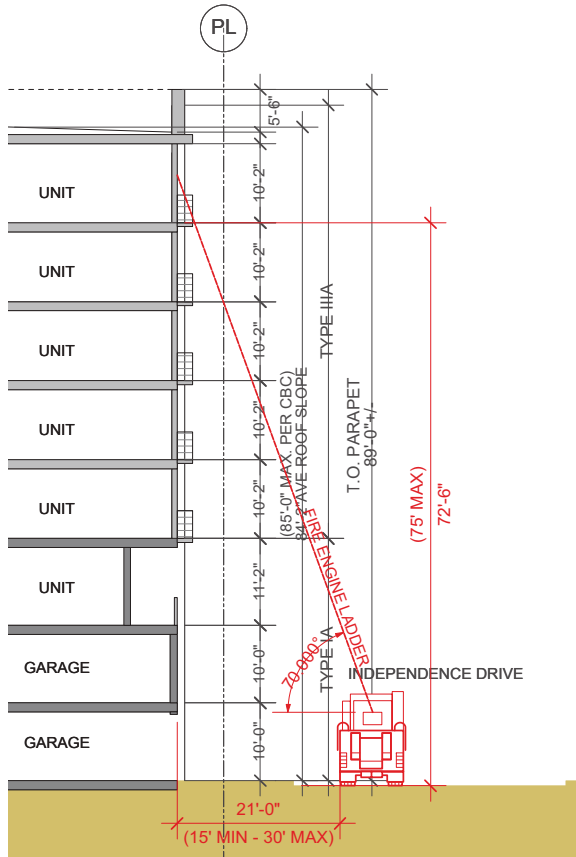


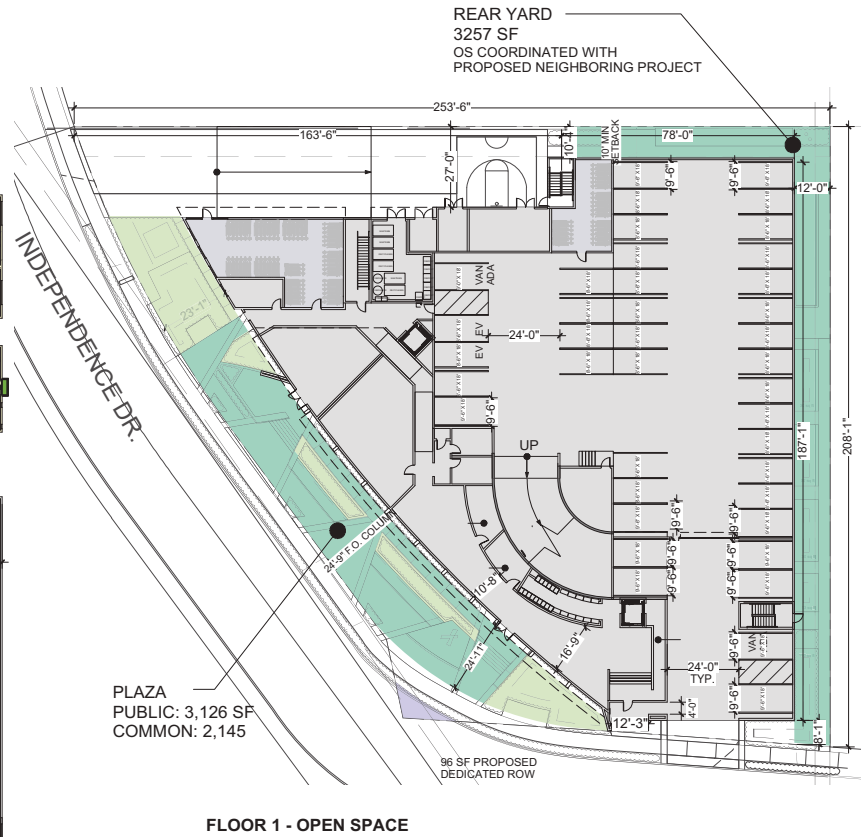
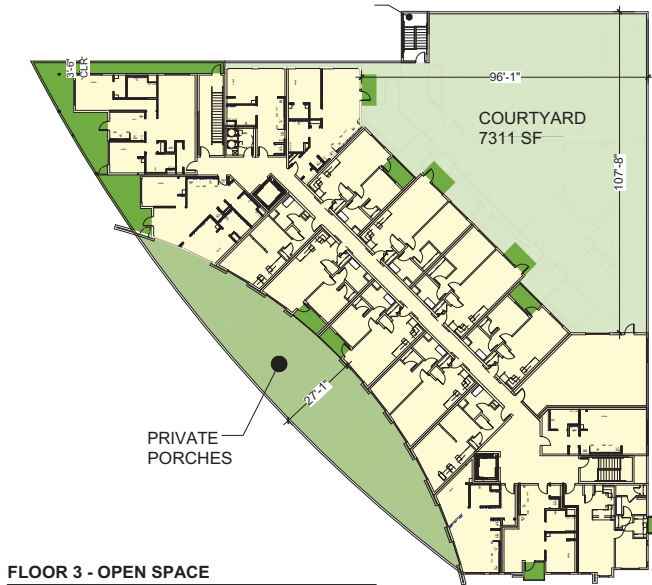
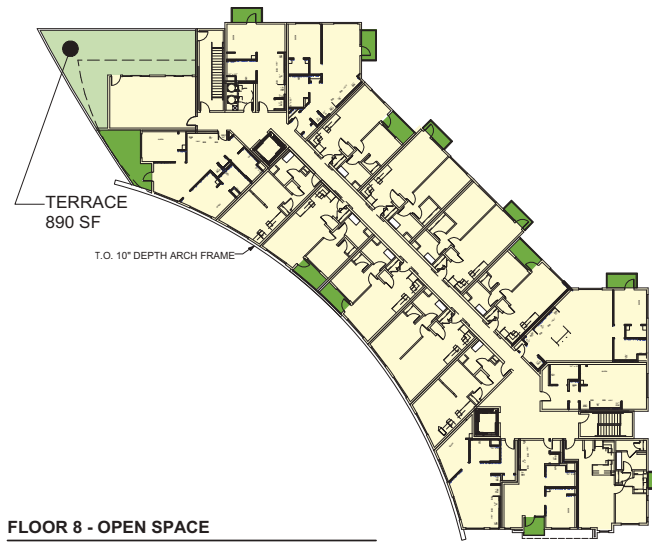
BUILDING SECTION 2



BUILDING SECTION 1

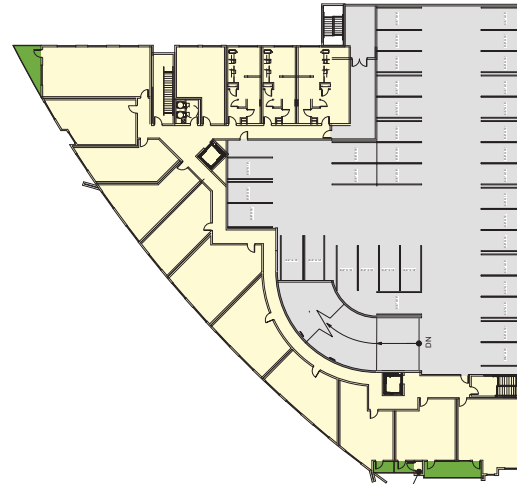
BUILDING SECTIONS 1" = 30' **20**



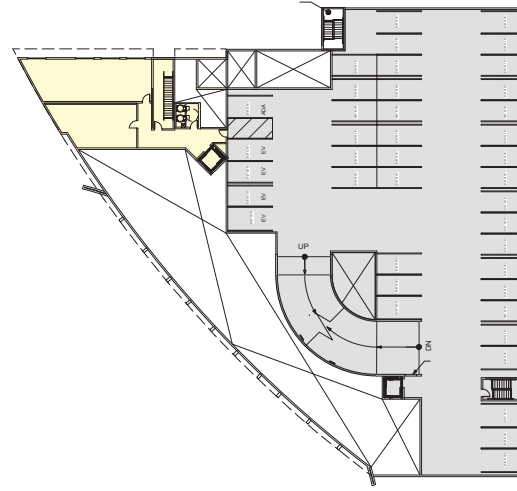


REQUIRED OPEN SPACE	
25% OF LOT AREA	
25% X 41,184SF = 10,296SF OS	
25% OS = PUBLIC = 2,574SF	
(10,296 - 2,574)1.25 = COMMON = 9,653SF	
TOTAL COMMON/PUBLIC OS = 12,227SF	
PROVIDED OPEN SPACE	
PUBLIC 3,126+3,257= 6,383 SF	
COMMON 2,145+7,311+890= 10,346 SF	
PROVIDED TOTAL= 16,729 SF	
OPEN SPACE REQUIREMENT MET WITH COMMON & PUBLIC SPACE ONLY. SEE PAGE 22B FOR ADDITIONAL PRIVATE OPEN SPACE LOCATIONS	

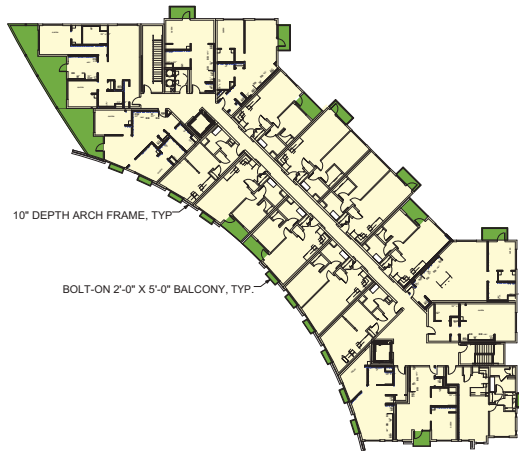
- KEY:
- COMMON USABLE OPEN SPACE
 - PRIVATE USABLE OPEN SPACE
 - PUBLIC USABLE OPEN SPACE
 - BUILDING FLOOR AREA



FLOOR 3 - OPEN SPACE



FLOOR 2 - OPEN SPACE







FLOOR 5-7 - OPEN SPACE

10" DEPTH ARCH FRAME, TYP.

BOLT-ON 2'-0" X 5'-0" BALCONY, TYP.

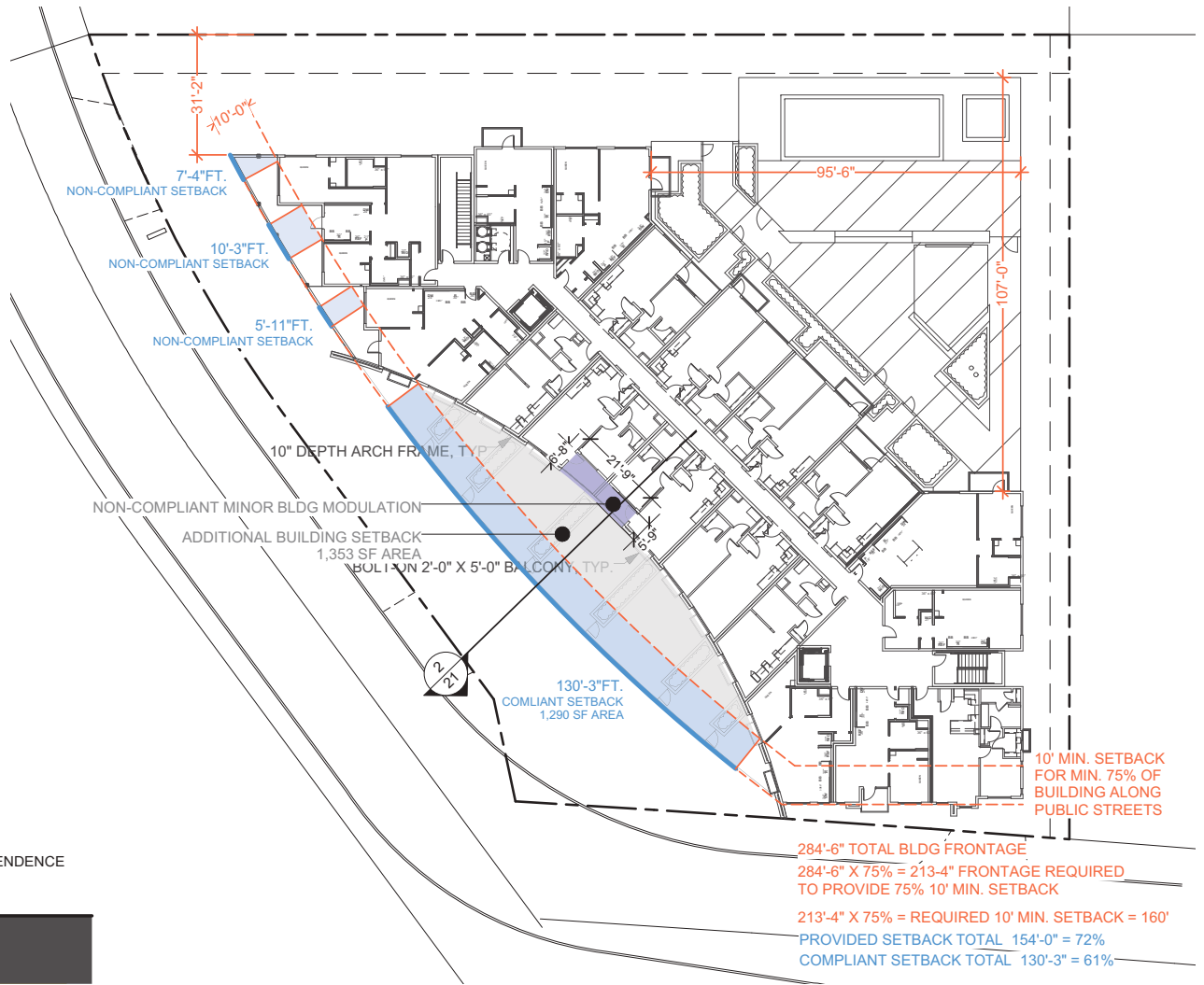
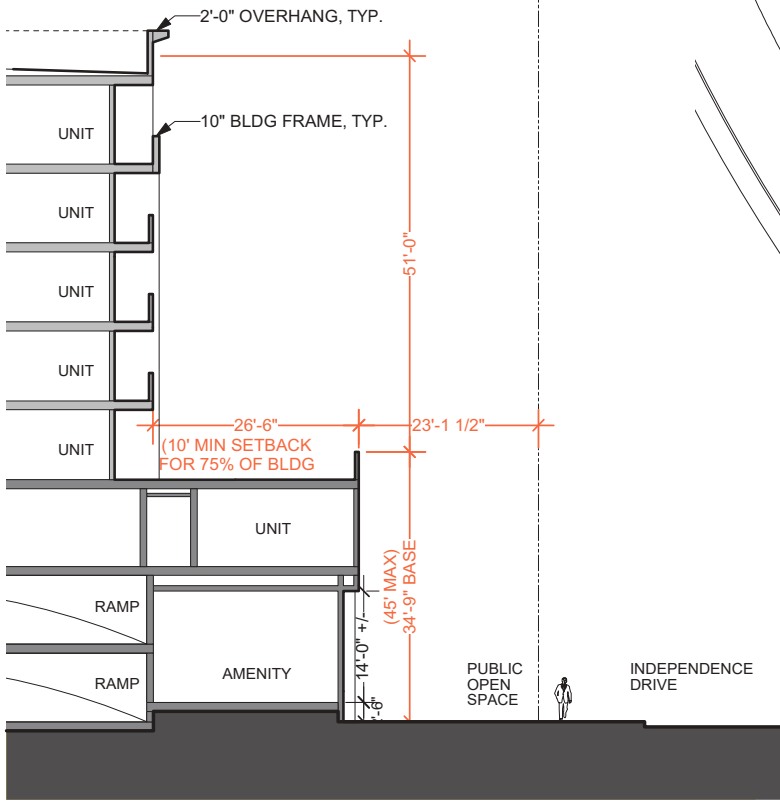
REQUIRED OPEN SPACE	
25% OF LOT AREA	
25% X 41,184SF = 10,296SF OS	
25% OS = PUBLIC = 2,574SF	
(10,296 - 2,574)1.25 = COMMON = 9,653SF	
TOTAL COMMON/PUBLIC OS = 12,227SF	
PROVIDED OPEN SPACE	
PUBLIC	3,126 SF
COMMON	2,145+7,311+890= 10,346SF
PROVIDED TOTAL=	13,472 SF
OPEN SPACE REQUIREMENT MET WITH COMMON & PUBLIC SPACE ONLY. SEE PAGE 22B FOR ADDITIONAL PRIVATE OPEN SPACE LOCATIONS	

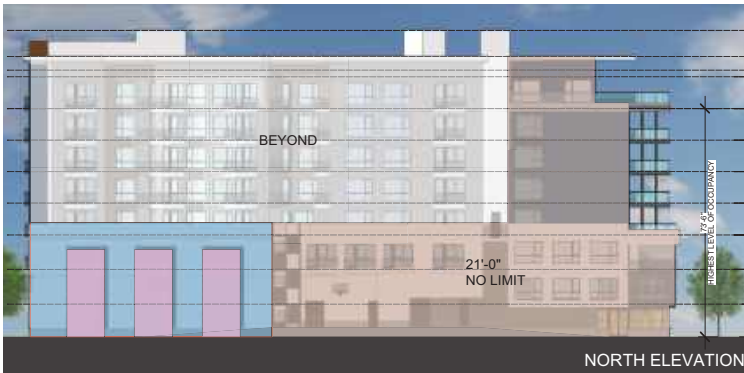
KEY:

	COMMON USABLE OPEN SPACE
	PRIVATE USABLE OPEN SPACE
	PUBLIC USABLE OPEN SPACE
	BUILDING FLOOR AREA

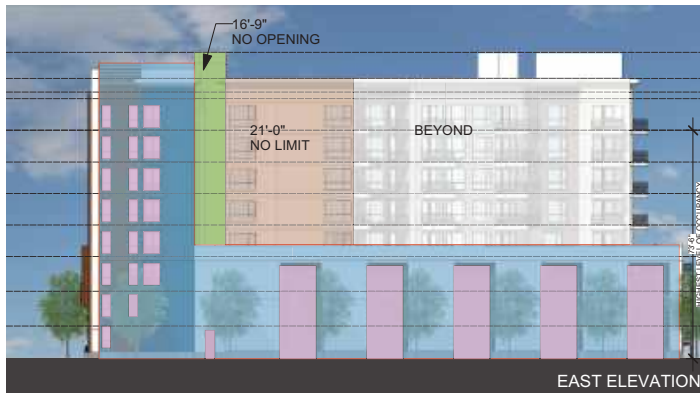
OPEN SPACE EXHIBIT

N.T.S **22B**

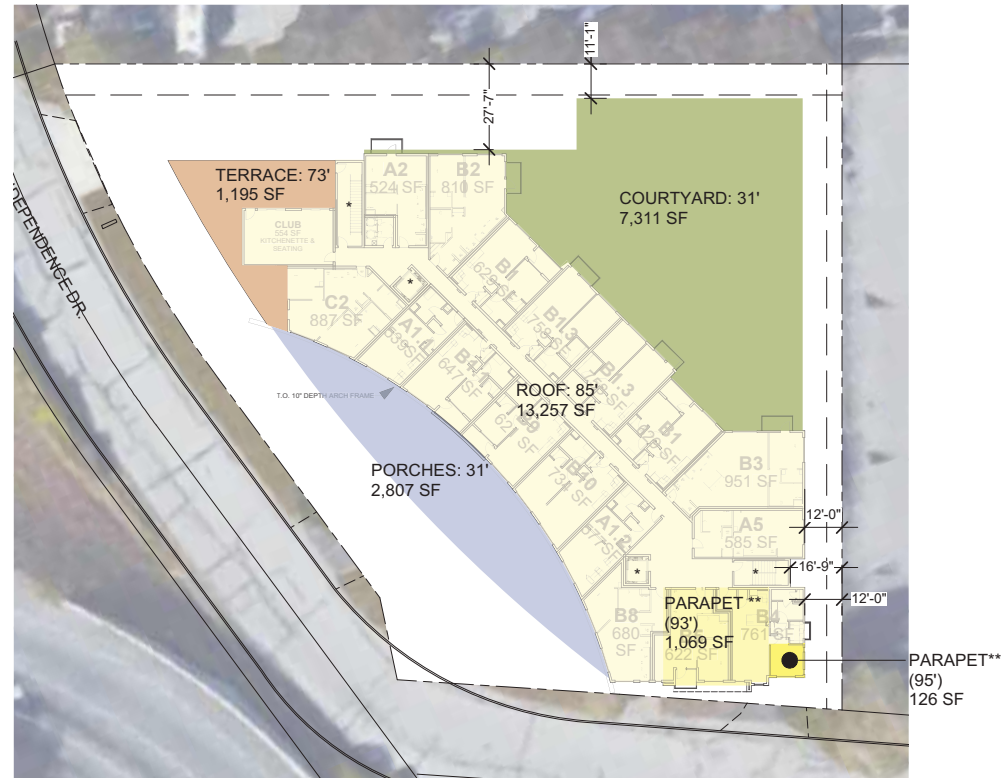




= 11'-1" FROM PL = 2,856 SF FACADE
 = UNPROTECTED OPENING = 1,021 SF FACADE
 1,021SF / 2,856SF = 35.7% UNPROTECTED OPENING
 ALLOWED = 45% = COMPLIANT



= 12'-0" FROM PL = 8,637 SF FACADE
 = UNPROTECTED OPENING = 2,302 SF FACADE
 2,302SF / 8,637SF = 26.7% UNPROTECTED OPENING
 ALLOWED = 45% = COMPLIANT



* ROOF PENTHOUSE HEIGHTS ARE EXCLUDED
 ** HIGH PARAPETS DO NOT HAVE RAISED ROOFS

$$[(1,195SF * 73') + (2,807SF * 31') + [(13,257SF + 1,069SF + 126SF) * 85'] + (7,311SF * 31')] / 25,833SF$$

$$(97,235 + 87,017 + 1,228,420 + 226,641) / 25,833$$

$$1,639,313 / 25833$$

AVERAGE BUILDING HEIGHT = 63.46'

ALLOWED AVERAGE BUILDING HEIGHT = 62.5' (R-MU-B ZONING)

AVERAGE BUILDING HEIGHT & ALLOWABLE OPENING

1" = 30'-0" **24**



GROUND FLOOR TOTAL TRANSPARENT AREA: 2,370 SF
 GROUND FLOOR TOTAL SURFACE AREA: 3,747 SF = % TRANSPARENT = 63% TRANSPARENT



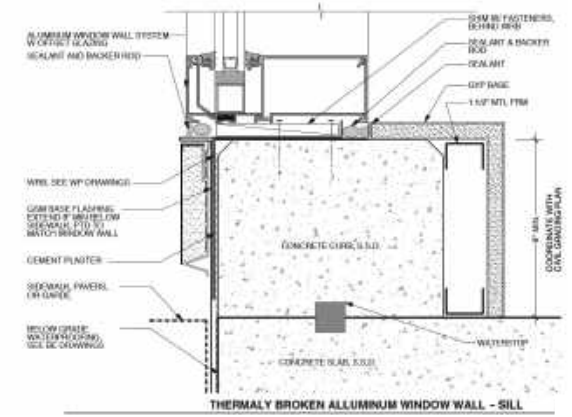
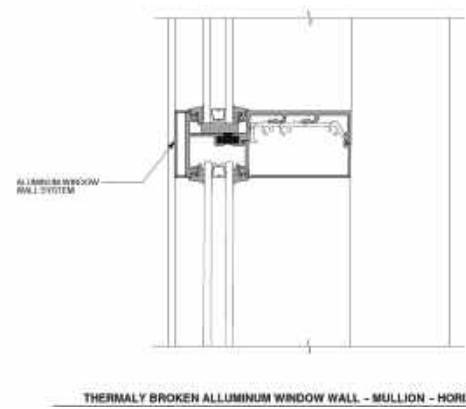
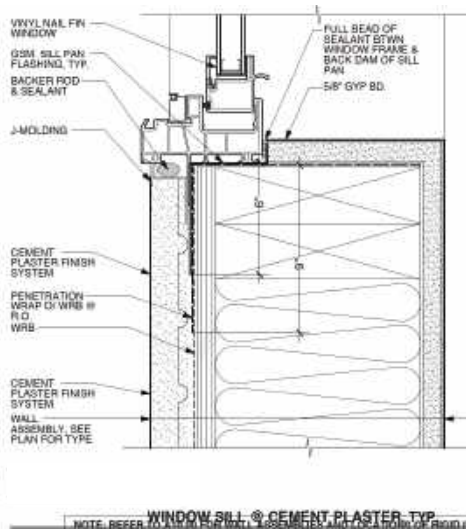
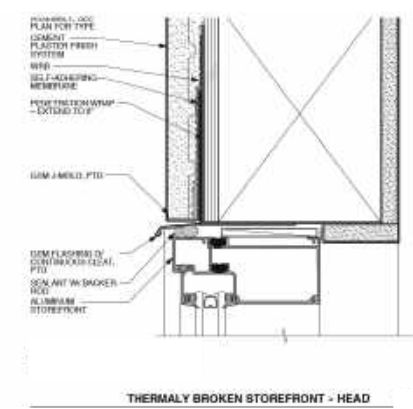
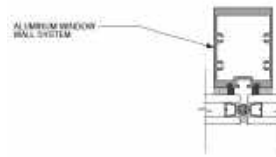
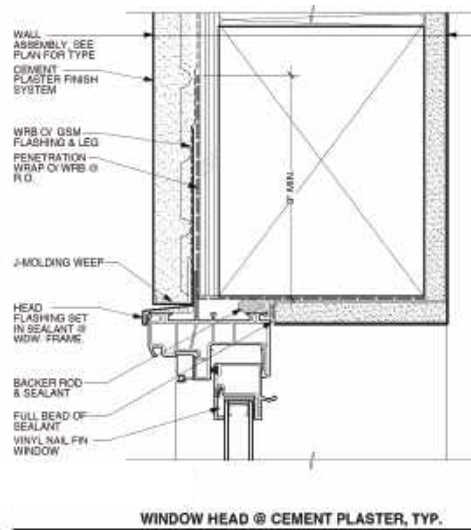
GROUND FLOOR TOTAL TRANSPARENT AREA: 234 SF
 GROUND FLOOR TOTAL SURFACE AREA: 311 SF = % TRANSPARENT = 75% TRANSPARENT

GROUND FLOOR TRANSPARENCY 1" = 30'-0" 25

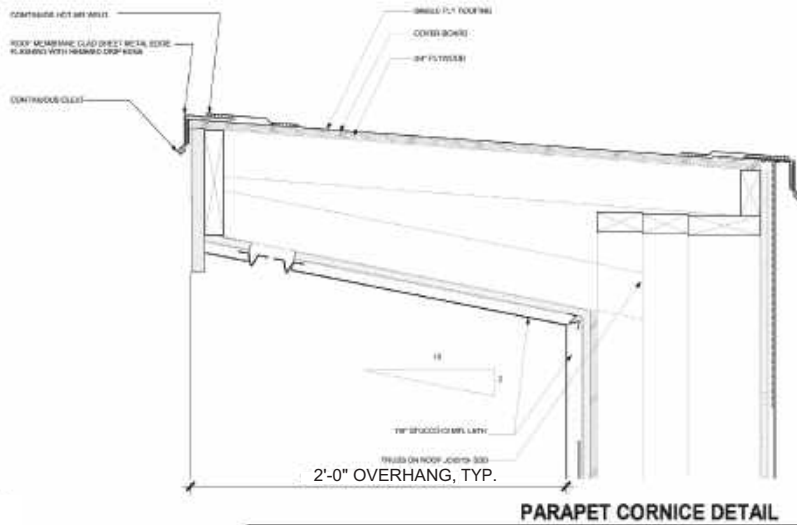


	PLASTER FINISH PER CITY STANDARD	= 8,937 SF PLASTER SURFACE
	NON-PLASTER FINISH PER CITY STANDARD	= 14,529 SF NON-PLASTER SURFACE
		= 23,466 SF TOTAL SURFACE ON INDEPENDENCE

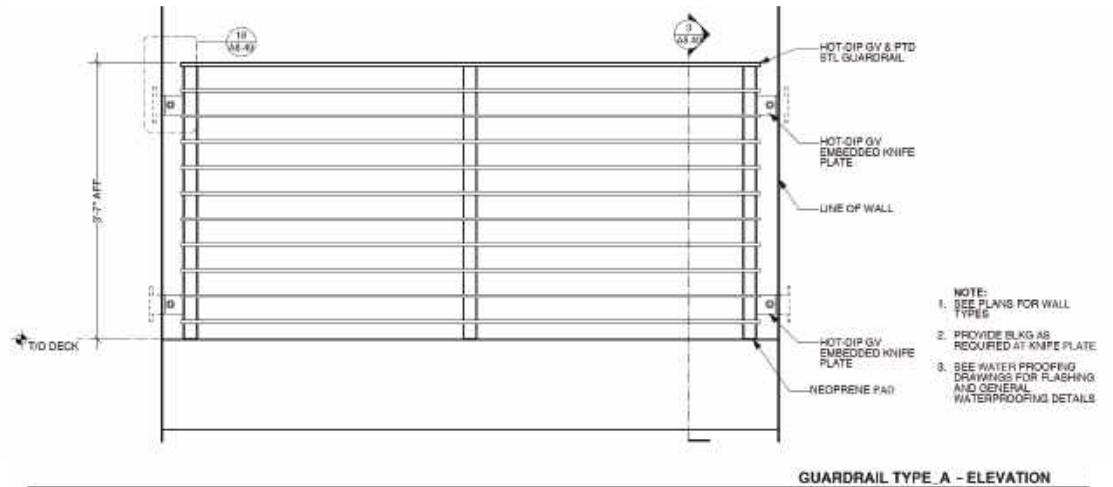
8,937 SF PLASTER SURFACE
23,466 SF TOTAL SURFACE = 38% PLASTER FINISH ON INDEPENDENCE = COMPLIANT



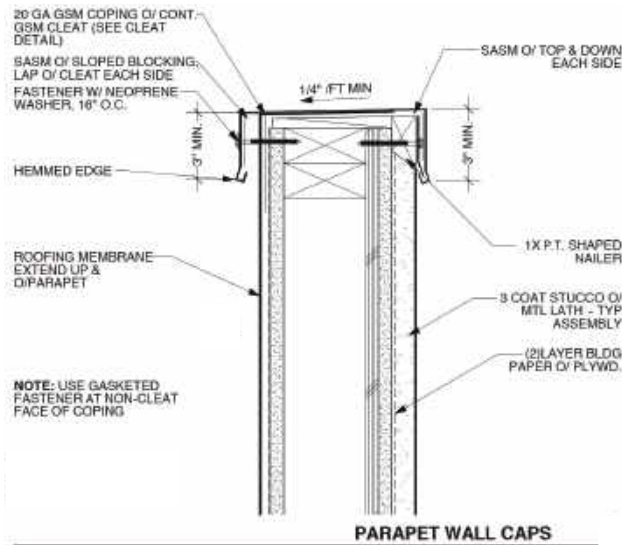
WINDOW DETAILS



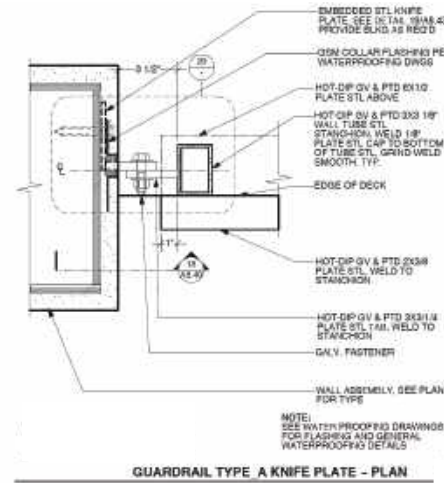
PARAPET CORNICE DETAIL



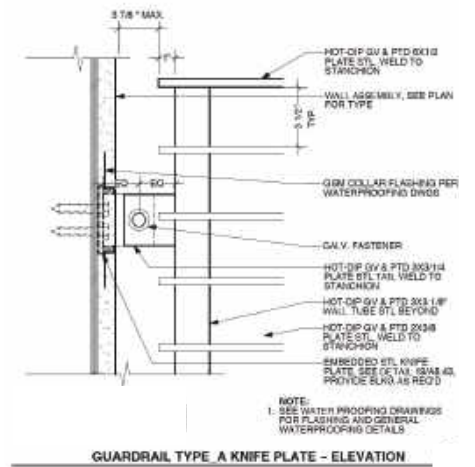
GUARDRAIL TYPE A - ELEVATION



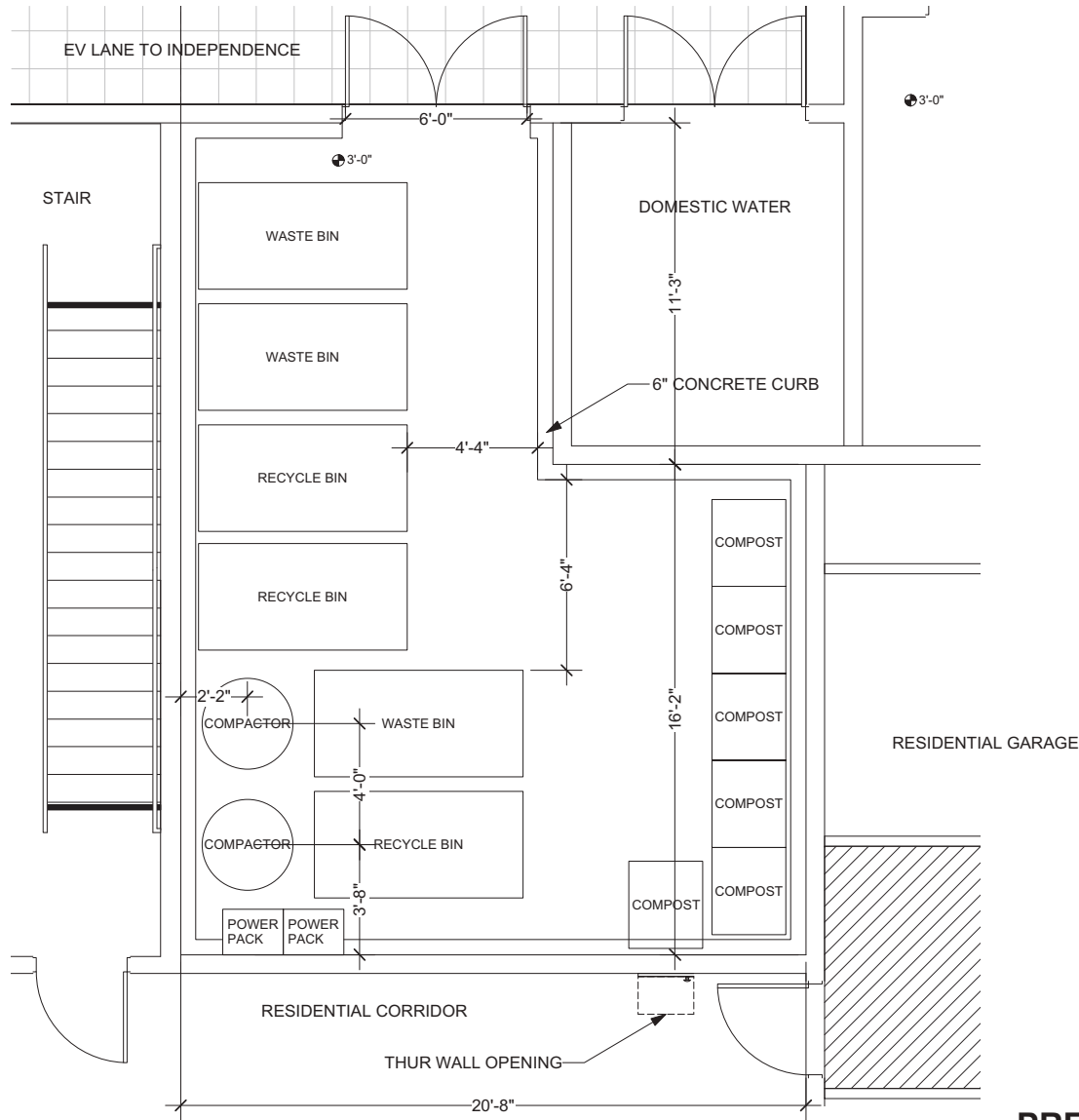
PARAPET WALL CAPS



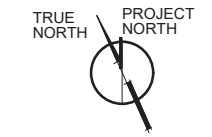
GUARDRAIL TYPE A KNIFE PLATE - PLAN



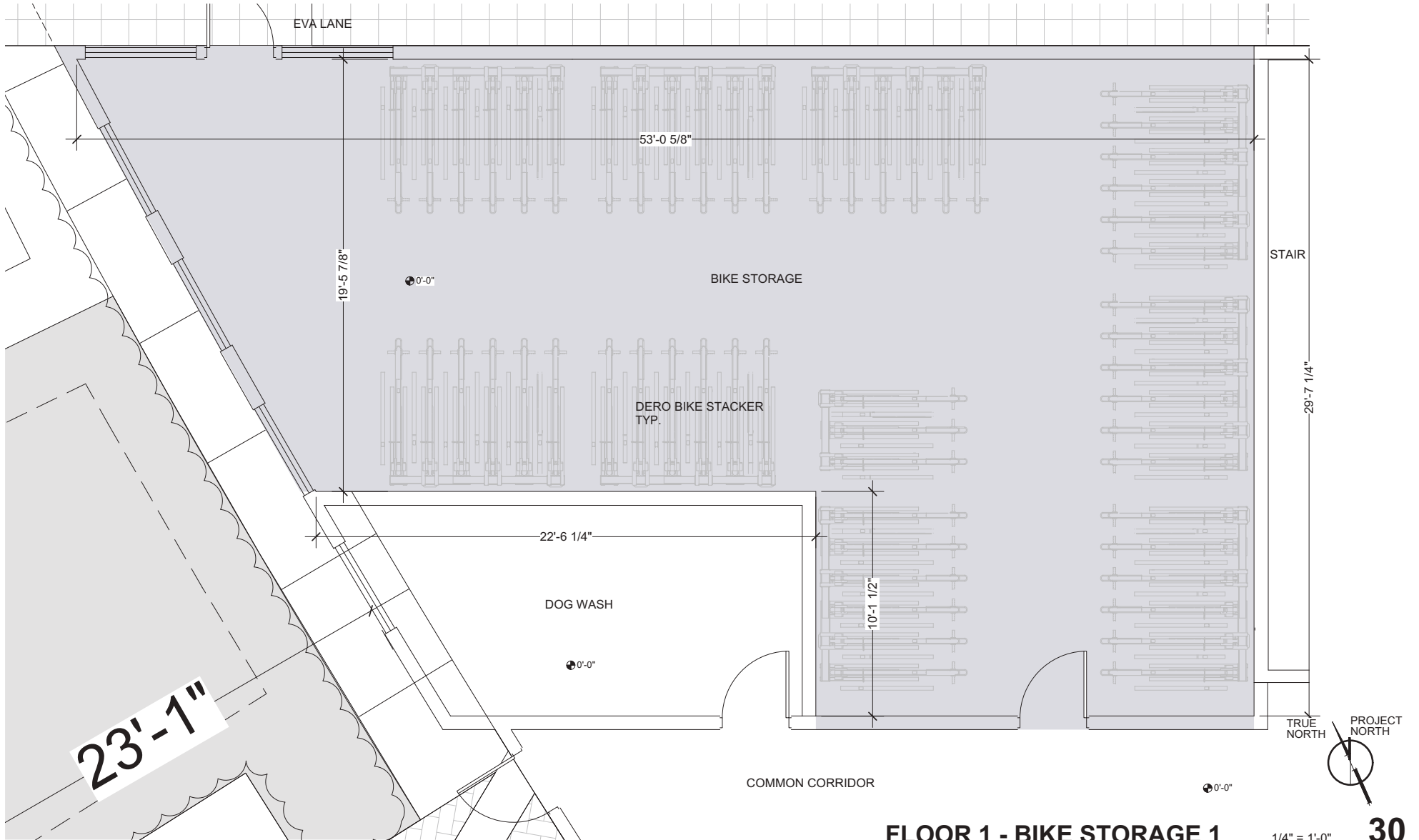
GUARDRAIL TYPE A KNIFE PLATE - ELEVATION



**PRELIMINARY
FLOOR 1 - TRASH PLAN**



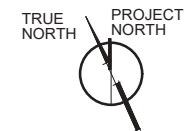
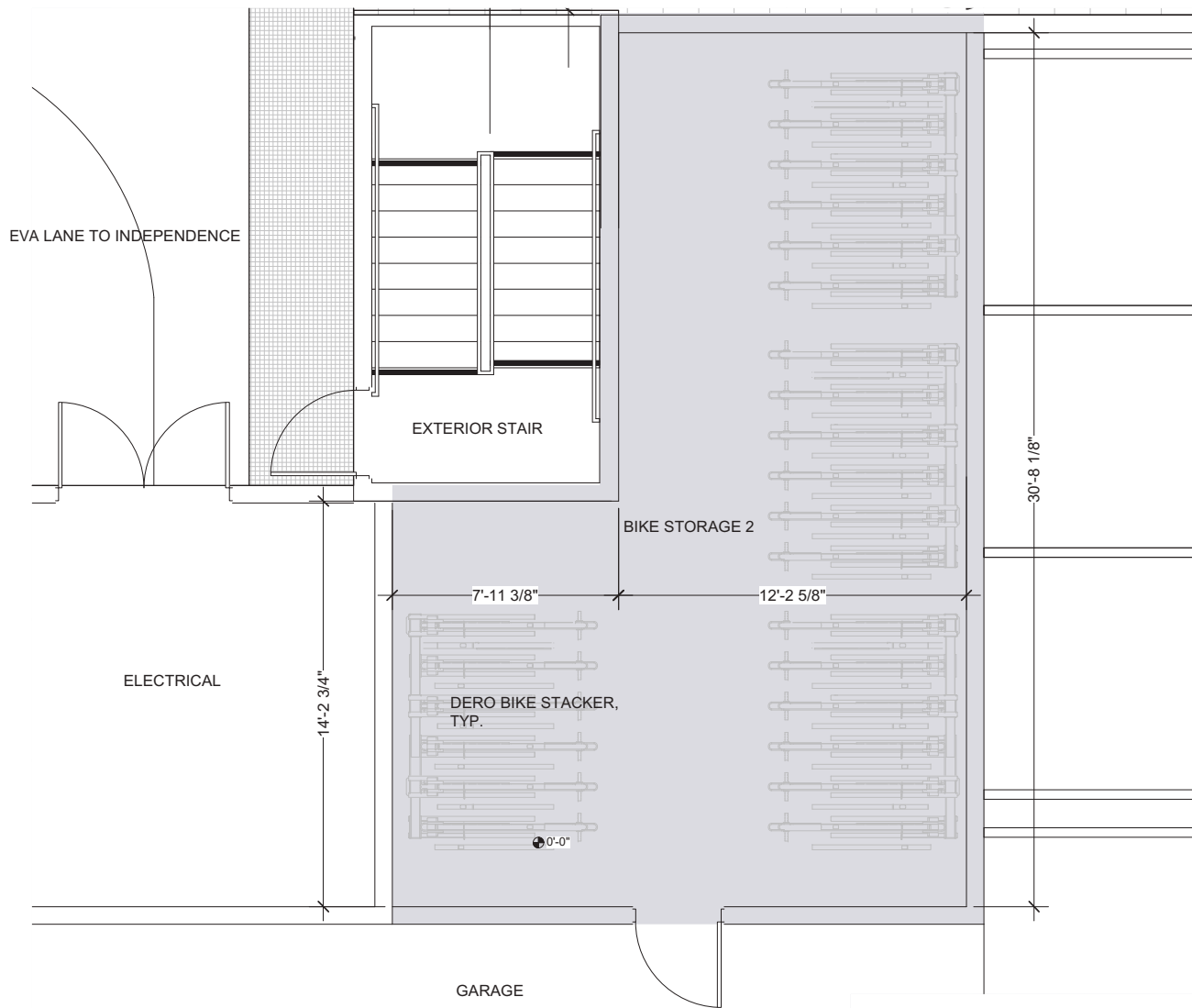
1/4" = 1'-0" **29**



23'-1"

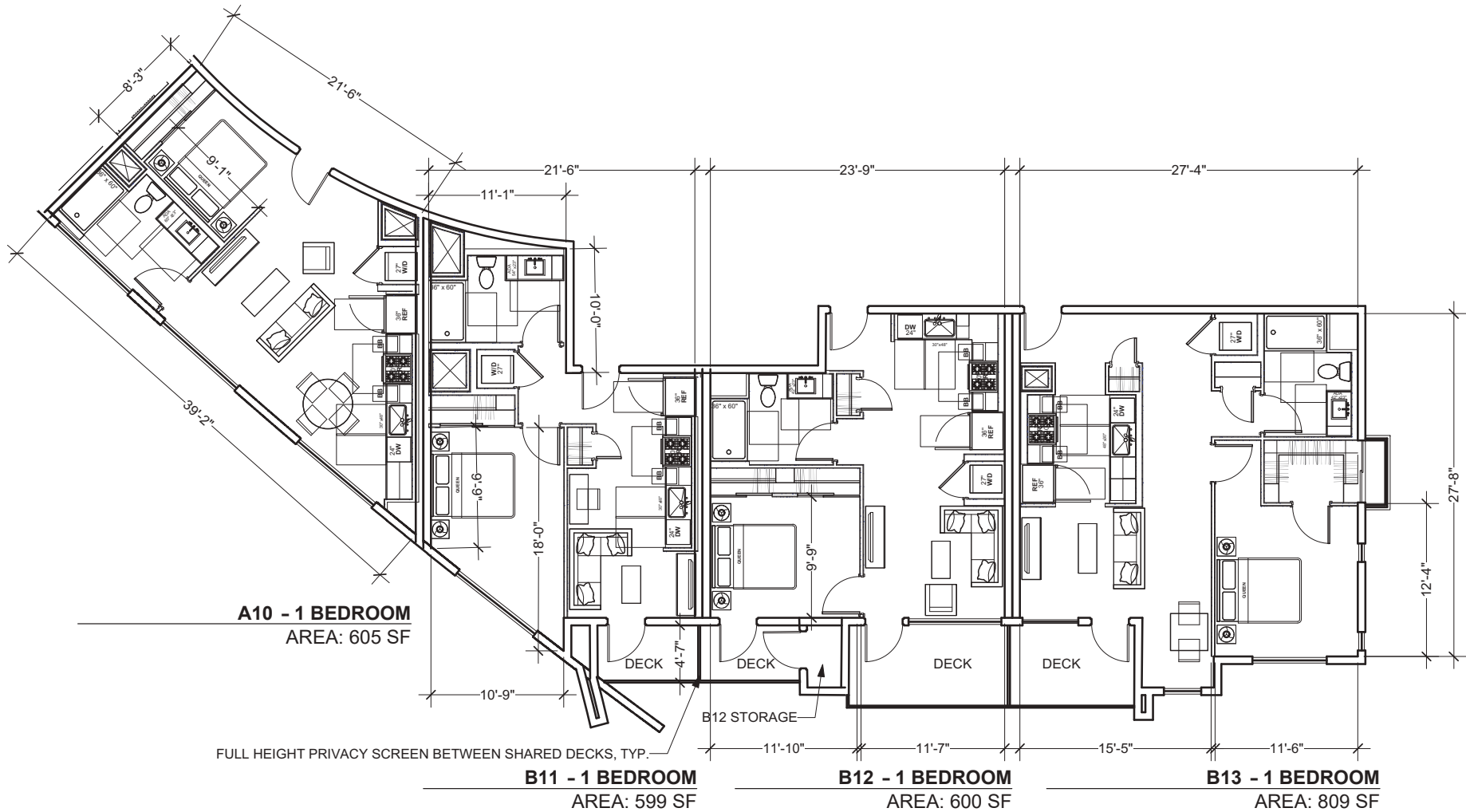
FLOOR 1 - BIKE STORAGE 1

1/4" = 1'-0" **30**



FLOOR 1 - BIKE STORAGE 2

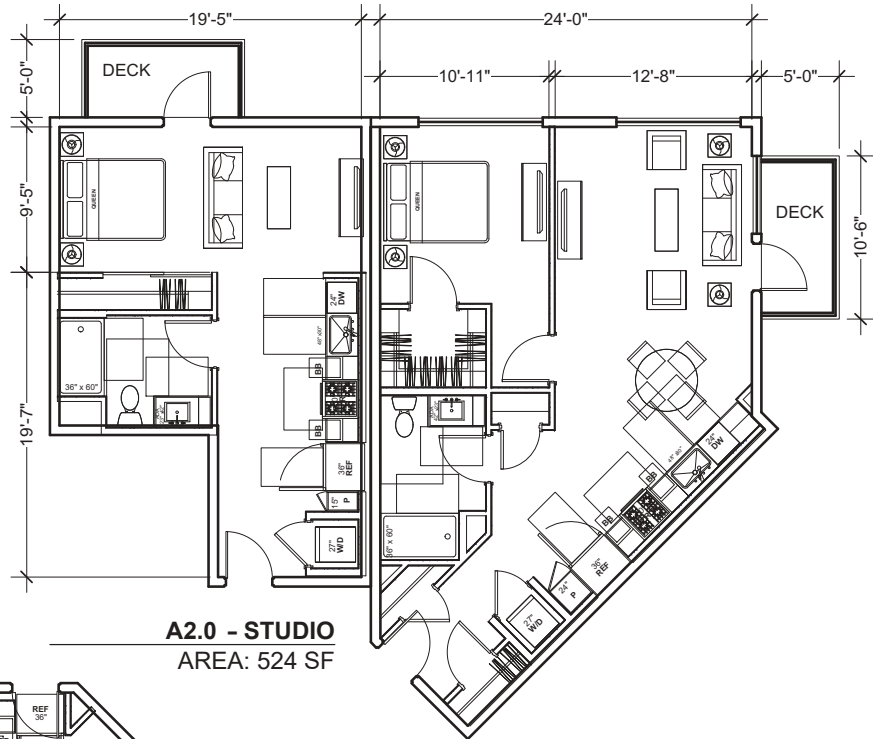
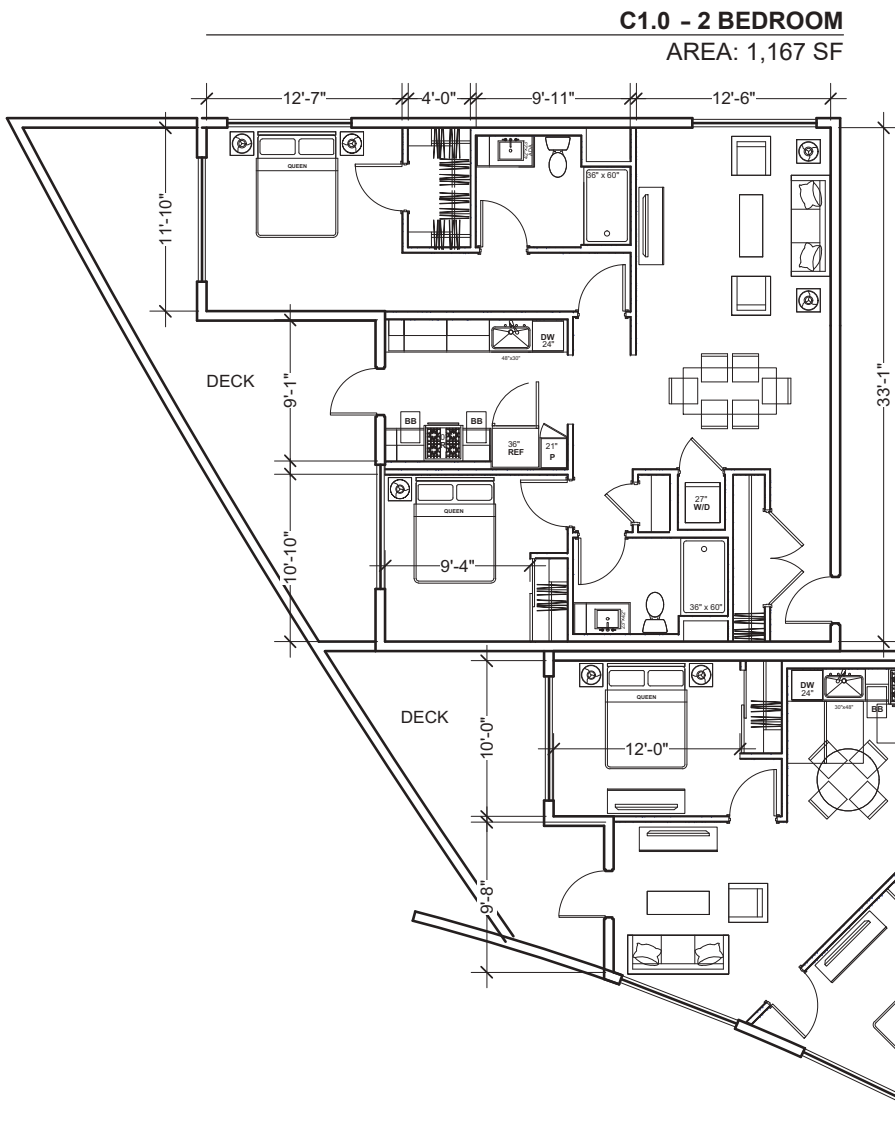
1/4" = 1'-0" **31**



NET RENTABLE IS MEASURED FROM CENTERLINE OF WALL

TYPICAL UNIT PLANS - FLOOR 3

1/8" = 1'-0" **32**



B2.0 - 1 BEDROOM
AREA: 810 SF

C2.0 - 2 BEDROOM
AREA: 887 SF

NET RENTABLE IS MEASURED FROM CENTERLINE OF WALL

TYPICAL UNIT PLANS - UPPER FLOOR

1/8" = 1'-0" **33**





LEGEND:

- ① EVA DRIVEWAY: ACCENT VEHICULAR AND PEDESTRIAN PAVING, VEHICULAR AND PEDESTRIAN ACCENT GATES.
- ② BASKETBALL HALF COURT.
- ③ DOG RUN.
- ④ PERIMETER FENCE.
- ⑤ BOCCE BALL COURT AND SITTING AREAS.
- ⑥ STORMWATER TREATMENT.
- ⑦ 4' WIDE SIDEWALK TO MATCH ONE ON ADJACENT PROPERTY.
- ⑧ CITY STANDARD SIDEWALK AND 3' WIDE PLANTING STRIP W/ STREET LIGHTS.
- ⑨ 4' WIDE PLANTING AREA WITH STREET TREE WITHIN PLAZA.
- ⑩ RAMP ACCESS TO CAFE AND LEASING.
- ⑪ CAFE PLAZA: STAIR ACCESS, ELEVATED CAFE SEATING W/ ACCENT PLANTER POCKET.
- ⑫ MAIN PLAZA: PEDESTRIAN PAVING WITH 2' WIDE BANDS, RAISED WOOD SEATING (18" HIGH) AND RAISED DECK/STAGE (18" HIGH) WITH SCULPTURE, PLAZA LIGHTING.
- ⑬ TERRACED PLANTING (42" TALL PLANTER WALLS).
- ⑭ LEASING PLAZA: STAIR ACCESS.
- ⑮ BIKE PARKING: 8 RACKS (16 PARKING SPACES).
- ⑯ ENTRANCE: ACCENT PEDESTRIAN AND VEHICULAR PAVING.
- ⑰ TRANSFORMER AND BACKFLOWS W/ ACCENT PERFORATED METAL WALL SCREENING.



PLANT PALETTE (FULL SITE)

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	WUCOLS	QTY
ACE RUB	36" box	Acer rubrum 'Armstrongii'	Red Maple		M	
ACE FRA	60" box	Acer admatum 'Bloodgood'	Japanese Maple	Multi-trunk	M	
ARB MAR	24" box	Arbutus menziesii	Strawberry tree	Multi-trunk	L	
OLE EUR	15" gal	Olea europaea	Fruitless Olive Tree	Multi-trunk	L	
LYO FLD	24" box	Lycostaurus hortensiae	Catalpa tree		L	

**** contractor to provide pictures before final selection of specimen trees**

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	WUCOLS	QTY
AZ#	5 gal	Azorella Dwarftop	Azorella			
BAK	15 gal	Bambusa m. 'Alphonse Karr'	'Alphonse Karr' Bamboo		L	
CSG	5 gal	Celastrus p. 'Sunset Gold'	Golden Breeze of Heaven	36" D.C.	L	
FR	5 gal	Ficus sp.	Fortnight Lily	30" D.C.	L	
HO	15 gal	Hosta	Hosta		L	
PHI	15 gal	Phyllostachys nigra	Black Bamboo		L	
PDC	15 gal	Phormium 'Dusky Chief'	'Dusky Chief' Flax		L	
PHM	5 gal	Phormium 'Moore Maiden'	'Moore Maiden' Flax	34" D.C.	L	
PHB	5 gal	Phormium 'Platt's Stock'	'Platt's Stock' Flax	34" D.C.	L	
PTT	5 gal	Phormium 'Tom Turley'	'Tom Turley' Flax	18" D.C.	L	

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	WUCOLS	QTY
JBL	5 gal	Juncus glauca 'Dix's Blue'	'Dix's Blue' Grass Rush	18" D.C.	L	
FEB	1 gal	Festuca G. 'Elijah Blue'	Elijah Blue Fescue	18" D.C.	L	
MRM	5 gal	Muhlenbergia 'Rhapsody'	Pink Muhly	18" D.C.	L	
OPN	1 gal	Ophiopogon sp. 'Nipponese'	Black Mondo Grass	18" D.C.	L	

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	WUCOLS	QTY
OSA	1 gal	Oxalis 'Sunset Valley'	'Sunset Valley' Oxalis		L	
SED	Plant	Sedum 'James Lane'	Sedum		L	
SEN	Plant	Senecio mandraliscae	Blue Finger		L	

KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	WUCOLS	QTY
FP	5 gal	Ficus pumila	Creeping Fig		L	

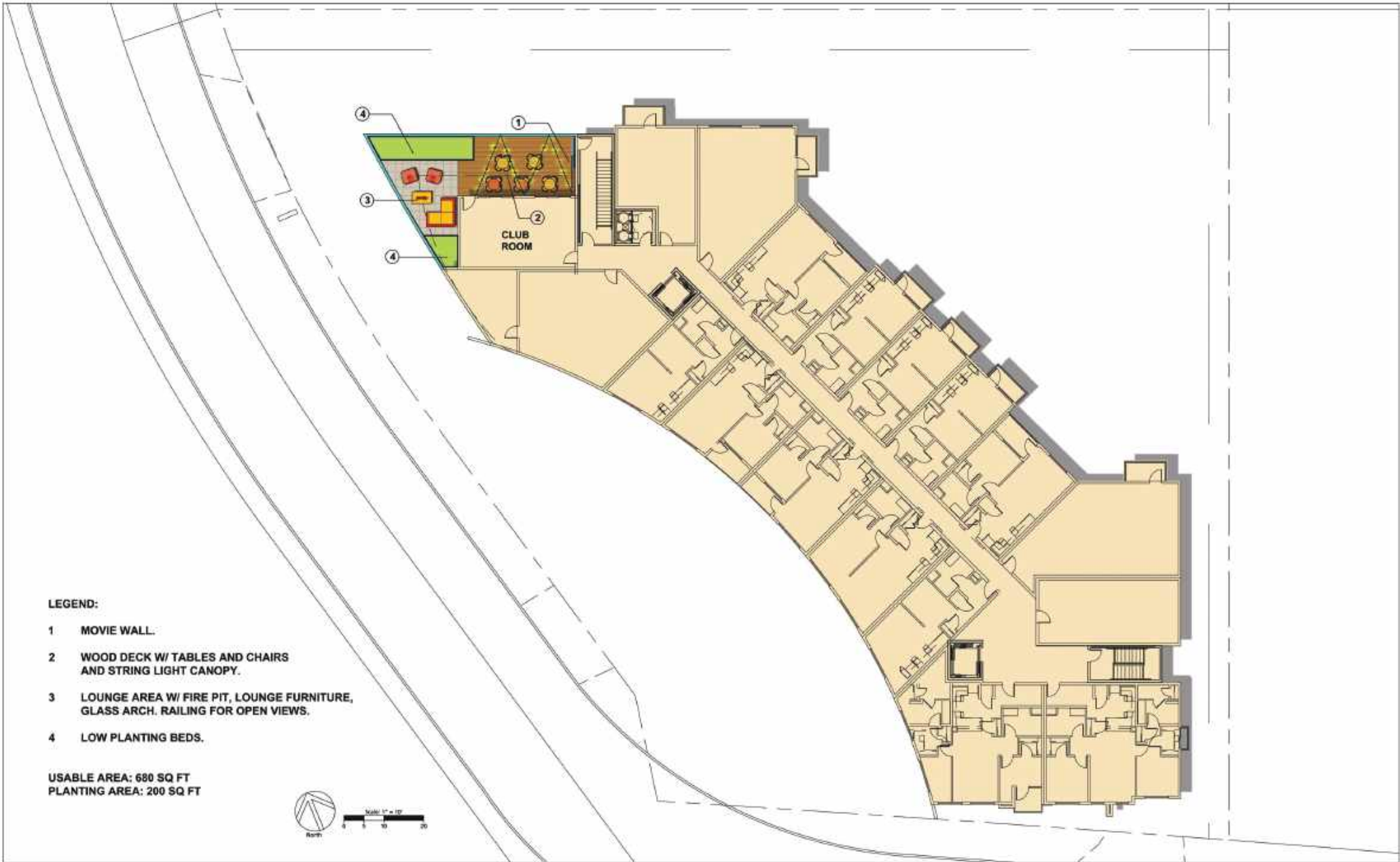
****NOTE:** Plant quantities listed are approximate. The above plants have been selected as being representative of the overall planting design intent. This plant palette is suggested for use, but does not preclude use of other appropriate plant material. Water-conserving plants and other climate appropriate varieties of trees, shrubs and ground covers have been selected to complement the character of the project.

All planted areas are to be watered with an approved automatic underground irrigation system. The system shall be designed to make efficient use of water through conservation techniques, and be in compliance with the State and Water District's water conservation ordinance.

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

- LEGEND:**
- 1 PRIVATE PATIO
 - 2 RAISED PLANER WALL W/ ACCENT PLANTING. ADDED SEAT AT CLUB ROOM PLAZA.
 - 3 LOW FENCE W/ GATE.
 - 4 DINING PLAZA: BAR AND BBQ COUNTERS, DINING TABLES UNDER ACCENT SHADE STRUCTURE;TV WALL; ACCENT PAVING W/ WOOD PAVING BANDS.
 - 5 LOUNGE PLAZA: DOUBLE-SIDED FIREPLACE WALL, LOUNGE SEATING, ACCENT PLANTER POTS.
 - 6 POOL DECK: POOL AND SPA AT BLDG EDGE W/ GLASS GUARDRAIL AND FENCE W/ ACCESS GATES, CHAISE LOUNGERS AND CABANAS, LOUNGE ARMCHAIRS AT FIREPLACE WALL.
 - 7 TAPERED, RAISED PLANTER WALL (PATIO DIVIDER, 36" TALL) WITH SCREEN / BUFFER BAMBOO AND SHRUB PLANTING, MAINTENANCE GATE.





LEGEND:

- 1 MOVIE WALL.
- 2 WOOD DECK W/ TABLES AND CHAIRS AND STRING LIGHT CANOPY.
- 3 LOUNGE AREA W/ FIRE PIT, LOUNGE FURNITURE, GLASS ARCH. RAILING FOR OPEN VIEWS.
- 4 LOW PLANTING BEDS.

USABLE AREA: 680 SQ FT
 PLANTING AREA: 200 SQ FT



PLAZA



COURTYARD



8TH FLOOR







111 Independence Drive
MENLO PARK
ACCENT SCREEN AT UTILITIES
05.24.2019

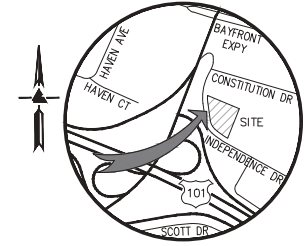
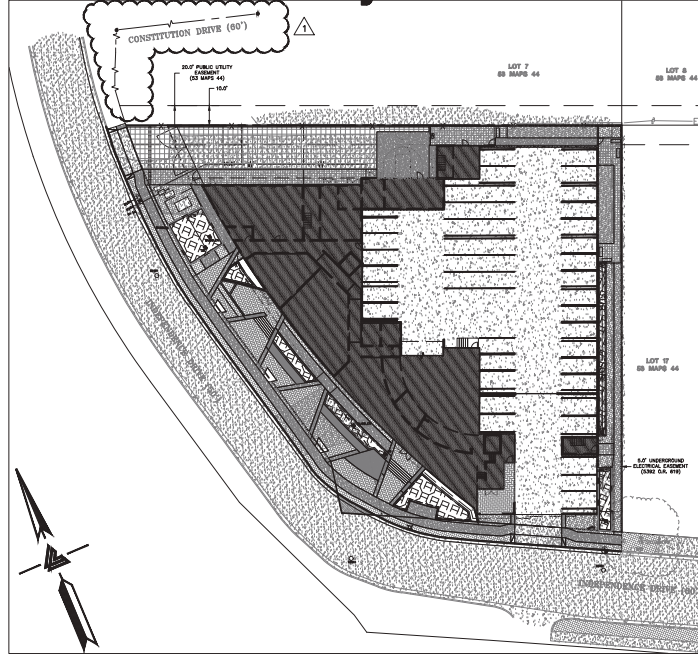
SPC MENLO, LLC 111 INDEPENDENCE DRIVE MENLO PARK, CALIFORNIA

LEGEND

EXISTING	PROPOSED	DESCRIPTION
---	---	BOUNDARY
---	---	PROPERTY LINE
---	---	RETAINING WALL
---	---	LANDSCAPE RETAINING WALL
---	---	RAINWATER TIGHTLINE
---	---	SUBDRAIN LINE
---	---	TIGHTLINE
---	---	STORM DRAIN LINE
---	---	SANITARY SEWER LINE
---	---	WATER LINE
---	---	GAS LINE
---	---	PRESSURE LINE
---	---	JOINT TRENCH
---	---	SET BACK LINE
---	---	CONCRETE VALLEY GUTTER
---	---	EARTHEN SWALE
---	---	CATCH BASIN
---	---	JUNCTION BOX
---	---	AREA DRAIN
---	---	CURB INLET
---	---	STORM DRAIN MANHOLE
---	---	FIRE HYDRANT
---	---	SANITARY SEWER MANHOLE
---	---	STREET SIGN
---	---	SPOT ELEVATION
---	---	FLOW DIRECTION
---	---	DEMOLISH/REMOVE
---	---	BENCHMARK
---	---	CONTOURS
---	---	TREE TO BE REMOVED

ABBREVIATIONS

AB	AGGREGATE BASE	LF	LINEAR FEET
AC	ASPHALT CONCRETE	MAX	MAXIMUM
ACC	ACCESSIBLE	MH	MANHOLE
AD	AREA DRAIN	MIN	MINIMUM
BC	BEGINNING OF CURVE	MRO	MONUMENT
B & D	BEARING & DISTANCE	MREO	METERED RELEASE OUTLET
BM	BENCHMARK	N	NEW
BUB	BUBBLER BOX	NO.	NUMBER
BW/FG	BOTTOM OF WALL/FINISH GRADE	NTS	NOT TO SCALE
CB	CATCH BASIN	O.C.	ON CENTER
C & G	CURB AND GUTTER	O/	OVER
CP	CENTER LINE	(P)	PLANTING AREA
COTG	CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR)	PE	PEDESTRIAN
CO	CLEANOUT	PIV	POST INDICATOR VALVE
CONC	CONCRETE	PSS	PUBLIC SERVICES EASEMENT
CONST	CONSTRUCT OF -TION	P	PROPERTY LINE
COC COR	CONCRETE CORNER	PVC	PUBLIC UTILITY EASEMENT
C	CORNER	R	RADIUS
D	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DIP	DROP INLET	RM	ROOM ELEVATION
EA	EACH	RW	RAINWATER
EL	END OF CURVE	R/W	RIGHT OF WAY
EG	EXISTING GRADE	S	SLOPE
EC	ELEVATIONS	S.A.D.	SEE ARCHITECTURAL DRAWINGS COMPANY, ORDER NO. FWTC-407600157-JM, DATED AS OF AUGUST 10, 2016
EP	EDGE OF PAVEMENT	SD	SANITARY SEWER DRAIN
EQ	EQUIPMENT	SDMH	STORM DRAIN MANHOLE
EW	EACH WAY	SHT	SHEET
EX	EXISTING	S.L.D.	SEE LANDSCAPE DRAWINGS
FF	FACE OF CURB	SPCC	SPECIFICATION
FG	FINISHED FLOOR	SSCW	SANITARY SEWER
FL	FINISHED GRADE	SSMH	SANITARY SEWER CLEANOUT
FH	FIRE HYDRANT	ST	STREET
FL	FLOW LINE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
G	GAS	STR	STRUCTURAL
GA	GAGE OR GAUGE	TEL	TELEPHONE
GB	GRADE BREAK	TC	TOP OF CURB
HDPE	HIGH DENSITY CORRUGATED POLYETHYLENE PIPE	TW	TOP OF WALL
HORIZ	HORIZONTAL	TEMP	TEMPORARY
HI PT	HIGH POINT	TP	TOP OF PAVEMENT
H&T	HUB & TACK	TW/FG	TOP OF WALL/FINISH GRADE
ID	INSIDE DIAMETER	TY	TYPICAL
INV	INVERT ELEVATION	VC	VERTICAL CURVE
J	JUNCTION BOX	VCP	VITRIFIED CLAY PIPE
JB	JOINT TRENCH	VERT	VERTICAL
JU	JOINT UTILITY POLE	W	WITH
L	LENGTH	W, WL	WATER LINE
LANDG	LANDING	WM	WATER METER
		WW	WELDED WIRE FABRIC



VICINITY MAP
NO SCALE

OWNER'S INFORMATION

OWNER:
SPC MENLO, LLC
ATTN: SATEEZ KADWAR
111 INDEPENDENCE DRIVE,
MENLO PARK, CA 94025
APN: 055-236-120

REFERENCES

- THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:
 - TOPOGRAPHIC SURVEY BY LEA & BRAZE ENG., ENTITLED: "TOPOGRAPHIC SURVEY" 111 INDEPENDENCE DRIVE, MENLO PARK, CA DATED: 8-29-18 JOB# 2180432
 - SITE PLAN BY BOE ARCHITECTURE, ENTITLED: "111 INDEPENDENCE DR." 111 INDEPENDENCE DR., MENLO PARK, CA DATED: 06-11-18
 - LANDSCAPE PLAN BY GUZZARDO PARTNERSHIP, INC., ENTITLED: "111 INDEPENDENCE DR." 111 INDEPENDENCE DR., MENLO PARK, CA DATED: 05-23-18

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

SITE BENCHMARK

SURVEY CONTROL POINT
CUT CROSS ON CONCRETE CURB
ELEVATION = 9.37'
(NAVD 88 DATUM)

BASIS OF BEARINGS

THE BEARING NORTH 74°00'50" WEST ALONG THE MONUMENTED CENTERLINE OF CONSTITUTION DRIVE AS SHOWN ON THAT CERTAIN TRACT MAP FILED IN BOOK 53 OF MAPS AT PAGE 44, SAN MATEO COUNTY RECORDS, IS THE BASIS OF ALL BEARINGS SHOWN UPON THIS MAP.

EASEMENT NOTE

EASEMENTS ARE SHOWN PER PRELIMINARY TITLE REPORT ISSUED BY CHICAGO TITLE, SEE ARCHITECTURAL DRAWINGS COMPANY, ORDER NO. FWTC-407600157-JM, DATED AS OF AUGUST 10, 2016

KEY MAP

1" = 20'

FLOOD ZONE

SUBJECT PROPERTY LIES WITHIN FLOOD ZONE AE - AREAS WITHIN 1% ANNUAL CHANCE FLOOD AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 06081C0306E, EFFECTIVE DATE OCTOBER 16, 2012. BASE FLOOD ELEVATION = 10.5' FEET (NAVD 88) AS DETERMINED BY CITY OF MENLO PARK FIS, REVISED APRIL 21, 1999.

BENCHMARK

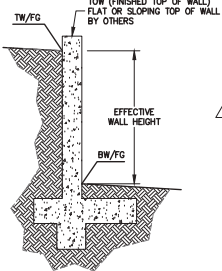
CITY OF MENLO PARK BM W150 BRASS DISC SET IN CONCRETE POST, STAMPED W150 575 ± SOUTHWEST OF THE INTERSECTION OF WILLOW ROAD AND HIGHWAY 84 - 90' ± WEST OF THE CENTERLINE OF WILLOW ROAD 19' ± NORTH OF THE NORTHERLY RAIL OF THE RAILROAD TRACKS ELEVATION = 9.67' (NAVD 88 DATUM)

NOTES

- ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS.
- UNDERGROUND UTILITY LOCATION IS BASED ON SURFACE EVIDENCE.
- BUILDING FOOTPRINTS ARE SHOWN TO FINISHED MATERIAL (STUCCO/SIDING) AT GROUND LEVEL.
- FINISH FLOOR ELEVATIONS ARE TAKEN AT DOOR THRESHOLD (EXTERIOR).

RETAINING WALL NOTES

- TW/FG REPRESENTS FINISHED EARTHEN GRADE OR PAVEMENT ELEVATION AT TOP OF WALL, NOT ACTUAL TOP OF WALL MATERIAL. BW/FG REPRESENTS FINISH EARTHEN GRADE OR PAVEMENT ELEVATION AT BOTTOM OF WALL NOT INCLUDING FILL FOUNDATION. GRADES INDICATED ON THESE PLANS REFER TO THE FINISHED GRADES ADJACENT TO THE RETAINING WALL, NOT INCLUDING FOOTING, FREEBOARD, ETC.
- DIMENSIONS SHOWN IN BRACKETS SHOWN AS [X.Y] DENOTE THE EFFECTIVE WALL HEIGHT ONLY. THE ACTUAL WALL HEIGHT AND DEPTH MAY DIFFER DUE TO CONSTRUCTION REQUIREMENTS.
- REFER TO SPECIFIC WALL CONSTRUCTION DETAIL FOR STRUCTURAL ELEMENTS, FREEBOARD, AND EMBEDEDMENT.
- REFER TO ARCHITECTURAL, LANDSCAPE ARCHITECTURE, AND/OR STRUCTURAL PLANS FOR DETAILS, WALL ELEVATIONS, SUBDRAINAGE, WATERPROOFING, FINISHES, COLORS, STEEL REINFORCING, MATERIALS, ETC. PROVIDE CLIPS OR OTHER MEANS OF SECURING FINISH MATERIALS AS NECESSARY (MET SET INTO THE WALL).
- ALL RETAINING WALLS SHOULD HAVE A BACK-OF-WALL SUB-SURFACE DRAINAGE SYSTEM INCLUDING WEEPHOLES TO PREVENT HYDROSTATIC PRESSURE.
- SEE DETAIL SHEET FOR SPECIFIC INFORMATION.
- PROVIDE GUARDRAIL (WHERE APPLICABLE AND DESIGNED BY OTHERS) AS REQUIRED FOR GRADE SEPARATION OF 30 INCHES OR MORE MEASURED 5' HORIZONTALLY FROM FACE OF WALL, PER CBC.



ESTIMATED EARTHWORK QUANTITIES

CUBIC YARDS	WITHIN BUILDING FOOTPRINT	OUTSIDE BUILDING FOOTPRINT	TOTAL CUBIC YARDS
CUT	1900	25	1925
FILL	0	350	350
EXPORT			1575

NOTE:
GRADING QUANTITIES REPRESENT BANK THRUAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR GRAB SPACE DEPTH TO ESTABLISH PAD LEVEL.



SHEET INDEX

NO.	TITLE SHEET
C-1.0	TITLE SHEET
C-2.0	DEMOLITION PLAN
C-3.0	GRADING AND DRAINAGE PLAN
C-3.1	LEVEL 4 PLAN
C-4.0	UTILITY PLAN
C-4.1	LEVEL 4 PLAN
C-4.2	STORM DRAIN EXTENSION PLAN/PROFILE
HYD-1	IMPERVIOUS AREA EXHIBIT
HYD-2	PRELIMINARY STORMWATER CONTROL PLAN
HYD-3	PRELIMINARY STORMWATER CONTROL DETAILS
ER-1	EROSION CONTROL PLAN
ER-2	EROSION CONTROL DETAILS
SW-1	BEST MANAGEMENT PRACTICES



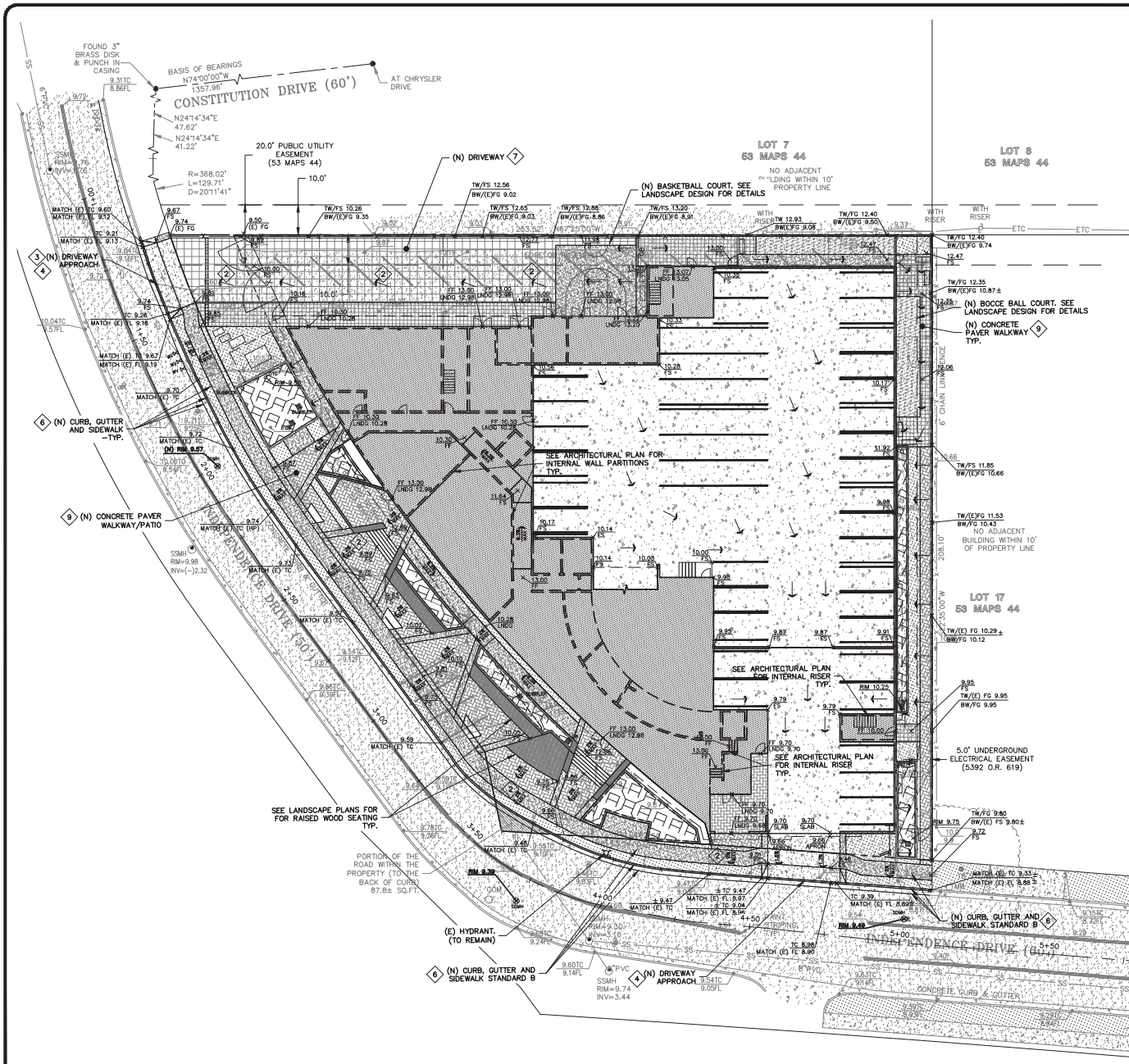
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
3945 INDUSTRIAL BLVD. SUITE 300
ROSELAND, CA 94668
HAYWARD, CALIFORNIA 94545
(916) 797-7383
(916) 797-7383
WWW.LEABRAZE.COM

SPC MENLO, LLC
111 INDEPENDENCE DRIVE
MENLO PARK, CALIFORNIA
APN: 055-236-120
SAN MATEO COUNTY

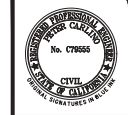
TITLE SHEET

PLAN CHECK	DATE	BY
1	05-29-18	RB
2		
3		
4		
5		
6		
7		
8		
9		
10		

JOB NO: 2180499
DATE: 05-29-18
SCALE: AS NOTED
DESIGN BY: RB
DRAWN BY: WA
SHEET NO:
C-1.0
01 OF 14 SHEETS



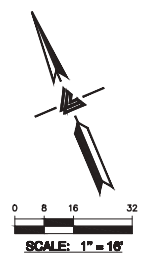
- FLATWORK KEYNOTES**
- 1 FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MAJ SILL AT ALL TIMES PER CBC 2304.12.1.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.
 - 2 PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
 - 3 (N) DRIVEWAY APPROACH PER CITY OF MENLO PARK STANDARD DETAIL CG-13.
 - 4 (N) DRIVEWAY APPROACH PER CITY OF MENLO PARK STANDARD DETAIL CG-14.
 - 5 GRIND AC TO TIE (N) AC INTO (E) AC PAVING PER CITY OF MENLO PARK STANDARD DETAIL 1/CG-2 AND CG-1.
 - 6 (N) CURB, GUTTER AND SIDEWALK PER CITY OF MENLO PARK STANDARD DETAIL 1/CG-2 AND CG-1.
 - 7 INSTALL (N) CONCRETE PAVEMENT DRIVEWAY.
 - 8 (N) CONCRETE PATIOS/WALKWAYS.
 - 9 (N) CONCRETE PAVEMENT PATIOS/WALKWAYS.



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 5055 INDEPENDENCE DRIVE SUITE 300
 MENLO PARK, CALIFORNIA 94041
 (650) 887-7383
 WWW.LEABRAZE.COM

SPC MENLO, LLC
 1111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 SAN MATEO COUNTY
 APR. 055-236-120

1ST FLOOR - GRADING & DRAINAGE PLAN



NOTE:
 FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

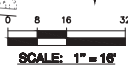
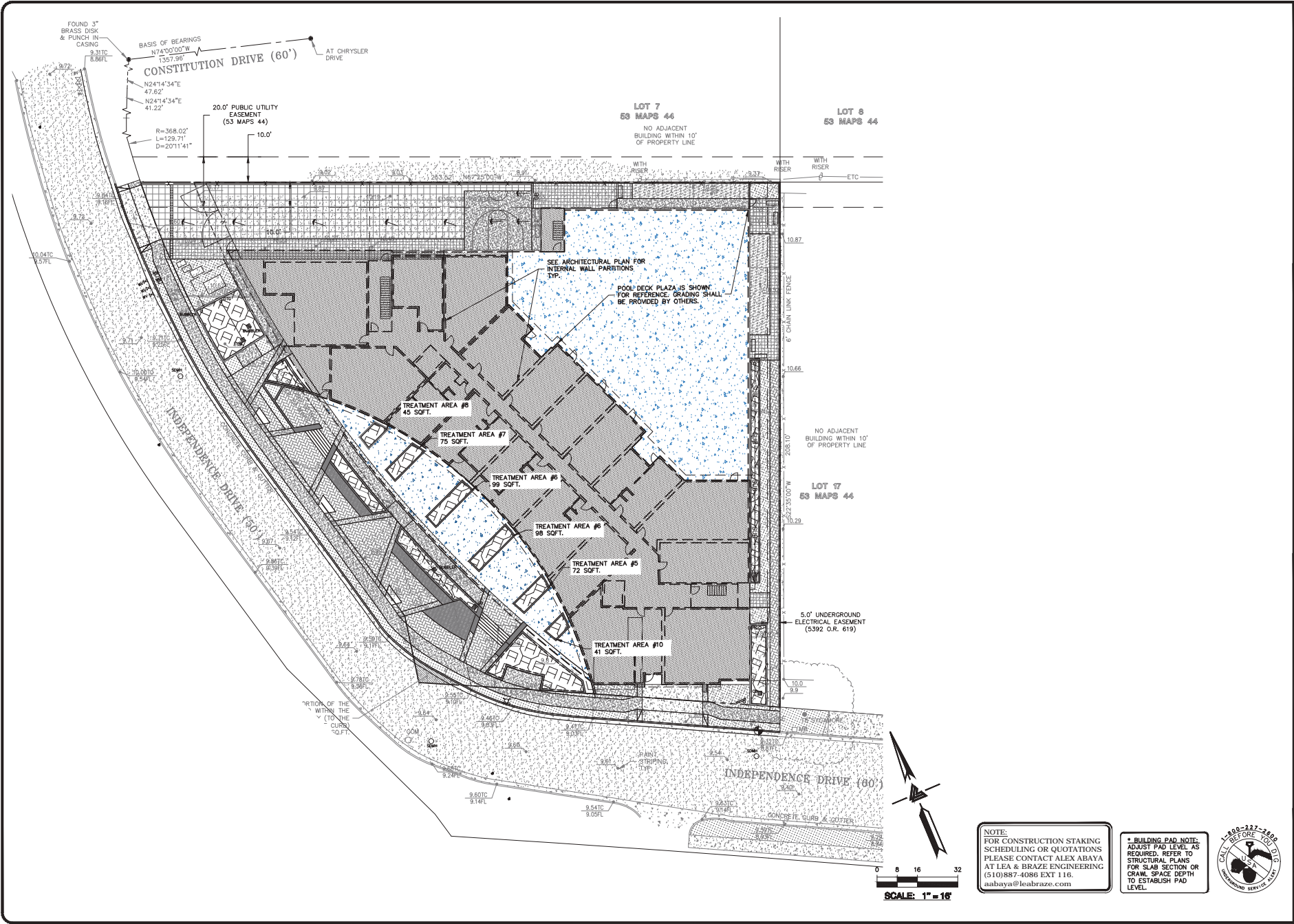
BUILDING PAD NOTE:
 ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.



PLAN CHECK 1	RB
05-29-18	
REVISIONS	BY
JOB NO:	2180499
DATE:	05-29-18
SCALE:	AS NOTED
DESIGN BY:	RB
DRAWN BY:	WA
SHEET NO:	

C-3.0
 03 OF 14 SHEETS

PRELIMINARY
 PRELIMINARY - NOT FOR CONSTRUCTION



NOTE:
 FOR CONSTRUCTION STAKING
 SCHEDULING OR QUOTATIONS
 PLEASE CONTACT ALEX ABAYA
 AT LEA & BRAZE ENGINEERING
 (510)887-4086 EXT 116.
 aabaya@leabraze.com

*** BUILDING PAD NOTE:**
 ADJUST PAD LEVEL AS
 REQUIRED. REFER TO
 STRUCTURAL PLANS
 FOR SLAB SECTION OR
 CRAWL SPACE DEPTH
 TO ESTABLISH PAD
 LEVEL.



PLAN CHECK	DATE	BY
1	05-29-18	RB

REVISIONS BY

NO.	DATE	BY

JOB NO: 2180499
 DATE: 05-29-18
 SCALE: AS NOTED
 DESIGN BY: RB
 DRAWN BY: WA
 SHEET NO:

C-3.1
 04 OF 14 SHEETS

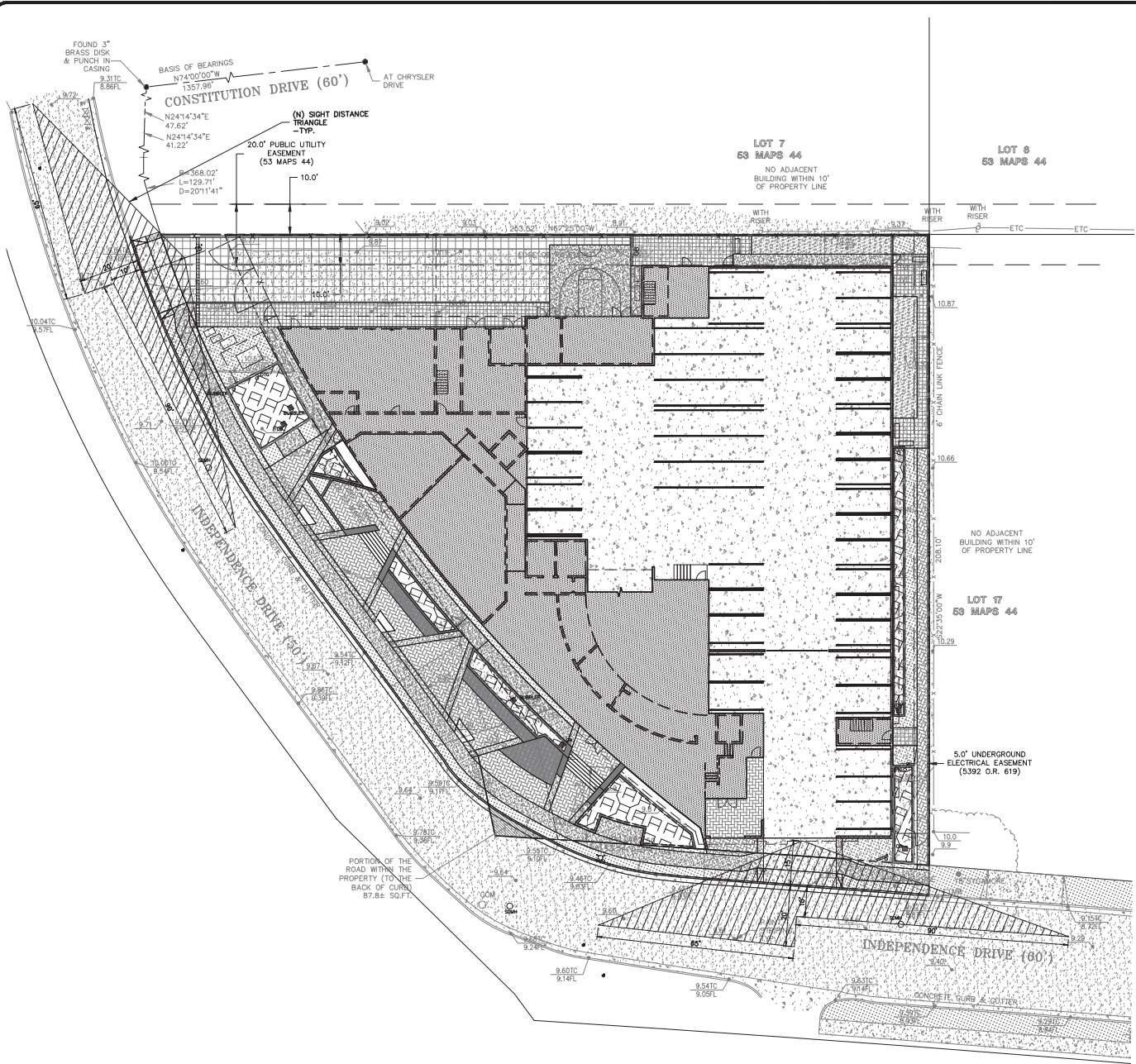


LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 3000 DOWDLE BLVD. SUITE 300
 ROSVILLE, CA 95061
 (916) 797-7363
 WWW.LEABRAZE.COM

SPC MENLO, LLC
 111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 SAN MATEO COUNTY
 APR. 05-238-120

**4TH FLOOR -
 GRADING &
 DRAINAGE PLAN**

PRELIMINARY - NOT FOR CONSTRUCTION



SPEED (MPH)	STOPPING DISTANCE (FT)	Y (FT)	Z (FT)
25	150	90	65
30	200	120	85
35	250	150	110
40	300	180	130



0 8 16 32
 SCALE: 1" = 16'

NOTE:
 FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabrazee.com

*** BUILDING PAD NOTE:**
 ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.



PRELIMINARY

PRELIMINARY - NOT FOR CONSTRUCTION



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 5000 UNIVERSITY BLVD., SUITE 300
 ROSVILLE, CA 95051
 (916) 797-7353
 WWW.LEABRAZE.COM

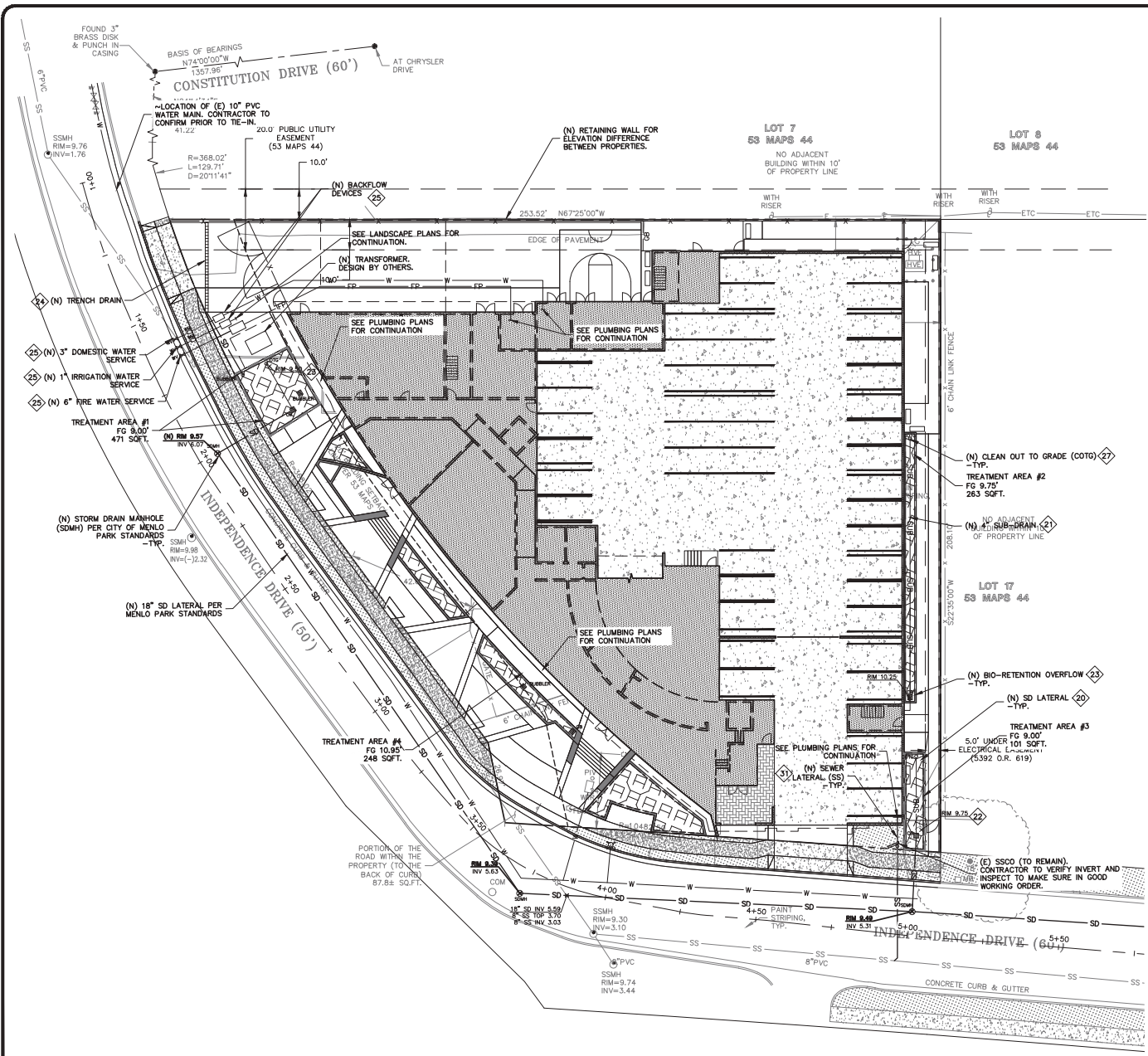
SPC MENLO, LLC
 1111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 SAN MATEO COUNTY
 APR. 055-238-120

DRIVEWAY SAFETY TRIANGLE

PLAN CHECK 11	RB
05-29-18	
REVISIONS	BY
JOB NO:	2180499
DATE:	05-29-18
SCALE:	AS NOTED
DESIGN BY:	RB
DRAWN BY:	WA
SHEET NO.:	

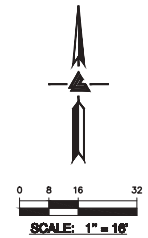
C-3.2

05 OF 14 SHEETS



- STORM DRAIN KEYNOTES 20 TO 28**
- 20 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 8" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1/8" MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEAN OUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.
 - 21 INSTALL (N) SUBDRAIN. USE PERFORATED 4" PVC (SDR-35) WITH HOLES DOWN AND SLOPED AT 1/8" MINIMUM SURROUND WITH 3/4" DRAIN ROCK WRAPPED IN FILTER FABRIC (MFR114N). MIRADRAN OR OTHER LEA & BRAZE PREAPPROVED DRAINAGE SYSTEM MAY ALSO BE USED. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION AND AT 100' MAXIMUM INTERVALS. SUBDRAIN SHALL REMAIN A DEDICATED SEPARATE SYSTEM UNTIL IT CONNECTS TO STORM DRAIN SYSTEM OR OUTFALL AS SHOWN.
 - 22 INSTALL (N) 4" DIAMETER BRASS ATRIUM GRATE IN LANDSCAPE OR PLANTER AREAS (NDS PART 788 OR 908 FOR 6" DIAMETER BRASS ATRIUM GRATE). DO NOT USE PLASTIC GRATES.
 - 23 INSTALL (N) CHRISTY V-24" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.
 - 24 TRENCH DRAINS SHALL BE 6" NDS "DURA-SLOPE" PRESLOPED TRENCH DRAINS W/ TRAFFIC RATED GRATE OR APPROVED EQUAL. CONNECT TO NEAREST STORM DRAIN LINE VIA 4" PVC TYP. LINE.
 - 25 (N) WATER SERVICE PER MENLO PARK MUNICIPAL WATER DISTRICT STANDARDS.
 - 26 (N) RAINWATER BUBBLER (RWG).
 - 27 (N) CLEANOUT TO GRADE (COTG).
 - 28 (N) BUBBLER.

- UTILITIES KEYNOTES 31 TO 33**
- 31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER WEST BAY SEWER DISTRICT STANDARDS.
 - 32 CONNECT (N) WATER SERVICE PER MENLO PARK MUNICIPAL WATER DISTRICT STANDARDS. UPGRADE (E) WATER METER PER WATER DISTRICT STANDARDS AS APPLICABLE. INSTALL (N) 2" MINIMUM SERVICE LINE TO (N) BUILDING OR AS DIRECTED BY FIRE SPRINKLER DESIGNER.
 - 33 INSTALL (N) JOINT TRENCH FOR SERVICES INCLUDING GAS, CATV & ELECTRIC FROM NEAREST POINT OF CONNECTION. DESIGN BY OTHERS.
- DEMOLITION KEYNOTES 41 TO 43**
- 41 DEMOLISH (E) IMPROVEMENTS AS NECESSARY TO ACCOMMODATE (N) CONSTRUCTION. NO DEMOLITION SHALL COMMENCE WITHOUT REQUIRED DEMOLITION PERMITS.
 - 42 REMOVE (E) TREE. CONTRACTOR SHALL OBTAIN THE PROPER TREE REMOVAL PERMITS AS REQUIRED.
 - 43 PROVIDE TREE PROTECTION AROUND TREES TO REMAIN. SEE DETAIL 6 ON SHEET ER-2.



NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

BUILDING PAD NOTE:
ADJUST FAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 3000 DODD RD. SUITE 300
 ROSVILLE, CA 95061
 HAWAII, CALIFORNIA 94545
 (916)797-7363
 (7) (510) 887-3019
 WWW.LEABRAZE.COM

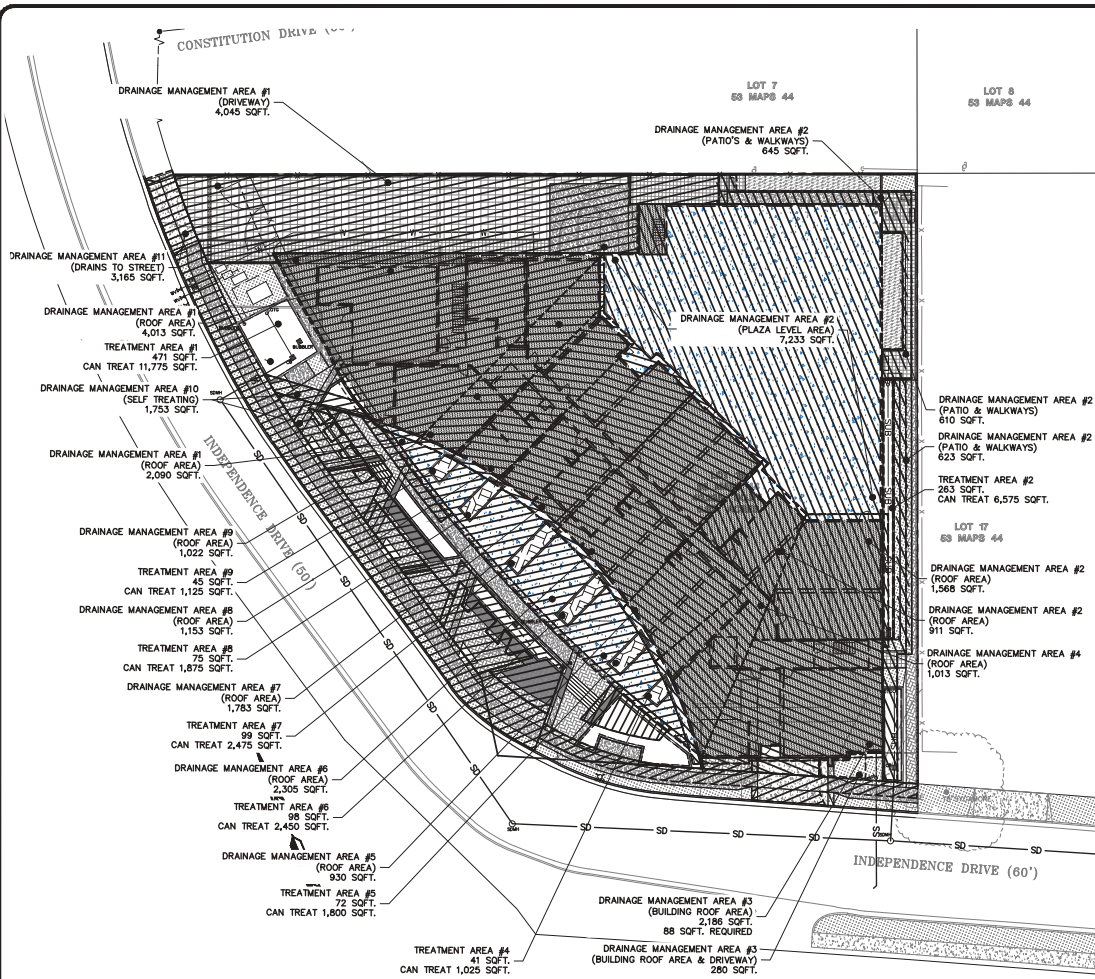
SFC MENLO, LLC
 1111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 SAN MATEO COUNTY
 APR. 055-236-120

1ST FLOOR - UTILITY PLAN

PLAN CHECK 1	RB
05-29-18	
REVISIONS	BY
JOB NO: 2180499	
DATE: 05-29-18	
SCALE: AS NOTED	
DESIGN BY: RB	
DRAWN BY: WA	
SHEET NO:	

C-4.0
06 OF 14 SHEETS

PRELIMINARY
PRELIMINARY - NOT FOR CONSTRUCTION



TABLES AND CALCULATIONS:

**TABLE 1:
ON-SITE PERVIOUS AND IMPVIOUS SURFACE COMPARISON**

	EXISTING CONDITIONS (SQ. FT)	%	PROPOSED CONDITIONS (SQ. FT)	%	DIFFERENCE (SQ. FT)	%
SITE (ACRES) = 0.92	40,235	100.0	40,235	100.0	0	0.0
BUILDING ROOF:	15,081	37.5	26,202	65.1	+11,121	+27.6
IMPERVIOUS DRIVEWAY:	0	0.0	4,239	10.5	+4,239	+10.5
SIDEWALKS, PATIOS, PATHS, ETC.:	2,623	6.5	3,730	9.2	+1,107	+2.7
IMPERVIOUS UN-COVERED PARKING:	13,792	34.3	0	0.0	-13,792	-34.3
PERVIOUS PAVERS:	0	0.0	0	0	0	0
GREEN ROOF:	0	0.0	0	0.0	0	0.0
LANDSCAPE:	8,739	21.7	6,064	15.1	-2,675	-6.6
TOTAL:	40,235	100.0	40,235	100.0	0	0.0
IMPERVIOUS SURFACES:	31,496	78.3	34,171	84.9	+2,675	+6.6
PERVIOUS SURFACES:	8,739	21.7	6,064	15.1	-2,675	-6.6
TOTAL:	40,235	100.0	40,235	100.0	0	0.0

**TABLE 2:
TREATMENT AREA SIZING SUMMARY**

DRAINAGE ZONE DESIGNATION	IMPERVIOUS AREA (SQ. FT)	TREATMENT AREA REQUIRED (4% OF IMPVIOUS AREA) (SQ. FT)	TREATMENT AREA PROVIDED (SQ. FT)	EXCESS TREATMENT AREA (SQ. FT)
1	10,148	406	471	65
2	10,953	438	440	02
3	2,294	92	280	188
4	1,013	41	41	0
5	930	38	72	34
6	2,305	93	98	05
7	1,783	72	99	27
8	1,153	46	75	29
9	1,022	41	45	04
SUB TOTAL	31,601	1,267	1,621	356
10	17,513	SELF RETAINING IN PERVIOUS PAVEMENT BASE*		
11	3,165	DRAINS TO STREET		
TOTAL	52,279			



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 5000 S. GARDEN AVENUE, SUITE 300
 ROSHARON, CALIFORNIA 94568
 HAYWARD, CALIFORNIA 94545
 (7) (510) 887-7383
 (7) (510) 887-7383
 WWW.LEABRAZE.COM

SPC MENLO, LLC
 1111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 SAN MATEO COUNTY
 APR. 055-238-120

**PRELIMINARY
 STORMWATER CONTROL
 PLAN**

PLAN CHECK: 11-05-29-18	RB
REVISIONS	BY
JOB NO: 2180499	
DATE: 05-29-18	
SCALE: AS NOTED	
DESIGN BY: RB	
DRAWN BY: WA	
SHEET NO:	



10 OF 14 SHEETS

PRELIMINARY - NOT FOR CONSTRUCTION

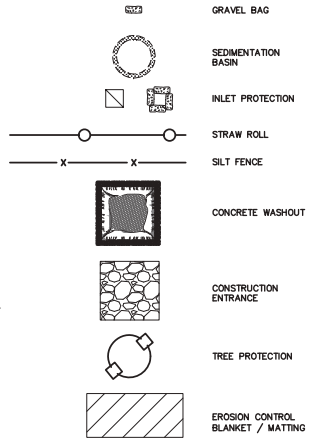
PURPOSE:

THE PURPOSE OF THIS PLAN IS TO STABILIZE THE SITE TO PREVENT EROSION OF GRADED AREAS AND TO PREVENT SEDIMENTATION FROM LEAVING THE CONSTRUCTION AREA AND AFFECTING NEIGHBORING SITES, NATURAL AREAS, PUBLIC FACILITIES OR ANY OTHER AREA THAT MIGHT BE AFFECTED BY SEDIMENTATION. ALL MEASURES SHOWN ON THIS PLAN SHOULD BE CONSIDERED THE MINIMUM REQUIREMENTS NECESSARY. SHOULD FIELD CONDITIONS DICTATE ADDITIONAL MEASURES, SUCH MEASURES SHALL BE PER CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL AND THE CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION. LEA & BRAZE ENGINEERING SHOULD BE NOTIFIED IMMEDIATELY SHOULD CONDITIONS CHANGE.

EROSION CONTROL NOTES:

- IT SHALL BE THE OWNER'S/CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO KEEP THE ENTIRE SITE IN COMPLIANCE WITH THIS EROSION CONTROL PLAN.
- THE INTENTION OF THIS PLAN IS FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY. ALL EROSION CONTROL MEASURES SHALL CONFORM TO CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL, THE CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION, AND THE LOCAL GOVERNING AGENCY FOR THIS PROJECT.
- OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO, DURING, AND AFTER STORM EVENTS. PERSON IN CHARGE OF MAINTAINING EROSION CONTROL MEASURES SHOULD WATCH LOCAL WEATHER REPORTS AND ACT APPROPRIATELY TO MAKE SURE ALL NECESSARY MEASURES ARE IN PLACE.
- SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM, INCLUDING EXISTING DRAINAGE SWALES AND WATERCOURSES.
- CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS CONCERNING POLLUTION SHALL BE MAINTAINED AT ALL TIMES.
- CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE AND LOCAL AGENCY REQUIREMENTS.
- ALL MATERIALS NECESSARY FOR THE APPROVED EROSION CONTROL MEASURES SHALL BE IN PLACE BY OCTOBER 15TH.
- EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON, OR FROM OCTOBER 15TH THROUGH APRIL 15TH, WHICHEVER IS LONGER.
- IN THE EVENT OF RAIN, ALL GRADING WORK IS TO CEASE IMMEDIATELY AND THE SITE IS TO BE SEALED IN ACCORDANCE WITH THE APPROVED EROSION CONTROL MEASURES AND APPROVED EROSION CONTROL PLAN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND REPAIRING EROSION CONTROL SYSTEMS AFTER EACH STORM.
- ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY LOCAL JURISDICTION'S ENGINEERING DEPARTMENT OR BUILDING OFFICIALS.
- MEASURES SHALL BE TAKEN TO COLLECT OR CLEAN ANY ACCUMULATION OR DEPOSIT OF DIRT, MUD, SAND, ROCKS, GRAVEL OR DEBRIS ON THE SURFACE OF ANY STREET, ALLEY OR PUBLIC PLACE OR IN ANY PUBLIC STORM DRAIN SYSTEMS. THE REMOVAL OF AFORESAID SHALL BE DONE BY STREET SWEEPING OR HAND SWEEPING. WATER SHALL NOT BE USED TO WASH SEDIMENTS INTO PUBLIC OR PRIVATE DRAINAGE FACILITIES.
- EROSION CONTROL MEASURES SHALL BE ON-SITE FROM SEPTEMBER 15TH THRU APRIL 15TH.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON OR FROM OCTOBER 1ST THROUGH APRIL 30TH, WHICHEVER IS GREATER.
- PLANS SHALL BE DESIGNED TO MEET C3 REQUIREMENTS OF THE MUNICIPAL STORMWATER REGIONAL PERMIT ("MRP") NPDES PERMIT CAS 612008.
- THE CONTRACTOR TO NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM) BEST MANAGEMENT PRACTICES (BMP) FOR SEDIMENTATION PREVENTION AND EROSION CONTROL TO PREVENT DELETERIOUS MATERIALS OR POLLUTANTS FROM ENTERING THE TOWN OR COUNTY STORM DRAIN SYSTEMS.
- THE CONTRACTOR MUST INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO THE INCEPTION OF ANY WORK ON-SITE AND MAINTAIN THE MEASURES UNTIL THE COMPLETION OF ALL LANDSCAPING.
- THE CONTRACTOR SHALL MAINTAIN ADJACENT STREETS IN A NEAT, CLEAN DUST FREE AND SANITARY CONDITION AT ALL TIMES AND TO THE SATISFACTION OF THE TOWN INSPECTOR. THE ADJACENT STREET SHALL AT ALL TIMES BE KEPT CLEAN OF DEBRIS, WITH DUST AND OTHER NUISANCE BEING CONTROLLED AT ALL TIMES. THE CONTRACTOR BE RESPONSIBLE FOR ANY CLEAN UP ON ADJACENT STREETS AFFECTED BY THE BY THEIR CONSTRUCTION. METHOD OF STREET CLEANING SHALL BE BY DRY SWEEPING OF ALL PAVED AREAS. NO STOCKPILING OF BUILDING MATERIALS WITHIN THE TOWN RIGHT-OF-WAY.
- SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONTRACTOR SHALL INSTALL A STABILIZED CONSTRUCTION ENTRANCE PRIOR TO THE INSPECTION OF ANY WORK ON-SITE AND MAINTAIN IT FOR THE DURATION OF THE CONSTRUCTION PROCESS SO AS TO NOT INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT-OF-WAY UNTIL THE COMPLETION OF ALL LANDSCAPING.
- THE CONTRACTOR SHALL PROTECT DOWN SLOPE DRAINAGE COURSES, STREAMS AND STORM DRAINS WITH ROCK FILLED SAND BAGS, TEMPORARY SWALES, SILT FENCES, AND EARTH PERMS IN CONJUNCTION OF ALL LANDSCAPING.
- STOCKPILED MATERIALS SHALL BE COVERED WITH MUSQUEEN OR A TARP/AUNIL UNTIL THE MATERIAL IS REMOVED FROM THE SITE. ANY REMAINING BARE SOIL THAT EXISTS AFTER THE STOCKPILE HAS BEEN REMOVED SHALL BE COVERED UNTIL A NATURAL GROUND COVER IS ESTABLISHED OR SEEDED OR PLANTED TO PROVIDE GROUND COVER PRIOR TO THE FALL RAINY SEASON.
- EXCESS OR WASTE CONCRETE MUST NOT BE WASHED INTO THE PUBLIC RIGHT-OF-WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
- TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION AND DISPERSAL BY WIND. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MUST NOT BE WASHED INTO THE DRAINAGE SYSTEM.
- DUST CONTROL SHALL BE DONE BY WATERING AND AS OFTEN AS REQUIRED BY THE TOWN INSPECTOR.
- SILT FENCE(S) AND/OR FIBER ROLL(S) SHALL BE INSTALLED PRIOR TO SEPTEMBER 15TH AND SHALL REMAIN IN PLACE UNTIL THE LANDSCAPING GROUND COVER IS INSTALLED. CONTRACTOR SHALL CONTINUOUSLY MONITOR THESE MEASURES, FOLLOWING AND DURING ALL RAIN EVENTS TO PUBLIC OWNED FACILITIES.

EROSION CONTROL LEGEND



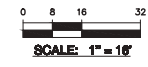
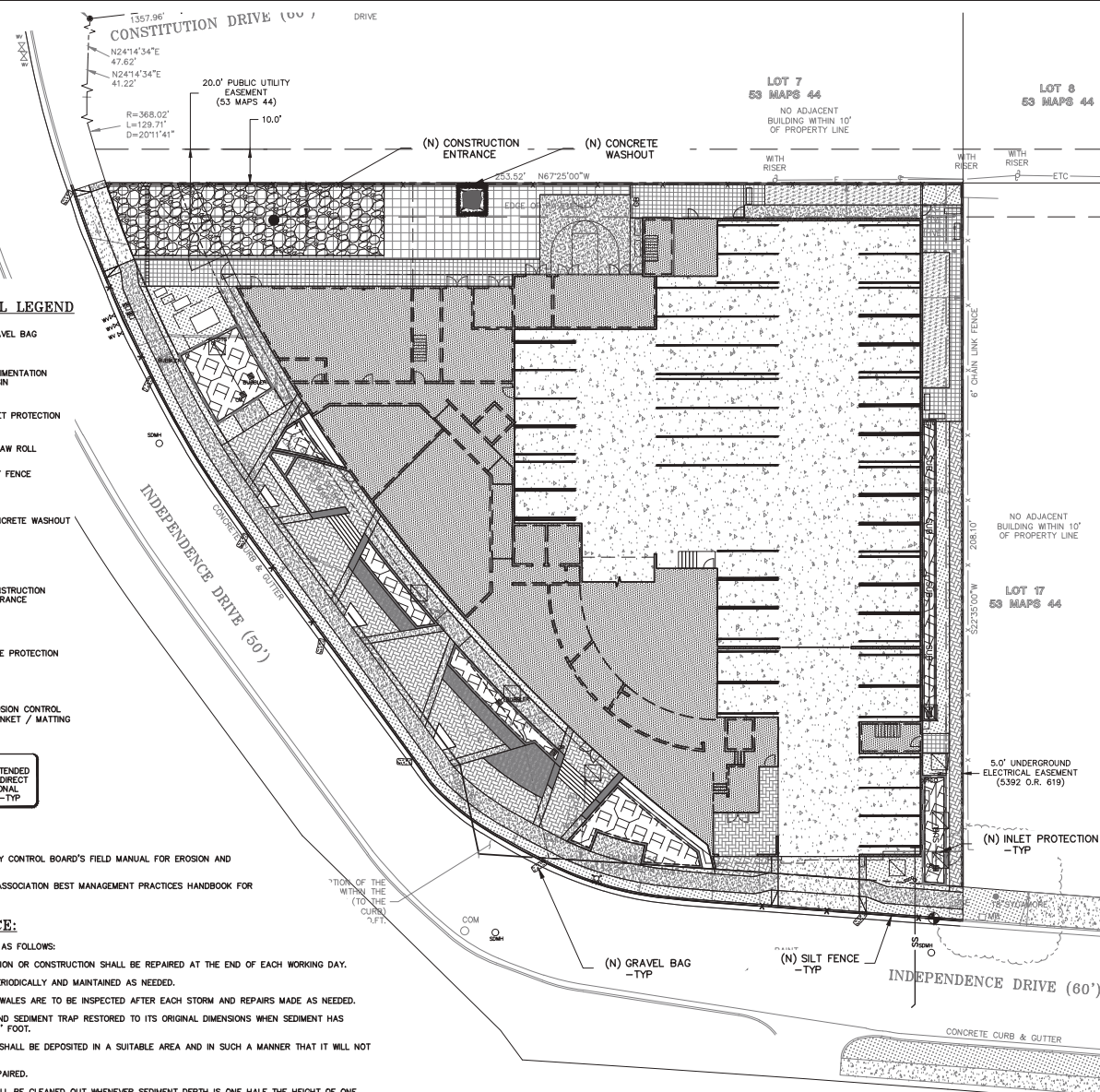
NOTE:
SEAL ALL OTHER INLETS NOT INTENDED TO ACCEPT STORM WATER AND DIRECT FLOWS TEMPORARILY TO FUNCTIONAL SEDIMENTATION BASIN INLETS. -TYP

REFERENCES:

- CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL
- CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION

PERIODIC MAINTENANCE:

- MAINTENANCE IS TO BE PERFORMED AS FOLLOWS:
 - DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION SHALL BE REPAIRED AT THE END OF EACH WORKING DAY.
 - SWALES SHALL BE INSPECTED PERIODICALLY AND MAINTAINED AS NEEDED.
 - SEDIMENT TRAPS, BERMS, AND SWALES ARE TO BE INSPECTED AFTER EACH STORM AND REPAIRS MADE AS NEEDED.
 - SEDIMENT SHALL BE REMOVED AND SEDIMENT TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1 FOOT.
 - SEDIMENT REMOVED FROM TRAP SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
 - RILLS AND GULLIES MUST BE REPAIRED.
- GRAVEL BAG INLET PROTECTION SHALL BE CLEANED OUT WHENEVER SEDIMENT DEPTH IS ONE HALF THE HEIGHT OF ONE GRAVEL BAG.
- STRAW ROLLS SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT REACHED HALF THE HEIGHT OF THE ROLL.
- SILT FENCE SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT REACHES ONE FOOT IN HEIGHT.
- CONSTRUCTION ENTRANCE SHALL BE REGRAVELED AS NECESSARY FOLLOWING SILT/SOIL BLIND.
- ANY OTHER EROSION CONTROL MEASURES SHOULD BE CHECKED AT REGULAR INTERVALS TO ASSURE PROPER FUNCTION



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 3000 JEFFERSON WAY, SUITE 300
 ROSVILLE, CA 95061
 (916) 797-7363
 WWW.LEABRAZE.COM

SPC MENLO, LLC
 111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 APR. 05-238-120
 SAN MATEO COUNTY

EROSION CONTROL PLAN

PLAN CHECK 1	RB
05-29-18	-
REVISIONS	BY
JOB NO: 2180495	
DATE: 05-29-18	
SCALE: AS NOTED	
DESIGN BY: RB	
DRAWN BY: WA	
SHEET NO:	



12 OF 14 SHEETS

PRELIMINARY - NOT FOR CONSTRUCTION

Construction Best Management Practices (BMPs)

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

Materials & Waste Management



Non-Hazardous Materials

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

Hazardous Materials

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

Waste Management

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

Construction Entrances and Perimeter

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

Equipment Management & Spill Control



Maintenance and Parking

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

Spill Prevention and Control

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

Earthmoving



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

Contaminated Soils

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

Paving/Asphalt Work



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

Sawcutting & Asphalt/Concrete Removal

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

Concrete, Grout & Mortar Application



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

Landscaping



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

Painting & Paint Removal



Painting Cleanup and Removal

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

Dewatering



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

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



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 3000 WILSON BLVD., SUITE 300
 ROSVILLE, CA 95061
 HAWAII, CALIFORNIA 94545
 (916) 797-7363
 (916) 897-2019
 WWW.LEABRAZE.COM

SPC MENLO, LLC
 111 INDEPENDENCE DRIVE
 MENLO PARK, CALIFORNIA
 APR. 055-236-120
 SAN MATEO COUNTY

BEST MANAGEMENT PRACTICES

PLAN CHECK 11	RB
05-29-18	
REVISIONS	BY
JOB NO: 2180495	
DATE: 05-29-18	
SCALE: NO SCALE	
DESIGN BY: RB	
DRAWN BY: WA	
SHEET NO:	

SW-1
 14 OF 14 SHEETS

**Below Market Rate (BMR) Proposal
111 Independence Drive
City of Menlo Park**

May 29, 2019

Planning Commission
Housing Commission
Community Development Department
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

SP Menlo LLC is pleased to provide this Below Market Rate (BMR) Proposal for the new apartment building proposed at 111 Independence Drive in Menlo Park. We are excited to play a role in addressing the ongoing housing crises and improve the jobs:housing balance through a housing-only project that replaces existing commercial stock, while not introducing any new office space despite such use being permitted in the Residential Mixed Use (RMU) district.

This proposal is based upon careful consideration given to the feedback provided at the June 2018 Planning Commission Study Session, and from insights gathered from the Housing Commission, Housing/Community Development Staff and Community Members over the last year.

Number of BMR Units

SP Menlo proposes fourteen (14) Below Market Rate (BMR) units, which equals 15.22% of 92 dwelling units, which is the total amount of units allowed by zoning prior to the application of Section 4.1.3 of the BMR Guidelines.

Section 4.1.3 of the BMR Guidelines provides that, "for each BMR unit provided, a developer shall be permitted to build one additional market rate (bonus) unit. However, in no event shall the total number of units in a development be more than fifteen percent (15%) over the number otherwise allowed by zoning."

The table on the following page summarizes the calculations for the number of BMR and total units.

Number of units allowed by zoning before application of Section 4.1.3*:	92
Number of above units which are proposed as BMR (15.22%):	14
Number of additional market rate units allowed by Section 4.1.3**:	13
Number of additional market rate units proposed via Section 4.1.3:	13
Total number of units allowed (92+13):	105
Total number of units proposed:	105

(*) Lot size is .92 acres (100 du/acre zoning).

(**) 14 units would be allowed according to the first part of Section 4.1.3 of the BMR Guidelines (the 1:1 bonus). However, that number would exceed the limitation contained in the second part of Section 4.1.3 of the BMR Guidelines (cannot be greater than 15%). Therefore, the next lowest number of 13 is fully compliant (14.1%).

BMR Unit Mix

SP Menlo proposes the following unit mix distribution for the 14 BMR units, which is consistent with the overall building unit mix distribution as illustrated in the table below:

- Studios: 4
- 1-Bedrooms: 9
- 2-Bedrooms: 1

	# of Units (Total)	% of Units (Total)	# of Units (BMR)	% of Units (BMR)
Studios*	29	27.6%	4	28.6%
1-Bedrooms*	67	63.8%	9	64.3%
2-Bedrooms**	9	8.6%	1	7.1%
Totals:	105	100%	14	100%

(*) All studios and 1-bedrooms have 1 bathroom. (**) All 2-bedrooms have 2 bathrooms.

BMR Unit Locations

SP Menlo is proposing that all BMR units be onsite within the new apartment building and reasonably distributed throughout the building, both horizontally and vertically. SP Menlo proposes that the following units be designated as BMR at the outset:

- Floor 2: B16
- Floor 3: A11 (West), A17, B6, and B11
- Floor 4: A2, B1 (Northwest), and B8
- Floor 5: C2 and B1 (Southeast)
- Floor 6: B10 and B5
- Floor 7: B2 and A5

Please see Exhibit A included herein for the above units in a plan view.

SP Menlo proposes a flexible “floating” unit location system to be part of the BMR Agreement, whereby after initial lease-up of the BMR units, market rate units can be converted to BMR units, and vice versa. This approach allows for future BMR tenants to remain in their units should they no longer qualify due to income increases. Without this system, such tenants would be forced to move to a different unit or out of the building.

BMR Income Levels

SP Menlo proposes that the equivalent number of BMR units be allocated to the “moderate” income level as the “low” income level as defined in the Menlo Park BMR Guidelines, meaning 50% moderate income and 50% low income, which equates to 7 in each income category.

By including moderate income or “Missing Middle” housing units, this proposal greatly assists the City of Menlo Park in meeting its moderate-income Regional Housing Needs Assessment (RHNA) goals, where the City has been severely underperforming over the last four years as illustrated in the table below.

Income Level	RHNA Allocation by Income Level	Permits Issued (2015 - 2018)	Percentage
Very Low	233	103	44.2%
Low	129	37	28.7%
Moderate	143	4	2.8%

Source: City of Menlo Park 2018 Housing Element Annual Progress Report (APR).

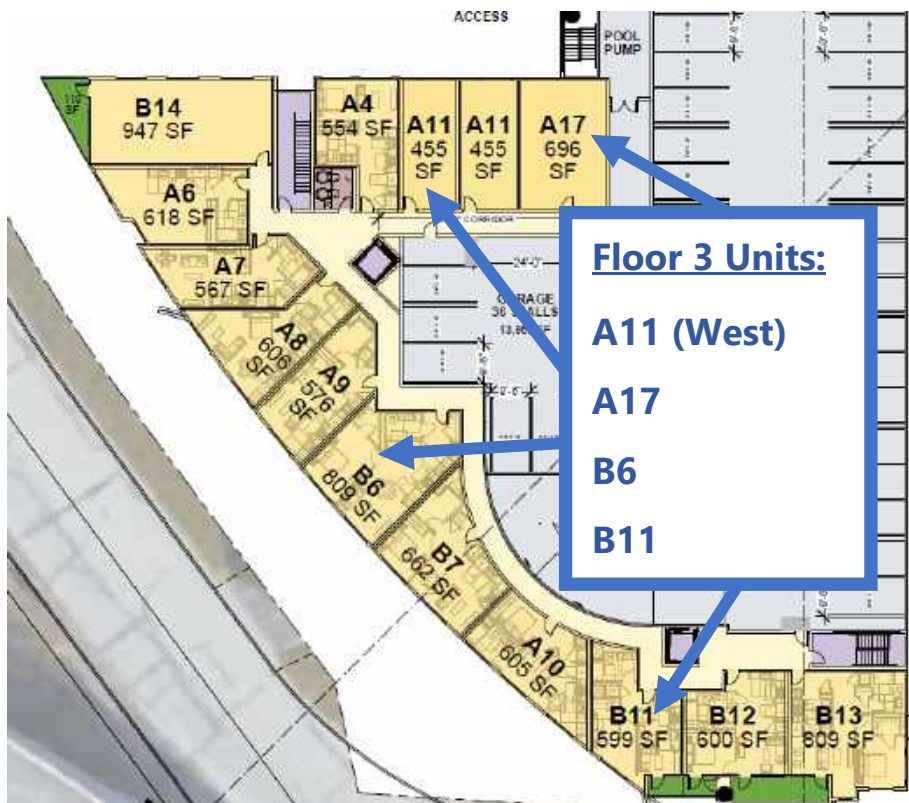
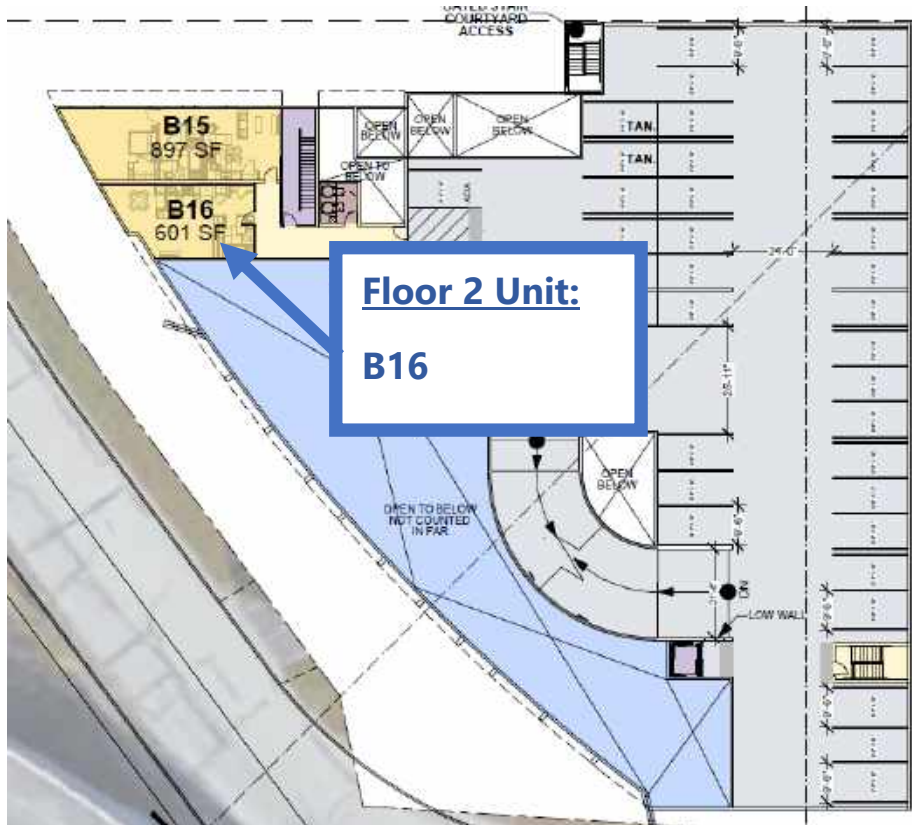
We sincerely hope that you share in our enthusiasm for this proposal and recognize our concerted efforts to put our best foot forward.

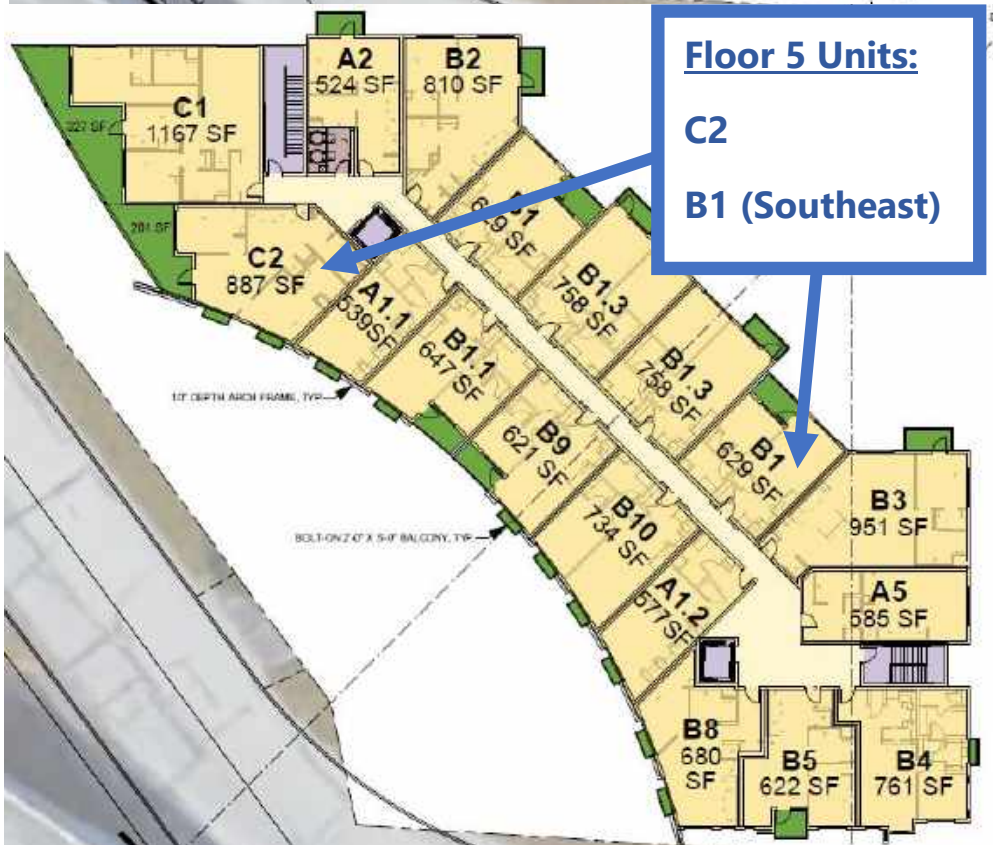
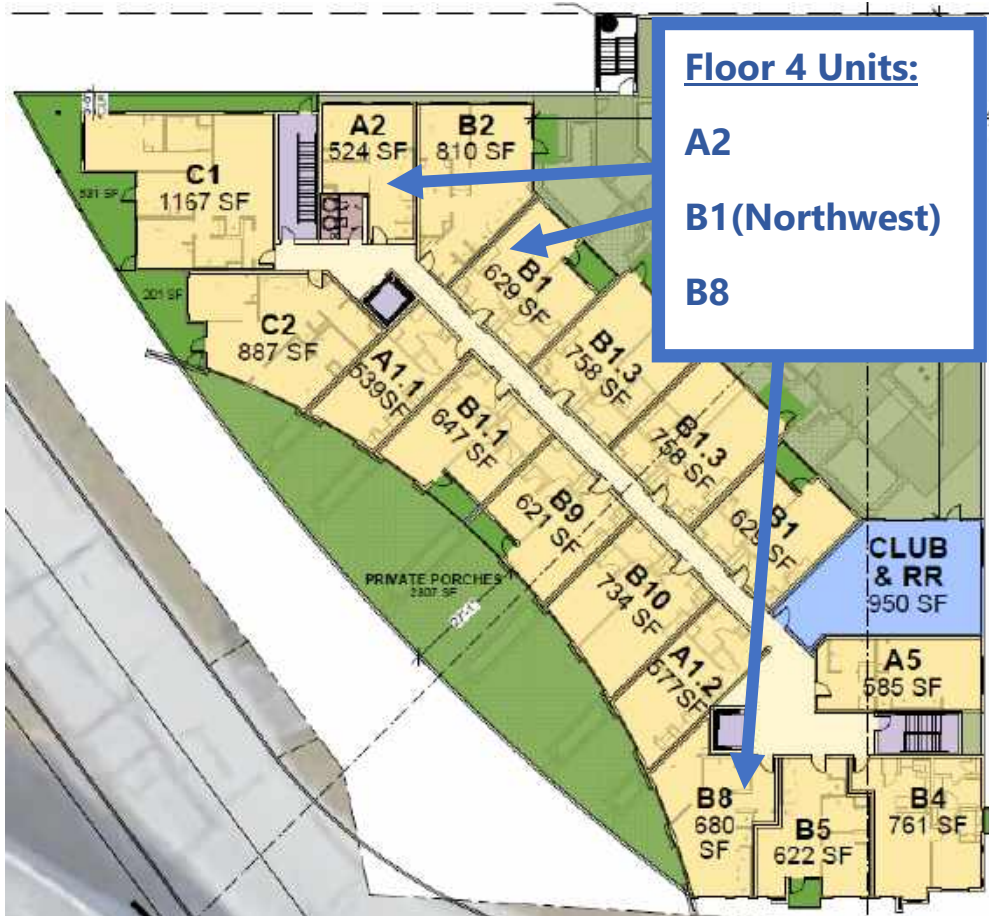
Sincerely,

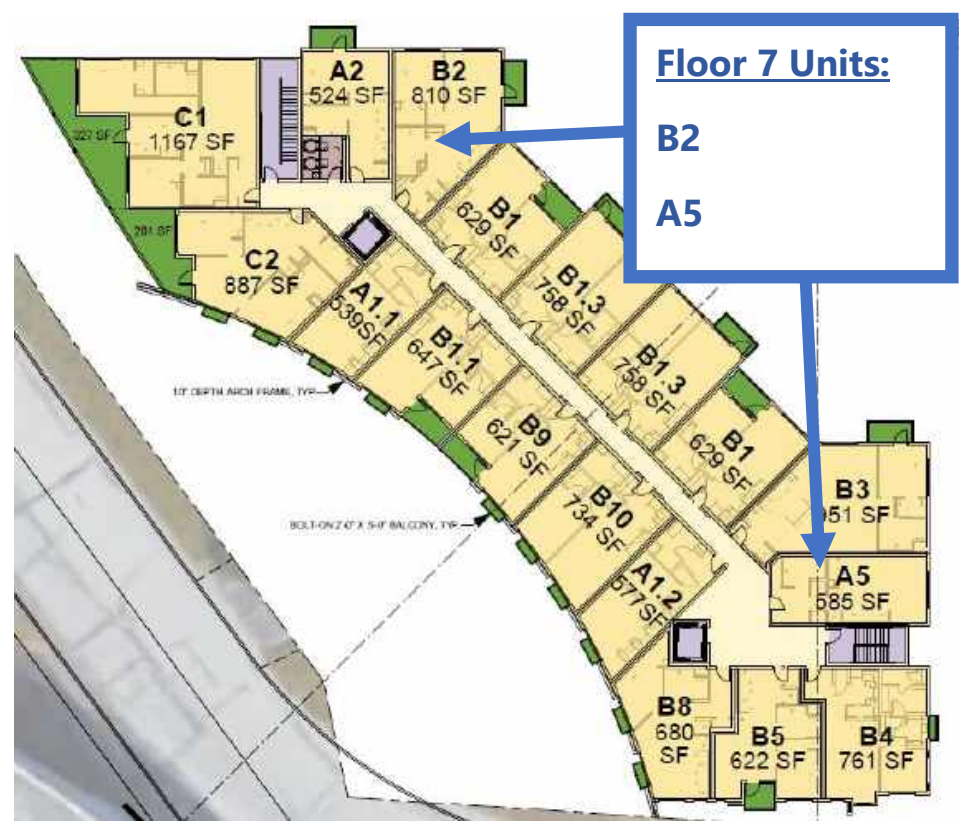
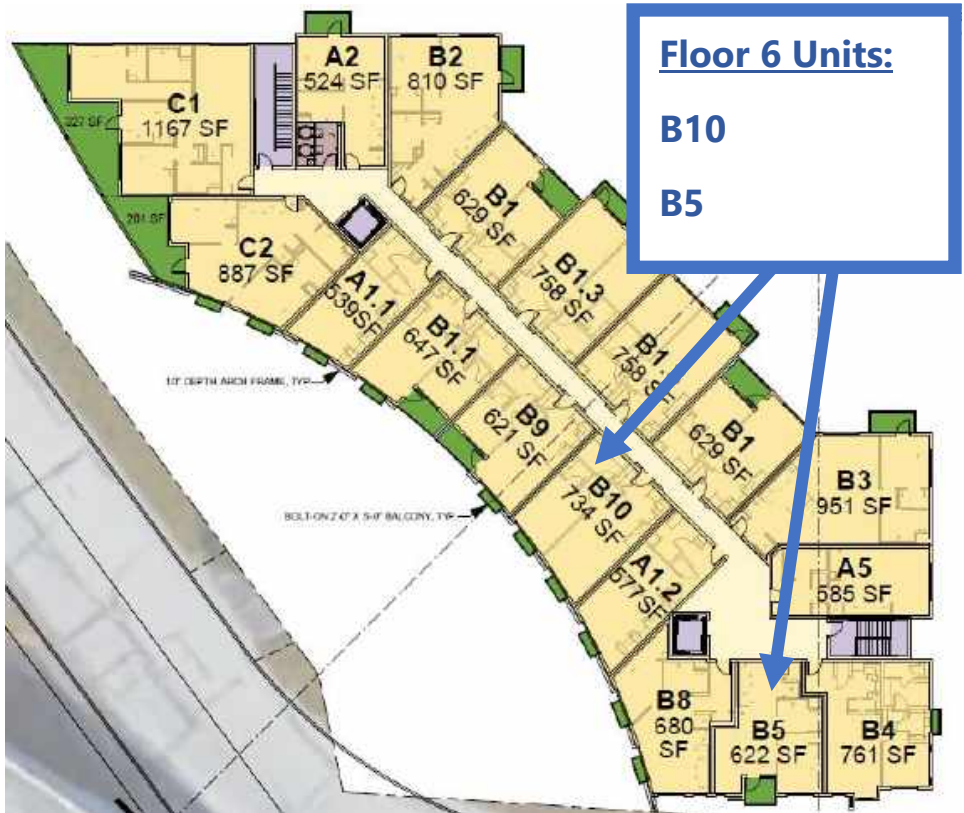
Sateez Kadivar
SP Menlo LLC
111 Independence Drive
Menlo Park, CA 94025

Attachment: Exhibit A – BMR Units in Plan View (beginning on following page)

Exhibit A – BMR Units in Plan View
111 Independence Drive BMR Proposal









STAFF REPORT

Planning Commission

Meeting Date:

6/24/2019

Staff Report Number:

19-048-PC

Study Session:

Consider and provide feedback on a proposed mixed-use project with approximately 320 multi-family dwelling units, 33,100 square feet of office, and 1,608 square feet of commercial space at 115 Independence Drive and 104 and 110 Constitution Drive

Recommendation

Staff recommends that the Planning Commission review and provide feedback on a proposed project, tentatively named Menlo Portal, to redevelop three parcels with approximately 320 multi-family dwelling units, approximately 33,100 square feet of office, and approximately 1,608 square feet of commercial space on a 3.20-acre site. The three project parcels (project site) are addressed 115 Independence Drive and 104 and 110 Constitution Drive in the R-MU-B (Residential Mixed Use-Bonus) zoning district. The project is anticipated to ultimately require the following actions:

1. **Environmental Review** to analyze potential environmental impacts of the project through an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA);
2. **Use Permit** for bonus-level development (which requires the provision of community amenities) and possibly to modify design standards;
3. **Architectural Control** to review the design of the proposed buildings and associated site improvements;
4. **Lot Line Adjustment** to reconfigure the existing parcels on the site;
5. **Lot Merger** to merge two lots to one; and
6. **Below Market Rate (BMR) Housing Agreement** to provide on-site BMR units in accordance with the City's BMR Ordinance for residential uses. Staff will be reviewing the BMR requirement for the commercial component but it is not anticipated to require BMR units or in-lieu fees since the project would result in a net decrease in commercial square footage.

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

- Publicly Accessible Open Space
- Neighborhood Commercial and Ancillary Space
- Office Use
- Architectural Design and Materials
- Setback and Building Modulations
- Floor Area Ratio
- Garage Screening

- Density
- Overall Approach

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

Policy Issues

Study sessions provide an opportunity for Planning Commissioners and the public to provide preliminary feedback on a project, with comments used to inform future review and consideration of the proposal. Study sessions also allow City staff to pose specific questions to the Planning Commission regarding staff’s interpretation and implementation of aspects of the Zoning Ordinance, General Plan, and related requirements.

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

Background

Site location

The project site consists of three contiguous R-MU-B (Residential Mixed Use) zoned parcels with a total area of approximately 3.20 acres, and currently contains three single-story buildings with a mix of office and industrial uses with a combined square footage of approximately 64,829 square feet. The existing buildings would be demolished as part of the redevelopment of the project site.

For purposes of this staff report, Bayfront Expressway (California State Route 84) is considered to have an east-west orientation, and all compass directions referenced will use this orientation. The project site is located south of Bayfront Expressway and east of Marsh Road. The project site is bounded by Independence Drive to the east and south and Constitution Drive to the north. The parcels to the north and south of the site are located in the M3(X) (Commercial Business Park) district and contain the Menlo Gateway project, which was entitled in 2010 and the second phase (Constitution Drive site) is currently under construction. The parcel to the east of the project site is zoned R-MU-B and currently contains an office building but is part of an active development proposal for a 105 unit, eight-story apartment building. Parcels immediately adjacent to the west of the project site are zoned R-MU-B and contain a mix of office, light industrial, and R&D uses. A location map is provided as Attachment A.

Analysis

Project description

The applicant is proposing to demolish the existing buildings and site improvements across the entire project site and construct a seven-story residential building and three-story office building with the project attributes listed in the table below. The proposal includes a request for an increase in height, density, and FAR under the bonus level development allowance subject to obtaining a use permit or conditional development permit and providing one or more community amenities. The applicant’s project description is included in Attachment B, and the project plans are included as Attachment C. Table 1 below provides a comparison between the existing and proposed development as it relates to the R-MU-B development regulations.

Table 1: Project Data			
	Existing	Proposed	Zoning Ordinance standards (maximums)
Residential dwelling units	0	320 units	320 units
Residential square footage	0	311,341 s.f.	314,021 s.f.
Residential floor area ratio	0	223.1%	225 %
Commercial square footage	64,829 s.f.	34,708 s.f.	34,891 s.f.
Commercial floor area ratio	46.5%	24.9 %	25 %
Total square footage	64,829 s.f.	346,049 s.f.	348,913 s.f.
Total floor area ratio	46.5%	248 %	250 %

The R-MU-B zoning district allows for mixture of land uses with the purpose to provide high density housing and encourage mixed use development. The commercial component of mixed use development projects is intended to provide a mixture of uses including neighborhood-serving retail and services that promote a live/work/play environment. Office is an allowed use in the R-MU district, but was not envisioned to be the primary non-residential component of a project. The proposed project includes an office building which would be approximately at the maximum nonresidential FAR (25 percent). The Planning Commission may wish to provide input on whether this building is acceptable as primarily an office considering that the R-MU-B district is intended for the nonresidential square footage to be a mix of uses that would serve the community.

The project site would merge two of the three parcels and maintain two legal parcels; however, the applicant is requesting that the proposed development be reviewed as if it is one parcel, which may be permitted through the use permit process. Therefore, the development regulations such as density, gross floor area (GFA), height (maximum and average height), parking and open space (publicly accessible and private) would be comprehensively evaluated across the entire project site rather than on a parcel-by-parcel basis.

Site layout

The proposed apartment building would be located on the existing 115 Independence and 110 Constitution Drive parcels, and would have frontages on both Independence and Constitution Drive. A central plaza, dog walk, and fire access lane would run north to south between the apartment building and the proposed residential development at 111 Independence Drive and the proposed commercial building at 104 Constitution Drive (which is part of the project site). A fire and service access lane would also run north to south along the eastern edge of the apartment building.

The apartment building would have seven stories containing approximately 320 dwelling units located above two levels of above-grade structured parking, lobbies, and ancillary spaces for tenants. To account for potential flooding and sea level rise (and comply with the City's Zoning Ordinance requirements), the main lobbies and resident ancillary spaces would be elevated approximately five feet above the existing grade of the street. Stairs and pedestrian ramps at the north and south of the building and along the central plaza are proposed to bring pedestrians from the sidewalk to the front doors of the lobbies on Constitution and Independence Drives. Driveways at the north and south of the building would provide access to the automated parking system within the building. Beginning at the second story, six levels of apartment units would wrap around the perimeter of the building surrounding a terrace with a pool and other private and communal open spaces for tenants located above the garage.

The proposed apartment building appears to comply with the minimum and maximum setbacks permitted at the street frontages. The majority of the street façade is located within the maximum 25 foot setback requirement, with the lobby entrances further set back which is allowed in the R-MU-B zoning district. The building would meet or exceed the minimum interior side setbacks of 10 feet.

To the west of the apartment building and across the central plaza, the commercial building would be located on the 104 Constitution Drive parcel. The three-story building would have frontages on Independence and Constitution Drives. The office space would be located above two levels of above-grade structured parking, lobbies, and commercial space intended to serve the neighborhood. Pedestrian access would be provided from the sidewalk on Independence Drive and a driveway on Construction Drive would provide access to the parking. The third floor would contain 33,100 square feet of office and a roof terrace would provide an outdoor ancillary space for the office tenants.

Floor Area Ratio (FAR) and Gross Floor Area (GFA)

In the R-MU-B zoning district, residential FAR at the bonus level has a maximum FAR of 90 percent at 30 dwelling units per acre and increases on an even gradient to 225 percent at 100 dwelling units per acre. The proposed project would include 320 dwelling units on a net lot area of 3.20 acres, yielding a density of 100 dwelling units per acre and a proposed FAR of approximately 223 percent (where 225 percent would be the maximum FAR). The proposed 320 units would be the maximum density permitted through the provisions of bonus level development (100 dwelling units per acre). Nonresidential FAR at the bonus level has a maximum FAR of 25% and the proposed office building would be 34,708 square feet (25 percent), the maximum permitted through the provisions of bonus level development.

The applicant has submitted preliminary gross floor area diagrams that identify the proposed total FAR. In general, the calculations appear to meet the requirements. One item of note is a cantilever on the office building that features columns greater than 12 inches in width. The definition of gross floor area indicates that covered porches and covered balconies provided that at least one end is open and unobstructed to the exterior except for columns or posts not more than twelve inches (12 inches) in width and walls or railings not more than forty-four inches (44 inches) in height do not count in FAR. Since the area under the cantilever and between the columns is not an accessible porch or balcony and only includes landscaping

staff believes that this area does not count in the total FAR; however, the Planning Commission may wish to provide direction on staff’s interpretation of the Zoning Ordinance. Staff believes that the other areas including the lobby entrances with columns greater than 12 inches would be included in the calculation of gross floor area and FAR. As the applicant further develops the plans, staff will be working with the applicant to ensure compliance.

Height

The applicant has submitted a preliminary analysis that documents compliance with the Zoning Ordinance height requirements. The proposed project heights are outlined in the table below. Staff is still reviewing the analysis but the propose heights appear to be in compliance with the requirements. The applicant’s average height analysis averages the height of each specific portion of all the buildings using the portion of the footprint to weight that element of the building accordingly. As stated previously, compliance with the height requirements of the Zoning Ordinance may be calculated across multiple parcels and buildings within a single project site.

Table 2: Building Height		
	Proposed	Zoning Ordinance standards
Residential Height (Maximum)**	83 feet, four inches	95 feet*
Office Height (Maximum)**	40 feet, one inch	95 feet*
Height (Average)**	61.5 feet	62.5 feet*

* The height limits include the 10 foot height increase allowed for properties within the FEMA flood zone.

** Maximum height and average height do not include roof-mounted equipment, utilities and, parapets used to screen mechanical equipment.

Lot line adjustment & lot merger

The site currently consists of three parcels addressed 115 Independence Drive, 110 Constitution Drive, and 104 Constitution Drive (which is a corner lot with frontages on Independence and Constitution Drive). The applicant is proposing a lot line adjustment and lot merger that would create two parcels on the site. The 115 Independence and 110 Constitution Drive parcels would be merged and the property line between 110 Constitution and 104 Constitution Drive would be shifted west. This lot line adjustment and lot merger would effectively locate the apartment building and office building on separate legal parcels.

Parking and circulation

Vehicular

The proposed project would include a total of 420 vehicular parking stalls distributed between the apartment and office building. The following table provides a more detailed overview of the proposed parking for the project:

Table 3: Parking Requirements		
	Proposed	Zoning Ordinance standards
Residential parking stalls	324	min. 320 and max. 480
Residential parking ratio (spaces/dwelling unit)	1.02	min. 1 and max. 1.5 spaces per unit
Office parking stalls*	96	min. 70 and max. 105
Office parking ratio* (spaces/1,000 s.f of GFA)	2.77	min. 2 and max. of 3 spaces per 1,000 square feet
Total parking	420	min. 390 and max. 585

* The applicant is also proposing a commercial space in the office building that has not been identified as a specific use. A parking ratio of 2.77 spaces per 1,000 square feet would comply with all other uses in the R-MU-B zoning district except research and development which has a lower maximum parking ratio.

The proposed office building would include 96 vehicular parking stalls incorporated into two above ground levels of parking at the base of the building and access to the parking garage would be located on Independence Drive. The proposed apartment building would also incorporate two above-ground levels of parking at the base of the building. The parking structure for the apartment building would be accessed from a ramp located at the north and south ends of the building’s street frontage on Independence Drive and Constitution Drive. An automated parking system would be utilized within the apartment building garage to minimize the amount of space needed to park vehicles while meeting the parking requirements of the zoning district. Self-park spaces would be reserved for accessible parking, loading, guests, employees, and prospective tenants.

The Zoning Ordinance requires parking within multi-family residential developments to be unbundled from the price of a unit (unless parking is physically connected to one unit). Therefore, the proposed project would be required to unbundle the parking for the apartment units. The proposed parking provided would meet the zoning ordinance parking ratio. In addition, as required by the R-MU-B zoning regulations, the project would be required to submit a transportation demand management (TDM) plan demonstrating that the project would reduce associated vehicle trips by least 20 percent below standard generation rates for uses on the site.

Bicycle and pedestrian

The proposed project would include a total of 546 bicycle parking spaces. For residential uses the R-MU-B zoning district requires 1.5 long-term spaces per unit plus an additional 10 percent short-term spaces for guests. The apartment building would incorporate bicycle parking into a dedicated storage room on the first level of the building. The bicycle storage rooms would be accessible from Independence Drive. The apartment building would include the minimum required long-term bicycle parking spaces for tenants (480 spaces), as well as 48 short-term outdoor spaces divided between the building entrances to meet the 10 percent additional parking for guests. For the office building, long-term bicycle parking would be provided on the first level of the garage (6 spaces), and short-term bicycle parking spaces would be provided at the building entry (12 spaces). While not required by the zoning ordinance, the office building would also provide 10 motorcycle parking stalls in the parking garage that do not count towards the total required parking.

As part of the proposed project, it is anticipated that new sidewalks and other street improvements such as street trees and planting buffers would be provided along the project frontages on Constitution Drive and

Independence Drive, as required by the City's Public Works Department.

Open space

The proposed project would be required to provide open space equivalent to 25 percent of the project site area, of which 25 percent must be provided as publicly accessible open space. According to the Zoning Ordinance (Chapter 16.45.120(4)(A)):

Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the planning commission. Publicly accessible open space types include, but are not limited to, paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

The minimum open space required for the project would be 34,891 square feet, of which a minimum of 8,723 square feet must be publicly accessible and meet the requirements stated above. The applicant has submitted a preliminary analysis that documents compliance with the open space requirements. The applicant is proposing 53,675 square feet of open space for the development, of which 12,575 square feet would be publicly accessible. Staff is still reviewing the analysis to determine compliance.

Publicly accessible open space

The applicant is proposing to utilize the central plaza area between the office and residential buildings for publicly accessible open space. This area would be approximately 12,575 square feet (36 percent of the total open space requirement of 34,891 square feet) which exceeds the publicly accessible open space requirement of 25 percent. The space would be approximately 50 feet wide by 200 feet deep, which would accommodate planting and seating areas. The applicant has submitted preliminary plans that identify the conceptual design and layout of the publicly accessible open space. The open space is located at the ground level, visible from the public right-of-way, and contains direct connections to the public right-of-way. The open space includes site furnishings, bicycle parking, decorative paving, lighting, and landscaping. Currently it appears that the public sidewalk and street tree planters along the Constitution Drive frontage have been included in the publicly accessible open space calculations diagram. Areas in the public right-of-way cannot be counted toward the publicly accessible open space requirements for a project and would need to be removed from the diagram for future plan sets. As the applicant further develops the plan, staff will be working with the applicant to ensure compliance.

Staff believes that the publicly accessible open space could be extended south through the lot and provide a pedestrian connection through the site from Independence Drive to Constitution Drive. The setback area between 111 Independence Drive and the proposed residential building currently identifies this area as a fire access lane and dog walk which do not count as publicly accessible open space but could be used as a publicly accessible pedestrian path (as outlined in the applicant's project plans). The setback area on 111 Independence Drive includes additional landscaping and a bocce ball court. If these areas were coordinated together a publicly accessible pedestrian path could be provided where the ConnectMenlo General Plan originally envisioned a future public right-of-way. A vision of ConnectMenlo was to increase and enhance connectivity in the area through a series of paseos, new street connections, multi-modal transportation options, and installation of a sidewalk network. Additional integration between the two properties would

likely be necessary to create a defined publicly accessible pedestrian/bicycle pathway, which could potentially aggregate or modify the location of the resident amenities for each site.

The Planning Commission should consider the proposed site layout and provide feedback on the applicant's proposal with regard to the general functionality and usability of the publicly accessible open space for the project. The Planning Commission may wish to also discuss the potential coordination between the project site and the project at 111 Independence Drive to provide a publicly accessible pathway and associated open space between the two project site and Constitution and Independence Drives.

Common and private open space

The proposed residential building would provide a mix of common and private open spaces for tenants. The apartment building would incorporate a combination of private balconies and terraces throughout each level of the building and common terraces on third and seventh levels of the building. Common open spaces in the apartment building would be available to tenants and guests, but would not be accessible to the public. The applicant's open space analysis indicates 8,093 square feet of private open space and 22,283 square feet of common open space would be provided for the apartment building, for a total of 30,376 square feet of private and common open space.

The office building would have a total of 14,812 square feet of common open space provided on the roof terrace for the office tenants. As the plans continue to develop, staff will be working with the applicant to ensure compliance with all open space requirements.

Community amenities

As mentioned in the previous section, the R-MU-B zoning district permits bonus level development, subject to the threshold requirement that any affordable housing required pursuant to Chapter 16.96 shall be designed and constructed on-site as part of the project and the requirement that the project provide one or more community amenities. As part of the ConnectMenlo process, a list of community amenities was generated based on public input and adopted through a resolution of the City Council. Community amenities are intended to address identified community needs that result from the effect of the increased development intensity on the surrounding community. Project requirements (such as the publicly-accessible open space and street improvements determined by the Public Works Director) do not count as community amenities. In the R-MU-B zoning district, the City Council included a preference that additional affordable housing units be provided as the community amenity; for example, additional housing such that twenty percent (20%) of the development is affordable (fifteen percent (15%) inclusionary plus five percent (5%) additional affordable).

An applicant requesting bonus level development must provide the City with a proposal indicating the specific amount of bonus development sought and the value of the amenity. The value of the amenity to be provided must equal 50 percent of the fair market value of the additional GFA of the bonus level development. The applicant must provide an appraisal performed by a licensed appraisal firm that sets a fair market value of the GFA and density of the bonus level of development. The City recently finalized appraisal instructions for bonus level developments, and staff and the applicant will continue to work through the appraisal process as the project plans are refined. The applicant's proposal for community amenities will be subject to review by the Planning Commission through a later study session, or in conjunction with the other project entitlements. For the Commission's reference, the appraisal instructions are available as a link as Attachment D.

The applicant has currently identified the neighborhood serving commercial space as the potential community amenity, but this would require further staff review. The neighborhood serving commercial space

may not be considered a community amenity depending on the specific use proposed and because the same community amenity cannot be included for multiple projects and each amenity identified on the community amenities list can only be used once. However, even if the neighborhood serving commercial space does not qualify as a community amenity, it may still be an important land use component for the proposed mixed-use development. The Planning Commission may wish to provide input on whether the neighborhood serving commercial space is acceptable as a community amenity and if it is an important component of the project regardless of whether the applicant receives credit for the space as a community amenity.

Design standards

In the R-MU-B zoning district, all new construction and building additions of 10,000 square feet of GFA or more must meet design standards subject to architectural control review. The design standards regulate the following project components;

- Siting and placement of buildings;
- Building mass, bulk, and size;
- Building projections and vertical building planes;
- Ground floor exterior facades of buildings;
- Landscaping and open space, including publicly accessible open space, common open space and private open space;
- Building design, materials, screening, and height; and
- Site access and parking.

As noted below, design requirements may be modified with a use permit.

Architectural style and building design

The design of the proposed residential building would have a contemporary architectural style, incorporating both solid elements and glass storefront along the majority of the primary street façades. The façades would predominantly consist of pre-finished rainscreen panels (a cladding system of interlocking panels made of wood, metal, composite, or other materials attached over top of a waterproof barrier) and aluminum punched-opening windows. The lower levels of the building would also contain architecturally finished exposed concrete walls in addition to the storefront and rainscreen systems. The proposed windows, including the glass storefront system, would have aluminum frames and mullions. Select residences would include private balconies finished with a mix of glass and metal railings.

The residential building would be seven stories tall, including a two-story concrete podium base element and a five-story wood-framed structure above. Parking, residential amenities, the leasing area, and tenant bicycle storage would be incorporated on the first floor and surround the perimeter of the parking garage along Independence Drive, Constitution Drive, and the central plaza. As currently proposed, the site layout and building orientation would reduce the parking garage visibility from Independence Drive, Constitution Drive, and the central plaza. Residential units are proposed to be a mix of studios, junior one-bedrooms, one-bedrooms, two-bedrooms, and three-bedroom units. The specific unit mix would be further refined prior to commencing the entitlement and environmental review for the proposed project.

The design of the proposed office building would also have a contemporary style. The building would be three stories tall with the first two levels consisting of parking. The first level would also contain a neighborhood serving commercial space which would be located at the corner of the building at Independence Drive and the central plaza. The exterior material of the first two levels of the building would

primarily consist of screening for the parking garage and would be visible from the public right-of-way and central plaza.

At this time, specific materials, finishes, and colors for the apartment and office buildings have not been determined. The Commission may wish to comment on preferences for colors and materials as part of this study session for the project.

Minimum setback and building projections

On public-street-facing facades, buildings in the R-MU-B zoning district are required to step back at least 10 feet for 75 percent of the building on the upper stories above 45 feet in height. The applicant has submitted preliminary documentation of the step back requirement, however the proposed building does not appear to comply with the requirement. The setback requirement is the horizontal distance a building's upper stories must be set back above the base height. While the proposed building facades are set back from the property line the upper portions of the façades are not stepped back from the base height. The plans would need to be revised to comply with the setback requirement or the applicant would need to apply for a use permit to modify this requirement. Staff believes implementation of the setback requirement could help reduce the building massing. The Planning Commission may wish to comment on whether the proposed treatment is acceptable, or if a setback should be provided.

The office building is exempt from the setback requirement since the total building height is lower than the base height of 45 feet.

Major and minor modulations

The design standards for the R-MU-B zoning district require major and minor modulations on street-and open space-facing facades. For major modulations, the design must include a minimum of one recess of 15 feet wide by 10 feet deep per every 200 feet of facade length from ground level to 45 feet in height. For minor modulations, a minimum recess of five feet wide by five feet deep per 50 feet of facade length is required from ground level to the top of the building. The intent of the required modulations is to provide visual variety, reduce large building volumes, and provide spaces for entryways.

For the residential building, the Independence Drive and central plaza elevations would be exempt from the major modulation requirements because these facades would be less than 200 feet in length. The proposed major modulation along the Constitution Drive street-facing frontage would be a recess of approximately 72 feet wide by 20 feet deep in the vicinity of the recessed entryway. Several minor modulations proposed along the Constitution Drive and open space-facing frontages would be single recesses spanning 53.5 feet to 61.5 feet in length and five to 10 feet in depth. Staff believes that these proposed recesses do not meet the intent of the minor modulation requirement and the design would need to be revised because it spans a large portion of the length of the building and does not change per each 50 feet of façade length. The Planning Commission may wish to comment whether the proposed minor modulation treatments are acceptable. The proposed minor modulations along the Independence Drive-facing façade appear to meet the intent of the Zoning Ordinance requirements.

For the office building, no major modulations would be required since the street-and open space-facing facades would be less than 200 feet in length. However, the Constitution Drive façade indicates a major modulation at the corner with the neighborhood serving commercial space, but the proposed modulation does not meet the 10 foot depth requirement and does not extend the full height of the building. For the required minor modulations, the building is proposing to use projecting elements such as the stair tower and building columns to meet the requirement. Building projections spaced no more than 50 feet apart with a minimum of 3-foot depth and 5-foot width may satisfy this requirement in lieu of a recess. Several of the

proposed protections range from 49 feet to 21 feet and span a large portion of the length of the building. In addition, these elements do not extend to the full height of the building, as required by the design guidelines.

The Planning Commission may wish to comment whether the proposed major and minor modulation treatments are acceptable, or if the modulations should be revised in future submittals.

Ground floor exterior

The applicant has provided preliminary diagrams indicating compliance with the ground floor transparency requirement and building and garage entrance location and frequency requirements. Staff believes the project generally would meet the ground floor exterior requirements but would continue to work with the applicant to ensure compliance with the requirements. The office building would have a screen wall along the perimeter of the parking garage which is currently counted as transparency in the compliance diagrams but the portions of ground floor façades occupied with parking garages are not required to meet the transparency requirements. However, the parking garage screens limit the variation of the office building façade and do not break up the long expanses of wall associated with the parking garage. The Planning Commission may wish to consider whether additional commercial space or office or residential ancillary space should be located along the central plaza to increase the functional advantage of having windows and transparent storefront in the area, and to promote additional vibrancy and activity on the central plaza.

Summary

With regard to the overall project design/style and the application of R-MU-B zoning district standards, staff believes that the project would meet a majority of the design guidelines required in the Zoning Ordinance with the exception of the stepback and major and minor modulations. Staff believes that compliance with the requirements would help reduce the appearance of bulk and massing that the proposal currently exhibits. Staff will continue to evaluate the proposed project to ensure compliance as more detailed plans are prepared and any modifications are made. The Planning Commission may wish to provide additional feedback on the proposed building design and site layout before the project advances to the full submittal stage. The applicant's project description letter is included in Attachment B and describes the overall project proposal and design in more detail.

Green and sustainable building

In the R-MU-B zoning district, projects are required to meet the following green and sustainable building regulations.

- Meet 100 percent of its energy demand through any combination of on-site energy generation, purchase of 100 percent renewable electricity, and/or purchase of certified renewable energy credits;
- Design to meet LEED (Leadership in Energy and Environmental Design) Gold BD+C;
- Comply with the electric vehicle (EV) charger requirements adopted by the City Council in November 2018;
- Incorporate bird-friendly design in the placement of the building and the use of exterior glazing;
- Water use efficiency;
- Placement of new buildings 24 inches above the Federal Emergency Management Agency (FEMA) base flood elevation (BFE) to account for sea level rise; and
- Waste management planning.

Details regarding how the proposed building would meet the green and sustainable building requirements

will be provided as the project plans and materials are further developed.

Planning Commission considerations

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

- **Publicly Accessible Open Space.** Should the publicly accessible open space be coordinated with the adjacent project at 111 Independence Drive and extended to provide a pedestrian connection from Independence Drive to Constitution Drive? Does the Planning Commission believe the general approach to the publicly accessible open space on the site is acceptable? While the layout and design are preliminary, does the Commission have any comments or feedback for the applicant team on the preliminary design and location of the open spaces, considering the criteria outlined previously in the staff report?
- **Neighborhood Commercial and Ancillary Space.** Should the proposed neighborhood serving commercial space be incorporated as part of the project regardless of whether it can be used as a community amenity? Should additional neighborhood commercial and/or office or residential ancillary spaces be located adjacent to the paseo to promote additional active uses along the paseo?
- **Office Use.** Is the proposed office building, which would be approximately the maximum nonresidential FAR (25 percent), acceptable considering that the R-MU-B district intended for the nonresidential square footage to be a mix of uses that would serve the community?
- **Architectural Design and Materials.** Is the contemporary architectural design of the proposed residential building appropriate for a multi-family dwelling building? Does the Planning Commission believe the overall proposal meets the intent of the ordinance, contains a cohesive design, provides visual interest, and breaks up the massing?
- **Setback and Building Modulations.** Would the Commission consider a use permit request to modify the design standards for the setback and/or major and minor modulations requirements?
- **Garage Screening.** Is the type and extent of the proposed parking garage screening for the office and residential building appropriate or does it require additional refinement to activate the office building facades?
- **Floor Area Ratio.** On the office building, can the area under the cantilever and between the columns where there is not an accessible porch or balcony and only contains landscaping be excluded from the calculation of FAR?
- **Density.** Is the proposed density appropriate for the site? The proposal would utilize the bonus level allowance for density, floor area ratio, and height in exchange for community amenities. Staff will be evaluating the project for the appropriate value of community amenities to be provided in exchange for the bonus level development. Does the Planning Commission believe that the proposed project is generally appropriate for the site?

- **Overall Approach.** Is the overall aesthetic approach for the project consistent with the Planning Commission's expectations for new development in the R-MU-B zoning district?

Correspondence

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

Study sessions do not require analysis under the California Environmental Quality Act (CEQA). With regard to the overall project review and action, the terms of the 2017 settlement agreement with the City of East Palo Alto require projects seeking bonus level development to complete an EIR. Subsequent to this study session, City staff will identify a consultant to complete the environmental review and prepare an initial study and EIR for the proposed project. Depending on the initial study, a focused EIR may be prepared only on the topics that warrant further analysis but would include a transportation and housing analysis at a minimum, per the terms of the settlement agreement. As currently proposed, the Planning Commission would take the final action on the project entitlements, including the EIR, after the completion of the environmental review and any revisions to the plans based on feedback from the Planning Commission and Planning staff.

Public Notice

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

Attachments

- A. Location Map
- B. Project Description Letter
- C. Project Plans
- D. Community Amenities List;

https://www.menlopark.org/DocumentCenter/6360_Community-Amenities

Disclaimer

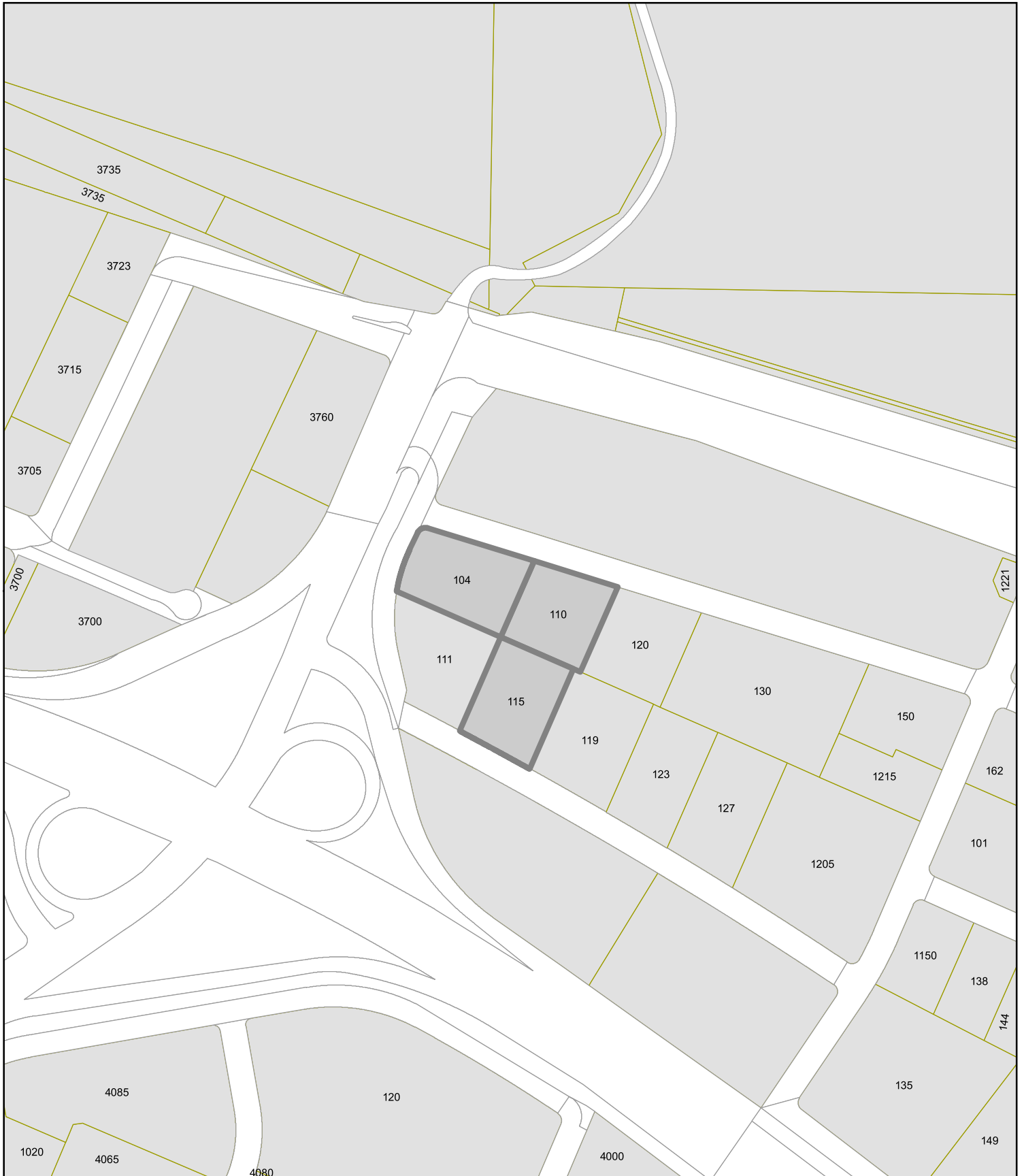
Attached are reduced versions of maps and diagrams submitted by the applicants. The accuracy of the information in these drawings is the responsibility of the applicants, and verification of the accuracy by City Staff is not always possible. The original full-scale maps, drawings and exhibits are available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

Exhibits to Be Provided at Meeting

None

Report prepared by:
Kaitie Meador, Senior Planner

Report reviewed by:
Kyle Perata, Principal Planner



CITY OF MENLO PARK

LOCATION MAP

MENLO PORTAL PROJECT

DRAWN: TAS CHECKED: KMM DATE: 06/24/19 SCALE: 1" = 300' SHEET: 1



May 20, 2019

Planning Commission
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

**Project Description Letter, Study Session
115 Independence Drive and 104 - 110 Constitution Drive**

Dear Menlo Park Planning Commission:

We are excited to present this proposal that would deliver 320 new housing units to the Bayfront Area. We recently completed the 146-unit multifamily apartment project at 3645 Haven Avenue, and we look forward to working with you once again to help alleviate the housing and traffic crises in the area.

The proposed project, named "Menlo Portal," is located in the M-2 Area of Menlo Park, north of Highway US 101 and east of Marsh Road. The project site is across 3 contiguous parcels at 104 Constitution Dr., 110 Constitution Dr. and 115 Independence Dr. The project proposes demolishing the existing office/industrial buildings on the 3 parcels that total approximately 139,565 square feet.

The proposed project is located in the R-MU-B zoning district within the General Plan. The Plan seeks to develop a new live/work/play environment in the M-2 area, and we believe this proposed project would advance that vision. Furthermore, this project proposes to deliver maximum residential density by using the bonus level development provisions, which would bring much-needed new housing to the area.

The proposed project consists of 320 apartment units across a single new seven-story building and an approximately 34,706 square foot office building. The residential building includes 324 vehicle parking stalls through a combination of a mechanical stacker system and self-parking and the commercial office building provides 98 parking spaces on two levels, all of it self-parked. The residential building would include two levels of above-grade podium garage with five-levels of residential units above, and would include residential amenities, roof decks, and an outdoor courtyard on the podium level. Additionally, the project proposal incorporates a publicly accessible greenspace with anticipated seating and art between the residential and commercial office buildings from Constitution Drive to the north in order to improve pedestrian activity and accessibility throughout the area.

The timing of this project submittal has made it possible for our team to take advantage of initial feedback we received from Planning Commission on our Menlo Uptown project at 141 Jefferson Dr., 180 Constitution Dr. and 186 Constitution Dr. In particular, we have considered massing, open space, and initial space planning for a community amenity. The context of the site is between Menlo Gateway Phase I which is approximately 135 feet high in the south and Menlo Gateway Phase II Parking Structure 2 which is approximately 90 feet high and Menlo Gateway Phase II Office Building 2 which is approximately 134 feet high to the north. In addition, the proposed development at 111 Independence is 85 feet high. The courtyard of our multifamily building which is 33 feet high opens out to a pedestrian area below which runs adjacent to the proposed 42-foot high office building. The various built and proposed buildings in this area will provide a textured landscape appropriate for the context. Although we have not completed the value of amenity

process with the City which will drive the community benefit process, we've identified an area on the first floor of the commercial office building facing the publicly accessible open space labeled "neighborhood benefit" to be a placeholder for a potential community benefit. We intend to work closely with the City and Menlo Park residents to determine what community benefit could be offered through this project. We have consolidated the publicly accessible open space between the office and multifamily buildings and activated these spaces with public seating, creative landscaping and artwork which we're looking forward to working on with the community. The Menlo Park community will be integral in determining both the character of this publicly accessible open space and the ultimate community benefit.

We understand that new construction projects of this size are subject to architectural control review, and as a result the proposal as presented includes only preliminary design direction. We plan to work with Staff and Planning Commission to further refine the design of this project. Additionally, we plan to engage the community and our future neighbors in order to thoughtfully gather, consider, and incorporate feedback.

We anticipate that the project will ultimately require:

- Environmental review to analyze potential environmental and traffic impacts of the project
- Use permit for bonus level development
- Lot line adjustment and merger to change the boundaries of the existing lots
- Architectural control to review the future design of the project and site improvements
- Below Market Rate (BMR) housing agreement to provide on-site BMR units

We believe that the region is in dire need of more housing, especially as regional employers continue to grow rapidly and traffic worsens. A jobs/housing imbalance is expected to continue into the future, causing further strain on housing availability, increased rents, and traffic. We look forward to working with Planning Commission to deliver this new proposed housing project to Menlo Park.

Sincerely,

Andrew Morcos
Sr. Development Director
Greystar



MENLO PORTAL

MULTI-FAMILY HOUSING & OFFICE
MENLO PARK, CA

GREYSTAR

HM
HOLLAND MANAGEMENT

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

STUDY SESSION REVIEW SUBMITTAL TO
THE CITY OF MENLO PARK

A-000



PROJECT ADDRESSES
 104 CONSTITUTION DRIVE - COMMERCIAL (PARCEL A SITE AREA 36,057SF)
 115 INDEPENDENCE DRIVE AND 110 CONSTITUTION DRIVE - MULTI-FAMILY RESIDENTIAL (PARCEL B SITE AREA 103,508SF)



ZONING: R-MU-B Zoning District (Bonus level development) SITE AREA: 3.20 Acres i.e., 139,565 SF (Parcel A 36,057SF + Parcel B 103,508SF)	
COMMERCIAL FLOOR AREA SUMMARY: MAX. ALLOWED FAR % 25% of the Total Site Area = 34,891.25 SF MAX. ALLOWED FLOOR AREA (139,565 SF X 0.25)	
OFFICE GSF (Office Total Built Area (Excludes Parking)) = 34,707.84 SF Includes "NEIGHBORHOOD BENEFIT" of 1,607.95 SF at Level 01	
FAR % PROVIDED 24.87%	
MULTI-FAMILY FLOOR AREA SUMMARY: MAX. ALLOWED FAR % 225% of the Total Site Area = 314,021.25 SF MAX. ALLOWED FLOOR AREA (139,565 SF X 2.25)	
MULTIFAMILY GSF (Residential Total Built Area excludes Parking, Trash & Utility shafts) = 311,341.41 SF	
FAR % PROVIDED 223.08%	
UNIT COUNT SUMMARY: 320 Units on net lot area of 3.20 acres (100 dwelling units/acre)	

MULTI FAMILY HOUSING (320 UNITS) AND OFFICE PROJECT -AREA SUMMARY

LEVEL	Area Schedule ("VIZ" UNIT TYPE AREAS - MENLO PORTAL SCHEME A) - AREA SUMMARY													TOTAL FAR (OFFICE+ RESID)		
	OFFICE GSF (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITIES (INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	OFFICE TOTAL BUILT AREA	RESID. GSF	RESID. AMENITIES GSF	RESID. COMMON GSF	RESID UTILITIES (INCLUDED IN FAR)	RESID UTILITIES (NOT INCLUDED IN FAR)	RESID OPEN SPACE (NOT INCLUDED IN FAR)		RESID PARKING GSF (NOT INCLUDED IN FAR)	RESID TOTAL BUILT AREA
Level R-Roof	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,978.62	0.00	0.00	0.00	0.00	1,978.62	1,978.62
Level R-06	0.00	0.00	0.00	0.00	0.00	0.00	38,370.77	837.42	7,869.88	535.22	780.17	6,327.82	0.00	0.00	47,413.30	54,521.28
Level R-05	0.00	0.00	0.00	0.00	0.00	0.00	44,067.74	1,587.38	7,947.08	535.23	867.75	84.09	0.00	0.00	54,137.42	55,089.27
Level R-04	0.00	361.85	1,210.49	0.00	70.90	0.00	44,067.74	1,587.38	7,947.08	535.23	867.75	84.09	0.00	0.00	54,137.42	55,089.27
Level R-03	25,661.35	628.00	638.54	0.00	66.08	0.00	26,927.89	39,725.40	3,268.92	7,250.95	546.22	832.77	23,712.04	0.00	50,791.48	102,330.26
Level R-02	0.00	0.00	1,507.57	249.60	66.08	0.00	1,757.16	22,609.82	1,823.67	7,419.91	289.10	530.88	84.09	40,043.33	32,142.50	95,897.66
Level R-01	0.00	1,607.95	1,915.39	927.11	400.56	4,088.70	4,450.44	0.00	8,855.92	6,934.63	4,095.75	1,108.59	52,837.50	19,886.30	111,443.27	24,336.75
Grand total	25,661.35	2,597.80	5,271.99	1,176.70	603.62	14,812.09	34,707.84	231,444.24	18,313.86	54,486.22	7,097.09	5,826.20	38,862.78	92,880.84	311,341.41	540,493.01

NOTES:

- TOTAL OFFICE AREAS ARE SUM OF ALL OFFICE AREAS INCLUDED IN FAR.
- THE OFFICE AMENITY SPACE AT LEVEL 01 IN THE OFFICE BUILDING IS DESIGNATED TO BE A NEIGHBORHOOD BENEFIT (REFER TO LEVEL 01 FLOOR PLAN IN SHEET A-005).
- TOTAL RESIDENTIAL BUILT AREAS ARE SUM OF ALL RESIDENTIAL AREAS INCLUDED IN FAR.
- TOTAL BUILDING GSF INCLUDE ALL AREAS (INCLUDED IN FAR AND NOT INCLUDED IN FAR) FOR OFFICE AND RESIDENTIAL BUILDINGS.
- TOTAL FAR (OFFICE + RESID) IS INCLUSIVE OF THE EXTERIOR WALLS

 	MENLO PORTAL MENLO PARK, CA 05-20-19	LOCATION MAP & PROJECT DATA SUMMARY A-002a
----------	---	---

MULTI FAMILY - UNIT COUNT AND UNIT MIX

Area Schedule	MENLO PORTAL SCHEME A) - UNIT SUMMARY ...					
Level	STUDIO	JR 1 BR	1 BR	2 BR	3 BR	# UNITS
Level R-07	8	18	24	4	1	55
Level R-06	7	18	25	8	2	60
Level R-05	7	18	25	8	2	60
Level R-04	7	15	23	10	2	57
Level R-03	11	16	21	6	2	56
Level R-02	7	6	14	3	2	32
Grand total	47	91	132	39	11	320
NET TARGET TYP. UNIT SIZES	550	630	700	1000	1300	
UNIT MIX	14.69%	28.44%	41.25%	12.19%	3.44%	100.00%

PARKING SUMMARY

OFFICE - PARKING REQUIREMENTS & PROVISIONS	
REQUIRED	PROVIDED
Vehicular Parking 2-3 spaces/1000sf (70-105 spaces)	2.77 spaces/1000sf 96 spaces
Bike Parking 1 space per 5000sf (i.e., 7 spaces (80% Long Term (6 spaces)) (20% Short Term (2 spaces))	6 spaces in Level 1 Garage 12 spaces at office entry
Motorcycle Parking Not required	10 provided in Levels 1 & 2
MULTIFAMILY - PARKING REQUIREMENTS & PROVISIONS	
REQUIRED	PROVIDED
Vehicular Parking 1 space/unit 320 vehicular spaces	324 spaces (Parking Ratio 1.02 spaces/ unit)
Bike Parking 1.5 long term spaces/unit Additional 10% short term spaces (480 long term and 48 short term)	480 Long Term spaces in Level 1 parking garage 48 Short Term spaces at entries/plaza

AVERAGE BUILDING HEIGHT SUMMARY

AVERAGE BUILDING HEIGHT = 61.5' (< 62.5' Max. Height)

NOTE: BUILDING HEIGHTS ARE MEASURED FROM AVERAGE NATURAL GRADE. REFER A-012 FOR LEVEL HEIGHTS. RESIDENTIAL ROOF CORE AREA IS NOT INCLUDED IN THE BUILDING HEIGHT CALCULATIONS. THE RESIDENTIAL ROOF IS FOR MAINTENANCE ACCESS ONLY. ROOF HEIGHT CALCULATION DOES NOT INCLUDE PARAPET HEIGHTS.

REFER A-011 PLAN LEVEL R-ROOF FOR DETAILED CALCULATIONS

OPEN SPACE AREA SUMMARY BY LEVELS

Level	OPEN SPACE SUMMARY BY LEVEL					TOTAL
	OFFICE PUBLIC OPEN SPACE	OFFICE COMMON OPEN SPACE	RESI PUBLIC OPEN SPACE	RESI COMMON OPEN SPACE	RESI PRIVATE OPEN SPACE	
Level R-07	0.00	0.00	0.00	4,555.17	1,772.65	6,327.82
Level R-06	0.00	0.00	0.00	0.00	84.09	84.09
Level R-05	0.00	0.00	0.00	0.00	84.09	84.09
Level R-04	0.00	10,723.39	0.00	0.00	84.09	10,807.49
Level R-03	0.00	0.00	0.00	17,728.28	5,983.75	23,712.04
Level R-02	0.00	0.00	0.00	0.00	84.09	84.09
Level R-01	4,088.70	0.00	8,486.56	0.00	0.00	12,575.26
Grand total	4,088.70	10,723.39	8,486.56	22,283.45	8,092.77	53,674.88

OPEN SPACE SUMMARY - PROJECT SITE (Refer sheet A-014 for Zoning Compliance - Open Space Diagrams and Calculations)

MULTI-FAMILY HOUSING & OFFICE PROJECT SITE AREA (Parcel A+Parcel B) = 139,565 SF (Refer to sheet C-004 for Parcel Information)

CALCULATION FOR THE COMBINED PROJECT (SITE AREA 139,565 SF)		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
OPEN SPACE	25% of Site Area	25%	34,891.25 SF	53,674.88 SF (i.e., 38.46% of Total Site Area)
PUBLIC OPEN SPACE	25% of Min. Open Space	25%	8,722.81 SF	12,575.26 SF Central Plaza (i.e., 36.04% of Req. Open space)

OPEN SPACE SUMMARY - FOR INDIVIDUAL PARCELS (A & B) - Refer to sheet C-004 for Parcel Information

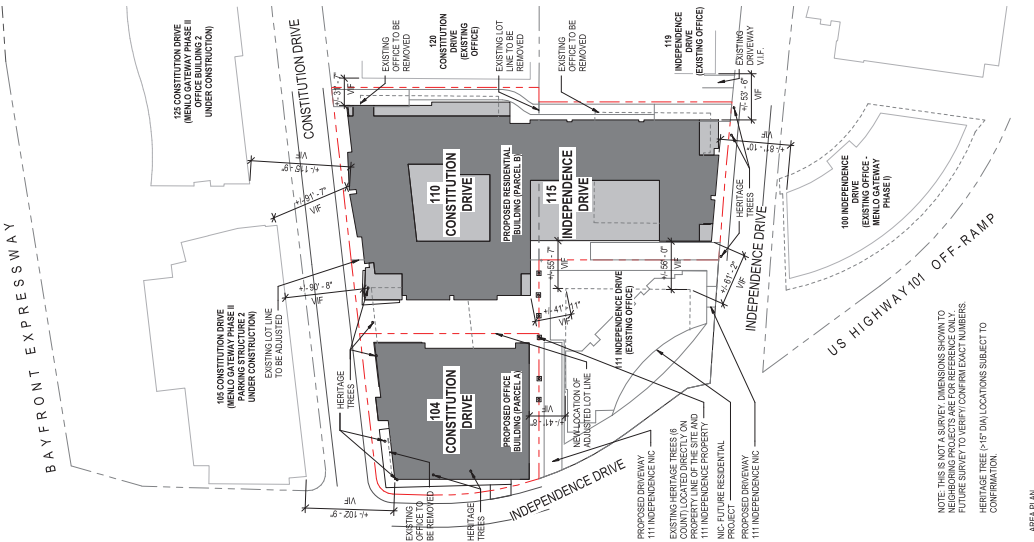
CALCULATION FOR OFFICE BUILDING OPEN SPACE		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
OPEN SPACE	25% of Site Area	25%	9,014.25 SF	14,812.09 SF (i.e., 4,088.70 SF (Central Plaza in Parcel A) + 10,723.39 (Office Common Roof Terrace)) (41.07% of Site Area)
PUBLIC OPEN SPACE	25% of Req. Open Space	25%	2,253.56 SF	4,088.70 SF (Central Plaza in Parcel A) (45.35% of Req. Open Space)
CALCULATION FOR RESIDENTIAL BUILDING OPEN SPACE		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
OPEN SPACE	25% of Site Area	25%	25,877.00 SF	38,862.78 SF (i.e., 8,486.56 SF (Central Plaza in Parcel B) + 22,283.45 SF (Resi. Common spaces) + 8,092.77 SF (Resi. Private Terraces)) (37.55% of Site Area)
PUBLIC OPEN SPACE	25% of Req. Open Space	25%	6,469.25 SF	8,486.56 SF (Central Plaza in Parcel B) (32.80% of Req. Open Space)
OPEN SPACE REQUIRED PER CHAPTER 16.45 R-MU RESIDENTIAL MIXED USE DISTRICT 16.45:120 DESIGN STANDARDS (4) (C)		Residential Private Open Space Required (80 SF/Unit) = 25,600.00 SF Residential Private Open Space Provided = 8,092.77 SF Residential Private Open Space Not Provided = 17,507.23 SF Residential Common Open Space Required for Private Open space SF not provided = 17,507.23 SF x 1.25 = 21,884.04 SF Residential Common Open Space Provided = 22,283.45 SF (is > than 21,884.04 required)		



MENLO PORTAL
MENLO PARK, CA
05-20-19

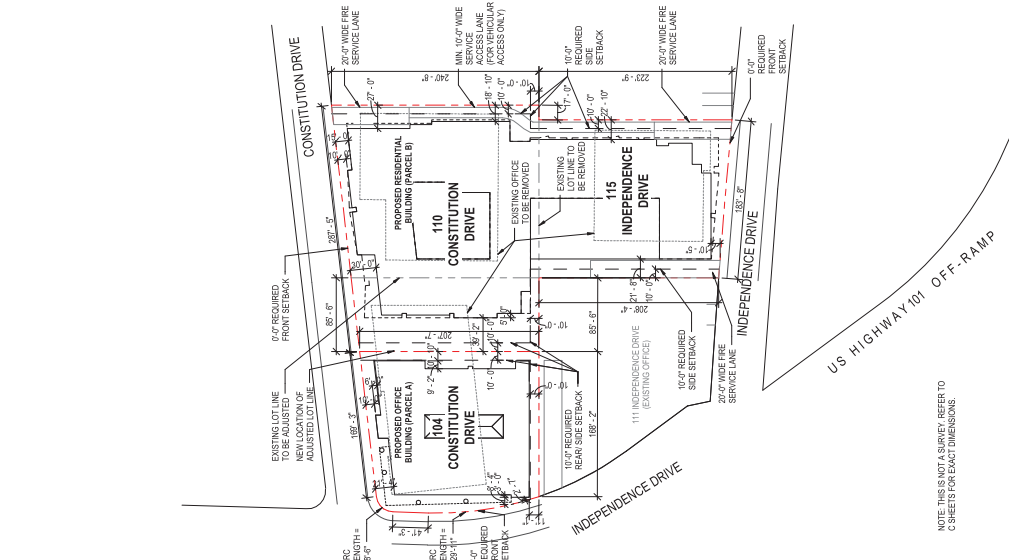
PROJECT DATA SUMMARY

A-002b



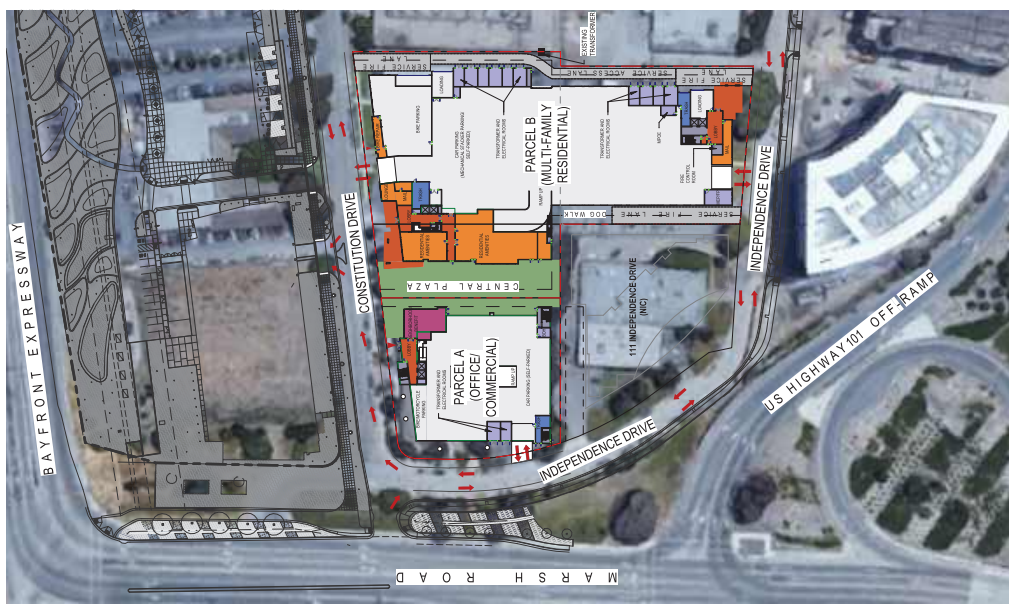
NOTE: THIS IS NOT A SURVEY. DIMENSIONS SHOWN TO FUTURE SURVEY TO VERIFY EXACT DIMENSIONS.
 HERITAGE TREE > 4" DBH LOCATIONS SUBJECT TO CONFIRMATION.

-SITE PLAN



NOTE: THIS IS NOT A SURVEY. REFER TO C-SHEET FOR EXACT DIMENSIONS.

-SITE PLAN



-SITE CONTEXT - LEVEL 1

GREYSTAR **HM** **BKT 100 YEARS** PGAdesign **PGAdesign**

MENLO PORTAL
 MENLO PARK, CA
 05-20-19

AREA PLAN & SITE PLAN

0 30' 60'
 N
 A-004



CONSTITUTION DR

GREYSTAR

HM
HOLLAND MARINE GROUP

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PROJECT VIEW - FROM MARSH ROAD

A-004A



CONSTITUTION DR

GREYSTAR

HM
HOLLAND MANAGEMENT

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PROJECT VIEW - CENTRAL PLAZA
BETWEEN MULTI-FAMILY AND OFFICE

A-004B



GREYSTAR

HM
HELAND MARINE GROUP

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PROJECT VIEW - CENTRAL PLAZA
BETWEEN MULTI-FAMILY AND OFFICE
LOOKING SOUTH

A-004C



GREYSTAR

HM
HOLLAND MANAGEMENT

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

**PROJECT VIEW - CENTRAL PLAZA
BETWEEN MULTI-FAMILY AND OFFICE
LOOKING NORTH**

A-004D



CONSTITUTION DR

GREYSTAR

HM
HOLLERMAN

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

**PROJECT VIEW - MULTI-FAMILY FROM
CONSTITUTION DRIVE**

A-004E



RESIDENTIAL UNIT TYPE LEGEND

[Light Orange Box]	0ST - STUDIO
[Light Yellow Box]	1BR - 1 BED JUNIOR
[Light Orange Box]	1BR - 1 BEDROOM
[Light Yellow Box]	2BR - 2 BEDROOM
[Light Orange Box]	3BR - 3 BEDROOM

OFFICE AREA SUMMARY LEVEL 2

OFFICE INCLUDED IN PLAN	0.00	OFFICE COMMON AREA (INCLUDED IN PLAN)	1,207.74	OFFICE UTILITY (INCLUDED IN PLAN)	29.01	OFFICE UTILITY NOT INCLUDED IN PLAN	80.00	OFFICE PARKING (NOT INCLUDED IN PLAN)	21,273.31	OFFICE OPEN SPACE (NOT INCLUDED IN PLAN)	1,170.30	TOTAL OFFICE SPACE (INCLUDED IN PLAN)	2,516.05
-------------------------	------	---------------------------------------	----------	-----------------------------------	-------	-------------------------------------	-------	---------------------------------------	-----------	--	----------	---------------------------------------	----------

RESIDENTIAL AREA SUMMARY LEVEL 2

RESIDENTIAL UNITS OF RESIDENTIAL UNITS (INCLUDED IN PLAN)	22,620.22	RESIDENTIAL COMMON AREA (INCLUDED IN PLAN)	1,421.67	RESIDENTIAL UTILITY (INCLUDED IN PLAN)	29.01	RESIDENTIAL UTILITY NOT INCLUDED IN PLAN	80.00	RESIDENTIAL PARKING (NOT INCLUDED IN PLAN)	20,745.81	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN PLAN)	84.50	TOTAL RESIDENTIAL SPACE (INCLUDED IN PLAN)	44,897.21
---	-----------	--	----------	--	-------	--	-------	--	-----------	---	-------	--	-----------

1. REFER TO SHEET A-001 FOR DETAILED OPEN SPACE CALCULATIONS

GREYSTAR **HM** **BKF 100 YEARS** **PGAdesign** **LANDSCAPE ARCHITECTURE**

MENLO PORTAL
MENLO PARK, CA
05-20-19

PLAN LEVEL R-02

0, 15', 30'
A-006



RESIDENTIAL UNIT TYPE LEGEND

[Lightest Color]	087 - STUDIO
[Light Color]	1BR - 1 BED JUNIOR
[Medium Color]	1BR - 1 BEDROOM
[Dark Color]	2BR - 2 BEDROOM
[Darkest Color]	3BR - 3 BEDROOM

OFFICE AREA SUMMARY LEVEL 3

OFFICE INCLUDED IN	25,081.35	OFFICE COMMON AREA (INCLUDED IN TOTAL)	0.00	OFFICE UTILITY (INCLUDED IN TOTAL)	0.00	OFFICE PARKING (NOT INCLUDED IN TOTAL)	80.00	OFFICE OPEN SPACE (NOT INCLUDED IN TOTAL)	26,962.35	TOTAL OFFICE SPACE (NOT INCLUDED IN TOTAL)	26,962.35
--------------------	-----------	--	------	------------------------------------	------	--	-------	---	-----------	--	-----------

RESIDENTIAL AREA SUMMARY LEVEL 3

RESIDENTIAL UNITS OF [Color]	29,122.20	RESIDENTIAL COMMON AREA (INCLUDED IN TOTAL)	225.22	RESIDENTIAL UTILITY (INCLUDED IN TOTAL)	441.21	RESIDENTIAL PARKING (NOT INCLUDED IN TOTAL)	132.21	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN TOTAL)	29,920.84	TOTAL RESIDENTIAL SPACE (NOT INCLUDED IN TOTAL)	29,920.84
------------------------------	-----------	---	--------	---	--------	---	--------	--	-----------	---	-----------

1. REFER TO SHEET A-007 FOR DETAILED OPEN SPACE CALCULATIONS

0.15" = 30'

A-007

PLAN LEVEL R-03

MENLO PORTAL
 MENLO PARK, CA
 05-20-19

GREYSTAR | **HM** | **BKF 100 YEARS** | **PGAdesign** | **HANDBERG ARCHITECTS**



RESIDENTIAL UNIT TYPE LEGEND

[Light Orange Box]	0ST - STUDIO
[Light Yellow Box]	1BR - 1 BED JUNIOR
[Yellow Box]	1BR - 1 BEDROOM
[Orange Box]	2BR - 2 BEDROOM
[Dark Orange Box]	3BR - 3 BEDROOM

OFFICE AREA SUMMARY LEVEL 4

OFFICE INCLUDED IN LEVEL	0.00	OFFICE COMMON AREA (INCLUDED IN TOTAL)	1,231.04	OFFICE UTILITY (INCLUDED IN TOTAL)	0.00	OFFICE PARKING (NOT INCLUDED IN TOTAL)	70.00	OFFICE OFFICE SPACE (INCLUDED IN TOTAL)	10,123.39	TOTAL OFFICE SPACE (INCLUDED IN TOTAL)	11,424.43
--------------------------	------	--	----------	------------------------------------	------	--	-------	---	-----------	--	-----------

RESIDENTIAL AREA SUMMARY LEVEL 4

RESIDENTIAL UNITS OF LEVEL (INCLUDED IN TOTAL)	42,602.27	RESIDENTIAL COMMON AREA (INCLUDED IN TOTAL)	233.00	RESIDENTIAL UTILITY (INCLUDED IN TOTAL)	400.00	RESIDENTIAL PARKING (NOT INCLUDED IN TOTAL)	133.00	RESIDENTIAL COMMON AREA (INCLUDED IN TOTAL)	233.00	TOTAL RESIDENTIAL SPACE (INCLUDED IN TOTAL)	43,568.27
--	-----------	---	--------	---	--------	---	--------	---	--------	---	-----------

NOTES:
 1. REFER TO SHEET R-04 FOR TOTAL PERMITS CALCULATIONS.
 2. ROOF AREA IS NOT INCLUDED IN THE AREA SUMMARY TABLE.

0.15" = 30'
A-008

PLAN LEVEL R-04

MENLO PORTAL
 MENLO PARK, CA
 05-20-19



RESIDENTIAL UNIT TYPE LEGEND

[Lightest Color]	087 - STUDIO
[Light Color]	1BR - 1 BED JUNIOR
[Medium Color]	1BR - 1 BEDROOM
[Dark Color]	2BR - 2 BEDROOM
[Darkest Color]	3BR - 3 BEDROOM

OFFICE AREA SUMMARY LEVEL 5

OFFICE INCLUDED IN LEVEL	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LOBBY (NOT IN AREA)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE COMMON AREA (INCLUDED IN TOTAL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE UTILITY (INCLUDED IN TOTAL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE PARKING (NOT INCLUDED IN TOTAL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE OPEN SPACE (NOT INCLUDED IN TOTAL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00

RESIDENTIAL AREA SUMMARY LEVEL 5

RESIDENTIAL UNITS OF LEVEL (INCLUDED IN TOTAL)	44,007	74	1,457	36	1,457	36	54,137
LOBBY (NOT IN AREA)	0	0	0	0	0	0	0
RESIDENTIAL COMMON AREA (INCLUDED IN TOTAL)	247	0	247	0	247	0	247
RESIDENTIAL UTILITY (INCLUDED IN TOTAL)	503	21	503	21	503	21	503
RESIDENTIAL PARKING (NOT INCLUDED IN TOTAL)	0	0	0	0	0	0	0
TOTAL RESIDENTIAL	44,757	101	44,757	101	44,757	101	44,757

NOTES:
 1. REFER TO SHEET A-04 FOR DETAILED OPEN SPACE CALCULATIONS.
 2. LEVEL 5 FLOOR PLAN AND AREA SUMMARY ARE SHOWN TO LEVEL 5.

0, 15', 30'
 N
 A-009

PLAN LEVEL R-05 (TYP. 05-06)

MENLO PORTAL
 MENLO PARK, CA
 05-20-19



RESIDENTIAL UNIT TYPE LEGEND

[Light Orange Box]	OST - STUDIO
[Light Yellow Box]	1BR - 1 BED JUNIOR
[Yellow Box]	1BR - 1 BEDROOM
[Orange Box]	2BR - 2 BEDROOM
[Dark Orange Box]	3BR - 3 BEDROOM

OFFICE AREA SUMMARY LEVEL 7

OFFICE INCLUDED IN LEVEL	0.00	OFFICE COMMON AREA INCLUDED IN TOTAL	0.00	OFFICE UTILITY INCLUDED IN TOTAL	0.00	OFFICE PARKING (NOT INCLUDED IN TOTAL)	0.00	OFFICE OPEN SPACE (NOT INCLUDED IN TOTAL)	0.00	TOTAL OFFICE	0.00
--------------------------	------	--------------------------------------	------	----------------------------------	------	--	------	---	------	--------------	------

RESIDENTIAL AREA SUMMARY LEVEL 7

RESIDENTIAL UNITS OF LEVEL INCLUDED IN TOTAL	38,333.77	RESIDENTIAL COMMON AREA INCLUDED IN TOTAL	2,222.23	RESIDENTIAL UTILITY INCLUDED IN TOTAL	433.22	RESIDENTIAL PARKING (NOT INCLUDED IN TOTAL)	184.14	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN TOTAL)	0.00	TOTAL RESIDENTIAL	41,173.36
--	-----------	---	----------	---------------------------------------	--------	---	--------	--	------	-------------------	-----------

1. REFER TO SHEET A-08 FOR DETAILED OPEN SPACE CALCULATIONS

MENLO PORTAL
 MENLO PARK, CA
 05-20-19

PLAN LEVEL R-07

0.15" = 30'
A-010



Multifamily Inspiration Image 1 - Facade Orientation for Views and Solar Optimization



Multifamily Inspiration Image 2 - Projecting Bays



Office Inspiration Image 3 - Porous & Dynamic Parking Screen



Office Inspiration Image 4 - Prominent Stair to Encourage Usage



Office Inspiration Image 5 - Expression of Office Use



MENLO PORTAL
MENLO PARK, CA
05-20-19

EXTERIOR DESIGN - INSPIRATIONS

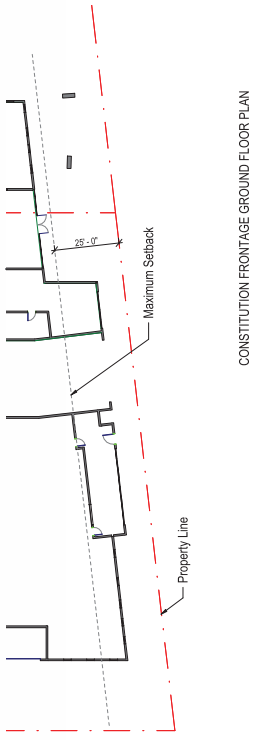
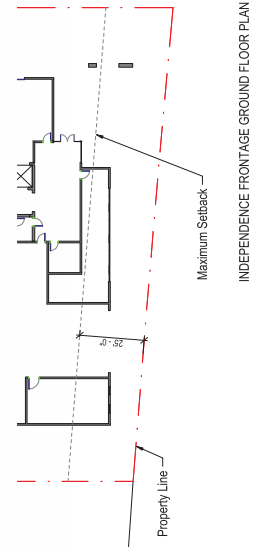
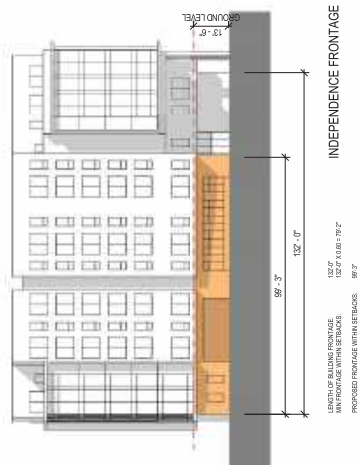
A-013

Municipal Code 16.45.120 (1) - Build-to Area Requirement:
 Minimum 60% of building frontage at the ground floor, as a percentage of the street frontage length, must be located within the area of the lot between the minimum (0') and maximum (25') setback lines parallel to the street.

✓ **Project Compliance:**
 At least 60% of the building frontage located between the minimum and maximum setback lines

■ Portion of the building frontage located between the minimum and maximum setback lines

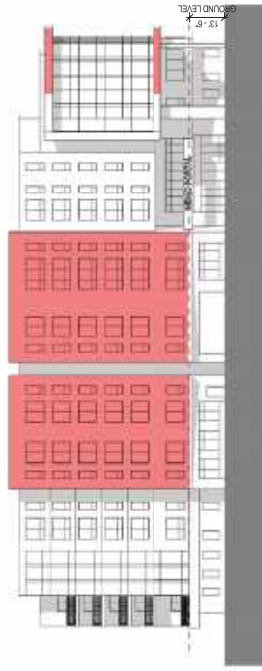
- - - Ground Level Height





CONSTITUTION ELEVATION

100% BUILDING FACE (UPPER STORIES): 12,074 SF
 EXEMPT BUILDING FACE: 12,074 SF X 2.5% = 3,018 SF
 REQUIRED STEPPACK FACE: 9,056 SF X 7.5% = 6,792 SF
 STEPPACK BUILDING FACE PROVIDED: 6,884 SF



CONSTITUTION ELEVATION

NOTE: NO BUILDING PROJECTIONS ON CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

100% BUILDING FACE (UPPER STORIES): 7,170 SF
 EXEMPT BUILDING FACE: 7,170 SF X 2.5% = 1,792 SF
 REQUIRED STEPPACK FACE: 5,378 SF X 7.5% = 4,033 SF
 STEPPACK BUILDING FACE PROVIDED: 7,170 SF



INDEPENDENCE ELEVATION

NOTE: NO BUILDING PROJECTIONS ON INDEPENDENCE ELEVATION

Municipal Code 16.45120 (2) - Minimum Stepback:
 10' for a minimum of 75% of the building face along public streets for the building's upper stories. A maximum of 25% of the building face along public streets may be excepted from this standard in order to provide architectural variation.

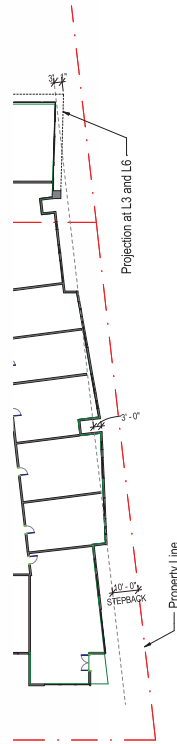
✓ **Project Compliance:**
 Building steps back at least 10' for 75% of the building face on the upper stories

■ Stepped back portion of the building
 - - - Base Height

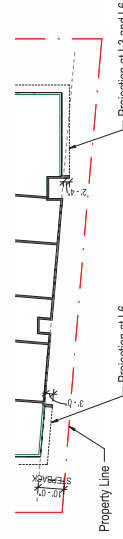
Municipal Code 16.45120 (2) - Building Projections:
 Maximum 6' from the required stepback for portions of the building above the ground floor

✓ **Project Compliance:**
 All building projections are within 6' from required stepback

■ Building projection beyond required stepback
 - - - Ground level height



CONSTITUTION FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



INDEPENDENCE FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)

Municipal Code 16.45120 (2) - Major Building Modulations:

Minimum one recess of 15' wide by 10' deep per 200' of facade length facing publicly accessible spaces (streets, open space, and passes) applicable from the ground level to the top of the buildings' base height.



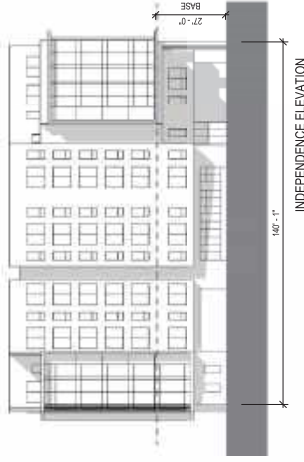
Project Compliance:
At least one major building recess provided every 200' of facade on Constitution elevations. Not applicable for Independence elevation since the facade length is less than 200'.



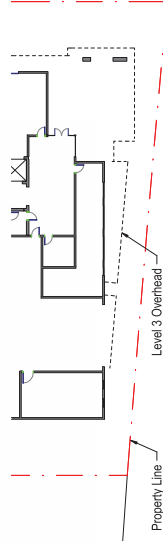
Major building recess



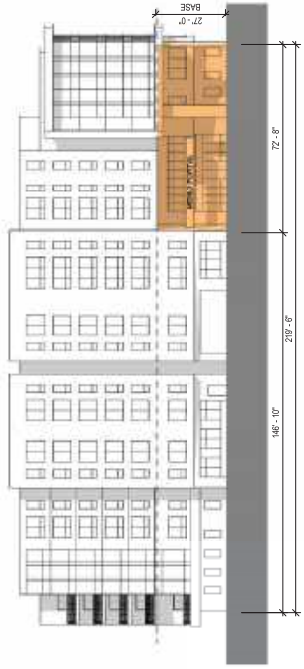
Base height



NOTE: MAJOR BUILDING MODULATION NOT APPLICABLE AS FACADE LENGTH LESS THAN 200'



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



CONSTITUTION ELEVATION

NOTE: MAJOR BUILDING MODULATION NOT APPLICABLE AS FACADE LENGTH LESS THAN 200'



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



MENLO PORTAL
MENLO PARK, CA
05-20-19

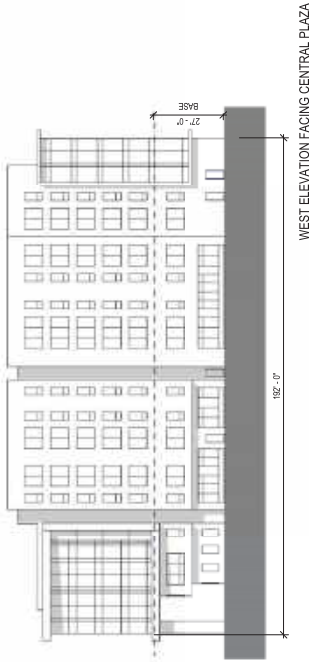
RESIDENTIAL ZONING COMPLIANCE -
BUILDING MASS & SCALE

A-017

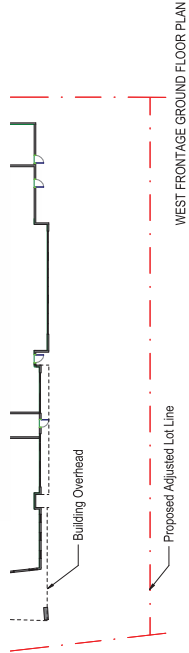
Municipal Code 16.45120 (2) - Major Building Modulations:
 Minimum one recess of 15' wide by 10' deep per 200' of facade length facing publicly accessible spaces (streets, open space, and passes) applicable from the ground level to the top of the buildings' base height.

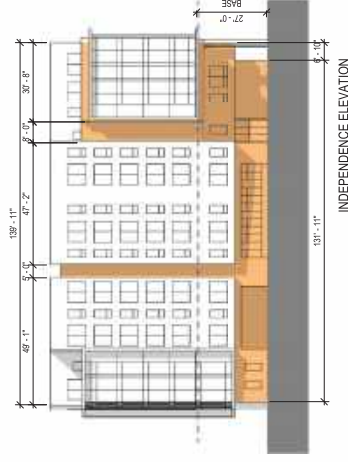
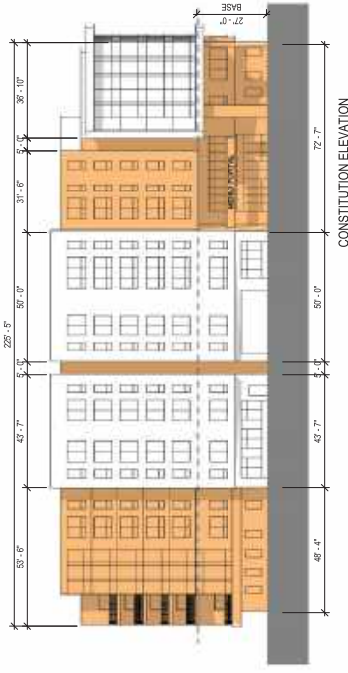
Project Compliance:
 At least one major building recess provided every 200' of facade on Constitution elevations; Not applicable for Independence elevation since the facade length is less than 200'

- Major building recess
- Base height



NOTE: MAJOR BUILDING MODULATION NOT APPLICABLE AS FACADE LENGTH IS LESS THAN 200'



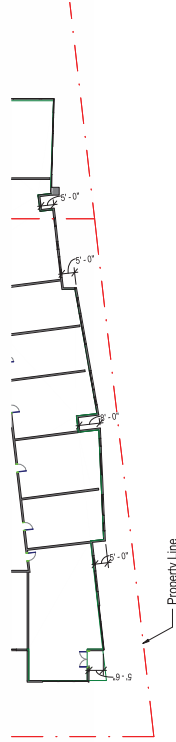


Municipal Code 16.46720 (2) - Minor Building Modulations:
 Minimum recess of 5' wide by 5' deep per 50' of facade length facing publicly accessible spaces (streets, open space, and passos).

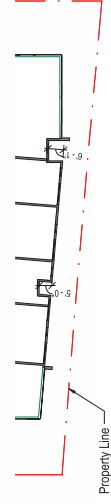
Building projections spaced no more than 50' apart with a minimum of 3' depth and 5' width may satisfy this requirement in lieu of a recess.

Project Compliance:
 At least one minor building recess or building projection provided every 50' of facade

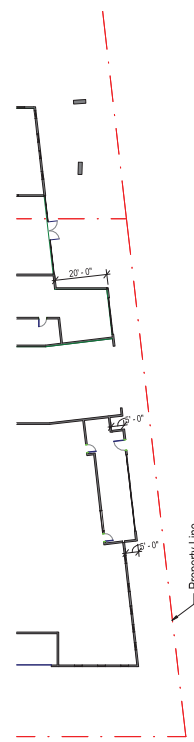
- Minor building recess
- Building projections
- Base height



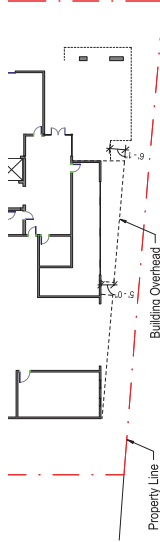
CONSTITUTION FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



INDEPENDENCE FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



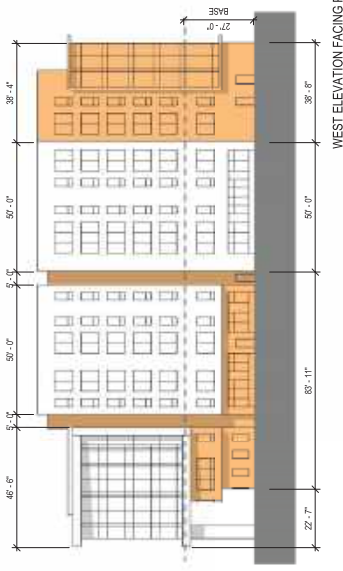
INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



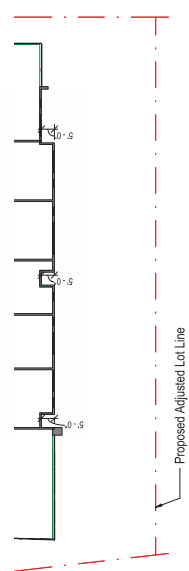
MENLO PORTAL
 MENLO PARK, CA
 05-20-19

RESIDENTIAL ZONING COMPLIANCE -
 BUILDING MASS & SCALE

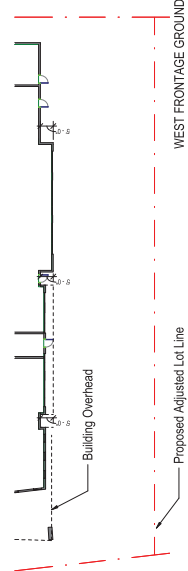
A-019



WEST ELEVATION FACING PUBLIC OPEN SPACE



WEST FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



WEST FRONTAGE GROUND FLOOR PLAN

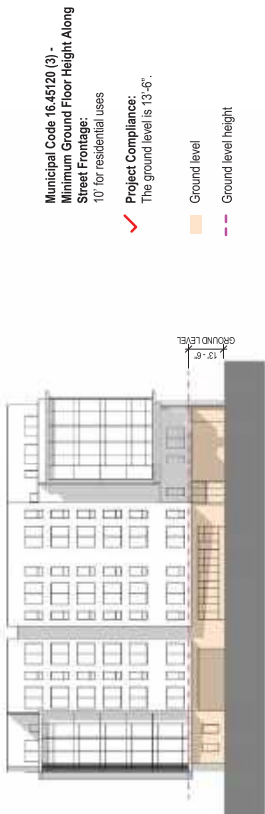
- Municipal Code 16.46720 (2) - Minor Building Modulations:**
 Minimum recess of 5' wide by 5' deep per 50' of facade length facing publicly accessible spaces (streets, open space, and paseos).
- Building projections spaced no more than 50' apart with a minimum of 3' depth and 5' width may satisfy this requirement in lieu of a recess.
- Project Compliance:**
 At least one minor building recess or building projection provided every 50' of facade
- Minor building recess
- Building projections
- Base height

Municipal Code 16.45120 (3) - Ground Floor Transparency:
 Minimum 30% for residential uses of the ground floor facade that must provide visual transparency

Project Compliance:
 Transparent glazing exceeds 30% of the ground floor facade.

- Ground level transparent glazing surface
- Ground level opaque surface
- Ground level height





INDEPENDENCE ELEVATION



CONSTITUTION ELEVATION

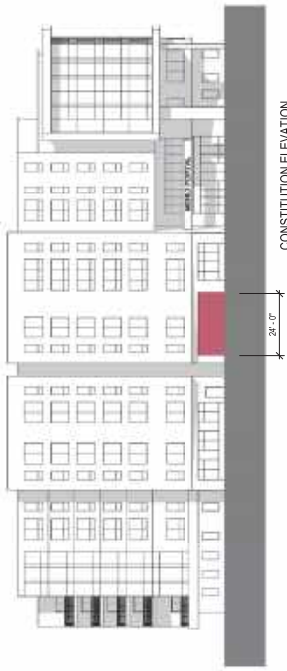


WEST ELEVATION FACING PUBLIC OPEN SPACE

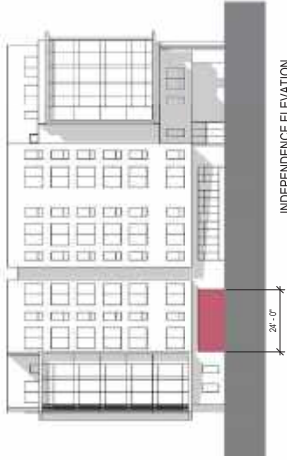
Municipal Code 16.45120 (3) -
 Minimum Ground Floor Height Along
 Street Frontage:
 10' for residential uses

Project Compliance:
 The ground level is 13'-6"

Ground level
 Ground level height



CONSTITUTION ELEVATION

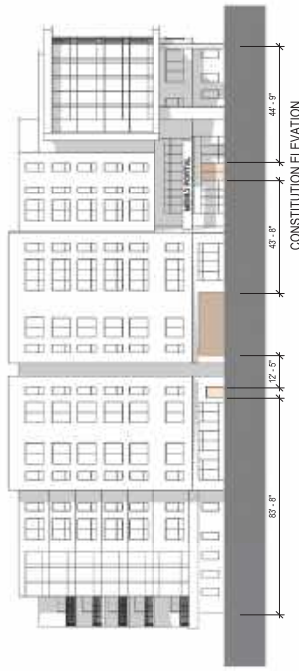


INDEPENDENCE ELEVATION

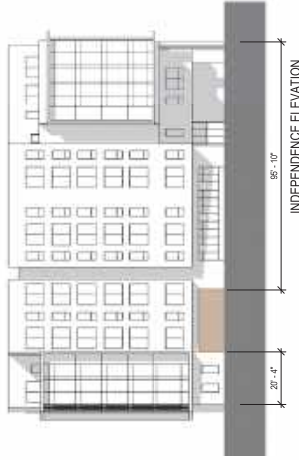
Municipal Code 16.45120 (3) - Garage Entrances:
Maximum 24' opening for two-way entrance

✓ **Project Compliance:**
A 24' opening for two-way vehicular entrance is provided on Jefferson and Constitution.

■ Garage opening



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

Municipal Code 16.45120 (3) - Building Entrances:
One entrance every 100' of building length along a public street or paseo.

✓ **Project Compliance:**
At least one entrance is provided every 100'.

■ Building entrance



WEST ELEVATION FACING PUBLIC OPEN SPACE

GREYSTAR
MANAGEMENT

HM
MANAGEMENT

BKT 100 YEARS

PGAdesign
LANDSCAPE ARCHITECTURE

MENLO PORTAL
MENLO PARK, CA
05-20-19

**RESIDENTIAL ZONING COMPLIANCE -
GROUND FLOOR EXTERIOR**

A-023



CONSTITUTION ELEVATION

NOTE: NO AWNINGS OR CANOPIES ALONG CONSTITUTION



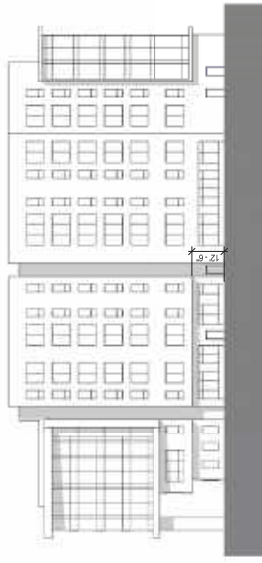
INDEPENDENCE ELEVATION

NOTE: NO AWNINGS OR CANOPIES ALONG INDEPENDENCE

Municipal Code 16.46120 (3) - Awnings, Signs, and Canopies:
Maximum 7' horizontal projection

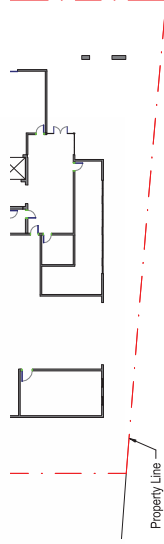
Project Compliance:
All awnings and canopies project less than 7' horizontally from face of building. A minimum vertical clearance of 8' from finished grade to the bottom of the projection is required.

■ Projecting awning and canopy

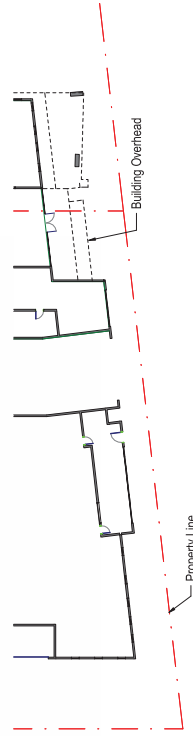


WEST ELEVATION FACING PUBLIC OPEN SPACE

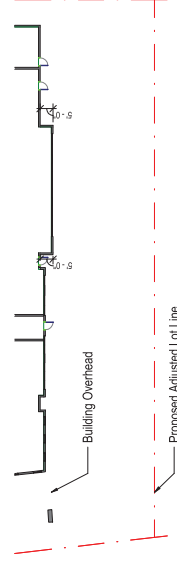
NOTE: NO AWNINGS OR CANOPIES ALONG PUBLIC OPEN SPACE



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



WEST FRONTAGE GROUND FLOOR PLAN



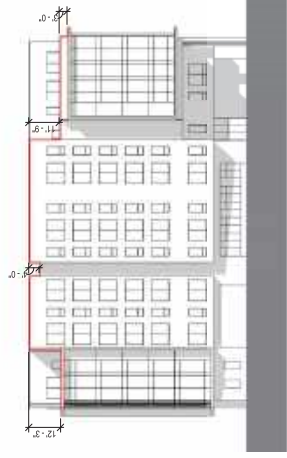
MENLO PORTAL
MENLO PARK, CA
05-20-19

RESIDENTIAL ZONING COMPLIANCE -
GROUND FLOOR EXTERIOR

A-024



CONSTITUTION ELEVATION

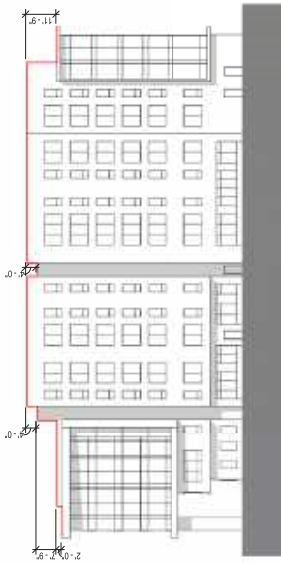


INDEPENDENCE ELEVATION

Municipal Code 16.45120 (6) - Roof Line:
 Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets.

Project Compliance:
 Roof line varies across the building, including a four-foot minimum height modulation.

— Roof line



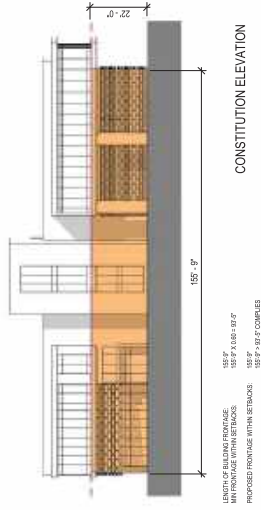
WEST ELEVATION FACING PUBLIC OPEN SPACE

Municipal Code 16.45.120 (1) - Build-to Area Requirement:
 Minimum 60% of building frontage at the ground floor, as a percentage of the street frontage length, must be located within the area of the lot between the minimum (5') and maximum (25') setback lines parallel to the street.

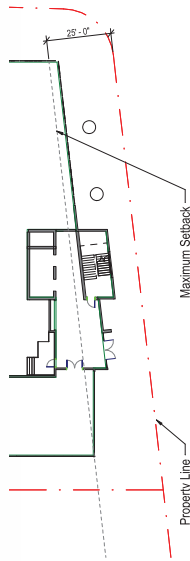
✓ **Project Compliance:**
 At least 60% of the building frontage located between the minimum and maximum setback lines

■ Portion of the building frontage located between the minimum and maximum setback lines

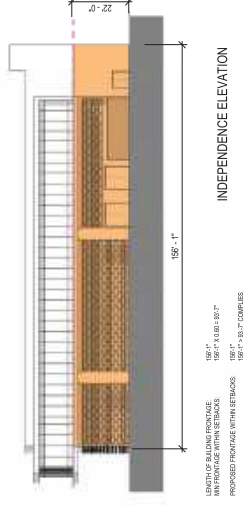
- - - Ground Level Height of Office Uses



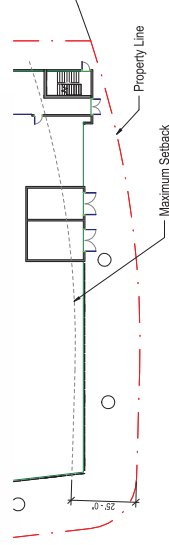
CONSTITUTION FRONTAGE GROUND FLOOR PLAN



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

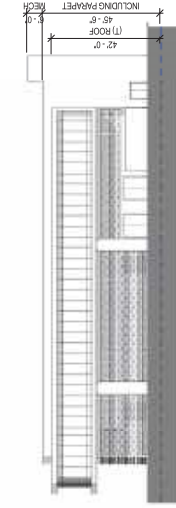
OFFICE ZONING COMPLIANCE -
 RELATIONSHIP TO THE STREET

A-026

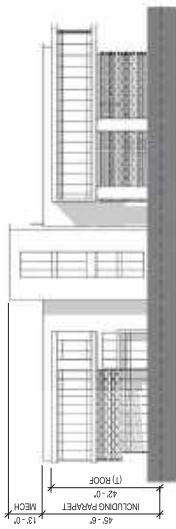
Municipal Code 16.45.120 (2) -
Base Height:
 Maximum 45' height of a building at the minimum setback (0') at street. Properties within the flood zone or subject to flooding and sea level rise are allowed a 10-foot height increase.

✓ **Project Compliance:**
 Maximum height of the building at the minimum setback is less than 55' (45'+10'=55')

--- Street level (0'-5" below L1 finished floor)



INDEPENDENCE FRONTAGE



CONSTITUTION FRONTAGE

OFFICE ZONING COMPLIANCE -
 BUILDING MASS & SCALE

MENLO PORTAL
 MENLO PARK, CA
 05-20-19

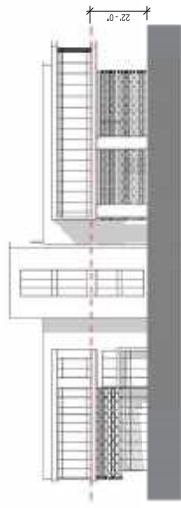


A-027

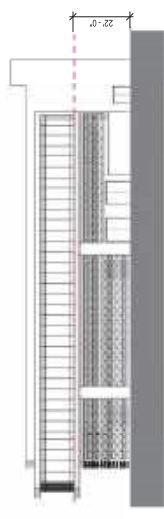
Municipal Code 16.43.130 (2) - Building Projections:
 Maximum 6' depth of allowable building projections from the required setback for portions of the building above the ground floor.

Project Compliance:
 All projections above the ground floor have maximum 6' depth.

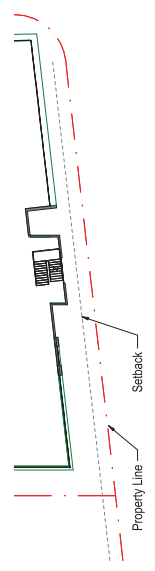
- Building projections
- - - Ground Level Height of Office Uses



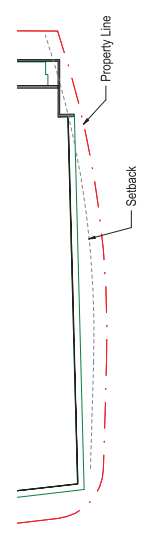
CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION



CONSTITUTION FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



INDEPENDENCE FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

OFFICE ZONING COMPLIANCE -
 BUILDING MASS & SCALE

A-028

Municipal Code 16.45.120 (2) - Major Building Modulations:
From ground level to the top of the building's base height, provide a minimum of one recess of 15' wide by 10' deep per 200' of facade length.

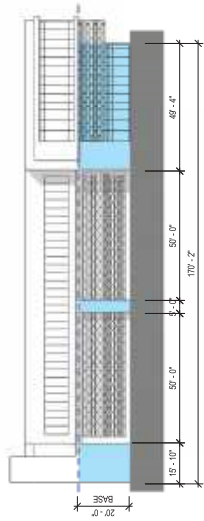
Project Compliance:
All facades facing publicly accessible spaces are less than 200' in length, and therefore no major building modulations required.

Minor Building Modulations:
From ground level to the top of the building's base height, provide a minimum recess of 5' wide by 3' deep per 50' of facade length for building facades facing publicly accessible spaces.

Building projections spaced no more than 50 feet apart with a minimum of 3' depth and 5' width may satisfy this requirement in lieu of a recess.

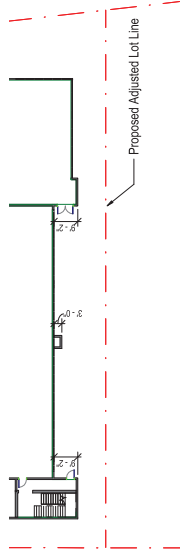
Project Compliance:
From ground level to the top of the building's base height, the minor modulation requirement is satisfied through a combination of 5' wide by 5' deep recesses and 3' deep by 5' wide projections per 50' of facade.

- Base height
- █ Building recess for minor modulation
- █ Building projection for minor modulation



EAST ELEVATION FACING PUBLIC OPEN SPACE

BUILDING PRINTING: 200' MINOR MODULATION NOT REQUIRED



EAST FRONTAGE GROUND FLOOR PLAN



MENLO PORTAL
MENLO PARK, CA
05-20-19

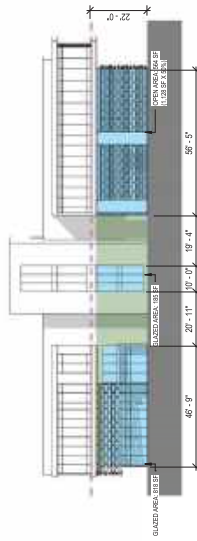
OFFICE ZONING COMPLIANCE -
BUILDING MASS & SCALE

A-030

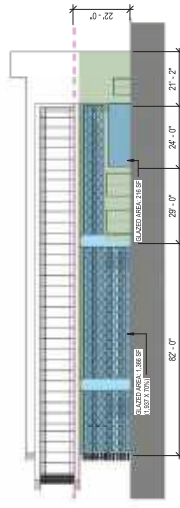
Municipal Code 16.45.120 (3) - Ground Floor Transparency:
 Minimum 50% of the ground floor for commercial uses that must provide visual transparency

Project Compliance:
 ✓ Transparent glazing exceeds 50% of the ground floor facade.

Ground level transparent glazing surface
 Ground level opaque surface
 Ground level height



CONSTITUTION ELEVATION
 GROUND LEVEL FACADE SURFACE: 3,077 SF
 MIN REQD TRANSPARENT GLAZING SURFACE: 3,077 SF X 50% = 1,538 SF
 OPAQUE SURFACE PROVIDED: 1,567 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 1,567 SF
 1,567 SF > 1,538 SF = COMPLES



INDEPENDENCE ELEVATION
 GROUND LEVEL FACADE SURFACE: 3,172 SF
 MIN REQD TRANSPARENT GLAZING SURFACE: 3,172 SF X 50% = 1,586 SF
 OPAQUE SURFACE PROVIDED: 1,546 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 1,582 SF
 1,582 SF > 1,586 SF = COMPLES



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

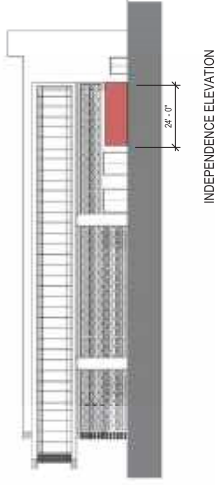
OFFICE ZONING COMPLIANCE -
 GROUND FLOOR EXTERIOR

A-031

**Municipal Code 16.45.120 (3) -
Garage Entrances:**
Maximum 24' opening for two-way
entrance

✓ **Project Compliance:**
A 24' opening for two-way vehicular
entrance is provided on Independence.

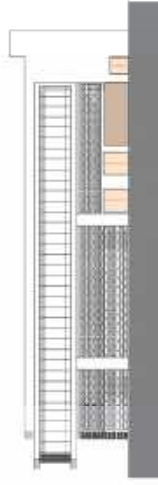
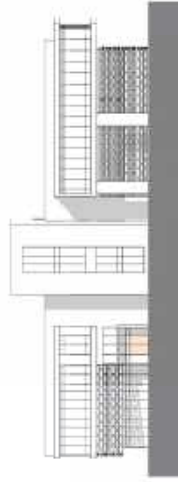
■ Garage opening



**Municipal Code 16.43.130 (3) -
Building Entrances:**
At least one entrance per public street
frontage.

✓ **Project Compliance:**
At least one entrance per public street
frontage is provided.

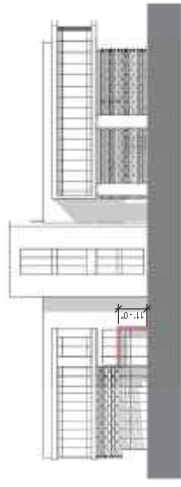
■ Building entrance



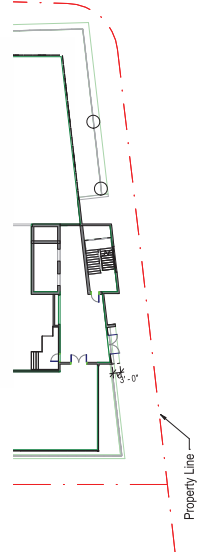
**Municipal Code 16.45.120 (3) -
Awnings, Signs, and Canopies:**
Maximum 7' horizontal projection

✓ **Project Compliance:**
All awnings and canopies project less than 7' horizontally from face of building. A minimum vertical clearance of 8' from finished grade to the bottom of the projection is required.

■ Projecting awning and canopy



CONSTITUTION ELEVATION



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



MENLO PORTAL
MENLO PARK, CA
05-20-19

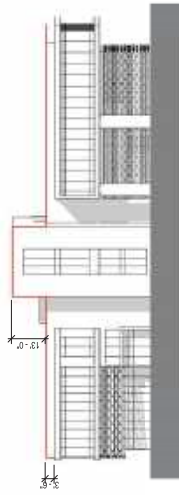
OFFICE ZONING COMPLIANCE -
GROUND FLOOR EXTERIOR

A-033

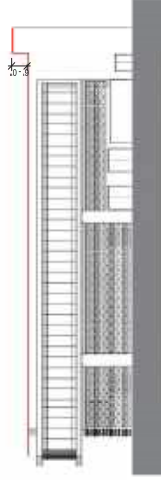
Municipal Code 16.45.120 (66) - Roof Line:
 Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets.

Project Compliance:
 Roof line varies across the building, including a four-foot minimum height modulation.

— Roof line



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

OFFICE ZONING COMPLIANCE -
 BUILDING DESIGN

A-034

STREET LEVEL LANDSCAPE ELEMENTS

STREET TREE: CONSTITUTION
Gleditsia triacanthos 'Shademaster' (Honey Locust)



STREET TREE: INDEPENDENCE
Grewia robusta (Silk Oak)



CENTRAL PLAZA TREES
Ulmus parvifolia 'Alicia' (Alice Chinese Elm)



Lagerstroemia sp. (Crape Myrtle)



COLUMNAR TREE AT SERVICE ACCESS DRIVE
Acer rubrum 'Armstrong' (Red Maple)



STREET LEVEL LANDSCAPE PLAN - OVERALL VIEW



KEY NOTES

- A. CENTRAL PLAZA
- B. DOG WALKING AREA
- C. SERVICE ACCESS DRIVE
- D. ENTRY RAMP AND STAIR
- E. STREET TREES
- F. BIKE RACKS (TOTAL 46 BIKE SPACES)

UNDERSTORY PLANTING



BIKE RACKS



TRASH RECEPTACLE



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

Landscape Plan Street Level - Overall



0 15' 30'
 L-001

CENTRAL PLAZA & FRONT ENTRIES LANDSCAPE PLAN ENLARGEMENTS



- 1. ENTRY RAMP
- 2. ENTRY STAIRS
- 3. SHORT TERM BIKE PARKING
- 4. OUTDOOR DINING AREA
- 5. UNIT PAVERS
- 6. RECLAIMED URBAN TIMBER BENCH
- 7. MULTILEVEL SHRUB PLANTING
- 8. SCREENING WALL AND LOG SEATING

PAVING & STAIRS BLENDING WITH TIMBER ELEMENTS



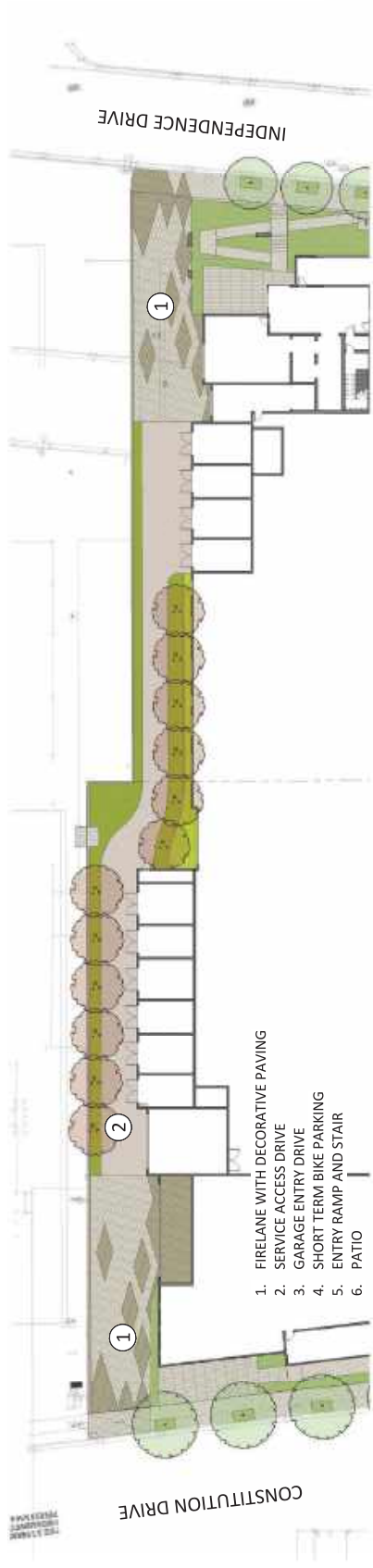
URBAN TIMBER BENCHES WITH ADIRONDACK CHAIRS



SCREENING WALL WITH END OF LOG SEATING

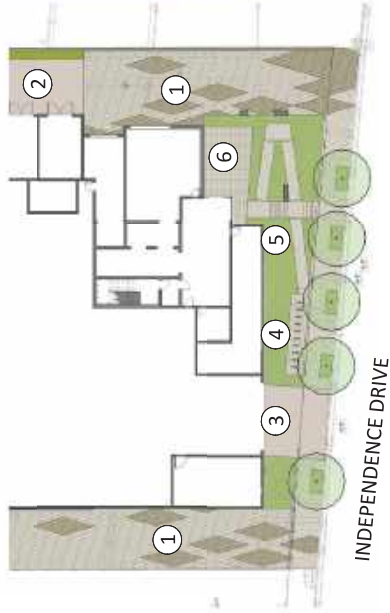


FIRELANE & SERVICE ACCESS DRIVE AT EAST SIDE LANDSCAPE PLAN



1. FIRELANE WITH DECORATIVE PAVING
2. SERVICE ACCESS DRIVE
3. GARAGE ENTRY DRIVE
4. SHORT TERM BIKE PARKING
5. ENTRY RAMP AND STAIR
6. PATIO

SOUTHERN ENTRY AT RESIDENTIAL LANDSCAPE PLAN



ENTRY RAMPS PRECEDENT IMAGE



DECORATIVE PAVING PRECEDENT IMAGE



OFFICE/ COMMERCIAL LANDSCAPE PLAN



LOW PLANTING FORMING OUTDOOR ROOMS



SHADE SHELTERS CREATING OUTDOOR OFFICE ROOMS



RESIDENTIAL COURTYARD LANDSCAPE PLAN - (LEVEL 3)



KEY NOTES

- A. MOVIE WALL WITH FIRE PIT SEATING
- B. ARTIFICIAL TURF AREA
- C. HALF BOCCÉ COURT
- D. OUTDOOR KITCHEN AREA WITH TV WALLS
- E. POOL AREA WITH SPA
- F. PRIVATE PATIO

POOL AREA



MOVIE WALL



BOCCÉ COURT



FOCAL TREES NEAR BOCCÉ COURT



AMENITY ROOM OPENING OUT INTO KITCHEN AREA

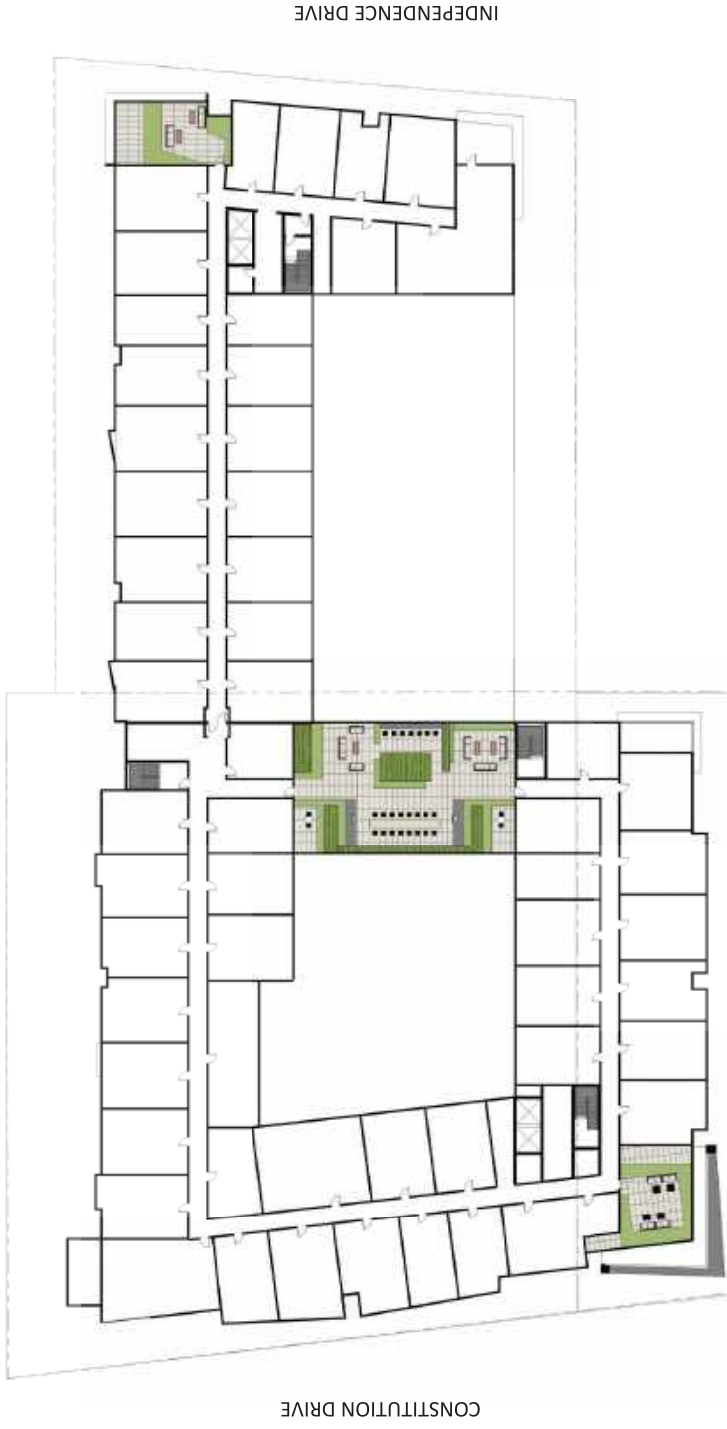


MENLO PORTAL
MENLO PARK, CA
05-20-19

Landscape Plan Residential Courtyard

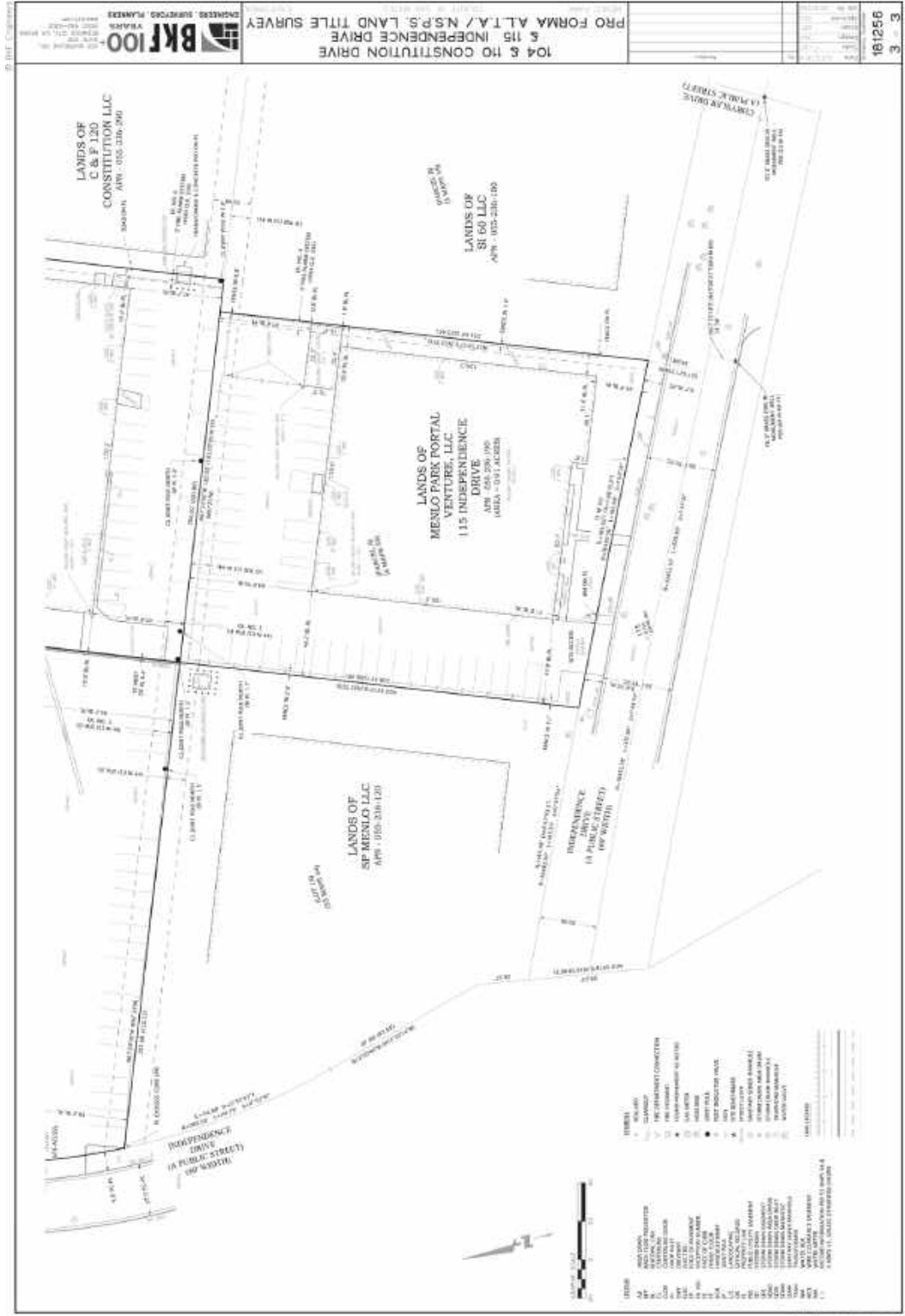
0 10' 20'
L-005

ROOF DECK LANDSCAPE PLANS



ROOF DECK PRECEDENT IMAGES

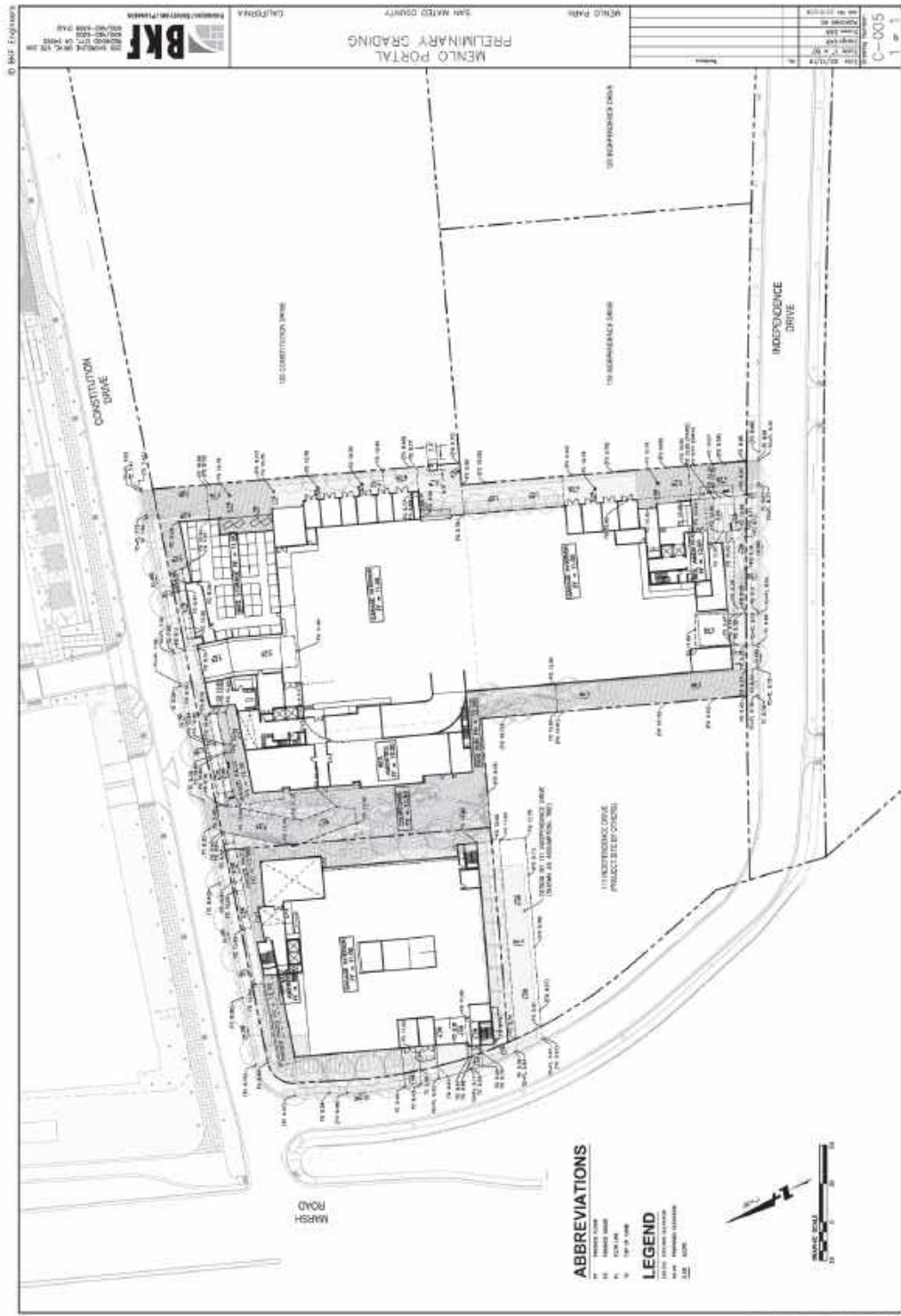




104 & 110 CONSTITUTION DRIVE
 & 115 INDEPENDENCE DRIVE
 PRO FORMA ALTA / NSP'S LAND TITLE SURVEY

BKF100
 ENGINEERS, SURVEYORS, PLANNERS

1812556
 3 - 3



GREYSTAR
MANAGEMENT

HM
MANAGEMENT

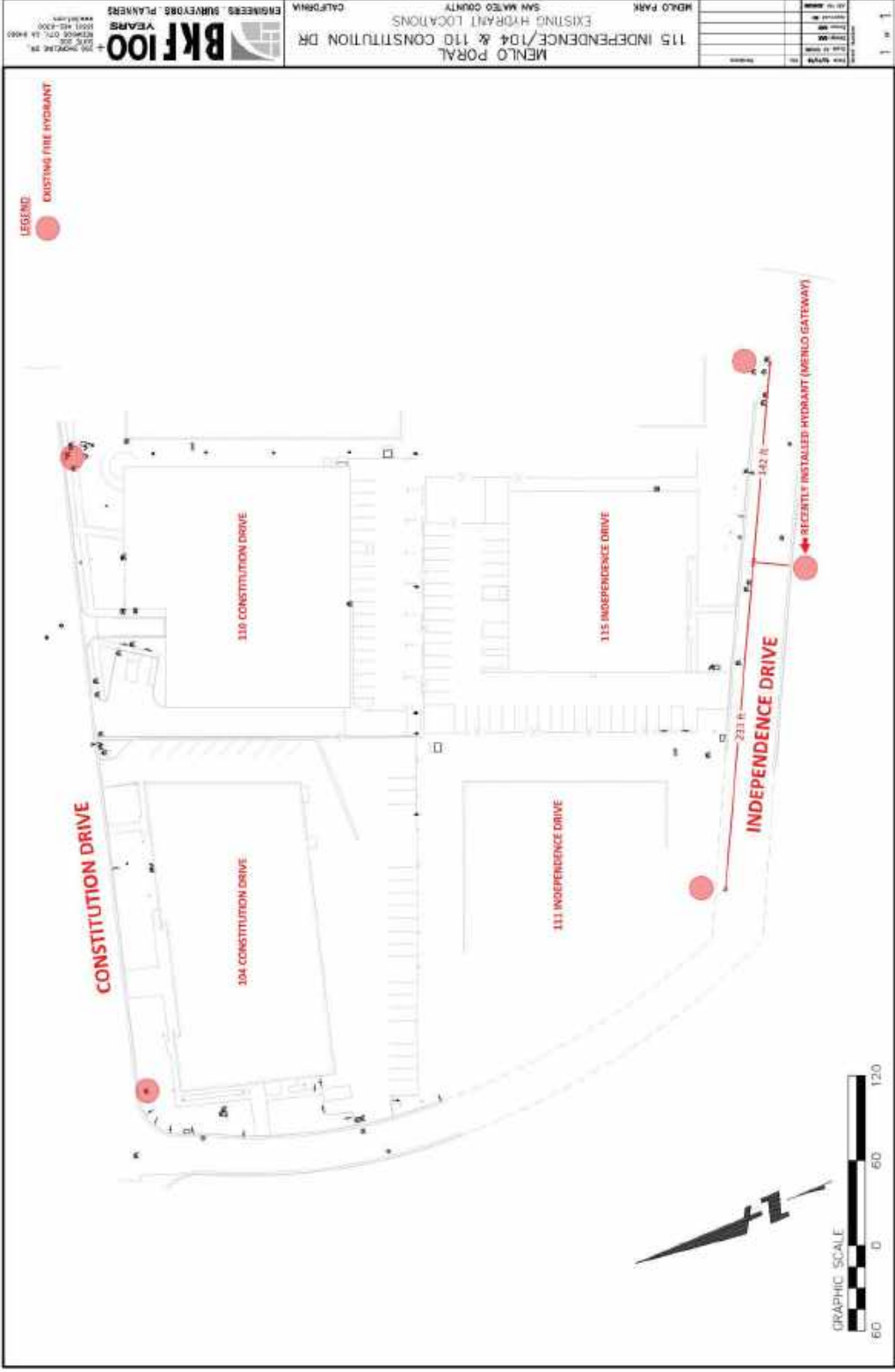
BKF 100 YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PRELIMINARY GRADING PLAN

C-005



MENLO PORTAL
 EXISTING HYDRANT LOCATIONS
 115 INDEPENDENCE/104 & 110 CONSTITUTION DR
 MENLO PARK
 SAN MATEO COUNTY
 CALIFORNIA

BKF100
 YEARS
 ENGINEERS SURVEYORS PLANNERS

200 CHOWLINE BL
 SUITE 200
 MENLO PARK, CA 94025
 650.321.1000
 www.bkf100.com

0.15" = 30'
 N
 FE-002

EXISTING HYDRANT LOCATIONS

MENLO PORTAL
 MENLO PARK, CA
 05-20-19

HM HANSEN PARTNERS

BKF100 YEARS

PGAdesign
 LANDSCAPE ARCHITECTS

GREYSTAR