



REGULAR MEETING MINUTES

Date: 7/25/2022
Time: 7:00 p.m.
Location: Zoom

A. Call To Order

Chair Chris DeCardy called the meeting to order at 7:00 p.m.

B. Roll Call

Present: Andrew Barnes, Chris DeCardy (Chair), Linh Dan Do, Cynthia Harris (Vice Chair), Henry Riggs, David Thomas

Absent: Michele Tate

Staff: Calvin Chan, Senior Planner; Eric Hinckley, Associate Engineer (PW); Fahteen Khan, Associate Planner; Kyle Perata, Acting Planning Manager; Matt Pruter, Associate Planner; Edress Rangeen, Assistant Engineer; Corinna Sandmeier, Acting Principal Planner; Chris Turner, Associate Planner

Also, present: Contract Project Manager Arnold Mammarella

C. Reports and Announcements

Acting Principal Planner Corinna Sandmeier reported that the City Council at its July 26, 2022 meeting would consider the vesting tentative map extension for 706 Santa Cruz Avenue.

D. Public Comment

- Roxie Rorapaugh, Sherman Avenue resident, spoke about plans for a project next door to her residence. She said her concern with the proposed big house and her backyard was a large heritage valley oak tree whose canopy and critical root zone were largely in the backyard of the project property. She said she had worked with the applicants to modify the plans to preserve the tree and one thing decided was the lanai originally proposed as poured concrete or field cement would be very stressful to the heritage tree and was modified to be mostly simple pavers. She said the Commission considered the project on April 12, 2022 and she had spoken in support of the project with the understanding of that change being made. She said she went to the project site today and she found that the old plan was still the current plan.

Replying to Chair DeCardy, Planner Sandmeier said Planner Khan was working on the referenced project to make sure all the conditions of approval were included in the building permit set. She said the project had a project specific condition to ensure the tree would be protected per the arborist report and the City would make sure that the correct plan set would be approved as part of the building permit.

- Elizabeth McCarthy, Menalto Avenue resident, said she had commented to the Commission a couple of weeks prior about objections to Café Zoe's plan to have outdoor music. She noted that a permit had not been obtained and events happened on July 15 and 22. She said she had called the city and was told code enforcement had spoken with the café owner between the time of the two events. She said she and her neighbor called the police on July 22 about the event. She said out of that came conflicting information that the Chief of Police had told the café owner a permit was not needed. She requested general guidance on getting the matter clarified.

Replying to Chair DeCardy, Planner Sandmeier said that staff had Ms. McCarthy's emails on this matter and they would respond back to her.

E. Consent Calendar

None

F. Public Hearing

- F1. Use Permit/Safaei Design Group/1262 Middle Avenue:
Request for a use permit to demolish an existing one-story residence and construct a new two-story residence on a substandard lot with regard to minimum lot area and width in the R-1-S (Single Family Residential Suburban) zoning district. The proposal includes an attached accessory dwelling unit (ADU), which is not subject to discretionary review. (Staff Report #22-038-PC)

Senior Planner Calvin Chan said staff had no updates to the published staff report.

Project Designer Salar Safaei and property owner Amaan Mehrabian spoke on behalf of the project.

Chair DeCardy opened the public hearing and closed it as no persons requested to speak.

The Commission discussed the project and noted that the house was now conforming in terms of setbacks.

ACTION: Motion and second (Thomas/Harris) to adopt a resolution approving a use permit to demolish an existing one-story residence and construct a new two-story residence on a substandard lot with regard to minimum lot area and width in the R-1-S (Single Family Residential Suburban) zoning district; passes 5-1-1 with Commissioner Riggs opposed and Commissioner Tate absent.

- F2. Master Sign Program/Oscar Ibarra/1300 El Camino Real (Springline):
Request for a Master Sign Program for a mixed-use development (Springline) in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. (Staff Report #22-039-PC)

Associate Planner Fahteen Khan said staff had no updates to the written report.

Applicant representatives Oscar Ibarra and Cyrus Sanandaji spoke on behalf of the project.

Chair DeCardy opened the public hearing.

Public Comment:

- Fran Dehn, Menlo Park Chamber of Commerce, said the Chamber supported the proposed Master Sign Program.

Chair DeCardy closed the public hearing.

The Commission discussed the Master Sign Program and found it generally harmonious with the buildings and location with some Commissioners expressing concern with the height of the parapet signage letters.

ACTION: Motion and second (Barnes/Harris) to adopt a resolution approving a master sign program for a mixed use development (Springline) in the SP-ECR/D (El Camino Real/Downtown Specific Plan) Zoning district; fails 3-3-1 with Commissioners DeCardy, Riggs and Thomas opposed and Commissioner Tate absent.

The Commission further discussed the Master Sign Program with a motion to approve by Riggs but to reduce the parapet signage from 48 inches to 40 inches. Individual commissioners expressed support for a larger height than 40 inches and another could not support any parapet signage at those heights.

ACTION: Motion and second (Riggs/Harris) to adopt a resolution approving a master sign program for a mixed use development (Springline) in the SP-ECR/D (El Camino Real/Downtown Specific Plan) Zoning district with a modification to reduce the allowable parapet signage height from 48-inches to 40-inches; passes 4-2 with Commissioners Barnes and DeCardy opposed and Commissioner Tate absent.

- F3. Public Utility Easements Abandonment/Greystar/141 Jefferson Drive, 180-186 Constitution Drive: Consideration of the abandonment of public service easements to determine whether the proposed abandonments are consistent with the City's General Plan. The request is associated with an approved development of 483 multi-family residential units and associated commercial space (Menlo Uptown). (Staff Report #22-040-PC)

Associate Engineer Eric Hinckley said staff had no updates to the written report.

Applicant representative Matt Udouj spoke on behalf of the project.

Chair DeCardy opened the public hearing and closed it as no person requested to speak.

ACTION: Motion and second (Riggs/Do) to adopt a resolution determining that the vacation of public service easements within the properties of 141 Jefferson Drive, 180 Constitution Drive and 186 Constitution Drive is consistent with the General Plan and to forward a recommendation to the City Council for approval of abandonment; passes 6-0-1 with Commission Tate absent.

- F4. Public Utility Easement Abandonment/Rebecca & Kevin Loewke/248 Oakhurst Place: Consideration of the abandonment of a 10-foot wide public utility easement (PUE) to determine whether the proposed abandonment is consistent with the City's General Plan. The request is associated with the development of a single-family residence. (Staff Report #22-041-PC)

Assistant Engineer Edress Rangeen said staff had no additions to the written report.

The Commission received clarification on the extent of the PUE abandonment specific to an adjacent vacant lot.

Chair DeCardy opened the public hearing and closed it as no person requested to speak.

ACTION: Motion and second (Thomas/Barnes) to adopt a resolution determining that the vacation of a 10-foot-wide Public Utility Easement conforms to the General Plan; passes 6-0-1 with Commission Tate absent.

Chair DeCardy adjourned the meeting for a short break.

Chair DeCardy reconvened the meeting at 9:05 p.m.

G. Study Session

G1. Study Session/Zoning Ordinance and Subdivision Ordinance amendments associated with implementation of Senate Bill 9:

Review and provide feedback on proposed objective standards that would be applicable to two-unit housing developments and urban lot splits within single family zoning districts, per the requirements of Senate Bill 9. (Staff Report #22-042-PC)

Staff Comment: Associate Planner Chris Turner said the item was published in The Examiner as a public hearing item but subsequently updated to a study session. He said email letters received since publication of the staff report were sent to commissioners and attached to the agenda item. He said to summarize: some support expressed for a reduced daylight plane to 30 degrees; questions asked about how heritage trees would be regulated in SB9 developments and how the heritage tree ordinance would apply; some support expressed for incentivizing one-story developments over two-story developments in SB9 projects. He noted a typo in the staff report and corrected read: "...if the City received a permit **application** for ministerial review."

Planner Turner provided an overview of SB9 general information and state-mandated standards, recommended Menlo Park objective standards, and example development schemes. He said SB9 was intended to address the housing crisis in terms of the number of housing units available and the affordability of ownership units. He said SB became effective January 2022 so the city was able to receive applications for urban lot splits and duplex projects. He said it applied to all single-family owned properties within cities with some exceptions. He said many of those did not apply to Menlo Park with the exception that the city had some single-family properties in flood zones but standards in place for FEMA guidelines for flood zone development enabled then SB9 application there. He said some basic requirements of cities for SB9 were: must allow for ministerial approval of subdivision of single-family lots (referred to as urban lot splits in the bill); must approve with ministerial approval of up to two units per single family lot or up to four units where previously a single-family dwelling unit could have been built; and a minimum lot size of 1200 square feet. He said cities might implement a smaller lot size but had to allow 1200 square feet as the minimum as long as the maximum split in lots was a 60/40 split in lot area. He said it limited cities to being able to require only up to one parking space per unit with certain exemptions similar to ADU exemptions if the properties were within .5 miles of high-quality transit corridor, major train stop and even further if there was a car share vehicle within one block. He said SB9 was intended to be an owner-initiated

process and not for developers to purchase single family properties and flip them, develop them and leave. He said a requirement was for the property owner doing the lot split to submit an affidavit that they intended to live in one of the units as their primary dwelling for a minimum of three years.

Planner Turner said beyond those mandates that cities were allowed to implement their own objective development standards as long as those did not preclude the development of two units of at least 800 square feet. He said staff was still working on a few of those development regulations and were looking for commission input. He said regarding floor area limit (FAL) and building coverage that:

- FAL would be a minimum of 1600 square feet (SB 9)
- Staff looking to establish a 56% floor area ratio (FAR) on lots less than 5000 square feet (minimum 1600 FAL) (note: currently no maximum FAL established for lots less than 5000 square feet and the FAL was established by the planning commission through a use permit process)
- One-story building coverage would equal the FAL plus 200 square feet (this would allow for development of the full amount of square footage for the two units, but provide some space for things like covered patios)
- Two-story building coverage would equal 1000 square feet or 30%, whichever was greater

Planner Turner said topics for discussion included:

- was 56% an appropriate FAR for lots less than 5000 square feet
- Should FAL be limited on lots less than 5000 square feet in area to 1600 square feet
- Should an FAL be considered other than that of the underlying zoning district for lots 5000 square feet or greater

Planner Turner referred to the concept of maximum unit size being recommended to promote smaller and more affordable units including;

- Lots with FAL less than 2000 square feet would have a maximum FAL of 800 square feet that would ensure that two units of at least 800 square feet could be built
- Lots with FAL of 2000 square feet or greater would be allowed 60% of the maximum FAL for one unit and then 40% for the other (to give some flexibility so each unit did not have to look the same, the same size with room for design creativity)
- Subject to use permit, a single unit might max out on the available floor area

Planner Turner said topics for discussion included:

- Should they include a maximum unit size
- Should another maximum unit size be considered if they wanted to include the provision

Planner Turner addressed setbacks and step backs including:

- Four-foot side and rear setback (state law requirement)
- Front setback per underlying zoning that was 20 feet in most cases with the exception that the front property line in a new panhandle lot might be subject to the four-foot setback for the front property line of the rear lot

- Allow zero lot line development for two or more residences seemingly connected – technically separate structures with firewall in the middle but that looked like a single structure
- Second stories required to step back to minimum side and rear setbacks of the underlying zoning district – added to maintain familiar level of privacy in single-family districts

Planner Turner said topics for discussion included:

- Should a second-story step back be required
- Should a second-story step back be greater or smaller than the recommended step back
- Should zero lot line developments be permitted

Planner Turner referred to parking including:

- One uncovered space per unit
- Parking might be in the front and side setbacks
- Not in tandem with other required parking

Planner Turner said topics for discussion included:

- Should a requirement to limit one curb cut per project be included
- Should the parking be required as covered

Planner Turner turned next to building massing including:

- Maximum 28-foot height (consistent with existing height limit)
- Establish daylight plane as 12-feet, six-inches, in at a 45-degree angle (consistent with existing daylight plane for one-story developments)
- These might have the effect of shifting second floors toward the center of lots so second stories might need to be stepped back further than the minimum for the underlying zoning district

Planner Turner said topics for discussion included:

- Should a different height limit be considered
- Should different daylight plane standards be considered

Planner Turner addressed privacy and architectural design noting these reflected planning commission input on projects including:

- Window materials of wood, metal or fiberglass
- True or simulated true divided light grids (if grids proposed)
- Smooth stucco
- Minimum second-story sill height of three feet
- Obscure glass or five-foot sill heights at stair landings

Planner Turner said topics for discussion included:

- Should materials standards be included in the ordinance and if so, were there additional items to consider

- Are there other privacy standards that should be considered.

Planner Turner provided visuals of example developments that might occur under SB 9 with the proposed standards.

Replying to Commissioner Riggs, Planner Turner said a high-quality transit corridor was defined in various state codes as having fixed bus route service with intervals no longer than 15 minutes during peak commute hours, a major transit stop was an existing rail or bus rapid transit station, the intersection of two or more major bus routes with the frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. He said staff would coordinate with transportation division as to whether a certain bus stop or corridor qualified as one of those major transit corridors for purposes of parking exemptions.

Replying to Commissioner Barnes, Planner Turner said it would depend on whether it was a one- or two-story development. He said for purposes of examples, looking at the current zoning standards in R-1-U and R-1-S, 35% lot coverage would be the maximum for a two-story development and then 40% was a sliding scale between lot sizes of 7000 square feet and 10,500 square feet. He said for example for a lot of 6000 square feet the building coverage would be 40% with a single-story development. He said taking a 6000 square foot lot for example and applying the SB9 standards, the lot coverage ratio for a one-story development increased quite a bit and you would have 2800 square feet of lot coverage plus the 200 square foot, essentially 50% lot coverage for a SB9 one-story development where 2400 square feet would have been the maximum under existing zoning standards. He said it became more restrictive for two-story development where it went from 35% down to 30%.

Chair DeCardy opened for public comment.

Public Comment:

- Adina Levin, Menlo Park resident, said SB9 was a good idea in the needed set of solutions to provide more and different kinds of housing options in the city and region, which had a shortage of housing and the kinds of housing available. She said she would like to see as few restrictions as possible in ways that enabled homeowners to take advantage of SB9 and provide more homes on their properties. She said requiring a homeowner to provide a below market rate unit was potentially a deterrent. She asked that not be done as well as not apply other limitations in terms of square footage and new and different architectural refinements that were different from the other standards the city had in the same neighborhoods such as extra special setback requirements or special lot width requirements.
- Kelsey Banes, volunteer lead for Peninsula for Everyone, said her organization campaigned to help get SB9 passed. She said she thought it would prove to be a popular policy in helping families meet their housing needs. She encouraged reducing costs for homeowners to do this and to be clear in what was wanted rather than adding onerous new restrictions. She encouraged maximizing flexibility for homeowners and making it feasible for them to make these changes.

- Misha Silin, Allied Arts, said he lived on an R2 lot and most of his street were R2 lots with many young families. He noted lots with two separate homes and a shared driveway there and that it did not appear greatly dense, which was what opponents of SB9 feared. He said given they were next to Stanford it made sense to at least have that much density. He said deeper into Allied Arts on Bay Laurel for example were massive homes being built and that did not make sense right across the creek from Stanford. He asked that the city not put onerous restrictions for the SB9 development standards. He said requiring one of the units to be affordable would make it basically infeasible to build. He said he would challenge the city to encourage the SB9 types of developments over a larger, single-family home. He said that if there was a way to incentivize doing that rather than one larger home being built that would be great.

Chair DeCardy closed the public comment period.

Commission Comment: Commissioner Harris said she agreed with the public speakers in that she would not want the standards for SB9 development extra onerous for property owners. She said she was not interested in mandating affordability requirements for these units as that would mean not a lot of them would be built. She said she was not averse to an incentive program for making one or more units affordable, but to not make it mandatory. She said she also disagreed with requiring architectural design elements that were different than other single family home requirements. She said the standards should not diverge from current requirements on single family development and if they did, she thought that was unfair. She said she would not want to prevent somebody building under SB9 because they could not afford all of the highest end finishes. She said she also did not want the city to discriminate on lot width. She said probably most of the lots in the city were 50 feet wide, but if some were 48 feet like the one that they saw earlier tonight that she would not want those homeowners unable to take advantage of SB9. She said perhaps if they were not happy with the narrowness, they could have a different less onerous rule such as if the lot were less than 50 feet wide than the lot split should be capped at 50/50 not at 60/40 or something to make it a bit easier on the homeowner. She said she was concerned with a step back for the second floor because if the first floor was setback four feet and the second was at 20 feet that felt difficult to her. She said she was not interested in limiting the square footage of the units, FAL, or other aspects of the building as that was not a good affordability strategy. She said fewer units would be built overall if there were too many restrictions as that would limit property owners' opportunities.

Commissioner Riggs said vinyl windows had advanced. He said previously they had needed a three-inch profile but that was now below two-inches and from more than five feet away looked virtually the same as wood. He said he would change the wording on the window restriction and recommended that rather than specifying material they would specify profile size. He said he was impressed with the amount of work and thought put into the proposed standards for SB9 development. He said before reading the staff report he had made a checklist of items to be addressed and opportunities they might use and most of his list was addressed. He said he absolutely supported the requirement for a BMR unit for multiple units. He said support for SB9 and SB10 was almost entirely from those having sympathy for those who could not afford Bay area prices and were looking for lower cost housing. He said if they would encourage people to build 800 square foot apartments that they would rent for \$3500 a month that would not achieve anything with the affordability issue but just gave opportunity for people to grow their estates. He said he did not have anything against the latter but he did not want to confuse the overall goals that most would have seen positive with SB9 with what a simple greater production of real estate did. He said further about BMR to pick up a suggestion made by Commissioner Harris to add incentive, perhaps the city would use some of its BMR funds to encourage an additional lower priced unit with these SB9

developments. He said he absolutely agreed with the requirement of owner occupancy for three years. He said using 56% FAL for smaller lots was a wonderful solution. He said he had to support the parking concept of one space per unit except on a quality transit corridor. He said the zero-lot line idea as an alternative was brilliant and he thought worked for all parties and meant that the two lots could avoid space in between if they wanted. He said the minimum lot dimensions were reasonable and not highly restrictive. He said he thought the second-floor setback was a great idea noting that residents in R1 neighborhoods were most concerned about two-story buildings four feet from their fence. He said regarding a lowered daylight plane his neighborhood's overlay was based on a lowered daylight plane which he thought was 12-foot, six-inches from what had been the citywide 19-foot, six-inches. He said daylight plane answered many concerns for people and left an envelope within that daylight plane for the applicant homeowner to work with. He said he could support an even lower daylight plane than proposed. He said he had one concern about the proposals which included parking in the front setback. He said Schemes 1A and 1B counted on putting four cars across the front property line. He said that would be unwelcome to R-I residents. He said Menlo Park was based on and had grown as a community that tried to keep cars more or less out of sight to have views of porches and trees and more of a sense of village. He recommended reducing front parking to no more than two spaces in 50 feet of frontage.

Commissioner Barnes asked for Example 1A to be shown onscreen. He said regarding this for the public record that he was dumbfounded that one day that would represent anything they did in a neighborhood with 5000 square lots. He said the premise of SB9 was around homeownership and there were no guarantees that these units would be condos or anything other than rental properties. He said turning a 5000 square foot lot with a single-family home on it to a lot that had four car parking spaces in front and four dwelling units eradicated on a multi-family rental project any trees and landscaping. He referred to a speaker's comment about gentle density in the Allie Arts neighborhood and said that when it was a 10,000 square foot lot and on it you took a flag lot to put multiple units on that was much different than doing that on a 5000 square foot lot. He said this proposal was prejudicial to people who lived on 5000 square foot lots to have four rental units jammed in there. He said SB9 was a state regulation so the question was what to do at the city level to accommodate that but that did not destroy their neighborhoods. He said he supported multifamily housing and density where density worked but not taking a neighborhood and effectively hardscaping a 5000 square foot lot. He referred again to the example shown and suggested starting with a reduction of parking spaces in front, going to covered parking, and looking at preserving setbacks and multiple things that would not destroy people's neighborhoods that were 5000 square foot lots. He suggested some recompense to the community from what would be up zoning to allow such development. He said as a single-family residence owner in the Willows there was nothing about the proposal to like.

Commissioner Riggs referred back to Ms. Levin's comments and suggested this was an opportunity to perhaps test some design standards that many of them had believed for 20 years should be part of the overall city standards. He said to put these in place here and not to single out the units for more restrictions but rather as a template he hoped would be found acceptable when and if they could finally put standards before city council for residential in general.

Chair DeCardy said he wanted more affordable housing in Menlo Parks to make the community better and stronger. He said some of the correspondence, public comments and commissioners had pointed out that this proposal was not a straight line to affordable housing yet making it a straight line to affordable housing would keep it from happening absent incentives as mentioned. He said he would support incentives to try to make these types of developments affordable. He said that he

agreed that to do everything they could do to reduce restrictions to streamline and support these happening as that was good for the community, and that was an overall point. He noted ADUs and the streamlining for those and a supposed intent for family members to reside in those and that perhaps that was not the case. He asked staff what the worst-case scenario for development under SB9 was. He asked as an example about someone building four units, two down and two up, on a zero-lot line, on a 10,000 square foot lot but in which actually a single family would live and they had done this to get more square footage.

Contract Project Manager Arnold Mammarella said on the larger lot the applicant would get significant additional square footage with a lot split and then building four units. He said the underlying lot could have 3600 square feet approximately of home and additionally an 800 square foot ADU or a total of 4400 square feet. He said with SB9 though 5600 square feet could be built and that was an additional 1200 square feet of floor area. He said conversely regarding Commissioner Barnes' concerns on a very small lot it was just the opposite in that on a 5000 square foot lot subdivided into two lots they could build less under SB9 then they might by building a house and an ADU. He said a 5000 square foot lot would have 3200 square feet under SB9 for up to four units but on that same lot you could build a house 2800 square feet and an ADU of 800 square feet or 3600 square feet, which was 400 square feet more than under SB9. He said there were subtleties to this where a homeowner could benefit one way or the other depending on the size of the lot.

Chair DeCardy asked if it was a large lot and could now have a lot more square footage through SB9 whether the four units might be configured so that square footage was easily convertible into stuff that looked like a massive single-family house that a large single family would enjoy. Mr. Mammarella said it would depend upon what the city allowed. He said the state did not require to allow anything other than two 800 square foot units. He said since there was existing FAL there you could build up to that in one house and then one small house, an ADU, and be better off doing that.

Commissioner DeCardy said his point to staff was to investigate how to mitigate the sort of worst-case scenario where this process was used so four people living on a lot could then live in a bigger home on that lot noting that seemed a bad outcome. Planner Turner said it was the maximum unit size which they proposed to establish to try and avoid situations such as some attached ADUs that looked like an extension of the house, were 500 square feet and maybe not intended for any rental unit purposes. He said the maximum unit size requirement was proposed to prevent the build of a McMansion type house in a ministerial fashion. He said they could apply to do that through a use permit but that would be subject to planning commission review and approval or denial. Chair DeCardy said his feedback was to really look at what that maximum size was for the right balance.

Chair DeCardy suggested that no parking be required for the units. He said as long as residents were not allowed to park on the street why not allow the person splitting the lot decide what the uses were. He said ultimately, they might end up with two parking spaces, or three but not four in that mix. He urged staff to really question why parking was being done, what were they trying to prevent and as long as parking did not leak into an unwanted place, what did they care as far as the number required. He said if there was no parking the example that Commissioner Barnes pointed to would have visible a lovely front walkway and a couple of front porches. He said if they could magically make storing the car disappear the neighborhood would look fantastic. He said definitely they should not require covered parking. He said he would allow tandem parking as that all over the place would limit concrete in the project. He said parking was a place to investigate for flexibility; it was a decent incentive for people to not have to build it and allow use of the space in more interesting ways. He said regarding architectural design and doing experimentation with standards for SB9 projects that

he did not think this was where those kinds of restrictions should be placed. He said from an equity standpoint he did not think they should do anything that would put more onerous architectural design, privacy or other things in place here than on a project that the commission tended to approve anyway. He said regarding daylight plane and the setback on the second floor that was one to be thoughtful about. He said he thought as the community transitioned over the next 20 to 30 years that it would be shocking to have two stories just a few feet away from the next-door neighbor as that would be a significant struggle between neighbors. He said the four foot and 20-foot setbacks and daylight plane would have to be nuanced in the mix to address potential such impacts.

Commissioner Do said in general she agreed with commission and community members' comments about not increasing restriction. She said regarding parking that in Examples 1A and 1B with parking in the front that was alarming. She said looking also at Example 2A with parking moved to the back that created an equally alarmingly long driveway and a lot of asphalt. She said Example 3B was the same with a parking access courtyard in the middle of four units which seemed like a perfect place for a people courtyard. She said she lived on such an arrangement. She said during the day people parked on the street to allow children to play in the courtyard. She said it was unfortunate in the proposal that it would be needed for car access.

Commissioner Barnes said lot coverage was not simply a function of how much was used but what it was used for and what the opportunities were to aggregate parts of a lot that were open to some benefit. He said the example of the single-family home and ADU represented the ability to design by one entity around the lot efficiently. He said where there might be less lot coverage, a rental property with multiple units and all hardscape was space not efficiently used. He said the ability to cohesively landscape and provide green space on a unit that had less lot coverage with more space but had to provide amenities across four units was fundamentally different and not helpful for achieving any type of landscape or greenspace in addition to saving any heritage trees. He referred to the premise of SB9 not only as the production of housing but also increasing homeownership opportunities. He asked if Menlo Park had mechanisms available to incentivize homeownership versus lease or rental of properties.

Planner Turner said he did not know whether the city had incentives for rental units versus for sale units. Acting Planning Manager Kyle Perata said there was not a policy for the city at a local level from city's housing or planning divisions regarding homeownership versus rental properties. He said what the commissioner was asking for would need broader policy discussion, community outreach and direction from council level to staff to look at incentives for homeownership versus rental properties or looking at what potential barriers were in place. He said anecdotally when you went from say four apartment units on these SB9 projects to four condo units that those subdivisions required a REC in-lieu fee per unit. He said there were things like that where the community and council could direct staff to look at what those kinds of costs for subdivisions and for sale projects were compared to rental projects. He said right now they were looking at how at the local level to implement this state law. He said currently the state law was in effect in Menlo Park as the city did not have an ordinance yet to implement. He said staff and their city attorney's office would look into Commissioner Barnes' comment within the overall context of SB9. Commissioner Barnes said he did not think it was outside of the purview of this study session as the first slide indicated the objective of SB9 was to encourage homeownership.

Mr. Perata said to Commissioner Barnes' point there was some potential where a commission or community might decide that the units needed to be rental units and could potentially restrict the condominiumizing of the two new units on each lot split as the state law did not require an allowance

for subdivision. He said the professional staff were not recommending at this time any restrictions on condo subdivisions of those two new units on each separate lot. He said the state required allowing a homeowner to create two lots and each could have two units and there you could look at restrictions. Planner Turner said at a minimum under SB9 the urban lot split was just a subdivision of the land into two separate lots and there were no requirements to allow the condominiumizing of the two units so as a city they could decide to restrict or to allow them.

Commissioner Barnes asked if the ability to split a lot under SB9 required a minimum lot size. Planner Turner said the state mandated 1200 square feet as a minimum lot size unless a city adopted a smaller lot size. He said there was the 60/40 split to consider.

Commissioner Barnes said he thought design standards were very helpful. He said for four units next to each with four-foot side setbacks that design standards were entirely reasonable and preferable. He said it was a misnomer that design standards made it more complicated, more restrictive and economically unfeasible. He said that might not be the case at all as it would streamline the process. He said design standards would provide efficiency and a path to minimize disputes when looking at putting residents' homes closer to each other.

Chair DeCardy said that it was 10:40 p.m. and that they would need a vote whether they wanted to continue past 11 p.m.

Commissioner Riggs said he thought Example A5 was a great site plan and reminiscent of projects seen by the commission on Allied Arts streets like Partridge Avenue, where there were probably four or five of these. He said prior to that they were fairly common on Hoover Street. He said the result was you get a paved courtyard with nothing happening 99% of the time. He said in this sample layout the parking was not in the courtyard but in four spaces that presumably were carports. He said during the daytime that would be communal space and play space with a lot of green space and no cars parked in front at all. He said it was a fantastic layout even if he were not thrilled with four units on an R-1-E lot. He said design standards as Commissioner Barnes said were quite helpful for neighbors and for those who were going to build as they knew what was acceptable which was part of the reason, they had hoped for citywide design standards for the 18 years he had been on Planning Commission. He said they did not have to be cost oriented as for instance they were not saying no stucco rather smooth finish stucco. He said deciding window sill heights was not a cost issue. He said he was quite supportive of staff's proposal.

Mr. Mammarella noted comments on parking and that parking in the front with paving was quite problematic in terms of how it might affect the community. He said he was also hearing that the commission might not want to require one car space per unit and might not want to require tandem parking. He said tandem parking made site development quite difficult especially on a small lot. He asked if he was correct the commission did not want to overdo it on the parking and to maybe emphasize open area and landscaping over parking.

Chair DeCardy said that they did not have unanimity from the commission on how to solve the identified problem. He said some would like to have much less parking than others would. He suggested different sets of solution to be thought about in that mix.

Commissioner Barnes said having four paved spaces in front such as shown in Example 1A was an awful idea. He said he would like to hear their thoughts on Example 1A where the spaces might be located so they were not in one line and paved. Mr. Mammarella said it was very difficult especially

with tandem parking once you start putting the driveway down the side of a lot it took up a lot of space. He said there was no way then to turn cars to be able to backup in that situation. He said if you had a shared driveway for the two lots and it could be anywhere on the two lots it would be a bit easier to make that work. He said because the lots were small the driveway and the parking with the backing up were really constraining features. He said in that example there was probably a scenario where it could be feasible with tandem parking but with that type of parking and requiring two spaces then you got into issues if the units would not work. He said SB9 allowed homeowners relief from city standards if those made development of two 800 square foot minimum units each infeasible. He said the diagrams they created would meet the objective standards.

Commissioner Barnes noted the typical 50-foot width and commented he would want parking reduction requirements and asked about tandem parking. Mr. Mammarella said theoretically a driveway could go down the side and there have P1 and P2 spaces in tandem one behind the other outside the front yard or partially outside the front yard. He said the only catch was there might be two different families living in two different units and the parking would be in tandem which was why staff was thinking not to allow tandem parking. Commissioner Barnes acknowledged that would not work. He said something had to be done to reduce parking.

Commissioner Thomas said it sounded like parking would be a sensitive issue so in the future they might want to give neighbors an opportunity to provide input. He said a requirement of one curb cut per project might be good because it could force any egregious parking situations to have to go for approval and allow affected neighbors the opportunity to fight against that.

Chair DeCardy noted comment letters and asked about the opportunity for people to know more in advance to have an opportunity to be heard on this. He asked what next steps were and to let people know where next they could provide input.

Planner Turner said for next steps they would take the feedback from the study session and go back to the drawing board a bit. He said eventually they would need to bring a fully drafted ordinance containing the requirements and development standards to the commission for discussion and recommendation to the city council. He said there were some conflicting views of commissioners and those would have to be taken into consideration when they drafted the ordinance. He said the City's website had a page on SB9 for people to look at and that had interim guidelines. He said staff could add some language that additional comments could be emailed or people could call staff to talk through concerns. He said they would like to get the ordinance drafted and back to the commission relatively soon.

ACTION: Motion and second (Harris/Riggs) to continue the meeting to 11:10 p.m.; passes 6-0-1 with Commissioner Tate absent.

Commissioner Harris said when the item returned that she would like to know how many lot splits they expected to see and over what timeline. She asked if the lots were split whether that would reset property tax assessment. She suggested a map showing areas in which parking would not need to be required.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

- Regular Meeting: August 15, 2022

Planner Sandmeier said the next agenda was not finalized but most likely would have three single family projects on it.

- Regular Meeting: August 29, 2022

I. Adjournment

Chair DeCardy adjourned the meeting at 11:05 p.m.

Staff Liaison: Corinna Sandmeier, Acting Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on October 24, 2022

1262 MIDDLE AVE.

NEW SINGLE-FAMILY RESIDENCE.



Safaei Design Group
www.safaeidesign.com



TRACT MAP



SITE



NEIGHBORHOOD INSPIRATION



510 OLIVE ST.
MIDDLE & OLIVE ST.

NEIGHBORHOOD INSPIRATION



1481 MIDDLE AVE.
MIDDLE & HOBART ST.

NEIGHBORHOOD INSPIRATION



590 HERMOSA WAY
HERMOSA WAY & MIDDLE AVE.

NEIGHBORHOOD INSPIRATION



1292 MIDDLE AVE.

NEIGHBORHOOD INSPIRATION



700 HERMOSA WAY

NEIGHBORHOOD INSPIRATION



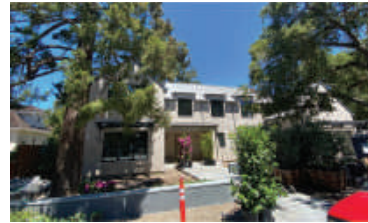
700 HERMOSA WAY

NEIGHBORHOOD INSPIRATION



1020 HERMOSA WAY

NEIGHBORHOOD INSPIRATION



930 HERMOSA WAY

NEIGHBORHOOD INSPIRATION



1110 ROSEFIELD WAY
HERMOSA WAY & SANTA CRUZ

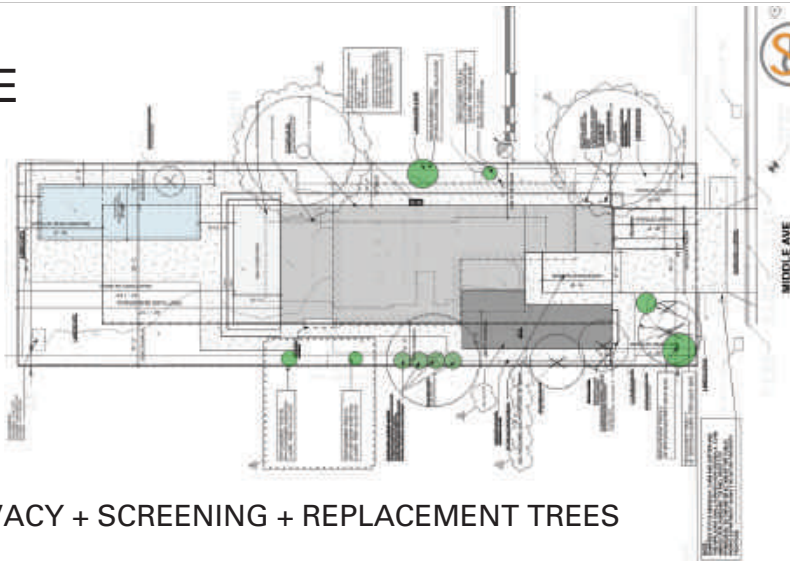
DESIGN



- MODERN -
- HIGH-TECH
- WOOD / FAUX WOOD
- TRESPA SIDING
- SMOOTH STUCCO
- ALUMINUM CLAD
WOOD WINDOWS



SITE



- PRIVACY + SCREENING + REPLACEMENT TREES

2019 CALIFORNIA CODE WILL APPLY TO THIS SPRINGLINE

- SIGN TYPE A1 - ARCHWAY SIGNAGE**
- Fabricate and install (x1) internally illuminated archway signage, arch mounting.
Connecting to power source (BY OTHERS) with 20amp dedicated circuit, photocell, and timer.
- SIGN TYPE P1 - PARKING SIGNAGE**
- Fabricate and install (x4) non-illuminated parking signage, wall mounting.
- SIGN TYPE B1 - PEDESTRIAN DIRECTORY**
- Fabricate and install (x4) internally illuminated pedestrian directory, ground mounting.
Connecting to power source (BY OTHERS) with 20amp dedicated circuit, photocell, and timer.
- SIGN TYPE B2 - PEDESTRIAN WAYFINDING**
- Fabricate and install (x1) internally illuminated pedestrian wayfinding, ground mounting.
Connecting to power source (BY OTHERS) with 20amp dedicated circuit, photocell, and timer.
- SIGN TYPE WB - WAYFINDING BLADE SIGN**
- Fabricate and install (x1) non-illuminated wayfinding blade sign, wall mounting.
- SIGN TYPE BL - BLADE SIGNAGE**
- Fabricate and install (x12) internally illuminated blade signage, wall mounting.
Connecting to power source (BY OTHERS) with 20amp dedicated circuit, photocell, and timer.
- SIGN TYPE T - TENANT ID**
- Fabricate and install (x15) illuminated tenant id, wall mounting.
- SIGN TYPE PT - PARAPET TENANT ID**
- Fabricate and install (x6) illuminated parapet tenant id, wall mounting.

PROJECT:

1300 & 1302 EL CAMINO REAL
MENLO PARK, CA 94025

MASTER SIGN PROGRAM

07/13/22

Design + Build.

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INTRODUCTION

PROJECT DESCRIPTION

Springline is a 6.4 acre mixed-use development located at 1300-1302 El Camino Real and 550 Oak Grove Avenue in Menlo Park, California. With a focus on tenant and visitor hospitality, the property will boast two 100,000 square foot state-of-the-art, Class A+ office buildings, 183 residences, exclusive community serving uses and dining options, a dual-level subterranean parking garage, as well as a substantial public outdoor space tailor-made for one-of-a-kind experiences, gatherings, and events for both tenants and the surrounding community.

NAMING CONVENTIONS IN THIS GUIDE

The term Project shall be used to refer to all activities including planning, construction and maintenance in regard to the property.

The term Campus shall be used to refer to all buildings, grounds, roadways or other architectural features not specifically included in the scope of other terms such as Tenant.

The term Commercial Tenant shall be used to refer to the occupants, businesses, and community serving uses utilizing the portions of the Campus for their business.

The term Owner shall be used to refer to Real Social Good Investments, LLC, its agents and subsidiaries.

The term City shall be used to refer to the city of Menlo Park and its respective agencies, laws, policies or representatives.



MASTER SIGN PLAN PROCESS

MASTER SIGN PROGRAM REVIEW PROCESS

- Planning commission review
- Planning approval

* For subsequent tenant signage approval, planning staff reviews conformance with MSP. Thereafter, individual tenant signage will be routed to the building department for structural, electrical and safety conformance.

PURPOSE OF THE MASTER SIGN PROGRAM CRITERIA

The Master Sign Program Criteria is provided to guide developers, designers, architects, tenants and the City of Menlo Park in the design, development, approval and implementation of signage at the Project. The regulations of this section shall govern the design and maintenance of Campus and Tenant signage within the Project Area.

THE OBJECTIVES OF THIS CRITERIA ARE

- * To provide a clear criteria for developing a Master Sign Program. Such a program should follow the specifications in this document as guidelines for creating specific signage designs addressing all sign types within the Project.
- * To generate varied and creative signage incorporating a uniformly high level of design, graphics, continuity, consistency and maintenance.
- * To establish signage as a design element that contributes to the overall aesthetics of the project.
- * To provide standards of acceptability for signs in order to facilitate the review and approval process by the Owner and the City.
- * To supply Campus, Tenant and Parapet Tenant identification, information and directional signage, providing for public safety through the ready recognition of wayfinding throughout the Campus.

- * To provide specific criteria regulating various aspects of signage for the campus.
- * To provide specific criteria regulating various aspects of signage for the Tenant.
- * To regulate all permanent Campus and Tenant signage within the Projects boundaries.
- * To provide criteria for approval such that all signage approved from this document needs administrative approval in relation to zoning & guidelines.

* All signage will require a permit and must be submitted, reviewed and approved by the city staff before installed.

FUTURE REVISIONS

Minor deviations to the master sign program may be reviewed by the city's planning department at staff level. Larger revisions would require an amendment to the Master Sign Program to be submitted. The level of revision requested will be reviewed and determined by the City's planning department.

DESCRIPTIONS / USAGE / RESTRICTIONS



CAMPUS SIGNAGE DESIGN GUIDELINES

Design objective

The primary objective of the Master Sign Program for Springline is to generate quality, creative, signage that works to reinforce the quality and character of this Project, while at the same time providing effective project identity, wayfinding and campus safety.

Design Quality

All signage will achieve the highest level of design quality and be consistent with the quality defined in the Project submittal documents.

All signage will be consistent with the architectural and landscape character of the Project. This consistency shall be maintained through complimentary materials, design, texture, color and typefaces. The scale and proportion of graphics shall be consistent with the site, landscape and buildings of the project.

All signage must be designed and specified to meet the construction requirements in this document. This includes all quality standards for finishing, color and durability.

Employ illumination techniques in keeping with a high quality development such as:

- Edge lit illuminated letters
- Externally illuminated from light sources hidden in the landscaping for ground / monument signage
- Internally or externally lit blade signage
- Internally lit monument wayfinding signage
- Internally lit archway signage

Design Content

Campus signage will convey the name of Project, identify tenants and address as well as provide wayfinding information around the campus. Specifics of this content and its use are detailed in this document.

Sign Placement

Campus signage shall be located as indicated on the elevations and master sign location plans included in this package.

Locations given indicate a general area where the sign will be located. Exact location will depend on final design and will be given during submittal stage of sign implementation and permitting.

Monument and free-standing signage will be located in such a way as to have a minimum setback from traffic, but shall not block view of traffic entering a lane. Exact location should be coordinated with traffic consultant's line of sight studies.

SIGNAGE DISPLAY AREA -CALCULATIONS



TOTAL SIGN AREA CALCULATIONS

Total Sign Area Calculations in SF

EL CAMINO REAL

LOT FRONTAGE	PRIMARY FRONTAGE FORMULA FOR MAXIMUM DISPLAY AREA	MAXIMUM DISPLAY AREA	SIGN TYPE	PROPOSED SF	# QTY PROPOSED	+ TOTAL SIGN AREA USED	= TOTAL SIGN AREA OF DIRECTIONAL SIGNAGE*	NON-VISIBLE SIGN AREA		TOTAL
								PANORAMIC	TENANT ID	
100' SF	80' x (Frontage Length - 100' x 0.07) 30' x (80' - 100' x 0.07)	538.70 SF	A1 ARCHWAY SIGNAGE	24.16 SF	1	- (not applied)	24.16 SF			24.16 SF
500' SF	80' x (Frontage Length - 100' x 0.07) 30' x (80' - 100' x 0.07)	538.70 SF	P1 PANO SIGNAGE	12.34 SF	2	- (not applied)	24.68 SF			24.68 SF
			B1 FREESTANDING DIRECTORY	19.25 SF	1	- (not applied)	19.25 SF			19.25 SF
			B2 FREESTANDING DIRECTORY	4.91 SF	1	- (not applied)	4.91 SF			4.91 SF
			B3 BLADE SIGNAGE	4.91 SF	1	- (not applied)	4.91 SF			4.91 SF
			T1 TENANT ID - 2474	26.51 SF	10	265.10 SF	- (not applicable)			265.10 SF
			P2 PANORAMIC TENANT ID - 33-8474	55.51 SF	4	222.04 SF	- (not applicable)			222.04 SF
TOTAL =							489.51 SF			489.51 SF

*Per Merito Park Sign Ordinance 116.03.110 Signs pertaining to commercial and industrial land use zones (I2) within the 650'x30' zoning district, safety and directional signage shall be exempt from the limits on signage display area. (1) provided that the safety and directional signage is approved pursuant to a master signage program.

GARWOOD WAY

LOT FRONTAGE	SECONDARY FRONTAGE FORMULA FOR MAXIMUM DISPLAY AREA	MAXIMUM DISPLAY AREA	SIGN TYPE	PROPOSED SF	# QTY PROPOSED	+ TOTAL SIGN AREA USED	= TOTAL SIGN AREA OF DIRECTIONAL SIGNAGE*	NON-VISIBLE SIGN AREA		TOTAL
								PANORAMIC	TENANT ID	
100' SF	65.5' SF x (1.00 - 0.05 Frontage - 100' x 0.07) 6.5 x (65.5' - 100' x 0.07)	402.42 SF	A1 ARCHWAY SIGNAGE	24.16 SF	-	- (not applied)	- (not applicable)			24.16 SF
500' SF	65.5' SF x (1.00 - 0.05 Frontage - 100' x 0.07) 6.5 x (65.5' - 100' x 0.07)	402.42 SF	P1 PANO SIGNAGE	12.34 SF	2	- (not applied)	24.68 SF			24.68 SF
			B1 FREESTANDING DIRECTORY	19.25 SF	2	- (not applied)	38.50 SF			38.50 SF
			B2 FREESTANDING DIRECTORY	6.13 SF	1	- (not applied)	6.13 SF			6.13 SF
			T1 TENANT ID - 2474	26.51 SF	1	26.51 SF	- (not applicable)			26.51 SF
			P2 PANORAMIC TENANT ID - 33-8474	55.51 SF	2	111.02 SF	- (not applicable)			111.02 SF
TOTAL =							129.51 SF			129.51 SF

*Per Merito Park Sign Ordinance 116.03.110 Signs pertaining to commercial and industrial land use zones (I2) within the 650'x30' zoning district, safety and directional signage shall be exempt from the limits on signage display area. (1) provided that the safety and directional signage is approved pursuant to a master signage program.

OKAR GROVE AVE

LINEAR FRONTAGE	SECONDARY FRONTAGE FORMULA FOR MAXIMUM DISPLAY AREA	MAXIMUM DISPLAY AREA	SIGN TYPE	PROPOSED SF	# QTY PROPOSED	+ TOTAL SIGN AREA USED	= TOTAL SIGN AREA OF DIRECTIONAL SIGNAGE*	NON-VISIBLE SIGN AREA		TOTAL
								PANORAMIC	TENANT ID	
270' SF	65.5' SF x (1.00 - 0.05 Frontage - 100' x 0.07) 6.5 x (65.5' - 100' x 0.07)	382.28 SF	A1 ARCHWAY SIGNAGE	24.16 SF	-	- (not applied)	- (not applicable)			24.16 SF
			P1 PANO SIGNAGE	12.34 SF	1	- (not applied)	- (not applicable)			12.34 SF
			B1 FREESTANDING DIRECTORY	19.25 SF	1	- (not applied)	19.25 SF			19.25 SF
			B2 FREESTANDING DIRECTORY	4.91 SF	1	- (not applied)	4.91 SF			4.91 SF
			T1 TENANT ID - 2474	26.51 SF	4	106.04 SF	- (not applicable)			106.04 SF
			P2 PANORAMIC TENANT ID - 33-8474	55.51 SF	1	55.51 SF	- (not applicable)			55.51 SF
			B3 BLADE SIGNAGE	4.91 SF	1	- (not applied)	4.91 SF			4.91 SF
TOTAL =							189.51 SF			189.51 SF

*Per Merito Park Sign Ordinance 116.03.110 Signs pertaining to commercial and industrial land use zones (I2) within the 650'x30' zoning district, safety and directional signage shall be exempt from the limits on signage display area. (1) provided that the safety and directional signage is approved pursuant to a master signage program.

DESCRIPTIONS / USAGE / RESTRICTIONS



Typesets

Type shall be sized in accordance with established standards for visibility and legibility. Sizing shall take into consideration viewing distance, site lines and vehicle speed for vehicular oriented signs.

The font Brown Regular and Bold has been outlined as the project's default and standard type style. Minor variations may be approved by planning at staff level when keeping consistent with design guidelines and project style.

Lighting

Design of signage lighting shall contribute to the design of the sign, and shall not detract from the overall design character of the Project. Lighting shall provide for enhanced legibility and effectiveness.

Colors

Sign colors are to provide sufficient contrast against building background colors. Color of letter returns are to contrast with building colors for good daytime readability.

Refer to this document's style sheet for approved colors and materials.

Sign Maintenance

All signs shall be maintained in an as-new and fully-functional condition. Signs shall meet all relevant standards of the Project submittal documents at all times. Project management shall make periodic inspections of all signs on site. Any deficiencies shall be immediately corrected by the person(s) or business(es) responsible for the maintenance of said sign or signs.

Temporary Signs

Temporary signs shall comply with the City's Planning Division requirements.

Prohibited Sign Types

The following sign types shall be prohibited on this Project:

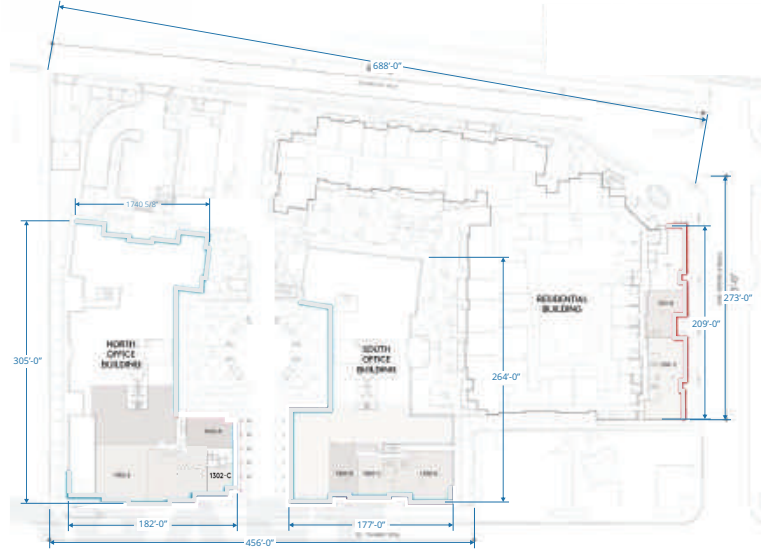
- Illuminated sign boxes with face lit panels.
- Illuminated backlit canopies.
- Signs with exposed raceways, conduit, junction boxes, transformer lamps, tubing, or neon crossovers of any type.
- Rotating, animated and flashing signs.
- Pole signs and other signs with exposed structural supports not intended as a design element except for code-required signs.
- Pennants, banners, or flags identifying individual tenants.
- A-frame sandwich boards.
- Vehicle signs, except for the identification of a business enterprise or advertisement using a vehicle which is used in the operation of the business. The signage must be painted on or otherwise affixed so as not to project from the usual profile of the vehicle. The vehicle must be in an operable state.
- Signs painted on an exterior building wall, window, fascia, chimney of a building, on a fence or fence-type wall, on benches, fence posts, trash receptacles, utility poles, utility boxes, storage sheds, bus shelters, satellite dish antennas or other accessory structures.
- Signs attached, painted on, or otherwise affixed to trees, other living vegetation, landscaping or natural materials.
- Any sign designed to be moved from place to place.
- Signs attached, painted or otherwise affixed to awnings, tents or umbrellas.

- Balloons and inflatable signs.
- Any signs including freestanding signs advertising the availability of employment opportunities.
- Signs which emit sound, odor or visible matter or which bear or contain statements, words or pictures of an obscene, pornographic or immoral character.
- Fluorescent or reflective sign colors.
- Simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam.
- Signs attached directly to raceways unless reasonable access is possible through wall or structure behind sign.
- Fluorescent or reflective materials such as mirror.

SITE PLAN PARCEL FRONTAGES



SITE PLAN FRONTAGES

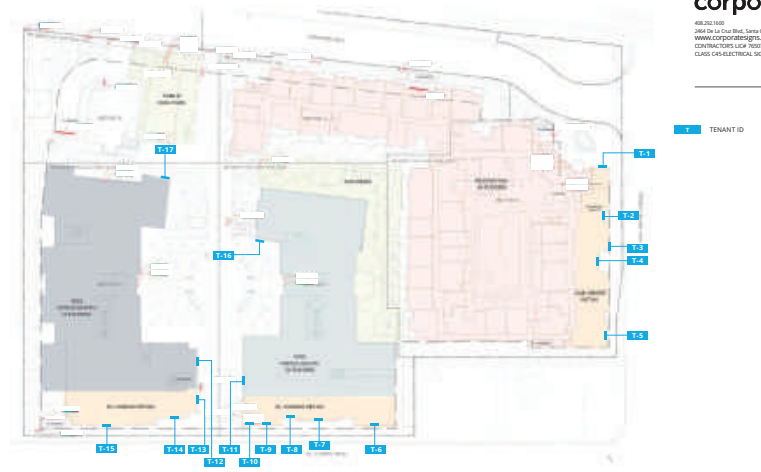


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CLASS C&E-ELECTRICAL SIGN CONTRACTOR



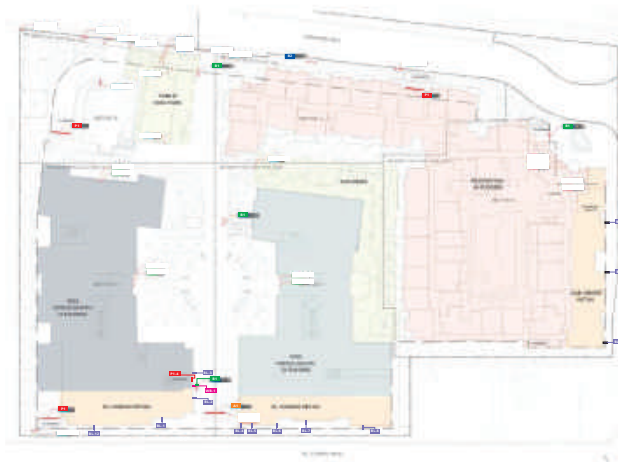
1 SITE PLAN
Scale: 1/64"=1'-0"

LOCATION PLAN TENANT ID



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LOCATION PLAN



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LOCATION PLAN PARAPET TENANT ID



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STYLE SHEET

BRAND ARTWORK



FONTS

Brown Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Brown Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

MATERIAL AND COLOR SCHEDULE



ARCHWAY SIGNAGE

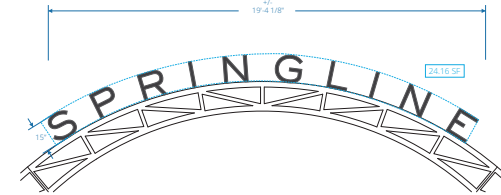


SIGN TYPE A1

Archway Signage

A. SIGN MASSING

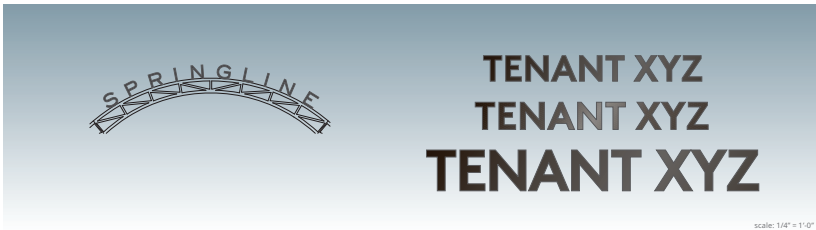
Sign should be mounted to the arch in the property, and their design should be consistent with the building architecture in terms of style, material, colors, and proportions. The size of signs should be compatible with other signs in the surrounding area.



1 FRONT VIEW
scale: 1/2"=1'-0"

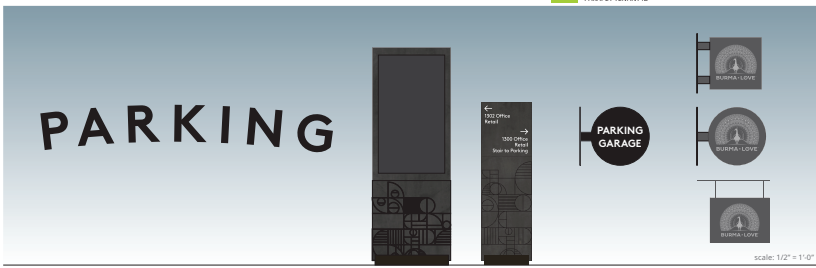
SIGN TYPE A1
ARCHWAY SIGNAGE
PROPOSED - 24'x18'5"

SIGN TYPES



A1 ARCHWAY SIGNAGE

T1 TENANT ID
T2 PARAPET TENANT ID



P1 PARKING SIGNAGE

T1 PEDESTRIAN DIRECTORY
T2 PEDESTRIAN WAYFINDING

W1 WAYFINDING BLADE SIGN

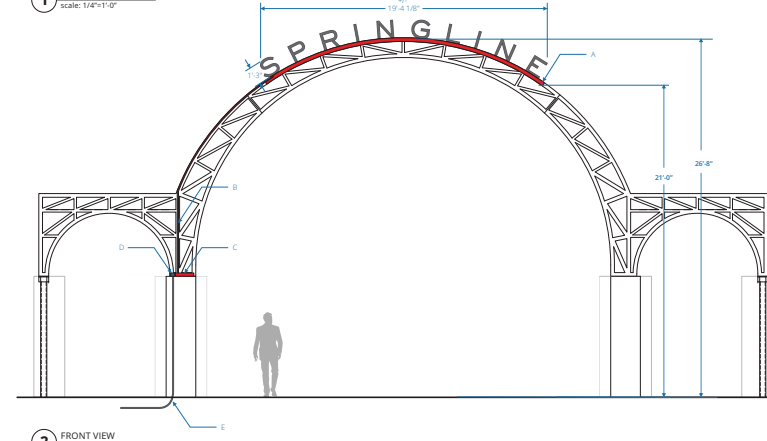
B1 BLADE SIGNAGE

ARCHWAY SIGNAGE CONSTRUCTION DETAILS

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



1 TOP VIEW
scale: 1/4"=1'-0"



2 FRONT VIEW
scale: 1/4"=1'-0"

SIGN TYPE

A1

DESCRIPTION

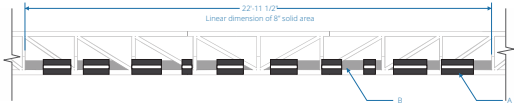
Qty: 1

- A. Raceway to house wiring mounted in structure.
- B. Conduit from electrical box to wiring raceway.
- C. Electrical box to house power supply mounted in structure.
- D. J-box.
- E. To main electrical.

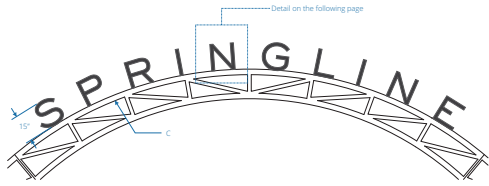
SIGN TYPE A1
ARCHWAY SIGNAGE
PROPOSED - 24'x18'5"

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

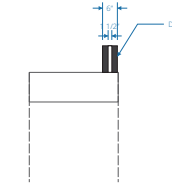
ARCHWAY SIGNAGE CONSTRUCTION DETAILS



3 TOP VIEW - DETAIL
scale: 1/2"=1'-0"



4 FRONT VIEW - DETAIL
scale: 1/2"=1'-0"



5 SIDE VIEW - DETAIL
scale: 1/2"=1'-0"

SIGN TYPE
A1

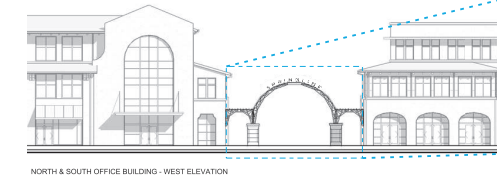
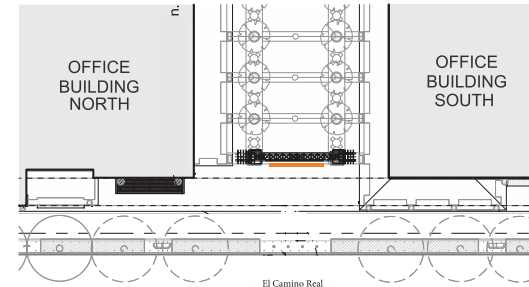
DESCRIPTION QTY: 1
A. Channel letters to have stripe of acrylic for returns for edge illumination. Highly recommends mock-up of letter to get the correct amount of illumination.
B. Mounting plates as required per engineering.
C. Raceway to house wiring mounted in structure.
D. Channel letters attached to archway to have 1" wide acrylic return that illuminates at night.

SIGN TYPE A1
ARCHWAY SIGNAGE
PROPOSED - 2A.16 SF

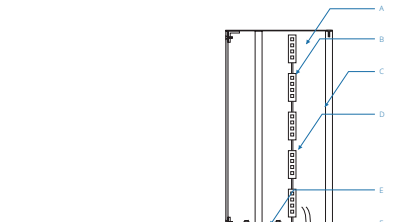
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

ARCHWAY SIGNAGE ELEVATION

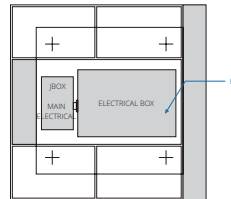
ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



ARCHWAY SIGNAGE CONSTRUCTION DETAILS



6 LETTER SECTION
scale: NTS



SIGN TYPE
A1

DESCRIPTION QTY: 1
A. Fabricated aluminum channel letter 1/8" thick back and .090 returns.
B. LED system as required to provide even illumination with no hot spots, client to approve light temperature specification prior to fabrication.
C. 1/2" thick clear acrylic letters
D. Interior of letters to be prepared and painted Sorptex Star Bright White Lacquer/finish.
E. Mounting plate and attachment as required per engineer.
F. Raceway to house wiring mounted in structure.
G. Existing arch structure.
H. Electrical box to house power supply mounted in structure.

SIGN TYPE A1
ARCHWAY SIGNAGE
PROPOSED - 2A.16 SF

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PARKING SIGNAGE

SIGN TYPE P1

Parking Signage

A. DESIGN INTENT
The parking entry signage are intended to identify entrance into the parking garage below ground for all residents and visitors of the Property

B. SIGN MASSING
The height of lettering in general shall be 15 inches tall. Signs should be mounted flush against a building, and may not project above the eave of the roof or the top of parapet.

C. VARIATION
Final design should contain no (or very minimal) variation in size or layout to provide for maximum recognition and wayfinding effectiveness. Signs are subject to size restrictions that vary according to the frontage of the lot. Maximum sign area is 12.34 square feet.

D. SIGN LOCATION
Exact sign location to be determined based on final sign design and shape, and to comply with sight distance analyses based on 10' clear sight distance at project driveways and adjacent intersections.



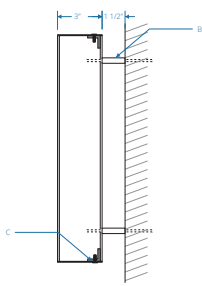
1 FRONT VIEW
scale: 3/4"=1'-0"

SIGN TYPE P1
PARKING SIGNAGE
PROPOSED - 12.34 SF

PARKING SIGNAGE CONSTRUCTION DETAILS



1 FRONT VIEW
scale: 3/4" = 1'-0"



2 SIDE VIEW - ENLARGED
scale: 3" = 1'-0"

SIGN TYPE
P1

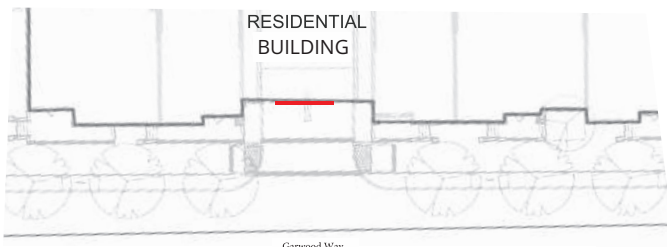
DESCRIPTION QTY: 4

- A. 15h x 3d fabricated aluminum lettering with 1/8" thick aluminum face and backer, and 1/16" thick aluminum returns, painted P3 black
- B. 1 1/2" stainless steel stand-off painted to match wall
- C. Counter sunk, socket head steel screw painted to match adjacent as needed

SIGN TYPE P1
PROPOSED SIGNAGE
PROPOSED = 12.34 SF

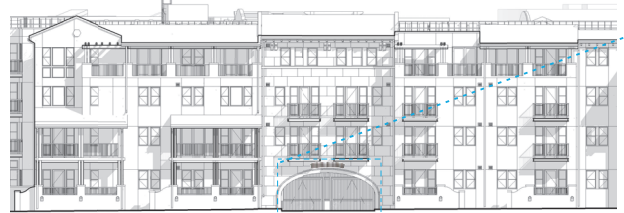
PARKING SIGNAGE ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD

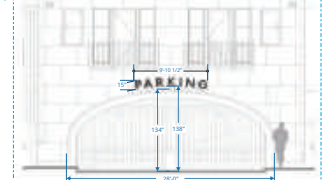


RESIDENTIAL BUILDING

Garwood Way



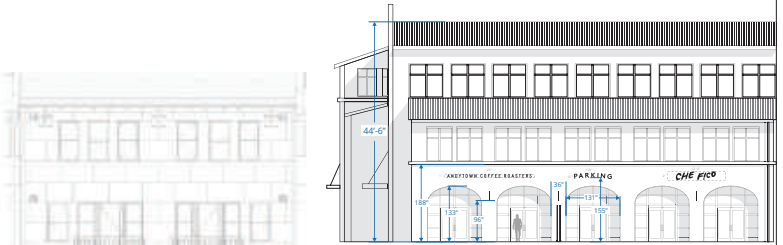
RESIDENTIAL BUILDING - EAST ELEVATION



ENLARGED ELEVATION scale: 1/8" = 1'-0"

PARKING SIGNAGE ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



5 NORTH OFFICE BUILDING - SOUTH ELEVATION
scale: 1/12" = 1'-0"



4 NORTH OFFICE BUILDING - WEST ELEVATION
scale: 1/8" = 1'-0"



3 INSTALL ELEVATION
scale: 3/8" = 1'-0"

PEDESTRIAN DIRECTORY

SIGN TYPE B1

Pedestrian Directories

A. SIGN MASSING

Directory Signs. In all districts where group occupancies in office buildings are permitted, directory signs may be erected displaying the names of the occupants of a building who are engaged in a particular profession, business or the like. Signs shall not exceed eight feet in height. Taller signs may be permitted if necessary due to sight visibility issues. The materials used in the construction of the sign frame and base should be the same as the materials and colors used in the building, or should be complementary to the building materials and colors.

B. VARIATION

Final placement, orientation and dimensions of this sign type may vary slightly from location to location and dependent on final architectural conditions. The overall mass and total sign area should remain consistent with this document. Signs are subject to size restrictions that vary according to the frontage of the lot. Maximum sign area is 19.25 square feet.

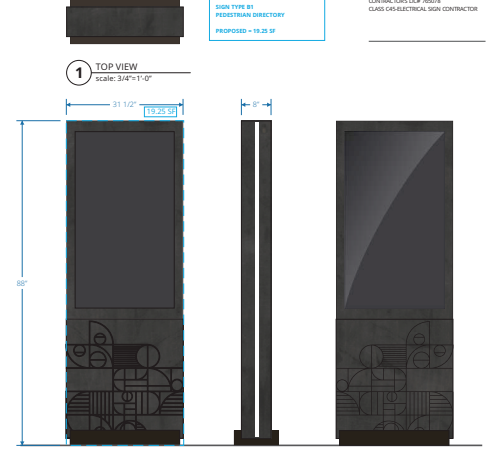
C. SIGN LOCATION

Signs will be located as per the location plans in this document. Exact sign location to be determined based on final sign design and shape, and to comply with the City's sign triangle and traffic view area.

D. VARIANCE

Where practical difficulties, unnecessary hardships or results inconsistent with the general purposes of the sign ordinance may result from the strict and literal interpretation and enforcement of the provisions hereof, the planning commission, upon the verified application of any property owner or lessee of the property affected, shall have authority to grant, upon such terms and conditions as it deems necessary, such variances therefrom as may be in harmony with their general purpose and intent so that the spirit of this chapter shall be observed, public safety and welfare secured and substantial justice done. Given the size of the lot, and in order to adequately direct and assist pedestrians, a total of 5 pedestrian wayfinding signs are proposed throughout the campus to guide towards the corresponding areas and/or destinations. In addition, since the design intent and focus is on guiding and directing pedestrian traffic, any property information is excluded from the signage design.

1 TOP VIEW
scale: 3/4" = 1'-0"



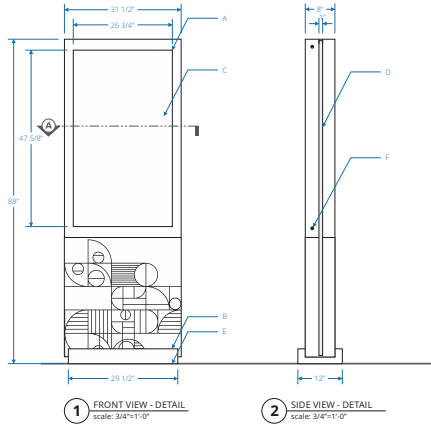
2 FRONT VIEW
scale: 3/4" = 1'-0"

3 SIDE VIEW
scale: 3/4" = 1'-0"

4 BACK VIEW
scale: 3/4" = 1'-0"

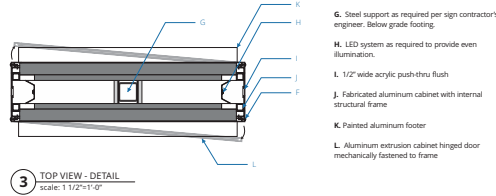
SIGN TYPE B1
PEDESTRIAN DIRECTORY
PROPOSED = 19.25 SF

PEDESTRIAN DIRECTORY CONSTRUCTION DETAILS



SIGN TYPE B1
PEDESTRIAN DIRECTORY
PROPOSED = 19.25 SF

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



SIGN TYPE

B 1

DESCRIPTION

QTY: 4

- A. 50° Digital touch screen by others.
- B. Footer to be painted P3 Black
- C. Fabricated aluminum cabinet to house electrical and components for digital signage. Ventilation to be minimal and preferably on top of sign.
- D. 1" Thick acrylic stripe to extend full length of cabinet to internally illuminate
- E. Anchoring as required per sign
- F. Cam lock on side of cabinet door
- G. Steel support as required per sign contractor's engineer. Below grade footing.
- H. LED system as required to provide even illumination.
- I. 1/2" wide acrylic push-thru flush
- J. Fabricated aluminum cabinet with internal structural frame
- K. Painted aluminum footer
- L. Aluminum extrusion cabinet hinged door mechanically fastened to frame

PEDESTRIAN WAYFINDING ID CONSTRUCTION DETAILS

SIGN TYPE B2

Pedestrian Wayfinding

A. SIGN MASSING

Directory Signs. In all districts where group occupancies in office buildings are permitted, directory signs may be erected displaying the names of the occupants of a building who are engaged in a particular profession, business or the like. Signs shall not exceed eight feet in height. Taller signs may be permitted if necessary due to sight visibility issues. Signs located near street corners and driveways may be referred to the City's traffic engineer for determinations regarding appropriate vehicle sight clearances. The materials used in the construction of the sign frame and base should be the same as the materials and colors used in the building, or should be complementary to the building materials and colors.

B. VARIATION

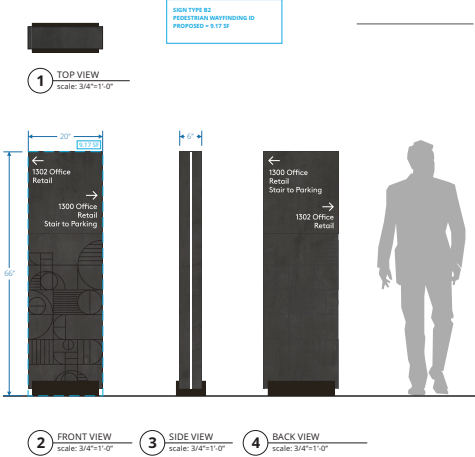
Final placement, orientation and dimensions of this sign type may vary slightly from location to location and dependent on final architectural conditions. The overall mass and total sign area should remain consistent with this document. Signs are subject to size restrictions that vary according to the frontage of the lot. Maximum sign area is 9.17 square feet.

C. SIGN LOCATION

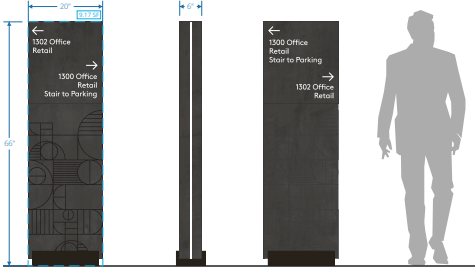
Signs will be located as per the location plans in this document. Exact sign location to be determined based on final sign design and shape, and to comply with the City's sign triangle and traffic view area.

D. VARIANCE

Where practical difficulties, unnecessary hardships or results inconsistent with the general purposes of the sign ordinance may result from the strict and literal interpretation and enforcement of the provisions hereof, the planning commission, upon the verified application of any property owner or lessee of the property affected, shall have authority to grant, upon such terms and conditions as it deems necessary, such variances therefrom as may be in harmony with their general purpose and intent so that the spirit of this chapter shall be observed, public safety and welfare secured and substantial justice done. Given the size of the lot, and in order to adequately direct and assist pedestrians, a total of 5 pedestrian wayfinding signs are proposed throughout the campus to guide towards the corresponding areas and/or destinations. In addition, since the design intent and focus is on guiding and directing pedestrian traffic, any property information is excluded from the signage design.

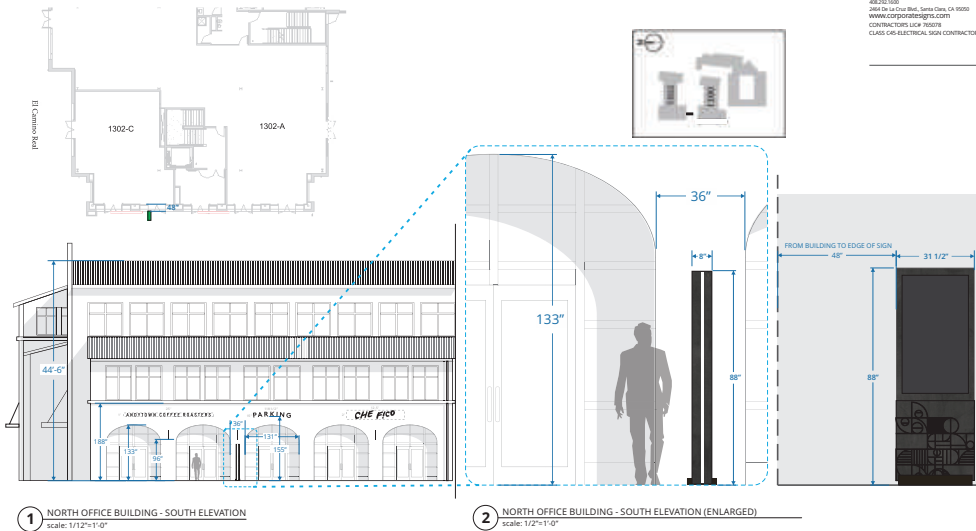


SIGN TYPE B2
PEDESTRIAN WAYFINDING ID
PROPOSED = 9.17 SF



2. FRONT VIEW scale: 3/4\"/>

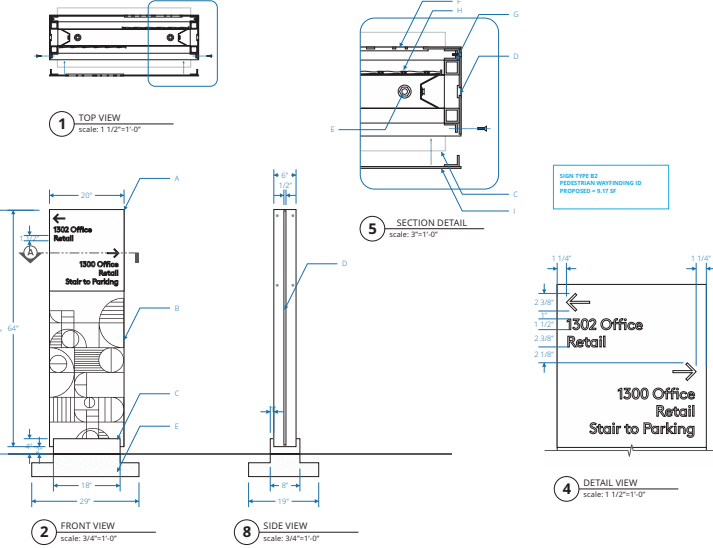
PEDESTRIAN DIRECTORY ELEVATION



1. NORTH OFFICE BUILDING - SOUTH ELEVATION
scale: 1/12\"/>

2. NORTH OFFICE BUILDING - SOUTH ELEVATION (ENLARGED)
scale: 1/2\"/>

PEDESTRIAN WAYFINDING ID CONSTRUCTION DETAILS



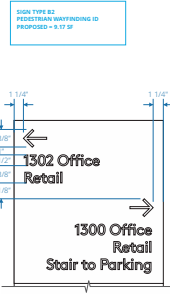
SIGN TYPE

B 2

DESCRIPTION

QTY: 1

- A. Fabricated aluminum cabinet M1 with push through flush text
- B. Graphic pattern to be routed or etched onto face of panel
- C. Footer to be painted P3 Black
- D. 1/2" wide acrylic stripe to extend full length of cabinet to internally illuminate
- E. Anchoring as required per sign contractor's engineer. Below grade footing.
- F. Push-thru flush acrylic copy
- G. Fabricated aluminum cabinet with internal structure frame
- H. LED system as required to provide even illumination. No hot spots
- I. Removable panel with push-thru flush acrylic copy mechanically fastened on sides with s. st. c/s socket drive flat head screw paired to match adjacent color

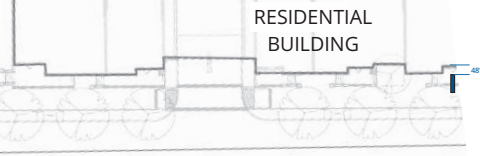


4. DETAIL VIEW
scale: 1 1/2\"/>

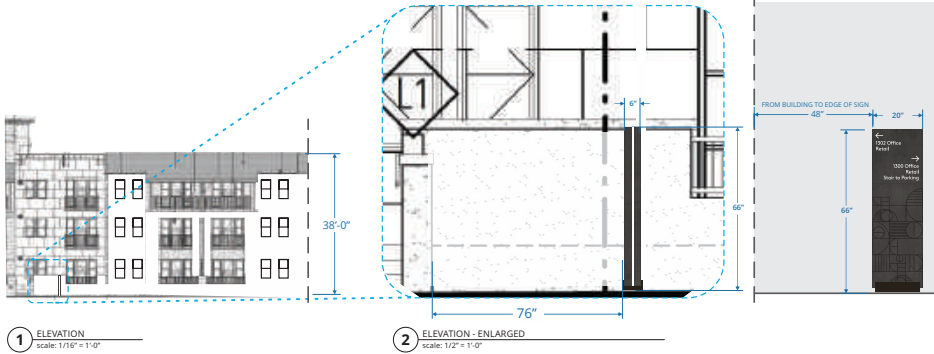
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PEDESTRIAN WAYFINDING ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



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CONTRACTORS LEAD - INTERIOR
CLASS C&E-ELECTRICAL SIGN CONTRACTOR

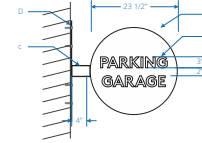


1 ELEVATION scale: 1/16" = 1'-0"
2 ELEVATION - ENLARGED scale: 1/2" = 1'-0"

WAYFINDING BLADE SIGN CONSTRUCTION DETAILS

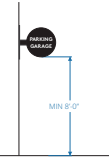


1 FRONT VIEW scale: 3/4" = 1'-0"



2 FRONT VIEW - DETAIL scale: 3/4" = 1'-0"

SIGN TYPE WB
WAYFINDING BLADE SIGN
PROPOSED = 3 SF



3 ELEVATION scale: 1/4" = 1'-0"

SIGN TYPE **WB**

- DESCRIPTION QTY: 1
- A. Fabricated aluminum cabinet, color C2 black RAL 9004 and non-illumination
 - B. Masked and painted of 'Parking Garage' lettering with C1 white wonder color
 - C. welded aluminum standoff, and painted to match sign cabinet color C2 black RAL 9004
 - D. mounting plate and mechanically attached to wall with tapcon concrete anchor

WAYFINDING BLADE SIGN

SIGN TYPE WB

Wayfinding Blade Sign

A. SIGN MASSING

Wayfinding Blade signs are relatively flat, two-sided solid panels attached to brackets which are mounted on and perpendicular to the face of buildings and storefronts. The material of Wayfinding blade sign is fabricated aluminum, and painted black RAL 9004 with non-illuminated style. The lettering of 'Parking Garage' is masked and painted with white wonder color. These blade signs can be up to three (3) square feet in size, and are not counted toward the maximum square footage of signage allowed for each parcel.

B. VARIATION

Simple round or square horizontal supports with capped ends. More decorative approaches may be desirable when appropriate to the sign and/or architectural character of the building.

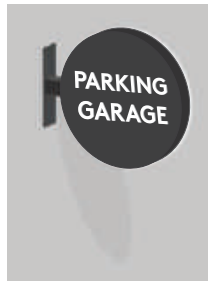
C. SIGN LOCATION

Sign shall not more than 8'-0" from the building surface to which the sign is attached. In addition, each business or tenant is allowed one suspended or blade sign to be placed under awnings or canopies.



1 FRONT VIEW scale: 3/4" = 1'-0"

SIGN TYPE WB
WAYFINDING BLADE SIGNAGE
PROPOSED = 3 SF

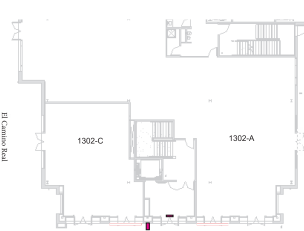


2 PHOTO RENDERING scale: NTS

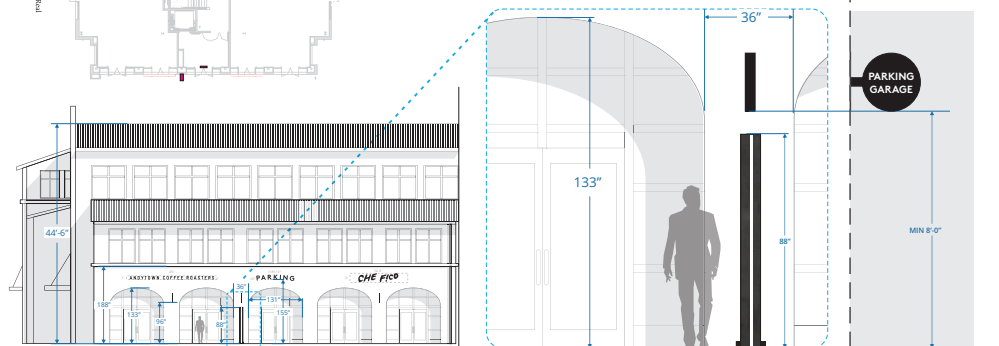
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CONTRACTORS LEAD - INTERIOR
CLASS C&E-ELECTRICAL SIGN CONTRACTOR

WAYFINDING BLADE SIGN ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



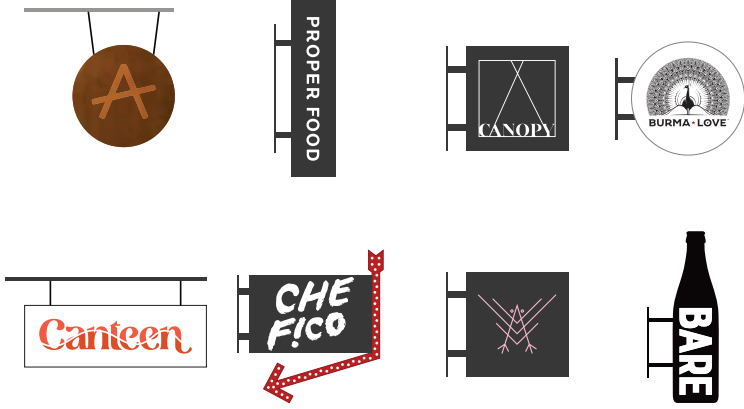
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CONTRACTORS LEAD - INTERIOR
CLASS C&E-ELECTRICAL SIGN CONTRACTOR



1 NORTH OFFICE BUILDING - SOUTH ELEVATION scale: 1/12" = 1'-0"

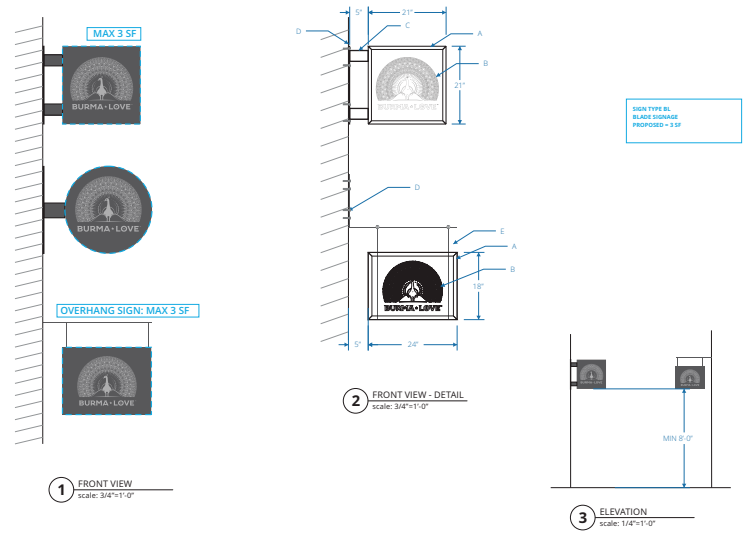
2 NORTH OFFICE BUILDING - SOUTH ELEVATION (ENLARGED) scale: 1/2" = 1'-0"

BLADE SIGNAGE BRAND SAMPLES



1 RENDERING
scale: NTS

BLADE SIGNAGE CONSTRUCTION DETAILS



BLADE SIGNAGE

SIGN TYPE BL

Blade Signage

A. SIGN MASSING

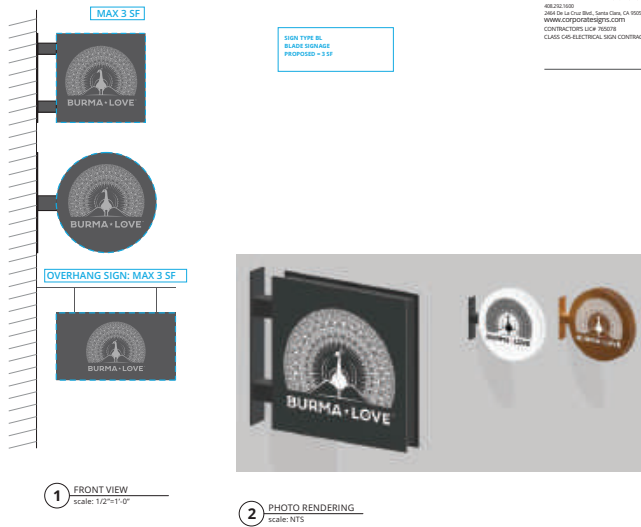
Blade signs are relatively flat, two-sided solid panels attached to brackets which are mounted on and perpendicular to the face of buildings and storefronts. Blade signage shape, colors, and materials and illumination (optional) style to be established by tenant and approved by property management. These blade signs can be up to three (3) square feet in size, and are not counted toward the maximum square footage of signage allowed for each parcel.

B. VARIATION

Simple round or square horizontal supports with capped ends. More decorative approaches may be desirable when appropriate to the sign and/or architectural character of the building.

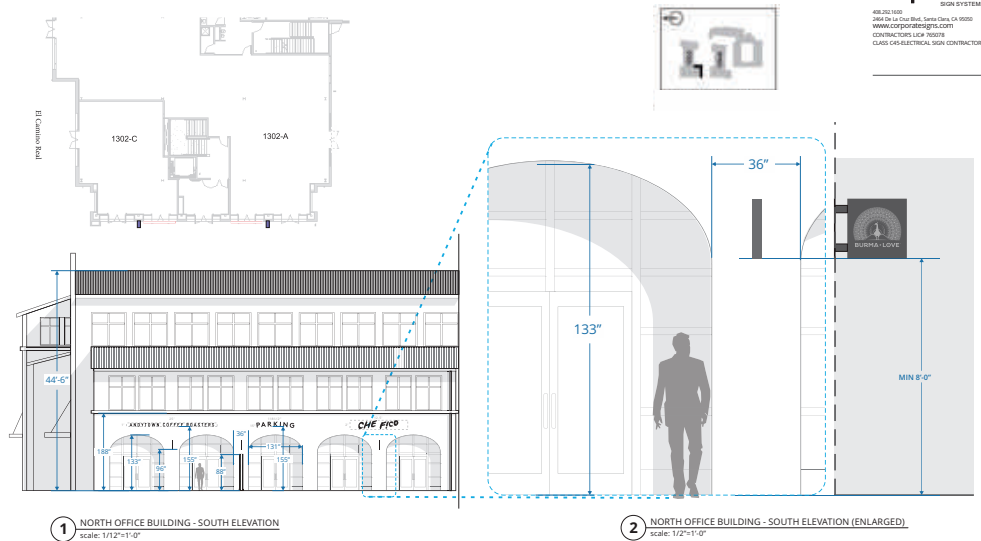
C. SIGN LOCATION

Sign shall no more than 8'-0" from the building surface to which the sign is attached. In addition, each business or tenant is allowed one suspended or blade sign to be placed under awnings or canopies.



BLADE SIGNAGE TYPICAL ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



TENANT ID

SIGN TYPE T

SIGN TYPE T
TENANT ID
PROPOSED - 25 SF

Tenant ID

A. DESIGN INTENT

Tenant IDs are intended to identify the major Tenants in a prominent way from a larger or campus-wide view.

B. SIGN MASSING

The height of lettering in general shall be in between 8 inches to 24 inches tall. For multi-tenant buildings, the concept of fair sharing will be used in determining the sign area for each tenant. Fair sharing allows the maximum sign area to be proportionately allocated to each tenant according to the building frontage of each tenant space.

C. VARIATION

Final design should contain no (or very minimal) variation in size or layout to provide for maximum recognition and wayfinding effectiveness. Signs are subject to size restrictions that vary according to the frontage of the lot. Maximum sign area is 25 square feet.

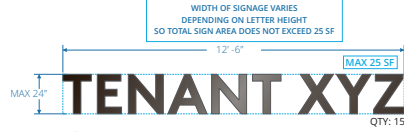
D. SIGN LOCATION

Exact sign location to be determined based on final sign design and shape, and to comply with sight distance analyses based on 10' clear sight distance at project driveways and adjacent intersections.

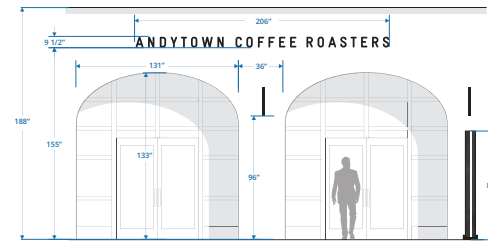
E. FAIR SHARING

The concept of "Fair Sharing" shall apply in determining the sign areas for each tenant. "Fair Sharing" allows the maximum sign area to be proportionately allocated to each tenant according to the building frontage of each tenant space. The steps and formulas used to calculate this is as shown below.

1. Tenant Space Building Frontage/Total Building Frontage * Percentage of Building Frontage
2. Percentage of Building Frontage * Lot Linear Frontage = Maximum Allowable Sign Area for Tenant



1 FRONT VIEW
scale: 1/2"=1'-0"



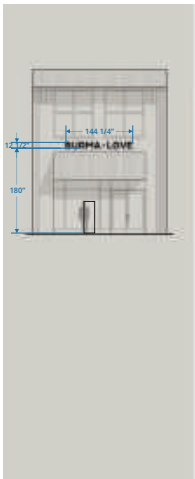
2 INSTALL ELEVATION
scale: 1/4"=1'-0"

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD

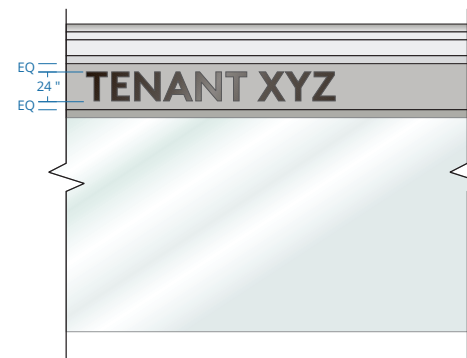
TENANT ID NIGHT VIEW RENDERING



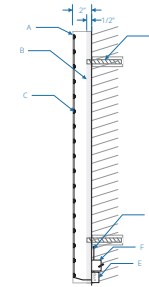
TENANT ID DAY VIEW RENDERING



TENANT ID CONSTRUCTION DETAIL



1 FRONT VIEW - DETAIL
scale: 1/4"=1'-0"



2 SIDE VIEW
scale: 2" = 1'-0"

SIGN TYPE

T
QTY: 15

DESCRIPTION

- ILLUMINATED SIGN
- A. 2" deep fabricated slotted extruded anodized aluminum channel numbers with edge illumination
 - B. 1/2" white translucent acrylic backer
 - C. White LEDs
 - D. Stud mounted to the wall
 - E. 110v-277v ul listed power supply with enclosed enclosure
 - F. disconnect switch and photo cell control by others
 - G. to 110v-277v power source (by others) with dedicated circuit, photo cell and timer for final permit inspection

SIGN TYPE T
TENANT ID
PROPOSED - 25 SF

PARAPET TENANT ID

SIGN TYPE PT

Parapet Tenant ID

A. DESIGN INTENT

Parapet Tenant IDs are intended to identify the major Parapet Tenants in a prominent way from a larger or campus-wide view.

B. SIGN MASSING

The height of lettering in general shall be in between 30 inches to 48 inches tall. For multi-tenant buildings, the concept of fair sharing will be used in determining the sign area for each tenant. Fair sharing allows the maximum sign area to be proportionately allocated to each tenant according to the building frontage of each tenant space.

C. VARIATION

Final design should contain no (or very minimal) variation in size or layout to provide for maximum recognition and wayfinding effectiveness. Signs are subject to size restrictions that vary according to the frontage of the lot. Maximum sign area is 50 square feet.

D. SIGN LOCATION

Exact sign location to be determined based on final sign design and shape, and to comply with sight distance analyses based on 10' clear sight distance at project driveways and adjacent intersections.

E. FAIR SHARING

The concept of "Fair Sharing" shall apply in determining the sign areas for each tenant. "Fair Sharing" allows the maximum sign area to be proportionately allocated to each tenant according to the building frontage of each tenant space. The steps and formulas used to calculate this is as shown below:

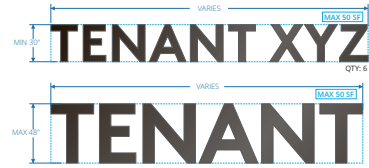
1. Tenant Space Building Frontage/Total Building Frontage * Percentage of Building Frontage
2. Percentage of Building Frontage * Lot Linear Frontage = Maximum Allowable Sign Area for Tenant

F. VARIANCE

Where practical difficulties, unnecessary hardships or results inconsistent with the general purposes of the sign ordinance may result from the strict and literal interpretation and enforcement of the provisions hereof, the planning commission, upon the verified application of any property owner or lessee of the property affected, shall have authority to grant, upon such terms and conditions as it deems necessary, such variances therefrom as may be in harmony with their general purpose and intent so that the spirit of this chapter shall be observed, public safety and welfare secured and substantial justice done. Given the typical height of sign for the parapet tenant signage, an increased height is requested and considered a necessity to properly guide pedestrian traffic and provide visible identification signage to the corresponding tenants.

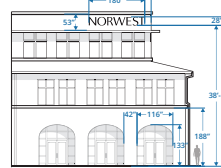
SIGN TYPE PT
PARAPET TENANT ID
PROPOSED - 50 SF

WIDTH OF SIGNAGE VARIES
DEPENDING ON LETTER HEIGHT
SO TOTAL SIGN AREA DOES NOT EXCEED 50 SF



1 FRONT VIEW
scale: 1/16"=1'-0"

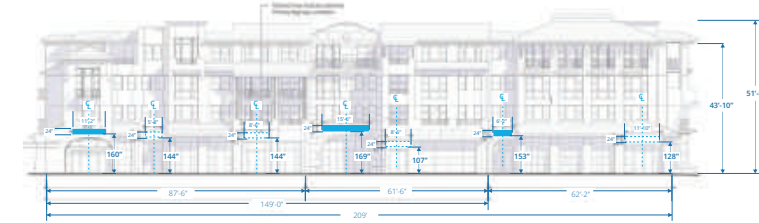
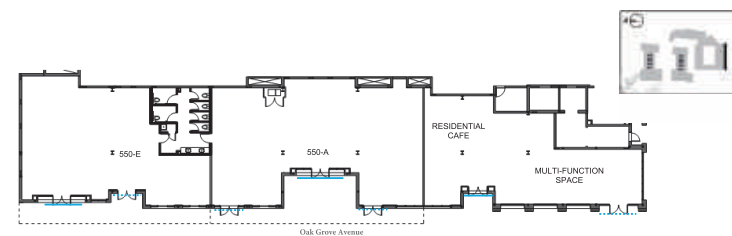
ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



2 INSTALL ELEVATION
scale: 1/16"=1'-0"

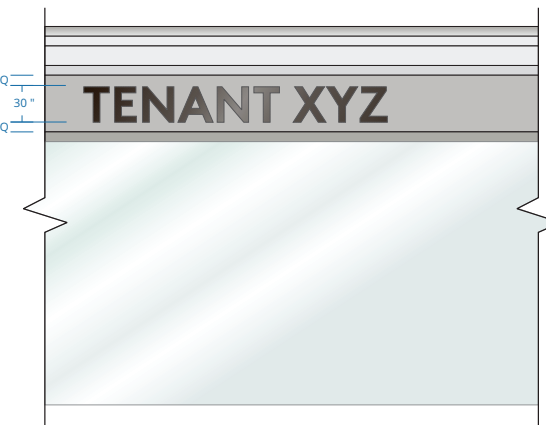
TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



1 RESIDENTIAL BUILDING - SOUTH ELEVATION
scale: 1/32"=1'-0"

PARAPET TENANT ID CONSTRUCTION DETAIL



1 FRONT VIEW - DETAIL
scale: 1/4"=1'-0"

2 SIDE VIEW
scale: 2" = 1'-0"

SIGN TYPE

PT

DESCRIPTION QTY: 6

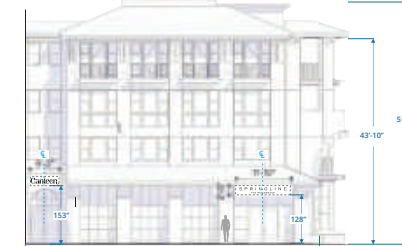
ILLUMINATED SIGN

- A. 2" deep fabricated slotted bronze finish steel channel numbers with edge illumination
- B. 1/2" white translucent acrylic bader
- C. White LEDs
- D. Steel mounted to the wall
- E. 110v-277v ul listed power supply with enclosed enclosure
- F. disconnect switch and photocell control by others
- G. to 110v-277v (power source [by others]) with dedicated circuit, photocell and timer for final permit inspection

SIGN TYPE PT
PARAPET TENANT ID
PROPOSED - 50 SF

TENANT/PARAPET TENANT ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



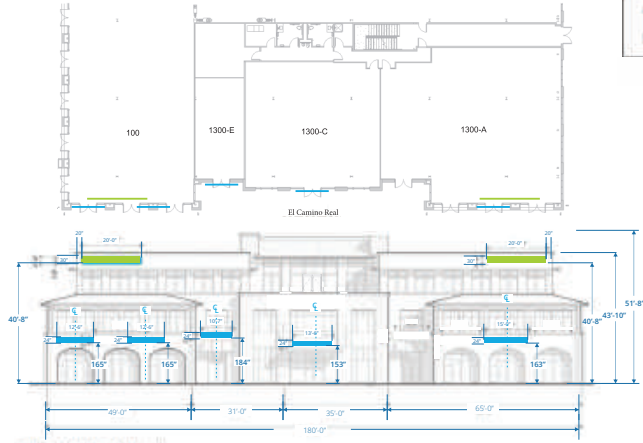
2 RESIDENTIAL BUILDING - SOUTH ELEVATION
scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



480.212.1500
2845 De La Cruz Blvd., Santa Clara, CA 95050
www.corporateegns.com
CONTRACTORS LEAD - INTERIOR
CLASS C-6 ELECTRICAL SIGN CONTRACTOR



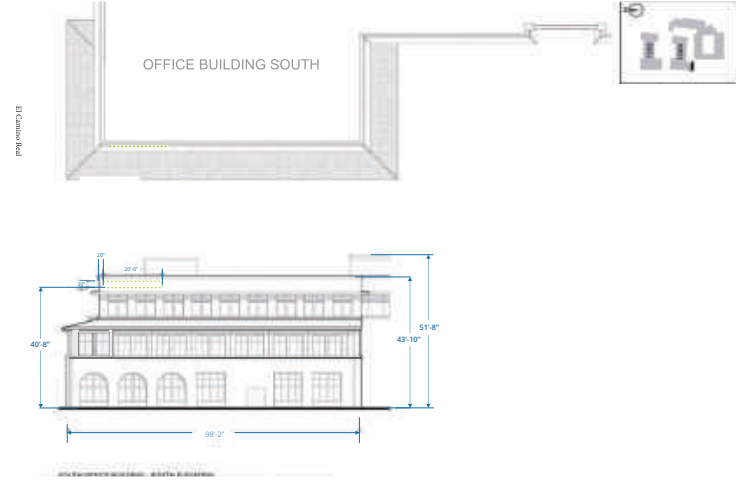
1 SOUTH OFFICE BUILDING - WEST ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

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1 SOUTH OFFICE BUILDING - SOUTH ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID RENDERING ELEVATION

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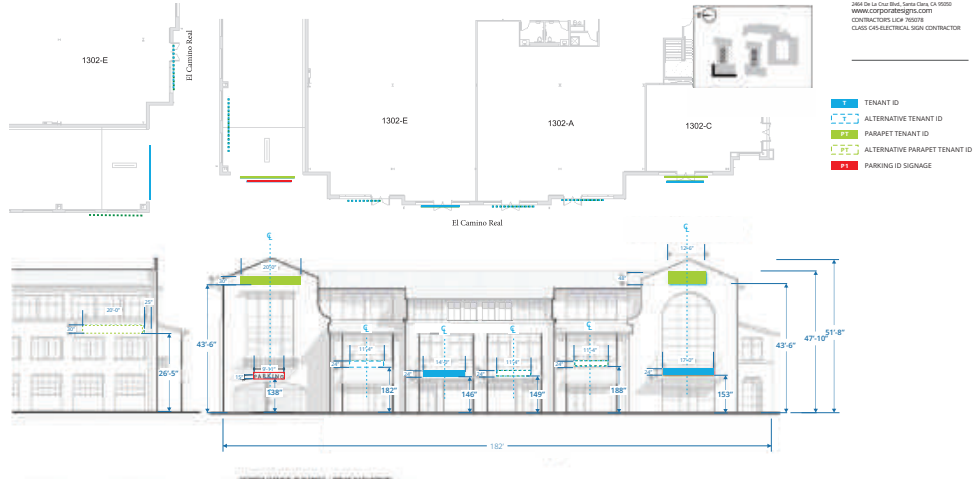
2 SOUTH OFFICE BUILDING - WEST ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

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1 NORTH OFFICE BUILDING - WEST ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID RENDERING ELEVATION

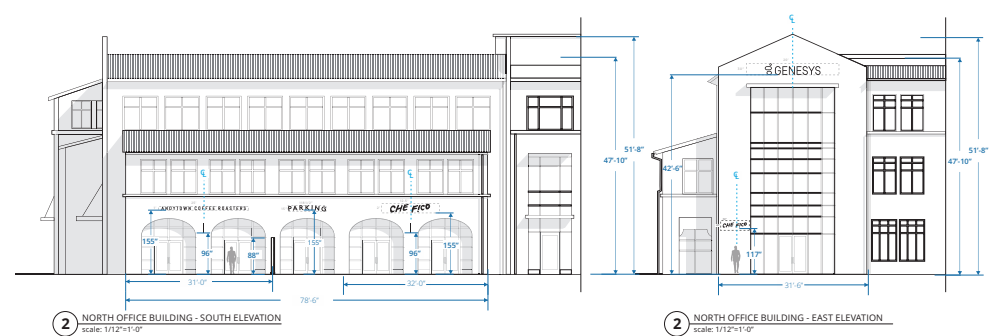
ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



2 NORTH OFFICE BUILDING - WEST ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD

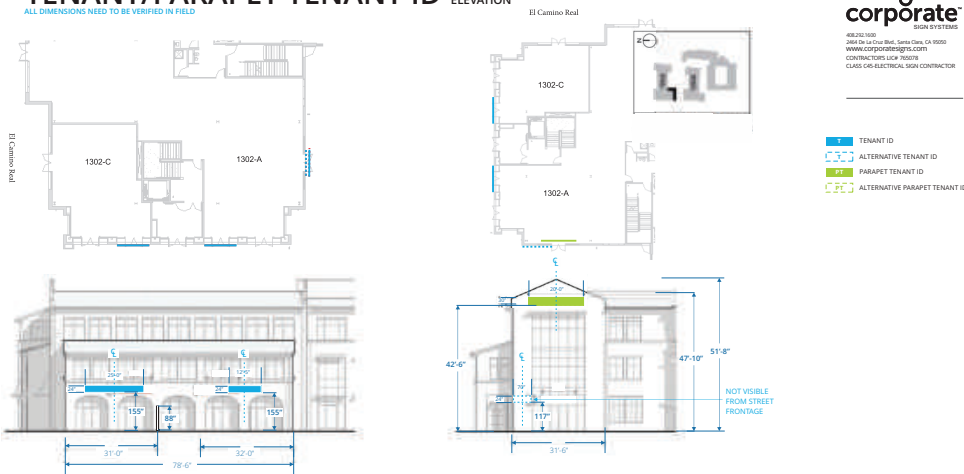


2 NORTH OFFICE BUILDING - SOUTH ELEVATION
Scale: 1/12"=1'-0"

2 NORTH OFFICE BUILDING - EAST ELEVATION
Scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD

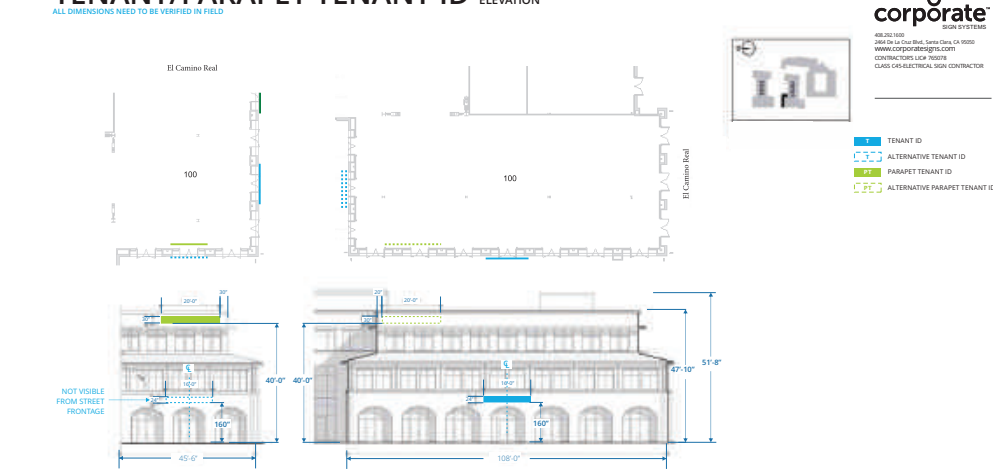


1 NORTH OFFICE BUILDING - SOUTH ELEVATION
Scale: 1/20"=1'-0"

2 NORTH OFFICE BUILDING - EAST ELEVATION
Scale: 1/20"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD

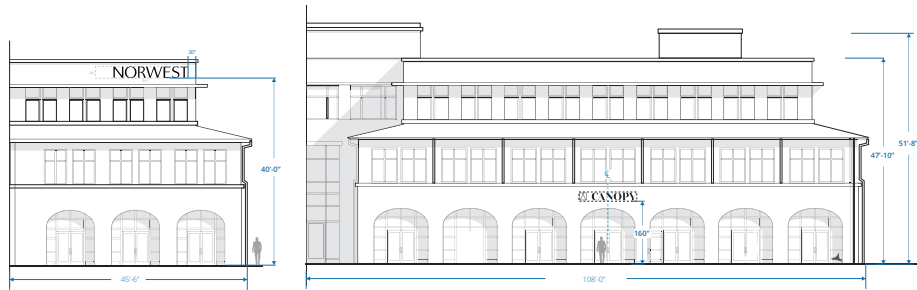


1 SOUTH OFFICE BUILDING - EAST ELEVATION
Scale: 1/20"=1'-0"

2 SOUTH OFFICE BUILDING - NORTH ELEVATION
Scale: 1/20"=1'-0"

TENANT/PARAPET TENANT ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



3 SOUTH OFFICE BUILDING - EAST ELEVATION
Scale: 1/12"=1'-0"

4 SOUTH OFFICE BUILDING - NORTH ELEVATION
Scale: 1/12"=1'-0"

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TENANT/PARAPET TENANT ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



2 RESIDENTIAL BUILDING - EAST ELEVATION
Scale: 1/12"=1'-0"

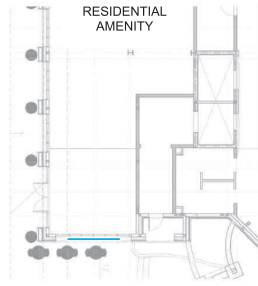
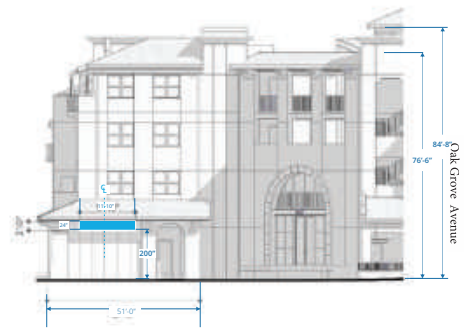
ALL RIGHTS RESERVED 2021 SPRINGLINE MASTER SIGN PROGRAM: SPRINGLINE JULY 13, 2022 PRESIDIO BAY VENTURES 55

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



- TENANT ID
- ALTERNATIVE TENANT ID
- PARAPET TENANT ID
- ALTERNATIVE PARAPET TENANT ID



1 RESIDENTIAL BUILDING - EAST ELEVATION
Scale: 1/20"=1'-0"

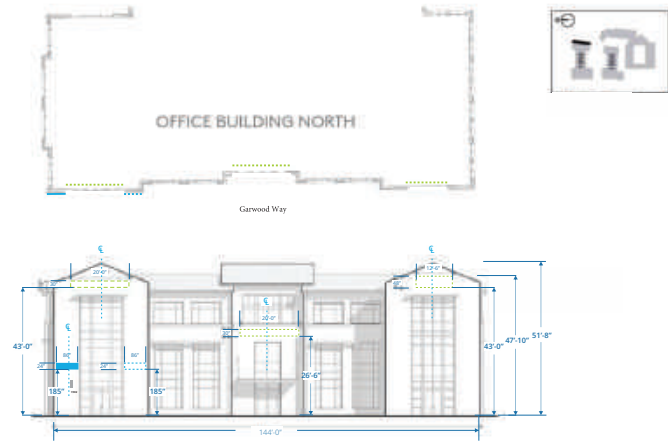
ALL RIGHTS RESERVED 2021 SPRINGLINE MASTER SIGN PROGRAM: SPRINGLINE JULY 13, 2022 PRESIDIO BAY VENTURES 54

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



- TENANT ID
- ALTERNATIVE TENANT ID
- PARAPET TENANT ID
- ALTERNATIVE PARAPET TENANT ID



1 NORTH OFFICE BUILDING - EAST ELEVATION
Scale: 1/20"=1'-0"

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TENANT/PARAPET TENANT ID RENDERING ELEVATION

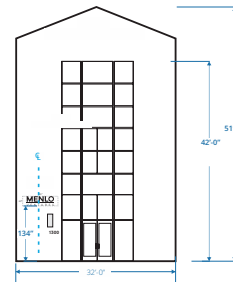
ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



2 NORTH OFFICE BUILDING - EAST ELEVATION
scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID RENDERING ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



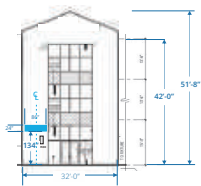
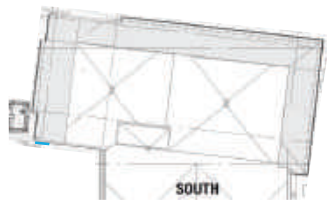
2 SOUTH OFFICE BUILDING - WEST ELEVATION
scale: 1/12"=1'-0"

TENANT/PARAPET TENANT ID ELEVATION

ALL DIMENSIONS NEED TO BE VERIFIED IN FIELD



- TENANT ID
- ALTERNATIVE TENANT ID
- PARAPET TENANT ID
- ALTERNATIVE PARAPET TENANT ID

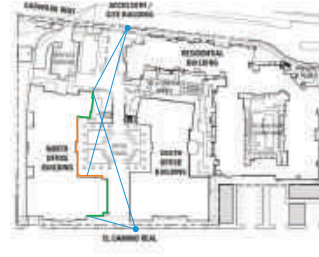


1 SOUTH OFFICE BUILDING - WEST ELEVATION
scale: 1/20"=1'-0"

OFFICE NORTH POINT OF VIEW 1302 EL CAMINO REAL AND GARWOOD WAY

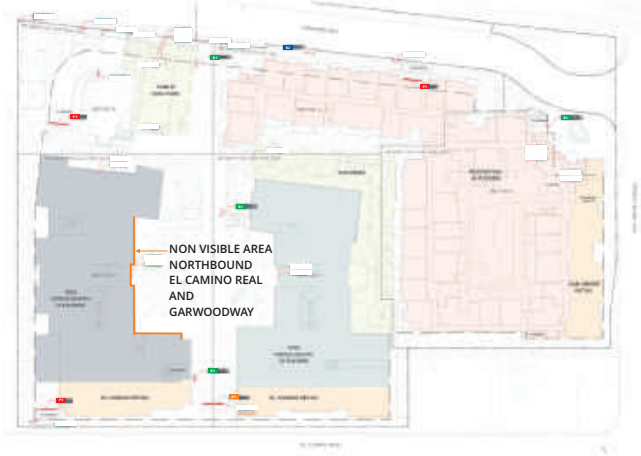


- VISIBLE AREA FROM EL CAMINO REAL AND GARWOOD WAY
- NON-VISIBLE AREA FROM EL CAMINO REAL AND GARWOOD WAY
- POINT OF VIEW FROM CORRESPONDING STREET



SIGHT OF VIEW STUDY

POINT OF VIEW NORTHBOUND EL CAMINO REAL AND GARWOOD WAY

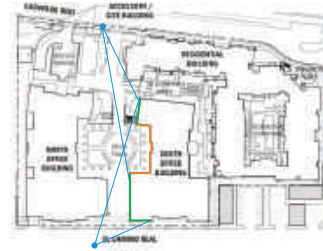


OFFICE SOUTH

POINT OF VIEW 1300 EL CAMINO REAL AND GARWOOD WAY



- VISIBLE AREA FROM EL CAMINO REAL AND GARWOOD WAY
- NON VISIBLE AREA FROM EL CAMINO REAL AND GARWOOD WAY
- POINT OF VIEW FROM CORRESPONDING STREET



NON-VISIBLE BUILDING FRONTS FROM EL CAMINO REAL AND GARWOOD WAY

SIGHT OF VIEW

POINT OF VIEW NORTHBOUND EL CAMINO REAL AND GARWOOD WAY



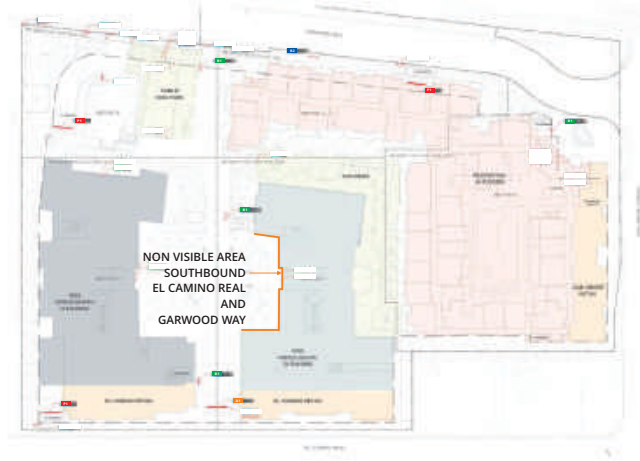
NORTHBOUND EL CAMINO REAL



NORTHBOUND GARWOOD WAY

SIGHT OF VIEW STUDY

POINT OF VIEW SOUTHBOUND EL CAMINO REAL AND GARWOOD WAY



SIGHT OF VIEW

POINT OF VIEW SOUTHBOUND EL CAMINO REAL AND GARWOOD WAY

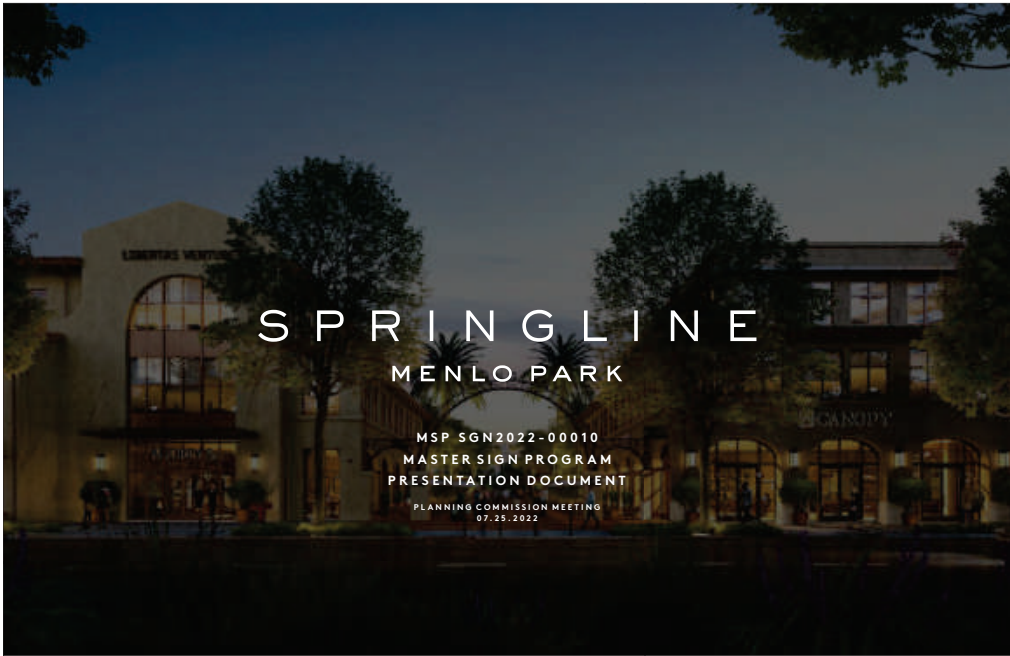
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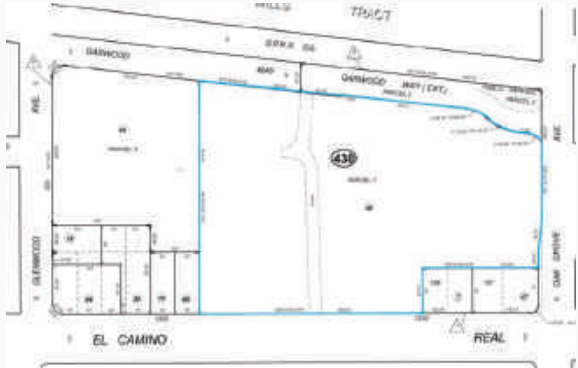
SOUTHBOUND EL CAMINO REAL



SOUTHBOUND GARWOOD WAY



PROJECT BACKGROUND

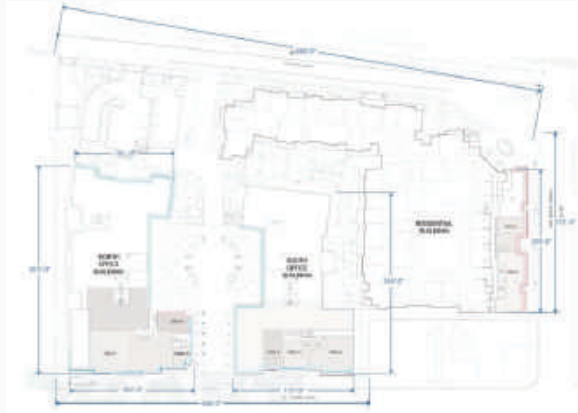


- Springline community development project approved City Council on January 24, 2017
- Study sessions with City Council conducted from 2017 to February 2022
- Community outreach facilitated at several farmers markets with positive response from public
- Approved signage amendment on March of 2022

PROJECT LOCATION



PROJECT SUMMARY



- Springline property:
 - 6.4 acre mixed use development
 - (2) 100,000 SF office buildings
 - Residential building w/183 residences
 - Dual-level subterranean parking garage
 - Substantial public outdoor space for both tenants and surrounding community
- Consists of approximately 200,000 SF of office space in (2) 3-story buildings and approximately 25,000 SF of community serving uses alongside El Camino & Oak Grove Avenue

MSP OVERVIEW

SIGNAGE DISPLAY AREA - CALCULATIONS

TOTAL SIGN AREA CALCULATIONS
Yearly Sign Area Calculations in SF

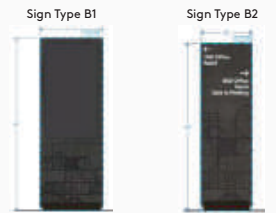
STREET	LOT #	AREA (SF)	AVAIL. SIGN AREA (SF)	PROPOSED SIGN AREA (SF)	REMARKS
EL CAMINO REAL	1000	10000	1000	1000	
	1001	10000	1000	1000	
	1002	10000	1000	1000	
	1003	10000	1000	1000	
	1004	10000	1000	1000	
	1005	10000	1000	1000	
	1006	10000	1000	1000	
	1007	10000	1000	1000	
	1008	10000	1000	1000	
	1009	10000	1000	1000	
GARWOOD WAY	2000	20000	2000	2000	
	2001	20000	2000	2000	
	2002	20000	2000	2000	
	2003	20000	2000	2000	
	2004	20000	2000	2000	
	2005	20000	2000	2000	
	2006	20000	2000	2000	
	2007	20000	2000	2000	
	2008	20000	2000	2000	
	2009	20000	2000	2000	
OAK GROVE AVE	3000	30000	3000	3000	
	3001	30000	3000	3000	
	3002	30000	3000	3000	
	3003	30000	3000	3000	
	3004	30000	3000	3000	
	3005	30000	3000	3000	
	3006	30000	3000	3000	
	3007	30000	3000	3000	
	3008	30000	3000	3000	
	3009	30000	3000	3000	

- Intent of Master Sign Program
- Promote the health, safety, and welfare of property owners and residents of the City
- Introducing a set of signage standards guiding tenant signage, project identification signage and campus wayfinding signage
- Complement surrounding architectural elements
- Remain consistent with the intent of the City of Menlo Park Sign Ordinance and the City's Design Guidelines for Signs.
- Total allowable sign area is 1,107 SF; proposed MSP uses 675 SF of available sign area

DIRECTIONAL SIGNAGE



- Menlo Park Design Guideline for Signs states:
 - "No more than one freestanding sign should be placed on each street frontage of a development parcel."
- Given size of lot, there is a need for additional directional signage
- (5) pedestrian wayfinding signs are proposed to adequately direct and guide pedestrians to the corresponding areas/destinations



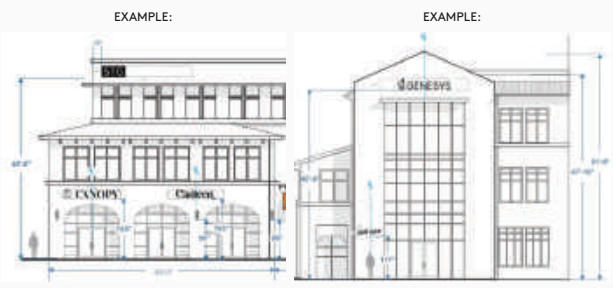
SIGN FAMILY



PARAPET TENANT ID



- Menlo Park Design Guideline for Signs states:
 - "In general, lettering between 8 inches and 18 inches is considered acceptable. Lettering larger than 24 inches may be considered for buildings with large setbacks from the street."
- Due to height of buildings and viewing angles, an increased height serves to properly guide pedestrians and allows for proper tenant visibility



QUESTIONS?

