



SPECIAL AND REGULAR MEETING AGENDA

Date: 7/22/2019
Time: 6:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

6:00 P.M. Special Session

- 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. Study Session Part 1

- D1. 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. ***Continued by the Planning Commission from the meeting of June 24, 2019.*** ([Staff Report #19-048-PC](#))

7:00 P.M. Regular Meeting

E. 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.

F. Consent Calendar

- F1. Approval of minutes from the June 24, 2019, Planning Commission meeting. ([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. ***Continued by the Applicant***

H. Regular Business

- H1. Review of Determination of Substantial Conformance/Brian Nguen/445 Oak Court:
Request for a substantial conformance memo for modifications to a previously approved use permit for a new two-story residence on a substandard lot. The modifications include changes to window styles. ([Attachment](#))

I. Study Session Part 2

- I1. Study Session/HuHan Two LLC/201 El Camino Real & 612 Cambridge Avenue:
Request for architectural control and environmental review for the demolition of an existing commercial building and multi-family residential building and the construction of a new three-story mixed use building with a below-ground parking lot. The building would consist of medical office, retail, and restaurant uses on the first floor and 12 residential units on the second and third floors in the SP-ECR/D (El Camino Real Downtown/Specific Plan) zoning district. The project also proposes two townhouses to be built in the property located in the R-3 (Apartment District) zoning district. A lot merger is proposed to combine the SP-ECR/D lots and abandon a portion of Alto Lane and a major subdivision to create residential condominium units, along with a Below Market Rate (BMR) housing agreement for compliance with the City's below market rate housing program. The proposal also includes a request for a Public Benefit Bonus, with the benefit consisting of rounding up a fractional BMR unit requirement to incorporate two onsite BMR units into the project. As part of the project, the applicant proposes to remove three heritage sized coast redwood trees. ([Staff Report #19-049-PC](#))

- I2. Study Session/Ernest Lee/Facebook West Campus Hotel:
Request for a conditional development permit amendment to increase the number of hotel rooms associated with the previously approved hotel land use. The proposed approximately 90,868 square foot, five-story hotel with a surface parking lot would consist of 240 hotel rooms, a restaurant, and hotel amenities. The modifications to the conditional development permit include a request to increase the approved number of hotel rooms from 200 to 240 rooms and decrease the number of onsite parking spaces from 245 to 120 parking spaces. The proposed conditional development permit amendment would also incorporate the architectural review of the design of the hotel. The project would also include environmental review to analyze the proposed hotel for consistency with the Facebook Campus Expansion Project Environmental Impact Report (EIR).
([Staff Report #19-050-PC](#))

J. Informational Items

- J1. 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 29, 2019
 - Regular Meeting: August 12, 2019
 - Regular Meeting: August 26, 2019

K. 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.

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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

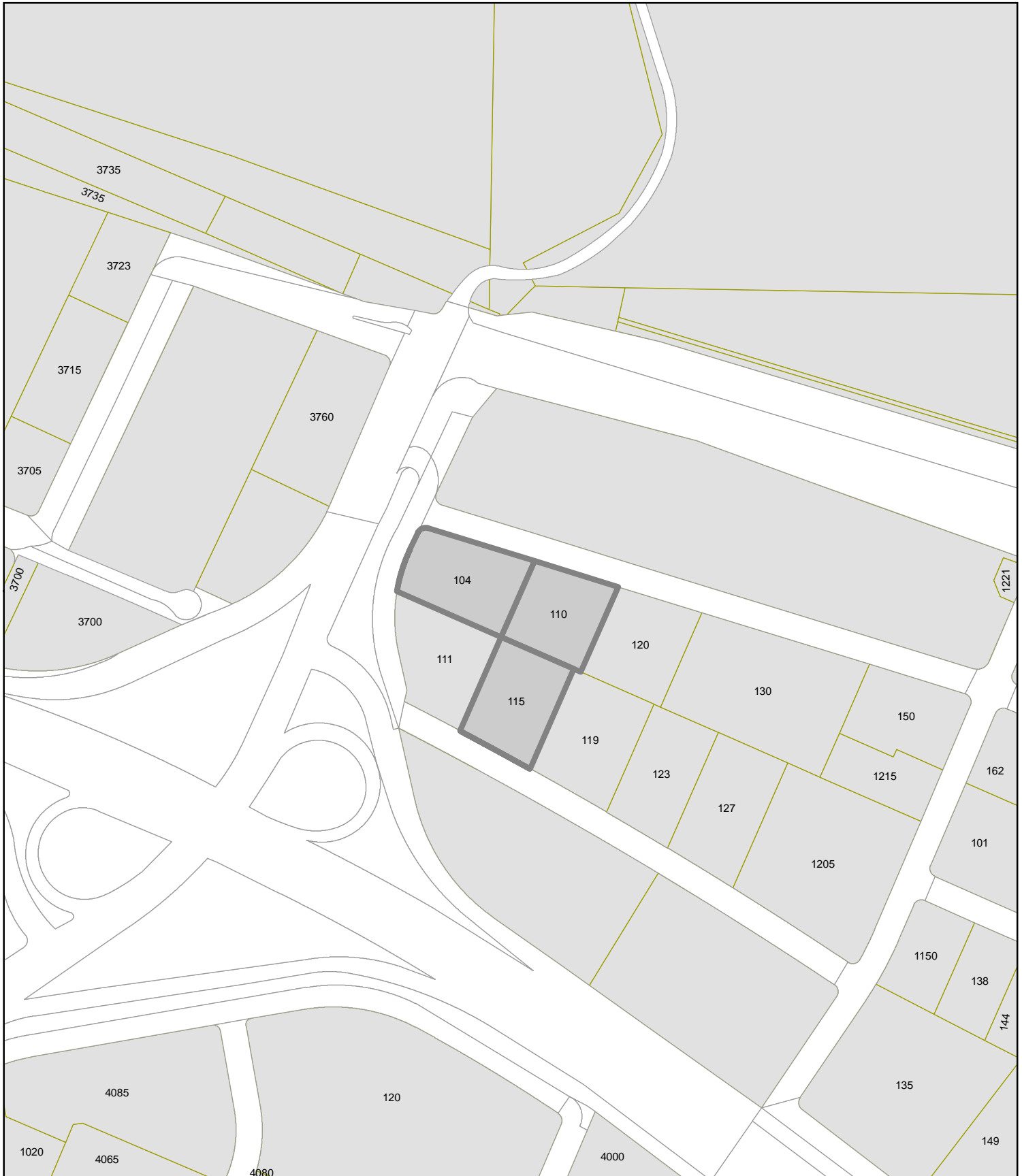
Attached are reduced versions of maps and diagrams submitted by the applicants. The accuracy of the information in these drawings is the responsibility of the applicants, and verification of the accuracy by City Staff is not always possible. The original full-scale maps, drawings and exhibits are available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



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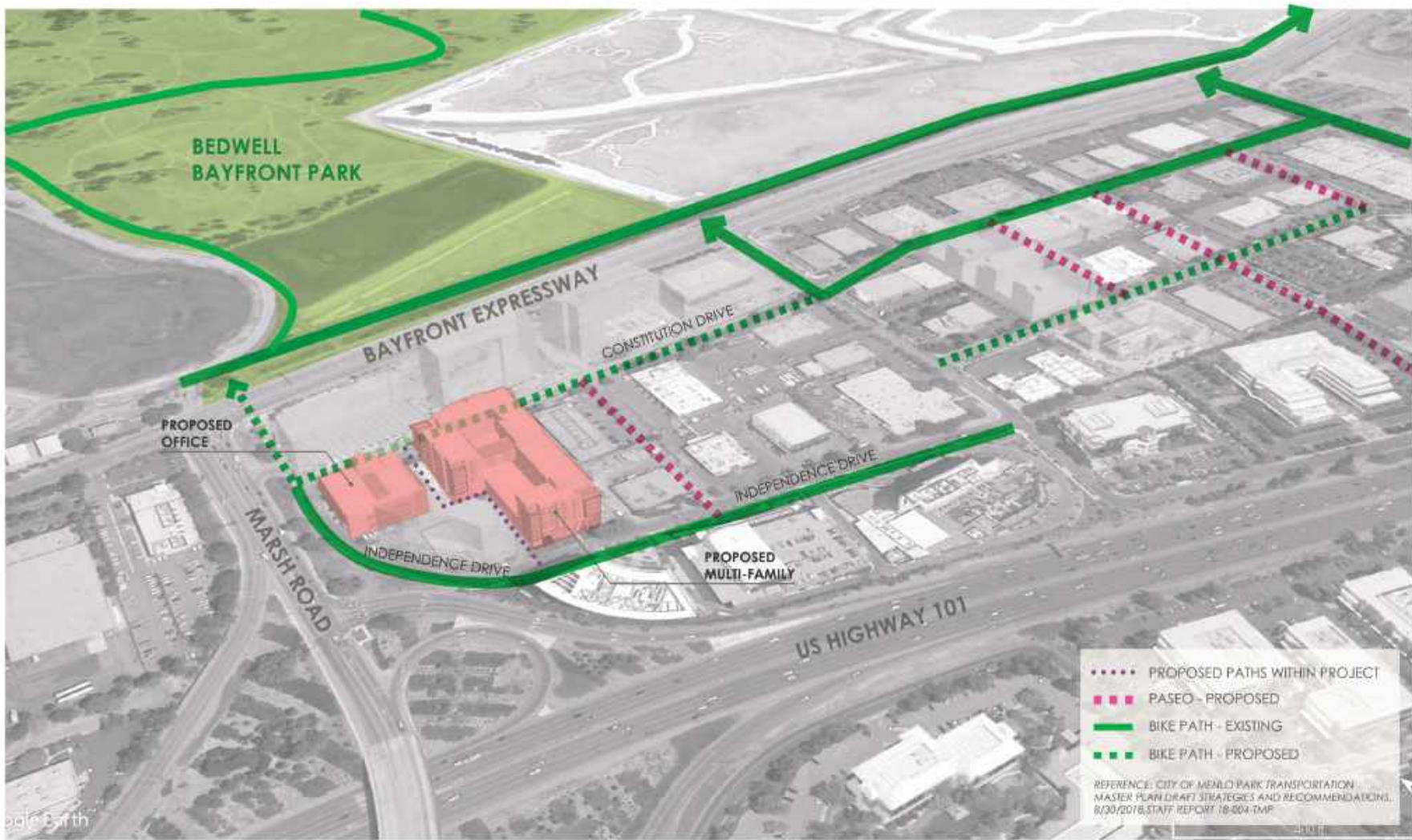
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MENLO PORTAL
MENLO PARK, CA
05-20-19

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)



MULTI FAMILY HOUSING (320 UNITS) AND OFFICE PROJECT - AREA SUMMARY

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) = 34,707.84 SF
OFFICE GSF	= 34,707.84 SF
(Office Total Built Area (Excludes Parking))	
Includes "NEIGHBORHOOD BENEFIT" of 1,607.95 SF at Level 01	
FAR % PROVIDED	24.87%
MULTI-FAMILY FLOOR AREA SUMMARY:	
MAX. ALLOWED FAR %	25% of the Total Site Area = 314,021.25 SF
MAX. ALLOWED FLOOR AREA	(139,565 SF X 2.25) = 311,341.41 SF
MULTIFAMILY GSF	= 311,341.41 SF
(Residential Total Built Area excludes Parking, Trash & Utility shafts)	
FAR % PROVIDED	223.08%
UNIT COUNT SUMMARY: 320 Units on net lot area of 3.20 acres (100 dwelling units/acre)	

Area Schedule (*-VIZ_UNIT TYPE AREAS - MENLO PORTAL SCHEME A) - AREA SUMMARY

LEVEL	OFFICE GSF (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITIES (INCLUDED IN FAR)	OFFICE UTILITIES (NOT 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	TOTAL BLDG GSF	TOTAL FAR (OFFICE+ RESID)
Level R-Roof	0.00	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	1,978.62
Level R-07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38,370.77	837.42	7,669.88	535.22	780.17	6,327.82	0.00	47,413.30	54,521.28	47,413.30
Level R-06	0.00	0.00	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	54,137.42	55,089.27	54,137.42
Level R-05	0.00	0.00	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	54,137.42	55,089.27	54,137.42
Level R-04	0.00	361.85	1,210.49	0.00	70.90	0.00	10,723.39	1,572.34	42,602.77	353.17	7,338.08	560.35	838.29	84.09	0.00	50,854.37	64,143.38	52,426.71
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	77,719.37	
Level R-02	0.00	0.00	1,507.57	249.60	66.08	21,273.61	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	33,899.67
Level R-01	0.00	1,607.95	1,915.39	927.11	400.56	20,184.61	4,088.70	4,450.44	0.00	8,855.92	6,934.63	4,095.75	1,108.59	8,486.56	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	41,458.22	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	346,049.26

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

GREYSTAR	HM	BKF 100 YEARS	PGAdesign	MENLO PORTAL MENLO PARK, CA 05-20-19	LOCATION MAP & PROJECT DATA SUMMARY	A-002a
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MULTI FAMILY - UNIT COUNT AND UNIT MIX

Area Schedule (*-VIZ UNIT TYPE AREAS - 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

OPEN SPACE SUMMARY BY LEVEL						
Level	OFFICE PUBLIC OPEN SPACE	OFFICE COMMON OPEN SPACE	RESI PUBLIC OPEN SPACE	RESI COMMON OPEN SPACE	RESI PRIVATE OPEN SPACE	TOTAL
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	34,891.25 SF	53,674.88 SF (i.e., 38.46% of Total Site Area)
PUBLIC OPEN SPACE		25% of Min. Open Space	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

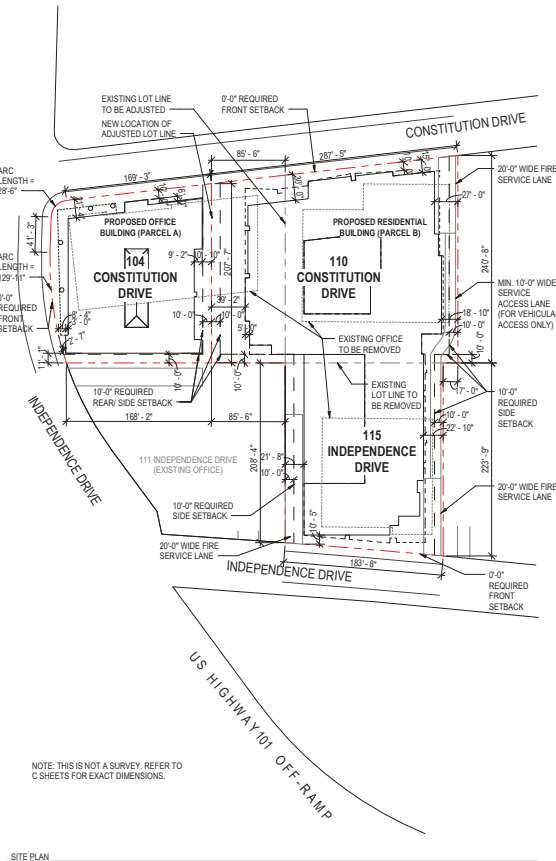
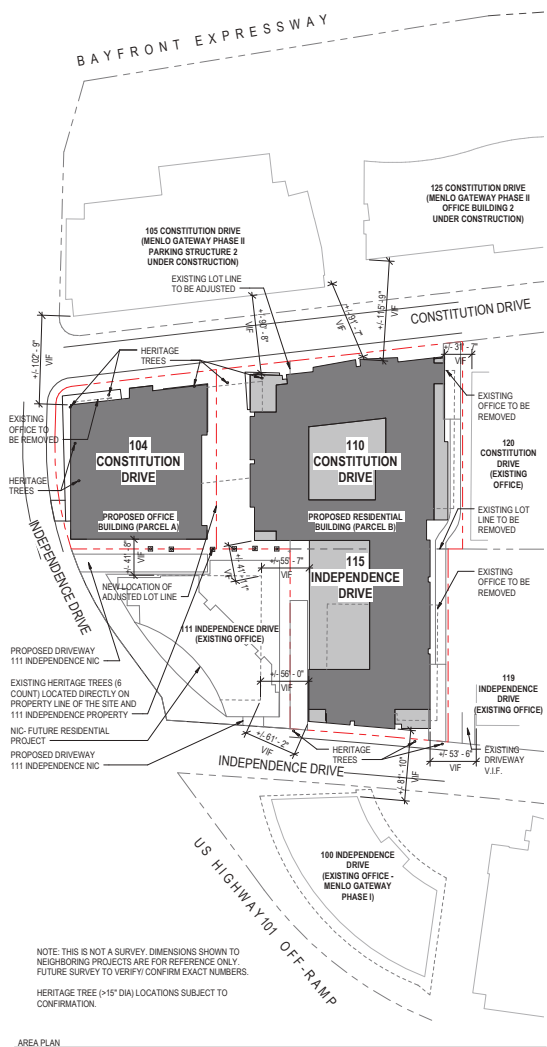
CALCULATION FOR OFFICE BUILDING OPEN SPACE				
		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
PARCEL A (SITE AREA 36,057SF)	OPEN SPACE	25% of Site Area	9,014.25 SF	14,812.09 SF (i.e. 4,088.70 SF (Central Plaza in Parcel A) + 10,723.39 (Office Common Roof terrace)) (41.07% of Site Area)
	PUBLIC OPEN SPACE	25% of Req. Open Space	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)
PARCEL B (SITE AREA 103,508SF)	OPEN SPACE	25% of Site Area	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	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)	RES. PRIVATE OPEN SPACE			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
	TOTAL RESIDENTIAL UNITS = 320			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





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LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PROJECT VIEW - FROM MARSH ROAD

A-004A



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ARCHITECTS

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
HOLLER MAHER
ARCHITECTS

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
HOLLER MAHER
ARCHITECTS

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



GREYSTAR

HM
HOLLER MAHER
ARCHITECTS

BKF 100
YEARS

PGAdesign
LANDSCAPE ARCHITECTS

MENLO PORTAL
MENLO PARK, CA
05-20-19

PROJECT VIEW - MULTI-FAMILY FROM
CONSTITUTION DRIVE

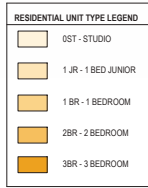
A-004E



OFFICE AREA SUMMARY LEVEL 1								
OFFICE (INCLUDED IN FAR)	NEIGHBORHOOD BENEFIT (INCL. IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.00	1,607.95	1,915.39	927.11	400.54	20,184.01	4,068.73	4,450.44	

RESIDENTIAL AREA SUMMARY LEVEL 1								
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
0.00	8,165.62	6,334.62	4,025.73	1,128.54	52,737.73	4,438.54	13,866.30	

NOTES:
1. REFER TO SHEET A-014 FOR DETAILED OPEN SPACE CALCULATIONS



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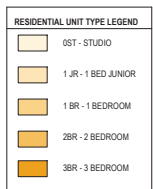
PLAN LEVEL R-01





OFFICE AREA SUMMARY LEVEL 2							
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	
0.00	0.00	1.507.87	240.60	66.08	21,273.91	0.00	
						OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
						0.00	1,767.10

RESIDENTIAL AREA SUMMARY LEVEL 2							
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	
22,999.32	1,823.67	7,419.91	299.10	539.81	60,063.13	84.00	
						RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
						84.00	92,742.50



NOTES:
1. REFER TO SHEET A-014 FOR DETAILED OPEN SPACE CALCULATIONS



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PLAN LEVEL R-02





OFFICE AREA SUMMARY LEVEL 3								
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
25,661.35	628.00	638.54	0.00	66.03	0.00	0.00	0.00	26,927.92

RESIDENTIAL AREA SUMMARY LEVEL 3								
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
90,772.40	3,268.63	7,200.00	648.22	832.77	0.00	23,712.04	0.00	116,433.06

RESIDENTIAL UNIT TYPE LEGEND

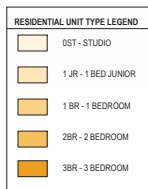
- 0ST - STUDIO
- 1JR - 1 BED JUNIOR
- 1BR - 1 BEDROOM
- 2BR - 2 BEDROOM
- 3BR - 3 BEDROOM

NOTES:
1. REFER TO SHEET A-014 FOR DETAILED OPEN SPACE CALCULATION



OFFICE AREA SUMMARY LEVEL 4						
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)
0.00	301.85	1.210.49	0.00	70.90	0.00	10,723.39
						OFFICE OPEN SPACE (NOT INCLUDED IN FAR)
						10,723.39
						TOTAL OFFICE AREA (FAR)
						1,972.54

RESIDENTIAL AREA SUMMARY LEVEL 4						
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)
42,992.77	393.17	7,338.04	690.35	838.25	0.00	84.00
						RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)
						84.00
						TOTAL RESIDENTIAL AREA (FAR)
						50,864.97



- NOTES:
 1. REFER TO SHEET A-04 FOR DETAILED OPEN SPACE CALCULATIONS
 2. ROOF AREA IS NOT INCLUDED IN THE AREA SUMMARY TABLE

GREYSTAR | HM | BKF 100 YEARS | PGAdesign | LANDSCAPE ARCHITECTS

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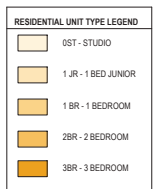
PLAN LEVEL R-04

N
 0 15' 30"
 A-008



OFFICE AREA SUMMARY LEVEL 5						
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)
0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)					
0.00	0.00					

RESIDENTIAL AREA SUMMARY LEVEL 5							
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)
44,007.74	1,597.38	7,047.62	555.23	897.74	0.00	0.00	84.00
TOTAL RESIDENTIAL AREA (FAR)							
54,137.42							



1. REFER TO SHEET A-014 FOR DETAILED OPEN SPACE CALCULATIONS
 2. LEVEL 6 FLOOR PLANS AND AREA SUMMARY ARE SIMILAR TO LEVEL 5.



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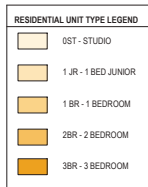
PLAN LEVEL R-05 (TYP. 05-06)





OFFICE AREA SUMMARY LEVEL 7						
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)
0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)					
0.00	0.00					

RESIDENTIAL AREA SUMMARY LEVEL 7						
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)
36,370.77	837.42	7,669.84	535.22	795.11	0.00	0.00
RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)					
6,307.82	47,413.30					



NOTES
1. REFER TO SHEET A-014 FOR DETAILED OPEN SPACE CALCULATIONS



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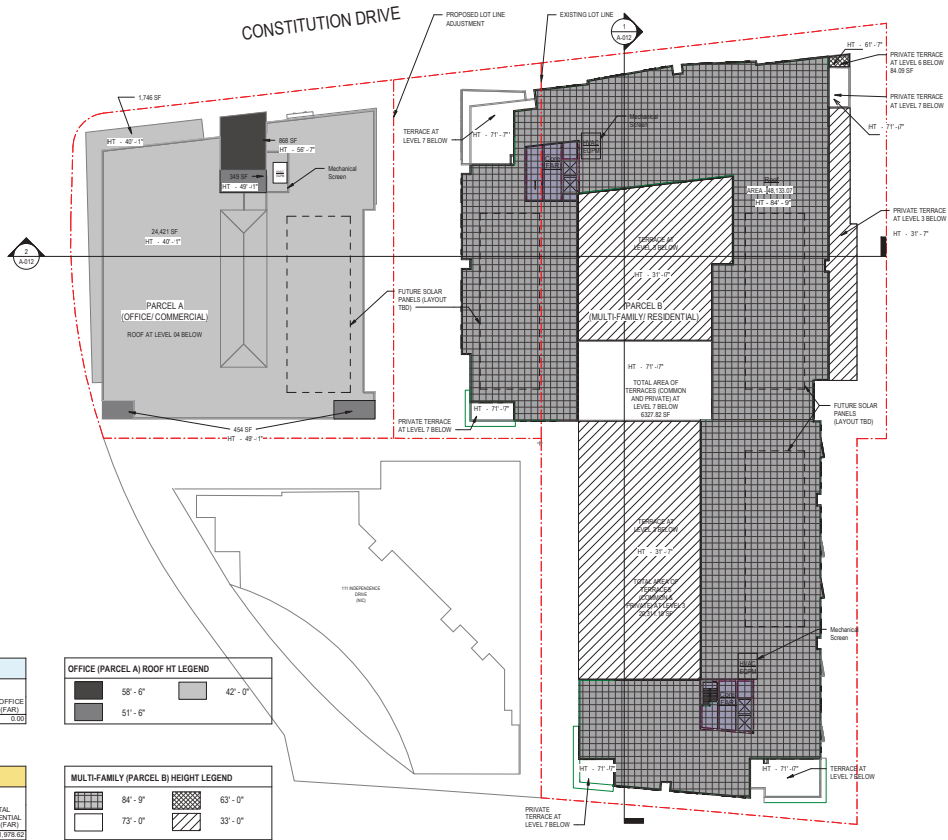
PLAN LEVEL R-07



AVERAGE BUILDING HEIGHT = 61.5' (< 62.5' Max. Height)

NOTE: 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.

SITE AREA (Multi-Family Housing Units and Office)				
	Built Area (SF)	Height (FT)	Area * Height	Average Height (FT)
Office Project	24,421.01	40.08	978,794.08	
Office overhang	1,745.88	40.08	69,974.87	
Office Rooftop Core 1	867.92	56.58	49,106.91	
Office Rooftop Core 2	453.77	49.08	22,271.03	
Office Rooftop Amenities	348.83	49.08	17,120.58	
Multi-Family Housing Project - Terraces at Level 3	20,311.01	31.58	641,424.54	
Multi-Family Housing Project - Private Terrace at Level 6	6,327.82	71.58	452,945.36	
Multi-Family Housing Project - Terraces at Level 7	84.09	61.58	5,178.26	
Multi-Family Housing Project - Building	48,133.07	84.75	4,079,277.68	
TOTAL	102,693.49		6,316,093.31	61.50



OFFICE AREA SUMMARY ROOF LEVEL								
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFICE (PARCEL A) ROOF HT LEGEND	
	58'-0"
	42'-0"
	51'-0"

RESIDENTIAL AREA SUMMARY ROOF LEVEL								
RESIDENTIAL UNITS OSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
0.00	0.00	0.00	1,976.84	0.00	0.00	0.00	0.00	1,976.84

MULTI-FAMILY (PARCEL B) HEIGHT LEGEND	
	84'-0"
	63'-0"
	73'-0"
	33'-0"

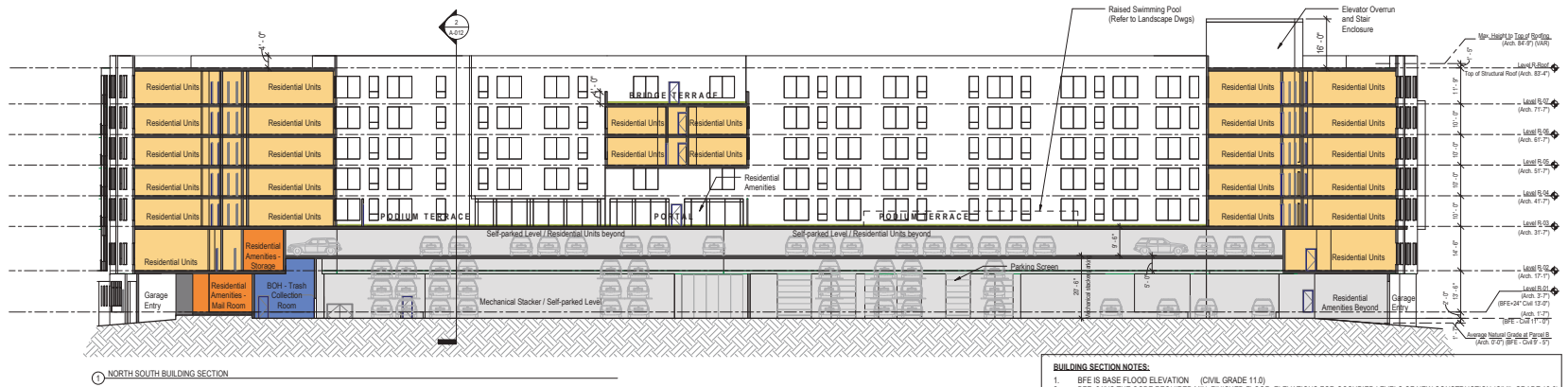
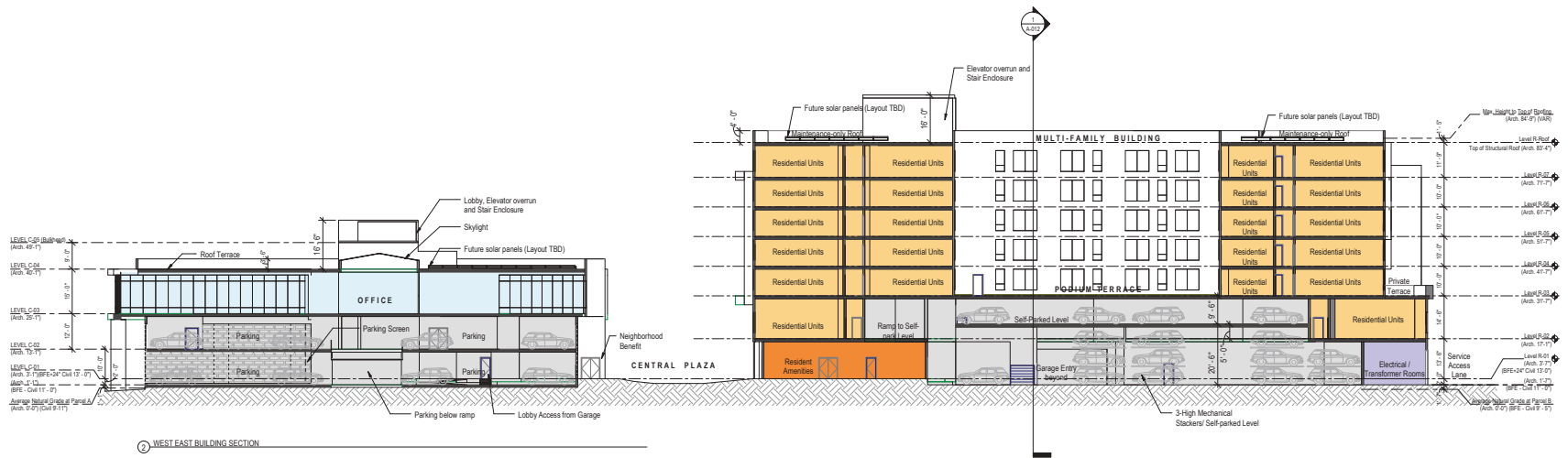
NOTES:
1. STAIR AND CORE ENCLOSURES TO ROOF LEVEL INCLUDED IN FAR CALCULATION.



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PLAN LEVEL R-ROOF





- BUILDING SECTION NOTES:**
1. BFE IS BASE FLOOD ELEVATION (CIVIL GRADE 11.0)
 2. BFE-24" IS THE CODE REQUIRED MIN. FINISHED FLOOR ELEVATIONS FOR OCCUPIED LEVELS OF NEW CONSTRUCTION (CIVIL GRADE 13.0)
 3. AVERAGE NATURAL GRADE OF OFFICE BUILDING IN PARCEL A IS +9.80' OR 9'-11"
 4. AVERAGE NATURAL GRADE OF RESIDENTIAL BUILDING IN PARCEL B IS +9.44 OR 9'-5"



Multifamily Inspiration Image 1 - Facade Orientation for Views and Solar Optimization



Multifamily Inspiration Image 2 - Projecting Bays



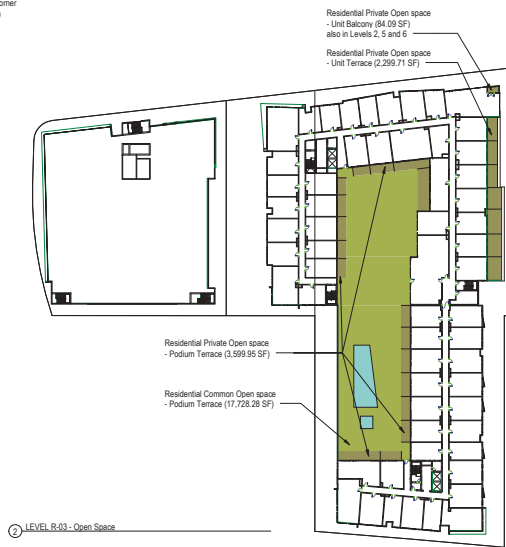
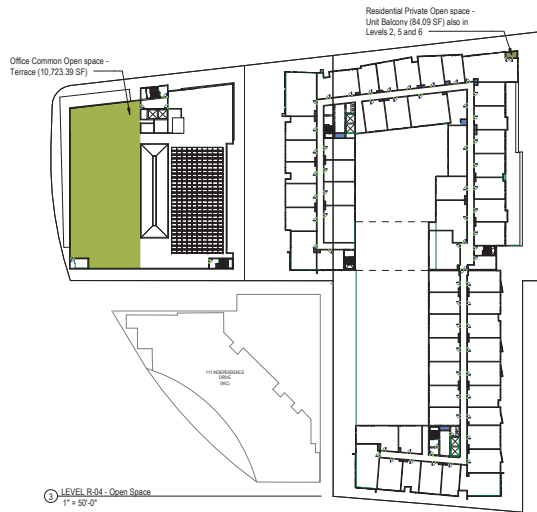
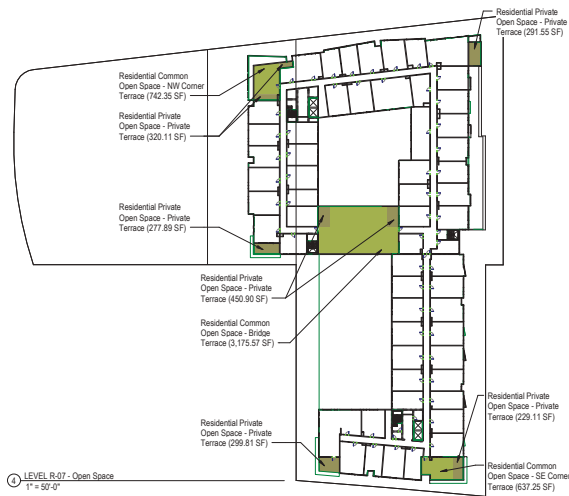
Office Inspiration Image 3 - Porous & Dynamic Parking Screen



Office Inspiration Image 4 - Prominent Stair to Encourage Usage



Office Inspiration Image 5 - Expression of Office Use



Municipal Code 16.45120 (4) - Open Space:

All development in the Residential-Mixed Use district shall provide a minimum amount of open space equal to 25% of the total lot area, with a minimum amount of publicly accessible open space equal to 25% of the total required open space area.

One hundred (100) square feet of open space per unit shall be created as common open space. In the case of a mix of private and common open space, such common open space shall be provided at a ratio equal to one and one-quarter (1.25) square feet for each one (1) square foot of private open space that is not provided.

Project Requirements - Open Space:

25% of the Total Site Area (139,565 SF) = 34,891.25 SF
Open Space Required

25% of Required Open Space (34,891.25 SF) = 8,722.81 SF
Public Open Space Required

80 SF of Private Open Space per dwelling unit

✓ **Project Compliance - Open Space:**
53,674.87 SF of Open Space provided by design
(38.46% of Total Site Area)

Includes:
Public Open Space: 12,575.26 SF
Private & Common Open Space: 41,099.62 SF

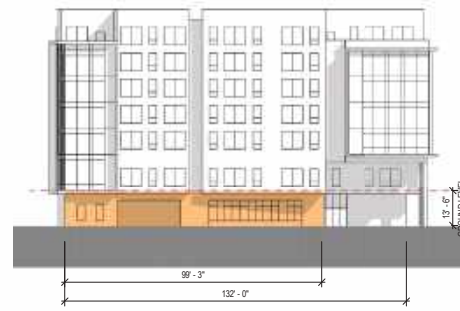
PUBLIC OPEN SPACE	12,575.26 SF
PRIVATE OPEN SPACE	8,092.77 SF
COMMON OPEN SPACE	33,006.85 SF

Open Space Summary by Levels:
Refer to Sheet A-002b for more detailed open space calculation



LENGTH OF BUILDING FRONTAGE: 218'-7"
 MIN FRONTAGE WITHIN SETBACKS: 218'-7" x 0.60 = 131'-1"
 PROPOSED FRONTAGE WITHIN SETBACKS: 146'-11"
 146'-11" x 131'-1" COMPLIES

CONSTITUTION FRONTAGE



LENGTH OF BUILDING FRONTAGE: 132'-0"
 MIN FRONTAGE WITHIN SETBACKS: 132'-0" x 0.60 = 79'-2"
 PROPOSED FRONTAGE WITHIN SETBACKS: 99'-3"
 99'-3" x 79'-2" COMPLIES

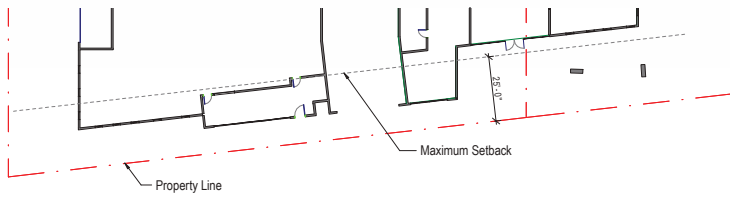
INDEPENDENCE FRONTAGE

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.

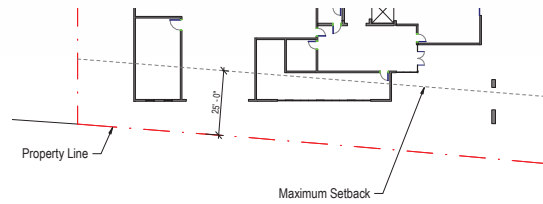
✓ **Project Compliance:**
 At least 60% of the building frontage located between the minimum and maximum setback lines

■ Portion of the building frontage located between the minimum and maximum setback lines

— Ground Level Height



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



100% BUILDING FACE (UPPER STORIES): 12,074 SF
 EXEMPT BUILDING FACE: 12,074 SF X 25% = 3,018 SF
 ELIGIBLE BUILDING FACE: 12,074 SF - 3,018 SF = 9,056 SF
 REQUIRED STEPBACK FACE: 9,056 SF X 75% = 6,792 SF
 STEPBACK BUILDING FACE PROVIDED: 6,894 SF

CONSTITUTION ELEVATION



100% BUILDING FACE (UPPER STORIES): 7,710 SF
 EXEMPT BUILDING FACE: 7,710 SF X 25% = 1,928 SF
 ELIGIBLE BUILDING FACE: 7,710 SF - 1,928 SF = 5,782 SF
 REQUIRED STEPBACK FACE: 5,782 SF X 75% = 4,337 SF
 STEPBACK BUILDING FACE PROVIDED: 7,710 SF

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



NOTE: NO BUILDING PROJECTIONS ON CONSTITUTION ELEVATION

CONSTITUTION ELEVATION



NOTE: NO BUILDING PROJECTIONS ON INDEPENDENCE ELEVATION

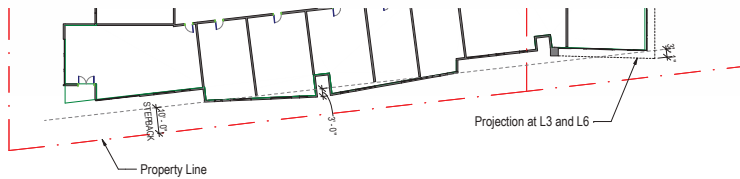
INDEPENDENCE ELEVATION

Municipal Code 16.45120 (2) -

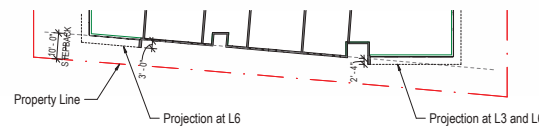
Building Projections:
 Maximum 6' from the required stepback for portions of the building above the ground floor

✓ **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)



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 05-20-19

RESIDENTIAL ZONING COMPLIANCE -
BUILDING MASS & SCALE

A-016



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

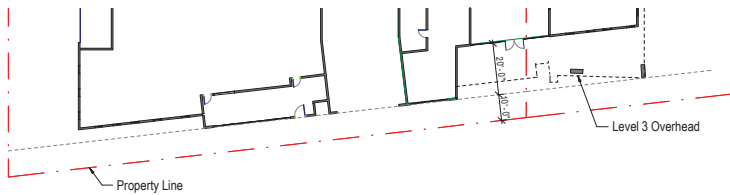
NOTE: MAJOR BUILDING MODULATION NOT APPLICABLE AS FACADE LENGTH LESS THAN 200'

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 paseos) applicable from the ground level to the top of the buildings' base height.

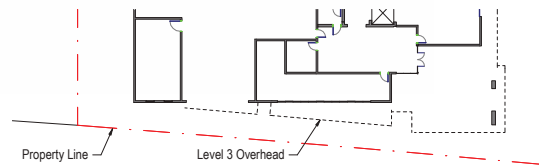
✓ **Project Compliance:**
 At least one major building recess provided every 200' of facade on Constitution elevations; Not applicable for Independence elevation since the facade length is less than 200'

■ Major building recess

— Base height



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



WEST ELEVATION FACING CENTRAL PLAZA

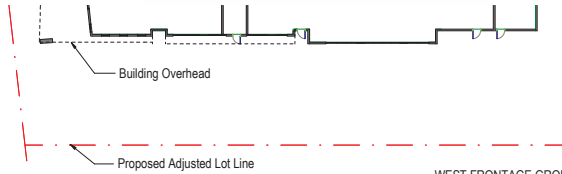
NOTE: MAJOR BUILDING MODULATION NOT APPLICABLE AS FACADE LENGTH IS LESS THAN 200'

Municipal Code 16.45120 (2) - Major Building Modulations:
 Minimum one recess of 15' wide by 10' deep per 200' of façade length facing publicly accessible spaces (streets, open space, and paseos) applicable from the ground level to the top of the buildings' base height.

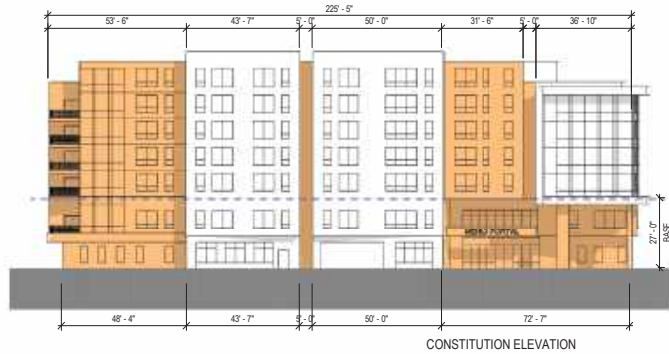
✓ **Project Compliance:**
 At least one major building recess provided every 200' of facade on Constitution elevations; Not applicable for Independence elevation since the facade length is less than 200'

Major building recess

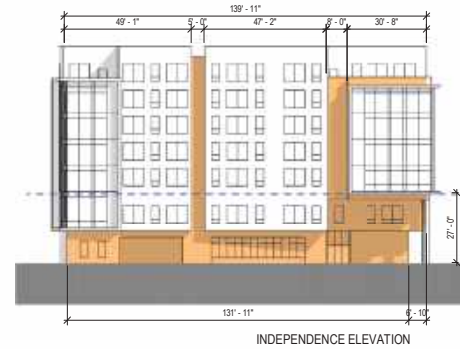
Base height



WEST FRONTAGE GROUND FLOOR PLAN



CONSTITUTION ELEVATION



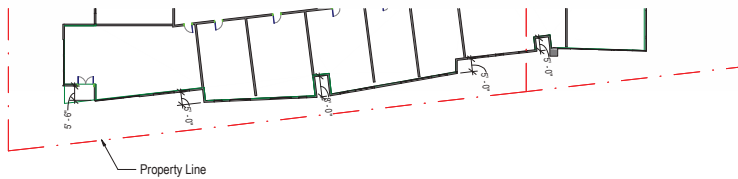
INDEPENDENCE ELEVATION

Municipal Code 16.45120 (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

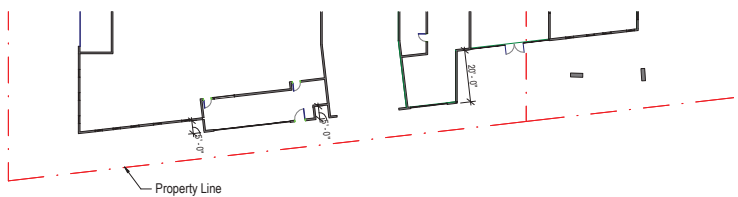
- Minor building recess
- Building projections
- Base height



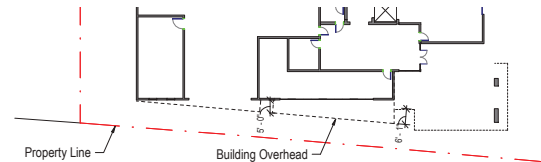
CONSTITUTION FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



INDEPENDENCE FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



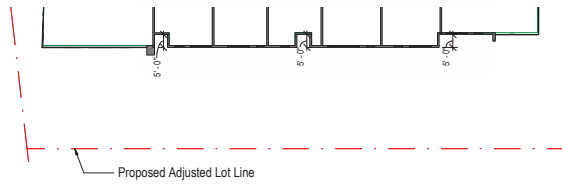
WEST ELEVATION FACING PUBLIC OPEN SPACE

Municipal Code 16.45120 (2) - Minor Building Modulations:
 Minimum recess of 5' wide by 5' deep per 50' of façade length facing publicly accessible spaces (streets, open space, and paseos).

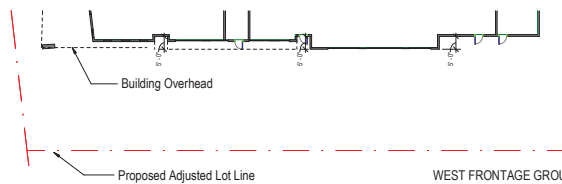
Building projections spaced no more than 50' apart with a minimum of 3' depth and 5' width may satisfy this requirement in lieu of a recess.

✓ **Project Compliance:**
 At least one minor building recess or building projection provided every 50' of façade

- Minor building recess
- Building projections
- - Base height



WEST FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



WEST FRONTAGE GROUND FLOOR PLAN



CONSTITUTION ELEVATION

GLAZED AREA: 18 SF
 GLAZED AREA: 19 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 236 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 112 SF
 GLAZED AREA: 412 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 20 SF

GROUND LEVEL FACADE SURFACE: 2,964 SF
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 2,964 SF X 30% = 889 SF

OPAQUE SURFACE PROVIDED: 2,029 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 935 SF
 935 SF > 889 SF = COMPLIES



INDEPENDENCE ELEVATION

GLAZED AREA: 20 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 448 SF
 GLAZED AREA: 106 SF
 GLAZED AREA: 20 SF

GROUND LEVEL FACADE SURFACE: 1,781 SF
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 1,781 SF X 30% = 534 SF

OPAQUE SURFACE PROVIDED: 1,188 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 593 SF
 593 SF > 534 SF = COMPLIES

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.

Blue square: Ground level transparent glazing surface
 Green square: Ground level opaque surface
 Dashed line: Ground level height



WEST ELEVATION FACING PUBLIC OPEN SPACE

GLAZED AREA: 20 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 20 SF
 GLAZED AREA: 266 SF
 GLAZED AREA: 156 SF
 GLAZED AREA: 317 SF

GROUND LEVEL FACADE SURFACE: 2,329 SF
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 2,329 SF X 30% = 699 SF

OPAQUE SURFACE PROVIDED: 1,692 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 737 SF
 737 SF > 699 SF = COMPLIES



MENLO PORTAL
 MENLO PARK, CA
 05-20-19

**RESIDENTIAL ZONING COMPLIANCE -
 GROUND FLOOR EXTERIOR**

A-021



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION



WEST ELEVATION FACING PUBLIC OPEN SPACE

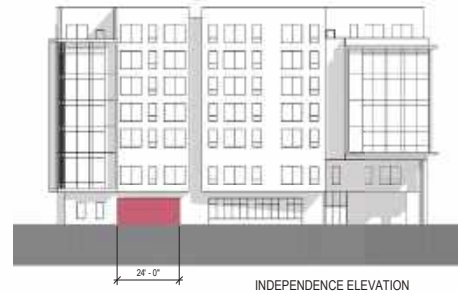
Municipal Code 16.45120 (3) -
Minimum Ground Floor Height Along
Street Frontage:
10' for residential uses

✓ **Project Compliance:**
The ground level is 13'-6\"/>

- Ground level
- - - Ground level height



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

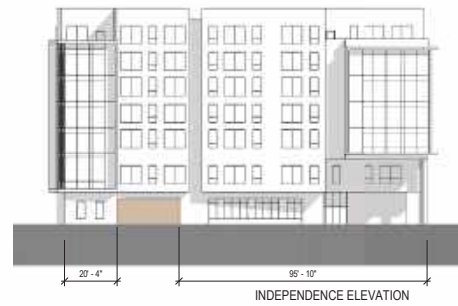
**Municipal Code 16.45120 (3) -
Garage Entrances:**
Maximum 24' opening for two-way
entrance

✓ **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



CONSTITUTION ELEVATION

NOTE: NO AWNINGS OR CANOPIES ALONG CONSTITUTION



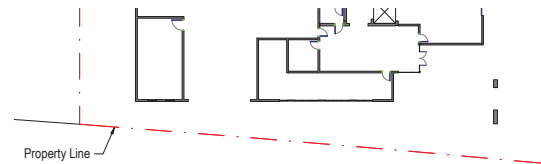
INDEPENDENCE ELEVATION

NOTE: NO AWNINGS OR CANOPIES ALONG INDEPENDENCE

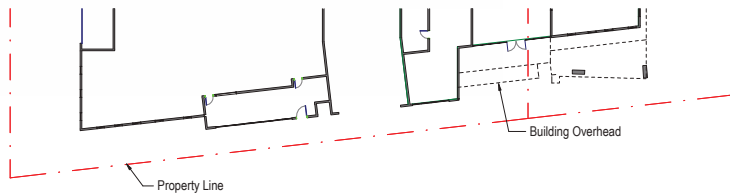


WEST ELEVATION FACING PUBLIC OPEN SPACE

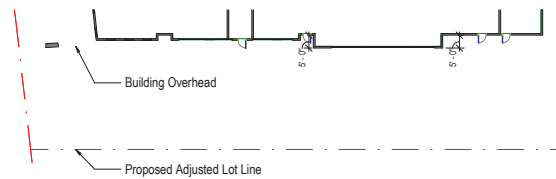
NOTE: NO AWNINGS OR CANOPIES ALONG PUBLIC OPEN SPACE



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



WEST FRONTAGE GROUND FLOOR PLAN

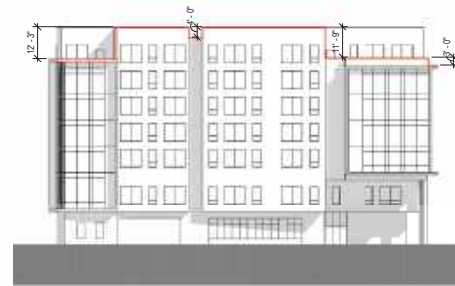
Municipal Code 16.45120 (3) - Awnings, Signs, and Canopies:
Maximum 7' horizontal projection

✓ **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.

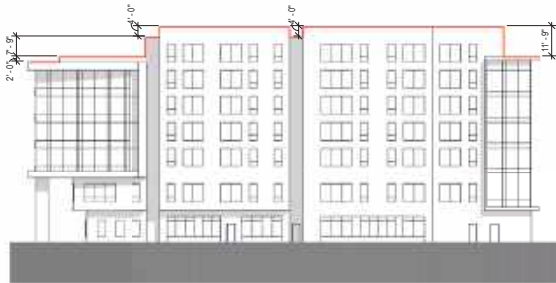
■ Projecting awning and canopy



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

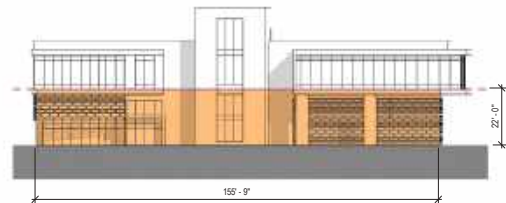


WEST ELEVATION FACING PUBLIC OPEN SPACE

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



LENGTH OF BUILDING FRONTAGE: 155'-9"
 MIN FRONTAGE WITHIN SETBACKS: 155'-9" X 0.60 = 93'-5"
 PROPOSED FRONTAGE WITHIN SETBACKS: 155'-9"
 155'-9" > 93'-5" COMPLIES

CONSTITUTION ELEVATION



LENGTH OF BUILDING FRONTAGE: 156'-1"
 MIN FRONTAGE WITHIN SETBACKS: 156'-1" X 0.60 = 93'-7"
 PROPOSED FRONTAGE WITHIN SETBACKS: 156'-1"
 156'-1" > 93'-7" COMPLIES

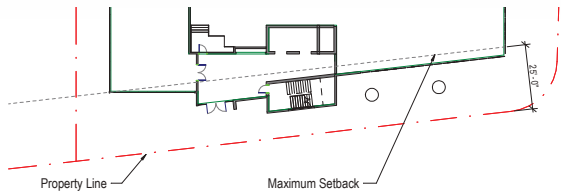
INDEPENDENCE ELEVATION

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.

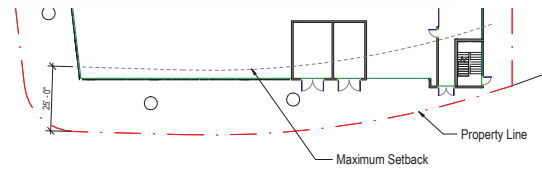
✓ **Project Compliance:**
 At least 60% of the building frontage located between the minimum and maximum setback lines

■ Portion of the building frontage located between the minimum and maximum setback lines

--- Ground Level Height of Office Uses



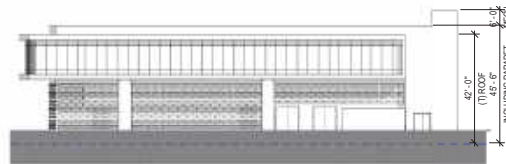
CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



CONSTITUTION FRONTAGE

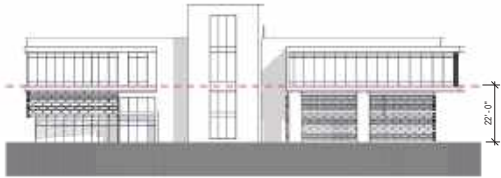


INDEPENDENCE FRONTAGE

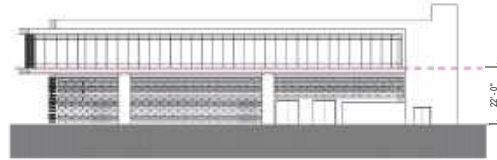
Municipal Code 16.45.120 (2) - Base Height:
 Maximum 45' height of a building at the minimum setback (0') at street. Properties within the flood zone or subject to flooding and sea level rise are allowed a 10-foot height increase.

✓ **Project Compliance:**
 Maximum height of the building at the minimum setback is less than 55' (45'+10'=55')

--- Street level (3'-5' below L1 finished floor)



CONSTITUTION ELEVATION

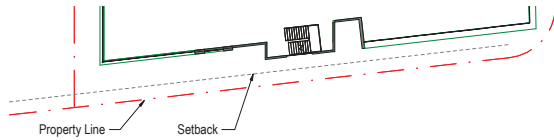


INDEPENDENCE ELEVATION

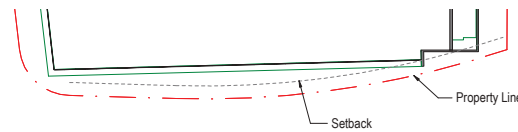
Municipal Code 16.43.130 (2) - Building Projections:
 Maximum 6' depth of allowable building projections from the required setback for portions of the building above the ground floor.

Project Compliance:
 All projections above the ground floor have maximum 6' depth.

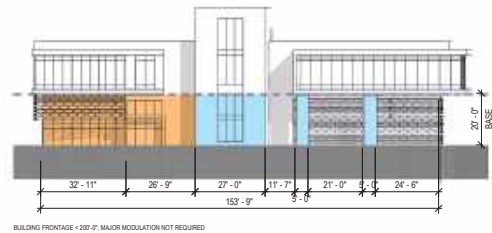
- Building projections
- - - Ground Level Height of Office Uses



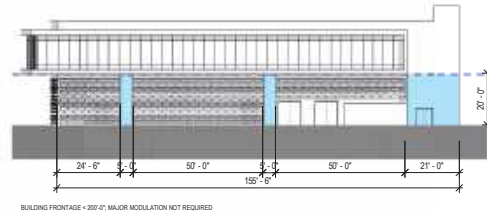
CONSTITUTION FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



INDEPENDENCE FRONTAGE UPPER LEVELS FLOOR PLAN (TYP)



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

Municipal Code 16.45.120 (2) - Major Building Modulations:
From ground level to the top of the building's base height, provide minimum of one recess of 15' wide by 10' deep per 200' of facade length.

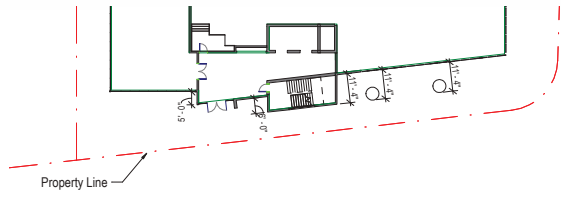
✓ **Project Compliance:**
All facades facing publicly accessible spaces are less than 200' in length, and therefore no major building modulations required.

Minor Building Modulations:
From ground level to the top of the building's base height, provide minimum recess of 5' wide by 5' deep per 50' of facade length for building facades facing publicly accessible spaces.

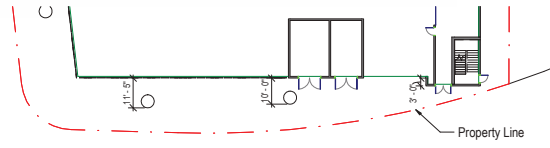
Building projections spaced no more than 50 feet apart with a minimum of 3' depth and 5' width may satisfy this requirement in-lieu of a recess.

✓ **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.

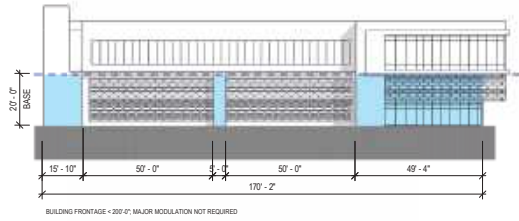
- Base height
- Building recess for minor modulation
- Building projection for minor modulation



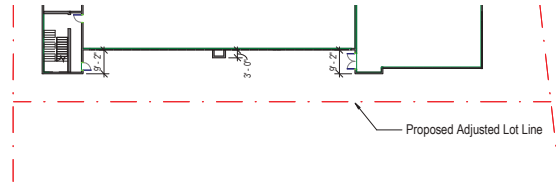
CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN



EAST ELEVATION FACING PUBLIC OPEN SPACE



EAST FRONTAGE GROUND FLOOR PLAN

Municipal Code 16.45.120 (2) - Major Building Modulations:
 From ground level to the top of the building's base height, provide minimum of one recess of 15' wide by 10' deep per 200' of facade length.

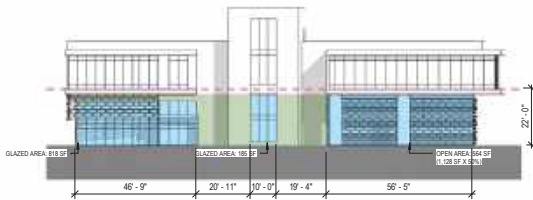
✓ **Project Compliance:**
 All facades facing publicly accessible spaces are less than 200' in length, and therefore no major building modulations required.

Minor Building Modulations:
 From ground level to the top of the building's base height, provide minimum recess of 5' wide by 5' 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.

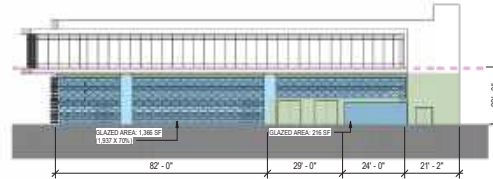
✓ **Project Compliance:**
 From ground level to the top of the building's base height, the minor modulation requirement is satisfied through a combination of 5' wide by 5' deep recesses and 3' deep by 5' wide projections per 50' of facade.

- Base height
- Building recess for minor modulation
- Building projection for minor modulation



GROUND LEVEL FACADE SURFACE: 3,077 SF
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 3,077 SF X 50% = 1,539 SF
 OPAQUE SURFACE PROVIDED: 1,567 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 1,567 SF
 1,567 SF > 1,539 SF = COMPLIES

CONSTITUTION ELEVATION



GROUND LEVEL FACADE SURFACE: 3,122 SF
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 3,122 SF X 50% = 1,561 SF
 OPAQUE SURFACE PROVIDED: 1,540 SF
 TRANSPARENT GLAZING SURFACE PROVIDED: 1,582 SF
 1,582 SF > 1,561 SF = COMPLIES

INDEPENDENCE ELEVATION

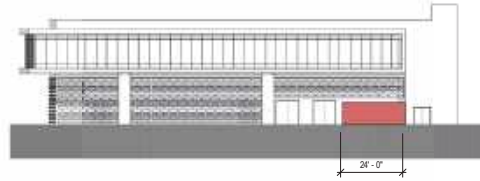
Municipal Code 16.45.120 (3) - Ground Floor Transparency:
 Minimum 50% of the ground floor for commercial uses that must provide visual transparency

Project Compliance:
 ✓ Transparent glazing exceeds 50% of the ground floor facade.

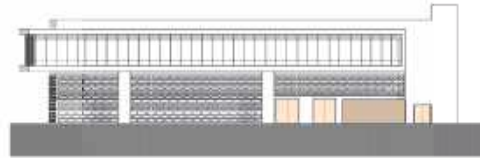
- Ground level transparent glazing surface
- Ground level opaque surface
- - - Ground level height



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION



INDEPENDENCE ELEVATION

**Municipal Code 16.45.120 (3) -
Garage Entrances:**
Maximum 24' opening for two-way
entrance

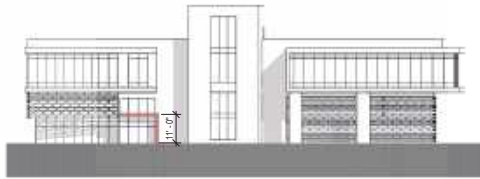
✓ **Project Compliance:**
A 24' opening for two-way vehicular
entrance is provided on Independence.

■ 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

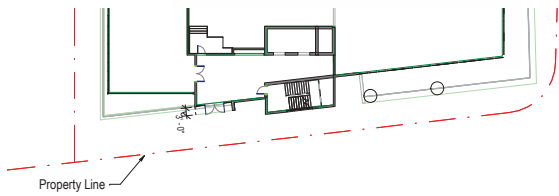


CONSTITUTION ELEVATION

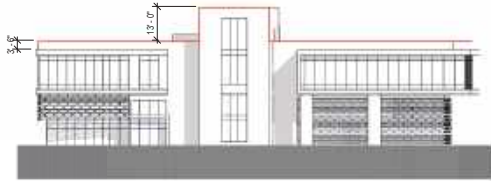
**Municipal Code 16.45.120 (3) -
Awnings, Signs, and Canopies:**
Maximum 7' horizontal projection

- ✓ **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.

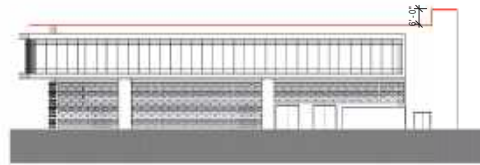
■ Projecting awning and canopy



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



CONSTITUTION ELEVATION



INDEPENDENCE ELEVATION

Municipal Code 16.45.120 (6G) - 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

STREET LEVEL LANDSCAPE ELEMENTS

STREET TREE: CONSTITUTION

Gleditsia triacanthos 'Shademaster' (Honey Locust)



STREET TREE: INDEPENDENCE

Grevillea robusta (Silk Oak)



CENTRAL PLAZA TREES

Ulmus parvifolia 'Allee' (Allee Chinese Elm)



Lagerstroemia sp. (Crape Myrtle)



COLUMNAR TREE AT SERVICE ACCESS DRIVE

Acer rubrum 'Armstrong' (Red Maple)



UNDERSTORY PLANTING



BIKE RACKS



TRASH RECEPTACLE



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)

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



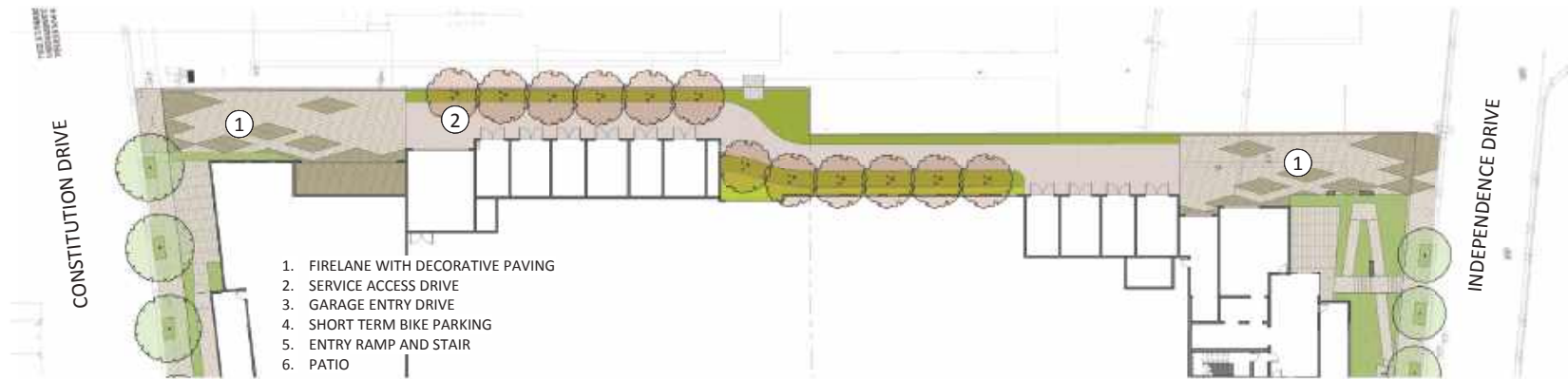
URBAN TIMBER BENCHES WITH ADIRONDACK CHAIRS



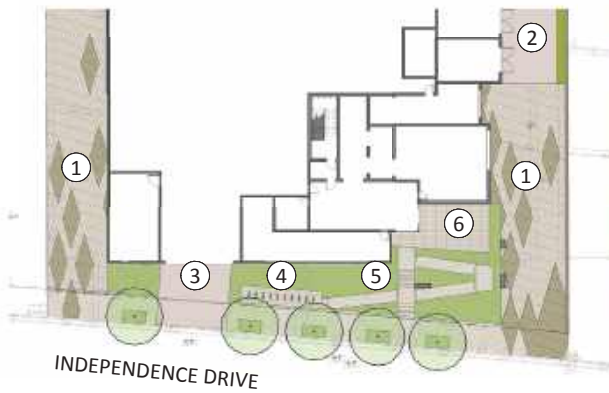
SCREENING WALL WITH END OF LOG SEATING



FIRELANE & SERVICE ACCESS DRIVE AT EAST SIDE LANDSCAPE PLAN



SOUTHERN ENTRY AT RESIDENTIAL LANDSCAPE PLAN



ENTRY RAMPS PRECEDENT IMAGE



DECORATIVE PAVING PRECEDENT IMAGE



OFFICE/ COMMERCIAL LANDSCAPE PLAN



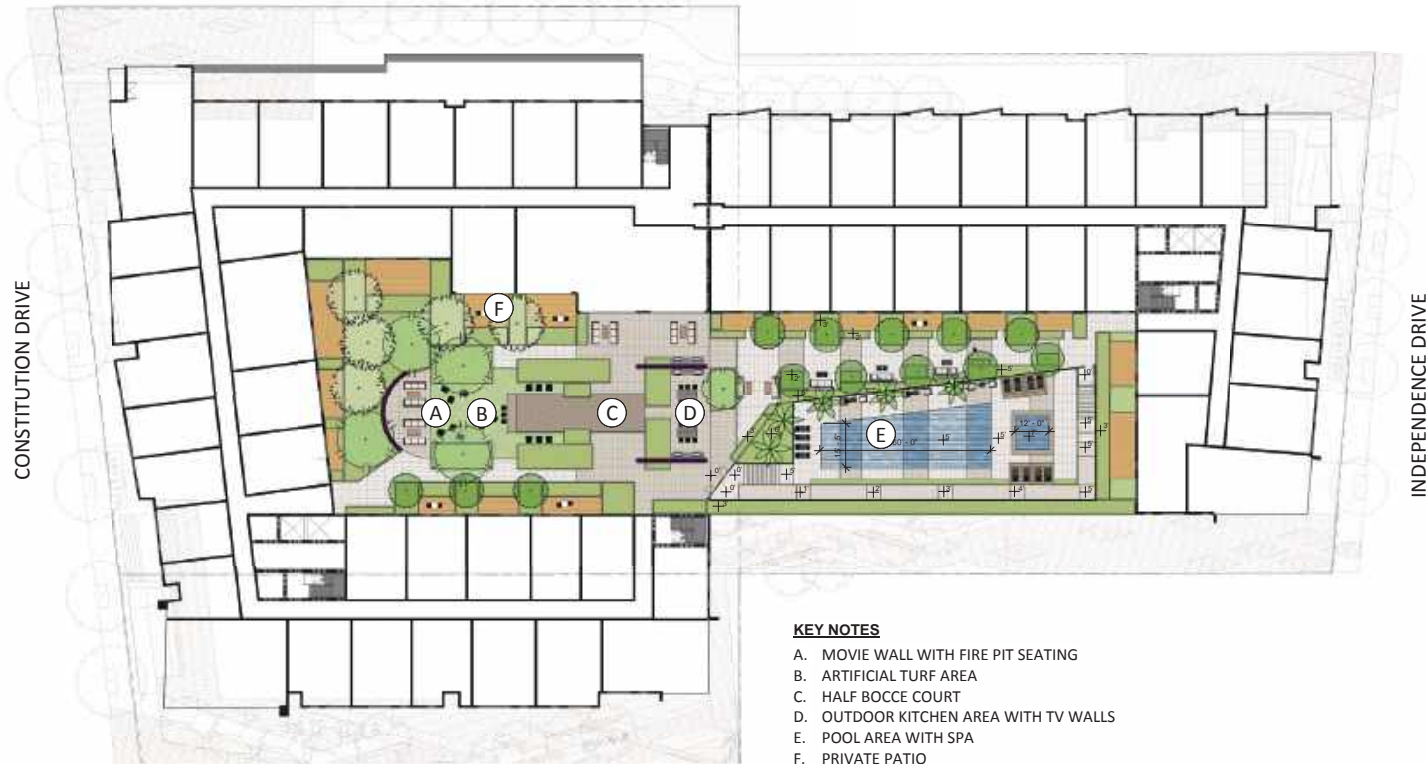
LOW PLANTING FORMING OUTDOOR ROOMS



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 BOCCO COURT
 - D. OUTDOOR KITCHEN AREA WITH TV WALLS
 - E. POOL AREA WITH SPA
 - F. PRIVATE PATIO

POOL AREA



MOVIE WALL



BOCCO COURT



FOCAL TREES NEAR BOCCO COURT



AMENITY ROOM OPENING OUT INTO KITCHEN AREA



ROOF DECK LANDSCAPE PLANS



ROOF DECK PRECEDENT IMAGES



PRO FORMA A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

PRO FORMA EXCEPTIONS: 104 CONSTITUTION DRIVE

- The following exceptions are taken from the Pro Forma prepared by West American Title Insurance Company National Commercial Division under Policy Number 104-330-0015. A Lien Note for this exception shall remain in force.
1. Certain areas shall have easements for the public use of the subject lot. A Lien Note for this exception shall remain in force.
 2. The use of any portion of the land is hereby restricted to comply with the provisions of the local laws, ordinances, rules and regulations, and any other restrictions that may be applicable to the property.
 3. All easements and other rights are hereby granted for the use of the subject lot and the adjacent lots.
 4. Easements are hereby granted for the use of the subject lot and the adjacent lots.
 5. Easements are hereby granted for the use of the subject lot and the adjacent lots.
 6. Easements are hereby granted for the use of the subject lot and the adjacent lots.

104. THE FOLLOWING EXCEPTIONS ARE TAKEN FROM THE PRO FORMA PREPARED BY WEST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL DIVISION UNDER POLICY NUMBER 104-330-0015. A LIEN NOTE FOR THIS EXCEPTION SHALL REMAIN IN FORCE.

1. CERTAIN AREAS SHALL HAVE EASEMENTS FOR THE PUBLIC USE OF THE SUBJECT LOT. A LIEN NOTE FOR THIS EXCEPTION SHALL REMAIN IN FORCE.

2. THE USE OF ANY PORTION OF THE LAND IS HEREBY RESTRICTED TO COMPLY WITH THE PROVISIONS OF THE LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS, AND ANY OTHER RESTRICTIONS THAT MAY BE APPLICABLE TO THE PROPERTY.

3. ALL EASEMENTS AND OTHER RIGHTS ARE HEREBY GRANTED FOR THE USE OF THE SUBJECT LOT AND THE ADJACENT LOTS.

4. EASEMENTS ARE HEREBY GRANTED FOR THE USE OF THE SUBJECT LOT AND THE ADJACENT LOTS.

5. EASEMENTS ARE HEREBY GRANTED FOR THE USE OF THE SUBJECT LOT AND THE ADJACENT LOTS.

6. EASEMENTS ARE HEREBY GRANTED FOR THE USE OF THE SUBJECT LOT AND THE ADJACENT LOTS.

LEGAL DESCRIPTIONS: 104 CONSTITUTION DRIVE

104. PROPERTY IN THE CITY OF MENLO PARK, COUNTY OF SAN GABRIEL, STATE OF CALIFORNIA, DESCRIBED AS TO CORNER: LOT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. AREA: 104-000-000.



110 CONSTITUTION DRIVE

- The following exceptions are taken from the Pro Forma prepared by West American Title Insurance Company National Commercial Division under Policy Number 110-330-0015. A Lien Note for this exception shall remain in force.
1. Certain areas shall have easements for the public use of the subject lot. A Lien Note for this exception shall remain in force.
 2. The use of any portion of the land is hereby restricted to comply with the provisions of the local laws, ordinances, rules and regulations, and any other restrictions that may be applicable to the property.
 3. All easements and other rights are hereby granted for the use of the subject lot and the adjacent lots.
 4. Easements are hereby granted for the use of the subject lot and the adjacent lots.
 5. Easements are hereby granted for the use of the subject lot and the adjacent lots.
 6. Easements are hereby granted for the use of the subject lot and the adjacent lots.

110. PROPERTY IN THE CITY OF MENLO PARK, COUNTY OF SAN GABRIEL, STATE OF CALIFORNIA, DESCRIBED AS TO CORNER: LOT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. AREA: 110-000-000.

115 INDEPENDENCE DRIVE

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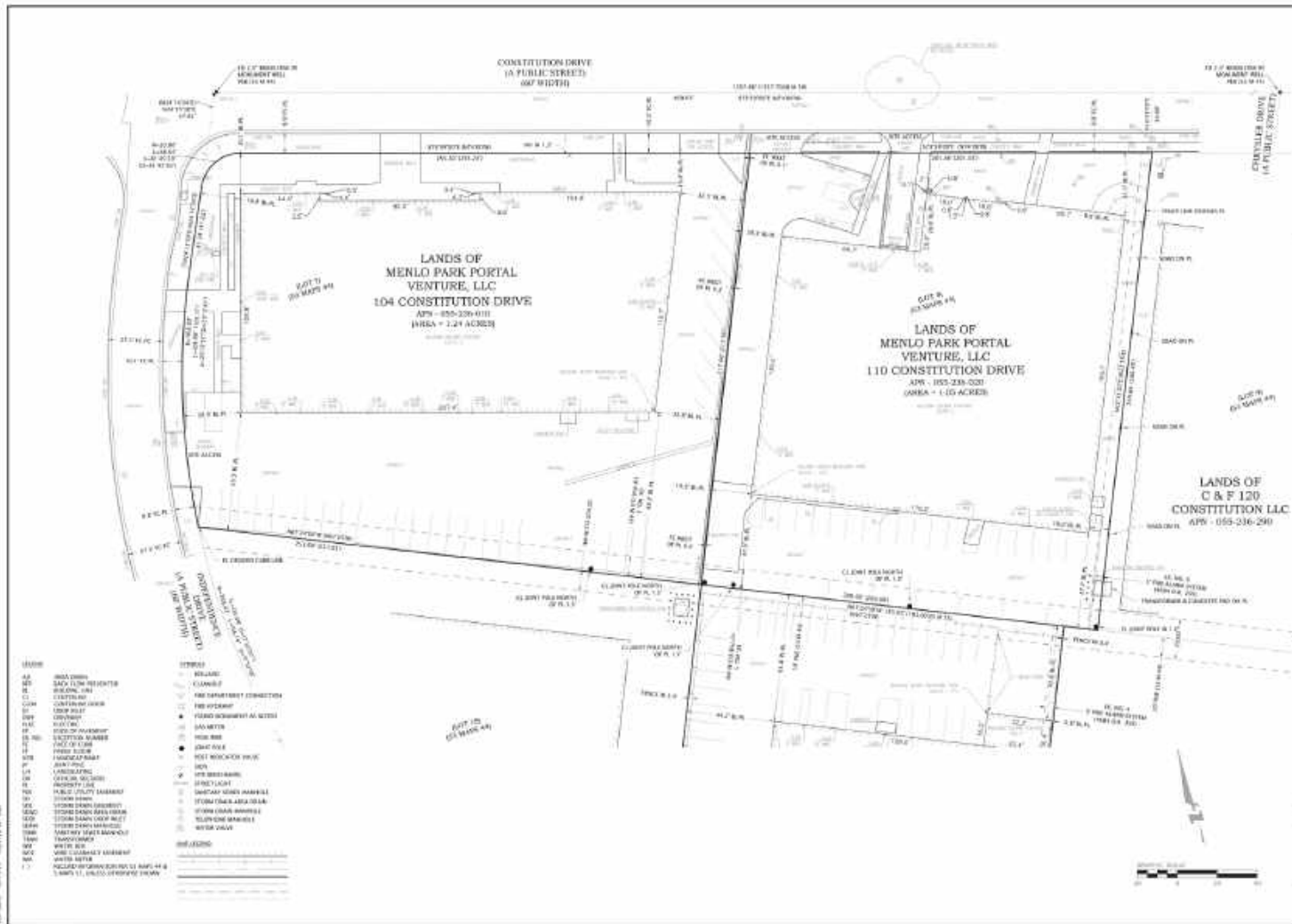
115 INDEPENDENCE DRIVE

- The following exceptions are taken from the Pro Forma prepared by West American Title Insurance Company National Commercial Division under Policy Number 115-330-0015. A Lien Note for this exception shall remain in force.
1. Certain areas shall have easements for the public use of the subject lot. A Lien Note for this exception shall remain in force.
 2. The use of any portion of the land is hereby restricted to comply with the provisions of the local laws, ordinances, rules and regulations, and any other restrictions that may be applicable to the property.
 3. All easements and other rights are hereby granted for the use of the subject lot and the adjacent lots.
 4. Easements are hereby granted for the use of the subject lot and the adjacent lots.
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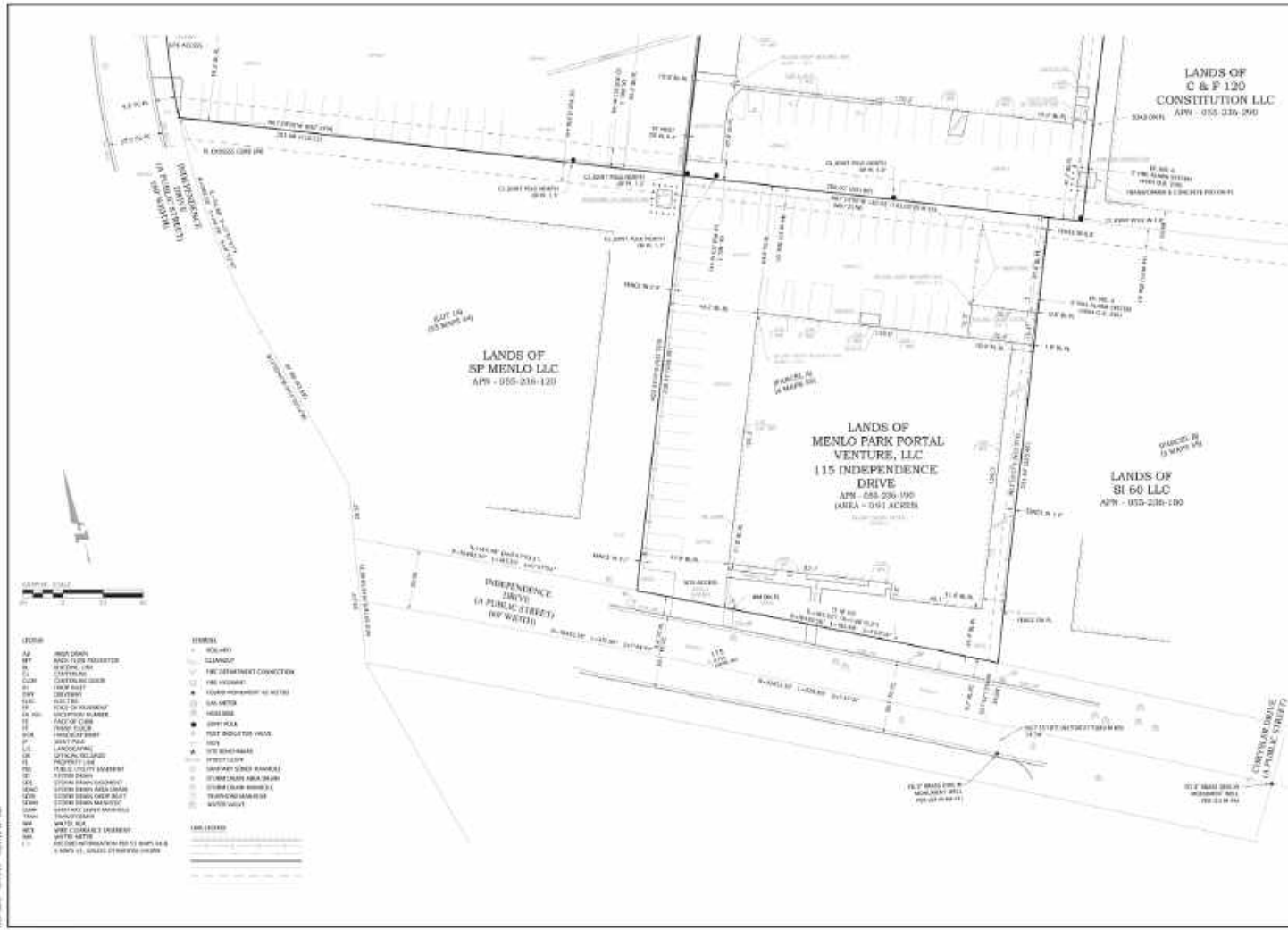
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104 & 110 CONSTITUTION DRIVE & 115 INDEPENDENCE DRIVE PRO FORMA A.T.A. / N.S.P.S. LAND TITLE SURVEY

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100 YEARS OF EXCELLENCE
1918-2018
BUSINESS. OBSTACLES. PLANNED.

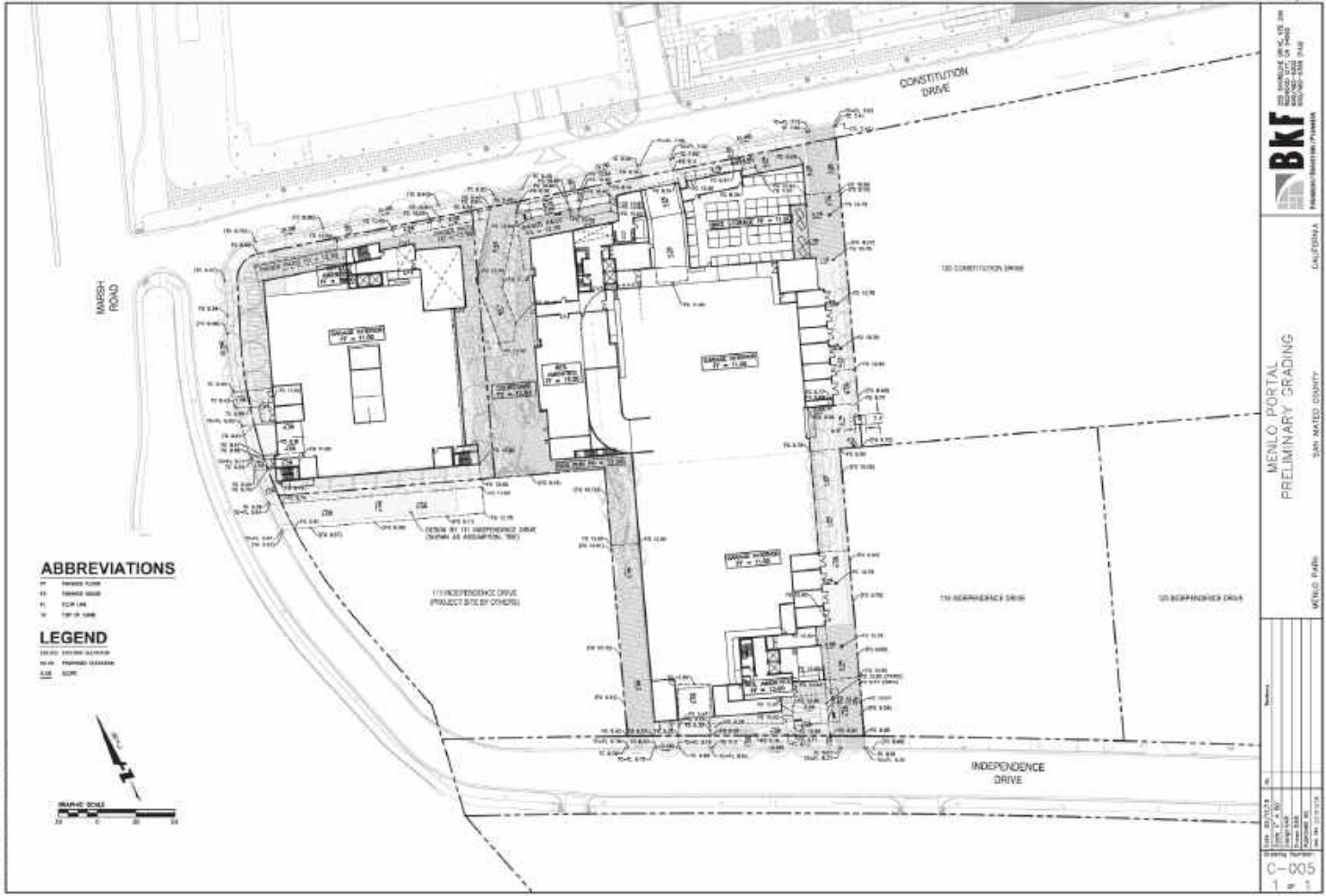
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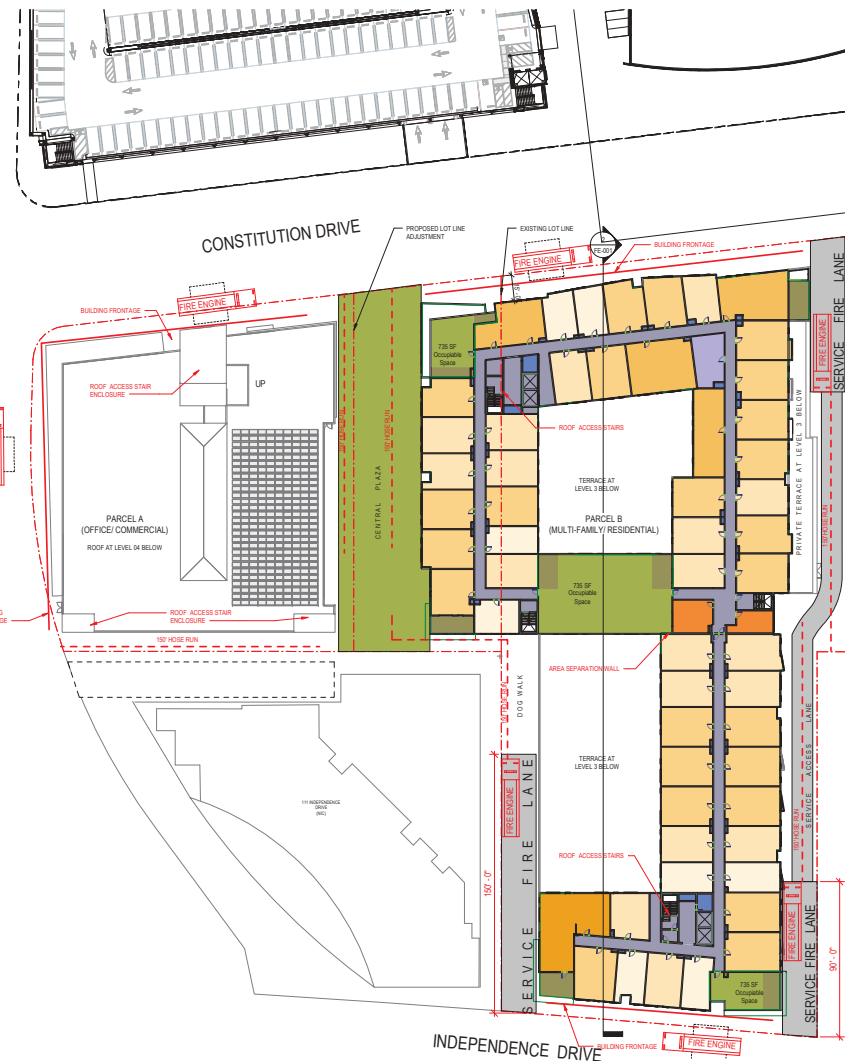
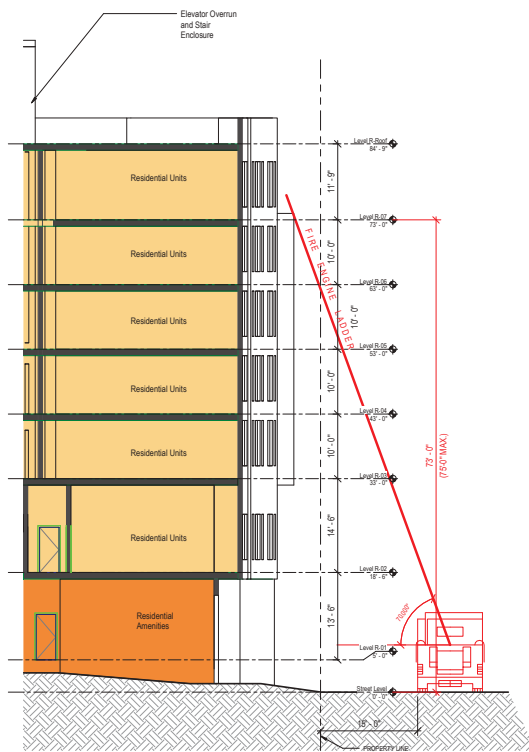


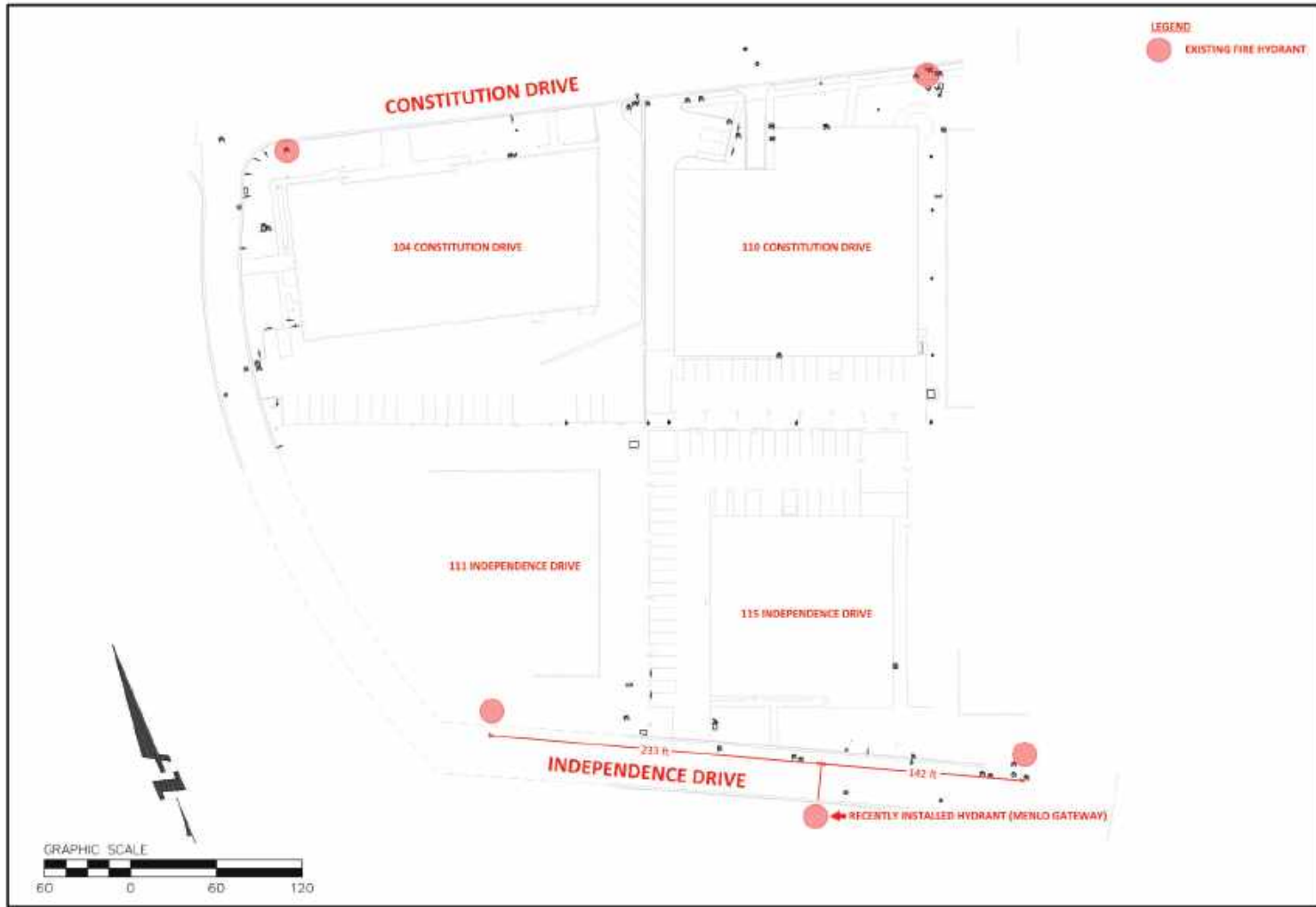
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 100 YEARS
 OF EXCELLENCE
 IN LANDSCAPE ARCHITECTURE

104 & 110 CONSTITUTION DRIVE
 & 115 INDEPENDENCE DRIVE
 PRO FORMA A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

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BKF100
 100 YEARS
 1919-2019
 ENGINEERS · SURVEYORS · PLANNERS

MENLO PORTAL
 115 INDEPENDENCE / 104 & 110 CONSTITUTION DR
 EXISTING HYDRANT LOCATIONS
 SAN MATEO COUNTY CALIFORNIA
 MENLO PARK

DATE	DESCRIPTION



REGULAR MEETING MINUTES - DRAFT

Date: 6/24/2019
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 7:00 p.m.

B. Roll Call

Present: Andrew Barnes, Chair; Henry Riggs, Vice Chair, (arrived at 7:05 p.m.); Camille Kennedy; Michele Tate and Katherine Strehl

Absent: Chris DeCardy and Michael Doran

Staff: Kaitie Meador, Senior Planner; Kyle Perata, Principal Planner; Corinna Sandmeier, Senior Planner

C. Reports and Announcements

Principal Planner Kyle Perata said the City Council would hold a special meeting on July 15. He said the Planning Commission's July 15 meeting was canceled and rescheduled to July 22.

Chair Barnes noted that Commissioner Henry Riggs had joined the Commission at the dais.

D. Public Comment

None

E. Consent Calendar

E1. Approval of minutes from the June 3, 2019, Planning Commission meeting. ([Attachment](#))

Chair Barnes said he had submitted suggested changes that were at the dais for Commissioners' review.

ACTION: Motion and second (Katherine Strehl/Barnes) to approve the June 3, 2019 Planning Commission minutes with the following modifications; passes 5-0 with Commissioners DeCardy and Doran absent.

- Page 2, last paragraph before Action, 2nd and 3rd sentences: Replace "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.” with “He said for the record that there was no bias against the proposed modern architecture. He said it was more the siting of the garage and the layout as well as the manufacture’s choices about the type of design that were problematic.”

F. Regular Business

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

Carla Silver, Assistant City Attorney, made a presentation on the new Real Property Conflict of Interest regulation. She said when a commissioner’s property was within 500 feet of a property for which the commission would make a decision that a conflict of interest was assumed; if a commissioner’s property was 1,000 feet or more from a property for which the commission would make a decision no conflict of interest was presumed. She said if a commissioner’s property was between 500 to 1,000 feet from a property upon which the commission would have discretion then five criteria had to be applied for determination regarding conflict of interest. She said this also extended to leasehold property of commissioners. She reviewed the several exceptions to the rule.

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

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](#))

Staff Comment: Corinna Sandmeier, Senior Planner, made a presentation on the project, including a review of the history of the project. She said within the Specific Plan projects requesting a public benefit bonus floor area ratio (FAR) or density must conduct an initial study session with the Planning Commission for initial evaluation and comment from both the commissioners and the public. She said the Specific Plan included a list of elements that could be considered for public benefit, including a hotel facility that generated higher tax revenue. She said there had been two past bonus approvals for hotels within the Specific Plan.

Ms. Sandmeier said that a number of public comments by email and letter had been received since publication of the staff report, many of which requested staff responses. She said a common theme of the comments received was that the transient occupancy tax (TOT) was not sufficient to allow development at the bonus level. She said as noted in the staff report, the BAE report and indicated by the applicant, development at the base level was not feasible for the proposed project. She said

another common theme was concern about the third-floor terrace and guest rooms. She said the applicant had indicated that the terrace access would only be for maintenance. She said the plans showed that the closest third floor guest room would be 57 feet from the east property line with no east-facing third floor rooms or windows. She said another common theme was drainage. She said the Municipal Code and the conditions of approval required the project to be designed to avoid runoff and to use water efficient landscaping. She said another common concern related to garbage pickup. She said that would continue to be accessed via Buckthorn Way and the applicant had indicated that the number of pickups would remain consistent with what they were currently. She said another concern was lighting. She said Specific Plan mitigation measure BIO-3A limited upwards exterior lighting and required cutoff shields or similar mechanisms for exterior lighting, and the project's adherence with that mitigation measure would be reviewed during the building permit phase.

Ms. Sandmeier said staff's findings were attached as Attachment A to the staff report. She said hotels were a permitted use on the subject parcel. She said the proposed hotel design was comprehensively executed and met Specific Plan requirements with the exception of first floor height. She said a variance for reduced first floor height was requested and that would reduce potential impact to surrounding property owners. She said a hotel would meet the criteria for a public benefit bonus described in the Specific Plan. She said as noted previously the project would not be financially feasible without the public benefit bonus.

Questions of Staff: Replying to Commissioner Strehl, Ms. Sandmeier said transient occupancy tax (TOT) from the project would go into the City's General Fund. Commissioner Strehl confirmed with staff that the money in the General Fund might be used for anything citywide and would not specifically provide public benefit to the neighborhood affected by the proposed project.

Applicant Presentation: Jim Rato, RYS Architects, said he was representing the applicant and developer Sagar Patel. He said the proposed project was a three-story, 70-room hotel with a 1.1 FAR with public benefit. He said it had 56 spaces of basement parking but could accommodate up to 77 spaces with valet parking service. He highlighted features that responded to neighbor requests or concerns including moving the transformer and trash to the rear of the property, increasing setbacks and splitting access to the garage to balance and increase the setbacks in the two areas where the garage ramps would be. He said a trellis was added to screen the upper portion of the building and trees were added in front of the existing trees on the east side for additional screening. He said they agreed to a darker color shade muting a portion of the building seen through the landscaping. He said they removed the backup generator despite need, noting that most modern hotels have backup generators. He said the overall height was lessened by asking for a variance for the first-floor height. He said the zoning district required a 15-foot first to second floor, which they asked to reduce to 13-feet.

Chair Barnes opened the public hearing.

Public Comment:

- Deborah Melmon, Buckthorn Way, said her property bordered the northern property line of the subject property and that she and her neighbors were most impacted by the proposed development. She said the proposed hotel would loom over their properties and its windows would face their windows. She said the white building would create glare and requested a

toned wall such as was being given for Park Forest neighbors. She summarized that her concerns were the transformer, the paint color, the alley disturbance and the fencing.

- John David Forter, Forest Lane, requested the Commission reject the staff report recommendation for public benefit bonus development, noting the subject property was bounded on three sides by residential neighborhoods, and the proposal was a very large structure. He said he recalled that the Specific Plan called for this part of El Camino Real to be low density.
- Mike Brady, Forest Lane, Park Forest One Homeowner Association (HOA), said his comments were focused on his property and his neighbor Glenna Patton's property and that they had both written this morning with their specific concerns. He said they were very close to the subject property and one of the five rooms on one end at the back of the building on the second floor would look directly into Ms. Patton's family room and kitchen and the one on the other end would look directly into his private deck and kitchen. He said those two rooms should be eliminated. He said the color of the hotel had to blend with the trees and not be white.
- Susan Neville, Park Forest, said they had 65 signatures on their letter of petition. She said the Commission had to decide whether the project should have public benefit bonus development and on the architectural control. She said staff asked the residents to prepare a detailed summary of concerns, which they did. She said those concerns were not addressed in the staff report. She asked the Commission to pay special attention to those comments that were emailed in May and a follow up on June 21.

Chair Barnes closed the public hearing.

Commission Comment: Commissioner Riggs asked if the applicant could define the times for the trash pickup with Recology. Sagar Patel, applicant, said he had spoken with Recology and it had been difficult to get them to commit to a time. He said he offered neighbors to do a street service pickup in which bins were pulled out to the street for pickup. He said he got conflicting responses, so he left trash pickup as it was. Commissioner Riggs said the City contracted with Recology and had applied rules for trash pickup on the Bohannon project as it was located across the railroad tracks from residential properties. He suggested sometimes the City's involvement was needed. He referred to the comments about the five units in the back and specifically the two end units that concerned neighbors and asked if there was an architectural response to maintain some privacy for those neighbors. Mr. Patel said those were new comments. He said they had already planted the fastest growing 36-inch box trees approved by the City Arborist, and the issue of the comments was temporary as within four to five years the trees would be 25 to 35-feet tall. Commissioner Riggs asked if the applicant was willing to coordinate with staff to ensure the sight lines had a large tree that would intervene as it grew. Mr. Patel said he would work with staff on that.

Commissioner Riggs commented that a FAR of 1.1 for the project resulted in most of the building having a third floor. He asked if the applicant could address the comment made generally by the staff that the roughly 30% boost in FAR was required to make the pro forma work. Mr. Patel said they were criticized for the franchise choice of the Hampton Inn. He said this was not a typical Hampton Inn product but was more like a Hilton full-service hotel. He said the hotel was designed to look and feel more like a boutique hotel. He said they needed the room count as Hilton did not franchise for smaller properties and they needed a major brand to get financing.

Chair Barnes said in disclosure that he had met with two neighbors, Ms. Melmon and Ms. Sadunas, in December 2018, and had a visual perspective of what the project would look like from their properties. He said also over the last two years that he had perhaps 15 minutes' worth of conversation with Mr. Patel as they were neighbors, but which was not specific to the project. He asked what was different between the original project and this proposal. He referred to a letter dated May 15, 2019 from Ms. Neville with concerns with the current plans. He said that the applicant's project description letter spoke to some of those concerns but for the public record he would like to hear what the applicant had done to address those concerns.

Mr. Rato said the main difference between the original proposal and this one was increasing the setback from the building face to the east rear property line. He said the number of rooms were the same. He said the architecture was slightly different changing from Mediterranean style to Spanish style. He said in that process they were asked to articulate the northwest corner so neighbors had more variation in what they would see. He said both schemes were similar with a change in style and detail and some difference in setbacks.

Chair Barnes asked about the May 15 letter's expressed concern with the second-floor rooftop terrace and how that was addressed. Mr. Patel said they had had a double-loaded room at the corner and were asked to change that to a single-loaded room. He said with that they had to add a room and did so at the back terrace, which decreased the setback from 63 feet to 57 feet on the third floor for that one room. He said they made sure that room's window faced south.

Chair Barnes asked the applicants to look at the issues noted in the staff report. Mr. Rato said when they rearticulated the northwest corner from two rooms to one room with some appropriate historical detail one room was lost. He said it changed the plan as they had to tuck in the stairs in the middle rather than at the end. He said they had eliminated five rooms on the east side third floor. He said they added the room with the re-articulation of the northwest corner on the east side third floor where the deck was and reoriented it, so it faced south. He said instead of a long, straight wall along the deck it now jogged out toward the southeast corner, which was what the neighbors were objecting to. He said they thought this room was very well screened by the trellis and vine planting, two rows of heritage tree replacement, the fence, and the existing hedge trees on Forest Lane.

Chair Barnes noted the question of fencing in the staff report and asked about the eight-foot fence around the property. Mr. Patel said they were offering to replace all of the existing six-foot fence and increase it to eight feet. He said that was responding to neighbors' request for taller screening. Chair Barnes asked about drainage. Mr. Rato said by law or building code any project would need to drain all surface and building drainage to within the property, and it had to be filtered before entering the storm drain system.

Chair Barnes asked about the building color. Mr. Patel said they preferred the proposed white color as that was the direction that they received at the last Planning Commission meeting regarding Spanish style architecture. He said they were fine putting a darker shade on some of the walls that would not be visible to hotel guests. He said he did not want a dark brown color building as requested by neighbors. Mr. Rato said a point was needed where the colors could change but not suddenly. He said a different color should not be extended all the way to the westerly wing of the building as that would not look right.

Chair Barnes asked about the location of the transformer. Mr. Patel said the electrical service came in from Buckthorn Way. He said PG&E needed a location for the transformer that was as close as possible and would prefer it on Buckthorn Way. He said however that the Menlo Park Fire Protection District required a clear driveway for access. Chair Barnes asked about impact to neighbors from transformers. Mr. Rato said transformers were very quiet now and he was not an expert on EMS.

Chair Barnes asked about alley disturbance and frequency of pickup and keeping service the same as now. Mr. Patel said they would add a trash compacter that the property did not have now. He said he spoke with owners of similar hotels in the area who have compactors. He said this project's trash pickup needs would be the same as they were now in terms of frequency and time, and the size of the trash bins would be similar.

Commissioner Strehl referred to a letter from Mr. Carpenter requesting a 13-foot stucco fence around the non-El Camino Real side of the property. Mr. Patel said he was offering an eight-foot fence and thought additional height was burdensome, and that the trees on the property would screen well. Commissioner Strehl said she thought the stark white of the building would cause glare for the neighbors and should be toned down.

Chair Barnes referred to the north elevation A11 and asked what tree species were in the northwest corner. Mr. Rato said crape myrtle. Chair Barnes asked if they would be open to something that would provide better screening. Mr. Rato said they would, but he believed all of the trees shown on the plans had been vetted by the City Arborist. He said the crape myrtle was to provide some accent trees for color. Replying further to Chair Barnes, Mr. Rato said the crape myrtle trees could grow as wide as 15 feet, even 20 feet depending on how they were trimmed, and at least 15 feet in height.

Commissioner Riggs said in disclosure that late last year he had met with two or three residents of Buckthorn Way and Park Forest. He said he only recalled Peter Carpenter's name. He said he had a chance to look at the project site from that perspective. He said the proposal had an exit corridor on the third floor because of the deletion of the rooms at the east end and asked if they wanted high windows in there. Mr. Rato said they were trying to reduce the number of windows on the northerly and east sides.

Commissioner Strehl said public benefit was an issue noting that the City Council was reexamining public benefit under the Specific Plan. She said TOT did not benefit the community directly next to the project. She suggested building a 15-foot wall as requested by neighbors might be more of a public benefit.

Commissioner Riggs said the project was challenging as it fit under the Specific Plan and neighborhood outreach had been very extensive. He said the east end of the proposed building was essentially two-stories. He said sheet A1 showed large trees remaining just on the other side of the property line. He said the challenge was the change for the area and four very established neighborhoods. He said the project conformed to rules and was sensitive to issues. He said he thought that the City might help influence Recology to require in its contract sensitivity to commercial trash pickup next to residential areas. He said regarding color he was reticent to suggest to an architect who clearly knew architectural style to use a different color. He said the applicant's willingness to tone down the color on the east end and wrap it around the corner some to the north seemed cooperative. He said that would be great if they could do that without

damaging the aesthetic. He said he too questioned TOT as a public benefit, but he would like to see the project move forward and look at how to address TOT as a public benefit as it related to this project.

Chair Barnes said in looking at all the elements for Commission's discretion that he found the project conformed to the established zoning ordinance regulations. He said the project was not necessarily a public benefit project. He said the project had a base FAR and was requesting to go to bonus level from which the public would receive some benefit as TOT. He said TOT was included in the Specific Plan as a listed public benefit. He moved to approve as recommended in Attachment A to the staff report.

Commissioner Riggs said he thought they should debate TOT as a public benefit, but it was not appropriate to do so under the approval process for this project. He seconded the motion to include a friendly amendment to include the applicant's willingness to slightly adjust the proposed color to increase darker color around the corner working with staff, to confirm with staff that landscaping in the coming years would provide privacy for a couple of units that expressed concern with second floor east facing project units, and said to memorialize an encouragement for the applicant to press Public Works to get Recology contractually to commit to defined trash pickup hours for commercial properties next to residential properties.

Chair Barnes asked staff to address what an eight-foot fence accomplished and what a higher fence might accomplish. Principal Planner Perata said typically for residentially zoned properties the maximum fence height was seven feet and for commercially zoned properties the fence could be taller subject to the Planning Commission's discretion and could be part of architectural control approval. He said an eight-foot fence versus a six-foot fence provided additional visual screening for people and yards at grade and potentially some noise attenuation. He said a taller than eight-foot fence was a wall and staff did not tend to encourage that. He said this might be a different case in terms of how the east edge of the subject property interacted with Forest Lane. Chair Barnes referred to the north elevation and the ground level pool. He asked if the fence went from eight to 10 feet there what problems that might create or might solve. Mr. Perata suggested that the applicant might need to weigh in on that as he was not sure staff had enough information to weigh in on the merits of increasing the fence height by two feet.

Chair Barnes asked the applicant to address what a higher fence meant for the three elevations, east, north and south excluding cost impact. Mr. Rato said for any vertical surface they had to consider the amount of force imposed upon it, which in this case would be wind. He said the higher the fence, the stronger it had to be. He said the materials for a taller fence would be steel and concrete, materials that were not attractive. He said that ground floor windows and people on the yard might have a partial view of the second floor across from them so a taller fence might be beneficial for them. He said one of the reasons these fences had lattice on the upper portion was to reduce the force he discussed. He said they had been asked to not put lattice on the upper part of the fence.

Commissioner Strehl said for disclosure that late last year she had met with two residents on the east side and believed on Stone Pine Lane and on Buckthorn Way. She said she was familiar with the project's impacts to the neighborhood. She said she was stuck on public benefit as the TOT benefited the City, but she could not see the benefit for the 80-plus neighbors who had objected to this project.

Commissioner Michele Tate said she was also challenged by the public benefit portion of the project. She said she did not want to hold this project hostage, but public benefit was a topic that needed resolving.

ACTION: Motion and second (Barnes/Riggs) to approve the item as recommended in Attachment A with modifications; failed 2-3 with Commissioners Barnes and Riggs supporting, Commissioners Kennedy, Strehl and Tate opposing, and Commissioners DeCardy and Doran absent.

Commissioner Riggs asked whether Commissioners would consider other options for public benefit for the project to move forward.

Commissioner Camille Kennedy said her vote would not change as this was not the venue or the Commission's purview for determining what public benefit alternatives there were for TOT for this project.

Commissioner Strehl said she agreed and that this was something the City Council had to consider. She said she did not want to hold the project back as the applicant and his team had done good work but the issue of TOT as public benefit had to be resolved.

Commissioner Tate moved to disapprove the project; Commissioner Kennedy seconded the motion.

Commissioner Riggs asked if findings needed to be made for the project disapproval. Principal Planner Perata said that findings were needed to disapprove the project. He said if the findings had to do with public benefit that they needed to address why the public benefit provided was not sufficient or did not meet the intent of the public benefit.

Chair Barnes confirmed that another option of action for the Commission was a continuance. Principal Planner Perata said the Commission would need to provide specific direction were the project to be continued.

Assistant City Attorney Silver said two commissioners were absent so the Commission might want to give those commissioners the opportunity to participate in the project decision, which could be grounds for a continuance. She said if they had the votes to deny the project, they might want to give staff some input on what the grounds for denial was, and staff could come back with some more specific findings for denial to be voted on for approval at a subsequent meeting. She said if the item was continued to allow the absent commissioners to participate in the decision, those absent commissioners would have to listen to the record of these proceedings prior to the continued meeting hearing for this item.

Commissioner Kennedy said the base upon which the bonus was allowed had changed over the last few years. She said she did not think the base was adequate to substantiate allowing the project to have bonus development. She said the bonus development only met the goal of the developer and did nothing to put forth the benefit for the communities surrounding the parcel. She said the question was whether the base was adequate, and she did not think that was an issue the Commission could decide. Chair Barnes asked what she meant by base. Commissioner Kennedy said there was a general allowance for development and for a discrete public benefit there was an allowance of additional FAR. She said she was looking at the robust growth under the Specific Plan as well as ConnectMenlo and how the global face of Menlo Park had changed dramatically.

She said currently there was discussion about a potential moratorium on development. She said the bonus development for this project would hurt the community that in theory the bonus was meant to help. She said if the proposed building was moved forward on the property that would help considerably.

City Attorney Silver said the Specific Plan listed TOT as a possible community benefit. She said in addition to Commissioner Kennedy's comments that it might be helpful to articulate why that particular community benefit was not appropriate for this particular project.

Commissioner Strehl said that TOT might have been appropriate in the past as community benefit for other projects, but the world had changed since then. She said this project in particular impacted 80-plus residents in the surrounding community, and the TOT would not benefit those residents and would benefit the City.

Principal Planner Perata said between Commissioner Kennedy and Strehl's comments he thought that staff had enough to craft findings for denial with the link between TOT and the architectural design of the proposed building and its impacts to the adjacent residential neighborhood. He said that they would bring the item back to the next meeting tentatively planned for July 22, 2019.

Replying to Chair Barnes, Assistant City Attorney Silver said there were a couple of procedural issues. She said there were two options for voting action. She said if they wanted, they could vote to continue the item with the direction to staff on making the findings for denial. She said the item would come back to the Commission with findings for denial and the Commissioners present at that time could make a motion to deny the project. She said staff recommended continuing the item to a date certain so staff would not have to notice it again. She said additional public comment would be allowed since the hearing was being continued. She said another option would be to make a motion to deny the project with direction to staff to prepare findings. She said since they did not have the findings on the dais now those would have to be approved at a subsequent meeting. She said the members present would then have the ability to vote on that motion as well, and theoretically the vote could change.

Commissioner Strehl asked about the date certain. Principal Planner Perata said that the July 15 Planning Commission meeting was canceled, and its next meeting would be July 22. Commissioner Strehl asked if all the commissioners had that on their calendars. Commissioner Kennedy said she had a conflict, but she would make sure to be at the Commission meeting.

Commissioner Strehl moved to continue the item for staff to bring back findings for denial to the next Commission meeting on July 22, 2019.

Chair Barnes said that a motion and a second to disapprove the project had been made. Principal Planner Perata said the makers of the motion and the second could rescind that motion. He said alternatively they could take Commissioner Strehl's motion as a recommendation and build it into that motion.

Commissioner Tate asked if the item were continued whether the Commissioners not currently present would have to listen to this hearing on the item prior to the continued item meeting date. Assistant City Attorney Silver said if those commissioners wanted to participate in consideration of this item they would need to listen to this hearing. Commissioner Tate rescinded her motion to deny. Commissioner Kennedy agreed with the motion and second rescission.

Commissioner Strehl moved to continue the item to the next date certain Commission meeting of July 22, 2019 for staff to bring back findings for denial. Replying to Commissioner Strehl, Principal Planner Perata said the item was a public hearing, so the applicant could make a presentation but did not have to, and public comment would be accepted. Commissioner Strehl said her motion was to continue this item to the July 22, 2019 Planning Commission meeting for staff to bring back findings for denial with public hearing and public comment. Commissioner Kennedy seconded the motion.

ACTION: Motion and second (Strehl/Kennedy) to continue the item to the July 22, 2019 Planning Commission meeting with direction to staff to bring back findings for denial with public hearing and public comment; passes 3-1 with Commissioners Kennedy, Strehl and Tate supporting, Commissioner Barnes opposed, Commissioner Riggs abstaining, and Commissioners DeCardy and Doran absent.

Chair Barnes recessed the meeting at 9:34 p.m.

Chair Barnes reopened the meeting at 9:42 p.m.

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](#))

A court reporter transcribed the presentations for G2 and H1 and the comments for item G2.

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](#))

Staff Comment: Senior Planner Kaitie Meador said the presentations had been made. She said the Commission could ask clarifying questions and then open for public comment.

Commissioner Strehl asked if the bocce ball court, dog run, and fitness center were considered publicly accessible. Mr. Sateez Kadivar, applicant, said they were not.

Commissioner Riggs said the prominent exposure for the project's rooms was due west and asked how they would handle the heat gain. Mr. Jon Ennis, President of BTE Architecture, said though the windows were large they were a smaller proportion of the overall floor area to wall weighted average. He said they would use Mecho shade systems.

Chair Barnes opened the public comment period and closed it as there were so speakers.

Commission Comment: Commissioner Tate confirmed that the building was in the Redwood City School District.

Commissioner Strehl said she did not see the café as a community benefit. She said it would benefit the building tenants, but she could not see it would benefit anyone else in the community. Mr. Kadivar said a café was on the community amenities list under community serving retail. He said the café was a neighborhood creating use and community gathering place that would better activate the frontage.

Commissioner Kennedy said she liked the café. She said the nonprofit she worked for just put in a café as an amenity for both their membership and the community, and community use happened right away. She said the blue color looked out of place for the Bay Area. She suggested toning it down, noting she was not one to make comments on color choice usually.

Commissioner Tate said regarding the café and public benefit that the list of community amenities that came out of ConnectMenlo was more to benefit Belle Haven and not for building community in that area.

Commissioner Kennedy said the pricing structure in the café was what would sell the café's success in terms of it being an amenity for community. She said a Belle Haven resident could perhaps get a significant discount or pricing that offered lower price options. She said they could have membership to include local residents.

Chair Barnes said the 1.1 parking per unit included visitor parking and was acceptable to him. He asked about their strategy regarding publicly accessible open space and specifically the question of the pedestrian connection between 111 and 115 Independence Drive. Mr. Lettieri said one idea being looked at was to connect this site's four-foot pathway to the adjacent site's fire lane and pedestrian way.

Chair Barnes referred to the staff report and considerations of publicly accessible open space, and asked staff to clarify. Senior Planner Meador said with this project and the next one on the agenda staff saw the opportunity to create a pedestrian path through the project sites and perhaps

combine amenities such as the bocce court and dog runs between the properties. Mr. Lettieri said that they had not proposed the combining of amenities as that raised questions of maintenance management. He said also there was about a 30-inch grade different between the properties.

Chair Barnes said the staff report indicated that affordable housing levels were to be further discussed. He said the first study session for the project had the affordable housing all at moderate income. He said it was proposed now at 50/50 moderate and low income. He asked why they were still holding onto 50% moderate income affordable housing. Mr. Kadivar said for the viability of the project looking at construction costs and running the pro forma. He said when the feasibility study was completed that might assist the topic.

Commissioner Riggs asked about the roof deck and its proposed use. Mr. Ennis said that they had done several high-rise buildings in San Francisco and San Jose. He said the roof deck was meant for occasional short use on nice days noting that there was also an indoor room on that level.

Commissioner Riggs said concavity was a great alternative to the planned modulations in the Specific Plan and ConnectMenlo. He said the balconies appeared aesthetically light, so it did not bother him that they encroached some into the upper level 40-foot setback. He said there was an ongoing problem with project approvals east of Hwy. 101. He said he thought this project was most adjacent to Lorelei Manor and Fair Oaks and the café would serve building residents but no one else. He said it was a nice feature but not really a community amenity. He said the project would generate traffic but having residential units was desirable. He said they would have to look at traffic mitigation.

Chair Barnes referred to 22A and the usable open space and asked how that space would be activated rather than just being a through pathway. Mr. Kadivar said before they had had a fence there, but it was open now. Senior Planner Meador said that the applicant was offering open space at the frontage that was publicly accessible with benches and enhanced landscaping. Mr. Kadivar said they met all of their publicly accessible open space requirement at the frontage.

Commissioner Strehl referred to L3 and a courtyard on the third floor, noting it was shown on the fourth floor on the fourth-floor floor plan. Mr. Ennis said it was on the fourth floor.

Chair Barnes closed item H1 study session.

Chair Barnes said that Commissioner Strehl needed to leave, and they would still have a quorum. He noted there was a consensus of Commissioners to conclude the meeting at 11:30 p.m.

Commissioner Riggs noted there was only 16 minutes for the next item and not all Commissioners were present. Chair Barnes suggested the item be continued to the July 22, 2019 meeting.

Principal Planner Perata said they had the continued 1704 El Camino Real item for that agenda. He suggested opening Item H2 and accepting public comment as there was a public speaker card.

- 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](#))

Staff Comment: Senior Planner Meador said staff had no comments.

Chair Barnes opened for public comment.

Public Comment:

- Pamela Jones said for the Item H1 it was critical to indicate the project was within the Redwood City Elementary School District as that District was experiencing low enrollment and cutting back on schools. She said regarding amenities for the project that based on their location the onsite amenities were most appropriate. She said the BMR housing agreement needed to be changed and encouraged the applicants for Items H1 and H2 to offer 20% BMR or even higher and at both below market rate and affordable housing. She said she wanted assurances that none of the units were Air B&B or corporate housing units.

Chair Barnes closed the public comment.

Andrew Morcos, applicant, asked if their project could be earlier on the July 22 agenda than they were on tonight's agenda.

Principal Planner Perata said staff would commit to striving to see this project was on the agenda for July 22 but he needed to look at that agenda. He said there was also a regular meeting on July 29. He said staff would work hard to get this item on the next available agenda.

ACTION: Motion and second (Barnes/Riggs) to continue the item to the next available Planning Commission meeting; passes 4-0 with Commissioners DeCardy, Doran and Strehl absent.

I. Informational Items

I1. Future Planning Commission Meeting Schedule

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

J. Adjournment

Chair Barnes adjourned the meeting at 11:27 p.m.

Staff Liaison: Kyle Perata, Principal Planner

Recording Secretary: Brenda Bennett

CITY OF MENLO PARK
PLANNING COMMISSION

In re)
SP MENLO LLC/)
111 INDEPENDENCE DRIVE)
_____)

ENVIRONMENTAL IMPACT REPORT
SCOPING SESSION
REPORTER'S TRANSCRIPT OF PROCEEDINGS
MONDAY, JUNE 24, 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
- 4 Katherine Strehl
- Camille Kennedy
- 5 Chris Decardy (Absent)
- Michele Tate
- 6 Michael C. Doran (Absent)

7 THE CITY STAFF:

- 8 Kyle Perata - Principal Planner
- Kaitie Meador - Project Manager

9 SUPPORT CONSULTANT:

- 10 Theresa Wallace - Principal Planner, LSA Architects

11 PROJECT PRESENTERS:

- 12 Sateez Kadivar
- 13 Jon Ennis
- Paul Lettieri

15 ---o0o---

17 BE IT REMEMBERED that, pursuant to Notice
 18 of the Meeting, and on June 24, 2019, 9:42 PM at the
 19 Menlo Park City Council Chambers, 701 Laurel Street,
 20 Menlo Park, California, before me, MARK I. BRICKMAN, CSR
 21 No. 5527, State of California, there commenced a Planning
 22 Commission meeting under the provisions of the City of
 23 Menlo Park.

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MEETING AGENDA

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Commission Questions	30

1 JUNE 24, 2019 9:42 PM

2 P R O C E E D I N G S

3 ---o0o---

4 CHAIRPERSON BARNES: And we are at G2. So Mr.
5 Perata, should I progress to H, the Study Session and
6 just work from H1 and H2 and not do G?

7 MR. PERATA: So we do need to do G. There are
8 actually two separate components to the same project.
9 Item G is the Scoping Session on the Environmental Impact
10 Report and then the Study Session component comes after.

11 You need to do the Public Hearing first before
12 we get to the Study Session.

13 CHAIRPERSON BARNES: Sure. We've got to blend
14 it. We're blending the EIR and the Study Session in one.

15 MR. PERATA: One report, two items, similar to
16 what we just did on the Corporate Center in the last
17 meeting.

18 CHAIRPERSON BARNES: So I'll -- we'll go
19 through and address this -- go from G2 and go to H1 and
20 do G2 and progress to H1.

21 MR. PERATA: Right. So I'll let the Project
22 Manager Kaitie Meador take over, but just quickly, yes,
23 you need to do the Public Hearing first, and then once
24 the Scoping Session is done and all public speaks, we
25 have a court reporter for this portion and we want to

1 record all those comments in the court reporter format
2 for the EIR position, and then we'll close that and move
3 into the Study Session.

4 I may have just overstepped in terms of
5 Kaitie's presentation, so I'll turn it over to her.

6 CHAIRPERSON BARNES: So let me announce it so
7 I can get through that and read it, and Kaitie, you can
8 tell us exactly how you want us to progress on that.

9 So we're going to progress to G2, and that's
10 the Environmental Impact Report Scoping Session for 111
11 Independence Drive: Request for use permit,
12 architectural control, environmental review and density
13 bonus to redevelop the site with approximately 150 multi-
14 family dwelling units and an approximately 712 square
15 foot potential commercial space in one building with an
16 above grade multi-story parking garage integrated into
17 the proposed eight-story building, located in the R-MU-B
18 (Residential Mixed Use, Bonus) zoning district.

19 The project site currently contains an
20 approximately 15,000 square foot single-story office
21 building that would be demolished. The proposed
22 residential building would contain approximately 95,056
23 square feet of gross floor area. The proposal includes a
24 request for a use permit to modify certain R-MU design
25 standards and a request for an increase in height,

1 density and floor area ratio under the bonus level
2 development allowance in exchange for community
3 amenities.

4 The proposal also includes a request to use the
5 City's Below Market Rate (BMR) density bonus, including
6 an increase in units, FAR and height, in exchange for BMR
7 units.

8 Hello, Kaitie.

9 MS. MEADOR: Good evening, Commission. So as
10 you just mentioned, the project at 111 Independence Drive
11 for the Study Session and Scoping Session, and just to
12 recap what Kyle is saying, so we will have two parts for
13 the public hearing.

14 We will have the Environmental Impact Report
15 Scoping Session, so that is an opportunity for you and
16 the public to comment on what topics should be studied in
17 the EIR.

18 And then after that, we will have a Study
19 Session to provide feedback on the revised project plan.

20 There was one previous Study Session that was
21 held last year, and as the Planning Commission knows at
22 that time, their feedback was generally positive with
23 comments focusing on parking and open space.

24 So for this meeting, there will be no action
25 taken on the item.

1 And then staff is recommending that -- that you
2 first start with the EIR Scoping Session. So my
3 presentation will be followed by a presentation from the
4 applicant, and then the EIR consultant.

5 After that, then there will be time for the
6 Commission to ask questions and public comment, followed
7 by the Commissioners' discussion and then close of the
8 Scoping Session.

9 After that, we'll have the Study Session and
10 we'll go right into the Planning Commission questions and
11 public comment again, and then Commissioner discussion.

12 If you have any questions about that, let me
13 know.

14 CHAIRPERSON BARNES: Great. Any questions for
15 Kaitie? Seeing none, progress to the applicant.

16 Good evening.

17 MR. KADIVAR: Good evening, Planning
18 Commissioners. Good to be before you again. It was
19 almost a year ago to the day that we were here at the
20 Study Session on June 18th, 2018.

21 My name is Sateez Kadivar. I am part of the
22 ownership family along with my mother, Massy Mehdipour
23 and my sister.

24 We bought the property about twenty years ago,
25 and my mother has run a couple of businesses out of it.

1 I participated in the last business over the last fifteen
2 years there, so I spent a lot of time at this location.

3 Also with me tonight is Jon Ennis, president of
4 BTE Architecture and Nathan Simpson of BTE. He's done a
5 lot of the heavy lifting since changes last time, and
6 Paul Lettieri, principal of Lasardo Landscape Architects.

7 So just a little additional background. We've
8 got a lot of experience as a family in the construction
9 industry across a variety of industries as well as
10 technology for construction.

11 We're a local family. I attended Oak Knoll,
12 Hillview and M-A. My four kids go to La Entrada and Las
13 Lomas with the oldest a year away from M-A.

14 Kind of broadly speaking, I've been to a lot of
15 Planning Commission meetings, a lot of City Council
16 meetings, and at almost every other one, the topic of the
17 housing crisis and housing balance comes up. That's what
18 this project is -- is all about.

19 In particular, I've noticed on the tenant
20 relocation ordinance that Menlo Park worked on for a long
21 time and heard passionate, passionate debate on both
22 sides.

23 But what everybody agreed on was the real
24 long-term solution is increasing the supply of housing.
25 So that's kind of the overarching goal of -- of what

1 we're doing here is to address the jobs/housing
2 imbalance.

3 And to do so in a traffic and environmentally
4 friendly manner, by virtue of being adjacent to or really
5 within a job center, this -- this project is thought of
6 as an infill project within Menlo Gateway because we're
7 really myopic about it.

8 We're on Phase I of Menlo Gateway on one side
9 and Phase II is -- is -- is on the other.

10 It's also worth noting that we're removing
11 office stock. We're not adding office stock. So it's a
12 hundred percent housing even though office is technically
13 allowed in the -- in the district for the zoning.

14 So I'd like to summarize some of the primary
15 points of feedback that we received a year ago. We were
16 pretty diligent in going through these and incorporating
17 these changes.

18 Architecture and design, as Kaitie mentioned,
19 the feedback was very favorable. You know, we heard
20 comments like the building is gorgeous and it's a
21 great -- it's a great design.

22 Because of the feedback, obviously, we have not
23 altered the -- fundamentally architecture and designs at
24 all while incorporating some of the changes that I'll
25 talk about.

1 Probably the most obvious feedback and the
2 majority of the Commissioners provided was reducing the
3 parking ratio.

4 We were at a ratio of 1.4. Keep in mind as a
5 reminder the minimum is 1, the maximum is 1.5. We had
6 come in thinking we had done a good job being within
7 that.

8 What we've done now is reduced that parking
9 ratio to 1.1 which is, you know, eerily close to the --
10 effectively close to the bare minimum and again provides
11 the associated traffic and environmental benefits.

12 We have to delve into that a little bit. We
13 have 115 parking stalls. Keep in mind six of those are
14 outside of the gates of the garage, visitor and cafe
15 parking, so effectively we have 109 stalls for 105 units.

16 To put that in context, we -- you know, the
17 zoning provides for additional forty percent parking, so
18 we've cut that substantially.

19 Next item. The front private patio publicly
20 available open space. This is really feedback from one
21 Commissioner to not have a private patio in the front, to
22 make all parts of the public accessible area.

23 Other than that, the feedback on the open space
24 was very positive.

25 So we focused our efforts on eliminating the

1 private patio, but otherwise keeping the entrance of what
2 we did, but incorporating the cafe.

3 Next topic. There was a fair amount of
4 discussion on the community amenities list. We have
5 added a cafe, which is one of the amenities from the
6 community amenities list of the category of community
7 serving -- community serving retail.

8 There's like -- likewise a lot of discussion on
9 BMR, both from the Commissioners as well as public
10 comment, Karen Grove and Pamela Jones in particular. I
11 think there were some others, as well.

12 The comments were not only BMR units be on one
13 floor; they be among income levels.

14 So we provided a BMR proposal. Really
15 dispersed around the building, both horizontally and
16 vertically. The unit mix is the same as the building
17 overall.

18 We're using a floating system so that you
19 don't -- as somebody's income increases, they don't --
20 they don't have to move -- move out of their unit.

21 Lastly, we made a big change on the income
22 levels. Whereas before we were proposing one hundred
23 percent moderate. We revised that to fifty percent
24 moderate, fifty percent low.

25 This type of mix does a couple of things. It

1 helps the project be more viable and helps to provide
2 teacher and work force housing known as the missing
3 middle.

4 The project we're proposing is -- is somewhat
5 unique. It's a smaller project or smaller lot but with a
6 higher density.

7 So in some ways, we're caught in the middle a
8 little bit. The economics become challenging because we
9 have the more complex and expensive type of construction
10 with eight stories, but we have a fair amount of
11 amenities, but without the ability to spread those costs
12 across four or 500 units, and we do not have an office
13 building to kind of subsidize the -- the costs.

14 At the same time, by providing moderate units,
15 we address a big community need to provide missing middle
16 housing.

17 Right now -- I mentioned this last time, and
18 the numbers really haven't changed. The City of Menlo
19 Park has permitted only three percent the regional
20 housing needs assessment allocation for -- for moderate.

21 So the allocation level is 143 and there are
22 entitlements, actually units for four, and even the 143
23 target number is a pretty low bar according to Housing
24 Commissioners.

25 A note about impacts on schools. Ninety-one

1 percent of the units are one bedroom and studios, so very
2 much, you know, designed to limit the impact on schools
3 in terms of students, and we hope to provide a positive
4 impact via both BMR and nearby housing.

5 And lastly, just to highlight some of the other
6 neighborhood benefits, parcel projects, street
7 improvements, sidewalks, lighting, landscaping,
8 underground and power lines and we are dedicating a
9 portion of the property which runs through Independence
10 Street.

11 So with that, I will hand it over now to Jon
12 Ennis who will talk about the design architecture.

13 Thank you.

14 CHAIRPERSON BARNES: Thank you.

15 MR. ENNIS: Good evening, Chairman and members
16 of the Planning Commission. We are going to walk through
17 the design we presented a year ago and obviously answer
18 any questions as we walk through the project again.

19 It's an interesting plan shape and interesting
20 context with the Menlo Gateway next to us, so I think
21 we -- we have resulted in a pretty unique and interesting
22 architecture that I'm excited to share with you guys.

23 So this site -- you see the Gateway there. Two
24 perspectives. And our -- our project is just the
25 one-story office building, so that's the site context

1 there.

2 And just I think you guys know, as the R-MU
3 zoning pointed out on that point, it's the parcel right
4 there with the arrow.

5 I think we just heard a pretty good summary of
6 the units, so the percentages are there. Twenty-eight
7 percent studio, sixty-four one and nine percent two-
8 bedroom units.

9 And we're going to talk about parking. More
10 than one bike per unit, and outside short-term bike
11 parking, also.

12 So you're looking here at the ground floor. So
13 it's mainly parking, covered almost one hundred percent
14 by the -- the only parking that you see as you're driving
15 around the site would be the garage entrance, but we
16 really worked hard to create a varied activated and
17 classy first floor of the building.

18 You see it's very activated. You see a lot of
19 people coming in and out of the project.

20 This slide kind of highlights one of the
21 changes where we had just a lobby entrance, where now we
22 were asked to make that lobby more prominent. So we
23 moved that forward and closer to the street.

24 And then and all the way along Independence
25 Drive, we have active uses, so lobby lounge with an

1 attendant. We added the cafe and kind of a bike shop/
2 bike lounge area all around the concept. So we have a
3 nice, lit up almost retail-like frontage, but not retail.

4 The other thing we did is we added more
5 entrances to the front, and we pretty much made that
6 public. So there's a stairs where you can enter the
7 lobby from another point, and then the central area where
8 you can enter a ramp that takes you up and to the left or
9 the right. Can you put your arrow on that for me?

10 So it's multiple entrances and doors into the
11 building, into the cafe. There's a lot of entrances, a
12 lot of activity and we made it all public, part of the
13 public ground.

14 And now you're standing up on top. This is the
15 third floor, so three floors of concrete. They're on the
16 top of the third floor. So now we've kind of cut away.

17 You know, a lot of projects we do end up taking
18 shape of the site and the building ends up taking the
19 shape of the site and you see we're doing something
20 different.

21 This created a counterpoint to the arc of the
22 street. Those become private terraces with planters that
23 kind of divide up those unit's terraces, and then on the
24 back, we reduce the mass and have taken away all that
25 space on the back floor for barbecues, fire pits, the spa

1 with a pool in the back.

2 So then now when you go third through eighth,
3 you pretty much see this repetitive bar at the building,
4 and then at the upper left we've chopped away some of the
5 units to create a small outdoor, some very large small
6 outdoor area and a little inside gathering area for
7 tenants to kind of take in the views from the site.

8 So you can see it's got an eight-story
9 building, three-story -- three-story base. We tried to
10 accentuate -- you know, kind of have a building with a
11 base and metal on top.

12 We articulated that with material and color,
13 and in this light, you can kind of see the activated
14 base. The lights are on the ground floor and there's
15 lots of activity in there.

16 There's wood panels. Those two windows are
17 supposed to look the same. I don't know why they showed
18 up at dark, kind of weird in the rendering.

19 But basically a wood base, kind of a warm
20 material down at the -- you know, the lower part of the
21 building, and then as it goes up, you can see that
22 counterpoint kind of white frame mass of the building
23 arcs away from the -- from the street.

24 And at the top, we have just kind of a
25 penthouse level with a blue band across the top. You can

1 see the deck on the upper left there in the rendering.

2 These are the materials. So it's basically on
3 the ground floor fluoroform concrete. The wood -- the
4 dark wood you see on that rendering in the lower left is
5 a panel, and across from that is basically three coats
6 cement plaster.

7 The paint, very large and kind of the largest
8 economic -- the largest industrially available vinyl
9 windows. You can see those in the upper corner there.
10 They can be as much as nine by eight feet. The square
11 windows very large and beautiful.

12 We have wood awnings, and the picture of the
13 louvers are covering all the parking garage's openings.
14 So the headlights won't be seen, but air can come in and
15 out of those openings, and some of the decks have less
16 rails. We are fluoroform concrete finally in the lower
17 right there.

18 This is a diagram, the -- we complied
19 completely with the code. That blue area, that blue
20 setback area was wrapped all the way around the building.

21 So it's kind of what I was saying. The
22 building would end up being essentially the shape of the
23 site, which is ten foot setback all the way around.

24 What we did is we varied from that a little
25 bit. I think in the end we have the same amount of

1 unbuilt area. We just did it in a different shape.

2 So that's just one of the requests that we
3 have, and I think that dark brown colored curb, I think
4 you can understand it. It results in more interesting
5 architecture, I think. The building meets the modulation
6 code with a slightly different variation.

7 So here you can see the two buildings. It's
8 kind of this interesting counterpoint of a convex and
9 concave arc working off -- working off of the existing
10 Gateway building, and those dash lines we just put over
11 there, it just kind of illustrates the artwork.

12 I think it's kind of an interesting harmonious
13 massing and counterpoint of the two buildings. It's very
14 interesting and have a great feeling. So that's the site
15 relationship that we're working on.

16 And this is a view from the highway,
17 illustrating the size and scale of the building and the
18 interest in the breakdown of the massing.

19 And this is just the project from another point
20 of view, trying to illustrate the setback and the
21 planting that we're doing in front, kind of a photo
22 montage to show, you know, what the building environment
23 will look like when we're done.

24 And then we have Paul Lettieri, the president
25 from Lasardo to talk a little bit more in more detail of

1 the setback in front of the building and a few other
2 things.

3 Thank you.

4 MR. LETTIERI: My name is Paul Lettieri. I
5 only have a few slides to go over. We'll try not to be
6 repetitive.

7 Our main change is the front, because now we
8 actually have doors across the street. So the cafe --
9 that's fine.

10 We have the cafe on one side. I think it's
11 important to realize the building is thirty inches above
12 the street for before the hand is there to the right.

13 So we have that grade to pick up. We had that
14 grade change to address before. We tried to make an
15 opportunity out of it.

16 The cafe is thirty inches above, so you can sit
17 at the tables and look out on the street.

18 It's got twelve foot wide stairs which connect
19 to it, and a connection to that cafe's space, and what
20 we've done for solving the grade change part of it, the
21 walls run parallel to the building which is basically
22 like -- it goes up in both directions.

23 So you come into the center, you can walk to
24 the lobby entrance on the right or the cafe on the left
25 if you are using the handicap accessible route, and we

1 have direct stairs to take you up otherwise, and we tried
2 to put that into kind of the geometry of the paving
3 pattern that runs across the edge.

4 We have -- we're screening that ramp to some
5 extent at the edge. The top is a six inch high planter
6 wall. So in terms of how -- how you feel as you walk the
7 street.

8 We've got a planted edge off the building as
9 well as a planted edge on the outside of the ramp, and as
10 we had in our previous design, wide benches and with
11 backs to them, and there's a deck, a wood deck eighteen
12 inches up for a place for an art piece to be just to the
13 left of the entrance there.

14 And we've also addressed the bicycle parking,
15 which we didn't have enough before. We've got racks
16 distributed in two logical locations, sort of splitting
17 the lobby and one in front of the cafe, and so the
18 bike -- the bike access connection on the left side has
19 zero essentially.

20 It's not inhabitable space. That's why we
21 don't have that raised plateau going all the way around
22 the front of the building.

23 We do our storm water treatment in many of the
24 planters that you see there, certainly integrate that
25 into the site.

1 So lastly, just as a reminder, the reason we
2 don't have street access is the gas line there. We kind
3 of drafted the design of the plaza around that.

4 The next one. Just some of the imagery as we
5 used on the left side. Open space in the sense of deck
6 there. That's sort of the middle - middle picture. The
7 decking for seating and potentially for the art to be on
8 it, and the courtyard up above.

9 Jon really talked about those. They're not
10 changed from the last time in concept and detail.

11 If you have any questions about those, I'd be
12 happy to talk about them. So we're all here to answer
13 any questions you might have.

14 CHAIRPERSON BARNES: Thank you.

15 MS. WALLACE: Good evening. I'm Theresa
16 Wallace. I'm principal planner with LSA, the City's
17 consultant for environmental review of the proposed
18 project.

19 So the first slide just lists the topics that I
20 will cover in my brief presentation tonight, including
21 the purpose of the Scoping Session, and overview of the
22 Connect Menlo EIR and its relationship to this project,
23 the initial study that was prepared for the project, the
24 EIR that we will be preparing and overview of the
25 environmental review process and schedule, and then we'll

1 open it up for questions from the Commission and then
2 public comment.

3 So the California Environmental Quality Act or
4 CEQA requires lead agencies that approve projects to
5 identify environmental impacts associated with those
6 projects and then either avoid or mitigate the impacts.

7 The purpose of the Scoping Session tonight is
8 to engage interested parties early on in the
9 environmental review process and to get your thoughts on
10 the topics that should be considered in environmental
11 review of that proposed project.

12 The merits of the project are not considered in
13 the EIR, so comments should focus on specific issues that
14 relate to impacts on the environment.

15 Comments should focus on the range of
16 environmental topics to be considered in the EIR. Any
17 specific issues of concern related to environmental
18 topics, the approach and methods used in the analysis and
19 potential mitigation measures or alternatives that you
20 think should be considered.

21 This is just an overview of the Connect Menlo
22 EIR. In November 2016, the City Council approved an
23 update to the Land Use and Circulation Elements of the
24 General Plan and related zoning changes, commonly
25 referred to as Connect Menlo.

1 The Connect Menlo Final EIR provided a program
2 level analysis of the development potential envisioned
3 for the entire City, including the increased development
4 potential in the Bayfront area where the project site is
5 located.

6 The City of East Palo Alto challenged the City
7 certification of the EIR, and to settle the litiga -- the
8 litigation, the parties entered into a settlement
9 agreement that allowed for environmental review for later
10 activity.

11 That is consistent with the program, and to be
12 limited to effects that were not analyzed as significant
13 in the prior EIR or are subject to substantial reduction
14 or avoidance through project revision.

15 That does require certain projects -- including
16 those utilizing bonus level development -- to conduct a
17 focused EIR with regard to housing and transportation.

18 Environmental review of the proposed project
19 will adhere to the Connect Menlo EIR and will also comply
20 with the terms of the settlement agreement.

21 So the initial step in the environmental review
22 process and initial study was prepared to evaluate the
23 potential impacts of the project and determine what
24 levels of additional analysis would be appropriate for
25 the project EIR.

1 The initial study discloses relevant impacts
2 and mitigation measures covered in the Connect Menlo EIR
3 and discusses -- discusses whether the project is within
4 the parameters of that EIR.

5 Based on the conclusions of the initial study,
6 the topics shown on the slide will not be further
7 evaluated because the project is not anticipated to
8 result in significant effects related to those issue
9 topics or because the initial study found that these
10 topics were adequately addressed through the program
11 level EIR.

12 From the topics of cultural resources, geology
13 and soils, which also covers impact paleological
14 resources and noise, it was determined that applicable
15 mitigation measures identified in the Connect Menlo EIR
16 would ensure that those impacts would be less than
17 significant.

18 Though the focused EIR anticipated will be
19 analyzed whether the project would result in significant
20 impacts to the issue topics shown here.

21 For air quality, the Connect Menlo EIR
22 identified mitigation measures that required technical
23 assessment of private comprehension and construction, air
24 quality impacts, and the site is also located in
25 proximity to several major roadways which requires

1 preparation of a health assessment. Those topics will be
2 covered.

3 The greenhouse gas emission topics, the project
4 contribution to emissions will be studied based on
5 transportation related impacts that were identified with
6 the project.

7 For noise, although the Connect Menlo EIR
8 determined that impacts would be less than significant
9 with implementation of mitigation measures, there is the
10 possibility that there will be transportation related
11 impacts and therefore transportation related noise, so
12 that topic will also be studied.

13 For population and housing, a housing needs
14 assessment will be prepared pursuant to the terms of the
15 settlement agreement, and that topic will be covered in
16 the EIR.

17 Again, the terms of the settlement agreement
18 require the preparation of a project specific
19 transportation impact assessment.

20 The study will include analysis of potential
21 impacts of key study intersections and identification of
22 project -- project specific mitigation measures.

23 So finally the EIR is also required to evaluate
24 a reasonable range of alternatives. The alternatives
25 should attain most of the basic project objectives and

1 should avoid or substantially lessen any significant
2 effects of the project.

3 The alternatives will be developed after the
4 impacts of the project are identified and with input
5 received during the comment period.

6 A no project alternative will be considered,
7 which is required by CEQA, and also a reduced size
8 project alternative may also be considered.

9 So this slide, if you can read it, shows the
10 overall schedule indicated for the environmental review
11 process.

12 On June 14th, the City issued the Notice of
13 Preparation or NOP notifying interested parties and
14 responsible agencies that an EIR will be prepared, and
15 the initial study has been included for that review.

16 The thirty-day comment period to provide public
17 comments on scope and content of the EIR -- EIR ends on
18 July 15th.

19 During that time, interested parties are
20 encouraged to submit comments on the scope of the EIR in
21 writing, and tonight is also again an opportunity to
22 provide verbal comments.

23 Over the next several months, we will prepare
24 the EIR, and the Draft EIR is expected to be published in
25 the late fall.

1 After the EIR is published, there will be a 45-
2 day public comment period. During that time, there will
3 also be an opportunity to review the EIR and submit
4 comments to the City.

5 The City will also hold a public hearing on the
6 Draft EIR during that comment period, and at that time
7 comments can also be provided verbally or again in
8 writing.

9 After the close of the comment period, we will
10 then prepare written responses to each substantive
11 comment received regarding the EIR. It's called a
12 response to comments document.

13 The response to comments document will also
14 include any revision to the Draft EIR if any are
15 necessary.

16 Together, the Draft EIR and response to
17 comments document will constitute the Final EIR which
18 will be published and available for review a minimum of
19 ten days before any hearings are held.

20 So once the Final EIR is complete, the City
21 will consider certification of the EIR, and after that,
22 as a separate action will consider approval of the
23 project.

24 The public may attend these hearings and
25 provide comments on the Final EIR. EIR certification is

1 currently anticipated in the spring of next year.

2 So again the purpose of this meeting is to
3 engage the public early on in the environmental review
4 process and to get your thoughts on the topics that
5 should be evaluated.

6 Even if you provide comments verbally at this
7 meeting tonight, we would encourage you to submit them in
8 writing, as well, and again, that's -- the comment period
9 closes on July 15th.

10 So with that, if the Commission has any
11 questions, I can answer them or we can open it up for
12 public comments.

13 CHAIRPERSON BARNES: Any Commissioner
14 questions on the Draft -- on the presentation as
15 delivered by the EIR consultant?

16 Seeing none, I will move to open for public
17 comment on the EIR scope. And as it relates to public
18 comment, I have one card for Ms. Pamela Jones.

19 If anyone would like to submit accord, please
20 come forward and submit your card.

21 MS. JONES: Good evening, Commissioners and
22 staff.

23 CHAIRPERSON BARNES: Good evening.

24 MS. JONES: As always, thank you for your work
25 and your sincere deliberations. It really felt good

1 having you -- being in your hands.

2 Pamela Jones, resident of Menlo Park on
3 Hollyburne Street. My comment is specifically to the
4 EIR -- the scoping EIR.

5 It's -- it's my understanding that the Connect
6 Menlo 2016 was based on the 2010 CEQA requirements. It
7 was -- the CEQA was revised in 2017 and has subsequently
8 been revised -- revised and the -- and the document was
9 released on December 28th, 2018 and is now in effect.

10 I would like to be assured that the EIR process
11 is using the current CEQA. If it was changed for a
12 reason and if we're using the 2010, then we're using
13 almost a decade's old document.

14 I also think it would be helpful that whomever
15 does these EIRs is that they do a presentation to educate
16 not just the Council and the Commissioners, because some
17 of you probably didn't know this looking at the
18 expressions on your face, didn't know that there was a
19 new one, that it would be really helpful to the public
20 and be a way of engaging the public so that you would
21 have more people show up when we talk about the scoping
22 EIR.

23 It's a mystery to even find when it's going to
24 happen, but the entire EIR process is one in which the
25 entire City can be involved in. You can't be involved in

1 something that you don't know about.

2 So two parts. One is the updated CEQA; and
3 two, let's look at having a robust outreach to the
4 community so that we know every single step of the
5 process and we can be present when they -- when it's
6 being brought to the Commissioners.

7 So again, thank you.

8 CHAIRPERSON BARNES: Thank you.

9 I have no other cards. If anyone would like to
10 give public comment, again please come forward, and
11 having no other cards and seeing no one coming forward,
12 we are going to progress to Commission comments on the
13 EIR scope.

14 I'll open it up to you guys for comments.

15 Mr. Riggs.

16 COMMISSIONER RIGGS: Yes. I do have one
17 question and I suppose it would be for Ms. Wallace.
18 Usually when we see an EIR in the transportation portion,
19 it charts, say, both roadway segments and intersections
20 and compares likely changes with the baseline, and where
21 the baseline is the service of level F, whatever change
22 takes place is more or less considered no change because
23 it's still level F.

24 I would like to get clarity whether we still do
25 that or whether say there's a twenty-three percent

1 increase in delay at intersection Q that is already level
2 F, is that identified in some way in the chart to make it
3 clearer to the -- the quick reader that there is a
4 notable impact?

5 MS. WALLACE: I'm trying to understand your
6 question. So the City's traffic analysis guidelines have
7 significant criteria, so if an intersection is already
8 operating at unacceptable level --

9 COMMISSIONER RIGGS: Right.

10 MS. WALLACE: -- the project contribution to
11 that unacceptable condition will be quantified and
12 discussed.

13 And if that -- if there's -- I'm not familiar
14 with exactly what the threshold would be, so if -- if it
15 rises to a certain percentage contribution, if that's a
16 significant impact, that would be identified and
17 mitigation would be recommended.

18 Is that getting to your --

19 COMMISSIONER RIGGS: Do you still use in the
20 chart performance levels like D, E and F?

21 MS. WALLACE: Yes.

22 COMMISSIONER RIGGS: All right. So I would
23 like to suggest that when F is impacted to the negative,
24 that whether there's an asterisk added to the F in the
25 chart or a new letter is substituted or some indicator on

1 the chart that there is a significant impact.

2 And then to be honest, I don't recall whether
3 the transportation impact of the larger area than just
4 the segment or intersection are identified as -- is there
5 something smaller than regional? Is there a -- is there
6 a local area impact that -- that is judged?

7 For example, over the years, Willow Road has
8 been repeatedly impacted by development that might be
9 more than a mile away. It might also be impacted by
10 development that is more than two or three miles away and
11 outside of the city limits.

12 But do we have a place in the EIR to
13 indicate -- indicate that the neighborhood that depends
14 on Willow Road for its transportation, including simply
15 cross-town transportation, that neighborhood -- that
16 entire neighborhood's impacted when that segment
17 reaches -- reaches a tipping point? In other words,
18 where it's more or less unmoving for ninety minutes.

19 Is there a portion of the EIR that addresses a
20 neighborhood level of impact? I don't recall seeing one.

21 MS. WALLACE: So you're talking about like
22 neighborhoods that could be several miles away? Is that
23 what --

24 COMMISSIONER RIGGS: Well, it might be in the
25 case of the neighborhood called Willows one mile away.

1 In the case of a neighborhood called Belle Haven, it's
2 adjacent.

3 But where one looks at segments, one is looking
4 at individual roadways, and it implies that these
5 collector streets are impacted, whereas in fact the
6 neighborhood's impacted.

7 Do we have -- do we have anything in the EIR
8 that identifies neighborhoods being restricted -- their
9 movement being restricted?

10 MS. WALLACE: Well, we haven't prepared the
11 EIR yet, but that point is well taken. We did work with
12 the City to identify fifteen intersections and its
13 vicinity for analysis.

14 We haven't conducted that analysis yet. We
15 don't know how they're impacted or the communities in
16 those areas are impacted.

17 COMMISSIONER RIGGS: All right. So I guess
18 I'm asking if there was a template for such things. You
19 seem to be indicating that if the City asks for it, we
20 could have it.

21 MS. WALLACE: That is certainly something we
22 could consider, the EIR should.

23 COMMISSIONER RIGGS: Okay. Then, I guess I
24 would turn to staff and ask Kaitie. Is this something
25 that would make sense from a staff perspective to include

1 in the EIR?

2 MS. MEADOR: So we could look into it further.
3 We can discuss it with the transportation division, but
4 we can look at additional intersections to study within
5 the neighborhood surrounding the project site.

6 COMMISSIONER RIGGS: And -- and I was thinking
7 in terms of the narrative of the EIR, which would, rather
8 than say: "Hamilton is backed up during this period,"
9 that would say: The following neighborhood bounded by
10 the following streets or the western portion of the
11 neighborhood of this name is impacted by lack of access
12 or lack of ready ability to exit.

13 That would be a new form of narrative I believe
14 for an EIR, but it would help delineate to officials
15 using the EIR what the meaning of the impacts are.

16 So I'm suggesting that and the change in the
17 chart where we have a level F that's indicated before and
18 after a level F that the asterisk would change level F
19 asterisk or some other manner in which it acknowledges a
20 -- an additional impact.

21 MR. PERATA: So I'll jump in real quick just
22 to summarize or confirm. So if I understand correctly,
23 you're not speaking to the actual analysis itself, but
24 rather the editorial nature of how the EIR presents the
25 information relating to the charts regarding level of

1 service of potential impacts, especially since the
2 designation is changing, and geographically speaking more
3 to the roadway segments as relates to the neighborhood of
4 the context of Menlo Park and geographically neighborhood
5 wise or residential street wise to be a little more
6 context for the readers of the document to understand
7 where we're looking at.

8 COMMISSIONER RIGGS: Yes. I'm talking to the
9 narrative.

10 MR. PERATA: Got it.

11 COMMISSIONER RIGGS: And to make the change
12 more useful for level F asterisk and level two, and it
13 would make the narrative more useful than to say that
14 Hamilton is backed up, to say that the southeastern
15 portion of the neighborhood and entry is additionally
16 backed up.

17 Thank you.

18 CHAIRPERSON BARNES: Thank you.

19 Commissioner Kennedy.

20 COMMISSIONER KENNEDY: Just a couple things.
21 So to Miss Jones' point around the baseline information
22 in Connect Menlo that would be used as, is it going to be
23 from 2018 or is it prior from 2010?

24 MS. WALLACE: So part of what we do is look at
25 the baseline conditions and determine if there have been

1 any changes, and we consider that context.

2 And also with respect to the change in the CEQA
3 guidelines, if you review the initial study, you see that
4 we use the current guidelines and for example we talk
5 about energy and wildfire, which are new topics. So that
6 will be used.

7 COMMISSIONER KENNEDY: And then through the
8 chair.

9 CHAIRPERSON BARNES: Yes, proceed.

10 COMMISSIONER KENNEDY: So you're talking about
11 the EIR sort of addressing the narrative in the over-
12 explanation of how things would derive.

13 So I'm wondering in maybe looking at a further
14 and deeper analysis around the existing condition,
15 because it seems existing and changing with each new
16 project.

17 So we've been looking at plans for a very long
18 time, and I think there's a lot of data in there that
19 gets very overwhelming, and unless you know what you're
20 looking for, you sort of look at numbers and sort of in
21 the aggregate without understanding how they actually
22 relate to each other.

23 So I, you know, maybe even beyond sort of
24 expressing a larger narrative, you know, really for this
25 particular area, really sort of delving into, you know,

1 the levels of F that there are and the impacts around the
2 level of F that happen as the existing condition, right?

3 Because each additional project just adds the
4 F. It doesn't take away, and it can't be -- I don't
5 think -- it can't be really mitigated. It can get spread
6 a little further out. That's my comment.

7 CHAIRPERSON BARNES: Thank you.

8 Any other additional comments as it relates to
9 the EIR scope, and if there is none, then I will close
10 the public hearing.

11 Before I do, I'll check in with staff, EIR
12 consultant. Anything else that you would like to add
13 prior to closing?

14 MS. WALLACE: No.

15 CHAIRPERSON BARNES: Kaitie, anything prior to
16 closing?

17 MS. MEADOR: No.

18 CHAIRPERSON BARNES: Good to go. Okay. Thank
19 you. So with that, I'll close the public hearing as it
20 relates to the EIR Scoping Session.

21 Thank you.

22 (The record was closed at 10:31 PM).

23 ---o0o---

24

25

1 STATE OF CALIFORNIA)

2 COUNTY OF SAN FRANCISCO)

3
4 I, the undersigned, hereby certify that the
5 discussion in the foregoing meeting was taken at the
6 time and place therein stated; that the foregoing is a
7 full, true and complete record of said matter.

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

13
14 IN WITNESS WHEREOF, I have
15 hereunto set my hand this
16 _____ day of _____,
17 2019.

18 _____
19 MARK I. BRICKMAN CSR 5527

20
21
22
23
24
25



STAFF REPORT

Planning Commission

Meeting Date:

7/22/2019

Staff Report Number:

19-050-PC

Study Session:

Consider and provide feedback on a proposal to amend the conditional development permit (CDP) for the Facebook Campus Expansion Project (located at 301-309 Constitution Drive) to increase the hotel rooms associated with the approved hotel from 200 to 240 rooms and decrease the hotel parking from 245 to 120 spaces.

Recommendation

Staff recommends that the Planning Commission review and provide feedback on the proposed conditional development permit amendment to increase the number of approved hotel rooms and reduce the on-site parking for the previously approved hotel land use associated with the CDP for the Facebook Campus Expansion Project. The proposed project would redevelop a vacant portion of the Facebook Campus Expansion project site ("Project Site") with an approximately 90,868 square foot, five-story limited service hotel with a surface parking lot that would consist of 240 hotel rooms, a restaurant, and associated hotel amenities. The project is anticipated to ultimately require the following actions:

- 1. Environmental Review** to analyze the proposed project for consistency with the Facebook Campus Expansion Project Environmental Impact Report (EIR) that was certified in November 2016 and the Facebook Campus Expansion Project EIR Addendum dated September 2017;
- 2. Conditional Development Permit Amendment** to increase the approved number of hotel rooms from 200 to 240 rooms, decrease the number of onsite parking spaces for the hotel use from 245 to 120 parking spaces, and incorporate the architectural review of the design of the hotel.

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 review and provide individual Commissioner feedback on the proposed project to the applicant and staff. The report identifies topic areas for the Planning Commission's consideration, which include the following:

- Increase in number of hotel rooms
- Parking reduction
- Architectural design and materials
- Building façade artwork
- 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, previous entitlements, 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, including hotels. 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 review and 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 proposed hotel would be located on the Facebook West Campus ("Project Site") and the hotel project site ("Hotel Site") is located in the northwestern corner of the Project Site, which will ultimately contain Facebook Buildings 20, 21, 22, 23 and the hotel when build out is complete. The Project Site extends along the southern side of Bayfront Expressway between Chilco Street along the western and southern edges of the Project Site and Willow Road along the eastern edge of the Project Site. Bayfront Expressway and the former salt ponds that are part of a current restoration project are located to the north of the Project Site. An exhibit which identifies the locations of each building on the Project Site is included on sheet G02.101 of the project plans (Attachment C).

To the west of the Hotel Site and across Chilco Street are commercial and industrial uses within the O (Office) zoning district, including the Facebook occupied buildings at 180-200 and 220 Jefferson Drive. That site includes the Facebook Chilco Campus Transit Center, which is expected to begin construction in the near future and includes a centralized shuttle and tram pick-up/drop-off location to serve employees in Facebook occupied buildings along Jefferson Drive and the western portion of the Facebook West Campus. To the east of the Hotel Site is Facebook Building 22 and its parking structure that are currently under construction. Directly to the south is Facebook Building 23 and further south, across the Dumbarton Rail Corridor and Chilco Street, are the Onetta Harris Community Center and Menlo Park Senior Center, Beechwood School, Menlo Park Fire Protection District Station 77, single-family residences (R-1-U zoning district), and single-family residences in the Hamilton Park housing development (R-3-X zoning district). A location map identifying the entire Facebook West Campus is included as Attachment A.

Project History

Collectively the Project Site, Buildings 20, 21, 22 (1 Facebook Way) and Building 23 (300 Constitution Drive), are referred to as the Facebook West Campus. The following is a summary of the project timeline for the Facebook West Campus.

- In March 2013, the City Council approved the entitlements and agreements for Building 20. Building 20 is located on the former 312-314 Constitution Drive portion of the Project Site.
- In December 2014, the Planning Commission approved the conversion of an existing approximately 180,108 square foot warehouse and distribution building to offices and ancillary employee amenities, now referred to as Building 23. Facebook currently occupies the building.
- In March 2015, an application was submitted for the comprehensive redevelopment of the former TE Connectivity Campus (301-309 Constitution Drive) with two new office buildings and hotel, known as the Facebook Campus Expansion Project.
- In November 2016, the City Council approved the land use entitlements and certified the EIR for the Facebook Campus Expansion Project. The approved project included two new office buildings (Buildings 21 and 22) encompassing approximately 962,400 square feet and a 200-room limited service hotel of approximately 174,800 square feet.
- After project approval, the City Council approved the rezoning of the property from M-2(X) (General Industrial, Conditional Development) to O (Office) as part of its adoption of the ConnectMenlo General Plan and M-2 Area Zoning Ordinance update. However, as identified in the Development Agreement (DA), the CDP and all other land use entitlements for the Facebook Campus Expansion Project continue to regulate the development at the site.
- In December 2016, the City issued the permit for construction of Building 21. Facebook was granted occupancy for Building 21 in August 2018.
- On February 7, 2017, an application was submitted to amend the approved CDP for the Facebook Campus Expansion Project and commence the associated environmental review for modifications to the design of Building 22, site layout, timing for demolition of an existing building currently occupied by TE Connectivity and construction of the publicly accessible open space, and the construction of the hotel.
- On November 7, 2017 the City Council approved the CDP and DA amendments for Building 22 and the associated modifications to the site plan and project timing. At this time, Building 22 is currently under construction and is anticipated to be completed in early 2020.

Analysis

Project description

The applicant, citizenM Hotels, has submitted an application to amend the CDP for the Facebook Campus Expansion Project and commence the associated environmental review for a 240-room limited service hotel. The proposed hotel would be owned and operated by citizenM Hotels. The site would also contain an approximately 5,000 square foot full service restaurant that is anticipated to be operated by an independent third party, consistent with the approved limited service hotel use from the Campus Expansion Project CDP. The applicant has submitted a project description letter (Attachment B) that describes the proposed modifications and overall project proposal in more detail and project plans (Attachment C). The proposed revised project includes the following modifications from the previously approved CDP:

- Increase the number of approved hotel rooms from 200 to 240 rooms;
- Reduce the required parking from 245 to 120 spaces; and
- Architectural design review for proposed hotel (consistent with Section 6.1.4 of the CDP).

Section 6 (Modifications) of the previously approved CDP sets up the review process for modifications to

the approved project. The review process includes four distinct scenarios based on the extent of the proposed project revisions:

Table 1: CDP Modifications		
Section	Title	Acting Body
6.1.1	Substantially Consistent Modifications	Planning Division Staff
6.1.2	Minor Modifications	Planning Division Staff with notification to Planning Commission and subject to Commissioner request for additional review
6.1.3	Major Modifications	Planning Commission
6.1.4	Design Review	Planning Commission; Limited to review of architectural review of Building 22 and Hotel, provided project plans consistent with CDP
6.1.5	CDP Amendments	City Council, with review and recommendation by Planning Commission

Section 6.1.5 (Conditional Development Permit Amendments) states that a CDP amendment is required for the following modifications:

- The relaxation of development standards outlined in Section 2 (of the CDP);
- Material changes to the uses identified in Section 3 (of the CDP); or
- Material modifications to the conditions of approval identified in Sections 7, 9, 10, 11, 12, 13, 14, and 15 (of the CDP).

The proposed revisions to the project would result in modifications of allowed uses (increase in number of hotel rooms) and relaxation of development standards (parking reduction). Therefore the proposed revised project would require a CDP amendment, as set forth in Section 6.1.5.

The proposed revised project would comply with the maximum floor area ratio (FAR), maximum building coverage, and maximum height of the previously approved CDP. The proposed revised project would reduce the overall floor area ratio. The table below identifies the development standards of the approved CDP and the proposed modifications to the CDP for the revised project proposal.

Table 2: Development Standards Comparison		
Development Standard	Approved CDP (Hotel)	Proposed Hotel
Height	75'	71' 4"
Gross Floor Area	174,800 square feet**	90,868 square feet
Hotel Rooms	200 rooms	240 rooms
Parking Spaces	245 spaces	120** spaces
Parking Ratio	1.2 per hotel room	0.5 spaces per hotel room

*Does not include the parapet and elevator penthouse height.

** The CDP allows up the 10 percent FAR (or 350,404 square feet) of the site to be for the hotel/non-office uses, 174,800 square feet of GFA was estimated to be provided for hotel in the CDP.

***Does not include approximately 125 shared parking spaces in the Facebook parking garage.

Site layout

The proposed hotel building would be located on its own parcel within the Project Site. The Hotel Site would have frontages on Chilco Street, Bayfront Expressway, and the private driveway access to Facebook Buildings 22 and 23. The main entrance of the hotel would be oriented towards the south property line along the private driveway for Buildings 22 and 23 (accessed from the intersection of Chilco Street and Constitution Drive) and located under the cantilevered west portion of the building. The building would be concentrated towards the southern half of the site due to a transmission line easement that occupies 95 feet along the north property line. A one-way ingress driveway and a one-way egress driveway would be accessed from the private driveway to the Buildings 22 and 23, which would serve as the primary access to the site. A two-way secondary service entry access driveway would be located along the east property line, near the entrance to the parking structure for Building 22.

In the project description letter, the applicant indicates that the hotel would be an ‘affordable luxury’ concept and would feature compact individual hotel rooms (approximately 200 square feet in size) and oversized lobby areas called “living rooms”. The hotel building would have five stories containing 240 rooms located above the ground floor. The ground floor would contain the lobby, lounge, bar, breakfast area, meeting rooms, back of house operations, and a separate restaurant. A surface parking lot would be located along the west and south sides of the building. An outdoor amenity area would be located near the southeast corner of the Hotel Site and feature outdoor seating, recreation spaces, basketball court, water feature, and outdoor food service.

The proposed hotel appears to comply with the minimum setbacks permitted at the street frontages. The Chilco Street setback would be measured from behind a planned right-of-way dedication required for future Chilco Street improvements and a larger setback is required along Bayfront Expressway due to the transmission line easement. Surface parking is permitted within the setbacks and the transmission line easement. The table below gives an overview of the permitted and proposed setbacks.

Development Standard	Required Minimum (CDP)	Proposed
Bayfront Expressway	95'	97' 3"
Chilco Street	20'	62' 1"
South Property Line (Internal)	0'	35' 10"
East Property Line (Internal)	0'	0'

Land Use

Two hundred hotel rooms were previously approved as part of the Facebook West Campus Expansion project, the applicant is now seeking to increase the number of hotel rooms from 200 to 240 rooms. The ConnectMenlo General Plan and Zoning Ordinance Update set a development cap of 400 hotel rooms in the Bayfront Area. The 200 rooms that were previously approved do not count against the hotel room cap as the Facebook Campus Expansion Project was approved under the previous General Plan; however, the

40 additional hotel rooms being requested would be included in the ConnectMenlo development cap.

Floor area ratio (FAR) and building coverage

The FAR and building coverage for the site is calculated based on the entire Project Site area. The applicant has submitted preliminary area calculations and diagrams that identify the proposed total FAR and building coverage, which appear to meet the requirements. A dedication of a portion of the subject property for the use of the public right-of-way would be required as part of future Chilco Street improvements. The dedication would affect the total lot area, FAR, and building coverage calculations; however, the proposed development would still be within the allowed limits. Below is a table that summarizes the maximum permitted and proposed FAR and building coverage for the Facebook Campus Expansion Project including the proposed hotel.

Table 4: FAR & Building Coverage (Project Site)		
Development Standard	Permitted (CDP)	Proposed (Full Buildout)
Building Coverage (square footage)	1,927,223 square feet	1,498,928 square feet
Building Coverage (percentage)	55%	42.78%
Gross Floor Area (square footage)	1,927,233 square feet	1,666,208 square feet
FAR (percentage)	55%	48%

The proposed hotel building would contain approximately 90,868 square feet of gross floor area. The proposed gross floor area for the building includes approximately 5,050 square feet of open area on the ground floor that is open on at least one end but enclosed with columns greater than 12 inches in width. These areas would be accessible and therefore, staff believes Chapter 16.04.325 (C) (4) applies, which states “Covered porches and covered balconies [are exempt from GFA] provided that at least one end is open and unobstructed to the exterior except for columns or posts not more than twelve inches (12”) in width and walls or railings not more than forty-four inches (44”) in height.

Parking and circulation

Vehicular

The applicant is requesting to reduce the parking on site and accommodate any additional parking needs for the hotel through a shared parking agreement with Facebook. The proposed hotel would include 120 parking spaces incorporated into a surface parking lot on the site; however, the CDP requires 245 parking spaces for the hotel use. The shared parking agreement for Facebook would allow the hotel to use approximately 125 parking spaces in the parking garage for Building 22 this would provide a combined total of 245 parking spaces for the hotel to use. However, the parking spaces in the Building 22 garage are not included in the parking calculations for the project. The applicant has provided a Trip Generation and Parking Analysis memo (Attachment D) which includes more detailed information on the proposed parking management plan. Below is a summary of the parking management plan.

- Hotel guests and restaurant patrons will be given priority to use the parking on the hotel site.
- If additional parking is needed, hotel and restaurant employees will be allowed to park in the office parking provided in the parking structure adjacent to Building 22. Hotel and restaurant employees would be issued the appropriate identification to allow them to use the Facebook

office parking areas. Both the hotel and restaurant operators will encourage employees to use alternative travel modes for their commute to work and avoiding driving alone to the site, which would further reduce parking demand.

- If the hotel guest or restaurant patron parking demand exceeds the available on-site parking, Facebook will allow hotel valets or guests to park vehicles in the Building 22 parking structure, which is anticipated to contain unused parking during the times when the hotel and restaurant will generate the highest parking demand in the evenings and overnight.

The proposed hotel would also be subject to the trip cap that applies to the entire Facebook Campus Expansion Project. The trip cap would help manage parking on the Hotel Site since the hotel would need to implement traffic management strategies to reduce vehicle trips to the site which would also reduce parking demand for the project. No modifications to the trip cap are proposed and no increase in net new trips are anticipated as part of the project.

Bicycle and pedestrian

The proposed project would include a total of 14 bicycle parking spaces which would exceed CALGreen requirements. The bicycle parking would be located near the hotel's main entrance under the cantilevered west wing of the building.

Pedestrian paths would be located throughout the site to provide circulation from the private driveway for Building 22 and 23 and the surface parking lot to the hotel building. A new sidewalk and other street improvements would be located along the Chilco Street frontage as part of the Chilco Street improvements currently under staff review.

Design and materials

The design of the proposed hotel would have a contemporary architectural style, incorporating both solid horizontal and vertical elements and large glass windows along the majority of the primary façades. The building would be constructed using a pre-fabricated modular building system, with one hotel room making up one module. Per the applicant's project description letter, the overall form of the building is a "kinked bar" oriented to have views of Bedwell Bayfront Park and the San Francisco Bay. The building form would be made up of three connected building masses. The primary building mass would be located in the center and contain the ground floor hotel amenities. Two smaller building masses would angle out from the primary building. The west building mass would be elevated from the ground and feature bike parking underneath and the east building mass would feature the ground floor restaurant.

The ground floor of the five-story hotel building would be delineated from the upper floors by a recessed building facade with glass storefronts with silver frames and exposed concrete columns surrounding the perimeter. At key points along the ground floor facade there would be angular columns in a red color. Each end of the west and each building masses would also feature an exterior staircase also in a red color. The upper levels the primary facades would feature glass windows with black frames and fiber cement panels would frame each grouping of windows. The secondary facades would feature stucco walls. At this time, the specific materials, finishes, and colors for the building is still being refined.

At key points along the stucco facades large scale artwork would be installed that would fill the entire wall. The proposed plans currently indicate three facades with this large scale artwork. One would be on each end of the building on the facades with the exterior staircases and the third would be located between two of the building masses near the main entry. Each artwork would be approximately 22 foot way by five stories tall. The applicant has indicated that the specific artwork has not been determined but would be refined as

the project continues through the City's review process. Staff believes that the approval of the final proposed artwork could be conditioned as part of any future project approvals and could be approved by Planning Division staff through the building permit process or by Planning Division staff with notification to the Planning Commission and subject to Commissioner request for additional review. The Planning Commission should provide feedback on the overall architectural design of the proposed hotel, site layout, the preliminary colors and materials, and the concept of utilizing large scale artwork on the facades as part of this study session for the project. The Planning Commission may wish to provide input on the recommended review process for the future building-mounted artwork.

Trees and landscaping

As part of the Facebook Campus Expansion Project all the existing trees on-site were approved for removal with the requirement to determine if any perimeter landscaping could be preserved. The proposed project would include a comprehensive landscape design that would include the removal of all existing trees and landscaping on the Hotel Site. The proposal would increase the landscaping at the site compared to the existing surface parking lot and provide a cohesive planting pallet. The proposed tree replacements include California sycamore, coast live oak, palo verde, and olive trees. As part of review process for the project, staff will review the proposed tree removals to determine if any existing trees can/should be preserved per the CDP. The detailed heritage tree replacement plan and landscaping plan will be submitted with the formal application submittal for review for compliance with the CDP and the City's requirements (e.g. water efficient landscape ordinance and heritage tree replacement guidelines)

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.

- **Increase in Number of Hotel Rooms.** Is the proposed increase in the total number of hotel rooms acceptable?
- **Parking.** Is the proposed parking reduction acceptable considering the specific hotel operations, valet parking, and shared parking arrangement?
- **Architectural Design and Materials.** Is the proposed contemporary architectural design and modular construction/fabrication appropriate for the hotel building? Does the Planning Commission believe the overall proposal contains a cohesive design, provides visual interest, and breaks up the massing?
- **Building Façade Artwork.** Is the overall concept of the large scale artwork on the building facades acceptable? Is the size and location of the artwork compatible with the overall architectural style? Does the Planning Commission believe that the artwork can be finalized through Planning Division staff level review?
- **Overall Approach.** Is the overall aesthetic approach for the project consistent with the Planning Commission's expectations for a limited service hotel and consistent with the CDP? Does the Planning Commission believe that the proposed hotel's architectural design and site layout is

compatible with the other Facebook buildings on the site?

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, an addendum to the EIR would be required to analyze the proposed project for consistency with the Facebook Campus Expansion Project EIR. Subsequent to this study session, City staff will identify a consultant to complete the environmental review and prepare an addendum to the EIR for the proposed project. As currently proposed, the City Council would take the final action on the project entitlements, including the environmental review, after the completion of the environmental review and any revisions to the plans based on feedback from the Planning Commission and Planning staff. The potential environmental impact of these additional 40 hotel rooms would be evaluated for consistency with the Facebook Campus expansion EIR as part of the project 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. Project Description Letter
- C. Project Plans
- D. Trip Generation and Parking Analysis

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.

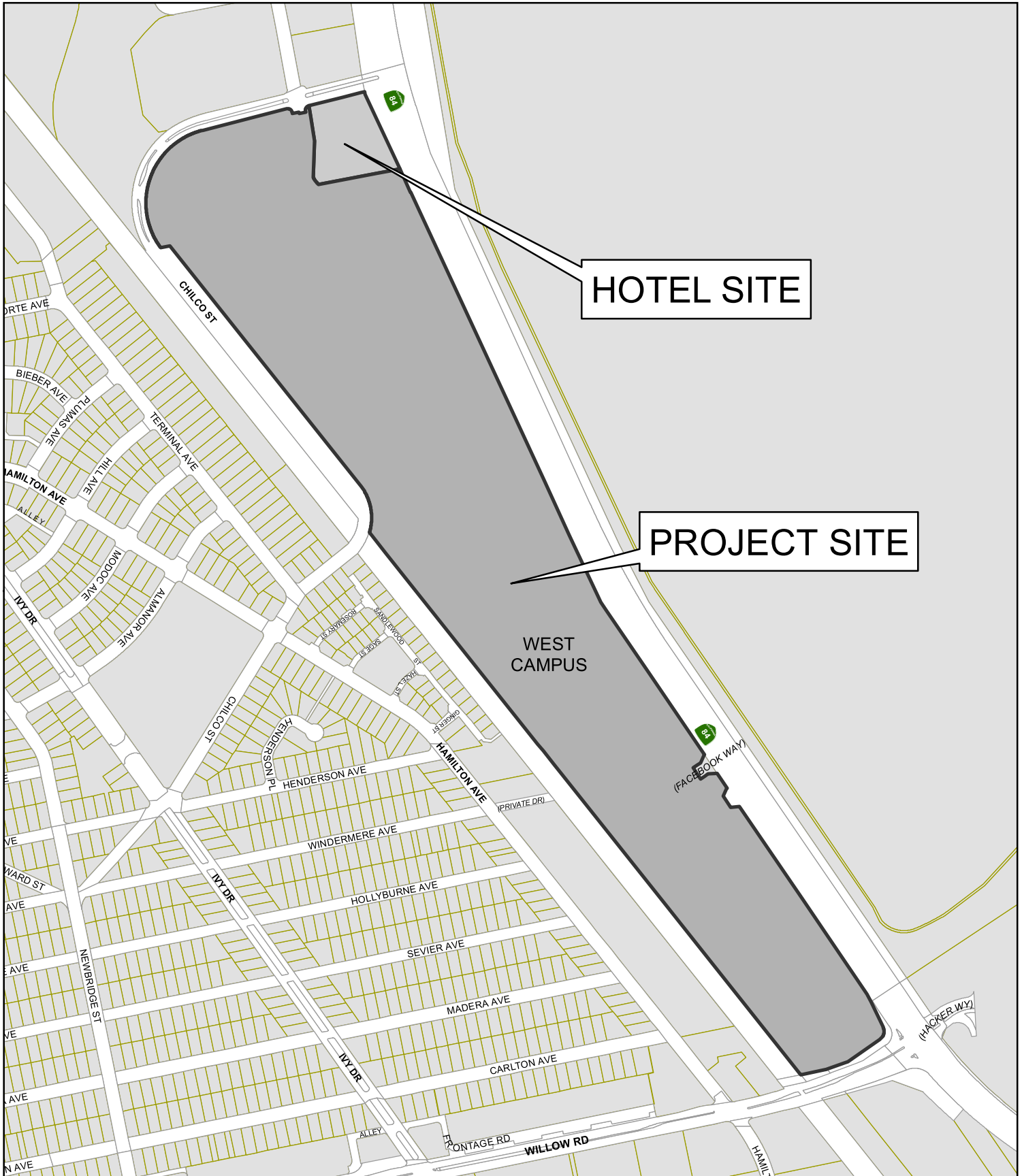
Exhibits to Be Provided at Meeting

None

Report prepared by:

Kaitie Meador, Senior Planner

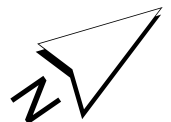
Report reviewed by:
Kyle Perata, Principal Planner



CITY OF MENLO PARK

LOCATION MAP FACEBOOK WEST CAMPUS HOTEL PROJECT

DRAWN: TAS CHECKED: KTP DATE: 7/22/19 SCALE: 1" = 300' SHEET: 1





6/26/2019

Nils Sanderson, Ernest Lee, Anton Walker
 citizenM
 148 Madison Ave, 2nd Floor
 New York, NY 10016

Subject: citizenM Hotel Proposal – Project description to accompany drawings dated June 26, 2019

Dear Ms. Meador:

On behalf of citizenM, a Netherlands-based hotel owner and operator, we are excited to submit our application for design review of a new citizenM hotel at 301 Constitution Drive within the City of Menlo Park. We believe that our ‘affordable luxury’ concept will meet a gap in the existing local hotel market, while also providing a welcoming and well-designed space for members of the local community to enjoy.

citizenM is proposing to build a five story, 240 key hotel on a 2.61 acre portion of the previously approved Facebook Campus Expansion Project. The hotel will have four floors of guest rooms using a pre-fabricated modular building system over a conventionally constructed ground floor.

The ground floor will include citizenM’s “living room” – an oversized lobby with comfortable and colorful furniture and a curated collection of art. Within the living room, a lobby bar and canteen will offer full breakfast service as well as coffee, beverages, and grab-and-go food options throughout the day. The living room will extend out to a large terrace which will provide additional publicly accessible seating surrounded by landscaped areas. citizenM’s meeting rooms, called societyM, are small boardroom-style meeting rooms which extend directly off of the living room and are available to the public for daily rentals. The ground floor will also house associated support services. Additionally, one part of the ground floor area, a separate space under the eastern wing of the building, will be a restaurant space sub-leased to Facebook for the purposes of appointing a local restaurant group to operate a publicly accessible restaurant.

The overall gross floor area including the restaurant space is 90,868 square feet. The overall form of the building is a “kinked bar” oriented to views of Bedwell Bayfront Park and the San Francisco Bay.

The hotel will have 120 on-site surface parking spaces, with additional parking for the hotel provided by a shared parking arrangement with Facebook to ensure that adequate parking will be provided at all times. Please refer to the enclosed parking memo which provides additional information regarding trip generation, parking demand, and a parking management plan. The hotel would also be subject to the previously approved trip cap for the Campus Expansion project, and no modifications to the trip cap are sought.

The approved CDP authorizes construction of a maximum hotel envelope of up to 200 rooms, 174,800-square feet, and 75-feet in height as well as a minimum of 245 parking spaces. In order to accommodate the proposed program, we are requesting an amendment to the CDP to increase the room count and reduce on-site parking, reflective of the unique citizenM business model and project design. We believe that the result will be a welcome amenity for the local neighborhood.

Construction of the hotel is estimated to begin in Q3 2020 with completion targeted for Q1 2022.

We appreciate the City’s cooperation with us on this effort. Please do not hesitate to reach out with any questions.

Sincerely,

Nils Sanderson
 Concept Design Manager

Ernest Lee
 Managing Director, Development & Investments

Anton Walker
 Development & Investment Associate

ATTACHMENT C

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citizenM Menlo Park STUDY SESSION

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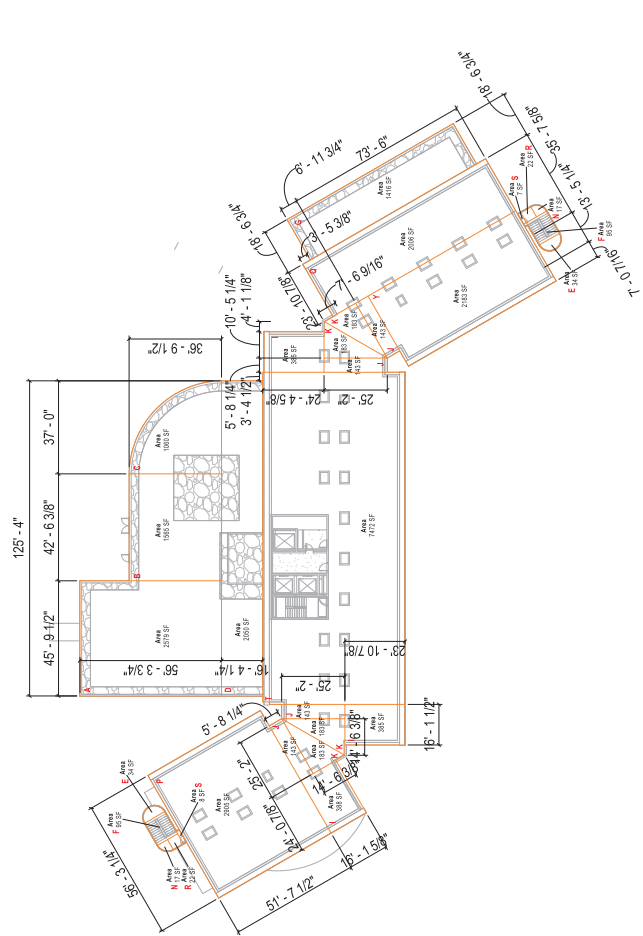
NOT TO SCALE

LOT COVERAGE DIAGRAM

BUILDING COVERAGE CALCULATION

Existing & Proposed Building Structures	Building Coverage
TOTAL	1,428,500
MPK 20	526,606
MPK 21	476,643
MPK 22	27,048
MPK 23	7,972
MPK 24	342,009
MPK 25	307
MPK 26	326,666
Parking Garage	75,700
Parking Gar. Guest Block	367
Electrical Substation	1,379
Substation Pedestrian Bridge	7,600
SUB TOTAL	1,472,879
MAX	26,009
TOTAL	1,498,928

LOT AREA	3,504,841
Minimum Building coverage per Facebook campus expansion project	5%
Conditional Development Permit (CDP)	1,972,223
Maximum Building coverage area allowed (DF)	1,498,928
PROPOSED BUILDING COVERAGE AREA (SF)	1,498,928
PROPOSED BUILDING COVERAGE (%)	42.7%



TOTAL COVERAGE AREA: 1,498,928 SF

1 BUILDING COVERAGE DIAGRAM

Scale: 1" = 50'-0"

G02.101

© 2019 Gensler

Project Name
 citizenM Menlo Park

Project Number
 032 3829 000

Location
 Menlo Park, CA

LOT COVERAGE

Scale
 1" = 20'-0"

Architect Signature



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New York, NY 10018

MECHANICAL CONTRACTOR
Masonite
New York, NY 10018

MECHANICAL CONTRACTOR
Masonite
New York, NY 10018

DATE

DESCRIPTION

AREA CALCULATION

GROSS FLOOR AREA

LEVEL	AREA	QUANTITY	TOTAL
A	1556	1	1556
B	1556	1	1556
C	1556	1	1556
D	1556	1	1556
E	1556	1	1556
F	1556	1	1556
G	1556	1	1556
H	1556	1	1556
I	1556	1	1556
J	1556	1	1556
K	1556	1	1556
L	1556	1	1556
M	1556	1	1556
N	1556	1	1556
O	1556	1	1556
P	1556	1	1556
Q	1556	1	1556
R	1556	1	1556
S	1556	1	1556
T	1556	1	1556
U	1556	1	1556
V	1556	1	1556
W	1556	1	1556
X	1556	1	1556
Y	1556	1	1556
Z	1556	1	1556
LEVEL TOTAL			253,320

LEVEL	AREA	QUANTITY	TOTAL
A	1412	4	5648
B	1412	4	5648
C	1412	4	5648
D	1412	4	5648
E	1412	4	5648
F	1412	4	5648
G	1412	4	5648
H	1412	4	5648
I	1412	4	5648
J	1412	4	5648
K	1412	4	5648
L	1412	4	5648
M	1412	4	5648
N	1412	4	5648
O	1412	4	5648
P	1412	4	5648
Q	1412	4	5648
R	1412	4	5648
S	1412	4	5648
T	1412	4	5648
U	1412	4	5648
V	1412	4	5648
W	1412	4	5648
X	1412	4	5648
Y	1412	4	5648
Z	1412	4	5648
LEVEL TOTAL			183,376

LEVEL	AREA	QUANTITY	TOTAL
A	1412	4	5648
B	1412	4	5648
C	1412	4	5648
D	1412	4	5648
E	1412	4	5648
F	1412	4	5648
G	1412	4	5648
H	1412	4	5648
I	1412	4	5648
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Y	1412	4	5648
Z	1412	4	5648
LEVEL TOTAL			183,376

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X	1412	4	5648
Y	1412	4	5648
Z	1412	4	5648
LEVEL TOTAL			183,376

LEVEL	AREA	QUANTITY	TOTAL
A	1412	4	5648
B	1412	4	5648
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X	1412	4	5648
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LEVEL TOTAL			183,376

LEVEL	AREA	QUANTITY	TOTAL
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V	1412	4	5648
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X	1412	4	5648
Y	1412	4	5648
Z	1412	4	5648
LEVEL TOTAL			183,376

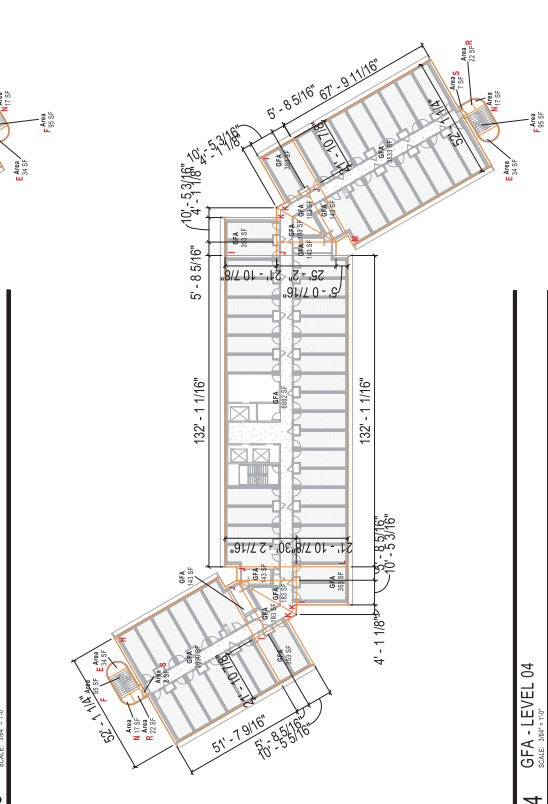
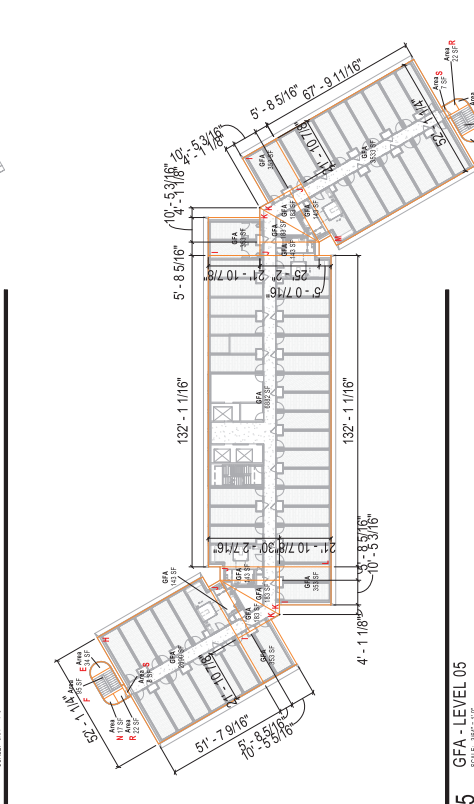
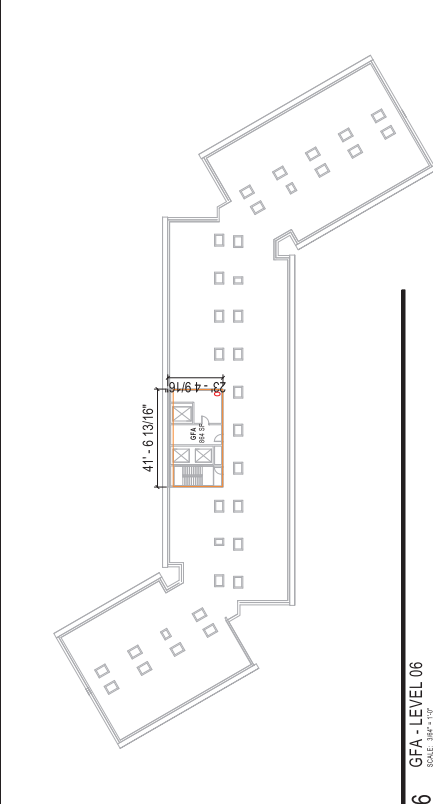
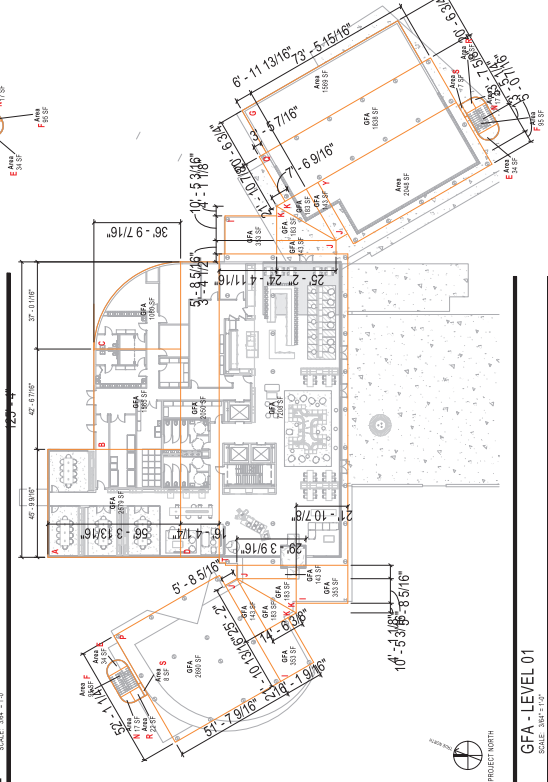
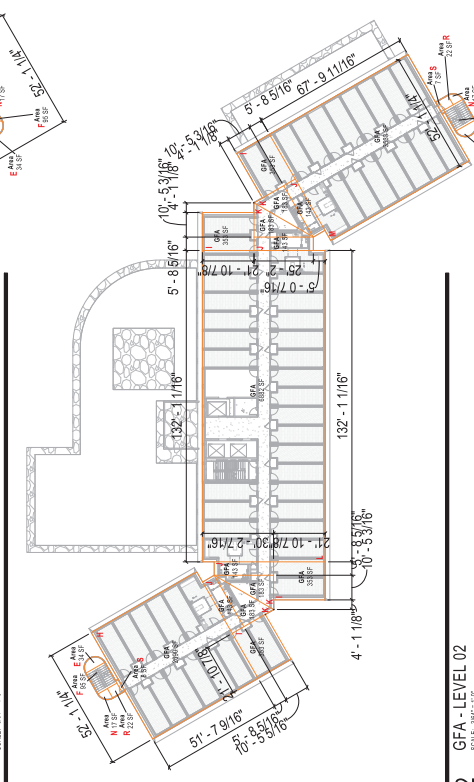
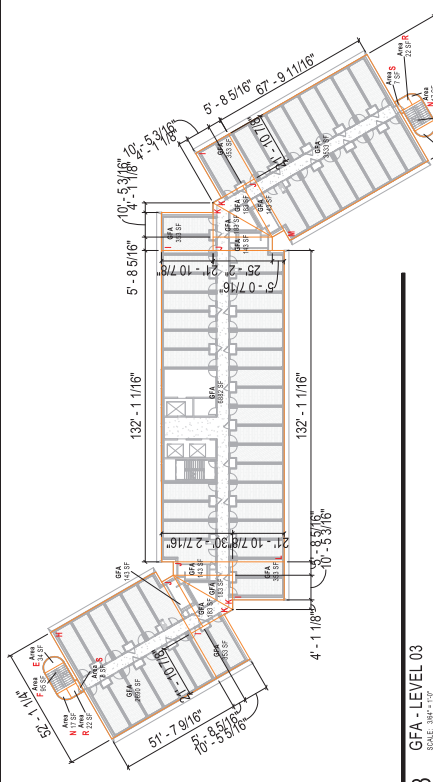
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Z	1412	4	5648
LEVEL TOTAL			183,376

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X	1412	4	5648
Y	1412	4	5648
Z	1412	4	5648
LEVEL TOTAL			183,376

NOTE: THIS SHEET IS FOR INFORMATION ONLY. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

SEE SHEET 140.01 FOR AREA CALCULATIONS



G02.102

03/13/2018

Project Name

citizenM Menlo Park

Project Number

032-3829-000

Description

GROSS FLOOR AREA (GFA)

Scale

3/8" = 1'-0"



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△ Date Description

Lead Engineer

Project Name
citizenM Merilo Park

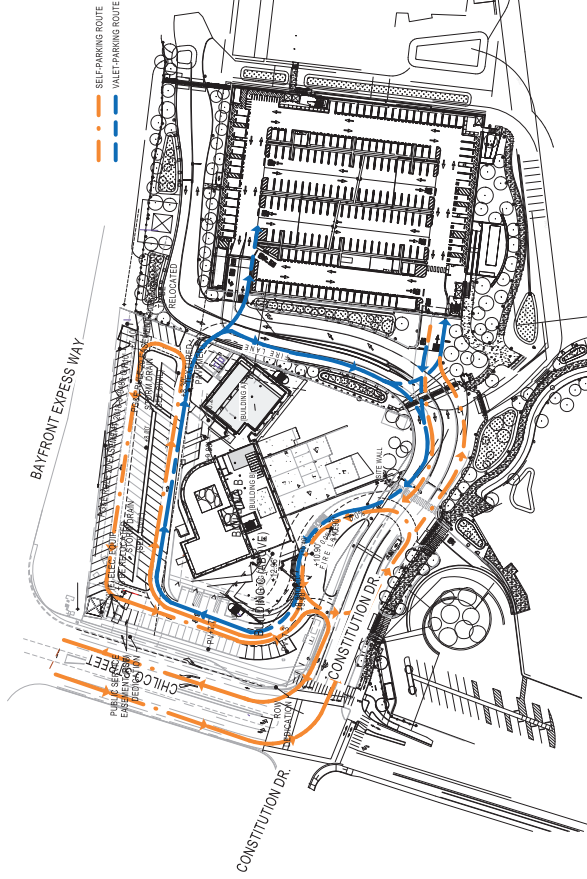
Project Number
032.3829.000

Discipline
VEHICLE CIRCULATION PLANS

Scale
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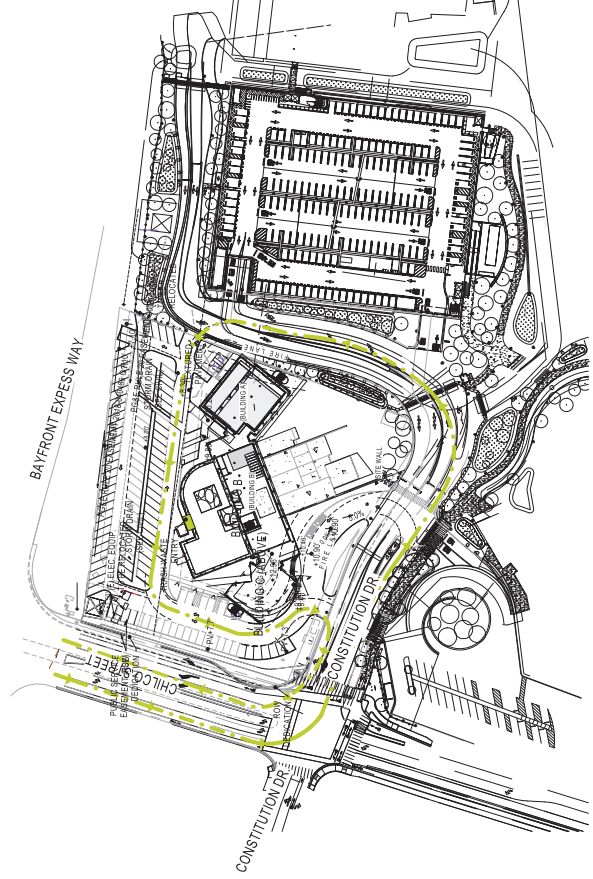
G02.202

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1 SITE PLAN - PARKING ANALYSIS

SCALE: 1" = 60'-0"



2 SITE PLAN - SOLID WASTE COLLECTION VEHICLE ACCESS

SCALE: 1" = 60'-0"



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 212.250.0000
 modfab.com

▲ Date Description

 Date Description

Project Name
citizenM Merilo Park

Project Number
032 3829 000

Location
SITE PLAN

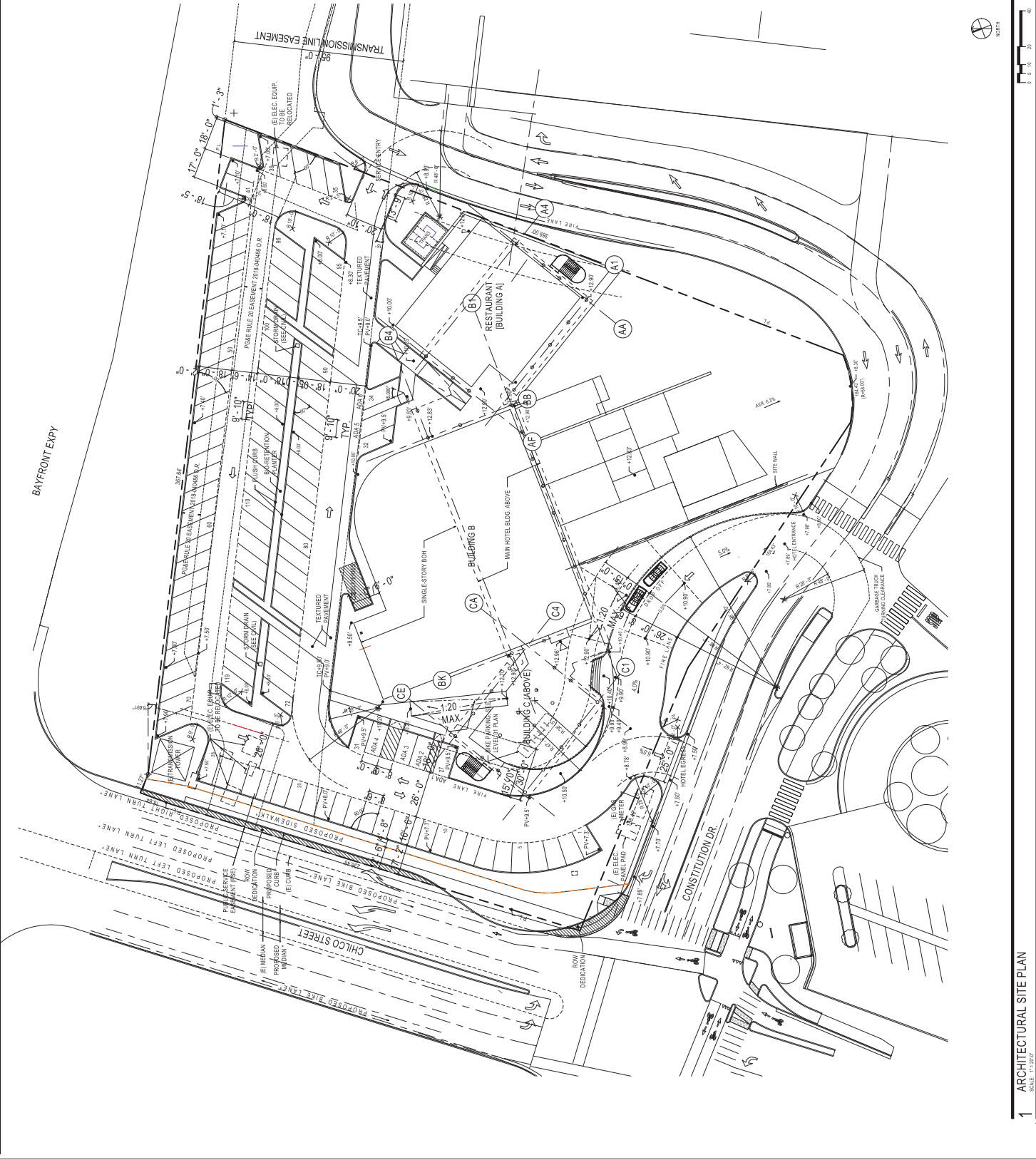
Scale
1" = 20'-0"

A01.100

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SHEET NOTES

GENERAL NOTES



1 ARCHITECTURAL SITE PLAN
 SCALE: 1"=20'



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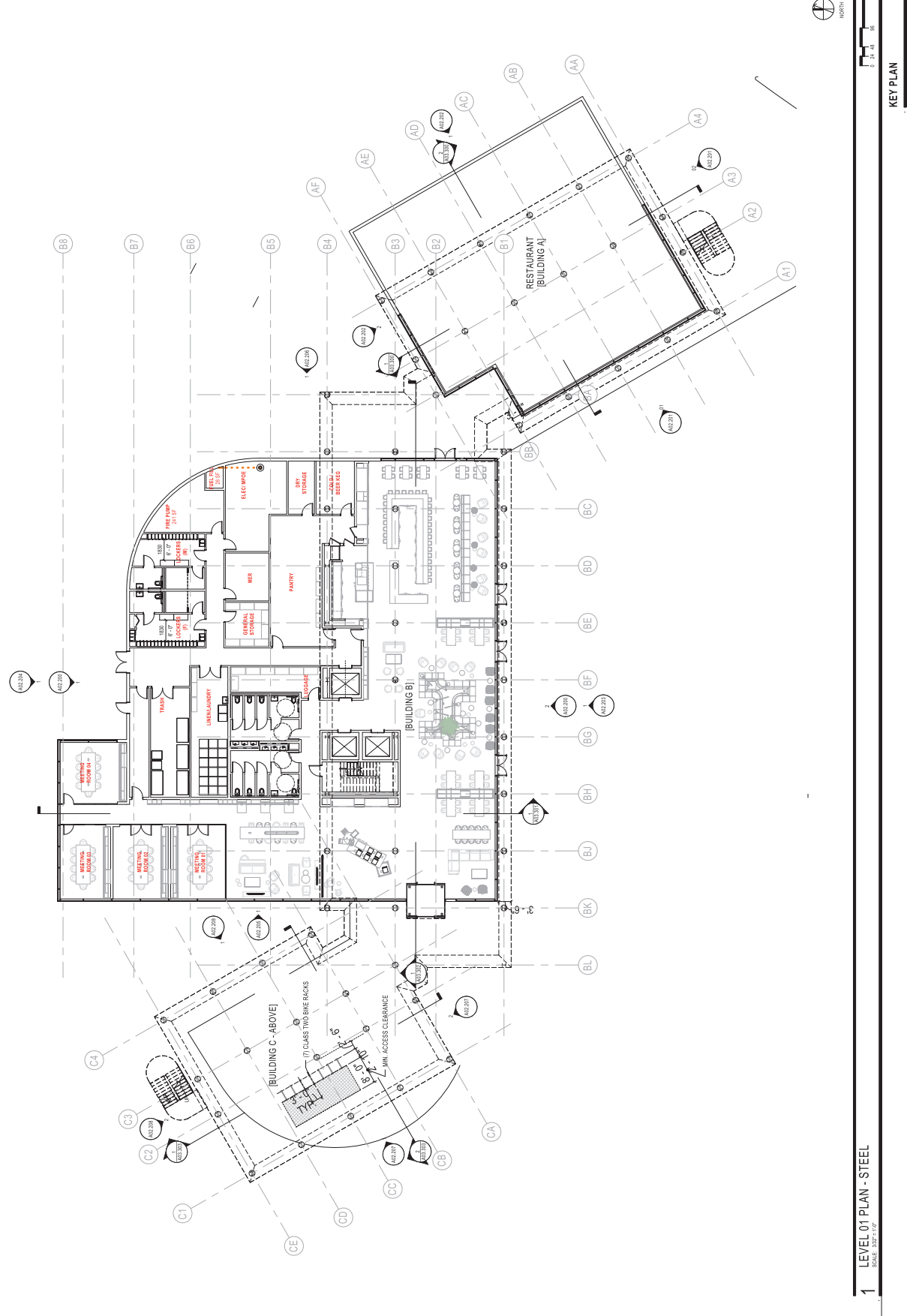
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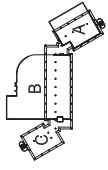
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1 LEVEL 01 PLAN - STEEL
 SCALE: 1/8" = 1'-0"

KEY PLAN



A01.101

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Item	Description
Project Name	citizenM Merilo Park
Project Number	032-3829-000
Revisions	
Level	LEVEL 01 PLAN
Scale	3/32" = 1'-0"

See Figures



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GENERAL NOTES

1. Date Description

2. Date Description

Project Name
citizenM Merilo Park

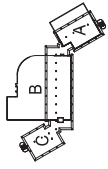
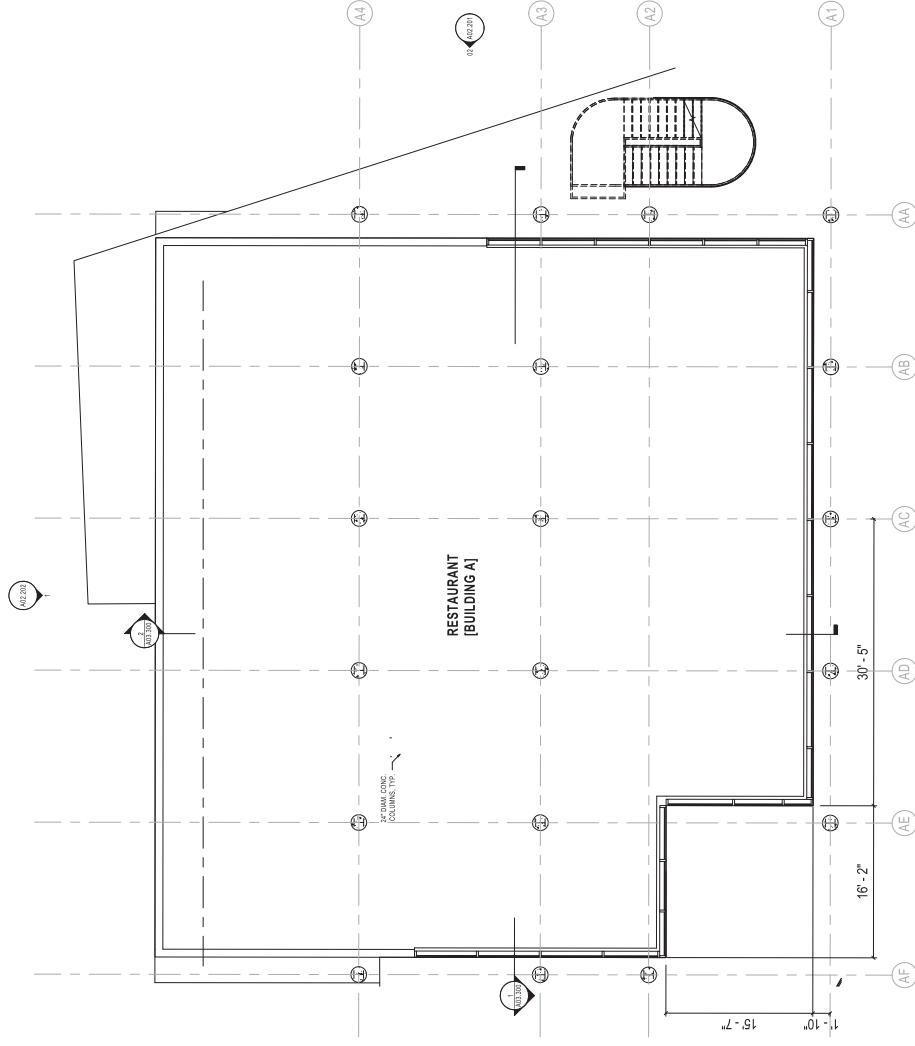
Project Number
032 3829 000

Description
LEVEL 01 ENLARGED PLAN -
BUILDING A

Scale
3/16" = 1'-0"

A01.101-A

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1 LEVEL 01 ENLARGED PLAN - BUILDING A
SCALE: 3/16" = 1'-0"



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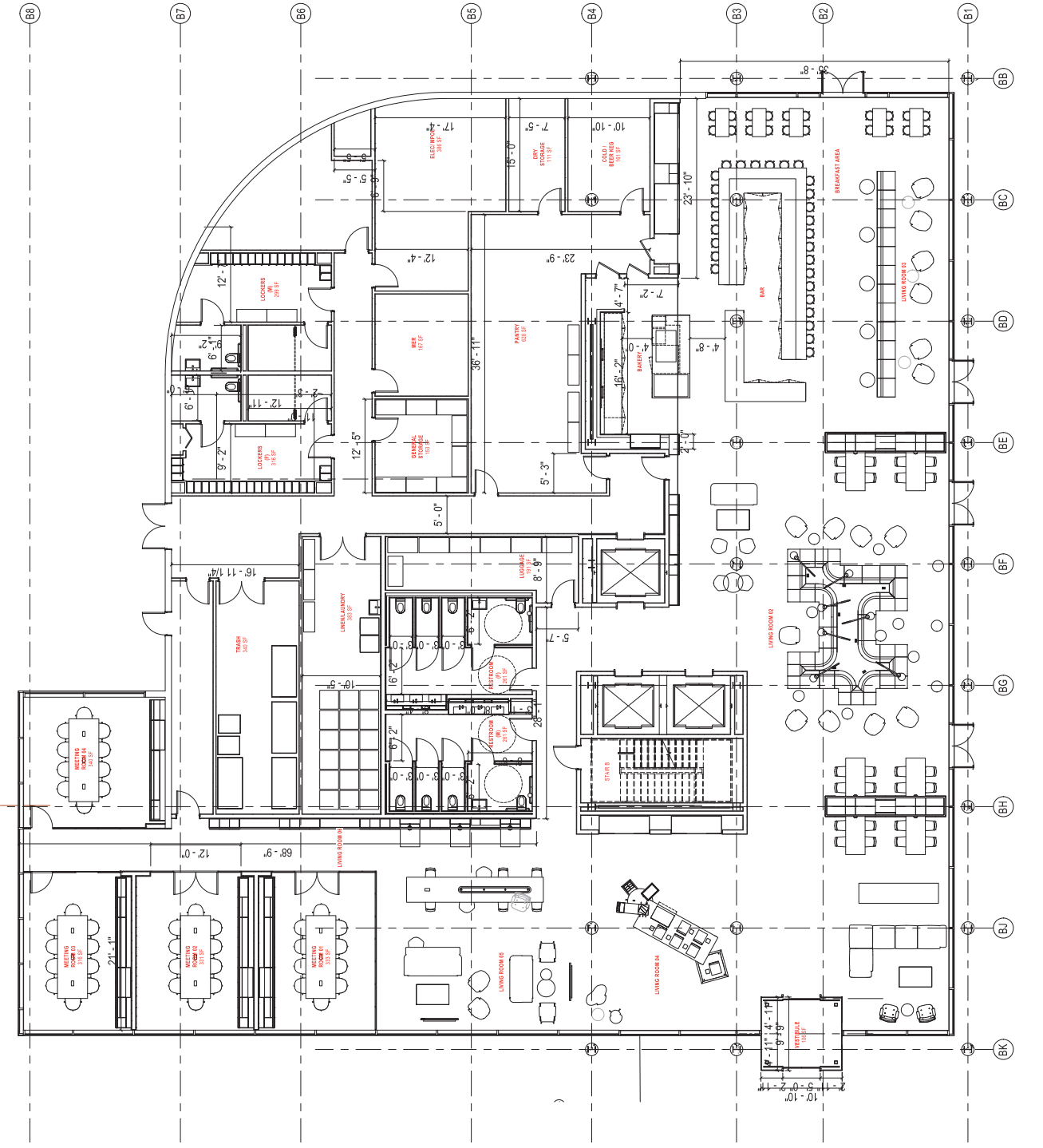
John W. Zerk
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David A. Zerk
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Michael D. Zerk
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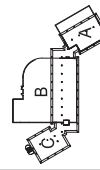
Gregory A. Zerk
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GENERAL NOTES

KEY PLAN





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 New York: 212 512 2000
 Singapore: 65 6336 8888
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 www.electricalsystems.com

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 Fax: 303.751.1001
 www.paint.com

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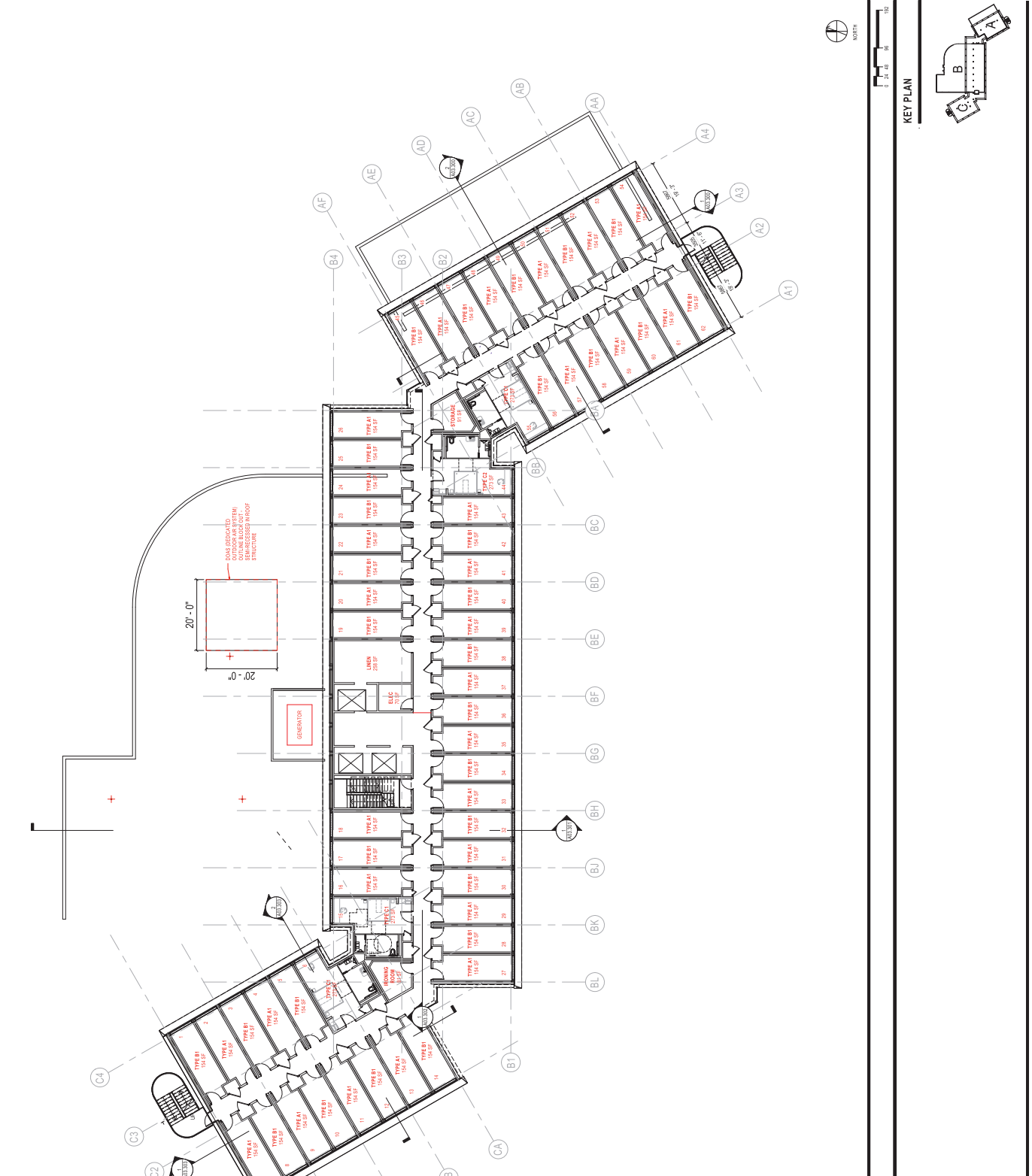
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 Fax: 303.751.1001
 www.mechanicalsystems.com



1 LEVEL 02 PLAN
 SCALE: 1/8" = 1'-0"

Project Name: citizenM Merilo Park
 Project Number: 032.3829.000
 Description: LEVEL 02 PLAN

Author: [Signature Line]
 Date: [Signature Line]

NOT TO SCALE

A01.102

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citizenmg@citizen.com

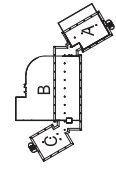
MODULAR FABRICATOR
Name: Mr. Muro
Email: muro@mod.com

Address: 1211 Taylor Avenue
Alhambra, CA 91803
Tel: 626.286.0000

Scale: 3/32" = 1'-0"

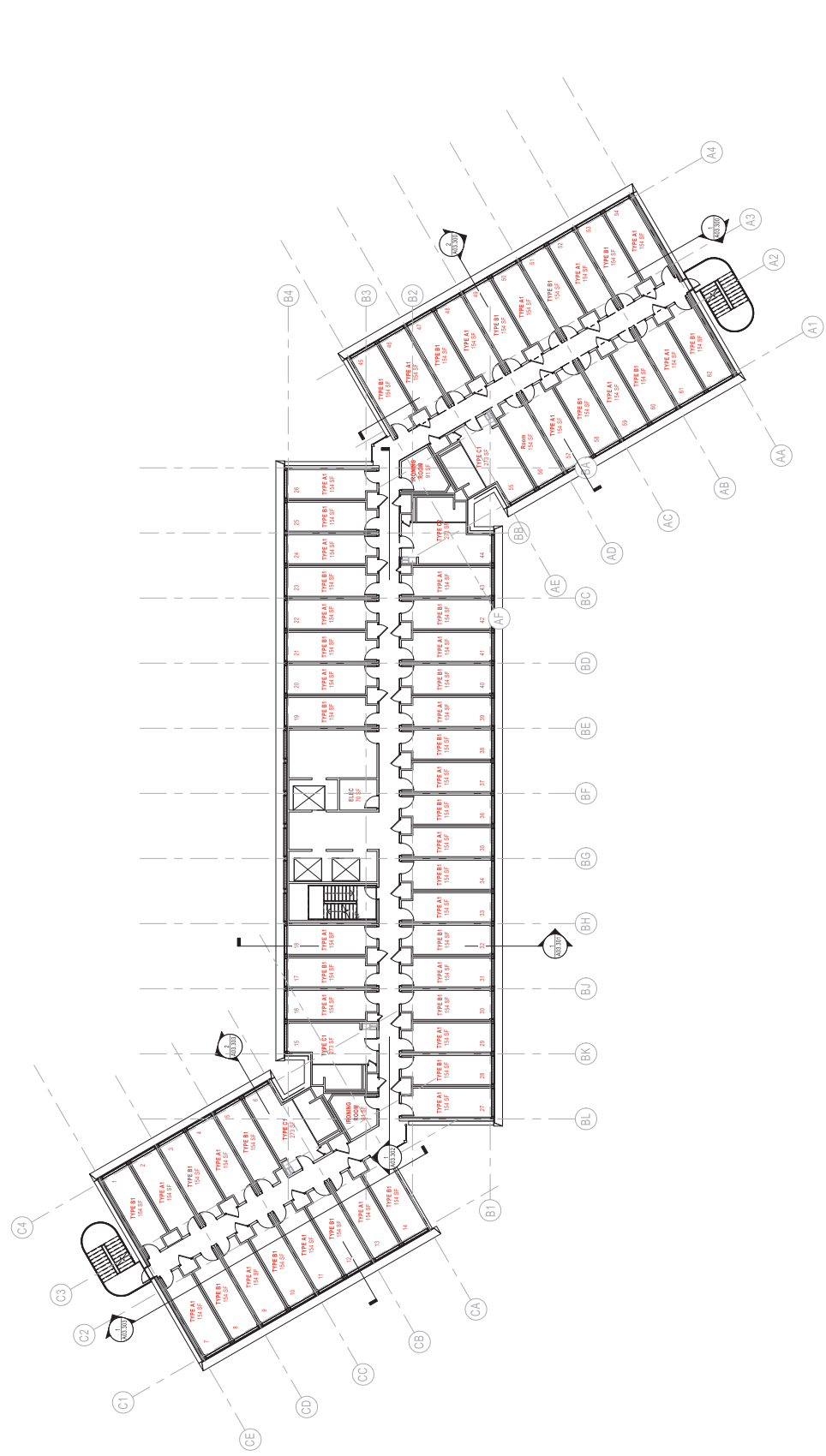


KEY PLAN



A01.103

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1 LEVEL 03 PLAN (LEVELS 04 & 05 SIM)

SCALE: 3/32" = 1'-0"

LA Date Description

Project Name
citizenM Merilo Park

Project Number
032-3829-000

Level
LEVEL 03 PLAN

Scale
3/32" = 1'-0"

Sheet Number
A01.103



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 Washington, DC 20005
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PLUMBING CONTRACTOR
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 Washington, DC 20005
 info@plumbing.com

DATE DESCRIPTION

DATE SIGNATURE

PROJECT NAME
 citizenM Merilo Park

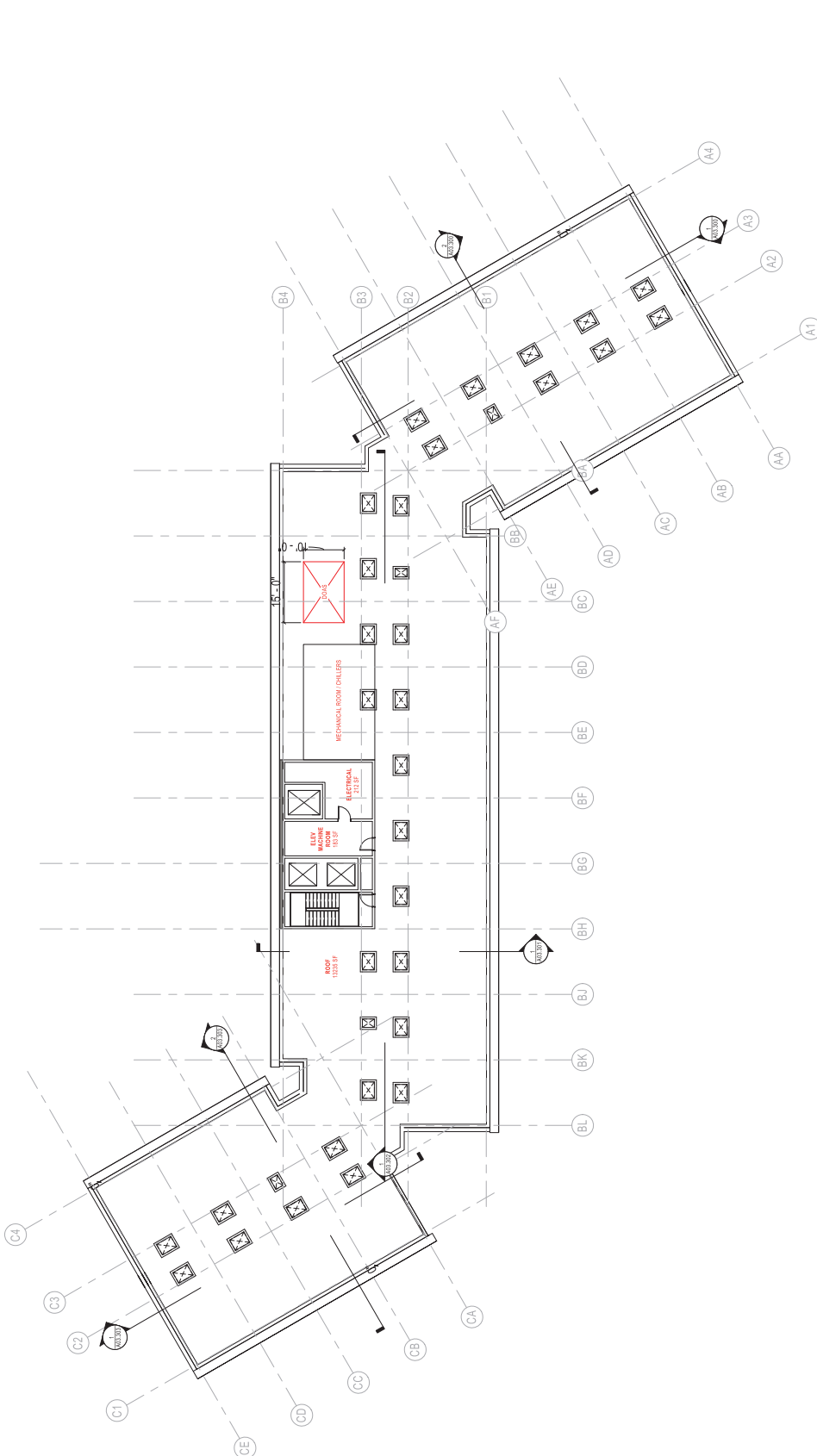
PROJECT NUMBER
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DESCRIPTION
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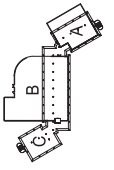
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A01.106

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KEY PLAN



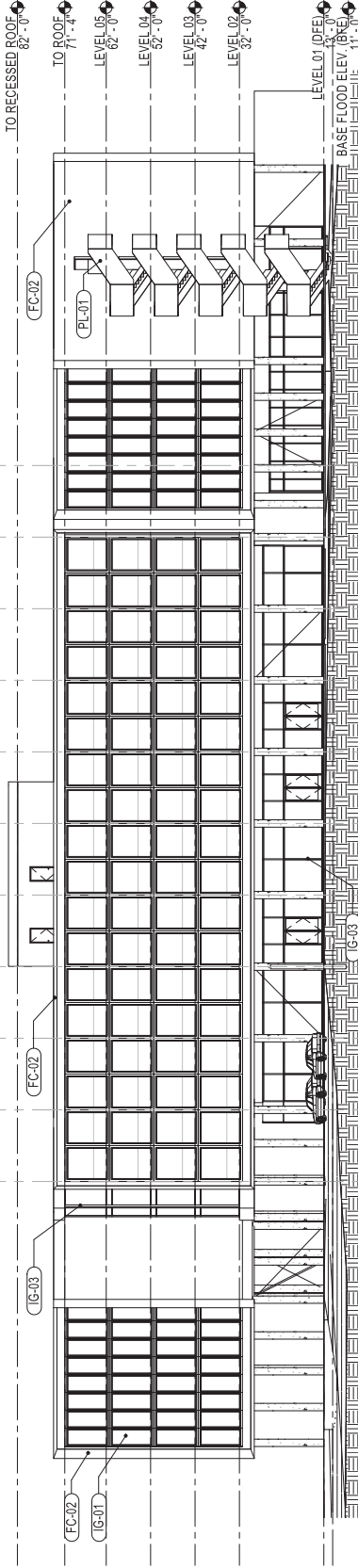
1 ROOF PLAN
 SCALE: 3/32" = 1'-0"



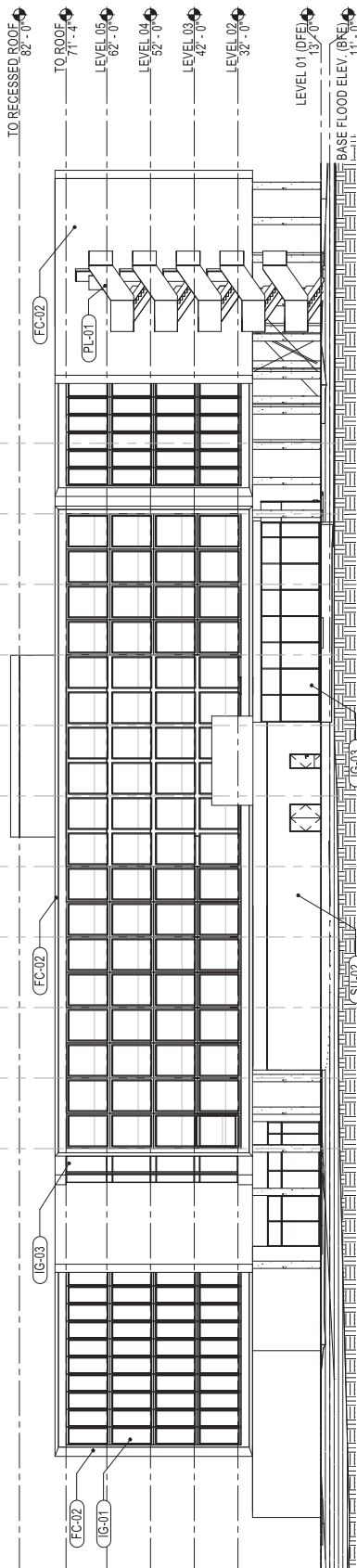
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2 SOUTH ELEVATION
 SCALE: 3/32" = 1'-0"



1 NORTH ELEVATION
 SCALE: 3/32" = 1'-0"

△ Date Description

Lead Engineer

Project Name
 citizenM Merilo Park

Project Number
 032 3823 000

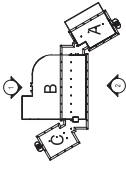
Revisions
 OVERALL ELEVATIONS

Scale
 As Indicated

A02.200

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KEY PLAN



MATERIALS LEGEND

NOTE: HATCHES ARE FOR GENERAL PURPOSES ONLY AND NOT TO BE USED TO INDICATE FINISH PATTERNS OR MATERIALS.

- (EC-01) EXPOSED CONCRETE
- (EC-02) FIBER REINFORCED CONCRETE PANEL - REFER TO BARE CT/CLD (FLOOR/CEILING - FLOOR UP/PANEL DOWN)
- (G-01) INSULATED LAMINATED GLAZING SYSTEM (BLACK FRAME, LIGHT GRAY FRIT)
- (G-02) INSULATED LAMINATED GLAZING SYSTEM (BLACK FRAME, LIGHT GRAY FRIT) (METAL LOWER GLAZING)
- (G-03) INSULATED LAMINATED GLAZING SYSTEM (BLACK FRAME, LIGHT GRAY FRIT) (METAL LOWER GLAZING)
- (G-04) INSULATED LAMINATED GLAZING SYSTEM (BLACK FRAME, LIGHT GRAY FRIT)
- (G-05) INSULATED LAMINATED GLAZING SYSTEM (BLACK FRAME, LIGHT GRAY FRIT) (METAL LOWER GLAZING)
- (LV-01) METAL LOWER GLAZING
- (PL-01) 3/8" STEEL PLATE (RIB AND GALV.)
- (SU-01) STUCCO (CHAMPAGNE)
- (SU-02) STUCCO (MEDIUM GREY)
- (SU-03) STUCCO (TERRAZZO)
- (AT-01) WET WORK (TBD)



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Menlo Park, CA 94025

Project: 032.3829.000
Project Name: CitizenM Menlo Park

Architect: Gensler
1200 Grand Avenue
Menlo Park, CA 94025

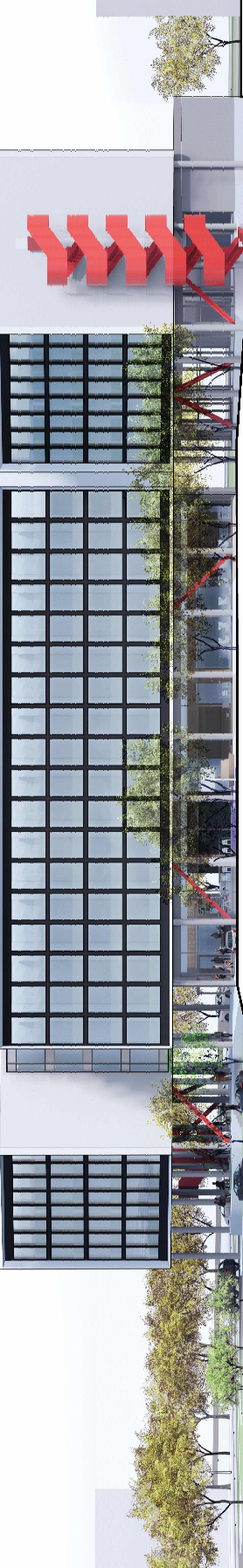
Interior Architect: Gensler
1200 Grand Avenue
Menlo Park, CA 94025

Structural Engineer: Gensler
1200 Grand Avenue
Menlo Park, CA 94025

MEP Engineer: Gensler
1200 Grand Avenue
Menlo Park, CA 94025

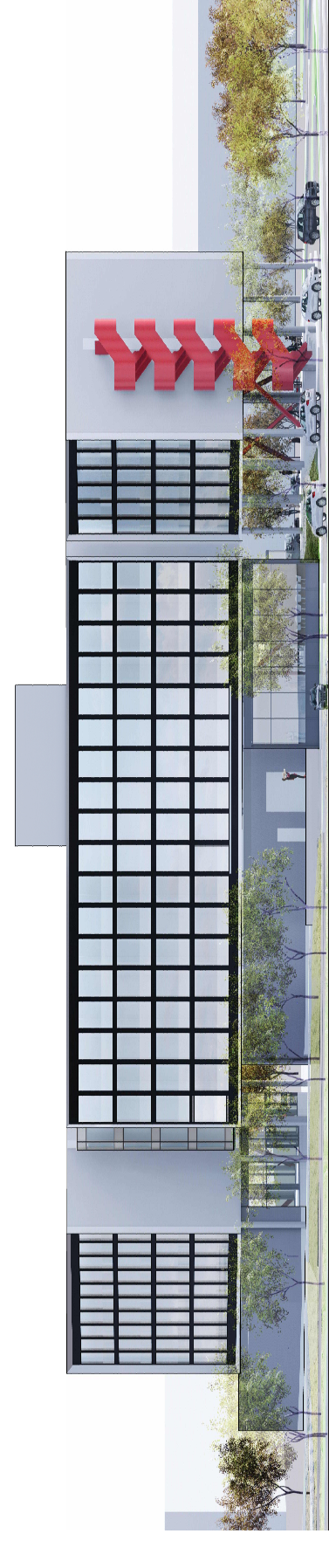
Cost Estimator: Gensler
1200 Grand Avenue
Menlo Park, CA 94025

Construction Manager: Gensler
1200 Grand Avenue
Menlo Park, CA 94025



2 SOUTH ELEVATION
SCALE: 1/2" = 1'-0"

▲ Date Description



1 NORTH ELEVATION
SCALE: 1/2" = 1'-0"

Project Name: citizenM Menlo Park

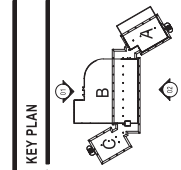
Project Number: 032.3829.000

Discipline: COLOR ELEVATIONS

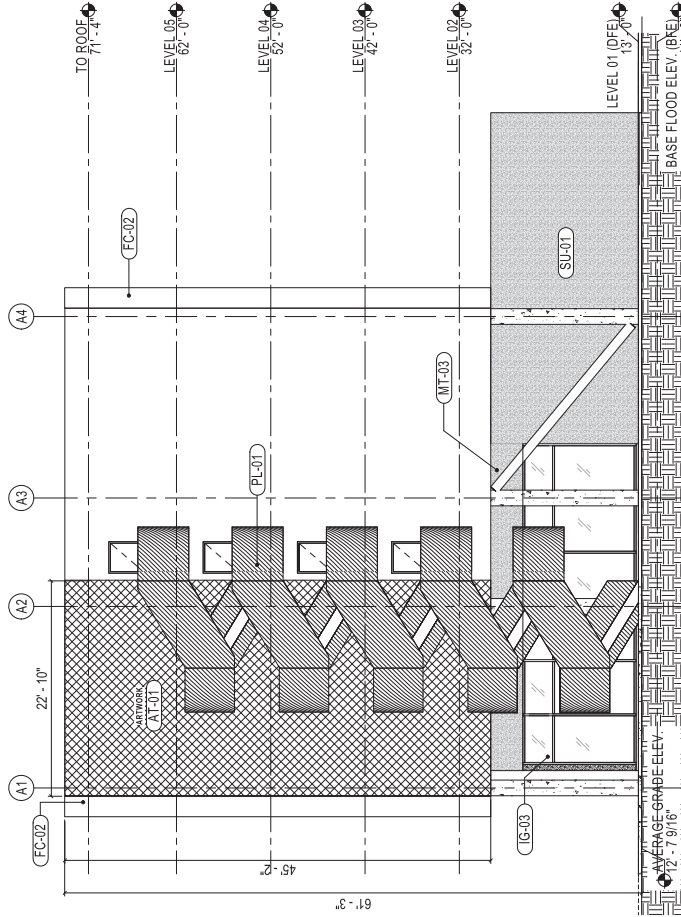
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A02.200C

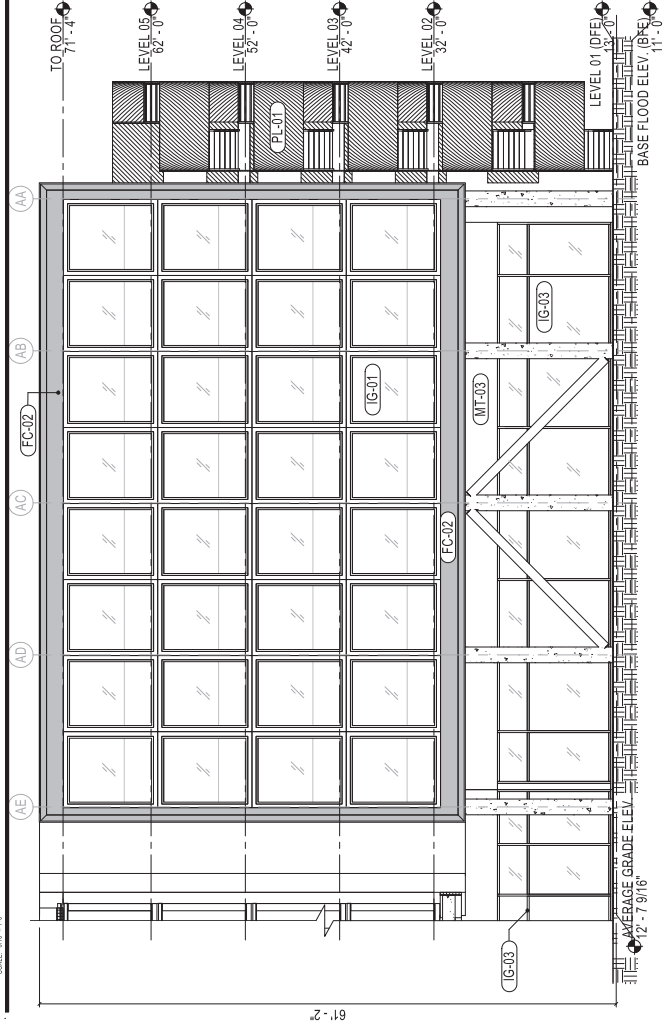
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SHEET NOTES



02 BUILDING A - SOUTHEAST ELEVATION
SCALE: 3/8" = 1'-0"



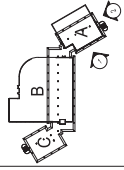
01 BUILDING A - SOUTHWEST ELEVATION
SCALE: 3/8" = 1'-0"

MATERIALS LEGEND

NOT ALL MATERIALS ARE SHOWN. MATERIALS NOT SHOWN SHOULD BE IDENTIFIED BY THE ARCHITECT. PATTERNS ON THIS SHEET ARE FOR REFERENCE ONLY.

Code	Description
EC-01	EXPOSED CONCRETE
FC-02	FORMER CONCRETE
IG-01	GLAZING INSULATION
IG-02	INSULATED LAMINATED GLAZING UNIT (IGU) WITH GLAZING GASKET
IG-03	INSULATED LAMINATED GLAZING UNIT (IGU) WITH GLAZING GASKET AND THERMAL BREAK
IG-04	INSULATED LAMINATED GLAZING UNIT (IGU) WITH THERMAL BREAK
IG-05	INSULATED LAMINATED GLAZING UNIT (IGU) WITH THERMAL BREAK AND SPACER
LV-01	METAL LOWER VALVE
PL-01	PLAIN GLASS
SU-01	STAINLESS STEEL (SUS 304)
SU-02	STAINLESS STEEL (SUS 316)
SU-03	STAINLESS STEEL (SUS 316L)
AT-01	ALUMINUM THERMAL BREAK

KEY PLAN



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Washington, DC 20004
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Project Name: citizenM Merilo Park
Project Number: 032-3829-000
Description: BUILDING A - ELEVATION
Scale: As Indicated
A02.201



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PROJECT NO.

032-3829-000

DATE

12/15/16

PROJECT

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LOCATION

WASHINGTON, DC

ARCHITECT

GENSLER

SCALE

AS SHOWN

DATE

12/15/16

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LOCATION

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ARCHITECT

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SCALE

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MECHANICAL CONTRACTOR
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 mech@gensler.com

▲ Date Description

Lead Engineer

Project Name
 citizenM Merilo Park

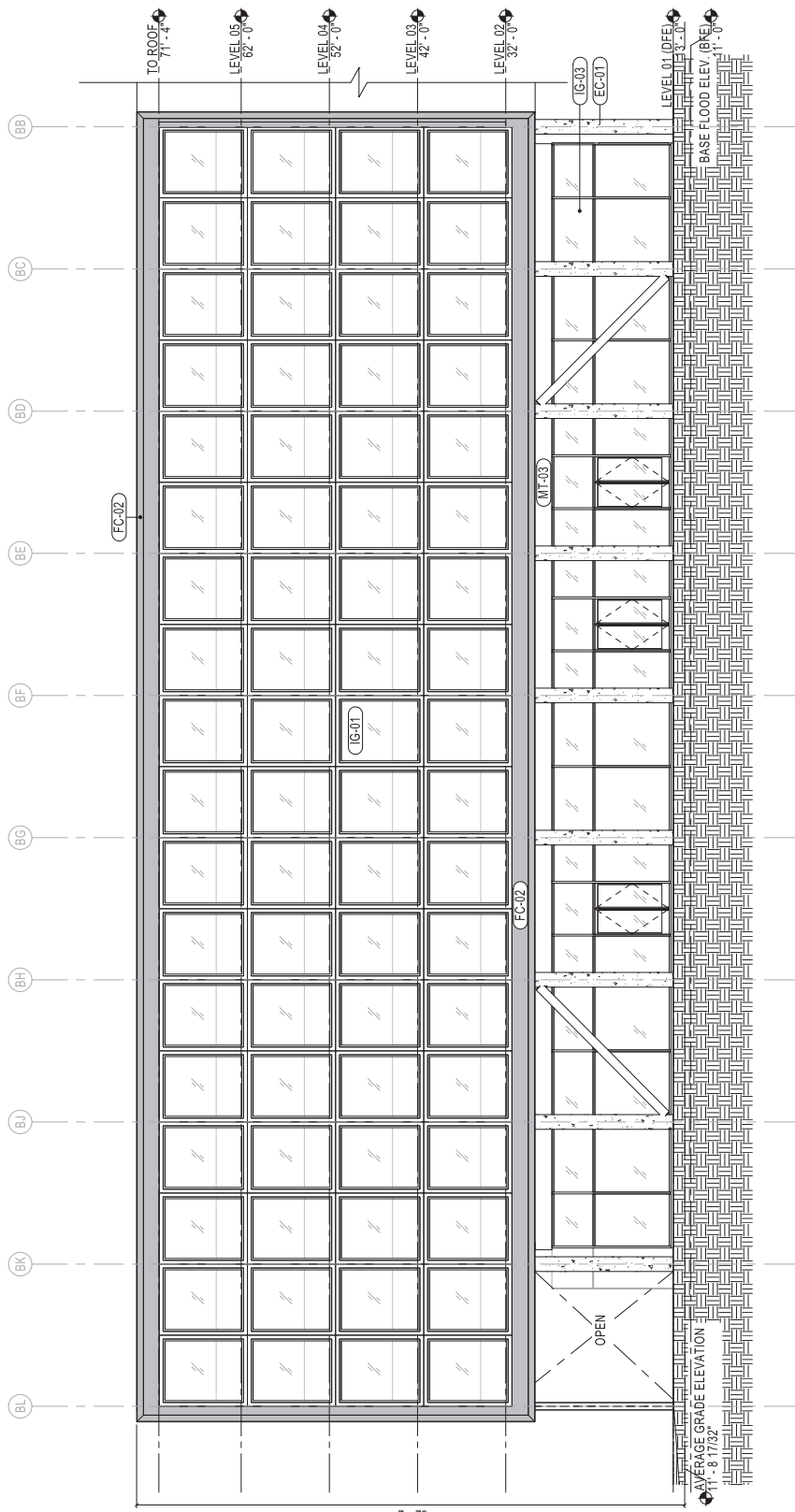
Project Number
 032-3829-000

Location
 BUILDING B - ELEVATION

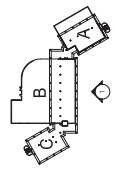
Scale
 As Indicated

A02.203

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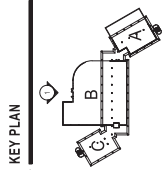
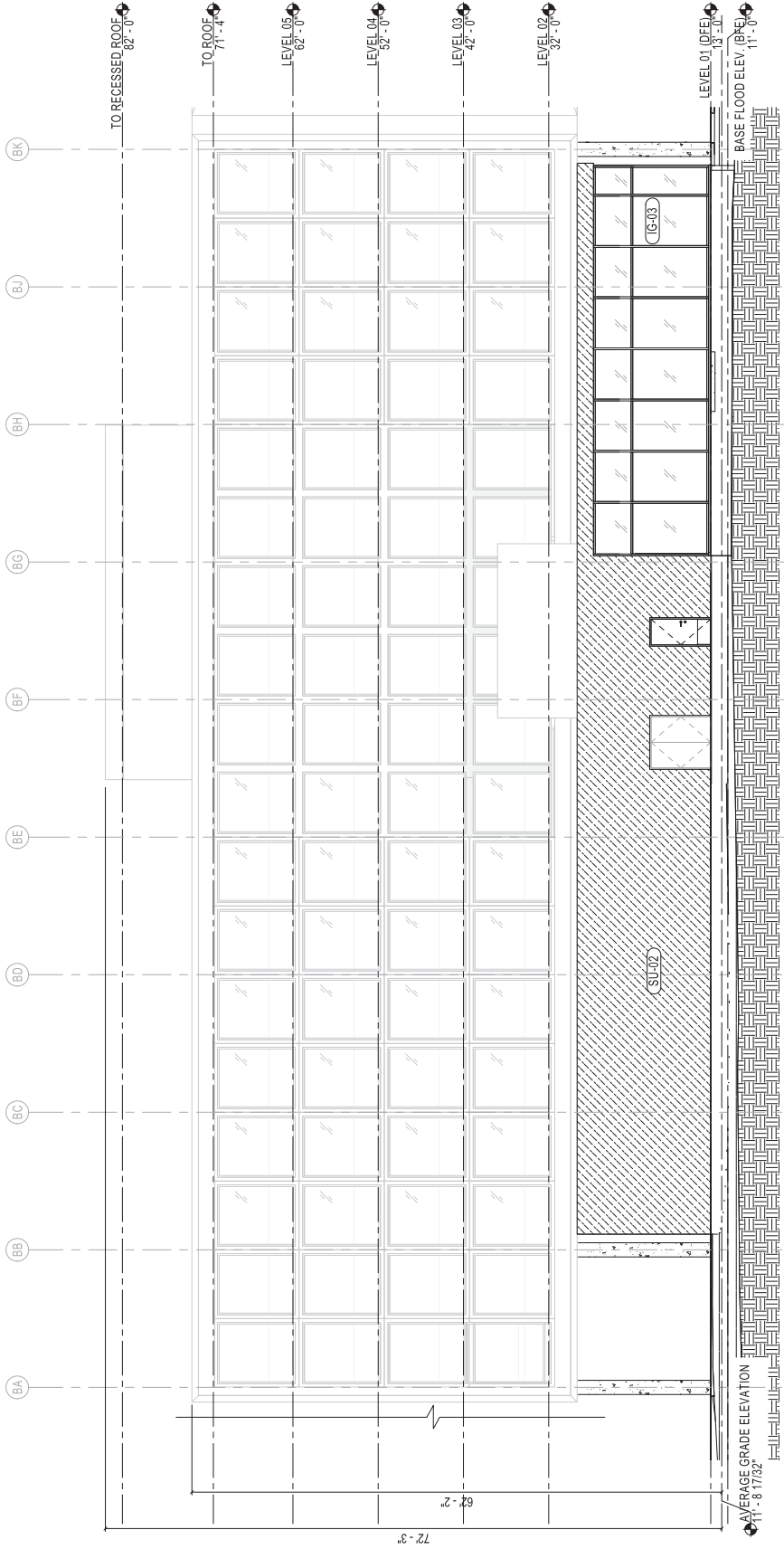
KEY PLAN



MATERIALS LEGEND

- NOTE: INCLUDES SEE FOR GRAPHICAL PURPOSES ONLY AND NOT INTENDED TO PROVIDE PHYSICAL PATTERNS ON MATERIAL.
- (EC-01) EXPOSED CONCRETE
 - (FC-02) POLISHED POLYURETHANE CONCRETE PANEL - REAR SURFACE COLORED FOR HIGHLIGHT (SHADE OF WHITE)
 - (G-01) INSULATED UNFINISHED GLASSING UNIT IN FRAME (BLACK FRAME)
 - (G-02) INSULATED UNFINISHED GLASSING UNIT IN FRAME (BLACK FRAME) LIGHT (GRAY FIN)
 - (G-03) INSULATED UNFINISHED GLASSING UNIT IN FRAME (BLACK FRAME)
 - (G-04) UNFINISHED UNFINISHED GLASSING UNIT (BLACK FRAME)
 - (G-05) UNFINISHED UNFINISHED GLASSING UNIT (CHAMPAGNE FRAME)
 - (LV-01) METAL LOWER SILVER
 - (PL-01) 3/8" STEEL PLATE (RED POLYURETHANE)
 - (SU-03) STUCCO (CHAMPAGNE)
 - (SU-02) STUCCO (MEDIUM GREY)
 - (MT-03) MT WORK (TRIO)

1 BUILDING B - SOUTH ELEVATION
 SCALE: 1/8"=1'-0"



MATERIALS LEGEND

NOTE: PATTERNS ARE FOR GRAPHICAL PURPOSES ONLY AND SHOULD INDICATE PHYSICAL PATTERNS ON MATERIAL.

EC-01	EXPOSED CONCRETE	PL-01	3/8" STEEL PLATE (RED PA. 500)
EC-02	FIBER REINFORCED CONCRETE PANELS - REINFORCED BY ST300 (100% COV. OF PANELS)	SU-01	INSULATED LAMINATED GLAZING UNIT (BLACK FRAME)
		SU-02	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-03	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-04	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-05	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-06	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-07	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-08	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-09	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-10	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-11	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-12	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-13	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-14	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-15	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-16	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-17	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-18	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-19	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-20	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-21	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-22	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-23	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-24	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-25	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-26	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-27	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-28	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-29	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-30	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-31	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-32	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-33	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-34	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-35	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-36	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-37	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-38	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-39	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-40	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-41	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-42	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-43	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-44	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-45	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-49	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-50	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-51	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-52	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-53	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-54	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-56	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-59	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-60	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-61	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-64	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-66	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-67	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-68	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-69	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-70	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
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		SU-72	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-73	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-74	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-75	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-76	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-77	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-78	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-79	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-80	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-81	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-82	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-83	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-84	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-85	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-86	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-87	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-88	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-89	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-90	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-91	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-92	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-93	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-94	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-95	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-96	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-97	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-98	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-99	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)
		SU-100	INSULATED LAMINATED GLAZING UNIT (COMPOSITE FRAME)

1 BUILDING B - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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MODULAR FABRICATOR
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 Email: [Redacted]

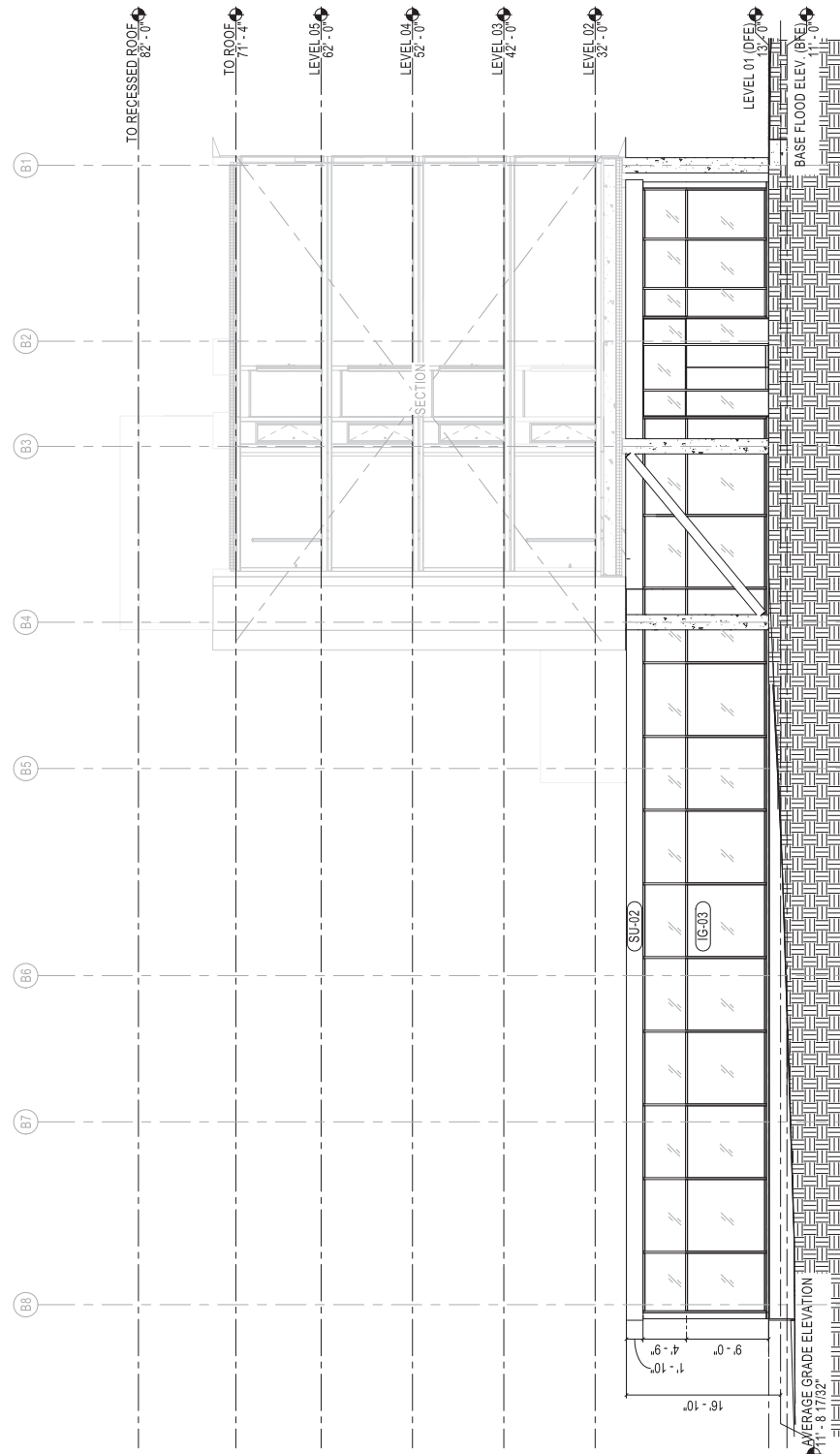
Architect:
 Gensler

Project:
 CitizenM Merilo Park

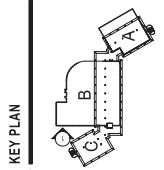
Location:
 117 West 173rd Street, New York, NY 10032

Date:
 03/20/2020

Description:
 Building Elevation



1 BUILDING B - WEST ELEVATION
 SCALE: 3/8"=1'-0"



KEY PLAN

MATERIALS LEGEND

NOTE: PATCHES ARE FOR GRAPHICAL PURPOSES ONLY AND SHOULD INDICATE PHYSICAL PATTERNS IN MATERIAL.

(EC-01)	EXPOSED CONCRETE	(G-01)	INSULATED LAMINATED GLAZING UNIT (BLACK FRAME)	(PL-01)	SPF STEEL-PLATE (RED OIL, 2X10)
(EC-02)	REINFORCED CONCRETE (FORM-LIGHT, JOINTS OF FORM)	(G-02)	INSULATED LAMINATED GLAZING UNIT (BLACK FRAME, LIGHT GRAY FRIT)	(SU-01)	STUCCO (CHAMPAGNE)
(G-03)	INSULATED LAMINATED GLAZING UNIT (BLACK FRAME, LIGHT GRAY FRIT)	(G-05)	INSULATED LAMINATED GLAZING UNIT (CHAMPAGNE FRAME, LIGHT GRAY FRIT)	(SU-02)	STUCCO (REGULAR GREY)
(G-04)	INSULATED LAMINATED GLAZING UNIT (BLACK FRAME)	(LV-01)	METAL LOWER SILVER	(AT-01)	JFT WORK (FBI)

A02.205

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△ Date Description

Project Name
 citizenM Merilo Park

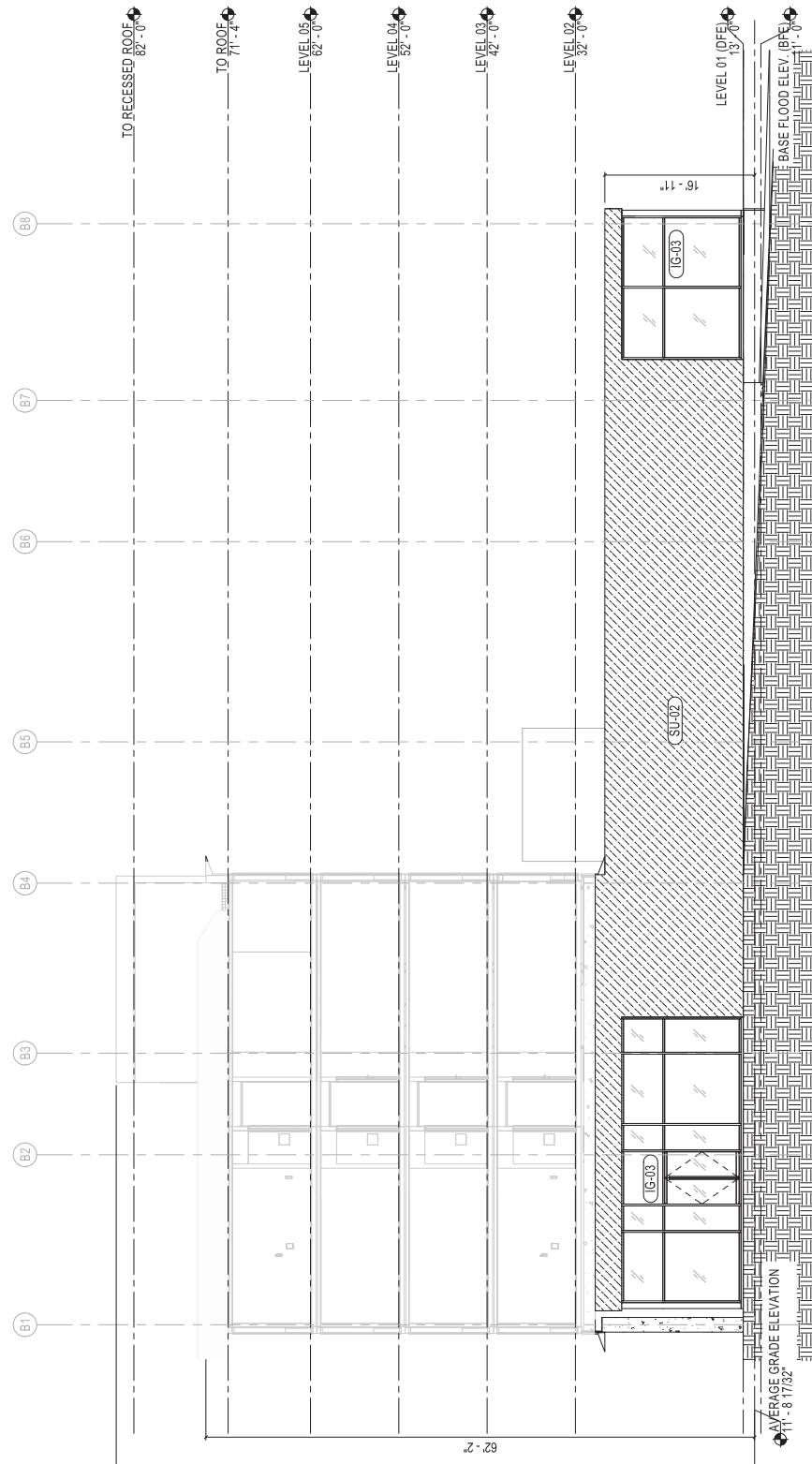
Project Number
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Description
 BUILDING B - ELEVATION

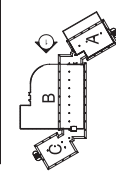
Scale
 As Indicated

A02.206

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KEY PLAN



MATERIALS LEGEND

NOTE: INDICES ARE FOR GENERAL PURPOSES ONLY AND MAY VARY TO INDICATE SPECIAL PATTERNS OR FINISHES.

- (G-01) INSULATED LAMINATE GLAZING (UNTREATED BLACK FRAME)
- (G-02) INSULATED LAMINATE GLAZING (UNTREATED BLACK FRAME, LIGHT GRAY FINISH)
- (G-03) INSULATED LAMINATE GLAZING (UNTREATED BLACK FRAME, LIGHT GRAY FINISH) (GLAZING UNIT FRAME)
- (G-04) INSULATED LAMINATE GLAZING (UNTREATED BLACK FRAME)
- (G-05) INSULATED LAMINATE GLAZING (UNTREATED BLACK FRAME)
- (LV-01) METAL COVER (SILVER)
- (PL-01) 1/4" STEEL PLATE (REGAL 200)
- (SU-01) TUDCO (DAMPFANG)
- (SU-02) TUDCO (MEDIUM GRAY)
- (SU-03) TUDCO (TBU)
- (AT-01) ART WORK (TBU)
- (EC-01) EXPOSED CONCRETE
- (FC-02) FIBER-REINFORCED CONCRETE PANEL, RECESSED (RECESSED CONCRETE PANEL, RECESSED CONCRETE PANEL, RECESSED CONCRETE PANEL)

1 BUILDING B - EAST ELEVATION

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

72 - 3"



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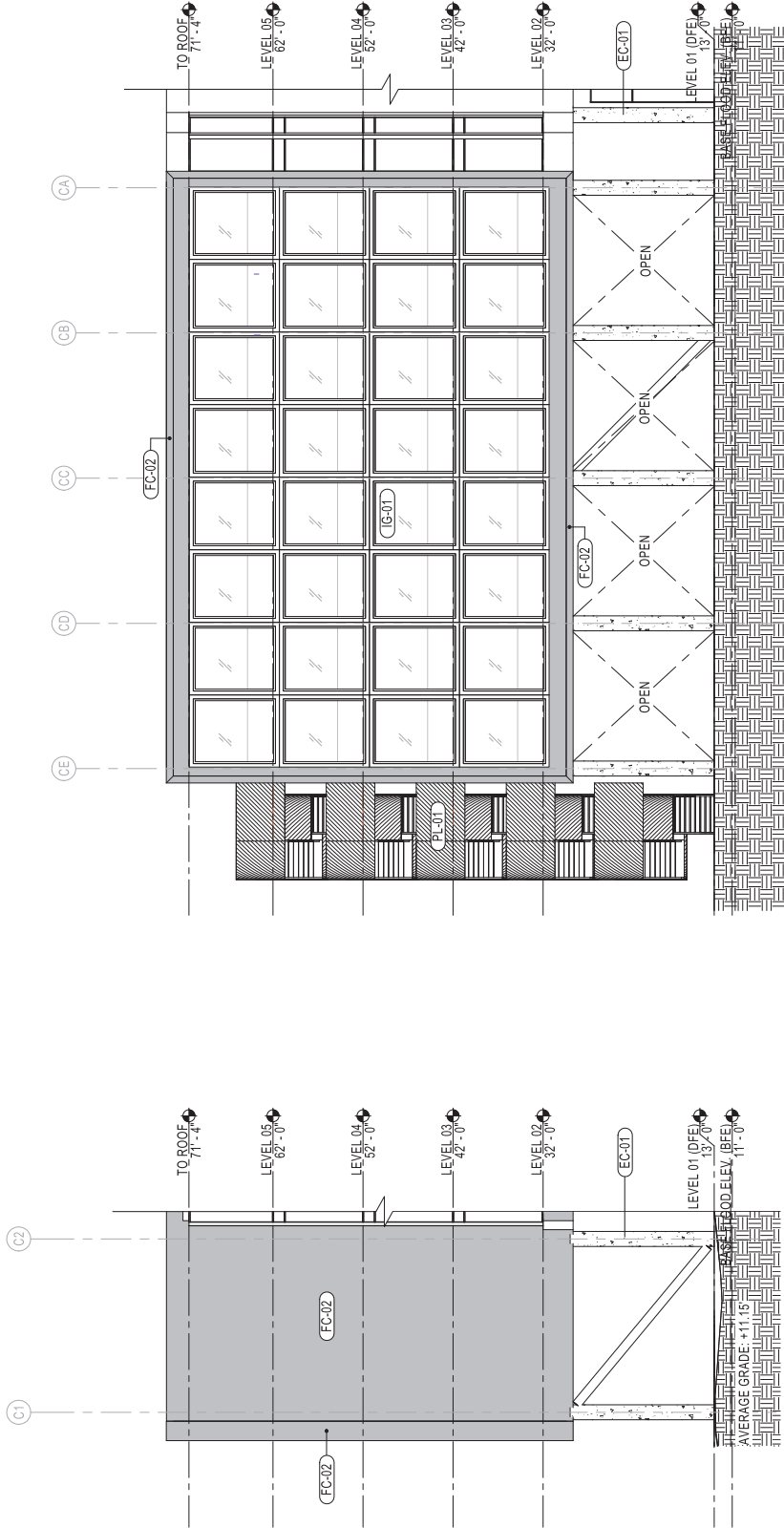
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SUITE 1000
FARMINGTON, CT 06030



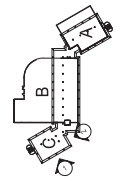
2 BUILDING C - SOUTHEAST ELEVATION
SCALE: 3/8" = 1'-0"

1 BUILDING C - SOUTHWEST ELEVATION
SCALE: 3/8" = 1'-0"

MATERIALS LEGEND

- NOTE: HATCHES ARE FOR GRAPHICAL PURPOSES ONLY AND ARE NOT USED TO INDICATE PHYSICAL INTERFACES OR MATERIALS.
- EC-01 EXPOSED CONCRETE
- FC-02 FINISH RENEWABLE CONCRETE PANEL - REFER TO BUREAU OF GREEN BUILDING FOR MORE INFORMATION
- IG-01 INSULATED LAMINATED GLAZING UNIT WITH GLASS PANE (BLACK FRAME)
- IG-02 INSULATED LAMINATED GLAZING UNIT WITH GLASS PANE (BLACK FRAME) (LOW E)
- IG-03 INSULATED LAMINATED GLAZING UNIT WITH GLASS PANE (BLACK FRAME) (LOW E) (TINTED)
- IG-04 INSULATED LAMINATED GLAZING UNIT (BLACK FRAME)
- IG-05 INSULATED LAMINATED GLAZING UNIT (BLACK FRAME)
- LV-01 METAL LOUVER (BLUER)
- RL-01 3/8" STEEL PLATE (60 MIL GALV)
- SU-01 STUCCO (CHAMPAGNE)
- SU-02 STUCCO (MEDIUM GREY)
- SU-03 STUCCO (TERRAZZO)
- AT-01 ART WORK (TBD)

KEY PLAN



Scale: AS INDICATED

A02.207

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Project Name: citizenM Merilo Park

Project Number: 032-3829-000

Location: BUILDING C - ELEVATION

Date: Description

Architect: Gensler



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 modular.com

DATE Description

DATE SIGNATURE

Project Name
 citizenM Merilo Park

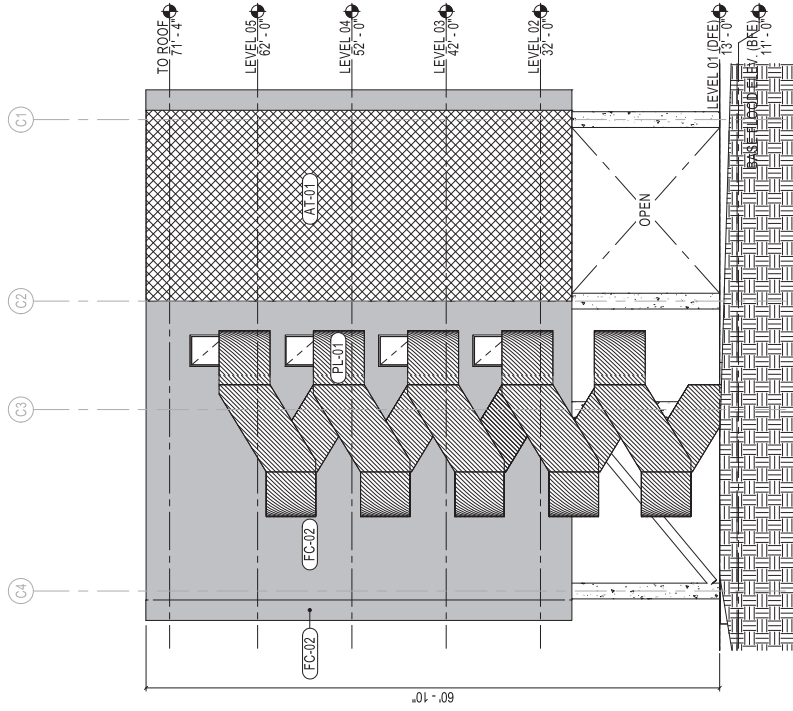
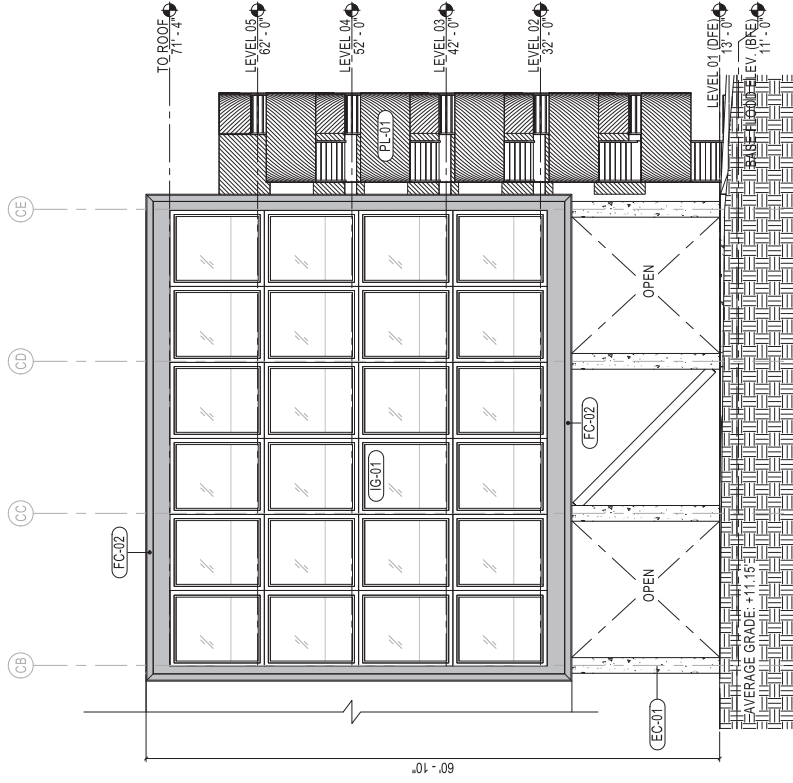
Project Number
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Location
 BUILDING C - ELEVATION

Scale
 As Indicated

A02.208

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1 BUILDING C - NORTHEAST ELEVATION
 SCALE: 3/8"=1'-0"

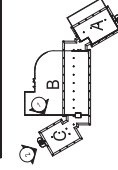
2 BUILDING C - NORTHWEST ELEVATION
 SCALE: 3/8"=1'-0"

MATERIALS LEGEND

NOTE: HATCHES ARE FOR GRAPHICAL PURPOSES ONLY AND NOT TO SCALE. HATCHES INDICATE MATERIALS AND FINISHES.

- EC-01 EXPOSED CONCRETE
- EC-02 REINFORCED CONCRETE PANEL REEFER TO BE SET IN PLACE (EXPOSED CONCRETE PANEL)
- CG-01 INSULATED LAMINATED GLAZING (GLAZING UNIT: BLACK FRAME, LIGHT GRAY TINT)
- CG-02 INSULATED LAMINATED GLAZING (GLAZING UNIT: BLACK FRAME, BLACK GRAY TINT)
- CG-03 INSULATED LAMINATED GLAZING (GLAZING UNIT: BLACK FRAME)
- PL-01 3/8" STEEL PLATE (RED PAUL COLOR)
- SU-01 STUCCO (CHAMPAGNE)
- SU-02 STUCCO (MEDIUM GREY)
- LV-01 METAL (LOWER SILVER)
- AT-01 STUCCO (RED)
- AT-02 STUCCO (RED)

KEY PLAN





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 citizenhotels@gensler.com

Project: Citizen Hotels
 77 Madison Avenue
 New York, NY 10017
 Project Manager: [Name]
 Architect: Gensler
 Date: 08/14/12

△ Date Description

Lead Engineer

Project Name
 citizenM Merilo Park

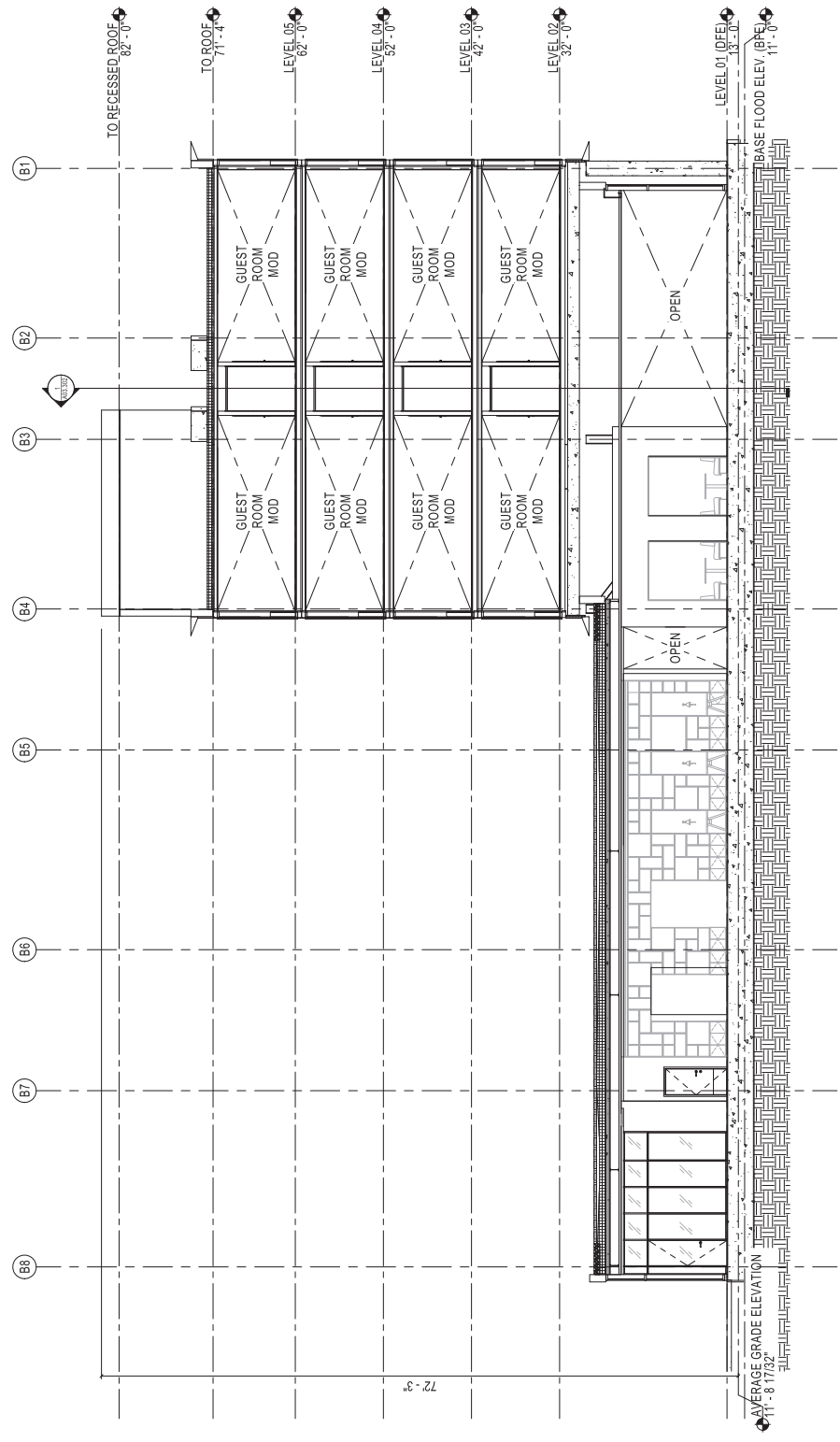
Project Number
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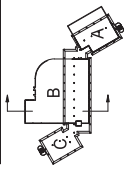
Scale
 3/16" = 1'-0"

A03.301

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KEY PLAN



1 BUILDING B - LATITUDINAL SECTION
 SCALE: 3/16" = 1'-0"



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Date Description

Sheet Figures

Project Name
citizenM Merilo Park

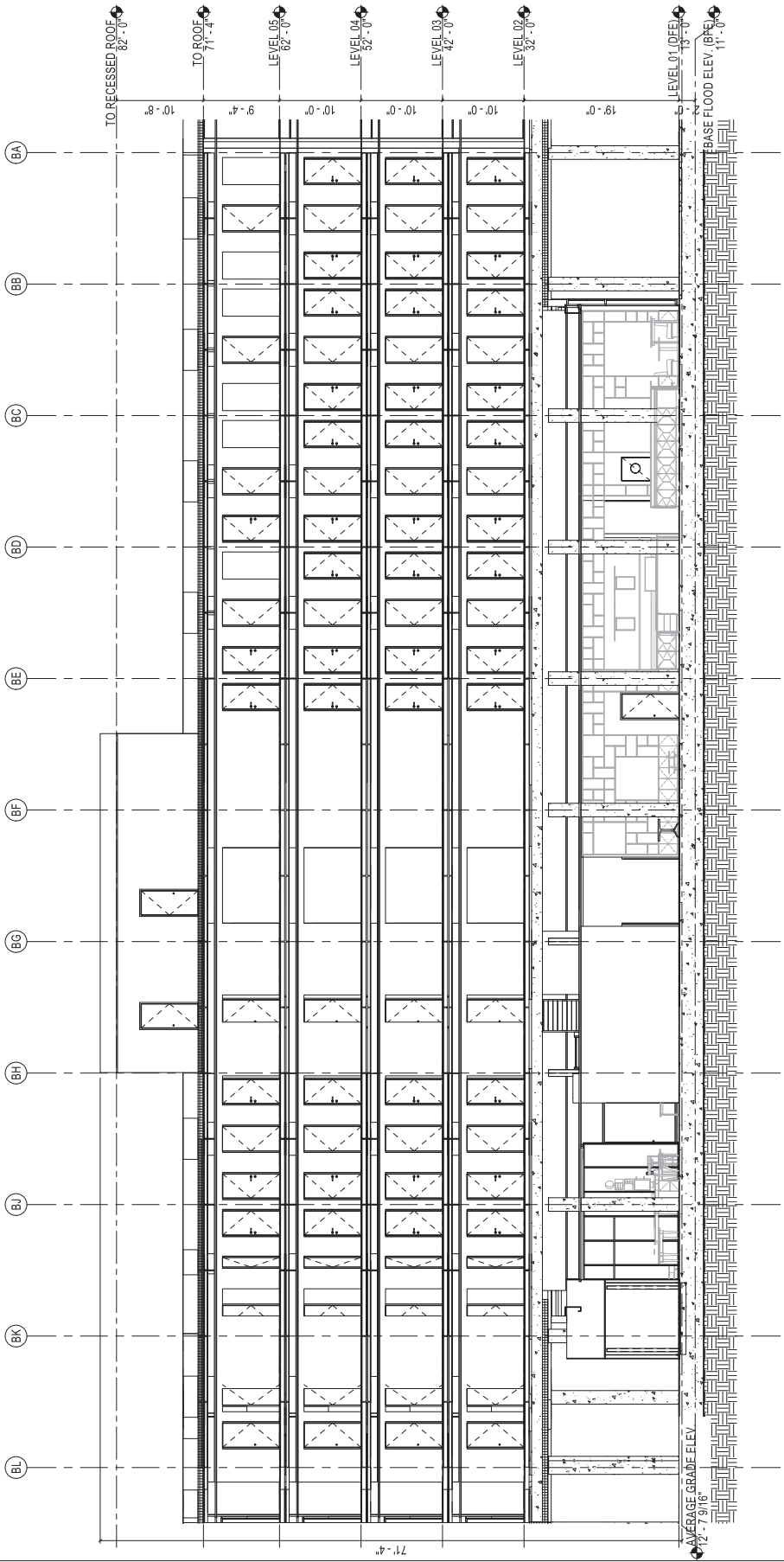
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Description
BUILDING B - SECTION

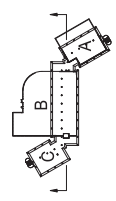
Scale
3/16" = 1'-0"

A03.302

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KEY PLAN



1 BUILDING B - LONGITUDINAL SECTION
SCALE: 3/16" = 1'-0"



CITIZENHOTELS

San Francisco, CA 94102

Gensler

1200 Sanson Avenue
San Francisco, CA 94102
Tel: 415.774.2500
Fax: 415.774.2100
www.gensler.com

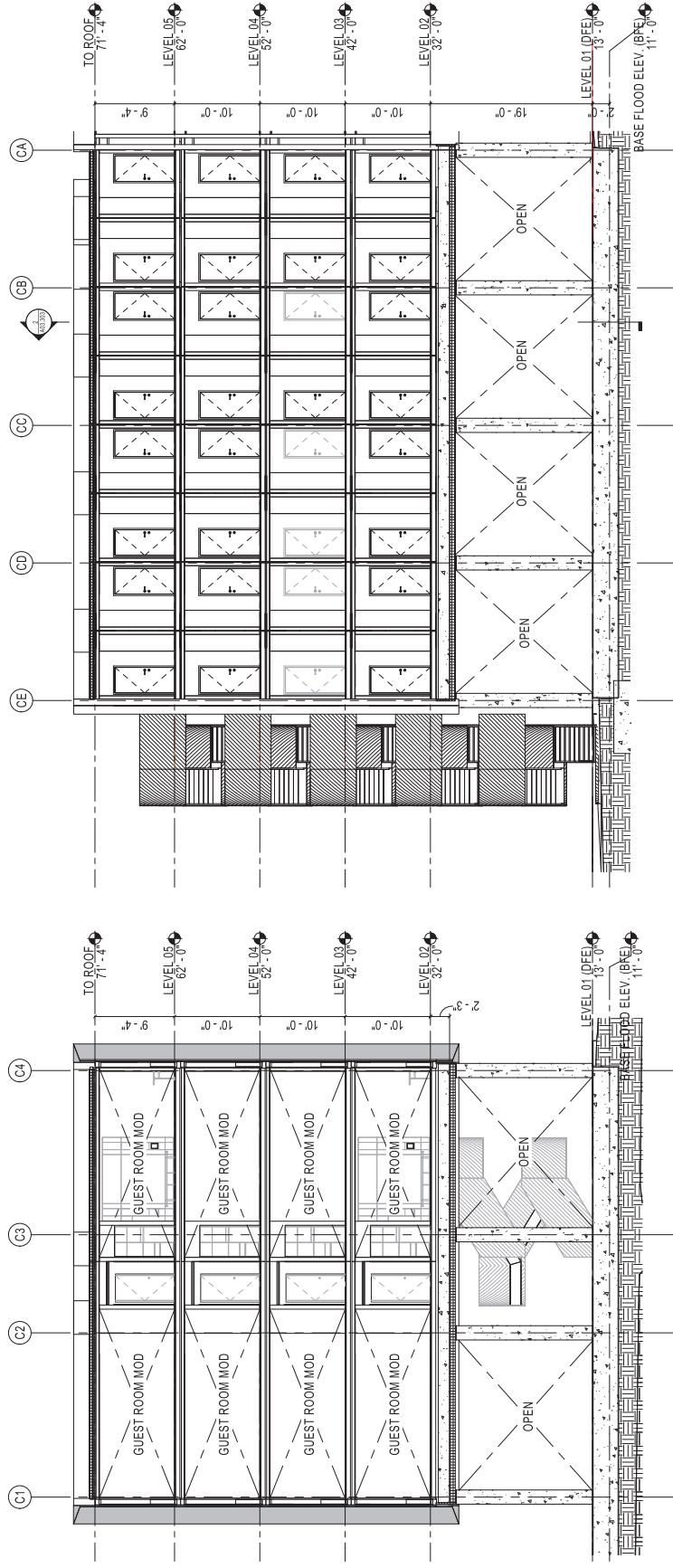
Mexico City
New York
London
Los Angeles
Chicago
Dallas
Houston
Miami
New York
San Francisco
Seattle
Tokyo

MODULAR FABRICATOR
MILWAUKEE, WI
www.milwaukee.com

ARCHITECT
SAN FRANCISCO, CA
www.gensler.com

PROJECT MANAGER
SAN FRANCISCO, CA
www.gensler.com

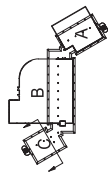
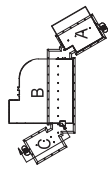
DATE
DESCRIPTION



2 BUILDING C - LATITUDINAL SECTION
SCALE: 3/8" = 1'-0"

1 BUILDING C - LONGITUDINAL SECTION
SCALE: 3/8" = 1'-0"

KEY PLAN



Project Name
citizenM Merilo Park

Project Number
032-3829-000

Location
BUILDING C - SECTION

Scale
3/8" = 1'-0"

A03.303

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 New York, NY 10019

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Ulrich
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Walter
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Yvonne
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Zoe
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Star / Signature

Project Name

citizenM Merlo Park

Project Number

032 3823 000

Location

EXAMPLE GUEST ROOM VIEWS

Scale

A04.001

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 Email: gnsler@gensler.com



SEATTLE



CHARLES DE GAULLE



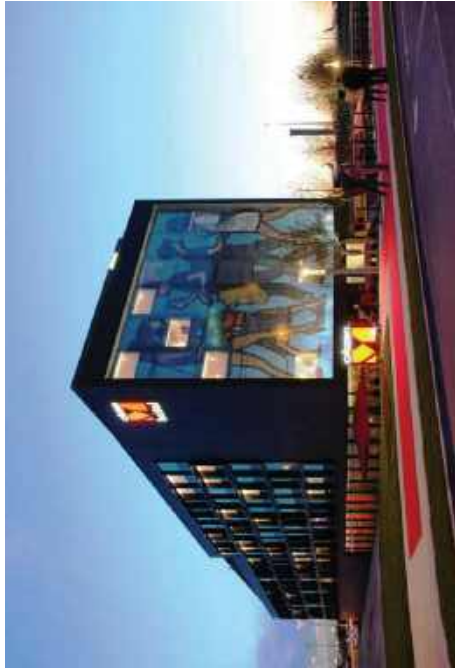
LONDON SHOREDITCH



ROTTERDAM



LONDON SHOREDITCH



CHARLES DE GAULLE

Year / Signature

Project Name

citizenM Merlo Park

Project Number

032 3829 000

Locations

EXAMPLE CITIZENM PROJECTS

Scale

A04.002

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 New York, NY 10018
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 gensler.com



FIBER CEMENT PANEL
(LIGHT GREY) / FC-02
 ANODIZED ALUMINUM
 FAÇADE SYSTEM
(BLACK)

VISION GLAZING
(IG-01)

FRITTED GLASS

ALUMINUM STOREFRONT
(BLACK)
(IG-04)

STUCCO
SU-03

STUCCO
SU-01

FIBER CEMENT
PANEL
FC-02

STEEL STAIRCASE
PL-01

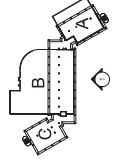
ART

UPLIGHT (ART)

ALUMINUM
STOREFRONT
(CHAMPAGNE)
IG-05

PERSPECTIVE VIEW - SOUTH

KEY PLAN



▲ Date Description

 User Signature

Project Name
 citizenM Merilo Park

Project Number
 032-38293-000

Scale
 3D VIEW

Sheet

A05.001

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CITIZENM HOTELS

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Gregory Healey
gregory.healey@gensler.com

Michael Fabricatore
michael.fabricatore@gensler.com

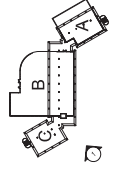
Kevin Wu
kevin.wu@gensler.com

Address: 1200 5th Avenue
San Francisco, CA 94103
Project: CitizenM Merlo Park
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PERSPECTIVE VIEW - FROM SOUTHWEST

KEY PLAN



Architect

Project Name

citizenM Merlo Park

Project Number

032-38293-000

Scale

3D VIEW

Sheet

A05.002

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 Fax: 212 664 2101
 citizenship@citizen.com

Marcio Hibery
 citizenship@citizen.com

1200 Broadway
 New York, NY 10036

70 Hudson Avenue
 Jersey City, NJ 07310

MODULAR FABRICATOR
 New York, NY 10018

100 West 25th Street
 New York, NY 10001

100 West 25th Street
 New York, NY 10001

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100 West 25th Street
 New York, NY 10001

100 West 25th Street
 New York, NY 10001



ALUMINUM LOUVERS
LV-01

ANODIZED ALUMINUM
FACADE SYSTEM (BLACK)

VISION GLAZING IG-01
FRITTED GLASS

ALUMINUM FRAMES w/
FRITTED GLASS
IG-02

ALUMINUM STOREFRONT
(BLACK) IG-04

FIBER CEMENT
PLATE (LIGHT GREY)
FC-02

STEEL STAIRCASE
PL-01

ART

UPLIGHT (ART)

CONCRETE COLUMN
EC-01

Rev. Date Description

Rev. Signature

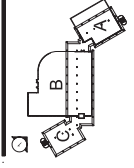
Project Name
citizenM Merilo Park

Project Number
032 3823 000

Rev. Date Description
3D VIEW

Rev. Date Description

KEY PLAN



PERSPECTIVE VIEW - WEST

A05.003

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Gensler

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 New York, NY 10019
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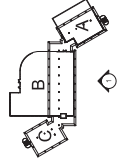
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 New York, NY 10019
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AERIAL PERSPECTIVE VIEW

KEY PLAN



A05.004

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34525



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citizenhotels@gensler.com

Client: Hotels
Project: Merlo Park
New York, NY 10016

MODULAR FABRICATOR
Kierwright
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New York, NY 10019
www.kierwright.com



2892 Cedar Canyon Road
Livermore, California 94551
Phone: (925) 245-8788
www.kierwright.com

Date: 06.21.19
Description: FIRST CITY SUBMITTAL

Lead: [Signature]

Project Name: citizen Merlo Park

Project Number: A15571-02

Location: CONCEPTUAL GRADING & DRAINAGE PLAN

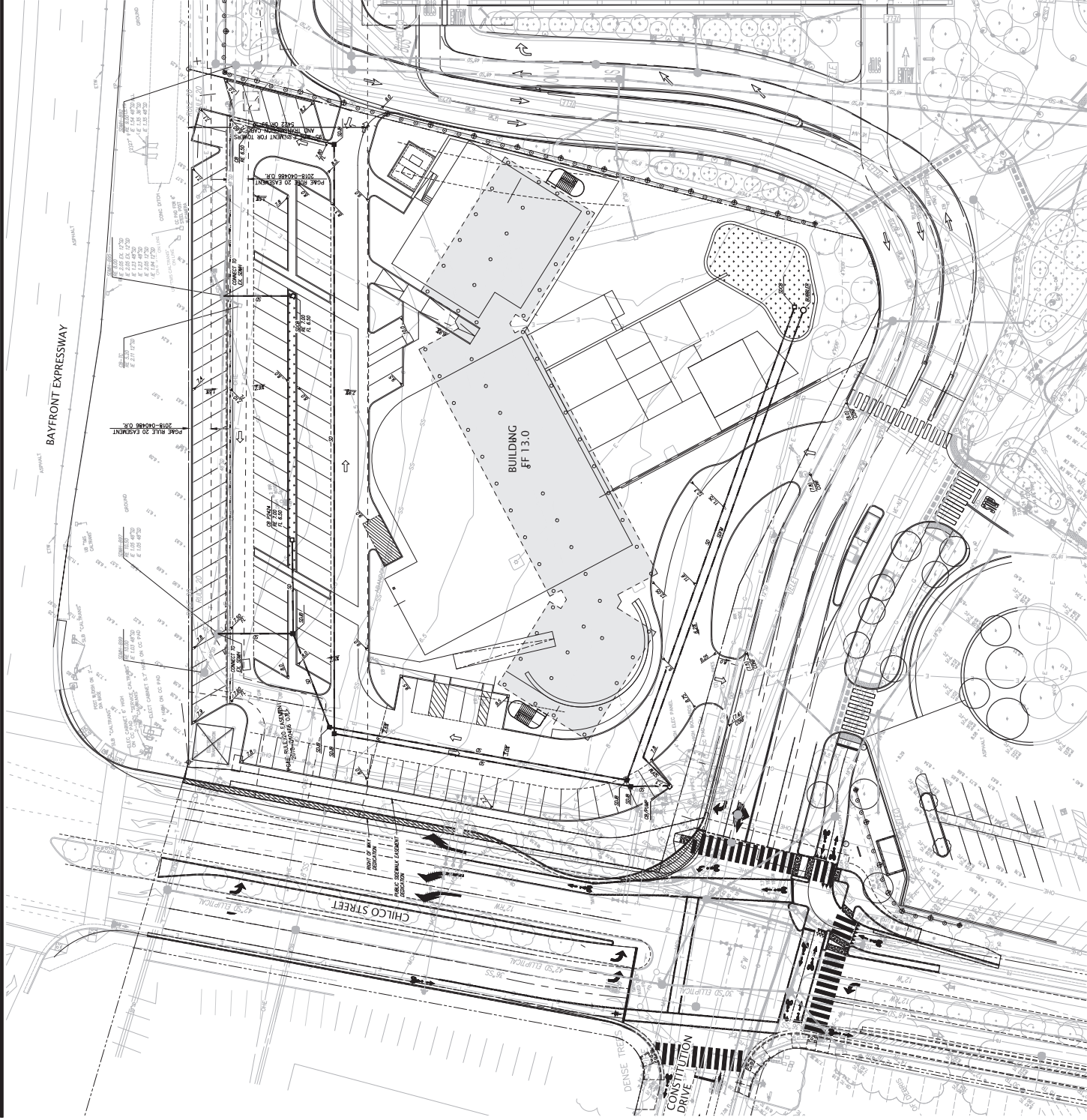
Scale: AS SHOWN

C2

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- LEGEND**
- STREET LIGHTS (SEE PLAN)
 - STORM SEWER JUNCTION BOX
 - POLE
 - PAVEMENT
 - PAVEMENT FOR TRUCKS
 - SPOT ELEVATION
 - TOP OF FINISH
 - TOP OF GRADE
 - 800-RETENTION PLANTER





CITIZENHOTELS

Menlo Park
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Fax: 206.464.1471
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Client Phone
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Fax: 206.464.1471

Client Email
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Project Name
CitizenHotels

Project Address
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United States

Project Phone
Tel: 650.321.4700
Fax: 650.321.4701

Project Email
citizenhotels@kierwright.com



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Phone: (650) 321-4700
www.kierwright.com

Δ Date: 06/21/19
Description: FIRST CITY SUBMITTAL

Lead Engineer

Project Name
citizenM Menlo Park

Project Number
A15571-02

Description
STORM WATER QUALITY CONTROL
PLAN

Scale
AS SHOWN

C4

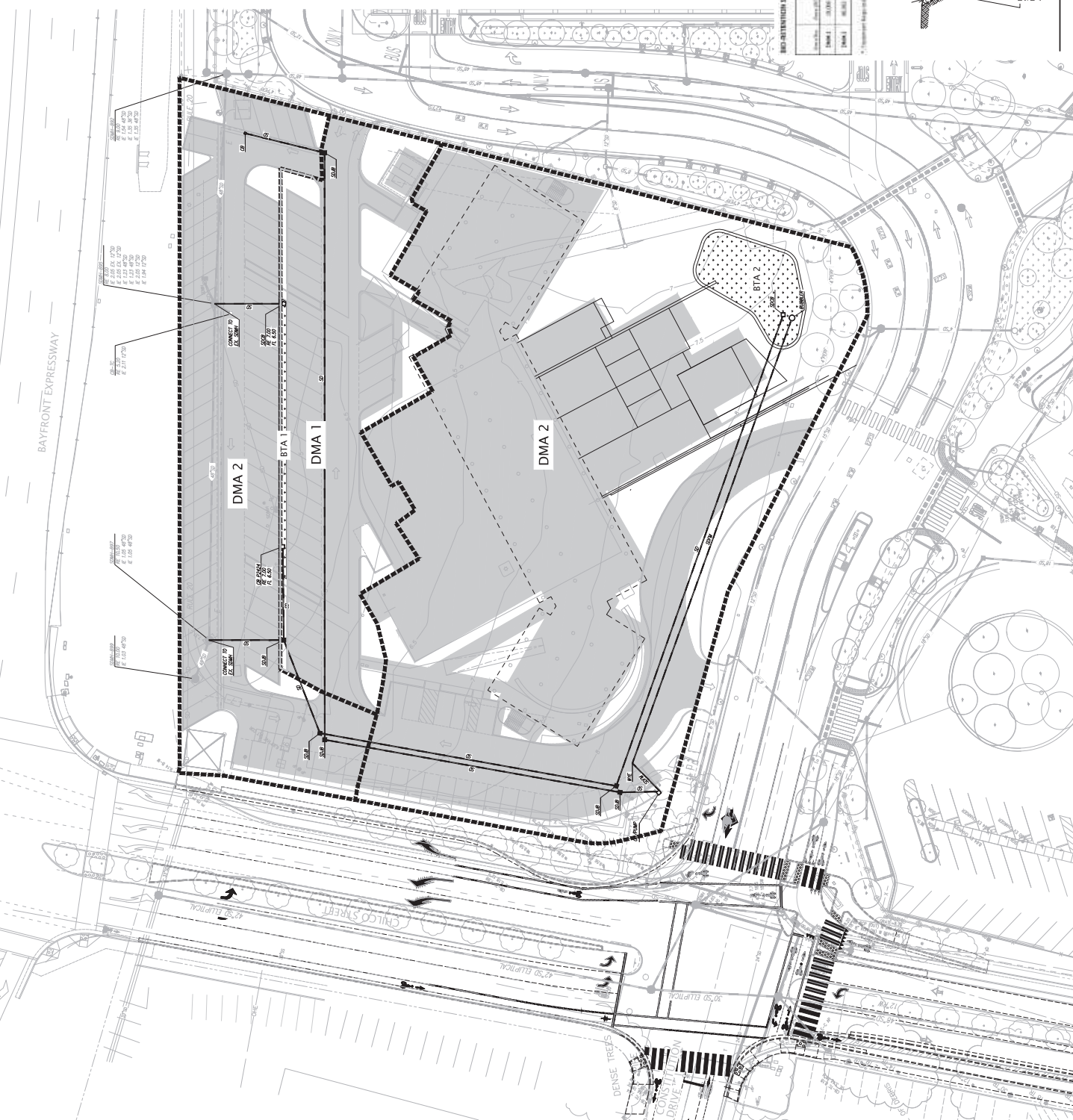
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0 10 20 40 60
Scale: 1" = 20'

LEGEND

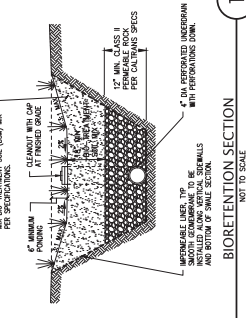
- IMPERVIOUS AREAS
- IMPERVIOUS PERMEABLE
- IMP-REDUCTION RECOVERY AREA



IMP-REDUCTION ZONING CALCULATIONS

Zone	Area (sq ft)	Impervious Area (sq ft)	Impervious %	Impervious Reduction Factor (IRF)	IRF-Adjusted Impervious Area (sq ft)	IRF-Adjusted Impervious %
DMA 1	10,000	8,000	80%	0.20	1,600	16%
DMA 2	15,000	12,000	80%	0.20	2,400	16%
BTA 1	5,000	4,000	80%	0.20	800	16%
BTA 2	3,000	2,400	80%	0.20	480	16%

* Percentages are based on the total impervious area & volume within the zone.



BIORETENTION SECTION
NOT TO SCALE

1



CITIZENM HOTELS

citizenm.com

Gensler

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Melissa Roberts
Principal
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Tel: 518.435.1234
www.modular.com

LANDSCAPE KEY

- 1 VEHICULAR ENTRY/EXIT
- 2 GUEST DROP-OFF
- 3 ENTRY PLAZA
- 4 WALKWAY
- 5 PLANTING AREA
- 6 STORMWATER RAIN GARDEN
- 7 HOTEL TERRACE/SEATING
- 8 RESTAURANT TERRACE SEATING
- 9 RECREATIONAL SPACES/COURTS
- 10 CULTIVATED GARDEN AREA
- 11 GARDEN WALL
- 12 GARDEN TRELIS
- 13 OUTDOOR FOOD SERVICE
- 14 PROPERTY LINE FENCE
- 15 PARKING AND VEHICULAR CIRCULATION
- 16 SERVICE LOADING
- 17 ENHANCED PAVING IN VEHICULAR ZONE



CHILCO STREET

CONSTITUTION DRIVE



Item #	Description
1	VEHICULAR ENTRY/EXIT
2	GUEST DROP-OFF
3	ENTRY PLAZA
4	WALKWAY
5	PLANTING AREA
6	STORMWATER RAIN GARDEN
7	HOTEL TERRACE/SEATING
8	RESTAURANT TERRACE SEATING
9	RECREATIONAL SPACES/COURTS
10	CULTIVATED GARDEN AREA
11	GARDEN WALL
12	GARDEN TRELIS
13	OUTDOOR FOOD SERVICE
14	PROPERTY LINE FENCE
15	PARKING AND VEHICULAR CIRCULATION
16	SERVICE LOADING
17	ENHANCED PAVING IN VEHICULAR ZONE

Project Name
citizenM Merilo Park

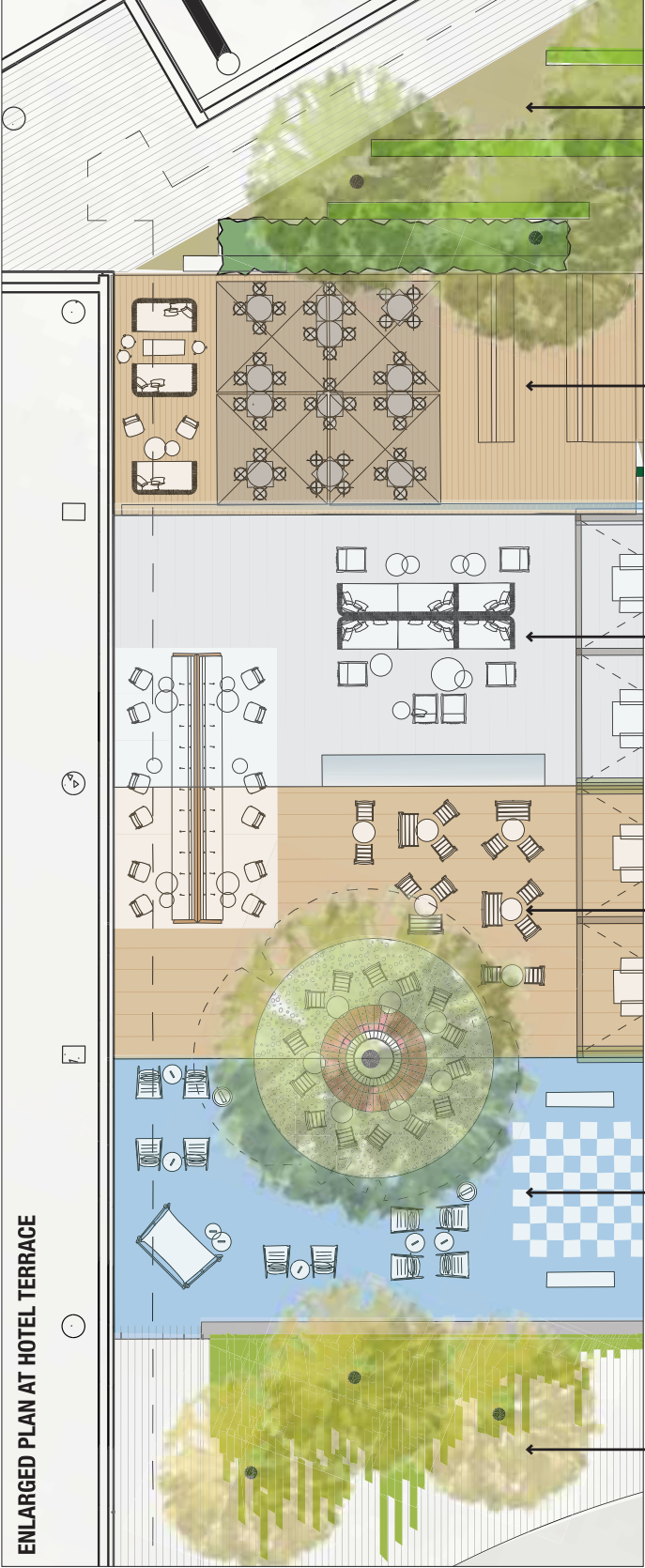
Project Number
032 3823 000

Description
SITE PLAN

Scale
1" = 20'-0"

L1.0

© 2015 Gensler



TYPE 6.
CRUSHED STONE PAVING



TYPE 5.
WOOD DECKING
THERMALLY MODIFIED WOOD



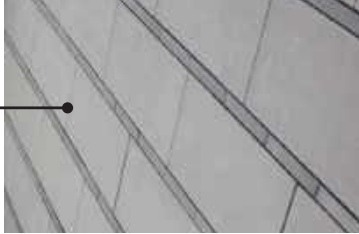
TYPE 4.
CONCRETE UNIT PAVERS
HEAVY SANDBLAST
24"X36"



TYPE 3.
CONCRETE UNIT PAVERS
LIGHT SANDBLAST
3"X18"



TYPE 2.
RUBBERIZED PLAY SURFACE



TYPE 1.
INTEGRALLY COLORED PIP
CONCRETE WITH ACCENT BAND



CITIZENHOTELS

Merlo Park
3425



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Seattle, WA 98101
United States
Tel: 206.854.2200
Fax: 206.854.2210
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Merlo Park
3425

PRELIMINARY PLANTING PLAN

- GROUND COVER**
SIMPLE SWATHS OF CREEPING GROUNDCOVERS, ORNAMENTAL EVERGREEN GRASSES, SMALL TO MEDIUM SHRUBS
- ORNAMENTAL CIRCULATION PATH**
VARIED AND TEXTURED PALETTE OF LOW TO MEDIUM GRASSES, SHRUBS AND GROUNDCOVERS
- LOW HEDGES AND CULTIVATED GARDEN**
TRIMMED SHRUBS AND HEDGES DEFINING GARDEN SPACES
- STORMWATER RAIN GARDENS**
MIX OF SEDGES, REEDS AND RUSHES
- VINES**
VERTICAL GREEN, ATTACHED TO FENCE OR WALL



Sheet Signature

Project Name
citizenM Merlo Park

Project Number
032 3823 000

Description
PRELIMINARY PLANTING PLAN

Scale
1" = 20'-0"

L3.0

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MEMORANDUM

Date: June 26, 2019

To: Kaitie Meador, City of Menlo Park

From: Robert H. Eckols, P.E.
Sara Sadeghi

Subject: Facebook Bayfront Hotel Trip Generation & Parking Analysis

SJ19-1912

This memorandum summarizes the results of the trip generation and parking analysis for the proposed hotel project on the Facebook Bayfront Campus in Menlo Park, California. The hotel project site was included in the traffic impact analysis presented in the Facebook Campus Expansion Project Environmental Impact Report (EIR) certified in September 2016. The EIR and approvals for the Campus Expansion project assumed that the hotel would be a 200 room hotel with on-site dining facilities and 245 parking spaces. It is our understanding that the hotel developer is proposing to modify the room count from 200 to 240 rooms and reduce the on-site parking supply to 120 parking spaces, which will require an amendment to the CDP that applies to the entire Campus Expansion site and a shared parking agreement between Facebook and the hotel operator to address the parking shortfall. In addition, the project would include 4,140 square feet of leased restaurant space. Due to the proximity of the project to Facebook's campus, it is projected that Facebook visitors and employees will generate a large portion of the demand for the hotel and restaurant. The hotel project will also be subject to the trip cap that applies to the entire Campus Expansion site. No modifications to the trip cap will be sought, and therefore no increase in net new trips is assumed; the analysis that follows related to trip generation is therefore provided only for informational purposes.

This memorandum includes the following:

- Trip Generation
- Parking Demand Analysis
- Parking Management Plan



Trip Generation

Vehicle trip generation for the proposed Bayfront Hotel was estimated using the standard rates developed by the *Institute of Transportation Engineers* (ITE). The project vehicle trip generation in the Facebook Campus Expansion Project EIR, was calculated using the *ITE Trip Generation Manual* (9th Edition) assuming the Hotel land use (code 310). The description of Hotel land use includes overnight lodging and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms, convention facilities, swimming pools and fitness centers. The current proposal would be for a hotel design and operation that is more similar to the ITE Business Hotel which is primarily for overnight lodging with a pool and fitness center (without a restaurant, banquet room, or convention space), since the CDP does not allow the approved hotel to include conference or banquet facilities. While there will be a restaurant in the hotel project, the trip generation for the restaurant was estimated separately and added to the hotel trips.

We compared the vehicle trip generation rates for hotel uses as presented in both the 9th and 10th editions of the ITE trip generation manual. We also updated the vehicle trip generation estimate for the project based on a combination of hotel and restaurant land uses. **Table 1** summarizes the vehicle trip generation estimates for the following conditions:

- Trip generation from the EIR using ITE 9th Edition Hotel rate and 200 rooms
- Trip generation using ITE 10th Edition Hotel rate and 240 rooms
- Trip generation using ITE 10th Edition Business Hotel rate for 240 rooms plus a 4,140 square foot restaurant (referred to in Table 1 as "ITE 10th Generation with Modified Land Use Assumption")

The updated trip generation estimates show that the trip generation would be similar to the original assumptions in the EIR analysis. The increase in the number of rooms is offset when applying more appropriate trip generation rates based on the planned hotel operation (i.e., ITE rates for a business hotel vs. a full-service hotel).

Using the ITE 10th Edition trip generation manual, the proposed Bayfront hotel with 240 rooms and 4,140 square feet of restaurant space would generate approximately 130 AM peak hour vehicle trips (60 inbound and 70 outbound) and 117 PM peak hour vehicle trips (67 inbound and 50 outbound) which is slightly less than the trip generation estimates presented in the EIR assuming a 200-room hotel (134 AM peak hour trips and 140 PM peak hour trips).



Table 1: Vehicle Trip Generation Comparison

Source	Land Use	Unit	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE 9th Edition used in DEIR (A)	Hotel	200 Room	310	78	56	134	69	71	140
ITE 10 th Edition	Hotel	240 Room	310	68	47	115	79	75	154
ITE 10th Edition with Modified Land Use Assumption (B)	Business Hotel	240 Room	312	37	51	88	42	35	77
	Restaurant (Quality High Turn Over)	4,140 Sq. ft.	932	23	19	41	25	15	40
	Total			60	70	130	67	50	117
B-A				-18	14	-4	-2	-21	-23

Source: Fehr & Peers.

There are two factors that make the trip generation estimates conservative. First, we did not adjust for any internalization of trips between the hotel and restaurant uses. Some of the restaurant patrons will likely be hotel guests. In addition, the trip generation estimates are conservative since many of the hotel guests and restaurant patrons will be generated by the surrounding Facebook offices. Due to the proximity of the Facebook campus and Belle Haven neighborhood to the project site, many of the hotel and restaurant trips will use alternative modes such as walking, biking, or Facebook campus trams. Therefore, the actual vehicle trip generation of the project should be lower.

Parking Demand Analysis

The following section summarizes the results of the parking demand evaluations for the proposed project using the shared parking methodology.

Shared Parking Methodology

The Urban Land Institute (ULI) sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI¹. In the shared parking methodology, the base parking rate and

¹ *Shared Parking, Second Edition*, Urban Land Institute, Washington D.C., 2004



daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed.

For the purpose of this analysis, the project land use assumptions were used in to the shared parking model to determine most appropriate parking rates and determine the parking demand throughout the day. The model estimates the maximum parking demand for the project based on the number of vehicles parked for each of the project uses by hour.

Parking Demand Evaluation

For the purpose of this study, we reviewed and evaluated different parking rates including the rates within the Institute of Transportation Engineers (ITE) *Parking Generation 5th Edition*, City of Menlo Park parking requirements, Urban Land Institute (ULI) rates, and local hotel surveys prepared for the City of Mountain View. We selected the most appropriate parking rates and, using the ULI shared parking methodology, we developed maximum parking demand estimates for the project considering the demands throughout the day.

To estimate the total parking demand, we utilized ULI parking rates for the proposed high turn-over restaurant and the City of Menlo Park parking requirement rate and local hotel survey rates² for the proposed business hotel. **Table 2** presents the parking rates and the maximum total parking demand for the proposed project for the mid-day and evening/night; Alternative 1 identifies parking rates and demand based on the City of Menlo Park's code requirements, while Alternative 2 identifies the parking rates and demand based on actual local hotel surveys. **Figures 1** and **2** show the project daily parking demand distribution and the maximum parking demand (100% peak demand for both alternatives) and compares them to the proposed on-site parking supply (120 parking spaces).

Table 3 shows the project total parking demand and the estimated parking shortfall based on the proposed on-site parking supply during both day time and evening time. As shown in **Figures 1** and **2**, the maximum day time parking shortfall occurs between 6:00 AM to 8:00 AM when most of the hotel guests are still at the hotel. The maximum evening shortfall occurs after 10:00 PM.

² Local rate survey rates are presented in three memorandums prepared for the City of Mountain View by Fehr & Peers, Hexagon, and TJKM for business hotels located in Menlo Park, California.



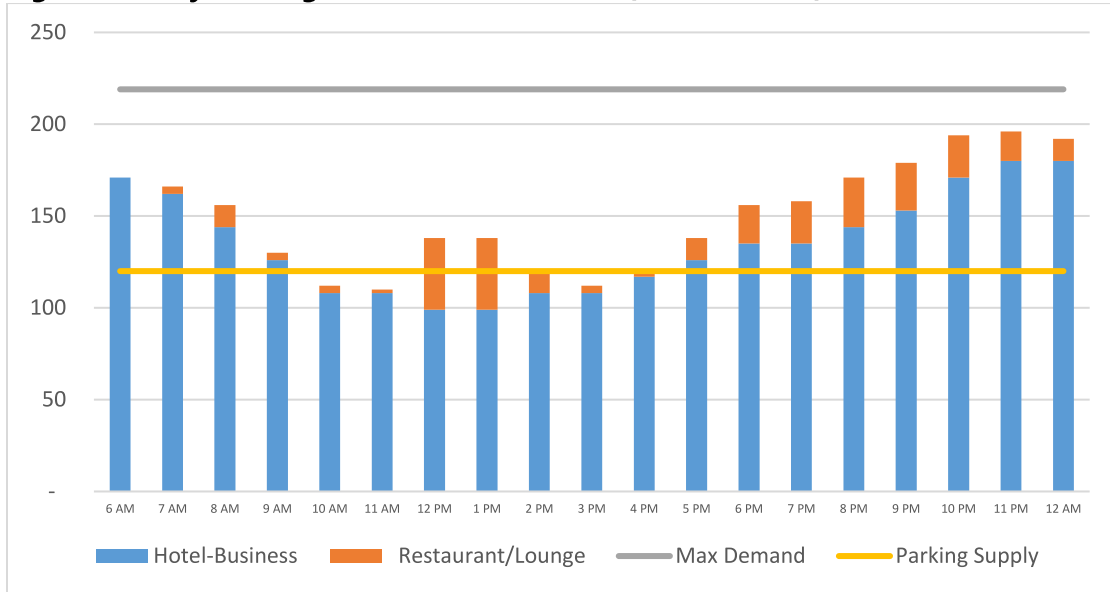
Table 2: Parking Demand Estimates

Land Use	Rate Source	Unit	Rate ¹	Day Time Max Demand	Night Time Max Demand
Alternative 1					
High Turn-Over Restaurant	ULI	4,140 Sq. ft.	10	156	196
Business Hotel	City of Menlo Park	240 room	0.75		
Alternative 2					
High Turn-Over Restaurant	ULI	4,140 Sq. ft.	10	135	170
Business Hotel	Local Hotel Surveys	240 room	0.64		

Source: Fehr & Peers.

1. The ULI weekday and weekend rates for high turn-over restaurants are the same which would result in the same total number of parking demand during both weekdays and weekends.

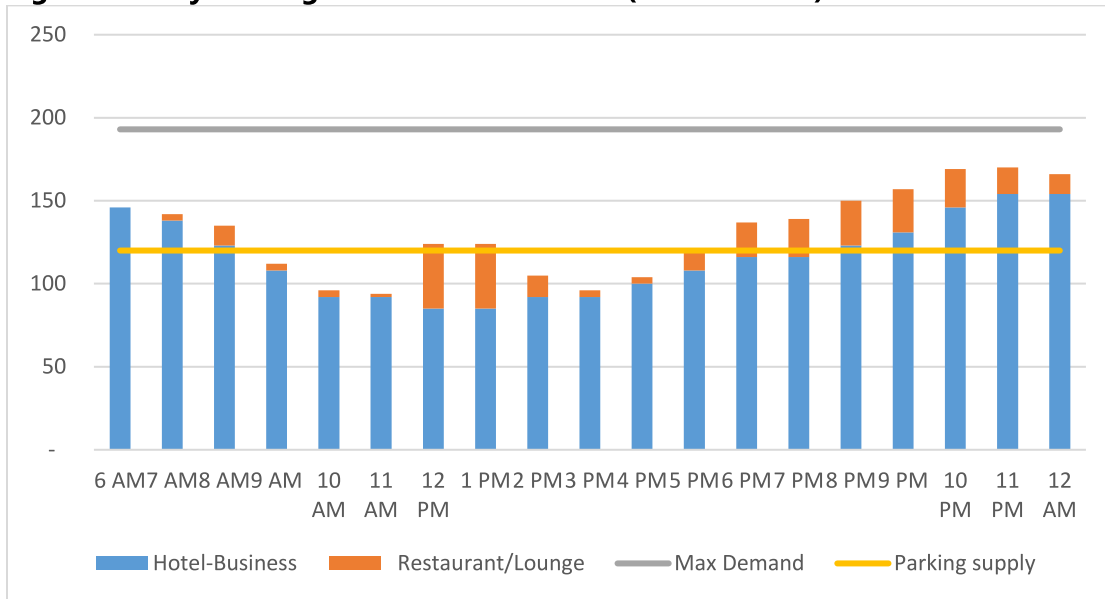
Figure 1: Daily Parking Demand Distribution (Alternative 1)



Note: Maximum parking demand (grey line) is the sum of maximum parking demand for each land use separately regardless of shared parking assumptions.



Figure 2: Daily Parking Demand Distribution (Alternative 2)



Note: Maximum parking demand (grey line) is the sum of maximum parking demand for each land use separately regardless of shared parking assumptions.

Table 3 summarizes the day time parking shortfall (6:00 AM to 6:00 PM) that ranges between 15 to 36 parking spaces and the evening shortfall (6:00 PM to 6:00 AM) of 50 to 76 parking spaces.

Table 3: On-Site Parking Shortfall

Land Use	Parking Supply	Day Time Max Demand	Day Time Parking Shortfall	Evening Time Max Demand	Evening Time Parking shortfall
Alternative 1					
ULI High Turn-Over Restaurant	120	156	36	196	76
City of Menlo Park Hotel					
Alternative 2					
ULI High Turn-Over Restaurant	120	135	15	170	50
Fehr & Peers Rate					

Source: Fehr & Peers.



Parking Management Plan

For the purpose of our shared parking analysis we did not consider the office parking located adjacent to the proposed project, but rather projected the parking needs of the hotel and restaurant uses only. We also did not make any parking adjustments to account for the interaction between the hotel guests, restaurant patrons and the office employees and visitors, and our analysis is therefore conservative. Initial estimates are that between 65 – 75 percent of the hotel rooms may be used by Facebook visitors and/or traveling employees. This relationship between the hotel, restaurant, and office activities will reduce the parking demand for the hotel site, since hotel guests will not need a vehicle during their stay.

In addition, a portion of the restaurant patrons will be Facebook employees or visitors that are either parked in the office parking and/or have arrived at the campus by other modes of travel such as employee shuttles. Similarly, Belle Haven residents will be able to safely walk or bike to the restaurant. Therefore, we anticipate that the parking demand presented represents a worst case condition.

In the event that there is a need for additional parking (estimated at 50-76 spaces during the evening), the hotel operators and Facebook are in discussions regarding a parking management plan based on the following parameters.

- Hotel guests and restaurant patrons will be given priority to use the parking on the hotel site.
- If additional parking is needed, hotel and restaurant employees will be allowed to park in the office parking provided in the parking structure adjacent to Building 22. Hotel and restaurant employees would be issued the appropriate identification to allow them to use the Facebook office parking areas. While the total hotel employment is estimated to be 60 – 65 employees, the hotel operator provided the following estimates of the number of employees per shift:

○ Morning shift	7:00 AM to 3:00 PM	25
○ Afternoon shift	3:00 PM to 11:00 PM	13
○ Evening shift	11:00 PM to 7:00 AM	4

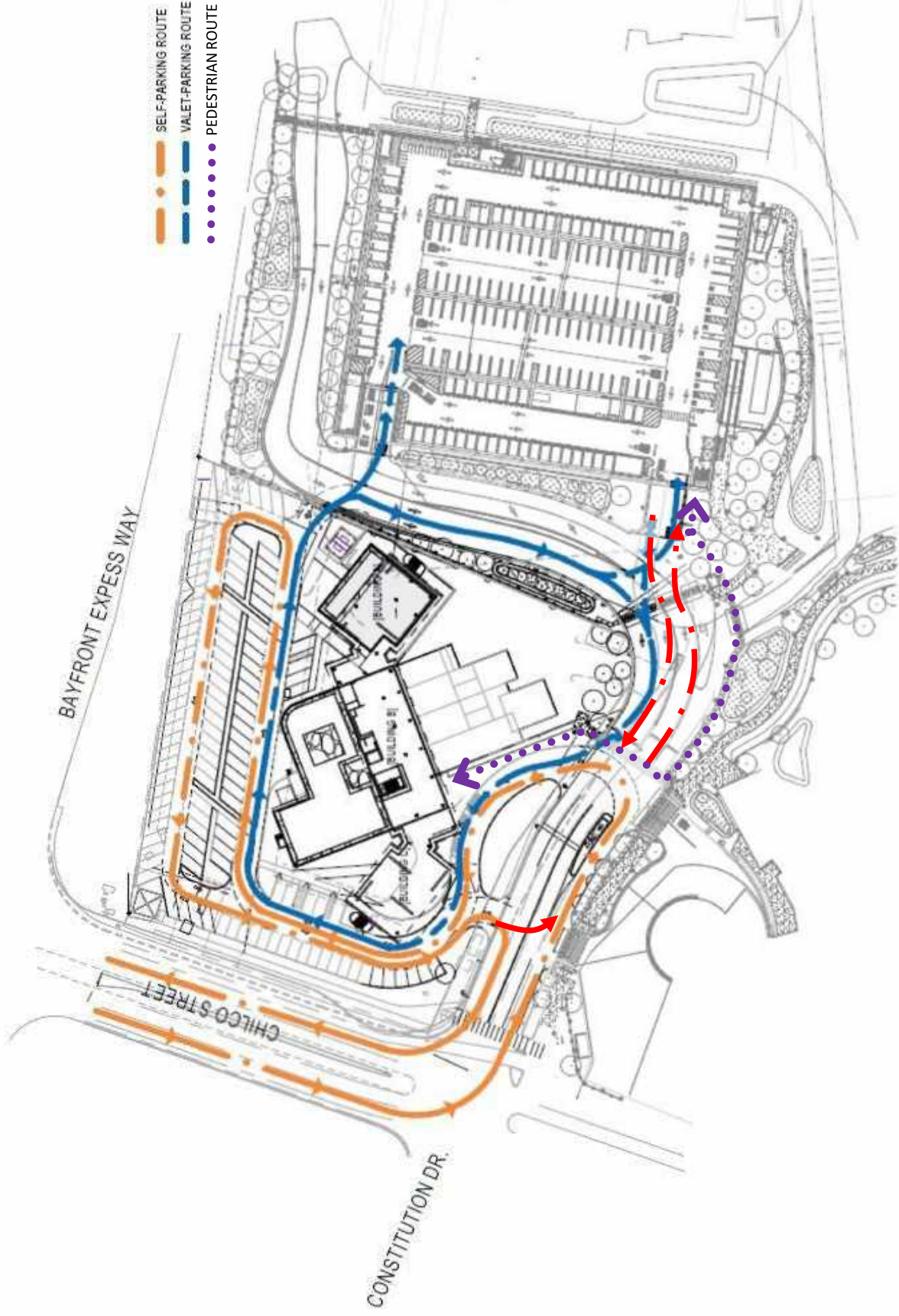


The number of restaurant employees has not been identified. Both the hotel and restaurant operators will encourage employees to use alternative travel modes for their commute to work and avoiding driving alone to the site, which will further reduce parking demand.

- If the hotel guest or restaurant patron parking demand exceeds the available on-site parking, Facebook will allow hotel valets or guests to park vehicles in the Building 22 parking structure, which is anticipated to contain unused parking during the times when the hotel and restaurant will generate the highest parking demand in the evenings and overnight.
- **Figure 3** shows the travel paths of valets and guests using the Building 22 parking structure. Guests would circulate within the hotel site and, if needed, use the Constitution driveway to access the Building 22 parking. Guests would need to check into the hotel prior to accessing the Building 22 parking structure. Valets would use the Constitution driveway to access the Building 22 parking structure. During the evening peak period valets could also use the service exit when the Constitution driveway was congested.

The hotel management and Facebook will enter into a shared parking agreement to ensure that there will be sufficient parking for the hotel/restaurant employees, hotel guests and restaurant patrons. The agreement will specify the following operational items:

- Number of parking spaces for the hotel/restaurant employees, guests, and patrons
- Location of parking spaces, if designated
- Potential time restrictions related to parking access
- Security procedures for accessing the parking by employees, guests and patrons



Local Hotel Parking Studies



MEMORANDUM

Date: December 22, 2016
To: Brian Froelich, Shashi Group LLC
From: Jane Bierstedt and Allen Wang, Fehr & Peers

Subject: Mountain View Hilton Garden Inn Parking Study

SJ16-1700

INTRODUCTION

This memorandum presents the results of the parking analysis conducted by Fehr & Peers to determine whether the planned parking supply for the Hilton Garden Inn is adequate to serve the parking demand generated by the proposed hotel expansion. The hotel is located at 840 E. El Camino Real in Mountain View, California. Currently, the hotel includes 160 guest rooms, 250 square feet of meeting space, and 3,800 square feet of restaurant space (located in the lobby area). All existing uses are served by the 152 parking spaces at the site, of which six are handicapped spaces. The proposed expansion will add 40 guest rooms and replace the existing restaurant with a new 4,300-square foot restaurant on the ground floor. It will remove the meeting space and three handicapped parking spaces to provide room for the building addition.

This analysis estimated the parking demand for the proposed expansion using parking data collected at the project site in October 2016 and recommended parking rates in Urban Land Institute's (ULI) *Shared Parking*, Second Edition (2005). The projected demand was compared with the proposed parking supply, City of Mountain View's Municipal Code requirements, and estimates based on rates in the Institute of Traffic Engineers (ITE) *Parking Generation*, Fourth Edition (2010).

SUMMARY OF FINDINGS

Based on the analysis presented in this memorandum, the peak parking demand for the proposed hotel expansion with full occupancy is estimated to be 141 spaces, occurring between 9:00 pm to 10:00 pm on a weekday. Therefore, this parking study demonstrates that the planned parking supply of 149 spaces would be sufficient to support the peak parking demand generated by the proposed hotel expansion.

EXISTING PARKING UTILIZATION

This section describes the existing parking conditions and presents the parking utilization data collected at the hotel site. The hotel provides 152 off-street parking spaces to support the hotel guests and visitors, employees as well as the demand generated by the complementary uses, including the ground floor restaurant and the meeting space.

EXISTING PARKING SURVEY

To better understand the existing parking demand and estimate parking rates for the hotel rooms, parking space utilization counts were collected at the site on four days, including two weekdays and two days on the weekend. Per conversations with the hotel management, higher occupancy is typically observed during the mid-week and on Fridays. This observation is consistent with the weekly parking demand pattern for the hotel land use category (Land Use 310) in ITE *Parking Generation*. Therefore, Wednesday and Friday were selected as the two weekdays for parking data collection. Counts were also conducted on a Saturday and a Sunday to observe the weekend parking demand. On each day, parking data was collected for 14 hours, from 11:00 am to 12:00 am (midnight), to ensure the peak parking demand and the time-of-day variations were captured. Additionally, hotel occupancy data for the survey days were obtained from the hotel management. **Table 1** presents the parking utilization survey results and the corresponding hotel occupancies. Detailed parking counts are presented in **Appendix A**.

As presented in **Table 1**, the peak parking demand for the existing hotel was 110 spaces. It was observed at 11:00 pm on Wednesday when all 160 hotel rooms were occupied. On all four days of data collection, peak demand occurred between 10:00 pm and midnight.

TABLE 1: EXISTING PARKING COUNTS (PARKED VEHICLES) AND HOTEL OCCUPANCY

Time	Wednesday (October 26, 2016)	Friday (October 28, 2016)	Saturday (October 29, 2016)	Sunday (October 30, 2016)
11:00 AM	31	36	30	41
12:00 PM	29	26	21	27
1:00 PM	28	25	13	19
2:00 PM	27	25	15	17
3:00 PM	27	29	20	21
4:00 PM	26	30	21	25
5:00 PM	36	27	28	27
6:00 PM	37	30	27	26
7:00 PM	57	36	27	32
8:00 PM	70	40	37	39
9:00 PM	88	53	41	47
10:00 PM	104	60	<u>53</u>	52
11:00 PM	<u>110</u>	<u>62</u>	50	49
12:00 AM	109	61	49	<u>53</u>
Occupancy Rate	100%	65%	58%	60%
Occupied Rooms	160	104	93	96

Note:

Underlined text highlights the highest parking demand of the day.

Source: Fehr & Peers, 2016.

EXISTING PARKING RATES FOR HOTEL ROOMS

As described in the previous section, the observed parking counts are comprised of demand generated by hotel guests, employees, as well as the demand generated by the restaurant and meeting space. Based on field observations and conversations with the hotel management, it is our understanding that the existing restaurant and meeting space primarily serves hotel guests. Therefore, this study assumed that the parking demand generated by the existing restaurant and meeting space from external traffic (non-hotel guests) is negligible.

To further understand the parking rates for hotel guests/visitors versus the rates for employees, the parking demand for employees was separated from the total parking counts. With the employee shift schedule provided by the hotel management, the employee parking demand was estimated using the recommended parking rate (0.25 space/employee) for hotel employees in ULI *Shared Parking*. **Table 2** presents the hourly employee count and the associated parking demand.

TABLE 2: EXISTING EMPLOYEE COUNT AND PARKING DEMAND

Time	Employee Count ¹		Employee Parking Demand ²	
	Weekday	Weekend	Weekday	Weekend
11:00 AM	16	16	4	4
12:00 PM	14	14	4	4
1:00 PM	14	15	4	4
2:00 PM	12	13	3	4
3:00 PM	12	13	3	4
4:00 PM	10	11	3	3
5:00 PM	10	11	3	3
6:00 PM	4	5	1	2
7:00 PM	3	4	1	1
8:00 PM	3	4	1	1
9:00 PM	3	4	1	1
10:00 PM	1	2	1	1
11:00 PM	1	2	1	1
12:00 AM	1	2	1	1

Note:

¹Hourly employee count is the sum of housekeeping, front desk, maintenance, and food & beverage employees.

²Employee parking demand was estimated using the parking rate of 0.25 space/employee for hotel employees in ULI *Shared Parking*, Second Edition (2005).

Source: Fehr & Peers, 2016.

The hourly parking demand for hotel guests and visitors was estimated to be the difference between the total observed parking demand (Table 1) and employee parking demand (Table 2). Subsequently, the peak parking demand for each occupied hotel room was calculated using the equation below:

$$Peak\ Parking\ Rate = \frac{Peak\ Hotel\ Guest\ \&\ Visitor\ Parking\ Demand}{Number\ of\ Occupied\ Rooms}$$

Table 3 summarizes the calculated peak parking rates for hotel rooms and the time-of-day variations. The highest parking rate for hotel guests and visitors is 0.68 space per occupied room, derived from the parking counts collected on Wednesday, October 26, 2016.

TABLE 3: EXISTING HOTEL ROOM PARKING RATES AND TIME-OF-DAY VARIATIONS

Time	Wednesday (October 26, 2016)	Friday (October 28, 2016)	Saturday (October 29, 2016)	Sunday (October 30, 2016)
11:00 AM	25%	52%	50%	71%
12:00 PM	23%	36%	33%	44%
1:00 PM	22%	34%	17%	29%
2:00 PM	22%	36%	21%	25%
3:00 PM	22%	43%	31%	33%
4:00 PM	21%	44%	35%	42%
5:00 PM	30%	39%	48%	46%
6:00 PM	33%	48%	48%	46%
7:00 PM	51%	57%	50%	60%
8:00 PM	63%	64%	69%	73%
9:00 PM	80%	85%	77%	88%
10:00 PM	94%	97%	<u>100%</u>	98%
11:00 PM	<u>100%</u>	<u>100%</u>	94%	92%
12:00 AM	99%	98%	92%	<u>100%</u>
Peak Parking Rate (space/occupied room)	0.68	0.59	0.56	0.54

Note:

Time-of-day variation is presented as a percentage of the peak parking rate.

Source: Fehr & Peers, 2016.



Memorandum

Date: July 19, 2016
To: Mr. Brian Froelich, Shashi Group, LLC
From: Michelle Hunt
Subject: Parking Study for the Proposed Hilton Garden Inn Expansion in Mountain View

Hexagon Transportation Consultants, Inc. has completed a parking study for the proposed Hilton Garden Inn expansion at 840 E. El Camino Real in Mountain View, California. The existing Hilton Garden Inn has 160 hotel rooms. The proposed expansion includes an addition of 40 hotel rooms and 4,500 square feet of ground floor restaurant/café space. The proposed expansion will result in a small reduction in the existing on-site parking from 152 to 149 spaces. Therefore, the purpose of this parking study is to estimate the parking needs of the hotel including the ancillary uses and to determine whether the proposed parking supply is adequate. The analysis is based on the City of Mountain View hotel parking requirements, published hotel parking rates, and surveys conducted at the Hilton Garden Inn. The parking study also included a redesign of the existing parking lot to maximize the number of spaces on site based on the City of Mountain View's off-street parking requirements.

City of Mountain View Parking Code Requirements

According to the City of Mountain View Zoning Code Sec 36.37.040, hotels are required to provide one parking space per room, plus one parking space for every two employees, plus as required for ancillary uses. The parking requirement for employees was calculated based on the maximum number of employees per shift (20). The proposed new restaurant/café space is the only ancillary use that may draw outside patrons that are not hotel guests. The parking requirement for this use was calculated based on the City's code requirement for restaurants, one parking space per 100 square feet of gross floor area. The other amenities included in the proposed hotel are assumed to be used by hotel guests only and would generate no additional parking demand. In total, based on the City's code requirements, the project would be required to provide a total of 255 parking spaces (200 spaces for hotel guests, 10 spaces for employees, and 45 spaces for the restaurant/café use). It should be noted however, that the City's parking code requirements do not take into account the fact that parking demands for different uses peak at different times of the day such that the overall total peak parking demand is usually less than the sum of the peak demand generated by each individual use.

Parking Estimates based on Published Rates

The Institute of Transportation Engineers (ITE) publication *Parking Generation, 4th Edition* (2010) provides the results of parking surveys conducted throughout the country for numerous popular land uses. ITE *Parking Generation* rates for land use 310, hotel in a suburban area, were used to estimate the peak parking demand generated by the proposed hotel expansion. The ITE parking rates are based on the number of occupied hotel rooms. While hotel occupancy typically averages between 51 and 72 percent based on the ITE manual, the parking demand for the proposed hotel was calculated assuming 100 percent occupancy. The ITE parking rates for hotels include ancillary uses such as restaurants and meeting/conference space. Based on the ITE data, the project is

estimated to potentially experience its peak parking demand of 240 spaces on Saturdays. On weekdays, the peak parking demand is estimated to be only 161 spaces.

Parking Estimates based on Survey Data

Hexagon conducted a survey of the parking demand at the existing Hilton Garden Inn on Thursday, April 30, 2015 and Saturday, May 2, 2015. Table 1 presents the parking survey results for the existing Hilton Garden Inn and the projected parking demand by hour with the proposed expansion of the Hilton Garden Inn. The actual observed overall peak parking demand at the existing hotel occurred at midnight with a peak of 0.74 parking spaces per occupied room on weekdays and 0.80 parking spaces per occupied room on Saturdays. The parking demand generated by the hotel component of the proposed project was estimated using these peak parking ratios observed at the existing Hilton Garden Inn. Based on these rates, the proposed 200-room hotel is estimated to generate a peak parking demand of 148 parking spaces on weekdays and 160 parking spaces on weekends when fully occupied. The hotel parking demand at other hours earlier in the evening was estimated based on the time of day variations in parking accumulation observed at the Hilton Garden Inn and other similar hotels. While hotel occupancy typically averages between 51 and 72 percent, the parking demand for the proposed hotel was calculated assuming 100 percent occupancy.

The parking survey indicates that the Garden Grille & Bar found in the existing Hilton Garden Inn is patronized primarily by hotel guests. The parking survey found no evidence that the existing restaurant generates any additional parking demand from outside traffic (non-hotel guests). Parking surveys at many other similar hotels show the same pattern, with a negligible number of parked vehicles attributable to restaurant use by non-hotel guests. However, this parking study conservatively assumes that the new restaurant/café space would have its own identity separate from the hotel. Considering its prime location on El Camino Real, the proposed restaurant/café may indeed generate outside business separate from the hotel.

To estimate the parking demand for the proposed new restaurant, Hexagon conducted parking counts at the following two similar hotels with a restaurant: the Sheraton Inn (located at 1100 North Mathilda Avenue, Sunnyvale), and the Four Points by Sheraton (located at 5115 Hopyard Road, Pleasanton). Both hotels are located on major arterials and have some meeting/conference space, a Faz restaurant and bar/lounge area, and free parking. The Faz restaurants at both hotels are independently owned and operated full-service restaurants. Two of five similarly named restaurants owned by renowned executive chef, Faz Pouroushi, the Faz Sunnyvale and Faz Pleasanton have prominent signage both adjacent to the street and on the building that is separate from the hotel signage. The Faz restaurants attract patrons who are not hotel guests. While the tenant/operator of the proposed new restaurant and café space within the Hilton Garden Inn has not been determined, the Faz restaurants are thought to be comparable to the type of restaurant that may be found at the Hilton Garden Inn with the proposed expansion.

**Table 1
Observed and Projected Hotel Parking Usage**

Survey Date	Hilton Garden Inn Mt. View		Expanded Hilton Garden Inn Mt. View					
	Thurs. 4/30/15	Sat. 5/2/15	Projected Weekday Parking Demand		Projected Saturday Parking Demand			
	Total	Total	Total	Hotel ^a	Restaurant ^b	Total	Hotel ^a	Restaurant ^b
6:00 PM	69	64	129	89	40	124	82	42
6:30 PM	66	69	124	85	39	129	88	40
7:00 PM	62	65	125	80	45	126	83	43
7:30 PM	60	67	119	77	42	127	86	41
8:00 PM	75	72	125	97	28	132	92	40
8:30 PM	76	74	135	98	37	140	95	45
9:00 PM	87	77	137	112	24	142	99	44
9:30 PM	102	82	140	132	9	142	105	37
10:00 PM	109	91	147	141	6	144	117	27
10:30 PM	112	117	149	145	4	160	150	10
11:00 PM	113	117	149	146	3	158	150	8
11:30 PM	114	122	148	147	1	160	156	4
12:00 AM	115	125	148	148	0	160	160	0
Total Rooms	160	160	200	200		200	200	
Occupied Rooms	155	156	200	200		200	200	
Restaurant Size	3,842 s.f.				4,500 s.f.			
Meeting/Conference Space	2,112 s.f.				1,890 s.f.			
Total Parking Spaces	152	152	149	149		149	149	
Peak Parking Demand (spaces)	115	125	149	149		160	160	
Peak Parking Ratio (occupied parking spaces/occupied rooms)								
Combined Hotel & Restaurant	0.74	0.80	0.74	0.74		0.80	0.80	
Restaurant Peak Parking Ratio (occupied parking spaces/1,000 s.f. for restaurant use)								
Restaurant Only					10.00			10.00
Parking Ratio at 12:00 AM midnight (occupied parking spaces/occupied room for hotel use; restaurant is closed)								
Hotel Only	0.74	0.80		0.74			0.80	

^a The peak hotel parking demand was estimated based on the observed peak parking ratios at the existing Hilton Garden Inn. The number of parking spaces required each hour was projected based on the time-of-day variation in parking demand observed at the existing Hilton Garden Inn.

^b The peak restaurant parking demand was estimated based on the City of Mountain View's requirement for restaurant parking at 1 space per 100 square feet. Parking occupancy each hour was estimated based on the time-of-day variation in parking demand observed at Faz restaurants at the Four Points by Sheraton in Pleasanton and at the Sheraton Inn in Sunnyvale.



The peak hotel parking demand at midnight was used along with the time of day parking patterns observed at other hotels in order to differentiate the parking demand generated by the Faz restaurant from the parking demand generated by the adjoining hotel. The peak parking rates generated by the Faz restaurant in Sunnyvale (11.09 spaces per 1,000 s.f. on a weekday and 8.77 spaces per 1,000 s.f. on a Saturday) are very close to the City of Mountain View parking requirement for restaurants (10 parking spaces per 1,000 s.f.). The Faz restaurant in Pleasanton generated substantially lower parking demand that is less than half the rate observed at the Faz Sunnyvale site. It is unclear if the Faz Pleasanton did a lower volume of business or if a significant portion of the Pleasanton restaurant patrons were captured trips from hotel guests. To be conservative, the parking demand generated by the proposed new restaurant and cafe space at the expanded Hilton Garden Inn was estimated using the City of Mountain View parking requirement for restaurants (10 parking spaces per 1,000 s.f.) and time of day variations observed at the two Faz restaurants. Based on the City's required parking ratios, the proposed restaurant at the Hilton Garden Inn is expected to generate a peak of 45 occupied parking spaces. Based on the hourly variation in parking demand observed at two Faz restaurants, the peak restaurant parking demand is expected to occur at 7:00 PM on a weekday and at 8:30 PM on a Saturday.

The overall total parking demand for both hotel and restaurant uses at the expanded Hilton Garden Inn is expected to peak after 10:00 PM on weekdays when 149 parking spaces would be occupied. Note that most restaurants (including the Faz restaurant) are closed by that time so the peak parking demand on weekdays would primarily be dictated by the hotel's parking needs with few or no additional spaces needed for the proposed new restaurant. The hotel parking demand would be substantially lower earlier in the evening during the restaurant's peak period such that the overall total parking demand while the restaurant is open is projected to be less than parking demand late at night. Similarly, on Saturdays the overall total parking demand is expected to peak after 10:00 PM when 160 parking spaces would be needed. This matches the peak parking demand generated by the hotel, and demonstrates that the hotel and restaurant would be able to effectively share parking earlier in the evening while the restaurant is open and the hotel parking demand is lower. The shared parking analysis presented in this report is based on a traditional sit-down restaurant without late-night dining hours. Additional analysis may be required if the proposed new hotel restaurant differs from this model.

The projected total peak weekday parking demand projected at full occupancy (149 spaces) could be accommodated in the existing parking lot, which would be reduced from 152 to 149 parking spaces after the proposed hotel expansion. However, the parking study shows that the total peak parking demand on a Saturday with full occupancy (160 spaces) would exceed the available on-site parking supply. Shashi plans to implement valet parking on weekends when the hotel occupancy is expected to be high to accommodate any excess parking demand above the normal parking lot capacity.

Parking Lot Design

To maximize the number of parking spaces on site, Hexagon recommends that the Hilton Garden Inn modify the parking lot configuration. Hexagon designed a revised parking lot layout based on the City of Mountain View off-street parking requirements regarding parking islands, landscaping, aisle widths, parking space dimensions, and allowable compact spaces. Hexagon also examined various characteristics of the project site as they relate to existing and potential new parking designs. Because the parking lot may operate as a valet lot during certain hours and as a self-park lot during other times, the site was evaluated to identify feasible modifications that would maximize the number of parking spaces under both parking options.

Overall the existing parking layout and circulation are efficient except for at the southwest corner of the parking lot. Based on the City of Mountain View parking requirements, Hexagon recommends

changes to the existing site plan that will increase the on-site parking supply to 152 spaces with the proposed hotel expansion. Figure 1 shows a scaled plan of the recommended new layout of the parking areas when operated as a self-parking lot. A second plan was developed that shows valet parking usage of the proposed new parking layout to quantify the maximum parking capacity with valet parking. Figure 2 shows that up to 178 vehicles could be parked in the lot when valet parking is implemented.

It should be noted, however, that the total parking demand is expected to exceed the self-park lot capacity of 152 spaces only on weekend dates with occupancy of at least 95 percent. Historical occupancy data for the Hilton Garden Inn provided by the Shashi Group shows that over the past 22 months (between August 2014 and May 2016), the hotel was nearly full (at or above 95 percent occupancy) only about one of every five days on weekends. Therefore, it is expected that valet parking would be needed only occasionally on weekends.

Conclusions

The parking supply with the recommended new parking layout (152 spaces) would be less than the City of Mountain View's Zoning Code requirements outside the North Bayshore Precise Plan Area (255 spaces). Based on national average hotel parking rates published by ITE, a 200-room hotel could be expected to have a peak parking demand of 240 spaces. However, based on surveys at the existing Hilton Garden Inn and the City's parking requirements for restaurants, it is estimated that the total peak parking demand would be only 149 spaces on weekdays and 160 spaces on Saturdays. These are conservative (high) estimates as they assume new hotel restaurant would attract its own clientele who are not hotel guests.

The previous estimates assume 100 percent occupancy of the expanded hotel. However, the total parking demand is expected to exceed the parking lot capacity of 152 spaces only on weekends with occupancy at or above 95 percent. Shashi plans to implement valet parking on weekend nights when the hotel occupancy is expected to be high in order to accommodate any excess parking demand above the normal parking lot capacity. Based on historical hotel occupancy data provided by the Shashi Group, it is expected that valet parking would be needed only occasionally on weekends. With valet parking, the parking lot could accommodate up to 178 vehicles, which would be more than sufficient to accommodate the projected overall parking demand for the proposed hotel and a traditional fine-dining type restaurant. The shared parking analysis presented in this report is based on a traditional sit-down restaurant without late-night dining hours. Additional analysis may be required if the proposed new hotel restaurant differs from this model.

A.L.T.A. / A.C.S.M. LAND TITLE SURVEY

OF THE LANCES OF CAMINO REAL GROUP, LLC
AS DESCRIBED IN THE PRELIMINARY REPORT PREPARED BY
CHICAGO TITLE COMPANY

ORDER NUMBER: TWS-2010150024-00
DATED: AUGUST 5, 2010

RECOMMENDED PARKING LAYOUT-
152 PARKING STALLS
NET +3 PARKING STALLS

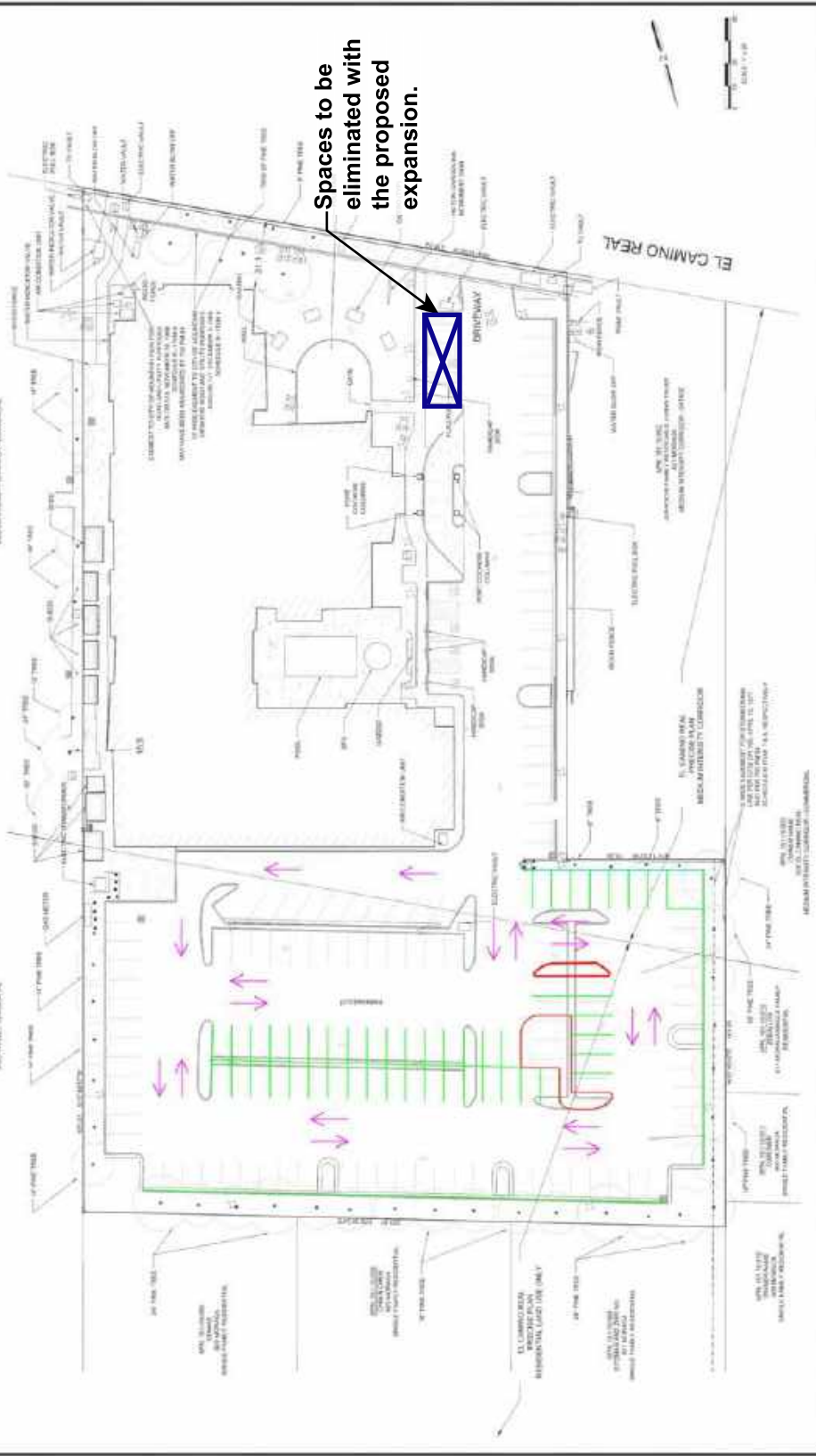


Figure 1
Recommended New Parking Layout for Self-Parking Lot

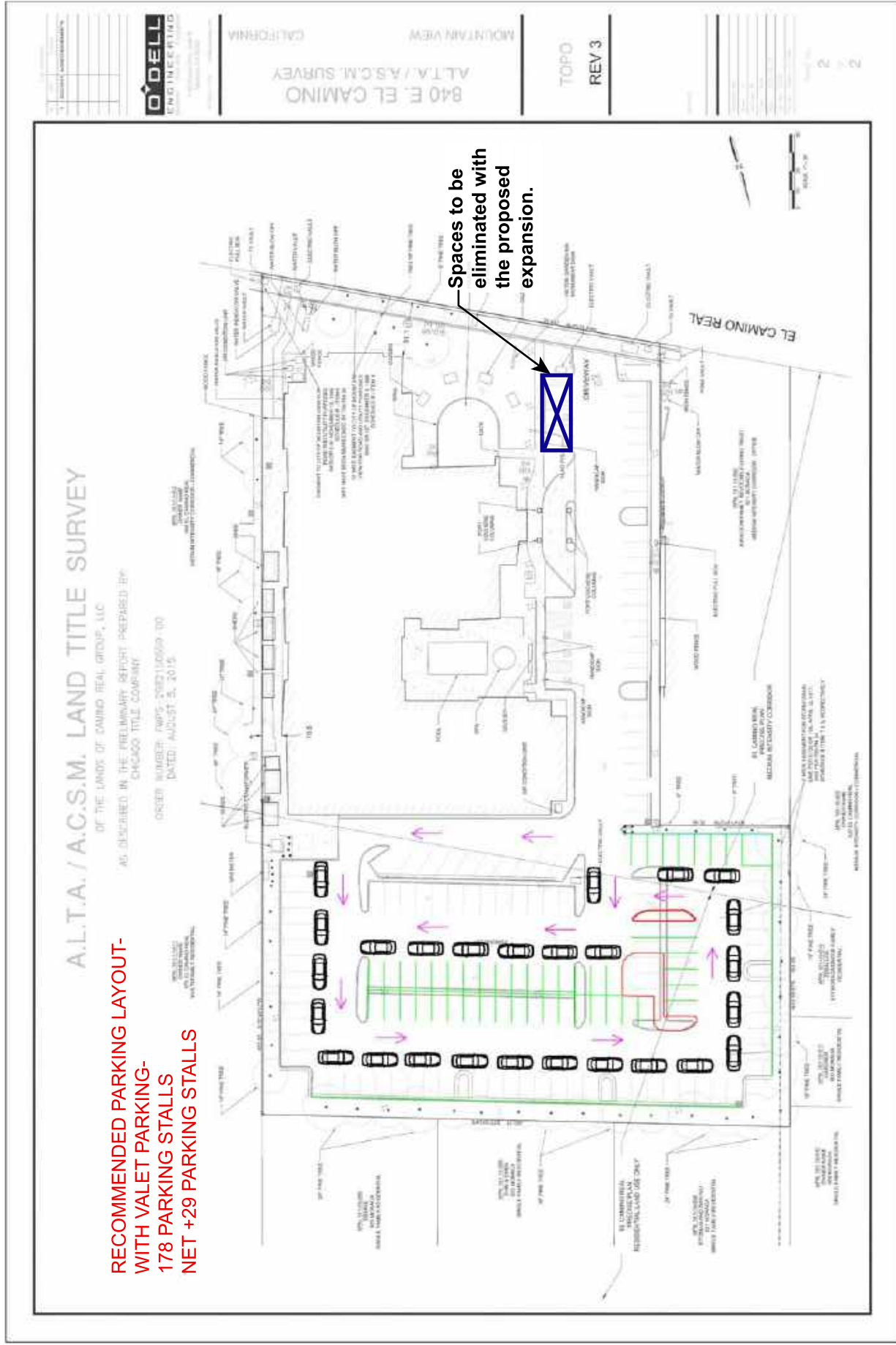


Figure 2
Recommended New Parking Layout When Valet Parking Allowed

PARKING DEMAND ESTIMATES FOR THE PROPOSED EXPANSION

This section outlines the process for estimating the parking demand for the proposed hotel expansion. Estimates for each of the individual components of the parking demand are described below, and the total estimated peak demand is summarized in **Table 4**.

EMPLOYEES

The number of hotel employees was assumed to increase proportionally to the hotel expansion – existing housekeeping and front desk employees were factored up by 25 percent when estimating future employee parking demand. Additionally, the number of food and beverage employees was assumed to increase from two per shift to eight per shift to account for the increased restaurant capacity. The hourly variation of employees on-site is shown in **Table 4**. The detailed composition of employees is documented in **Appendix B**.

Parking Rates

Consistent with the existing parking calculation, a parking rate of 0.25 spaces per employee was used to estimate the future parking demand for hotel and restaurant employees.

Estimated Parking Demand

Parking demand for hotel and restaurant employees was estimated using the assumptions described above. The peak parking demand for employee parking would be seven spaces, and would occur in the morning when the most employees are present.

HOTEL ROOMS (GUESTS AND VISITORS)

The proposed hotel expansion would add 40 guest rooms to the existing 160 rooms, yielding a total of 200 hotel rooms. According to the proposed site plan, the expansion would mainly occur in the building addition at the existing patio area. With the expansion, the types of hotel guests are expected to be similar to their existing guests.

Parking Rates and Time-of-Day Variations

Since the expanded hotel is anticipated to host similar types of guests and visitors as current conditions, it is assumed that the travel and parking pattern would also remain the same. Therefore, the existing parking rates for hotel rooms were used to develop estimates for the proposed 200-room hotel. Based on information shown in **Table 3**, the peak parking rate would be 0.68 spaces per occupied room. (The rates calculated from the counts on the other three days are all less than 0.60 spaces per occupied room.) To be

conservative, this study used the highest observed parking rate of 0.68 to estimate the parking demand generated by guests and visitors of the expanded 200-room hotel.

Estimated Parking Demand

Using the peak rate and time-of-day variations in **Table 3**, the peak parking demand for the expanded hotel with full occupancy was estimated to be 137 spaces, occurring between 11:00 pm and midnight. Detailed hourly demand estimates are presented in **Table 4**.

RESTAURANT PATRONS

The proposed expansion would replace the existing restaurant that mainly serves internal hotel guests with a new 4,300-square foot restaurant that is envisioned to carry its own identity and brand. The proposed site plan shows that the new restaurant would be located in the building addition at the existing outdoor patio area on El Camino Real; and restaurant patrons would have access from El Camino Real and through the hotel lobby. Based on the envisioned identity and proposed site plan, it is anticipated that the proposed restaurant would generate external (non-hotel guests) parking demand during its operating hours.

Parking Rates and Time-of-Day Variations

This study used the parking rates and time-of-day variations for Restaurant/Lounge under the broader Hotel land use category in ULI's *Shared Parking*, to estimate the parking demand generated by restaurant patrons. The recommended peak parking rate for this land use category is 10 spaces per thousand square feet (ksf), which is consistent with the parking requirement specified in the City of Mountain View Municipal Code. The time-of-day variation factors in ULI's *Shared Parking* indicate that the parking demand would peak around noon and reach approximately 70 percent between 6:00 pm to 8:00 pm. This analysis further increased the parking demand factor for the evening peak (6:00 pm to 8:00 pm) from 70 percent to 100 percent to account for the most conservative operating scenario (with highest parking demand) for the proposed restaurant. Based on information provided by the hotel management, the restaurant is expected to be closed after 10:00 pm; therefore this analysis assumed no demand would be generated by the restaurant patrons after 10:00 pm.

Estimated Parking Demand

Using the proposed square footage and the ULI parking rates, it is estimated that that peak parking demand generated by the restaurant-only patrons would occur at around noon (12:00 pm to 1:00 pm) and evening peak (6:00 pm to 8:00 pm), with 43 spaces (10 spaces/ksf x 4.3 ksf = 43). The peak parking demand for the restaurant would not overlap with the peak parking demand for the hotel guests and visitors.

SUMMARY OF ESTIMATED PARKING DEMAND

Based on demand rates and estimates for each of the individual components described above, the total estimated peak parking demand with full occupancy at the expanded Hilton Garden Inn is 141 spaces. The peak demand period is expected to occur on a weekday between 9:00 pm to 10:00 pm. **Table 4** and **Figure 1** present the summary of the aforementioned three components of the Hotel that generate parking demand and the time-of-day pattern of the parking demand. The peak parking demand for weekends was also calculated and presented in **Appendix C**.

**Figure 1 Estimated Parking Demand for the Proposed Hotel Expansion
 (at Full Occupancy)**

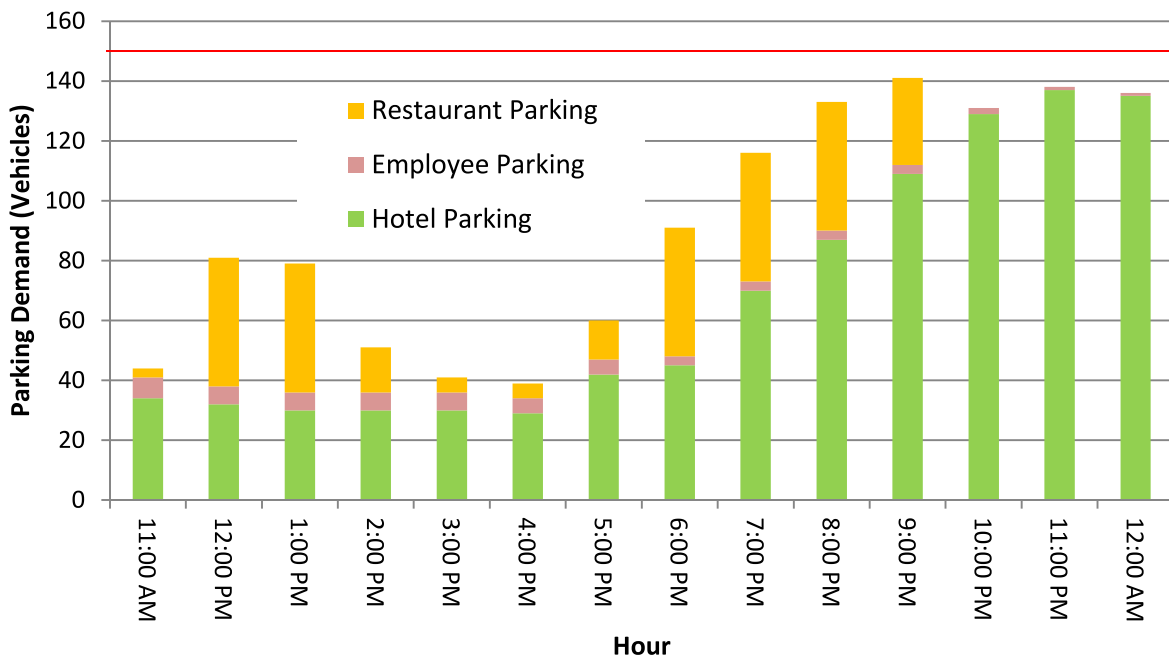


TABLE 4: ESTIMATED PARKING DEMAND FOR THE EXPANDED HILTON GARDEN INN

Time	Employees (ULI Shared Parking)		Hotel Guests/Visitors (Observed Rates)		Restaurant (ULI Shared Parking)		Total Parking Demand	
	Employees	Employee Parking (A)	Hourly Variations	Hotel Parking (B)	Hourly Variations	Restaurant Parking (C)		
						Base Rate ¹		Rooms
			0.25	0.68	200	10.0	4.3	
11:00 AM	26	7	25%	34	5%	3	44	A+B+C
12:00 PM	24	6	23%	32	100%	43	81	
1:00 PM	24	6	22%	30	100%	43	79	
2:00 PM	21	6	22%	30	33%	15	51	
3:00 PM	21	6	22%	30	10%	5	41	
4:00 PM	19	5	21%	29	10%	5	39	
5:00 PM	19	5	30%	42	30%	13	60	
6:00 PM	11	3	33%	45	100% ⁴	43	91	
7:00 PM	10	3	51%	70	100% ⁴	43	116	
8:00 PM	10	3	63%	87	100% ⁴	43	133	
9:00 PM	10	3	80%	109	67%	29	141	
10:00 PM	6	2	94%	129	0%	0	131	
11:00 PM	2	1	100%	137	0%	0	138	
12:00 AM	2	1	99%	135	0%	0	136	
Peak Parking Demand (9:00 pm - 10:00 pm)								141

Note:

¹Unit for employee parking rate is spaces/employee

²Unit for hotel guest/visitor parking rate is spaces/occupied room

³Unit for restaurant parking rate is spaces/ksf

⁴Hourly variations were increased from approximately 60-70 percent to 100 percent during the evening peak (6PM to 8PM) to account for highest demand

Underlined text highlights the peak parking demand for each component

Source: Fehr & Peers, 2016.



TJKM

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Technical Memorandum

Date: August 7, 2017

To: Carly Panos
Assistant Planner/Community Development
City of Mountain View
Email: Carly.Panos@mountainview.gov

Project No.: 138-053

From: Nayan Amin, T.E.
Project Manager

Jurisdiction: Mountain View

Subject: **Parking Demand and Trip Generation Study for Proposed Hotel Expansion located at 840 East El Camino Real in the City of Mountain View**

The purpose of this memorandum is to present the analysis results for parking demand and trip generation at the proposed hotel expansion located at 840 East El Camino Real in the City of Mountain View. The project proposes to expand the existing 160-room hotel to add approximately 18,748 square feet, including 40 guest rooms and 4,421 square feet of leasable restaurant space. The restaurant space would be for a standalone full service restaurant. Projected parking demand for the project is based on parking demand at similar hotel uses and the City of Mountain View zoning ordinance. Parking demand estimates were used to determine whether the proposed project will require more parking than the current supply of 149 spaces. Trip generation for the proposed project was also calculated for use in a future transportation impact study.

Parking Occupancy Survey

TJKM surveyed parking demand at three hotel/retail/restaurant locations with a similar mix of uses and shared, free parking supply, along El Camino Real in Mountain View. Two of the three hotels surveyed were mixed use, including one (Hotel Strata) with a freestanding full-service restaurant serving breakfast, lunch, and dinner. Parking surveys were conducted near Independence Day, on Sunday, July 2, Monday, July 3, and Wednesday, July 5, 2017. Hotels tend to be busier during holiday weekends, leading to more conservative estimates of parking demand. In addition, parking demand was calculated based on total available rooms, rather than occupied rooms exclusively, to better account for local and seasonal variations in hotel occupancy. The maximum parking demand observed for each hotel is presented in **Table 1**, and raw survey results are attached in **Appendix A**. Findings from this study will assist in determining the expected parking demand for the proposed mixed-use expansion at the project site.

The following sites were selected for survey:

- Crestview Hotel, 901 E. El Camino Real, Mountain View – mixed use with adjacent small shopping center
- Hotel Strata, 93 W. El Camino Real, Mountain View – mixed use with adjacent stand-alone restaurant
- Residence Inn by Marriott Palo Alto Mountain View, 1854 W. El Camino Real, Mountain View – hotel only

Table 1. Parking Survey Results, Maximum Parking Demand vs. ITE Rates

Hotel	Total Rooms	Observation Period	Occupied Spaces	Parking Demand (spaces/room)
Crestview Hotel	64	11:00 PM	27	0.42
Hotel Strata	58	11:00 PM	38	0.66
Residence Inn	140	6:00 AM	90	0.65
Maximum				0.66
ITE: Hotel, weekday	-	-	-	0.89 / occupied room

The parking surveys conducted at nearby hotels indicate a maximum peak parking demand of 0.66 spaces per room, with the highest demand on Sunday night, generally in the late evening. Based on the maximum peak parking demand, it is estimated that the expanded Hilton Garden Inn would require 26 additional parking spaces for the 40 new guest rooms and restaurant space. The completed expansion would bring the total number of guest rooms to 200, for a total parking demand of 132 parking spaces. Since holiday weekends, such as Independence Day weekend, tend to result in higher hotel occupancy, parking demand will also tend to be higher. Parking demand estimates based on counts conducted on July 2 will therefore be more conservative than those conducted at less busy times of the year.

Based on rates published by ITE in *Parking Generation (4th Edition)*, the average peak period parking demand for suburban hotels is 0.89 spaces per occupied room on a weekday (Hotel, ITE Code 310). Based on ITE rates, the peak parking demand for the project would be 178 spaces at 100 percent occupancy, compared with the 149 currently proposed. Based on the proposed site plan, which indicates a total of 149 spaces, the proposed parking supply would serve an occupancy of 84 percent. TJKM understands that typical maximum average occupancy is in the range of 80 to 85 percent.

The City of Mountain View zoning ordinance requires that hotels provide one space per room, one space per two employees, and any parking required for ancillary uses. This would be one space for each 100 square feet of gross floor area for restaurants. The zoning ordinance would

require 40 new spaces for the expanded hotel (assuming no additional hotel staff) and 44 additional parking spaces (i.e., $4,421/100 = 44$) for the attached restaurant use, for a total of 84 new spaces. This requirement is higher than the hotel parking demand rate above would generally indicate. Depending on the number of restaurant trips made by hotel guests, the actual parking demand of the project may be significantly lower than the zoning ordinance would require.

The experience of TJKM is that many parking ordinances do not account for the fact that different functions within a hotel peak at different times of the day. For example, most employees are on duty during mid-day periods such as 9 a.m. to 4 p.m., when the majority of guests are off site. Also, hotels experience their peak occupancy between 11 p.m. and 6 a.m. when most guests are present. However, during this time, there are usually no restaurant patrons, either from hotel guests or even from off the premises. Therefore, there is no reason to consider separate parking for most restaurants since they can utilize the spaces that guests will occupy after the restaurant is closed. Many hotel guests are business people who have arrived from out of town, frequently by air or transit. Recent trends are for hotel guests to arrive either by carpool in rented cars or utilize taxicabs or Uber or Lyft. These trends reduce the need for parking demand.

Trip Generation

Project trips were estimated based on *Trip Generation (9th Edition)*, published by the Institute of Transportation Engineers (ITE) and the City of Mountain View TDM Trip Reduction Summary (2030 General Plan, table IV.C-1). Trips were estimated using trip generation rates for Hotel (ITE Code 310) and High-Turnover (Sit-Down) Restaurant (ITE Code 932) land uses. Trip generation rates will be used as part of the transportation impact study (TIS) to be completed in the future. Trip reductions were calculated to account for the planned TDM program and passer by trip discount as per ITE. To be conservative, TJKM assumed that no restaurant trips are made by hotel guests. The proposed project is expected to generate 858 net additional daily trips, including 66 net additional trips during the a.m. peak hour and 47 net additional trips during the p.m. peak hour. Trip generation calculations are presented in **Table 2** below.

The City has made the implementation of a TDM program a condition of approval for the proposed project. City staff will review the TDM program to determine if it is adequate to meet the 3.9% trip reduction included in this trip generation.

Conclusion

Parking surveys of nearby hotels on El Camino Real indicate that the parking requirements outlined in the City of Mountain View zoning ordinance are higher than parking demand would warrant for the project location. TJKM concludes that the required parking supply for the



proposed project should be based ITE parking demand rates rather than zoning requirements or observations of other hotels. Based on ITE parking demand rates, the proposed parking supply would serve an occupancy of 84 percent. TJKM understands that typical maximum average occupancy is in the range of 80 to 85 percent. Based on ITE trip generation rates, the proposed project is expected to generate 858 net additional daily trips, including 66 in the a.m. peak hour and 47 in the p.m. peak hour.



Table 2. Proposed Project Trip Generation

Proposed Land Uses (ITE Code)	Building Area	Units	Daily				AM Peak				PM Peak					
			Rate	Trips	Rate	In %	Out %	In	Out	Total	Rate	In %	Out %	In	Out	Total
Hotel (310)	40	rooms	8.17	327	0.53	59	41	13	9	21	0.60	51	49	12	12	24
High Turnover (Sit-Down) Restaurant (ITE Code 932)	4.4	k.s.f	127.15	559	10.81	55	45	26	21	48	9.85	60	40	26	17	43
Grand Total				886				39	30	69				38	29	68
TDM Measure Reduction, 3.9%¹				10				2	1	3				1	1	2
Peak Hour Pass by Trip Reduction (ITE), 43%²				19										11	8	19
Net Total Trips				858				37	29	66				26	21	47

Notes:

Source - ITE Trip Generation Manual, 9th Edition (2012).

Rates per room for hotel use; per 1,000 s.f for restaurant use.

¹TDM Measure Reduction, 3.9% peak hour/1.1% daily based on City of Mountain View TDM Trip Reduction Summary.

²ITE Pass-by reduction rate of 43% for High Turnover (Sit-Down) Restaurant (ITE Code 932).



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Appendix A

Parking Demand Survey Results

Crestview Hotel - 901 E El Camino Real, Mountain View, CA 94040

Sunday 07/02/2017		Monday 07/03/2017		Wednesday 07/05/2017	
Time	Parking Occupied	Time	Parking Occupied	Time	Parking Occupied
6:00 AM	25	6:00 AM	9	6:00 AM	19
7:00 AM	23	7:00 AM	9	7:00 AM	16
8:00 AM	21	8:00 AM	11	8:00 AM	15
6:00 PM	18	6:00 PM	15	6:00 PM	22
7:00 PM	19	7:00 PM	18	7:00 PM	20
8:00 PM	14	8:00 PM	20	8:00 PM	18
10:00 PM	21	10:00 AM	23	10:00 AM	16
11:00 PM	27	11:00 AM	21	11:00 AM	21
Maximum	27		23		22

Hotel Strata - 93 W El Camino Real, Mountain View, CA 94040

Sunday 07/02/2017		Monday 07/03/2017		Wednesday 07/05/2017	
Time	Parking Occupied	Time	Parking Occupied	Time	Parking Occupied
6:00 AM	20	6:00 AM	20	6:00 AM	19
7:00 AM	23	7:00 AM	20	7:00 AM	18
8:00 AM	21	8:00 AM	22	8:00 AM	21
6:00 PM	24	6:00 PM	33	6:00 PM	15
7:00 PM	21	7:00 PM	35	7:00 PM	18
8:00 PM	28	8:00 PM	29	8:00 PM	21
10:00 PM	35	10:00 AM	26	10:00 AM	22
11:00 PM	38	11:00 AM	25	11:00 AM	24
Maximum	38		35		24

Residence Inn by Marriott - 1854 W El Camino Real, Mountain View, CA 94040

Sunday 07/02/2017		Monday 07/03/2017		Wednesday 07/05/2017	
Time	Parking Occupied	Time	Parking Occupied	Time	Parking Occupied
6:00 AM	90	6:00 AM	70	6:00 AM	72
7:00 AM	85	7:00 AM	67	7:00 AM	65
8:00 AM	81	8:00 AM	60	8:00 AM	59
6:00 PM	33	6:00 PM	35	6:00 PM	36
7:00 PM	35	7:00 PM	45	7:00 PM	45
8:00 PM	39	8:00 PM	55	8:00 PM	51
10:00 PM	71	10:00 AM	62	10:00 AM	70
11:00 PM	86	11:00 AM	70	11:00 AM	78
Maximum	90		70		78

CITY OF MOUNTAIN VIEW MUNICIPAL CODE REQUIREMENTS

The City of Mountain View Municipal Code lists the number of required parking spaces for different types of development which are summarized in Chapter 36.32.50. **Table 5** presents the number of parking spaces required per the City of Mountain View Municipal Code. As shown in the table, the proposed 149 spaces for the expanded hotel would be 107 spaces less than the required 256 spaces (if no shared reduction is applied).

TABLE 5: PARKING SPACE REQUIREMENT PER CITY OF MOUNTAIN VIEW MUNICIPAL CODE

Land Use	Quantity	Unit	Parking Ratio	Unit	Parking Requirement
Hotel - Rooms	200	Rooms	1.00	space/room	200
Hotel - Employees	26	Employees	0.50	space/employee	13
Restaurant	4.3	KSF	10.00	space/ksf	43
Total Parking Demand					256

Source: Fehr & Peers, 2016.

It should be noted that the code requirements do not account for site-specific parking characteristics as those measured during the parking surveys. Chapter 36.32.70 also specifies that for parking facilities that are established and operated by multiple uses, parking requirements may be reduced upon determination by the planning commission if justified by an independent parking demand study such as the shared parking analysis detailed in this memorandum.

INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)

Institute of Transportation Engineers (ITE) has also published an information report, *Parking Generation, Fourth Edition (2010)* that can be used to estimate parking demand of a development. The documents is based on parking demand studies submitted to ITE by public agencies, consulting firms, universities, and colleges; developers, associations, etc.

The parking demand for the proposed expansion estimated using the Hotel – Suburban land use category (Land Use 310) is 161 spaces on a weekday and 240 spaces on Saturday. Studies for this land use category in ITE include the parking demand generated by the supporting facilities including restaurants, meeting/banquet space and retail space. However, all previous study sites submitted to ITE did not specify the presence or the level of activities of the supporting facilities. Therefore, it would be difficult to determine the actual demand associated with hotel rooms separated from the demand generated by the supporting facilities.

SUMMARY AND CONCLUSION

The estimated peak parking demand generated by the proposed hotel expansion and the new restaurant, using a conservative set of assumptions, would occur on weekday evening between 9:00 pm and 10:00 pm and would be 141 spaces. The hotel would provide sufficient parking for all proposed uses on the site with 149 spaces.

If a shortfall would occur during special occasions (i.e. events, holidays, etc.), the hotel management could consider implementing valet parking service. Valet parking would utilize the aisle space between parking stalls. Assuming that each valet parking space is 20 feet long and 9 feet wide, the 230-foot aisle on the northern end of the parking lot can accommodate 11 valet parking spaces; the 129-foot parking aisle on the west side of the parking lot can accommodate six (6) valet parking spaces; the 114-ft parking aisle on the east side of the parking lot can accommodate five (5) valet parking spaces; and the center parking area can accommodate an additional six (6) spaces in the east-west direction and four (4) spaces in the north-south direction. As a result, the implementation of valet service would add up to 32 parking spaces to the proposed parking supply of 149 spaces and increase the parking supply to 181 spaces. A recommended valet parking layout is shown in **Figure 2**.

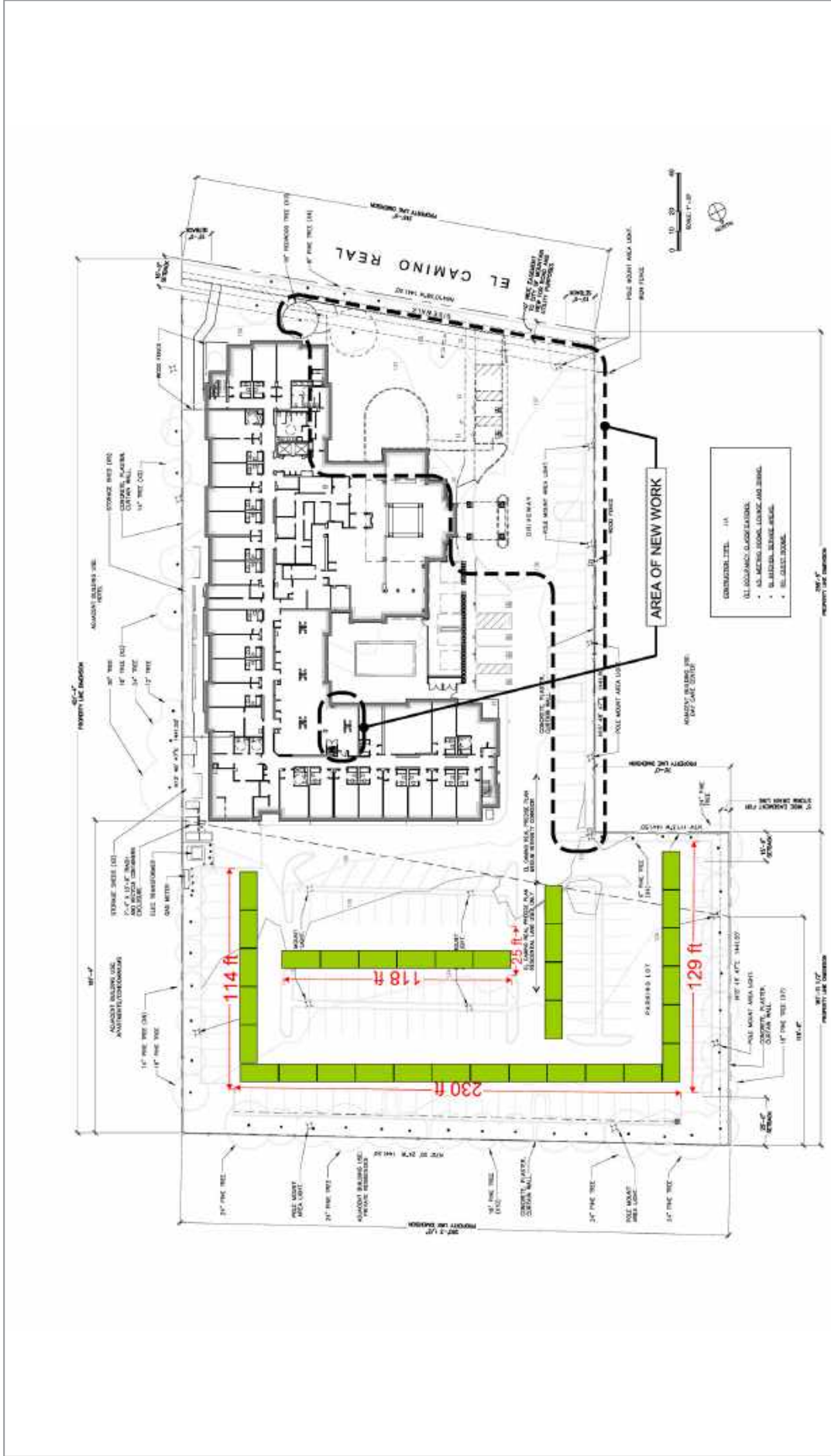


Figure 2
Recommended Valet Parking Layout



STAFF REPORT

Planning Commission

Meeting Date: 7/22/2019

Staff Report Number: 19-049-PC

Choose an item.

Study Session/HuHanTwo, LLC/201 EI Camino Real

Recommendation

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

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

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

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

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

Policy Issues

Study sessions provide an opportunity for Planning Commissioners and the public to provide feedback on the overall project. Study sessions should be considered on a case-by-case basis, with comments used to inform future consideration of the project. The Planning Commission and City Council will ultimately consider whether the required findings for each individual requested land use entitlement can be made for the proposed project. Since the project contains a major subdivision, the Planning Commission is the recommending body to the City Council, who will take final action for the project. For the study session, Planning Commissioners should provide feedback on the adequacy of the Public Benefit Bonus proposal, as well as the design and other aspects of the proposed development.

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

Background

Site location

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

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

Analysis

Project description

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

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

* The maximum allowable medical office square footage on site is based on the Bonus level development, which is one-third of the maximum FAR, 25,956.0 square feet.

** This existing total accounts for one restaurant use, one personal services use, and two vacant units currently on site.

*** The maximum allowable gross floor area (GFA) is based on the Bonus level of development (1.5 FAR), and includes all residential and commercial square footage.

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

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

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

* This height requirement exempts a four-foot parapet, which is also allowed with the maximum height.

** The total existing GFA for the 612 Cambridge Avenue property includes a 300-square foot accessory building.

*** The total existing building coverage for the 612 Cambridge Avenue property includes a 300-square foot accessory building and an 83-square-foot roofed sitting area.

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

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

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

Site layout

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

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

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

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

Design and materials

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

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

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

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

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

Planning commission design considerations

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

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

hierarchy and visually enrich the bay projections.

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

Required revisions for compliance

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

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

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

Parking and circulation

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

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

Notes:

* For the R-3 zoning district requirement, each unit is required to provide two parking spaces, with at least one of the spaces being covered.

** This total parking required does not account for 951.2 square feet of common stair and elevator areas, of which portions may be considered as additional non-residential floor area that may trigger additional required parking.

Primary access would be from Cambridge Avenue, via a driveway that circulates under the mixed-use building’s footprint. There are two staircases and one elevator for non-vehicular access to the below grade parking structure. One staircase is located in the northeast corner of the building and is adjacent to the medical office frontage along El Camino Real, while the elevator and other staircase can be accessed between the trash and recycling enclosure and restaurant space.

As a component of the Specific Plan transportation requirements, the proposed project is required to provide six short-term bicycle parking spaces on site. The applicant has chosen to provide the required short-term bicycle parking in the public right-of-way, with two two-bicycle racks proposed along the sidewalk of Cambridge Avenue and one two-bicycle rack proposed along the sidewalk of El Camino Real. The Planning Commission should provide guidance on whether or not the locations of the short-term bicycle parking are appropriate.

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

Major subdivision

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

Trees and landscaping

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

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

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

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

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

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

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

Below Market Rate (BMR) Housing Agreement

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

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

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

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

Financial analysis

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

For the value of the proposed bonus project, consisting of 14 residential units and a variety of non-residential uses, BAE prepared a detailed pro forma which examines typical revenues and costs for the Public Benefit Bonus proposal (Bonus Project). The applicant has indicated that a development at the base level is financially infeasible. BAE indicates their research supports the assumption that the application would experience significant challenges in achieving financial feasibility for the proposed project at the base level and the bonus level. Specifically, no development scenario would provide significant excess developer profit, but the bonus level project could result in an increase in the residual project value compared to the base level project, which could range from \$868,000 to \$1,700,000, depending on how definitively identified the prospective tenants (i.e., build-to-suit) for the non-residential spaces are. The pro forma takes into account factors such as current construction costs, City fees, capitalization rates, and typical rental rates for the varying use types.

Public benefit proposal

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

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

Correspondence

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

Planning Commission considerations

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

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

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

Impact on City Resources

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

Environmental Review

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

Public Notice

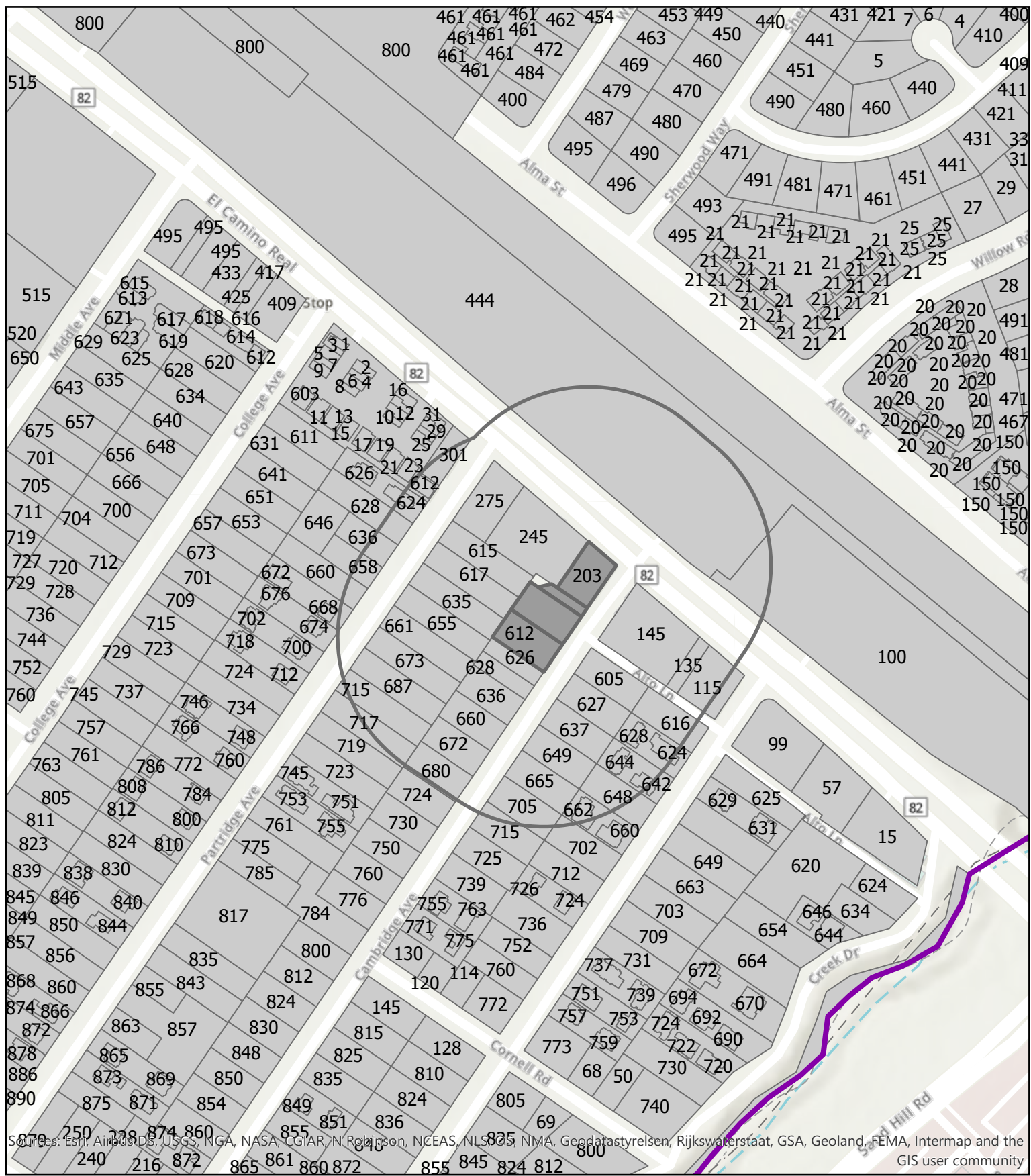
Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject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

Attachments

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

Report prepared by:
Matt Pruter, Associate Planner

Report reviewed by:
Kyle Perata, Principal Planner



Sources: Esri, Airphoto DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS/OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community



LOCATION MAP 201 EL CAMINO REAL



Scale: 1:3,000

Drawn By: MAP

Checked By: KTP

Date: 7/22/19



EXISTING NEIGHBORHOOD HOUSE - 776 CAMBRIDGE 9.



EXISTING NEIGHBORHOOD HOUSE - 730/ 724 CAMBRIDGE 6.



EXISTING NEIGHBORHOOD HOUSE - 680 CAMBRIDGE 3.



EXISTING NEIGHBORHOOD HOUSE - 649/ 665 CAMBRIDGE 8.



EXISTING NEIGHBORHOOD HOUSE - 715 CAMBRIDGE 5.



EXISTING NEIGHBORHOOD HOUSE - 739 CAMBRIDGE 2.



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



EXISTING NEIGHBORHOOD COMMERCIAL - 145 EL CAMINO 4.



EXISTING NEIGHBORHOOD - 605 CAMBRIDGE 1.

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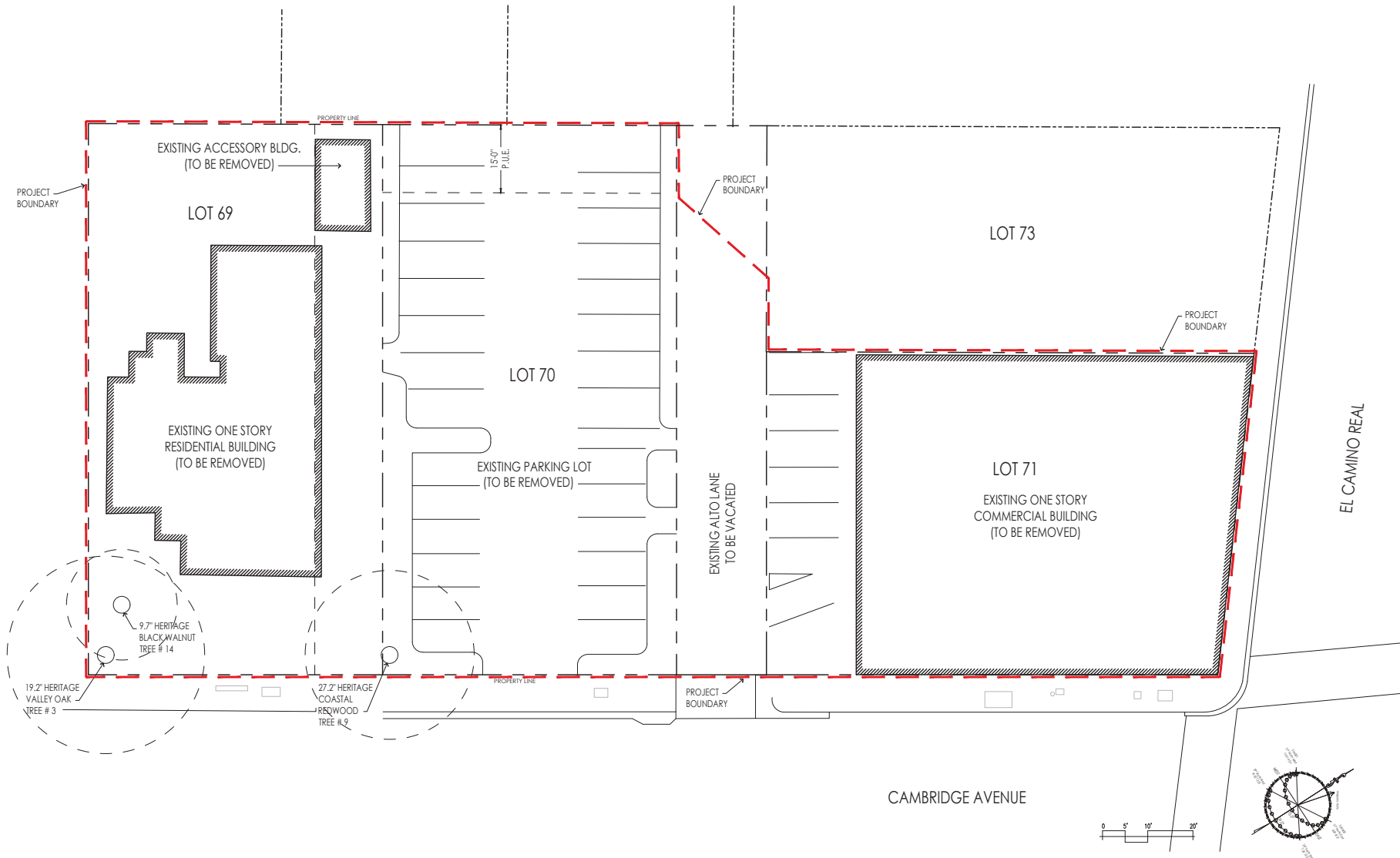
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
EXISTING STREET VIEWS OF
NEIGHBORHOOD

SHEET NUMBER
A-0.1

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SHEET TITLE
EXISTING/DEMO
SITE PLAN

SHEET NUMBER
A-0.2

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Stormwater and the Construction Industry

Protect Natural Features



Bad

Good

- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wet woodlands, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing



Bad

Good

- Sequence construction activities so that the soil is not exposed for long periods of time.
- Schedule or limit grading to small areas.
- Install key sediment control practices before site grading begins.
- Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers



Bad

Good

- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Silt Fencing



Bad

Good

- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a waterway or use them as a check dam.
- Make sure stormwater is not flowing around the silt fence.

Site Stabilization



Bad

Good

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

Maintain your BMPs!



SAN MATEO COUNTYWIDE
STORMWATER POLLUTION
PREVENTION PROGRAM
(STOPPP)
A program of CUCAD
www.kwsos.org

Construction Entrances



Bad

Good

- Remove mud and silt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrance BMPs for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

Slopes



Bad

Good

- Reough grade or terrace slopes.
- Break up long slopes with sediment basins, or silt traps, or divert stormwater away from slopes.

Dirt Stockpiles



Bad

Good

- Cover or seed all dirt stockpiles.

Source: www.epa.gov/npdes/menuofbmps

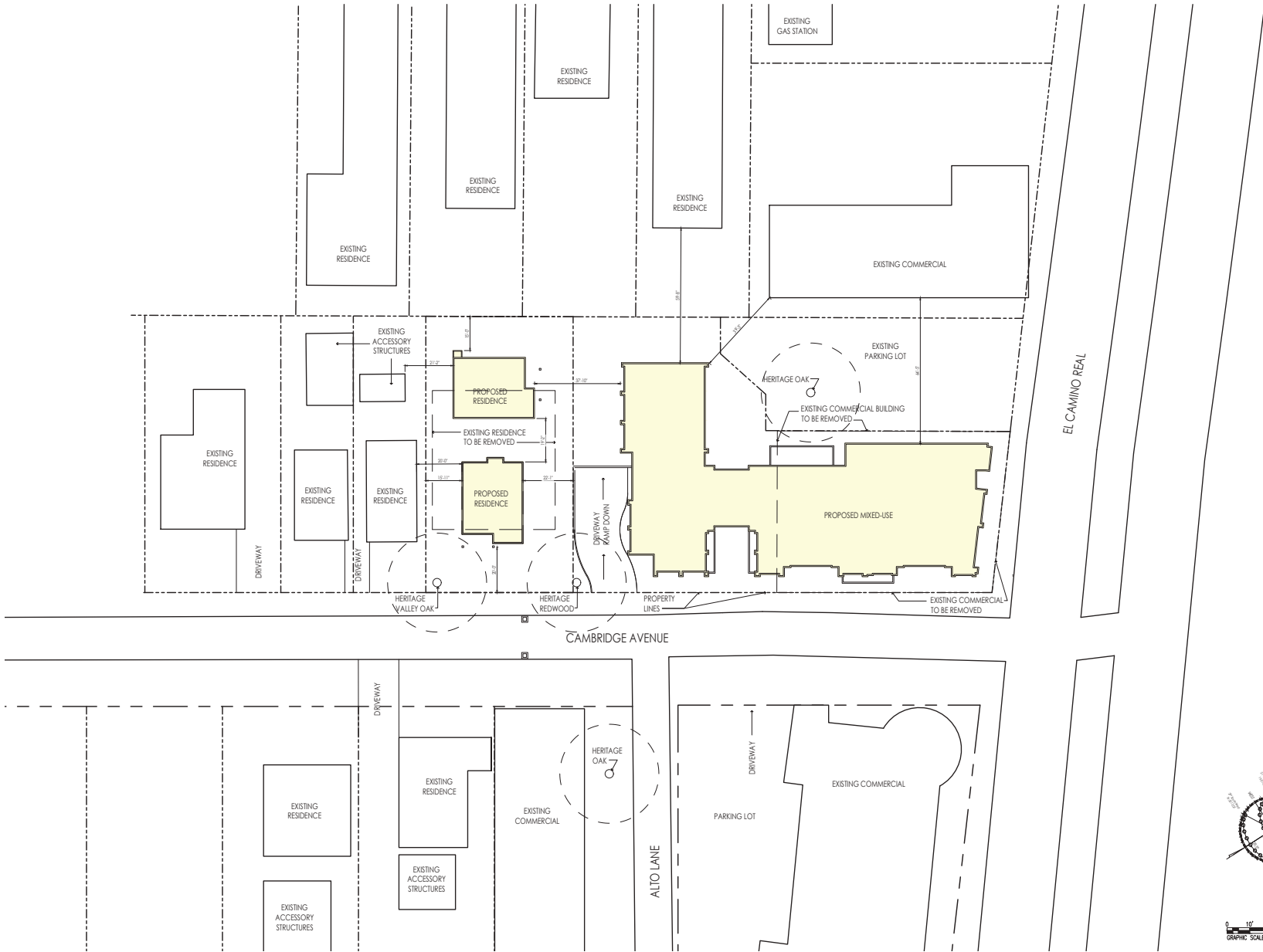
Storm Drain Inlet Protection



Bad

Good

- Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use inlet filters, maintain them regularly.



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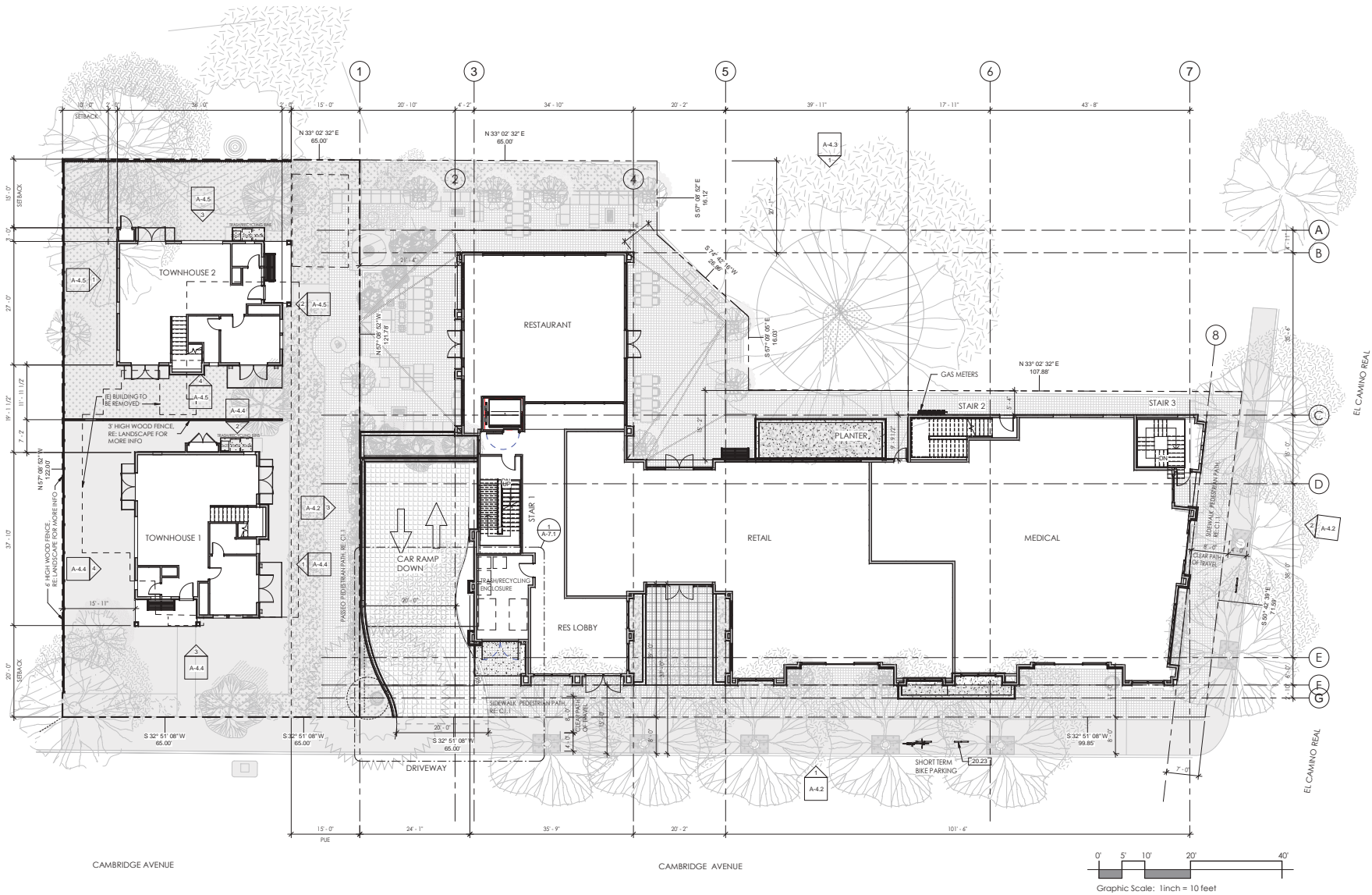
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SHEET TITLE
AREA PLAN

SHEET NUMBER
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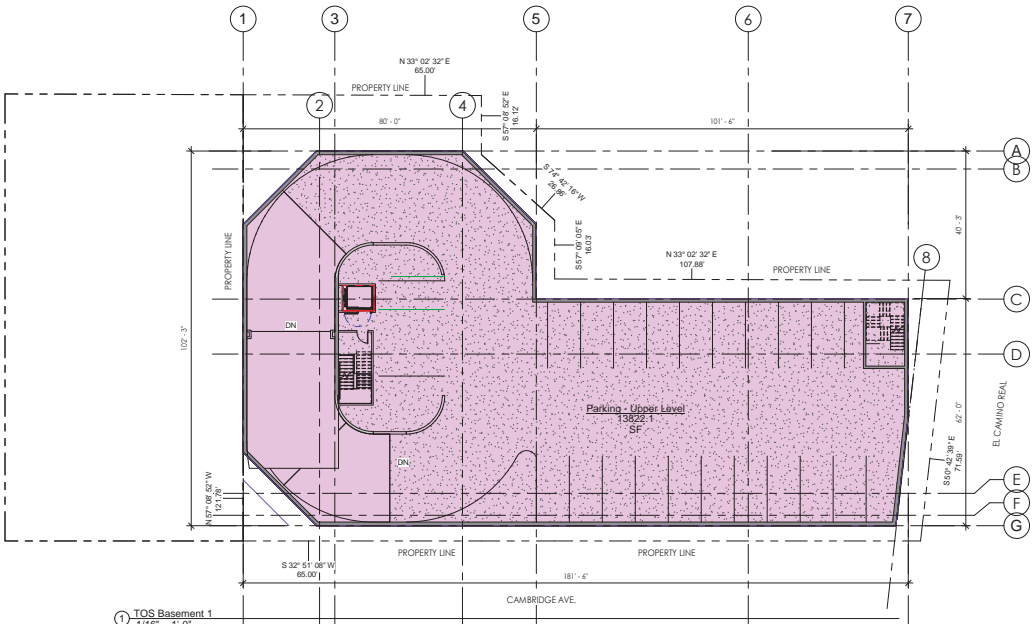
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MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PROPOSED SITE PLAN

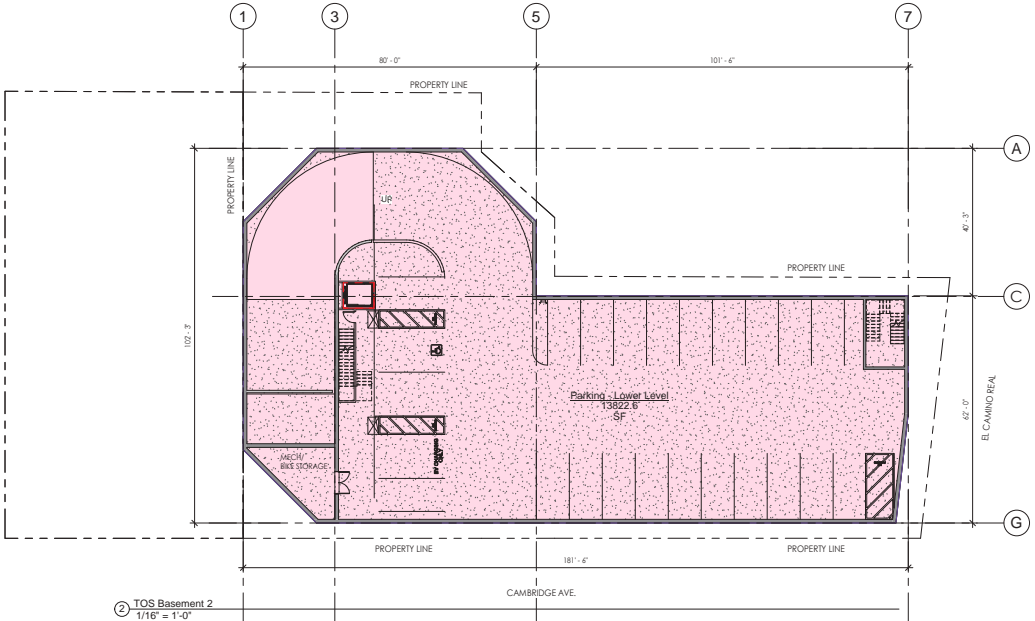
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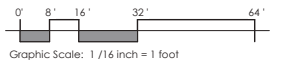
Building Area Legend
 Parking - Upper Level



Building Area Legend
 Parking - Lower Level

201 El Camino Real
 Floor Area Calculation:

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



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SHEET TITLE
AREA PLAN - UNDERGROUND

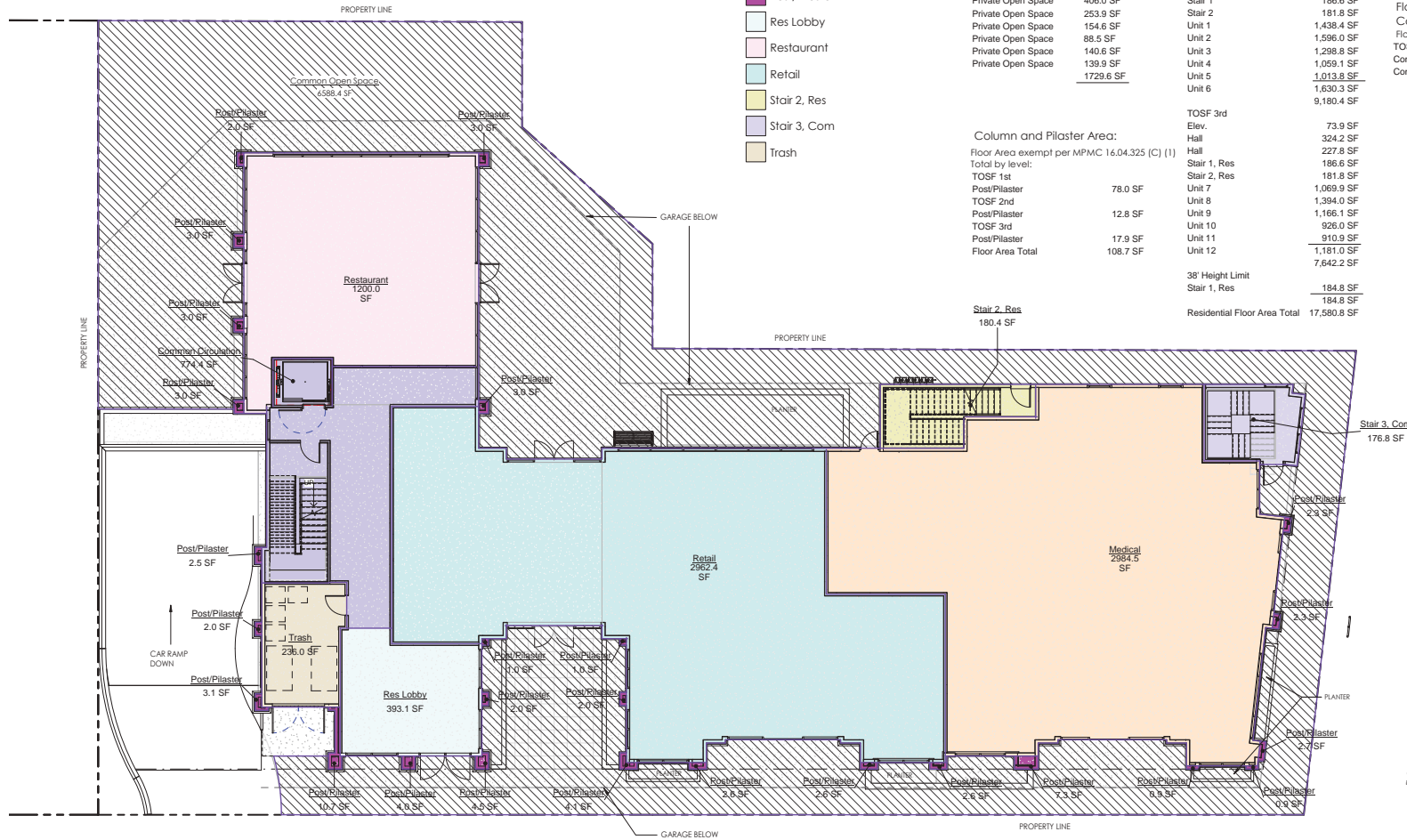
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Building Area Legend

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



Open Space Calculation:

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

Column and Pilaster Area:

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

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

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	<u>573.5 SF</u>
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,238.8 SF
Unit 4	1,059.1 SF
Unit 5	<u>1,013.8 SF</u>
Unit 6	1,630.3 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	<u>910.9 SF</u>
Unit 12	1,151.0 SF
	<u>7,642.2 SF</u>
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	<u>17,580.8 SF</u>

Floor Area Calculation Commercial Use Areas:

TOSF 1st	
Medical	2,984.5 SF
Stair 3, Com	176.8 SF
Restaurant	1,200.0 SF
Retail	<u>2,952.4 SF</u>
Commercial Floor Area Total	<u>7,323.6 SF</u>

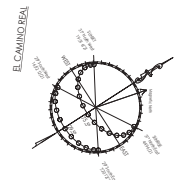
Floor Area Calculation Common Areas:

Floor Area shared by uses

TOSF 1st	
Common Circulation	<u>774.4 SF</u>
Common Floor Area Total	<u>774.4 SF</u>

1 TOSF 1st
1/8" = 1'-0"

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



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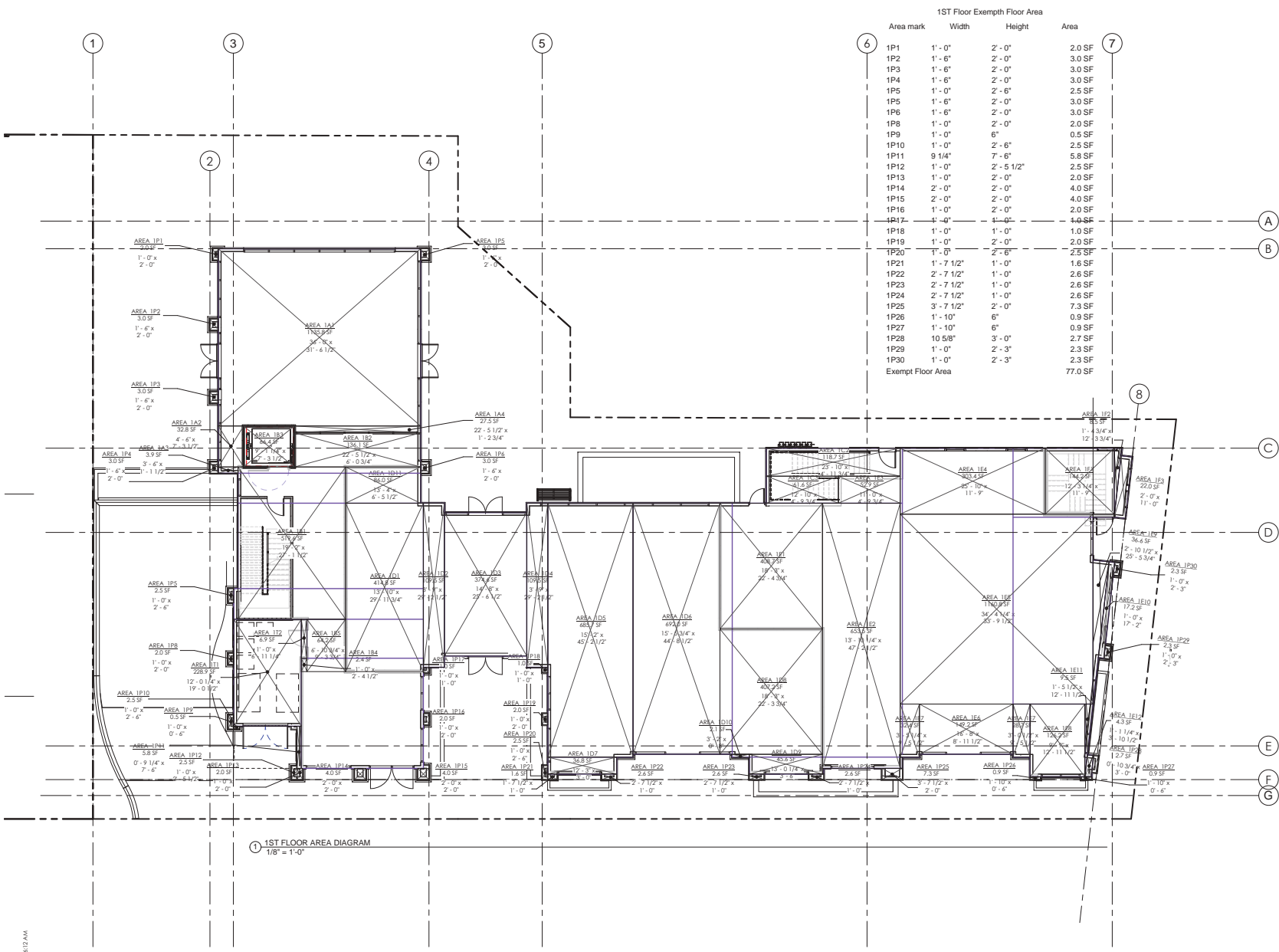
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SHEET TITLE
AREA PLAN - 1ST FLOOR

SHEET NUMBER
A-1.3

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1ST Floor Exempt Floor Area

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

1ST Floor Restaurant

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

1ST Floor Retail

Area mark	Width	Height	Area
1D1	13'-10"	29'-11 3/4"	414.8 SF
1D2	3'-9"	29'-2 1/2"	109.5 SF
1D3	14'-8"	25'-6 1/2"	374.5 SF
1D4	3'-9"	29'-2 1/2"	109.5 SF
1D5	15'-2"	45'-2 1/2"	685.7 SF
1D6	15'-5 3/4"	44'-8 1/2"	692.0 SF
1D7	12'-3"	3'-0"	36.8 SF
1D8	18'-3"	22'-3 3/4"	407.2 SF
1D9	13'-0 1/4"	3'-6"	45.6 SF
1D10	3'-2 1/8"	7'7"	2.1 SF
1D11	13'-4"	6'-5 3/8"	86.0 SF
Retail FAR			2,963.8 SF

1ST Floor Medical

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

1ST Floor Common Circulation

Area mark	Width	Height	Area
1B1	19'-2"	27'-1 3/8"	519.6 SF
1B2	22'-5 3/8"	6'-0 3/4"	136.1 SF
1B3	9'-1 1/4"	7'-3 1/2"	66.4 SF
1B4	11'-0"	2'-4 1/2"	2.4 SF
1B5	6'-10 3/4"	9'-3 3/4"	64.2 SF
Common Circulation FAR			788.8 SF

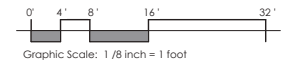
1ST Floor Parking

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

1ST Floor Trash

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

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



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SHEET TITLE
AREA POLYGON DIAGRAM - 1ST FLOOR

SHEET NUMBER
A-1.3a

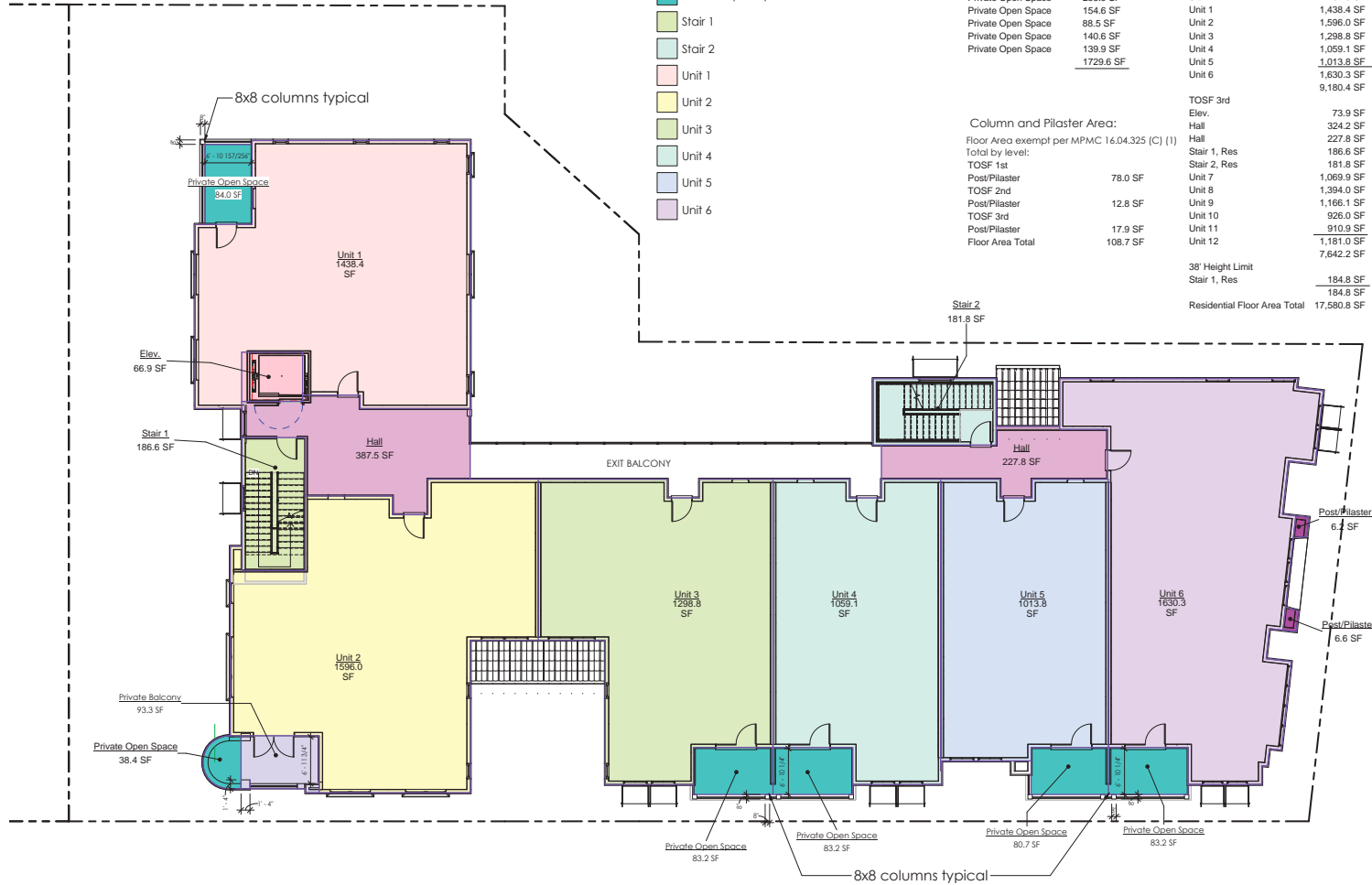
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B10

Building Area Legend

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



Open Space Calculation:

TOSF 2nd	
Private Open Space	80.7 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Balcony	93.3 SF
Private Open Space	84.0 SF
Private Open Space	38.4 SF
TOSF 3rd	
Private Open Space	406.0 SF
Private Open Space	253.9 SF
Private Open Space	154.6 SF
Private Open Space	88.5 SF
Private Open Space	140.8 SF
Private Open Space	139.9 SF
Private Open Space	1729.6 SF

Column and Pilaster Area:

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

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

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	573.5 SF
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,238.8 SF
Unit 4	1,059.1 SF
Unit 5	1,013.8 SF
Unit 6	1,630.3 SF
	9,180.4 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	910.9 SF
Unit 12	1,181.0 SF
	7,642.2 SF
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	17,580.8 SF

Floor Area Calculation Commercial Use Areas:

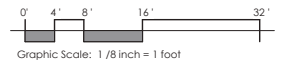
TOSF 1st	
Medical	2,984.5 SF
Stair 3, Com	176.8 SF
Restaurant	1,200.0 SF
Retail	2,982.4 SF
Commercial Floor Area Total	7,323.6 SF

Floor Area Calculation Common Areas:

Floor Area shared by uses

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

① TOSF 2nd
1/8" = 1'-0"



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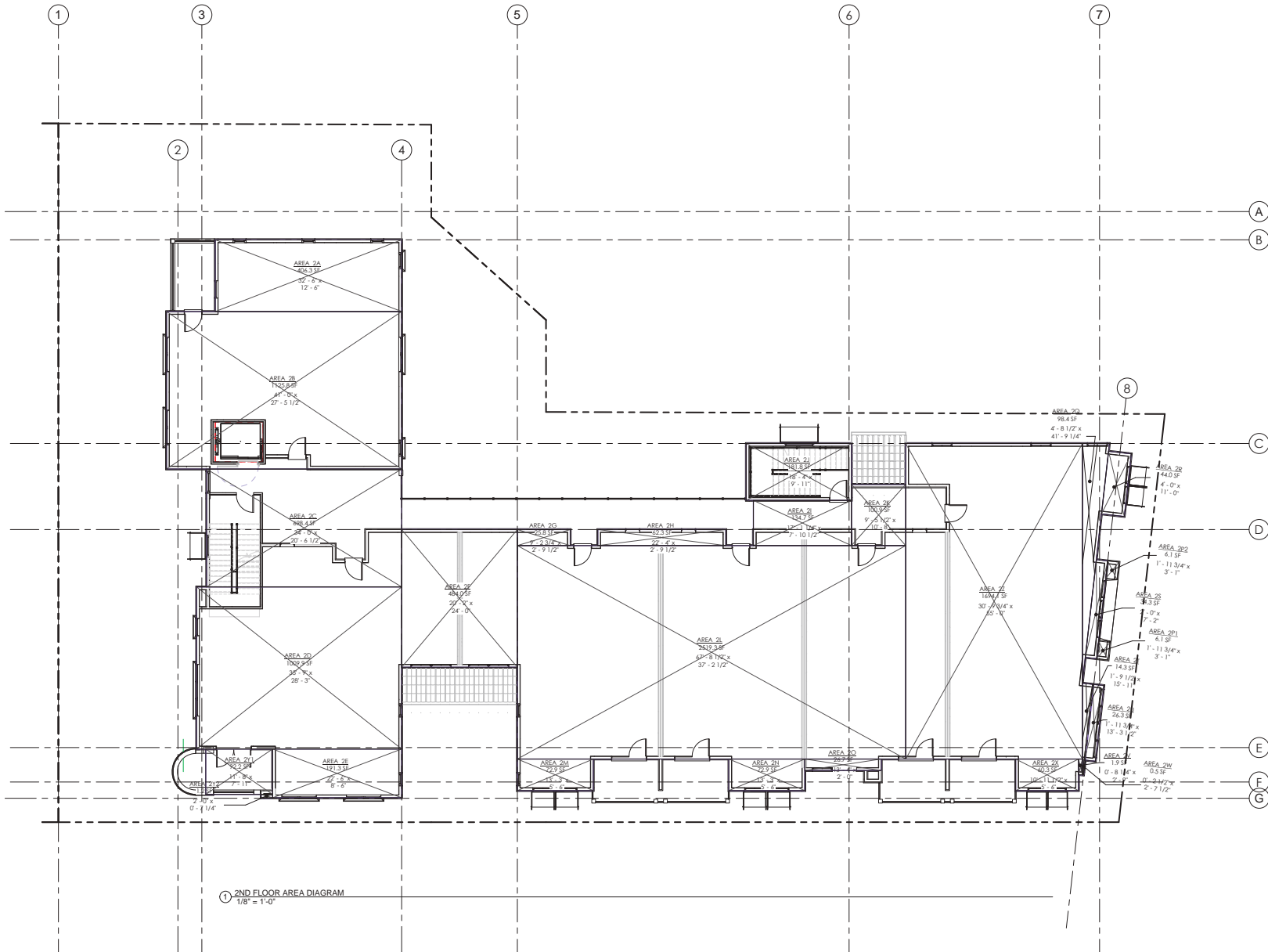
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN - 2ND FLOOR

SHEET NUMBER
A-1.4

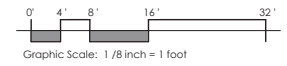
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PHONE: 650-224-8770 WWW.EIDARCHITECTS.COM





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

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



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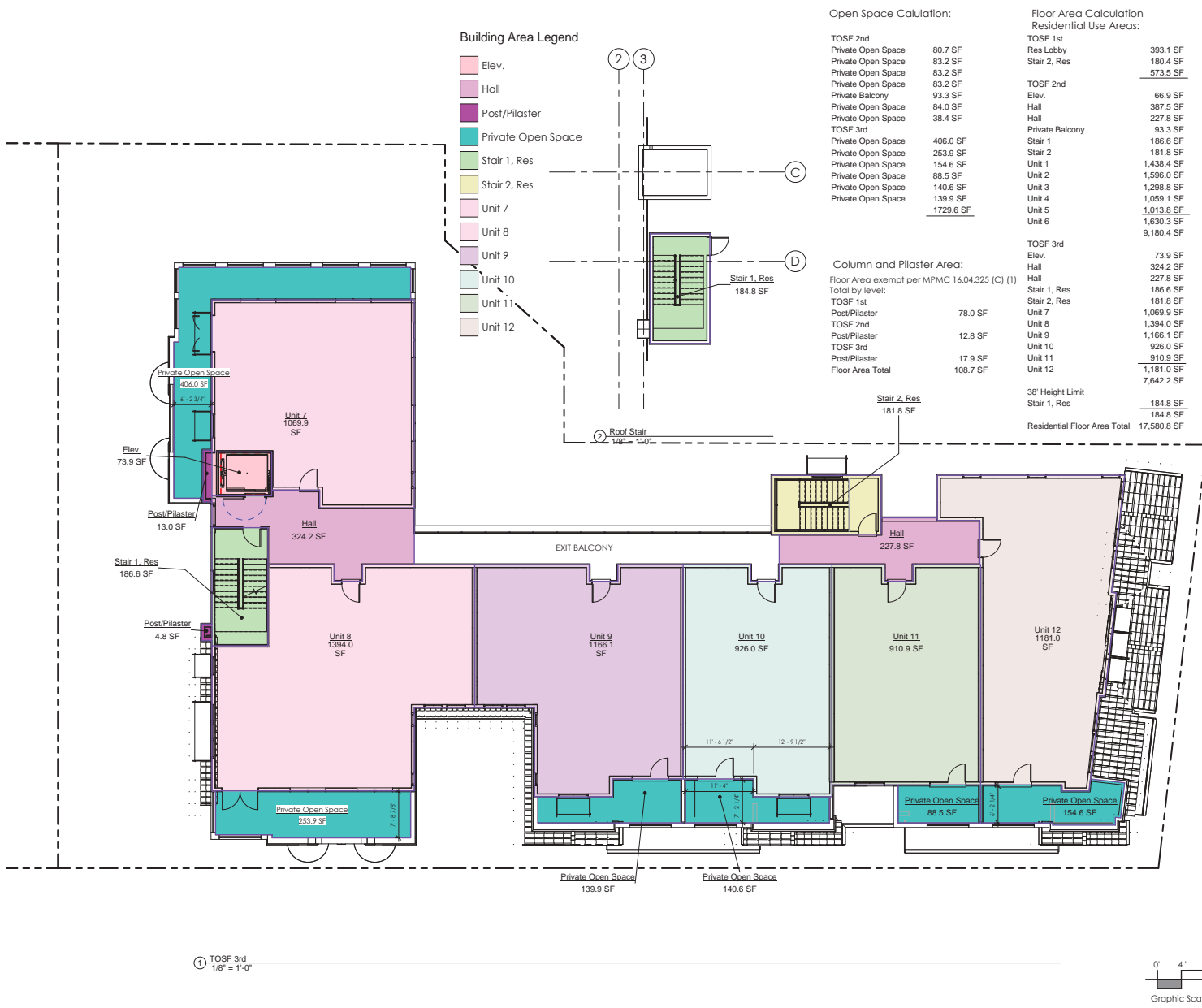
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA POLYGON DIAGRAM -
2ND FLOOR

SHEET NUMBER
A-1.4c

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Building Area Legend

- Elev.
- Hall
- Post/Pilaster
- Private Open Space
- Stair 1, Res
- Stair 2, Res
- Unit 7
- Unit 8
- Unit 9
- Unit 10
- Unit 11
- Unit 12

Open Space Calculation:

TOSF 2nd	
Private Open Space	80.7 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Open Space	83.2 SF
Private Balcony	93.3 SF
Private Open Space	84.0 SF
Private Open Space	38.4 SF
TOSF 3rd	
Private Open Space	406.0 SF
Private Open Space	253.9 SF
Private Open Space	154.6 SF
Private Open Space	88.5 SF
Private Open Space	140.8 SF
Private Open Space	139.9 SF
Private Open Space	1729.6 SF

Floor Area Calculation Residential Use Areas:

TOSF 1st	
Res Lobby	393.1 SF
Stair 2, Res	180.4 SF
	573.5 SF
TOSF 2nd	
Elev.	66.9 SF
Hall	387.5 SF
Hall	227.8 SF
Private Balcony	93.3 SF
Stair 1	186.6 SF
Stair 2	181.8 SF
Unit 1	1,438.4 SF
Unit 2	1,596.0 SF
Unit 3	1,238.9 SF
Unit 4	1,069.1 SF
Unit 5	1,013.8 SF
Unit 6	1,630.3 SF
	9,180.4 SF
TOSF 3rd	
Elev.	73.9 SF
Hall	324.2 SF
Hall	227.8 SF
Stair 1, Res	186.6 SF
Stair 2, Res	181.8 SF
Unit 7	1,069.9 SF
Unit 8	1,394.0 SF
Unit 9	1,166.1 SF
Unit 10	926.0 SF
Unit 11	910.9 SF
Unit 12	1,181.0 SF
	7,642.2 SF
38' Height Limit	
Stair 1, Res	184.8 SF
	184.8 SF
Residential Floor Area Total	17,580.8 SF

Column and Pilaster Area:

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

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

Floor Area Calculation Commercial Use Areas:

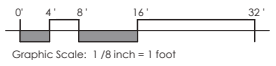
TOSF 1st	
Medical	2,984.5 SF
Stair 3, Com	176.8 SF
Restaurant	1,200.0 SF
Retail	2,952.4 SF
Commercial Floor Area Total	7,323.6 SF

Floor Area Calculation Common Areas:

Floor Area shared by uses

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

① TOSF 3rd
1/8" = 1'-0"



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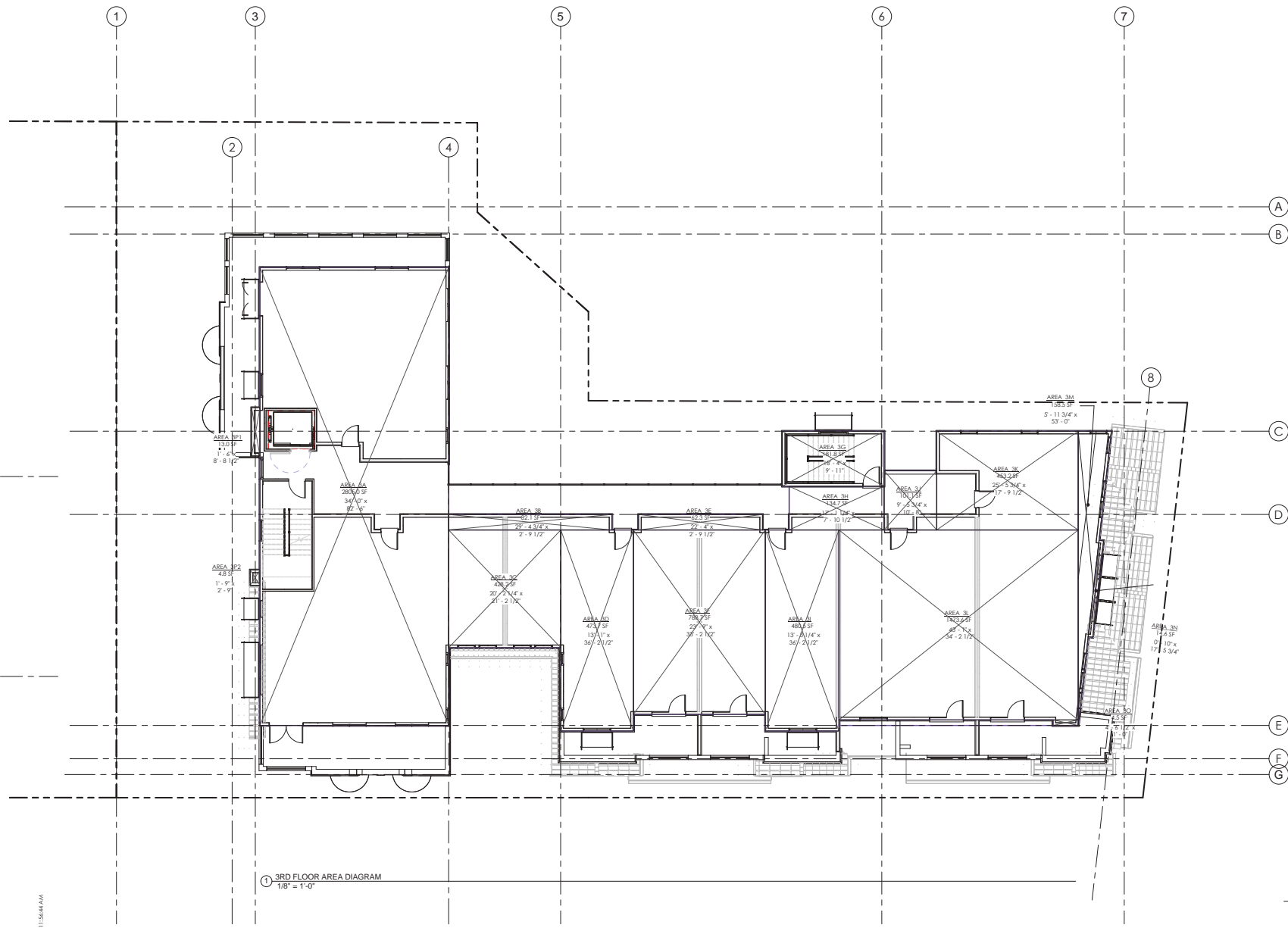
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MENLO PARK, CALIFORNIA 94025

SHEET TITLE
AREA PLAN - 3RD FLOOR

SHEET NUMBER
A-1.5

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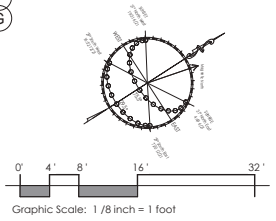




3RD Floor Residential			
Area mark	Width	Height	Area
3A	34' - 0"	82' - 6"	2,805.0 SF
3B	29' - 4 3/4"	2' - 9 1/2"	82.1 SF
3C	20' - 2 1/4"	21' - 2 1/2"	428.2 SF
3D	13' - 1"	36' - 2 1/2"	473.7 SF
3E	22' - 4"	2' - 9 1/2"	62.3 SF
3F	23' - 9"	3' - 2 1/2"	788.7 SF
3G	18' - 4"	9' - 11"	181.8 SF
3H	17' - 1 1/4"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

3RD Floor Exempt Floor Area			
Area mark	Width	Height	Area
3P1	1' - 6"	8' - 8 3/8"	13.0 SF
3P2	1' - 9"	2' - 9 1/8"	4.9 SF
Exempt Floor Area			17.9 SF

① 3RD FLOOR AREA DIAGRAM
1/8" = 1'-0"



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SHEET TITLE
AREA POLYGON DIAGRAM - 3RD FLOOR

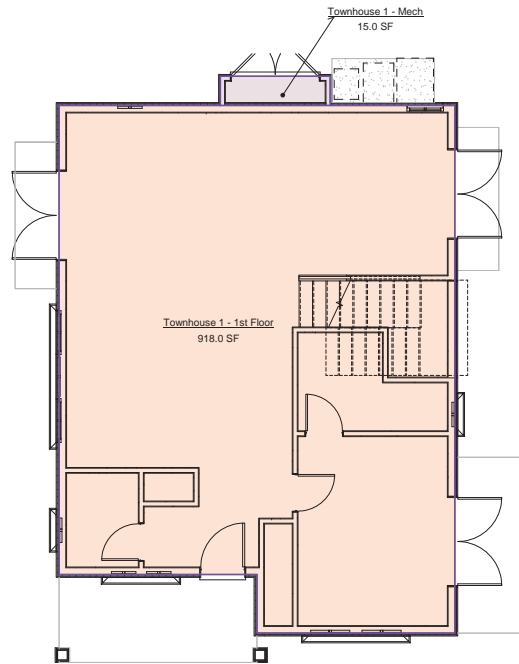
SHEET NUMBER
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ENVIRONMENTAL INNOVATIONS IN DESIGN
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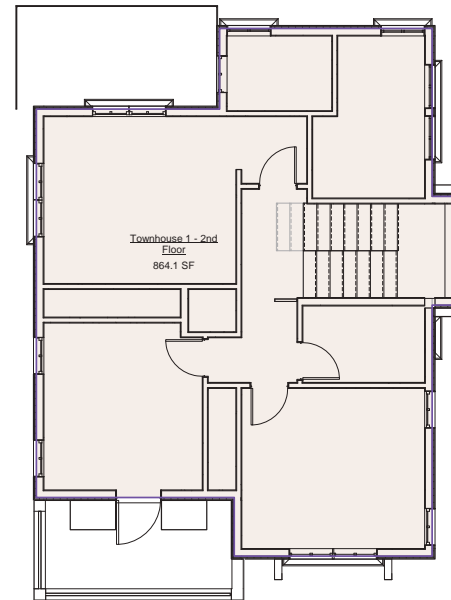


612 Cambridge
Floor Area Calculation:

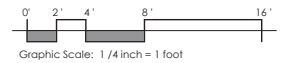
Townhouse 1	
TOSF 1st	918 SF
TOSF 2nd	864 SF
<hr/>	
	1,782 SF
Townhouse 2	
TOSF 1st	918 SF
TOSF 2nd	865 SF
<hr/>	
	1,783 SF
<hr/>	
Floor Area Total	3,565 SF



① TOWNHOUSE 1ST FLOOR
1/4" = 1'-0"



② TOWNHOUSE 2ND FLOOR
1/4" = 1'-0"



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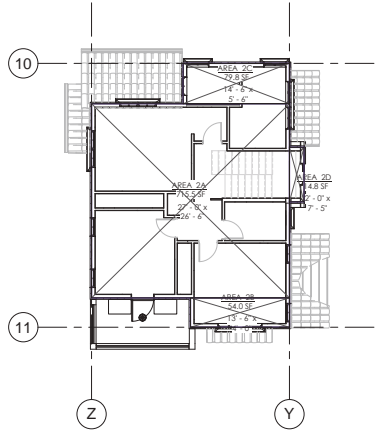
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SHEET TITLE
AREA PLAN TOWNHOUSE

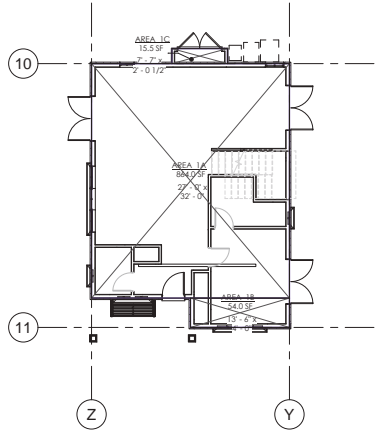
SHEET NUMBER
A-1.6

ENVIRONMENTAL INNOVATIONS IN DESIGN
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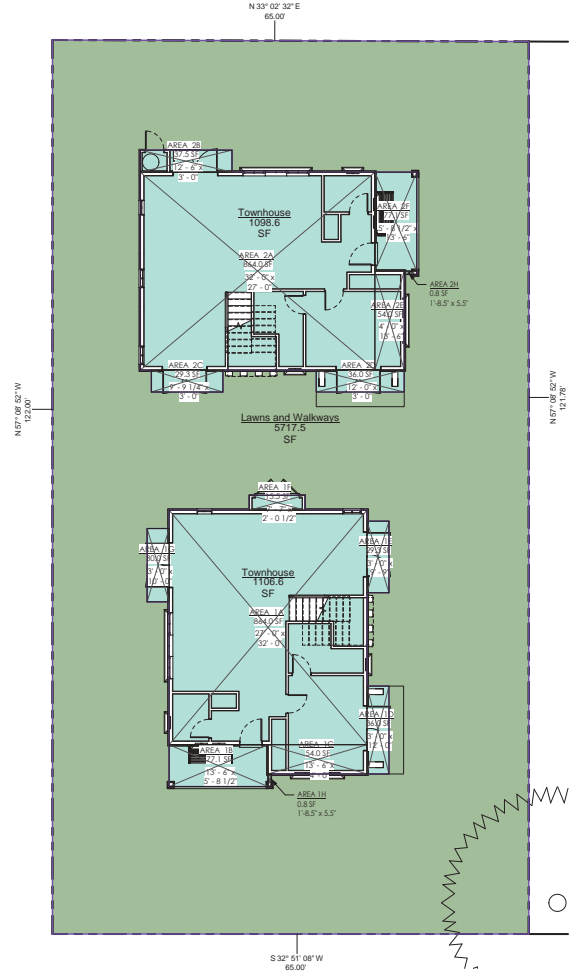


2 2ND FLOOR AREA DIAGRAM
1/8" = 1'-0"



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

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



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

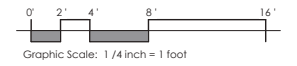
Schema 1 Legend

- Lawns and Walkways
- Townhouse

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

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

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



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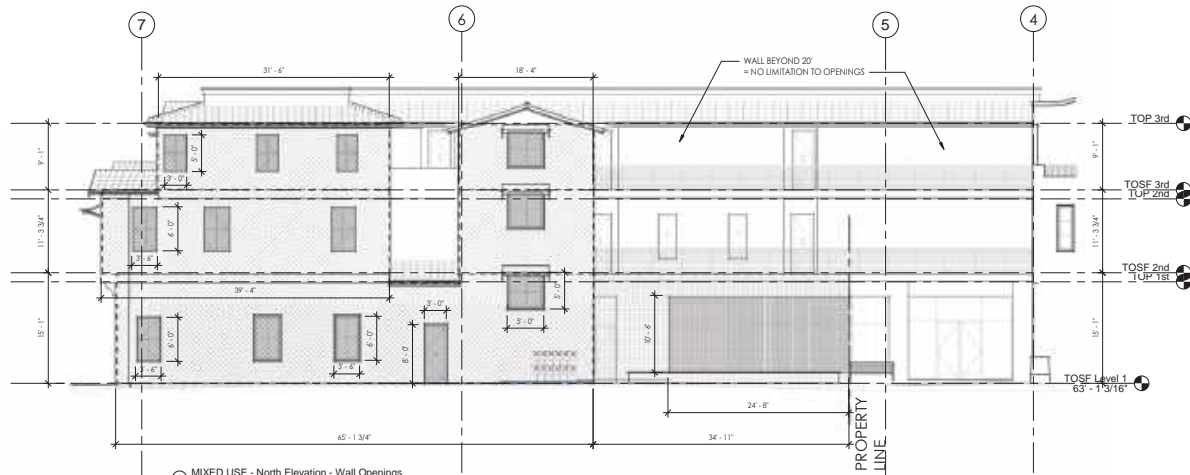
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING FACADE
MODULATIONS

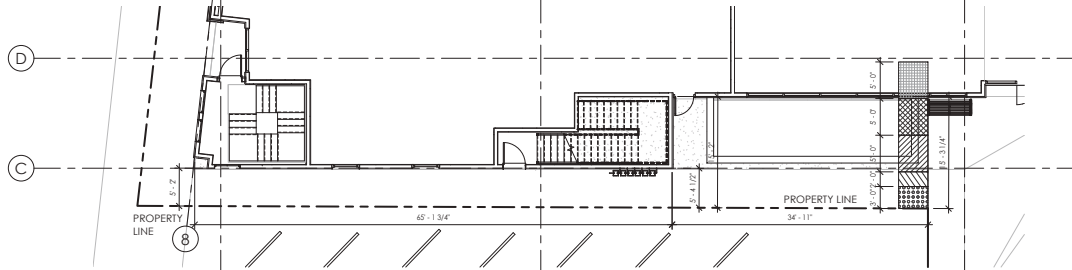
SHEET NUMBER
A-1.7

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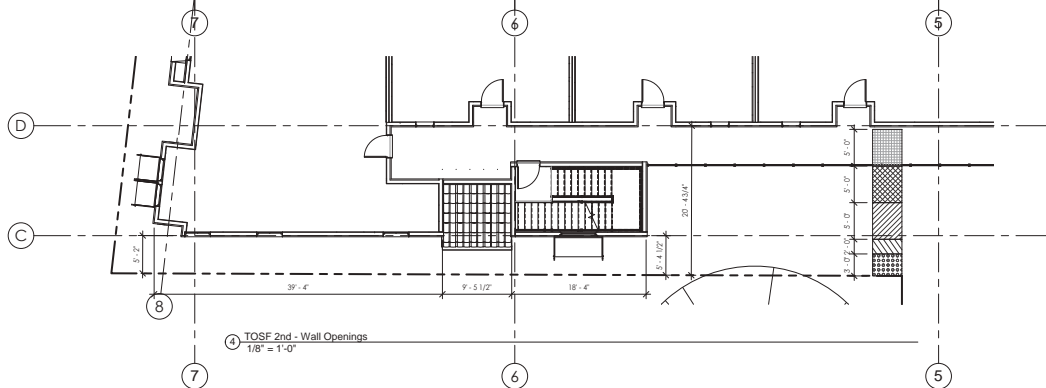




1 MIXED USE - North Elevation - Wall Openings
1/8" = 1'-0"



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



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

AREA OF EXTERIOR WALL OPENINGS:

UNPROTECTED SPRINKLERED OPEN AREAS, PER TABLE 705.8

NORTH ELEVATION			
	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></div> WALLS BETWEEN 0' - 3' FROM PROPERTY LINE = NO OPENINGS PERMITTED </div>	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #e0e0e0; border: 1px solid black; margin-right: 5px;"></div> WALLS BETWEEN 3' - 5' FROM PROPERTY LINE = 15% OPENINGS PERMITTED </div>	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF OPENING AREA = 0 SF PERCENT = 0%
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #d0d0d0; border: 1px solid black; margin-right: 5px;"></div> WALLS BETWEEN 5' - 10' FROM PROPERTY LINE = 25% OPENINGS PERMITTED </div>	WALL AREA = 971 SF FROM PROPERTY LINE OPENING AREA = 112 SF PERCENT = 11.5%	WALL AREA = 652 SF FROM PROPERTY LINE OPENING AREA = 88 SF PERCENT = 13.5%	WALL AREA = 433 SF FROM PROPERTY LINE OPENING AREA = 73 SF PERCENT = 15.5%
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #c0c0c0; border: 1px solid black; margin-right: 5px;"></div> WALLS BETWEEN 10' - 15' FROM PROPERTY LINE = 45% OPENINGS PERMITTED </div>	WALL AREA = 0 SF FROM PROPERTY LINE OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF FROM PROPERTY LINE OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF FROM PROPERTY LINE OPENING AREA = 0 SF PERCENT = 0%
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #b0b0b0; border: 1px solid black; margin-right: 5px;"></div> WALLS BETWEEN 15' - 20' FROM PROPERTY LINE = 75% OPENINGS PERMITTED </div>	WALL AREA = 526 SF FROM PROPERTY LINE OPENING AREA = 239 SF PERCENT = 49.2%	WALL AREA = 0 SF FROM PROPERTY LINE OPENING AREA = 0 SF PERCENT = 0%	WALL AREA = 0 SF FROM PROPERTY LINE OPENING AREA = 0 SF PERCENT = 0%
WALLS GREATER THAN 20' = NO LIMIT OF OPENINGS			

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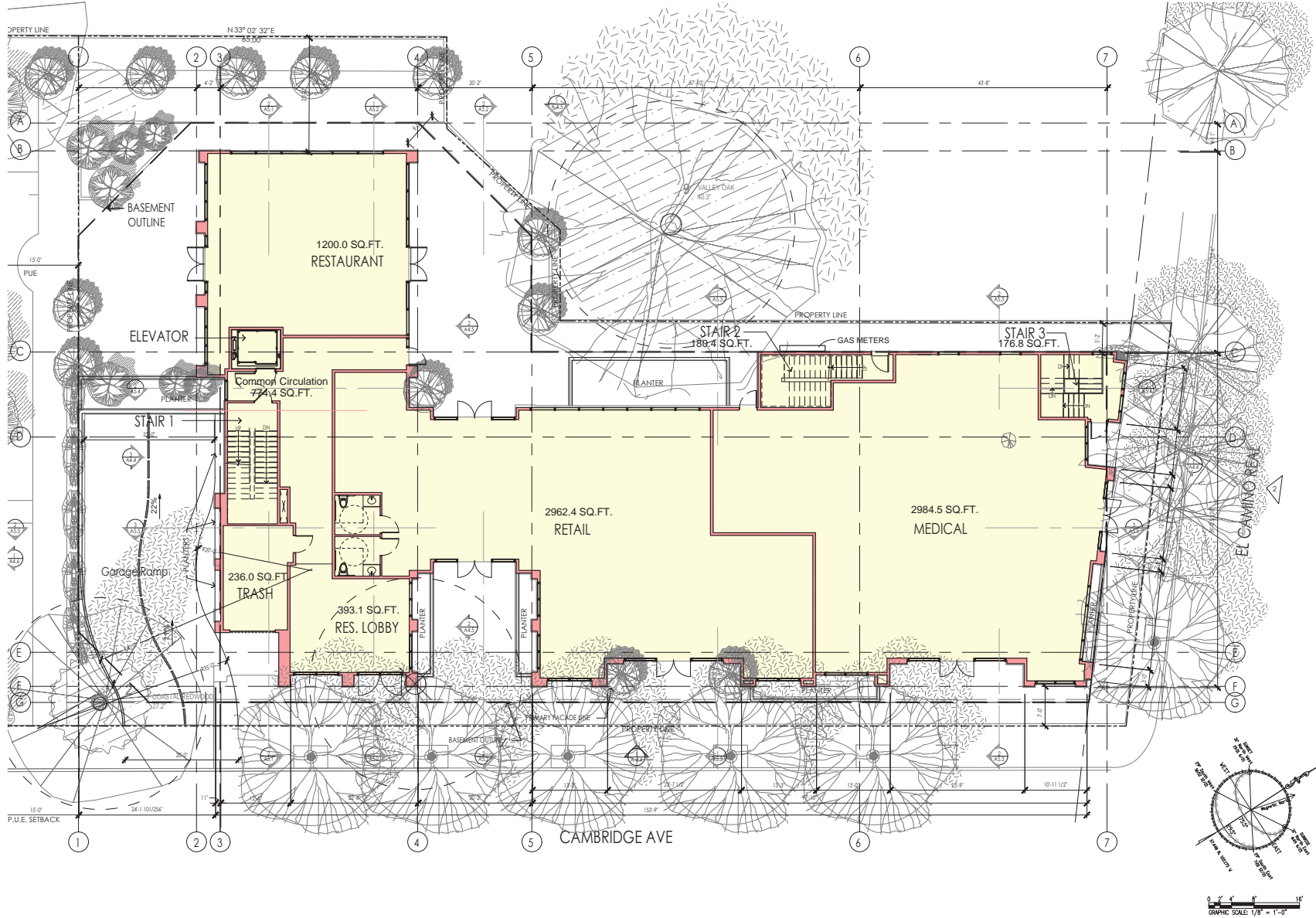
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
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SHEET TITLE
FIRE ANALYSIS - UNPROTECTED
OPENINGS

SHEET NUMBER
A-1.8

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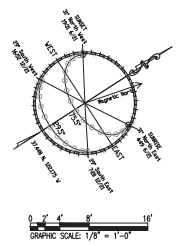
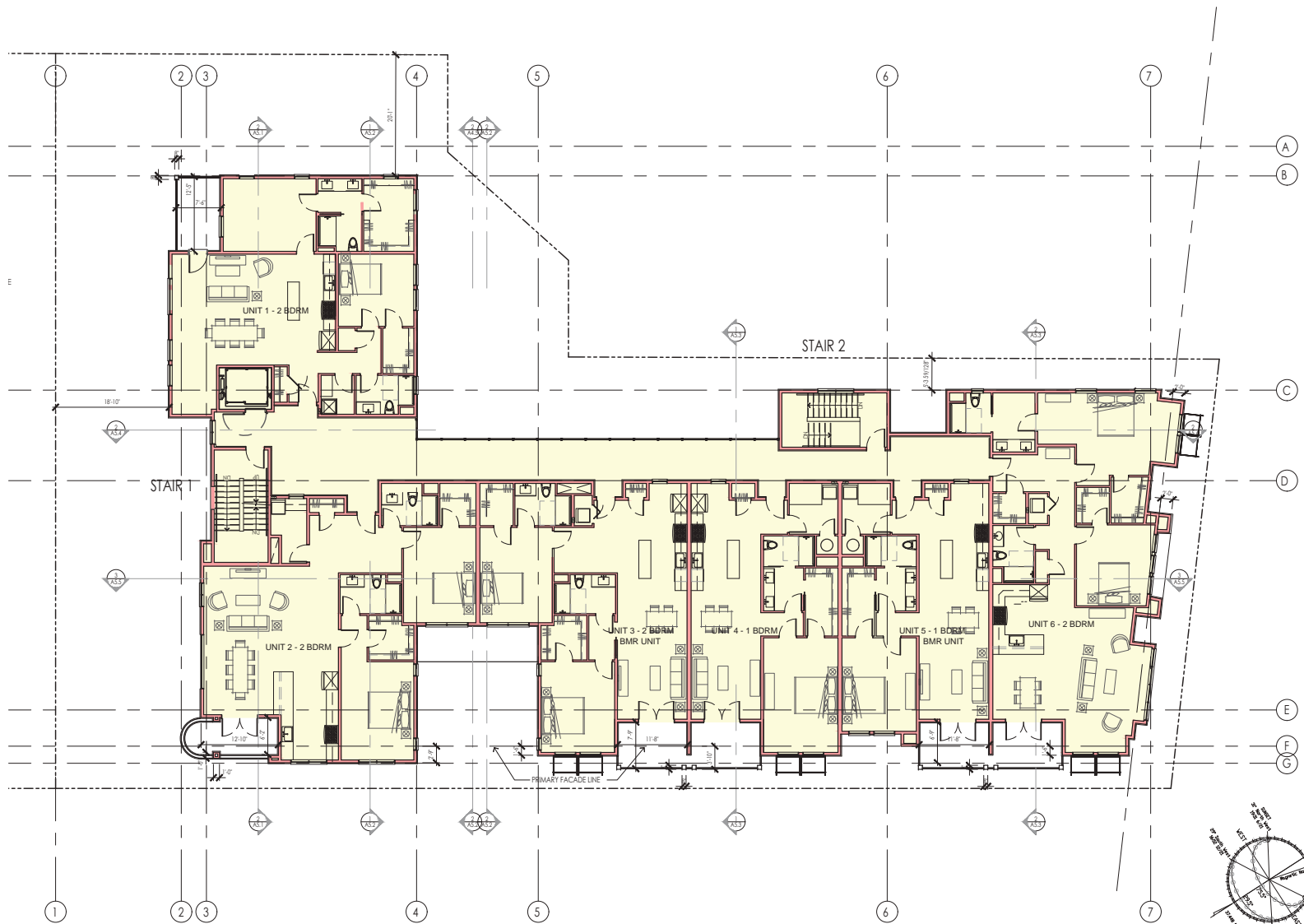
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
FIRST FLOOR PLAN -
MIXED-USE

SHEET NUMBER
A-3.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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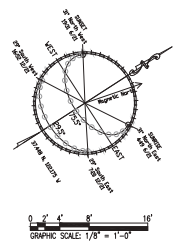
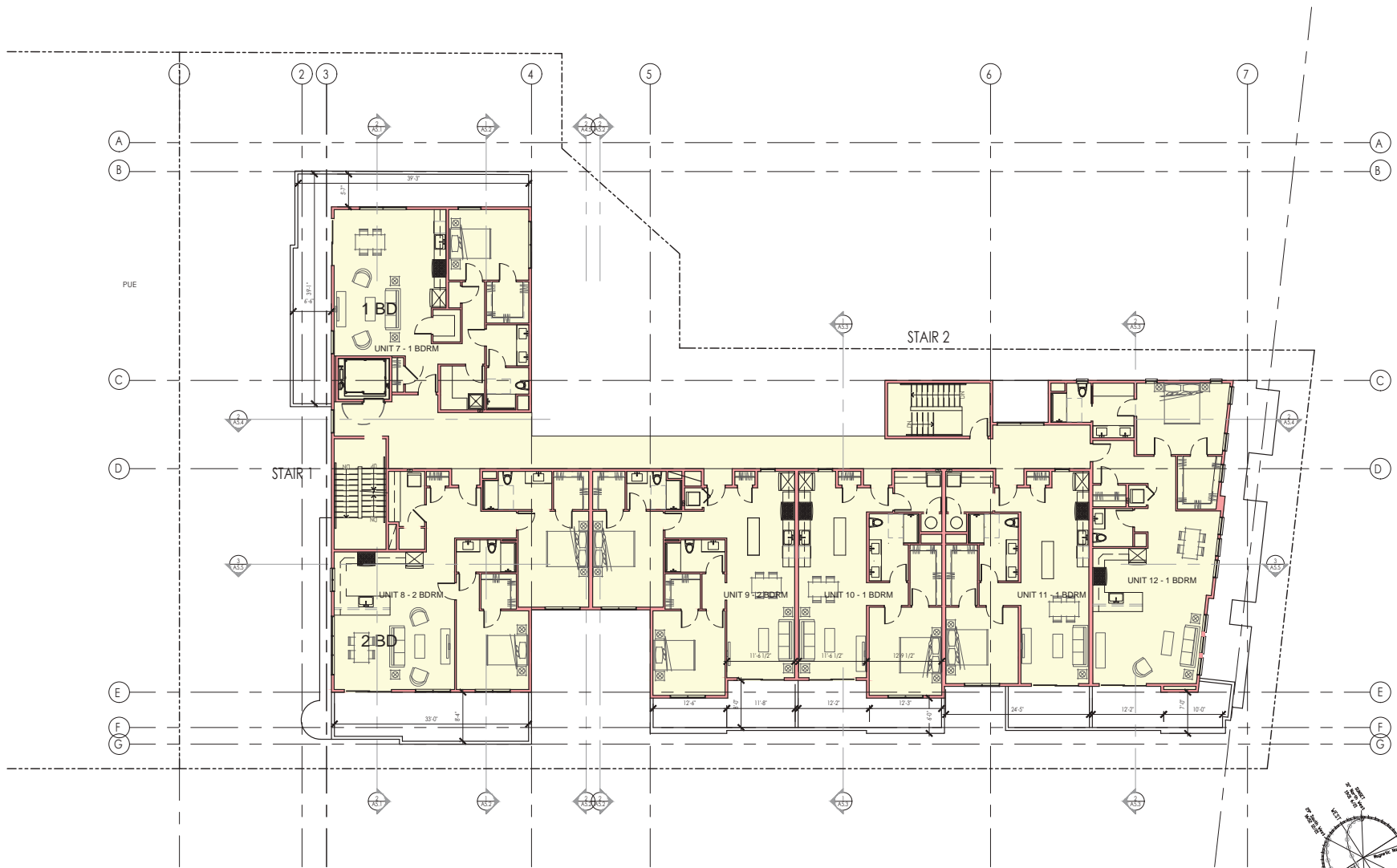
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
SECOND FLOOR PLAN -
MIXED-USE

SHEET NUMBER
A-3.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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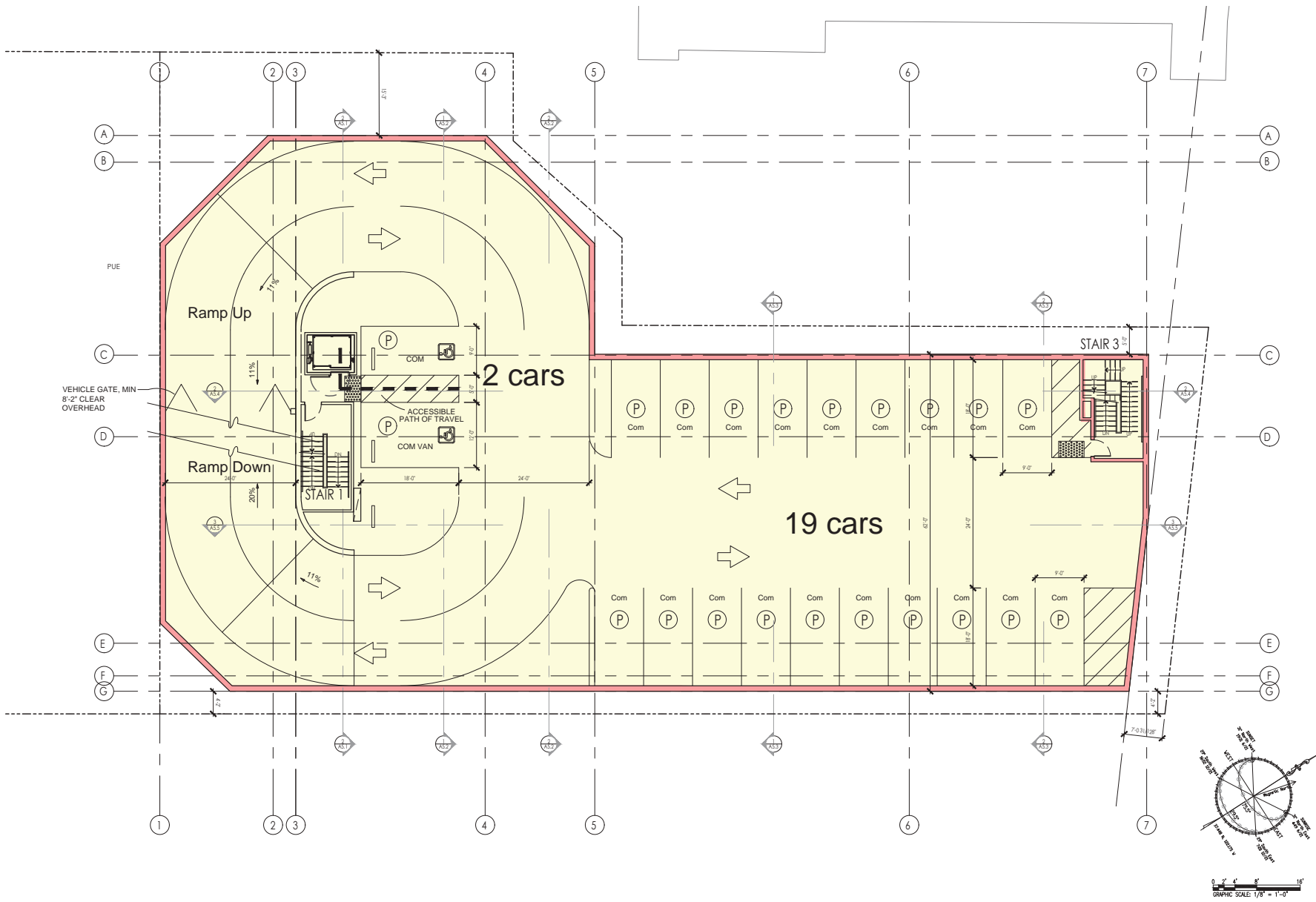
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
THIRD FLOOR PLAN-
MIXED-USE

SHEET NUMBER
A-3.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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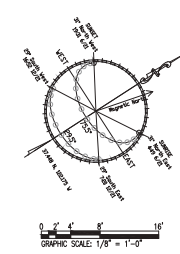
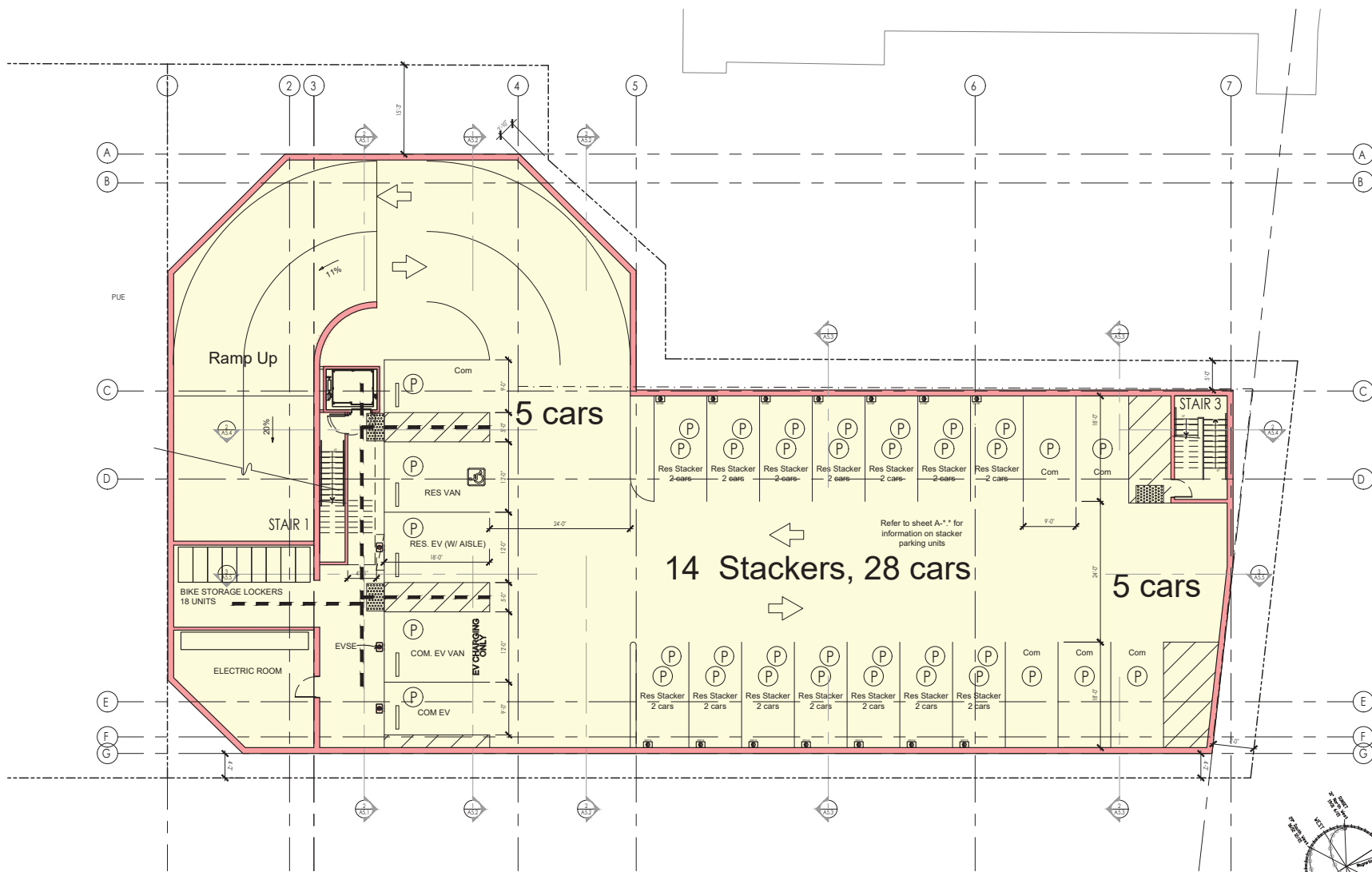
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
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SHEET TITLE
GARAGE LEVEL 1

SHEET NUMBER
A-3.4

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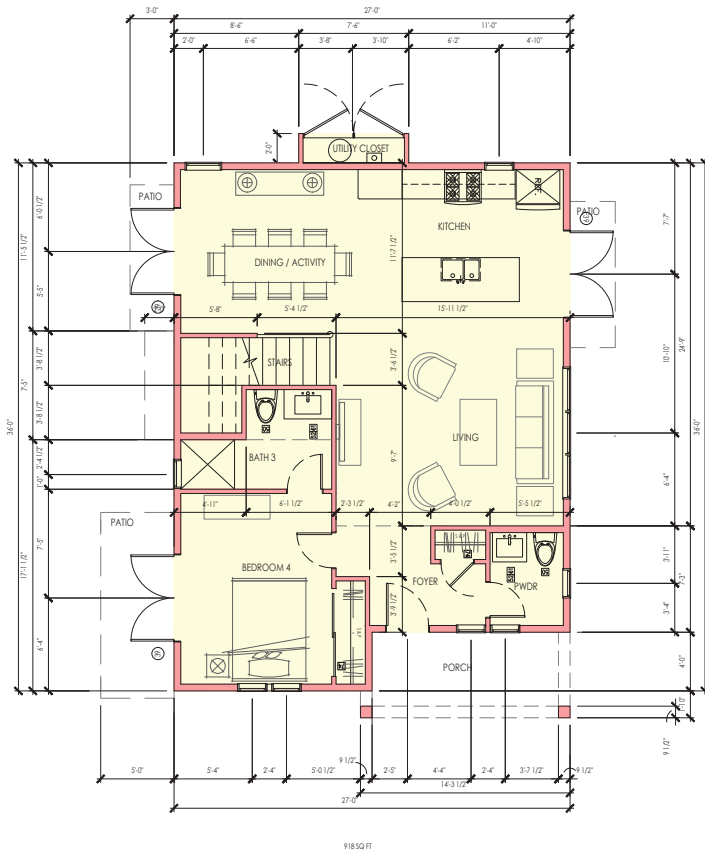
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
GARAGE LEVEL 2

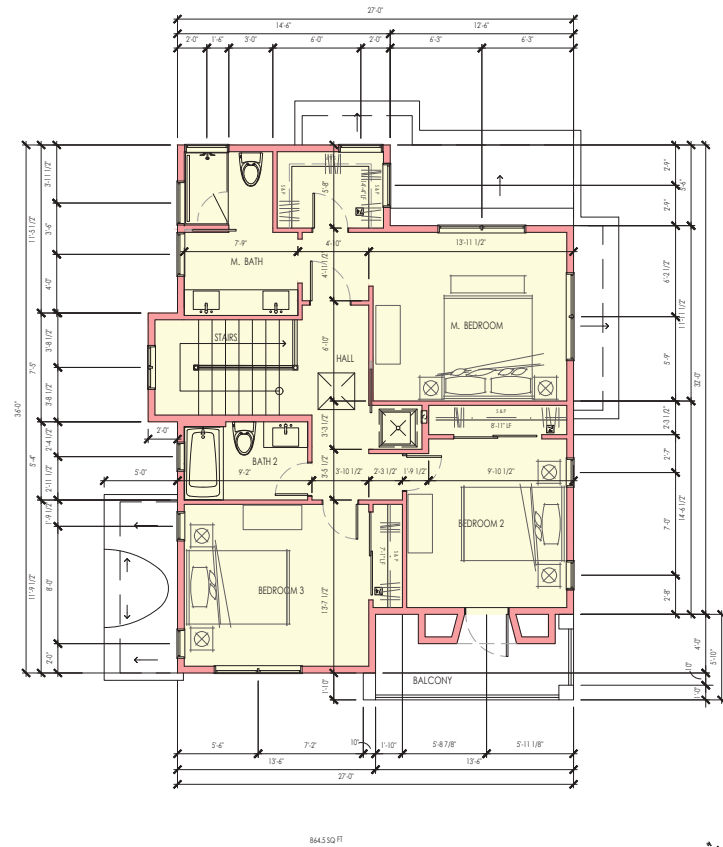
SHEET NUMBER
A-3.5

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FIRST FLOOR PLAN



SECOND FLOOR PLAN



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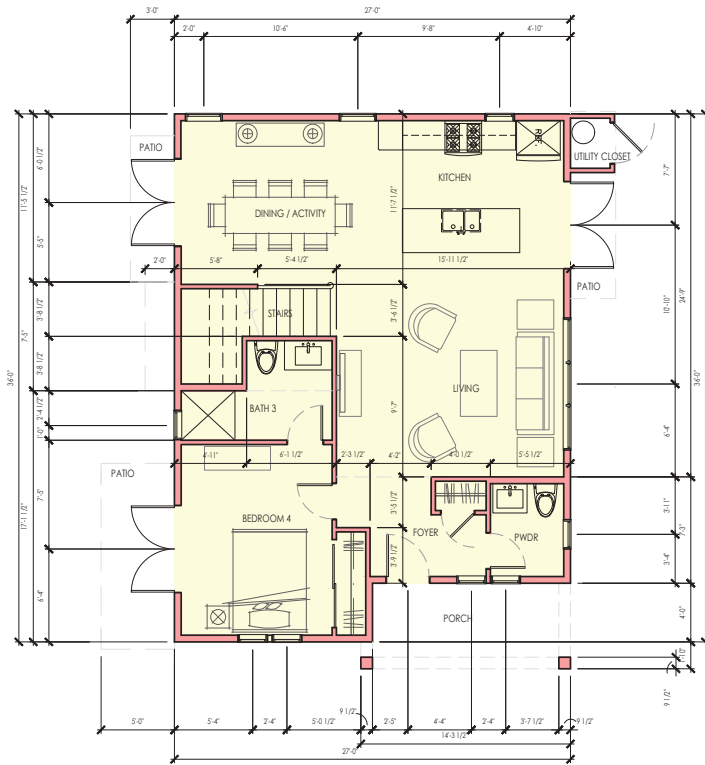
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MENLO PARK, CALIFORNIA 94025

SHEET TITLE
TOWNHOUSE FLOOR PLANS

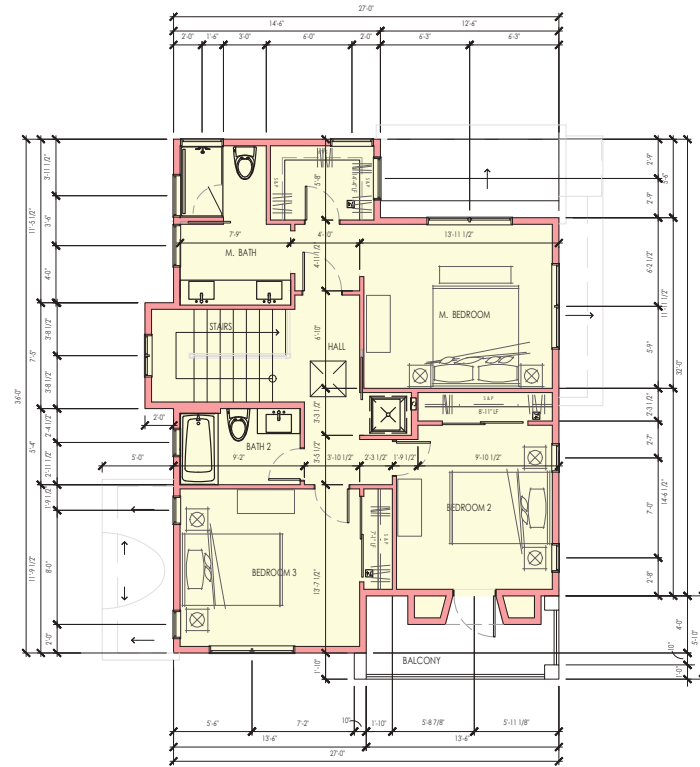
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A-3.6

ENVIRONMENTAL INNOVATIONS IN DESIGN
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FIRST FLOOR PLAN



SECOND FLOOR PLAN



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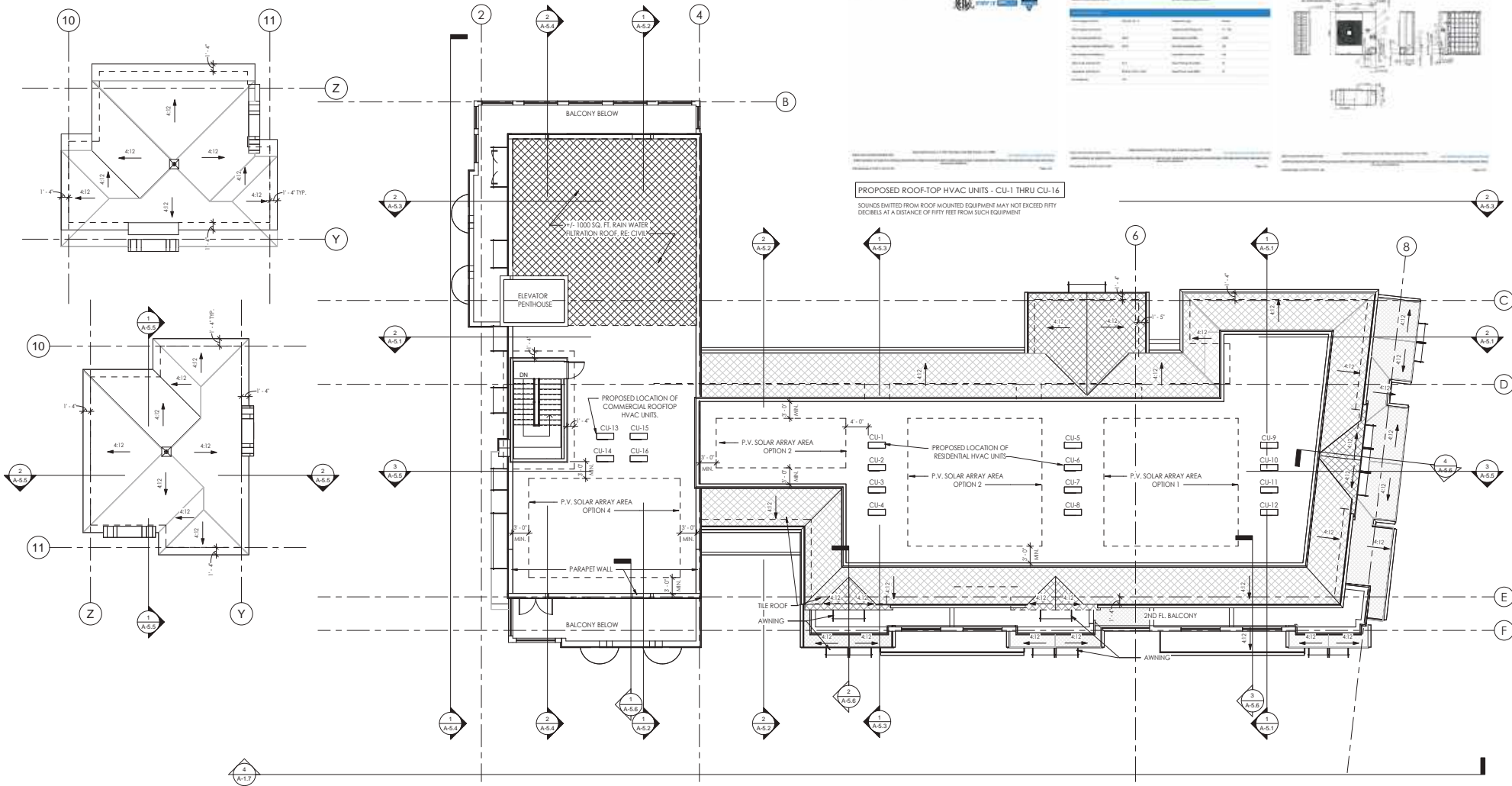
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
TOWNHOUSE #2
FLOOR PLANS

SHEET NUMBER
A-3.7

ENVIRONMENTAL INNOVATIONS IN DESIGN
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1 Roof
 1/8" = 1'-0"

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SHEET TITLE
 ROOF PLAN

SHEET NUMBER
 A-3.8

ENVIRONMENTAL INNOVATIONS IN DESIGN
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② CAMBRIDGE STREETSCAPE
12" = 1'-0"



① EL CAMINO STREETSCAPE
12" = 1'-0"

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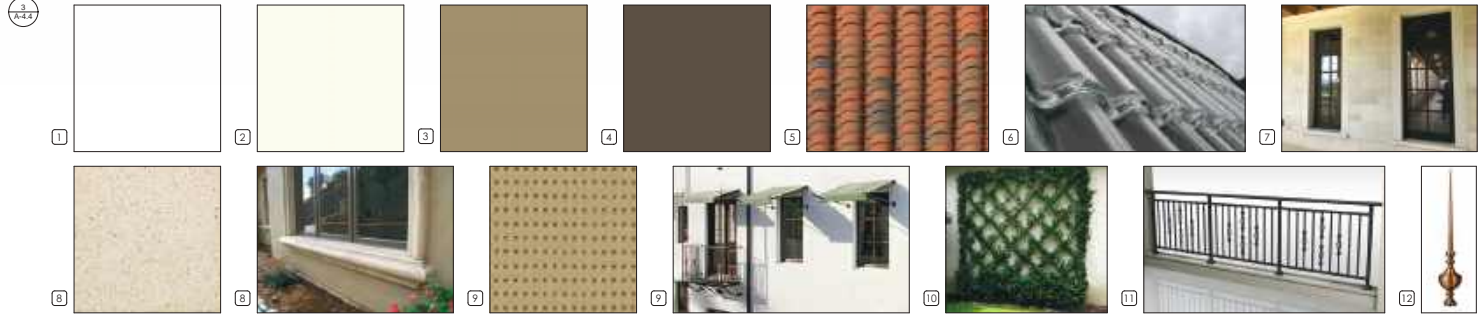
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PROPOSED STREET SCAPE VIEWS

SHEET NUMBER
A-4.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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- KEY NOTES**
- SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM1W4 - PEARLY WHITE
 - SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM3Z21 - FLICKERING FIRELY
 - SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
 - ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM4925 - WILD TRUFFLE
 - BARREL TILE ROOF - CLAY - REDLAND CLAY TILE OR EQ.
 - BARREL TILE ROOF - GLASS - TEJAS BORJA OR EQ.
 - HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
 - TRIMS, MEDALLIONS, & CORBELS - CAST STONE - RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
 - AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI, SOLTIS MESH FABRIC OR EQ. - COLOR: PEPPER
 - PLANTED WALL - TRELLIS OR GREENSCREEN OR EQ.
 - RAILING - WROUGHT IRON
 - LIGHTNING ROD - ROOF RIDGE CAP, COPPER - CLASSIC LIGHTNING PROTECTION INC., OR EQ.

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SHEET TITLE
ELEVATIONS - MIXED-USE

SHEET NUMBER
A-4.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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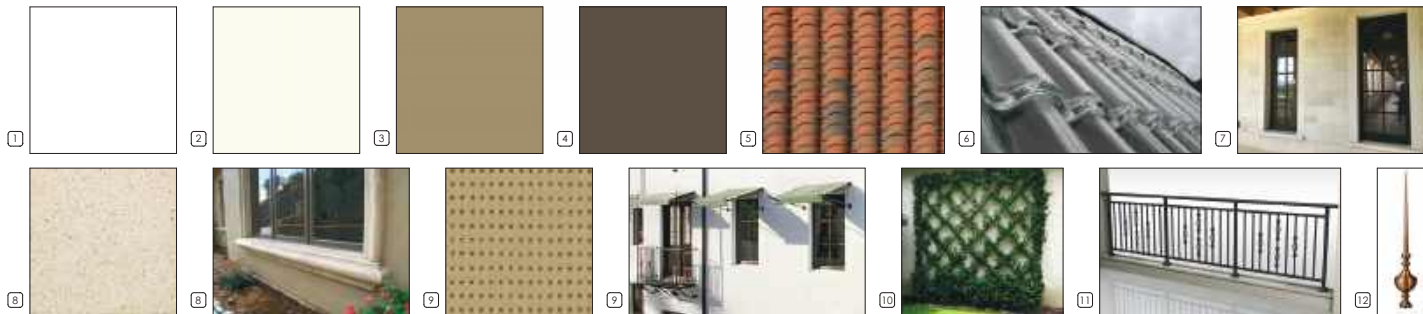




1 MIXED USE - North Elevation
1/8" = 1'-0"



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



KEY NOTES

- 1 SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM44 - PEARLY WHITE
- 2 SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM5201 - FLICKERING FIRELY
- 3 SMOOTH TROWELED PLASTER FINISH - COLOR: KELLY MOORE KM57163 - RODEO ROUNDUP
- 4 ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE DM4925 - WILD TRUFFLE
- 5 BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
- 6 BARREL TILE ROOF - GLASS: TEJAS BORJA OR EQ.
- 7 HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
- 8 TRIMS, MEDALLIONS, & CORBELS - CAST STONE: RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
- 9 AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI; SOLITS MESH FABRIC OR EQ. - COLOR: PEPPER
- 10 PLANTED WALL: TRELLIS OR 'GREENSCREEN' OR EQ.
- 11 RAILING - WROUGHT IRON
- 12 LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

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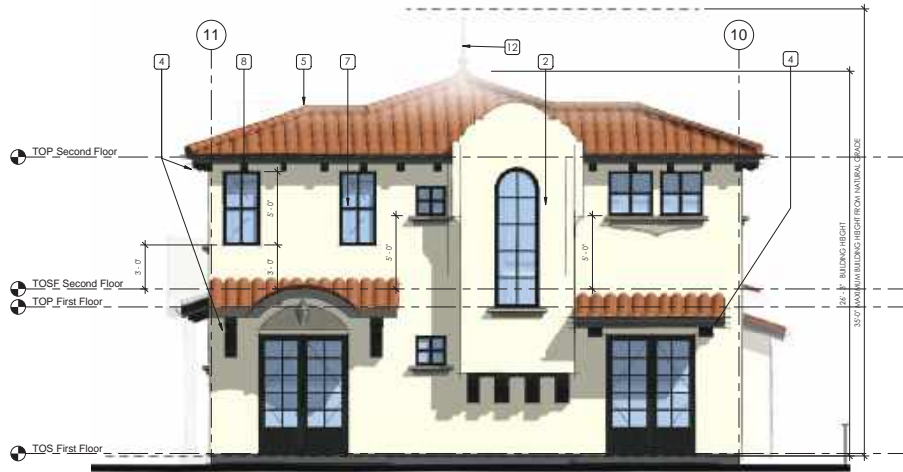
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ELEVATIONS - MIXED-USE

SHEET NUMBER
A-4.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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1 TOWNHOUSE 1 - NORTHEAST ELEVATION
1/4" = 1'-0"



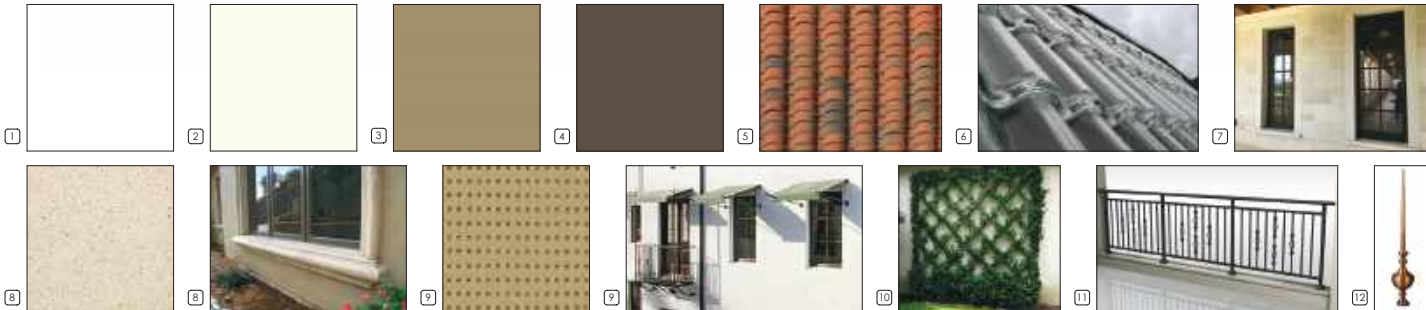
2 TOWNHOUSE 1 - NORTHWEST ELEVATION
1/4" = 1'-0"



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



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



- KEY NOTES**
- 1 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM44 - PEARLY WHITE
 - 2 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM520 - FICKERING FIREFLY
 - 3 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODEO ROUNDUP
 - 4 ROUGH SAWN TIMBER, PAINTED - COLOR: KELLY MOORE KM425 - WILD TRUFFLE
 - 5 BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
 - 6 BARREL TILE ROOF - GLASS: TEXAS BORJA OR EQ.
 - 7 HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
 - 8 TRIMS, MEDALLIONS, & CORBELS - CAST STONE: RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
 - 9 AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERRARI, SOLITS MESH FABRIC OR EQ. - COLOR: PEPPER
 - 10 PLANTED WALL: TRELLIS OR GREENSCREEN OR EQ.
 - 11 RAILING - WROUGHT IRON
 - 12 LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

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SHEET TITLE
ELEVATIONS - TOWNHOUSE 1

SHEET NUMBER
A-4.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
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1 TOWNHOUSE 2 - SOUTHWEST ELEVATION
1/4" = 1'-0"



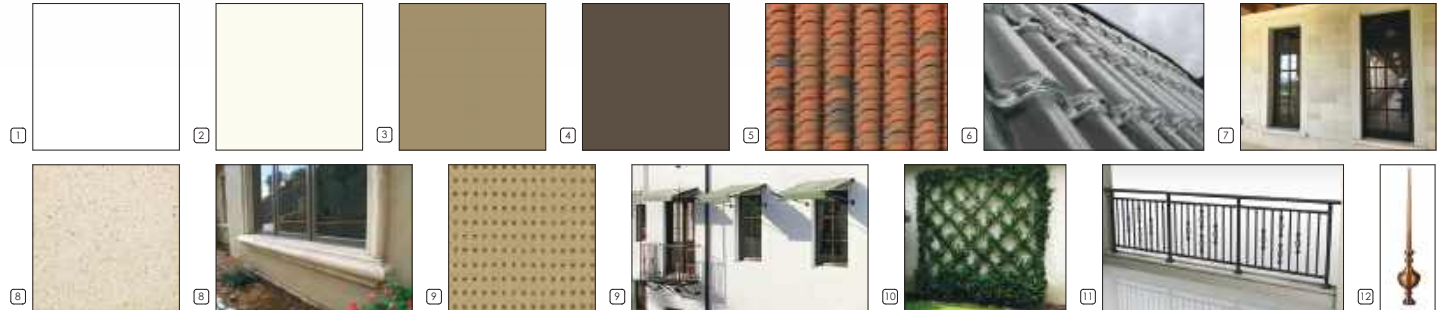
2 TOWNHOUSE 2 - NORTHWEST ELEVATION
1/4" = 1'-0"



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



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



- KEY NOTES**
- 1 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM444 - PEARLY WHITE
 - 2 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5220-1 - FLICKERING FIREFLY
 - 3 SMOOTH TROWELLED PLASTER FINISH - COLOR: KELLY MOORE KM5716-3 - RODDED ROUNDUP
 - 4 ROUGH SAWN TIMBER PAINTED - COLOR: KELLY MOORE KM4955 - WILD TRUFFLE
 - 5 BARREL TILE ROOF - CLAY: REDLAND CLAY TILE OR EQ.
 - 6 BARREL TILE ROOF - GLASS: TEJAS BORJA OR EQ.
 - 7 HIGH PERFORMANCE GLAZING WITH WOOD & ALUMINUM MULLIONS - COLOR: BRONZE
 - 8 TRIMS, MEDALLIONS, & CORBELS - CAST STONE: RED LEAF STONE OR EQ. - PACIFIC BEACH ACID ETCH
 - 9 AWNING - FABRIC W/ WROUGHT IRON & ANODIZED ALUMINUM FRAMES - SERGE FERREAR, SOLTS MESH FABRIC OR EQ. - COLOR: PEPPER
 - 10 PLANTED WALL: TRELLIS OR 'GREENGREEN' OR EQ.
 - 11 RAILING - WROUGHT IRON
 - 12 LIGHTNING ROD - ROOF RIDGE CAP, COPPER: CLASSIC LIGHTNING PROTECTION INC., OR EQ.

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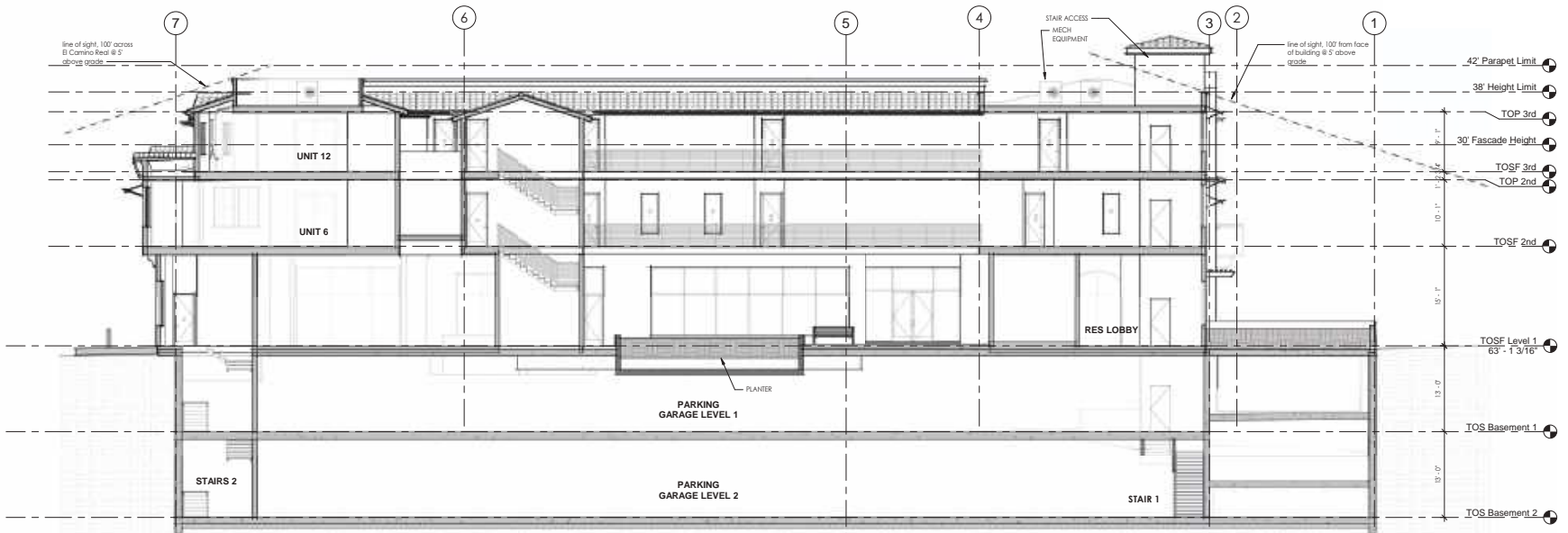
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
ELEVATIONS - TOWNHOUSE 2

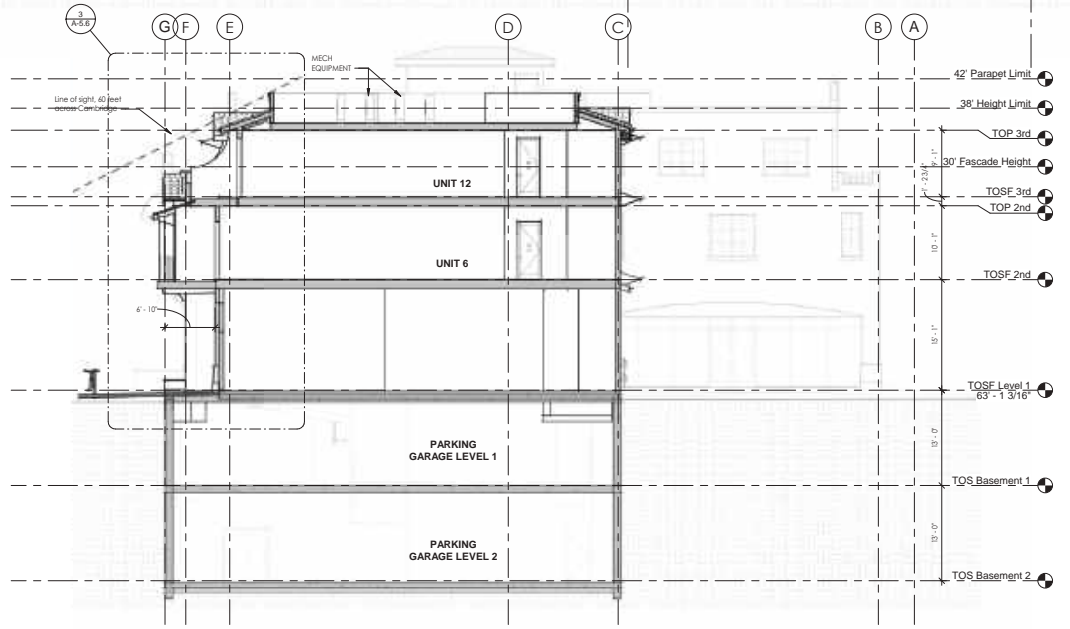
SHEET NUMBER
A-4.5

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



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

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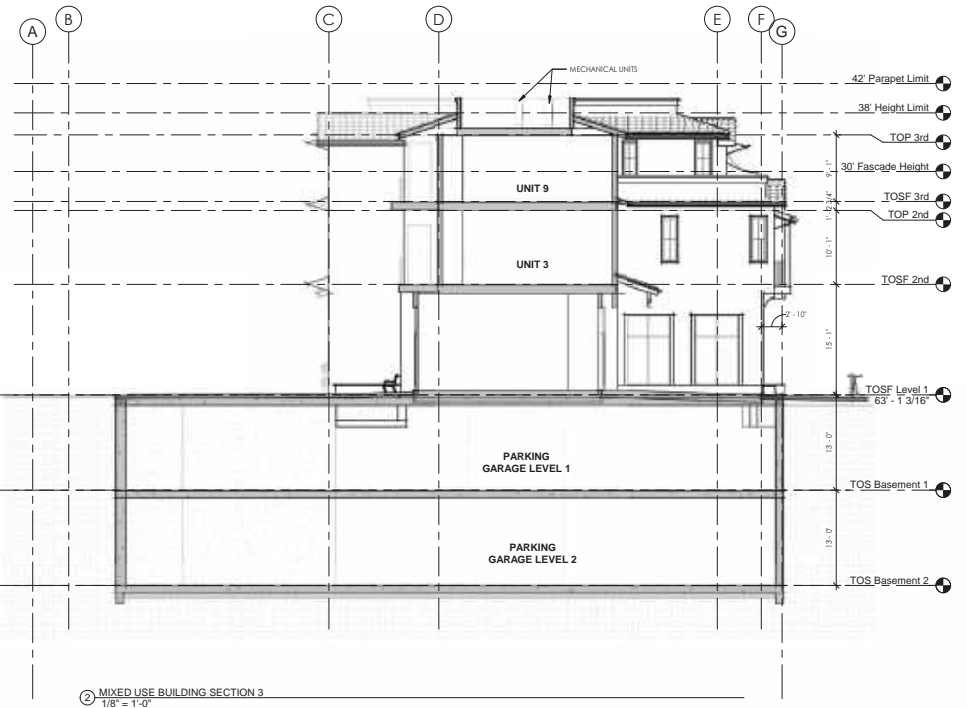
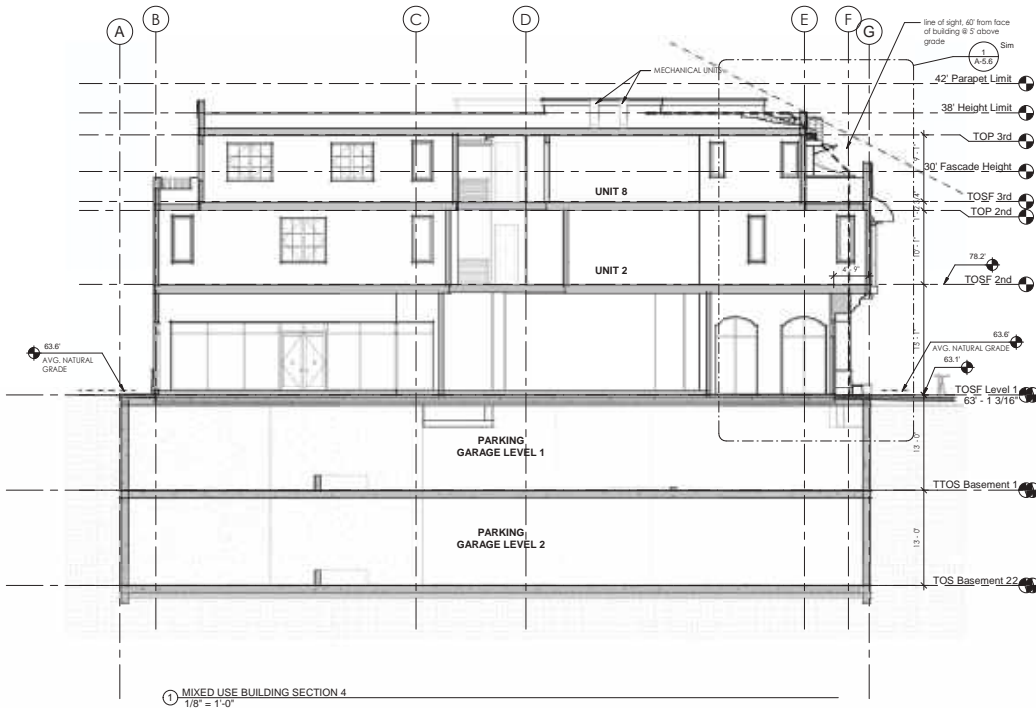
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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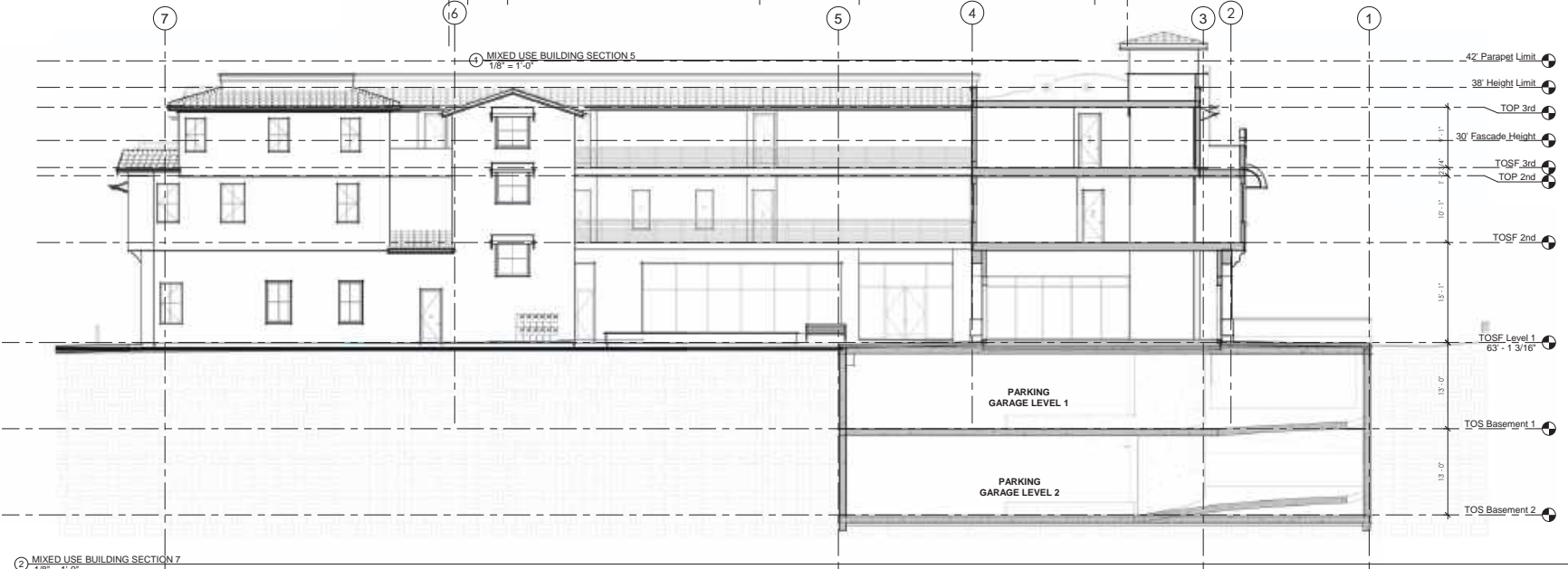
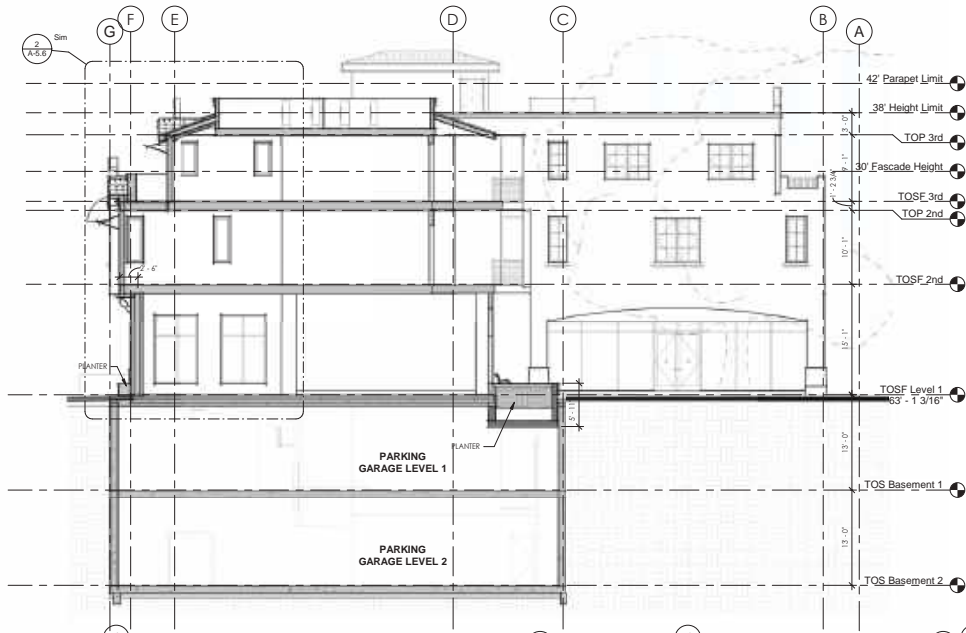
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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Ⓒ MIXED USE BUILDING SECTION 7
1/8" = 1'-0"

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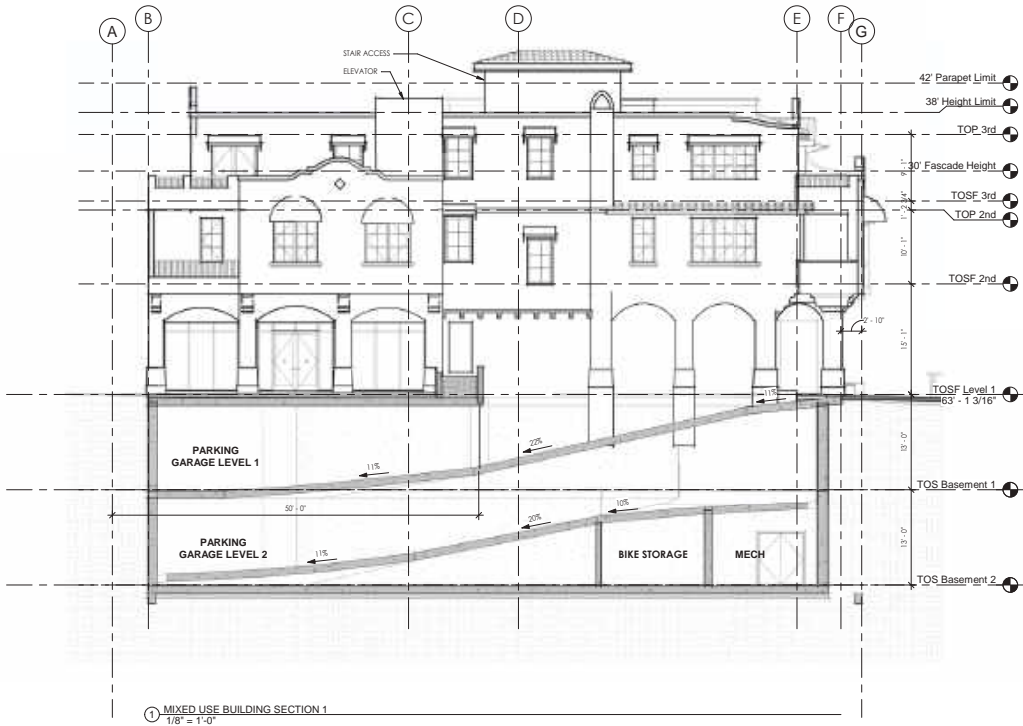
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SHEET TITLE
BUILDING SECTIONS

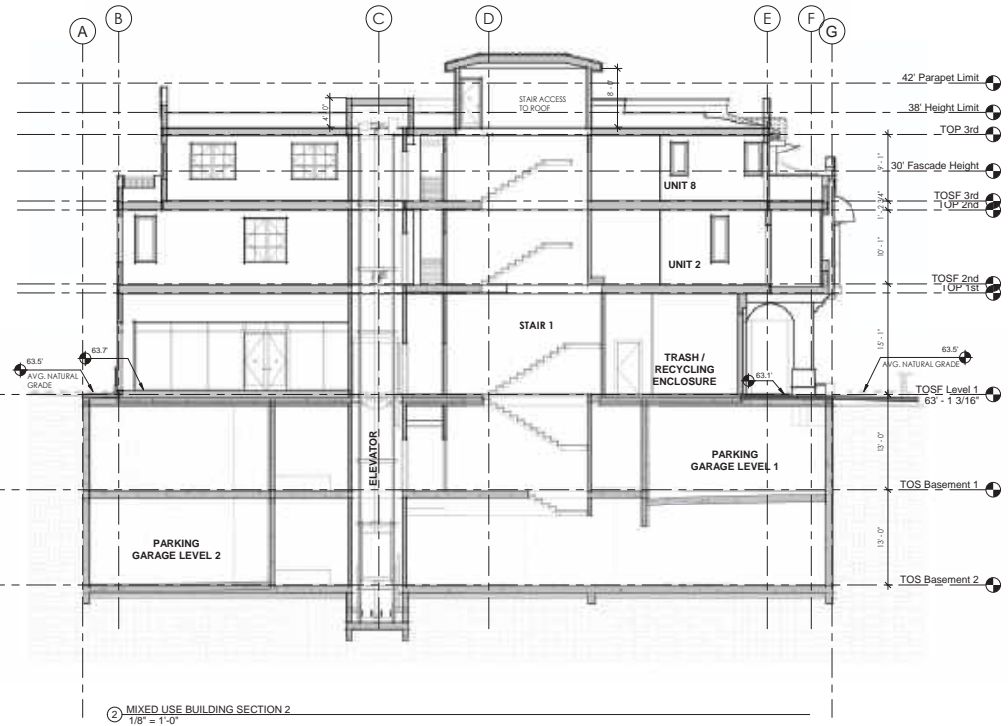
SHEET NUMBER
A-5.3

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



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

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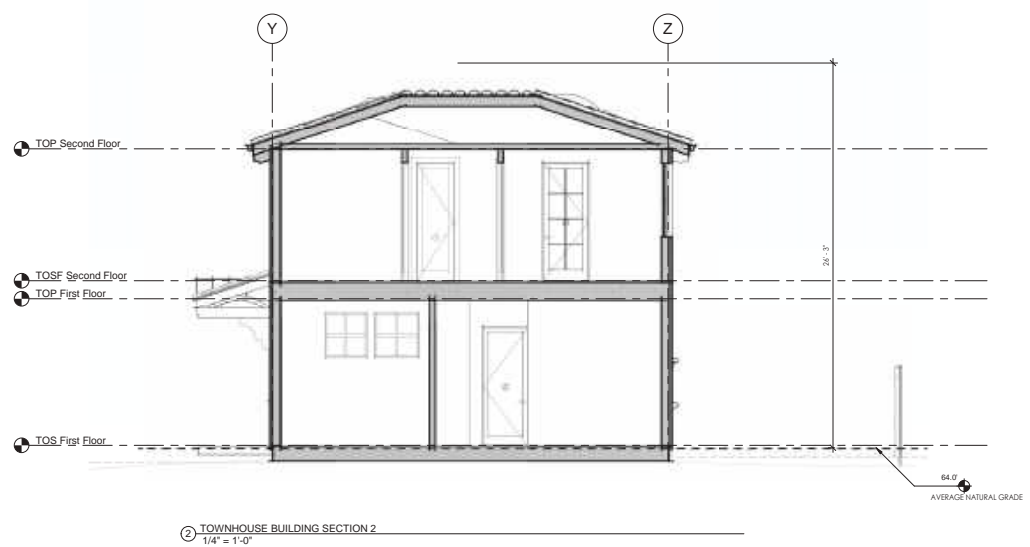
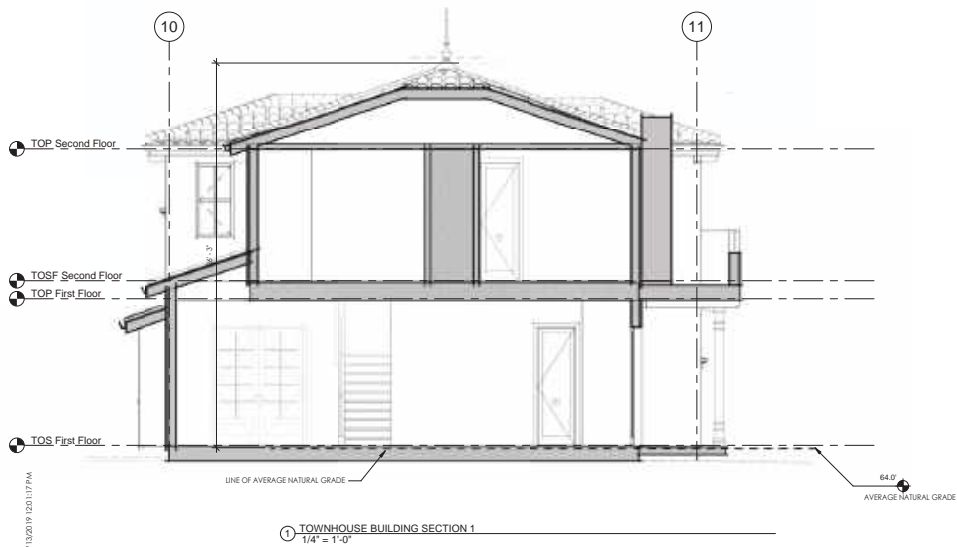
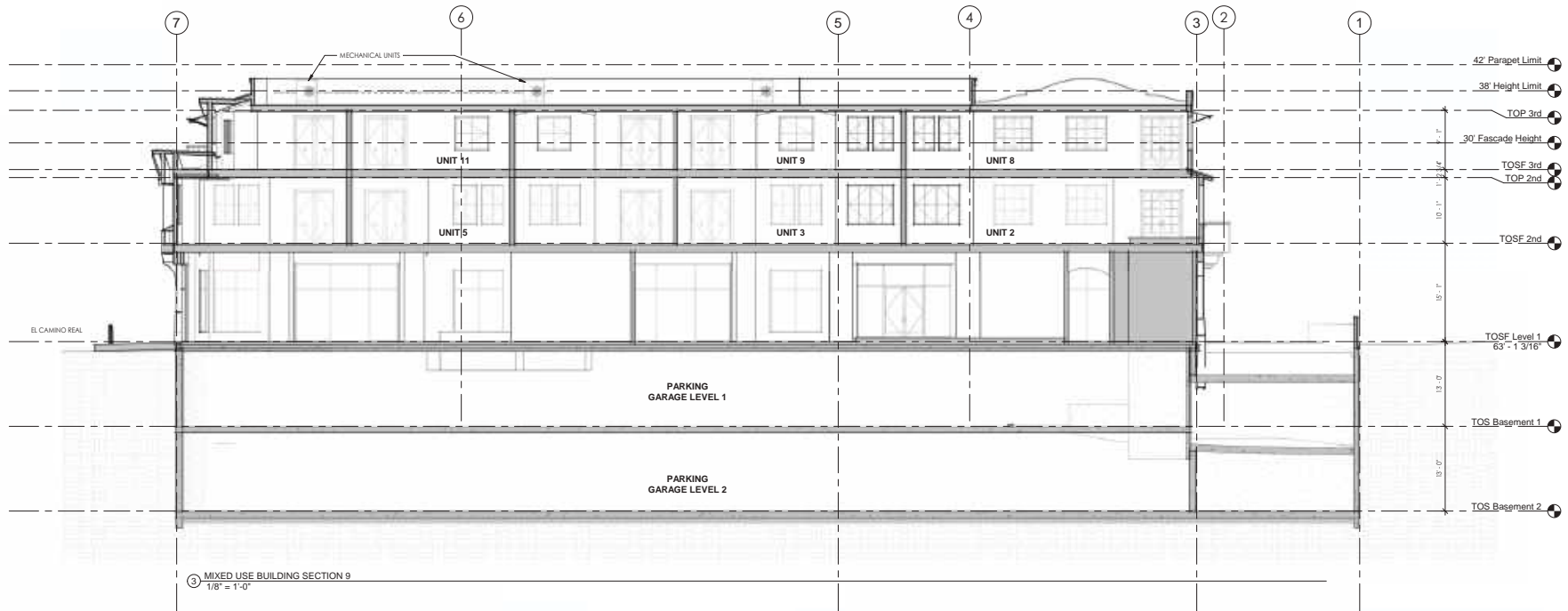
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER
A-5.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
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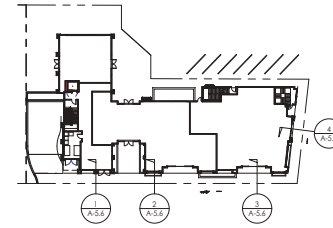
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SHEET TITLE
BUILDING SECTIONS

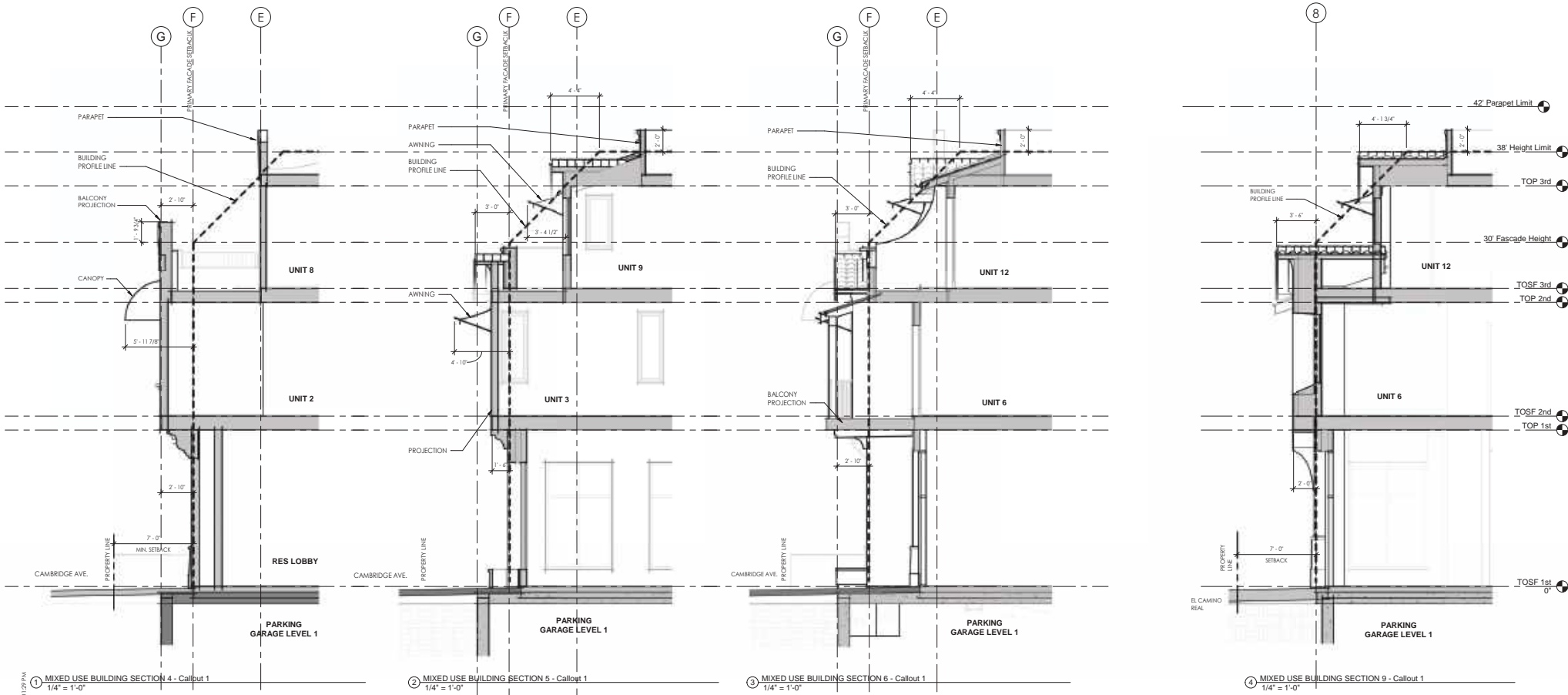
SHEET NUMBER
A-5.5

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© MW TOSF 1st Copy 1
1" = 40'-0"



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

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

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

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

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SHEET TITLE
BUILDING PROFILE

SHEET NUMBER
A-5.6

ENVIRONMENTAL INNOVATIONS IN DESIGN
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③ 3D View - Townhouse Front



① 3D View - Cambridge Ave. 1



② 3D View - Cambridge Ave. 2

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SHEET TITLE
3D VIEWS 1

SHEET NUMBER
A-6.0

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③ 3D View - Mixed Use Side View



① 3D View - Mixed Use on El Camino 2



④ 3D View - Mixed Use Rear View



② 3D View - Mixed Use on El Camino 1

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SHEET TITLE
3D VIEWS 2

SHEET NUMBER
A-6.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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SHEET TITLE
RENDERED STREET VIEW OF
PROPOSED EL CAMINO

SHEET NUMBER
A-6.2

ENVIRONMENTAL INNOVATIONS IN DESIGN
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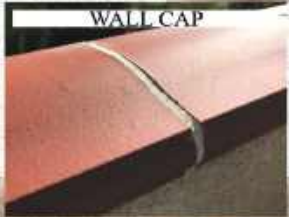
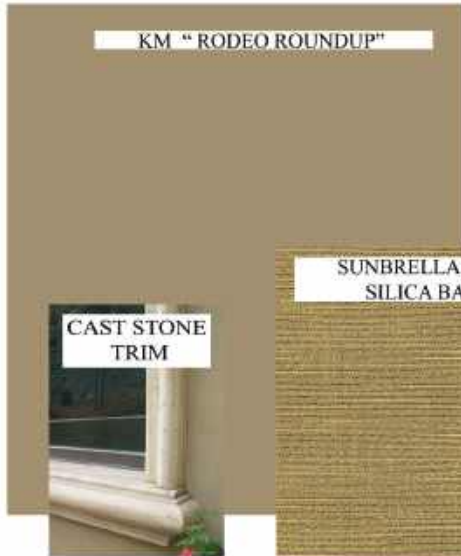
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
RENDERED STREET VIEW OF
PROPOSED CAMBRIDGE AVE

SHEET NUMBER
A-6.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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SHEET TITLE
COLORS AND MATERIALS

SHEET NUMBER
A-6.4

ENVIRONMENTAL INNOVATIONS IN DESIGN
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GLASS ROOF TILES



ROOF DECK EDGE CORNICE



STOREFRONT FRENCH DOOR



ARCHED STOREFRONT DOOR



DOUBLE CASEMENT WITH MULLION GRIDS



ROUND TOP WINDOW



DIVIDED LIGHT DOUBLE CASEMENT



FABRIC WINDOW AWNINGS



WROUGHT IRON BALCONY RAILING



SIGNAGE



RAIN WATER SCUPPER AND LEADER



WROUGHT IRON PENDANT LAMP



WALL-MOUNTED CORBEL TRELLIS



LIVING WALL PLANT SCREEN



PLANTER BOX

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE
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SHEET TITLE
MATERIALS

SHEET NUMBER
A-6.5

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INTERIOR VIEW OF FRENCH DOOR



EXTERIOR FRENCH DOOR



DARK DIVIDED WINDOW



WOOD WINDOW



INTERIOR SIDE
SHOWING HARDWARE



IN SWING CASEMENT



EXTERIOR SIDE

DOUBLE CASEMENT WOOD WINDOW BY COORITALIA



CLOSE UP OF HANDLE
AND OBSCURE WINDOW



TOP VIEW OF CASEMENT
COMING TOGETHER



Fabrizio Fabbio was founded in San Diego di Calabro (Tn) in 1967 by Gino Fabbio as an artisan wood shop with focus on manufacturing high quality windows and doors. The business has been run since then with creativity and passion; in 1980 Luigino Fabbio enters the family business and starts developing an old world window model that is the perfect replacement in the many renovations of historical buildings in the Veneto area. The historical line is still built today as it was once by using old drive tail techniques, original architectural design, air-drying processes and natural oils and waxes.

Thank to Luigino's knowledge and passion for history and details over the years Fabbio has developed various lines of product that are used in restoration of buildings from the XVII-XVIII century.

In 2006 the new Fabbio Design is born with the intent of completing the historical line with a contemporary line more suitable for today's modern architecture. The new innovative Estrema has a frameless design with a "clean" look and is a perfect match for modern design. Fabbio Design has grown over the years adding new lines like the "TV" that maintains all the quality details of a Fabbio Design product in today's competitive market or the "Museo" which has been developed for a custom project and with its unique bronze exterior clad represent a top of the line product. To manufacture a great window you must start with high quality wood; Fabbio Design uses only the best woods sourced from Forest Stewardship Council (FSC) sources, as well as being FSC certified themselves. The finishing oils, stains, waxes are chosen for both their high quality and eco-friendly characteristics.

In pursuing the philosophy of innovation and ongoing commitment to provide a better service to the customer in 2013 Fabbio Design inaugurated the new headquarters in San Diego di Calabro near Venice - Italy, with over 32,000 sqm of manufacturing capabilities, including state of the art CNC machines, and the new Fabbio USA LLC with headquarters in San Francisco, CA.

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

HISTORY OF FABBIO DESIGN

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06/13/2019

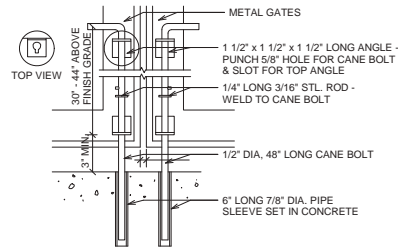
201 EL CAMINO REAL - 612 CAMBRIDGE AVE
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
WINDOW & DOOR IMAGES

SHEET NUMBER
A-6.8

ENVIRONMENTAL INNOVATIONS IN DESIGN
412 OLIVE AVE. PALO ALTO, CA 94304
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4 LOCKING MECHANISM
3/8" = 1'-0"

NOTES

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

3 TRASH / RECYCLING NOTES
N.T.S.



STACK PARKER
G61/G62/G63



Notes:
All dimensions are in inches.
Load capacity: 4,000 lbs. (1,814 kg)
Max. height: 10' 0" (3,048 mm)

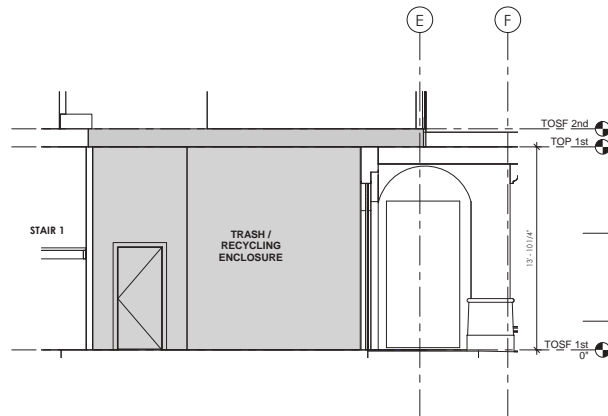
Statistics For
Standard 24" (610 mm) wide
interior openings

Model	Width	Depth	Height
G61	3'0"	5'2"	10'0"
G62	4'2"	5'9"	10'0"
G63	4'8"	6'9"	10'0"
G61	3'0"	4'9"	9'0"
G62	3'0"	5'4"	9'0"
G63	3'0"	5'9"	9'0"
G61	3'0"	4'9"	8'0"
G62	3'0"	5'4"	8'0"
G63	3'0"	5'9"	8'0"

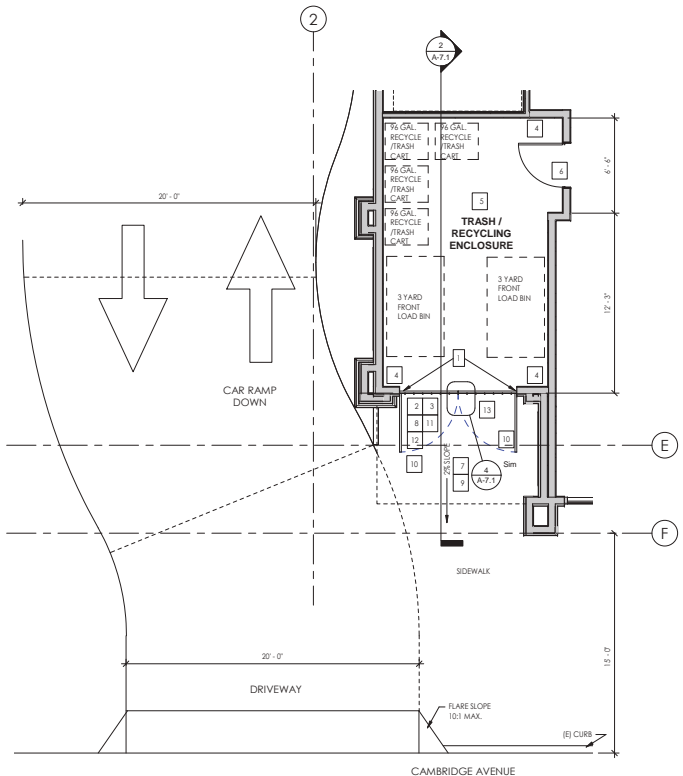


KLAUS
KLAUS PARKING SYSTEMS COMPANY, INC.
10000 El Camino Real, Suite 100
San Diego, CA 92121
Phone: 619-594-1414
Fax: 619-594-1415
E-Mail: info@klaus.com
Website: www.klaus.com

5 CAR STACKER
12" = 1'-0"



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



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

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

SHEET TITLE
TRASH-RECYCLING ENCLOSURE
AND CAR STACKERS

SHEET NUMBER
A-7.1

ENVIRONMENTAL INNOVATIONS IN DESIGN
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PROJECT NARRATIVE: Ensuring Human-Centered Building

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

Integrated Design Approach

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

Site Integration and community activation

Nature brought natural landscaping that integrates rain gardens and bioswales create an attractive, visually friendly, accessible, easy-to-use storm water management system for the site. Attractive streetscapes, seating, pedestrian-scale landscaping, decorative light fixtures, signage and railings, public art, and other features create an inviting, lively sidewalk experience. Courtyards and plazas for short-term and long-term bicycle parking, gear storage area, storage connections to sidewalks and bike lanes, and other design features encourage biking, walking and other outdoor activities.

Space and material efficiency

A compact, efficient building layout maximizes residential density while providing healthy homes and community gathering space. Prefabricated building components, resource efficient design approaches, recycled material labors, and reuse of waste materials where appropriate minimize on-site construction waste. Prefabricated components could also significantly reduce construction time, reducing carrying costs and allowing residents to move into their homes more quickly.

Energy efficiency

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



PROJECT NARRATIVE
 201 EL CAMINO REAL

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

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

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

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

Renewable and zero energy

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

Water quality and conservation

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

Certification Programs

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

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

Push the envelope | iodarchitects.com

Push the envelope | iodarchitects.com 2 of 2

LEED® Building Performance 1.0 (1.0) 2019
201 El Camino Real & 612 Cambridge Avenue Scorecard (IP TOG 2)
 IP TOG 2 | 612 Cambridge Avenue | 40, Rue 1075, Jackson, WY 83302

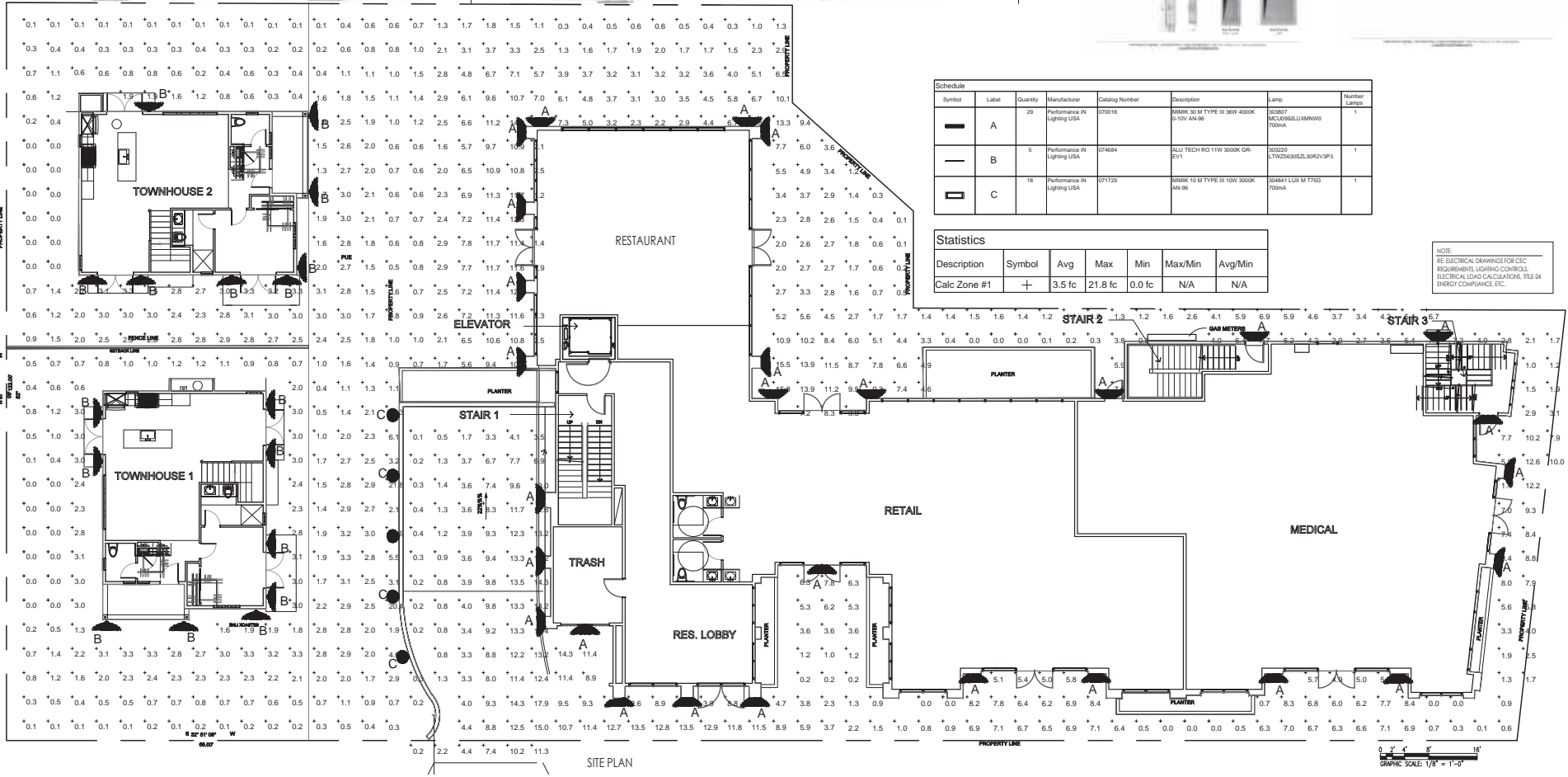
Category	Points	Weight	Score	Weighted Score
1.1 Energy Efficiency	100	100	100	100
1.2 Water Efficiency	100	100	100	100
1.3 Indoor Environmental Quality	100	100	100	100
1.4 Materials & Resources	100	100	100	100
1.5 Innovation	100	100	100	100
1.6 Regional Priority	100	100	100	100
1.7 Greenhouse Gas Emissions	100	100	100	100
1.8 Pollution Prevention	100	100	100	100
1.9 Climate Resilience	100	100	100	100
1.10 Equity & Access	100	100	100	100
1.11 Health & Well-being	100	100	100	100
1.12 Community & Culture	100	100	100	100
1.13 Resilience & Recovery	100	100	100	100
1.14 Innovation & Leadership	100	100	100	100
1.15 Total Score	1000	1000	1000	1000

Category	Points	Weight	Score	Weighted Score
2.1 Energy Efficiency	100	100	100	100
2.2 Water Efficiency	100	100	100	100
2.3 Indoor Environmental Quality	100	100	100	100
2.4 Materials & Resources	100	100	100	100
2.5 Innovation	100	100	100	100
2.6 Regional Priority	100	100	100	100
2.7 Greenhouse Gas Emissions	100	100	100	100
2.8 Pollution Prevention	100	100	100	100
2.9 Climate Resilience	100	100	100	100
2.10 Equity & Access	100	100	100	100
2.11 Health & Well-being	100	100	100	100
2.12 Community & Culture	100	100	100	100
2.13 Resilience & Recovery	100	100	100	100
2.14 Innovation & Leadership	100	100	100	100
2.15 Total Score	1000	1000	1000	1000

Category	Points	Weight	Score	Weighted Score
3.1 Energy Efficiency	100	100	100	100
3.2 Water Efficiency	100	100	100	100
3.3 Indoor Environmental Quality	100	100	100	100
3.4 Materials & Resources	100	100	100	100
3.5 Innovation	100	100	100	100
3.6 Regional Priority	100	100	100	100
3.7 Greenhouse Gas Emissions	100	100	100	100
3.8 Pollution Prevention	100	100	100	100
3.9 Climate Resilience	100	100	100	100
3.10 Equity & Access	100	100	100	100
3.11 Health & Well-being	100	100	100	100
3.12 Community & Culture	100	100	100	100
3.13 Resilience & Recovery	100	100	100	100
3.14 Innovation & Leadership	100	100	100	100
3.15 Total Score	1000	1000	1000	1000

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Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
—	A	29	Performance IN Lighting USA	070016	MIMIK 30 M TYPE III 3RW 4000K 0-10V AN-96	302807 MCL0902LUKMNWV 7000A	1
—	B	5	Performance IN Lighting USA	074884	ALU TECH RO 11W 3000K GR-EV1	302220 LTW2540S2L3R2V3P3	1
□	C	18	Performance IN Lighting USA	071729	MIMIK 10 M TYPE III 10W 3000K AN-96	304841 LUX M T75G 7000A	1

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.5 fc	21.6 fc	0.0 fc	N/A	N/A

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

PRINT DATE: 03/2019

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201 EL CAMINO REAL - 612 CAMBRIDGE AVE
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SHEET TITLE
SITE PLAN
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.1

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McGraw-Hill

LED LIGHTING

LED LIGHTING

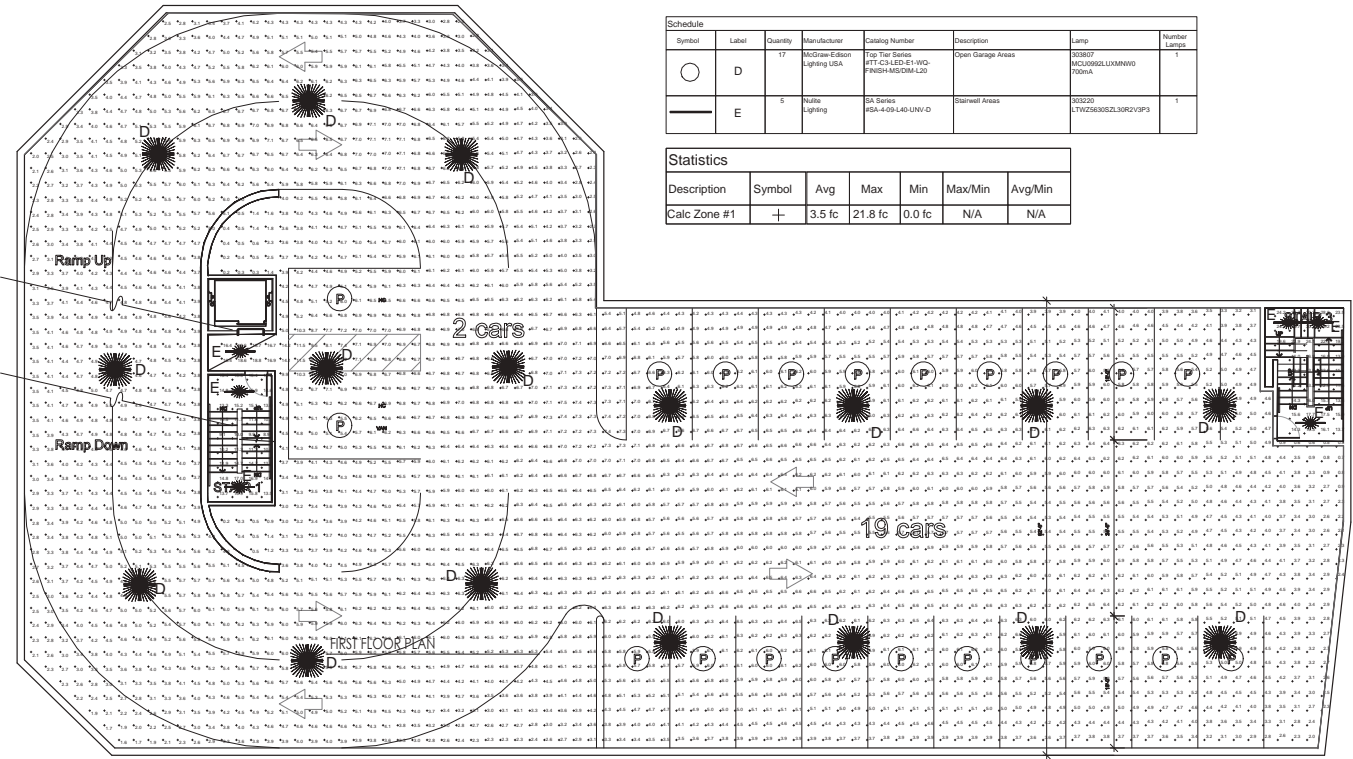
LED LIGHTING

LED LIGHTING

LED LIGHTING

LED LIGHTING

LED LIGHTING



Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
○	D	17	McGraw-Hill Lighting USA	Top Tier Series PT-C3-LED-E1-WC-FINISH-MS-DM-L20	Open Garage Areas	30307 MS3090LLUMINVD 700mA	1
—	E	5	Nute Lighting	SL Series NSA-4-09-L40-UNV-D	Stairwell Areas	30320 LTW25403SL2J30R2V3F3	1

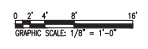
Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.5 fc	21.8 fc	0.0 fc	N/A	N/A

LED LIGHTING

LED LIGHTING

LED LIGHTING

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



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

SHEET TITLE
PARKING GARAGE - LEVEL 1
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.2

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B49

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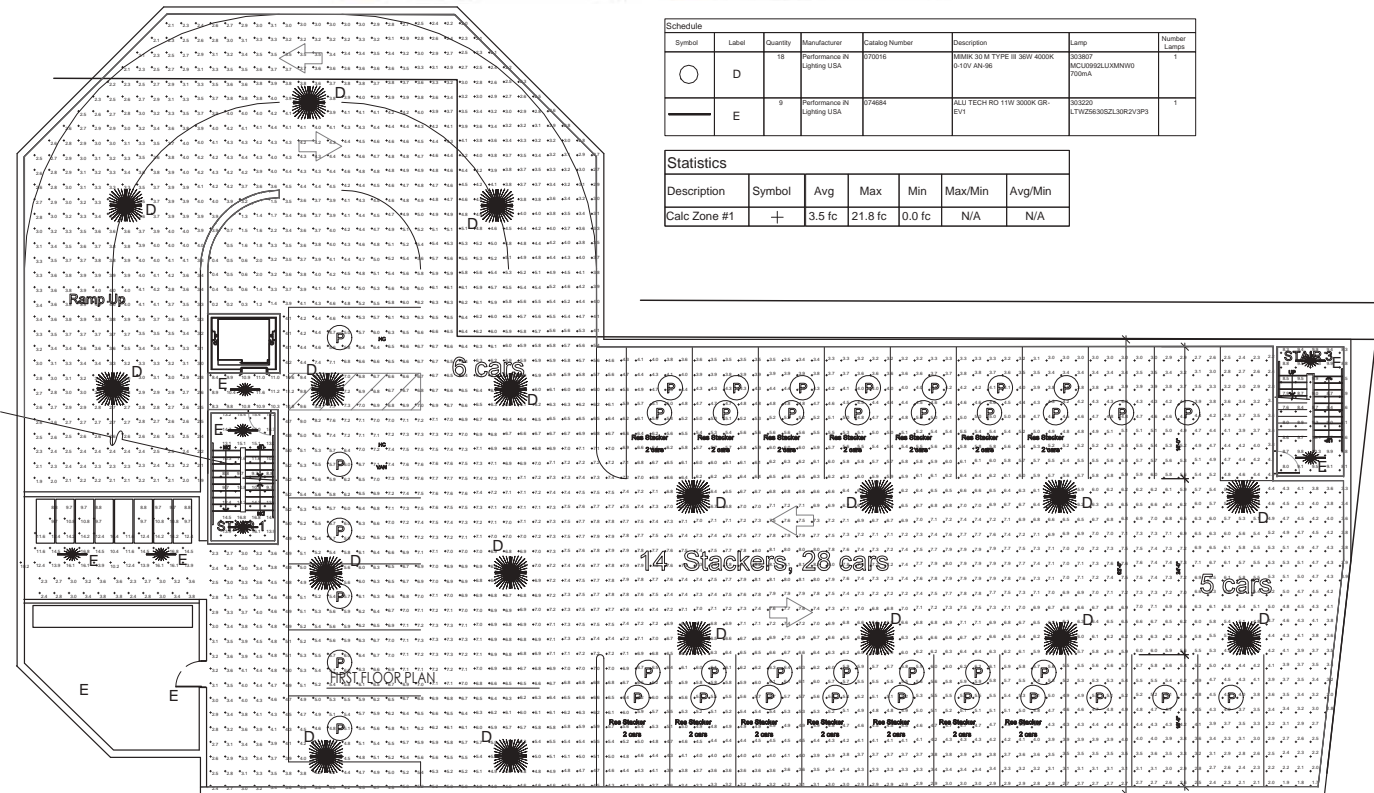
Lighting fixture details and specifications.

Lighting fixture details and specifications.

Lighting fixture details and specifications.

PULTE

Lighting fixture details and specifications.



Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps
○	D	18	Performance IN Lighting USA	070016	ULMOR 30.3M TYPE III 30W 4000K 0-10V ANGLE	303807 MC3030GLXMMWD 700mA	1
—	E	9	Performance IN Lighting USA	074684	ALI TECH RD 11W 3000K GR-EV1	303229 LTV25635ZL3RZV3F3	1

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

PRINT DATE: 03/2019

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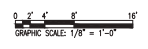
DATE
06/13/2019

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

SHEET TITLE
PARKING GARAGE - LEVEL 2
LIGHTING PHOTOMETRIC

SHEET NUMBER
RCP-1.3

ENVIRONMENTAL INNOVATIONS IN DESIGN
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B50

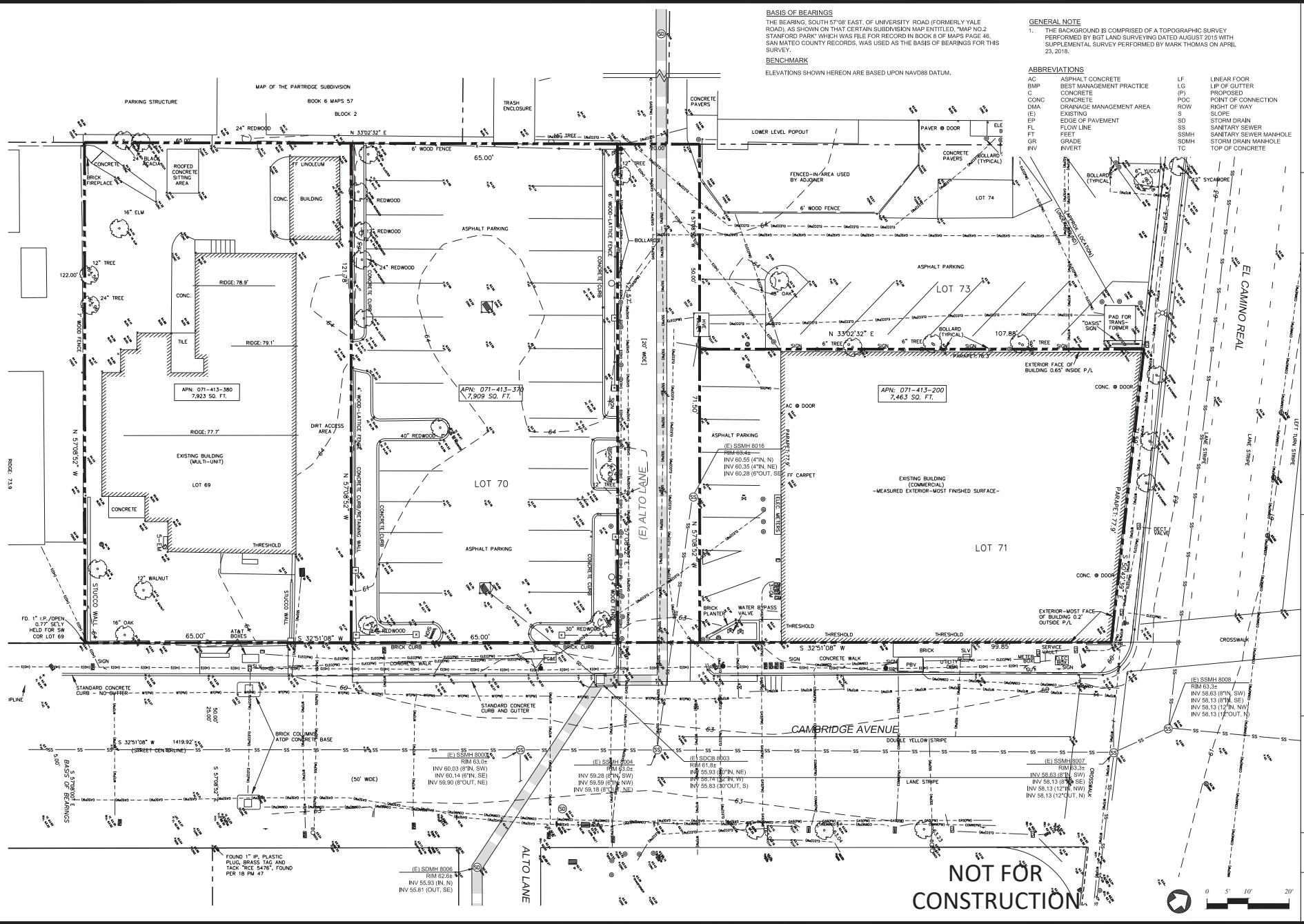
BASIS OF BEARINGS
 THE BEARING, SOUTH 57°08' EAST, OF UNIVERSITY ROAD (FORMERLY YALE ROAD), AS SHOWN ON THAT CERTAIN SUBDIVISION MAP ENTITLED, "MAP NO. 2 STANFORD PARK" WHICH WAS FILE FOR RECORD IN BOOK 8 OF MAPS PAGE 48, SAN MATEO COUNTY RECORDS, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCHMARK
 ELEVATIONS SHOWN HEREON ARE BASED UPON NAVD88 DATUM.

GENERAL NOTE
 1. THE BACKGROUND IS COMPRISED OF A TOPOGRAPHIC SURVEY PERFORMED BY BEST LAND SURVEYING DATED AUGUST 2015 WITH SUPPLEMENTAL SURVEY PERFORMED BY MARK THOMAS ON APRIL 23, 2018.

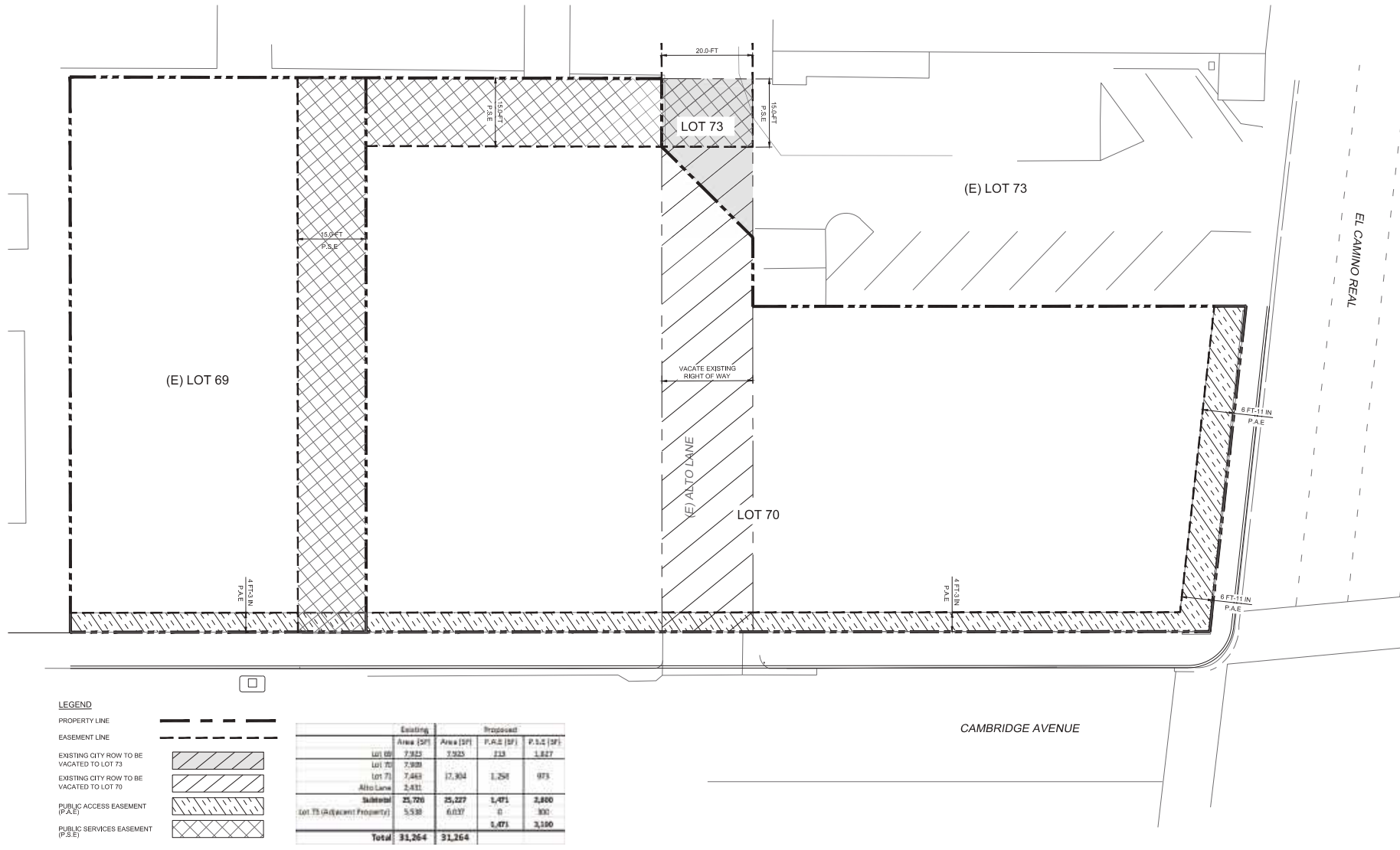
ABBREVIATIONS

AC	ASPHALT CONCRETE	LF	LINEAR FOOT
BMP	BEST MANAGEMENT PRACTICE	LG	LIP OF GUTTER
C	CONCRETE	IP	PROPOSED
CONC	CONCRETE	POC	POINT OF CONNECTION
DMA	DRAINAGE MANAGEMENT AREA	ROW	RIGHT OF WAY
(E)	EXISTING	S	SLOPE
EP	EDGE OF PAVEMENT	SD	STORM DRAIN
FL	FLOW LINE	SS	SANITARY SEWER
FT	FEET	SSMH	SANITARY SEWER MANHOLE
GR	GRADE	SSMH	STORM DRAIN MANHOLE
INV	INVERT	TC	TOP OF CONCRETE



NOT FOR CONSTRUCTION





LEGEND

- PROPERTY LINE
- EASEMENT LINE
- EXISTING CITY ROW TO BE VACATED TO LOT 73
- EXISTING CITY ROW TO BE VACATED TO LOT 70
- PUBLIC ACCESS EASEMENT (P.A.E.)
- PUBLIC SERVICES EASEMENT (P.S.E.)

	Existing	Proposed		
	Area (SF)	Area (SF)	P.A.E. (SF)	P.S.E. (SF)
Lot 69	7,325	7,325	113	1,817
Lot 70	7,938			
Lot 71	7,463	17,304	1,258	973
Alto Lane	2,831			
Subtotal	25,700	25,227	1,471	2,800
(Lot 73 (Adjacent Property))	5,530	6,037	0	300
Total	31,264	31,264		

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 CONSTRUCTION





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

SHEET NO.
CIRCULATION PLAN

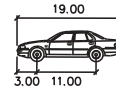
REVISION:
PLANNING SUBMITTAL
06/14/19

CHECKED:
PLOT DATE: FEB 14, 2018

PROJ. NO: 17-001
ISSUED: 06/14/2018
SHEET SCALE: 1" = 20'

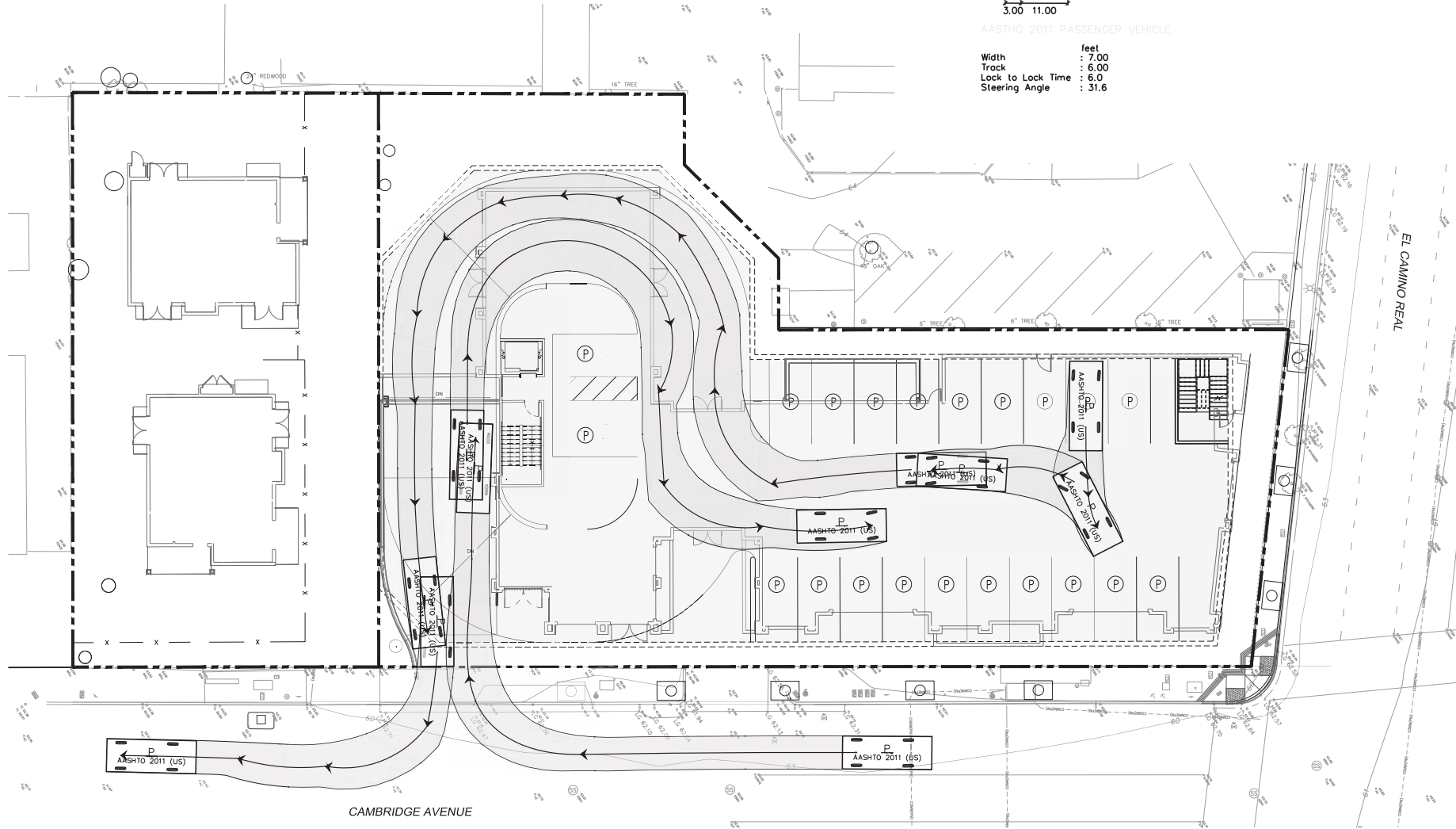
DRAWN BY: CD
SHEET NO.

C1.1



AASHTO 2011 PASSENGER VEHICLE

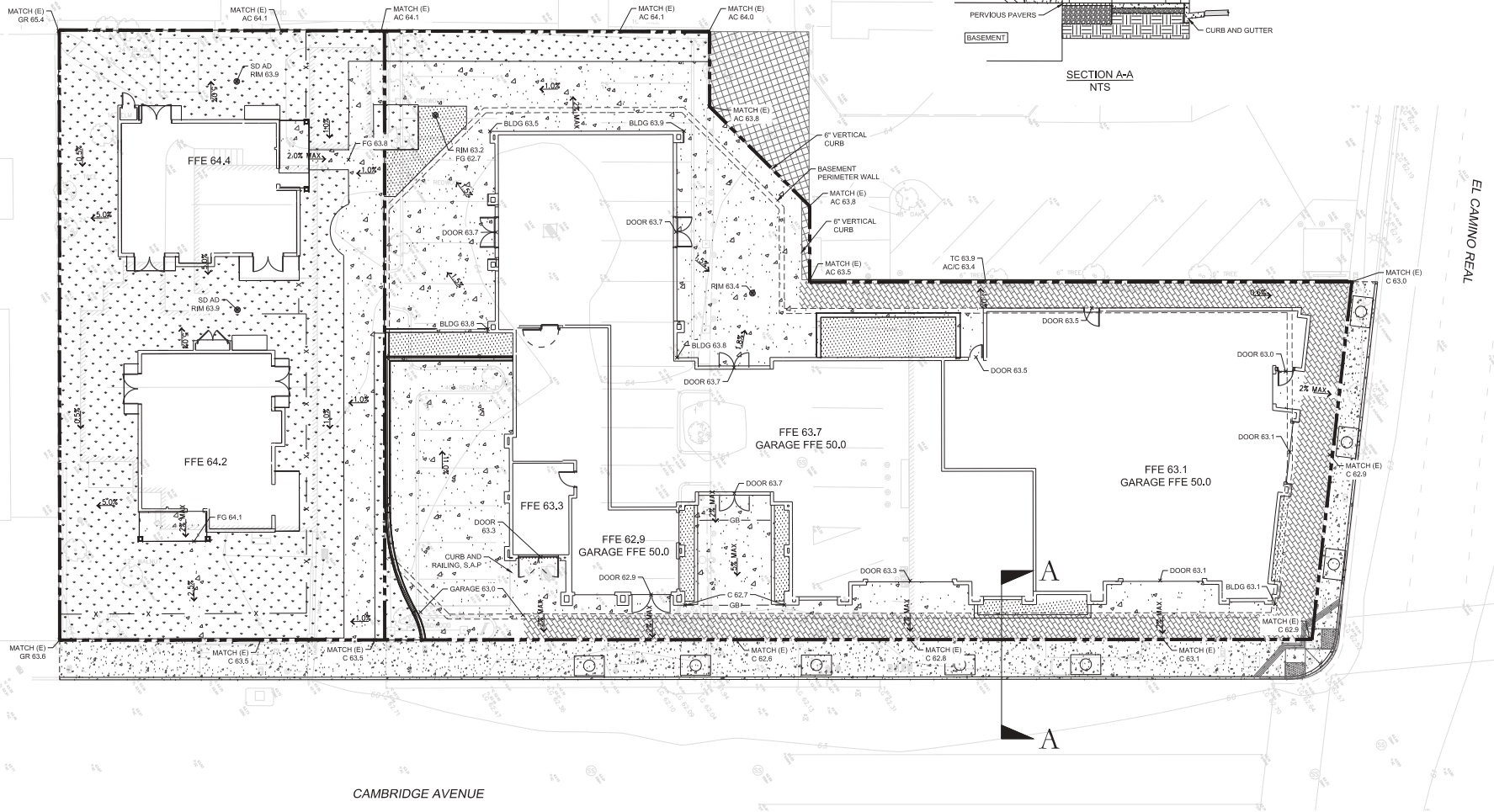
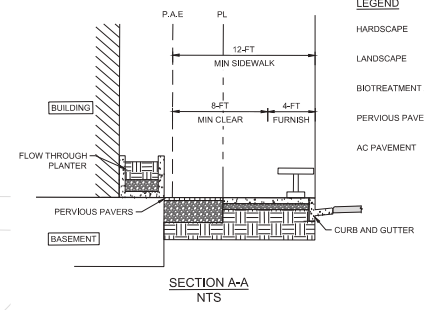
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- Track : 6.00
- Lock to Lock Time : 6.0
- Steering Angle : 31.6



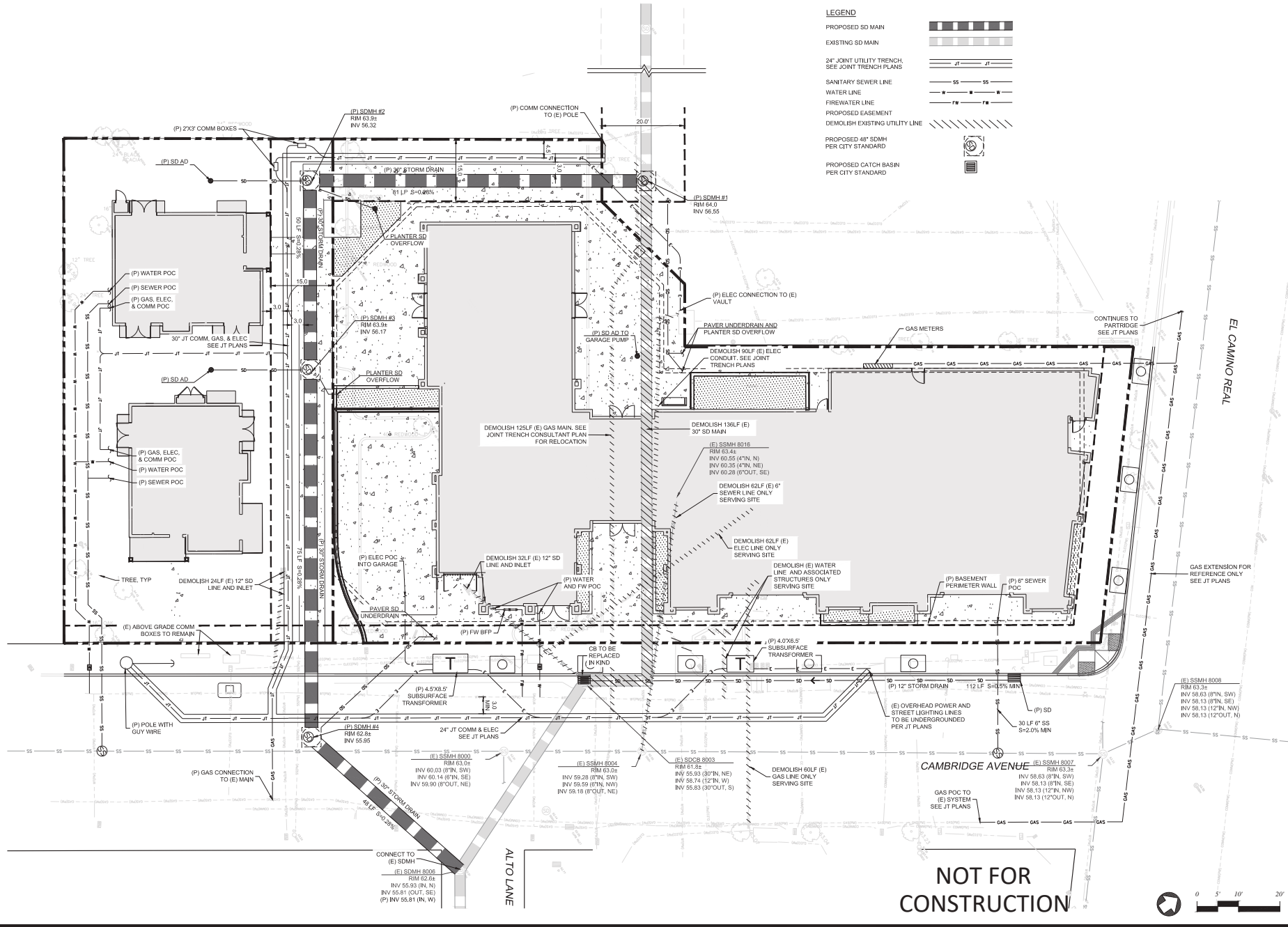
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LEGEND

HARDSCAPE	
LANDSCAPE	
BIOTREATMENT AREA	
PERVIOUS PAVERS	
AC PAVEMENT	



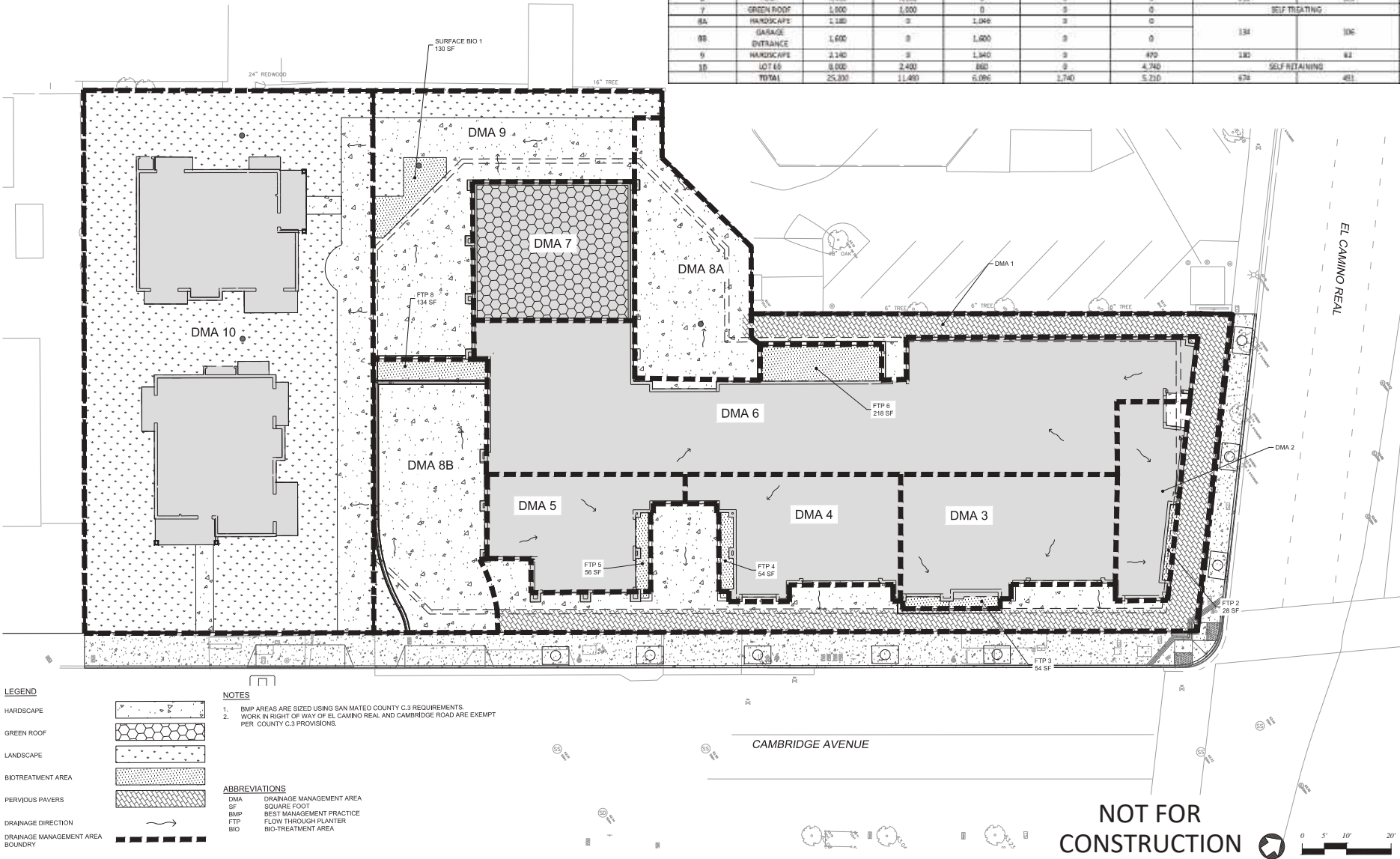
NOT FOR CONSTRUCTION



LEGEND

- PROPOSED SD MAIN [Symbol]
- EXISTING SD MAIN [Symbol]
- 24" JOINT UTILITY TRENCH, SEE JOINT TRENCH PLANS [Symbol]
- SANITARY SEWER LINE [Symbol]
- WATER LINE [Symbol]
- FIREWATER LINE [Symbol]
- PROPOSED EASEMENT [Symbol]
- DEMOLISH EXISTING UTILITY LINE [Symbol]
- PROPOSED 48" SDMH PER CITY STANDARD [Symbol]
- PROPOSED CATCH BASIN PER CITY STANDARD [Symbol]

DRAINAGE MANAGEMENT AREA #	DESCRIPTION	DMA AREA (SQ. FEET)	ROOF AREA (SQ. FEET)	HARDSCAPE AREA (SQ. FEET)	PERVIOUS PAVEMENT AREA (SQ. FEET)	LANDSCAPING AREA (SQ. FEET)	TREATMENT AREA PROVIDED (SQ. FEET)	TREATMENT AREA REQUIRED (SQ. FEET)
1	PAVERS	2,700	0	1,000	2,700	0		SELF RETAINING
2	ROOF	650	622	0	0	0	28	28
3	ROOF	1,680	1,396	0	0	0	34	34
4	ROOF	1,120	1,060	0	0	0	34	43
5	ROOF	960	904	0	0	0	36	36
6	ROOF	4,430	4,192	0	0	0	738	168
7	GREEN ROOF	1,000	1,000	0	0	0		SELF TREATING
8A	HARDSCAPE	1,180	0	1,000	0	0		
8B	GARAGE ENTRANCE	1,600	0	1,600	0	0	134	106
9	HARDSCAPE	2,140	0	1,940	0	400	130	62
10	LOT 10	8,000	2,400	860	0	4,740		SELF RETAINING
	TOTAL	25,330	11,490	6,096	1,740	5,210	674	481



LEGEND

HARDSCAPE

GREEN ROOF

LANDSCAPE

BIOTREATMENT AREA

PERVIOUS PAVERS

DRAINAGE DIRECTION

DRAINAGE MANAGEMENT AREA BOUNDARY

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

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

NOT FOR CONSTRUCTION

0 5' 10' 20'



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MENLO PARK, CALIFORNIA 94025

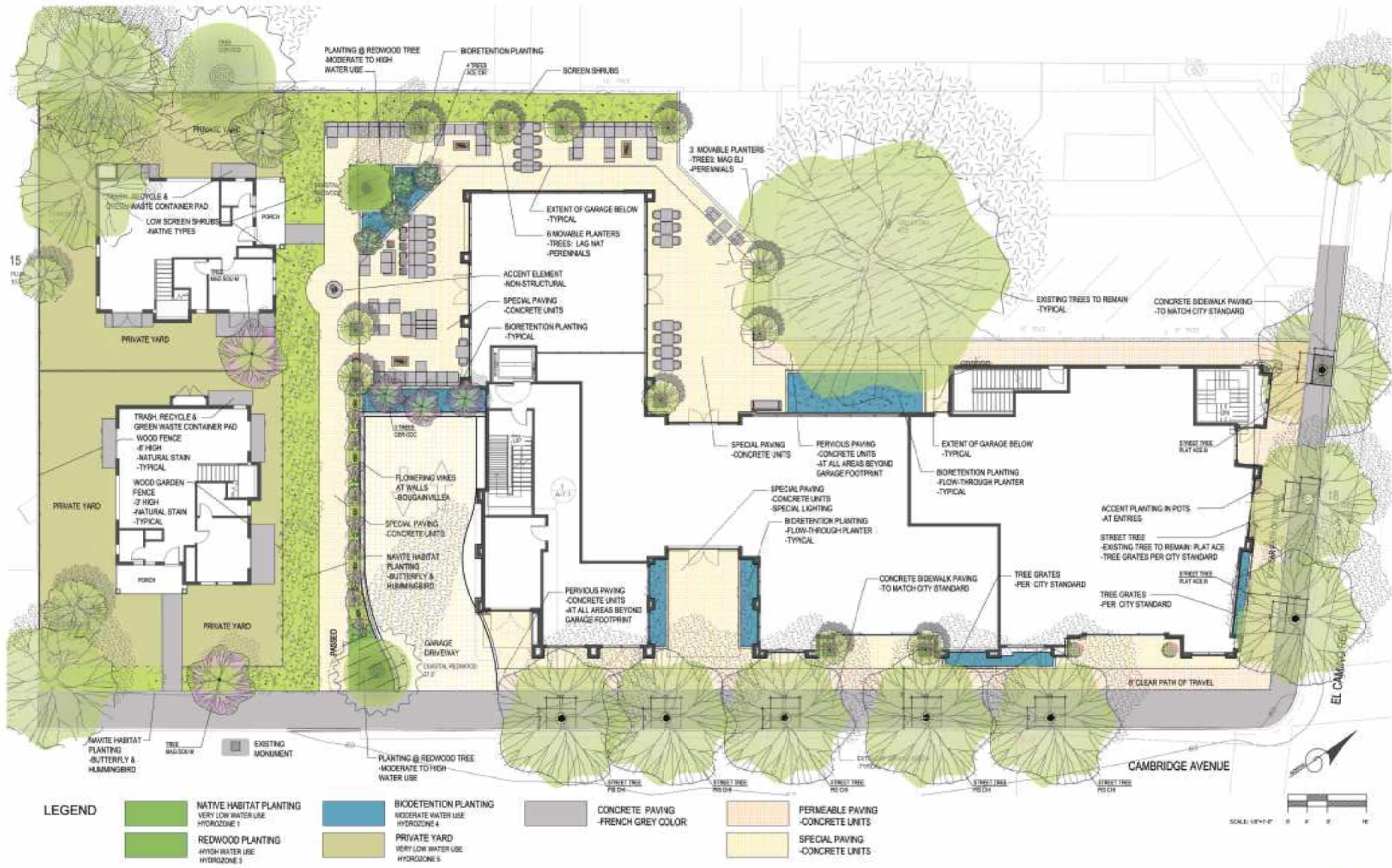
STORMWATER MANAGEMENT PLAN

REVISIONS:
PLANNING SUBMITTAL
06/14/19

CHECKED: _____
DATE: _____

FIG. NO. 17-1007
DATE: 06/14/2018
DWG. SCALE: 1" = 10'
DRAWN BY: CB
SHEET NO. _____

C4.0



LEGEND	
	NATIVE HABITAT PLANTING VERY LOW WATER USE HYDROZONE 1
	REDWOOD PLANTING 4HYGH WATER USE HYDROZONE 3
	BIODETENTION PLANTING MODERATE WATER USE HYDROZONE 4
	PRIVATE YARD VERY LOW WATER USE HYDROZONE 5
	CONCRETE PAVING -FRENCH GREY COLOR
	PERMEABLE PAVING -CONCRETE UNITS
	SPECIAL PAVING -CONCRETE UNITS

VINES AT BUILDING



WOOD FENCING



CAFE TERRACE

DATE
06-12-2019

201 EL CAMINO REAL
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
LANDSCAPE CONCEPT IMAGES

SHEET NUMBER
L1.1

ZAC Landscape Architects, Inc.
145144 5th Street
Palo Alto, California 94302
(650) 696-2967
www.zaclandscape.com
info@zaclandscape.com



WATER TREATMENT PLANT LIST

SPY CODE	BOTANICAL NAME	COMMON NAME	HSB	D	H	W	GENERAL DESCRIPTION
TREE LEGEND							
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
SHRUB & PERENNIAL LEGEND							
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES

SITE PLANT LIST

SPY CODE	BOTANICAL NAME	COMMON NAME	HSB	D	H	W	GENERAL DESCRIPTION
TREE LEGEND							
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
SHRUB & PERENNIAL LEGEND							
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	NEW	NEW ORIGINATOR	NEW NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	EXISTING ORIGINATOR	EXISTING NAME	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES
★	REPLACEMENT	REPLACEMENT	REPLACEMENT	15 GAL	0	10	REPLACES EXISTING PLANT SPECIES



STREET TREE



NATIVE BUTTERFLY & HUMMINGBIRD HABITAT

LARGE WINGED HUMMINGBIRD AT GARAGE WALL



FLOWERING TREES



DATE
06-12-2019

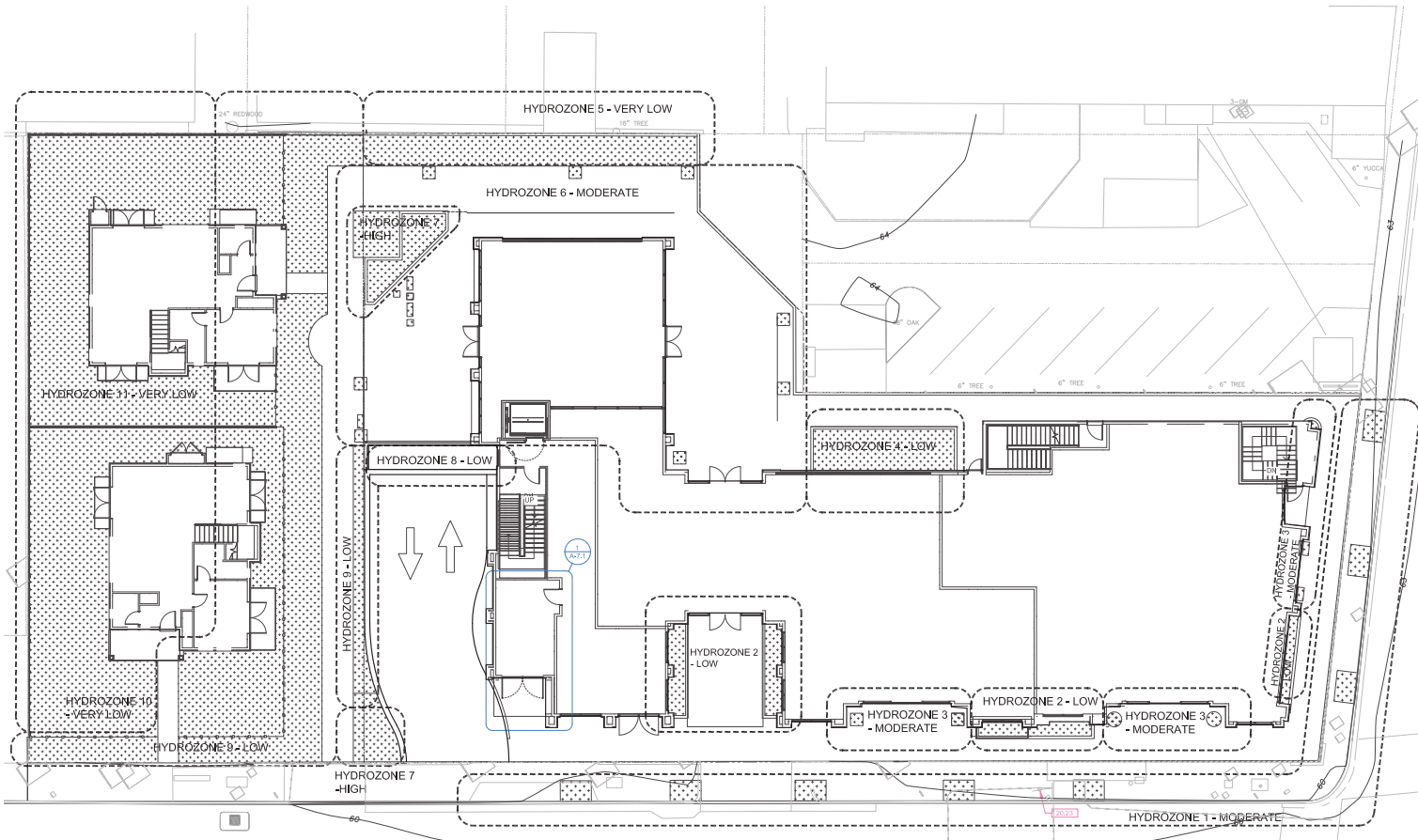
201 EL CAMINO REAL
MENLO PARK, CALIFORNIA 94025

SHEET TITLE
PLANT LIST AND IMAGES

SHEET NUMBER
L2.0

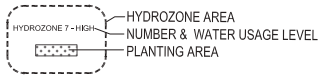
ZAC Landscape Architects, Inc.
14149 S. 2nd Street
Palo Alto, California 94302
(650) 962-2667
www.zaclandscape.com
info@zaclandscape.com





HYDROZONES DIAGRAM

LEGEND



PROJECT DATA

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

TOTAL LANDSCAPE AREA: 6,239 SF

PROJECT TYPE: REHABILITATED PRIVATE RESIDENCE

WATER SUPPLY TYPE: POTABLE WATER

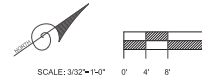
STATEMENT:

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

SIGNED: *[Signature]* DATE: 02-14-2019

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

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



Hydrozone Water Usage

1. Hydrozone Water Usage

Hydrozone	Area (SF)	Water Usage (GPD)	Water Usage (MG)
1	1,200	1,200	0.0012
2	1,500	1,500	0.0015
3	1,000	1,000	0.0010
4	800	800	0.0008
5	1,500	1,500	0.0015
6	1,500	1,500	0.0015
7	1,000	1,000	0.0010
8	1,000	1,000	0.0010
9	1,000	1,000	0.0010
10	1,000	1,000	0.0010
11	1,000	1,000	0.0010
Total	6,239	6,239	0.006239

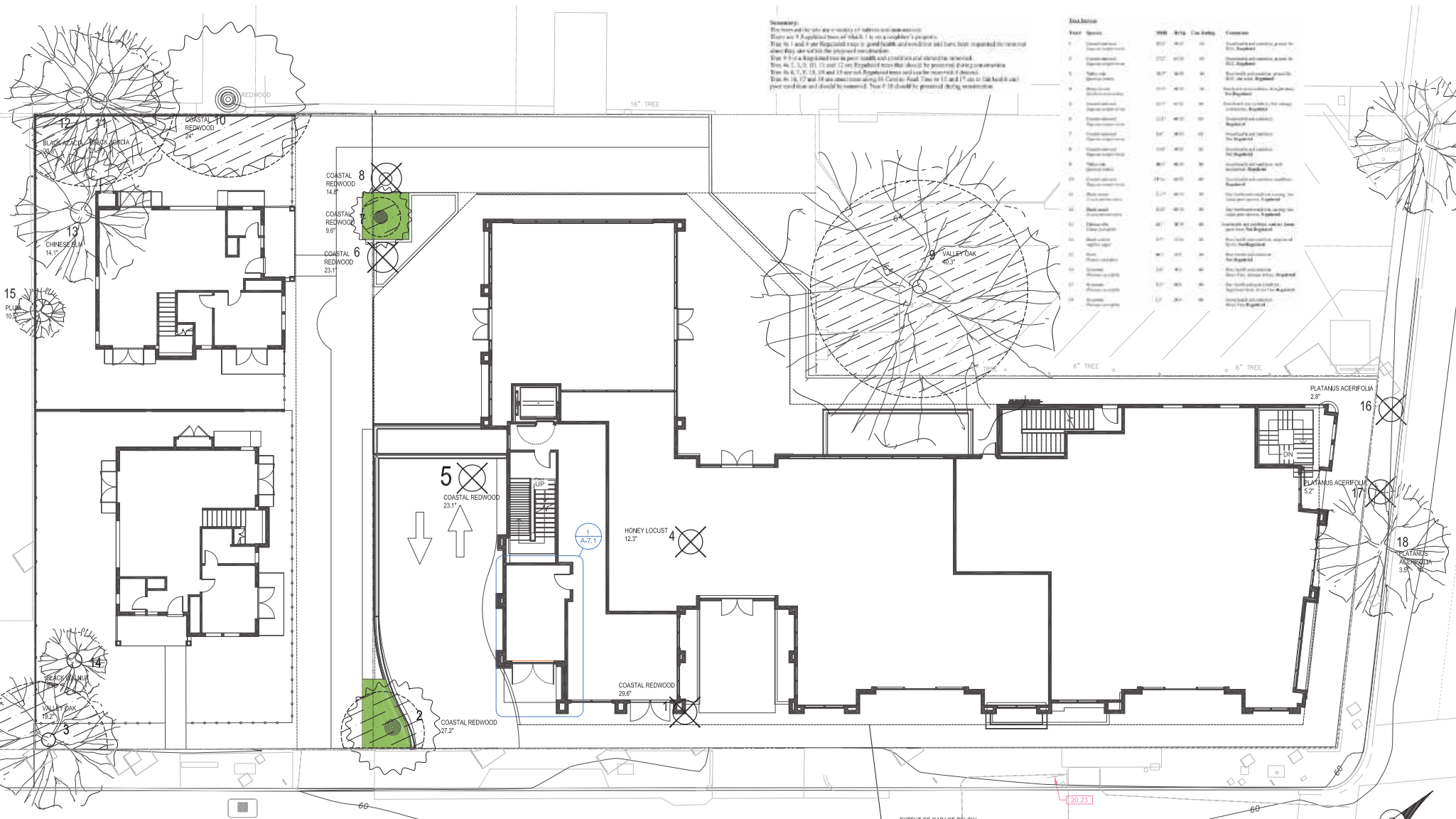
2. Hydrozone Water Usage

Hydrozone	Area (SF)	Water Usage (GPD)	Water Usage (MG)
1	1,200	1,200	0.0012
2	1,500	1,500	0.0015
3	1,000	1,000	0.0010
4	800	800	0.0008
5	1,500	1,500	0.0015
6	1,500	1,500	0.0015
7	1,000	1,000	0.0010
8	1,000	1,000	0.0010
9	1,000	1,000	0.0010
10	1,000	1,000	0.0010
11	1,000	1,000	0.0010
Total	6,239	6,239	0.006239




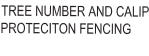


Notes:
 The removal of trees is necessary for various reasons:
 1. Trees are in poor health or dead.
 2. Trees are in the way of proposed construction.
 3. Trees are in the way of proposed parking areas.
 4. Trees are in the way of proposed walkways.
 5. Trees are in the way of proposed landscaping.
 6. Trees are in the way of proposed irrigation.
 7. Trees are in the way of proposed lighting.
 8. Trees are in the way of proposed security.
 9. Trees are in the way of proposed signage.
 10. Trees are in the way of proposed art.
 11. Trees are in the way of proposed furniture.
 12. Trees are in the way of proposed playground equipment.
 13. Trees are in the way of proposed sports equipment.
 14. Trees are in the way of proposed outdoor kitchen.
 15. Trees are in the way of proposed outdoor seating.
 16. Trees are in the way of proposed outdoor fire pit.
 17. Trees are in the way of proposed outdoor shower.
 18. Trees are in the way of proposed outdoor hot tub.
 19. Trees are in the way of proposed outdoor fireplace.
 20. Trees are in the way of proposed outdoor grill.
 21. Trees are in the way of proposed outdoor bar.
 22. Trees are in the way of proposed outdoor lounge.
 23. Trees are in the way of proposed outdoor dining.
 24. Trees are in the way of proposed outdoor entertainment.
 25. Trees are in the way of proposed outdoor storage.
 26. Trees are in the way of proposed outdoor laundry.
 27. Trees are in the way of proposed outdoor bike storage.
 28. Trees are in the way of proposed outdoor pet house.
 29. Trees are in the way of proposed outdoor dog house.
 30. Trees are in the way of proposed outdoor dog run.
 31. Trees are in the way of proposed outdoor dog house.
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 49. Trees are in the way of proposed outdoor dog house.
 50. Trees are in the way of proposed outdoor dog house.

Tree Schedule

Tree #	Species	DBH	Height	Caliper	Comments
1	Coastal Redwood	14.8"	25'	4"	Remove and preserve in place for fire mitigation.
2	Coastal Redwood	14.8"	25'	4"	Remove and preserve in place for fire mitigation.
3	Valley Oak	12.5"	25'	4"	Remove and preserve in place for fire mitigation.
4	Honey Locust	12.5"	25'	4"	Remove and preserve in place for fire mitigation.
5	Coastal Redwood	23.1"	35'	6"	Remove and preserve in place for fire mitigation.
6	Coastal Redwood	23.1"	35'	6"	Remove and preserve in place for fire mitigation.
7	Coastal Redwood	23.1"	35'	6"	Remove and preserve in place for fire mitigation.
8	Coastal Redwood	23.1"	35'	6"	Remove and preserve in place for fire mitigation.
9	Valley Oak	40.3"	45'	8"	Remove and preserve in place for fire mitigation.
10	Coastal Redwood	29.6"	45'	6"	Remove and preserve in place for fire mitigation.
11	Coastal Redwood	29.6"	45'	6"	Remove and preserve in place for fire mitigation.
12	Coastal Redwood	27.2"	45'	6"	Remove and preserve in place for fire mitigation.
13	Camelina	14.1"	25'	4"	Remove and preserve in place for fire mitigation.
14	Platanus Acerifolia	2.8"	15'	2"	Remove and preserve in place for fire mitigation.
15	Platanus Acerifolia	5.2"	25'	4"	Remove and preserve in place for fire mitigation.
16	Platanus Acerifolia	2.8"	15'	2"	Remove and preserve in place for fire mitigation.
17	Platanus Acerifolia	5.2"	25'	4"	Remove and preserve in place for fire mitigation.
18	Platanus Acerifolia	3.5"	20'	3"	Remove and preserve in place for fire mitigation.

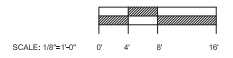


LEGEND

-  TREE NUMBER AND CALIPER SIZE
-  CONSTRUCTION PROTECTION FENCING
-  EXISTING TREE TO BE REMOVED
-  TREE NUMBER AND CALIPER SIZE
-  PLANTING AT REDWOOD TREES
-  -HIGH WATER USE

NOTES

- SEE ARBORIST REPORT, ADVANCED TREE CARE, OF FEB. 9, 2019 FOR COMPLETE EVALUATION.



DATE 06-12-2019	TITLE 201 EL CAMINO REAL MENLO PARK, CALIFORNIA 94025	SHEET TITLE TREE DISPOSITION PLAN	SHEET NUMBER T1	Advanced Tree Care Carter Center 101, 102a P.O. BOX 520 Redwood City, CA 94063	ZAC Landscape Architects, Inc. 14514 El Camino Menlo Park, CA 94025 (773) 696-2967 www.zaclandscape.com info@zaclandscape.com	
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201 El Camino Real & 612 Cambridge Avenue Project

Revised Project Description Updated 6/24/19

I. Introduction

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

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

II. Project Overview

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

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

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

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

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

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

III. Existing Conditions

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

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

IV. Vacation of Alto Lane

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

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

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

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

V. Design Concept

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

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

VI. Proposed Uses

I. Residential

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

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

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

1. Retail/ Personal Services Uses

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

2. Restaurant

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

3. Medical Office

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

VII. Public Benefit Proposal

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

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

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

- 201 El Camino Real / 610 Cambridge Ave.

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

- 612 Cambridge Ave.¹

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

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

¹ The 612 Cambridge Ave. portion of the base project is the same as for the proposed project.

² The Project is proposing 14 units, including 2 BMR units.

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

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

VIII. Sustainability

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

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

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

IX. Neighborhood Outreach

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

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

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

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

Advanced Tree Care

P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park

February 9, 2019

Hu – Hantwo LLC
86 Michaels Way
Atherton, CA 94027

Site: 201 El Camino Real, Menlo Park

Dear Hu,

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

Method:

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

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

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

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

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

Sincerely



Robert Weatherill
Certified Arborist WE 1936A

Advanced Tree Care

P. O. Box 5326 Redwood City, CA 94063

201 El Camino Real, Menlo Park

February 9, 2019

Tree Survey

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

Summary:

The trees on the site are a variety of natives and non-natives.

There are 9 Regulated trees of which 1 is on a neighbor's property.

Tree #s 1 and 6 are Regulated trees in good health and condition and have been requested for removal since they are within the proposed construction.

Tree # 5 is a Regulated tree in poor health and condition and should be removed.

Tree #s 2, 3, 9, 10, 11 and 12 are Regulated trees that should be protected during construction.

Tree #s 4, 7, 8, 13, 14 and 15 are not Regulated trees and can be removed if desired.

Tree #s 16, 17 and 18 are street trees along El Camino Real. Tree #s 16 and 17 are in fair health and poor condition and should be removed. Tree # 18 should be protected during construction.

Tree Protection Plan

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

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

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

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

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

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



IMAGE 2.15-1
Tree Protection Fence at the Dripline



IMAGE 2.15-2
Tree Protection Fence at the Dripline



IMAGE 2.15-4
Trunk Wrap Protection

• **Type I Tree Protection**

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

• **Type III Tree Protection**

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

2. Any pruning and maintenance of the tree shall be carried out before construction begins. This should allow for any clearance requirements for both the new structure and any construction machinery. This will eliminate the possibility of damage during construction. **The pruning should be carried out by an arborist, not by construction personnel.** No limbs greater than 4" in diameter shall be removed.
3. Any excavation in ground where there is a potential to damage roots of 1" or more in diameter should be carefully hand dug. Where possible, roots should be dug around rather than cut.⁽²⁾
4. If roots are broken, every effort should be made to remove the damaged area and cut it back to its closest lateral root. A clean cut should be made with a saw or pruners. This will prevent any infection from damaged roots spreading throughout the root system and into the tree.⁽²⁾
5. **Do Not:**⁽⁴⁾
 - a. Allow run off or spillage of damaging materials into the area below any tree canopy.
 - b. Store materials, stockpile soil, park or drive vehicles within the TPZ of the tree.
 - c. Cut, break, skin or bruise roots, branches or trunk without first obtaining permission from the city arborist.
 - d. Allow fires under any adjacent trees.
 - e. Discharge exhaust into foliage.
 - f. Secure cable, chain or rope to trees or shrubs.
 - g. Apply soil sterilants under pavement near existing trees.
6. Where roots are exposed, they should be kept covered with the native soil or four layers of wetted, untreated burlap. Roots will dry out and die if left exposed to the air for too long.⁽⁴⁾
7. Route pipes into alternate locations to avoid conflict with roots.⁽⁴⁾
8. Where it is not possible to reroute pipes or trenches, the contractor is to bore beneath the dripline of the tree. The boring shall take place no less than 3 feet below the surface of the soil in order to avoid encountering "feeder" roots.⁽⁴⁾
9. Compaction of the soil within the dripline shall be kept to a minimum.⁽²⁾
10. Any damage due to construction activities shall be reported to the project arborist or city arborist within 6 hours so that remedial action can be taken.
11. Ensure upon completion of the project that the original ground level is restored



Location of protected trees and their Tree Protection Zones

Glossary

Canopy	The part of the crown composed of leaves and small twigs. ⁽²⁾
Cavities	An open wound, characterized by the presence of extensive decay and resulting in a hollow. ⁽¹⁾
Decay	Process of degradation of woody tissues by fungi and bacteria through the decomposition of cellulose and lignin ⁽¹⁾
Dripline	The width of the crown as measured by the lateral extent of the foliage. ⁽¹⁾
Genus	A classification of plants showing similar characteristics.
Root crown	The point at which the trunk flares out at the base of the tree to become the root system.
Species	A Classification that identifies a particular plant.
Standard height	Height at which the girth of the tree is measured. Typically 4 1/2 feet above ground level

References

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

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

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

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

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

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

Certification of Performance⁽³⁾

I, Robert Weatherill certify:

- * That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and appraisal is stated in the attached report and the Terms and Conditions;
- * That I have no current or prospective interest in the vegetation or the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;
- * That the analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts;
- * That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events;
- * That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted Arboricultural practices;
- * That no one provided significant professional assistance to the consultant, except as indicated within the report.

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

Signed



*Robert Weatherill
Certified Arborist WE 1936a*

Date: 2/9/19

Terms and Conditions(3)

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

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

Addenda

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

Coast redwood #2

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

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

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

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

Valley oak #3

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

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

Valley oak #9

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

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



IMAGE 2.15-4
Trunk Wrap Protection

• Type III Tree Protection

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

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

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

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

Site Monitoring Activities

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

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

Set up of initial Tree Protection Fencing prior to demolition

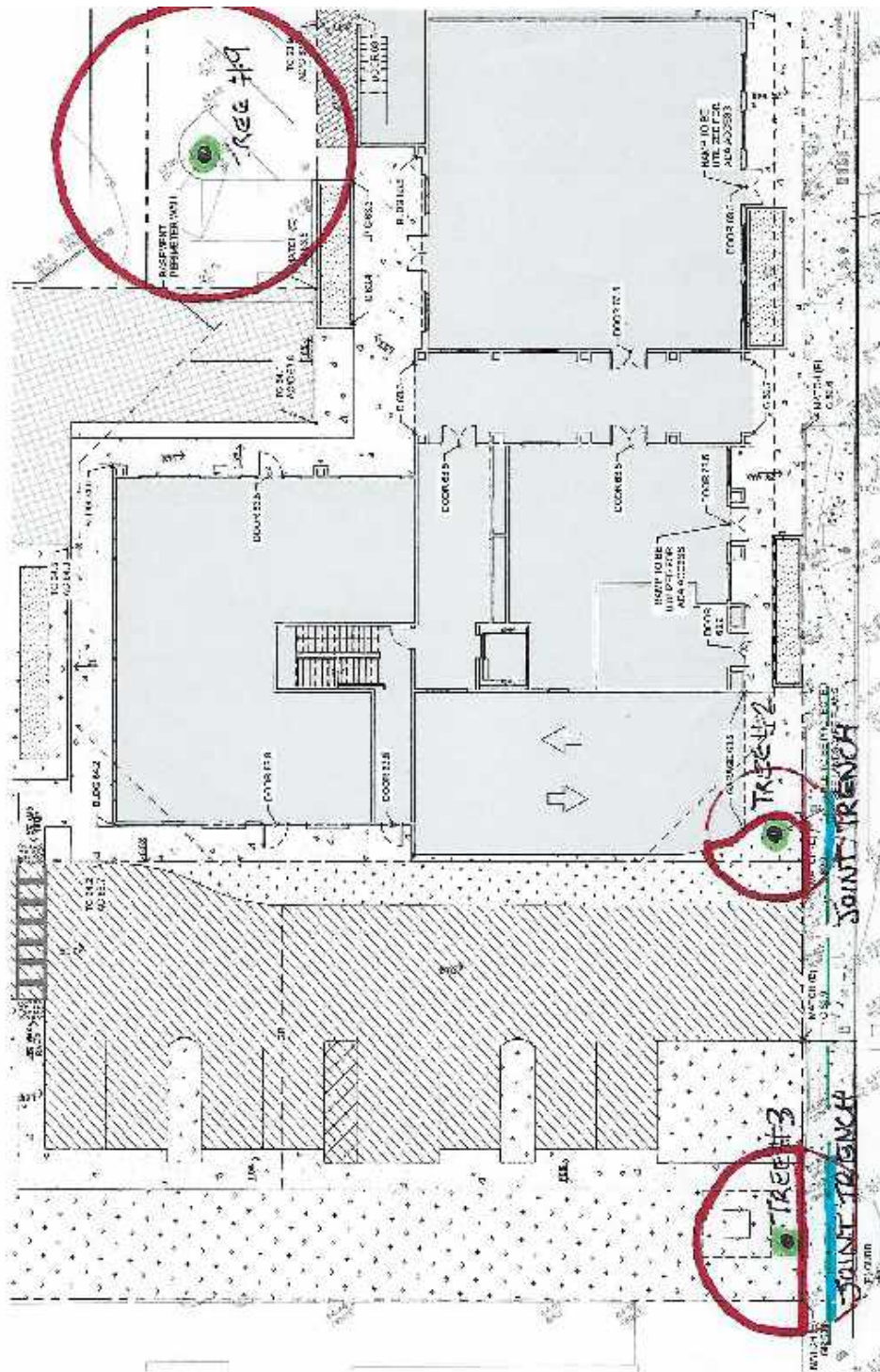
Pruning of Tree # 9 for construction clearances

Adjustment of Tree Protection Fencing for excavation and construction

Excavation of ramp and retaining wall close to Tree # 2

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

Root crown excavation of Tree # 9



Tree Protection During Construction

Memorandum

To: Matthew Pruter, City of Menlo Park

From: Stephanie Hagar and Chelsea Guerrero

Date: May 29, 2019

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

Introduction and Purpose

This memorandum presents the findings of a static proforma analysis that BAE conducted to estimate the project profit from the proposed redevelopment of 201 El Camino Real and 612 Cambridge Avenue in Menlo Park. The proforma analysis compares the project profit of the proposed project, which is seeking a density bonus under the City's public benefit program for the El Camino Real/Downtown Specific Plan, to the potential project profit from an alternative project developed at the base level density for the site.

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

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

Key Findings

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

(b) Development costs exclude costs associated with land acquisition.

Sources: BAE, 2019.

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

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

Notes:

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

(b) Development costs exclude costs associated with land acquisition.

Sources: BAE, 2019.

Overview of Proposed Project

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

Public Benefit Bonus Project

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

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

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

Base Zoning Project

Although the developer has not prepared plans for a project that would conform to the existing base zoning (i.e. without the public benefit bonus), the Project sponsor has indicated that the Base Project on the ECR SW parcel would consist of 10 rental units (five one-bedroom units and five two-bedroom units), approximately 7,000 square feet of retail/medical office space, and two levels of underground parking. A total of 54 parking spaces (38 standard and 16

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

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

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

Methodology for the Financial Analysis

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

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

Key Assumptions

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

(a) Equal to all hard and soft costs for the multifamily residential portion of the project, excluding land and BMR in-lieu fees, divided by the gross multifamily residential square footage.

(b) Represents the average gross residential area for a one-bedroom unit. Figure is based on the overall residential efficiency ratio for units in the 201 ECR building and the estimated average net residential square footage for each development program.

(c) NPV of operating costs for a one-bedroom unit over a 55-year period.

Annual operating costs in year 1 (per unit): \$13,000

Annual rate of operating cost inflation: 2.5%

Discount rate for NPV analysis: 4.0%

(d) The Developer purchased the project site for \$6,950,000, or approximately \$282 per site square foot, in August 2015. This analysis estimates the land cost for a one-bedroom unit based on the share of overall project square footage that an average one-bedroom unit in the project would account for.

Source: BAE, 2019.

Alternative Condominium Scenario

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

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

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

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

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

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

Limiting Conditions

The above analysis is based on cost and valuation factors provided by the potential developer, as well as research conducted by BAE during the first quarter of 2019. The project is in pre-development, and as design and development work proceeds, it is possible that changes in design, building code requirements, construction costs, market conditions, interest rates, or other factors may result in significant changes in costs, profits, and development feasibility.

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)					
Project Characteristics				Residential	Residential						
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Multifamily	Development Costs	Commercial	Townhome	Multifamily	Total
Gross building area (sf)		23,454	Construction hard costs, per sf (a)	\$384	\$374	\$374	Building hard construction costs	\$2,837,707	\$1,332,912	\$4,675,473	\$8,846,092
			TI allowance, per rentable sf (b)	\$60			Tenant improvements	\$417,600	\$0	\$0	\$417,600
Built Project FAR		0.93					Underground garage costs	\$2,881,760	\$371,840	\$1,766,240	\$5,019,840
Dwelling units per acre		21					Mechanical parking lift costs	\$0	\$0	\$136,000	\$136,000
			Parking				Demolition and site prep costs	\$323,923	\$156,390	\$548,573	\$1,028,886
Residential			Underground garage hard costs per sf (excl. lifts) (a)				Subtotal, Hard Costs	\$6,460,990	\$1,861,142	\$7,126,286	\$15,448,418
Gross residential area (sf)		16,070	Mechanical parking lifts, per lift (a)								
Multifamily gross residential area (sf)		12,505	Underground garage hard costs per space (incl. lifts) (a)				Soft costs (d)	\$1,292,198	\$372,228	\$1,425,257	\$3,089,684
Townhouse gross residential area (sf)		3,565					Impact fees	\$69,908	\$12,887	\$112,019	\$194,814
Dwelling units (du) - number		12	General Development Costs				BMR in-lieu fee	\$0	\$0	\$328,742	\$328,742
1 bedroom		4	Impact fees (c)				Contingency	\$387,659	\$111,669	\$427,577	\$926,905
1 bedroom BMR unit		1	BMR in-lieu fee				Developer fee (e)	\$310,128	\$89,335	\$342,062	\$741,524
2 bedroom		5	Demolition/underground utilities/site cost, per site sf				Construction financing - interest	\$228,466	\$65,617	\$261,742	\$555,825
2 bedroom BMR unit		0	Soft costs as % of hard costs (d)				Construction financing - loan fees	\$83,079	\$23,861	\$95,179	\$202,118
3 bedroom townhouse		2	Developer fee as % of hard and soft costs (e)				Subtotal, Soft Costs	\$2,371,438	\$675,597	\$2,992,578	\$6,039,613
			Contingency as % of hard and soft costs								
			Developer profit as % of hard and soft costs				Total Hard & Soft Costs	\$8,832,428	\$2,536,739	\$10,118,864	\$21,488,032
Commercial							Total Costs per Unit	n/a	\$1,268,370	\$1,011,886	\$1,790,669
Gross commercial area (sf)		7,384	Operating Revenues and Expenses				Total Costs per sf	\$1,196	\$712	\$809	\$916
Net retail area (sf)		3,960	Office rental rate, sf/yr, NNN								
Net medical office area (sf)		3,000	Retail rental rate, sf/yr, NNN				Income Capitalization				
			Residential rental rate, per du/mo				Projected Income	Commercial	Townhome	Multifamily	Total
Parking			1 bedroom				Gross annual rents	\$510,264	\$162,564	\$462,840	\$1,135,668
Below grade parking garage (sf)		27,888	1 bedroom BMR				Gross annual parking rent	0	\$5,700	\$27,075	\$32,775
Below grade parking spaces		54	2 bedroom				Less operating expenses	\$0	(\$26,000)	(\$130,000)	(\$156,000)
Standard parking spaces		38	2 bedroom BMR				Net Operating Income (NOI)	\$510,264	\$142,264	\$359,915	\$1,012,443
Stacker spaces		16	4 bedroom townhouse								
Mechanical parking lifts		8	Annual operating cost, per du				Capitalized Value				
Residential parking spaces		23	Vacancy rate - residential / commercial	5%			Capitalization Rate	4.9%	3.5%	3.5%	4.1%
			Residential parking rent, per mo				Capitalized Value	\$10,413,551	\$4,064,686	\$10,283,286	\$24,761,522
			Vacancy rate - residential parking								
Notes:							Residual Project Value				
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.			Construction Financing				Residual Value				
(b) Includes landlord share of tenant improvement costs.			Construction loan to cost ratio				Total Capitalized Value				\$24,761,522
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees.			Loan fee (points)				Less Hard and Soft Costs				(\$21,488,032)
Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations.			Interest rate				Less Developer Profit				(\$2,148,803)
Figures are net of existing uses to be demolished.			Loan period (months)				Residual Land Value				\$1,124,688
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.			Drawdown factor				Actual Land Sale Price (2015)				(\$6,950,000)
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.			Total construction costs (excl. land & financing costs)				Residual Project Value				(\$5,825,312)
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)							Yield as % of Total Development Cost (f)				3.56%
Source: BAE, 2019.											

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

Development Program Assumptions		Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics			Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total
Site area - acres / square feet (sf)	0.58 25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$3,009,107	\$1,332,912	\$6,764,014	\$11,106,033
Gross building area (sf)	29,486	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$439,320	\$0	\$0	\$439,320
Built Project FAR	1.17	TI allowance, per rentable sf (b)	\$60		Underground garage costs	\$2,760,912	\$334,656	\$1,924,272	\$5,019,840
Dwelling units per acre	24	Parking			Mechanical parking lift costs	\$0	\$0	\$238,000	\$238,000
Residential		Underground garage hard costs per sf (a)		\$180	Demolition and site prep costs	\$273,220	\$124,397	\$631,268	\$1,028,886
Gross residential area (sf)	21,656	Mechanical parking lifts, per lift (a)		\$17,000	Subtotal, Hard Costs	\$6,482,560	\$1,791,965	\$9,557,554	\$17,832,079
Multifamily gross residential area (sf)	18,091	Underground garage hard costs per space (incl. lifts) (a)		\$87,631	Soft costs (d)	\$1,296,512	\$358,393	\$1,911,511	\$3,566,416
Townhouse gross residential area (sf)	3,565	General Development Costs			Impact fees	\$73,642	\$12,672	\$155,252	\$241,565
Dwelling units (du) - number	14	Impact fees (c)		\$241,565	Contingency	\$388,954	\$107,518	\$573,453	\$1,069,925
1 bedroom	5	Demolition/underground utilities/site cost, per site sf		\$40.88	Developer fee (e)	\$311,163	\$86,014	\$458,763	\$855,940
1 bedroom BMR unit	1	Soft costs as % of hard costs (d)		20%	Construction financing - interest	\$229,323	\$63,185	\$339,353	\$631,861
2 bedroom	5	Developer fee as % of hard and soft costs (e)		4%	Construction financing - loan fee	\$83,390	\$22,976	\$123,401	\$229,768
2 bedroom BMR unit	1	Contingency as % of hard and soft costs		5%	Subtotal, Soft Costs	\$2,382,983	\$650,759	\$3,561,733	\$6,595,475
3 bedroom townhouse	2	Developer profit as % of hard and soft costs		10%	Total Hard & Soft Costs	\$8,865,543	\$2,442,724	\$13,119,287	\$24,427,553
Commercial		Operating Revenues and Expenses			Total Costs per Unit	n/a	\$1,221,362	\$1,093,274	\$1,744,825
Gross commercial area (sf)	7,830	Medical office rental rate, sf/yr, NNN		\$84.00	Total Costs per sf	\$1,132	\$685	\$725	\$828
Net retail area (sf)	4,322	Retail rental rate, sf/yr, NNN		\$72.00	Income Capitalization				
Net medical office area (sf)	3,000	Residential rental rate, per du/mo			Projected Income	Commercial	Townhome	Multifamily	Total
Parking		1 bedroom		\$4,175	Gross annual rents	\$535,025	\$162,564	\$619,134	\$1,316,723
Below grade parking garage (sf)	27,888	1 bedroom BMR		\$2,200	Gross annual parking rent	\$0	\$5,700	\$32,775	\$38,475
Below grade parking spaces	60	2 bedroom		\$5,719	Less operating expenses	\$0	(\$26,000)	(\$156,000)	(\$182,000)
Standard parking spaces	32	2 bedroom BMR		\$2,640	Net Operating Income (NOI)	\$535,025	\$142,264	\$495,909	\$1,173,198
Stacker spaces	28	4 bedroom townhouse		\$7,130	Capitalized Value				
Mechanical parking lifts	14	Annual operating cost, per du		\$13,000	Capitalization Rate	4.9%	3.5%	3.5%	4.02%
Residential parking spaces	27	Vacancy rate - residential / commercial	5%	5%	Capitalized Value	\$10,918,873	\$4,064,686	\$14,168,829	\$29,152,388
		Residential parking rent, per mo		\$125	Residual Project Value				
		Vacancy rate - residential parking		5%	Residual Value				
		Construction Financing			Total Capitalized Value				\$29,152,388
		Construction loan to cost ratio		65%	Less Hard and Soft Costs				(\$2,427,553)
		Loan fee (points)		1.50%	Less Developer Profit				(\$2,442,755)
		Interest rate		5.5%	Residual Land Value				\$2,282,079
		Loan period (months)		18	Actual Land Sale Price (2015)				(\$6,950,000)
		Drawdown factor		50%	Residual Project Value				(\$4,667,921)
		Total construction costs (excl. land & financing costs)		\$23,565,924	Yield as % of Total Development Cost (f)				3.74%
Notes:									
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.									
(b) Includes landlord share of tenant improvement costs.									
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.									
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.									
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.									
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)									
Source: BAE, 2019.									

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics				Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$3,009,107	\$1,332,912	\$6,764,014	\$11,106,033
Gross building area (sf)		29,486	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$439,320	\$0	\$0	\$439,320
			TI allowance, per rentable sf (b)	\$60	\$374	Underground garage costs	\$2,760,912	\$334,656	\$1,924,272	\$5,019,840
Built Project FAR		1.17				Mechanical parking lift costs	\$0	\$0	\$238,000	\$238,000
Dwelling units per acre		24	Parking			Demolition and site prep costs	\$273,220	\$124,397	\$631,268	\$1,028,886
			Underground garage hard costs per sf (excl. lifts) (a)		\$180	Subtotal, Hard Costs	\$6,482,560	\$1,791,965	\$9,557,554	\$17,832,079
			Mechanical parking lifts, per lift (a)		\$17,000	Soft costs (d)	\$1,296,512	\$358,393	\$1,911,511	\$3,566,416
Residential			Underground garage hard costs per space (incl. lifts) (a)		\$87,631	Impact fees	\$73,642	\$12,672	\$155,252	\$241,565
Gross residential area (sf)		21,656				BMR in-lieu fee	\$0	\$0	\$679,812	\$679,812
Multifamily gross residential area (sf)		18,091	General Development Costs			Contingency	\$388,954	\$107,518	\$573,453	\$1,069,925
Townhouse gross residential area (sf)		3,565	Impact fees (c)		\$241,565	Developer fee (e)	\$311,163	\$86,014	\$458,763	\$855,940
Dwelling units (du) - number		14	BMR in-lieu fee		\$679,812	Construction financing - interest	\$229,323	\$63,185	\$357,581	\$650,089
1 bedroom		5	Demolition/underground utilities/site cost, per site sf		\$40.88	Construction financing - loan fees	\$83,390	\$22,976	\$130,029	\$236,396
1 bedroom BMR unit		1	Soft costs as % of hard costs (d)		20%	Subtotal, Soft Costs	\$2,382,983	\$650,759	\$4,266,400	\$7,300,142
2 bedroom		6	Developer fee as % of hard and soft costs (e)		4%	Total Hard & Soft Costs	\$8,865,543	\$2,442,724	\$13,823,954	\$25,132,221
2 bedroom BMR unit		0	Contingency as % of hard and soft costs		5%	Total Costs per Unit	n/a	\$1,221,362	\$1,151,996	\$1,795,159
3 bedroom townhouse		2	Developer profit as % of hard and soft costs		10%	Total Costs per sf	\$1,132	\$685	\$764	\$852
Commercial										
Gross commercial area (sf)		7,830	Operating Revenues and Expenses							
Net retail area (sf)		4,322	Office rental rate, sf/yr, NNN		\$84.00					
Net medical office area (sf)		3,000	Retail rental rate, sf/yr, NNN		\$72.00					
			Residential rental rate, per du/mo							
Parking			1 bedroom		\$4,175	Projected Income	Commercial	Townhome	Multifamily	Total
Below grade parking garage (sf)		27,888	1 bedroom BMR		\$2,200	Gross annual rents	\$535,025	\$162,564	\$654,231	\$1,351,820
Below grade parking spaces		60	2 bedroom		\$5,719	Gross annual parking rent	\$0	\$5,700	\$32,775	\$38,475
Standard parking spaces		32	2 bedroom BMR		\$2,640	Less operating expenses	\$0	(\$26,000)	(\$156,000)	(\$182,000)
Stacker spaces		28	4 bedroom townhouse		\$7,130	Net Operating Income (NOI)	\$535,025	\$142,264	\$531,006	\$1,208,295
Mechanical parking lifts		14	Annual operating cost, per du		\$13,000					
Residential parking spaces		27	Vacancy rate - residential / commercial	5%	5%	Capitalized Value				
			Residential parking rent, per mo		\$125	Capitalization Rate	4.9%	3.5%	3.5%	4.01%
			Vacancy rate - residential parking		5%	Capitalized Value	\$10,918,873	\$4,064,686	\$15,171,594	\$30,155,153
Notes:										
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.			Construction Financing			Residual Project Value				
(b) Includes landlord share of tenant improvement costs.			Construction loan to cost ratio		65%	Residual Value				
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees.			Loan fee (points)		1.5%	Total Capitalized Value				\$30,155,153
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.			Interest rate		5.5%	Less Hard and Soft Costs				(\$25,132,221)
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.			Loan period (months)		18	Less Developer Profit				(\$2,513,222)
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)			Drawdown factor		50%	Residual Land Value				\$2,509,711
Source: BAE, 2019.			Total construction costs (excl. land & financing costs)		\$24,245,736	Actual Land Sale Price (2015)				(\$6,950,000)
						Residual Project Value				(\$4,440,289)
						Yield as % of Total Development Cost (f)				3.77%

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)					
Project Characteristics				Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total	
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$2,837,707	\$1,332,912	\$4,675,473	\$8,846,092	
Gross building area (sf)		23,454	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$417,600	\$0	\$0	\$417,600	
Built Project FAR	0.93		TI allowance, per rentable sf (b)	\$60		Underground garage costs	\$2,881,760	\$371,840	\$1,766,240	\$5,019,840	
Dwelling units per acre	21					Mechanical parking lift costs	\$0	\$0	\$136,000	\$136,000	
			Parking			Demolition and site prep costs	\$323,923	\$156,390	\$548,573	\$1,028,886	
			Underground garage hard costs per sf (excl. lifts) (a)		\$180	Subtotal, Hard Costs	\$6,460,990	\$1,861,142	\$7,126,286	\$15,448,418	
			Mechanical parking lifts, per lift (a)		\$17,000	Soft costs (d)	\$1,292,198	\$372,228	\$1,425,257	\$3,089,684	
Residential			Underground garage hard costs per space (incl. lifts) (a)		\$95,479	Impact fees	\$69,908	\$12,887	\$112,019	\$194,814	
Gross residential area (sf)	16,070					BMR in-lieu fee	\$0	\$0	\$328,742	\$328,742	
Multifamily gross residential area (sf)	12,505		General Development Costs			Contingency	\$387,659	\$111,669	\$427,577	\$926,905	
Townhouse gross residential area (sf)	3,565		Impact fees (c)		\$194,814	Developer fee	\$310,128	\$89,335	\$342,062	\$741,524	
Dwelling units (du) - number	12		BMR in-lieu fee		\$328,742	Construction financing - interest	\$228,466	\$65,617	\$261,742	\$555,825	
1 bedroom	1		Demolition/underground utilities/site cost, per site sf		\$40.88	Construction financing - loan interest	\$83,079	\$23,861	\$95,179	\$202,118	
1 bedroom BMR unit	4		Soft costs as % of hard costs (d)		20%	Subtotal, Soft Costs	\$2,371,438	\$675,597	\$2,992,578	\$6,039,613	
2 bedroom	5		Developer fee (e)		4%	Total Hard & Soft Costs	\$8,832,428	\$2,536,739	\$10,118,864	\$21,488,032	
2 bedroom BMR unit	0		Contingency as % of hard and soft costs		5%	Total Costs per Unit	n/a	\$1,268,370	\$1,011,886	\$1,790,669	
3 bedroom townhouse	2		Developer profit as % of hard and soft costs		10%	Total Costs per sf	\$1,196	\$712	\$809	\$916	
Commercial						Income and Sales Revenue					
Gross commercial area (sf)	7,384		Revenue and Sales Assumptions				Commercial	Townhome	Multifamily	Total	
Net retail area (sf)	3,960		Office rental rate, sf/yr, NNN		\$84.00	Gross Sales Revenue	-	\$5,072,000	\$10,997,019	\$16,069,019	
Net medical office area (sf)	3,000		Retail rental rate, sf/yr, NNN		\$72.00	Less Marketing Costs	-	(\$253,600)	(\$549,851)	(\$803,451)	
			Average sale price per unit	Avg. Unit SF	Price/SF	Price/Unit	Net Sales Revenue	-	\$4,818,400	\$10,447,168	\$15,265,568
Parking			1 bedroom	866	\$1,154	\$1,000,000	Gross Annual Rent	\$510,264	-	-	\$510,264
Below grade parking garage (sf)	27,888		1 bedroom BMR		N/A	\$337,019	Less operating expenses	0	-	-	-
Below grade parking spaces	54		2 bedroom	1,186	\$1,123	\$1,332,000	Net Operating Income (NOI)	\$510,264	-	-	\$510,264
Standard parking spaces	38		2 bedroom BMR		N/A	\$390,331	Capitalization Rate	4.9%	-	-	-
Stacker spaces	16		4 bedroom townhouse	1,783	\$1,423	\$2,536,000	Capitalized Value	\$10,413,551	-	-	\$10,413,551
Mechanical parking lifts	8		Marketing costs as % of sales revenue			5%	Residual Project Value				
Residential parking spaces	23		Vacancy rate - residential / commercial		n/a	5%	Project Value	\$10,413,551	\$4,818,400	\$10,447,168	\$25,679,119
							Less Hard and Soft Costs	(\$8,832,428)	(\$2,536,739)	(\$10,118,864)	(\$21,488,032)
			Construction Financing				Less Developer Profit	(\$883,243)	(\$253,674)	(\$1,011,886)	(\$2,148,803)
			Construction loan to cost ratio			65%	Residual Land Value	\$697,880	\$2,027,987	(\$683,582)	\$2,042,284
			Loan fee (points)			1.5%	Actual Land Sale Price (2015)				
			Interest rate			5.5%	Residual Project Value				
			Loan period (months)			18	(\$4,907,716)				
			Drawdown factor			50%					
			Total construction costs (excl. land & financing costs)			\$20,730,088					
Notes:											
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.											
(b) Includes landlord share of tenant improvement costs.											
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.											
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.											
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.											
Source: BAE, 2019.											

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics			Residential			Development Costs				
Site area - acres / square feet (sf)	0.58	25,170	Commercial	Townhome	Residential Multifamily	Commercial	Townhome	Multifamily	Total	
Gross building area (sf)		23,454	Development Costs			Building hard construction costs	\$2,837,707	\$1,332,912	\$4,675,473	\$8,846,092
Built Project FAR		0.93	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$417,600	\$0	\$0	\$417,600
Dwelling units per acre		21	TI allowance, per rentable sf (b)	\$60		Underground garage costs	\$2,881,760	\$371,840	\$1,766,240	\$5,019,840
						Mechanical parking lift costs	\$0	\$0	\$136,000	\$136,000
			Parking			Demolition and site prep costs	\$323,923	\$156,390	\$548,573	\$1,028,886
			Underground garage hard costs per sf (excl. lifts) (a)		\$180	Subtotal, Hard Costs	\$6,460,990	\$1,861,142	\$7,126,286	\$15,448,418
			Mechanical parking lifts, per lift (a)		\$17,000					
			Underground garage hard costs per space (incl. lifts) (a)		\$95,479					
						Soft costs (d)	\$1,292,198	\$372,228	\$1,425,257	\$3,089,684
Residential						Impact fees	\$69,908	\$12,887	\$112,019	\$194,814
Gross residential area (sf)		16,070				BMR in-lieu fee	\$0	\$0	\$328,742	\$328,742
Multifamily gross residential area (sf)		12,505				Contingency	\$387,659	\$111,669	\$427,577	\$926,905
Townhouse gross residential area (sf)		3,565	General Development Costs			Developer fee (e)	\$310,128	\$89,335	\$342,062	\$741,524
Dwelling units (du) - number		12	Impact fees (c)		\$194,814	Construction financing - interest	\$228,466	\$65,617	\$261,742	\$555,825
1 bedroom		4	BMR in-lieu fee		\$328,742	Construction financing - loan fees	\$83,079	\$23,861	\$95,179	\$202,118
1 bedroom BMR unit		1	Demolition/underground utilities/site cost, per site sf		\$40.88	Subtotal, Soft Costs	\$2,371,438	\$675,597	\$2,992,578	\$6,039,613
2 bedroom		5	Soft costs as % of hard costs (d)		20%					
2 bedroom BMR unit		0	Developer fee as % of hard and soft costs (e)		4%	Total Hard & Soft Costs	\$8,832,428	\$2,536,739	\$10,118,864	\$21,488,032
3 bedroom townhouse		2	Contingency as % of hard and soft costs		5%	Total Costs per Unit	n/a	\$1,268,370	\$1,011,886	\$1,790,669
			Developer profit as % of hard and soft costs		10%	Total Costs per sf	\$1,196	\$712	\$809	\$916
Commercial										
Gross commercial area (sf)		7,384	Operating Revenues and Expenses			Income Capitalization				
Net retail area (sf)		3,960	Office rental rate, sf/yr, NNN		\$120.00	Projected Income	Commercial	Townhome	Multifamily	Total
Net medical office area (sf)		3,000	Retail rental rate, sf/yr, NNN		\$120.00	Gross annual rents	\$793,440	\$162,564	\$462,840	\$1,418,844
			Residential rental rate, per du/mo			Gross annual parking rent	0	\$5,700	\$27,075	\$32,775
			1 bedroom		\$3,850	Less operating expenses	\$0	(\$26,000)	(\$130,000)	(\$156,000)
			1 bedroom BMR		\$2,200	Net Operating Income (NOI)	\$793,440	\$142,264	\$359,915	\$1,295,619
			2 bedroom		\$4,600					
			2 bedroom BMR		\$2,640	Capitalized Value				
			4 bedroom townhouse		\$7,130	Capitalization Rate	4.9%	3.5%	3.5%	4.2%
			Annual operating cost, per du		\$13,000	Capitalized Value	\$16,192,653	\$4,064,686	\$10,283,286	\$30,540,624
			Vacancy rate - residential / commercial	5%	5%					
			Residential parking rent, per mo		\$125	Residual Project Value				
			Vacancy rate - residential parking		5%	Residual Value				
						Total Capitalized Value				\$30,540,624
						Less Hard and Soft Costs				(\$21,488,032)
						Less Developer Profit				(\$2,148,803)
						Residual Land Value				\$6,903,790
						Actual Land Sale Price (2015)				(\$6,950,000)
						Residual Project Value				(\$46,210)
						Yield as % of Total Development Cost (f)				4.56%

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

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics				Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$3,009,107	\$1,332,912	\$6,764,014	\$11,106,033
Gross building area (sf)		29,486	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$439,320	\$0	\$0	\$439,320
Built Project FAR		1.17	TI allowance, per rentable sf (b)	\$60		Underground garage costs	\$2,760,912	\$334,656	\$1,924,272	\$5,019,840
Dwelling units per acre		24	Parking			Mechanical parking lift costs	\$0	\$0	\$238,000	\$238,000
Residential			Underground garage hard costs per sf (a)		\$180	Demolition and site prep costs	\$273,220	\$124,397	\$631,268	\$1,028,886
Gross residential area (sf)		21,656	Mechanical parking lifts, per lift (a)		\$17,000	Subtotal, Hard Costs	\$6,482,560	\$1,791,965	\$9,557,554	\$17,832,079
Multifamily gross residential area (sf)		18,091	Underground garage hard costs per space (incl. lifts) (a)		\$87,631	Soft costs (d)	\$1,296,512	\$358,393	\$1,911,511	\$3,566,416
Townhouse gross residential area (sf)		3,565	General Development Costs			Impact fees	\$73,642	\$12,672	\$155,252	\$241,565
Dwelling units (du) - number		14	Impact fees (c)		\$241,565	Contingency	\$388,954	\$107,518	\$573,453	\$1,069,925
1 bedroom		5	Demolition/underground utilities/site cost, per site sf		\$40.88	Developer fee (e)	\$311,163	\$86,014	\$458,763	\$855,940
1 bedroom BMR unit		1	Soft costs as % of hard costs (d)		20%	Construction financing - interest	\$229,323	\$63,185	\$339,353	\$631,861
2 bedroom		5	Developer fee as % of hard and soft costs (e)		4%	Construction financing - loan fee	\$83,390	\$22,976	\$123,401	\$229,768
2 bedroom BMR unit		1	Contingency as % of hard and soft costs		5%	Subtotal, Soft Costs	\$2,382,983	\$650,759	\$3,561,733	\$6,595,475
3 bedroom townhouse		2	Developer profit as % of hard and soft costs		10%	Total Hard & Soft Costs	\$8,865,543	\$2,442,724	\$13,119,287	\$24,427,553
Commercial			Operating Revenues and Expenses			Total Costs per Unit	n/a	\$1,221,362	\$1,093,274	\$1,744,825
Gross commercial area (sf)		7,830	Medical office rental rate, sf/yr, NNN		\$120.00	Total Costs per sf	\$1,132	\$685	\$725	\$828
Net retail area (sf)		4,322	Retail rental rate, sf/yr, NNN		\$120.00	Income Capitalization				
Net medical office area (sf)		3,000	Residential rental rate, per du/mo			Projected Income	Commercial	Townhome	Multifamily	Total
Parking			1 bedroom		\$4,175	Gross annual rents	\$834,708	\$162,564	\$619,134	\$1,616,406
Below grade parking garage (sf)		27,888	1 bedroom BMR		\$2,200	Gross annual parking rent	\$0	\$5,700	\$32,775	\$38,475
Below grade parking spaces		60	2 bedroom		\$5,719	Less operating expenses	\$0	(\$26,000)	(\$156,000)	(\$182,000)
Standard parking spaces		32	2 bedroom BMR		\$2,640	Net Operating Income (NOI)	\$834,708	\$142,264	\$495,909	\$1,472,881
Stacker spaces		28	4 bedroom townhouse		\$7,130	Capitalized Value				
Mechanical parking lifts		14	Annual operating cost, per du		\$13,000	Capitalization Rate	4.9%	3.5%	3.5%	4.18%
Residential parking spaces		27	Vacancy rate - residential / commercial	5%	5%	Capitalized Value	\$17,034,857	\$4,064,686	\$14,168,829	\$35,268,371
			Residential parking rent, per mo		\$125	Residual Project Value				
			Vacancy rate - residential parking		5%	Residual Value				
			Construction Financing			Total Capitalized Value				\$35,268,371
			Construction loan to cost ratio		65%	Less Hard and Soft Costs				(\$24,427,553)
			Loan fee (points)		1.50%	Less Developer Profit				(\$2,442,755)
			Interest rate		5.5%	Residual Land Value				\$8,398,063
			Loan period (months)		18	Actual Land Sale Price (2015)				(\$6,950,000)
			Drawdown factor		50%	Residual Project Value				\$1,448,063
			Total construction costs (excl. land & financing costs)		\$23,565,924	Yield as % of Total Development Cost (f)				4.69%

Notes:

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

Source: BAE, 2019.

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics				Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$3,009,107	\$1,332,912	\$6,764,014	\$11,106,033
Gross building area (sf)		29,486	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$439,320	\$0	\$0	\$439,320
			TI allowance, per rentable sf (b)	\$60	\$374	Underground garage costs	\$2,760,912	\$334,656	\$1,924,272	\$5,019,840
Built Project FAR		1.17				Mechanical parking lift costs	\$0	\$0	\$238,000	\$238,000
Dwelling units per acre		24	Parking			Demolition and site prep costs	\$273,220	\$124,397	\$631,268	\$1,028,886
			Underground garage hard costs per sf (excl. lifts) (a)		\$180	Subtotal, Hard Costs	\$6,482,560	\$1,791,965	\$9,557,554	\$17,832,079
			Mechanical parking lifts, per lift (a)		\$17,000	Soft costs (d)	\$1,296,512	\$358,393	\$1,911,511	\$3,566,416
Residential			Underground garage hard costs per space (incl. lifts) (a)		\$87,631	Impact fees	\$73,642	\$12,672	\$155,252	\$241,565
Gross residential area (sf)		21,656				BMR in-lieu fee	\$0	\$0	\$679,812	\$679,812
Multifamily gross residential area (sf)		18,091	General Development Costs			Contingency	\$388,954	\$107,518	\$573,453	\$1,069,925
Townhouse gross residential area (sf)		3,565	Impact fees (c)		\$241,565	Developer fee (e)	\$311,163	\$86,014	\$458,763	\$855,940
Dwelling units (du) - number		14	BMR in-lieu fee		\$679,812	Construction financing - interest	\$229,323	\$63,185	\$357,581	\$650,089
1 bedroom		5	Demolition/underground utilities/site cost, per site sf		\$40.88	Construction financing - loan fees	\$83,390	\$22,976	\$130,029	\$236,396
1 bedroom BMR unit		1	Soft costs as % of hard costs (d)		20%	Subtotal, Soft Costs	\$2,382,983	\$650,759	\$4,266,400	\$7,300,142
2 bedroom		6	Developer fee as % of hard and soft costs (e)		4%	Total Hard & Soft Costs	\$8,865,543	\$2,442,724	\$13,823,954	\$25,132,221
2 bedroom BMR unit		0	Contingency as % of hard and soft costs		5%	Total Costs per Unit	n/a	\$1,221,362	\$1,151,996	\$1,795,159
3 bedroom townhouse		2	Developer profit as % of hard and soft costs		10%	Total Costs per sf	\$1,132	\$685	\$764	\$852
Commercial										
Gross commercial area (sf)		7,830	Operating Revenues and Expenses							
Net retail area (sf)		4,322	Office rental rate, sf/yr, NNN		\$120.00					
Net medical office area (sf)		3,000	Retail rental rate, sf/yr, NNN		\$120.00					
			Residential rental rate, per du/mo							
Parking			1 bedroom		\$4,175	Projected Income	Commercial	Townhome	Multifamily	Total
Below grade parking garage (sf)		27,888	1 bedroom BMR		\$2,200	Gross annual rents	\$834,708	\$162,564	\$654,231	\$1,651,503
Below grade parking spaces		60	2 bedroom		\$5,719	Gross annual parking rent	\$0	\$5,700	\$32,775	\$38,475
Standard parking spaces		32	2 bedroom BMR		\$2,640	Less operating expenses	\$0	(\$26,000)	(\$156,000)	(\$182,000)
Stacker spaces		28	4 bedroom townhouse		\$7,130	Net Operating Income (NOI)	\$834,708	\$142,264	\$531,006	\$1,507,978
Mechanical parking lifts		14	Annual operating cost, per du		\$13,000					
Residential parking spaces		27	Vacancy rate - residential / commercial	5%	5%	Capitalized Value				
			Residential parking rent, per mo		\$125	Capitalization Rate	4.9%	3.5%	3.5%	4.16%
			Vacancy rate - residential parking		5%	Capitalized Value	\$17,034,857	\$4,064,686	\$15,171,594	\$36,271,137
Notes:										
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.			Construction Financing			Residual Project Value				
(b) Includes landlord share of tenant improvement costs.			Construction loan to cost ratio		65%	Residual Value				
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees.			Loan fee (points)		1.5%	Total Capitalized Value				\$36,271,137
(d) Developer soft costs exclude impact fees, financing costs, contingency, developer fee, and other line items in this proforma.			Interest rate		5.5%	Less Hard and Soft Costs				(\$25,132,221)
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.			Loan period (months)		18	Less Developer Profit				(\$2,513,222)
(f) Yield = NOI / (Total Hard Costs & Soft Costs + Actual Land Sale Price)			Drawdown factor		50%	Residual Land Value				\$8,625,694
Source: BAE, 2019.			Total construction costs (excl. land & financing costs)		\$24,245,736	Actual Land Sale Price (2015)				(\$6,950,000)
						Residual Project Value				\$1,675,694
						Yield as % of Total Development Cost (f)				4.70%

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

Development Program Assumptions			Cost and Income Assumptions			Development Costs (excluding land)				
Project Characteristics				Residential	Residential	Development Costs	Commercial	Townhome	Multifamily	Total
Site area - acres / square feet (sf)	0.58	25,170	Development Costs	Commercial	Townhome	Building hard construction costs	\$3,009,107	\$1,332,912	\$6,764,014	\$11,106,033
Gross building area (sf)		29,486	Construction hard costs, per sf (a)	\$384	\$374	Tenant improvements	\$439,320	\$0	\$0	\$439,320
Built Project FAR	1.17		TI allowance, per rentable sf (b)	\$60	\$374	Underground garage costs	\$2,760,912	\$334,656	\$1,924,272	\$5,019,840
Dwelling units per acre	24					Mechanical parking lift costs	\$0	\$0	\$238,000	\$238,000
			Parking			Demolition and site prep costs	\$273,220	\$124,397	\$631,268	\$1,028,886
			Underground garage hard costs per sf (a)			Subtotal, Hard Costs	\$6,482,560	\$1,791,965	\$9,557,554	\$17,832,079
			Mechanical parking lifts, per lift (a)			Soft costs (d)	\$1,296,512	\$358,393	\$1,911,511	\$3,566,416
			Underground garage hard costs per space (incl. lifts) (a)			Impact fees	\$73,642	\$12,672	\$155,252	\$241,565
Residential						Contingency	\$388,954	\$107,518	\$573,453	\$1,069,925
Gross residential area (sf)	21,656		General Development Costs			Developer fee	\$311,163	\$86,014	\$458,763	\$855,940
Multifamily gross residential area (sf)	18,091		Impact fees (c)			Construction financing - interest	\$229,323	\$63,185	\$339,353	\$631,861
Townhouse gross residential area (sf)	3,565		Demolition/underground utilities/site cost, per site sf			Construction financing - loan fees	\$83,390	\$22,976	\$123,401	\$229,768
Dwelling units (du) - number	14		Soft costs as % of hard costs (d)			Subtotal, Soft Costs	\$2,382,983	\$650,759	\$3,561,733	\$6,595,475
1 bedroom	5		Developer fee (e)			Total Hard & Soft Costs	\$8,865,543	\$2,442,724	\$13,119,287	\$24,427,553
1 bedroom BMR unit	1		Contingency as % of hard and soft costs			Total Costs per Unit	n/a	\$1,221,362	\$1,093,274	\$1,744,825
2 bedroom	5		Developer profit as % of hard and soft costs			Total Costs per sf	\$1,132	\$685	\$725	\$828
2 bedroom BMR unit	1									
3 bedroom townhouse	2									
			Revenue and Sales Assumptions							
Commercial			Office rental rate, sf/yr, NNN							
Gross commercial area (sf)	7,830		Retail rental rate, sf/yr, NNN							
Net retail area (sf)	4,322		Average sale price	Avg. Unit SF	Price/SF	Price/Unit				
Net medical office area (sf)	3,000		1 bedroom	1,044	\$1,154	\$1,205,000				
			1 bedroom BMR		N/A	\$337,019				
Parking			2 bedroom	1,430	\$1,123	\$1,606,000				
Below grade parking garage (sf)	27,888		2 bedroom BMR		N/A	\$390,331				
Below grade parking spaces	60		4 bedroom townhouse	1,783	\$1,423	\$2,536,000				
Standard parking spaces	32		Marketing costs as % of sales revenue			5%				
Stacker spaces	28		Vacancy rate - residential / commercial			n/a				
Mechanical parking lifts	14									
Residential parking spaces	27									
			Construction Financing							
			Construction loan to cost ratio			65%				
			Loan fee (points)			1.50%				
			Interest rate			5.5%				
			Loan period (months)			18				
			Drawdown factor			50%				
			Total construction costs (excl. land & financing costs)			\$23,565,924				
Notes:										
(a) Construction costs provided by Project sponsor were supported by contractor detail and reorganized by BAE for this proforma.										
(b) Includes landlord share of tenant improvement costs.										
(c) Includes the following FY 2017-18 development impact fees: Building Construction Road Impact Fee; Traffic Impact Fee; Supplemental Traffic Impact Fee; ECR/Downtown Specific Plan Prep Fee; Menlo Park City School District/Sequoia Union High School District Impact Fees. Excludes sewer connection fees, water capital facilities charges, and storm drainage connection fees, pending City calculations. Figures are net of existing uses to be demolished.										
(d) Developer soft costs exclude impact fees, financing costs, contingency, and other line items in this proforma.										
(e) A developer fee is included to cover the costs of managing development of project; the developer fee does not represent profit.										
Source: BAE, 2019.										
						Income and Sales Revenue				
							Commercial	Townhome	Multifamily	Total
						Gross Sales Revenue	-	\$5,072,000	\$14,782,350	\$19,854,350
						Less Marketing Costs	-	(\$253,600)	(\$739,117)	(\$992,717)
						Net Sales Revenue	-	\$4,818,400	\$14,043,232	\$18,861,632
						Gross Annual Rent	\$834,708	-	-	\$834,708
						Less operating expenses	-	-	-	-
						Net Operating Income (NOI)	\$834,708	-	-	\$834,708
						Capitalization Rate	4.9%	-	-	-
						Capitalized Value	\$17,034,857	-	-	\$17,034,857
						Residual Project Value				
						Project Value	\$17,034,857	\$4,818,400	\$14,043,232	\$35,896,489
						Less Hard and Soft Costs	(\$8,865,543)	(\$2,442,724)	(\$13,119,287)	(\$24,427,553)
						Less Developer Profit	(\$886,554)	(\$244,272)	(\$1,311,929)	(\$2,442,755)
						Residual Land Value	\$7,282,760	\$2,131,404	(\$387,983)	\$9,026,181
						Actual Land Sale Price (2015)				(\$6,950,000)
						Residual Project Value				\$2,076,181

Meador, Kaitie M

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

Follow Up Flag: Follow up
Flag Status: Completed

Hello Katie,

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

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

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.
2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.

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

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

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

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

- Andy Russell and Erin Cooke

Meador, Kaitie M

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

Follow Up Flag: Follow up
Flag Status: Completed

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

Thanks for your consideration.

Elizabeth

Sent from my iPhone

Menlo Park
Planning Division

July 17 18

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

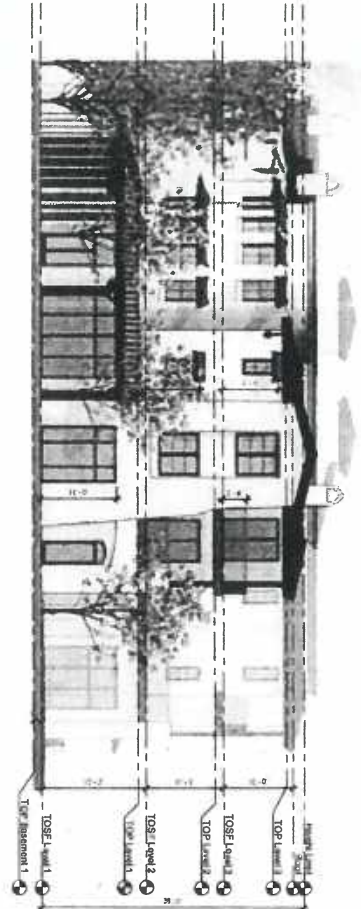
For over thirty; and perhaps one hundred years, the Alto Lane passage way has been the safer choice for bicycle and pedestrian travel from Allied Arts to go north toward Menlo Park.

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

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

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

Peter M. Colby



① ELEVATIONS - EL CAMINO
Fig. # 1-10



② ELEVATIONS - CAMBRIDGE
Fig. # 1-11

CONSULTING ENGINEERING AND ARCHITECTURE, ALL RIGHTS RESERVED

DATE	05/29/2018	SHEET TITLE	ELEVATIONS 1	SHEET NUMBER	A4.1	ENVIRONMENTAL INNOVATIONS IN DESIGN
		201 EL CAMINO ROAD		MARTIN PARK CALIFORNIA 94024		ARCHITECT AND ENGINEER

Alto Lane





view from
Cambridge of
Alto Lane
Menlo Park

RECEIVED

JUL 23 2018

CITY OF MENLO PARK
PLANNING DIVISION

July 20, 2018

Katie Meador
Assistant Planner Menlo Park,
Associate

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

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

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

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

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

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

Peter Colby

July 30th, 2018

Dear Katie,

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

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

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.
2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.

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

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

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

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

Regards,



649 Cambridge Avenue, M.P.

July 30th, 2018

Dear Katie,

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

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

1. Cambridge Ave. is both a dense residential area with a lot of young kids and a busy road for commuters (being one of the few turnoffs from El Camino into the Allied Arts neighborhood). We're concerned that this project will bring even more traffic down Cambridge Ave. and create more backup at the El Camino turn into Cambridge Ave.
2. At three-stories-tall and with a lot of large trees (including heritage trees) being removed, the contiguous residential properties (including our own) will lose a lot of much needed shade and privacy.


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

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

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

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

Regards,

NABIL SAAD
626 Cambridge Avenue


Meador, Kaitie M

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

Follow Up Flag: Follow up
Flag Status: Completed

Hello Kaitie,

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

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

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

Thank you,
Brent Townshend
156 University Dr
Menlo Park

Meador, Kaitie M

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

Follow Up Flag: Follow up
Flag Status: Completed

----- Forwarded Message -----

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

sorry - premature send .. more comments at bottom.

Thanks,
Jim

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

Hi Katie,

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

The following part of that plan raises initial questions:

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

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

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

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

Regards,

Jim Dickerson
1026 Cambridge Ave

Meador, Kaitie M

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

Follow Up Flag: Follow up
Flag Status: Completed

Hello Kaitie,

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

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

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

Thank you,
Michèle Lamarre

156 University Dr
Menlo Park

Meador, Kaitie M

From: carolyn gullede <carolyngullede2@gmail.com>
Sent: Tuesday, July 31, 2018 2:37 PM
To: Meador, Kaitie M
Subject: 201 El Camino

Follow Up Flag: Follow up
Flag Status: Completed

Dear Kaitie Meador,

The 201 El Camino project appears to be an attractive high quality development. My only wish would be for a better buffer between the project and 626 Cambridge Ave.

We ourselves are behind the wall of a strip mall, shielded from El Camino. It makes all the difference.

Carolyn Gullede
627 Cambridge Ave.
Menlo Park, Ca.

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

Lynn Segal
1080 San Mateo Drive
Menlo Park, ca
94025

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Menlo Park

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

Respectfully
Jim Boettcher
346 Felton Drive
Menlo Park, CA

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I live in Menlo Park and I am writing because I heard there are plans for Koma Sushi to be replaced by a medical office building.

I want to strongly voice my opposition to this plan. We need our local restaurants and businesses, they support and contribute to our wonderful local environment in ways that a faceless nameless office block will not.

Please take this into consideration as your review the application

Thank you

Peter Li and Eleni Linos

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

David Yuan
General Partner
TCV
www.tcv.com

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Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

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

Please stop this from happening.

Thank you for your consideration.

Respectfully,
Rachel Rosner
Menlo Park resident since 2008

Sent from my iPhone
Please excuse any typos...

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Arianna Tamaddon

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear commissioners ,

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

Good job!

Claudette Bergman
661 Live Oak Avenue
Menlo Park, ca 94025

Sent from my iPad

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council and Planning Commission,

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

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

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

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

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

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

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

Thanks,

Vincent Bressler

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

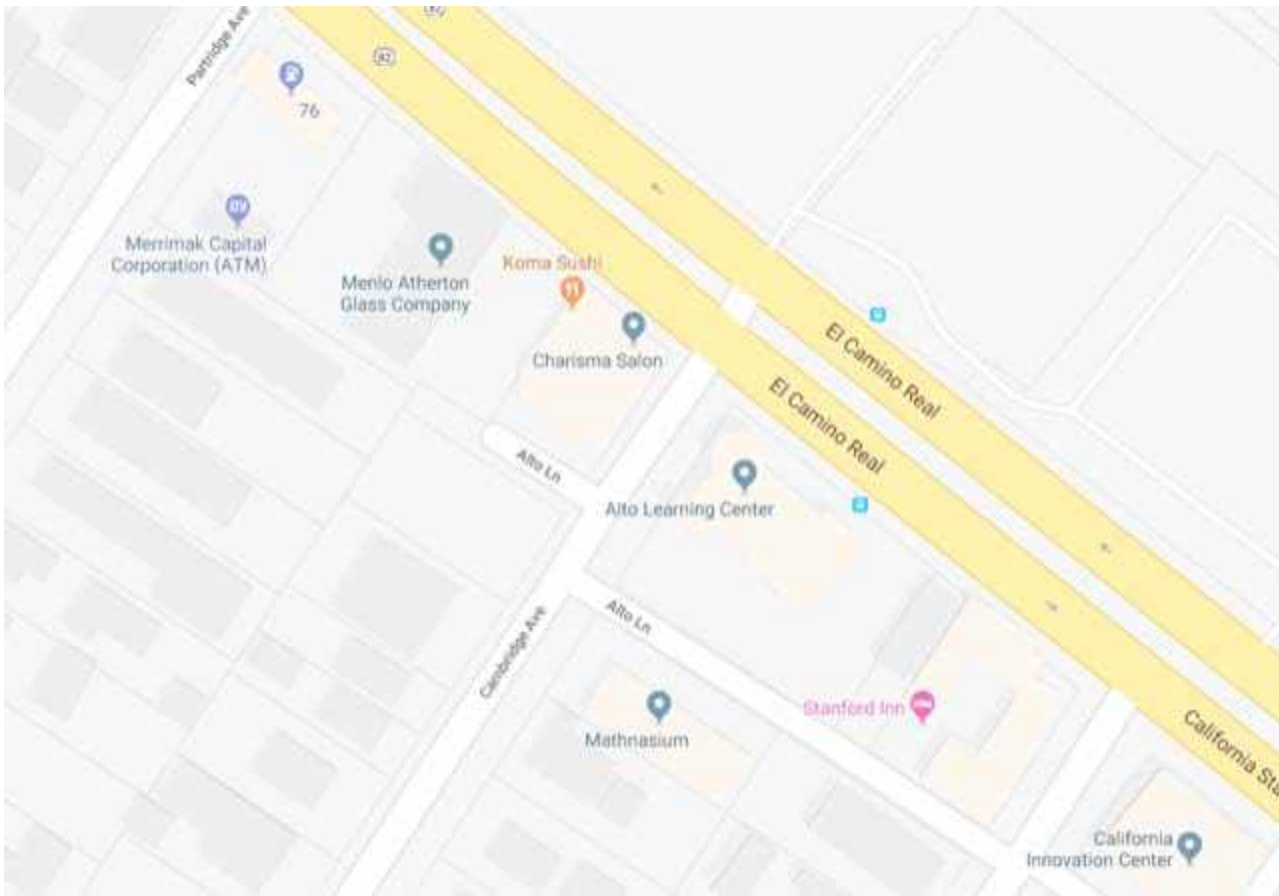
City Council and Planning Commission members,

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

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

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

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



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

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

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

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

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

Please reach out if I can be of help.

Best,
Tim Gernitis

766 Partridge Ave.
Menlo Park
917 880 6444

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

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

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

Stephen Mehl
Menlo Park

Pruter, Matthew A

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

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

Linda Knoll
5 Lomitas Court
Menlo Park

Pruter, Matthew A

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

Dear City Council and Planning Commission,

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

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

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

Thank you,

Justin Young, MD

Pruter, Matthew A

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

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

Judith Morley

West Menlo resident since 1980

Sent from Judy's iPhone

Pruter, Matthew A

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

Hi,

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

Sean Leow

Pruter, Matthew A

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

Hello,

I live at 1180 Orange Avenue here in Menlo Park.

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

Thanks.

Janet Diepenbrock

Sent from my iPhone

Pruter, Matthew A

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

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

--

Nicole

Nicole Scarborough Photography
www.nicolescarborough.com

Book a session now: <https://nicolescarborough.acuityscheduling.com/schedule.php>

follow me on instagram: ns.photo
415.308.6584

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

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

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

Please help us stop this project.

*Thank you,
Jenny Sullivan
650-207-5287*

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Concerned Menlo Park resident

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

*Sincerely,
L Ambuhl
Menlo Park*

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Esteemed Members of the Planning Commission,

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

Thank you,

Robbie

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

Author of [Inc.com](#)'s top 5 marketing book of 2015 The Membership Economy

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

To schedule a meeting, click [here](#)

To stay in touch, click [here](#)



Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

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

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

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Planning Commission and City Council

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

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

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

Thank you.

Michael Cohen

Pruter, Matthew A

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

Follow Up Flag: Follow up
Flag Status: Completed

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

Pruter, Matthew A

From: Michelle DeWolf <michelledewolf@yahoo.com>
Sent: Tuesday, April 02, 2019 12:31 PM
To: _CCIN; _Planning Commission
Subject: Neighborhood businesses please

Follow Up Flag: Follow up
Flag Status: Completed

HI,

I understand that the building on the corner of El Camino and Cambridge might be turned into more medical buildings. As a neighbor who has enjoyed walking there for the last 17 years, I will be heartbroken that this charming building with unique businesses that serve the local community will be gone.

My girls and I have gotten our nails done together for 17 years there. We have been frequenting Koma even more now that Akasaka Sushi closed and we of course are devastated that our beloved Oasis is gone too.

The traffic on that corner is insane just trying to get home because of the decision years ago for no connection of Sand Hill to Alma. We already have streams of cars making u-turns. Medical buildings are a terrible idea because of the constant flow of traffic and no walkability factor for the neighborhood use.

Can you please take some lessons from Redwood City and make choices that increase the walkability, necessary services and local businesses for the community. There are lots of other spots in the area for Medical buildings. Please NO!

Best
Michelle DeWolf
812 Creek Drive
Menlo Park
650-464-6177