



## REGULAR MEETING AGENDA

**Date:** 7/8/2024  
**Time:** 7:00 p.m.  
**Location:** Zoom.us/join – ID# 858 7073 1001 and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

Members of the public can listen to the meeting and participate using the following methods.

### How to participate in the meeting

- Access the live meeting, in-person, at the City Council Chambers
- Access the meeting real-time online at:  
[zoom.us/join](https://zoom.us/join) – Meeting ID# 858 7073 1001
- Access the meeting real-time via telephone (listen only mode) at:  
(669) 900-6833  
Regular Meeting ID # 858 7073 1001  
Press \*9 to raise hand to speak
- Submit a written comment online up to 1-hour before the meeting start time:  
[planning.commission@menlopark.gov](mailto:planning.commission@menlopark.gov)\*  
Please include the agenda item number related to your comment.

\*Written comments are accepted up to 1 hour before the meeting start time. Written messages are provided to the Planning Commission at the appropriate time in their meeting.

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## Regular Meeting

### A. Call To Order

### B. Roll Call

### C. Reports and Announcements

### D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. You are not required to provide your name or City of residence, but it is helpful. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

### E. Consent Calendar

- E.1 Approval of minutes from the June 24, 2024 Planning Commission meeting ([Attachment](#))

### F. Public Hearing

- F1. Use permit and Architectural Control/Phillip King/1399 Willow Road:  
Consider and adopt a resolution to approve a use permit and architectural control permit to demolish an existing service station and construct a new service station, including a convenience store and car wash, a use permit for 24-hour operations of the fueling pumps and convenience store, and a use permit for the sale of beer and wine for off-premises consumption (Type 20 Alcoholic Beverage Control License) with concurrent retailing of motor vehicle fuel, located in the C-2-S (Neighborhood Commercial, Special) zoning district; determine this action is consistent with the certified environmental impact report for the Willow Village Masterplan project. ([Staff Report #24-030-PC](#))

### G. Informational Items

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

- Regular Meeting: July 22, 2024
- Regular Meeting: August 12, 2024

### H. Adjournment

At every regular meeting of the Planning Commission, in addition to the public comment period where the public shall have the right to address the Planning Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Planning Commission on any item listed on the agenda at a time designated by the chair, either before or during the Planning Commission’s consideration of the item.

At every special meeting of the Planning Commission, members of the public have the right to directly address the Planning Commission on any item listed on the agenda at a time designated by the chair, either before or during consideration of the item. For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

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

Any writing that is distributed to a majority of the Planning Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at [jaherren@menlopark.gov](mailto:jaherren@menlopark.gov). Persons with disabilities, who require auxiliary aids or services in attending or participating in Planning Commission meetings, may call the City Clerk's Office at 650-330-6620.

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**REGULAR MEETING DRAFT MINUTES**

**Date:** 6/24/2024  
**Time:** 7:00 p.m.  
**Location:** Zoom.us/join – ID# 858 7073 1001 and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

**A. Call To Order**

Chair Jennifer Schindler called the meeting to order at 7:02 p.m.

**B. Roll Call**

Present: Jennifer Schindler (Chair), Katie Behroozi, Linh Dan Do, Katie Ferrick, Misha Silin, Ross Silverstein

Absent: Andrew Ehrich (Vice Chair)

Staff: Christine Begin, Planning Technician; Kyle Perata, Assistant Community Development Director, Matt Pruter, Associate Planner

**C. Reports and Announcements**

Assistant Community Development Director Perata said the Community Development Department released the Draft Environmental Impact Report (DEIR) for the Parkline Master Plan Project on June 20, 2024 with a 45-day comment period from June 20 through August 5, 2024 at 5:30 p.m. He said the Planning Commission at its July 22, 2024 meeting would hold a public hearing on the DEIR for public and commission comment and a study session on the proposed project. He said the 1220 Hoover Street use permit and architectural control project previously approved by the Planning Commission and the major subdivision recommended to the City Council for approval was appealed. He said the City Council would consider the appeal at its July 9, 2024 meeting.

**D. Public Comment**

Chair Schindler opened public comment and closed public comment as no persons requested to speak.

**E. Consent Calendar**

Mr. Perata said staff was informed prior to the meeting that the attendance listed in the May 20, 2024 minutes did not include Commissioner Do, who was present. He said if amenable to the Commission as part of its vote, staff would make that edit after the fact.

Chair Schindler opened public comment for the Consent Calendar and closed public comment as no persons requested to speak.





- E.1 Approval of minutes from the May 20, 2024 Planning Commission meeting ([Attachment](#))
- E2. Approval of minutes from the June 3, 2024 Planning Commission meeting ([Attachment](#))

ACTION: Motion and second (Ferrick/Silverstein) to approve the Consent Calendar consisting of the minutes from the May 20, 2024 Planning Commission meeting with modification to identify Commissioner Do as an attendee and the minutes from the June 3, 2024 Planning Commission meeting as presented; passes 6-0 with Commissioner Ehrich absent.

## F. Public Hearing

- F1. Use Permit/Greg Damos/256 Marmona Drive:  
Request for a use permit to add a second story and remodel an existing nonconforming one-story, single-family residence on a substandard lot with regard to minimum lot width in the R-1-U (Single Family Urban Residential) zoning district. The proposal would exceed 50 percent of the existing floor area and is considered equivalent to a new structure. The proposed work would also exceed 50 percent of the existing replacement value of the existing nonconforming structure in a 12-month period; determine this action is categorically exempt under CEQA Guidelines Section 15301's Class 1 exemption for existing facilities. ***Continue to a future meeting date.***

Chair Schindler opened public comment and closed public comment as no persons requested to speak.

ACTION: Motion and second (Ferrick/Behroozi) to continue the item to a future meeting; passes 6-0 with Commissioner Ehrich absent.

- F2. Use Permit/J.J. Riestra/8 Homewood Place:  
Request for a use permit for hazardous materials (diesel fuel) associated with a proposed permanent emergency generator to service an existing commercial office building in the C-1 (Administrative and Professional, Restrictive) zoning district; determine this action is categorically exempt under CEQA Guidelines Section 15301's Class 1 exemption for existing facilities. (Staff Report #24-029-PC)

Planner Pruter said an additional comment letter was received that day and noted copies for the commissioners and public had been provided. He said the letter raised concerns about the location of the generator, the testing of it and the time of day it would occur, the duration of generator usage due to power outage or emergency and consideration of batteries as a form of backup power and communication rather than diesel. He said additionally the applicant requested to have one testing period a year for 1.5 hours, per federal requirements. He presented staff's recommended modification to condition 2a: ***Testing of the generator shall be limited to one 30-minute period per month, and one additional two-hour period per year, between the daytime hours 8:30 a.m. and 5:30 p.m. on weekdays.***

Deborah Wachs, Practice Director of Reproductive Science Center, introduced the project team of Kathy Wheeler, Executive Director, Dr. Sarah Reid, partner physician, JJ Riestra, project architect, Lawrence Jones, electrical engineer, Adam Thompson, acoustical engineer, and remotely April Hatton, Allison Darr and Tucker Mathews, and spoke on behalf of the project.

The Commission asked clarifying questions of staff and the applicant about parking and the

generator testing and potential usage of it.

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

The Commission discussed the questions posed in the recently received comment letter with the applicant.

Commissioner Silin said in disclosure that he had occasionally encountered the comment letter writer but that would not affect his judgment of the proposed project.

The Commission further discussed emission reduction for a generator backup with the applicant and encouraged limiting noise impacts as much as possible while noting with emphasis the sensitive nature of the project's business and that the noise level was within the limits regulated by the city. Further it discussed potentially relocating the generator to the middle of the parking lot away from Waverly Street and using battery and other backup energy for short-term outages.

Mr. Perata noted that reduction in parking would require a different request process and could not be considered this evening.

Commissioner Ferrick moved to approve with staff's modification to condition 2a. Commissioner Behroozi asked about a recommendation related to the applicant's willingness to test the generator at midday. Commissioner Ferrick said she accepted that friendly amendment for the applicant to work with the neighbors on the most optimal time for monthly testing. Commissioner Behroozi said she seconded the motion with that addition.

Commissioner Silverstein said he would prefer that the resolution specify rather than monthly 30 minute testing during daytime hours, Tuesday, Wednesday, or Thursday to state no later than 3 p.m. when children would be home from school. Commissioner Ferrick as the maker of the motion said that was acceptable to her.

Planner Pruter, replying to Chair Schindler, said the motion was to approve as recommended with modifications to condition 2a as stated by staff and additionally to change end of day time for testing to 3:00 p.m.

Commission discussed the difference between the findings and the resolution language as referenced by staff and expressed support for the resolution language regarding testing during weekdays and not specifically Tuesday, Wednesday or Thursday.

**ACTION:** Motion and second (Ferrick/Behroozi) to adopt a resolution approving the project with the following modifications to Condition 2a; passes 6-0 with Commissioner Ehrich absent.

**Modify Condition 2a:** *Testing of the generator shall be limited to one 30-minute period per month, and one two-hour period per year, between the daytime hours 8:30 a.m. and 3:00 p.m. on weekdays.*

## **G. Informational Items**

### **G1. Future Planning Commission Meeting Schedule**

- Regular Meeting: July 8, 2024

Mr. Perata said that a proposed reconstruction of the Chevron Service Fueling Station at 1399 Willow Road would be on the July 8, 2024 agenda noting the proposal was part of the broader Willow Village project but a separate item and separate action to enable the realignment of Hamilton Avenue for the Willow Village project.

- Regular Meeting: July 22, 2024

Mr. Perata said the July 22, 2024 agenda would have a public hearing on the DEIR and a study session on the Parkline Master Plan Project.

## **H. Adjournment**

Chair Schindler adjourned the meeting at 8:25 p.m.

Staff Liaison: Kyle Perata, Assistant Community Development Director

Recording Secretary: Brenda Bennett



## STAFF REPORT

### Planning Commission

Meeting Date:

7/8/2024

Staff Report Number:

24-30-PC

### Public Hearing:

**Consider and adopt a resolution to approve a use permit and architectural control permit to demolish an existing service station and construct a new service station, including a convenience store and car wash for Chevron, and a use permit to allow concurrent sale of beer and wine for off-premises consumption (Type 20 Alcoholic Beverage Control License) with motor vehicle fuel and 24-hour operations for the fueling pumps and convenience store in the C-2-S (Neighborhood Commercial, Special) zoning district at 1399 Willow Road. Determine this action is consistent with the certified Willow Village Masterplan Project Environmental Impact Report.**

## Recommendation

Staff recommends that the Planning Commission adopt a resolution to approve a use permit and architectural control permit to demolish an existing service station, car wash, and convenience store and construct a new services station with a car wash and convenience store for Chevron in the C-2-S (Neighborhood Commercial, Special) zoning district (Attachment A). The proposal includes a use permit request to allow concurrent sale of beer and wine for off-premises consumption (Type 20 Alcoholic Beverage Control License) with motor vehicle fuel and 24-hour operations for the fueling pumps and convenience store with limited services between 10 p.m. and 6 a.m.

## Policy Issues

The Planning Commission should consider whether the required use permit and architectural control findings can be made for the proposed project. The Planning Commission should consider if the project is consistent with the approved Willow Village Masterplan project by enabling the realignment of Hamilton Avenue to improve site access to the Willow Village project site and achieve the project's objective of creating a unique master-planned, mixed-use neighborhood. The follow goals, policies, and programs from the City's General Plan are applicable to the Planning Commission's consideration of the use permit and architectural control permit requests:

- Goal LU-3 - Retain and enhance existing and encourage new neighborhood-serving commercial uses, particularly retail services, to create vibrant commercial corridors.
- Policy LU-3.3 – Neighborhood Retail
- Goal N1 – Achieve Acceptable Noise Levels
- Policy N1.1 – Compliance with noise standards
- N1.6 – Noise reduction measures

## **Background**

In 1998, the Planning Commission approved a comprehensive redevelopment of the three parcels on the northwest and southwest corners of Willow Road and Hamilton Avenue. The overall development was comprised of the Belle Haven Shopping Center and the Chevron station. The project was undertaken by the former Menlo Park redevelopment agency in partnership with a private developer to which the properties were later sold. During the planning process for the project, a Belle Haven Needs Assessment Study was conducted, which identified retail uses, restaurants, and a service station as high priority items for this location. The City Council adopted the C-2-S zoning district to facilitate the development, and adopted the Willow Road Design Guidelines to inform the design.

In November 2022, the City Council approved a Development Agreement (DA), Conditional Development Permit (CDP), and other land use entitlements for the Willow Village Masterplan project which will redevelop approximately 60 acres of Meta-owned properties on the eastern side of Willow Road with a mix of office, residential, and commercial uses. As part of the Willow Village project, Hamilton Avenue will be realigned with Willow Village's Main Street, which will be one of two main entrances into the Willow Village site from Willow Road. The realigned Hamilton Avenue will conflict with the existing service station and convenience store, requiring the existing Chevron station to be demolished. More information on the Willow Village Masterplan project is available on the City-maintained project page (Attachment B).

## **Site location**

Using Willow Road as a north-south orientation, the property is located in the southwest corner of the intersection of Willow Road and Hamilton Avenue. The property is located in the C-2-S zoning district which is intended to provide a range of neighborhood serving uses such as retail, restaurant and personal services. Properties directly abutting the property to the south and southwest are residential and include the new Gateway Rising development in the R-4-S (High Density Residential District, Special) zoning district and one single-family residence in the R-1-U (Single Family Urban Residential) zoning district. Additional properties to the west along Hamilton Avenue and to the south along Carlton Avenue are also in the R-1-U district. The Belle Haven Shopping Center is located across Hamilton Avenue to the north and is also in the C-2-S zoning district. Properties across Willow Road to the east are in the O-B (Office, Bonus) and R-MU-B (Residential Mixed Use, Bonus) zoning districts and are part of the approved Willow Village Masterplan project site. A location map is included as Attachment C.

## **Analysis**

### ***Project description***

The applicant proposes to demolish the existing Chevron service station, convenience store, and carwash, and construct a new service station, convenience store and carwash. Service stations are a conditional use in the C-2-S zoning district and require use permit approval. Additionally, the applicant proposes to sell beer and wine for off-site consumption (Type 20 Alcoholic Beverage Control license), which also requires use permit approval. The service station would operate 24 hours a day, with limited service in the convenience store at night, which is consistent with its current operation. The fuel pumps would be open 24-hours. As part of the Willow Village project, Hamilton Avenue is anticipated to be realigned. Generally, the intersection of Willow Road and Hamilton Avenue would be relocated further south along Willow Road to align with the Main Street entrance to the Willow Village project site. Demolition of the existing Chevron station is required to accommodate the Hamilton Avenue realignment. The project would be designed to accommodate the Hamilton Avenue realignment. With the exception of maximum floor area ratio (FAR), there are no

development standards in the C-2-S zoning district. The proposed redevelopment would comply with the FAR of the project site after the reduction in lot area associated with the realignment. All other development standards, including setbacks, height, building coverage, parking, and landscaping requirements are within the discretion of the Planning Commission. The project plans and project description letter are included as Attachment A, Exhibits A and B, respectively.

Since the project is dependent upon realignment of Hamilton Avenue for the Willow Village project, the proposed project would not occur prior to the abandonment and realignment of Hamilton Avenue. Various implementing permits for the Willow Village Masterplan project are currently under review, but the project may not start construction in the immediate future. Therefore, the recommended conditions of approval include a two-year term for the use permit to remain in effect, instead of the standard one-year term for use permits, to allow time for the Willow Village Masterplan project to begin construction. Typically use permits can be extended after the one year term for an additional year by the Community Development Director. The recommended conditions of approval incorporate this additional year and would require a use permit revision after two years to extend the entitlements if a building permit is not submitted.

#### Site layout

The proposed project would consist of demolition of all existing structures, including underground fuel storage tanks, and construction of a new pump station and canopy, new convenience store, and new carwash. The pump canopy would be located on the eastern side of the property closer to Willow Road and would consist of 12 fuel pumps. Due to an existing 59-foot public utility easement along the Willow Road frontage, the pump station canopy would be located approximately 59 feet, three inches from the front (Willow Road) property line. The canopy would be set back from Hamilton Avenue of approximately 42 feet (right side), and a setback of approximately 47 feet from the southern property line (left side). The proposed project site layout would accommodate planned improvements along Willow Road (e.g. Class IV bike lanes).

The convenience store and car wash would be located further east on the property. The convenience store would have a right side setback of approximately 42 feet for the majority of the building's façade, however, due to the curve in Hamilton Avenue, the convenience store would have a setback of approximately 29 feet, seven inches at its nearest point to Hamilton Avenue. The left side property line juts in towards the center of the lot at two points along the left property line, narrowing the property as it moves further front Willow Road. Therefore, the left side of the convenience store would have a left side setback of 18 feet, six inches.

The carwash would be directly behind the convenience store and would have a right side setback of approximately eight feet at its closest point to Hamilton Avenue, a setback of five feet, two inches from the western property line along Carlton Avenue, and a left side setback of 30 feet, six inches. Due to the proximity of the proposed carwash to the adjacent single-family residence, a noise study was conducted to identify if the carwash would comply with the City's noise ordinance and if necessary, identify measures to bring the carwash into compliance with the City's noise ordinance (Attachment A, Exhibit C). The noise study includes an analysis of the noise from the car wash, particularly from the drying element, which would face north, away from the nearest residences. The study includes measures, such as sound rated doors at the carwash entrance and a sound wall on the northern exit, which would reduce the noise of the carwash to below the daytime noise limits. The measures identified in the noise study have been implemented in the proposed plans, however, implementation of the noise measures is also included as condition 2.c to ensure compliance. Hours of operation for the carwash would be limited to the hours of 8:00 a.m. to 6:00 p.m. through condition 2.g. to ensure operation does not occur in the early morning or nighttime hours to limit potential noise impacts to the adjacent residences.



**Floor area ratio (FAR), and gross floor area (GFA)**

The C-2-S zoning district allows for a maximum FAR of 50 percent of the lot area. The combined gross floor area (GFA) of the proposed project would be approximately 8,158.9 square feet, which would be an FAR of approximately 19.2 percent.

**Height**

Generally, height is measured from average natural grade, which is defined as the average of the highest and lowest points of natural grade below the structure. Since the project is within the Federal Emergency Management Agency (FEMA) flood zone, the proposed site would be regraded to raise the grade of the site in order for the proposed buildings to meet FEMA requirements. The site would be raised approximately 2.1 feet on the eastern portion of the site and gradually slope upwards moving west, where the convenience store would be raised approximately three feet above existing grade. The proposed height of the proposed structures would vary, but all heights would be measured from the average natural grade which, by definition, is based on the existing grade. Therefore the grade change is factored into the proposed height of the structures. Table 1 below summarizes the proposed height of each structure.

Table 1: Proposed building height			
Building	Average natural grade (feet above sea level)	Finished floor elevation (feet above sea level)	Height (measured from average natural grade)
Fueling canopy	8.92	11.0	22.6
Convenience store	8.95	12.0	27.6
Carwash	9.01	12.0	18

**Design and materials**

**Willow design guidelines**

As previously mentioned the Willow Road Design Guidelines (Design Guidelines, Attachment D) were developed to inform the development at the Belle Haven Shopping Center and Chevron station. The Design Guidelines include guidance on building siting, site access, and landscaping, among other topics. The Design Guidelines state that they are intended to create a framework for the development’s design, but are not a prescriptive set of rules, which may be too limiting. The applicant has included a list of strategies in their project description letter that they employed in an attempt to comply with the Design Guidelines. A table with select guidelines from the Design Guidelines and how the project satisfies the guideline is summarized in the table below.

Table 2: Willow Road Design Guidelines		
Guideline Topic	Guideline	Proposed strategy
Site Plan	Buildings sited with major façade planes along the street.	The fueling canopy and convenience store have faces that are parallel to Hamilton Avenue and Willow Road.
	Buildings within 10 feet of Willow Road should occupy at least 50% of the frontage.	This is not applicable since there is a 59-foot utility easement, which precludes development within 10 feet of Willow Road.
	Buildings must have finished floor elevations at least eight feet above mean sea level.	Current FEMA flood elevations exceed eight feet above sea level. The convenience store has been designed to

		meet current requirements for flood zone development and has a finished floor 12 feet above sea level.
Parking and Access	Continuous sidewalks along Willow Road and Hamilton Avenue should provide pedestrian routes to nearby residential districts.	The realignment of Hamilton Avenue and improvements to Willow Road as part of the Willow Village project would include sidewalks for access to the site and nearby residential districts.
	Provide clear pedestrian routes from sidewalks to stores.	The project would include clearly-marked pedestrian pathway from Hamilton Avenue to the convenience store.
	Vehicular access should have minimal traffic hazards on Willow Road and Hamilton Avenue.	The site would have right-in-right-out access from both Willow Road and Hamilton Avenue. The Transportation Division reviewed the project found the project to be in compliance with applicable standards.
	Bicycle parking should be provided.	The site plan indicates bike racks at the entrance of the convenience store.
Services	Trash bins, utility meters, and other facilities should be enclosed.	The project includes an enclosure for trash bins, which is consistent with the design of the proposed convenience store.
Drive-Through	Drive-throughs should be oriented so car stacking lanes are not fronting public streets.	The stacking lane for the carwash is located on the southern side of the project site, away from Hamilton Avenue.
Landscape	Areas not covered by structures, walkways, driveways, etc. should be landscaped.	The project site includes appropriate landscaping along the perimeter of the site, including several heritage tree replacements.
	Plants should be primarily native or other climate-suited varieties.	The landscape palate includes a variety of drought-resistant bushes and shrub species.
	Where parking lots front directly on streets, the setback should include a berm or low wall in addition to planting to screen the direct view of parked cars.	The landscape plans include an 18-inch-tall berm along the Willow Road frontage which would be planted with a variety of plants to help screen vehicles from Willow Road. The setback along Hamilton Avenue would include screening shrubs four feet in height to help screen vehicles parked at the fueling pumps from Hamilton Avenue.
Architectural Design	Architecture within the project should employ a single, unifying vocabulary of forms, details, and materials.	The project would have a uniform style and would employ subtle changes in material color and accent materials to create visual interest.
	Roofs should be designed as integral elements of the project's architecture.	The convenience store includes a consistent, integrated parapet around the entire building. The tall slanted roof structure is integrated into the body of the building to create a cohesive form.

Fuel pump canopy

The fuel pump canopy would have a simple design, consistent with other Chevron gas stations. The canopy would be supported by silver metal pillars with a metal canopy roof. The borders of the canopy would have blue and white metal paneling, consistent with the Chevron brand seen at other Chevron locations. The canopy would include Chevron signage which will be reviewed administratively at a later time.

Convenience store

The convenience store would be a one-story building with an approximately square footprint. The building would be contemporary in design and would feature exposed concrete and smooth plaster siding on the left, right, and rear elevations. The front elevation would feature a large glass storefront. The roof, canopies and



storefront system would be dark bronze anodized aluminum. The roof would slope upwards from the rear to the front of the building and would feature a horizontal composite wood-like rain screen soffit to provide interest in the design and a more inviting store front. The roof parapet would be painted a dark red color (“rum punch”) to accent the grey concrete and provide additional interest to the design. The roof would include an aluminum mechanical screen to provide adequate screening for rooftop equipment.

### Carwash

The carwash would be a rectangular building directly behind the convenience store. The foundation would be exposed concrete, while the majority of the siding would be horizontal composite wood-like rain screen consistent with the convenience store roof soffit. The mechanical equipment room would feature smooth plaster siding consistent with the convenience store siding.

## ***Parking and circulation***

### Parking

There is no prescribed parking ratio in the C-2-S zoning district, and parking requirements are subject to Planning Commission discretion. Other C-2 districts have a parking ratio of six spaces per 1,000 square feet of GFA. The convenience store has approximately 4,090 square feet of GFA, which would require 25 spaces in other C-2 districts. The project would provide 25 parking spaces, including 12 spaces at the fueling pumps. An additional seven spaces would be located along the southern property line and six spaces would be located directly in front of the convenience store. Four of the proposed parking spaces would be electric vehicle charging spaces (EVCS). The provided EVCS would exceed the requirements of the City’s adopted amendments to the California Building Code, which require two EVCS based on the number of provided parking spaces. The Transportation Division reviewed the plans and found the number of provided parking spaces sufficient to meet the demand of the project. Staff believes that the parking is adequate because it is consistent with the parking ratio of other C-2 districts and the majority of the convenience store patrons would likely be drivers fueling their vehicles or residents of nearby residences who would be able to walk or bike to the site, limiting the need for additional parking spaces. Additionally, bicycle parking would be located proximate to the convenience store.

### Vehicular access

The project site would have two vehicular access points; one from southbound Willow Road, and one from Hamilton Avenue, which is consistent with the existing gas station. The Willow Road driveway would be right-in-right-out and would serve as the access point for fuel tank trucks. Cars would access the carwash via a one-way drive aisle along the southern property line. Cars would enter the carwash on the southern façade and would exit on the north side of the building onto a drive aisle parallel to Hamilton Avenue.

### Pedestrian access

Pedestrians would primarily access the site via sidewalks along the Hamilton Avenue frontage. A pedestrian pathway would connect the Hamilton Avenue sidewalk to the convenience store near the exit of the carwash. Although there would not be a paved walkway from the Willow Road frontage to the site, a striped walkway along the southern property line would provide access from the parking spaces to the convenience store.

## ***Trees and landscaping***

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

1.h. a total of 40 trees, 11 of which are heritage, are proposed for removal.

The trees on the project site were reviewed during review of the Willow Village Masterplan project. At that time, several trees were identified for removal to accommodate the realignment of Hamilton Avenue. Additionally, three heritage trees on the project site (Trees #101, 102, and 122) were reviewed and approved for removal. An excerpt sheet from the approved Willow Village Master Plan indicating the trees identified for removal is included as Attachment F. During review of the proposed project, eight additional heritage trees and the remainder of the non-heritage trees were identified for removal due to the extensive grading needed to comply with FEMA flood zone standards. Five Chinese pistache street trees along Carlton Avenue would be retained.

The City Arborist reviewed and approved the heritage tree removal (HTR) permit for the additional eight heritage trees. The applicant is required to replace the value of the trees to be removed as a condition of approval of the HTR permit. The City Arborist approved a replacement plan which includes eight Chinese flame, six sweet bay, two silver linden, and two frontier elm trees, all in a minimum 24-inch box size. The value of the replacement trees does not cover the full value of the trees to be removed, and the site cannot accommodate additional replacement trees, so the City Arborist approved payment of an in-lieu fee to satisfy the remainder of the replacement value. At this time, the in-lieu fee would be \$60,100. However, given that the start of the project may be delayed, condition of approval 2.d has been added to the project which would require the applicant to re-survey the trees and update the value of the heritage trees. If the trees have grown and have increased in value, the applicant would be required to pay additional in-lieu fees or revise its replacement plan accordingly to satisfy the value of the replacement at the time of redevelopment.

The majority of the trees would be planted along the Hamilton Avenue frontage which would feature three sweet bay trees, one frontier elm tree and five Chinese flame trees. Three sweet bay trees would be planted along the Willow Road frontage, and the two silver linden trees would be planted in the southeast corner of the site adjacent to Willow Road. The remainder of the landscaping would feature a mixture of drought-resistant and native groundcover and shrubs, including blue glow agave, kangaroo paw, and golden sword yucca, among others. Shrubs along Hamilton Avenue would generally be maintained at a height of four feet to help screen the parked vehicles, consistent with the Willow Road Design guidelines. Additionally, a low berm 18 inches in height would be located along the Willow Road frontage. Shrubs would be planted on the berm to help screen parked vehicles. The street trees along Carlton Avenue would be retained, which would help screen the proposed carwash building from Carlton and Hamilton Avenues. Two frontier elm trees would be planted near the Carwash entrance and exit. Additionally, a bioretention area would be located between the Carwash building and the intersection of Carlton and Hamilton Avenues that would provide low vegetation and soften the potential visual impact of the building.

### **24-hour operation**

The applicant proposes to operate the service station and convenience store 24 hours a day, consistent with the existing hours of operation. Chapter 8.12 of the Municipal Code requires a permit for business operations between the hours of midnight and 6:00 a.m. on premises within 300 feet of any property zoned for or occupied by residential uses. As described in a previous section, parcels zoned for and occupied by residential uses are located immediately adjacent to the south and east of the subject site.

Chapter 8.12 specifies that the criteria for granting or denying a permit shall be as follows:

- Whether the permit will allow activity which interferes with the peace and quiet of persons of ordinary sensibility while enjoying property in use as residential property,

- The number of persons affected,
- The extent of such interference,
- The length of time during which an existing business has been operating between the hours of midnight and 6:00 a.m. without significant complaint to the city, and
- Hardship to the business from loss of income or other factors if the permit is not granted.

The Municipal Code further states that the permit shall be granted unless it is found that the interests of the residents in the peaceful and quiet enjoyment of residential property outweigh the interests of the business seeking the permit. The permit shall be denied in whole or in part, or conditions shall be attached to the permit, only to the extent that the denial or conditions are supported by the findings.

The fueling pumps would be open 24 hours though the use of an automatic payment system. The convenience store would also remain open 24 hours, however, the store would be locked between the hours of 10 p.m. and 6 a.m., and a limited selection of retail items would be available through use of a night drawer. The cashier would also be able to accept payments for the fuel pumps. The Police Department reviewed the proposal and did not express any concerns with the hours of operations since the existing service station operates 24 hours and there have not been significant issues with the current operation. Staff believes that the limited nighttime convenience store operations would not impact the peace and quiet of the nearby residences. Further, staff believes that the presence of an on-site employee and implementation of security measures outlined in the project description letter would reduce potential impacts to the neighborhood. Additionally, staff has not received any letters of concern from the surrounding neighborhood.

### ***Concurrent sale of alcohol with motor vehicle fuel***

As part of the proposed operation of the convenience store, the applicant is requesting approval of a Type 20 Alcoholic Beverage Control (ABC) license to sell beer and wine for off-premises consumption. Use permit approval is required when alcohol is proposed to be sold concurrently with motor vehicle fuel. The convenience store would include a “beer cave” of approximately 270 square feet near the rear of the building where the alcoholic beverages would be stored. The applicant states in their project description letter that the sale of alcohol would be restricted between the hours of 2 a.m. and 6 a.m. per state law. The applicant also states that the existing convenience store would not sell alcohol, and that alcohol sales would only begin upon redevelopment. To ensure this, staff has included recommended condition of approval 2.e, which would prohibit the sale of alcohol prior to the site being redeveloped. Since the census tract in which the proposed project is located does not have any other active off-sale ABC licenses, it is not considered over concentrated, and a determination of public convenience or necessity is not required to be made by the Planning Commission in order for ABC to grant the license.

In 2015, the previous operator of the convenience store applied for a use permit to sell beer and wine at the site. The applicant ultimately withdrew the application amid concerns regarding a history of alcohol-related incidences in the area that stemmed from prior incidences in the 1990s and early 2000s. The Police Department reviewed the proposed project and determined that the proposal would not be anticipated to result in public safety issues. The limited hours of the convenience store would further reduce potential public safety concerns.

The applicant indicates that they have access to Chevron University, which provides convenience store tutorial videos on many customer service subjects, including age restricted sales and the sale of alcohol. Training would be required of all employees to ensure compliance with applicable laws and regulations regarding the sale of alcohol. Finally, although the convenience store would be open 24-hours, as

mentioned above, the store would be locked between the hours of 10 p.m. and 6 a.m., with limited service through a night drawer. Alcohol would not be available for purchase through the night drawer, effectively limiting alcohol sales between 10 p.m. and 6 a.m. Condition of approval 2.f. would ensure alcohol is not sold through the night drawer. The hours available for purchase of beer and wine would be consistent with the Chevron station convenience store hours of operation at 1200 El Camino Real, which received use permit approval for off-sale beer and wine in 2019.

The ABC has indicated that the census tract in which the project site is located is not over concentrated. Additionally, the Menlo Park Police Department has reviewed the project and determined that an off-sale beer and wine (Type 20) ABC license at this location would not result in an impact on public safety. Staff believes that while conditions in the area could change in the future, the convenience store hours of operation, the low number of off-sale licenses in the census tract currently, and Chevron's training materials would limit potential future concerns.

### **Correspondence**

Staff has not received any correspondence on the project as of the publication of the staff report.

### **Conclusion**

Staff believes the project would be compatible with the neighborhood and meet the intent of the C-2-S zoning district. The proposed project would replace the existing use in substantially the same capacity and would allow for Hamilton Avenue to be realigned as part of implementation of the Willow Village project. The design of the proposed pump station canopy, convenience store, and carwash would be generally attractive and would modernize the character of the existing service station while generally complying with the Willow Road Design Guidelines. Operation of the convenience store 24 hours a day would be limited during late night and early morning hours, dissuading patronage at that time to minimize disturbance to surrounding properties. The Police Department reviewed the request for off-sale beer and wine and determined that there would not be an impact on public safety. The operator of the store would have access to alcohol-related training materials for employees, patrons would not be able to purchase beer and wine between the hours of 10 p.m. and 6 a.m., and sale of alcohol would not begin until the site is redeveloped. Staff recommends the Planning Commission approve the proposed project.

### **Impact on City Resources**

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

### **Environmental Review**

Redevelopment of the project site was studied as part of the certified Willow Village Masterplan project environmental impact report (EIR) and is subject to the mitigation monitoring and reporting program (MMRP), included as Attachment A, Exhibit E. Compliance with the mitigation measures would be confirmed during review of the building permit application through condition of approval 2.b.

### **Public Notice**

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper

and notification by mail of owners and occupants within a ¼-mile radius of the subject property.

### **Appeal Period**

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

### **Attachments**

- A. Draft Planning Commission Resolution approving the use permits and architectural control permit  
Exhibits to Attachment A
  - A. Project Plans
  - B. Project Description letter
  - C. Carwash Noise Analysis
  - D. Conditions of Approval
  - E. Willow Village Masterplan Project EIR MMRP
- B. Hyperlink Willow Village Webpage - <https://menlopark.gov/Government/Departments/Community-Development/Projects/Approved-projects/Willow-Village>
- C. Location Map
- D. Willow Road Design Guidelines
- E. Arborist Report
- F. Willow Village Master Plan Excerpt – Hamilton Avenue Parcel South Heritage Tree Removal Plan
- G. Hyperlink March 9, 2020 Planning Commission Meeting Minutes - [https://menlopark.org/AgendaCenter/ViewFile/Minutes/\\_03092020-3407#page=14](https://menlopark.org/AgendaCenter/ViewFile/Minutes/_03092020-3407#page=14)

Report prepared by:  
Chris Turner, Senior Planner

Report reviewed by:  
Kyle Perata, Assistant Community Development Director

**PLANNING COMMISSION RESOLUTION NO. 2024-XXX**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK APPROVING A USE PERMIT AND ARCHITECTURAL CONTROL PERMIT TO CONSTRUCT A NEW SERVICE STATION, INCLUDING A FUELING PUMP CANOPY, CONVENIENCE STORE, AND DRIVE-THROUGH CARWASH AND A USE PERMIT FOR 24-HOUR OPERATION OF THE FUELING STATION AND CONVENIENCE STORE AND FOR THE CONCURRENT SALE OF BEER AND WINE WITH MOTOR VEHICLE FUEL IN THE C-2-S (NEIGHBORHOOD COMMERCIAL DISTRICT, SPECIAL) ZONING DISTRICT**

WHEREAS, the City of Menlo Park (“City”) received an application requesting a use permit, architectural control permit, and heritage tree removal permits to demolish an existing fueling/service station and reconstruct a new fueling/service station, including a fuel canopy, convenience store, and carwash on a standard lot in the C-2-S (Neighborhood Commercial District, Special) zoning district, and where the project includes requests for use permits to operate the fueling station and convenience store 24-hours a day and to sell beer and wine concurrently with motor vehicle fuel (collectively, the “Project”) from Phillip King (“Applicant”), on behalf of Chevron Inc. (“Owner”) located at 1399 Willow Road (APN 055-395-090) (“Property”). The Project is depicted in and subject to the development plans and project description letter, which are attached hereto as Exhibit A and Exhibit B, respectively, and incorporated herein by this reference; and

WHEREAS, the Property is located in the C-2-S (Neighborhood Commercial District, Special) district which allows various neighborhood-serving retail and service uses; and

WHEREAS, Hamilton Avenue is intended to be realigned as part of the Willow Village Masterplan project; and

WHEREAS, the existing service station, car wash, and convenience store is required to be demolished to accommodate the realigned Hamilton Avenue; and

WHEREAS, the Project would consist of redevelopment of the existing uses in substantially the same capacity; and

WHEREAS, the Applicant submitted an arborist report prepared by SBCA Tree Consulting, which was reviewed by the City Arborist and found to be in compliance with the Heritage Tree Ordinance, and proposes mitigation measures to adequately protect heritage trees to remain in the vicinity of the project; and

WHEREAS, the Applicant was granted a Heritage Tree Removal permit (“HTR permit”) to remove 11 heritage trees from the property; and

WHEREAS, the HTR permit was not appealed and the Applicant is required to replace the value of the heritage trees as a condition of approval; and

WHEREAS, due to limited space on the property suitable for planting replacement trees, the proposed Project includes a combination of replacement heritage trees and in-lieu fees to satisfy the full replacement value of the heritage trees proposed for removal; and

WHEREAS, the project would continue 24-hour operations for the fueling pumps and the convenience store, consistent with current operations; and

WHEREAS, the carwash would be limited to operations between the hours of 8:00 a.m. and 6:00 p.m.; and

WHEREAS, business operations between midnight and 6:00 a.m. requires a use permit on any premises within 300 feet of any property zoned for or occupied by residential uses; and

WHEREAS, the Property is adjacent to residences in the R-1-U (Single Family Urban Residential) and the R-4-S (High Density Residential District, Special) zoning districts; and

WHEREAS, the application was reviewed by the Police Department and determined that 24-hour operations would not impact public safety; and

WHEREAS, operation of the convenience store would be limited to a limited-service night drawer during the hours of 10:00 p.m. and 6:00 a.m.; and

WHEREAS, the project includes a request for a Type 20 Alcohol Beverage Control (“ABC”) license to sell beer and wine at the convenience store; and

WHEREAS, concurrent sale of beer and wine with motor vehicle fuel requires use permit approval; and

WHEREAS, the ABC reviewed the application and found that the census tract is not over concentrated, and therefore the ABC does not require a finding of convenience or necessity to be made by the Planning Commission; and

WHEREAS, the Police Department reviewed the Project and determined the sale of beer and wine would not impact public safety; and

WHEREAS, the convenience store would be locked during the hours of 10:00 p.m. to 6:00 a.m. when limited retail items would be available for purchase through a night drawer; and

WHEREAS, the sale of alcohol through the night drawer would be prohibited; and

WHEREAS, the Project requires discretionary actions by the City as summarized above, and therefore the California Environmental Quality Act (“CEQA,” Public Resources Code Section §21000 et seq.) and CEQA Guidelines (Cal. Code of Regulations, Title 14, §15000 et seq.) require analysis and a determination regarding the Project’s environmental impacts; and

WHEREAS, the City is the lead agency, as defined by CEQA and the CEQA Guidelines, and is therefore responsible for the preparation, consideration, certification, and approval of environmental documents for the Project; and

WHEREAS, the Project is included in the certified environmental impact report (EIR) for the Willow Village project; and

WHEREAS, the Applicant would be required to comply with applicable mitigation measures included in the Willow Village EIR Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, all required public notices and public hearings were duly given and held according to law; and

WHEREAS, at a duly and properly noticed public hearing held on July 8, 2024, the Planning Commission fully reviewed, considered, and evaluated the whole of the record including all public and written comments, pertinent information, documents and plans, prior to taking action regarding the Project.

NOW, THEREFORE, THE MENLO PARK PLANNING COMMISSION HEREBY RESOLVES AS FOLLOWS:

Section 1. Recitals. The Planning Commission has considered the full record before it, which may include but is not limited to such things as the staff report, public testimony, and other materials and evidence submitted or provided, and the Planning Commission finds the foregoing recitals are true and correct, and they are hereby incorporated by reference into this Resolution.

Section 2. Conditional Use Permit Findings. The Planning Commission of the City of Menlo Park does hereby make the following Findings:

The approval of the use permit for the construction of a new fueling/service station, including a fuel canopy, convenience store, and carwash, 24-hour operations, and concurrent sale of beer and wine with motor vehicle fuel is granted based on the following findings, which are made pursuant to Menlo Park Municipal Code Section 16.82.030:

1. That the establishment, maintenance, or operation of the use applied for will, under the circumstance of the particular case, not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing in the neighborhood of such proposed use, or injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city because:
  - a. Consideration and due regard were given to the nature and condition of all adjacent uses and structures, and to general plans for the area in question and surrounding areas, and impact of the application hereon; in that, the proposed use permit is consistent with the C-2-S zoning district and the General Plan because service stations are a conditionally permitted use provided that the proposed residence conforms to applicable zoning standards, including, but not limited to, minimum setbacks, minimum landscaping, and maximum building coverage. All zoning standards, with the exception of maximum floor area ratio (FAR), are subject to the discretion of the Planning Commission.



- b. The carwash would be required to implement noise mitigation measures included in the carwash noise assessment, incorporated herein as Exhibit C, which would ensure that the noise from the carwash would not exceed the City's noise limits measured from the nearest residential property lines. The hours of operation for the carwash would be limited to 8:00 a.m. to 6:00 p.m. to reduce noise impacts to adjacent residents in the early morning and late evening hours.
- c. The proposed 24-hour operation of the convenience store and fueling pumps would be consistent with the existing operations. The convenience store would be locked between the hours of 10:00 p.m. and 6:00 a.m. with limited retail items available through a night drawer which would decrease the project site's appeal as a late-night retail destination. Neither the Police Department nor surrounding neighbors have expressed concerns with the proposed hours of operation.
- d. The sale of beer and wine would be limited to a small beer cave within the convenience store, which would not be accessible between the hours of 10:00 p.m. and 6:00 a.m. when the convenience store is closed to the public. The sale of alcohol via the convenience store night drawer would be prohibited, effectively limiting the sale of alcohol beyond the limitations required by the State of California.
- e. The proposed Project is designed to meet all the applicable codes and ordinances of the City of Menlo Park Municipal Code, and the Commission concludes that the Project would not be detrimental to the health, safety, and welfare of the surrounding community as the reconstructed service station would replace the existing use.

Section 3. Architectural Control Permit Findings. The approval of the Project is granted based on the following findings which are made pursuant to Menlo Park Municipal Code Section 16.68.020:

1. That the general appearance of the structure is in keeping with the character of the neighborhood; in that, the Project is designed in a contemporary architectural style consistent with modern retail development designs, and is generally consistent with the Willow Road Design Guidelines.
2. That the development will not be detrimental to the harmonious and orderly growth of the City; in that, the Project is consistent with the intent of the C-2-S zoning district to provide a mix of neighborhood-serving retail, restaurant, and service uses. The project would replace the existing services in substantially the same capacity as the existing service station.
3. That the development will not impair the desirability of investment or occupation in the neighborhood; in that, the Project would replace the existing services in substantially the same capacity as the existing service station. The proposed materials and colors used will be compatible with other developments in the surrounding area in the C-2-S district and the future Willow Village project site. The Project would include appropriate

landscaping to help screen parked vehicles from the Willow Road and Hamilton Avenue rights-of-way.

4. That the development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking; in that the parking ratio is determined by the Planning Commission. The Project would include 25 parking spaces, including 12 parking spaces at the fueling pumps and 13 additional parking spaces. Although the parking ratio is determined by the Planning Commission, the proposed parking would be consistent with the parking ratio required in other C-2 districts.
5. That the development is consistent with any applicable specific plan; in that, the project is not located within a specific plan area.

Section 4. Architectural Control Permit and Use Permit. The Planning Commission approves Architectural Control Permit and Use Permit No. PLN2022-00054, which use permit is depicted in and subject to the development plans and project description letter, and related documents which are attached hereto and incorporated herein by this reference as Exhibits A through Exhibit C. The Use Permit and Architectural Control Permit are conditioned in conformance with the conditions attached hereto and incorporated herein by this reference as Exhibit D.

Section 5. ENVIRONMENTAL REVIEW. The Planning Commission makes the following findings, based on its independent judgment after considering the Project, and having reviewed and taken into consideration all written and oral information submitted in this matter:

1. The Project was studied in the Willow Village Project EIR and is conditioned to comply with the Willow Village Project EIR MMRP attached herein as Exhibit E.

#### Section 6. SEVERABILITY

If any term, provision, or portion of these findings or the application of these findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by the City.

I, Kyle Perata, Assistant Community Development Director of the City of Menlo Park, do hereby certify that the above and foregoing Planning Commission Resolution was duly and regularly passed and adopted at a meeting by said Planning Commission on July 8, 2024, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_ day of July, 2024

PC Liaison Signature

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Kyle Perata  
Assistant Community Development Director  
City of Menlo Park

Exhibits

- A. Project plans
- B. Project description letter
- C. Carwash Noise Assessment
- D. Conditions of Approval
- E. Willow Village Project EIR MMRP

# CHEVRON

## C-STORE AND CAR WASH

1399 WILLOW ROAD  
MENLO PARK, CA 94025

SHEET INDEX

ARCHITECTURAL

- A0.1 TITLE SHEET
  - A0.1a PROJECT DATA
  - A1.0 EXISTING PHOTOS
  - A1.1 EXISTING SITE PLAN (REFERENCE ONLY)
  - A1.2 HAMILTON RD REALIGNMENT (REFERENCE ONLY)
  - A1.3 CONCEPTUAL DEMO PLAN (REFERENCE ONLY)
  - A1.4 PROPOSED SITE PLAN
  - A1.5 GROSS FLOOR AREA DIAGRAM
  - A2.1 FLOOR PLAN - C-STORE & CAR WASH
  - A2.3 FLOOR PLAN - CANOPY
  - A3.1 ROOF PLAN - C-STORE & CAR WASH
  - A3.2 ROOF PLAN - CANOPY
  - A4.1 EXTERIOR ELEVATIONS - CANOPY
  - A4.2 EXTERIOR ELEVATIONS - C-STORE
  - A4.3 EXTERIOR ELEVATIONS - C-STORE
  - A4.4 EXTERIOR ELEVATIONS - C-STORE
  - A4.5 EXTERIOR ELEVATIONS - CAR WASH
  - A5.0 BUILDING SECTIONS
- ARCHITECTURAL SHEET COUNT: 18

CIVIL

- C1.0 TOPOGRAPHY PLAN
  - C2.0 PRELIMINARY GRADING PLAN
  - C3.0 PRELIMINARY UTILITY PLAN
  - C4.0 EXISTING PERIODS/IMPERVIOUS AREA EXHIBIT
  - C4.1 PRELIMINARY STORMWATER TREATMENT PLAN
- CIVIL SHEET COUNT: 5

LANDSCAPE

- L1 PRELIMINARY LANDSCAPE PLAN
  - L2 LANDSCAPE PLANT IMAGERY
- LANDSCAPE SHEET COUNT: 2

ELECTRICAL

- EP1.0 SITE PHOTOMETRIC PLAN
  - EP1.1 LIGHTING CUT SHEETS PT. 1
  - EP1.2 LIGHTING CUT SHEETS PT. 2
  - EP1.3 LIGHTING CUT SHEETS PT. 3
- ELECTRICAL SHEET COUNT: 4

FEMA COMPLIANCE

FLOOD ZONE DESIGNATION - AE

BASE FLOOD ELEVATION (BFE) - 11.0 NAVD 88  
DESIGN FLOOD ELEVATION (DFE) - 12.0 NAVD 88

- THIS PROJECT IS BUILT IN COMPLIANCE WITH THE CITY'S FLOOD DAMAGE PREVENTION ORDINANCE, CHAPTER 12, SECTION 42
- ALL MATERIALS BELOW DFE SHALL BE RESISTANT TO FLOOD DAMAGE. (I.E. CONCRETE, REDWOOD, OR PRESSURE TREATED DOUGLAS FIR).
- THE BOTTOM ELEVATION OF ALL APPLIANCES AND UTILITIES (METERS, AIR CONDITIONING UNITS, ETC.) SHALL BE AT OR ABOVE DFE.
- STORM RUNOFF RESULTING FROM THE PROJECT'S GRADING AND DRAINAGE ACTIVITIES SHALL NOT ENCROACH ONTO ANY NEIGHBORING LOT. RUNOFF MUST BE CONTAINED ON-SITE.
- NO BASEMENTS OR ANY HABITABLE ENCLOSURE BELOW THE DFE ARE ALLOWED FOR PROJECTS IN THIS FLOOD ZONE
- FLOOD VENTS SHALL BE INSTALLED FOR ALL NON-HABITABLE ENCLOSURES BELOW THE DFE (I.E. CRAWLSPACE, GARAGE, ETC.) AT A RATE OF 1 SQUARE INCH OF NET OPENING TO 1 SQUARE FOOT OF ENCLOSURE. REFER TO THE ENGINEERING PLANS HEREIN FOR VENT LOCATIONS AND CALCULATIONS.

I CERTIFY THAT I AM THE ENGINEER (OR ARCHITECT) OF RECORD AND THE PLANS DATED 02/25/24, SUBMITTED ON 02/25/24 COMPLY WITH THE CITY'S FLOOD DAMAGE PREVENTION ORDINANCE (CHAPTER 12, SECTION 42)

SIGNATURE \_\_\_\_\_



FRONTAGE IMPROVEMENTS

ANY FRONTAGE IMPROVEMENTS WHICH ARE DAMAGED AS A RESULT OF CONSTRUCTION WILL BE REQUIRED TO BE REPLACED. ALL FRONTAGE IMPROVEMENT WORK SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE CITY STANDARD DETAILS.

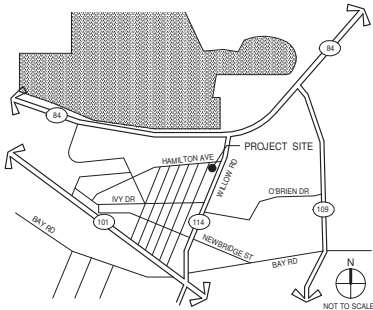
AN ENCROACHMENT PERMIT FROM THE ENGINEERING DIVISION IS REQUIRED PRIOR TO ANY CONSTRUCTION ACTIVITIES, INCLUDING UTILITY LATERALS, IN THE PUBLIC RIGHT OF WAY.

NOTE: PUBLIC IMPROVEMENTS DESIGNED AND CONSTRUCTED BY OTHERS

PROJECT APPROVAL

PROPOSED PROJECT IS BASED ON APPROVED VESTING TENTATIVE MAP FOR HAMILTON AVENUE PARCELS ASSOCIATED WITH WILLOW VILLAGE MASTER PLAN. PROJECT WILL ULTIMATELY BE CONTINGENT ON APPROVAL OF FINAL MAP.

VICINITY MAP



OWNER

CHEVRON

6001 BOLLINGER CANYON ROAD  
CHEVRON PARK BUILDING LL1168  
SAN RAMON, CA 94583  
(925) 942-1822

PRIMARY CONTACT: KENT COWAN  
PH: (925) 942-1822  
EMAIL: kcowan@chevron.com  
ALTERNATE CONTACT:  
PH: (925) 942-1822  
EMAIL:

GENERAL CONTRACTOR

TBD

ARCHITECT

WARE MALCOMB

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PLEASANTON, CA 94588  
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F: 925.244.9621

PRIMARY CONTACT: PHIL KING  
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ALTERNATE CONTACT:  
PH:  
EMAIL:

OWNER'S CONSULTANTS

CIVIL ENGINEER

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CORNERSTONE EARTH GROUP  
1259 OAKMEAD PARKWAY

SUNNYVALE, CA 94085  
(408) 245-4600

PRIMARY CONTACT: CRAIG HARWOOD, P.G., C.E.G.  
PH:  
EMAIL:  
ALTERNATE CONTACT: ERIN L. STENER, P.E., G.E.  
PH:  
EMAIL:

ARCHITECT'S CONSULTANTS

MECHANICAL ENGINEER

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SANTA CLARA, CA 95054  
(408) 522-5255

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PH:  
EMAIL:

ELECTRICAL ENGINEER

ACES ENGINEERING  
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PRIMARY CONTACT: WILSON LEE  
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ALTERNATE CONTACT:  
PH:  
EMAIL:

LANDSCAPE ARCHITECT

NUVIS LANDSCAPE ARCHITECTURE  
2430 CAMINO RAMON  
SUITE 365  
SAN RAMON, CA 94583  
(925) 24-6555

PRIMARY CONTACT: JIM WILLIAMS  
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EMAIL: JWILLIAMS@NUVIS.NET  
ALTERNATE CONTACT:  
PH:  
EMAIL:

WARE MALCOMB  
Leading Design for Commercial Real Estate

PHIL KING  
Professional Engineer  
No. 43696  
State of California  
Civil



Chevron  
FACILITY ID# 20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

TITLE SHEET	
NO.	REVISIONS
001	02/23/24
002	02/23/24
003	02/23/24
004	02/23/24
005	02/23/24
006	02/23/24
007	02/23/24
008	02/23/24
009	02/23/24
010	02/23/24

P/PM: P. KING  
DRAWN BY: J.D./S.K.  
JOB NO.: SDR21-0033-00

SHEET  
A0.1

**ABBREVIATIONS**

∠	ANGLE	G.B.	GRAB BAR	R.B.	RUBBER / RESILIENT BASE
CL	CENTERLINE	G.C.	GENERAL CONTRACTOR	R.C.P.	REFLECTED CEILING PLAN
#	FOUNTAIN OR NUMBER	G.F.I.	GROUND FAULT INTERRUPT	R.D.	ROOF DRAIN
∅	AND	GA.	GAUSE	R.O.	ROUGH OPENING
(E)	EXISTING	GALV.	GALVANIZED	R.O.W.	RIGHT OF WAY
AT	AT	GL.	GLASS	R.T.U.	ROOF TOP UNIT
Ø	DIAMETER OR ROUND	GND.	GROUND	R.W.L.	RAIN WATER LEADER
Ø	DIAMETER	GR.	GRADE	RAD.	RADIUS
A.O.	AREA DRAIN	GYP.	GYP/SUM	REF.	REFERENCE
ACU.	ACCUSTICAL	H.B.	HOSE BIBB	REIN.	REINFORCED
ADJ.	ADJUST. ADJUSTABLE	HC.	HOLLOW CORE	REIN.	REINFORCED
ADJ.	ADJUST. ADJUSTABLE	H.M.	HOLLOW METAL	REFR.	REFRIGERATOR
AGGR.	AGGREGATE	H.P.	HIGH POINT	REIN.	REINFORCED
AL.	ALUMINUM	H.V.	HIGH VOLTAGE	RESIL.	RESILIENT
APPROX.	APPROXIMATELY	HOWD.	HARDWOOD	ROTR.	REGISTER
ARCH.	ARCHITECTURAL	HW.	HARDWARE	RWD.	REDWOOD
ASB.	ASBESTOS	HORIZ.	HORIZONTAL	S.	SOUTH
ASPH.	ASPHALT	HR.	HOUR	S.A.F.	SELF-ADHERED FLASHING
B.O.C.	BOTTOM OF CONCRETE	HT.	HEIGHT	S.C.	SOLID CORE
B.O.M.	BOTTOM OF MULLION	I.D.	INSIDE DIMENSION	S.C.D.	SEAT COVER DISPENSER
B.O.P.	BOTTOM OF PANEL	I.H.P.	INTERMEDIATE HIGH POINT	S.D.	SOAP DISPENSER
B.O.R.	BOTTOM OF REVEAL	INSUL.	INSULATION or INSULATED	S.F.	SQUARE FOOT
B.D.	BOARD	INT.	INTERIOR	S.I.	SQUARE INCH
BTUM.	BIFUMINOUS	J.B.	JUNCTION BOX	S.N.D.	SANITARY NAPKIN DISPENSER
BLOC.	BUILDING	JAN.	JANITOR	S.N.	SANITARY NAPKIN
BLK.	BLOCK	JST.	JOIST	S.S.	STAINLESS STEEL
BLKG.	BLOCKING	JT.	JOINT	S.S.K.	SERVICE SINK
BM.	BEAM	K.O.	KNOCK-OUT	S.T.C.	SOUND TRANSMISSION COEFFICIENT
BLT.	BOTTOM	K.P.	KNOCK PLATE	SCHD.	SCHEDULE
C.B.	CATCH BASIN	K.W.H.	KILOWATT HOUR	SCHD.	SOLID CORE WOOD
C.G.	CORNER GUARD	KIT.	KITCHEN	SECT.	SECTION
CI.	CAST IRON	L.P.	LOW POINT	SH.	SHELF
C.D.	CASED OPENING	L.P.	LOW POINT	SHR.	SHOWER
C.O.M.	CENTER OF MULLION	L.S.	LIMESTONE	SHT.	SHEET
C.O.R.	CENTER OF REVEAL	L.V.	LOW VOLTAGE	SM.	SMILAR
CAB.	CABINET	L.W.C.	LIGHT WEIGHT CONCRETE	SPEC.	SPECIFIED or SPECIFICATION
CEM.	CEMENT(TIOUS)	LAB.	LABORATORY	SO.	SQUARE
CEM.	CEMENT(TIOUS)	LAM.	LAMINATED	STA.	STATION
CEM.	CEMENT(TIOUS)	LAV.	LAVATORY	STD.	STANDARD
CEM.	CEMENT(TIOUS)	LIN.	LINER	STL.	STEEL
CEM.	CEMENT(TIOUS)	LIQ.	LIQUID	STR.	STRUCTURE or STRUCTURAL
CEM.	CEMENT(TIOUS)	LKR.	LOCKER	STR.	STRUCTURE or STRUCTURAL
CEM.	CEMENT(TIOUS)	LGT.	LIGHT	SUPP.	SUPPLEMENTARY
CEM.	CEMENT(TIOUS)	LHT.	LIGHT	SUSP.	SUSPENDED
CEM.	CEMENT(TIOUS)	LTL.	LINTEL	SYMM.	SYMMETRICAL
CEM.	CEMENT(TIOUS)	LVR.	LOUVER	T&G	TONGUE AND GROOVE
CEM.	CEMENT(TIOUS)	M.B.	MOP BASIN	T.	TREAD
CEM.	CEMENT(TIOUS)	M.C.	MEDICINE CABINET	T.B.	TOWEL BAR
CEM.	CEMENT(TIOUS)	M.D.	MAGNETIC OPENING	T.C.	TOP OF CURB
CEM.	CEMENT(TIOUS)	MANT.	MAINTENANCE	T.D.	TRENCH DRAIN
CEM.	CEMENT(TIOUS)	MAN.	MANUAL	T.O.C.	TOP OF CONCRETE
CEM.	CEMENT(TIOUS)	MAS.	MASONRY	T.O.M.	TOP OF MULLION
CEM.	CEMENT(TIOUS)	MAX.	MAXIMUM	T.O.P.	TOP OF PARAPET
CEM.	CEMENT(TIOUS)	MECH.	MECHANICAL	T.O.R.	TOP OF REVEAL
CEM.	CEMENT(TIOUS)	MEB.	MESSENGER	T.O.R.	TOP OF REVEAL
CEM.	CEMENT(TIOUS)	MET.	METAL	T.O.R.	TOP OF REVEAL
CEM.	CEMENT(TIOUS)	MEZ.	MEZZANINE	T.O.R.	TOP OF REVEAL
CEM.	CEMENT(TIOUS)	MFR.	MANUFACTURER	T.O.R.	TOP OF REVEAL
CEM.	CEMENT(TIOUS)	MH.	MANHOLE	T.O.S.	TOP OF STEEL
CEM.	CEMENT(TIOUS)	MIN.	MINIMUM	T.O.W.	TOP OF WALL
CEM.	CEMENT(TIOUS)	MIR.	MIRROR	T.P.	TOP OF PAVEMENT
CEM.	CEMENT(TIOUS)	MISC.	MISCELLANEOUS	T.P.D.	TOILET PAPER DISPENSER
CEM.	CEMENT(TIOUS)	MNT.	MOUNTED	T.V.	TELEVISION
CEM.	CEMENT(TIOUS)	MUL.	MULLION	TEL.	TELEPHONE
CEM.	CEMENT(TIOUS)	N.	NORTH	TER.	TERRAZZO
CEM.	CEMENT(TIOUS)	N.C.	NOT IN CONTRACT	THK.	THICK
CEM.	CEMENT(TIOUS)	N.R.C.	NOISE REDUCTION COEFFICIENT	TOL.	TOLERANCE
CEM.	CEMENT(TIOUS)	N.T.S.	NOT TO SCALE	TYP.	TYPICAL
CEM.	CEMENT(TIOUS)	NO.	NUMBER	U.C.	UNDERCUT
CEM.	CEMENT(TIOUS)	NOM.	NOMINAL	U.H.	UNIT HEATER
CEM.	CEMENT(TIOUS)	O.A.	OVERALL	U.L.	UNDERWRITERS' LABORATORIES
CEM.	CEMENT(TIOUS)	O.C.	ON CENTER	U.O.N.	UNLESS OTHERWISE NOTED
CEM.	CEMENT(TIOUS)	O.D.	OUTSIDE DIAMETER	UNF.	UNFINISHED
CEM.	CEMENT(TIOUS)	O.F.	OUTSIDE FACE	UR.	URINAL
CEM.	CEMENT(TIOUS)	O.H.	OVERHEAD or OPPOSITE	V.C.T.	VINYL COMPOSITE TILE
CEM.	CEMENT(TIOUS)	OBS.	OBSCURE	V.F.	VERIFY IN FIELD
CEM.	CEMENT(TIOUS)	OFF.	OFFICE	V.P.	VISION PANEL
CEM.	CEMENT(TIOUS)	OPNG.	OPENING	V.R.	VAPOR RETARDER
CEM.	CEMENT(TIOUS)	OPP.	OPPOSITE	VAC.	VACUUM
CEM.	CEMENT(TIOUS)	P.C.	PRECAST	VERT.	VERTICAL
CEM.	CEMENT(TIOUS)	P.J.	PANEL JOINT	VEST.	VESTIBULE
CEM.	CEMENT(TIOUS)	P.LAM.	PLASTIC LAMINATE	VIT.	VITREOUS
CEM.	CEMENT(TIOUS)	P.S.F.	POUNDS PER SQUARE FOOT	W.	WEST
CEM.	CEMENT(TIOUS)	P.T.D.	PAPER TOWEL DISPENSER	W.C.	WATER CLOSET
CEM.	CEMENT(TIOUS)	P.T.R.	PAPER TOWER RECEPTACLE	W.I.	WROUGHT IRON
CEM.	CEMENT(TIOUS)	PL.	PLATE	W.P.	WORKING POINT
CEM.	CEMENT(TIOUS)	PL.	PLASTER	W.S.	WEATHER STOP or STOPPING
CEM.	CEMENT(TIOUS)	P.W.D.	PLYWOOD	W.W.F.	WELODED WIRE FABRIC
CEM.	CEMENT(TIOUS)	POL.	POLISHED	W.	WITH
CEM.	CEMENT(TIOUS)	PT.	POINT	WO.	WITHOUT
CEM.	CEMENT(TIOUS)	Q.T.	QUARRY TILE	WQ.	WOOD
CEM.	CEMENT(TIOUS)	QUAN.	QUANTITY	WQ.	WOOD
CEM.	CEMENT(TIOUS)	R.	RISER	WPM.	WATERPROOFING
CEM.	CEMENT(TIOUS)			WT.	WEIGHT

**PROJECT DESCRIPTION**

Existing Chevron Fuel Canopy, C-Store (#3238 SF) and Car Wash sits on the corner of Willow Road and Hamilton Avenue as part of the larger Willow Village project.

Existing Chevron Fuel Canopy, C-Store (#3238 SF) and Car Wash sits on the corner of Willow Road and Hamilton Avenue on 1.32 acre site. The entire site is to be demolished, including the existing fuel system and tanks. Environmental items associated with this work to be completed under a separate permit.

New Chevron Fuel Canopy, C-Store (#4,070 SF) and Car Wash to sit on a new .66 acre site on the corner of the newly realigned Hamilton Avenue and Willow Road. Per earlier discussions with Kyle Peralta on this area within Menlo Park's city limits. No general parking criteria has been established. The primary use for this site will still change.

Chevron Stations Inc. is applying for a CONDITIONAL USE PERMIT for 24-hour operation and Off-Site sale of Beer and Wine (License 20) in addition to the demolition and reconstruction of the C-Store, Fuel Canopy, and Car Wash.

Within the store, there is a 270 SF Beer Cave that will display beer and wine for off-site consumption. This constitutes 6.6% of the floor space of the sales area of the store. The station will be open 24 hours a day, 7 days a week. Beer and wine sales would be restricted to the hours between 6:00am-2:00am in accordance with state requirements.

In effort to generally comply with the Willow Road Design Guidelines, the project has incorporated the following:

**Site Plan:**

- Due to the grades of the existing Willow Road and Hamilton Ave, the C-Store and Car Wash building needs to be positioned near the back of the site to meet the BFE of 12.0. There is also an existing 5' 0" easement along Willow Road.
- The C-Store Building faces Willow Road.
- The parking stalls are at the sides of the lot and at the front of the C-Store Bldg.
- There are continuous sidewalks along Willow Road, Hamilton Avenue and Carlton Avenue.
- We have provided a direct pedestrian route from Hamilton Avenue to the C-Store Bldg.
- There are crosswalks provided at the intersection.
- Traffic flow is intended to be right turn in from Willow and Hamilton, as well as fuel tanker path is intended to right turn into site from Willow Avenue and right turn onto Willow Avenue to leave site.
- Bicycle Parking has been provided near the entry to the C-Store Bldg.

**Services:**

- Trash bins are intended to be completely enclosed behind walls with a roof.
- Transformer has been positioned behind train enclosure structure.
- C-Store electrical equipment has been positioned at the rear of the C-Store Bldg.
- Lighting has been designed to minimize glare into the adjacent residential areas.

**Drive-Through:**

- The Car Wash drive-through has ample standing and is positioned near the rear of the site.

**Landscaping:**

- There are numerous planting areas throughout the site, refer to landscape plans for extent.
- There are no cars directly parked against Willow Road or Hamilton Ave.
- There is an existing screen wall along the residential side of the lot.

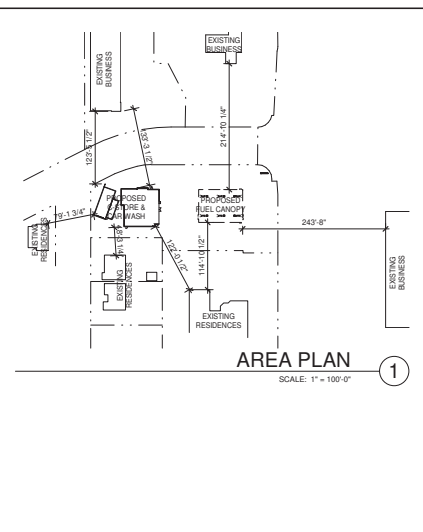
**Architectural Design & Materials:**

- We have created a consistent, modern look to the C-Store and Car Wash Bldg with varying roof heights and angles.
- Each of these building complement each other and share similar materials.
- There is ample glass added along the front of the building.
- Roof top units are completely screened from the ground and surrounding sites.
- Trash enclosure will incorporate the C-store bldg. elements.

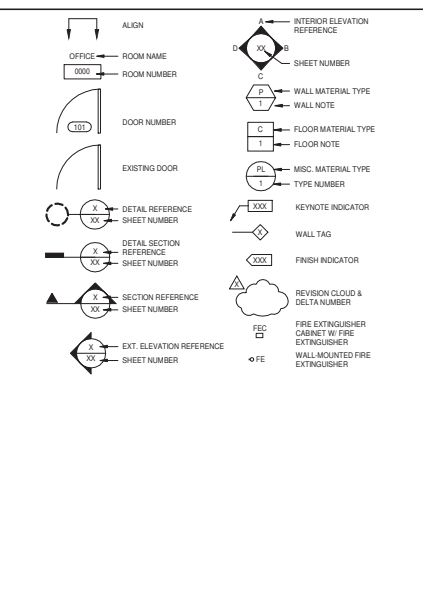
**Signage:**

- Monument/signage is located at the intersection of Willow Road and Hamilton Ave.
- No Pole mounted signs are being proposed.
- Signage proposed is consistent with the guidelines and will be submitted under a separate permit package under the Building Permit phase.

**PROJECT DATA**



**SYMBOLS**



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ARCHITECTURE  
INTERIOR DESIGN  
GRAPHICS  
ENGINEERING

4605 CHANTRY ROAD  
MENLO PARK, CA 94025  
P: 650.324.6000  
F: 650.324.0823



**CHEVRON**  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

**PROJECT DATA**

DATE	DESCRIPTION
02/11/2024	PERMITS SUBMITTED
02/12/2024	PERMITS DENIED
02/12/2024	PERMITS SUBMITTED

P.A.P.M.	P. KING
DRAWN BY:	Z.P.
JOB NO.:	SNR21-0033-00

SHEET  
**A0.1a**



15 - CONVENIENCE STORE LOOKING SOUTH



16 - CANOPY LOOKING SOUTH



9 - CANOPY AND CARWASH LOOKING SOUTH



10 - CONVENIENCE STORE AND CANOPY LOOKING SOUTH



11 - CONVENIENCE STORE AND CARWASH LOOKING SOUTH



5 - CONVENIENCE STORE LOOKING SOUTH



6 - CONVENIENCE STORE LOOKING SOUTH



1 - CANOPY LOOKING NORTH



2 - CONVENIENCE STORE LOOKING WEST

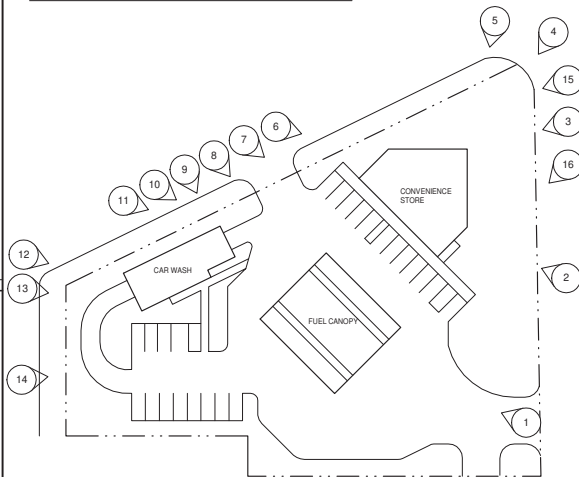
**WARE MALCOMB**  
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architecture  
interiors  
graphics  
civil engineering  
4605 CHERRY BLVD  
SAN JOSE, CA 95120  
P: 408.244.0600  
F: 408.244.0623



FACILITY ID#  
**Chevron** 20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

KEY PLAN



12 - CARWASH LOOKING SOUTH



13 - CARWASH LOOKING SOUTH



14 - CARWASH AND CANOPY LOOKING EAST



7 - CONVENIENCE STORE AND CANOPY LOOKING SOUTH



8 - CONVENIENCE STORE AND CANOPY LOOKING SOUTH



3 - CONVENIENCE LOOKING SOUTH



4 - CONVENIENCE LOOKING SOUTH

EXISTING PHOTOS

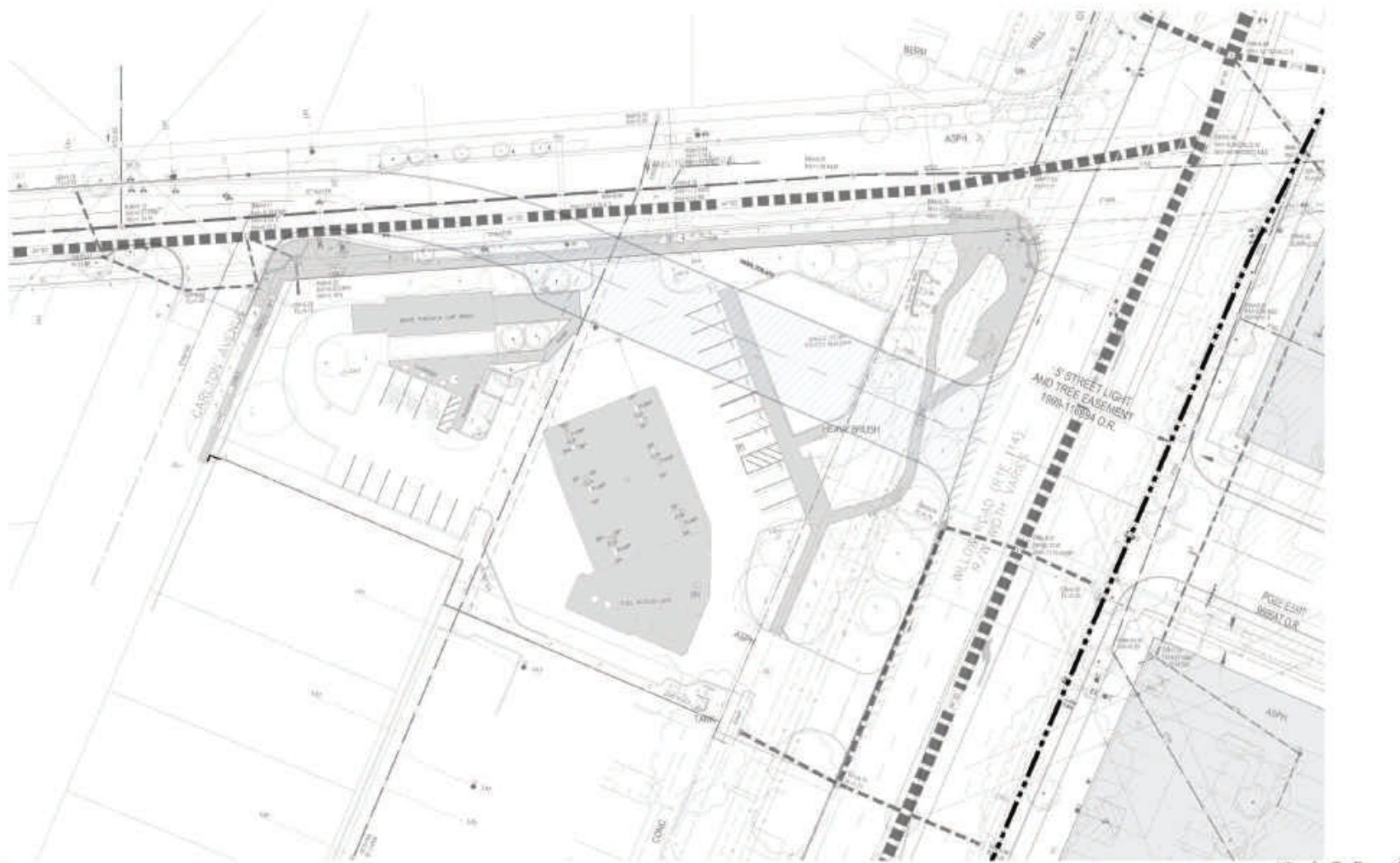
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08/23/2023	PERMISSION SIGNATURE SHEET #1
01/11/2024	PERMISSION SIGNATURE SHEET #1
03/21/2024	PERMISSION SIGNATURE SHEET #1

P/PM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNR21-0033-00

SHEET  
**A1.0**







**SHERWOOD**  
DESIGN ENGINEERS  
2548 Mission Street  
San Francisco, CA 94115  
www.sherwooddesign.com

**CHEVRON PARCEL**

SCALE 1"=20'

**WARE MALCOMB**  
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architectural  
services  
graphics  
and engineering  
4605 CHAMBERLAIN AVENUE  
SAN FRANCISCO, CA 94133  
P 415.774.1000  
F 415.774.1002



**Chevron** FACILITY ID#  
20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

HAMILTON RD REALIGNMENT (REFERENCE ONLY)	
03/03/2023	PRELIMINARY DESIGN
01/11/2024	PRELIMINARY DESIGN
02/15/2024	PRELIMINARY DESIGN

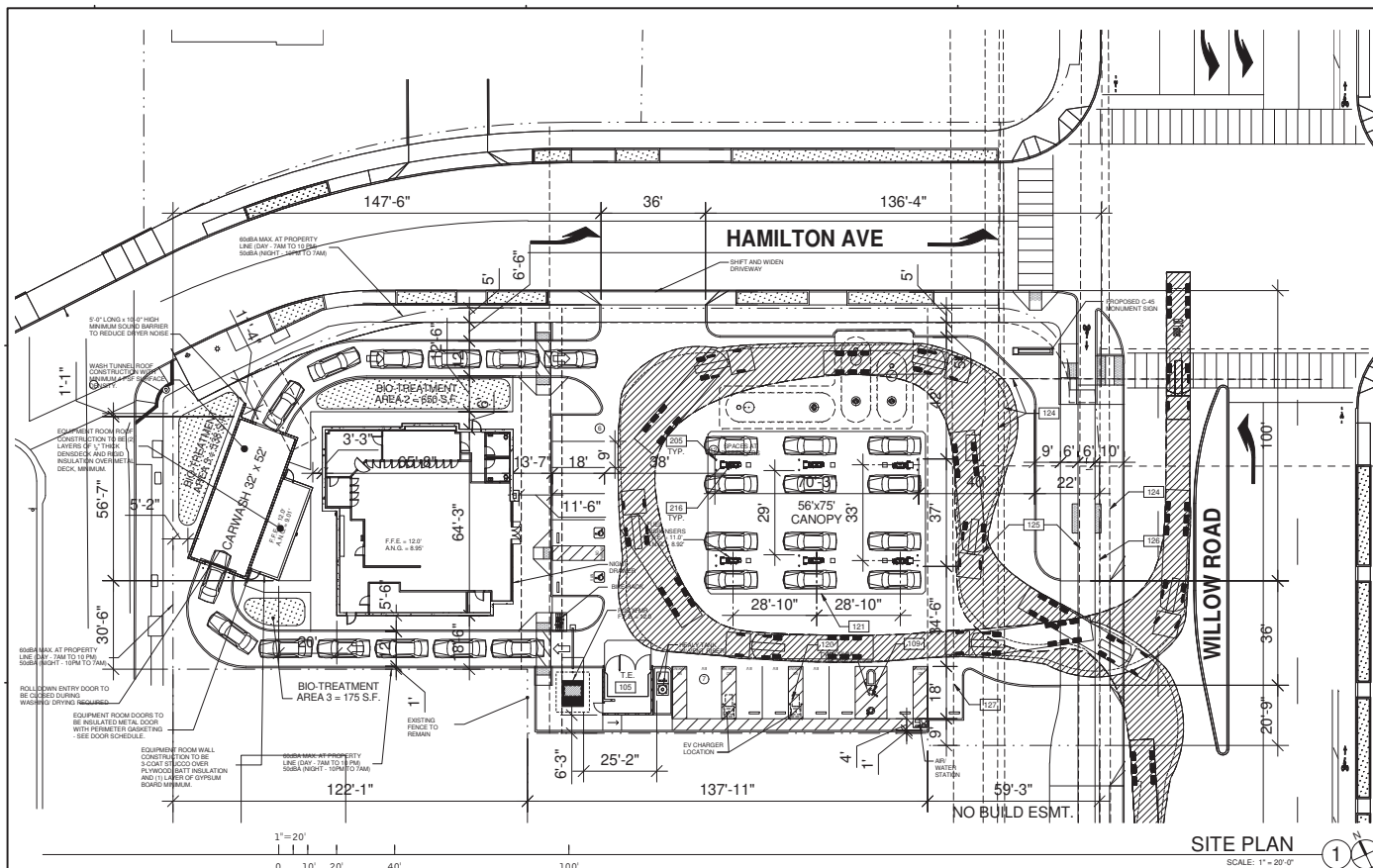
PAPM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNP21-0033-00

SHEET  
**A1.2**

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**KEYNOTES:** □

- SEE SHEET A1.2 FOR GENERAL NOTES
- 105 TRASH ENCLOSURE WITH RECYCLE BIN.
  - 109 VACUUM ISLAND.
  - 120 CONDUIT STUB FOR FUTURE E.V. CHARGER/PARKING SPACE.
  - 121 OUTLINE OF CANOPY ABOVE.
  - 124 EXISTING UNDERGROUND TELECOM LINE.
  - 125 EXISTING UNDERGROUND ELECTRICAL LINE.
  - 126 EXISTING UNDERGROUND GAS LINE.
  - 127 EXISTING UNDERGROUND WATER LINE.
  - 205 6" DIA. STEEL SILL/LAND W/ WELDED STEEL TOP. FILL WITH CONCRETE. PAINT WHITE (WH #855), AND ADD GUARD POST DECAL (DCL #236B).
  - 216 MULTI-PRODUCT FUEL DISPENSER.
  - 221 CMU WALL WITH PLASTER FINISH. PAINT TO MATCH BUILDING (SHADED WHISPER).
  - 222 6" HIGH CONCRETE CURB.
- [NOTE: PUBLIC IMPROVEMENTS DESIGNED AND CONSTRUCTED BY OTHERS]

**PROJECT DATA**

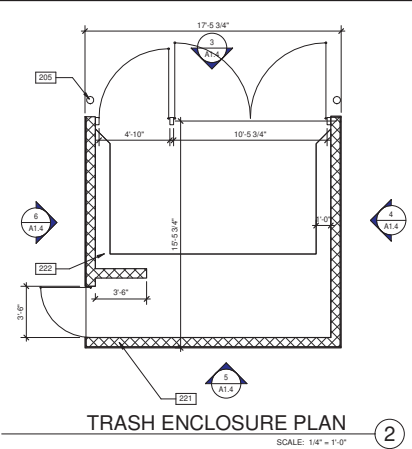
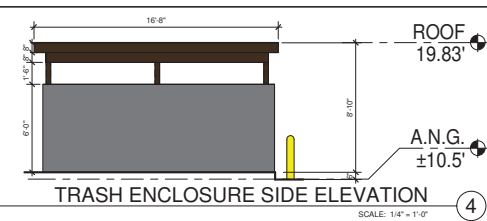
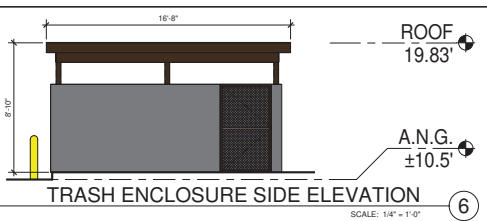
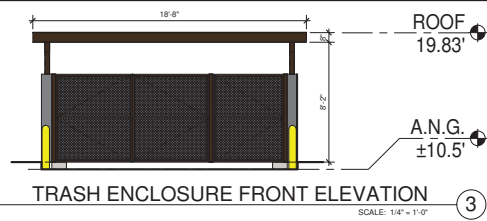
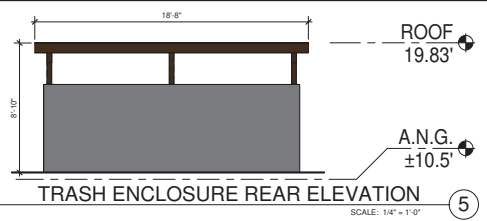
ZONING:	C-2-S
APN:	055395090
SITE AREA:	0.98 AC
GROSS:	42,495 SF
BUILDING FOOTPRINT:	4,452 SF
CARWASH FOOTPRINT:	1,481 SF
TOTAL FOOTPRINT:	5,933 SF
COVERAGE:	
GROSS:	12.00%

**PARKING SUMMARY**

TOTAL STALLS PROVIDED:	25
ACCESSIBLE STALLS:	1
STANDARD:	1
EV CHARGING STALLS:	18
EV CHARGING STALLS:	4

**LEGEND**

- MATERIALS:**
- EXTERIOR SMOOTH PLASTER FINISH WITH INTEGRAL COLOR OVER STUD WALL.
  - DARK BRONZE ANODIZED ALUMINUM (STOREFRONT SYSTEM & CANOPIES, METAL ROOF, MECHANICAL SCREEN).
  - EXPOSED CAST-IN PLACE CONCRETE.
  - COMPOSITE RAIN SCREEN SIDING, WOOD LOOK.
- COLORS:**
- PROVIDE 6" WIDE PAINT COLOR MOOK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.
- BASE COLOR: SHADED WHISPER - PPG0995-1
  - SECONDARY COLOR: STATUE GARDEN - PPG0996-3
  - ACCENT COLOR: RUM PLUMCH - PPG1190-7



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ENGINEER  
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LANDSCAPE ARCHITECT  
6465 CHERRY DRIVE, SUITE 100  
PACIFIC PALMS, CA 91068  
P: 952.24.1000



**Chevron** FACILITY ID# 20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

**PROPOSED SITE PLAN**

DATE	REVISIONS
09/12/2022	PERMITS SUBMITTED
09/12/2022	PERMITS SUBMITTED #1
01/11/2024	PERMITS SUBMITTED #2
09/12/2024	PERMITS SUBMITTED #3

P.A.P.M.: P. KING  
DRAWN BY: J.D./S.K.  
JOB NO.: SDR21-0033-00

SHEET  
**A1.4**



**COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION**  
701 Laurel Street  
Menlo Park, CA 94025  
phone: (650) 330-6702  
fax: (650) 327-1653  
planning@menlopark.org  
http://www.menlopark.org

**DATA SHEET**

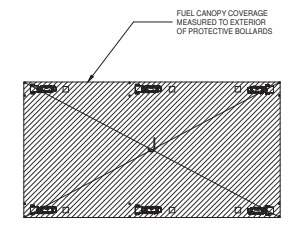
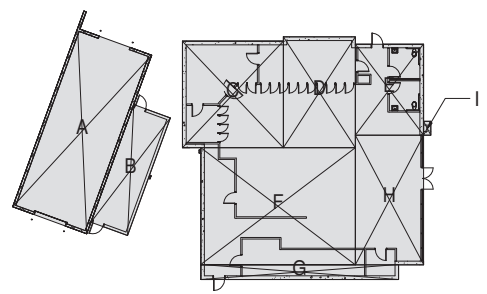
Please provide the appropriate information pertaining to your application. It is important to complete the existing and proposed development items even if the existing structure is being demolished or if there is no specific zoning ordinance requirement.

**LOCATION:** 1399 WILLOW ROAD & HAMILTON AVENUE

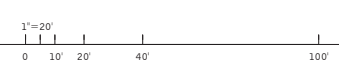
<b>EXISTING USE:</b> CHEVRON GAS, C-STORE & CAR WASH	<b>APPLICANT:</b> CHEVRON, INC.
<b>PROPOSED USE:</b> CHEVRON GAS, C-STORE & CAR WASH	<b>PROPERTY OWNER(S):</b> CHEVRON, INC.
<b>ZONING:</b> C-2-S	<b>APPLICATION(S):</b> PLANNING ENTITLEMENTS, C.U.P. FOR 24 HR OPERATION & BEERWINE SALES

DEVELOPMENT STANDARDS	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	42,485 sf	87,805 sf	25,000 sf min.
Lot width	339 ft	339 ft	n/a ft. min.
Lot depth	146 ft	268 ft	n/a ft. min.
Setbacks			
Front	60 ft.	60 ft.	ft. min.
Rear	10 ft.	10 ft.	ft. min.
Side (left)	5 ft.	10 ft.	ft. min.
Side (right)	5 ft.	10 ft.	ft. min.
Building coverage	8,188.86 sf	8,450 sf	sf max.
FAR (Floor Area Ratio)**	19.2%	14.6%	sf max.
FAR (Floor Area Ratio)**	71.8%	8,560 sf	sf max.
FAR (Floor Area Ratio)**	n/a sf	n/a sf	50 % max.
<b>Square footage by floor</b>			
- total	0 sf	0 sf	
- main	4,452.29H	3,238 sf	
- garage	0 sf	0 sf	
- accessory building(s)	1,481.34 sf	1,488 sf	
- other	2,250 sf	3,724 sf	
Square footage of buildings	8,156.93 sf	8,450 sf	sf max.
Building height***	23.7 ft	18.79 ft	ft max.
Landscaping****	27,283 sf	30,776 sf	sf min.
Parking****	84.2 %	53.3 %	sf min.
Parking	25 spaces	36 spaces	spaces
Online Basis for Parking	(Example: 1 covered/1 uncovered per residential unit or # of spaces/X square feet)		
Trees			
- # of existing Heritage trees	18	# of existing non-Heritage trees	58
- # of existing Heritage trees to be removed	11	# of non-Heritage trees to be removed	53
- # of new trees		Total # of trees	25

\* Commercial and Multiple-residential properties | \*\* Single family residential and R2 zoned properties | \*\*\* Commercial, Multiple-residential, and R2 zoned properties | \*\*\*\* Commercial, Multiple-residential, and R2 zoned properties  
Updated March 2008



**GROSS FLOOR AREA DIAGRAM**



**LEGEND**

- ENCLOSED BUILDING AREA
- OPEN STRUCTURE

**BUILDING COVERAGE CALCULATION**

AREA	DIMENSIONS	SF
A	52' x 21.5'	1116.6
B	10.07' x 10.13'	364.44
C	29.27' x 27.52'	799.83
D	29.22' x 19.67'	584.75
E	18.48' x 8.81'	461.17
F	32' x 42.19'	1350.27
G	54' x 4'	216
H	18.48' x 35.42'	658.3
I	3.75' x 2'	7.5
J	70' x 37'	2590
<b>TOTAL</b>		<b>8158.86</b>

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**Chevron**  
FACILITY ID#  
20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

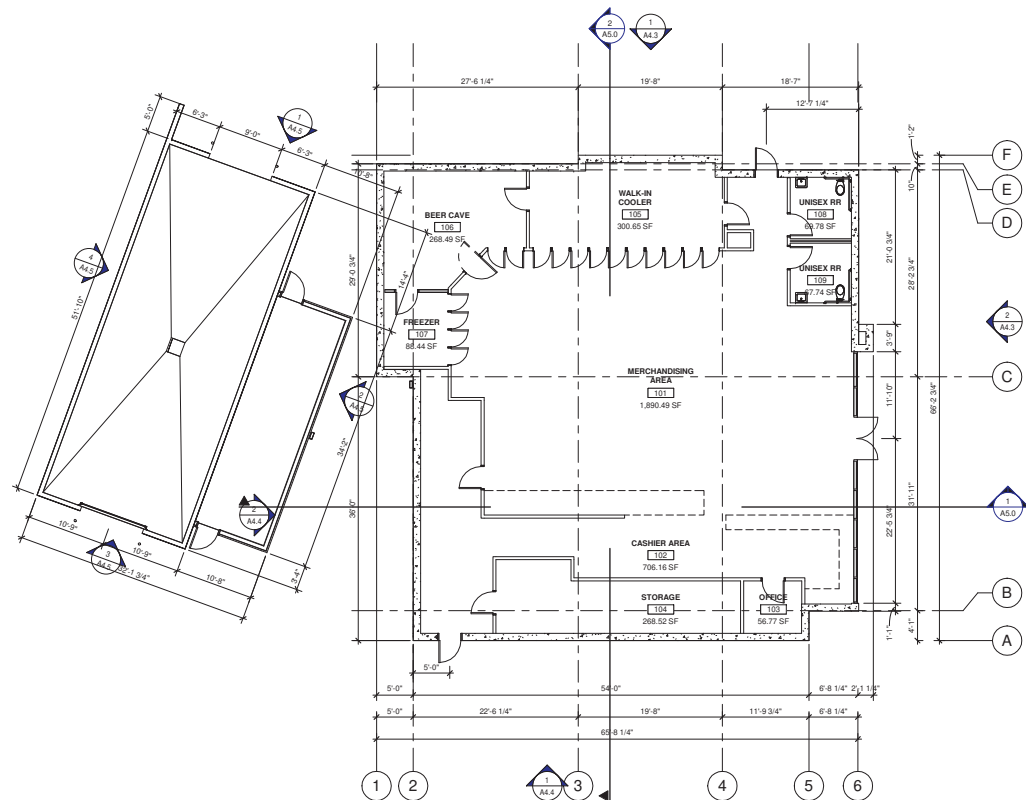
**GROSS FLOOR AREA DIAGRAM**

NO.	REVISIONS

PA/PM: P. KING  
DRAWN BY: Z.P.  
JOB NO.: SNR21-0033-00

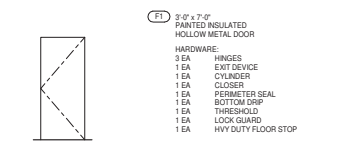
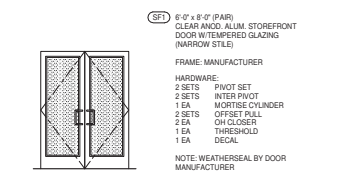
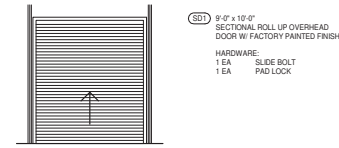
SHEET  
**A1.5**





**KEYNOTES:** ☐  
SEE SHEET A0.2 FOR GENERAL NOTES

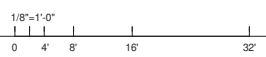
**DOOR TYPES**



**DOOR NOTES**

**BUTT HINGES:**  
• BUTTS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.  
• ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.  
**VOM (VORTEX) SERIES PANIC DEVICE OR APPROVED EQUAL**  
**CLOSING DEVICES:** MORTON 8500 BF SERIES OR APPROVED EQUAL  
**STOPS:** TRICO W/ 200 SERIES DOOR STOP  
**SLIDE BOLT AND PAD LOCK:** INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD.  
**EQUIPMENT ROOM DOORS:**  
• DOOR TO BE INSULATED METAL DOOR WITH PERIMETER GASKETING AS FOLLOWS:  
• SOLID THRESHOLD AND DOOR SHOE EQUIVALENT TO PEMKO 141A AND 254M  
• DOUBLE HEAD AND JAMB GASKETS EQUIVALENT TO PEMKO 588 PLUS PEMKO 315CR

**WALL LEGEND**



**FLOOR PLAN - C-STORE & CAR WASH**  
SCALE: 1/8" = 1'-0"

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**FLOOR PLAN - C-STORE & CAR WASH**

NO.	REVISIONS
001	08/12/2022 - PERMITS SUBMITTED
002	08/23/2023 - PERMITS SUBMITTED #1
003	01/11/2024 - PERMITS SUBMITTED #2
004	02/21/2024 - PERMITS SUBMITTED #3

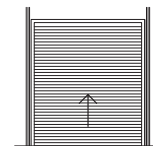
P.A.P.M.	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNR21-0033-00

SHEET  
**A2.1**

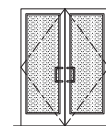
**KEYNOTES:** ☐

SEE SHEET A12 FOR GENERAL NOTES

**DOOR TYPES**



**SD** 8'-0" x 12'-0"  
SECTIONAL ROLL UP OVERHEAD  
DOOR W/ FACTORY PAINTED FINISH.  
HARDWARE:  
1 EA SLIDE BOLT  
1 EA PAD LOCK



**EFT** 6'-0" x 8'-0" (PAIR)  
CLEAR ANOD. ALUM. STOREFRONT  
DOOR W/ TEMPERED GLAZING  
(NARROW STYLE)  
FRAME MANUFACTURER  
HARDWARE:  
2 SETS PIVOT SET  
2 SETS INTER PIVOT  
2 SETS MORTISE CYLINDER  
2 SETS OFFSET PULL  
2 EA OH CLOSER  
1 EA THRESHOLD  
1 EA DECAL  
NOTE: WEATHERSEAL BY DOOR  
MANUFACTURER



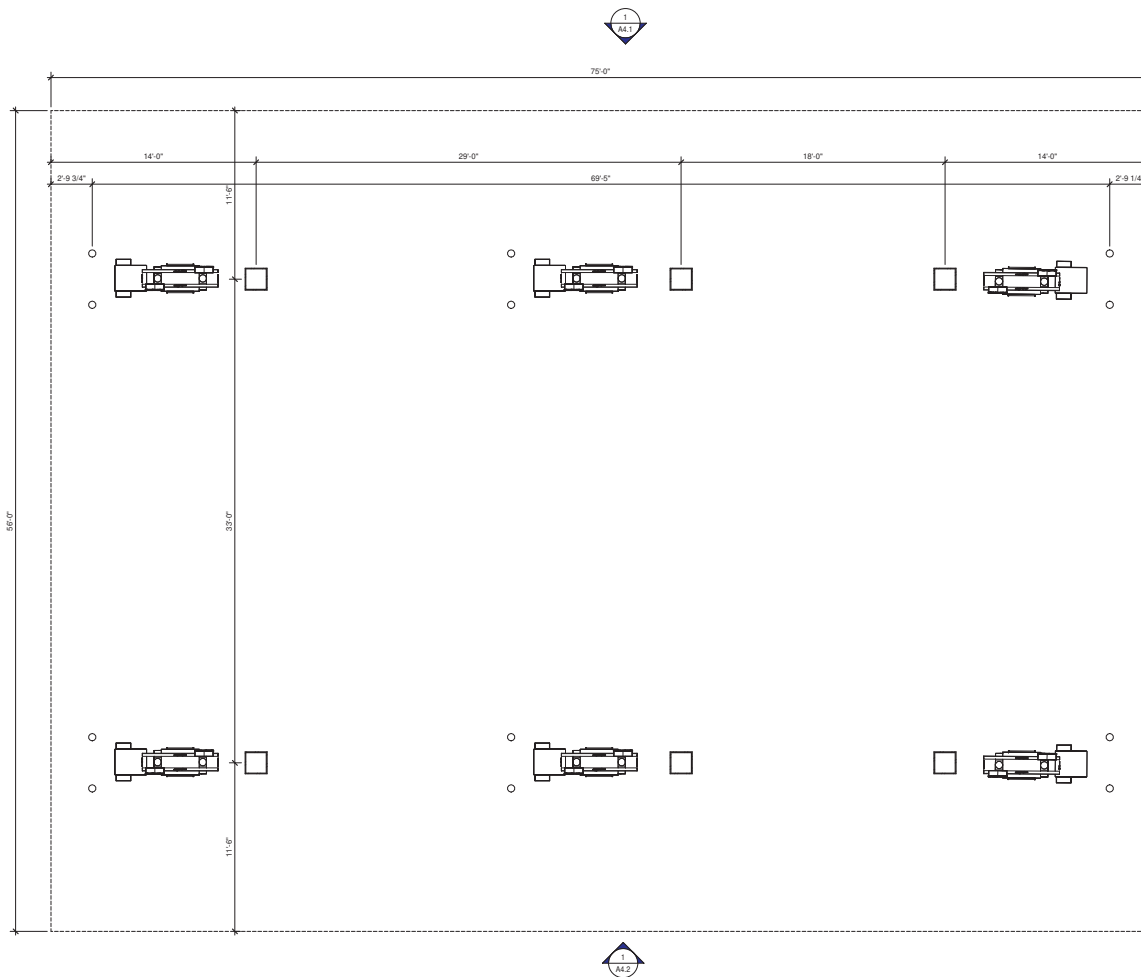
**FI** 3'-0" x 7'-0"  
PAINTED INSULATED  
HOLLOW METAL DOOR  
HARDWARE:  
1 EA HINGES  
1 EA EXIT DEVICE  
1 EA CYLINDER  
1 EA CLOSER  
1 EA PERIMETER SEAL  
1 EA BOTTOM DRIP  
1 EA THRESHOLD  
1 EA HVY DUTY FLOOR STOP

**DOOR NOTES**

**BUTT HINGES:**  
SOSIS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.  
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.  
**VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL**  
**CLOSING DEVICES:** HORTON 8500 SP SERIES OR APPROVED EQUAL  
**STOPS:** TRIMCO W1500 SERIES DOOR STOP  
**SLIDE BOLT AND PAD LOCK:** INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD  
**EQUIPMENT ROOM DOORS:**  
DOORS TO BE INSULATED METAL DOOR WITH PERIMETER GASKETING AS FOLLOWS:  
• SOLID THRESHOLD AND DOOR SHOE EQUIVALENT TO PEMKO 141A AND 234V  
• DOUBLE HEAD AND JAMB GASKETS EQUIVALENT TO PEMKO 588 PLUS PEMKO 315R

**WALL LEGEND**

- EXTERIOR PLASTER FINISH OVER METAL STUD WALL
- CONCRETE BLOCK WALL WITH EXTERIOR FINISH PER ELEVATIONS.
- CONCRETE WALL WITH EXTERIOR FINISH PER ELEVATIONS.



**FLOOR PLAN - CANOPY**  
SCALE: 1/4" = 1'-0"



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**FLOOR PLAN - CANOPY**

DATE	REVISIONS
08/12/2024	Revised Schedule
08/05/2024	Revised Schedule
07/19/2024	Revised Schedule
07/12/2024	Revised Schedule

PA/PM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SMR21-0033-00

SHEET  
**A2.3**

**KEYNOTES:** ☐

SEE SHEET A3.2 FOR GENERAL NOTES

- 321 ROOFTOP MECHANICAL UNITS TO COMPLY WITH A NOISE LIMIT OF 50 dBA AT 50 FEET.
- 424 METAL MECHANICAL SCREEN.

**ABBREVIATIONS**

- T.O.P. = TOP OF PARAPET
- H.P. = TOP OF ROOFING - HIGH POINT
- M.P. = TOP OF ROOFING - MID POINT
- L.P. = TOP OF ROOFING - LOW POINT

**CALCULATIONS**


**FUTURE SOLAR:**

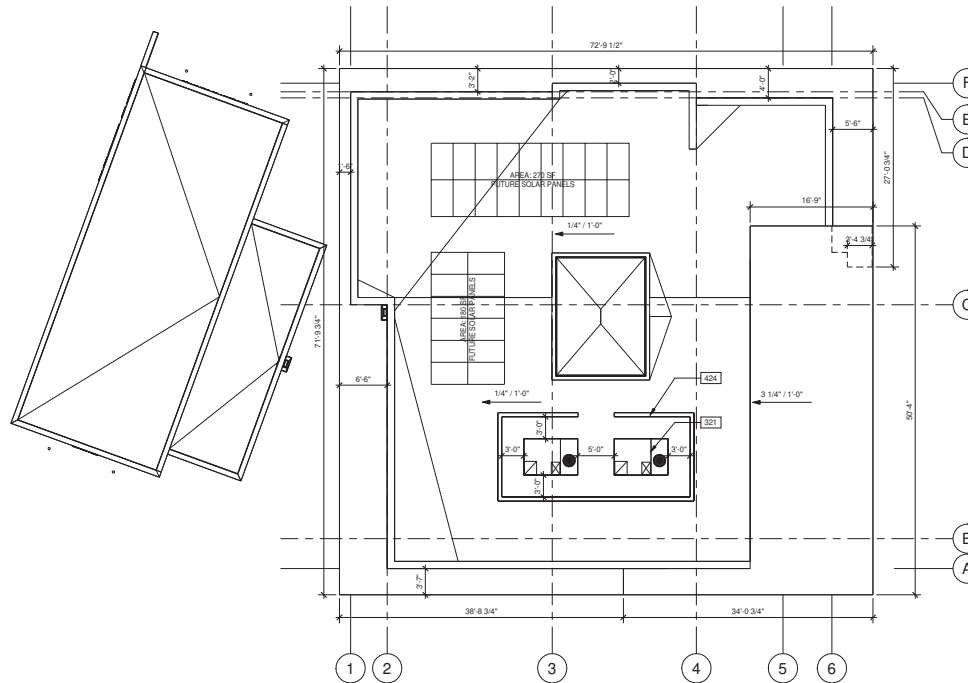
ROOF AREA:	3,064 S.F.
SKYLIGHT AREA:	211 S.F.
ROOF AREA LESS SKYLIGHT:	2,853 S.F.
15% OF ROOF AREA (LESS SKYLIGHTS):	425 S.F.
FG:	425 S.F.*
TOTAL AREA FOR FUTURE SOLAR REQUIRED:	425 S.F.
TOTAL AREA FOR FUTURE SOLAR PROVIDED:	450 S.F.

FUTURE SOLAR AREA TO BE PROVIDED ON TOP OF FUEL AREA CANOPY

\*CEC SECTION 110.10(B)(4) DOES NOT REQUIRE THE INCLUSION OF ANY COLLATERAL LOADS FOR FUTURE SOLAR ENERGY SYSTEMS.

**LEGEND**

-  SKYLIGHT: COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL, CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.



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



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**ROOF PLAN - C-STORE & CAR WASH**

NO.	DATE	REVISIONS
001	08/12/2022	PERMITS SUBMITTED
002	08/23/2023	PERMITS SUBMITTED #1
003	01/11/2024	PERMITS SUBMITTED #2
004	03/21/2024	PERMITS SUBMITTED #3

PA/PM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNR21-0033-00

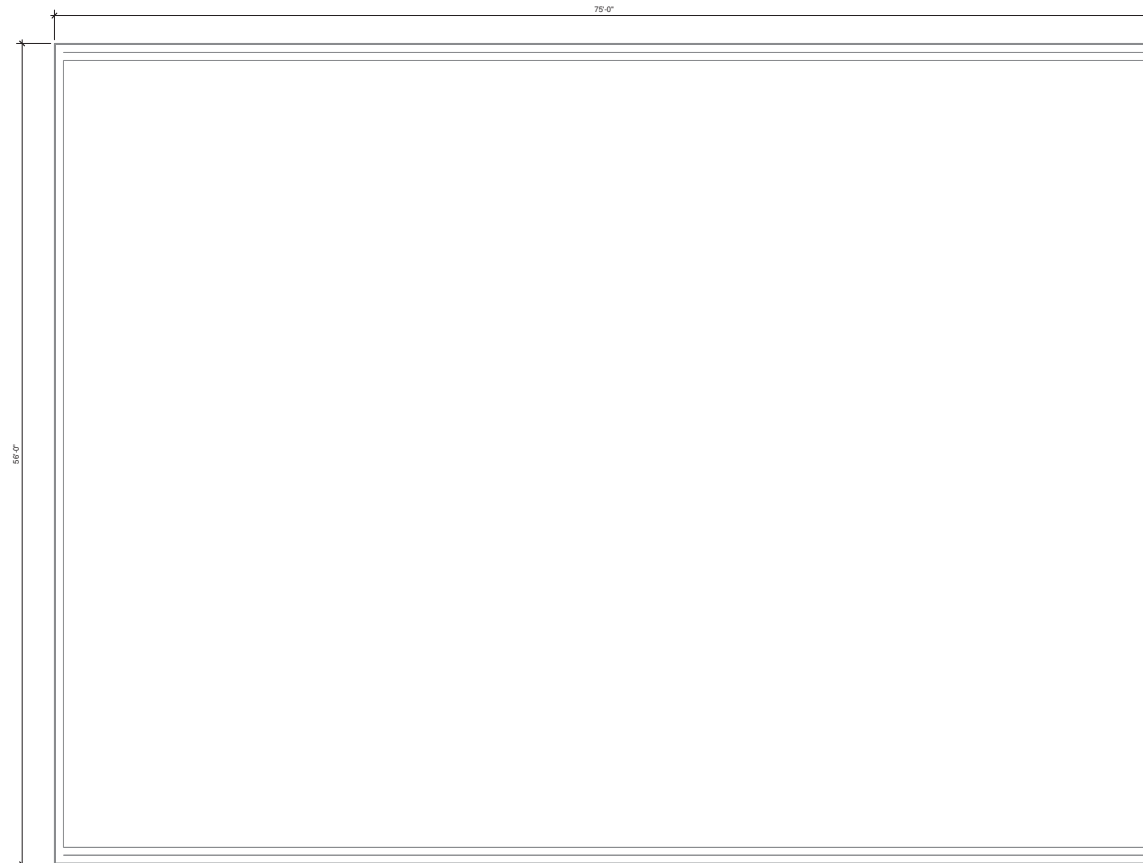
SHEET  
**A3.1**

**KEYNOTES:** 

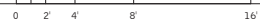
SEE SHEET A3.2 FOR GENERAL NOTES

**ABBREVIATIONS**

- T.O.P. - TOP OF PARAPET
- H.P. - TOP OF ROOFING - HIGH POINT
- M.P. - TOP OF ROOFING - MID POINT
- L.P. - TOP OF ROOFING - LOW POINT



1/4" = 1'-0"



**ROOF PLAN - CANOPY**

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



**ROOF PLAN - CANOPY**

DATE	REVISIONS
09/22/2022	Revit Model Setup
09/23/2023	Revit Model Setup
01/19/2024	Revit Model Setup
02/16/2024	Revit Model Setup

PA/PM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNR21-0033-00

SHEET  
**A3.2**



**FACILITY ID#**  
20-7718

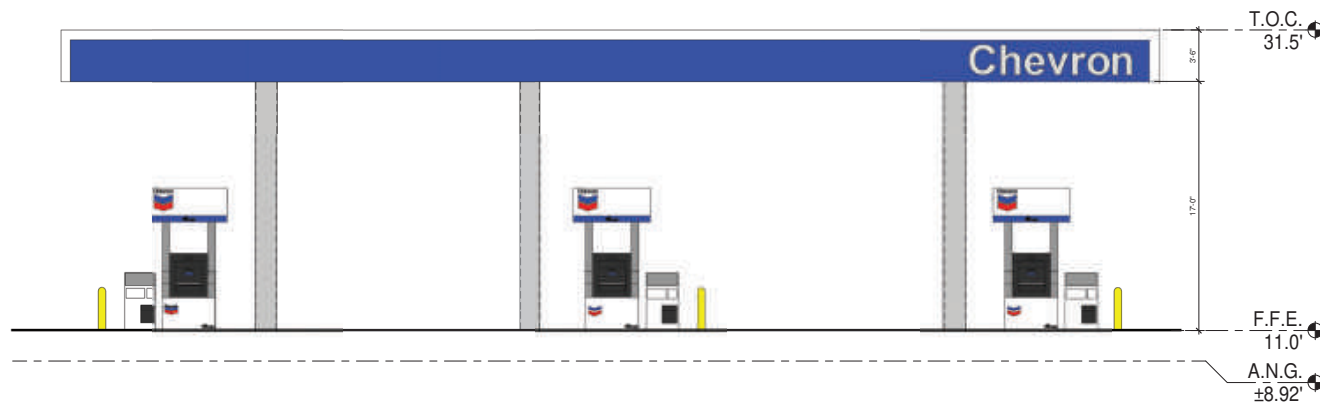
**1399 WILLOW ROAD**  
**MENLO PARK, CA 94025**



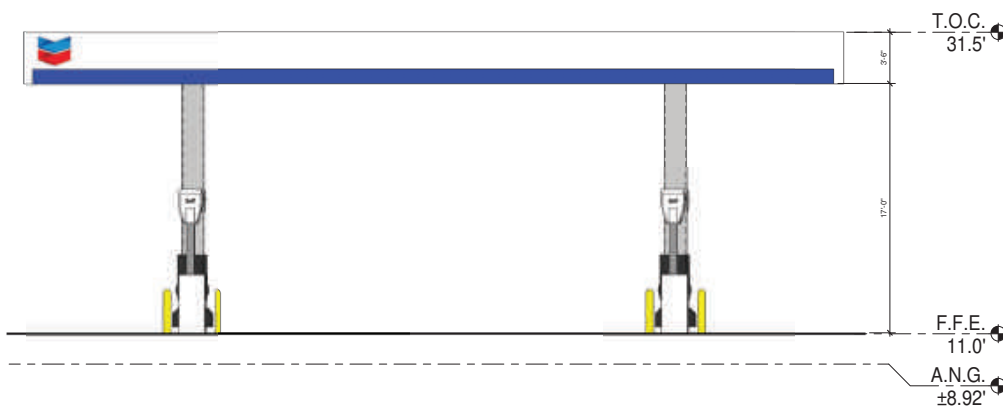
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interior  
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or engineering

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NORTH EXTERIOR ELEVATION ①  
SCALE: 1/4" = 1'-0"



EAST EXTERIOR ELEVATION ②  
SCALE: 1/4" = 1'-0"

KEYNOTES:   
SEE SHEET A42 FOR GENERAL NOTES

LEGEND

- MATERIALS:**
- RAYNOBOND COMPOSITE METAL PANEL - MATTE WHITE
  - RAYNOBOND COMPOSITE METAL PANEL - MATTE BLUE
- COLORS:**
- PROVIDE 6" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.
  - BASE COLOR: SILVER - PMS 877

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EXTERIOR ELEVATIONS - CANOPY

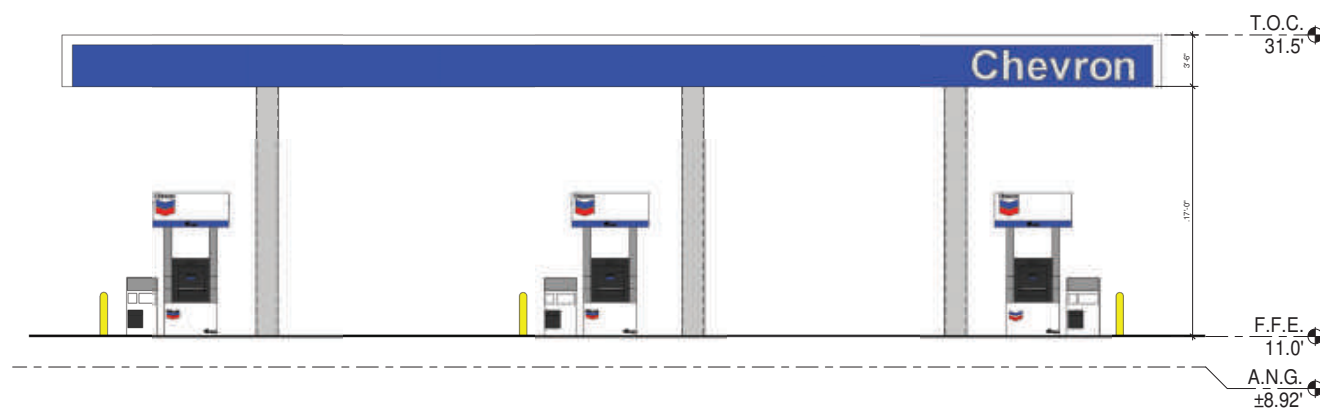
DATE	REVISIONS
08/12/2022	Revitwork Shared
08/04/2023	External Revitwork #1
01/11/2024	External Revitwork #2
02/16/2024	External Revitwork #3

P.A.P.M.:	P. KING
DRAWN BY:	J.D./S.K./Z.P.
JOB NO.:	SNP21-0033-00

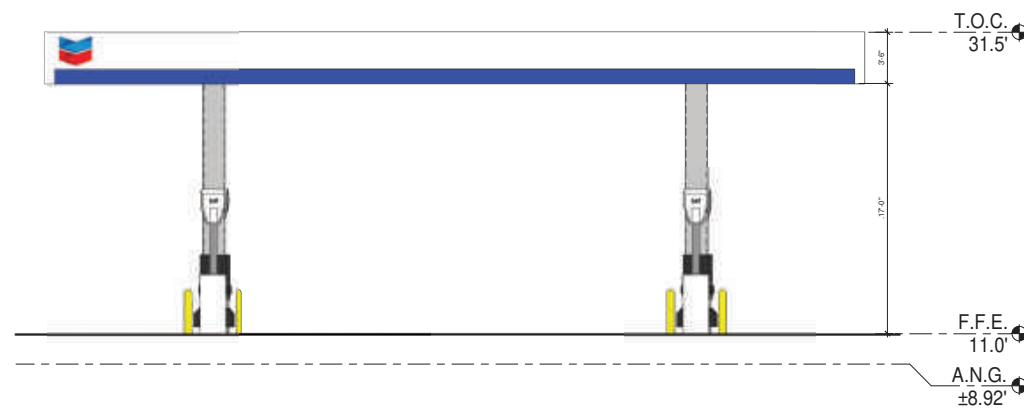
SHEET  
**A4.1**

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**SOUTH EXTERIOR ELEVATION**  
SCALE: 1/4" = 1'-0" (1)



**WEST EXTERIOR ELEVATION**  
SCALE: 1/4" = 1'-0" (2)

**KEYNOTES:** ☐  
SEE SHEET A02 FOR GENERAL NOTES

**LEGEND**

- MATERIALS:**
- RAYBOND COMPOSITE METAL PANEL - MATTE WHITE
  - RAYBOND COMPOSITE METAL PANEL - MATTE BLUE
- COLORS:**
- PROVIDE 6" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.
- BASE COLOR: SILVER - PMS 877

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graphics  
civil engineering

4605 CHERRY DRIVE  
MENLO PARK, CA 94025  
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**FACILITY ID#**  
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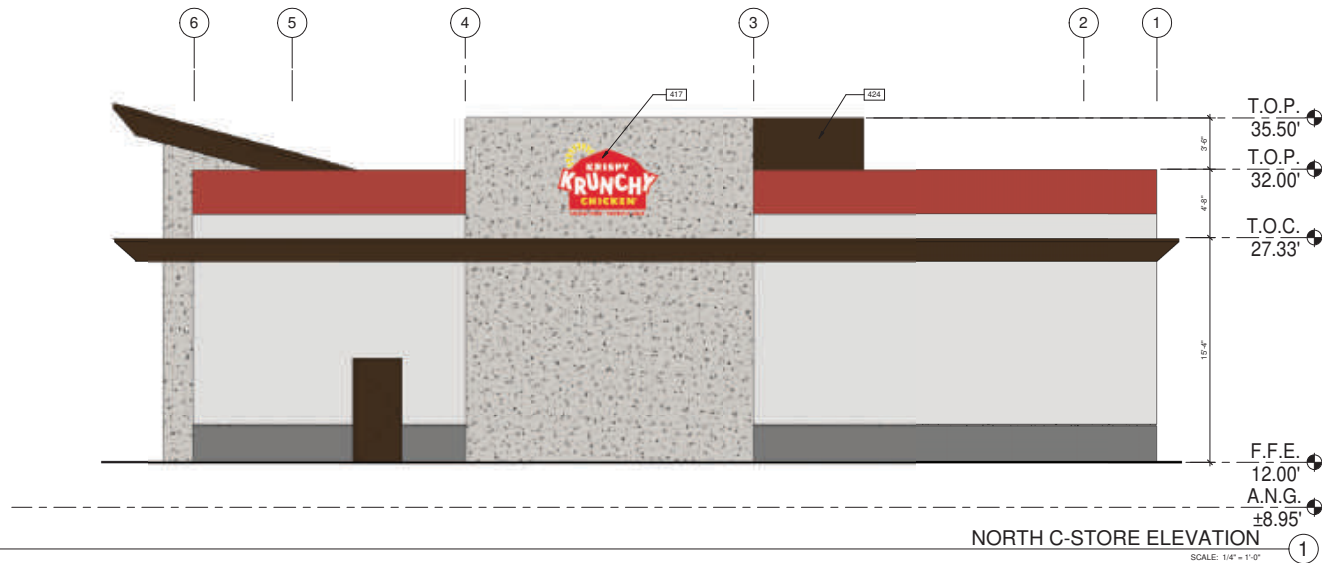
**Chevron**  
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**EXTERIOR ELEVATIONS - CANOPY**

NO.	REVISIONS
001	PERMITS SUBMITTED
002	PERMITS SUBMITTED #1
003	PERMITS SUBMITTED #2
004	PERMITS SUBMITTED #3
005	PERMITS SUBMITTED #4
006	PERMITS SUBMITTED #5

PA/PM:	P. KING
DRAWN BY:	J.D./S.K./Z.P.
JOB NO.:	SNP21-0033-00

SHEET  
**A4.2**



**KEYNOTES:**

SEE SHEET A4.2 FOR GENERAL NOTES

- 417 SIGNAGE BY OTHERS, TO BE SUBMITTED IN A SEPARATE PACKAGE.
- 424 METAL MECHANICAL SCREEN.



**LEGEND**

**MATERIALS:**

EXTERIOR SMOOTH PLASTER FINISH WITH INTEGRAL COLOR OVER STUD WALL

DARK BRONZE ANODIZED ALUMINUM (STOREFRONT SYSTEM & CANOPIES, METAL ROOF, MECHANICAL SCREEN)

EXPOSED CAST IN PLACE CONCRETE

COMPOSITE RAIN SCREEN SIDING, WOOD LOOK

**GLASS:**

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE: XXXXXXXX

U FACTOR = 0.28 AND SHGC = 0.28

GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

**COLORS:**

PROVIDE 6" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW

BASE COLOR: SHADED WHISPER - PPG0995-1

SECONDARY COLOR: STATUE GARDEN - PPG0996-3

ACCENT COLOR: RUM PUNCH - PPG1190-7

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interiors  
graphics  
and engineering  
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F: 925.241.6023



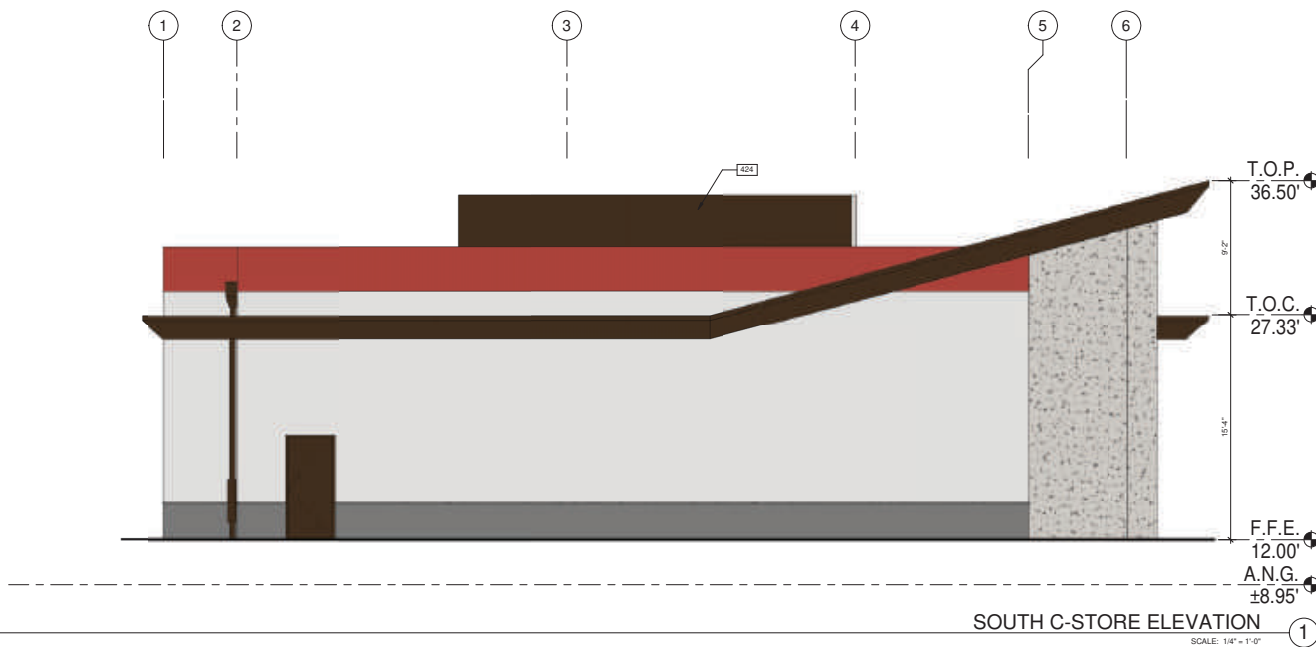
**Chevron** FACILITY ID#  
20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

**EXTERIOR ELEVATIONS - C-STORE**

NO.	REVISIONS
001	PERMITS
002	PERMITS
003	PERMITS
004	PERMITS
005	PERMITS
006	PERMITS
007	PERMITS
008	PERMITS
009	PERMITS
010	PERMITS
011	PERMITS
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042	PERMITS
043	PERMITS
044	PERMITS
045	PERMITS
046	PERMITS
047	PERMITS
048	PERMITS
049	PERMITS
050	PERMITS

P.A.P.M.: P. KING  
DRAWN BY: J.D./S.K./Z.P.  
JOB NO.: SDR21-0033-00

SHEET  
**A4.3**



**KEYNOTES:**

SEE SHEET A4.2 FOR GENERAL NOTES

424 METAL MECHANICAL SCREEN

**LEGEND**

**MATERIALS:**

EXTERIOR SMOOTH PLASTER FINISH WITH INTEGRAL COLOR OVER STUD WALL

DARK BRONZE ANODIZED ALUMINUM (STOREFRONT SYSTEM & CANOPIES, METAL ROOF, MECHANICAL SCREEN)

EXPOSED CAST IN PLACE CONCRETE

COMPOSITE RAIN SCREEN SIDING, WOOD LOOK

**GLASS:**

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:  
 200X2000  
 U-FACTOR = 0.28 AND SHGC = 0.28  
 GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

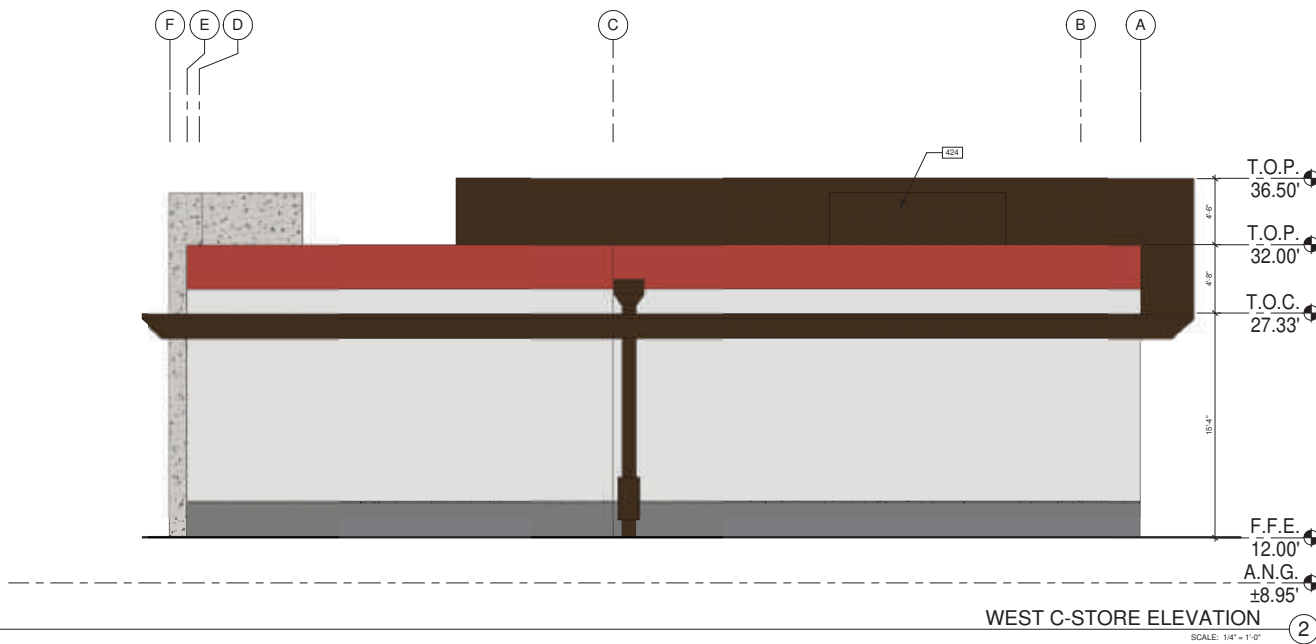
**COLORS:**

PROVIDE 6" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

BASE COLOR: SHADED WHISPER - PPG0995-1

SECONDARY COLOR: STATUE GARDEN - PPG0996-3

ACCENT COLOR: RUM PUNCH - PPG1190-7



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 graphics  
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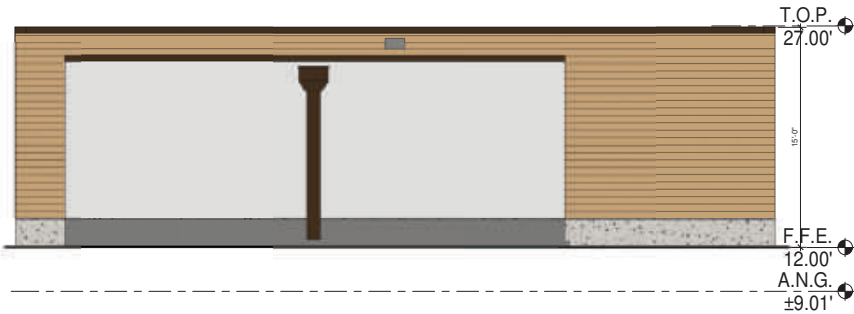
FACILITY ID#  
**Chevron** 20-7718  
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EXTERIOR ELEVATIONS - C-STORE

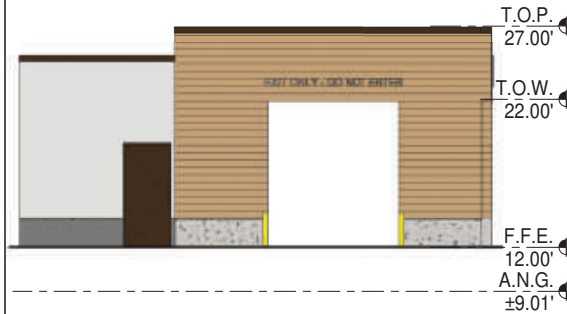
NO.	REVISIONS
001	PERMITS
002	PERMITS
003	PERMITS
004	PERMITS
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047	PERMITS
048	PERMITS
049	PERMITS
050	PERMITS

P.A.P.M.: P. KING  
 DRAWN BY: J.D./S.K./Z.P.  
 JOB NO.: SDR21-0033-00

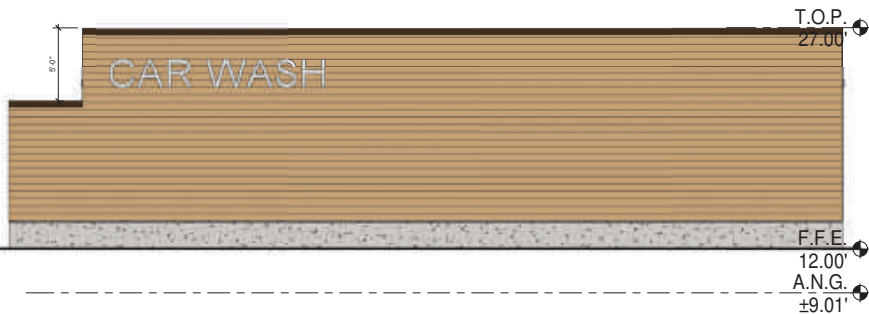
SHEET  
**A4.4**



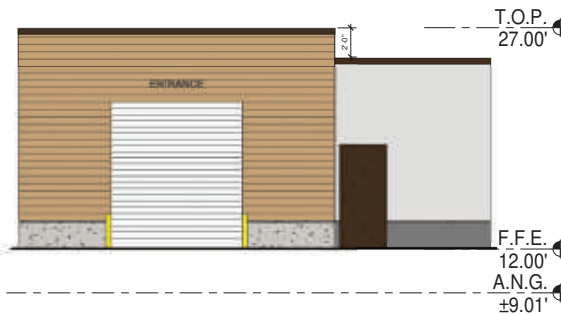
CAR WASH EAST ELEVATION ②  
SCALE: 1/4" = 1'-0"



CAR WASH NORTH ELEVATION ①  
SCALE: 1/4" = 1'-0"



CAR WASH WEST ELEVATION ④  
SCALE: 1/4" = 1'-0"



CAR WASH SOUTH ELEVATION ③  
SCALE: 1/4" = 1'-0"

KEYNOTES:   
SEE SHEET A4.2 FOR GENERAL NOTES

LEGEND

MATERIALS:

- EXTERIOR SMOOTH PLASTER FINISH WITH INTEGRAL COLOR OVER STUD WALL
- DARK BRONZE ANODIZED ALUMINUM (STOREFRONT SYSTEM & CANOPIES, METAL ROOF, MECHANICAL SCREEN)
- EXPOSED CAST IN PLACE CONCRETE
- COMPOSITE RAIN SCREEN SIDING, WOOD LOOK

GLASS:

- VISION GLASS
- SPANDREL GLASS
- TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:  
300X300  
U-FACTOR = 0.28 AND SHGC = 0.28  
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

- PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.
- BASE COLOR: SHADED WHISPER - PPG0995-1
  - SECONDARY COLOR: STATUE GARDEN - PPG0996-3
  - ACCENT COLOR: RUM PUNCH - PPG1190-7

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Leading Design for Commercial Real Estate

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interior  
graphics  
civil engineering

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SUITE 200  
PUEBLO, CO 81008  
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F: 303.244.0623



**Chevron** FACILITY ID# 20-7718  
1399 WILLOW ROAD  
MENLO PARK, CA 94025

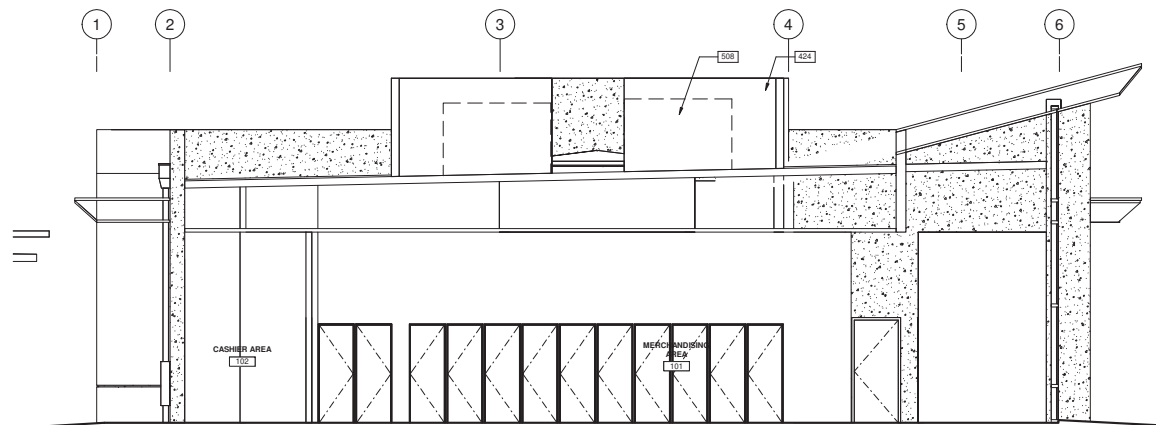
EXTERIOR ELEVATIONS - CAR WASH

NO.	REVISIONS
001	03/12/2024 - Exterior Elevation #1
002	03/12/2024 - Exterior Elevation #1
003	03/12/2024 - Exterior Elevation #1
004	03/12/2024 - Exterior Elevation #1

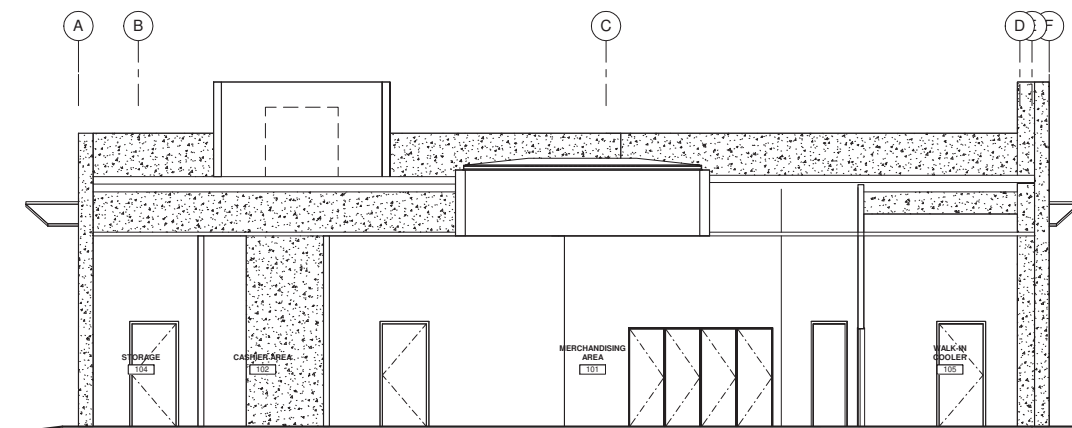
PA/PM:	P. KING
DRAWN BY:	Z.P.
JOB NO.:	SMR21-0033-00

SHEET  
**A4.5**

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**BUILDING SECTION 1**  
SCALE: 1/4" = 1'-0"



**BUILDING SECTION 2**  
SCALE: 1/4" = 1'-0"

**KEYNOTES:**

SEE SHEET A0.2 FOR GENERAL NOTES

- 424 METAL MECHANICAL SCREEN.
- 508 HVAC UNIT LOCATION; HEIGHT TO BE DETERMINED.

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civil engineering

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F 650.324.1000



**Chevron** FACILITY ID# 20-7718  
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MENLO PARK, CA 94025

**BUILDING SECTIONS**

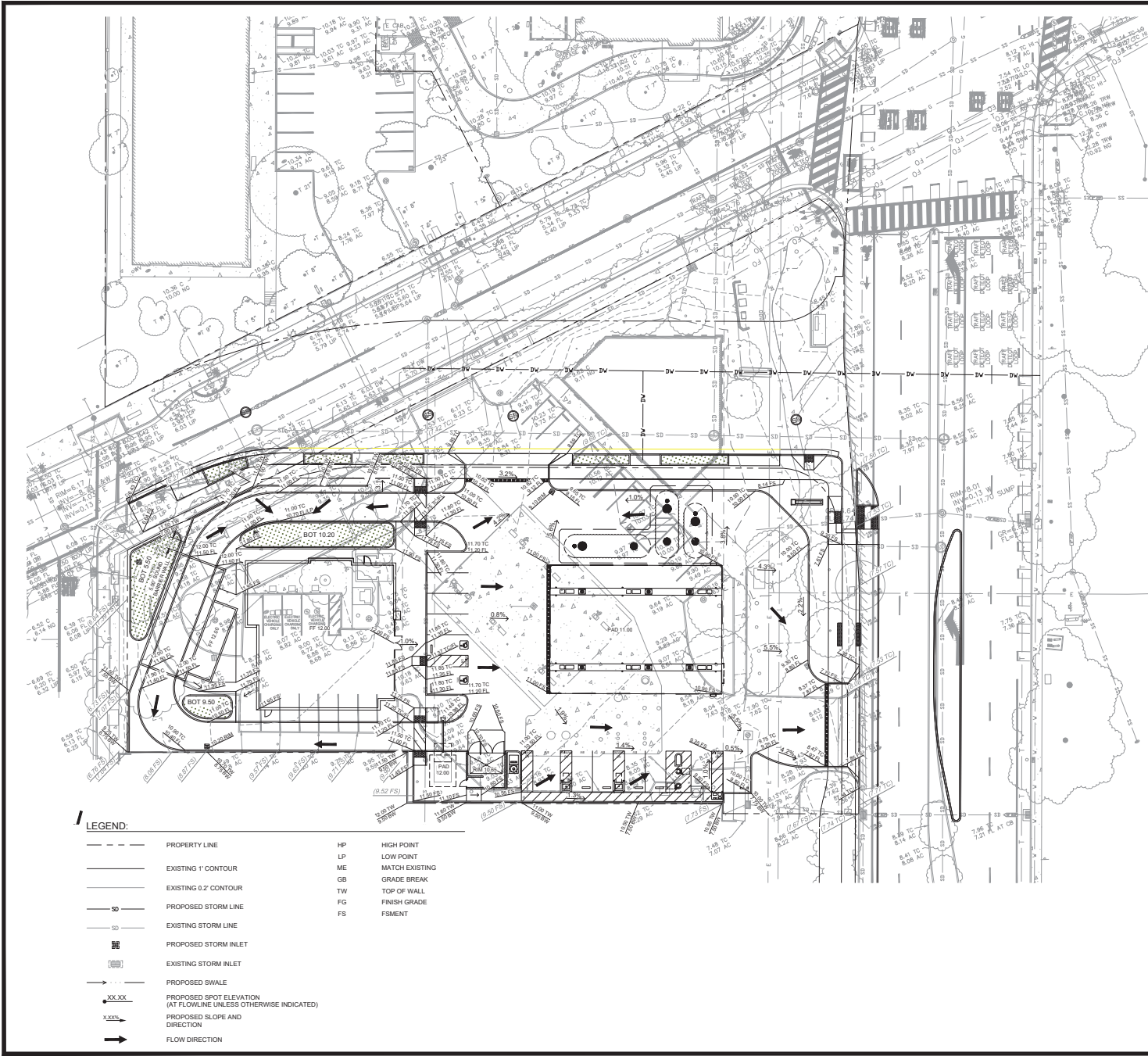
DATE	DESCRIPTION
08/12/2022	PERMITS SUBMITTAL #1
08/01/2023	PERMITS SUBMITTAL #1
01/11/2024	PERMITS SUBMITTAL #2
02/16/2024	PERMITS SUBMITTAL #3

PA/PM:	P. KING
DRAWN BY:	J.D./S.K.
JOB NO.:	SNP21-0033-00

SHEET  
**A5.0**







**CONSTRUCTION NOTES**

- 1 PROPOSED BUILDING. SEE ARCHITECTURAL PLANS
- 2 TRASH ENCLOSURE. SEE DETAIL ON SHEET A1-3 ON ARCHITECTURE PLANS
- 3 6" TC AT ALL CURBS AND GUTTER. ABOVE FS ELEVATIONS SHOWN
- 4 6" CURB AND GUTTER AROUNDS BIO-RETENTION BASINS
- 5 6" VERTICAL CURB SEE DETAIL C ON SHEET C&D
- 6 INSTALL CURB CUTS ALONG ALL BIO-RETENTION CURBS AT 10' SPACING
- 7 INSTALL 1/2" TRICH CH DRAINS WHERE SHOWN WITH INTERNAL 0.005 BOTTOM SLOPE
- 8 INSTALL COBBLE CHANNEL AT CURB OPENING. POST DETAIL H ON SHEET C&D
- 9 INSTALL ACCESSIBLE RAMP TYPE C PER DETAIL J ON SHEET C&D
- 10 ACCESSIBLE PARKING STALLS AND CURB RAMP. SEE ARCHITECTURAL PLAN FOR DETAILS AND DETAIL K ON SHEET B&D
- 11 BIO-RETENTION SEE SHEET C&D FOR DETAILS. PRIVATELY MAINTAINED.

**NOTE** (VESTING TENTATIVE MAP)  
 PROPOSED PROJECT IS BASED ON APPROVED VESTING TENTATIVE MAP FOR HAMILTON AVENUE PARCELS ASSOCIATED WITH WILLOW VILLAGE MASTER PLAN. PROJECT WILL ULTIMATELY BE COVARIANT ON APPROVAL OF FINAL MAP.

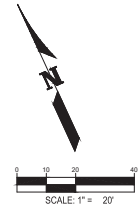
**FEMA STATEMENT OF COMPLIANCE**  
 I CERTIFY THAT I AM THE ENGINEER OR ARCHITECT OF RECORD AND THE PLANS DATED \_\_\_\_\_ SUBMITTED ON \_\_\_\_\_ COMPLY WITH THE CITY'S FLOOD DAMAGE PREVENTION ORDINANCE (CHAPTER 17, SECTION 03).

ENGINEER OF RECORD  
 GERRY PARCO, P.E. C-8908

**NOTE**  
 INFORMATION WITHIN THE PUBLIC RIGHT-OF-WAY SHOWN ON THESE PLANS ARE FOR ILLUSTRATION PURPOSES ONLY. SEE PLANS BY SEPARATE PERMIT BY OTHERS.

**LEGEND:**

- PROPERTY LINE
- EXISTING 1' CONTOUR
- EXISTING 0.2' CONTOUR
- SD --- PROPOSED STORM LINE
- SD --- EXISTING STORM LINE
- [Symbol] PROPOSED STORM INLET
- [Symbol] EXISTING STORM INLET
- PROPOSED SWALE
- XX.XX PROPOSED SPOT ELEVATION (AT FLOWLINE UNLESS OTHERWISE INDICATED)
- X.XX% PROPOSED SLOPE AND DIRECTION
- FLOW DIRECTION
- HP HIGH POINT
- LP LOW POINT
- ME MATCH EXISTING
- GB GRADE BREAK
- TW TOP OF WALL
- FG FINISH GRADE
- FS FMSMENT



**WARE MALCOMB**  
 CIVIL ENGINEERING

4688 Shafter Dr  
 Suite 300  
 Pleasanton, CA 94588  
 P 925.244.9020  
 wwaremalcomb.com

FOR AND ON BEHALF OF WARE MALCOMB

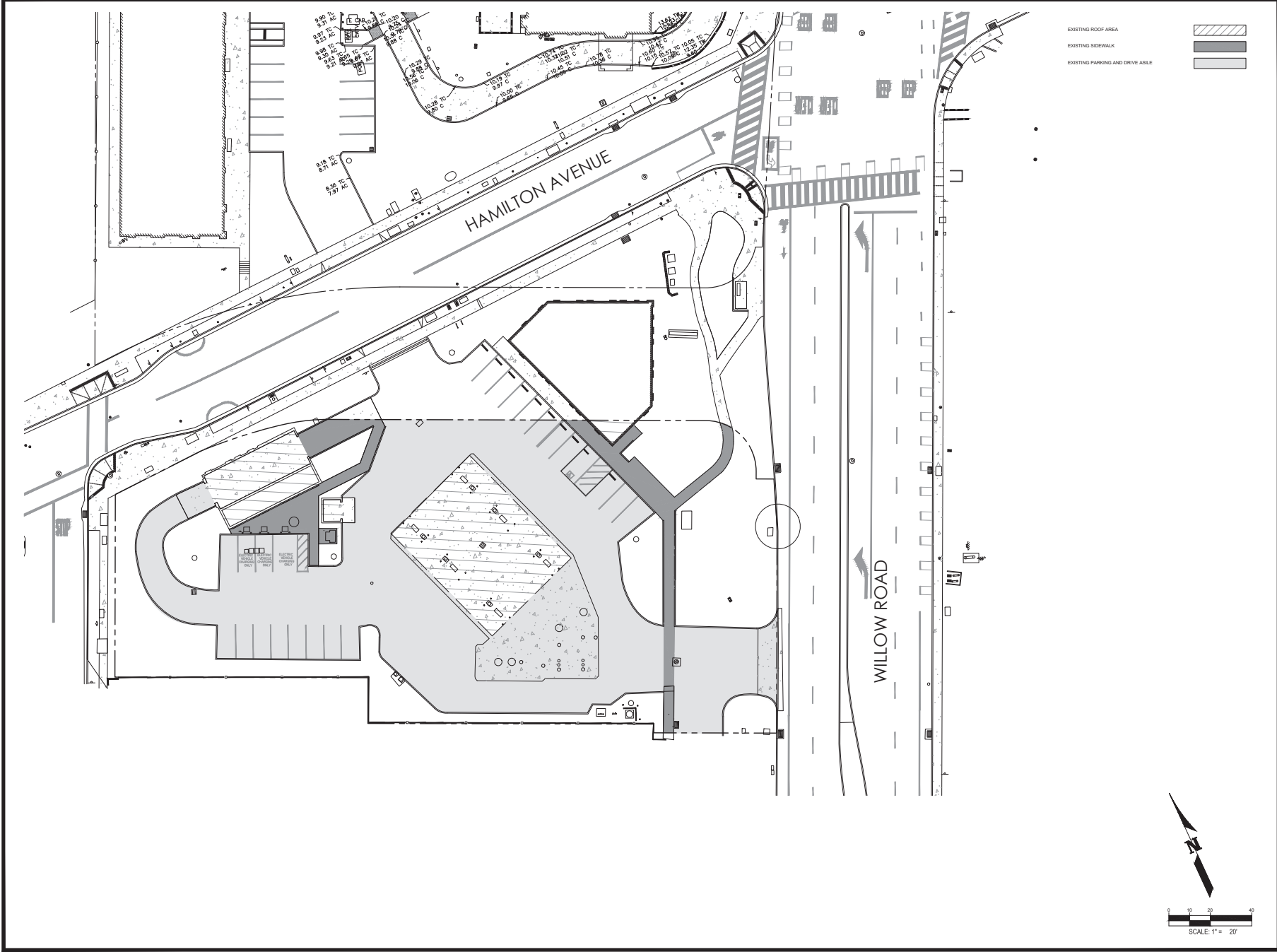
**Chevron**  
 ONSITE ENTITLEMENT PLANS  
 1399 WILLOW ROAD  
 MENLO PARK, CA 94025

PRELIMINARY GRADING PLAN	
NO.	DATE / REVISIONS
001	08/12/2022 PLANNING SUBMITTAL #1
002	09/30/2022 PLANNING RESUBMITTAL #1
003	01/10/2024 PLANNING RESUBMITTAL #3

JOB NO.:	21-0033-00
PA / PM:	BN
DESIGNED:	RA
DATE:	09-05-2022
PLOT DATE:	02/14/24

SHEET  
**C2.0**  
 Sheet of 5





4659 Alhambra Dr  
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 Pleasanton, CA 94588  
 P 925.244.9620  
 www.malcomb.com

**WARE MALCOMB**  
 CIVIL ENGINEERING

FOR AND ON BEHALF  
 OF WARE MALCOMB

**Chevron**  
**ONSITE ENTITLEMENT PLANS**  
 1399 WILLOW ROAD  
 MENLO PARK, CA 94025

EXISTING PVIOUS/IMPERVIOUS AREA EXHIBIT	
NO.	DATE
001	08/12/2022
002	09/30/2022
003	01/10/2024

JOB NO.:	21-0033-00
PA / PM:	BN
DESIGNED:	RA
DATE:	09-05-2022
PLOT DATE:	02/14/24

SHEET  
**C4.0**  
 Sheet of 5

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PRELIMINARY STORMWATER CONTROL PLAN

NO.	DATE	DESCRIPTION
001	08/12/2021	PLANNING SUBMITTALS
002	09/30/2021	PLANNING SUBMITTALS #1
003	01/19/2022	PLANNING SUBMITTALS #2

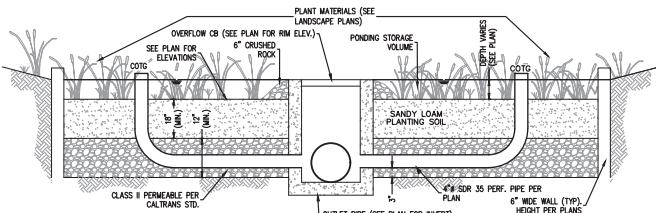
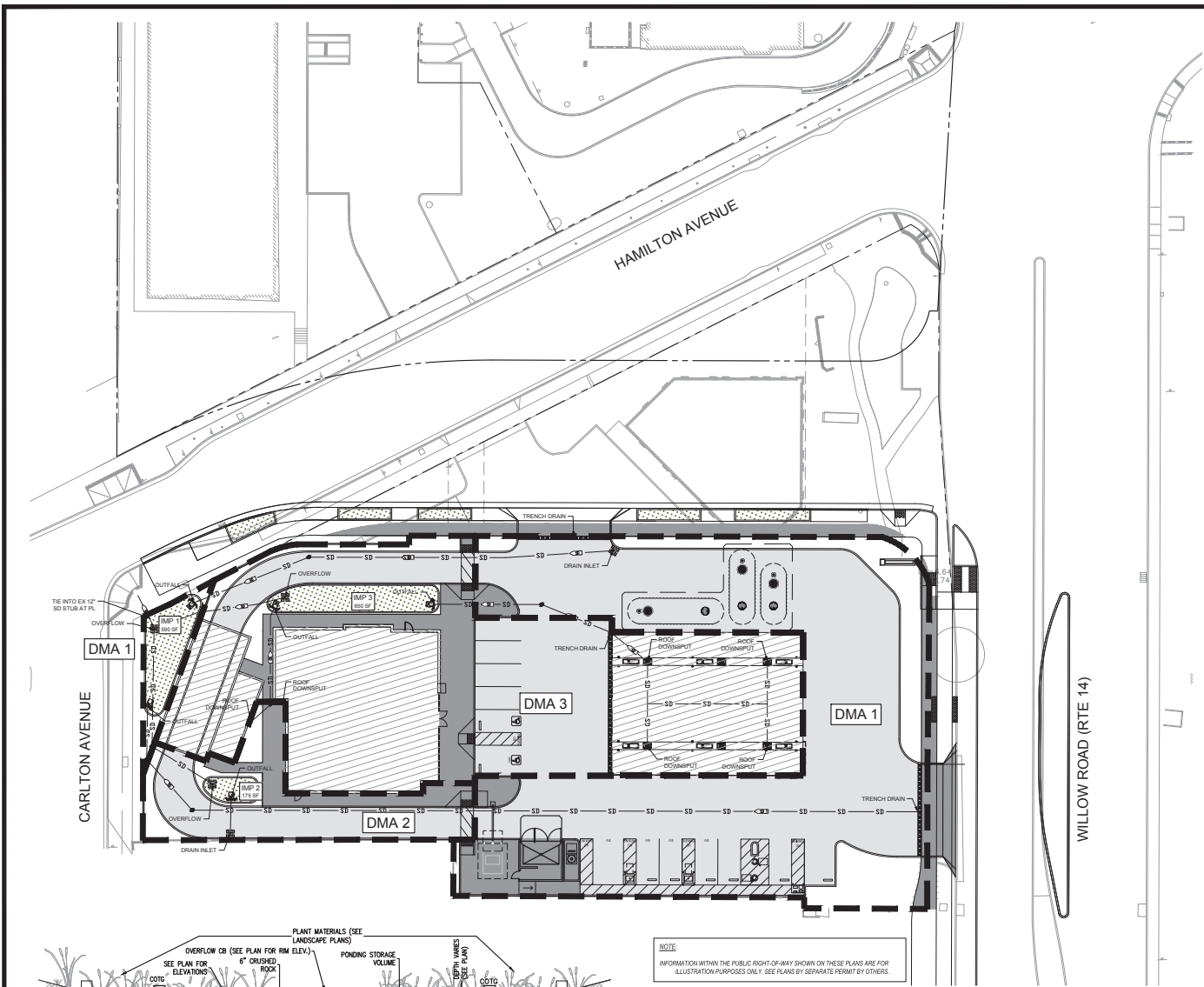
JOB NO.:	21-0033-00
PA / PM:	BN
DESIGNED:	RA
DATE:	09-05-2022
PLOT DATE:	02/14/24

**LEGEND**

- DMA BOUNDARY
- BIOTREATMENT AREA
- PROPOSED ROOF AREA
- PROPOSED SIDEWALK
- PROPOSED PARKING AND DRIVE ASBLE

**DRAINAGE NARRATIVE**

BIOTREATMENT FACILITIES WERE UTILIZED IN THE DESIGN OF THIS STORMWATER SYSTEM TO ACT AS INTEGRATED MANAGEMENT PRACTICES. THESE BIOTREATMENT FACILITIES PRIMARILY COLLECT RUNOFF FROM IMPERVIOUS AND PAVEMENT AREAS. WHEN POSSIBLE, THE DESIGN INCORPORATED SHEET FLOW INTO THE BIOTREATMENT FACILITIES AND OTHERWISE PIPED STORMWATER RUNOFF FROM ROOF AREA USING GUTTERS OR LOW-LYING CATCH BASINS IN ASPHALT AREAS. THE FACILITIES WERE INTEGRATED INTO REQUIRED SITE LANDSCAPING. THEY ARE LEVEL AROUND THE PERIMETER AND DRAINAGE IS CONTROLLED BY GRAVITY FLOW. THE BIOTREATMENT AREAS ARE INTENDED TO BE HYDRAULICALLY CONNECTED AND WILL USE A CASCADING APPROACH TO OVERFLOW AND OUTFALL INTO ONE ANOTHER. A GOOD MAJORITY OF THE SITE WILL DRAIN TO IMP 1A AND 1B THEN FILL AND OVERFLOW INTO IMP 1C WHERE DRAINAGE FOR THE ENTIRE SITE WILL END UP AND BE CONVEYED TO THE M54 SYSTEM.

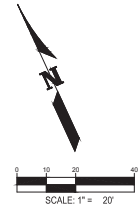


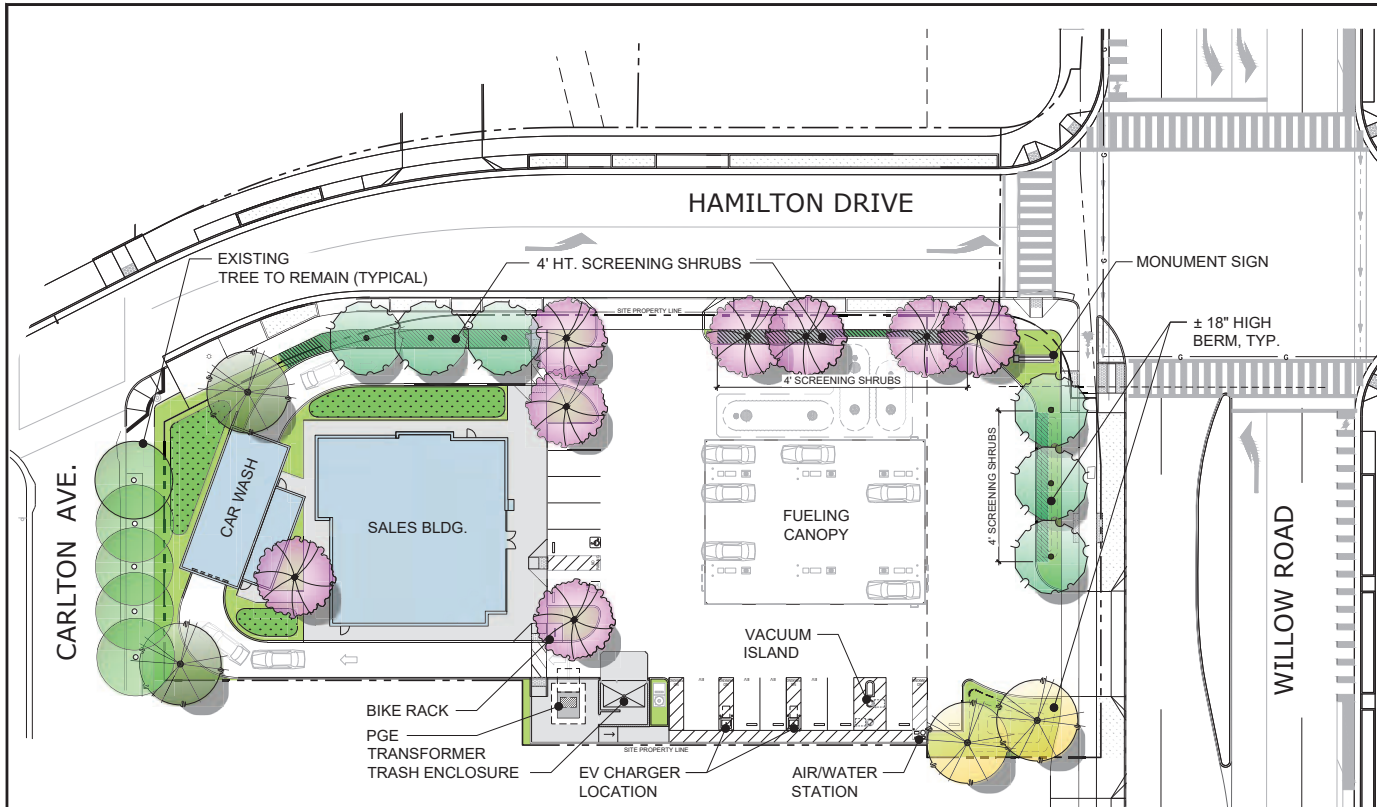
**NOTE:**  
INFORMATION WITHIN THE PUBLIC RIGHT-OF-WAY SHOWN ON THESE PLANS ARE FOR ILLUSTRATION PURPOSES ONLY. SEE PLANS BY SEPARATE PERMIT BY OTHERS.

**TREATMENT CONTROL MEASURE SUMMARY TABLE**

DEBRIS MANAGEMENT	TREATMENT CONTROL MEASURES	TOTAL	IMPERVIOUS AREA (SQ. FT.)	BIOTREATMENT AREA (SQ. FT.)	BIOTREATMENT AREA (SQ. FT.)	BIOTREATMENT AREA (SQ. FT.)	OVERFLOW RATE (MGD)	STORAGE DEPTH (FT.)	STORAGE DEPTH (FT.)
DMA 1	BIOTREATMENT BASIN	1	3,113	1,430	1,430	1,430	1.75	6	6
DMA 2	BIOTREATMENT BASIN	1	1,430	1,430	1,430	1,430	1.75	6	6
DMA 3	BIOTREATMENT BASIN	1	1,430	1,430	1,430	1,430	1.75	6	6

\* THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT REPRESENT THE FINAL DESIGN. THE DESIGNER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION PROVIDED.  
\*\* PER CHAPTER 1.4 OF THE STORMWATER MANAGEMENT REGULATORY PROGRAM THAT ARE NEW TO BEWELL ALLOWED EXISTING VOLUNTARILY ADOPTED FROM PREVIOUS E.A.C. OF THE MUNICIPAL STORMWATER PERMIT.





**PRELIMINARY PLAN NOTES**

**PLANTING**

1. PLANTING SHALL EMPHASIZE USE OF DROUGHT-TOLERANT, LOW WATER USE SPECIES.
2. A SOIL MANAGEMENT REPORT SHALL BE PREPARED AFTER GRADING OPERATIONS ARE COMPLETE. SOIL AMENDING SHALL BE PER SOILS REPORT RECOMMENDATIONS.
3. LINEAR (PANEL) ROOT BARRIERS SHALL BE INSTALLED FOR ALL TREES LOCATED WITHIN 10' OF PAVING, HARDSCAPE, OR STRUCTURES.
4. ALL PLANTING AREAS SHALL RECEIVE A 3" DEPTH LAYER OF BARK MULCH.
5. TREES SHALL BE PLANTED PER CITY OF MENLO PARK STANDARDS.
6. ALL LANDSCAPE AND IRRIGATION SHALL COMPLY WITH THE MENLO PARK "CHAPTER 12.44 WATER EFFICIENT LANDSCAPING ORDINANCE".

**IRRIGATION**

7. ALL PLANTS WILL BE GROUPED INTO HYDROZONES. EACH HYDROZONE WILL BE IRRIGATED SEPARATELY BASED ON PLANT WATER REQUIREMENTS.
8. IRRIGATION SYSTEM SHALL BE EQUIPPED WITH THE FOLLOWING DEVICES AND/OR CAPABILITIES:
  - DEDICATED WATER METER
  - BACKFLOW PREVENTION DEVICE
  - AUTOMATIC CONTROLLER
  - RAIN SENSOR/RAIN SHUT-OFF DEVICE
  - EVAPOTRANSPIRATION DATA
  - MANUAL SHUT-OFF VALVES
  - PRESSURE REGULATING VALVES
  - FLOW SENSING
  - LOW-FLOW EMISSION DEVICES
9. IF RECYCLED WATER IS AVAILABLE, IRRIGATION SYSTEM SHALL BE DESIGNED TO UTILIZE APPROPRIATE RECYCLED WATER DEVICES, I.E. PURPLE PIPE, PURPLE VALVE BOXES, ETC.
10. THE PROJECT SHALL COMPLY WITH THE MORE RESTRICTIVE OF THE OUTDOOR WATER REDUCTION REQUIREMENTS OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE 4.304 AND THE MENLO PARK WATER EFFICIENT LANDSCAPING ORDINANCE.
11. SEE CIVIL PLANS FOR GRADING AND DRAINAGE INFORMATION.

**SIGNAGE**

12. MONUMENT SIGNS ARE SHOWN AS A REFERENCE ONLY. MONUMENT SIGNS ARE TO BE REVIEWED UNDER A SEPARATE SIGN PERMIT APPLICATION.

**Heritage Tree Notes**

1. 11 HERITAGE TREES ARE TO BE REMOVED PER ARBORIST REPORT "HAMILTON PARCELS TREE SURVEY AND VALUATION, AMENDMENT 7" DATED AUGUST 24, 2023, BY SBCA TREE CONSULTING.
2. REPLACEMENT VALUES OF THE HERITAGE TREES TO BE REMOVED AND PROPOSED REPLACEMENT TREES ARE LISTED BELOW:
  - VALUE OF REMOVED HERITAGE TREES (11). . . . . \$62,100
  - VALUE OF REMOVED STREET TREES (2) . . . . . \$800
  - VALUE OF REPLACEMENT TREES (18-24" BOX). . . . . \$7,200
  - REPLACEMENT IN LIEU FEES. . . . . \$55,700
3. PROPOSED TREES DESIGNATED FOR HERITAGE TREE REPLACEMENTS ARE INDICATED ON THE PLANT LEGEND.

NOTE: PUBLIC IMPROVEMENTS DESIGNED AND CONSTRUCTED BY OTHERS

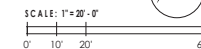
**PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	CONTAINER SIZE / SPACING	WATER USE
<b>TREES</b>					
	KOELREUTERIA BIPINNATA (HERITAGE TREE REPLACEMENT)	CHINESE FLAME	8	24" BOX / AS SHOWN	LOW
	LAURUS NOBILIS 'SARATOGA' (HERITAGE TREE REPLACEMENT)	SWEET BAY	6	24" BOX / AS SHOWN	LOW
	TILIA TOMENTOSA (HERITAGE TREE REPLACEMENT)	SILVER LINDEN	2	24" BOX / AS SHOWN	LOW
	ULMUS CARPINIFOLIA X PARVIFOLIA 'FRONTIER' (HERITAGE TREE REPLACEMENT)	FRONTIER ELM	2	24" BOX / AS SHOWN	LOW
	EXISTING TREE TO REMAIN				

**CONT. PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE / SPACING	WATER USE
<b>SHRUBS, GROUND COVER &amp; VINE</b>				
	AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE	2 GAL.	LOW
	AGAVE DESMETTIANA 'VARIEGATA'	VARIEGATED SMOOTH AGAVE	5 GAL.	LOW
	ANIFOZANTHOS 'RED'	KANGOROO PAW	5 GAL.	LOW
	CALLISTEMON 'BETTER JOHN'	DWARF CALLISTEMON	5 GAL.	LOW
	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	LOW
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	5 GAL.	LOW
	LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	5 GAL.	LOW
	MYOPORUM PARVIFOLIUM	CREEPING MYOPORUM	5 GAL.	LOW
	NANDINA DOMESTICA	NANDINA	5 GAL.	LOW
	PHORMIUM TENAX	NEW ZEALAND FLAX	5 GAL.	LOW
	PITTOSPORUM TENUIFOLIUM	BLACK-STEM PITTOSPORUM	5 GAL.	LOW
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'	DWARF MOCK ORANGE	5 GAL.	LOW
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	5 GAL.	LOW
	YUCCA 'GOLDEN SWORD'	GOLDEN SWORD YUCCA	1 GAL.	LOW
<b>BIO-RETENTION</b>				
	CHONDRPETALUM TECTORUM	SMALL CAPE RUSH	1 GAL.	LOW
	JUNCUS PATENS 'ELK BLUE'	ELK BLUE CALIFORNIA GRAY	1 GAL.	LOW
	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL.	LOW
	SESULARIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GAL.	LOW
	3-4' TALL SCREENING SHRUBS			

NOTE:  
 - ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH.  
 - SEE SHEET L-2 FOR PLANT IMAGES.



**WARE MALCOMB**  
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**NUVIS**  
 LANDSCAPE ARCHITECTURE  
 244 BAYVIEW CIRCLE  
 MENLO PARK, CA 94025  
 PH: 650.242.0555

**Chevron**

**C-STORE AND CAR WASH**  
 1399 WILLOW ROAD  
 MENLO PARK, CALIFORNIA 94025

PRELIMINARY LANDSCAPE PLAN

DATE	REMARKS
07/17/2024	PLANNING SUBMITTAL
08/29/2024	PLANNING SUBMITTAL RESPONSE
07/17/2024	PLANNING REEVALUATION

PA / PM: P. KING  
 DRAWN BY: NUVIS  
 JOB NO.: SM21-0033-00

**L-1**



PROPOSED TREES



KOELREUTERIA BIPINNATA  
CHINESE FLAME



LAURUS NOBILIS  
SWEET BAY



TILIA TOMENTOSA  
SILVER LINDEN



ULMUS CARPIFOLIA X PARVIFOLIA 'FRONTIER'  
FRONTIER ELM

PROPOSED SHRUBS AND GROUNDCOVER



AGAVE 'BLUE GLOW'  
BLUE GLOW AGAVE



AGAVE DESMETTIANA  
'VARIEGATA'  
VARIEGATED SMOOTH AGAVE



ANIGOZANTHOS 'RED'  
KANGOROO PAW



CALLISTEMON 'BETTER JOHN'  
DWARF CALLISTEMON



DIANELLA 'LITTLE REV'  
LITTLE REV FLAX LILY

BIO-RETENTION



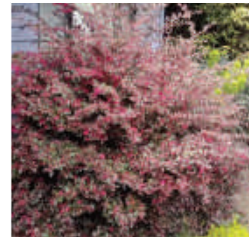
JUNCUS PATENS 'ELK BLUE'  
CALIFORNIA GRAY RUSH



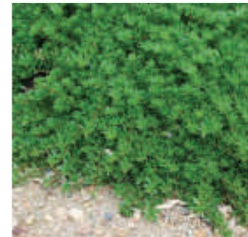
FESTUCA MAIREI  
ATLAS FESCUE



LANтана 'NEW GOLD'  
NEW GOLD LANTANA



LOROPETALUM CHINENSE  
CHINESE FRINGE FLOWER



MYOPORUM PARVIFOLIUM  
CREEPING MYOPORUM



NANDINA DOMESTICA  
NANDINA



MUHLENBERGIA DUBIA  
PINE MUHLY



PHORMIUM TENAX  
NEW ZEALAND FLAX



PITTOSPORUM 'SILVER SHEEN'  
BLACK-STEM PITTOSPORUM



PITTOSPORUM 'WHEELER'S DWARF'  
DWARF MOCK ORANGE



SENECIO MANDRALISCAE  
BLUE CHALK STICKS



YUCCA 'GOLDEN SWORD'  
GOLDEN SWORD YUCCA



SESLERIA AUTUMNALIS  
AUTUMN MOOR GRASS

WARE MALCOLM  
Landscape Design for Commercial and Public

4083 Hubbell Dr., Suite 100  
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NUVUS  
LANDSCAPE ARCHITECTURE  
244 BARKLEY CIRCLE  
SAN RAMON, CA 94583  
PH: 925.242.5555

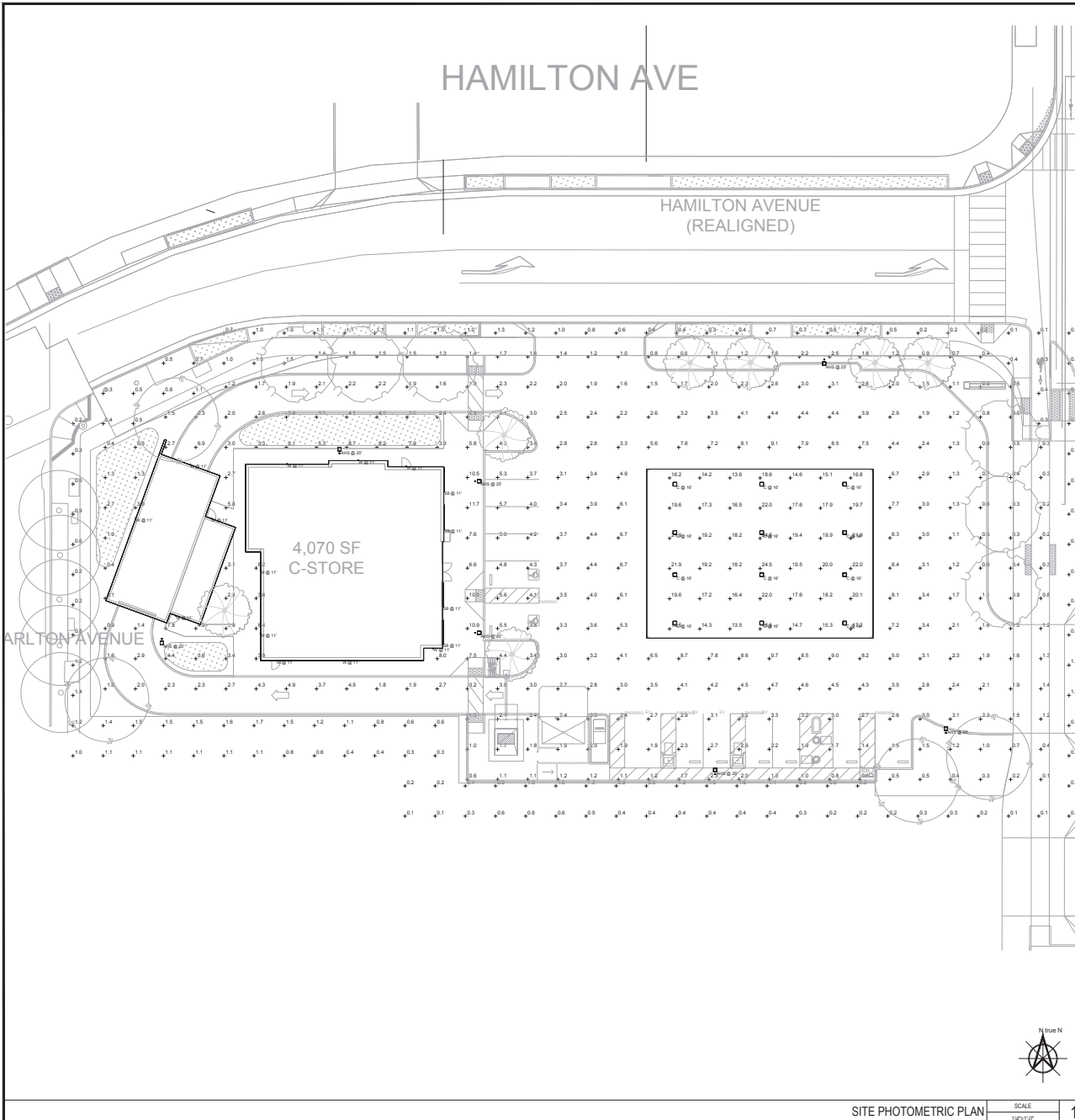
Chevron  
C-STORE AND CAR WASH  
1399 WILLOW ROAD  
MENLO PARK, CALIFORNIA 94025

DATE	REVISIONS
07/17/2022	PLANNING SUBMITTAL
08/29/2022	PLANNING SUBMITTAL RESPONSE
07/17/2024	PLANNING RESEMITTAL

PA / PM: P. KING  
DRAWN BY: NUVUS  
JOB NO.: SMR21-0033-00

SHEET  
**L-2**

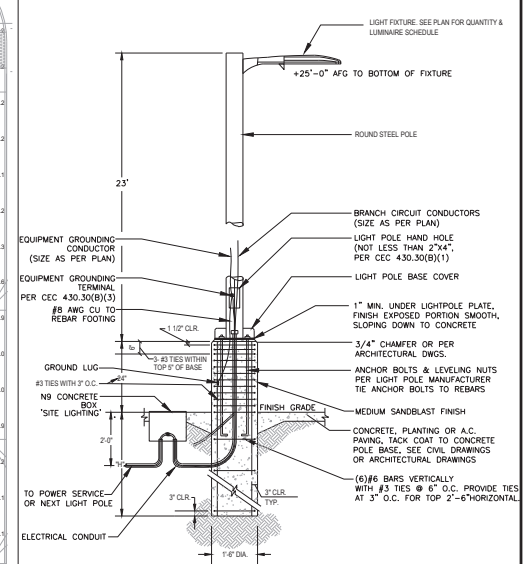




Symbol	Level	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
C	12	1	LR INDUSTRIES, INC.	SOA-LED-10L-SO-50	SOA LED 10L SOK CANOPY	1	10010	0.91	87
AHS	7	1	Lithonia Lighting	DSM1 LED P3 SOK TSM W/SL TR	DSM1 LED P3 SOK TSM W/SL T with mounting arm	1	10023	0.91	102
W	12	1	LR INDUSTRIES, INC.	WFLS-SGL-90	WFLS SGL LUMENS SOK FCSD	1	2417	0.91	19.87
SB	4	1	LR INDUSTRIES, INC.	SOA-LED-70L-FL-50	SOA 700 LUMENS SOK DIFFUSED LENS STRIP	1	7509	0.91	52.8

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CALCULATION ZONE	+	3.1 fc	11.7 fc	0.1 fc	117.0:1	31.0:1
CANOPY ZONE	+	18.4 fc	24.5 fc	13.5 fc	1.8:1	1.4:1
PROPERTY BORDER	+	0.7 fc	1.9 fc	0.0 fc	N/A	N/A

SCHEDULES SCALE N.T.S. 2



HEIGHT OF POLE ABOVE BASE	1" WHERE CONCRETE PAVING OCCURS AT BASE	1" WHERE A.C. PAVING OR PLANTING OCCURS AT BASE
20'-24"	3'-0"	4'-0"

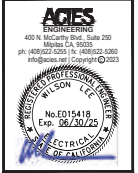


SITE PHOTOMETRIC PLAN SCALE 1/8"=1'-0" 1

POLE DETAIL SCALE N.T.S. 3



WARE MALCOMB  
 4400 GARDEN DRIVE, SUITE 200  
 HOUSTON, TEXAS 77056  
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 F: 281.344.8001



**Chevron** FACILITY ID# 20-7718  
**C-STORE AND CAR WASH**  
 1399 WILLOW ROAD  
 MENLO PARK, CALIFORNIA 94025

SITE PHOTOMETRIC PLAN	
DATE	REVISIONS
02/20/2022	SITE ACTION REVIEW
07/19/2024	PLANNING RESUBMITAL #3

PA / PM:	GP
DRAWN BY:	KP
JOB NO.:	SMR21-0033-00

SHEET  
**EP1.0**







### Small LED Slim Wall Pack (WPSL5)

**PRODUCT DIMENSIONS**

**PERFORMANCE**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**PHOTOMETRICS**

**WPSL5-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

### Slim Wall Pack (WPSL3)

**PRODUCT DIMENSIONS**

**PERFORMANCE**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**PHOTOMETRICS**

**WPSL3-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

### Diffused Lens Strip (SDL)

**PRODUCT DIMENSIONS**

**PHOTOMETRICS**

**SDL3-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**SDL4-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**SDL5-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

### Diffused Lens Strip (SDL)

**PHOTOMETRICS**

**SDL3-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**SDL4-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

**SDL5-L4-E**

Beam Spread	Beam Angle	Beam Diameter	Beam Length	Beam Area	Beam Volume
15°	30°	1.00	1.73	1.57	0.26
30°	60°	2.00	3.46	6.28	1.04
45°	90°	3.00	5.20	12.57	1.56
60°	120°	4.00	6.93	25.13	2.08
75°	150°	5.00	8.66	37.70	2.60
90°	180°	6.00	10.40	50.27	3.12

architectural lighting solutions

**WARE MALCOMB**  
Leading Design for Commercial and Public

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F: 916.439.8801  
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**WILSON LEONARD**  
No. 0015418  
Exp. 06/30/25  
ELECTRICAL  
OF CALIFORNIA

**Chevron** FACILITY ID# 20-7718  
**C-STORE AND CAR WASH**  
1399 WILLOW ROAD  
MENLO PARK, CALIFORNIA 94025

DATE	REMARKS
05/20/2022	SITE/DESIGN REVIEW
07/19/2024	CONDITIONAL USE PERMIT SUBMITTAL
	ISSUED (SUBMITTAL #)

PA / PM: GP  
DRAWN BY: KP  
JOB NO.: SMR21-0033-00

SHEET  
**EP1.3**

# WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

## Chevron KDR (Knock Down Re-Build)

**1399 Willow Road, Menlo Park, CA 94025**

### Project Description:

Existing Chevron site to be demolished to realign Hamilton Avenue as part of the larger Willow Village project.

Existing Chevron Fuel Canopy, C-Store ( $\pm 3,238$  SF) and Car Wash sits on the corner of Willow Road and Hamilton Avenue on 1.32 Acre site. The entire site is to be demolished, including the existing fuel system and tanks. Environmental items associated with this work to be completed under a separate permit.

New Chevron Fuel Canopy, C-Store ( $\pm 4,070$  SF, an increase of  $\pm 832$  SF) and Car Wash to sit on a new .96 Acre site on the corner of the newly realigned Hamilton Avenue and Willow Road. Per earlier discussions with Kyle Peralta on this area within Menlo Park's city limits, no general parking criteria has been established. The primary use for this site will not change.

Chevron Stations Inc. is applying for a CONDITIONAL USE PERMIT for 24-hour operation and Off-Site sale of Beer and Wine (License 20) in addition to the demolition and reconstruction of the C-Store, Fuel Canopy, and Car Wash.

Within the store, there is a 253 SF Walk-In-Cooler that will display beer and wine for off-site consumption. This constitutes 6% of the floor space of the sales area of the store. The station will be open 24 hours a day, 7 days a week. Rules for night drawer are for use from 10pm to 6am with no liquor sales permitted and fuel sales remaining 24/7. While the night drawer is in operation, an attendant will remain on site at all times. Beer and wine sales would be restricted to the hours between 6:00am-2:00am in accordance with state requirements.

For the above listed Mitigation Management and Store Operations Plans, please see attached Site Operating Procedure document attached to this letter.

In effort to generally comply with the Willow Road Design Guidelines, the project has incorporated the following:

- Site Plan:
  - Due to the grades at the existing Willow Road and Hamilton Ave, the C-Store and Car Wash building needs to be positioned near the back of the site to meet the BFE of 12.0. There is also an existing 59'-0" easement along Willow Road.
  - The C-Store Building faces Willow Road.
  - The parking stalls are at the sides of the lot and at the front of the C-Store Bldg.
- Parking & Access:
  - There are continuous sidewalks along Willow Road, Hamilton Avenue and Carlton Avenue.
  - We have provided a direct pedestrian route from Hamilton Avenue to the C-Store Bldg.
  - There are crosswalks provided at the intersection.
  - Traffic flow is intended to be right turn in from Willow and Hamilton, as well as fuel tanker path is intended to right turn into site from Willow Avenue and right turn onto Willow Avenue to leave site.
  - Bicycle Parking has been provided near the entry to the C-Store Bldg.

# WARE MALCOMB

ARCHITECTURE  
PLANNING  
INTERIORS

CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT

- Services:
  - Trash bins are intended to be completely enclosed behind walls with a roof.
  - Transformer has been positioned behind trash enclosure structure.
  - C-Store electrical equipment has been positioned at the rear of the C-store Bldg.
  - Lighting has been designed to minimize glare into the adjacent residential areas.
- Drive-Through:
  - The Car Wash drive-through has ample stacking and is positioned near the rear of the site.
- Landscape:
  - There are numerous planting areas throughout the site, refer to landscape plans for extent.
  - There are no cars directly parked against Willow Road or Hamilton Ave.
  - There is an existing screen wall along the residential side of the lot.
- Architectural Design & Materials:
  - We have created a consistent, modern look to the C-Store and Car Wash Bldg with varying roof heights and angles.
  - Each of these building complement each other and share similar materials.
  - There is ample glass added along the front of the building.
  - Roof top units are completely screened from the ground and surrounding sites.
  - Trash enclosure will incorporate the C-store bldg. elements.
- Signs:
  - Monument/pricing sign is located at the intersection of Willow Road and Hamilton Ave.
  - No Pole mounted signs are being proposed.
  - Signage proposed is consistent with the guidelines and will be submitted under a separate permit package under the Building Permit phase.

We look forward to working with the city on this project.

Thank you

## Phillip King

Senior Project Manager

[pking@waremalcomb.com](mailto:pking@waremalcomb.com)

D 925.368.1324 P 925.244.9620 x1420



# WARE MALCOMB



## Mitigation Management & Operations Plan

### Operational Excellence

Chevron Stations Inc. (CSI) operates over 300 company-owned stations in California, Oregon and Washington. A wholly owned subsidiary of Chevron U.S.A. Inc., CSI is committed to being a Responsible Retailer in accordance with all relevant laws. We seek to earn the trust of our customers and the communities in which we operate not only with the quality of our products, but also with the way we conduct our business. We care about protecting our customers and employees and ensuring our retail operation reflects our commitment. This site operating procedure supports that commitment.

### Standard

This Mitigation Management & Operations Plan has been specifically developed for Chevron ExtraMile 207718, a company-owned-and-operated service station and convenience store to comply with the City of Menlo Park requirements and mitigate the impacts of expanding the operations to 24 hours. This plan outlines specific operating procedures for this location.

### How

CSI is a multi-state-wide retailer with an impeccable record of being responsible. Through its various training programs, weekly communications, compliance checks, and regular oversight, CSI makes clear to its store personnel that compliance with state and local requirements is critical and encourages its store personnel to exercise Stop Work Authority for any practice that does not comply or presents a hazard to employees or customers. Store personnel include the Station Manager, Assistant Station Manager, and Customer Service Representatives. This commitment to compliance and the protection of our employees and customers will ensure that this proposed expansion will not adversely affect the economic welfare of the surrounding community. We encourage the City of Menlo Park to approve CSI's application since the expansion and related offerings will provide more convenience and options for the City of Menlo Park residents of the surrounding neighborhood.

### **Project Description:**

CSI is applying for a **CONDITIONAL USE PERMIT** for 24-hour operation and **Off-Site sale of Beer and Wine (License 20)** and proposes **a new 4,452 square foot, Convenience Store that is replacing an existing 3,238 square foot, Convenience Store.**

Within the store, there is a **253** SF Walk-In-Cooler that will display beer and wine for off-site consumption. This constitutes **6%** of the floor space of the sales area of the store. The station will be open 24 hours a day, 7 days a week. Rules for night drawer are for use from 10pm to 6am with no liquor sales permitted and fuel sales remaining 24/7. While the night drawer is in operation, an attendant will remain on site at all times. Beer and wine sales would be restricted to the hours between 6:00am-2:00am in accordance with state requirements.

## **Alcohol Beverage Control (ABC) / Tobacco Compliance:**

CSI provides its station personnel rigorous training on age-restricted-product sales. This training requires strict adherence to state and local requirements and emphasizes the importance of preventing youth access to the products. All new hires are required to attend new hire onboarding and all existing personnel are required to attend annual recertification training for age-restricted products. This includes Station Managers, Assistant Station Managers, and Customer Service Representatives (CSRs).

CSI uses an independent mystery-shopper program for age-restricted products to monitor its compliance. Any employee, including the station manager, who fails this program will receive remedial training and any employee who actually sells an age-restricted product to someone under the legal age will generally be terminated.

### **CSI age-restricted-products policy:**

**To prevent the sale of beer and wine, tobacco products, including electronic cigarettes and vaping products, lottery, and any other age-restricted products to those under the legal age, CSI’s policy is to require a valid form of identification from any customer who appears to be under the age of 30.**

Our “**ID Under 30**” policy provides a clear, consistent rule for all store personnel that, when followed, will avoid underage sales — and the related legal and safety risks for the customer, employee and CSI.

### **Type of IDs:**

All stations have an I.D. Checking Guide near the register area for reference that includes the following:

Valid forms of identification:

- A U.S. state or U.S. territory driver's license
- A U.S. state or U.S. territory identification card
- A U.S. military identification card
- A passport booklet or card, domestic or foreign
- A Canadian Driver’s License or Identification Card

Must include all the following attributes:

- A photo matching the individual
- The birth date of the individual
- An expiration date in the future
- Issued by a state or federal agency or government
- A description matching the individual
- No signs of tampering

# Site Operating Procedure

## Mandatory Training:

CSI only hires those who are over the age of 18 for its station personnel. All newly hired employees complete our new hire orientation. CSR Onboarding is a digital training module that provides the age-restricted-product-related portions during weeks two and three of employment. Employees who have worked with CSI for over one-year complete refresher training annually. Digital training is housed in our Learning Management System called Chevron Academy and delivered on-site via designated iPad.

CSR Onboarding Module → Week 2: Register Operations video → Week 2 Assessment



**RETAIL EXCELLENCE**  
**Register Operations**  
Gain confidence in handling the sale of age-restricted products by learning about the laws regulating products such as alcohol and tobacco.  
30/07/2020 5 Online Course

CSR Onboarding Module → Week 3: Register Booster video → Week 3 Assessment



**RETAIL EXCELLENCE**  
**Register Booster**  
Find out what you remember about the laws and regulations surrounding the sale of age-restricted products.  
4/08/2020 5 Online Course

Age-Restricted Products video is an additional tool to help train station personnel:

<https://vimeo.com/449706361/bad08889d1>

Resources → Age Restricted Products video



# Site Operating Procedure

## Topics Covered:

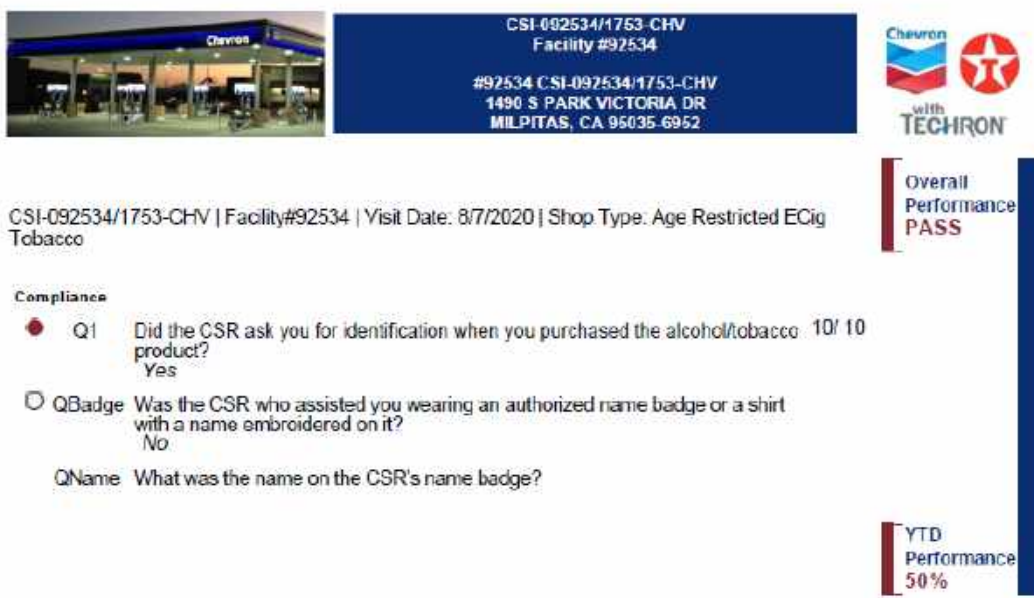
- Types of identification accepted
- Minimum ages required to purchase age-restricted products
- Types of products considered age-restricted products
- Internal mystery shops conducted by IPSOS (formerly MaritzCX)
- External evaluations conducted by the relevant authorities
- WeCard signage (Stickers, Calendar, and ID Checking Guide)
- EPOS age-verification identification-scanning software (Gilbarco)
- How to handle intoxicated customers, minors or adults on behalf of minors
- Remedial training for failed mystery shops (printable document moving to digital in 2021)
- Goal of being a responsible retailer within the community

Additionally, we provide stations Standard Operating Procedures inclusive of:

- Age Restricted Sales: Alcohol
- Age Restricted Sales: Tobacco/DXM
- Age Restricted Sales: Lottery

We continue to monitor the effectiveness of our training program through unannounced mystery shops conducted by a third-party vendor on our behalf and conduct remedial training with any failures to comply. These mystery shops are conducted once every three months for a total of four per station per year.

Example of mystery-shop evaluation:



The screenshot displays a mystery shop evaluation report for a Chevron station. At the top left is a photo of the station. To its right is a blue box with white text: "CSI-092534/1753-CHV Facility #92534", "#92534 CSI-092534/1753-CHV", "1490 S PARK VICTORIA DR", and "MILPITAS, CA 95035-6952". To the right of this is the Chevron logo and the text "with TECHRON". Below the photo and address box, the report details: "CSI-092534/1753-CHV | Facility#92534 | Visit Date: 8/7/2020 | Shop Type: Age Restricted ECig Tobacco". On the right side, a vertical bar shows "Overall Performance PASS" and "YTD Performance 50%". The "Compliance" section contains three questions: "Q1 Did the CSR ask you for identification when you purchased the alcohol/tobacco product? Yes", "QBadge Was the CSR who assisted you wearing an authorized name badge or a shirt with a name embroidered on it? No", and "QName What was the name on the CSR's name badge?".

## **Staffing:**

This Chevron-branded company-owned-and-operated station will maintain three 8-hour shifts per 24 hours schedule. Each shift will have two to three full-time employees per shift including the Station Manager or the Assistant Station Manager.

## **Person Responsible:**

Station personnel operate the station in accordance with CSI policies and procedures. These include the Station Manager, Assistant Manager and Customer Service Representatives (Cashiers). A Chevron Business Consultant oversees the operations with several other stations in the region. The Business Consultant reports to a District Manager who in turn reports to Chevron's General Manager for its company-owned-and-operated stations.

## **Trash and Graffiti Removal**

All trash accumulating on the property and landscape areas will be removed promptly. To prevent littering and graffiti, CSI ensures that all inside and outside lights are operational. CSI has implemented a *Steps to Sundown* daily checklist that is completed prior to sunset to help promote safety and convenience at its stations.

As part of its daily operating protocols, its station personnel check the lot for trash and other cleaning every two hours and more often as needed. This includes up to 300 feet along public streets from the site. For any graffiti, they attempt to remove it with approved cleaners and call maintenance if they are not able to do so. Graffiti will be removed from any wall, fence, building, structure, window, equipment, or other location within 48 hours.

## **Security:**

CSI maintains a robust security program. In coordination with Chevron Global Security, CSI develops a fit-for-purpose plan for each of its stations. If approved, the plan for this Menlo Park station will be updated to include the new convenience store and related operations.

In addition, Chevron Global Security Advisors work closely with local law enforcement on security matters to help control crime and other security challenges. These relationships have been proven to be effective and valued.

The store's proposed design is aligned with the Crime Prevention Through Environmental Design (CPTED). CSI will operate the station with personnel at all times and keep the restroom facilities open to the public. Direct visual surveillance by the cashier to the restroom alcove is provided as well as security cameras.

The store will be equipped with a minimum of 6 color cameras that are always operational. The system can archive a minimum of 30 days of stored video coverage, which is an industry standard. The station cameras are strategically positioned to capture activity at the critical areas of the store, including the coolers. CCTV maintenance issues are handled with high priority.

## **Retail Outlet Security Reviews:**

Chevron Global Security Advisors conduct Retail Outlet Security Reviews of all COCOs. These reviews include an assessment of interior and exterior security features. The security advisors also perform compliance checks to confirm that the station personnel is following the security policies. CSI determines the frequency of these reviews by the crime index ratings for the areas in which the stations are located.

The following is a list of recommended security equipment, policies and procedures that are evaluated:

### **Exterior Features:**

- Exterior Lighting: Sufficient and functioning
- Exterior Landscaping affecting lighting, visibility, and customer access
- Vagrant and Homeless issues and concerns addressed
- Graffiti present on gas pumps, walls, buildings, enclosures, monuments, and signs
- Proper signage
- Fence, wall, and perimeter conditions
- Adjoining property conditions of note
- Security seals on pumps

### **Interior Systems:**

- Transaction drawer w/intercom
- Time delay cash controller
- Automatic bill acceptor
- Pump island intercom system
- Front door locks functional
- Remote lock on front door(s) with controls at cashier area
- "Vacant and Occupied" dead bolt lock on single restrooms
- Interior employee access to restroom
- Lock and security door viewer on the office door
- Locks on alcohol beverage cooler doors
- Robbery deterrence kit and decals
- Shoplifting mirrors
- Window visibility
- All station keys accounted for
- Bullet resistant interior enclosure
- Adequate interior lighting



## **Policies & Procedures:**

- Knowledge of and following cash policies
- Knowledge of robbery procedures
- Knowledge of alcohol sales policies; signs & license posted
- Knowledge of cigarette sales policies; signs & license posted
- Emergency information available and up to date
- Site specific security requirements from CSI and Chevron Global Security
- Site specific security requirements from government

## **Navco video system (CCTV):**

- One camera per register focusing on customer and counter
- Camera for each customer entry and exit
- Camera focused on the cashier area, capturing customer, employee, and cash safe
- Cameras are focused and properly adjusted
- DVR in locked cabinet
- Color monitor located in the office
- System date and time stamps are kept current
- Ability to export video
- Station manager is trained and knowledgeable on video system

## **Lighting & Windows:**

The station has been designed with the necessary lighting, inside and out, to keep the station well-lit for the protection and convenience of customers and employees. Station personnel will check for any inadequate or missing lighting and notify maintenance if they're not able to change themselves. The store is designed with full height glass windows to provide clear and unobstructed views from inside and out. All signage affixed to the windows will not obstruct these views.

## **Loitering & Panhandling:**

CSI does not tolerate loitering and panhandling and maintains a zero-tolerance policy. No loitering signs will be posted in conspicuous places containing wording (Spanish and English) that aligns with state and local law. Station personnel will notify local law enforcement of any challenges with loitering and panhandling.

In addition, CSI will not allow the consumption or opening of alcoholic beverages at the station. Signs specifically prohibiting this activity will be placed on site and station personnel will be trained and directed to address individuals attempting to or consuming alcohol on store property. If safe to do so, station personnel will instruct the person(s) to cease and desist consuming the alcoholic beverage and ask the person to leave the premises. If the person does not comply or the station personnel feels unsafe, the personnel will notify local law enforcement to assist.

# Site Operating Procedure



## **In-Store Customer Service:**

- Station personnel will be well-presented in uniform with a name badge that is visible and readable
- When a customer enters the store, greet them politely and with enthusiasm
- If a customer is lingering, offer assistance
- When a customer approaches the register, greet them politely and with enthusiasm
- Make eye contact and smile
- Suggest additional sales, promotional items or an item associated with a customer's primary purchase. Refer to the Suggestive Sales SOP for examples
- Confirm the total amount, receive payment
- If the customer pays cash, check:
  - The amount of cash received
  - The amount of change due, count back the change to customer
- Thank the customer for their purchase/visit. Offer a friendly parting remark.

12 January 2024

Phillip King

**Ware Malcomb**

4683 Chabot Drive, Suite 300

Pleasanton, CA 94588

pking@waremalcomb.com

**Subject: 1399 Willow Road, Menlo Park, CA –  
Car Wash Noise Analysis  
Salter Project 23-0442**

Dear Phillip:

This letter summarizes the results of our car wash noise analysis at the Chevron station located at 1399 Willow Road in Menlo Park, California. We understand you plan to move an existing car wash closer to residences, and the City is requiring a noise analysis. In summary, our study finds that it is feasible to reduce estimated car wash noise levels to the City's daytime noise limits at the nearby residential property lines, provided the following are implemented:

- An entry door that provides minimum 20 dBA of noise reduction
- A barrier/wall extending at least 5-feet past the wash exit to reduce dryer noise
- Wash tunnel roof construction with minimum 4 psf surface density
- Off-board pumping station equipment room door, walls, and roof construction as described in this letter

## **CRITERIA**

Section 8.06 of the Menlo Park Municipal Code limits noise at residential property lines to 60 dBA during the daytime (7 am to 10 pm) and 50 dBA during the nighttime (10 pm to 7 am). We have assumed the car wash will only operate during the daytime, and therefore the project criteria will be 60 dBA at residential property lines.

The nearest residential property lines are as follows (see Figure 1, attached for an aerial view):

- 1396 Carlton Avenue – Approximately 30-feet from planned car wash entrance
- 828 Hamilton Avenue – Approximately 70-feet from planned car wash entrance
- 1394 Carlton Avenue – Approximately 105-feet from planned car wash entrance

- 1383 Carlton Avenue – Approximately 125-feet from planned car wash entrance
- 777 Hamilton Avenue – Approximately 150-feet from planned car wash exit

## CAR WASH EQUIPMENT

We have based our analysis on the site plan dated 11 December 2023, manufacturer’s published data of the planned car wash equipment, and dryer noise measured on 14 December 2023 at the Ducky’s Express Car Wash at 410 Hickey Boulevard in Daly City. We understand the same dryers at 410 Hickey Boulevard are planned at the 1399 Willow Road car wash. In addition, we used noise levels measured by Salter at the existing on-site car wash at 1399 Willow Road on 24 October 2023, as well as other similar car washes to estimate noise levels at different angles from the car wash drive aisle centerline. We understand that equipment will be as follows:

- 9x 15 HP dryers with manufacturer’s attenuating baffle at 50 Hz operation (same model and operation as 410 Hickey Boulevard car wash) – 90 dBA at 20-feet from exit and 78 dBA at 35-feet from the entrance as measured on 14 December 2023
- Choicewash XT car wash – 62 dBA at 30-feet from bay per manufacturer
- Mark VII 20 HP off-board pumping station – 97 dBA inside equipment room and 62 dBA at 40-feet from equipment room per manufacturer

Based on measured and manufacturer’s data, the loudest expected noises from car wash operation are from the exit dryers.

## ANALYSIS AND RECOMMENDATION

Table 1 below summarizes estimated noise levels at the nearest residential property lines from the future car wash without the addition of entry/exit doors or barriers. Note that the levels in Table 1 would occur during the loudest parts of the dryer cycle<sup>1</sup>.

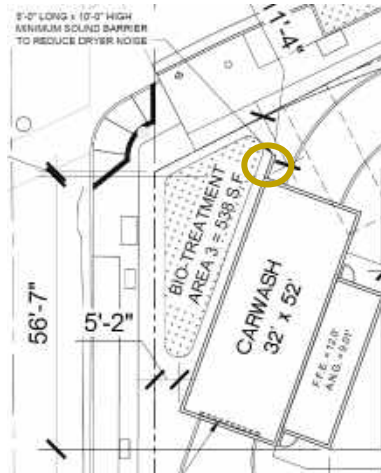
Table 1: Estimated Car Wash Noise Levels at Residential Property Lines (without Additional Mitigation)

Property Line	Estimated Level
1396 Carlton Avenue	80 dBA
828 Hamilton Avenue	67 dBA
1394 Carlton Avenue	71 dBA
1383 Carlton Avenue	70 dBA
777 Hamilton Avenue	69 dBA

<sup>1</sup> Average noise levels (Leq) from the full wash/dry cycle would be a lower value

As shown in Table 1, additional noise mitigation will be needed to reduce estimated noise levels from the car wash system to the City's 60 dBA daytime noise criteria. The recommended mitigation is as follows:

- Entry door (closed during washing/drying) selected for a transmission loss of at least 20 dBA. We recommend selecting a product with minimum STC 30 and confirming with the manufacturer that it can provide the necessary transmission loss once installed
- Construct a minimum 10-foot tall barrier<sup>2</sup> at the wash exit to reduce dryer noise. The barrier should be located on the left (Carlton Avenue) side of the exit and extend at least 5-feet past the exit. Note that this barrier is already incorporated into the 11 December 2023 site plan, as circled in the image below:



- Construct the wash tunnel roof to be solid with no cracks or gaps and minimum 4 psf surface density
- Construct the equipment room housing the off-board pumping station to have the following properties:
  - Roof construction to include a minimum of 2 layers of ½-inch dens deck and rigid insulation over metal deck
  - Exterior wall construction to be either:
    - CMU
    - 3-coat stucco over plywood, batt insulation in the stud cavity and 1 layer of gypsum board
  - Door to be insulated metal door with perimeter gasketing as follows:
    - Solid threshold and door shoe equivalent to Pemko 14/1A and Pemko 234AV
    - Double head and jamb gaskets equivalent to Pemko S88 plus Pemko 315CR

\* \* \*

<sup>2</sup> Effective noise barriers should have no cracks or gaps and be of minimum 3 psf surface density

This concludes our car wash noise analysis for the Chevron station located at 1399 Willow Road in Menlo Park. We look forward to discussing our findings with you.

Best,

**SALTER**



Greg Enenstein  
Associate



Alex Salter, PE  
Vice President

Enclosure



**Salter**

A49





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1399 WILLOW ROAD  
 PROPOSED CAR WASH LOCATION  
 AND NEAREST RESIDENCES

FIGURE 1

Salter # 23-0442  
 GRE/AKS 01.12.24



<b>LOCATION:</b> 1399 Willow Road	<b>PROJECT NUMBER:</b> PLN2022-00054	<b>APPLICANT:</b> Phillip King	<b>OWNER:</b> Chevron Inc.
<b>PROJECT CONDITIONS:</b>			
<p>1. The use permit and architectural control permit shall be subject to the following <b><i>standard conditions:</i></b></p> <ul style="list-style-type: none"> <li>a. Development of the project shall be substantially in conformance with the plans prepared by Ware Malcomb, consisting of 29 plan sheets, dated received April 11, 2024 and approved by the Planning Commission on July 8, 2024, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.</li> <li>b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.</li> <li>c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.</li> <li>d. Prior to building permit issuance, if applicable, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.</li> <li>e. Simultaneous with the submittal of a complete building permit application, if applicable, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.</li> <li>f. Simultaneous with the submittal of a complete building permit application, if applicable, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.</li> <li>g. Prior to building permit issuance, the applicant shall pay all fees incurred through staff time spent reviewing the application.</li> <li>h. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist reports prepared by SBCA Tree Consulting, dated received January 23, 2024.</li> <li>i. The applicant or permittee shall defend, indemnify, and hold harmless the City of Menlo Park or its agents, officers, and employees from any claim, action, or proceeding against the City of Menlo Park or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit, or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the applicant's or permittee's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the applicant or permittee of any said claim, action, or proceeding and the City's full cooperation in the applicant's or permittee's defense of said claims, actions, or proceedings.</li> <li>j. Notice of Fees Protest – The applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of</li> </ul>			

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**PROJECT CONDITIONS:**

this development. Per California Government Code 66020, this 90-day protest period has begun as of the date of the approval of this application.

2. The use permit and architectural control permit shall be subject to the following **project-specific** conditions:
  - a. The applicant shall be required to apply for a building permit within two years from the date of approval (by July 8, 2026) for the use permit to remain in effect. The approval shall not be eligible for an administrative one-year extension of approval.
  - b. Simultaneous with submittal of a complete building permit application, the Applicant shall demonstrate compliance with mitigation measures included in the Willow Village Master Plan Project EIR MMRP that are applicable to the project, subject to review and approval by the Community Development Department and the applicable divisions within the City. Compliance documentation may be deferred, at the discretion of the Planning Division, based on the timing identified in the MMRP.
  - c. Simultaneous with submittal of a complete building permit application, the Applicant shall demonstrate compliance with the measures included in the carwash noise assessment prepared by Salter, Inc., dated received January 23, 2024 (Planning Commission Resolution No. \_\_\_\_, Exhibit C), subject to review and approval by the Planning Division and Building Division.
  - d. Prior to final inspection, the Applicant shall pay an in-lieu fee of \$60,100 to account for the remaining value of the removed heritage trees that could not be replaced on-site. Prior to removal of heritage trees, the applicant shall submit an updated arborist report indicating the value of the heritage trees at the time of removal. If the value of the trees has increased, the amount of the in-lieu fee shall be adjusted, or the heritage tree replacements updated as necessary, to account for the increased value of the trees at the time of removal, subject to review and approval of the Planning Division and City Arborist.
  - e. The Applicant shall not be permitted to sell alcohol (associated with a Type 20 ABC license) in the existing convenience store. Sale of alcohol may commence following granting of first occupancy of the reconstructed convenience store.
  - f. Hours of operation of the convenience store shall be limited to 6 a.m. to 10 p.m. with the exception of limited service and retail items permitted to be sold through the night drawer between the hours of 10 p.m. and 6 a.m. Sale of alcohol through the night drawer shall be prohibited.
  - g. Hours of operation of the carwash shall be limited to 8 a.m. to 6 p.m.

# Mitigation Monitoring and Reporting Program

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## Introduction

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project development. The Environmental Impact Report (EIR) prepared and certified for the proposed Willow Village Master Plan Project (Proposed Project) includes all feasible mitigation measures to reduce the potential environmental effects of the Proposed Project.

CEQA also requires reporting on and monitoring of mitigation measures adopted as part of the environmental review process (Public Resources Code Section 21081.6). This Mitigation Monitoring and Reporting Program (MMRP) is designed to aid the City of Menlo Park in its implementation and monitoring of measures adopted from the certified EIR.

The mitigation measures in this MMRP are assigned the same number they had in the EIR. The MMRP, presented in table format, describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and verification of compliance. Additional information is provided in the certified EIR for the Project.

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b>Transportation</b>				
<b>IMPACT BEING ADDRESSED: The Proposed Project would exceed an applicable VMT threshold of significance. The Proposed Project would exceed the applicable VMT threshold of significance for the residential land use and would result in a significant impact. (Impact TRA-2)</b>				
<i>Project Mitigation Measure TRA-2:</i> The residential land use of the Project Site will be required to implement a TDM Plan achieving a 36% reduction from gross ITE trip generation rates (for the Proposed Project, this reduction equals 6,023 daily trips). Should a different number of residential units be built, the total daily trips will be adjusted accordingly. The required residential TDM Plan will include annual monitoring and reporting requirements on the effectiveness of the TDM program. The Project applicant will be required to work with City staff to identify the details of the TDM plan. If the annual monitoring finds that the TDM reduction is not met (i.e. the Proposed Project exceeds 6,023 daily trips from the residential land use), the TDM coordinator will be required to work with City staff to detail next steps to achieve the TDM reduction.	Finalize Transportation Demand Management (TDM) Plan details with the City.  Implement TDM Plan during occupancy of the Proposed Project.	Finalization of TDM Plan with City prior to occupancy of the first building  Annual monitoring and reporting every year the Project is operational with timing to be determined by the City	Project Sponsor	City of Menlo Park Community Development Department (CDD), Planning Division  City of Menlo Park Public Works Department (PW), Transportation Division
<b>IMPACT BEING ADDRESSED: The Proposed Project would substantially increase hazards due to a design feature or incompatible uses. The Proposed Project includes a design feature that could increase hazards and would result in a significant impact. (Impact: TRA-3)</b>				
<i>Project Mitigation Measure TRA-3:</i> Revise the North Garage access design to provide adequate sight distance for the eastern driveway or incorporate other design solutions to reduce hazards to the satisfaction of the Public Works Director. Potential solutions that would reduce hazards to a less than significant level include restricting the eastern driveway to inbound vehicles only or prohibiting exiting left turns, modifying landscaping or relocating the driveway to the west to allow for adequate sight distance for exiting vehicles, or installing an all-way stop or signal.	Revise the North Garage access design for adequate visibility and hazard reduction.	During the building permit and site development review process and prior to issuance of building permits.	Project Sponsor/ Project architect	PW, Transportation Division
<b>IMPACT BEING ADDRESSED: Vehicle Miles Traveled. (Impact C-TRA-2)</b>				
Implement <i>Mitigation Measure TRA-2</i> above.	See above.	See above.	See above.	See above.
<b>IMPACT BEING ADDRESSED: Hazards or Incompatible Uses. (Impact C-TRA-3)</b>				

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
Implement <i>Mitigation Measure TRA-3</i> , above.	See above.	See above.	See above.	See above.
<b><i>Air Quality</i></b>				
<b><i>IMPACT BEING ADDRESSED: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan. The Proposed Project would conflict with or obstruct implementation of the applicable air quality plan. (Impact AQ-1)</i></b>				
<p><i>Project Mitigation Measure AQ-1.1: Use Clean Diesel-powered Equipment during Construction to Control Construction-related Emissions.</i> The Project Sponsor shall either:</p> <ul style="list-style-type: none"> <li>• Ensure all off-road construction equipment with greater than 25 horsepower and operating for more than 20 hours total over the entire duration of construction activities have engines that meet or exceed either EPA or ARB Tier 4 Final off-road emission standards. The exception to this requirement allows a cumulative total of 618,028 horsepower-hours over the duration of construction activities before residents move onsite and 34,716 horsepower-hours over the duration of construction activities after residents move onsite from the operation of off-road construction equipment that meets standards less than Tier 4 Final; or</li> <li>• Prior to issuance of building permits, provide supplemental analysis prepared by a qualified air quality specialist to the City for approval that shows that emissions of ROG and NO<sub>x</sub>, the excess lifetime cancer risk, and the PM<sub>2.5</sub> concentration would not exceed the thresholds from the 2017 BAAQMD CEQA Air Quality Guidelines using the mix of equipment proposed by the applicant.</li> </ul>	Use clean diesel-powered equipment during construction or provide supplemental air quality analysis.	<p>Prior to the issuance of building permits</p> <p>During construction (if clean diesel-powered equipment is used)</p>	Project Sponsor	CDD
<p><i>Project Mitigation Measure AQ-1.2: Architectural Coatings.</i> The Project Sponsor shall use super-compliant architectural coatings during construction and operation for all buildings, which shall have VOC content that meet SCAQMD Rule 1113 Architectural Coatings as revised on February 5, 2016.</p>	Apply architectural coatings to meet South Coast Air Quality	<p>Prior to the issuance of building permits</p> <p>During construction</p>	Project Sponsor	CDD



WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
	Management District Rule 1113.	Ongoing during operation of Project		
<b>IMPACT BEING ADDRESSED: Cumulatively Considerable Net Increase in Criteria Pollutants. The Proposed Project would result in a cumulative net increase in a criteria pollutant for which the Project region is classified as a nonattainment area under an applicable federal or ambient air quality standard. (Impact AQ-2)</b>				
Implement Project Mitigation Measures AQ-1.1 and AQ-1.2	See above	See above	See above	See above
<i>ConnectMenlo Mitigation Measure AQ-2b1:</i> Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District’s (BAAQMD) basic control measures for reducing construction emissions of PM <sub>10</sub> (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	Comply with BAAQMD basic control measures.	During the building permit and site development review process, prior to building permit issuance, and during construction	Project Sponsor	CDD
<i>ConnectMenlo Mitigation Measure AQ-2b2:</i> Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD’s CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the project applicant is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently	Prepare the construction-related air quality technical assessment.	During the building permit and site development review process and prior to permit issuance	Project Sponsor	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance. (The AQTR prepared and submitted for the Proposed Project fulfills the air quality technical assessment requirement.)				
<b><i>IMPACT BEING ADDRESSED: Expose Sensitive Receptors to Substantial Pollutant Concentrations. The Proposed Project would expose sensitive receptors to substantial pollutant concentrations. (Impact AQ-3)</i></b>				
<i>Implement Project Mitigation Measure AQ-1.1 and ConnectMenlo Mitigation Measures AQ-2b1 and AQ-2b2, above.</i>	See above.	See above.	See above.	See above.
<b><i>IMPACT BEING ADDRESSED: Other Air Emissions. The Proposed Project would result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people. (Impact AQ-4)</i></b>				
<i>Project Mitigation Measure AQ-4.1: Molecular Neutralizer for Odors. The Project Sponsor and West Bay Sanitary District shall install a molecular neutralizer at the proposed sanitary sewer pump station to convert hydrogen sulfide gas into a biodegradable effluent during sewer pump operations. The molecular neutralizer shall be installed prior to the commencement of sewer pump operations.</i>	Install molecular neutralizer at the proposed sanitary sewer pump station.	During the building permit and site development review process. Install prior to the commencement of sewer pump operations.	Project Sponsor/ West Bay Sanitary District	CDD/PW
<b><i>IMPACT BEING ADDRESSED: Cumulative Air Quality Impacts. Cumulative development would result in a significant and unavoidable cumulative impact on air quality; thus, the Proposed Project would be a cumulatively considerable contributor to a significant cumulative impact on air quality. (Impact C-AQ-1)</i></b>				
<i>Implement Project Mitigation Measure AQ-1.1 and ConnectMenlo Mitigation Measures AQ-2b1 and AQ-2b2.</i>	See above.	See above.	See above.	See above.
<b><i>Greenhouse Gas Emissions</i></b>				
<b><i>IMPACT BEING ADDRESSED: Generation of GHG Emissions during Construction. Construction of the Proposed Project would not generate GHG emissions that may have a significant impact on the environment. (Impact GHG-1b)</i></b>				
<i>Implement Mitigation Measure TRA-2, above.</i>	See above.	See above.	See above.	See above.

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>IMPACT BEING ADDRESSED: Conflicts with Applicable Plans and Policies. The Proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. (Impact GHG-2)</i></b>				
Implement <i>Mitigation Measure TRA-2</i> , above.	See above.	See above.	See above.	See above.

WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b>Noise</b>				
<b>IMPACT BEING ADDRESSED: Construction Noise. Construction of the Proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies. (Impact NOI-1a)</b>				
<p><b>Modified ConnectMenlo Mitigation Measure NOISE-1c.</b> Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City’s Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> <li>• All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer.</li> <li>• Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>• Stockpiling is located as far as feasible from nearby noise-sensitive receptors.</li> <li>• Limit unnecessary engine idling to the extent feasible.</li> <li>• Limit the use of public address systems.</li> <li>• Construction traffic shall be limited to the haul routes established by the City of Menlo Park.</li> </ul>	Implement measures to limit construction-related noise.	Prior to the issuance of demolition, grading, and building permits and throughout the duration of construction activities	Project Sponsor/contractor(s)	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p><i>Project Mitigation Measure NOI-1.1: Construction Noise Control Plan to Reduce Construction Noise.</i> The Project applicant and/or the contractor(s) shall obtain a permit to complete work outside the exempt/standard construction hours outlined in the City of Menlo Park Municipal Code, which may be incorporated into the conditional development permit for the Proposed Project. In addition, the applicant and/or contractor(s) shall develop a construction noise control plan to reduce noise levels and comply with Municipal Code daytime (during non-exempt hours) and nighttime noise standards to the extent feasible and practical, subject to review and determination by the Community Development Department. The plan shall also include measures to reduce noise levels such that a 10-dB increase over the ambient noise level does not occur at nearby noise-sensitive land uses, such as schools and residences to the extent feasible and practical (as determined by the City). Finally, the plan shall include measures to reduce pile driving noise such that noise from this equipment does not exceed 85 dBA <math>L_{eq}</math> at a distance of 50 feet, as feasible.</p> <p>The plan shall demonstrate that, to the extent feasible and practical, noise from construction activities that occur daily between 7:00 and 8:00 a.m. or between 6:00 p.m. and 10:00 p.m. will comply with the applicable City of Menlo Park noise limit of 60 dBA at the nearest existing residential or noise-sensitive land use, and construction activities that occur between 10:00 p.m. and 7:00 a.m. will comply with the applicable City noise limit of 50 dBA at the residential or noise-sensitive land use. The plan shall also demonstrate that, to the extent feasible and practical (as determined by the City), noise from construction activities during all hours will not result in a 10 dB increase over the ambient noise level at the nearest noise-sensitive land uses, and that pile driving noise would not exceed 85 dBA <math>L_{eq}</math> at a distance of 50 feet. This</p>	<p>Develop a Noise Control Plan and obtain a permit to complete work outside standard construction hours.</p>	<p>Submit noise control plan concurrently with the application for the first building permit for each building and implement plan during construction. Obtain permit prior to building permit application.</p>	<p>Project Sponsor/ contractor(s)</p>	<p>CDD</p>

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>Noise Control Plan shall be approved by the City prior to the issuance of building permits to confirm the precise noise minimization strategies that will be implemented and to document that strategies will be employed to the extent feasible and practical. Measures to help reduce noise from construction activity to these levels shall be incorporated into this plan and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• To the extent feasible and practical, plan for the noisiest construction activities to occur during daytime hours when the quantitative standards are less stringent, existing ambient noise levels are generally louder, and when people are less sensitive to noise.</li> <li>• Require all construction equipment be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition (at least as effective as those originally provided by the manufacturer) and appropriate for the equipment.</li> <li>• Maintain all construction equipment to minimize noise emissions.</li> <li>• Locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.</li> <li>• Require all stationary equipment be located to maintain the greatest possible distance to the nearby existing buildings, where feasible and practical.</li> <li>• Require stationary noise sources associated with construction (e.g., generators and compressors) in proximity to noise-sensitive land uses to be muffled and/or enclosed within temporary enclosures and shielded by barriers, which can reduce construction noise by as much as 5 dB.</li> <li>• Install noise-reducing sound walls or fencing (e.g. temporary fencing with sound blankets) around noise-generating equipment, to the extent feasible and practical, where no perimeter wall is provided pursuant to Mitigation Measure NOI-1.2.</li> </ul>				



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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>• Prohibit idling of inactive construction equipment for prolonged periods during nighttime/non-standard hours (i.e., more than 2 minutes).</li> <li>• Provide advance notification in the form of mailings/deliveries of notices to surrounding land uses regarding the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>• Provide the name and telephone number of an on-site construction liaison through on-site signage and on the notices mailed/delivered to surrounding land uses. If construction noise is found to be intrusive to the community (i.e., if complaints are received), the construction liaison shall take reasonable efforts to investigate the source of the noise and require that reasonable measures be implemented to correct the problem.</li> <li>• Use electric motors rather than gasoline- or diesel-powered engines to avoid noise associated with compressed air exhaust from pneumatically powered tools during nighttime hours, to the extent feasible and practical (as determined by the City). Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB.</li> </ul>				
<p><i>Project Mitigation Measure NOI-1.2: Construction of Temporary Noise Barrier along Project Perimeter.</i> The Project contractor(s) shall install an 8-foot-high temporary noise barrier along the complete length of the western and southern perimeter (e.g., areas near residential and school land uses), and along the southernmost 500 feet of the eastern perimeter of the main Project Site. As project buildout occurs, removal and/or adjustment in the location of the perimeter noise</p>	Install noise barriers.	Prior to issuance of building permit for each building and/or relevant area of site improvement plans/building construction and ongoing	Project Sponsor/contractor(s)	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>barrier may occur because either the construction of project buildings (completion of core and shell) or streets requires barrier realignment, or the perimeter barrier is not needed, as shown by preparation of an acoustical analysis that indicates the balance of the construction activities will not result in construction noise that exceeds the allowable limits.</p> <p>Regarding the Hamilton Avenue Parcel South, a similar noise barrier shall be installed around the complete length of the southern, western and northern perimeters as well as the southernmost 100 feet of the eastern perimeter of the Hamilton Avenue Parcel South, unless the Project Sponsor can demonstrate, through an acoustical analysis, that construction noise at this site would not exceed the allowable limits. The decision regarding the necessity of this barrier and location(s) shall be subject to review and approval of the City based on evidence and analyses providing by the applicant team.</p> <p>Regarding the Hamilton Avenue Parcel North, a similar noise barrier shall also be constructed along the complete length of the southern and western perimeters, along with the eastern most 100 feet of the northern perimeter of the Hamilton Avenue Parcel North, unless the Project Sponsor can demonstrate, through an acoustical analysis, that construction noise at this site would not exceed the allowable limits. The decision regarding the necessity of this barrier and location(s) shall be subject to review and approval of the City based on evidence and analyses providing by the applicant team.</p> <p>The barriers shall be constructed of material that has an acoustical rating of at least 26 STC (Sound Transmission Class). This can include a temporary barrier constructed with plywood supported on a wood frame, sound curtains supported on a frame, or other comparable material.</p>		removal/adjustment of noise barriers during construction		

WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>IMPACT BEING ADDRESSED: Operational Noise. Operation of the Proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies. (Impact NOI-1b)</i></b>				
<i>ConnectMenlo Mitigation Measure NOISE-1b.</i> Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.	Comply with Chapter 8.06 of the Menlo Park Municipal Code.	Prior to the issuance of construction permits and throughout the duration of construction activities	Project Sponsor	CDD
<i>Project Mitigation Measure NOI-1.3: Mechanical Equipment Noise Reduction Plan.</i> To reduce potential noise impacts resulting from Project mechanical equipment, including heating, cooling, and ventilation equipment, the Project applicant shall conduct a noise analysis to estimate noise levels of Project-specific mechanical equipment based on the final selected equipment models and design features. In addition to the analysis, a Mechanical Equipment Noise Reduction Plan shall be created to ensure noise levels of equipment, once installed, are below the applicable criteria described below. The Noise Reduction Plan shall include any necessary noise reduction measures required to reduce Project-specific mechanical equipment noise to a less-than-significant levels. The plan shall also demonstrate that with the inclusion of selected measures, noise from equipment would be below the significance thresholds. Feasible noise reduction measures to reduce noise below the significance thresholds include, but are not limited to, selecting quieter equipment, utilizing silencers and acoustical equipment at vent openings, siting equipment farther from the roofline, and/or enclosing all equipment in a mechanical equipment room designed to reduce noise. This analysis shall be conducted and the results and final Noise Reduction Plan shall be provided to the City prior to the issuance of building permits for each building.	Submit a Mechanical Equipment Noise Reduction Plan for each building and implement noise control measures to reduce noise during operation.	Submit noise reduction plan concurrently with the application for the first building permit for each building, and implement plan during operation.	Project Sponsor/ engineers(s)	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>The noise analysis and Noise Reduction Plan shall be prepared by persons qualified in acoustical analysis and/or engineering. The Noise Reduction Plan shall demonstrate with reasonable certainty that noise from mechanical equipment selected for the Project, including the attenuation features incorporated into the Project design, will not exceed the City of Menlo Park’s property plane threshold of 60 dBA during daytime hours or 50 dBA during nighttime hours at nearby noise-sensitive land uses, as well as the 50 dBA at 50 feet threshold that applies to rooftop equipment in the City.</p> <p>The Project applicant shall incorporate all feasible methods to reduce noise identified above and other feasible recommendations from the acoustical analysis and Noise Reduction Plan into the building design and operations as necessary to ensure that noise sources meet applicable requirements of the respective noise ordinances at receiving properties.</p>				
<p><i>Project Mitigation Measure NOI-1.4: Emergency Generator Noise Reduction Plan (All Parcels).</i> Prior to approval of a building permit for each building, the Project applicant shall conduct a noise analysis to estimate noise levels from the testing of Project-specific emergency generators, based on the actual generator makes and models proposed and the actual selected attenuation features. Based on the results of the analysis, a Noise Reduction Plan shall be created to ensure noise levels of generator testing are below the applicable Code requirements. The results, methods, and final Noise Reduction Plan shall be provided to the City prior to the issuance of building permits. The analysis shall account for proposed noise attenuation features, such as specific acoustical enclosures and mufflers or silences, and the final Noise Reduction Plan shall demonstrate with reasonable certainty that proposed generator(s) will not exceed the City of Menlo Park noise thresholds of 60 dBA at the nearest noise-sensitive</p>	<p>Submit an Emergency Generator Noise Reduction Plan and implement noise control measures to reduce noise during operation.</p>	<p>Submit plan concurrently with the application for the first building permit for each generator and implement plan during operation.</p>	<p>Project Sponsor/ engineers(s)</p>	<p>CDD</p>

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>use during daytime hours, and/or 85 dBA at 50 feet for powered equipment, whichever is lower. Acoustical treatments may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Enclosing generator(s);</li> <li>• Installing relatively quiet model generator(s);</li> <li>• Orienting or shielding generator(s) to protect noise-sensitive receptors to the greatest extent feasible;</li> <li>• Installing exhaust mufflers or silencers;</li> <li>• Increasing the distance between generator(s) and noise-sensitive receptors; and/or</li> <li>• Placing barriers around generator(s) to facilitate the attenuation of noise.</li> </ul> <p>In addition, all Project generator(s) shall be tested only between the hours of 7:00 a.m. and 10:00 p.m. Because no nighttime testing of generators will be allowed, compliance with the 50-dB nighttime noise threshold in the City need not be demonstrated.</p> <p>The Project applicant shall incorporate sufficient recommendations from the acoustical analysis into the building design and operations to ensure that noise sources meet applicable requirements of the noise ordinance.</p>				
<b><i>IMPACT BEING ADDRESSED: Generation of excessive ground-borne vibration or ground-borne noise levels. The Proposed Project would generate excessive ground-borne vibration or noise levels. (Impact NOI-2)</i></b>				
<p><i>ConnectMenlo Mitigation Measure NOISE-2a.</i><sup>1,2</sup> To prevent architectural damage citywide as a result of construction-generated vibration:</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of a building permit for any development project requiring pile driving or blasting, the</li> </ul>	Prepare a noise and vibration analysis.	Prior to the issuance of building permits	Project Sponsor/ engineer(s)	CDD

<sup>1</sup> This noise and vibration study for the Proposed Project has been prepared in accordance with ConnectMenlo Mitigation Measure NOISE-2a.

<sup>2</sup> ConnectMenlo Mitigation Measure NOISE-2a has been modified to allow for compliance “to the extent feasible and practical,” which would be subject to review and determination by the Community Development Department.

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 in/sec, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed the thresholds, alternative methods, such static rollers, non-explosive blasting, and pile drilling, as opposed to pile driving, shall be used to the extent feasible and practical, subject to review and determination by the Community Development Department.</p> <p>To prevent vibration-induced annoyance as a result of construction-generated vibration:</p> <ul style="list-style-type: none"> <li>• Individual projects that involve vibration-intensive construction activities, such as blasting or the use of pile drivers, jack hammers, or vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or an allied discipline who is able to demonstrate a minimum of 2 years of experience in preparing technical assessments regarding acoustics and/or ground-borne vibration. The study is subject to review and approval of the Community Development Department.</li> </ul> <p>Vibration impacts on nearby receptors shall not exceed the vibration annoyance levels (in inches per second), as follows:</p> <ul style="list-style-type: none"> <li>• Workshop = 0.126</li> <li>• Office = 0.063</li> <li>• Residence, daytime (7:00 a.m.-10:00 p.m.) = 0.032</li> <li>• Residence, nighttime (10:00 p.m. to 7:00 a.m.) = 0.016</li> </ul> <p>If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional</p>				



<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
requirements, such as less vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., non-explosive blasting, pile drilling, as opposed to pile driving, preclusion for vibratory roller use, use of small or medium-sized bulldozers) to the extent feasible and practical. Vibration reduction measures shall be incorporated into the site development plan as a component of the Project and applicable building plans, subject to the review and approval of the Community Development Department.				
<p><i>Project Mitigation Measure NOI-2.1: Vibration Control Measures for Annoyance from Daytime Pile Driving Activity.</i> During daytime hours, pile driving activity shall take place no closer than 335 feet from residential land uses, 210 feet from office or school land uses, and 130 feet from workshops or retail land uses, to the extent feasible and practical. When pile driving work must take place closer than these distances from the aforementioned land uses, reduction measures shall be incorporated to the extent feasible and practical, such as the use of alternative pile installation methods that do not require impact or vibratory pile driving. Examples of alternative pile installation methods include auger cast pressure grouted displacement (APGD) piles, stone columns, cast-in-drilled-hole (CIDH) piles, or press-in piles. These measures will be subject to review and approval of the Community Development Department.</p> <p>In addition, the construction contractor shall appoint a Project vibration coordinator who will serve as the point of contact for vibration-related complaints during project construction. Contact information for the Project vibration coordinator will be posted at the Project Site and on a publicly available Project website. Should complaints be received, the Project vibration coordinator shall work with the construction team to adjust activities (e.g., drilling instead of driving piles in closer</p>	Implement vibration control measures for daytime pile driving activity and limit daytime pile driving.	Ongoing during daytime construction hours; documentation provided to City prior to pile driving construction activities	Project Sponsor/ contractor(s)/ Project vibration coordinator	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
proximity to certain land uses) to the extent feasible and practical to reduce vibration or to reschedule activities for a less sensitive time. The Project vibration coordinator shall notify the Community Development Department of all vibration-related complaints and actions taken to address the complaints.				
<i>Project Mitigation Measure NOI-2.2: Vibration Control Measures for Annoyance from Daytime Construction Activities Excluding Pile Driving.</i> During daytime hours, construction activity involving a vibratory roller shall take place no closer than 90 feet from residential land uses, 60 feet from office or school land uses, and 35 feet from workshops or retail land uses, to the extent feasible and practical, subject to review and approval by the Community Development Department. In addition, equipment that generates vibration levels similar to a large bulldozer shall take place no closer than 50 feet from residential land uses, 35 feet from office or school land uses, and 20 feet from workshops or retail land uses, to the extent feasible and practical, subject to review and approval by the Community Development Department. Maintaining these distances between equipment and the nearest residential, school/office, or workshop land uses would ensure vibration levels would be below 0.032 PPV in/sec at the nearest residences, 0.063 PPV in/sec at the nearest school or office, and 0.126 PPV in/sec at the nearest workshop, per the requirements in ConnectMenlo Mitigation Measure NOISE-2a. When construction would require the use of these equipment types at distances closer than these to nearby sensitive uses, reduction measures shall be incorporated to the extent feasible and practical, such as the use of smaller or less vibration-intensive equipment. For example, the vibration level from a large bulldozer at 10 feet would be approximately 0.352 PPV in/sec, whereas the vibration level from a large bulldozer at the same distance would be approximately 0.012	Implement vibration control measures for annoyance from daytime construction activity, excluding pile driving, and limit vibratory roller use during daytime hours.	Ongoing during daytime construction hours; documentation provided to City prior to vibration related construction activities	Project Sponsor/ contractor(s)/ Project vibration coordinator	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>PPV in/sec. The vibration level from a small bulldozer at 10 feet would be below all daytime vibration thresholds from ConnectMenlo Mitigation Measure Noise-2a. The feasibility of reduction measures shall be subject to review and determination by the Community Development Department. In addition, the construction contractor shall appoint a Project vibration coordinator who will serve as the point of contact for vibration-related complaints during Project construction. Contact information for the Project vibration coordinator will be posted at the Project Site and on a publicly available Project website. Should complaints be received, the Project vibration coordinator shall work with the construction team to adjust activities (e.g., drilling instead of driving piles in closer proximity to certain land uses) to the extent feasible and practical to reduce vibration or to reschedule activities for a less sensitive time. The Project vibration coordinator shall notify the Community Development Department of all vibration-related complaints and actions taken to address the complaints.</p>				
<p><i>Project Mitigation Measure NOI-2.3: Vibration Control Measures for Annoyance from Nighttime Pile Installation Activity.</i> During the nighttime hours of 10:00 p.m. to 7:00 a.m., pile driving activity shall take place no closer than 540 feet from residential land uses to the extent feasible and practical. When pile installation work must take place closer than this distance to residences, alternative pile installation methods that do not require impact or vibratory pile driving shall be employed to the extent feasible and practical. Examples of alternative pile installation methods include auger cast pressure grouted displacement (APGD) piles, stone columns, cast-in-drilled-hole (CIDH) piles, or press-in piles. The feasibility of these alternative measures shall be subject to review and determination of the Community Development Department. In addition, the construction contractor shall appoint a Project vibration coordinator who will serve as the point of contact for</p>	<p>Implement vibration control measures for annoyance from nighttime pile driving and limit nighttime pile driving.</p>	<p>Ongoing during nighttime construction hours; documentation provided to City in advance of nighttime pile installation activities.</p>	<p>Project Sponsor/ contractor(s)/ Project vibration coordinator</p>	<p>CDD</p>

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
vibration-related complaints during Project construction. Contact information for the Project vibration coordinator will be posted at the Project Site and on a publicly available Project website. Should complaints be received, the Project vibration coordinator shall work with the construction team to adjust activities (e.g., drilling instead of driving piles in closer proximity to certain land uses) to the extent feasible and practical to reduce vibration or to reschedule activities for a less sensitive time. The Project vibration coordinator shall notify the Community Development Department of all vibration-related complaints and actions taken to address the complaints.				
<b><i>IMPACT BEING ADDRESSED: Cumulative Noise Impacts. Cumulative development would result in a significant and unavoidable cumulative noise impact; thus, the Proposed Project would be a cumulatively considerable contributor to a significant cumulative noise impact. (Impact C-NOI-1)</i></b>				
Implement <i>Project Mitigation Measure NOI-1.1, NOI-1.2, and NOI-1.3, and ConnectMenlo Mitigation Measure NOI-1c, above.</i>	See above.	See above.	See above.	See above.
<b><i>Cultural Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Historical Resources. The Proposed Project would cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064.5. (Impact CR-1)</i></b>				
<i>Project Mitigation Measure CR-1.1. Remove, Store, and Reinstall Dumbarton Cutoff Line Tracks.</i> The Project Sponsor shall remove the Dumbarton Cutoff Line tracks, store them during construction of the Proposed Project, and reinstall them in their historic location without irreparable damage to their character-defining historic fabric. The Project Sponsor will prepare a preservation plan specifying the practices to be employed to preserve the historical integrity of the tracks during their removal, storage, and reinstallation. These methods may include the following: using straps to lift rails rather than chains or other “metal on metal” methods, marking or numbering the track components so they can be replaced in their original sequence, and ensuring secure storage onsite or in a lay-down area. Following tunnel	Remove, store, and reinstall Dumbarton Cutoff Line tracks and implement a preservation plan to preserve the historical integrity of the tracks.	Preparation of plan prior to the issuance of demolition permits related to Willow Road Tunnel construction activities as well as storage and reinstallation of tracks during construction	Project Sponsor/ contractor(s)	CDD and San Mateo County Transit District (SamTrans)

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
construction, the rail segments will be returned to their preconstruction location in Willow Road on new ballast and ties or other appropriate material for the rail crossing. The preservation plan shall be reviewed and approved by the City and SamTrans prior to the issuance of demolition permits related to construction activities within Willow Road, and the Project Sponsor will incorporate the recommended protective measures into construction specifications.				
<b><i>IMPACT BEING ADDRESSED: Archaeological Resources. The Proposed Project would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (Impact CR-2)</i></b>				
Implement <i>Project Mitigation Measures TCR-1.1 and TCR-1.2, below (see Tribal Cultural Resources)</i>	See below.	See below.	See below.	See below.
<i>ConnectMenlo Mitigation Measure CULT-2a (Modified) Stop Work if Archaeological Material or Features Are Encountered during Ground-Disturbing Activities.</i> If a potentially significant subsurface cultural resource is encountered during ground-disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. In addition, if a potentially significant subsurface cultural resource is encountered during ground-disturbing activities within the California Department of Transportation (Caltrans) right-of-way, the Caltrans District 4 Office of Cultural Studies shall be immediately contacted at [510] 847-1977). All developers in the Study Area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of these requirements. Any previously undiscovered resources found during construction activities shall be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria by a qualified archeologist in accordance with Project Mitigation Measure TCR-1.2.	Stop work if archaeological materials and/or cultural resources are discovered and determine whether resource requires further study.	Initiated after a find is made during construction, with regularly scheduled site inspections thereafter	Project Sponsor/ qualified archaeologist approved by CDD	CDD

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>IMPACT BEING ADDRESSED: Human Remains. The Proposed Project could disturb human remains, including those interred outside of dedicated cemeteries. (Impact CR-3)</i></b>				
Implement <i>Project Mitigation Measures TCR-1.1, TCR-1.2, TCR-2.1, and ConnectMenlo Mitigation Measure CULT-4 (Modified)</i> , below (see <i>Tribal Cultural Resources</i> )	See below.	See below.	See below.	See below.
<b><i>Biological Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Indirect Impacts on Special-Status Species. The Proposed Project would result in substantial predation among special-status bird and mammal species that breed in the nearby brackish marshes and may forage, in the case of special-status birds, in the Project area. (Impact BIO-2)</i></b>				
<p><i>Project Mitigation Measure BIO-2.1: Feral Cat Management Program.</i> The Project Sponsor shall implement a feral cat management program, similar to the program developed in conjunction with the Peninsula Humane Society and the Society for the Prevention of Cruelty to Animals for the East Campus in 2013. Prior to the program being implemented, the program developer shall coordinate with local humane societies and animal service centers to identify facilities able to take cats. The program coordinator shall coordinate with facilities receiving cats to ensure that efforts are made to attempt to reunite any inadvertently trapped pet cat with its owners.</p> <p>For one week every 3 months (i.e., each quarter), three live trap cages, designed to trap domestic cats, shall be placed around the perimeter of the main Project Site in locations where feral cats are likely to prey upon native wildlife species. The traps shall be deployed and maintained by a qualified trapping professional (such as an animal management company or other trained and experienced animal or wildlife professional). The duration of traps shall be coordinated with the specified intake facility so that the facility is prepared and open to receive trapped cats.</p> <p>Each trap cage shall be monitored and maintained on a daily basis during the week when traps have been set to determine whether a cat has been caught and whether the trap has inadvertently captured a non-target species (e.g. pet cat or</p>	Implement a feral cat management program.	<p>Ongoing beginning with occupancy of the first building at a level of extensiveness commensurate with the level of development and based on reasonable data (e.g., nearby feral cat management efforts).</p> <p>Trap cages must be placed for 1 week every 3 months (i.e., each quarter) for the duration of Project operation.</p>	Project Sponsor/qualified trapping professional	CDD



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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>wildlife). Traps shall not be deployed during extreme weather (e.g., heat, cold, rain). Traps shall contain water and be at least partially covered where feasible to attempt to reduce stress of trapped animals.</p> <p>If a cat is caught, the qualified professional shall transport the trapped cat as soon as practicable to the local humane society or animal service center that accepts trapped cats. If an animal other than a feral cat is caught in one of the traps, such as a suspected pet cat (e.g. cat with a collar) or wildlife, it shall be released immediately at the trap location.</p> <p>Because there are residences within and adjacent to the Project Site and the area where the Feral Cat Management Program will take place, efforts will be taken to ensure that residences are aware of the program to avoid inadvertent trapping and removal of pet cats. Visible signage shall be installed a week in advance of trapping and shall remain installed for the duration of trapping. The signs will have contact information should residents have questions or concerns.</p>				
<p><b><i>IMPACT BEING ADDRESSED: Impacts on Riparian Habitat and Other Sensitive Natural Communities. Project demolition and construction would affect riparian habitat and other sensitive natural communities. (Impact BIO-3)</i></b></p>				
<p><i>Project Mitigation Measure BIO-3.1: Avoid and Minimize Impacts on Riparian Habitat and Other Sensitive Natural Communities.</i> To the extent feasible, construction activities should avoid or minimize the removal of wetland vegetation or the placement of fill in the wetlands immediately north and northeast of the Project Site. If all direct impacts on wetlands (i.e., vegetation removal, loss, and fill) are avoided, Mitigation Measures BIO-3.2 and BIO-3.3 would not need to be implemented. However, if any wetland vegetation needs to be removed from the wetlands, or any fill needs to be placed in the wetlands, or post-construction conditions result in vegetation loss, Mitigation Measure BIO-3.2 (and Mitigation Measure BIO-3.3 if permanent impacts would occur) shall be implemented.</p>	<p>Avoid and minimize the removal of wetland vegetation or placement of fill in wetlands.</p>	<p>During construction</p>	<p>Project Sponsor/ contractor(s)</p>	<p>CDD</p>

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p><i>Project Mitigation Measure BIO-3.2: In-Situ Restoration of Temporary Impacts.</i> If impacts on the wetlands immediately north of the Project Site are temporary, resulting in vegetation removal or temporary fill within the wetland but no permanent fill, then the wetland area shall be restored by the Project Sponsor following construction. The herbaceous seasonal wetlands are likely to become recolonized easily without the need for seeding and planting as long as their existing hydrology and topography are restored following temporary impacts. There is some potential for the arroyo willow clumps in the isolated forested wetland to regrow from cut stumps. In such a case, the in-situ restoration shall involve simply protecting the area with exclusion fencing following construction to allow for regrowth of vegetation.</p> <p>For temporary impacts involving removed willow root masses where in-situ restoration is still an option, a more detailed restoration plan shall be developed. The mitigation shall, at a minimum, achieve no net loss of wetland acreage (i.e., jurisdictional wetlands lost to fill shall be replaced through the creation or restoration of wetland habitat of the same type as the affected habitat [either forested or herbaceous seasonal] at a minimum ratio of 1:1 on an acreage basis or as otherwise required by any state or federal permitting agencies) or ecological functions and values through the restoration and enhancement of the affected wetlands to a level equal to or greater than the baseline condition of the existing wetlands. An in-situ restoration approach could involve salvaging wetland plant material prior to construction (e.g., willow cuttings or willow clumps, in the case of the isolated forested wetland) and then replanting the material if the seasonal timing of construction is appropriate. United States Army Corps of Engineers (USACE) and/or Regional Water Quality Control Boards (RWQCB) approvals may be required to authorize temporary impacts on these features.</p>	<p>If impacts on wetlands are temporary, restore wetlands to pre-construction conditions and prepare a restoration plan, if needed.</p>	<p>Immediately following construction (if applicable)</p>	<p>Project Sponsor</p>	<p>CDD/USACE/ RWQCB</p>

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<p><i>Project Mitigation Measure BIO-3.3: Provide Compensatory Mitigation.</i> If any permanent fill or permanent loss of the isolated forested wetland or the herbaceous seasonal wetlands occurs, the Project Sponsor shall provide new wetland habitat of the same type (either forested or herbaceous seasonal) to offset this impact, either through the creation, enhancement, or restoration of wetlands in an appropriate location or through the purchase of mitigation credits from a USACE- or RWQCB-approved wetland mitigation bank. The purchase of such credits shall serve as full mitigation for impacts on these wetland features.<sup>3</sup> If Project-specific creation, enhancement, or restoration of wetland habitat is implemented, habitat shall be restored or created at a minimum ratio of 2:1 (compensation: impact) on an acreage basis or as otherwise required by any state or federal permitting agencies. This ratio is not higher because of the relatively low quality of the wetlands on the Project Site relative to the more extensive, less fragmented wetlands elsewhere in the region, and it is not lower because of the temporal loss of wetland functions and values that would result from the lag between impacts on the wetlands and maturation of the mitigation habitat. USACE and/or RWQCB approvals may be required to authorize permanent impacts on this feature.</p> <p>To the extent that compensatory mitigation is not provided by purchasing mitigation credits from a USACE- or RWQCB-approved wetland mitigation bank, then, if feasible, compensation shall be provided by creating, enhancing, or restoring wetland habitat so as to achieve the 2:1 ratio somewhere in San Mateo County or as otherwise required by any state or federal permitting agencies. A qualified biologist</p>	<p>If impacts on wetlands are permanent, provide new wetland habitat of the same type or purchase mitigation credits to offset any impacts on wetlands and prepare a wetland mitigation and monitoring plan, if needed.</p>	<p>Immediately following construction (if applicable)</p>	<p>Project Sponsor/ qualified biologist</p>	<p>CDD/USACE/ RWQCB</p>

<sup>3</sup> Refer to U.S. Army Corps of Engineers 33 CFR Part 325 and State Water Resources Control Board’s *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (April 2, 2019), pages 28 and 29.

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<p>shall develop a wetland mitigation and monitoring plan that describes the mitigation, including the following components (or as otherwise modified by regulatory agency permitting conditions):</p> <ul style="list-style-type: none"> <li>• Summary of habitat impacts and proposed mitigation ratios;</li> <li>• Goal of the restoration to achieve no net loss of habitat functions and values;</li> <li>• Location of mitigation site(s) and description of existing site conditions;</li> <li>• Mitigation design;                             <ul style="list-style-type: none"> <li>○ Existing and proposed site hydrology;</li> <li>○ Grading plan, if appropriate, including bank stabilization or other site stabilization features;</li> <li>○ Soil amendments and other site preparation elements, as appropriate; Planting plan;</li> <li>○ Irrigation and maintenance plan;</li> <li>○ Remedial measures and adaptive management; and</li> </ul> </li> <li>• Monitoring plan, including final and performance criteria, monitoring methods, data analysis, reporting requirements, and monitoring schedule. Success criteria shall include quantifiable measurements of wetland vegetation type (e.g., dominance by natives), the appropriate extent for the restoration location, and the provision of ecological functions and values equal to or exceeding those in the affected wetland habitat. At a minimum, success criteria shall include following:                             <ul style="list-style-type: none"> <li>○ At Year 5 post-mitigation, at least 75 percent of the mitigation site shall be dominated by native hydrophytic vegetation.</li> </ul> </li> </ul> <p>The wetland mitigation and monitoring plan must be approved by the City and other applicable agencies prior to the wetland impacts and must be implemented within 1 year</p>				

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after the discharge of fill into wetland features. Alternately, offsite mitigation could be provided through the purchase of mitigation credits at an agency-approved mitigation bank, as noted above.				
<b><i>IMPACT BEING ADDRESSED: Impacts on State and/or Federally Protected Wetlands. Project demolition and construction could affect state and/or federally protected wetlands. (Impact BIO-4)</i></b>				
Implement <i>Mitigation Measures BIO-3.1, BIO-3.2, and BIO-3.3, above.</i>	See above.	See above.	See above.	See above.
<b><i>IMPACT BEING ADDRESSED: Impacts on Wildlife Movement and Native Wildlife Nursery Sites. The removal of buildings, trees, shrubs, or woody vegetation and the construction of new buildings and installation of lighting could affect native migratory birds. (Impact BIO-5)</i></b>				
<p><i>Project Mitigation Measure BIO-5.1: Avoidance and Pre-construction Surveys for Nesting Migratory Birds.</i> The Project Sponsor shall implement the following measures to reduce impacts on nesting migratory birds:</p> <ul style="list-style-type: none"> <li>To the extent feasible, construction activities shall be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code will be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.</li> <li>If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests of migratory birds will be disturbed during Project implementation. Surveys shall be conducted no more than 7 days prior to the initiation of construction activities for each construction phase. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, California annual grasslands, buildings) in and immediately adjacent to the impact areas for migratory bird nests.</li> </ul>	<p>Avoid construction during the nesting season from February 1 through August 31; if not feasible, conduct pre-construction surveys for birds and potential nesting habitat.</p> <p>Establish a construction-free buffer zone if an active nest is found.</p>	<p>Ongoing during construction.</p> <p>In the event construction activities are initiated between February 1 through August 31, preconstruction nesting surveys of potential nesting habitat onsite shall be conducted no earlier than 7 days prior to start of construction activities for each applicable construction phase.</p>	Project Sponsor/ qualified ornithologist	CDD

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Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<ul style="list-style-type: none"> <li>If an active nest is found within trees or other potential nesting habitats that would be disturbed by construction activities, a construction-free buffer zone (typically 300 feet for raptors and 100 feet for other species) will be established around the nest to ensure that species that are protected under the MBTA and California Fish and Game Code will not be disturbed during Project implementation. The ornithologist shall determine the extent of the buffer.</li> <li>If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Proposed Project may be removed prior to the start of the nesting season (i.e., prior to February 1). This would preclude the initiation of nests in this vegetation and prevent any potential delay for the Proposed Project because of the presence of active nests in these substrates.</li> </ul>				
<p><i>Project Mitigation Measure BIO-5.2: Atrium Bird-safe Design Requirements.</i> The Project Sponsor shall implement the following measures to reduce impacts on migratory birds due to construction of the atrium:</p> <ul style="list-style-type: none"> <li>The Project Sponsor shall treat 100 percent of the glazing on the dome-shaped portions of the atrium’s façades (i.e., all areas of the north façade and all areas of the south façade above the Elevated Park) with a bird-safe glazing treatment to reduce the frequency of collisions. This glazing shall have a Threat Factor of 15 or less.<sup>4</sup> Because a Threat Factor is a nonlinear index, its value is not</li> </ul>	<p>Implement bird-safe design standards for the proposed atrium.</p> <p>Monitor and survey bird collisions.</p> <p>Implement modifications to</p>	<p>Design standards for atrium prior to issuance of the building permit for the building shell and for the duration of use at the building</p>	<p>Project Sponsor/ architect/ qualified biologist</p>	<p>CDD</p>

<sup>4</sup> A material’s Threat Factor, as assigned by the American Bird Conservancy, refers to the level of danger posed to birds, based on the birds’ ability to perceive the material as an obstruction, as tested using a “tunnel” protocol (a standardized test that uses wild birds to determine the relative effectiveness of various products at deterring bird collisions). The higher the Threat Factor, the greater the risk that collisions will occur. An opaque material will have a Threat Factor of 0, and a completely transparent material will have a Threat Factor of 100. Threat Factors for many commercially available façade materials can be found at <https://abcbirds.org/wp-content/uploads/2021/01/Masterspreadsheet-1-25-2021.xlsx>.

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<p>equivalent to the percent reduction in collisions that a glazing product provides. However, products with lower Threat Factors result in fewer bird collisions.</p> <ul style="list-style-type: none"> <li>• The Project Sponsor shall treat 100 percent of the glazing on the atrium’s east and west façades with a bird-safe glazing treatment to reduce the frequency of collisions. This glazing shall have a Threat Factor of 15 or less.</li> <li>• Interior trees and woody shrubs shall be set back from the atrium’s east, west, and non-sloped (i.e., vertical/perpendicular to the ground) portions of the south façades by at least 50 feet to reduce the potential for collisions with these facades due to the visibility of interior trees. This 50-foot distance is greater than the distance used in the project design for the north and sloped portions of the south facades (e.g., 20-25 feet for the north façade) due to the vertical nature of the east, west, and non-sloped portion of the south façades, as opposed to the articulated nature of the north and sloped portions of the south façades (which is expected to reduce the visibility of internal vegetation to some extent), as well as the direct line-of-sight views between interior and exterior vegetation through the east, west, and non-sloped portions of the south façades compared to the north façade (where internal vegetation is elevated above exterior vegetation). Interior trees and shrubs that are not visible through the east, west, and south façades may be planted closer than 50 feet to glass façades.</li> <li>• Because the glass production process can result in substantial variations in the effectiveness of bird-safe glazing, a qualified biologist will review physical samples of all glazing to be used on the atrium to confirm that the bird-safe frit will be visible to birds under various lighting conditions and expected to be effective.</li> </ul>	<p>the atrium to reduce collisions if a hot spot is identified.</p>	<p>Survey bird collisions for a minimum of 2 years following construction.</p>		



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Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<ul style="list-style-type: none"> <li>The Project Sponsor shall monitor bird collisions around the atrium for a minimum of 2 years following construction to identify any collision “hot spots” (i.e., areas where collisions occur repeatedly). A monitoring plan for the atrium shall be developed by a qualified biologist and shall include focused surveys for bird collisions from late April through May (spring migration), September through October (fall migration), and mid-November through mid-January (winter) to maximize the possibility of detecting bird collisions that might occur. Surveys of the atrium shall be conducted daily for 3 weeks during each of these periods (i.e., 21 consecutive days during each season, for a total of 63 surveys per year). In addition, for the 2-year monitoring period, surveys of the atrium shall be conducted the day following nighttime events during which temporary lighting exceed would typical levels (i.e., levels specified in the International Dark-Sky Association’s defined lighting zone, LZ-2 [Moderate Ambient], from dusk until 10:00 p.m., or 30 percent below these levels from 10:00 p.m. to midnight). The applicant can assign responsibility for tracking events and notifying the biologist when a survey is needed to a designated individual who is involved in the planning and scheduling of atrium events. The timing of the 63 seasonal surveys (e.g., morning or afternoon) shall vary on the different days to the extent feasible; surveys conducted specifically to follow nighttime events shall be conducted in the early morning.</li> <li>At a frequency of no less than every 6 months, a qualified biologist shall review the bird collision data for the atrium in consultation with the City to determine whether any potential hot spots are present (i.e., if collisions have occurred repeatedly at the same location). A “<i>potential hot spot</i>” is defined as a cluster of three or more collisions that</li> </ul>				

WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<p>occur within one of the 3-week monitoring periods described above at a given location on the atrium. The “location” shall be identified by the qualified biologist as makes sense for the observed collision pattern, and may consist of a single pane of glass, an area of glass adjacent to a landscape tree or light fixture, the 8,990-square-foot vertical façade beneath the Elevated Park, the façade adjacent to the vegetation at the Elevated Park, the atrium’s east façade, the atrium’s west façade, or another defined area where the collision pattern is observed. “Location” shall be defined based on observations of (1) collision patterns and (2) the architectural, lighting, and/or landscape features that contributed to the collisions and not arbitrarily determined (e.g., by assigning random grids). If any such potential hot spots are found, the qualified biologist shall provide an opinion as to whether the potential hot spots will affect bird populations over the long term to the point that additional measures (e.g., light adjustments, planting of vegetation) will be needed to reduce the frequency of bird strikes at the hot spot location in order to reduce impacts to a less-than-significant level under CEQA (i.e., whether it constitutes an actual “hotspot”). This determination shall be based on the number of birds and the species of birds that collide with the atrium over the monitoring period. In addition, a “hotspot” is automatically defined if a cluster of five or more collisions are identified at a given “location” on the atrium within one of the three-week monitoring periods described above. If a hotspot is identified, additional measures will be implemented at the potential hotspot location at the atrium; these may include one or more of the following options in the area of the hotspot depending on the cause of the collisions:</p>				

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>○ Adding a visible bird-safe frit pattern, netting, exterior screens, art, printed sheets, interior shades, grilles, shutters, exterior shades, or other features to untreated glazing (i.e., on the façade below the Elevated Park) to help birds recognize the façade as a solid structure.</li> <li>○ Installing interior or exterior blinds on buildings within the atrium to prevent light from spilling outward though glazed façades at night.</li> <li>○ Reducing lighting by dimming fixtures, redirecting fixtures, turning lights off, and/or adjusting the programmed timing for dimming/shutoff.</li> <li>○ Replacing certain light fixtures with new fixtures to increase shielding or redirect lighting.</li> <li>○ Adjusting or reducing lighting during events.</li> <li>○ Adjusting the timing of events to reduce the frequency during certain times of year (e.g., spring and/or fall migration) when relatively high numbers of collisions occur.</li> <li>○ Adjusting landscape vegetation by removing, trimming, or relocating trees or other plants (e.g., moving them farther from glass) or blocking birds' views of vegetation through glazing (e.g., using a screen or other opaque feature).</li> <li>● If modifications to the atrium are implemented to reduce collisions at a hot spot, 1 year of subsequent focused monitoring of the hot-spot location shall be performed to confirm that the modifications effectively reduced bird collisions to a less-than-significant level under CEQA. In the event that a hot-spot is detected at a time when there is less than one year remaining of the initial 2-year monitoring period, then this one year of subsequent monitoring of that hot-spot would extend beyond the 2-year monitoring period described above.</li> </ul>				

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p><i>Project Mitigation Measure BIO-5.3: Lighting Design Requirements.</i> The Project Sponsor shall prepare a lighting design plan that incorporates and implements the following measures to reduce lighting impacts on migratory birds. Prior to implementation of the lighting design plan, a qualified biologist shall review the final lighting design plan to confirm that the required measures are incorporated:</p> <ul style="list-style-type: none"> <li>• To the maximum extent feasible, up-lighting (i.e., lighting that projects upward above the fixture) shall be avoided in the Project design. All lighting shall be fully shielded to prevent illumination from shining upward above the fixture. If up-lighting cannot be avoided in the Project design, up-lights shall be shielded and/or directed such that no luminance projects above/beyond the objects at which they are directed (e.g., trees and buildings) and no light shines directly into the eyes of a bird flying above the object. If the objects themselves can be used to shield the lights from the sky beyond, no substantial adverse effects on migrating birds are anticipated.</li> <li>• All lighting shall be fully shielded to prevent it from shining outward and toward Bay habitats to the north. No light trespass shall be permitted more than 80 feet beyond the Project Site’s northern property line (i.e., beyond the Dumbarton Rail Corridor).</li> <li>• With respect to exterior lighting in the northern portion of the Project Site (i.e., areas north of Main Street and Office Buildings 03 and 05 surrounding the hotel, Town Square retail pavilion, Office Building 04, event building, and North Garage), and with respect to interior portions of the atrium, exterior lighting shall be minimized (i.e., outdoor lumens shall be reduced by at least 30 percent, consistent with recommendations from the International Dark-Sky Association [2011]) from 10:00 p.m. until sunrise, except as needed for safety and compliance with Menlo Park</li> </ul>	<p>Implement lighting design measures to reduce lighting impacts on migratory birds.</p>	<p>Prior to issuance of building permit</p> <p>Ongoing during operation of Project</p>	<p>Project Sponsor/ architect</p>	<p>CDD/qualified biologist</p>

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<p>Municipal Code. With respect to Office Buildings 01, 02, 03, 05, and 06, South Garage, and the residential/mixed-use buildings, exterior lighting shall be minimized (i.e., total outdoor lighting lumens shall be reduced by at least 30 percent or extinguished, consistent with recommendations from the International Dark-Sky Association [2011]) from midnight until sunrise, except as needed for safety and City code compliance.</p> <ul style="list-style-type: none"> <li>• Temporary lighting that exceeds minimal site lighting requirements may be used for nighttime social events. This lighting shall be switched off no later than midnight. No exterior up-lighting (i.e., lighting that projects upward above the fixture, including spotlights) shall be used during events.</li> <li>• Lights shall be shielded and directed so as not to spill outward from the elevator/stair towers and into adjacent areas.</li> <li>• Interior or exterior blinds shall be programmed to close on north-facing windows of buildings within the atrium from 10:00 p.m. to sunrise to prevent light from spilling outward.</li> <li>• Accent lighting within the atrium shall not be used to illuminate trees or vegetation. Alternatively, the applicant shall provide documentation to the satisfaction of a qualified biologist that the illumination of vegetation and/or structures within the atrium by accent lighting and/or up-lighting will not make these features more conspicuous to the human eye from any elevation outside the atrium compared to ambient conditions within the atrium. The biologist shall submit a report to the City following completion of the lighting design, documenting compliance with this requirement.</li> </ul>				

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>IMPACT BEING ADDRESSED: Impact BIO-6: Conflicts with Any Local Policies or Ordinances that Protect Biological Resources. The Project would result in conflicts with the Menlo Park Municipal Code. (Impact BIO-6)</i></b>				
Implement Mitigation Measures BIO-2.1, BIO-3.1 through BIO-3.3, and BIO-5.2, above.	See above.	See above.	See above.	See above.
<b><i>Geology and Soils</i></b>				
<b><i>IMPACT BEING ADDRESSED: Paleontological Resources. The Proposed Project could destroy a unique paleontological resource or site. (Impact GS-5)</i></b>				
<i>ConnectMenlo Mitigation Measure CULT-3: Conduct Protocol and Procedures for Encountering Paleontological Resources.</i> In the event that fossils or fossil-bearing deposits are discovered during ground-disturbing activities anywhere in the City, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved, qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards [Society of Vertebrate Paleontology 1995]), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine the procedures that would be followed before construction activities would be allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the City of Menlo Park for review and approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.	Conduct protocol and procedures for encountering paleontological resources.	During construction, in the event that fossils or fossil-bearing deposits are discovered	Project Sponsor/qualified paleontologist approved by CDD	CDD
<i>Project Mitigation Measure PALEO-1: Conduct Worker Awareness Training.</i> Before the start of any excavation or grading activities, the construction contractor will retain a qualified paleontologist, as defined by the SVP, who is experienced in teaching non-specialists. The qualified	Conduct worker awareness training.	Prior to any excavation or grading activities	Project Sponsor/contractor(s)/qualified paleontologist	CDD

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>paleontologist will train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate the significance.</p> <p>The qualified paleontologist will also make periodic visits during earthmoving in high sensitivity sites to verify that workers are following the established procedures.</p>				
<p><b><i>IMPACT BEING ADDRESSED: Cumulative Geology and Soil Impacts. Cumulative development would result in a less than significant cumulative impact to geology, soils, and seismicity, and thus the Proposed Project would not be a cumulatively considerable contributor to any significant cumulative impact to geology, soils, and seismicity. Cumulative development would result in a less-than-significant cumulative impact with mitigation to paleontological resources and the Proposed Project would not be a cumulatively considerable contributor to any significant cumulative impact. (Impact C-GS-1)</i></b></p>				
<p>Implement ConnectMenlo Mitigation Measure CULT-3, above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>
<p><b><i>Hydrology</i></b></p>				
<p><b><i>IMPACT BEING ADDRESSED: Water Quality. The Proposed Project could violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality. (Impact HY-1)</i></b></p>				
<p><i>Project Mitigation Measure HY-1.1: Implement Construction Dewatering Treatment (if necessary). If dewatering is needed to complete the Proposed Project, and if water from dewatering is discharged to a storm drain or surface water body, dewatering treatment may be necessary if groundwater exceeding water quality standards is encountered during excavation. Because there is potential for groundwater to be contaminated with VOCs or fuel products at the Project Site, the Project Sponsor would be required to comply with the San Francisco Bay Regional Water Board’s VOC and Fuel General Permit (Order No. R2-2018-0050) if groundwater exceeding water quality standards is encountered.</i></p>	<p>Implement construction dewatering treatment if groundwater is encountered.</p>	<p>During construction (if necessary)</p>	<p>Project Sponsor/ contractor(s)</p>	<p>CDD</p>



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<p>If dewatering requires discharges to the storm drain system or other water bodies, the water shall be pumped to a tank and tested using grab samples and sent to a certified laboratory for analysis. If it is found that the water does not meet water quality standards, it shall be treated as necessary prior to discharge so that all applicable water quality objectives (as noted in Table 3.11-2) are met or it shall be hauled offsite instead for treatment and disposed of at an appropriate waste treatment facility that is permitted to receive such water. The water treatment methods selected shall remove contaminants in the groundwater to meet discharge permit requirements while achieving local and state requirements, subject to approval by the San Francisco Bay Regional Water Board. Methods may include retaining dewatering effluent until particulate matter has settled before discharging it or using infiltration areas, filtration techniques, or other means. The contractor shall perform routine inspections of the construction area to verify that water quality control measures are properly implemented and maintained, observe the water (i.e., check for discoloration or an oily sheen), and perform other sampling and reporting activities prior to discharge. The final selection of water quality control measures shall be submitted in a report to the San Francisco Bay Regional Water Board for approval prior to construction. If the results from the groundwater laboratory do not meet water quality standards and the identified water treatment measures cannot ensure that treatment meets all standards for receiving water quality, then the water shall be hauled offsite instead for treatment and disposal at an appropriate waste treatment facility that is permitted to receive such water.</p>				
<p><b><i>IMPACT BEING ADDRESSED: Conflict or Obstruct a Water Resource Management Plan. The Proposed Project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Impact HY-5)</i></b></p>				
<p>Implement <i>Project Mitigation Measure HY-1.1</i>, above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>
<p><b><i>Hazards and Hazardous Materials</i></b></p>				

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Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>IMPACT BEING ADDRESSED: Upset and Accident Conditions Involving Hazardous Materials. The Proposed Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Impact HAZ-2)</i></b>				
<p><i>ConnectMenlo Mitigation Measure HAZ-4a: Environmental Site Management Plan.</i> Construction of any site in the City with known contamination shall be conducted under a Project-specific Environmental Site Management Plan (ESMP) prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or wells that require proper abandonment in compliance with local, state, and federal laws, policies, and regulations.</p> <p>The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials. The ESMP shall 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during excavation and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers who could be exposed to hazardous materials, in accordance with state and federal worker safety regulations; and 3) designate the personnel responsible for implementation of the ESMP.</p>	Prepare an Environmental Site Management Plan.	During the building permit and site development review process and prior to permit issuance	Project Sponsor/ personnel designated in the ESMP	DTSC/ CDD

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<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<i>Project Mitigation Measure HAZ-2.1: Phase I Environmental Site Assessment for the Willow Road Tunnel under Dumbarton Rail Corridor and Willow Road. For the offsite improvement in the area where the Willow Road Tunnel passes under the Dumbarton Rail Corridor and Willow Road, a Phase I ESA shall be performed by a licensed environmental professional. The Phase I ESA shall identify RECs at the site and indicate whether a Phase II ESA is required in order to evaluate contamination at the site.</i>	Perform/obtain a Phase I Site Assessment for the Willow Road Tunnel.	Prior to construction of the Willow Road Tunnel	Project Sponsor/ licensed environmental professional	CDD
<b><i>IMPACT BEING ADDRESSED: Exposure to Schools. The Proposed Project would not emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. (Impact HAZ-3)</i></b>				
Implement <i>Project Mitigation Measure HAZ-2.1 and ConnectMenlo Mitigation Measure HAZ-4a</i> , above.	See above.	See above.	See above.	See above.
<b><i>IMPACT BEING ADDRESSED: Cumulative Hazards and Hazardous Materials Impacts. Cumulative development would not result in a significant cumulative impact from hazards and hazardous materials, and the Proposed Project would not be a cumulatively considerable contributor to such a cumulative impact. (Impact C-HAZ-1)</i></b>				
Implement <i>ConnectMenlo Mitigation Measure HAZ-4a</i> , above.	See above.	See above.	See above.	See above.
<b><i>Tribal Cultural Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Tribal Cultural Resources. The Proposed Project could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC Section 21074. (Impact TCR-1)</i></b>				
<i>Project Mitigation Measure TCR-1.1: Avoidance and Mitigation of Impacts</i> <b><u>Plan Check</u></b> Prior to issuance of grading permits, the Project Sponsor shall ensure and the City shall verify that the applicable grading plans that require ground-disturbing excavation clearly indicate: <ul style="list-style-type: none"> <li>• That there is potential for exposing buried cultural resources, including tribal cultural resources (“TCRs”) and Native American burials; and</li> <li>• That excavations associated with soil remediation, removal of below grade utilities, and initial mass</li> </ul>	Preservation in place of known tribal cultural resources through plan check and measures for the Core, Perimeter, High Sensitivity Area, and existing known reburials.	Prior to the issuance of grading permits (plan check and field manual)  During construction (implement design measures and preservation)	Project Sponsor/ contractor(s)	CDD

<p align="center"><b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b></p>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>grading at the main Project Site and all ground disturbing activities within the Core and Perimeter (including the High Sensitivity Area) require the presence of an archaeological monitor and tribal monitor in accordance with the Archaeological and Tribal Cultural Resources Monitoring and Treatment Protocol and Plan (“ATMTPP”), as defined in Mitigation Measure TCR-1.2; and</p> <ul style="list-style-type: none"> <li>• That all ground disturbing activities require compliance with the ATMTPP.</li> </ul> <p>All archaeological site information supplied to the contractor shall be considered and marked confidential. Any no-disturbance zones shall be labelled as environmentally sensitive areas.</p> <p>Prior to issuance of grading permits for the Project, the Project Sponsor and City shall, with input from the tribes that engaged in consultation with the City on the Proposed Project pursuant to Assembly Bill 52 (“Consulting Tribes”), develop a non-confidential field manual summarizing the approved TCR mitigation measures and the approved ATMTPP requirements. This list shall be provided to all relevant personnel implementing TCR mitigation measures. Archeological and tribal monitors shall be invited to attend all tailgate safety meetings at which safety concerns and other pertinent information regarding current construction activities are presented.</p> <p><b><u>Measures for the Core</u></b></p> <p>The Project Sponsor shall avoid or mitigate ground-disturbing excavation in the Core as detailed below.</p> <ul style="list-style-type: none"> <li>• Ground disturbance into the existing culturally affected soil of the Core is prohibited. The following performance standards for capping, minimizing</li> </ul>				

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>construction loading, and preservation in place of the Core shall apply.</p> <p><b><u>Capping of Core</u></b></p> <ul style="list-style-type: none"> <li>• The Project Sponsor shall install a culturally sterile engineered cap of four to seven feet to cover the cultural deposits within the Core and preserve the Core in place. Tribal and archaeological monitoring shall be required during the installation of the fill cap on the Core.</li> <li>• Onsite soil material is suitable as fill material provided that it is processed to remove concentrations of organic material, debris, and particles greater than six inches in maximum dimension; oversized particles shall either be removed from the fill or broken down to meet the requirement. Imported fill material shall meet the above requirements and have a plasticity index of less than 20. Material used for engineered fill shall not contain or introduce contaminants in excess of applicable Department of Toxic Substances Control (“DTSC”) Environmental Screening Levels (“ESLs”). Any TCR materials within the soil matrix that are identified as TCRs by a tribal monitor shall be treated in accordance with the ATMTTP and shall not be broken down or used in fill.</li> <li>• Construction activities shall be conducted in a manner that protects against penetration of the culturally affected soil within the Core and reduces the potential for disturbance from concentrated surface loads. The following measures shall be implemented within the Core during fill placement and any subsequent construction to reduce potential impacts on subsurface archaeological and cultural materials.             <ul style="list-style-type: none"> <li>○ An elevation contour plan shall be created to guide the surface preparation necessary to place the fill cap</li> </ul> </li> </ul>				

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<p>within the Core boundaries. The plan shall show the top of the culturally affected soil elevation to establish a six-inch-thick protection layer above the culturally affected soil layer, below which soil excavation or penetration shall not be permitted.</p> <ul style="list-style-type: none"> <li>○ Tree root balls from trees removed within the Core boundary that have roots extending within an area 24 inches from the culturally affected soil layer shall be left in place. Stumps may be ground flat with the existing grade.</li> <li>○ Clearing of surface vegetation within the Core boundary shall be performed through hand grubbing.</li> <li>○ Ground surface preparation prior to fill placement within the Core boundary shall use relatively light equipment (3,000 to 5,000 pounds), such as a walk-behind roller, to densify the six-inch-thick protection material. The use of relatively light equipment reduces potential for densification below the buffer zone.</li> <li>○ A layer of geogrid reinforcement shall be placed over the prepared ground surface within the Core boundary. Geogrid shall consist of a triaxial grid (e.g., TX140 or approved equivalent). A second layer of geogrid shall be placed to reinforce the engineered fill approximately 24 inches above the base geogrid layer. Geogrid shall be installed in accordance with the manufacturer’s specifications. After placement of the geogrid, there shall be no soil disturbance in the Core below the top layer of geogrid.</li> <li>○ Once the six-inch-thick protection layer has been prepared and the base reinforcement grid placed within the Core boundary, engineered fill may be placed in eight-inch lifts and compacted using a single-drum ride-on sheepsfoot roller. The roller shall not be parked or left stationary on the Core</li> </ul>				

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<p>overnight. If yielding subgrade is encountered in the base protection layer, the geotechnical consultant may recommend placement of additional layers of reinforcement within the engineered fill. This determination will be based on field observations during preparation of the ground surface.</p> <ul style="list-style-type: none"> <li>○ To protect the culturally affected soil in the Core, construction and other transitory vehicle traffic (with the exception of the equipment necessary to place and compact the engineered fill) shall not be permitted over the Core until after engineered fill placement is complete to provide a buffer between mound material and concentrated vehicle loads. Once fill placement is complete, the culturally affected soil will be protected, but construction vehicles and construction equipment directly on the Core nonetheless shall continue to be limited to the minimum number necessary to complete construction of the Proposed Project. Vehicles shall not be left stationary or parked on the Core overnight. The contractor shall ensure that vehicles and equipment will not leak fuel or other liquids when operating on the Core. Leaking vehicles and equipment shall be promptly removed from the Core area and repaired before use is resumed on the Core.</li> </ul> <p><u>Temporary Construction Loading at Core</u> The following measures shall be implemented within the Core during scaffold erection to reduce potential impacts on subsurface cultural materials:</p> <ul style="list-style-type: none"> <li>• Scaffolds placed on the Core shall be installed no earlier than three months after the engineered fill placement related to sea-level rise.</li> </ul>				



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<ul style="list-style-type: none"> <li>• Scaffolds shall use 16-foot square bases on top of the engineered fill cap. Minor leveling of the fill cap shall be allowed at each scaffold installation, but excavation or other penetrations into the fill surface shall not be permitted except for equipment or the temporary auxiliary structures needed to install the atrium frame and associated glass. There shall be no soil disturbance in the Core below the top layer of geogrid.</li> <li>• Scaffolds shall be removed promptly after installation and inspection of the framework and glass within the atrium to remove pressure from the engineered fill over the Core.</li> </ul> <p><u>Post-Construction Preservation in Place at the Core</u></p> <ul style="list-style-type: none"> <li>• Post-construction, there shall be no soil disturbance in the Core below the top layer of geogrid. Any surface structural elements, irrigation, utilities, and infrastructure shall be located only upon/within the engineered fill and shall not penetrate the top layer of geogrid.</li> <li>• The Project Sponsor shall comply with Mitigation Measure TCR-1.3, <i>Post-Construction Preservation in Place</i>.</li> </ul> <p><b>Measures for the Perimeter</b></p> <p>The Project Sponsor shall avoid or mitigate ground-disturbing excavation in the Perimeter Area as follows:</p> <ul style="list-style-type: none"> <li>• The Project Sponsor shall install a culturally sterile engineered cap of four to seven feet to cover the cultural deposits within the Perimeter.</li> <li>• Excavation through the cap shall follow the procedures in <i>Mitigation Measure TCR-1.2</i>.</li> <li>• Tribal monitoring shall be required during all ground disturbing site work in the Perimeter; provided that, once culturally affected soil has been removed, stockpiled, and treated in accordance with the ATMTTPP, no additional tribal monitoring of ground disturbance is required in the area where such soil was removed.</li> </ul>				

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<p><b><u>Measures for the High Sensitivity Area</u></b>                      The Project Sponsor shall avoid or mitigate ground-disturbing excavation in the High Sensitivity Area as follows:</p> <ul style="list-style-type: none"> <li>• For portions of the High Sensitivity Area located within the Core, the Project Sponsor shall comply with the mitigation measures for the Core identified above, including but not limited to the tribal monitoring provisions.</li> <li>• For portions of the High Sensitivity Area located within the Perimeter, the Project Sponsor shall comply with the mitigation measures for the Perimeter identified above, including but not limited to the tribal monitoring provisions.</li> </ul> <p><b><u>Measures for Existing Known Reburials</u></b></p> <ul style="list-style-type: none"> <li>• Existing known reburials shall be preserved in place.</li> <li>• Existing known reburials will be protected by a layer of geogrid prior to the placement of engineered fill.</li> <li>• Tribal monitoring in the vicinity of existing known reburials shall be required in accordance with the ATMTTP.</li> </ul>				
<p><i>Project Mitigation Measure TCR-1.2: Archaeological and Tribal Cultural Resource Monitoring and Treatment Protocol and Plan.</i>                      The Project Sponsor and archaeological consultant, in consultation with the Consulting Tribes, shall develop an Archaeological and Tribal Cultural Resource Monitoring and Treatment Protocol and Plan (“ATMTTP”) to guide archaeological and tribal cultural resource monitoring of ground-disturbing site work and provide for appropriate treatment of any archeological materials and tribal cultural resources exposed during construction, as described below. The ATMTTP will apply to the entire Project Site and all off-site Project improvements. In addition, specific protocols that pertain to the Core, Perimeter, and High Sensitivity Area will</p>	Develop an ATMTTP to guide archaeological and tribal monitoring.	Prior to issuance of the first grading permit and any physical ground-disturbing activity	Project Sponsor/ approved archaeological consultant/ consulting tribe(s)	CDD

<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
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<p>be distinguished from general unanticipated discovery response procedures that apply in other areas. Tribal monitoring refers to the controlled observation and regulation of construction operations on or in the vicinity of a known or potentially significant tribal cultural resource to avoid, preserve in place, or mitigate impacts on the resource. The ATMTTP shall be developed in consultation with the Consulting Tribes and submitted to the City for review and approval prior to issuance of the first grading permit and any physical ground disturbing site work being allowed on the Project Site or for off-site Project improvements. The ATMTTP shall include, at a minimum:</p> <ul style="list-style-type: none"> <li>• Background information and context data on the Project Site, archeological resources, and tribal cultural resources.</li> <li>• Tribal monitoring requirements, including worker awareness training as specified below; a discussion of specific locations and the intensity of the monitoring effort for areas with potential for the discovery of archeological and tribal cultural materials; and anticipated personnel, including retention of California Native American tribal representative(s) from Consulting Tribes.</li> <li>• A requirement that tribal monitors from each Consulting Tribe be afforded the opportunity to be present at each location of ground disturbing site work that requires tribal monitoring pursuant to the Project mitigation measures and the ATMTTP, for the duration of such work, unless a Consulting Tribe agrees in writing that tribal monitoring is not needed by that tribe in that instance, or unless a Consulting Tribe fails to provide a monitor at the scheduled time, provided that adequate notice of the schedule was provided and documented.</li> <li>• Specific parameters for tribal monitoring, including the number of monitors from each Consulting Tribe based on number of simultaneous excavation locations, activities</li> </ul>				

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<p>subject to monitoring (consisting of all excavations associated with soil remediation, removal of below grade utilities, and initial mass grading at the main Project Site and all ground disturbing activities within the Core), and activities not subject to monitoring (including all grading outside the Core subsequent to initial mass grading in areas that have been monitored by the Consulting Tribes and found to no longer contain tribal cultural resources, all foundation and building demolition, and all above ground or vertical build construction).</p> <ul style="list-style-type: none"> <li>• Identification of a tribal monitoring coordinator, whose responsibility is to ensure that communication between the construction team and monitors is clear, that schedules for monitoring are conveyed, and that monitoring tribes have a single point of contact, prior to the commencement of ground disturbing activities.</li> <li>• Protocols for discoveries during construction, consistent with modified ConnectMenlo EIR Mitigation Measure CULT-2a (see Section 3.8, Cultural Resources), including a requirement that any DPR forms required pursuant to ConnectMenlo EIR Mitigation Measure CULT-2a to be submitted to the Northwest Information Center to document a find of TCR, cultural resources, historical resources, or archaeological resources shall be completed and submitted no later than 120 days after completion of the Project.</li> <li>• Prehistoric era research design, including sampling level, study method documentation, and provisions, such as staffing and scheduling, for bringing the proposed research to fruition.</li> <li>• Detailed procedures regarding how to address significant discoveries made during construction, including a discussion of field and artifact analysis methods to be used.</li> </ul>				

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<ul style="list-style-type: none"> <li>• Treatment of Native American human remains consistent with state law and recommendations of the NAHC-appointed Most Likely Descendant (“MLD”) and Modified ConnectMenlo EIR Mitigation Measure CULT-4.</li> <li>• Laboratory methods, including artifact cataloging and special analyses.</li> <li>• Thresholds for decision making if there is a conflict among tribal or archeological monitors regarding the identification or treatment of TCRs. Specifically, if there is a conflict between the archeological monitor and the tribal monitors, deference shall be given to the preferences of the tribal monitors, subject to applicable law in the event of the discovery of Native American human remains, provided that those preferences do not require Project redesign or result in unreasonable construction delay. If there is a conflict among the tribal monitors, the soil containing the potential TCR will be evaluated in accordance with applicable law and, if appropriate, shall be stockpiled in accordance with the soil protocol in the ATMTTP while the disagreement is being resolved.</li> <li>• Provisions for reporting (e.g., Tribal Monitoring Closure Report) and artifact treatment in consultation with the Consulting Tribes in the event of significant finds.</li> <li>• Pre-designated confidential reburial area(s) that will serve to reinter any Native American human remains encountered during construction (excluding existing, known reburial sites, which shall be preserved in place pursuant to Mitigation Measure TCR-1.1) with appropriate level of privacy for visitation by the Consulting Tribes, in an area not open to the public.</li> <li>• Treatment protocols that detail the appropriate procedures, methods, and reports to be completed if significant archaeological or tribal cultural materials,</li> </ul>				

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<p>including Native American burials, are encountered. The archeological significance of a resource shall not be determinative of whether the resource is a TCR, the level of impact to a TCR, or the significance of a TCR.</p> <ul style="list-style-type: none"> <li>• Soil treatment protocols that preserve cultural soil onsite where feasible, including:                             <ul style="list-style-type: none"> <li>○ Subject to the requirements of DTSC or other agencies with jurisdiction and the reasonable preferences of the MLD in accordance with applicable law, prohibiting the removal of cultural soil from the main Project Site. The determination of which soils are cultural soils shall be made by the tribal monitors.</li> <li>○ Requiring only clean, engineered fill to be used on the main Project Site. Under no circumstances should soil from another culturally significant area be used on this Project Site.</li> <li>○ The tribal monitors shall have the right to request that any cultural soils excavated from native soil on the main Project Site be relocated to an area on the main Project Site located away from the construction zone, where the tribal monitors shall be given the opportunity during active construction work hours to sift the cultural soil to identify and remove any tribal cultural items and Native American human remains, which tribal cultural items and Native American human remains shall be treated in accordance with the ATMTTP. Any tribal cultural resources obtained from sifting shall be reburied in the reburial area, subject to the reasonable preferences of the MLD in accordance with Public Resources Code Section 5097.98 and other applicable law. Any tribal monitors performing this work (1) must have the requisite training or experience to do so, including training</li> </ul> </li> </ul>				

<p align="center"><b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b></p>				
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<p>or experience with regard to work in environmentally impacted soil (which shall include at a minimum HAZWOPR certification), and (2) shall be paid at the rate specified for this work in the applicable Tribal Monitoring Agreement. Following sifting and removal of TCRs, the soil can be reused at the same or a different location within the main Project Site.</p> <ul style="list-style-type: none"> <li>• Specifications for archeological and tribal cultural resources sensitivity training for construction workers and superintendents that meet the following standards:                             <ul style="list-style-type: none"> <li>○ Occurs prior to the start of any ground-disturbing activity or site work on the Project Site or for off-site improvements.</li> <li>○ Training shall be required for all construction personnel participating in ground-disturbing construction to alert them to the archaeological and tribal cultural sensitivity of the area and provide protocols to follow in the event of a discovery of archaeological materials or tribal cultural resources. Training shall be provided en masse to such personnel at the start of construction of the Project, and training shall be repeated when new personnel participating in ground-disturbing site work start work.</li> <li>○ Includes, for job site posting, a document (“ALERT SHEET”) that summarizes the potential finds that could be exposed, the protocols to be followed, and the points of contact to alert in the event of a discovery that is presented as part of the training.</li> <li>○ Requires the contractor to ensure that all workers requiring training are in attendance.</li> <li>○ Requires training for all contractors and sub-contractors that is documented for each permit</li> </ul> </li> </ul>				

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<p>and/or phase of a permit that requires ground-disturbing activities onsite.</p> <ul style="list-style-type: none"> <li>○ For work in the Core and the existing known reburial area, additional worker training shall also be required for workers who will work on the surface or who will drive directly over the Core or work in the existing known reburial area.</li> <li>● Work plan for the use of ground penetrating radar (GPR) and forensic canine detection (FCD) that meets the following standards:                             <ul style="list-style-type: none"> <li>○ Upon conclusion of building demolition and the removal of surface improvements within the Perimeter, the Project Sponsor shall retain a qualified team of FCD survey providers and a GPR operator to perform a survey of the Perimeter before grading, trenching, or other earthwork commences.</li> <li>○ A minimum of seven calendar days prior to the FCD or GPR survey, the Project Sponsor or their designee shall notify the Consulting Tribes of the schedule to afford sufficient time to be present during the survey. Should the Consulting Tribe(s) choose not to attend, the FCD or GPR survey may continue as scheduled. Where the FCD or GPR survey will occur within 100 feet of known burials or reburials (which know reburials shall remain in place in accordance with Mitigation Measure TCR-1.1), use of the FCD or GPR and presence of tribal monitors shall be dictated by the MLD for those prior discoveries.</li> <li>○ The results of the FCD and GPR surveys shall be provided to the Consulting Tribes within fourteen calendar days after completion of the survey reports. Measures to protect TCRs identified as a result of the surveys shall be implemented in accordance with the Project mitigation measures and ATMTTPP.</li> </ul> </li> </ul>				



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<ul style="list-style-type: none"> <li>○ In the event of the discovery of Native American human remains other than known reburials, the procedures in Modified ConnectMenlo Mitigation Measure CULT-4 will apply.</li> <li>● Procedures for the event of an inadvertent discovery during construction, which require the archaeological and tribal monitors to review, identify, and evaluate TCRs to determine if a discovery is a historical resource and/or unique archaeological resource, or a TCR, under CEQA. These procedures shall include, at a minimum:                             <ul style="list-style-type: none"> <li>○ Criteria for identifying cultural soils.</li> <li>○ Impose a stop work radius of 100 feet around the discovery; work can continue outside of the stop-work radius while the discovery is being addressed. If the archaeological and tribal monitors agree that the find does not constitute a TCR, work can resume immediately, and no notifications are required.</li> <li>○ Notify the City, Consulting Tribes, and Project Sponsor within 24 hours of the discovery.</li> <li>○ Complete a discovery form to document the location, nature, and condition of the discovery.</li> <li>○ Consult on the discovery to determine appropriate treatment, which may include any combination of avoidance, preservation in place, rapid recovery and reburial, and/or documentation. In no circumstance other than the express written recommendation of the MLD shall Native American human remains be removed from the Project Site. Curation and data recovery shall not be allowed, unless curation or data recovery is (i) in compliance with the recommendation of the MLD for Native American human remains in accordance with Public Resources Code Section 5097.98 and other applicable law or, (ii) agreed upon by the tribal monitors per the protocols</li> </ul> </li> </ul>				

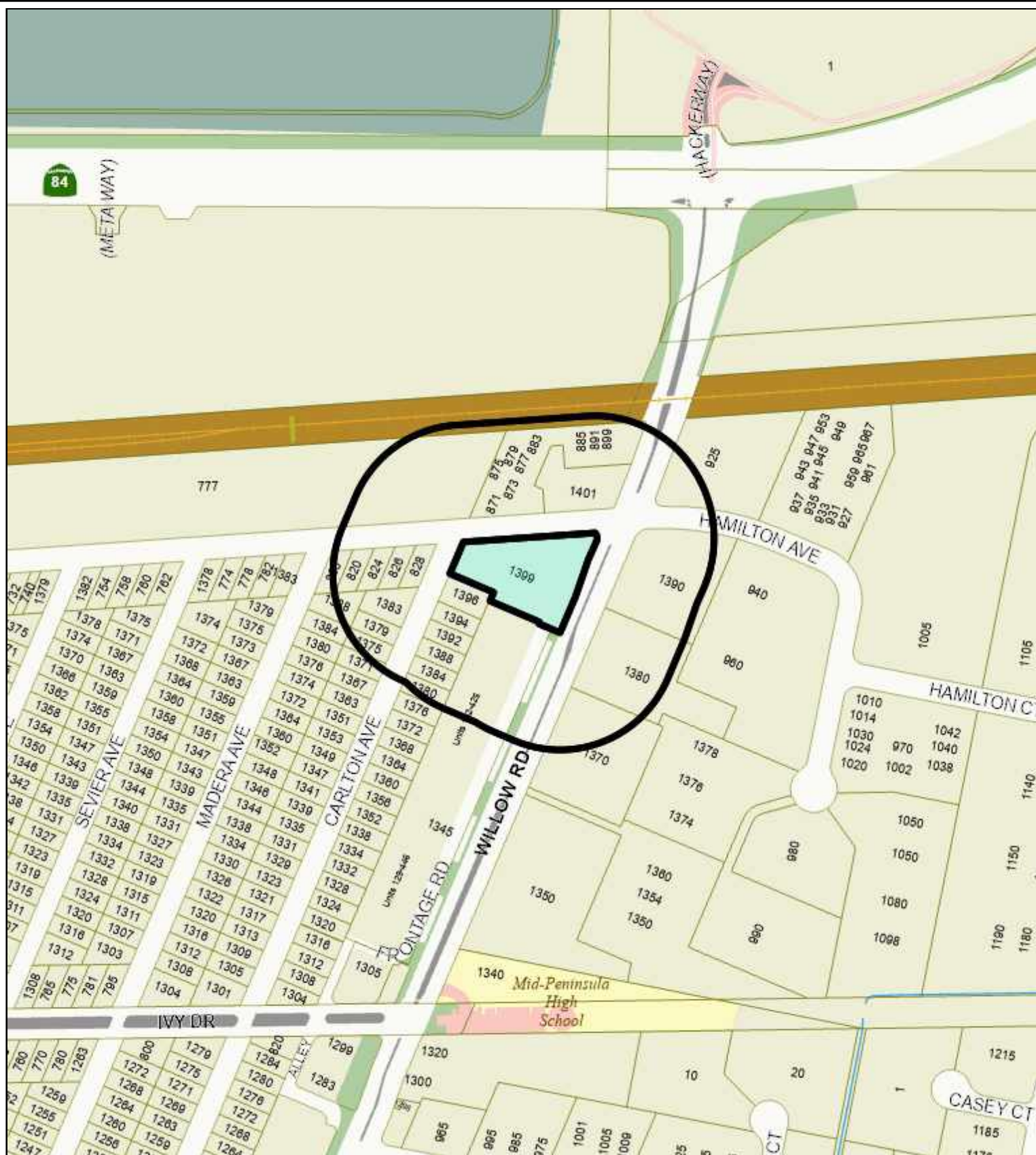
<b>WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
in the ATMTTPP for TCRs that are not Native American human remains.				
<p><i>Project Mitigation Measure TCR-1.3: Post-Construction Preservation in Place of Tribal Cultural Resources.</i> Prior to the issuance of the first certificate of occupancy for any occupied building within the Campus District, the Project Sponsor shall record deed restrictions over the Core, confidential locations of existing known reburials, and the pre-designated reburial area (“Project Reburial Area”) to restrict development or other activities identified in the deed restrictions that would disturb TCRs or Native American human remains in the future. The area included in the deed restrictions shall be described by a licensed surveyor prior to recording. Because archaeological and tribal cultural resource site locations are restricted from public distribution, the deed restrictions shall cite an “environmentally sensitive area.” A copy of the recorded deed restrictions that include the Core and any pre-designated reburial site shall be provided to the City for retention in a confidential project file. A copy of the deed restrictions shall be provided to the Northwest Information Center of the California Historical Resources Information System.</p> <p>The restriction on the deed for the Core and Project Reburial Area shall prohibit the following activities directly on the Core or Project Reburial Area (excluding activities in cantilevered or spanned structural elements) after completion of construction of the Proposed Project, subject to applicable building code and life safety access requirements and necessary facilities maintenance, service, and repairs:</p> <ul style="list-style-type: none"> <li>• Active recreational activities and structures, including, but not limited to, sports, field games, running, biking, and play equipment.</li> <li>• Domesticated animals other than security/service animals.</li> <li>• Vehicles.</li> </ul>	Post-construction preservation and recording of deed restrictions over the Core, known reburials, and Project Reburial Area.	Prior to the issuance of the first certificate of occupancy for any occupied building within the Campus District	Project Sponsor/ licensed surveyor	CDD

WILLOW VILLAGE MASTER PLAN PROJECT MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<ul style="list-style-type: none"> <li>Surface penetrations below the upper geogrid.</li> <li>Altering the surface or general topography of the Core or Project Reburial Area except for maintenance of the engineered soil cap, landscaping, facilities, circulation, and utilities included within the cap.</li> <li>In the unlikely event that any activity needs to occur below the area of the upper geogrid in the event of an emergency, the Consulting Tribes will be immediately notified and given a reasonable opportunity (consistent with the nature of the emergency) to have a tribal monitor present.</li> </ul>				
<p><i>Project Mitigation Measure TCR-1.4: Project Reburial Area Access.</i> Within 30 days after the recording of the deed restrictions over the dedicated reburial area(s), the Project Proponent shall extend a written offer to the Consulting Tribes to execute a tribal access agreement to allow for permitted access to the Project Reburial Area for the purposes of tribal visitation, subject to the parameters below. The Project Proponent shall provide a copy of the offer letter and if accepted by the Consulting Tribe(s), the executed agreement(s), to the City for retention in a confidential Project file. This mitigation measures shall be considered satisfied upon delivery of the offer letter to the Consulting Tribes, even if the Consulting Tribe(s) declined to enter into the agreement. The owners’ association shall manage the Project Reburial Area in accordance with the terms and conditions of the deed restrictions, access agreements, Project mitigation measures, and Project conditions of approval, subject to applicable building code and life safety access requirements and necessary facilities maintenance, service, and repairs. Access to the reburial area established for the Project will be controlled. The following conditions apply:</p> <ul style="list-style-type: none"> <li>Access to the Project Reburial Area will be available following completion of construction of the Proposed Project, including the Project Reburial Area, subject to</li> </ul>	Provide a written offer to execute a tribal access agreement for permitted access to the Project Reburial Area.	<p>Within 30 days after the recording of the deed restrictions</p> <p>Following completion of construction and ongoing during operation of the Project</p>	Project Sponsor/owner’s association /consulting tribe(s)	CDD

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<p>notification and access requirements to be specified in an access agreement.</p> <ul style="list-style-type: none"> <li>• Visitation shall comply with all rules applicable to publicly accessible open space within the Proposed Project except as otherwise specified in an access agreement.</li> <li>• Visitation shall not obstruct or otherwise interfere with the passage of vehicles or the operation of the facility.</li> <li>• Parking shall be limited to public parking spaces.</li> <li>• Visitation shall not include activities or uses that conflict with the deed restriction or reasonable preferences of the Most Likely Descendent; provided that the Project Proponent shall work in good faith to ensure that all Consulting Tribes are provided access to the Project Reburial Area in accordance with the terms of the access agreement.</li> <li>• Visitation shall not present a risk to human life or safety.</li> <li>• Visitation shall not include abandonment of materials or objects other than ceremonial, religious, or funerary offerings specified in an access agreement.</li> <li>• Visitation shall be subject to restriction as necessary to respond to any security threat, pandemic or similar health risk, or emergency condition. Visitation shall not be unreasonably restricted.</li> </ul>				
<p><b><i>IMPACT BEING ADDRESSED: Human Remains. The Proposed Project could disturb human remains, including those interred outside of dedicated cemeteries. (Impact TCR-2)</i></b></p>				
<p><i>Project Mitigation Measure TCR-2.1. Avoid and Preserve in Place Known Reburials.</i> The locations of known previous reburials of Native American human remains shall be restricted from future ground disturbance, as required by Mitigation Measure TCR-1.3.</p>	<p>Avoid and preserve in place known reburials.</p>	<p>See above (Mitigation Measure TCR-1.3).</p>	<p>See above (Mitigation Measure TCR-1.3).</p>	<p>See above (Mitigation Measure TCR-1.3).</p>

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<p><i>Mitigation Measure CULT-4: (Modified ConnectMenlo EIR). Comply with State Regulations Regarding the Discovery of Human Remains at the Project Site.</i> Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The San Mateo County Coroner shall be notified immediately. The coroner shall then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner shall notify the NAHC within 24 hours, which will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) in connection with any human remains. Further actions shall be determined, in part, by the desires of the MLD. The Project Sponsor, the Project archaeologist, and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects, including those associated with known and unknown Native American burial locations (CEQA Guidelines Section 15064.5[d]). The agreement should address appropriate actions for when remains are discovered, including excavation, removal, recordation, analysis, custodianship, and final disposition of the remains and associated or unassociated funerary objects. The MLD will have 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, or the owner does not accept the recommendation of the MLD in accordance with Public Resources Code 5097.98(e), the owner</p>	<p>Comply with state regulations regarding the discovery of human remains at the Project Site.</p>	<p>Initiated after a find is made during construction, with regularly scheduled site inspections thereafter</p>	<p>Project Sponsor/ San Mateo County Coroner</p>	<p>CDD</p>

<b>WILLOW VILLAGE MASTER PLAN PROJECT                      MITIGATION MONITORING AND REPORTING PROGRAM</b>				
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shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.				



City of Menlo Park  
Location Map  
1399 WILLOW ROAD





## INTRODUCTION

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The purpose of design guidelines for the Willow Road/Hamilton Avenue sites is to create a framework for consideration of design issues for proposed development. The guidelines can portray the desires of the City of Menlo Park for the design of the sites and can lessen the financial risk for potential developers of the sites. The guidelines achieve these dual objectives by illustrating design ideas that are buildable and economically successful within today's market conditions.

The guidelines strike a balance between the definition of desirable development and the freedom for creative development by the selected development team. The intent is to establish a framework for possible designs, not a prescriptive set of rules which might be too limiting to interested development teams. It is important to note that the guidelines "guide." They do not dictate. Guidelines are not a substitute for good design, rather they assist in the creation of good design.

The guidelines are to be used as a tool for all parties in the development process in order to begin the design of potential projects at the very outset, at the issuance of the Request For Qualifications (RFQ). In succeeding steps of the process, the guidelines should be the vehicle for discussions about the development of the design from concepts through construction. The City, the neighborhood and surrounding area, the developer(s), the architect's team and others involved in the development of the sites will be able to use the guidelines as a reference for helping to make decisions about design issues.

The diagrams included with the guidelines illustrate possible examples of design ideas. They are not intended to depict the one definitive manner of solving a particular design problem. In some instances the diagrams are used to depict a "preferable" or an "undesirable" design approach, using the drawings as well as words to help guide design direction.

## SITE PLAN

Development on both sites should be oriented and designed to create a distinctive, positive image at this gateway intersection.

Buildings should occupy both corners of the intersection.

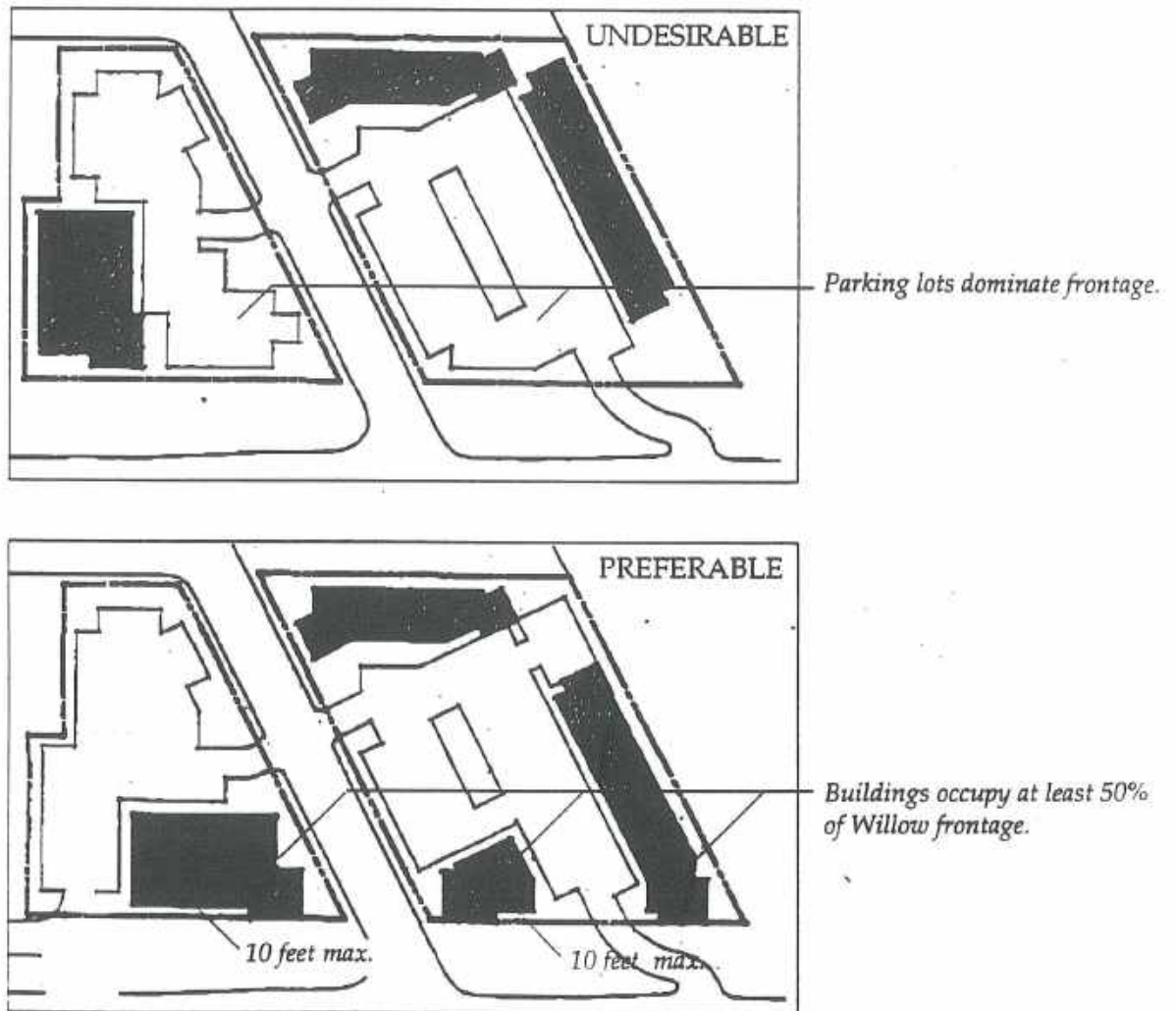
The views from Willow Road should be primarily of buildings, not parking lots.

Buildings should face and frame the street and front doors should be visible from the street.

Buildings should be sited so their major facade planes align with the streets they face.

Buildings within ten feet of the Willow Road property line should occupy at least 50% of its frontage. The maximum setback should be ten feet; the minimum is 0 feet.

Buildings must have floor elevations of at least eight feet above mean sea level.



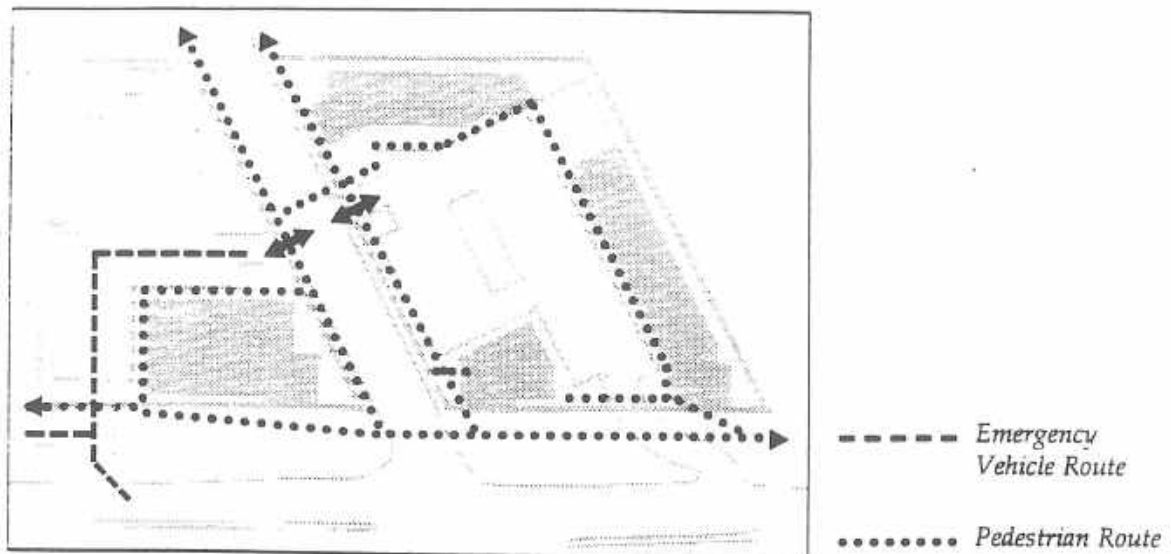
## PARKING & ACCESS

Development on both sites should accommodate pedestrians, bicycles, as well as cars.

Continuous sidewalks along Willow Road and Hamilton Avenue should provide pedestrian routes from both sites to nearby residential districts and office parks.

Development on each site should provide clear, direct pedestrian routes from sidewalks to all stores.

Development on the two sites should be designed to create a pedestrian link across Hamilton Avenue.



Vehicular access should have minimal traffic hazards on Willow Road and Hamilton Avenue.

The existing curb cut on Willow Road should be retained for right-in and right-out movements. Otherwise, auto access to both parcels should be from Hamilton Avenue only. Driveways should align with each other across Hamilton Avenue.

Bicycle parking should be provided on all sites and should be located on each site in several, convenient, dispersed places.

The sites on both the west and east sides of Hamilton Avenue should be eligible for "reciprocal" or "shared" parking, if two or more uses are included in the proposed developments. In this way the number of on-site parking spaces provided might be able to be fewer than the sum of the code required numbers for each of the proposed uses.

The parking lot on the parcels west of Hamilton Avenue should be designed to accommodate a fire lane from the adjacent apartments to a public street. The western parcels also may be able to have access via a right-in and right-out driveway directly from Willow Road, in which case this driveway could provide fire access.



## SERVICES

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Service facilities should be concealed from public view.

Trash bins and compactors, utility meters, transformers, and other service facilities should be enclosed or otherwise concealed from public view. Service enclosures should be designed as integral elements of the project architecture.

Lighting in service areas should be the minimum required for operation and safety, and should be designed to minimize glare for surrounding residential areas.

## DRIVE-THROUGH

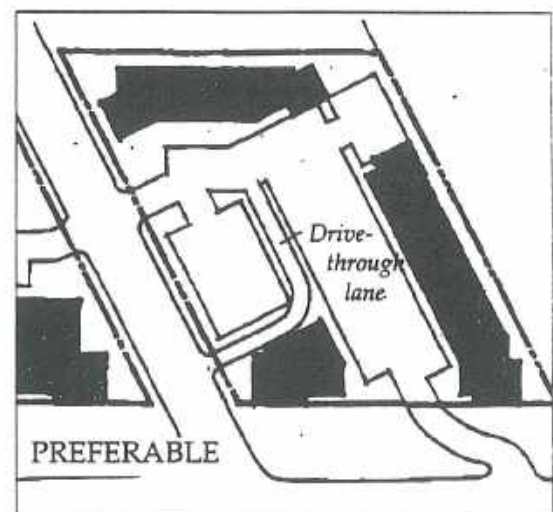
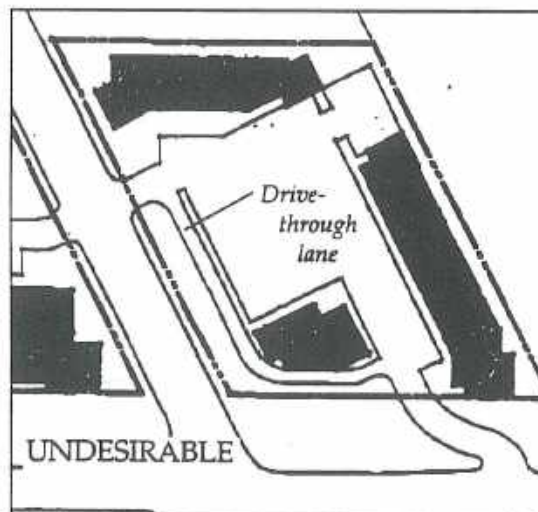
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Drive-through windows should be unobtrusive.

If a drive-through window is provided on either of the two sites, then the diagrams below illustrate the idea that a building should occupy the Willow/Hamilton corner, rather than having the drive-through activity on the corner.

Each of the two sites should have no more than one drive-through window.

Drive-through windows should be oriented so neither service windows nor cars waiting in stacking lanes are fronting onto public streets. Landscaping should be used along public streets to help screen views of waiting cars.



## LANDSCAPE

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All site areas not covered by structures, service yards, walkways, driveways, signage or parking spaces should be landscaped with trees and other planting.

The landscape should, as a rule, consist of live plants. Gravel, rock, artificial turf, bark and other like materials are not a substitute for plant cover.

Plazas and other areas subject to heavy traffic may be surfaced with a combination of plants and decorative paving.

The site landscape should include permanent, automated irrigation.

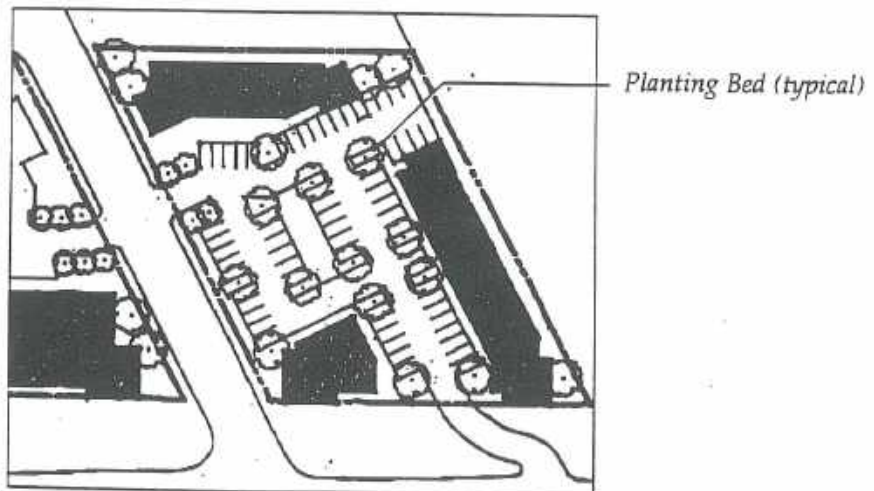
Plant materials should be primarily natives and other climate-suited varieties.

Water-intensive plants, such as lawns and flowering exotics, should be used only sparingly as accents.

Parking lots should be generously landscaped with trees and other planting to provide shade, reduce heat and glare, and provide visual relief from the areas of parked cars.

Planting beds at least one parking space wide should be located at the ends of each row and at intervals of no more than five to seven spaces.

Each bed should be planted with one (single-space depth) or two (double-space depth) trees with a minimum size of fifteen gallons.



Loading areas and other service facilities should be concealed from public view with the help of landscaping.

Landscaping along street frontages should include trees and other planting between curbs and parking and between curbs and buildings. Landscaping should be designed to minimally obstruct views of the retail buildings from Willow Road and Hamilton Avenue.

## LANDSCAPE (CONTINUED)

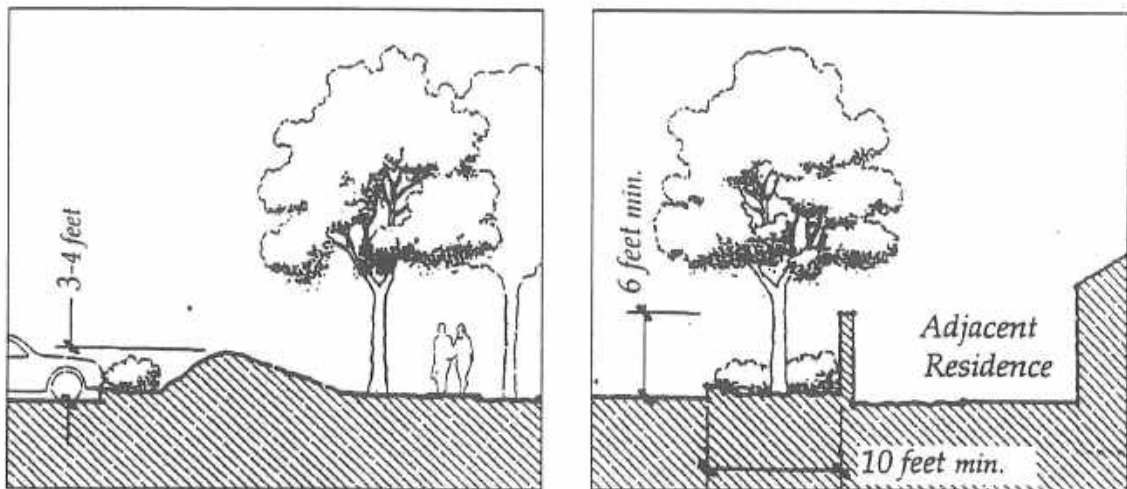
When trees are provided along the Willow Road and Hamilton Avenue frontages, the trees should be large enough and the canopies trimmed high enough so that drivers and pedestrians can see retail stores and signage underneath the tree canopies.

Where parking lots front directly on streets, the setback should include a berm or low wall in addition to planting to screen the direct view of parked cars.

The wall or berm should be three to four feet in height above the parking lot surface. This height may be reduced on sites where the parking lot lies above the road, as long as parked cars are not visible from the road. The low wall or berm should be placed to allow visibility and safety for vehicular traffic at intersections.

Interior property lines should be landscaped to help buffer adjacent uses from visual and acoustic impacts.

Where a retail site abuts non-retail uses, there should be a landscaped setback of at least ten feet and a masonry wall at least six feet in height at the setback line.



All landscape design for a proposed project should be done in concert with the landscape of the City's Willow Road Gateway Flood Wall and Landscape Wall Project, which is located immediately west of the sites in the land between the curb and the northern edge of the Willow Road right-of-way. Landscaping should relate to the landscaping of the City's flood and landscape wall project, but need not be as drought tolerant and maintenance free as the planting of the City's project. A new landscape design may be proposed for the sites and the Willow Road frontage area.



## ARCHITECTURAL DESIGN

Architectural style on both sites should draw from a common palette of forms and details, in order to create a strong, coherent "gateway" image.

The proposed project should be designed as a composition of distinct, but related forms.

Building forms should be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, flat planes should be avoided.

A mix of one- and two-story forms is strongly encouraged as a way to increase visual interest and diversify the mix of activities in the project.

Architecture within the project should employ a single, unifying vocabulary of forms, details and materials.

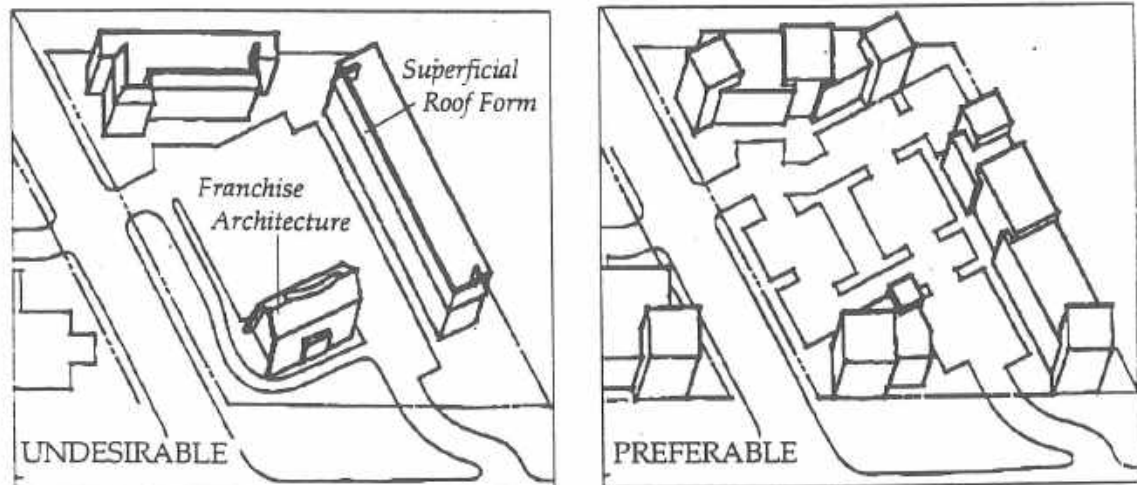
Visual interest should be created by articulation of planes and volumes and the subtle use of color, not by abrupt changes in style.

Franchise architecture, such as pseudo-historic styles or "trademark" roof shapes, which sacrifice the integrity of the project to promote a single tenant, is strongly discouraged.

All facades of a building should draw from the same vocabulary of forms, details and materials. Transitions from front facades to sides and rears should be graceful, not abrupt.

Roofs should be designed as integral elements of the project's architecture.

Roof forms or parapets with relatively flat roofs should be continuous around the entire building, not superficial forms limited to the most visible areas.





## ARCHITECTURAL DESIGN (CONT'D.)

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Architecture should respect the scale and character of nearby residential areas.

Traditional elements, for example pitched roofs or covered arcades, can help create a graceful visual transition from the commercial to residential districts.

Buildings should present interesting, inviting street facades.

Windows should comprise at least 33% of the width of each facade that faces a public street.

Where large blank wall sections are unavoidable, they should be articulated with three-dimensional elements, such as planters, and softened with vines and shrubs.

Building equipment and services should be enclosed, buried, or otherwise concealed from view.

Roof-mounted equipment should be concealed by enclosures consistent in design with the building roof.

Dock and service enclosures and other auxiliary structures should be designed as integral elements of the project's architecture.

## ARCHITECTURAL MATERIALS

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Architectural style on both sites should draw from a common palette of forms and details, in order to create a strong, coherent "gateway" image.

Architectural materials should be selected to convey an image of quality and durability.

All facades of a building should employ the same vocabulary of materials.

Transitions from front facades to sides and rears should be graceful, not abrupt.

Materials should reinforce and enhance architectural form and style.

Changes in materials should occur at inside corners of changes in surface plane.

On buildings designed with obvious references to a particular style or period, the materials should be consistent with that style or period.

All ground floor display windows should be clear glass. Windows on upper floors (if any) may be lightly tinted, but should not be reflective.

Certain materials can have an inherently inexpensive, insubstantial, or garish quality, and are discouraged. These include:

Roofs: composition shingles, glazed or painted tiles, painted metal or other visible sheet materials. Walls: vinyl, metal, plywood or other sheet materials.

## S I G N S

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Signs and other graphics should complement and enhance the architecture.

A comprehensive sign program, with designs for known tenants and criteria for unknown future tenants, should be prepared for each site.

All signs should be composed of individual characters and symbols; cabinet signs are strongly discouraged.

Signs should respect the scale and character of nearby residential areas.

Pole-mounted and roof-mounted signs are discouraged.

Each parcel may have one monument sign to identify the project and/or one anchor tenant. Each monument sign should be located at or near the Willow Road corner.

All other signs should be affixed to buildings, on vertical surfaces below the eave or parapet line.

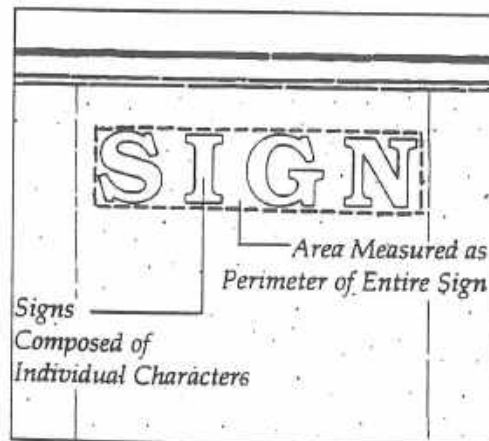
The cumulative area of all signs on each site should be no greater than one square foot per linear foot of its primary frontage, not to exceed a total of 100 square feet, plus one half of a square foot per linear foot for any secondary frontage.

The primary frontage is defined as the frontage on which the primary entry to the site is located.

Sign area is defined as shown in the diagram below.

Awning signs are allowed, but graphics should be confined to vertical surfaces.

Suspended or blade signs are allowed under awnings or canopies. Each sign should have a clearance of eight feet above the ground and each face should have an area no greater than three square feet.



# SBCA TREE CONSULTING

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Date: Amendment 7 8-24-23

To: Eric Harrison  
Senior Vice President  
Signature Development Group

Subject: Hamilton Parcels Tree Survey and Valuation

Scope: Trees are located on three parcels west of Willow Road, identified by Signature Development Group. Three trees behind the Starbucks were not accessible.

## Introduction

Estimated value of all 18 Heritage Trees is \$126,500.

Total value of Heritage trees proposed for removal is \$62,100

Any tree protected by the City's Municipal Code to be retained will require replacement according to its appraised value if it is damaged beyond repair as a result of construction.

## Menlo Park Heritage Tree Ordinance

### Development:

The following documentation may be required to support criterion 5:

- Schematic diagrams that demonstrate the feasibility/livability of alternative design(s) that preserve the tree, including utilizing zoning ordinance variances that would preserve the tree;
- Documentation on the additional incremental construction cost attributable to an alternative that preserves the tree (i.e. construction cost of alternative design minus cost of original design) in relation to the appraised value of tree(s) and based on the most recent addition to the Guide for Plant Appraisal.

The following guidance will be used to determine feasibility:

- If the incremental cost of the tree preservation alternative is more than 140% of the appraised value of the tree, the cost will be presumed to be financially infeasible.
- If the incremental cost of the tree preservation alternative is less than 110% of the appraised value of the tree, the cost will be presumed to be financially feasible.
- If the incremental cost of the tree preservation alternative is between 110% and 140% of the appraised value of the tree, public works director or their designee will consider a range of factors, including the value of the improvements, the value of the tree, the location of the tree, the viability of replacement mitigation and other site conditions.
- In calculating the incremental cost of the tree preservation alternative, only construction costs will be evaluated. No design fees or other soft costs will be considered.

Removal applications based on shading interference with proposed solar facilities shall employ the following screening criteria before applying the feasibility guidance above:

- Can the proposed array be ground mounted or positioned elsewhere to avoid shading by tree
- Can pruning resolve the conflict
- Is the proposed array sized appropriately
- Are there other energy efficiency measures that owner could employ to replace or reduce the need for the proposed solar array (energy efficiency analysis should be prepared by a certified energy auditor)

### **Development-related tree replacements**

If the removal reason is either Criterion 5: Development or Criterion 6: Utility Inference, applicants may use the following in-lieu value of the replacement trees to help design their landscape plans for development-related removals:

- One #5 container – \$100
- One #15 container – \$200
- One 24-inch tree box – \$400
- One 36-inch tree box – \$1,200
- One 48-inch tree box – \$5,000
- One 60-inch tree box – \$7,000

To be eligible for the in lieu fee, applicants must explain why the value of the replacement trees are not equal to the appraised value of the removed heritage trees.

## **Survey Procedure**

Trees Tagged – Each tree was tagged with a metal number tag corresponding with the numbers used in the Excel data sheets in *Appendix 1*.

Data Recorded – Arborists recorded data on tree species, diameter (DBH<sup>1</sup>), tree height, health and structural conditions, Heritage Tree Status, and suitability for retention, and suitability for relocation. Notes were recorded to provide commentary on general conditions.

Scope – Tag #132 does not exist.

## **Summary**

### **North Parcel**

- **Total Trees: 82 Trees**
  - Heritage street tree: n/a
  - Heritage tree: 7 Trees
  - Non-heritage street tree: 25 Trees

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<sup>1</sup> DBH is tree diameter measured at 54 inches above soil grade.



- **Trees to be Removed**
  - Heritage street tree: n/a
  - Heritage tree: n/a
  - Non-heritage street tree: 19 Trees
  - Non-heritage tree: 9 Trees
- **Trees to Remain**
  - Heritage street tree: n/a
  - Heritage tree: 7 Trees
  - Non-heritage street tree: 6 Trees
  - Non-heritage tree: 41 Trees

### **South Parcel**

- **Total Trees: 69 Trees**
  - Heritage street tree: n/a
  - Heritage tree: 11 Trees
  - Non-heritage street tree: 15 Trees
- **Total Tree Removals: 64**
  - Heritage street tree: n/a
  - Heritage tree: 11 Trees (#95-97, 99, 101, 102, 104, 108, 109, 111, 122)
  - Non-heritage street tree: 10 Trees (#133-142)
  - Non-heritage trees: 43 Trees
- **Total Tree Remain: 5**
  - Heritage street tree: n/a
  - Heritage tree: n/a
  - Non-heritage street tree: 5 Trees (#67-71)
- **High Value Trees**
  - Coast Redwood – The two stands of redwoods located near the Jack in the Box and west of the Chevron Station are in very good condition. The stand south of the Chevron requires mitigation to address drought stress concerns.
  - Coast Live Oak – Two large (> 20" DBH) *Quercus agrifolia* are in Parcel 2. Tree #48 was noted with significant structural concerns (included bark) and requires pruning to mitigate failure potential. Tree #29 is a nice specimen.
- **Species Diversity** – Ten different tree species were identified.
  - Most Numerous Species – The most numerous species is the Chinese Pistache (*Pistacia chinensis*), with 39 specimens identified. Sixteen (16) are City Street Trees.
  - Second Most Numerous Species – The Red Maple (*Acer rubrum*) is the second most numerous species, with 19 specimens identified. Most are doing well and exhibit good health and structure. Three additional trees were noted behind the Starbucks but were inaccessible due to fencing.





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

	Species	Common Name	Total Amount	Heritage Tree Amount	Overall Retention Suitability	Overall Relocation Suitability	Comments
1	<i>Acer rubrum</i>	Red Maple	19	0	G	F	Overall trees are in Good condition in health and structure. #61 and #116 are in poor condition;
2	<i>Betula nigra</i>	River Birch	4	0	G	F	No issues
3	<i>Betula pendula</i>	European Birch	13	0	F-G	F	All located at the Chevron parcel
4	<i>Fraxinus oxycarpa</i> 'Raywood'	Raywood Ash	9	0	P	P	Ash dieback and poor structures
5	<i>Pistacia chinensis</i>	Chinese Pistache	39	0	G	F	23 are street trees; Ones noted as failure to thrive were likely root bound at time of planting
6	<i>Platanus x hispanica</i>	London Plane	16	0	G	F-P	Most along Willow Rd in front of the Chevron and Starbucks; eight (#63, 64, 126-131) are street trees
7	<i>Prunus cerasifera</i>	Purple Plum	13	0	P	P	Received poor pruning; Poor structures; #62 is a street tree
8	<i>Pyrus calleryana</i>	Flowering Pear	5	0	F	P	Poor structures; Fireblight
9	<i>Quercus agrifolia</i>	Coast Live Oak	7	5	G	P	#29 and 48 are large trees; #48 requires pruning mitigation to address poor branching attachments and failure potential
10	<i>Sequoia sempervirens</i>	Coast Redwood	16	13	G	P	Stands #19-22 and #95-102 are in good condition; #108-111 may require mulch and supplemental irrigation to mitigate signs of drought stress
			<b>141</b>	<b>18</b>			



## Tree Valuation, Source and Methodology

This tree valuation report was prepared according to the standards for tree valuation presented in the 10<sup>th</sup> Edition of GUIDE FOR PLANT APPRAISAL, published by the International Society of Arboriculture, 2019.

Information regarding tree species is from the publication: SPECIES CLASSIFICATION AND GROUP ASSIGNMENTS, published by the International Society of Arboriculture.

Tree valuation is determined by using the FUNCTIONAL REPLACEMENT METHOD, *Trunk Formula* Technique as the tree is larger than the standard 24" box size utilized in tree valuation.

### Reproduction Method using Trunk Formula Technique for Determining Tree Value

The current price for a 24-inch box tree, installed in the landscape, is \$516 (Council of Tree & Landscape Appraisers). Value is affected by tree species, tree condition and the location in which the tree is growing. The terms below are used in the valuation in the table below.

- **Species** – Species qualities are determined through the publication Species Classification And Group Assignment published by the WESTERN CHAPTER INTERNATIONAL SOCIETY OF ARBORICULTURE. Tree species classification is used to determine the relative size of a replacement tree of a commonly attainable size.
  - **Species Group** – The group rating reflects the rate of growth for the tree species. The group rating determines the *basic price per square inch* of the trunk area for the different species.
- **DBH** - Diameter at Breast Height, measured at 4.5 feet above the average soil grade. Tree valuation is based upon DBH measurements. For multi-stemmed trees, this is based on calculations from the sum of the cross-sectional areas of all stems measured at 4.5 above grade. That figure is then matched with a DBH of a single stemmed tree with the same cross-sectional area.
- **Trunk Area** – The surface area of the cross-sectional area of the tree trunk measured at 4.5 feet above the soil grade (DBH).
- **Tree Condition** – Assessed based upon tree Health, Structure & Form.

Rating	Rating	Amount
G	G	0.9
G	F/G	0.85
G	F	0.8
G	F/P	0.7
G	P	0.6
F	F/G	0.75
F	F	0.7
F	F/P	0.6
F	P	0.5
P	F/G	0.55
P	F/P	0.4
P	P	0.2
F/G	F/G	0.8
F/G	F/P	0.65
F/P	F/P	0.45





- **Functional Limitations** – Factors within the controllable area that adversely impact the tree. All trees were given variable scores based on proximity to hardscape.
- **External Limitations** – Adverse impacts beyond control of tree owner is the presence of the adjacent structure that limits the spread of the tree and will require pruning to accommodate.
- **Replacement Tree Diameter** – The diameter of the largest commonly available tree of the same species.
- **Cross-sectional area of Replacement tree** - Based upon diameter of replacement tree for 24” box size.
- **Replacement Tree Cost** – Standard cost for purchase of replacement tree. Normal is \$200 for 24-inch size box tree.
- **Unit Tree Cost** – This is the cost of the tree divided by the cross-sectional area.
- **Basic Reproduction Cost** – The cross-sectional area of the tree being valued times the Unit Tree Cost.
- **Species Price per Square Inch.** – Determined from Species Group rating.
- **Depreciated reproduction cost** – Factor in Tree Condition, Functional Limitations & External Limitations.
- **Additional Costs** – Covers tree removal and cleanup prior to replanting.
- **Tree Value** – Total assessed value of the trees is to the nearest \$100.

**Table 2.** Table below provides methodology for Heritage tree appraisal.

Tree No.	Species	DBH	Trunk Area (TA)	Condition	Functional Limitations	External Limitations	Replacement Tree Diameter	Replacement Tree Area	Replacement Tree Cost	Unit Cost (I/H)	Basic Reproduction Cost (D/J)	Depreciated Reproduction Cost (K*E*F*G)	Tree Value to nearest \$100
6	<i>Quercus agrifolia</i>	13	132.7	0.9	0.5	1	2.2	3.8	200	52.63	6,986	\$ 3,144	3,100
19	<i>Sequoia sempervirens</i>	21.5	363.1	0.9	0.7	1	2.46	4.75	200	42.11	15,286	\$ 9,630	9,600
20	<i>Sequoia sempervirens</i>	24	452.4	0.9	0.7	1	2.46	4.75	200	42.11	19,048	\$12,000	12,000
21	<i>Sequoia sempervirens</i>	21	346.4	0.9	0.7	1	2.46	4.75	200	42.11	14,584	\$ 9,188	9,200
22	<i>Sequoia sempervirens</i>	17.5	240.5	0.9	0.7	1	2.46	4.75	200	42.11	10,128	\$ 6,380	6,400
29	<i>Quercus agrifolia</i>	23	415.5	0.9	0.8	1	2.2	3.8	200	52.63	21,867	\$15,744	15,700
48	<i>Quercus agrifolia</i>	22	380.1	0.6	0.7	1	2.2	3.8	200	52.63	20,007	\$ 8,403	8,400
95	<i>Sequoia sempervirens</i>	22	380.1	0.9	0.7	1	2.46	4.75	200	42.11	16,006	\$10,084	10,100
96	<i>Sequoia sempervirens</i>	16.5	213.8	0.9	0.7	1	2.46	4.75	200	42.11	9,003	\$ 5,672	5,700
97	<i>Sequoia sempervirens</i>	17	227	0.9	0.7	1	2.46	4.75	200	42.11	9,557	\$ 6,021	6,000
99	<i>Sequoia sempervirens</i>	15	176.7	0.9	0.7	1	2.46	4.75	200	42.11	7,441	\$ 4,688	4,700
101	<i>Sequoia sempervirens</i>	22	380.1	0.9	0.6	1	2.46	4.75	200	42.11	16,006	\$ 8,643	8,600
102	<i>Sequoia sempervirens</i>	17	227	0.9	0.6	1	2.46	4.75	200	42.11	9,557	\$ 5,161	5,200
104	<i>Quercus agrifolia</i>	14.5	165.1	0.9	0.7	0.7	2.2	3.8	200	52.63	8,691	\$ 3,833	3,800
108	<i>Sequoia sempervirens</i>	15	176.7	0.9	0.7	0.7	2.24	4.75	200	42.11	7,441	\$ 3,281	2,900



Tree No.	Species	DBH	Trunk Area (TA)	Condition	Functional Limitations	External Limitations	Replacement Tree Diameter	Replacement Tree Area	Replacement Tree Cost	Unit Cost (I/H)	Basic Reproduction Cost (D/J)	Depreciated Reproduction Cost (K*E*F*G)	Tree Value to nearest \$100
109	<i>Sequoia sempervirens</i>	18.5	268.8	0.9	0.7	0.7	2.24	4.75	200	42.11	11,318	\$ 4,991	4,400
111	<i>Sequoia sempervirens</i>	22	380.1	0.9	0.7	0.7	2.24	4.75	200	42.11	16,006	\$ 7,058	7,100
122	<i>Quercus agrifolia</i>	14	153.9	0.9	0.5	1	2.2	3.8	200	52.63	8,102	\$ 3,646	3,600

Total:  
126,500

## End Report

Appendices are as follows:

- *Appendix 1 – Tree Survey Data*
- *Appendix 2 – Tree Location Map*
- *Appendix 3 – Facebook Tree Protection Specifications*

Report submitted by:



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





TREE INVENTORY SUMMARY		
Total Trees		59
<b>Trees To-Be Removed</b>		
	Heritage Street Tree	N/A
	Heritage Tree	3
	Non-heritage Street Tree	5
	Non-heritage Tree	25
<b>Trees To Remain</b>		
	Heritage Street Tree	N/A
	Heritage Tree	8
	Non-heritage Street Tree	5
	Non-heritage Tree	13
<small>Note: All tree replacements will meet minimum tree replacement value determined by the arborist, SBCA Tree Consulting, per arborist report dated August 16, 2022.</small>		
	Proposed Parcel Line	

