



## STAFF REPORT

**Planning Commission**

**Meeting Date:**

**8/9/2021**

**Staff Report Number:**

**21-038-PC**

**Public Hearing:**

**Final Actions on Environmental Review, Use Permit, Architectural Control, Below Market Rate (BMR) Housing Agreement, and Community Amenities Agreement and recommendation on the public utilities abandonment to the City Council for the proposed Menlo Portal project with 335 multifamily dwelling units and an approximately 34,499-square-foot office space which includes approximately 1,600 square feet of community amenities space (childcare center) or an in-lieu fee/Andrew Morcos for Greystar/115 Independence Drive and 104 and 110 Constitution Drive**

## Recommendation

Staff recommends that the Planning Commission take the following actions on the proposed project:

1. **Make the required findings per the California Environmental Quality Act (CEQA) and certify the final environmental impact report (Final EIR)** that analyzes the potential environmental impacts of the proposed project, along with an associated Mitigation, Monitoring, and Reporting Program (MMRP) (Attachment A, Exhibit B and D);
2. **Approve the use permit** to demolish the existing buildings containing a mix of office and industrial uses totaling approximately 64,832 square feet, and construct 335 dwelling units and approximately 34,499 square feet of commercial space which includes approximately 1,600 square feet of commercial space with an additional approximately 2,190 square feet of outdoor spaces proposed for use as a community amenity by the proposed childcare center. The use permit includes a request for bonus level development potential, which would allow increases in floor area ratio (FAR), density, and height in exchange for providing community amenities. The use permit also includes a request for hazardous materials to allow for a diesel generator to operate automated parking systems and critical building resources in the event of an emergency (Attachment B);
3. **Approve the architectural control permit** for the design of the new buildings and associated site improvements (Attachment B);
4. **Approve the below market rate (BMR) housing agreement** for the inclusion of 48 on-site BMR units in compliance with the City's Below Market Rate Housing Program requirements (Attachment B, Exhibit E); and,
5. **Approve the community amenity operating covenant** as part of the use permit request for the operation of commercial space within the proposed project in exchange for bonus level development potential, in compliance with the City's Community Amenities requirement for bonus level

development (Attachment B, Exhibit F).

- 6. Recommend to the City Council that the public utilities (PUE) abandonment is consistent with the General Plan** by removing and relocating the existing utilities outside of the footprints of the proposed buildings. The existing utilities' utilizing the PUE would be relocated into a new easement within the project site and the City has consulted with all providers that have rights to the easement (Attachment C).

While not within the Planning Commission's purview, the proposed project includes a request for heritage tree removal permits to remove 10 heritage trees that conflict with development of the proposed project and plant heritage tree replacements per the City's municipal code requirements in effect when the proposed project's application was filed under the provisions of the Housing Crisis Act of 2019, also called Senate Bill 330 (SB 330). The City Arborist has conditionally approved the requested heritage tree removal permits and the conditional action would be posted at the site and mailed notices would be sent out stating the action following the Planning Commission affirmative action on the proposed project. The City Arborist's action is appealable to the Environmental Quality Commission (EQC). If no appeal of the City Arborist's action is received, the tree removal permits would become effective. Of the three parcels making up the project site, the project proposes to merge two parcels creating a new lot to receive the multifamily apartment building and adjust the lot line between the remaining parcels to create the parcel that would receive the office building. The lot line adjustment and lot mergers are also ministerial actions that are not within the purview of the Planning Commission, and would be reviewed and approved by the Engineering Division following Planning Commission affirmative action on the project.

### Policy Issues

The proposed project requires the Planning Commission to consider the merits of the project, including the project's consistency with the City's General Plan, R-MU zoning district standards, BMR housing program, community amenities requirements for bonus level development, and other adopted policies and programs. As part of the project review, the Planning Commission will need to consider the environmental review and determine whether to certify the Final EIR, make findings regarding the Project's environmental effects pursuant to the California Environmental Quality Act (CEQA), and adopt the MMRP. Additionally, the Commission will need to consider the use permit, architectural control, the BMR agreement, and community amenity operating covenant for the proposed project. The Planning Commission will need to consider if the request to abandon the PUE within the project is consistent with the General Plan and provide a recommendation to the City Council. All requested entitlements, with the exception of the PUE abandonment, would be reviewed and acted upon by the Planning Commission and are final, unless appealed to the City Council.

In addition to the Final EIR, the City and/or applicant has prepared the following documents to analyze the proposed project and provide background information and inform the review by community members and the Planning Commission:

- Housing Needs Assessment (HNA) (Attachment J), including an analysis of the multiplier effect for indirect and induced employment from the proposed project, in compliance with the terms of the 2017 settlement agreement between the City of Menlo Park and the City of East Palo Alto;
- Fiscal Impact Analysis (FIA) (Attachment O) to inform decision makers and the public of the potential

fiscal impacts of the proposed project;

- Applicant's Appraisal (Attachment L) to identify the required value of the community amenities in exchange for bonus level development; and
- Evaluations of the applicant's interim community amenities options proposal (Attachment N) to determine if the options would meet the required value identified by the appraisal.

The main findings of these documents are discussed in this report. These reports are not subject to specific City action. The policy issues summarized above are discussed in detail in this staff report.

## **Background**

### ***Site location***

The project site consists of three contiguous R-MU-B (Residential Mixed Use-Bonus) zoned parcels with a total area of approximately 3.2 acres, and currently contains two single-story buildings and one warehouse/industrial building with a mix of office and industrial uses totaling approximately 64,832 square feet. The existing buildings would be demolished as part of the redevelopment of the project site.

For purposes of this staff report, Bayfront Expressway (California State Route 84) is considered to have an east-west orientation, and all compass directions referenced will use this orientation. The project site is located south of Bayfront Expressway and east of Marsh Road. The project site is bounded by Independence Drive to the west and south and Constitution Drive to the north. The parcels to the north and south of the site are located in the M3(X) (Commercial Business Park) district and contain the second phase of the Menlo Gateway project, which was entitled in 2010 and is nearing completion. The parcel to the east of the project site at 111 Independence Drive recently received entitlements for 105 multifamily residential units, and an approximately 746-square-foot cafe, contained in an eight-story building. Parcels immediately adjacent to the west of the project site are zoned R-MU-B and contain a mix of office, light industrial, and R&D uses. A location map is provided as Attachment D.

### ***Project history***

In October 2018, the applicant submitted an initial application for a study session for the proposed project. Brief summaries of previous Planning Commission meetings are provided in Table 1.

Table 1: Previous Planning Commission Reviews				
Meeting Date	Meeting Purpose	Key Project Components	Changes Since Previous Review	Commission Comments
July 22, 2019	Study Session	<ul style="list-style-type: none"> <li>320 units and app. 34,708 s.f. office space</li> </ul>	---	<ul style="list-style-type: none"> <li>Consider better garage screening</li> <li>Make public plaza more accessible and welcoming</li> <li>Consider increasing the amount of affordable housing</li> <li>Concerns about potential traffic impacts</li> <li>Recommendations of additional outreach pertaining to community amenity</li> </ul>
January 27, 2020	EIR Scoping / Study Session	<ul style="list-style-type: none"> <li>335 units</li> <li>33,211 s.f. commercial space</li> <li>1,608 s.f. community amenities space</li> </ul>	<ul style="list-style-type: none"> <li>Inclusion of bonus units</li> <li>Redesign the office building</li> <li>Changes to the residential building for compliance with the Zoning Ordinance</li> </ul>	<ul style="list-style-type: none"> <li>Explore additional BMR housing units</li> <li>Unbundled parking</li> <li>Continue to refine building materials</li> </ul>
March 22, 2021	Draft EIR (Draft EIR) Public Hearing/ Study Session	<ul style="list-style-type: none"> <li>335 units</li> <li>34,868 s.f. office space including 1,600 s.f. community amenities space</li> </ul>	<ul style="list-style-type: none"> <li>Refinement of the community amenities proposal</li> <li>Refinement of building materials and color palette</li> </ul>	<ul style="list-style-type: none"> <li>General support for project design and materials</li> <li>Discussion on the community amenities proposal</li> <li>General support for level of service (LOS) intersection improvements that would not induce more traffic</li> </ul>

A notice of preparation of a focused EIR and an initial study were released on January 7, 2020 to solicit input on the scope and content of the focused EIR. The City released a focused Draft EIR on February 25, 2021 and the Planning Commission held a public hearing on the Draft EIR on March 22, 2021, as summarized in the table above. The staff report for the most recent public hearing and study session is available as a link in Attachment P, and an excerpt of the meeting minutes is available as Attachment Q.

Since the Draft EIR public hearing and study session, the applicant has updated the project plans and documents with minor changes to address spacing of public entrances to the buildings, comply with required bicycle parking, include bird-friendly design components, include an on-site water recycling plant, and include green infrastructure frontage improvements. The applicant has also proposed additional options for provision of a community amenity, which are discussed in a later section of this report.

#### Housing Commission recommendation

In compliance with the City's BMR Housing Program Ordinance, Chapter 16.96, and the City's BMR Housing Program Guidelines, the applicant is proposing to provide 15 percent of the total number of units, 48 of the 320 units (the total number of units, excluding density bonus units) affordable to lower income households. On May 5, 2021, The Housing Commission unanimously recommended approval of the applicant's proposal and the draft BMR Term Sheet with an option that provides three units affordable to very-low, 14 units affordable to low, and 31 units affordable to moderate income households.

## **Analysis**

### ***Project description***

The applicant is proposing to demolish the existing buildings and site improvements across the entire project site and construct a seven-story 326,816 square-foot residential apartment building with 335 units and a three-story 34,499 square-foot office building. The applicant proposes to merge two parcels located at 110 Constitution Drive and 115 Independences Drive to create parcel B to house the residential building and undertake a lot line adjustment between parcels located at 104 Constitution Drive and the newly created parcel B to house the proposed office building on newly created parcel A. These parcel actions are administrative and would be processed through the Planning and Engineering Divisions as conditions of approval of the proposed project. The applicant is proposing to develop the project utilizing the bonus level provisions identified in the Zoning Ordinance. The bonus level provisions of the R-MU-B zoning district regulations allow a development to seek an increase in floor area ratio (FAR) and/or height subject to obtaining a use permit or conditional development permit (CDP) and providing one or more community amenities, as described in the Community Amenities section of this report. The proposal would also include additional density and gross floor area by utilizing the City's BMR density bonus to add additional units on-site in exchange for providing on-site BMR units.

The R-MU-B zoning district allows for a mixture of land uses with the purpose to provide high density housing and encourage mixed-use development. The commercial component of mixed-use development projects is intended to provide a mixture of uses including neighborhood-serving retail and services that promote a live/work/play environment. Office is an allowed use in the R-MU district, but was not envisioned to be the primary non-residential component of a project. The proposed project includes an office building which would be approximately at the maximum nonresidential FAR. The applicant is

proposing that 15 percent or a minimum of 48 of 320 total units would be affordable to very low-, low-, and moderate-income households to comply with the City’s BMR Housing Program. Pursuant to the City’s BMR Housing Program, which allows one additional market rate unit (and associated gross floor area) for every below market rate (BMR) unit provided, the proposal would include an additional 15 market rate units and associated gross floor area for a total of 335 dwelling units.

Residential units are proposed to be a mix of studios, junior one-bedrooms, one-bedrooms, two-bedrooms, and three-bedroom units as summarized in the Table 2 below:

Unit Type	Total
Studio	63 units
Junior (One Bedroom)*	56 units
One Bedroom	151 units
Two Bedroom	51 units
Three Bedroom	14 units

\*This includes 56 units that the applicant refers to as “junior one-bedroom” units with sleeping quarters separated from living areas; however, these units are considered studio units by the Housing Division and for the purposes of the HNA.

The project plans and project description letter are included as Attachment E and F, respectively.

**Abandonment of Public Utility Easements (PUE)**

The project is also requesting that the City abandon ten feet wide public utility easements on both sides of property line for entire block from Independence Drive to Chrysler Drive. Within the project limits, the PUE proposed to be abandoned is 10 feet wide behind 104 Constitution Drive, and 20 feet wide between 110 Constitution Drive and 115 Independence Drive. The easement contains facilities owned by PG&E, AT&T, and Comcast. The existing electric and communication lines are proposed to be undergrounded in a new easement and re-routed accordingly on the subject property. The applicant has obtained “no objection” letters from all relevant public utility agencies provided that a new easement will be dedicated for the relocated utilities. The applicant will be prohibited from placing any permanent structures within the proposed utility easement.

**Abandonment Procedure**

The applicable abandonment procedure is a three step process that first requires that City Council adopt a Resolution of Intention to abandon public utility easements. At the June 22, 2021 City Council meeting, the Council adopted a resolution to initiate the abandonment process. The Resolution moves forward the abandonment request to the Planning Commission for consideration at its August 9, 2021 meeting, and it sets the time and date for the City Council public hearing as September 14, 2021. The Planning Commission’s role is to review the abandonment to determine if it is compatible with the City’s General Plan, and forward its recommendation to the City Council for approval of the abandonment at the public hearing.

Staff will advertise notices of the City Council's public hearing in the newspaper and at the project site in accordance with the requirements of the Streets & Highways Code. An affidavit of posting will then be filed with the City Clerk. After considering the positions of utility agencies, affected parties, and the Planning Commission, if the City Council approves the abandonment, it would adopt a Resolution ordering the vacation and abandonment of the easements at 115 Independence Drive, 104 Constitution Drive, and 110 Constitution Drive, which would then be recorded in the Official Records of San Mateo County.

#### Site layout

The proposed apartment building would be located on the existing 115 Independence Drive and 110 Constitution Drive parcels, and would have frontages on both Independence and Constitution Drives. A central plaza, dog walk, and fire access lane would run north to south between the apartment building and the proposed residential development at 111 Independence Drive and the proposed commercial building at 104 Constitution Drive (which is part of the project site). A fire and service access lane would also run north to south along the eastern edge of the apartment building.

The apartment building would have seven stories containing 335 dwelling units located above two levels of above-grade structured parking, lobbies, and ancillary spaces for tenants. To account for potential flooding and sea level rise (and comply with the City's Zoning Ordinance requirements), the main lobbies and resident ancillary spaces would be elevated approximately five feet above the existing grade of the street. Stairs and pedestrian ramps at the north and south of the building and along the central plaza are proposed to bring pedestrians from the sidewalk to the front doors of the lobbies on Constitution and Independence Drives. Driveways at the north and south of the building would provide access to the automated parking system within the building. Beginning at the second story, six levels of apartment units would wrap around the perimeter of the building surrounding a terrace with a pool and other private and communal open spaces for tenants located above the garage.

The proposed apartment building complies with the minimum and maximum setbacks permitted at the street frontages. The majority of the street façade is located within the maximum 25-foot setback requirement, with the lobby entrances further set back which is allowed in the R-MU-B zoning district. The building would meet or exceed the minimum interior side setbacks of 10 feet.

To the west of the apartment building and across the central plaza, the commercial building would be located on the 104 Constitution Drive parcel. The three-story building would have frontages on Independence and Constitution Drives. The office space would be located above two levels of above-grade structured parking, lobbies, and commercial space intended to serve the neighborhood. Pedestrian access would be provided from the sidewalk on Constitution Drive and a driveway on Independence Drive would provide access to the parking garage. The third floor would contain 28,409 square feet of office and a roof terrace would provide an outdoor ancillary space for the office tenants.

#### Density, Floor Area Ratio (FAR), and Gross Floor Area (GFA)

As previously mentioned, the project site would merge two of the three parcels and maintain two legal parcels; however, the applicant is requesting that the proposed development be reviewed as if it is one parcel, which may be permitted through the use permit process, provided that if the entitlements are

approved, a condition of approval would require that a deed restriction outlining the shared development potential between the parcels and the restrictions on each parcel be recorded. Therefore, the development regulations such as density, gross floor area (GFA), height (maximum and average height), and open space (publicly accessible and private) would be comprehensively evaluated across the entire project site rather than on a parcel-by-parcel basis. A proposed project condition requires that the applicant record a deed restriction with the San Mateo County Recorder’s Office documenting that the development potential is shared between the newly created two parcels that comprise the project site. Table 3 below provides a comparison between the existing and proposed development as it relates to the R-MU-B development regulations.

Table 3: Project Data				
	Existing	Proposed Project	Zoning Ordinance bonus level standards (maximums)	City’s BMR bonus standards (maximums)
Residential dwelling units	0	335 units	320 units	368 units
Residential square footage	0	326,816 s.f.	313,918 s.f.	361,006 s.f.
Residential floor area ratio	0	234%	225%	259%
Commercial square footage	64,829 s.f	34,499 s.f.*	34,880 s.f.	n/a
Commercial floor area ratio	46.5%	25%*	25%	n/a
Total square footage	64,829 s.f.	361,315 s.f.	348,798 s.f.	395,886 s.f.
Total floor area ratio	46.5%	259%	250%	284%

\* Includes 1,609 square feet of neighborhood serving commercial space and the remainder as office space.

Height

The maximum height of the office building and residential building would be 56 feet and 84 feet, respectively, which would be below the maximum permitted height of 95 feet. The ground floor of each building would be raised three to five feet above grade to accommodate flood plain design requirements and future sea level rise, per the requirements of the City’s municipal code and Zoning Ordinance. The maximum and average heights of the overall proposed project are outlined in the Table 4 below.



Table 4: Building Height		
	Proposed	Zoning Ordinance standards
Residential Height (Maximum)**	84 feet, nine inches	95 feet*
Office Height (Maximum)**	56 feet, seven inch	95 feet*
Height (Average)**	61.02 feet	62.5 feet*

\* The height limits include the 10-foot height increase allowed for properties within the FEMA flood zone.

\*\* Maximum height and average height do not include roof-mounted equipment, utilities, and parapets used to screen mechanical equipment.

**Design standards**

In the R-MU-B zoning district, all new construction must meet specific design standards subject to architectural control review. The design standards regulate the siting and placement of buildings, landscaping, parking, and other features in relation to the street; building mass, bulk, size, and vertical building planes; ground floor exterior facades of buildings; open space, including publicly accessible open space; development of paseos to enhance pedestrian and bicycle connections between parcels and public streets in the vicinity; building design, materials, screening, and rooflines; and site access and parking.

Architectural style and building design

The proposed residential building would have a contemporary architectural style, incorporating both solid elements and glass storefront along the majority of the primary street façades. The façades would predominantly consist of stucco and fiber cement boards in white and charcoal colors. The stucco portions of the façade would be required to be smooth troweled and limited to 50 percent of exterior facing facades. The applicant has provided a color and materials board (Attachment E) which indicates that stucco would be a smooth-troweled finish. The facades would include material variation through the use of phenolic panels (with a wood grain veneer) and metal panels (grey). The windows would be vinyl clad windows and the ground floor storefronts would contain an aluminum storefront system with a bronze finish. The proposed windows would be bronze on the exterior windows and silver for the interior courtyard facing windows. Select residences would include private balconies finished with a mix of glass and metal railings. The residential building would be seven stories tall, including a two-story concrete podium base element and a five-story wood-framed structure above. Parking, residential amenities, the leasing area, and tenant bicycle storage would be incorporated on the first floor and surround the perimeter of the parking garage along Independence Drive, Constitution Drive, and the central plaza. As currently proposed, the site layout and building orientation would reduce the parking garage visibility from Independence Drive, Constitution Drive, and the central plaza.

The design of the proposed office building would also have a contemporary style. The building would be three stories tall with the first two levels consisting of parking. The first level would also contain a neighborhood serving commercial space which would be located at the corner of the building at Constitution Drive and the central plaza. The exterior material of the first two levels of the building would primarily consist of screening for the parking garage and would be visible from the public right-of-way and central plaza. The screening would be perforated metal panel screening that would include plantings/vines to provide screening of the vehicles in addition to the metal panels. In addition, landscaping in front of the

facades of the office building would provide additional screening of the parking garage on the first two levels. The upper level (third floor) of the office building would contain the office square footage and the façade would predominately be a glass façade with metal mullions. The roof of the office building is proposed to serve as open space for the office building.

**Building mass and scale, and ground floor transparency**

Attachment S provides a summary of the proposed project’s compliance with the design standards related to building mass and scale and ground floor transparency, as required by the zoning ordinance bonus level development regulations. As described in the attachment, with the overall project design/style and the application of R-MU-B zoning district standards, the proposed project would comply with the design standards required by the Zoning Ordinance. The project has demonstrated compliance with all applicable plans, programs, policies, ordinances, standards, and requirements.

**General Plan compliance**

The proposed project would be consistent with the City’s general plan goals, policies, and programs, in addition to the City’s Zoning Ordinance development regulations and design standards. The following table summarizes key general plan and Housing Element goals, policies, and programs that are applicable to the project. Attachment R includes a full summary table of general plan goals, policies, and programs and an evaluation of project compliance.

**Table 5: Key General Plan and Housing Element Policies and Programs Compliance Summary**

Policy or Program	Requirement	Project Compliance Details
General Plan Policy LU 2.9 Compatible Uses	Promote residential uses in mixed-use arrangements and the clustering of compatible uses such as employment centers, shopping areas, open space and parks, within easy walking and bicycling distance of each other and transit stops.	<ul style="list-style-type: none"> <li>The project would redevelop an industrial site with multi-family residential apartments and office space including a childcare center in close proximity to employment centers and the existing Belle Haven neighborhood.</li> <li>The project includes onsite open space, including a central public plaza that allows pedestrian connection through the site between two public right-of-ways.</li> </ul>
General Plan Policy LU 6.3 Public Open Space Design  General Plan Program LU 6.B Open Space Requirements and Standards	Promote public open space design that encourages active and passive uses, and use during daytime and appropriate nighttime hours to improve quality of life.	<ul style="list-style-type: none"> <li>The project includes rooftop open space for the office and residential buildings for active uses and a central publicly accessible plaza area as passively designed open space.</li> <li>A portion of the central plaza area is dedicated to be used by the proposed child care center as outdoor open play area. The childcare outdoor play area is proposed to be screened yet visually connected with the public plaza space.</li> </ul>
General Plan Policy CIRC-2.14	Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles	<ul style="list-style-type: none"> <li>The project would include a publicly accessible central plaza.</li> <li>The project includes a transportation demand management (TDM) plan that would reduce project</li> </ul>

	<p>traveled (VMT) per service population or other efficiency metric) of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, and transit connections, amenities and improvements in proportion with the scale of proposed projects; and facilitate appropriate or adequate response times and access for emergency vehicles.</p>	<p>trips by 20 percent.</p> <ul style="list-style-type: none"> <li>• The project would install frontage improvements to facilitate bike and pedestrian connections within the vicinity of the project site.</li> <li>• The EIR evaluated the projects potential impact on VMT and determined that its impact would be less than significant when mitigation measures were incorporated as part of project implementation.</li> </ul>
<p>Housing Element Policy H4.2  Housing Element Policy H4.4</p>	<p>Strive to provide opportunities for new housing development to meet the City’s share of its Regional Housing Needs Allocation (RHNA). In doing so, it is the City’s intent to provide an adequate supply and variety of housing opportunities to meet the needs of Menlo Park’s workforce and special needs populations, striving to match housing types, affordability and location, with household income, and addressing the housing needs of extremely low income persons, lower income families with children and lower income seniors.</p>	<ul style="list-style-type: none"> <li>• Project would provide 48 Inclusionary housing rental units,</li> <li>• Of the 48 BMR units, applicant’s BMR proposal would provide the majority (31 units) to moderate income households, which is the City’s greatest area of need in terms of meeting current RHNA numbers.</li> <li>• Project would provide three very-low income and 14 low income BMR rental units that would help address a broader range of housing needs in the community.</li> <li>• Project would provide a variety of unit types, ranging from studios to three-bedrooms.</li> </ul>

General Plan consistency for PUE Abandonment

The proposed PUE abandonment would not conflict with the General Plan land use and circulation goals and policies. The Land Use and Circulation elements of the General Plan do not contain specific goals and policies that directly address the proposed abandonment. The proposed abandonment does not conflict with the General Plan philosophy, which generally promotes orderly development, the maintenance of the City’s economic vitality and fiscal health, the protection of people and property from exposure to health and safety hazards, and the minimization of adverse impacts of the development of the City’s public facilities and services. Here, the abandonment would be compatible with orderly development, because each required utility would be granted a replacement easement for undergrounded utilities to serve the project and surrounding sites. In addition to not negatively impacting other properties, the proposed abandonment would also benefit the subject site by allowing greater flexibility for redevelopment of the site. The PUE would be created to relocate utilities to adequately serve project needs and not conflict with the proposed development, and there have been no objections to the abandonment of the utilities easement. Therefore, staff recommends that the Planning Commission find the proposed utilities abandonment consistent with the General Plan and forward a recommendation of approval to City Council.

For reasons outlined above, staff finds that the proposed project would be consistent with applicable goals, policies, and programs of the General Plan. The draft resolution finding that the PUE abandonment is in conformance with the general plan and recommending the City Council approve the abandonment is included in Attachment C.

***Vehicle and pedestrian circulation, parking, and roadway congestion***

Vehicle parking and circulation

Table 6, below, identifies the potential range of required parking spaces on the project site by use and the total overall range of parking spaces needed to meet the R-MU-B zoning district requirements:

Table 6: Parking Requirements		
	Proposed	Zoning Ordinance standards
Residential parking stalls	320	min. 335 and max. 503*
Residential parking ratio (spaces/dwelling unit)	0.95*	min. 1 and max. 1.5 spaces per unit
Office parking stalls**	94	min. 70 and max. 105
Office parking ratio* (spaces/1,000 s.f of GFA)	2.71	min. 2 and max. of 3 spaces per 1,000 square feet
Total parking	414	min. 405 and max. 608*

\*The parking of the additional housing units that are allowed by the BMR Housing Program can be exempted from the required parking as an incentive/waiver under the City’s BMR Housing Program (Section 16.94.040(c)).

\*\* The applicant is also proposing to use the commercial space within the office building as a childcare facility. A parking ratio of 2.77 spaces per 1,000 square feet would comply with all other uses in the R-MU-B zoning district except research and development which has a lower maximum parking ratio.

The proposed office building would include 93 vehicular parking stalls incorporated into two above ground levels of parking at the base of the building and access to the parking garage would be located on Independence Drive. Although not required by the Zoning Ordinance, the project proposes to provide eight motorcycle spaces within the parking garage for the office building. Additionally, in order to serve the proposed childcare use located within the office building, the applicant is proposing to provide drop-off/pick-up zones (up to a total of five cars) located along Independence and Constitution Drives. These pick-up/drop-off zones would be available exclusively to serve the childcare facility during the facility’s hours of operation (currently proposed between 7:30 am and 7:00 pm) and could be made available for use by rideshare and other similar services outside of the childcare’s hours of operation. The project is required to seek approval of the loading zones with timed parking restrictions from the Complete Streets Commission prior to issuance of building permit submittal for off-site improvements. The pick-up and drop-off zone requirements would also be reviewed by City staff as part of the building permit review process.

The proposed apartment building would incorporate 320 vehicular parking spaces housed in a two-story above-grade level garage equipped with mechanical lifts. The parking structure for the apartment building would be accessed from one ramp located at each of the north and south ends of the building’s street

frontage on Independence Drive and Constitution Drive. An automated parking system would be utilized within the apartment building garage to minimize the amount of space needed to park vehicles while meeting the parking requirements of the zoning district. The automated parking system was reviewed by the City's Transportation Division and was determined to be in conformance with the City's requirements. Self-park spaces would be reserved for accessible parking, loading, guests, employees, and prospective tenants.

Pursuant to the City's BMR Housing Program (Section 16.94.040(c)), the applicant could request relief from the parking requirement for the 15 additional housing units. Based on the Zoning Ordinance, the required minimum residential parking would be 335 spaces for the 335 total residential units. The applicant is requesting relief from the parking requirements as an incentive under the BMR Housing Program. The Zoning Ordinance requires parking within multi-family residential developments to be unbundled from the price of a unit (unless parking is physically connected to a unit). Therefore, the proposed project would be required to unbundle the parking for the apartment units. The proposed parking provided would meet the Zoning Ordinance parking ratio for the 320 dwelling units and the parking relief requested for the additional density bonus under the City's BMR Housing Program allowances. In addition, as required by the R-MU-B zoning regulations, the proposed project has submitted a TDM plan demonstrating that the project would reduce associated vehicle trips by least 20 percent below standard generation rates for uses on the site. The TDM plan and associated trip reduction would reduce the parking demand for the proposed project. The efficacy of the TDM plan has been analyzed through the environmental review process (analysis in the Draft EIR and the TIA discussed above). Staff believes the project provides sufficient parking, when considered unbundled, to serve the proposed uses on site. For these reasons staff believes that the waiver request, pursuant to the City's BMR Housing Program, to reduce the required parking by 15 spaces would be appropriate. The recommended conditions of approval include a requirement that compliance with the 20 percent trip reduction be documented annually by the applicant.

#### Bicycle parking and pedestrian circulation

The project proposes to provide a total of 568 bicycle parking spaces. For the residential uses, the R-MU-B zoning district requires 1.5 long-term spaces per unit plus additional 10 percent short term spaces within 50 feet of entrances for guests. The project proposes to provide 503 long-term bicycle parking spaces for the residents and 65 short-term parking spaces for the guests to use where 51 are required. All but five short-term bicycle spaces are located within the 50 feet of an entrance. The applicant is requesting relief to locate five short-term bicycle spaces further away from the entrance pursuant to the City's BMR Housing Program. The project provides 14 more short-term bicycle parking spaces than required under the Zoning Ordinance and all but five short-term bicycle parking spaces comply with the requirements of the Zoning Ordinance with respect to location. Since the required number of short-term bicycle parking spaces comply with the Zoning Ordinance, staff believes that the waiver request for the location requirement, pursuant to the City's BMR Housing Program, to allow five short-term bicycle spaces to be located outside of the required 50 feet radius from an entrance, would be appropriate.

For the office building, 10 long-term bicycle parking spaces would be provided on the first floor of the garage adjoining the main entrance lobby where seven spaces are required per the Zoning Ordinance. The project also provides two short-term bicycle spaces near the building entrance. Although not required by the Zoning Ordinance, the project provides four motorcycle parking spaces on the first floor of the

parking garage.

As part of the proposed project, new sidewalks and other street improvements such as street trees, green-infrastructure, and streetlights would be provided along the project frontages on Constitution Drive and Independence Drive, as required by the City's Public Works Department. City staff is developing a comprehensive plan for frontage improvements within the Bayfront Area (including sidewalk design/location, street tree species and spacing, lighting, and bicycle improvements). The project plans include the required street frontage improvements, designed to the City's standards, as well as schematic designs for potential green infrastructure improvements along the project frontages. Staff is currently working with the applicant to make sure that the off-site improvements for this project are consistent with the City's requirements and coordinated with other projects in the vicinity.

#### Level of service (LOS) or roadway congestion improvements

Level of Service, or LOS, is no longer a CEQA threshold of significance; however, the City's Transportation Impact Analysis (TIA) Guidelines require that the TIA analyze LOS for local planning purposes. The study intersections were selected based on the TIA Guidelines. The LOS analysis determines whether the project traffic would cause an intersection LOS to be potentially noncompliant with local policy if it degrades the LOS operational level or increases delay under near term and cumulative conditions. The LOS and delay thresholds vary depending on the street classifications as well as whether the intersection is on a State route or not. The following thresholds are from the City's TIA Guidelines:

- A project is considered potentially noncompliant with local policies if the addition of project traffic causes an intersection on a collector street operating at LOS "A" through "C" to operate at an unacceptable level (LOS "D," "E" or "F") or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first. Potential noncompliance shall also include a project that causes an intersection on arterial streets or local approaches to State controlled signalized intersections operating at LOS "A" through "D" to operate at an unacceptable level (LOS "E" or "F") or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first.
- A project is also considered potentially noncompliant if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersections operating at a near-term LOS "D" through "F" for collector streets and at a near-term LOS "E" or "F" for arterial streets. For local approaches to State controlled signalized intersections, a project is considered to be potentially noncompliant if the addition of project traffic causes an increase of more than 0.8 seconds of delay to vehicles on the most critical movements for intersections operating at a near-term LOS "E" or "F."

Where deficiencies are identified, the TIA Guidelines require consideration of improvement measures. Any such improvement measures could be imposed on the project as conditions of approval to ensure the general health, safety and welfare of the community, provided they do not decrease the residential density or induce vehicle miles traveled (VMT), which would be in conflict with the requirements of CEQA. The proposed project was evaluated for intersection level changes caused both in the Near Term (2022) plus project conditions and Cumulative (2040) plus project conditions as part of the project TIA, discussed in detail below.

*Near Term (2022) plus project conditions*

Under near term (2022) plus project conditions, the proposed project would increase average critical movement delay by 0.8 seconds or more during at least one peak hour (AM and/or PM) and cause three out of 15 studied intersections to potentially exceed the City’s LOS thresholds. Table 7 below summarizes the intersections that would be noncompliant, and summarizes the TIA’s recommended intersection improvements to bring the intersections back to pre-project conditions (including a reference to the more detailed analysis in the Draft EIR). The TIA determined that implementation of the improvements would bring the intersections to pre-project conditions and eliminate the increased vehicle delay without resulting in any changes to the VMT associated with the proposed project and would not result in secondary effects or contribute to impacts under CEQA.

At the most recent Planning Commission study session, the Commission expressed interest in including feasible intersection improvements that would bring the intersection operations to a pre-project level. Staff analyzed the intersection improvements recommended in the TIA and determined if the improvements were feasible. Because transportation modifications or improvements that address LOS delay tend to add roadway capacity, which is at odds with the legislative goals identified for transitioning to VMT, if an intersection improvement could induce additional VMT it would not be recommended by staff due to a conflict with CEQA.

Table 7: Potential Improvements to Return Intersections Exceeding LOS Thresholds for Near Term (2022) Plus Project Conditions to Pre-Project Conditions				
Intersection and Jurisdiction*	Affected Peak Hour Period	Improvement Type	EIR Reference	Staff’s Preliminary Feasibility Determination
Intersection #8: Chrysler Drive and Constitution Drive (Menlo Park)	AM	<p>Install one left-turn lane on westbound Chrysler Drive and convert the shared left/through/right lane to shared through/right lane resulting in having one left-turn lane and one shared through/right lane in this direction.</p> <p>Installation of a right-turn lane and conversion of the shared through/right lane to through lane resulting in having one left-turn lane, one through lane, and one right-turn lane in southbound direction.</p>	Page 4.2-51	Low: Likely requires ROW acquisition for southbound Constitution Drive approach; not fully included in TIF program. ROW acquisition would make this improvement generally infeasible. Staff evaluating if partial improvement could be feasible.
<b>Intersection #10: Chrysler Drive and Independence Drive (Menlo Park)</b>	<b>AM</b>	<b>Install a stop control for both approaches on Chrysler Drive, converting the intersection from a two-way stop control to an all-way stop control.</b>	<b>Page 4.2-51</b>	<b>High: No roadway widening/ROW acquisition required; Included in City’s TIF program.</b>

\*Bolded intersections indicate improvements recommended by staff following a feasibility analysis. Non-bold text indicates improvements not recommended by staff due to factors listed in the feasibility evaluation column of the table.

Following a feasibility analysis (Attachment T), staff determined of the two Near Term (2022) plus project intersection improvements described above, only the improvement proposed for Intersection #10 (Chrysler

Drive and Independence Drive) was deemed feasible, therefore, a condition of approval requiring that the applicant provide plans to the Transportation Division for review and approval for installation of an all way stop control at this intersection has been added to the proposed project-specific conditions of approval. The recommended intersection improvements would be required to be constructed prior to granting of occupancy of the building.

*Cumulative (2040) plus project conditions*

Under cumulative (2040) plus project conditions, the proposed project would increase average critical movement delay by 0.8 seconds or more during at least one peak hour and cause the following four intersections to potentially exceed the City’s LOS thresholds:

Table 8: Potential Improvements to Return Intersections Exceeding LOS Thresholds for Cumulative (2040) Plus Project Conditions to Pre-Project Conditions				
Intersection and Jurisdiction*	Affected Peak Hour Period	Improvement Type	EIR Reference	Staff’s Preliminary Feasibility Determination
Intersection #7: Chrysler Drive and Bayfront Expressway (Local approaches to State)	PM	<b>Convert the existing right-turn lane on Chrysler Drive to shared left/right-turn lane resulting in having two left-turn lanes and one shared left/right-turn lane in this direction</b>	Page 4.2-55	<b>High: Intersection under Caltrans jurisdiction, however no ROW acquisition required.</b>
Intersection #8: Chrysler Drive and Constitution Drive (Menlo Park)	AM and PM	<p>Modification is to install left-turn lane on westbound Chrysler Drive and convert the shared left/through/right to a shared through/right lane resulting in having one left-turn lane and one shared through/right lane in this direction.</p> <p>The excessive delays on southbound Constitution Drive would require an installation of right-turn lane and a conversion of the shared through/right lane to through lane resulting in having one left-turn lane, one through lane, and one right-turn lane.</p> <p>The northbound Constitution Drive would require an installation of right-turn lane and a conversion of the shared left/through/right lane to shared left/through lane resulting in having one shared left/through lane and one right-turn lane.</p>	Page 4.2-55	Low: Likely requires ROW acquisition for northbound and southbound Constitution Drive approaches; not fully covered by TIF. ROW acquisition would make this improvement generally infeasible. Staff evaluating if partial improvement could be feasible.



<b>Intersection #9: Chrysler Drive and Jefferson Drive (Menlo Park)</b>	<b>AM and PM</b>	<b>Install signal and convert the shared left/right lane to one left-turn lane and one right- turn lane on northbound Jefferson Drive</b>	<b>Page 4.2-56</b>	<b>High: Signal included in the City's TIF program; lane modification not included in TIF program.</b>
Intersection #10: Chrysler Drive and Independence Drive (Menlo Park)	AM	Install signal	Page 4.2-56	High: Included in the City's TIF program.

\*Bolted intersections indicate improvements recommended by staff following a feasibility analysis. Non-bolted text indicates improvements not recommended by staff due to factors listed in the feasibility evaluation column of the table.

Pursuant to the feasibility analysis (Attachment T) staff determined that the recommended improvements for the following intersections would be feasible:

- Intersection #7: Chrysler Drive and Bayfront Expressway and
- Intersection #9: Chrysler Drive and Jefferson Drive.

The improvement for Intersection #10 is included in the City's Transportation Master Plan and payment of the TIF would cover the applicant's obligation for this improvement. For Intersections #7 and #9, staff has included recommended conditions of approval requiring the applicant to submit conceptual plans and a cost estimate for the improvements (unless another similarly condition project completes the plans and cost estimates first) and to pay their fair share for the improvements. Staff has calculated the applicant's fair share for Intersection #7 as 2.72 percent of the improvement cost and for Intersection #9 as 7.45 percent of the improvement costs. The fair share percentage calculation is staff's cost sharing methodology in determining the future development's share of the costs of the transportation improvements to bring the intersection into compliance with the City policy. The fair share percentage is calculated based on the estimated number of new trips created by the proposed project under cumulative conditions at each intersection #7 and #10. It is possible, that future development in the vicinity of the project site might render these intersections noncompliant with City policy on intersection level of service operation or delay under cumulative conditions. The project specific condition requires payment of fair share costs prior to issuance of the first building permit. If these funds are not used within a five-year period, they would be returned to the applicant.

The TIA identified that implementation of the above improvements would bring these affected intersections to pre-project levels, reduce the increase in delay and address the project's share of non-compliant operation for cumulative effects. As stated previously the recommended improvement measures would not conflict with CEQA as the recommended measures would not induce additional VMT. The City's General Plan Circulation Policy 3.4, states that projects should strive to maintain LOS D at City-controlled intersections during peak hours, with few exceptions. Many of the intersections in the City currently operate at LOS E or F without the proposed project. These identified improvement measures would bring the intersection operations back to pre-project levels (as required by the TIA) but would not necessarily bring these intersections to LOS D operation.

**Open Space**

The proposed project would be required to provide open space equivalent to 25 percent of the project site area, of which 25 percent must be provided as publicly accessible open space. According to the Zoning

Ordinance (Chapter 16.45.120(4)(A)):

Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to, paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

The minimum open space required is 34,880 square feet, of which a minimum of 8,720 square feet must be publicly accessible and meet the requirements stated above. The proposal provides approximately 54,223 square feet of total site wide area dedicated to open space of which approximately 9,574 square feet is proposed to be publicly accessible (central plaza area).

Publicly accessible open space

The applicant is proposing to utilize the central plaza area between the office and residential buildings for publicly accessible open space. This area is proposed to be approximately 9,574 square feet (27.4 percent of the total open space requirement of 34,880) which exceeds the publicly accessible open space requirement of 25 percent. The space would be approximately 50 feet wide by 190 feet deep, which would accommodate planting and seating areas. The open space is located at the ground level, visible from the public right-of-way, and contains direct connections to the public right-of-way. The open space includes site furnishings, bicycle parking, decorative paving, lighting, and landscaping. Approximately 2,190 square feet additional area is also included as part of the central plaza, but is used as dedicated outdoor play area for the children attending the childcare center. The play area would be screened from the public plaza via a see-through fence visually connecting both areas adding another layer of liveliness and activity.

The applicant proposes to activate the plaza's edge by uses throughout the day and night, including residential amenity spaces, office amenity spaces, and seating areas. The plaza would feature gathering areas for groups of different sizes, ample seating, planting including a robust tree canopy, and short-term bicycle parking spaces. Public art and wayfinding features would draw the public into the site and informal seating areas would invite visitors to linger rather than just pass through. The applicant intends the plaza to be activated by office workers, future residents of the proposed apartment building, and the adjacent community.

The setback area between 111 Independence Drive (an approved residential project) and the proposed residential building is currently identified as a fire access lane and dog walk which do not count as publicly accessible open space but could be used as a publicly accessible pedestrian path (as outlined in the applicant's project plans) that could be used to travel between Independence Drive and Constitution Drive. The setback area on 111 Independence Drive includes additional landscaping and a bocce ball court providing additional visual interest along the shared property line.

### Common and private open space

The proposed residential building would provide a mix of common and private open spaces for tenants. The apartment building would incorporate a combination of private balconies and terraces throughout each level of the building and common terraces on third and seventh levels of the building. Common open spaces in the apartment building would be available to tenants and guests but would not be accessible to the public. The applicant's open space analysis indicates approximately 9,921 square feet of private open space and 22,621 square feet of common open space would be provided for the apartment building, for a total of 32,542 square feet of private and common open space.

The office building would have a total of approximately 15,475 square feet of common open space provided on the roof terrace for the office tenants equipped with seating area, fire pits, landscaping, and gazebos. The overall proposed project would meet the required ratio of common to private open space and the required dimensions.

### ***Trees and landscaping***

The proposed project would require the removal of 12 trees in the existing parking and landscape areas, 10 of which are heritage-size trees. A minimum of 20 of the 125 trees proposed to be planted as part of the project would be heritage tree replacements meeting the City's Heritage Tree Replacement Procedures guidelines in place at the time the SB330 application was filed for the proposed project. Those guidelines require a 2:1 replacement ratio for multifamily/commercial projects. The proposed project is not subject to the City's heritage tree ordinance that took effect on July 1, 2020. The City Arborist reviewed and conditionally approved the heritage tree removals on July 15, 2021 and would post the removal notice at the site and mail notices subsequent to the Planning Commission affirmative action on the proposed project. If no appeals are received, the removal permits would be issued by the City.

The applicant has provided a conceptual landscaping plan that includes planting 36-inch box Chinese pistache "Red Rush" and Morton accolade elm along Independence and Constitution Drive and a mix of 24-inch and 36-inch box shoestring acacia, sugar palm, desert willow, lemon scented gum, Crape Myrtle multi-system, Crape Myrtle standard, Accoma Crape, California sycamore, queen palm, and Drake elm as part of the multifamily residential building development, and 36-box columnar maidenhair tree, swan hill olive, and Chinese elm trees as part of the landscaping around the office building. In addition to trees, the proposed project landscaping also includes a variety of native and draught tolerate shrubs and ground cover in the common areas throughout the project site. As part of the project conditions of approval, the applicant would be required to submit and seek approval of the final landscaping plan from the Planning and Building Departments prior to commencement of construction.

### ***Green and sustainable building***

In the R-MU zoning district, projects are required to meet green and sustainable building regulations. Accordingly, the proposed building would:

- Meet 100 percent of its energy demand through any combination of on-site energy generation, purchase of 100 percent renewable electricity, and/or purchase of certified renewable energy credits;
- Be designed to meet LEED (Leadership in Energy and Environmental Design) Gold BD+C (Building Design + Construction);

- Comply with the electric vehicle (EV) charger requirements adopted by the City Council in November 2018;
- Meet water use efficiency requirements;
- Locate the finished floor of the proposed building 24 inches above the Federal Emergency Management Agency (FEMA) base flood elevation (BFE) to account for sea level rise;
- Plan for waste management during the demolition, construction, and occupancy phases of the project (including the preparation of the required documentation of zero waste plans); and
- Incorporate bird friendly design in the placement of the building and use bird friendly exterior glazing and lighting controls. The applicant commissioned a report by H.T. Harvey & Associates. According to the report, dated November 5, 2020, the proposed building would be located within 500 feet of the natural habitats associated with the San Francisco Bay. However, the report determined that the project's location in an area of low-quality bird habitat with very little vegetation, as well the bird-friendly building designs (including opaque wall panels, overhangs, shadow boxes, and window mullions) reduces the risk of bird strikes. The H.T. Harvey & Associates report is included as Attachment U.

In addition, the proposed project would be required to use electricity as the only source of energy for all appliances used for space heating, water heating, cooking, and other activities, consistent with the City's reach code ordinance approved in September 2019. The reach codes went into effect beginning January 1, 2020. The project is also conditioned to comply with the following:

- Not include a single pass cooling system;
- Have dual plumbing for internal use of future recycled water;
- Not use potable water for dust control while in construction;
- Not use potable water for decorative features, unless the water is recirculated; and
- Purchase 100 percent renewable energy from Peninsula Clean Energy and install an onsite solar system of minimum five kilowatt photovoltaic.

Additionally, the project would be designed to meet the City's sea level rise and hazard mitigation requirements. The applicant has submitted preliminary documentation that the proposed building would achieve LEED Gold certification. At the building permit stage, the applicant would provide an updated checklist prepared by a LEED Accredited Professional (LEED AP) and confirm that the development has achieved LEED Gold certification prior to final inspection or as soon thereafter depending on the commissioning and evaluation timeline for the building. Moreover, the proposed project would submit and seek approval of a zero-waste management plan that would minimize waste to landfill and incineration in accordance with the applicable state and local regulations prior to issuance of a building permit. Lastly, the project proposes to install a photovoltaic system of approximately 33.75 kilowatt capacity (Attachment V).

### ***Hazardous materials***

The project sponsor is requesting the use and storage of hazardous materials (diesel fuel) to power one emergency generator for the multifamily residential building. The emergency generator would allow for continued operation of automated parking systems, emergency lighting, and smoke exhaust fans in the event of an electrical power failure or required shutoff. The generator would be located on the north-western side of the building, adjacent to the emergency vehicle access (EVA) and service lane from

Constitution Drive. The emergency generator would be fully enclosed in a room within the building. The emergency generator would have a 472-gallon tank and would operate for testing approximately 15 minutes every two weeks (or approximately 6.5 hours per year) with a generation capacity of 250-kilowatt (334 horsepower). The proposal was reviewed and found acceptable by the City's Building Division, the Menlo Park Fire Protection District (MPFPD), the San Mateo County Environmental Health Services Division, and West Bay Sanitary District. At a previous study session, the Planning Commission generally found the request for diesel emergency generators to be acceptable with a request that the applicant continue to monitor the potential for developing battery technologies and other feasible alternatives to diesel fuel usage as part of the project. The use of the diesel fuel would be required to be offset through appropriate renewable energy credits, per the requirements of the Zoning Ordinance.

### ***Lot line adjustment and lot merger***

The site currently consists of three parcels addressed as 115 Independence Drive, 104 Constitution Drive, and 110 Constitution Drive (which is a corner lot with frontages on Independence and Constitution Drive). As part of the project, the applicant is requesting a lot line adjustment, which is defined in California Government Code Section 66412 as an "...adjustment between four or fewer existing adjacent parcels, where the land taken from one parcel is added to an adjoining parcel, and where a greater number of parcels than originally existed is not thereby created, if the lot line adjustment is approved by the local agency, or advisory agency." The applicant is proposing a lot line adjustment and lot merger that would create two parcels on the site. The 115 Independence and 110 Constitution Drive parcels would be merged and the property line between 104 Constitution and 110 Constitution Drive would be shifted west. This lot line adjustment and lot merger would effectively locate the apartment building and office building on separate legal parcels. As a condition of approval, upon Planning Commission's affirmative action and prior to the issuance of the first building permit, the applicant would be required to submit a map showing all proposed parcel configurations and legal descriptions for review and approval by the City's Engineering Division. The project is conditioned to record the lot line adjustment and lot mergers with the County of San Mateo prior to issuance of the first building permit. The applicant shall also be required to file a notice of lot merger with the city clerk and the director of community development after the lot merger is recorded with the County of San Mateo.

### ***Below Market Rate (BMR) housing***

Projects in the R-MU-B zoning district are required to design and construct inclusionary affordable housing on-site as part of the project. The City's BMR Ordinance requires 15 percent of the total number of proposed units to be provided at below market rates to very low-, low-, and moderate-income households in compliance with the BMR Guidelines. The applicant proposes to provide 48 BMR housing units to comply with the City's BMR Ordinance. As previously mentioned, the proposed project is required to provide 15 percent of the total number of proposed units as BMR units, which for a project of 320 units (maximum density in the R-MU zoning district before accounting for any density bonus from the BMR Ordinance) equates to 48 units. The BMR Guidelines assess the project's BMR requirement on the entire project and not by housing product type (rental or for-sale), with the exception that the BMR units must be evenly distributed throughout the project and the unit sizes/bedroom counts must be based on similar percentages of the market rate unit sizes/bedroom counts within the proposed project.

The applicant’s proposal included two scenarios: Scenario 1 which provided units affordable to low-income households and Scenario 2 which provided units affordable to a mix of incomes. At its meeting on May 5, 2021, the Housing Commission recommended that the Planning Commission approve a BMR Housing Agreement that requires the applicant to provide a mix of units affordable to very low-, low-, and moderate-income households as reflected in Table 9 below:

**Table 9: Scenario 2**

Unit Type	Average Sq. Ft.	Total Units	BMR units Income Levels		
			Very Low	Low	Moderate
Studio	526	63	2	2	3
Junior 1 Bedroom	621	56	1	8	2
1 Bedroom	719	151	-	4	17
2 Bedroom	1,094	51	-	-	8
3 Bedroom	1,616	14	-	-	1
<b>Total / Average</b>	<b>761</b>	<b>335</b>	<b>3</b>	<b>14</b>	<b>31</b>

The City’s current Housing Element (2015-2023) identified the need for 655 units to be produced affordable to very low-, low-, moderate-, and above moderate-income households. The 655 units were comprised of 233 very-low, 129 low-, 143 moderate-, and 150 above moderate-income units. As of January 1, 2021 the City has produced 148 very-low, 80 low-, 11 moderate-, and 1,117 above moderate-income units. Generally, the City needs to increase production of very low-, low-, and moderate-income units, which are currently considered a high need in the community. Additionally, large family units are also identified as a high need for the City.

The exterior of the BMR units would be indistinguishable from those of the market-rate units with the same contemporary architectural style. Since the BMR units would be equivalent in size as several of the market-rate units, staff believes that the requirements for BMR unit characteristics, including the size, location, design, and materials as identified in the BMR Guidelines are met by the proposed project. The proposed mix of income levels is considered equivalent to all low-income units, would provide a greater diversity of unit types to households of different income levels, and would produce a significant number of moderate income units, which is the City’s greatest area of need in terms of meeting the current Housing Element goals. Additionally, the project would provide two and three-bedroom affordable units. Therefore, staff recommends that the Planning Commission adopt Housing Commission’s recommendation and approve the draft BMR Agreement requiring that the applicant provide units affordable to a mix of different income households (Attachment B, Exhibit E).

**Community Amenities**

Bonus level development is allowed in exchange for the provision of community amenities. Community amenities are intended to address identified community needs that result from the effect of the increased development intensity on the surrounding community. As part of the ConnectMenlo process, a list of community amenities was generated based on robust public input and adopted by resolution of the City

Council. The Zoning Ordinance identifies several mechanisms for providing amenities, including selecting an amenity from the Council-approved list as part of the proposed project or providing an amenity not on the approved list through a development agreement. The City Council held a study session on the community amenities list at its meeting of April 20, 2021 and directed staff to develop an in-lieu fee and to conduct additional outreach on modifications to the amenities list. At its June 8, 2021 meeting, the Council introduced modifications to the community amenities ordinance in the Office, Life Sciences and Residential Mixed Use zoning districts to allow community amenities requirements to be satisfied by payment of an in-lieu fee and/or negotiated through a development agreement, in addition to providing an amenity from the list as part of a project. The City Council also provided direction on a revised community amenities list. The City Council adopted the ordinance amendment at its meeting on June 22, 2021. The current list of Council approved community amenities is included as Attachment K. The value of the amenity to be provided must equal a minimum of 50 percent of the fair market value of the additional GFA of the bonus level development.

#### Appraisal

The process for determining the required value of the community amenities begins with an appraisal process. The Zoning Ordinance requires the form and content of the appraisal to be approved by the Community Development Director. The applicant then provides the City with a proposal indicating the specific amount of bonus development sought, identifying the proposed community amenity and providing an explanation of value. The approved appraisal determined that the project's community amenities obligation would amount would be \$8,550,000. (Attachment L).

#### Community amenities proposal

In response to the determination, the applicant's community amenities proposal (Attachment L) provides two options. Both options include approximately 1,600 square feet of community amenities space located on the first floor of the office building as a childcare/childcare education center facility offering early childhood education to approximately 20 to 24 children. The facility would include approximately 2,190 square feet of outdoor play area as an extension of the central plaza, which is currently located between the office and residential building. The proposed childcare facility would offer services for children between the ages of 0 to 5 years with approximate hours of operation from 9:00 am to 5:30 pm and drop-off/pick-up occurring between the hours of 7:30 am and 7 pm. As mentioned previously, the project proposes to dedicate pick-up/drop-off zones along Constitution and Independence Drive which would be available explicitly to serve the childcare during the designated hours of operation. Parking for the childcare facility operators and teachers would be provided within the garage of the office building. The proposal also includes details regarding the proposed childcare operator and outlines elements of the program including, but not limited to, subsidies offered based on income groups and plans to hire teachers and childcare providers within the Belle Haven community. The proposal includes two options as outlined in Table 10:

Table 10: Summary of Proposed Community Amenities Alternatives (Final Proposal)		
Amenities Components	Option 1	Option 2
Building space	\$2,762,174	\$2,726,174
Build-out cost	\$360,000	\$360,000
Student tuition subsidy	\$5,427,826	\$2,000,000
In-lieu fee (City)*	-	\$3,770,609*
Total	\$8,550,000	\$8,892,783

\*Includes 10 percent required administrative fee

Under either option, the project sponsor would provide the commercial space and outdoor play area at no cost to the childcare operator for a total value of \$2,762,174 which represents the net present value of the commercial space subsidy and the net present value of the subsidized operating costs. The costs are projected over a fifty-five-year time horizon assuming a 3.0 percent annual growth rate. The estimated outfitting costs and start-up costs are estimated at \$360,000.

Additionally, for Option 1, the applicant is proposing to pay the remaining balance of the amenity value of \$5,427,826 towards subsidizing the cost of student tuition for low-income students. This money would go into an escrow account. The project is conditioned to provide annual report to the staff demonstrating the annual expenditure of the funds from the subsidy account.

Option 2 provides the first two contributions (providing/outfitting of the commercial space and outdoor play area), but limits the student tuition subsidy contribution to \$2 million, with the balance of the contribution being made as a one time in-lieu fee of \$3,770,609 (including the additional 10 percent administrative fees) paid to the City.

Under both options, the applicant retains the ability to satisfy its community amenities obligation through the payment of an in-lieu fee equivalent to 110 percent of the appraised value, or \$9,405,000, prior to issuance of the first building permit, pursuant to the latest adopted amendments to the community amenities ordinance.

Proposal evaluation

The project sponsor provided an assessment of the value of the community amenities alternatives under the terms above and estimated that all of the alternatives would meet the required value of \$8.55 million. The City’s independent economic consultant, BAE Urban Economics (BAE), performed an evaluation of the community amenities proposals and reviewed the methodology used by the project sponsor to assign value to the proposed community amenities. The BAE evaluation of the applicant’s intermediate community amenities proposals is attached as Attachment M. The evaluation determined that the value of providing the childcare facility would depend on the following terms:

- No rent or operating expense would be incurred by the operator throughout the tenancy,



- The childcare facility space will be provided in the project for the life of the project or 55 years,
- The project applicant would provide one-time tenant improvement allowance for the childcare operator that occupies the space, equal to \$75 per square foot,
- The tenant improvement would be provided in addition to any financial contribution to the childcare operator as part of the community amenities package,
- The value of the tenant improvement allowance would not be added to the overall value of the community amenities package, and
- The property owner would provide access to the parking spaces required to service the childcare at no additional cost.

BAE’s evaluation found that the applicant’s contribution to outfitting and start-up costs were estimated to be higher than would be covered by the standard tenant improvement allowance and that value of the outdoor play area would be approximately half of the estimated \$120,000 cost for exterior build out would be an added cost associated with providing the childcare space as an amenity, while the remainder consists of costs that the property owner would cover even if the space were not provided as a community amenity. Table 12 summarizes BAE’s determination of the value of the community amenity proposal:

<b>Amenities Components</b>	<b>Option 1</b>	<b>Option 2</b>
Building space	\$2,762,174	\$2,726,174
Build-out cost	\$360,000	\$360,000
Student tuition subsidy	\$5,247,826	\$2,000,000
In-lieu fee (City)*	-	\$3,427,826*
<b>Total</b>	<b>\$837,000</b>	<b>\$837,000</b>
Estimated Shortfall	(\$180,000)	(\$180,000)

The applicant submitted a finalized community amenities proposal (Attachment M) with modified assumptions which were more in line with recommendations outlined in BAE’s evaluation. BAE had evaluated a childcare facility that would provide services to children between the ages of three and five years, however, the applicant’s final proposal was revised to allow enrollment of kids from infancy up to five years of age. Staff finds since the infant childcare is a slightly more expensive given a greater student to teacher ratio requirement, the duration of the availability of the financial contribution provided by the applicant to subsidize the tuition for low-income children might vary based on the level of enrollment in each age group. However, the amount of financial contribution under the two options would not change with this modification.

Staff believes that the applicant’s proposal (inclusive of both options) to provide a community amenities spaces to a child care operator and to provide subsidies as a financial contribution towards tuition for lower income students as defined in the project’s community amenities proposal would fulfil the need identified in the City’s approved community amenity list as “Social Service Improvements-Education

Improvements in Belle Haven”. Moreover, if the applicant elects to pay the in-lieu fee at 110 percent of the appraised value of the community amenity, this would also comply with the latest adopted amendment to the community amenities ordinance.

Both Option 1 and Option 2 are compliant with the Zoning Ordinance and therefore staff recommends that the Planning Commission consider both options and approve one. The Planning Commission should consider the difference in the amounts of subsidies proposed in both options that would help subsidize tuition for students from low-income households for a longer period of time under Option 1, as compared with a smaller operating subsidy and a one-time in-lieu fee payment (with 10 percent administrative costs) that can be invested towards other projects within the Belle Haven community under Option 2. The draft operating covenant is currently set up with Option 1. If the Planning Commission adopts Option 2, the community amenities operating covenant (Attachment B, Exhibit F) prepared by staff would need to be amended slightly to reflect a reduced operating subsidy and to include the payment of partial in-lieu fees as outlined above. All the other conditions outlined in the operating covenant would apply to the operations of the child care center if either options were approved by the Planning Commission, unless the applicant elects to pay the full value (plus the 10% administrative fee) of the in lieu fee prior to obtaining its first building permit for the project.

Finally, it is important to note that the community amenity space must be available within one year after the applicant obtains a certificate of occupancy for the residential building. In the event that the applicant elects to pay the full in-lieu fee prior to obtaining any building permits, the applicant would no longer be required to dedicate space in the office building for the community amenity use. To ensure that the project’s various elements can be developed concurrently, staff has included recommended conditions of approval that would require the applicant to apply for building permits in a timely fashion, apply for an extension, or amend their approvals to reflect changed conditions. Staff has also proposed conditions to ensure that any unbuilt portions of the site are maintained and that in-progress construction is not abandoned.

### ***Fiscal Impact Analysis***

To inform the decision makers and the community about the potential fiscal impacts that the proposed project would generate, staff also engaged BAE to prepare a FIA outlining the effects of the proposed project on local expenditures and revenues the proposed project would generate. The FIA is attached herein as a link in Attachment O.

The FIA determined that the anticipated net increase in revenue and expenditures and resulting net fiscal impact of the proposed project for the following:

1. City of Menlo Park General Fund,
2. Menlo Park Fire Protection District,
3. School districts that serve the project area, and
4. Other special districts that serve the project site.

The FIA estimates that the proposed project would result in a modest net negative fiscal impact on the City of Menlo Park Annual General Fund operating budget, totaling \$69,100, equal to approximately 0.10

percent of the City’s 2019-2020 General Fund operating budget. The proposed project would generate a net positive fiscal impact for the Redwood City Elementary School District, equal to 0.31 percent of the District’s 2019-2020 Unrestricted General Fund budget. The proposed project would have a negative net fiscal impact on the Sequoia Union High School District, equal to approximately 0.38 percent of the District’s budget. The proposed project would have a small net positive fiscal impact to the Menlo Park Fire Protection District, equal to approximately 0.06 percent of the District’s 2019-2020 General Fund operating budget as shown below:

**Table 12: Selected Net Fiscal Impact Findings for the Proposed Project**

Annual Impact for Proposed Project	City of Menlo Park General Fund	Menlo Park Fire Protection District	Sequoia Union High School District	Redwood City Elementary District
New Revenues	\$394,651	\$360,213	\$411,976	\$604,502
New Expenditure	(\$463,791)	(\$323,797)	(\$872,695)	(\$405,528)
Net Fiscal Impact	(\$69,141)	\$36,417	(\$460,719)	\$198,974

The fiscal impacts shown in the table above reflect the impacts of the proposed project itself, irrespective of other changes in the City’s population, workforce, property tax base, and other factors that could impact the City’s budget or those of the school and special districts. The proposed project would not occur in isolation, and therefore other projects that have a net positive impact on the City or districts, as well as other factors that affect budgets, could potentially counterbalance the negative fiscal impacts of this proposed project. No action on the FIA is required by the Planning Commission but should be considered by the Planning Commission when evaluating the proposed project.

**Correspondence**

As of the writing of this report, staff has received one item of correspondence (Attachment W) expressing support for the childcare center as the proposed community amenity for the project.

**Impact on City Resources**

The project sponsor is required to pay Planning, Building and Public Works permit fees, based on the City’s Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project. In addition, the proposed development would be subject to payment of the Transportation Impact Fee (TIF) and other applicable impact fees.

**Environmental Review**

As stated in the CEQA Guidelines, an EIR is an informational document that is intended to provide the City, responsible and trustee agencies, other public agencies, and community members with detailed information about the environmental effects that could result from implementing the proposed project, examine and implement mitigation measures to reduce or avoid potentially significant physical environmental impacts if the proposed project is approved, and consider feasible alternatives to the proposed project, including a required No Project Alternative. Members of the Planning Commission were previously provided a copy of the Draft EIR for the proposed project, which was released on February 25,

2021 with a public comment period that ended 45 days later on April 14, 2021. The Draft EIR is also available on the City's development projects environmental documents website (<https://www.menlopark.org/CEQA>). A hyperlink is also included in Attachment G.

Prior to development of the focused Draft EIR, and in accordance with CEQA Guidelines Section 15168(c), an initial study was prepared to evaluate the potential environmental impacts of the proposed project and determine what level of environmental review would be appropriate for the project EIR. The initial study (IS) and a Notice of Preparation (NOP) were released on January 7, 2020, beginning a 30-day review and comment period ending on February 7, 2020. A NOP begins the EIR process. The NOP is included via hyperlink in Attachment H and the IS are included as a link in Attachment I. Following the release of the initial study, the Planning Commission conducted a scoping session on January 27, 2020, to provide an opportunity early in the environmental review process for the Planning Commission and interested persons to provide comments on the scope and content of the EIR as well as the initial study. The initial study disclosed relevant impacts and mitigation measures already covered in the program-level Final EIR for ConnectMenlo (ConnectMenlo EIR), which was certified by the City Council on November 29, 2016, as part of an update to the Land Use and Circulation Elements of the General Plan and related zoning changes, commonly referred to as ConnectMenlo. Applicable mitigation measures from the ConnectMenlo EIR apply to the proposed project.

Based on the findings of the IS, the following potential environmental effects of the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation measures (including applicable mitigation measures from the ConnectMenlo EIR), and are not studied in detail in the focused Draft EIR:

- . Aesthetics
- . Agriculture and forestry resources
- . Biological resources
- . Cultural resources
- . Energy
- . Geology and soils
- . Hazards and hazardous materials
- . Hydrology and water quality
- . Land use and planning
- . Mineral resources
- . Noise (construction-period, groundborne vibration, and aircraft-related noise)
- . Public services
- . Recreation
- . Utilities and service systems
- . Tribal cultural resources
- . Wildfire

Consistent with the findings of the IS and Settlement Agreement, which requires preparation of an EIR including a housing needs assessment (HNA) and transportation impact analysis (TIA) for proposed bonus level development, a focused Draft EIR was prepared to address potential physical environmental effects of the proposed project in the following areas:

- . Population and housing
- . Transportation
- . Air Quality
- . Greenhouse Gas Emissions
- . Noise (Operational period traffic and stationary noise)

Although the IS identified tribal cultural resources as a potential topic to be evaluated in the Draft EIR, further evaluation determined that impacts to tribal cultural resources would be less than significant.

Pursuant to AB 52, a State law that provides for consultation between lead agencies and Native American tribal organizations during the CEQA process, the City sent a letter to Native American tribes providing the opportunity for consultation on the project during the EIR scoping period. No requests for consultation were received. As a result, the topic is not included as a separate section of the Draft EIR.

For each of the analyzed topic areas, the Draft EIR describes the existing conditions (including regulatory and environmental settings) and analyzes the potential environmental impacts (noting the thresholds of significance and applicable methods of analysis). Impacts are considered both for the project individually, as well as cumulatively, for the project in combination with other projects and cumulative growth. The Draft EIR identifies and classifies the potential environmental impacts as:

- Less than Significant
- Potentially Significant
- Less than Significant with Mitigation
- Significant and Unavoidable

Where a potentially significant impact is identified, mitigation measures are considered to reduce, eliminate, or avoid the adverse effects (less than significant with mitigation). If a mitigation measure cannot eliminate/avoid an impact, or reduce the impact below the threshold of significance, it is considered a potentially significant and unavoidable impact.

The Draft EIR prepared for the project identifies less than significant effects and effects that can be mitigated to a less-than-significant level in all five studied topic areas:

- Population and Housing
- Transportation
- Greenhouse Gas Emission
- Air Quality
- Noise (Operational period traffic and stationary noise)

The Draft EIR does not identify any potentially significant environmental effects that are significant and unavoidable in any topic area. The March 22, 2021 staff report provides a detailed analysis of the findings in the focused Draft EIR for the Population and Housing, Transportation, and Alternatives topic areas (Attachment P).

During the March 22, 2021 Planning Commission meeting, the Commission reviewed the Draft EIR and solicited comments on the accuracy and content of the document from members of the community. Public comments were received regarding the merits of the project, but not regarding the adequacy of the environmental document or analysis provided in the Draft EIR. The Commission had questions regarding the VMT significance criteria, impact threshold, and baseline scenario, and proposed TDM measures, their efficiency, and monitoring and evaluation plans. Excerpt minutes of the March 22, 2021 meeting are provided as Attachment Q.

Additionally, staff received five written comments during the public comment period for the project. One of the written comments was received was from Lozano Smith, Attorneys at Law representing the Sequoia Union High School District. The letter cited the following concerns that:

- The Draft EIR did not adequately evaluate the potential impacts related to traffic, noise, biological resources, air quality, pedestrian safety, and other impacts related to schools,

- The Draft EIR inappropriately relied on the information, analysis, and mitigation measures contained in the ConnectMenlo Final EIR because that document assumed full project build out over a 24-year horizon, while it is anticipated that the full potential development of the Bayfront Area may be much sooner than anticipated,
- The ConnectMenlo Final EIR did not consider project-specific impacts to the TIDE Academy because the school was not yet contemplated at the time of preparation of the ConnetMenlo EIR,
- The Draft EIR for the project did not adequately analyze the impacts of the project related to traffic, transportation, safety, air quality, noise, and public services,
- The Draft EIR did not provide sufficient information or adequately analyze issues related to transportation, including pedestrian safety, emergency access, traffic hazards, or cumulative conditions,
- Roadway segment and intersection operations analysis findings from the ConnectMenlo Final EIR, traffic congestion impacts on TIDE Academy, and increased risk of vehicle collisions were not adequately analyzed, and
- The Draft EIR did not adequately analyze population growth resulting from the proposed project and any growth inducing impacts.

The remaining items of correspondence received by staff were from community members outlining their concerns regarding the total amount of development currently occurring in the city and impacts of the proposed project on traffic congestion, impacts of sea level rise and liquefaction due to earthquakes on the development, and lack of services such as grocery stores, pharmacy, office supply, and gas station near new proposed residential development. Staff also received a comment letter from the California Department of Transportation, District 4, acknowledging that the VMT analysis in the Draft EIR was adequately prepared and consistent with the Office of Planning and Research's Technical Advisory, and requesting clarification on how the raising of ground elevation would not impede flood water flows. Staff also received a letter from the West Bay Sanitary District requesting that the Draft EIR review upsizing of existing main on Independence Drive and capacity issues downstream on Constitution Drive.

In accordance with CEQA, staff prepared a response to all substantive comments received and made editorial changes to the Draft EIR as necessary and prepared what is referred to as a "Response to Comments" document or Final EIR (included as hyperlink in Attachment A, Exhibit B). The Final EIR was released on July 30, 2021 for a 10-day public review pursuant to CEQA. The Final EIR is available on the City's development projects environmental documents website (<https://www.menlopark.org/CEQA>). All the comments received during the Draft EIR public comment period are included in the Final EIR and responses are provided for all comments. The Final EIR concluded that no new analysis or changes to the current analysis included in the Draft EIR were necessary in response to any comments received on the Draft EIR prepared for the project. No additional mitigation measures or impacts were identified based on any comments received on the Draft EIR.

The Final EIR includes City initiated text revisions including a footnote to clarify the location of the backup generator and total number of hours per year it would approximately operate and include Table 4.2.E "Proposed Project Residential TDM Measures and Estimated Vehicle Miles Traveled Reduction" which was inadvertently omitted from page 4.2-39 of the Draft EIR. The text revisions would not change any conclusions and findings of the Draft EIR.

As part of its consideration staff requests that the Planning Commission review and consider the Mitigation

Monitoring and Reporting Program (MMRP) (Attachment A, Exhibit D). The MMRP includes all feasible mitigation measures identified in the Final EIR and ensures that full implementation of the mitigation measures would reduce the environmental impacts to a less than significant level. The MMRP identifies monitoring and reporting of the environmental mitigation measures and is included as part of the conditions of approval for the project. The Mitigation Monitoring and Reporting Program (MMRP) is designed to aid the City of Menlo Park, the applicant, and other identified public agencies in the implementation and monitoring of measures adopted from the certified EIR.

CEQA Guidelines Section 15352(b) requires the City to comply with CEQA at the “earliest commitment” to the project’s approval. Because the Planning Commission is the final decision making body on the bulk of the entitlements, the Planning Commission is required to certify the Final EIR, make findings, and adopt the MMRP before it takes action to approve the project. When the PUE abandonment is considered by the City Council, the Council will consider the certified Final EIR before taking action on the abandonment.

## **Conclusion**

The project would comply with the requirements of the Zoning Ordinance with regard to the overall project design/style and the application of R-MU-B zoning district standards. Additionally, the proposed siting and design of the buildings, including architectural style and material variations, would complement recently constructed, approved, and proposed projects in the area. Vehicular and bicycle parking requirements would be met, and the development would also provide a positive pedestrian experience through public, common, and private open spaces throughout the project site. New trees and landscaping would be planted throughout the project, and the open space for the site would exceed the minimum standards. The proposed project’s BMR proposal provides variety in size and type of units, as well units affordable to various income levels. The project’s community amenities proposal meets the minimum required value determined by the City’s community amenities appraisal. Staff believes that the development of a childcare center along with provision of a financial contribution to be used towards tuition subsidies for low-income students, or payment of an in-lieu fee of 110 percent of the appraised value of the community amenity, meets the intent of the adopted Council community amenities ordinance. Lastly, staff finds that the proposed PUE abandonment is consistent with the General Plan’s policies related to orderly growth. Therefore, staff recommends that the Planning Commission certify the EIR, make findings as required by CEQA, approve the MMRP, and approve the use permit, architectural control, BMR Housing Agreement, and Community Amenities Operating Covenant, and forward a recommendation of approval of the PUE abandonment to City Council.

## **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 1,320-foot radius of the subject property.

## **Attachments**

- A. Draft Planning Commission Resolution Certifying a Final Environmental Impact Report (EIR), Adopting Findings Required by the California Environmental Quality Act, and Adopting a Mitigation, Monitoring,

and Reporting Program

Exhibits to Attachment A:

- A. Project Plans
- B. Hyperlink: Menlo Portal Final EIR -  
<https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. Statement of Findings and Facts pursuant to CEQA
- D. Mitigation Monitoring and Reporting Program (MMRP)

- B. Draft Planning Commission Resolution Adopting Findings for project Use Permit, Architectural Control, draft Below Market Rate Agreement, and draft Community Amenities Operating Covenant including project Conditions of Approval

Exhibits to Attachment B:

- A. Project Plans
- B. Hyperlink: Menlo Portal Final EIR -  
<https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. Statement of Findings and Facts pursuant to CEQA (See Attachment A, Exhibit C)
- D. Mitigation Monitoring and Reporting Program (MMRP) (See Attachment A, Exhibit D)
- E. Below Market Rate Housing Agreement
- F. Community Amenities Operating Covenant
- G. Conditions of Approval

- C. Draft Planning Commission Resolution Determining that Public Utilities Easement (PUE) Abandonment is Consistent with the General Plan and Recommending that the City Council Approve the Requested Abandonment

Exhibits to Attachment C:

- A. Project Plans
- B. Hyperlink: Menlo Portal Final EIR -  
<https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. Statement of Findings and Facts pursuant to CEQA (See Attachment A, Exhibit C)
- D. Mitigation Monitoring and Reporting Program (MMRP) (See Attachment A, Exhibit D)

- D. Location Map
- E. Project Plans including materials and colors board
- F. Project Description
- G. Hyperlink: Menlo Portal Project Draft EIR -  
<https://www.menlopark.org/DocumentCenter/View/27508/Menlo-Portal-Project-Draft-EIR>
- H. Hyperlink: Notice of Preparation - <https://www.menlopark.org/DocumentCenter/View/27505/Appendix-A---NOP-and-Comments>
- I. Hyperlink: Initial Study - <https://www.menlopark.org/DocumentCenter/View/27506/Appendix-B---Initial-Study>
- J. Hyperlink: Housing Needs Assessment (HNA) -  
<https://www.menlopark.org/DocumentCenter/View/27500/Appendix-D---Housing-Needs-Assessment>
- K. Hyperlink: Community Amenities List - <https://www.menlopark.org/DocumentCenter/View/15009/6360--Community-Amenities?bidId>
- L. Hyperlink: City's Community Amenities Appraisal -  
<https://www.menlopark.org/DocumentCenter/View/27513/Community-Amenities-Appraisal>



- M. Applicant's Final Community Amenities Options Proposal, August 2, 2021
- N. City's Evaluation of the Applicant's Intermediate Community Amenities Options Proposal, June 23, 2021
- O. Hyperlink: Fiscal Impact Analysis - <https://www.menlopark.org/DocumentCenter/View/27511/Fiscal-Impact-Analysis>
- P. Hyperlink: Planning Commission Staff Report, March 22, 2021 - [https://www.menlopark.org/DocumentCenter/View/27662/F2\\_115-Independence-Staff-Report-Menlo-Portal---Final?bidId](https://www.menlopark.org/DocumentCenter/View/27662/F2_115-Independence-Staff-Report-Menlo-Portal---Final?bidId)
- Q. Planning Commission Excerpt Minutes and Reporter's Transcript of Proceedings, March 22, 2021
- R. General Plan Goals, Policies, and Programs Compliance Table
- S. Building Mass and Scale Design Standards Compliance Table
- T. LOS Intersection Improvement Feasibility Analysis
- U. H.T. Harvey & Associates report evaluating compliance with the City's bird friendly design requirements
- V. Solar PV System Plans
- W. Correspondence

### **Disclaimer**

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

### **Exhibits to Be Provided at Meeting**

None

Report prepared by:

Payal Bhagat, Contract Principal Planner

Report reviewed by:

Corinna Sandmeier, Senior Planner

Kyle Perata, Principal Planner

Eric Phillips, Special Counsel

August 09, 2021

## PLANNING COMMISSION RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK  
CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING FINDINGS  
REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND  
ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)  
FOR A DEVELOPMENT PROJECT**

**WHEREAS**, the City of Menlo Park (“City”) received an application requesting environmental review, use permit, architectural control, below market rate (BMR) housing agreement, heritage tree removal permits, , and community amenities operating covenant from GSMP Portal Owner, LLC (“Applicant”), to redevelop the property located at 115 Independence Drive, and 104 and 110 Constitution Drive (APNs 056-236-10, 055-236-020, 055-236-190) (“Property”), with a bonus level development project consisting of up to 335 multifamily rental units and approximately 34,499 square feet of office space including approximately 1,609 square feet of commercial space plus 2,190 square feet of outdoor space, which combined is proposed to be used as part of the Applicant’s community amenity space as an early childhood education center, which development is more particularly described in the Initial Study to the Project which was prepared pursuant to the California Environmental Quality Act (hereinafter the “**Project**”). The Project is depicted in and subject to the development plans which are attached hereto as Exhibit A (“Project Plans including colors and materials board”) and incorporated herein by this reference; and

**WHEREAS**, the proposed Project is located in the R-MU-B (Residential Mixed Use-Bonus) zoning district. The R-MU-B zoning district allows a mixture of land uses with the purposes of providing high density housing to complement nearby employment, encouraging mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public, promoting a live/work/play environment with pedestrian activity, and blending with and complementing existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses; and

**WHEREAS**, the bonus level provisions identified in the City’s Zoning Ordinance allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre), and/or height subject to approval of a use permit and the provision of community amenities equal to a minimum of 50 percent of the fair market value of the increased development potential and the applicant has submitted a community amenities proposal in compliance with the required minimum value; and

**WHEREAS**, pursuant to the City's Below Market Rate (BMR) Housing Program (Chapter 16.96.040), the applicant would provide 48 inclusionary units of the 320 maximum units allowed by the Zoning Ordinance. The Project would provide an additional 15 market-rate units pursuant to the density bonus provisions in the BMR Housing Program, resulting in the total number of units included in the Project to 335 rental units; and

**WHEREAS**, the proposed Project would be developed with an increase in FAR, density, and height pursuant to City's bonus level development allowances; and

**WHEREAS**, the proposed Project requests to abandon certain Public Utilities Easements (PUE) and relocate them within the Project Site such that the Project Site is adequately served by the utilities, which requires a recommendation by the Planning Commission to the City Council;

**WHEREAS**, the proposed Project complies with all applicable objective standards of the City's Zoning Ordinance, including design standards, green and sustainable building standards, and is consistent with the City's General Plan goals, policies, and programs; and

**WHEREAS**, as allowed by the City's BMR Ordinance, the proposed Project requests waivers from the parking requirements to reduce the required 15 vehicular parking spaces and location of five short-term bicycle racks outside the required fifty feet of the main entrance. These waivers would be necessary to accommodate the 15 additional bonus units allowed by the City's BMR Ordinance to facilitate accommodating the increase density, FAR, and open space; and

**WHEREAS**, Section 16.45.070 of the City of Menlo Park Municipal Code requires that bonus level projects that are developed at a greater level of intensity with an increase in density, FAR, and/or height shall provide one or more community amenities to address the needs that result from the effect of the increased development. The value of the community amenities to be provided shall be equal to 50 percent of the fair market value of the additional gross floor area of the bonus level development; and

**WHEREAS**, pursuant to the requirements of Section 16.45.070 of the City of Menlo Park Municipal Code, the City commissioned Fabbro Moore & Associates, Inc. to perform an independent appraisal to determine the value of the Project's community amenities contribution. The appraisal determined the project's community amenities obligation would amount to \$8,550,000. The Community Development Director determined that the appraisal was created pursuant to the City's guidelines and approved the appraisal; and

**WHEREAS**, on August 3, 2021, the applicant submitted an updated community amenities proposal with two options: Option 1 would provide building space and build-out costs for a childcare center plus a student tuition subsidy of \$5,427,826 for a total community amenities contribution of \$8,550,000 and Option 2 would provide building

space and build-out costs for a childcare center plus a student tuition subsidy of approximately \$2,000,000 and a one time in-lieu fee to the City of approximately \$3,770,609 (including administrative fees) for a total community amenities contribution of \$8,892,783, and in either case the applicant would retain the ability to provide a one time in-lie fee to the City of \$9,405,000 instead of Option 1 or Option 2; and

**WHEREAS**, the City evaluated the two alternative community amenities proposals and determined that the value of each proposal, including the dedicated office space, rent subsidy, tenant improvement subsidy, and financial contribution towards the student tuition subsidy, meets the required community amenity valuation of \$8,550,000 for Option 1 and \$8,892,783 for Option 2 (inclusive of the administrative fee for the in-lieu payment) and both options are consistent with the Zoning Ordinance; and

**WHEREAS**, utilization of the community amenity space by an early childhood education and care provider, is consistent with Resolution No. 6360 – the City’s adopted community amenities list – because the establishment of such a facility, along with financial contribution towards tuition subsidy for lower income students as defined in the Project’s community amenities proposal, is considered under the category of “Social Service Improvements – Education Improvements in Belle Haven”;

**WHEREAS**, for these reasons, staff recommended and the Planning Commission approves of utilization of the community amenity space as a childcare center and the associated student tuition subsidy and/or partial in-lieu fee payment; and

**WHEREAS**, pursuant to the requirements Section 16.45.060 of the City of Menlo Park Municipal Code, the applicant submitted a Below Market Rate (BMR) proposal that would provide 48 inclusionary housing units (15 percent of the 320 units allowed per R-MU zoning district with a mix of very-low, low, and moderate income limits (18 studio/junior one-bedroom units, 21 one-bedroom units, 8 two-bedroom units, and 1 three-bedroom unit); and

**WHEREAS**, the Applicant initially proposed to provide all 48 rental units affordable to low-income households, which would comply with the BMR Ordinance and BMR Guidelines; and

**WHEREAS**, at a duly noticed public meeting on May 5, 2021, the Housing Commission considered the applicant’s BMR proposal and draft BMR Housing Agreement Term Sheet, inclusive of the 48 inclusionary BMR units, and forwarded a recommendation of approval to the Planning Commission of the proposed BMR Term Sheet showing mixed income and unit sizes/types that would be equivalent to an all low-income BMR scenario; 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 would be developed at the bonus level allowances of the Zoning Ordinance, and therefore, is subject to the settlement agreement between the City of Menlo Park and City of East Palo Alto ("Settlement Agreement"), which requires project-specific environmental impact reports ("EIRs") for certain future projects. Pursuant to the Settlement Agreement, the project-specific EIR may tier from the certified program level ConnectMenlo Final EIR ("ConnectMenlo EIR") which was certified by the City Council on November 29, 2016, as part of an update to the Land Use and Circulation Elements of the General Plan and related zoning changes, commonly referred to as ConnectMenlo, and the project-level EIR shall include a project specific transportation impact analysis. The City shall also prepare a housing needs assessment ("HNA") to inform the population and housing topic area of the project-level EIR; and

**WHEREAS**, the City released a Notice of Preparation ("NOP") and Initial Study for the Project on January 7, 2020 for a 30-day public review period ending on February 7, 2020. The City held a public EIR scoping meeting on January 27, 2020 before the City Planning Commission to receive comments on the NOP prior to the close of the public review period. Comments received by the City on the NOP and at the public EIR scoping meeting were considered during preparation of the Draft EIR. The initial study disclosed relevant impacts and mitigation measures already covered in the program-level ConnectMenlo EIR; and

**WHEREAS**, on January 27, 2020, concurrently with the public NOP scoping meeting, the Planning Commission conducted a study session to review and provide comments on the Project's conceptual design; and

**WHEREAS**, pursuant to the requirements of the Settlement Agreement and CEQA, the City prepared, or caused to be prepared, a project level EIR and conducted a HNA for the Project; and

**WHEREAS**, the Draft EIR was released on February 25, 2021 for a 45-day review period that ended on April 14, 2021. The public review period included one duly noticed public meeting on March 22, 2021 to received oral and written comments on the Draft EIR; and

**WHEREAS**, On March 22, 2021, as part of the duly noticed public hearing to review the Draft EIR, the Planning Commission also conducted a study session and provided an opportunity for members of the public to provide comments on the proposed project design, BMR proposal, and community amenities proposal; and

**WHEREAS**, the Draft EIR was filed with the California Office of Planning and Research and copies of the Draft EIR were made available at the Community Development Department, on the City's website and at the Menlo Park Library; and

**WHEREAS**, on July 30, 2021, the City published a Response to Comments Document that contains all of the comments received during the public comment period, including a transcript of the public hearing, and written responses to those comments, and any text changes to the Draft EIR, prepared in accordance with CEQA and the CEQA Guidelines. The Draft EIR and Response to Comments Document constitute the Final EIR, a copy of which is available by the following the internet link included in Exhibit B; and

**WHEREAS**, the City prepared or caused to be prepared the Findings of Fact as included in Exhibit C in accordance with CEQA and CEQA Guidelines Section 15091; and

**WHEREAS**, the City prepared or caused to be prepared a Mitigation Monitoring and Reporting Program ("MMRP"), which is incorporated herein by this reference and as part of the Final EIR, which will ensure all mitigation measures relied upon in the findings are fully implemented and that all environmental impacts are reduced to a less than significant level; and

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

**WHEREAS**, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on August 9, 2021 at which all persons interested had the opportunity to appear and comment; and

**WHEREAS**, after closing the public hearing, the Planning Commission considered all public and written comments, pertinent information, documents and plans an all other evidence in the public record on the Project; and

**WHEREAS**, the Planning Commission fully reviewed, considered, evaluated, and certified the Final EIR, along with all public and written comments, pertinent information, documents and plans prior to taking action to approve the use permit, architectural control, BMR Housing agreement, and community amenities agreement.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Menlo Park finds the foregoing recitals are true and correct, and they are hereby incorporated by reference into this Resolution.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby resolves as follows:

1. The Final EIR has been prepared, published, circulated, and reviewed in compliance with the California Environmental Quality Act and the CEQA Guidelines.
2. The Final EIR constitutes an adequate, accurate, objective, and complete analysis addressing all issues relevant to the approval of the proposed Project including the issuance of a use permit and architectural control permit, recommendation to abandon the existing PUEs and replace them with a new on site public utility easement, and approval of the BMR Housing agreement and Community Amenities Operating Covenant for the Project.
3. The Planning Commission has been presented with, reviewed and considered the information contained in the above recitals and within the Final EIR prior to acting on the proposed Project, and the Final EIR reflects the independent judgement and analysis of the City pursuant to section 21082.1(c)(3) of the California Environmental Quality Act.
4. Notice of the Planning Commission's hearings on the Draft EIR and Final EIR have been given as required by law and the actions were conducted pursuant to the State Planning and Zoning Law, CEQA, the State CEQA Guidelines. Additionally, all individuals, groups and agencies desiring to comment were given adequate opportunity to submit oral and written comments on the Final EIR which met or exceeded the requirements of State Planning and Zoning Law and CEQA. All comments submitted during the public review and comment period on the Draft EIR were responded to adequately in the Final EIR.
5. As set forth in the attached Findings of Fact, the Final EIR identifies all potential significant adverse environmental impacts and feasible mitigation measures or standard conditions of approval that would reduce these impacts to a less than significant level. All of the mitigation measures identified in the Final EIR, including those in the Mitigation Monitoring and Reporting Program, will be adopted and implemented as Conditions of Approval for the use permit and architectural control.
6. The monitoring and reporting of CEQA mitigation measures in connection with the Project will be conducted in accordance with the attached MMRP, and incorporated into the Conditions of Approval of the use permit and architectural control for the Project. All proposed mitigation measures are capable of being fully implemented by the efforts of the City, the Applicant, or other identified public agencies of responsibility, and will reduce the environmental impacts to a less-than significant level.
7. Pursuant to CEQA Guidelines Section 15091 and CEQA Section 21081.6, and in support of its approval of the Project, the Planning Commission adopts

the attached Findings of Fact and MMRP as set forth in Exhibits C and D of this Resolution.

8. The Planning Commission hereby certifies the Final EIR based upon consideration of the Finding of Facts, together with the staff report (copies of which are on file in the Planning Division), public testimony presented at the hearing, and all other oral and written evidence received by the City on this Project.

**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, \_\_\_\_\_, Clerk of the Planning Commission 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 the \_\_\_\_ day of \_\_\_\_\_, 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Exhibits

- A. Project Plans including materials and colors board
- B. Hyperlink: Menlo Portal Final EIR – <https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. CEQA Findings of Fact
- D. Mitigation Monitoring and Reporting Program (MMRP)



## Exhibit C

### Statement of Findings and Facts Pursuant to the California Environmental Quality Act in Support of Certifying the Final Environmental Impact Report for the Menlo Portal Project and Adopting the Project

#### Findings of Fact

The following findings, including impact statements, mitigation measures, findings, and facts in support of findings, are based on the full administrative record including but not limited to the Final EIR which contains a greater discussion of each issue. Pursuant to CEQA Guidelines Section 15091(a)(1), the mitigation measures will be required in the Project and avoid or substantially lessen the significant environmental effects identified in the Final EIR, as described herein. In addition to the following findings of fact, the City remakes each of the findings included in Resolutions Nos. \_\_\_\_\_ and \_\_\_\_\_, which are incorporated by reference as though fully restated in these Findings.

#### A. Findings Regarding Impacts Which Remain Less Than Significant

The Initial Study for the EIR and the EIR identified twelve less than significant impacts. The City finds that, based upon substantial evidence in the record, the following areas would result in impacts that have been determined to be less than significant by the Initial Study and the Final EIR. Therefore, no mitigation measures would be required for any of the following areas:

1. Aesthetics

Aesthetics were analyzed in section 3.1 of the Initial Study. The Initial Study found that the project would result in less than significant impacts related to aesthetics. The project site is located within a developed portion of the Bayfront Area and does not provide public views of the Bay, and therefore would not block any scenic vistas as the Bayfront Area is not located within the view shed of Interstate 280, which is considered a State scenic highway. The proposed project would comply with the City's maximum height and average height requirements and all adopted design standards of the Zoning Ordinance. Further, the project is subject to the City's existing architectural control process, which would ensure the proposed project complies with the existing design standards outlined in the Zoning Ordinance, including light and glare standards. Additionally, Policy LU-2.3 from the City's General Plan requires that new development with residential units address potential compatibility issues such as light spillover. Therefore, potential impacts related to scenic vistas, scenic resources, scenic regulations, and light and glare would be less than significant.

2. Agriculture and Forestry Resources

Agriculture and Forestry resources were analyzed in section 3.2 of the Initial Study, and the Initial Study found that the project would result in no impact to agriculture and forestry resources. The project site and vicinity are located within an urban area of the city. The

project site is located within the R-MU-B (Residential Mixed Use Bonus) zoning district and is classified as “Urban and Built-Up Land” by the State Department of Conservation. The project site is not used for agricultural production nor does it support forestry resources. Therefore, there would be no impact to agricultural and forestry resources.

### 3. Biological Resources

Biological Resources were analyzed in section 3.4 of the Initial Study, and the Initial Study determined that the project would result in a less than significant impact on biological resources. The project site is currently developed and does not include any sensitive habitat, nor is it located near any sensitive habitats and therefore, Mitigation Measure BIO-1 from the ConnectMenlo Final EIR would not be applicable to the proposed project. The proposed project would be required to comply with the bird-safe design measures included in the building regulations for the Bayfront Area. The project site does not contain any riparian habitat, federally protected wetlands, or wildlife movement corridors. The proposed project includes the removal of 13 trees, including 10 heritage size trees, which would be replaced at a 2:1 ratio for a total of at least 20 new trees, in compliance with the City’s Tree Preservation Ordinance that was in effect at the time of a complete submittal under Senate Bill (SB) 330 and is applicable to the project. Furthermore, the proposed project is not subject to the Stanford University Habitat Conservation Plan. Therefore, potential impacts related to biological resources would be less than significant.

### 4. Energy

Energy was analyzed in section 3.6 of the Initial Study for the proposed project, and the Initial Study determined that the proposed project would result in a less than significant impact. The proposed project would comply with specific green building requirements for LEED certification, provide outlets for EV charging, provide on-site renewable energy generation (per the City’s adopted Reach Codes), enroll in the USEPA Energy Star Building Portfolio Manager, use new modern appliances and equipment, and comply with current CALGreen standards, which would help to reduce energy consumption. Per the City’s Reach Codes, the buildings would be all electric with the exception of emergency backup (diesel generators) to operate critical building systems in the event of a power failure. The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Electricity demand associated with the proposed project would be less than 0.05 percent of San Mateo County’s total energy demand. Further, per the City’s Zoning Ordinance, all electricity used by the project would be purchased through renewable energy from the local provider and the use of diesel fuel by the emergency generators would require the proposed project to purchase carbon credits/offsets annually based on generator use. Moreover, the proposed project is required to reduce trips generated by at least 20 percent through implementation of Transportation Demand Management measures and would help the area change from an auto-oriented corridor to a multi-modal oriented community, with related energy conservation resulting from the more efficient use of transportation, circulation, and infrastructure systems by locating a residential use within a jobs-rich area. The proposed project would be consistent with the State’s goal of reducing vehicle miles traveled and

vehicular greenhouse gas emissions as outlined in SB 743 and the City's Climate Action Plan. Therefore, potential impacts related to energy use would be less than significant.

#### 5. Hydrology and Water Quality

Potential impacts on Hydrology and Water Quality were analyzed in section 3.10 of the Initial Study and the Initial Study determined that the proposed project would result in a less than significant impact. The proposed project would be required to comply with the City's Stormwater Management Program, and would be required to prepare a Hydrology Report. The project would be required to prepare a stormwater pollution prevention plan (SWPPP) for the project site. The proposed project would incorporate site design measures to reduce stormwater runoff during the operation period, including directing runoff onto vegetated areas, maximizing permeability by clustering development and preserving open space, and using micro-detention per the City's stormwater requirements and Zoning Ordinance requirements. The proposed project would also implement source controls to reduce pollution runoff during the operation period. The proposed project would result in a net decrease in impervious surface coverage of approximately 1,200 square feet compared to existing conditions. Regardless of the decrease in impervious area, the proposed project would include stormwater control features that would enhance filtration of stormwater to the subsurface and would therefore further increase the amount of groundwater recharge compared to existing conditions. The project site is located within a flood zone with a base elevation of 11 feet, and the grade of the project site would be raised to meet FEMA requirements and the City's sea level rise resiliency requirements, which require the finished floor to be an additional 24 inches above the base flood elevation set by the FEMA flood zone. The proposed project would connect to the Menlo Park Municipal Water system, and would not require the use of any groundwater. Therefore, the proposed project's impact to hydrology and water quality would be less than significant.

#### 6. Land Use and Planning

Potential impacts on Land Use and Planning were evaluated in section 3.11 of the Initial Study, and the Initial Study determined that implementation of the proposed project would result in less than significant impacts. The ConnectMenlo Final EIR concluded that implementation of ConnectMenlo would not include any new major roadways or other physical features through existing residential neighborhoods or other communities that would create new barriers in the city. The proposed project is consistent with ConnectMenlo. Therefore, the proposed project would not physically divide an established community. The project site is located within the R-MU-B zoning district, which allows for the proposed mix of residential and commercial uses. The proposed project would be consistent with the mix and intensity of development contemplated by ConnectMenlo, as it includes bonus-level residential and office development with community amenities. As noted throughout the Initial Study and EIR, the proposed project would generally not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts related to land use and planning for CEQA purposes would be less than significant.

## 7. Mineral Resources

Potential impacts on Mineral Resources were evaluated in section 3.12 of the Initial Study, and the Initial Study determined that implementation of the proposed project would result in no impacts to mineral resources. The project site is currently developed and located within an urban area. The ConnectMenlo Final EIR determined that there are no mineral resource recovery operations within the city. Therefore, there would be no impact related to mineral resources.

## 8. Population and Housing

Potential impacts on Population and Housing were evaluated in section 4.1 of the Draft EIR and determined to be less than significant. The proposed project itself would not directly displace people or housing by demolishing existing residential units and represents a small percentage of the population and housing growth assumed and studied under ConnectMenlo. Instead, the proposed project would add to the supply of market rate and affordable housing. Furthermore, the proposed project would reduce the level of demand for housing in Menlo Park by eliminating existing employment uses, and that reduction in demand would exceed any increase in employment demand created to service the new residential units. Therefore, the Draft EIR determined that the proposed project is not anticipated to contribute to displacement either in the Belle Haven neighborhood of Menlo Park or in East Palo Alto. The Housing Needs Assessment, which is not a required study under CEQA and was prepared per the terms of the settlement agreement with the City of East Palo Alto, found that increasing the availability of market rate and affordable housing would instead tend to moderate or counteract displacement pressures to some degree by relieving market pressures on existing housing stock and could contribute to a reduction of rents in the area making housing more affordable and accessible. Therefore, the Draft EIR determines that the development of the proposed project would not displace substantial number of people or housing, and therefore, the impact would be less than significant. Because the proposed project population growth was already anticipated in the ConnectMenlo EIR and the project contributes towards the City's current 2014-2022 RHNA for BMR units; the project is not anticipated to result in new impacts, making its potential impact less than significant.

## 9. Public Services

Potential impacts on Public Services were evaluated in section 3.15 of the Initial Study, and the Initial Study determined that implementation of the proposed project would result in less than significant impacts. Impacts to public services would occur if the proposed project increases demand for services such that new or expanded facilities would be required, and these new facilities would themselves cause environmental impacts. The ConnectMenlo Final EIR determined that adherence to State and City requirements and the Menlo Park Fire Protection District (MPFPD) permitting process would ensure that future proposed projects would not result in the need for remodeled or expanded MPFPD facilities. Additionally, Station 77, which would serve the project site, was planned and budgeted for prior to ConnectMenlo. The Menlo Park Police Department (MPPD) also indicated implementation of ConnectMenlo would not require the expansion or addition of facilities. Further, the proposed project is required to implement a TDM program to reduce trips from the project site by 20 percent, which would help alleviate potential congestion that could

interfere with MPPD operations. The proposed project would be subject to the payment of development impact fees, which under Senate Bill 50, are deemed to be full and complete mitigation for the generation of new students. The proposed project would have a less-than-significant impact related to the need for remodeled or expanded school facilities and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR. The proposed project would include private and public open space and contribute development impact fees that would address infrastructure and service needs, and would not result in substantial deterioration of parks or other public facilities. Therefore, the proposed project's impacts to public services would be less than significant.

#### 10. Recreation

Potential impacts on Recreation were evaluated in section 3.16 of the Initial Study and determined to be less than significant. The ConnectMenlo Final EIR determined that full buildout of ConnectMenlo would result in a parkland ratio of 5.2 acres per 1,000 residents, which complies with the City's goal to maintain 5 acres of parkland for every 1,000 residents. In addition to the existing parkland within the city, the proposed project would include a total of approximately 54,594 square feet of open space, which would include private residential open space, a private child care play area, common open space, and publicly accessible open space. Because the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and would include private and public open space, the proposed project would not result in substantial or accelerated physical deterioration of recreational facilities. The proposed project does not include or require the construction or expansion of existing public recreational facilities. Therefore, the proposed project's impacts on recreational facilities would be less than significant.

#### 11. Utilities and Service Systems

Potential impacts on Utilities and Services Systems were evaluated in section 3.19 of the Initial Study and determined to be less than significant. The project sponsor would be required to coordinate with the City, MPFPD, and West Bay Sanitary to ensure that water and wastewater supply and infrastructure would be adequate. Additionally, as a part of the Zoning Update, ConnectMenlo includes green and sustainable building standards in the Bayfront Area that require all new buildings within the Bayfront Area to be maintained without the use of well water and incorporate dual plumbing within all buildings for future recycled water. Landscaping on the project site would be required to comply with the City's water efficient landscape ordinance, reducing the project's water demand. No proposed apartment buildings would be subject to a water budget, subject to review and approval by the City's Public Works director that the proposed project would be required to comply with and document compliance with annually. The proposed project would also comply with CalGreen requirements of the California Building Code, including water efficient fixtures. Therefore, impacts to utilities and service systems would be less than significant.

#### 12. Wildfire

Potential impacts associated with Wildfire were evaluated in Section 3.20 of the Initial Study and determined to be less than significant. The ConnectMenlo Final EIR determined that the Bayfront Area does not contain areas of moderate, high, or very high Fire Hazard

Severity for the Local Responsibility area, nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area. The project is generally level and bounded by existing development on all sides and would not exacerbate fire risks. Therefore, the proposed project would have no impact related to wildfire.

## **B. Findings and Recommendations Regarding Potentially Significant Impacts Which Are Avoided or Reduced to Less Than Significant by Mitigation**

Pursuant to Section 21081(a) of the Public Resources Code and section 15091(a)(1) of the CEQA Guidelines, the City finds that, for each of the following significant effects identified in the Final EIR, changes or alterations have been incorporated into the Project through mitigation measures that avoid the identified significant effects on the environment to less than significant levels. These findings are explained below and are supported by substantial evidence in the record of the proceedings.

The Initial Study for the EIR and the EIR identified nine significant impacts that, with mitigation, can be reduced to less than significant level. Based on the findings in the Initial Study, Final EIR, and the evidence in the record, these impacts can be mitigated to a less than significant level, as follows:

### **Air Quality**

Air quality was analyzed in section 4.3 of the Final EIR. The Final EIR found that the proposed project would not conflict with or obstruct implementation of the 2017 Bay Area Clean Air Plan, would not result in operational air quality emissions in excess of established thresholds, and would not expose sensitive receptors to substantial pollutant concentrations once operational. Consistent with the requirements of ConnectMenlo Final EIR Mitigation Measure AQ-3b, an analysis of potential health risk was performed for the proposed project. Results of the analysis indicate that the maximum long-term health risk from mobile and stationary sources and cumulative risk from all sources would not exceed established thresholds and that this impact would be less than significant.

It was determined that the project could result in significant impacts due to project construction, which could violate air quality standards and expose nearby sensitive receptors to toxic air contaminants. To mitigate these potential impacts to a less than significant level, the Final EIR requires the following mitigation measures:

1. Project Mitigation Measure AIR-1
2. Project Mitigation Measure AIR-2

### **Findings:**

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

Facts and Explanation in Support of Finding:

Site preparation and project construction would involve demolition, grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. ConnectMenlo Final EIR Mitigation Measure AQ-2b2 requires implementation of BAAQMD-approved mitigation measures if it is determined through project-specific evaluation that individual development projects would generate construction exhaust emissions in excess of the BAAQMD significance thresholds. The project does not exceed BAAQMD thresholds. However, Mitigation Measure AIR-1 requires the contractor to implement certain measures to reduce construction emissions, to the extent feasible and consistent with BAAQMD requirements. Implementation of this measure would reduce fugitive dust and other air contaminants from project construction to a less than significant level.

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks. The closest sensitive receptors include the TIDE Academy, located at 150 Jefferson Drive, approximately 1,250 feet east of the project site. In addition, across the UPRR tracks and 1.2 miles east of the site is the Belle Haven residential neighborhood, which is generally occupied by single-family residences. The EPA identifies engines based on tiers that track with emissions standards. The proposed project includes the use of Tier 2 construction equipment. Model results show that without the use of Tier 2 construction equipment equipped with Level 3 diesel particulate filters, Project construction could exceed the threshold for carcinogenic health risk (one in a million) due to the concentrations of toxic air contaminants. The Final EIR found that implementation of Mitigation Measure AIR-2 would reduce substantial pollutant concentrations during project construction to the extent feasible and to a less-than-significant level.

Mitigation Measure AIR-1: Consistent with Connect Menlo Final EIR Mitigation Measure AQ- 2b1, the proposed project would be required to comply with BAAQMD basic control measures for reducing construction emissions of PM10 (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD 2017 CEQA Guidelines), as follows:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Menlo Park regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number for BAAQMD shall also be visible to ensure compliance with applicable regulations.

**Mitigation Measure AIR-2:** During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project construction at a minimum meets the California Air Resources Board Tier 2 emissions standards or equivalent equipped with Level 3 diesel particulate filters.

### **Cultural Resources**

Potential impacts on cultural resources were analyzed in section 3.5 of the Initial Study. In compliance with ConnectMenlo Final EIR Mitigation Measure CULT-1 a Historic Resources Assessment was prepared for the project and determined that none of the three existing buildings on the project site constructed between 1960 and 1966 appear to be eligible for listing in the National Register of Historical Places or the California Register of Historical Resources. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

It was determined that the project could result in significant impacts due to project construction, which could result in disturbance of unidentified subsurface materials that have the potential to contain prehistoric archaeological resources, including unrecorded Native American prehistoric archeological sites or human remains associated with pre-contact archeological deposits. To mitigate these potential impacts to a less than significant level, the Initial Study requires the following mitigation measures:

1. ConnectMenlo Final EIR Mitigation Measure CULT-2a
2. ConnectMenlo Final EIR Mitigation Measure CULT-4



Findings:

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

Facts and Explanation in Support of Finding:

Due to the highly disturbed nature of the site, it is unlikely that archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites exist on the site, or that human remains associated with pre-contact archaeological deposits would be encountered during construction; however, the potential to encounter such resources during project ground-disturbing activities cannot be discounted. If deposits of prehistoric or historic archaeological materials are encountered during project activities, Mitigation Measure CULT-2a requires the construction contractor to stop work within 100 feet of the find and requires the project applicant to retain a qualified archaeologist to assess the deposit finds and make recommendations. If deposits cannot be avoided, further measures for recovery and documentation are required. Implementation of this measure would avoid destroying a unique prehistoric or historic archaeological resource or site and would reduce the impact to a less-than-significant level. Mitigation Measure CULT-4 requires the project applicant to contact the San Mateo County Coroner immediately upon discovery of human remains, and an archaeologist contacted to assess the situation and consult with appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission. Implementation of this measure would avoid potential adverse effects to human remains. Therefore, with implementation of Mitigation Measures CULT-2a and CULT-4 from the ConnectMenlo Final EIR, impacts to cultural resources would be less than significant with mitigation.

Connect Menlo Final EIR Mitigation Measure CULT-2a: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the CEQA criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.

Connect Menlo Final EIR Mitigation Measure CULT-4: Procedures of conduct following the discovery of human remains 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 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, the owner 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.

### **Geology and Soils**

Potential impacts on geology and soils were analyzed in section 3.7 of the Initial Study. It was determined that potential impacts associated with fault rupture, seismic ground shaking, seismic-related ground failure and liquefaction, erosion, unstable soils, and expansive soils would be less than significant with compliance with the California Building Code.

It was determined that the project could result in significant impacts due to project construction, which could result in disturbance of previously unrecorded fossils. To mitigate this potential impact to a less than significant level, the Initial Study requires the following mitigation measure:

1. ConnectMenlo Final EIR Mitigation Measure CULT-3

#### *Findings:*

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

#### *Facts and Explanation in Support of Finding:*

Demolition, site preparation, and construction activities associated with the proposed project could reach significant depths below the ground surface where no such excavation has previously occurred and unrecorded fossils of potential scientific significance and other unique geologic features could exist. The ConnectMenlo Final EIR identified Mitigation Measure CULT-3 to ensure that such impacts would be reduced to a less than significant level. If paleontological resources are encountered during site preparation or grading activities, this mitigation measure requires the construction contractor to stop work within 50 feet of the find

and requires the project applicant to retain a qualified paleontologist to assess the discoveries and make recommendations. Implementation of this measure would avoid destroying a unique paleontological resource or site. With implementation of Mitigation Measure CULT-3 from the ConnectMenlo Final EIR this construction-period impact would be less than significant with mitigation.

ConnectMenlo Final EIR Mitigation Measure CULT-3: In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities, 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 procedures that would be followed before construction activities are 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.

### **Greenhouse Gas Emissions**

Greenhouse Gas (GHG) Emissions were analyzed in section 4.4 of the Final EIR. The Final EIR found that operation-period GHG emissions would be below established thresholds and that the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions; therefore, these impacts were determined to be less than significant.

It was determined that the project could generate construction-period GHG emissions that may have a significant impact on the environment. To mitigate these potential impacts to a less than significant level, the Final EIR requires the following mitigation measures:

1. Project Mitigation Measure AIR-1
2. Project Mitigation Measure AIR-2

#### **Findings:**

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before adopting the proposed project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

#### **Facts and Explanation in Support of Finding:**

Project construction could result in engine idling and equipment use that generates greenhouse gas emissions. Although the BAAQMD does not have adopted thresholds for

construction emissions, without implementation of all feasible reduction measures, construction-period GHG emissions would contribute to global climate change and impacts would be potentially significant. Implementation of Mitigation Measure AIR-1, as identified in section 4.3, Air Quality, would require implementation of the BAAQMD's Basic Construction Measures as required by ConnectMenlo Final EIR Mitigation Measure AQ-2b1, which would reduce GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. In addition, implementation of Mitigation Measure AIR-2, as identified in section 4.3, Air Quality, would require the use of Tier 2 construction equipment equipped with Level 3 diesel particulate filters. Therefore, project construction impacts associated with GHG emissions would be less than significant with mitigation.

### **Hazards**

Hazards and Hazardous Materials were evaluated in section 3.9 of the Initial Study. The project site is not located on a site included on a list of hazardous materials sites, nor is it located within and airport land use plan or two miles of any airport. The proposed project would not substantially alter any adjacent roadways, and therefore would not be expected to impair the function of nearby evacuation routes. As noted in the ConnectMenlo Final EIR, compliance with existing regulations, including the California Building Code, California Fire Code, and Menlo Park Fire Protection District Fire Code would ensure that the proposed project would not expose people to loss, injury, or death involving wildland fires. These impacts would be less than significant.

It was determined that the public or the environment could be affected by the release of hazardous materials from the project site into the environment during the construction period through exposure to potentially contaminated soils or groundwater or hazardous building materials. To mitigate these potential impacts to a less than significant level, the Initial Study requires the following mitigation measures:

1. ConnectMenlo Final EIR Mitigation Measure HAZ-4a
2. ConnectMenlo Final EIR Mitigation Measure HAZ-4b

### **Findings:**

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

### **Facts and Explanation in Support of Finding:**

A Phase I ESA was prepared for the project site and identified that historical site operations included the use of chlorinated solvents. Limited subsurface investigations conducted at the site in the 1980s and 1990s indicated that volatile organic compounds (VOCs) were present above the San Francisco Regional Water Quality Control Board's (Regional Water Board) Environmental Screening Levels (ESLs) for residential and commercial/industrial land uses in soil, soil vapor, and groundwater.

A Phase II ESA was prepared for the project site and found that soil samples on the project site contained concentrations of various chemicals, including VOCs, though all levels were less than their respective ESLs for residential land use. Groundwater samples at the project site contained chemical concentrations above residential ESLs, however, these levels are lower than historical levels at and within the vicinity of the project site. No detections of VOCs in sub-slab vapor exceeded current residential ESLs. The Initial Study found that implementation of ConnectMenlo Final EIR Mitigation Measures HAZ-4a (preparation of a site specific environmental site management plan) and HAZ-4b (inclusion of a vapor intrusion barrier in the new building) would ensure that impacts associated with potential exposure to hazardous soil vapor and groundwater conditions during project construction and operation would be reduced to a less-than-significant level. These are standard measures applicable to redevelopment projects located in areas of previously identified soil and groundwater contamination. Further incorporation of Mitigations Measures HAZ-4a and HAZ-4b from ConnectMenlo would reduce potentially significant impact to less than significant. Therefore, impacts related to hazards and hazardous materials would be less than significant with mitigation.

Connect Menlo Final EIR Mitigation Measure HAZ-4a: Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is 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 to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project 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 other wells requiring proper abandonment in compliance with local, State, and federal laws, policies, and regulations.

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 project excavation and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP.

Connect Menlo Final EIR Mitigation Measure HAZ-4b: For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).

## **Noise**

Potential Noise impacts were analyzed in section 3.13 of the Initial Study and 4.5 of the Final EIR. It was determined that the Project would expose sensitive receptors to construction period noise, generate construction-period vibration, and locate residential land uses in an area that is considered a conditionally acceptable noise environment based on the City's Noise and Land Use Compatibility Guidelines for multifamily residential land uses. To mitigate these potential impacts to a less than significant level, the Final EIR requires the following mitigation measures:

1. ConnectMenlo Final EIR Mitigation Measure NOISE-1c
2. ConnectMenlo Final EIR Mitigation Measure NOISE-2a
3. Project Mitigation Measure NOI-1

### **Findings:**

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

### **Facts and Explanation in Support of Finding:**

Demolition, site preparation, and construction would require the use of heavy construction equipment including pile drivers, bulldozers, scrapers, loaders, excavators, cranes, and trucks, the operation of which could result in substantial temporary increases in ambient noise and vibration in the vicinity of the project. Demolition and site preparation phases are typically the loudest phases of construction due to the types of equipment used. There are sensitive receptors within 100 feet of the project site, which could be exposed to construction period noise. The ConnectMenlo Final EIR identified Mitigation Measures NOISE-1c (measures to reduce excessive construction-period noise levels) and NOISE-2a (pre-construction noise and vibration analysis) to ensure that construction-period noise and vibration are reduced to the extent feasible through implementation of standard reduction measures. Implementation of these measures would ensure that these impacts are reduced to a less-than-significant level with mitigation.

The noise environment at the project site is dominated by vehicle traffic noise on Independence Drive, Constitution Drive, Marsh Road, and US 101 northbound (NB) off-ramp. Based on the ambient noise monitoring presented in Table 4.5.B of the Draft EIR, noise levels at the project site are approximately 70 dBA CNEL. Based on the City's noise and land use compatibility standards, this noise level is considered normally unacceptable for multi-family residential land uses. Such land use may be permitted only after detailed analysis of the noise reduction features proposed to be incorporated in the building design. Consistent with the City's requirements and the requirements of Mitigation Measure NOISE-1a of the ConnectMenlo Final EIR, a detailed interior and exterior noise analysis was prepared as part of the Draft EIR. The interior noise analysis determined that in order to comply with the City's interior noise level requirement of 45 dBA CNEL, a minimum exterior to interior noise level

reduction of 25 dBA CNEL would be required. Therefore, modifications to ensure that buildings would comply with the City's noise and land use compatibility standards and reduce interior noise impacts are required to be implemented as outlined in Mitigation Measure NOI-1. Implementation of Mitigation Measure NOI-1 would allow windows to remain closed in order to reduce interior noise levels by 25 dBA, which would meet the City's interior noise standard of 45 dBA CNEL. Further, since interior noise levels would meet City standards, the proposed project would meet the City's exterior land use compatibility standards. Therefore, the Final EIR found that implementation of Mitigation Measure NOI-1 would reduce operation-period noise to a less-than-significant level.

ConnectMenlo Final EIR Mitigation Measure NOISE-1c: 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: Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code.

- 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.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling is located as far as feasible from nearby noise-sensitive receptors.
- Limit unnecessary engine idling to the extent feasible.
- Limit the use of public address systems.
- Construction traffic shall be limited to the haul routes established by the City of Menlo Park.

ConnectMenlo Final EIR Mitigation Measure NOISE-2a: To prevent architectural damage citywide as a result of construction-generated vibration: Prior to issuance of a building permit for any development project requiring pile driving or blasting, the 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 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such as static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.

To prevent vibration-induced annoyance as a result of construction-generated vibration:

- Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and 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 allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department.

Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:

- Workshop = 0.126
- Office = 0.063
- Residential Daytime (7:00 AM – 10:00 PM) = 0.032
- Residential Nighttime (10:00 PM – 7:00 AM) = 0.016

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). 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.

Mitigation Measure NOI-1: Consistent with ConnectMenlo Final EIR Mitigation Measure NOISE-1a, the proposed project shall implement the following building design measures to the satisfaction of the City in order to reduce interior noise impacts in compliance with City noise standards:

- All windows and exterior door STC ratings shall be rated as shown on EIR Figure 4.5-3.
- The recommended STC ratings shall be for full window assemblies (glass and frame) rather than just the glass itself.
- Windows shall be selected based on laboratory test data for the full window assembly. For reference, typical one-inch glazing assemblies (two 1/4-inch thick panes with a 1/2-inch airspace) usually achieve an STC rating of 32. Where STC ratings above 32 are required, at least one pane shall be laminated.
- Where windows need to be closed to achieve 45 dBA CNEL, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be considered. This applies to most of the project residences (the courtyard residences being exceptions). If a passive through-wall fresh air system is planned, it needs to provide sufficient noise reduction, such as a z-duct. Devices that are a straight penetration through the facade are generally not sufficient.

## **Transportation**



Potential impacts related to Transportation were evaluated in section 4.2 of the Draft EIR and found to be less than significant with mitigation. The Draft EIR determined that the proposed project would provide adequate bicycle and pedestrian infrastructure and would represent an overall improvement to bicycle and pedestrian circulation. Although the project adds vehicles and bicycles, in doing so, the Draft EIR determined that it would not substantially impact emergency vehicle response times. The proposed project would incorporate a publicly accessible paseo, in compliance with the City's adopted Zoning Map and would provide additional off-street bicycle and pedestrian connections within the vicinity of the project site. The proposed project would be constructed with appropriate permits and review from the City's Public Works Department, Planning, Building, and Menlo Park Fire Protection District for compliance with the applicable codes. Therefore, the Draft EIR determined that the proposed project would not substantially increase hazards due to a design feature or incompatible uses and would not have a significant impact to emergency access or circulation and the impact would be less than significant.

The Draft EIR found that impacts related to the Vehicle Miles Traveled (VMT) associated with the proposed project's office component would be potentially significant. To mitigate this potential impact to a less than significant level, the Final EIR requires the following mitigation measure:

1. Project Mitigation Measure TRA-1

Findings:

The City finds that the above mitigation measure is feasible, will reduce the impacts of the Project to less-than-significant levels, and that it has been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measure's requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

Facts and Explanation in Support of Finding:

The estimated VMT does not factor in the TDM plan requirement of the Zoning Ordinance, which requires the applicant to create a program to reduce vehicle trips by at least 20 percent from typical project land uses. Without any TDM measures the proposed project would result in a substantial increase in VMT above the City's adopted threshold and would result in a potentially significant impact. The Draft EIR determined that the proposed TDM program (provided by the applicant) for the project could reduce VMT generated by the proposed residential use by up to 30 percent, which would exceed the City's trip reduction requirement of 20 percent. However, since the effectiveness of the TDM plan at 30 percent for the residential use cannot be reliably predicted, the project would be required to comply with the minimum required trip reduction of 20 percent for both residential and office uses through the implementation of the proposed project and this would be an adequate amount to reduce VMT impacts associated with the residential use to less than significant.

For the proposed office use, only a 6 percent reduction would be achieved with implementation of the TDM plan. Additional measures would be required as outlined in Mitigation Measure TRA-1 to reduce the office use VMT. Together with the proposed TDM plan, such measures would need to achieve a minimum of 18.68 percent further reduction in VMT, for a total of 25.3 percent reduction in VMT. As outlined in Mitigation Measure TRA-1, these additional measures could include, but are not limited to, charging employees for parking, subsidized or discounted transit, employee telecommuting and alternative work schedules, and limitations on provided parking.

The Draft EIR estimated that the proposed project TDM plan would have to reduce residential trips by 16.6 percent to reduce the project impact below the 13.7 City VMT per capita threshold and the proposed TDM plan plus implementation of Mitigation Measure TRA-1 would have to reduce office trips by 25.3 percent to reduce the project impact below the 12.7 City VMT per employee threshold. Implementation of the TDM plan and additional measures outlined in Mitigation Measure TRA-1 would achieve these reductions. Therefore, the Draft EIR determined that the project would have a less than significant impact after accounting for the required TDM program and Mitigation Measure TRA-1 and would not exceed the applicable VMT threshold.

In terms of cumulative transportation impact, the OPR's Technical Advisory on Evaluating Transportation impacts for CEQA outlines that "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." A project that falls below an efficiency-based threshold that is aligned with the long-term environmental goals and relevant plans, would have no cumulative impact distinct from the project impact. Since the proposed project VMT does not exceed the threshold of significance when TDM measures are implemented, the proposed project would not have cumulative impacts with respect to VMT. Since the project is being developed consistent with the General Plan for this area and is required to implement Zoning Ordinance requirements and comply with other applicable City codes, guidelines, and policies; the proposed project combined with cumulative projects would have a less than significant impact with respect to design features and incompatible uses, and emergency access.

Mitigation Measure TRA-1: In addition to the proposed TDM Plan, the project sponsor shall implement additional measures to reduce VMT generated by the proposed office use by an additional 18.68 percent to achieve a total 25.3 percent reduction in VMT. Potential measures to include in the TDM plan include, but are not limited to:

- Limit or eliminate parking supply
- Charge employees for parking or provide parking cash-out program
- Provide car-sharing, bike-sharing, or ride-sharing program
- Provide transit passes or subsidies
- Subsidize people who walk or bike to work
- Implement an alternate hours or compressed workweek program
- Provide telework options

The project sponsor shall select appropriate measures to incorporate into the proposed TDM plan and shall retain a transportation consultant to monitor and report effectiveness of the measures on an annual basis. The monitoring plan and annual reporting is subject to the City's review and approval.

### **Tribal Cultural Resources**

Potential impacts on tribal cultural resources were analyzed in section 3.18 of the Initial Study and Section 5.3.14 of the EIR. In compliance with AB 52, the City sent letters providing the opportunity for consultation to known tribal contacts, but the City received no responses. Although the City did not receive any requests for consultation, and that the City has no other information about the presence of known tribal cultural resources in the area, it was determined that the project could result in significant impacts due to project construction, which could result in disturbance of unidentified subsurface tribal cultural resources. To mitigate these potential impacts to a less than significant level, the EIR requires the following mitigation measures:

1. ConnectMenlo Final EIR Mitigation Measure CULT-2a
2. ConnectMenlo Final EIR Mitigation Measure CULT-4

#### **Findings:**

The City finds that the above mitigation measure[s] are feasible, will reduce the impacts of the Project to less-than-significant levels, and that they have been adopted by the City. Before approving the proposed Project, the City reviewed the proposal to confirm it complies with the mitigation measures' requirements. Accordingly, the City finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid significant effects on the environment identified in the Final EIR.

#### **Facts and Explanation in Support of Finding:**

Due to the highly disturbed nature of the site and the lack of response to consultation requests from Native American Tribes, it is unlikely that unknown tribal cultural resources exist on the site; however, the potential to encounter such resources during project ground-disturbing activities cannot be discounted. If deposits of prehistoric or historic archaeological materials (including tribal cultural resources) are encountered during project activities, Mitigation Measure CULT-2a requires the construction contractor to stop work within 100 feet of the find and requires the project applicant to retain a qualified archaeologist to assess the deposit finds and make recommendations. If deposits cannot be avoided, further measures for recovery and documentation are required. Implementation of this measure would avoid destroying a unique prehistoric or historic archaeological resource or site and would reduce the impact to a less-than-significant level. Mitigation Measure CULT-4 requires the project applicant to contact the San Mateo County Coroner immediately upon discovery of human remains, and an archaeologist contacted to assess the situation and consult with appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission. Implementation of this measure would avoid potential adverse effects to human remains and tribal cultural resources. Therefore, with implementation of Mitigation Measures CULT-2a and CULT-4 from the ConnectMenlo Final EIR, impacts to tribal cultural

resources would be less than significant with mitigation. ConnectMenlo Final EIR Mitigation Measures CULT-2a and CULT-4 are included in their entirety above.

### **C. Findings Regarding Alternatives to the Project**

#### 1. Alternatives Considered and Rejected During the Scoping/Project Planning Process.

During the Notice of Preparation comment period, the City received verbal and written suggestions for the identification and evaluation of alternatives to the proposed project. The following provides a description of various potential alternatives that were identified and considered, and the reasons why they were ultimately not selected for further evaluation in this EIR.

- **Off-Site Locations.** Although relocation of the proposed project to an area with low VMT could avoid the VMT impact of the project, an alternative location was not considered for analysis because the project sponsor does not own or would not feasibly otherwise be able to gain control of a suitable vacant site within the city. In addition, major objectives of the project include the development of housing within close proximity to a jobs center. An alternative location located outside of the Bayfront Area would fail to meet this and several objectives of the project and would not further the goals of the City's General Plan and Zoning Ordinance.
- **Reduced Parking.** A reduced parking alternative, in which the number of on-site parking spaces would be reduced or eliminated, was also considered. The City's Zoning Ordinance requires one parking space per residential unit and 2.5 parking spaces per 1,000 square feet nonresidential use. The proposed project already provides close to the minimum number of parking spaces required, with a total of 413 spaces. A reduction in the number of parking spaces on the site would not comply with the City's parking requirements, although a variance could be requested for a reduction in parking of up to 50 percent. Although reducing or eliminating parking on the site could further reduce VMT, the project site is not located in a transit-rich area and such an alternative would likely result in secondary impacts through increased operational air quality and greenhouse gas emissions and safety impacts as area roadways would become more congested as drivers circle the site in search of parking.
- **Additional Reduction in Residential Development.** The Base Level alternative addresses a potential reduced development scenario of approximately 67 percent fewer residential units but at the maximum base residential density permitted within the R-MU-B zoning district. Additional reductions in the total number of units on the site would not result in a substantial additional reduction or avoidance of any additional impacts of the project as most project impacts are location-based (i.e., located adjacent to a high-volume roadway). As discussed above, because the project site is located within a high-VMT area, any increase in development compared to existing conditions that is not also coupled with improvements to transit infrastructure within the area would likely result in an increase in VMT. In addition, the project site is located in a high VMT area partially because of the existing lack of housing to balance out the number of employment center uses. Furthermore, an additional reduction in residential development would fail to further the goals of the City's General

Plan and Zoning Ordinance to promote high density housing to complement nearby employment.

- All Affordable Housing or Senior Housing. An alternative was considered that would result in the same development pattern as proposed by the project but all residential units would be affordable to low-income residents rather than a mix of affordable and market-rate units. Affordable units sometimes correlate to lower rates of vehicle ownership; thereby potentially reducing VMT. However, this cannot be guaranteed and lower rates of vehicle ownership were not assumed for the proposed project's BMR units. While the developer could choose to provide a 100 percent affordable housing project on the site, such an alternative would not reduce or avoid any impacts of the project as identified in this EIR. In addition, the site is not designated as an affordable housing site in any adopted planning or policy document.

Similarly, an age-restricted senior housing development, where data supports that residents typically have a lower rate of vehicle ownership, would not be an appropriate use in this location as the site is not located in a transit-rich area. Furthermore, the site is located within a jobs-rich area and residential development in this location is anticipated to reduce the jobs/housing imbalance by locating more residents within proximity to existing professional service and office jobs.

- No Net VMT Increase/No Net GHG Increase. An alternative that would result in no net increase in VMT or GHG emissions would likely not be feasible without development and implementation of programs that would increase the availability of alternative modes of transit within the Bayfront Area as a whole. Such improvements cannot be developed and implemented by individual project sponsors. A no net VMT increase could also be achieved by either replacing the existing use with a similar use (i.e., approximately 40,000-square-foot of office use and 25,000 square feet of industrial/warehouse use) or by limiting the residential units included in a new project to be equal to the VMT generated by the existing use, which is estimated to be approximately 70 residential units. As discussed in the bullet above regarding an additional reduction in residential development, the potentially significant impacts associated with the proposed project are location-based, and would not be reduced to less-than-significant levels by reducing the amount of development.

#### *Findings:*

The Planning Commission hereby finds and rejects the above alternatives, as undesirable for the reasons described above and because specific economic, legal, social, technological or other considerations, including consistency with the Applicant's project objections, make each alternative infeasible. Further, some of the rejected objections would not have been consistent with specific General Plan goals, policies, or programs for which the proposed project would be consistent. The City finds that any of these grounds are independently sufficient to support rejection of this specific alternative.

#### *2. Alternatives Selected for Analysis.*

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project and evaluate the comparative merits of the alternatives." The EIR

identified and considered the following reasonable range of feasible alternatives to the proposed Project that would be capable, to varying degrees, of reducing identified impacts:

1) No Project alternative, 2) Base Level alternative, and 3) Maximum Buildout alternative.

These alternatives were evaluated for their ability to avoid or substantially lessen the impacts of the proposed project identified in the Final EIR, as well as consideration of their ability to meet most of the basic objectives of the proposed project.

**No Project alternative:**

Under the No Project alternative, the project site would continue to be occupied by the three existing single-story office and warehouse buildings totaling approximately 64,832 square feet with designated surface parking for approximately 128 vehicles. No modifications to existing site access or infrastructure would occur. The No Project alternative would avoid all of the less than significant impacts of the proposed project. Compared to the other alternatives selected for analysis, the No Project alternative would have the fewest impacts and would be the environmentally superior alternative. Under CEQA, if the No Project alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). While the No Project alternative would be environmentally superior in the technical sense in that contribution to the aforementioned impacts would not occur, it would also fail to achieve any of the project's objectives. The No Project alternative would not provide affordable or market rate housing that would tend to moderate displacement pressures, would not provide housing in a job-rich area to reduce the jobs-housing imbalance and reduce vehicle miles traveled, would not contribute to electrification within the City, would not develop a high-quality-aesthetic project, and would not provide any community amenities. Furthermore, the No Project alternative would not further any of the objectives of the Land Use Element for Mixed Use Residential to promote live/work/play environments oriented toward pedestrians, transit, and bicycle use, especially for commuting to nearby jobs or achieve the purpose and intent of the R-MU zoning district to provide high density housing to complement nearby employment and encourage mixed use development.

*Findings:*

The Planning Commission hereby finds and rejects the No Project Alternative, as undesirable as it fails to satisfy the proposed Project's underlying purpose and to meet most Project objectives, and because specific economic, legal, social, technological or other considerations, including considerations for the provision of affordable and market rate housing and employment opportunities for highly trained workers, make the alternative infeasible. The City finds that any of these grounds are independently sufficient to support rejection of this alternative.

**Base Level alternative:**

The Base Level alternative assumes development of the site at the base level of development allowed under the R-MU-B zoning district. The Base Level alternative would include approximately 111 residential units (15 of which would be affordable units) and up to 20,928 square feet of ground floor retail space. The building's maximum height would be 45 feet with a maximum gross floor area of 146,495 square feet. Approximately 164 parking spaces,

consisting of one parking space per residential unit and 2.5 spaces per 1,000 square feet of retail use, would be provided within parking garages on the ground floor of each building. Similar site access and infrastructure improvements as those identified for the proposed project would occur. The total square footage of open space would be reduced compared to the proposed project.

The Base Level alternative would achieve most of the project objectives, although to a lesser extent than the proposed project. In particular, objectives related to electrification, a high-quality aesthetic project, and providing community amenities would be achieved under this alternative, although the objective related to providing affordable and market rate housing would not be achieved to the same extent as the proposed project as the site would only be developed at the base level residential density, and not the bonus level residential density. The Base Level alternative would require implementation of the same mitigation measures as those required for the proposed project, although construction-related impacts would be reduced given that construction activities on the site would be reduced with the smaller buildings, as compared to the proposed project.

*Findings:*

The Planning Commission hereby finds and rejects the Base Level alternative, as undesirable as, although it would meet most project objectives, these objectives would not be met to the same extent as the proposed project, and because specific economic, legal, social, technological or other considerations, make the alternative infeasible. The City finds that any of these grounds are independently sufficient to support rejection of this alternative.

**Maximum Buildout alternative:**

Under the Maximum Buildout alternative, the proposed project would be developed at the maximum bonus level of development allowed in the R-MU-B zoning district. The Maximum Buildout alternative would include approximately 368 residential units (48 of which would be affordable units) within two residential buildings (approximately 361,005 gross square feet of residential floor area) and up to 34,878 square feet of nonresidential space, which would include approximately 16,639 square feet of office space and up to 1,600 square feet of child care center space. The residential space would be located within an eight-story building and the nonresidential space would be located in a three story building. Buildings would have a maximum height of approximately 85 feet and a maximum gross floor area of approximately 395,883 square feet. Each building would include a ground floor parking garage with a combined total of 447 vehicle parking spaces and similar site access and infrastructure improvements as those identified for the proposed project. The total square footage of open space would be reduced compared to the proposed project.

The Maximum Buildout alternative would achieve all of the project objectives to a similar degree as the proposed project. This alternative would provide affordable and market rate housing, contribute to electrification within the city, construct a high-quality-aesthetic project, and provide communities amenities. However, the Maximum Buildout alternative would require implementation of the same mitigation measures as those required for the proposed project and impacts would be greater than the proposed project, due to the increased development intensity.

*Findings:*

The Planning Commission hereby finds and rejects the Maximum Buildout alternative, as undesirable as, although it would meet most project objectives, it would increase the severity of identified impacts, and because specific economic, legal, social, technological or other considerations, make the alternative infeasible. The City finds that any of these grounds are independently sufficient to support rejection of this alternative.

**D. Mitigation Monitoring and Reporting Program (MMRP)**

Based on the entire record before the Planning Commission and having considered the impacts of the proposed Project, the Planning Commission hereby determines that all feasible mitigation measures identified in the EIR within the responsibility and jurisdiction of the City have been adopted to reduce or avoid the significant impacts identified in the EIR. As noted in Resolution \_\_\_\_\_, all feasible mitigation measures identified in the Final EIR will also be incorporated as conditions of approval for the project.

The City further finds that no additional feasible mitigation measures are available to further reduce significant impacts. The feasible mitigation measures are discussed in these Findings, above, and are set forth in the Mitigation Monitoring and Reporting Program.

Section 21081.6 of the Public Resources Code requires the Planning Commission to adopt a monitoring or compliance program regarding the changes in the proposed Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program for the Project. The Planning Commission finds that this Mitigation Monitoring and Reporting fulfills the CEQA mitigation monitoring requirements because:

- The Mitigation Monitoring and Reporting Program is designed to ensure compliance with the changes in the proposed Project and mitigation measures imposed on the proposed Project during Project implementation; and
- Measures to mitigate or avoid significant effects on the environment will be fully enforceable through conditions of approval, permit conditions, agreements or other measures.



SF #4838-1088-5874 v1

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## MITIGATION MONITORING AND REPORTING PROGRAM

This Draft Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Environmental Impact Report (EIR) prepared for the Menlo Portal Project (project) submitted by Menlo Park Portal Venture, LLC (the project sponsor) for which the City of Menlo Park (City) is the CEQA Lead Agency for environmental review. The MMRP, which is provided in Table A, lists mitigation measures recommended in the EIR for the proposed project and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the City makes a final decision on the project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format:

- The first column identifies the mitigation measure that would be implemented for each project impact.
- The second column refers to the party or agency responsible for implementing the mitigation measure.
- The third column refers to the action that prompts implementation and/or implementation timing.
- The fourth column refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented.
- The fifth column refers to the action that prompts the commencement of monitoring.
- The sixth column refers to when the monitoring will occur to ensure that the mitigation action is completed.
- The seventh and final column is where the lead agency contact initials and dates are provided as verification of mitigation measure implementation.

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**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<b>AIR QUALITY</b>						
<p><b>Project Mitigation Measure AIR-1:</b> Consistent with Connect Menlo Final EIR Mitigation Measure AQ-2b1, the proposed project would be required to comply with Bay Area Air Quality Management District (BAAQMD) basic control measures for reducing construction emissions of PM<sub>10</sub> (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD 2017 CEQA Guidelines), as follows:</p> <ul style="list-style-type: none"> <li>  All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>  All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>  All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>  All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>  All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>  Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> </ul>	Project sponsor	Prior to issuance of a building permit and throughout the construction period	City of Menlo Park Planning Division	Plan review and approval	Prior to approval and during scheduled site visits	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p><b>Project Mitigation Measure AIR-1 (continued):</b></p> <ul style="list-style-type: none"> <li>  All construction equipment shall be maintained and properly tuned in accordance with manufacturer specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>  Post a publicly visible sign with the telephone number and person to contact at the City of Menlo Park regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number for BAAQMD shall also be visible to ensure compliance with applicable regulations.</li> </ul>						
<p><b>Project Mitigation Measure AIR-2:</b> During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project construction at a minimum meets the California Air Resources Board Tier 2 emissions standards or equivalent equipped with Level 3 diesel particulate filters.</p>	Project sponsor	Prior to issuance of a building permit and throughout the construction period	City of Menlo Park Planning Division	Plan review and approval	Prior to approval and during scheduled site visits	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<b>CULTURAL RESOURCES</b>						
<b>ConnectMenlo Final EIR Mitigation Measure CULT-2a:</b> If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the CEQA criteria by a qualified archaeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.	Project sponsor	During construction	Qualified archaeologist approved by the City of Menlo Park Planning Division	Initiated in the event that a find is made during construction	During regularly scheduled site inspections that would be initiated in the event that a find is made during construction	Initials: _____ Date: _____
<b>ConnectMenlo Final EIR Mitigation Measure CULT-4:</b> Procedures of conduct following the discovery of human remains 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.	Project sponsor	During construction	The San Mateo County Coroner	Initiated in the event that a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p><b>ConnectMenlo Final EIR Mitigation Measure CULT-4 (continued):</b> 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 Native American Heritage Commission (NAHC) within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 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, the owner 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 descendant may request mediation by the NAHC.</p>						
<b>GEOLOGY AND SOILS</b>						
<p><b>ConnectMenlo Final EIR Mitigation Measure CULT-3:</b> In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities, 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.</p>	Project sponsor	During construction	Qualified paleontologist approved by the City of Menlo Park Planning Division	Initiated in the event that a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p><b>ConnectMenlo Final EIR Mitigation Measure CULT-3 (continued):</b> The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are 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.</p>						
<b>NOISE</b>						
<p><b>ConnectMenlo Final EIR 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>1 Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code.</li> <li>1 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> </ul>	Project sponsor	Prior to issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials: _____ Date: _____



**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<b>ConnectMenlo Final EIR Mitigation Measure NOISE-1c (continued):</b>   Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.   Stockpiling is located as far as feasible from nearby noise-sensitive receptors.   Limit unnecessary engine idling to the extent feasible.   Limit the use of public address systems.   Construction traffic shall be limited to the haul routes established by the City of Menlo Park.						
<b>ConnectMenlo Final EIR Mitigation Measure NOISE-2a:</b> To prevent architectural damage citywide as a result of construction-generated vibration:   Prior to issuance of a building permit for any development project requiring pile driving or blasting, the 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 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.	Project sponsor	Prior to issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p><b>ConnectMenlo Final EIR Mitigation Measure NOISE-2a (continued):</b>                      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, pile drivers, jack hammers, and 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 allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department.</li> </ul> <p>Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:</p> <ul style="list-style-type: none"> <li>  Workshop = 0.126</li> <li>  Office = 0.063</li> <li>  Residential Daytime (7:00 AM – 10:00 PM) = 0.032</li> <li>  Residential Nighttime (10:00 PM – 7:00 AM) = 0.016</li> </ul> <p>If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.).</p>						

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p><b>ConnectMenlo Final EIR Mitigation Measure NOISE-2a (continued):</b> 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>						
<p><b>Project Mitigation Measure NOI-1:</b> Consistent with ConnectMenlo Final EIR Mitigation Measure NOISE-1a, the proposed project shall implement the following building design measures to the satisfaction of the City in order to reduce interior noise impacts in compliance with City noise standards:</p> <ul style="list-style-type: none"> <li>• All windows and exterior door STC ratings shall be rated as shown on EIR Figure 4.5-3.</li> <li>• The recommended STC ratings shall be for full window assemblies (glass and frame) rather than just the glass itself.</li> <li>• Windows shall be selected based on laboratory test data for the full window assembly. For reference, typical one-inch glazing assemblies (two 1/4-inch thick panes with a 1/2-inch airspace) usually achieve an STC rating of 32. Where STC ratings above 32 are required, at least one pane shall be laminated.</li> </ul> <p>1 Where windows need to be closed to achieve 45 dBA CNEL, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be considered. This applies to most of the project residences (the courtyard residences being exceptions). If a passive through-wall fresh air system is planned, it needs to provide sufficient noise reduction, such as a z-duct. Devices that are a straight penetration through the facade are generally not sufficient.</p>	Project sponsor	Prior to issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Prior to approval	Initials: _____ Date: _____

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<b>TRANSPORTATION</b>						
<p><b>Project Mitigation Measure TRA-1:</b> In addition to the proposed TDM Plan, the project sponsor shall implement additional measures to reduce VMT generated by the proposed office use by an additional 18.68 percent to achieve a total 25.3 percent reduction in VMT. Potential measures to include in the TDM plan include, but are not limited to:</p> <ul style="list-style-type: none"> <li>  Limit or eliminate parking supply</li> <li>  Charge employees for parking or provide parking cash-out program</li> <li>  Provide car-sharing, bike-sharing, or ride-sharing program</li> <li>  Provide transit passes or subsidies</li> <li>  Subsidize people who walk or bike to work</li> <li>  Implement an alternate hours or compressed workweek program</li> <li>  Provide telework options</li> </ul> <p>The project sponsor shall select appropriate measures to incorporate into the proposed TDM plan and shall retain a transportation consultant to monitor and report effectiveness of the measures on an annual basis. The monitoring plan and annual reporting is subject to the City's review and approval.</p>	Project sponsor and sponsor's transportation consultant	The TDM plan shall be in place prior to issuance of a certificate of occupancy	City of Menlo Park Public Works Department	Reporting to occur on an annual basis	Annually	Initials: _____ Dates: _____

Source: LSA (2021).

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August 9, 2021

## PLANNING COMMISSION RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK APPROVING THE USE PERMIT, ARCHITECTURAL CONTROL, BELOW MARKET RATE HOUSING AGREEMENT, AND COMMUNITY AMENITIES OPERATING COVENANT FOR THE PROPOSED MENLO PORTAL PROJECT CONSISTING OF 335 MULTI-FAMILY DWELLING UNITS AND AN APPROXIMATELY 34,499 SQUARE FOOT OF OFFICE SPACE WHICH INCLUDES APPROXIMATELY 1,609 SQUARE FEET OF COMMERCIAL SPACE PROPOSED TO BE USED AS A COMMUNITY AMENITIES SPACE (EARLY CHILDHOOD EDUCATION CENTER) AT 115 INDEPENDENCE DRIVE AND 104 AND 110 CONSTITUTION DRIVE (APNS 056-236-10, 055-236-020, 055-236-190).**

**WHEREAS**, the City of Menlo Park (“City”) received an application requesting environmental review, use permit, architectural control, below market rate (BMR) housing agreement, heritage tree removal permits, and community amenities operating covenant from GSMP Portal Owner, LLC (“Applicant”), to redevelop the property located at 115 Independence Drive, and 104 and 110 Constitution Drive (APNs 056-236-10, 055-236-020, 055-236-190) (“Property”), with a bonus level development project consisting of up to 335 multifamily rental units and approximately 34,499 square feet of office space including approximately 1,609 square feet of commercial space plus 2,190 square feet of outdoor space, which combined is proposed to be used as part of the Applicant’s community amenity space as an early childhood education center, which development is more particularly described in the Initial Study to the Project which was prepared pursuant to the California Environmental Quality Act (hereinafter the “**Project**”). The Project is depicted in and subject to the development plans which are attached hereto as Exhibit A (“Project Plans including colors and materials board”) and incorporated herein by this reference; and

**WHEREAS**, the proposed Project is located in the R-MU-B (Residential Mixed Use-Bonus) zoning district. The R-MU-B zoning district allows a mixture of land uses with the purposes of providing high density housing to complement nearby employment, encouraging mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public, promoting a live/work/play environment with pedestrian activity, and blending with and complementing existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses; and

**WHEREAS**, the bonus level provisions identified in the City’s Zoning Ordinance allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre), and/or height subject to approval of a use permit and the provision of community amenities equal to a minimum of 50 percent of the fair market value of the increased

development potential and the applicant has submitted a community amenities proposal in compliance with the required minimum value; and

**WHEREAS** pursuant to the City's Below Market Rate (BMR) Housing Program (Chapter 16.96.040), the applicant would provide 48 inclusionary units of the 320 maximum units allowed by the Zoning Ordinance. The Project would provide an additional 15 market-rate units pursuant to the density bonus provisions in the BMR Housing Program, resulting in the total number of units included in the Project to 335 rental units; and

**WHEREAS**, the proposed Project would be developed with an increase in FAR, density, and height pursuant to City's bonus level development allowances; and

**WHEREAS**, the proposed Project requests to abandon certain Public Utilities Easements (PUE) and relocate them within the Project Site such that the Project Site is adequately served by the utilities and does not conflict with the proposed development, which requires a recommendation by the Planning Commission to the City Council; and

**WHEREAS**, the proposed Project complies with all objective standards of the City's Zoning Ordinance, including design standards, green and sustainable building standards, and is consistent with the City's General Plan goals, policies, and programs; and

**WHEREAS**, as allowed by the City's BMR Ordinance, the proposed Project requests waivers from the parking requirements to reduce the required 15 vehicular parking spaces and location of five short-term bicycle racks outside the required fifty feet of the main entrance. These waivers would be necessary to accommodate the 15 additional bonus units allowed by the City's BMR Ordinance to facilitate accommodating the increase density, FAR, and open space; and

**WHEREAS**, Section 16.45.070 of the City of Menlo Park Municipal Code requires that bonus level projects that are developed at a greater level of intensity with an increase in density, FAR, and/or height shall provide one or more community amenities to address the needs that result from the effect of the increased development. The value of the community amenities to be provided shall be equal to 50 percent of the fair market value of the additional gross floor area of the bonus level development; and

**WHEREAS**, pursuant to the requirements of Section 16.45.070 of the City of Menlo Park Municipal Code, the City commissioned Fabbro Moore & Associates, Inc. to perform an independent appraisal to determine the value of the Project's community amenities contribution. The appraisal determined the project's community amenities obligation would amount to \$8,550,000. The Community Development Director determined that the appraisal was created pursuant to the City's guidelines and approved the appraisal; and

**WHEREAS**, on August 3, 2021, the applicant submitted an updated community amenities proposal with two options: Option 1 would provide building space and build-out costs for a childcare center plus a student tuition subsidy of \$5,427,826 for a total community amenities contribution of \$8,550,000 and Option 2 would provide building space and build-out costs for a childcare center plus a student tuition subsidy of approximately \$2,000,000

and a one time in-lieu fee to the City of approximately \$3,770,609 (including administrative fees) for a total community amenities contribution of \$8,892,783, and in either case the applicant would retain the ability to provide a one time in-lie fee to the City of \$9,405,000 instead of Option 1 or Option 2; and

**WHEREAS**, the City evaluated the two alternative community amenities proposals and determined that the value of Option 1 proposal, including the dedicated office space, rent subsidy, tenant improvement subsidy, and financial contribution towards the student tuition subsidy meet the required community amenity valuation of \$8,550,000 for Option 1 and \$8,892,783 for Option 2 (inclusive of the administrative fee for the in-lieu payment) and both options are consistent with the Zoning Ordinance; and

**WHEREAS**, utilization of the community amenity space by an early childhood education and care provider, is consistent with Resolution No. 6360 – the City’s adopted community amenities list – because the establishment of such a facility, along with financial contribution towards tuition subsidy for lower income students as defined in the Project’s community amenities proposal, is considered under the category of “Social Service Improvements – Education Improvements in Belle Haven”; and

**WHEREAS**, for these reasons, staff recommended and the Planning Commission approves of utilization of the community amenity space as a childcare center and the associated student tuition subsidy and/or partial in-lieu fee payment; and

**WHEREAS**, pursuant to the requirements Section 16.45.060 of the City of Menlo Park Municipal Code, the applicant submitted a Below Market Rate (BMR) proposal that would provide 48 inclusionary housing units (15 percent of the 320 units allowed per R-MU zoning district with a mix of very-low, low, and moderate income limits (18 studio/junior one-bedroom units, 21 one-bedroom units, 8 two-bedroom units, and 1 three-bedroom unit); and

**WHEREAS**, the Applicant initially proposed to provide all 48 rental units affordable to low-income households, which would comply with the BMR Ordinance and BMR Guidelines; and

**WHEREAS**, at a duly noticed public meeting on May 5, 2021, the Housing Commission considered the applicant’s BMR proposal and draft BMR Housing Agreement Term Sheet, inclusive of the 48 inclusionary BMR units, and forwarded a recommendation of approval to the Planning Commission of the proposed BMR Term Sheet showing mixed income and unit sizes/types that would be equivalent to an all low-income BMR scenario; and

**WHEREAS**, the mix of income limits and unit sizes/types would be equivalent to an all low-income BMR scenario alternative and has been incorporated into the proposed BMR Agreement, based on the Housing Commission’s recommendation; and

**WHEREAS**, the Proposed Project includes 10 heritage-size tree removals that have been evaluated by the City Arborist and on July 15, 2021 the City Arborist conditionally approved the heritage tree removal permits. The conditional action would be posted on the



site and mailed notices would be sent out stating the action following the Planning Commission review and action on the architectural control and use permit requests; and

**WHEREAS**, the proposed project would include a minimum of 20 heritage tree replacements, per the required 2:1 replacement ratio of the Heritage Tree Ordinance in effect at the time of submittal of a complete application under the provisions of SB 330; 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 would be developed at the bonus level allowances of the Zoning Ordinance, and therefore, is subject to the settlement agreement between the City of Menlo Park and City of East Palo Alto (“Settlement Agreement”), which requires project-specific environmental impact reports (“EIRs”) for certain future projects. Pursuant to the Settlement Agreement, the project-specific EIR may tier from the certified program level ConnectMenlo Final EIR (“ConnectMenlo EIR”) which was certified by the City Council on November 29, 2016, as part of an update to the Land Use and Circulation Elements of the General Plan and related zoning changes, commonly referred to as ConnectMenlo, and the project-level EIR shall include a project specific transportation impact analysis. The City shall also prepare a housing needs assessment (“HNA”) to inform the population and housing topic area of the project-level EIR; and

**WHEREAS**, the City released a Notice of Preparation (“NOP”) and Initial Study for the Project on January 7, 2020 for a 30-day public review period ending on February 7, 2020. The City held a public EIR scoping meeting on January 27, 2020 before the City Planning Commission to receive comments on the NOP prior to the close of the public review period. Comments received by the City on the NOP and at the public EIR scoping meeting were considered during preparation of the Draft EIR. The initial study disclosed relevant impacts and mitigation measures already covered in the program-level ConnectMenlo EIR; and

**WHEREAS**, on January 27, 2020, concurrently with the public NOP scoping meeting, the Planning Commission conducted a study session to review and provide comments on the Project’s conceptual design; and

**WHEREAS**, pursuant to the requirements of the Settlement Agreement and CEQA, the City prepared, or caused to be prepared, a project level EIR and conducted a HNA for the Project; and

**WHEREAS**, the Draft EIR was released on February 25, 2021 for a 45-day review period that ended on April 14, 2021. The public review period included one duly noticed public meeting on March 22, 2021 to received oral and written comments on the Draft EIR; and

**WHEREAS**, On March 22, 2021, as part of the duly noticed public hearing to review the Draft EIR, the Planning Commission also conducted a study session and provided an opportunity for members of the public to provide comments on the proposed project design, BMR proposal, and community amenities proposal; and

**WHEREAS**, the Draft EIR was filed with the California Office of Planning and Research and copies of the Draft EIR were made available at the Community Development Department, on the City's website and at the Menlo Park Library; and

**WHEREAS**, on July 30, 2021, the City published a Response to Comments Document that contains all of the comments received during the public comment period, including a transcript of the public hearing, and written responses to those comments, and any text changes to the Draft EIR, prepared in accordance with CEQA and the CEQA Guidelines. The Draft EIR and Response to Comments Document constitute the Final EIR, a copy of which is available by the following the internet link included in Exhibit B; and

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

**WHEREAS**, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on August 9, 2021 at which all persons interested had the opportunity to appear and comment; and

**WHEREAS**, after closing the public hearing, the Planning Commission considered all public and written comments, pertinent information, documents and plans an all other evidence in the public record on the Project; and

**WHEREAS**, on August 9, 2021, the Planning Commission fully reviewed, considered, evaluated the whole of the record including all public and written comments, pertinent information, documents and plans, and certified the Final EIR for the Project adopted findings of fact in accordance with CEQA, and adopted a Mitigation Monitoring and Reporting Program prior to taking action to approve the use permit, architectural control, BMR Housing agreement, and community amenities agreement for the Menlo Portal project.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission finds the foregoing recitals are true and correct, and they are hereby incorporated by reference into this Resolution.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby approves a use permit, subject to conditions, attached hereto and incorporated herein

by this reference as Exhibit G, for the Project. The approval is granted based on the following findings which are made pursuant to Menlo Park Municipal Code Section 16.82.030:

1. That the consideration and due regard to the nature and condition of all adjacent uses and structures, and to general and specific plans for the area in question and surrounding areas, and impact of the application hereon; in that, the proposed project Final Environmental Impact Report determined that the proposed project with mitigation incorporated would cause less than significant impacts on the environment or less than significant impacts on the environment with mitigation incorporated. The proposed project is designed in a manner consistent with the goals, policies, and objectives of ConnectMenlo and applicable Zoning Ordinance requirements. Specifically, the proposed project would be an infill project that would be compatible with the surrounding uses. The building would redevelop a project site currently occupied by older industrial and commercial buildings and would locate new residential and office uses on an underutilized property and the redevelopment would be undertaken at the bonus level of development in exchange for community amenities. The proposed Project includes on-site open space, parking, and the proposed buildings would adhere to the design standards set for the by the Zoning Ordinance and would therefore, be consistent with ConnectMenlo. Compliance with the Zoning Ordinance and consistency with ConnectMenlo would ensure the project would not be detrimental to the health, safety, and welfare of the surrounding community. The project is subject to mitigation measures and conditions of approval that ensure that all existing adjoining structures are appropriately protected during and after construction and the heritage tree removals would be replaced at a 2:1 ratio on site, in compliance with the Heritage Tree Ordinance in effect at the time of the submittal of a complete SB 330 development application. Moreover, the proposed project is designed with appropriate ingress and egress and sufficient on-site bicycle and vehicular parking; and therefore, will not have a detrimental impact on the surrounding areas.
2. That whether or not the establishment, maintenance, or operation of the use applied for will, under the circumstance of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, or whether it will be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city; in that, the proposed Project is designed as a mixed use project with multifamily apartment and office buildings with a portion of the ground-floor of the office building proposed to be used as part of the applicant's community amenity proposal as a childcare center with associated outdoor play area along with a philanthropic contribution to be used towards student tuition subsidy, which are permitted uses pursuant to Chapter 16.45.020 of the City of Menlo Park Municipal Code. The proposed Project is designed to meet all the applicable codes and ordinances of the City of Menlo Park Municipal Code and staff believes the proposed Project would not be detrimental to the health, safety, and welfare of the surrounding community due to the architectural design of the building and compliance with the Zoning Ordinance design standards and the architectural review process. The proposed project is consistent with the goals and policies established by the

ConnectMenlo General Plan and would result in a project that embodies the live/work/play vision of ConnectMenlo and the R-MU zoning district. Specifically, the proposed project would be a mixed-use building designed to be compatible with surrounding uses, and the mixed use building design addresses potential compatibility issues such as traffic, parking, light spillover, dust, odors, and transport, and use of potentially hazardous materials. The proposed Project is designed with sufficient off-site vehicular and bicycle parking, as well as public, common, and private open spaces. The central plaza has been found to meet the requirements of publicly accessible open space and paseos outlined in the Zoning Ordinance and provides pedestrian access across the site connecting two public right-of-ways. The central plaza would further the goals and policies of the land use and circulation elements of the General Plan related to bicycle and pedestrian circulation and open space design and provision within project sites. The Project includes 48 inclusionary rental housing units and on-site amenities to serve the future residents of the project site. The proposed Project is designed with appropriate ingress and egress and off-site improvements such as landscaping, street lighting, and sidewalks. The project-level Final Environmental Impact Report determined that the project would have a less than significant impact on the environment after implementation of mitigation measures. Further the Initial Study prepared for the Project found the project would have a less than significant impact on the environment after implementation of mitigation measures from the program-level EIR prepared for the ConnectMenlo General Plan Update. Therefore, the proposed Project would not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby approves an architectural control permit, subject to conditions, attached hereto and incorporated herein by this reference as Exhibit G, for the Project. The approval 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 structures is in keeping with character of the neighborhood; in that, the proposed project is designed in a contemporary architectural style incorporating both solid elements and glass storefronts along the majority of the primary street façades. The materials and forms of the proposed buildings would provide modulations and articulations along the façades of the buildings. The materials and modulations would comply with the City's Zoning Ordinance design standards and would provide visually interesting building facades on both the office and the apartment buildings. The façades would predominantly consist of smooth troweled stucco portions, phenolic panel (with a wood grain veneer) and metal panels (grey), with vinyl windows for the upper floors and ground floor storefronts would contain an aluminum storefront system with a bronze finish. The Project incorporates complementary colors and the stucco would comply with the Zoning Ordinance design standards. The Project would comply with the base height, building projections, and major and minor modulations along with ground floor transparency, entrances, and garage entrance requirements. Compliance with

the Zoning Ordinance would further the goals and policies of ConnectMenlo for mixed-use design and compatible buildings with surrounding land uses.

2. That the development will not be detrimental to the harmonious and orderly growth of the city; in that, the Project is a mixed use with multifamily rental residential project with an approximately 34,499 square feet of office space including approximately 1,609 square feet of commercial space plus 2,190 square feet of outdoor space, which combined is community amenities space (childcare center) proposed to be used as part of the Applicant's community amenity space as an early childhood education center on the ground floor of the office building. The proposed Project design is generally consistent with all applicable requirements of the City of Menlo Park Municipal Code. The proposed project does not include any modifications to the design standards of the R-MU zoning district to modify the design standards. The proposed Project is consistent with the new development and population growth envisioned by ConnectMenlo. Moreover, the proposed Project is designed in a manner that is consistent with the existing and future development in the area. The Project is designed with appropriate ingress and egress and appropriate number of vehicular and bicycle parking on site to serve the residents and commercial space. Further, the Project would construct a publicly accessible central plaza, consistent with the vision of ConnectMenlo General Plan. The central plaza along with additional ground floor open space would provide a pedestrian connection across the site connecting two public right-of-ways consistent with the land use and circulation element goals and policies of ConnectMenlo. Therefore, the project will not be detrimental to the harmonious and orderly growth of the city.
3. That the development will not impair the desirability of investment or occupation in the neighborhood; in that, the proposed Project consists of multifamily rental dwelling units and approximately 34,499 square feet of office space which is consistent with the adopted Zoning Ordinance for the project site. The proposed Project is designed in a manner consistent with all applicable codes and ordinances, as well as the ConnectMenlo goals and policies. The proposed Project contributes to the available affordable housing in the area and provides community amenities to serve the adjoining neighborhood and businesses. The proposed Project would redevelop and underutilized site. The proposed Project contributes towards providing residential apartment units in the area and provides affordable housing adding to the availability and variety of housing stock to households with various needs at different income levels. The proposed Project includes a publicly accessible central plaza and additional ground floor open space that would provide additional pedestrian connectivity within the vicinity of the project site. Therefore, the proposed project would not impair the desirability of investment or occupation in the neighborhood.
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 proposed Project provides a total of 414 on-site parking spaces, where the minimum number of parking spaces is 405 and the maximum number of spaces allowed is 608. Of the total 414 spaces provided, the residential apartment building would accommodate 320 parking spaces. Pursuant to the provisions of the BMR

Ordinance, the proposed Project includes a request to reduce the required minimum residential parking by less than one space per unit requirement to accommodate the BMR bonus units. The Project includes 320 residential parking spaces 335 vehicular spaces would be required by the Zoning Ordinance without the waiver request allowed by the BMR density bonus. The proposed Project is required to reduce vehicle trips from the site by 20 percent from the typical land uses within the site, pursuant to the requirements of the Zoning Ordinance through inclusion of a transportation demand management program. The on-site parking would be unbundled from the units and would likely reduce the parking demand of the project, per the requirements of the Zoning Ordinance. Moreover, guest parking stalls would be provided in the apartment building. Lastly, the project provides 503 long-term bicycle parking spaces and 65 short-term to serve the residential building and 12 long-term and two short-term bicycle parking spaces to serve the proposed office building. Therefore, the proposed development provides sufficient on-site parking for both vehicles and bicycles.

5. That the development is consistent with any applicable specific plan; in that, the Project is located in the Bayfront Area which is not subject to any specific plan. However, the project is consistent with the all the applicable goals, policies, and programs of ConnectMenlo and is consistent with all applicable codes, ordinances, and requirements outlined in the City of Menlo Park Municipal Code.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park (“City”) has read and considered that certain Below Market Rate Housing Agreement (“BMR Agreement”) between the City and Applicant that satisfies the requirements of Chapter 16.96 of the Menlo Park Municipal Code and City of Menlo Park Below Market Rate Housing Program Guidelines. The Planning Commission hereby resolves:

1. Pursuant to Chapter 16.96 of the City of Menlo Park Municipal Code and the City of Menlo Park Below Market Rate Housing Program Guidelines, public interest and convenience require that City to enter into the BMR Agreement described above and incorporated herein as Exhibit E.
2. Pursuant to Menlo Park Municipal Code Chapter 16.96, section 16.96.020(b), Applicant is required to provide no less than fifteen percent (15%) of the units at below market rates to very low, low and moderate-income households. (“For residential development projects of twenty (20) or more units, the developer shall provide not less than fifteen percent (15%) of the units at below market rates to very low-, low- and moderate-income households.” (MPMC § 16.96.020(b).) The proposed Project would provide 48 BMR units. Pursuant to the City of Menlo Park Below Market Rate Housing Program Guidelines, the applicant elected to provide 3 very low income rental units, 14 low income rental units, 31 moderate income rental units.
3. The Applicant’s proposed BMR alternatives are commensurate with the applicable requirements of Chapter 16.96 of the City of Menlo Park Municipal Code and the City of Menlo Park Below Market Rate Housing Program Guidelines because the total rent subsidy would be equivalent to an all low-income scenario.

4. The proposed BMR alternatives are consistent with the Goals of the City of Menlo Park Below Market Rate Housing Program Guidelines because the City’s current Housing Element (2015-2023) identified the need for 655 units to be produced affordable to very low-, low-, moderate-, and above moderate-income households. Further, the BMR Housing Program Guidelines allow for the provision of affordable units at extremely low, very low, low and/or moderate income levels shall be roughly equivalent to the provision of all of the affordable units at the low income level.
5. Pursuant to MPMC section 16.96.020(c), on May 5, 2021 the Housing Commission considered Applicant’s BMR proposal and associated BMR Agreement Term Sheet, and forwarded a recommendation to the Planning Commission to approve the BMR Agreement pursuant to the BMR Agreement Term Sheet, with the scenario that includes a mix of income limits.
6. Based on the foregoing, The Planning Commission of the City of Menlo Park hereby approves the BMR Agreement and the City Manager is hereby authorized on behalf of the City to execute the BMR Agreement; any modifications to the BMR Agreement shall be approved by the City Attorney prior to execution of the BMR Agreement.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park (“City”) has read and considered that certain Community Amenities Operative Covenant (“Community Amenities Operating Covenant”) between the City and Applicant that satisfies the requirement that the Applicant comply with Chapter 16.45, Section 16.45.070 of the City’s Municipal Code and with Menlo Park City Council Resolution No. 6360 (the City Council adopted Community Amenities List). The Planning Commission hereby resolves:

1. Pursuant to Chapter 16.45, Section 16.45.070 of the City’s Municipal Code and with Menlo Park City Council Resolution No. 6360 (the City Council adopted Community Amenities List), public interest and convenience require the City to enter into the Community Amenities Operating Covenant described above and incorporated herein as Exhibit F or to pay an in-lie fee of \$9,405,000.
2. The City of Menlo Park hereby approves the Community Amenities Operating Covenant and the City Manager is hereby authorized on behalf of the City to execute the Agreement; any modifications to the Community Amenities Operating Covenant shall be approved by the City Attorney prior to execution of the Community Amenities Operating Covenant.

**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, \_\_\_\_\_, City Clerk of the Planning Commission 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 the \_\_\_\_day of \_\_\_\_\_, 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Exhibits

- A. Project Plans
- B. Hyperlink: Menlo Portal Final EIR - <https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. Statement of Findings and Facts pursuant to CEQA (See Attachment A, Exhibit C)
- D. Mitigation Monitoring and Reporting Program (MMRP) (See Attachment A, Exhibit D)
- E. Below Market Rate Housing Agreement
- F. Community Amenities Operating Covenant
- G. Conditions of Approval



Recording requested by, and when recorded return to:

City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
Attn: City Manager

EXEMPT FROM RECORDING FEES PER  
GOVERNMENT CODE §§6103, 27383

Space Above this Line For Recorder's Use

**BELOW MARKET RATE RENTAL HOUSING AGREEMENT  
AND DECLARATION OF RESTRICTIVE COVENANTS  
(104-110 Constitution Drive and 115 Independence Drive Project)**

This BELOW MARKET RATE RENTAL HOUSING AGREEMENT AND DECLARATION OF RESTRICTIVE COVENANTS (“**Agreement**”) is entered into as of \_\_\_\_\_, 2021 (“**Effective Date**”), by and between the City of Menlo Park, a California municipal corporation (“**City**”), and GS MP Portal Owner, LLC., a Delaware limited liability company (“**Owner**”). City and Owner may be referred to individually as a “**Party**” or collectively as the “**Parties**” in this Agreement.

**RECITALS**

A. Owner is the owner of that certain real property located at 104-110 Constitution Drive and 115 Independence Drive (APN 056-236-10, 055-236-020 and 055-236-190), in the City of Menlo Park, California (“**Property**”), as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

B. Owner applied to demolish existing office and industrial buildings and associated improvements and construct an approximately 326,816

very low income households (“**Very Low Income Units**”), fourteen (14) units affordable to low income households (“**Low Income Units**”), and thirty-one (31) units affordable to moderate income households (“**Moderate Income Units**”) (collectively, the “**BMR Units**”). The allocations of BMR Units across the unit-sizes in the Project is more particularly described on Exhibit B, attached hereto and incorporated herein by this reference.

E. On August 9, 2021, after a duly noticed public hearing, and on the recommendation of the Housing Commission, the Planning Commission certified the environmental impact report and granted architectural control, use permit, and BMR Housing Agreement approvals for the Project (“**Project Approvals**”). The Project Approvals require the Owner to provide the BMR Units in accordance the BMR Proposal. In accordance with the BMR Ordinance and Guidelines, Owner is required to execute and record an approved BMR Housing Agreement as a condition precedent to the issuance of a building permit for the Project. This Agreement is intended to satisfy that requirement.

**NOW, THEREFORE**, the Parties hereto agree as follows. The recitals are incorporated into this Agreement by this reference.

## **1. CONSTRUCTION OF THE IMPROVEMENTS.**

**1.1 Construction of the Project.** Owner agrees to construct the Project in accordance with the Menlo Park Municipal Code and all other applicable state and local building codes, development standards, ordinances and zoning ordinances.

**1.2 City and Other Governmental Permits.** Before commencement of the Project, Owner shall secure or cause its contractor to secure any and all permits which may be required by the City or any other governmental agency affected by such construction, including without limitation building permits. Owner shall pay all necessary fees and timely submit to the City final drawings with final corrections to obtain such permits; City staff will, without incurring liability or expense therefore, process applications in the ordinary course of business for the issuance of building permits and certificates of occupancy for construction that meets the requirements of the Menlo Park Municipal Code, and all other applicable laws and regulations.

**1.3 Compliance with Laws.** Owner shall carry out the design, construction and operation of the Project in conformity with all applicable laws, including all applicable state labor standards, City zoning and development standards, building, plumbing, mechanical and electrical codes, and all other provisions of the Menlo Park Municipal Code, and **all** applicable disabled and handicapped access requirements, including without limitation the Americans With Disabilities Act, 42 U.S.C. Section 12101, Government Code Section 4450, Government Code Section 11135, and the Unruh Civil Rights Act, Civil Code Section 51,

## **2. OPERATION OF THE BMR UNITS**

**2.1 BMR Units.** Owner agrees to make available, restrict occupancy to, and lease not less than forty-eight (48) BMR Units, inclusive of three (3) Very Low Income Units, fourteen (14) Low Income Units and thirty-one (31) Moderate Income Units, to Qualifying Households, as hereinafter defined, at an affordable rent, pursuant to the terms set forth below. The BMR Units

shall be of a quality comparable to all of the other units in the Project. The BMR Units shall be initially distributed as set forth in Exhibit C, attached hereto and incorporated herein by this reference. Thereafter, the location of the individual BMR Units may float to account for the next available unit requirement set forth below and as otherwise necessary for the professional maintenance and operation of the Project provided that the distribution of BMR Units are equitably disbursed throughout the Project and the City's Deputy Director of Community Development ("**Deputy Director**") shall be notified of any change or relocation of BMR Units by Owner.

**2.2 Qualifying Households.** For purposes of this Agreement, "**Qualifying Households**" shall mean those households with incomes as follows:

- a. **Very Low Income Unit**: means units restricted to households with incomes of not more than fifty percent (50%) of AMI. "AMI" means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Very Low Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be deemed a Very Low Income Unit, and Owner shall either (1) make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Very Low Income Unit, or take other actions as may be necessary to ensure that the total required number of Very Low Income Units are rented to Qualifying Households, or (2) if the tenant's income does not exceed eighty percent (80%) of the maximum income that would qualify the tenant as a Low Income Household, the tenant shall be allowed to remain in the unit at a Low Income rent. If the tenant originally qualified as a Very Low Income Household, then the tenant's rent will be increased to a Low Income rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Very Low Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Very Low Income Units pursuant to this paragraph.
- b. **Low Income Unit**: means units restricted to households with incomes of not more than eighty percent (80%) of AMI. "AMI" means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Low Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be

deemed a Low Income Unit, and the Owner shall either (1) make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Low Income Unit, or take other actions as may be necessary to ensure that the total required number of Low Income Units are rented to Qualifying Households, or (2) if the tenant's income does not exceed one hundred twenty (120%) of the maximum income that would qualify the Tenant as a Moderate Income Household, the tenant shall be allowed to remain in the unit at a Moderate Income rent. If the tenant originally qualified as a Low Income Household, then the tenant's rent will be increased to a Moderate Income rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Low Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Low Income Units pursuant to this paragraph.

- c. **“Moderate Income Unit”**: means units restricted to households with incomes of not more than one hundred and twenty percent (120%) of AMI. “AMI” means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Moderate Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be deemed a Moderate Income Unit and the Owner shall either (1) make the next available Moderate Income Unit, which is comparable in terms of size, features and number of bedrooms, a Moderate Income Unit, or take other actions as may be necessary to ensure that the total required number of Moderate Income Units are rented to Qualifying Households, or (2) If the tenant's income does not exceed one hundred twenty (120%) of the maximum income that would qualify the Tenant as a Moderate Income Household, the tenant shall be allowed to remain in the unit at a Moderate Income rent. If the tenant originally qualified as a Moderate Income Household, then the shall be notified they are no longer eligible for the BMR unit and tenant's rent will be increased to a market rate rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Moderate Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Moderate Income Units pursuant to this paragraph.

**2.3 Income Verification and Annual Report.** On or before July 1 of each year, commencing with the calendar year that the first residential unit in the Project is rented to a tenant, and annually thereafter, Owner shall obtain from each household occupying a BMR Unit and submit to the City an income computation and certification form, completed by a tenant of such

unit, which shall certify that the income of each Qualifying Household is truthfully set forth in the income certification form, in the form proposed by the Owner and approved by the Deputy Director (“**Annual Report**”). Owner shall make a good faith effort to verify that each household leasing a BMR Unit meets the income and eligibility restrictions for the BMR Unit by taking the following steps as a part of the verification process: (a) obtain a minimum of the three (3) most current pay stubs for all adults age eighteen (18) or older; (b) obtain an income tax return for the most recent tax year; (c) conduct a credit agency or similar search; (d) obtain the three (3) most current savings and checking account bank statements; (e) obtain an income verification form from the applicant's current employer; (f) obtain an income verification form from the Social Security Administration and/or the California Department of Social Services if the applicant receives assistance from either of such agencies; or (g) if the applicant is unemployed and has no such tax return, obtain another form of independent verification. Copies of tenant income certifications shall be available to the City upon request. The Annual Report shall, at a minimum, include the following information for each BMR Unit: unit number, number of bedrooms, current rent and other charges, dates of any vacancies during the reporting period, number of people residing in the unit, total household Gross Income, and lease commencement and termination dates. The Report shall also provide a statement of the owner’s management policies, communications with the tenants and maintenance of the BMR Unit, including a statement of planned repairs to be made and the dates for the repairs.

**2.4 Affordable Rent.** The maximum Monthly Rent, defined below, chargeable for the BMR Units and paid shall be as follows:

- a. **“Very Low Income Household”**: shall be 1/12<sup>th</sup> of 30 percent of not to exceed 50 percent of the AMI. The Monthly Rent for a Very Low Income Unit rented to a Very Low Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one- bedroom unit, 3 persons for a two- bedroom unit and 4.5 persons for a three- bedroom unit, unless otherwise approved by the Deputy Director for an unusually large unit with a maximum of two persons per bedroom, plus one.
- b. **“Low Income Household”**: shall be 1/12<sup>th</sup> of 30 percent of not to exceed 80 percent of the AMI. The Monthly Rent for a Low Income Unit rented to a Low Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one-bedroom unit, 3 persons for a two-bedroom unit and 4.5 persons for a three-bedroom unit, unless otherwise approved by the Deputy Director for an unusually large unit with a maximum of two persons per bedroom, plus one.
- c. **“Moderate Income Household”**: shall be 1/12<sup>th</sup> of 30 percent of not to exceed 120 percent of the AMI. The Monthly Rent for a Moderate Income Unit rented to a Moderate Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one- bedroom unit, 3 persons for a two- bedroom unit and 4.5 persons for a three- bedroom unit, unless otherwise

approved by the Deputy Director for an unusually large unit with a maximum of two persons per bedroom, plus one.

For purposes of this Agreement, “**Monthly Rent**” means the total of monthly payments actually made by the household for (a) use and occupancy of each BMR Unit and land and facilities associated therewith, (b) any separately charged fees or service charges assessed by Owner which are required of all tenants, other than security deposits, (c) a reasonable allowance for an adequate level of service of utilities not included in (a) or (b) above, and which are not paid directly by Owner, including garbage collection, sewer, water, electricity, gas and other heating, cooking and refrigeration fuels, but not including telephone or internet service, which reasonable allowance for utilities is set forth in the County of San Mateo’s Utility Allowance Schedule for detached homes, apartments, condominiums and duplexes, and (d) possessory interest, taxes or other fees or charges assessed for use of the land and facilities associated therewith by a public or private entity other than Owner. Pursuant to the Guidelines, in no case shall the Monthly Rent for a BMR Unit exceed 75 percent of comparable market rate rents.

**2.5 Agreement to Limitation on Rents.** Owner is developing at the bonus level of development, which is a form of assistance authorized by Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code. Sections 1954.52(b) and 1954.53(a)(2) of the Costa-Hawkins Act provide that, where a developer has received such assistance, certain provisions of the Costa-Hawkins Act do not apply if a developer has so agreed by contract. Owner hereby agrees to limit Monthly Rent as provided in this Agreement in consideration of Owner’s receipt of the assistance and further agrees that any limitations on Monthly Rents imposed on the BMR Units are in conformance with the Costa-Hawkins Act. Owner further warrants and covenants that the terms of this Agreement are fully enforceable.

**2.6 Lease Requirements.** No later than 180 days prior to the initial lease up of the BMR Units, Owner shall submit a standard lease form to the City for approval by the Deputy Director or his/her designee. The City shall reasonably approve such lease form upon finding that such lease form is consistent with this Agreement and contains all of the provisions required pursuant to the Guidelines. The City's failure to respond to Owner's request for approval of the standard lease form within thirty (30) business days of City's receipt of such lease, shall be deemed City's approval of such lease form. Owner shall enter into a written lease, in the form approved by the City, with each new tenant of a BMR Unit prior to a tenant or tenant household’s occupancy of a BMR Unit. Each lease shall be for an initial term of not less than one year which may be renewed pursuant to applicable local and State laws, and shall not contain any of the provisions which are prohibited pursuant to the Guidelines, local, state and Federal laws.

**2.7 Selection of Tenants.** Each BMR Unit shall be leased to tenant(s) selected by Owner who meet all of the requirements provided herein, and, to the extent permitted by law, with priority given to those eligible households who either live or work in the City of Menlo Park, or meet at least one of the other preferences identified in the Guidelines. The City’s BMR Administrator, on behalf of the City will provide to Owner the names of persons who have expressed interest in renting BMR Units for the purposes of adding such interested persons to Owner’s waiting list, to be processed in accordance with Owner’s customary policies. Owner shall not refuse to lease to a holder of a certificate or a rental voucher under the Section 8 program or

other tenant-based assistance program, who is otherwise qualified to be a tenant in accordance with the approved tenant selection criteria.

**2.8 Affordability Period.** The Property shall be subject to the requirements of this Agreement from the Effective Date until the 55th anniversary of such date. The duration of this requirement shall be known as the “**Affordability Period.**” Owner shall not convert any BMR Unit in the Project to condominium or cooperative ownership or sell condominium or cooperative rights to any BMR Unit in the Project during the Affordability Period.

**2.9 Maintenance.** Owner shall comply with every condition of the Project Approvals and shall, at all times, maintain the Project and the Property in good repair and working order, reasonable wear and tear excepted, and in a safe and sanitary condition, and from time to time shall make all necessary and proper repairs, renewals, and replacements to keep the Project and the Property in a good, clean, safe, and sanitary condition.

**2.10 Monitoring and Recordkeeping.** Throughout the Affordability Period, Owner shall comply with all applicable recordkeeping and monitoring requirements set forth in the Guidelines. City shall have the right to inspect the books and records of Owner and its rental agent or bookkeeper upon reasonable notice during normal business hours. Representatives of the City shall be entitled to enter the Property, upon at least 48-hour prior written notice, which can be provided via email, to monitor compliance with this Agreement, to inspect the records of the Project with respect to the BMR Units, and to conduct, or cause to be conducted, an independent audit or inspection of such records. Owner agrees to cooperate with the City in making the Property available for such inspection or audit. Owner agrees to maintain records in businesslike manner, and to maintain such records for Affordability Period.

**2.11 Non-Discrimination Covenants.** Owner covenants by and for itself, its successors and assigns, and all persons claiming under or through them that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, religion, sex, marital status, familial status, disability, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the Property, nor shall any occupant of any BMR Unit or any person claiming under or through such occupant, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the Property. Owner shall include such provision in all deeds, leases, contracts and other instruments executed by Owner, and shall enforce the same diligently and in good faith.

a. In deeds, the following language shall appear:

(1) Grantee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through it, that there shall be no discrimination against or segregation of a person or of a group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease,

sublease, transfer, use, occupancy, tenure or enjoyment of the property herein conveyed nor shall the grantee or any person claiming under or through the grantee establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the property herein conveyed. The foregoing covenant shall run with the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

b. In leases, the following language shall appear:

(1) The lessee herein covenants by and for the lessee and lessee's heirs, personal representatives and assigns, and all persons claiming under the lessee or through the lessee, that this lease is made subject to the condition that there shall be no discrimination against or segregation of any person or of a group of persons on account of race, color, creed, religion, sex, sexual orientation, marital status, national origin, ancestry or disability in the leasing, subleasing, transferring, use, occupancy, tenure or enjoyment of the property herein leased nor shall the lessee or any person claiming under or through the lessee establish or permit any such practice or practices of discrimination of segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, subtenants, or vendees in the property herein leased.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

c. In contracts pertaining to management of the Project, the following language, or substantially similar language prohibiting discrimination and segregation shall appear:

(1) There shall be no discrimination against or segregation of any person or group of persons on account of any basis listed in subdivision (a)



or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the property nor shall the transferee or any person claiming under or through the transferee establish or permit any such practice or practices of discrimination or segregation with reference to selection, location, number, use or occupancy of tenants, lessee, subtenants, sublessees or vendees of the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

**2.12 Subordination.** This Agreement shall be recorded in the Official Records of the County of San Mateo and shall run with the land. The City agrees that the City will not withhold consent to reasonable requests for subordination of this Agreement for the benefit of lenders providing financing for the Project, provided that the instruments effecting such subordination include reasonable protections to the City in the event of default, including without limitation, extended notice and cure rights.

### **3. DEFAULT AND REMEDIES**

**3.1 Events of Default.** The following shall constitute an “Event of Default” by Owner under this Agreement: there shall be a material breach of any condition, covenant, warranty, promise or representation contained in this Agreement and such breach shall continue for a period of thirty (30) days after written notice thereof to the defaulting party without the defaulting party curing such breach, or if such breach cannot reasonably be cured within such 30 day period, commencing the cure of such breach within such 30 day period and thereafter diligently proceeding to cure such breach; provided, however, that if a different period or notice requirement is specified for any particular breach under any other paragraph of Section 3 of this Agreement, the specific provision shall control.

**3.2 Remedies.** The occurrence of any Event of Default under Section 3.1 shall give the non-defaulting party the right to proceed with an action in equity to require the defaulting party to specifically perform its obligations and covenants under this Agreement or to enjoin acts or things which may be unlawful or in violation of the provisions of this Agreement, and the right to terminate this Agreement.

**3.3 Obligations Personal to Owner.** The liability of Owner under this Agreement to any person or entity is limited to Owner’s interest in the Project, and the City and any other such

persons and entities shall look exclusively thereto for the satisfaction of obligations arising out of this Agreement or any other agreement securing the obligations of Owner under this Agreement. From and after the date of this Agreement, no deficiency or other personal judgment, nor any order or decree of specific performance (other than pertaining to this Agreement, any agreement pertaining to any Project or any other agreement securing Owner's obligations under this Agreement), shall be rendered against Owner, the assets of Owner (other than Owner's interest in the Project), its partners, members, successors, transferees or assigns and each of their respective officers, directors, employees, partners, agents, heirs and personal representatives, as the case may be, in any action or proceeding arising out of this Agreement or any agreement securing the obligations of Owner under this Agreement, or any judgment, order or decree rendered pursuant to any such action or proceeding. No subsequent Owner of the Project shall be liable or obligated for the breach or default of any obligations of Owner under this Agreement on the part of any prior Owner. Such obligations are personal to the person who was the Owner at the time the default or breach was alleged to have occurred and such person shall remain liable for any and all damages occasioned thereby even after such person ceases to be the Owner. Each Owner shall comply with and be fully liable for all obligations the Owner hereunder during its period of ownership of the Project.

**3.4 Force Majeure.** Subject to the party's compliance with the notice requirements as set forth below, performance by either party hereunder shall not be deemed to be in default, and all performance and other dates specified in this Agreement shall be extended, where delays or defaults are due to causes beyond the control and without the fault of the party claiming an extension of time to perform, which may include, without limitation, the following: war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, assaults, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes, lack of transportation, governmental restrictions or priority, litigation, unusually severe weather, inability to secure necessary labor, materials or tools, acts or omissions of the other party, or acts or failures to act of any public or governmental entity (except that the City's acts or failure to act shall not excuse performance of the City hereunder). An extension of the time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within 30 days of the commencement of the cause.

**3.5 Attorneys' Fees.** In addition to any other remedies provided hereunder or available pursuant to law, if either party brings an action or proceeding to enforce, protect or establish any right or remedy hereunder, the prevailing party shall be entitled to recover from the other party its costs of suit and reasonable attorneys' fees. This Section shall be interpreted in accordance with California Civil Code Section 1717 and judicial decisions interpreting that statute.

**3.6 Remedies Cumulative.** No right, power, or remedy given by the terms of this Agreement is intended to be exclusive of any other right, power, or remedy; and each and every such right, power, or remedy shall be cumulative and in addition to every other right, power, or remedy given by the terms of any such instrument, or by any statute or otherwise.

**3.7 Waiver of Terms and Conditions.** The City may, in its sole discretion, waive in writing any of the terms and conditions of this Agreement. Waivers of any covenant, term, or

condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term, or condition.

**3.8 Non-Liability of City Officials and Employees.** No member, official, employee or agent of the City shall be personally liable to Owner or any occupant of any BMR Unit, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Owner or its successors, or on any obligations under the terms of this Agreement.

#### **4. GENERAL PROVISIONS**

**4.1 Below Market Rate Guidelines (“Guidelines”).** This Agreement incorporates by reference the Guidelines as of the date of this Agreement and any successor sections as the Guidelines may be amended from time to time. In the event of any conflict or ambiguity between this Agreement, the requirements of state and federal fair housing laws and the Guidelines, the terms and conditions of this Agreement and the requirements of state and federal fair housing laws shall control.

**4.2 Time.** Time is of the essence in this Agreement.

**4.3 Notices.** Unless otherwise indicated in this Agreement, any notice requirement set forth herein shall be deemed to be satisfied three days after mailing of the notice first-class United States certified mail, postage prepaid, or by personal delivery, addressed to the appropriate party as follows:

Owner: GS MP Portal Owner, LLC  
450 Sansome Street, Suite 500  
San Francisco, CA 94111  
Attention: \_\_\_\_\_  
Email: \_\_\_\_\_

City: City of Menlo Park  
701 Laurel Street  
Menlo Park, California 94025-3483  
Attention: City Manager

Such addresses may be changed by notice to the other party given in the same manner as provided above.

**4.4 Successors and Assigns.** This Agreement constitutes a covenant and legal restriction on the Property and shall run with the land, provided the Project remains on the Property, and all of the terms, covenants and conditions of this Agreement shall be binding upon Owner and the permitted successors and assigns of Owner.

**4.5 Intended Beneficiaries.** The City is the intended beneficiary of this Agreement and shall have the sole and exclusive power to enforce this Agreement. It is intended that the City may enforce this Agreement in order to, satisfy its obligations to improve, increase and preserve

affordable housing within the City, as required by the Guidelines, and to provide that a certain percentage of new housing is made available at affordable housing cost to persons and families of very low, low and moderate incomes as required by the Guidelines. No other person or persons, other than the City and Owner and their assigns and successors, shall have any right of action hereon.

**4.6 Partial Invalidity.** If any provision of this Agreement shall be declared invalid, illegal, or unenforceable, the validity, legality, and enforceability of the remaining provisions hereof shall not in any way be affected or impaired.

**4.7 Governing Law.** This Agreement and other instruments given pursuant hereto shall be construed in accordance with and be governed by the laws of the State of California. Any references herein to particular statutes or regulations shall be deemed to refer to successor statutes or regulations, or amendments thereto. The venue for any action shall be the County of San Mateo.

**4.8 Amendment.** This Agreement may not be changed orally, but only by agreement in writing signed by Owner and the City.

**4.9 Approvals.** Where an approval or submission is required under this Agreement, such approval or submission shall be valid for purposes of this Agreement only if made in writing. Where this Agreement requires an approval or consent of the City, such approval shall not be unreasonably withheld may be given on behalf of the City by the City Manager or his or her designee. The City Manager or his or her designee is hereby authorized to take such actions as may be necessary or appropriate to implement this Agreement, including without limitation the execution of such documents or agreements as may be contemplated by this Agreement, and amendments which do not substantially change the uses or restrictions hereunder, or substantially add to the costs of the City hereunder.

**4.10 Indemnification.** To the greatest extent permitted by law, Owner shall indemnify, defend (with counsel reasonably approved by City) and hold the City, its heirs, successors and assigns (the “**Indemnitees**”) harmless from and against any and all demands, losses, claims, costs and expenses, and any other liability whatsoever, including without limitation, reasonable accountants’ and attorneys’ fees, charges and expense (collectively, “**Claims**”) arising directly or indirectly, in whole or in part, as a result of or in connection with Owner’s construction, management, or operation of the Property and the Project or any failure to perform any obligation as and when required by this Agreement. Owner’s indemnification obligations under this Section 4.10 shall not extend to Claims to the extent resulting from the gross negligence or willful misconduct of Indemnitees. The provisions of this Section 4.10 shall survive the expiration or earlier termination of this Agreement, but only as to claims arising from events occurring during the Affordability Period.

**4.11 Insurance Coverage.** Throughout the Affordability Period, Owner shall comply with the insurance requirements set forth in Exhibit D, attached hereto and incorporated herein by this reference, and shall, at Owner’s expense, maintain in full force and effect insurance coverage as specified in Exhibit D.

**4.12 Transfer and Encumbrance.**

**4.12.1 Restrictions on Transfer and Encumbrance.** During the term of this Agreement, except as permitted pursuant to this Agreement, Owner shall not directly or indirectly, voluntarily, involuntarily or by operation of law make or attempt any total or partial sale, transfer, conveyance, assignment or lease (collectively, “**Transfer**”) of the whole or any part of any BMR Unit, without the prior written consent of the City, which approval shall not be unreasonably withheld. In addition, prior to the expiration of the term of this Agreement, except as expressly permitted by this Agreement, Owner shall not undergo any significant change of ownership without the prior written approval of City. For purposes of this Agreement, a “significant change of ownership” shall mean a transfer of the beneficial interest of more than twenty-five percent (25%) in aggregate of the present ownership and /or control of Owner, taking all transfers into account on a cumulative basis; provided however, neither the admission of an investor limited partner, nor the transfer by the investor limited partner to subsequent limited partners shall be restricted by this provision.

**4.12.2 Permitted Transfers.** The prohibitions on Transfer set forth herein shall not be deemed to prevent: (i) the granting of easements or permits to facilitate development of the Property; or (ii) assignments creating security interests for the purpose of financing the acquisition, construction, or permanent financing of the Project or the Property, or Transfers directly resulting from the foreclosure of, or granting of a deed in lieu of foreclosure of, such a security interest.

**4.12.3 Requirements for Proposed Transfers.** The City may, in the exercise of its reasonable discretion, consent to a proposed Transfer of this Agreement and/or a BMR Unit if all of the following requirements are met (provided however, the requirements of this Section 4.12.3 shall not apply to Transfers described in clauses (i) or (ii) of Section 4.12.2.

(i) The proposed transferee demonstrates to the City’s satisfaction that it has the qualifications, experience and financial resources necessary and adequate as may be reasonably determined by the City to competently complete and manage the Project and to otherwise fulfill the obligations undertaken by the Owner under this Agreement.

(ii) The Owner and the proposed transferee shall submit for City review and approval all instruments and other legal documents proposed to effect any Transfer of all or any part of or interest in the BMR Unit or this Agreement together with such documentation of the proposed transferee’s qualifications and development capacity as the City may reasonably request.

(iii) The proposed transferee shall expressly assume all of the rights and obligations of the Owner under this Agreement arising after the effective date of the Transfer and all obligations of Owner arising prior to the effective date of the Transfer (unless Owner expressly remains responsible for such obligations) and shall agree to be subject to and assume all of Owner’s obligations pursuant to conditions, and restrictions set forth in this Agreement.

(iv) The Transfer shall be effectuated pursuant to a written instrument satisfactory to the City in form recordable in the Official Records.

Consent to any proposed Transfer may be given by the City’s Authorized Representative

unless the City's Authorized Representative, in his or her discretion, refers the matter of approval to the City Council. If the City has not rejected a proposed Transfer or requested additional information regarding a proposed Transfer in writing within forty-five (45) days following City's receipt of written request by Owner, the proposed Transfer shall be deemed approved.

**4.13 Effect of Transfer without City Consent.** In the absence of specific written agreement by the City, no Transfer of any BMR Unit shall be deemed to relieve the Owner or any other party from any obligation under this Agreement. This Section 4.13 shall not apply to Transfers described in clauses (i) and (ii) of Section 4.12.2.

**4.14 Recovery of City Costs.** Owner shall reimburse City for all reasonable City costs, including but not limited to reasonable attorneys' fees, incurred in reviewing instruments and other legal documents proposed to effect a Transfer under this Agreement and in reviewing the qualifications and financial resources of a proposed successor, assignee, or transferee within ten (10) days following City's delivery to Owner of an invoice detailing such costs.

SIGNATURES ON FOLLOWING PAGE(S).

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date and year set forth above.

**OWNER:**

**GS MP PORTAL OWNER, LLC**, a Delaware limited liability company

By: \_\_\_\_\_

Its:

**CITY:**

**CITY OF MENLO PARK**, a California municipal corporation

By: \_\_\_\_\_

City Manager

**ATTEST:**

By: \_\_\_\_\_

City Clerk

**List of Exhibits:**

- Exhibit A: Property Description
- Exhibit B: Allocation of the BMR Units
- Exhibit C: BMR Unit Locations
- Exhibit D: Insurance Requirements

**Exhibit A**  
**Property Description**



**Exhibit B**  
**Allocation of BMR Units in the Project**

<b>BMR Units</b>	Very Low	Low	Moderate
Studio apartment	2	2	3
Junior 1 bedroom apartment	1	8	2
1 bedroom apartment		4	17
2 bedroom apartment			8
3 bedroom apartment			1
<b>Total - BMR Units</b>	<b>3</b>	<b>14</b>	<b>31</b>

**Exhibit C**  
**BMR Unit Locations**

## **Exhibit D Insurance Requirements**

Prior to initiating work on the Project and continuing throughout the Affordability Period, Owner shall obtain and maintain the following policies of insurance and shall comply with all provisions set forth in this Exhibit.

1. General Requirements. Owner shall procure and maintain the following insurance providing coverage against claims for injuries to persons or damages to property that may arise from or in connection with the Project, construction, management, or operation of the Property by the Owner or the Owner's agents, representatives, employees and contractors, or subcontractors, including the following:

(a) Commercial General Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain a commercial general liability policy in an occurrence policy for protection against all claims arising from injury to person or persons not in the employ of the Owner and against all claims resulting from damage to any property due to any act or omission of the Owner, its agents, or employees in the conduct or operation of the work or the execution of this Agreement. Such insurance shall include products and completed operations liability, blanket contractual liability, personal injury liability, and broad form property damage coverage. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage.

(b) Commercial Automobile Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain insurance for protection against all claims arising from the use of vehicles, owned, hired, non-owned, or any other vehicle in connection with the Project, construction, operation or management of the Property. Such insurance shall cover the use of automobiles and trucks on and off the site of the Property. Coverage shall be at least as broad as Insurance Services Office covering Commercial Automobile Liability, any auto, owned, non-owned and hired auto.

(c) Workers' Compensation Insurance: The Owner (and the general partners thereof) shall furnish or cause to be furnished to City evidence satisfactory to City that Owner (and the general partners thereof), and any contractor with whom Owner has contracted for the performance of work on the Property or otherwise pursuant to this Agreement, shall maintain Workers' Compensation Insurance as required by the State of California and Employer's Liability Insurance.

(d) Builder's Risk: Upon commencement of any construction work on the Property, Owner and all contractors working on behalf of Owner shall maintain a policy of builder's all-risk insurance in an amount not less than the full insurable cost of the Project on a replacement cost basis naming City as loss payee as its interests may appear.

(e) Professional Liability/Errors and Omissions: Owner shall require any architects, engineers, and general contractors working on the Property to maintain Professional Liability/Errors and Omissions insurance with limits not less than Two Million Dollars (\$2,000,000) each claim. Certificates evidencing this coverage must reference both the Owner and the Indemnitees. If the professional liability/errors and omissions insurance is written on a

claims made form: (i) the retroactive date must be shown and must be before the Effective Date, (ii) insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of Project construction, and (iii) if coverage is cancelled or non-renewed and not replaced with another claims made policy form with a retroactive date prior to the Effective Date, Owner must purchase, or require the provision of, extended period coverage for a minimum of three (3) years after completion of construction.

(f) Property: Owner shall maintain property insurance covering all risks of loss, including earthquake and flood (if required) for 100% of the replacement value of the Project with deductible, if any, in an amount acceptable to City, naming City as loss payee as its interests may appear.

2. Minimum Limits; Adjustments. Insurance shall be maintained with limits no less than the following:

(a) Commercial General Liability and Property Damage: \$2,000,000 per occurrence and \$5,000,000 annual aggregate for bodily injury, personal injury and property damage; provided however, with City's advance written approval, subcontractors may maintain liability coverage with limits not less than \$1,000,000 per occurrence, \$2,000,000 annual aggregate.

(b) Products and Completed Operations: \$3,000,000 per occurrence/aggregate.

(c) Commercial Automobile Liability: \$2,000,000 combined single limit.

(d) Employer's Liability:

Bodily Injury by Accident - \$1,000,000 each accident.

Bodily Injury by Disease - \$1,000,000 policy limit.

Bodily Injury by Disease - \$1,000,000 each employee.

(e) Professional Liability/Errors and Omissions: \$2,000,000 per occurrence or claim. If the policy provides coverage on a claims-made basis, the retroactive date must be shown and must be before the date of the Agreement or the beginning of the contract work.

Coverage limits, and if necessary, the terms and conditions of insurance, shall be reasonably adjusted from time to time (not less than every five (5) years after the Effective Date nor more than once in every three (3) year period) to address changes in circumstance, including, but not limited to, changes in inflation and the litigation climate in California. City shall give written notice to Owner of any such adjustments, and Owner shall provide City with amended or new insurance certificates or endorsements evidencing compliance with such adjustments within thirty (30) days following receipt of such notice.

3. Deductibles and Self-Insured Retention. Any deductibles or self-insured retention must be declared to, and approved by, the City. Payment of all deductibles and self-insured retentions will be the responsibility of Owner. If the City determines that such deductibles or retentions are unreasonably high, either the insurer shall reduce or eliminate such deductibles or self-insurance

retentions as respects the Indemnitees or Owner shall procure a bond guaranteeing payment of losses and related investigations, claims administration and defense.

4. Additional Requirements. The required general liability and automobile policies shall contain, or be endorsed to contain, the following provisions:

(a) The Indemnitees are to be covered as Additional Insureds as respects: liability arising out of activities performed by or on behalf of the Owner; products and completed operations of the Owner; premises owned, occupied or used by the Owner; or automobiles owned, leased, hired or borrowed by the Owner. The coverage shall contain no special limitations on the scope of protection afforded to the Indemnitees. Additional insured endorsements for the general liability coverage shall use Insurance Services Office (ISO) Form No. CG 20 09 11 85 or CG 20 10 11 85, or equivalent, including (if used together) CG 2010 10 01 and CG 2037 10 01; but shall not use the following forms: CG 20 10 10 93 or 03 94.

(b) All insurance shall be primary insurance as respects the Indemnitees. Any insurance or self-insurance maintained by the Indemnitees shall be excess of the Owner's/contractor's insurance and shall not contribute with it.

(c) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the Indemnitees.

(d) The Owner's insurance shall apply separately to each insured against whom claim is made or suit is brought except, with respect to the limits of the insurer's liability.

(e) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

(f) If any insurance policy or coverage required hereunder is canceled or reduced, Owner shall, within five (5) days after receipt of notice of such cancellation or reduction in coverage, but in no event later than the effective date of cancellation or reduction, file with City a certificate showing that the required insurance has been reinstated or provided through another insurance company or companies. Upon failure to so file such certificate, City may, without further notice and at its option, procure such insurance coverage at Owner's expense, and Owner shall promptly reimburse City for such expense upon receipt of billing from City.

(g) Owner agrees to waive subrogation rights for commercial general liability, automobile liability and worker's compensation against Indemnitees regardless of the applicability of any insurance proceeds, and to require all contractors, subcontractors or others involved in any way with any construction on the Property to do likewise. Each insurance policy shall contain a waiver of subrogation for the benefit of City. If any required insurance is provided under a form of coverage that includes an annual aggregate limit or provides that claims investigation or legal defense costs are included in such annual aggregate limit, such annual aggregate limit shall be three times the applicable occurrence limits specified above.

(h) It shall be a requirement under this Agreement that any available insurance

proceeds broader than or in excess of the specified minimum insurance coverage requirement and/or limits shall be available to the additional insured. Furthermore, the requirement for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater. For all liability insurance required by this Agreement, Owner (and Owner's contractors, as applicable) shall obtain endorsements that name the Indemnitees as additional insured in the full amount of all applicable policies, notwithstanding any lesser minimum limits specified in this Agreement. This Agreement requires Owner (and Owner's contractors, as applicable) to obtain and provide for the benefit of the Indemnitees, additional insured coverage in the same amount of insurance carried by Owner (or Owner's contractors, as applicable), but in no event less than the minimum amounts specified in this Agreement. In the event that Owner (or Owner's contractors as applicable) obtains insurance policies that provide liability coverage in excess of the amounts specified in this Agreement, the actual limits provided by such policies shall be deemed to be the amounts required under this Agreement. Without limiting the foregoing, the limits of liability coverage specified in this Agreement are not intended, nor shall they operate, to limit City's ability to recover amounts in excess of the minimum amounts specified in this Agreement.

(i) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

5. Acceptability of Insurers. Companies writing the insurance required hereunder shall be licensed to do business in the State of California. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII.

6. Verification of Coverage. Prior to the Effective Date of this Agreement, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (a), (b), (c), and (e) of Section 1 above, duly executed endorsements evidencing the Indemnitees' status as additional insured, and all other endorsements and coverage required hereunder pertaining to such coverage. Prior to commencement of any construction work on the Property, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (d) and (g) of Section 1 above. Prior to City's issuance of a final certificate of occupancy or equivalent for the Project, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraph (f) of Section 1 above. Owner shall furnish the City with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf.

7. Insurance Certificates and Endorsements. Owner shall submit to the City all of the necessary insurance documents, including the applicable amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of required Owner policies listing all required policy endorsements to the City. Insurance Certificates and Endorsements are to be received and approved by the City within the time periods specified in Section 6 above. Should Owner cease

to have insurance as required at any time, all work by Owner pursuant to this Agreement shall cease until insurance acceptable to the City is provided. Upon City's request, Owner shall, within thirty (30) days of the request, provide or arrange for the insurer to provide to City, complete certified copies of all insurance policies required under this Agreement. City's failure to make such request shall not constitute a waiver of the right to require delivery of the policies in the future.

Recording requested by, and when recorded return to:

City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
Attn: City Manager

EXEMPT FROM RECORDING FEES PER  
GOVERNMENT CODE §§6103, 27383

Space Above this Line For Recorder's Use

**COMMUNITY AMENITY OPERATING COVENANT**

This COMMUNITY AMENITY OPERATING COVENANT (this “**Covenant**”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by and between the City of Menlo Park, a California municipal corporation (the “**City**”) and GS MP Portal Owner, LLC, a Delaware limited liability company (the “**Owner**”). City and Owner are referred to herein individually as a “**Party**” and collectively as the “**Parties.**”

**RECITALS**

WHEREAS, Owner is the owner of that certain real property located at 115 Independence Drive, 104 Constitution Drive, and 110 Constitution Drive, in the City of Menlo Park, State of California, and more particularly described in the legal description attached hereto as Exhibit A and incorporated herein by this reference (the “**Property**”); and

WHEREAS, the Property is located within the Residential Mixed Use District (“**R-MU District**”) of the zoning districts established within the City pursuant to the Menlo Park Zoning Ordinance (“**Zoning Ordinance**”); and

WHEREAS, in accordance with the provisions of Chapter 16.45 of the Zoning Ordinance governing the R-MU District, Owner has submitted an application to City for bonus level development in order to demolish existing office and industrial buildings and associated improvements and construct an approximately 326,816



WHEREAS, in accordance with the Zoning Ordinance governing bonus level development in the R-MU District, the Project Approval Resolution requires Owner to construct the 1,608 square feet of non-office commercial space within the commercial office building plus 2,190 square feet of outdoor space as community amenity space and in the precise location identified in the Project Plans approved pursuant to the Project Approval Resolution (“the “**Community Amenity Space**”); and

WHEREAS, the Community Amenity Space is located within that portion of the Property depicted in Exhibit B attached hereto and incorporated herein by this reference (the “**Covenant Property**”); and

WHEREAS, the Conditions of Approval, approved as a part of the Project Approval Resolution further provide that prior to issuance of the first building permit, either that the Owner shall pay an in-lieu fee or that this Covenant shall be executed and recorded in the Official Records of San Mateo County (“**Official Records**”), and that the Owner shall cause the Community Amenity Space to be used, operated and maintained during the Covenant Term, in accordance with this Covenant. The Owner has elected not to pay the in-lieu fee and instead will enter into, record, and comply with this Covenant; and

WHEREAS, City is a beneficiary of the terms and provisions of this Covenant and of the restrictions and covenants running with the land, for and in its own right and for the purpose of protecting the interests of the community in whose favor and for whose benefit the covenants running with the land have been provided.

#### OPERATIVE PROVISIONS

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows.

1. Incorporation of Recitals. The Recitals set forth above are true and correct and are hereby incorporated herein among the Operative Provisions of this Covenant.
2. Covenant Term. The term of this Covenant shall commence on the date of recording of this Covenant in the Official Records of San Mateo County, and shall continue in effect until the earlier of (i) fifty five (55) years from the date of recording of a Certificate of Completion of Construction of Community Amenity Space (“**Certificate of Completion**”), in the form attached hereto as Exhibit C, in the Official Records as provided herein or (ii) the date the commercial office building containing the Community Amenity Space is no longer permanently affixed to the Covenant Property (the “**Covenant Term**”). Upon issuance of a certificate of occupancy by the City for the commercial office building containing the Community Amenity Space, the Parties shall promptly execute and record the Certificate of Completion in the Official Records (hereinafter, the “**Covenant Term Commencement Date**”). This Covenant shall automatically terminate and be of no further force or effect on the last day of the Covenant Term, and at Owner’s request, City shall execute such termination instruments as Owner may request to confirm the termination of this Covenant.

3. Use Covenant. Owner covenants and agrees for itself and its successors in interest that the Community Amenity Space shall only be used, operated and maintained for use by a \_\_\_\_\_ and in accordance with the minimum operating standards set forth in Section 5 of this Covenant (hereinafter referred to interchangeably as the “**Use Covenant**” and the “**Community Amenity**”), during the Covenant Term.
  
4. Operator. As of the Covenant Term Commencement Date, Owner shall retain a reputable, responsible and experienced non-profit organization to provide programs and services within the Community Amenity Space in a manner consistent with the Use Covenant (the “**Operator**”). The parties anticipate that the initial Operator shall be All Five, a Belle Haven-based early childhood education organization. Owner shall provide City a copy of all fully executed leases and agreements by and between Owner and Operator, and any and all New Operators or Replacement Use and Operators as defined below, governing the use of the Community Amenity Space, and any amendments thereto as may be executed from time to time. Operator shall commence operation of the Community Amenity within one (1) year of issuance of the first Temporary Certificate of Occupancy for any commercial component or residential unit within the Project, and may request an extension from the Community Development Director, or their designee (“**Community Development Director**”) in their reasonable discretion.
  - a. Termination. In the event the Operator vacates the Community Amenity Space and Operator’s use and operation in the Community Amenity Space is terminated for any reason, whether by Owner, Operator or otherwise (an “**Operator Termination**”), within thirty (30) days of the date thereof Owner shall notify City in writing of the date that Operator vacated the Community Amenity Space and its right to operate therein was terminated (the “**Operator Termination Date**”). Owner shall thereafter have six (6) months from the Operator Termination Date to either (i) secure a new Operator to operate within the Community Amenity Space in a manner consistent with the Use Covenant (the “**New Operator**”), or (ii) submit a complete application to City in writing for a replacement use consistent with the community amenities list adopted by City Council Resolution No. 6360, as may be amended or modified over time, and the identification of an organization to use, operate and maintain the replacement use in the Community Amenity Space (“**Replacement Use and Operator**”), together with an irrevocable standby letter of credit in favor of the City, in a form approved by the City, in the amount of the Termination Fee set forth below, and payable to City upon submission of a signed statement by City to issuer that (x) a Replacement Use and Operator is not approved by the City Council, and (y) Owner has not paid the Termination Fee to City within ninety (90) calendar days following the hearing on Owner’s application for a Replacement Use and Operator (the “**Standby Letter of Credit**”).
  
  - b. New Operator. If Owner secures a proposed New Operator pursuant to Section 4.a.i. above, no less than forty-five (45) calendar days prior to the effective date of the proposed lease or agreement between Owner and New Operator, Owner shall provide Community Development Director, a copy of the proposed lease or agreement with the New Operator for Community Development Director’s review

and approval. Community Development Director shall complete its review of the proposed lease or agreement between Owner and New Operator within thirty (30) calendar days following its receipt thereof, and shall approve said lease or agreement if New Operator's operation and use of the Community Amenity Space is consistent with the Use Covenant.

- c. Replacement Use and Operator or Termination Fee Proposal. If Owner submits an application for a proposed Replacement Use and Operator pursuant to Section 4.a.ii. above, then within ninety (90) calendar days of City's receipt of Owner's complete application, the City Council shall conduct a noticed public hearing and consider in its reasonable discretion whether to approve, conditionally approve, or deny Owner's application for (i) a proposed Replacement Use and Operator, or (ii) in-lieu thereof, approve and accept the payment of a fee by Owner to City equivalent to the appraised value of the bonus level development potential of the Project, which appraised value was established by an independent appraisal prepared by Fabbro, Moore, and Associates, Inc., and is in the amount of \$8,550,000 ("**Bonus Development Value**"), times the percentage increase in the assessed valuation of the Covenant Property as determined by the San Mateo County Assessor on the tax rolls between the Covenant Term Commencement Date and the Operator Termination Date ("**Termination Fee**"). The application form and materials, as prescribed by the Community Development Director, shall be accompanied by a fee, set by the City Council.
- d. Replacement Use and Operator Approved. If a Replacement Use and Operator is approved by the City Council, then (i) within ninety (90) calendar days following the hearing on Owner's application for a Replacement Use and Operator, the Owner and City shall prepare, execute and record in the Official Records an amendment, as appropriate, to Section 3, Use Covenant, and Section 5, Minimum Operating Standards of this Covenant, (ii) within one (1) year of the Operator Termination Date, the Replacement Use and Operator shall commence operations in the Community Amenity Space, and (iii) within thirty (30) calendar days following commencement of operations of the Replacement Use and Operator in the Community Amenity Space, the City shall return the Standby Letter of Credit to Owner.
- e. Replacement Use and Operator Not Approved. If a Replacement Use and Operator is not approved by the City Council, then Owner shall pay the Termination Fee to City within ninety (90) calendar days following the hearing on Owner's application for a Replacement Use and Operator. Within thirty (30) calendar days following Owner's payment to City of the Termination Fee, (i) Owner and City shall prepare, execute and record in the Official Records an agreement terminating this Covenant and releasing any interest in the Covenant Property, and (ii) the City shall return the Standby Letter of Credit to Owner. If Owner fails to pay the Termination Fee to City within ninety (90) calendar days following the hearing on Owner's application for a Replacement Use and Operator, then City may draw on the Standby Letter of Credit and upon receipt of the Termination Fee, the City and

Owner shall prepare, execute and record in the Official Records an agreement terminating this Covenant and releasing any interest in the Covenant Property.

5. Minimum Operating Standards. The Community Amenity Space shall be used in a manner consistent with the Use Covenant and the following minimum operating standards:
  - a. During the first year of the Term, the Operator shall maintain the Community Amenity Space open to enrolled children during . Following the first year of the Term, the Owner may submit a request, in writing, to the City Manager to modify the hours of the Operator based on reasonable business necessity to do so. Any modification to the hours of operation of the Operator approved by the City Manager shall be memorialized in writing between the Owner and City.
  - b. The Operator shall operate a child care center focused on the provision of early childhood education. Enrollment shall be prioritized for children who are residents of the Belle Haven neighborhood. The Operator may provide a range of services typical of child care center focused on early childhood education for children between the approximate ages of 0 and 5 years old, including indoor and outdoor learning spaces, play equipment, and teacher support areas. Operator shall obtain and maintain any and all required State licensing to provide child care services. Teachers employed by Operator shall have requisite educational training and obtain and maintain all necessary qualifications and professional licensing required to provide child care services.
  - c. The Community Amenity Space shall at all times be maintained in a condition which is free of nuisances and in a manner which is (i) in a neat and clean condition and free of trash and debris, and (ii) in good condition and repair, including the exterior and interior portions of the Community Amenity Space.
  - d. On or before the first January 1 following commencement of the Community Amenity Space's operation, and on or before each January 1 thereafter throughout the Covenant Term, Owner, in cooperation with Operator, shall provide the Community Development Director a report in a form reasonably required by the Community Development Director that includes the following:
    - (i) The total number of students enrolled and receiving care in the Community Amenity Space during the preceding year;
    - (ii) The number of students receiving a subsidy from Tuition Subsidy Value funds (as such term is defined in Section 6 of this Agreement), and the total award to each student household;
    - (iii) The residential addresses for each student receiving a subsidy from Tuition Subsidy Value funds;
    - (iv) Certification of the household incomes for the recipients of subsidies from the Tuition Subsidy Value funds;

- (v) How much of the Tuition Subsidy Value has been expended and how much remains;
- (vi) Other information that may be reasonably required by the Community Development Director to determine compliance with the terms of this Agreement.

6. Bonus Development Value Confirmation. The Parties acknowledge that the Bonus Development Value to be provided by Owner is comprised of the following components: (i) construction of the Community Amenity Space by Owner valued at a cost of \$2,762,174.00 (“**Construction Value**”), which Community Amenity Space and the interior improvements next described are to be leased to Operator for the Covenant Term at no cost or expense to Operator; (ii) installation and construction of interior improvements to the Community Amenity Space by Owner valued at a cost of \$360,000.00 (“**Tenant Improvements Value**”); and (iii) a tuition subsidy for students attending the child care center within the Community Amenity Space at a value of \$5,427,826.00 (“**Tuition Subsidy Value**”). The Tuition Subsidy Value shall be used in addition to state subsidies and sliding scale tuition fees to provide tuition for student from lower income households (as defined by Health and Safety Code sections 50079.5) from the Belle Haven neighborhood. To the extent that enrollment from the Belle Haven neighborhood is not sufficient to use the Community Amenity Space at its optimum capacity, the Operator may use the Tuition Subsidy Value to provide tuition for student from lower income households (as defined by Health and Safety Code sections 50079.5) from outside the Belle Haven neighborhood.

The Tuition Subsidy Value funds shall be placed in an independent escrow account, from which funds will be withdrawn as needed to subsidize child care services within the Community Amenity Space for children from lower income households.

7. Covenants Run with the Land. Owner hereby subjects its interest in the Covenant Property and the Community Amenity Space to the covenants and restrictions set forth in this Covenant during the Covenant Term. Owner and the City hereby declare their express intent that the covenants and restrictions set forth herein shall be deemed covenants running with the land, and shall be binding upon and inure to the benefit of the heirs, administrators, executors, successors in interest, transferees, and assigns of Owner and City, regardless of any sale, assignment, conveyance, transfer, lease or rental of the Covenant Property or the Project, or any part thereof or interest therein; provided, however, notwithstanding anything to the contrary contained in this Covenant, the covenants, restrictions and other terms and conditions of this Covenant shall expire and be of no further force or effect, and thus shall not be binding on the Covenant Property following the expiration of the Term. Any successor-in-interest to Owner, including without limitation any purchaser, transferee or lessee of the Covenant Property shall be subject to all of the restrictions and obligations imposed hereby through the remainder of the Term (but not thereafter). Each and every contract, deed, ground lease or other instrument affecting or conveying the Covenant Property or any part thereof, shall conclusively be held to have been executed, delivered and accepted subject to the covenants, restrictions, and obligations set forth herein for the duration of the Term, regardless of whether such covenants, restrictions, and obligations

are set forth in such contract, deed, ground lease or other instrument. Owner agrees for itself and for its successors that in the event that a court of competent jurisdiction determines that the covenants herein do not run with the land, such covenants shall be enforced as equitable servitudes against the Covenant Property in favor of City through the remainder of the Term.

8. Transfers. During the Term of this Covenant, Owner may sell, transfer or convey the Covenant Property resulting in a change in ownership without the prior express written consent of City; provided, however, the Covenant Property shall remain subject to the terms and conditions of this Covenant following such sale, transfer or conveyance and Owner shall provide City notice of the name, address and contact information of their successor in interest to the Covenant Property within thirty (30) calendar days following such change in ownership.
  
9. Default. City shall have the right to enforce the terms of this Covenant during the Covenant Term as against Owner. Owner shall be in “**Default**” under this Covenant in the event (i) the Community Amenity Space is being used in a manner inconsistent with the Use Covenant for any period of time, (ii) the \_\_\_\_\_ is closed or not operating in a manner consistent with the Use Covenant and Minimum Operating Standards for any reason and for any period of time, except for an Excused Closure, or (iii) Owner fails to perform any obligation required of it pursuant to and in accordance with the terms of this Covenant. Notwithstanding the foregoing or anything to the contrary contained in this Covenant, Owner shall not be in Default under this Covenant if the Community Amenity Space is closed and not operating due to any of the following reasons (each an “**Excused Closure**”): (i) as a result of an Operator Termination in accordance with Section 4.a. and Owner securing a New Operator, provided such closure does not exceed six (6) months following the Operator Termination Date; (ii) as a result of an Operator Termination in accordance with Section 4.a. and Owner’s submission of a complete application for a Replacement Use and Operator, provided such closure does not exceed one (1) year following the Operator Termination Date; (iii) remodeling construction activities, provided Owner has a valid building permit for such work issued by the City; (iv) war, insurrection; strikes, lockouts and labor disputes; riots, floods, earthquakes, fires, casualties, acts of God and acts of the public enemy; (v) epidemics, quarantine restrictions, freight embargoes, and governmental restrictions or priority; or (vi) environmental conditions, pre-existing or discovered, impeding the use and occupancy of the Community Amenity Space thereon.

In the event City claims that Owner is in Default under this Covenant, City shall give written notice to Owner specifying the Default complained of (the “**Notice of Default**”). Owner shall have thirty (30) calendar days following receipt of the Notice of Default, to cure, correct or remedy the Default, or if such Default cannot reasonably be cured within such thirty (30) calendar day period, excluding the payment of money which must be cured within such thirty (30) calendar day period, Owner commences to cure the Default within said thirty (30) calendar day period and thereafter completes such cure, correction or remedy with diligence, provided such Default is cured, corrected or remedied no later than ninety (90) calendar days following receipt of the Notice of Default. Upon the occurrence of a Default which has not been timely cured as provided herein, the City shall have the right to bring any action at law or equity against Owner to remedy the default, or to submit

an invoice to Owner for the payment of a fee equivalent to the Bonus Development Value, times the percentage increase in the assessed valuation of the Covenant Property as determined by the San Mateo County Assessor on the tax rolls between the Covenant Term Commencement Date and the date of the Notice of Default (the “**Default Fee Invoice**”).

Owner shall pay the Default Fee Invoice to City within ninety (90) calendar days following its receipt thereof. If Owner shall fail to timely pay to City the Default Fee Invoice, City shall thereafter have the right to petition a court of competent jurisdiction to collect the Default Fee Invoice. Within thirty (30) calendar days following Owner’s payment to City of the Default Fee Invoice, Owner and City shall prepare, execute and record in the Official Records an agreement terminating this Covenant and releasing any interest in the Covenant Property.

10. Miscellaneous.

10.1 Notices. Any notice or communication required hereunder between Owner and City (“**Notice**”) must be in writing, and given both by email and by registered or certified mail (return receipt requested). Such Notices shall be given to the Parties at their respective addresses set forth below:

City:	Owner:
City of Menlo Park	GS MP Portal Owner, LLC
701 Laurel St.	450 Sansome Street, Suite 500
Menlo Park, CA 94025	San Francisco, CA 94111
Attn: City Manager	Attn: <b>XXX</b>

10.2 Attorneys’ Fees. If an action is brought to enforce the rights of a Party under this Covenant, the prevailing Party shall be entitled to recover its costs of enforcement, including reasonable attorneys’ fees and court costs.

10.3 Binding Covenant. This Covenant supersedes all prior and contemporaneous discussions, agreements and understandings between Owner and City with respect to the subject matter of this Covenant, and constitutes the entire agreement between Owner and City with respect thereto.

10.4 Amendments. This Covenant may be amended or modified only by a written instrument executed by Owner and approved by the City Council.

10.5 Governing Law; Venue. This Covenant shall be governed and construed in accordance with the laws of the State of California, without reference to its choice of law rules. The exclusive venue for any disputes or legal actions shall be the Superior Court of California in and for the County of San Mateo or the Federal District Court for the Northern District of the State of California.

10.6 Waivers. No waiver of any provision of this Covenant or any breach of this Covenant shall be effective unless such waiver is in writing and signed by the waiving Party, and any such waiver shall not be deemed a waiver of any other provision of this Covenant or any other or subsequent breach of this Covenant.

10.7 Severability. If any term or provision of this Covenant, or the application of any term or provision of this Covenant to a particular situation, is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining terms and provisions of this Covenant, or the application of this Covenant to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the Parties.

10.8 Construction. Section headings in this Covenant are for convenience only and are not intended to be used in interpreting or construing the terms, covenants or conditions of this Covenant. This Covenant has been reviewed and revised by legal counsel for Owner and City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Covenant.

10.9 No Joint Venture. Owner and City hereby renounce the existence of any form of agency relationship, joint venture or partnership between Owner and City and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between City and Owner.

10.10 Time. Time is of the essence of this Covenant and of the performance of all the terms, covenants and conditions contained in this Covenant.

10.11 Counterparts. This Covenant may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one agreement.

10.12 City Approvals and Actions. Whenever a reference is made herein to an action or approval to be undertaken by City, the City Manager or his or her designee is authorized to act on behalf of City, unless specifically provided otherwise or the context requires otherwise. The foregoing notwithstanding, nothing herein shall preclude the City Manager from deferring such action or approval to the City Council.

10.13 Recordation. This Covenant shall be recorded in the Official Records of the County of San Mateo following execution of this Covenant by the Parties.

10.14 Legal Advice. Each Party represents and warrants to the other that they have carefully read this Covenant, and in signing this Covenant, they do so with full knowledge of any right which they may have; they have received independent legal advice from their respective legal counsel as to matters set forth in this Covenant, or have knowingly chosen not to consult legal counsel as to matters set forth in this Covenant; and, they have freely signed this Covenant without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Covenant, and without duress or coercion, whether economic or otherwise.



IN WITNESS WHEREOF, the Parties have executed this Community Amenity Operating Covenant as of the date first written above.

**OWNER:**

GS MP PORTAL OWNER, LLC, a Delaware limited liability company

By: \_\_\_\_\_  
XXXX

**CITY:**

CITY OF MENLO PARK, a California municipal corporation

By: \_\_\_\_\_  
Starla Jerome- Robinson, City Manager

Attest:

By: \_\_\_\_\_  
Judi Herren, City Clerk

Approved as to form:

By: \_\_\_\_\_  
Nira Doherty, City Attorney

**ACKNOWLEDGMENT**

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

State of California            )  
   ) ss  
 County of \_\_\_\_\_            )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(Name of Notary)

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

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

WITNESS my hand and official seal.

\_\_\_\_\_  
 (Notary Signature)

**ACKNOWLEDGMENT**

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

State of California )  
 ) ss  
County of \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(Name of Notary)

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

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

WITNESS my hand and official seal.

\_\_\_\_\_  
(Notary Signature)

**EXHIBIT A**  
**LEGAL DESCRIPTION OF PROPERTY**

**EXHIBIT B**  
**DEPICTION OF COVENANT PROPERTY**

**EXHIBIT C**

**CERTIFICATE OF COMPLETION OF CONSTRUCTION OF COMMUNITY AMENITY SPACE**

City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025  
Attention: City Manager

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**CERTIFICATE OF COMPLETION OF CONSTRUCTION**

This Certificate of Completion of Construction (this “**Certificate of Completion**”) is made by the City of Menlo Park, a municipal corporation (“**City**”) effective as of \_\_\_\_\_, 20\_\_.

**RECITALS**

A. City and GS MP Portal Owner, LLC, a Delaware limited liability company (“**Owner**”) entered into that certain Community Amenity Operating Covenant dated as of \_\_\_\_\_, 20\_\_ (the “**Agreement**”), and recorded on \_\_\_\_\_ 20\_\_, in the Official Records of the County of San Mateo, State of California (“**Official Records**”) at Instrument No. \_\_\_\_\_, concerning the development, use and occupancy of certain real property located in the City of Menlo Park, County of San Mateo, California and more particularly described in the legal description attached to the Agreement as Exhibit A (the “**Property**”).

B. Capitalized terms used herein without definition shall have the meaning ascribed to such terms in the Agreement.

C. Pursuant to Section 2 of the Agreement, the City is required to execute, acknowledge and record this Certificate of Completion in the Official Records upon completion of construction of the commercial office building containing the Community Amenity Space by Owner, and approval of occupancy by the City.

D. The City has determined that Owner has completed construction of the commercial office building containing the Community Amenity Space in accordance with applicable state and local laws and regulations and thus has approved occupancy thereof.

**NOW, THEREFORE**, City hereby certifies as follows:

1. Development of the commercial office building containing the Community Amenity Space has been satisfactorily completed in conformance with the Agreement and

occupancy of the commercial office building containing the Community Amenity Space has been approved.

2. The Agreement shall remain in effect and enforceable in accordance with its terms. This Certificate of Completion does not constitute evidence of Owner's compliance with the terms of the Agreement. Nothing contained in this Certificate of Completion shall modify any provisions of the Agreement or any other document executed in connection therewith.

3. This Certificate of Completion does not constitute evidence of compliance with or satisfaction of any obligation of Owner to any holder of a deed of trust securing money loaned to finance the commercial office building containing the Community Amenity Space or any part thereof, and does not constitute a notice of completion under California Civil Code Section 9204.

**IN WITNESS WHEREOF**, City has executed and issued this Certificate of Completion as of the date first written above.

CITY OF MENLO PARK, a municipal corporation

By: \_\_\_\_\_

Name: \_\_\_\_\_  
City Manager

ATTEST:

By: \_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

By: \_\_\_\_\_  
City Attorney

Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<p><b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive</p>	<p><b>PROJECT NUMBER:</b> PLN2019-00077</p>	<p><b>APPLICANT:</b> Andrew Morcos</p>	<p><b>OWNER:</b> GSMP Portal Owner, LLC</p>
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**PROJECT CONDITIONS:**

1. The architectural control permit and use permit shall be subject to the following **standard** conditions:

**General Conditions**

- a. Development of the project shall be substantially in conformance with the plans prepared by Heller Manus Architects, BKF, BDE Architecture, and PGAdesign Landscape Architects attached to the August 9, 2021 Planning Commission staff report as Attachment D, and consisting of 291 plan sheets, dated received on June 25, 2021 (hereinafter the “Plans”). The Plans are incorporated by reference herein. The Plans may only be modified by the conditions contained herein (conditions 1d. and 1e.), subject to review and approval of the Community Development Director or their designee.
- b. The Project shall be subject to the California Environmental Quality Act Environmental Impact Report prepared for and certified prior to approval of the Project and the associated Mitigation Monitoring and Reporting Program (MMRP), CEQA Clearinghouse No. 2020010055. The project shall comply with all mitigation measures of the MMRP, which is attached to Menlo Park Planning Commission Resolution No 2021-\_\_\_ and incorporated herein by this reference.
- c. All outstanding and applicable fees associated with the processing of this Project shall be paid prior to the issuance of any building permit for the Project.
- d. Substantially consistent and minor modifications to building exteriors and locations, fence styles and locations, signage, and significant landscape features may be approved in writing by the Community Development Director or designee, based on the determination that the proposed modification is consistent with other building and design elements of the approved architectural control permit and will not have an adverse impact on the character and aesthetics of the site. Substantially consistent modifications are modifications to the development that do not increase the intensity or density of the project or the allowed uses. The Director may refer any request for revisions to the plans to the Planning Commission. If the Director refers the plans to the Planning Commission, the Director shall provide written documentation of the Director’s determination that the modification is substantially consistent and a member of the Planning Commission may request to discuss these modifications on the next agenda within 72 hours of notification of the modifications by the Community Development Director. Further environmental review and analysis may be required if such changes necessitate further review and analysis pursuant to the California Environmental Quality Act.
- e. Major modifications to the development plan which involve material expansion or intensification of development, modifications to the permitted uses, or modifications to the architectural design, including materials and colors may be allowed subject to obtaining architectural control and use permit revisions from the Planning Commission.
- f. Prior to issuance of any building permit, the Applicant shall execute and record in the San Mateo County Recorder’s office the below market rate (BMR) Housing Agreement. The BMR Housing Agreement is attached to Menlo Park Planning Commission Resolution No. 2021-\_\_\_ as Exhibit E and incorporated herein by this reference.
- g. Prior to issuance of any building permit, the applicant shall execute and record in the San Mateo County Recorder’s office a covenant or deed restriction, to the satisfaction of the



Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive	<b>PROJECT NUMBER:</b> PLN2019-00077	<b>APPLICANT:</b> Andrew Morcos	<b>OWNER:</b> GSMP Portal Owner, LLC
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**PROJECT CONDITIONS:**

City Attorney, documenting that all applicable development restrictions (including density, floor area ratio, height, parking, and open space) are calculated using the area of the entire project site, notwithstanding the fact that the project site includes two distinct parcels. Future owners shall not be permitted to separately calculate the development potential of the individual parcels within the project site.

- h. Applicant shall keep the property in a clean and sanitary condition at all times, maintain its site in a fashion that does not constitute a public nuisance and that does not violate any provision of the City of Menlo Park Municipal Code.
- i. The Project shall adhere to all ordinances, plans, regulations and specifications of the City of Menlo Park and all applicable local, State, and Federal laws and regulations.
- j. Prior to issuance of any building permit, the Applicant shall comply with all requirements of and conditions imposed by the Building Division, Planning Division, Engineering Division, and Transportation Division that are directly applicable to the project.
- k. Prior to issuance of any building permit, the Applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies’ regulations that are directly applicable to the project.
- l. Prior to issuance of any building permit for the Project, Applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Director of Community Development regarding any inability to satisfy all conditions of approval.
- m. 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.

**Building Division Conditions**

- n. The Applicant shall be required to submit a complete building permit application for the whole of the residential component of the project as delineated on the plan set dated June 25, 2021 and/or the whole of the office component of the project as delineated on the plan set dated June 25, 2021 within one year from the date of approval (August 9, 2022) for the use permit to remain in effect as to the respective components of the project in accordance with Section 16.82.170 of the Menlo Park Municipal Code. The Community Development Director or their designee may extend the time to use the approval prior to its expiration upon written request of the Applicant for up to one year for any portion of the property for which a building permit application has not been submitted, if the Director or their designee finds that there is a good cause for the extension based upon unusual circumstances

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**PROJECT CONDITIONS:**

and/or conditions not of the making of the Applicant. Prior to the expiration of the use permit for any portion of the project for which a building permit application has not been submitted, the Applicant may (1) apply to the Community Development Director to obtain an extension of time upon a showing of good cause to the Director's reasonable satisfaction and/or (2) apply for a revised Use Permit and Architectural Control Approval to revise the project approvals to remove or modify unbuilt project elements. If (1) or (2) do not occur, it shall be deemed a violation of these Conditions of Approval, and the Use Permit and Architectural Control approval for any portion of the project for which a building permit has not been submitted shall expire. The Use Permit and Architectural Site Control Approval for the portion of the project for which a building permit has been submitted shall remain in full force and effect. Any project modifications shall be assessed for compliance with the Menlo Portal EIR, and subsequent environmental review may be required if necessary to comply with CEQA Guidelines Section 15162.

- o. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit plans to the Building Division verifying that the project complies with all applicable Municipal Code Title 12 (Buildings and Construction) for review and approval.
- p. The project is subject to the California Building Code, the California Building Standards Code and any adopted Reach Codes and/or local building code ordinances in effect at the time of complete building permit application submittal.
- q. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit information as reasonably required by the Community Development Director or their designee to demonstrate that the new nonresidential and high-rise residential building will be all-electric and produce a minimum of five kilowatt photovoltaic system of on-site solar.
- r. The project is subject to the California Green Building Standards Code (CalGreen) and any local amendments to the Code in effect at the time of submittal of the complete building permit application. Other forms of green building checklists will not be acceptable in-lieu of the CalGreen requirements.
- s. The complete building permit application shall include all unit plans to be fully drawn and detailed including mirrored plans. Further, all residential building plans are required to include drawings for mirrored units including structural, mechanical, electrical, and plumbing plan sheets.
- t. A list of all deferred submittals other than trusses shall be approved by the Building Official or their designee prior to submittal of the complete building permit application.
- u. The complete building permit application shall include information on all imported fill. The imported fill must meet the City of Menlo Park's requirements. Documentation demonstrating that the fill meets the City's requirements must be submitted to and approved by the Building Official or their designee prior to fill being brought on site. Fill requirements are outlined in CBC appendix J section J107 as adopted in MPMC Section 12.06.020.
- v. As part of the complete building permit application submittal, approved soil management plans and work plans by the agency with jurisdiction over any remediation work is required

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**PROJECT CONDITIONS:**

to be submitted to the City for reference purposes. Any excavation related to soils remediation shall require issuance of a building permit from the City.

- w. Each occupancy and unit set forth in the Plans shall have the required fire protection systems, allowable building height and separations per Table 508.4 of the 2019 California Building Code (CBC) or whichever CBC is in effect at the time of building permit submittal. Simultaneous with the submittal of a complete building permit application, the Applicant shall include documentation the Plans have been reviewed and approved by the Menlo Park Fire District.
- x. The complete building permit application shall include construction documents needed to identify the location of electric vehicle (EV) spaces as per 2019 Cal Green Code 4.106.4.3 and the City’s local amendments or the CalGreen code and any local amendments in effect at the time of submittal of a complete building permit application.
- y. The complete building permit application shall include pedestrian protection along the public right-of-way with sidewalks, as required per Section 3306 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.
- z. The complete building permit application shall include details regarding protection of adjoining property, as required per Section 3307 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.
- aa. The complete building permit application shall include details demonstrating that the building meets the sound transmission requirements of Section 1207 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.
- bb. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit and get approval of a construction waste management plan per City’s ordinance 12.18.010. The construction waste management plan is subject to approval by the Building Official or their designee.
- cc. The complete building permit application shall include details demonstrating that all sanitary sewer lines will gravity feed to the sewer mains in the public right-of-way unless otherwise approved by the Building Official or their designee.
- dd. The complete building permit application shall include details demonstrating that all slopes away from the building shall comply with the Section 1804.4 of the 2019 CBC or the current CBC in effect at the time of submittal of a complete building permit application.
- ee. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review by the Engineering, Planning, and Building Divisions and the City’s Building Official or their designee shall approve the Plans subject to input by City staff. The safety fences, dust and air pollution control measures, erosion and sedimentation control measures, and tree protection measures shall be installed according to the approved plan prior to commencing construction and implemented throughout the duration of construction at the project site.

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**PROJECT CONDITIONS:**

**Engineering Division Conditions**

- ff. Simultaneous with the submittal of a complete building permit application, the Applicant shall provide documentation indicating the amount of irrigated landscaping. If the project includes more than 500 square feet of irrigated landscaping, it is subject to the City's Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44) and a detailed landscape plan shall be submitted simultaneously with the submittal of a complete building permit application, subject to review and approval by the Engineering Division.
- gg. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a draft "Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement" to the City subject to review and approval by the Engineering Division. With the executed agreement, the property owner is responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection.
- hh. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit all applicable engineering plans for Engineering review and approval. The plans shall include, but are not limited to:
  - i. Existing Topography (NAVD 88')
  - ii. Demolition Plan
  - iii. Site Plan (including easement dedications)
  - iv. Construction Parking Plan
  - v. Grading and Drainage Plan
  - vi. Utility Plan
  - vii. Erosion Control Plan / Tree Protection Plan
  - viii. Planting and Irrigation Plan
  - ix. Off-site Improvement Plan
  - x. Construction Details (including references to City Standards)
- ii. During the design phase of the construction drawings, all potential utility conflicts shall be potholed and actual depths shall be recorded and submitted to the City simultaneous with the submittal of a complete building permit.
- jj. The Off-Site Improvement Plans shall include Green Infrastructure in the form of a stormwater treatment area along the project's frontage to treat runoff from the public right-of-way. The treatment area shall be located within the landscape area between the curb and sidewalk. Sizing and design shall conform to San Mateo Countywide Water Pollution Prevention Program design templates and technical guidance and be approved by the Engineering Division.
- kk. If existing utilities are in conflict with required frontage improvements, the utilities must be relocated at the Applicant's expense.
- ll. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. Utility equipment shall meet the requirements of Chapter 16.45.120(6)(B) of the Menlo Park Zoning Ordinance. All utility

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**PROJECT CONDITIONS:**

equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping, subject to review and approval of the Planning, Engineering, and Building Divisions. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

- mm. Simultaneous with submittal of a complete building permit application, the Applicant shall submit plans that include proposed measures to prevent erosion and polluted runoff from all site conditions, subject to review and approval of the Engineering Division. During construction, if construction is not complete by the start of the wet season (October 1 through April 30), the Applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. A site specific winterization plan implemented during construction would be subject to review by the Engineering, Building, and Planning Divisions and subject to approval by the Building Official or their designee with input from City staff. The winterization plan would be in addition to the erosion control plan required in condition 1.ff.
  
- nn. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a plat and legal description and proposed form of irrevocable easement agreement for public utilization of the Publicly Accessible Open Space, including the publicly accessible paseo, to the satisfaction of the Public Works Director and City Attorney. The form of irrevocable easement shall ensure, to the satisfaction of the City, that the Applicant has reasonable control over the Publicly Accessible Open Space and that the Publicly Accessible Open Space is accessible to the general public, in perpetuity during reasonable hours of each day of the week.
  - i. The irrevocable easement agreement requires City Manager approval and shall be recorded with the County of San Mateo prior to granting of the first unit and/or building occupancy.
  
- oo. Prior to issuance of any building permit, the Applicant shall comply with all Sanitary District, California Water Company, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
  
- pp. Prior to issuance of any building permit, Applicant shall coordinate with Menlo Park Municipal Water (MPMW) to confirm the existing water mains and service laterals meet the domestic and fire flow requirements of the project. If the existing water main and service laterals are not sufficient as determined by MPMW, Applicant may, as part of the project, be required to construct and install new water mains and service laterals sufficient to meet such requirements. Any required off-site improvements would be required to be completed prior to the granting of occupancy.

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**PROJECT CONDITIONS:**

- qq. Prior to issuance of any building permit, Applicant shall coordinate with West Bay Sanitary District to confirm the existing sanitary sewer mains and service laterals have sufficient capacity for the project. If the existing sanitary sewer mains and service laterals are not sufficient as determined by West Bay Sanitary District, Applicant may, as part of the project, be required to construct and install new sanitary sewer mains and service laterals sufficient to meet such requirements. Any required off-site improvements would be required to be completed prior to the granting of temporary occupancy.
- rr. Simultaneous with the submittal of a complete building permit application, the Applicant's design professional shall evaluate the Project's impact to the City's storm drainage system and prepare a hydrology report to the satisfaction of the City Engineer. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels.
- ss. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a Storm Water Management Report that meets the requirements of the San Mateo County's C.3 Stormwater Technical Guidance Manual.
- tt. The Project Stormwater Management Plan shall incorporate trash capture measures such as screens, filters or CDS/Vortex units to address the requirements of Provision C.10 of the Regional Water Quality Control Board (RWQCB) Municipal Regional Permit (MRP). The Stormwater Management Plan shall be reviewed and approved by the Engineering Division prior to building permit issuance (grading and utilities phase).
- uu. Prior to issuance of any building permit, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the Transportation, Engineering, Planning, and Building Divisions. The Applicant shall secure adequate parking for any and all construction trades, until the parking podium is available on the project site. The plan shall include construction phasing and anticipated method of traffic handling for each phase. The plan shall include construction phasing and anticipated method of traffic handling for each phase. The existing sidewalk and bike lanes or an acceptable pedestrian and bicycle pathways along project's frontage shall be provided during all construction phases except when the new sidewalk is being constructed.
- vv. Prior to issuance of any building permit, all applicable Public Works fees shall be paid. Refer to the most current City of Menlo Park Master Fee Schedule applicable to the project based on Government Code section 65589.5(o).
- ww. Prior to issuance of any building permit, the Applicant shall enter into an Agreement for Completion of Development Improvements and provide a performance bond for the completion of the off-site improvements as shown on the approved Off-site Improvement Plans. The Applicant shall obtain an encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements.
- xx. As part of the complete building permit application, the plan shall include details on all Stormwater Pollution Prevention Program Best Management Practices (BMPs). Prior to commencing any work on the project site, BMPs for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plans.

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**PROJECT CONDITIONS:**

- yy. Heritage trees to remain in the vicinity of the construction project shall be protected during the entire construction phase, pursuant to the Heritage Tree Ordinance and the arborist report prepared by HortScience | Bartlett Consulting, dated received November 20, 2019.
  - zz. Heritage tree replacements, required as part of approval of heritage tree permit HTR2021-00105, shall be planted on the project site to the satisfaction of the City Arborist and Planning Division prior to final building permit inspection.
  - aaa. Prior to final inspection, all public right-of-way improvements, including frontage improvements, shall be completed to the satisfaction of the Engineering Division.
  - bbb. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division. "As-built" or "record" drawings shall be submitted to the Engineering Division prior to granting of occupancy.
2. The architectural control and use permit shall be subject to the following **project-specific** conditions:

**Planning Division Conditions**

- a. Simultaneous with the submittal of a complete building permit application, the Applicant shall enroll in EPA Energy Star Building Portfolio Manager. Prior to building permit final approval, the Applicant shall submit documentation showing compliance to the satisfaction of the Planning and Building Divisions.
- b. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit an updated LEED Checklist, subject to review and approval of the Planning Division. The Checklist shall be prepared by a LEED Accredited Professional (LEED AP). The LEED AP shall submit a cover letter stating their qualifications, and confirm that they have prepared the Checklist and that the information presented is accurate. Confirmation that the project conceptually achieves LEED Gold certification and registration with the USGBC shall be required before issuance of the building permit. Prior to final inspection of the building permit or as early as the project can be certified by the United States Green Building Council, the project shall submit verification that the development has achieved final LEED Gold certification. Occupancy and/or final inspection can be granted with an agreed upon timeline for final certification between the City and the Applicant.
- c. Prior to issuance of any building permit, the Applicant shall either (1) pay an in lieu fee in the amount of \$9,405,000; or (2) execute the Community Amenities Operating Covenant, attached to Menlo Park Planning Commission Resolution No.2021-\_\_\_ as Exhibit F, and incorporated herein by this reference and record the Operating Covenant with the County of San Mateo, and submit a conformed copy to the Planning Division.
- d. The following condition shall be inapplicable in the event that the Applicant pays the Community Amenities in-lieu fee in full prior to the issuance of any building permit. The Applicant shall operate and maintain the Community Amenities pursuant to the Project Plans and as more fully set forth in the Community Amenities Operating Covenant and as specified below.

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**PROJECT CONDITIONS:**

- i. The required Community Amenities shall be consistent with the appraisal and valuation approved by both Applicant and the City of Menlo Park pursuant to section 16.45.070 of the Menlo Park Municipal Code.
- ii. Operator shall commence operation of the Community Amenity within one (1) year of issuance of the first Temporary Certificate of Occupancy for any residential unit within the Project.
- iii. Operator shall maintain the Community Amenity space open to the general public for a minimum of 40 hours per week, five (5) days a week, consistent with the Community Amenities Operating Covenant for the project. The City Manager may approve modified minimum hours of operation upon written request, including reasonable justification(s) for the request, from the Operator.
- iv. On or before January 1 following commencement of the childcare center’s operation, and on or before each January 1 thereafter while the Community Amenities Operating Covenant is in effect, the Applicant shall submit a report to the Community Development Director or their designee detailing the total number of students enrolled and receiving care over the past year, total number of students who received subsidies from the Tuition Subsidy Value funds, as such term is defined in the Community Amenities Operating Covenant, the residential addresses for each student receiving a subsidy from Tuition Subsidy Value funds, household income of students receiving subsidies from the Tuition Subsidy Value funds, the total amount of subsidy spent to date and how much remains, and other information that may be reasonably required by the Community Development Director.
- e. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a zero-waste management plan to the City, which will cover how the Applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations, including compliance with the requirements of Chapter 16.45.130(5)(A) of the Zoning Ordinance. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from occupancy phases of the building. Zero Waste plan elements shall include the property owner’s assessment of the types of waste to be generated during occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration. The plan shall be subject to the satisfaction of the Sustainability Manager or their designee and comply with requirements in place at the time the complete SB 330 preliminary application was submitted for the project.
- f. Prior to issuance of any building permit, the Applicant shall submit plans and supporting documentation to the Building and Planning Divisions documenting that the project meets one hundred percent of its energy demand (electricity and natural gas), as required by Chapter 16.45.130(2) of the Zoning Ordinance, through the combination of the following measures and to the satisfaction of the Building and Planning Divisions:
  - i. On-site energy generation;
  - ii. Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;



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**PROJECT CONDITIONS:**

- iii. Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
- iv. Purchase of certified renewable energy credits and/or certified renewable energy off-sets annually in an amount equal to the annual energy demand of the project.

If a local amendment to the California Energy Code is approved by the California Energy Commission (CEC), the following provision becomes mandatory:

The project will meet one hundred percent (100%) of energy demand (electricity and natural gas) through a minimum of 30% of the maximum feasible on-site energy generation, as determined by an On-Site Renewable Energy Feasibility Study and any combination of measures ii to iv above. The On-Site Renewable Energy Feasibility Study shall demonstrate the following cases at a minimum: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

- g. Following issuance of the final occupancy permit, the Applicant shall submit an annual report on 1<sup>st</sup> January of every year demonstrating that tenants and occupants of both buildings on site purchased or used 100% renewable energy to the Community Development Director of their designee for their review. The report shall also include the total amount of diesel fuel used to power the on-site generator for testing or during power outages and describe in detail the way in which the non-renewable fuel use was offset in compliance with the requirements of Chapter 16.45.130(2) of the Zoning Ordinance.
- h. Simultaneous with the submittal of a complete building permit application, the Applicant shall incorporate dual plumbing for internal use of future recycled water to the satisfaction of the Building Division.
- i. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit updated water budgets and accompanying calculations following the methodology approved by the City and consistent with submitted building permit plans. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. On January 1 of the year following the first full calendar year after the date of occupancy, the building owner shall submit data and information sufficient to allow the city to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the city's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the city to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the city's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 until compliance with the water budget is achieved.
- j. Prior to framing inspection for the building, the Applicant shall construct an in-field mock-up to demonstrate that the exterior stucco is smooth troweled, per the requirements of Chapter 16.45.120(6)(F) of the Zoning Ordinance, to the satisfaction of the Community Development Director or their designee.

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**PROJECT CONDITIONS:**

- k. During all phases of construction, potable water shall not be used for dust control.
- l. Prior to final inspection, occupancy sensors or other switch control devices shall be installed on nonemergency lights and shall be programmed to shut off during non-work hours and between ten (10) p.m. and sunrise, as required by Section 16.45.130(6)(C) of the Zoning Ordinance.
- m. Prior to occupancy of any building to be constructed on the site, the Applicant shall construct the publicly accessible open space for the project to the satisfaction of the Building, Engineering, Planning, and Transportation Divisions.
- n. During all phases of construction and after final inspection for the life of the project, rodenticides shall not be used on the property in accordance with Section 16.45.130(6)(G) of the Zoning Ordinance.
- o. The applicant shall diligently prosecute the project’s construction through to completion, and, if at any point after building permits have been issued, the applicant abandons construction and the building permits expire, the applicant shall demolish the uncompleted portions of the project and restore the site to rough grade condition and shall take reasonable measures to protect public health and safety, protect the building structure from the elements, screen unsightly elements from view (such as fencing, painting or attractive screens or coverings), and maintain temporary landscaping, to the satisfaction of the Planning Division.
- p. If the applicant leaves any work of construction in an unfinished state for more than seven (7) consecutive days, applicant shall keep the construction site clean and properly secured per best management standards and to the satisfaction of the Building and Engineering Divisions.
- q. If the applicant leaves any work of construction in an unfinished state for more than one hundred and twenty (120) consecutive days, applicant shall take reasonable measures to protect public health and safety, protect the building structure from the elements, screen unsightly elements from view (such as fencing, painting or attractive screens or coverings), and maintain temporary landscaping, to the satisfaction of the Planning Division.
- r. Any project up-lighting shall be programmed to automatically shut off at or before midnight daily and remain off until sunrise, consistent with the recommendations of the Avian Collision Risk Assessment prepared by H.T. Harvey & Associates, dated November 5, 2020.
- s. Exterior lighting fixture types A1 and A2 (recessed downlights), L1 (bollard lights), L2 (pole-mounted lights), L3 (step lights), L7, L8, L9, and L10 (mounted downlights), L11 (recessed wall lights), D1 and D2 (wall sconces), and D3 (outdoor floor lights) shall be International Dark-Sky approved fixtures; and fixtures L4 (strip lights), L5 (stake-mounted tree up-lights), L6 (in-grade art up-lights), L9A (palm tree up-lights), L12 (catenary system), and D4 (pendant lights) shall be programmed to automatically shut off at or before midnight daily, and shall remain off until sunrise, as identified in the Avian Collision Risk Assessment prepared for the project by H.T. Harvey & Associates, dated November 5, 2020.

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**PROJECT CONDITIONS:**

- t. If there is an increase in the quantity of hazardous materials on the project site, a change in the location of the storage of the hazardous materials, or the use of additional hazardous materials after entitlements are granted, the Applicant shall apply for an administrative permit revision.
- u. Any citation or notification of violation by the Menlo Park Fire Protection District, San Mateo County Environmental Health Department, West Bay Sanitary District, Menlo Park Building Division or other agency having responsibility to assure public health and safety for the use of hazardous materials will be grounds for considering revocation of the use permit.
- v. If operations discontinue at the premises, the use permit for hazardous materials shall expire unless a new user submits a new hazardous materials information form to the Planning Division for review by the applicable agencies to determine whether the new hazardous materials business plan is in substantial compliance with the use permit.
- w. Testing of the generators shall be limited to the hours between 8:00 a.m. and 6:00 p.m., Monday through Friday.

**Engineering Division Conditions:**

- x. Prior to issuance of any building permit, Applicant shall coordinate with Menlo Park Municipal Water (MPMW) to confirm the existing water mains and service laterals meet the domestic and fire flow requirements of the project. If the existing water main and service laterals are not sufficient as determined by MPMW, Applicant may, as part of the project, be required to construct and install new water mains and service laterals sufficient to meet such requirements.
- y. Prior to issuance of any building permit, Applicant shall coordinate with West Bay Sanitary District to confirm the existing sanitary sewer mains and service laterals have sufficient capacity for the project. If the existing sanitary sewer mains and service laterals are not sufficient as determined by West Bay Sanitary District, Applicant may, as part of the project, be required to construct and install new sanitary sewer mains and service laterals sufficient to meet such requirements.
- z. All public right-of-way improvements shall be completed to the satisfaction of the Engineering Division prior to building permit final inspection.
- aa. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit plans indicating that the Applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for the review and approval of the Engineering Division.
- bb. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control

Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive	<b>PROJECT NUMBER:</b> PLN2019-00077	<b>APPLICANT:</b> Andrew Morcos	<b>OWNER:</b> GSMP Portal Owner, LLC
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**PROJECT CONDITIONS:**

measures shall be installed according to the approved plan prior to commencing construction.

- cc. Prior to issuance of any building permit, the proposed Public Utility Easement (PUE) abandonments shall be accepted by the City Council and recorded with the County of San Mateo.
- dd. Dedication of the new Public Utility Easement (PUE) shall be recorded with the County of San Mateo prior to the recordation of the PUE abandonment.
- ee. Prior to issuance of any building permit, the Applicant shall record the lot line adjustment and lot mergers with the County of San Mateo.
- ff. The project is in Flood Zone AE and must be designed and constructed in compliance with current FEMA regulations, the City's Flood Damage Prevention Ordinance, and the MPMC 16.45.130(4) (Hazard mitigation and sea level rise resiliency).
- gg. Simultaneous with the submittal of a complete building permit application the Applicant shall submit a FEMA Condition Letter of Map Revision-Fill (CLOMR-F) application to the Public Works Department for review and approval. In accordance with the National Flood Insurance Program (NFIP), Section 65.5, the Applicant shall prepare supporting data, including relevant hydraulic and hydrologic analyses, delineation of floodplain boundaries and all other information required by FEMA to review and evaluate the request for a CLOMR-F. Upon receiving City approval, the Applicant shall submit the CLOMR-F application to FEMA.
- hh. Prior to issuance of any building permit, the Applicant shall obtain a CLOMR-F from FEMA.
- ii. The Applicant shall submit an elevation certificate to the Engineering Division prior to final signoff of the foundation inspection.
- jj. When construction is complete, appropriate as-built data must be supplied to FEMA for a permanent LOMR-F to be issued.
- kk. For construction activity resulting in a land disturbance of one acre or more, Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board under the Construction Activities Storm Water General Permit (General Permit). The NOI indicates the Applicant's intent to comply with the San Mateo Countywide Stormwater Pollution Prevention Program, including a Stormwater Pollution Prevention Plan (SWPPP).
- ll. Prior to construction, the Applicant shall file and obtain a VOC and Fuel Discharge Permit with the San Francisco Bay Regional Water Quality Control Board as necessary for groundwater discharge. All groundwater discharge to the City storm drain during construction shall be approved to the satisfaction of the Public Works Department prior to commencement of work. The City may request, at the behest of the Public Works Department, additional narratives, reports, or engineering plans to establish compliance with state and local regulations prior to approval. Similarly, any discharge to the City's Sanitary Sewer system shall be approved to the satisfaction of West Bay Sanitary District, with proof of acceptance, prior to commencement of work.

Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive	<b>PROJECT NUMBER:</b> PLN2019-00077	<b>APPLICANT:</b> Andrew Morcos	<b>OWNER:</b> GSMP Portal Owner, LLC
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**PROJECT CONDITIONS:**

- mm. The streets adjoining the project shall receive an asphalt concrete overlay at the completion of improvements. Existing striping, markings, and legends shall be replaced in kind, or as modified by the City Engineer.
- nn. Prior to submittal of complete building permit application for off-site improvements, the Complete Streets Commission shall review the proposed loading zones adjacent to the project frontage(s) and determine whether to allow the loading zones with timed parking restrictions. If the Complete Streets Commission does not approve the request, that applicant shall revise the building permit plans accordingly prior to approval of the building permit for off-site improvements.

**Transportation Division Conditions**

- oo. All public right-of-way improvements, including frontage improvements, shall be completed to the satisfaction of the Engineering Division and Transportation Division prior to the granting of occupancy. The Applicant shall notify the Transportation Division prior to commencing design for each intersection, to avoid duplicating efforts started by the City and/or other development projects.
- pp. Prior to issuance of any building permit, the Applicant shall pay the transportation impact fee (TIF) in effect at the time the complete SB 330 preliminary application was submitted for the project, subject to review and approval of the Transportation Division. Such fee includes:
  - vv. The TIF is estimated to be \$1,441,052.94. This was calculated by multiplying the fee of \$5,383.85 per multi-family unit by 335 units plus the fee of \$18.55/s.f. per office space by 34,819 s.f. of office space and subtracting a credit by multiplying \$18.55/s.f. per office space by 39,741 s.f. of existing office space plus the fee of \$10.81/s.f. per industrial space by 25,091 s.f. of existing industrial space. Fees are due prior to issuance of the first building permit.
- qq. For intersection improvements requiring Caltrans' approval, simultaneous with the building permit submittal, the Applicant shall provide complete plans to install improvements, including all work in the Caltrans right-of-way. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. After receiving approval for the improvements plans, the Applicant shall submit the improvement plans to Caltrans and request encroachment permit approvals.
- rr. The Applicant shall submit complete plans for construction of improvements to the City and provide a bond for improvements prior to issuance of building permit. The Applicant shall construct all improvements prior to occupancy, upon obtaining final approval from the City and Caltrans.
- ss. In order to overcome shortfalls in level of service created by the Project, the applicant shall perform, construct and complete, at the applicant's own expense, certain transportation improvements, prior to issuance of certificate of occupancy for the Project. The Director of Public Works or designee shall determine the reasonable cost of said transportation

Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive	<b>PROJECT NUMBER:</b> PLN2019-00077	<b>APPLICANT:</b> Andrew Morcos	<b>OWNER:</b> GSMP Portal Owner, LLC
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**PROJECT CONDITIONS:**

improvements and the applicant shall be entitled to credit and/or reimbursement for said transportation improvements pursuant to MPMC 13.26.80, should the final expenses for improvements included in the TIF program exceed the Project TIF payment. If the final expenses to the applicant for the required intersection improvements included in the City's TIF program exceed the Project's TIF payment, the City and the applicant shall enter into a reimbursement agreement, which will provide for the applicant to be reimbursed by the City from available TIF revenues.

The transportation improvements shall include all near term intersection improvements and cumulative intersection fair share contributions identified below. Applicant shall enter into an improvement agreement with the City memorializing the terms for performance, construction, and completion of the transportation improvements.

- i. Under the Cumulative scenario, the proposed intersection improvements at the intersection of Chrysler Drive and Bayfront Expressway is to convert the existing right turn lane on Chrysler Drive to shared left/right-turn lane resulting in having two left-turn lanes and one shared left/right-turn lane in this direction. Simultaneous with the building permit submittal, the applicant shall submit conceptual plans and a cost estimate (including design and construction engineering) for these improvements to the City for approval and determination of the Applicant's fair share contribution. This improvement is not included in the City's TIF program and is also subject to approval by Caltrans. The fair share contribution for the intersection improvements, calculated as 2.72% of the cost estimate, shall be paid prior to the issuance of the first building permit; construction of the improvement is not required. In the event that another development project submits conceptual plans and a construction cost estimate prior to submittal of a building permit application, payment of the project's fair share contribution shall be sufficient to satisfy this condition of approval. If these funds are not used within a 5-year period, they will be returned to the applicant.
- ii. Under the Cumulative scenario, the proposed intersection modification at the intersection of Chrysler Drive and Jefferson Drive is 1) to install a traffic signal and 2) convert the shared left/right lane to one left-turn lane and one right-turn lane on northbound Jefferson Drive. The installation of a traffic signal is consistent with the City's Transportation Master Plan, which identifies traffic signal installation as a future improvement at the intersection of Chrysler Drive and Jefferson Drive. This improvement was studied and is included in the City's TIF program. The TIF payment will fill the requirement for improvement number 1. To fulfill the intersection improvement no. 2, the applicant shall provide a conceptual plan of the improvement and a cost estimate (including design and construction engineering) for approval by the City. The fair share contribution for the intersection improvement, which shall be calculated to equal 7.45% of the cost estimate prepared to comply with this condition, shall be paid prior to issuance of the first building permit; construction of the improvement is not required. In the event that another development project submits conceptual plans and a construction cost estimate prior to submittal of a building permit application, payment of the project's fair share contribution shall be sufficient to satisfy this condition of approval. If these funds are not used within a 5-year period, they will be returned to the applicant.

Menlo Portal Project – Attachment B, Exhibit G – Conditions of Approval

<p><b>LOCATION:</b> 115 Independence Drive and 104 and 110 Constitution Drive</p>	<p><b>PROJECT NUMBER:</b> PLN2019-00077</p>	<p><b>APPLICANT:</b> Andrew Morcos</p>	<p><b>OWNER:</b> GSMP Portal Owner, LLC</p>
<p><b>PROJECT CONDITIONS:</b></p> <ul style="list-style-type: none"> <li>iii. Under the Near Term Scenario, the proposed improvement for the intersection of Chrysler Drive and Independence Drive is to install stop signs and necessary striping and pavement markings on Chrysler Drive. This improvement is not included in the City’s TIF program. Simultaneous with the submittal of a complete building permit application, the applicant shall submit complete plans for this improvement. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to striping modifications and a detailed cost estimate. The plans are subject to review by the City. Upon obtaining approval from the Director of Public Works or designee, the applicant shall construct the improvements prior to the granting of occupancy. Any project(s) approved within 10 years of the approval date of the Menlo Portal project and required to implement the same intersection improvement shall reimburse the Menlo Portal applicant for its proportional fair share of the improvement costs.</li>   <li>tt. Prior to issuance of any project-related building permit and within each construction phase, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The Applicant shall secure adequate parking for any and all construction trades. The plan shall include construction phasing and anticipated method of traffic handling for each phase. The existing sidewalk and bike lanes or an acceptable pedestrian and bicycle pathways along project’s frontage shall be provided during all construction phases except when the new sidewalk is being constructed.</li>   <li>uu. Simultaneous with the submittal of a complete building permit application, the Applicant shall submit a Transportation Demand Management (TDM) plan consistent with the plan outlined in the Final Environmental Impact Report. Any changes to the plan are subject to review and approval by the City prior to occupancy. On January 1 of the year following the first full calendar year after the date of occupancy, or as otherwise designated in the Zoning Ordinance, the Applicant shall submit an Annual Monitoring Report to determine that implementation of the TDM plan is effective in reaching the trip reduction requirements established in the Zoning Ordinance and incorporated into the approved TDM plan. The monitoring report shall be submitted annually to the City’s Transportation Division. If the subject site is not in compliance with the anticipated trip reductions from the TDM program, the Applicant shall submit a detailed mitigation and monitoring plan identifying steps to be taken to bring the project site into compliance with the maximum Daily, AM and PM trips identified in the trip generation analysis and TDM program.</li> </ul>			

August 9, 2021

## PLANNING COMMISSION RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK DETERMINING THAT PUBLIC UTILITY EASEMENT ABANDONMENT AT 115 INDEPENDENCE DRIVE AND 104 AND 110 CONSTITUTION DRIVE (APNS 056-236-10, 055-236-020, 055-236-190) IS CONSISTENT WITH THE GENERAL PLAN AND RECOMMENDS THAT THE CITY COUNCIL APPROVAL THE REQUESTED ABANDONMENT**

**WHEREAS**, the City of Menlo Park (“City”) received an application requesting environmental review, use permit, architectural control, below market rate (BMR) housing agreement, heritage tree removal permits, and community amenities operating covenant from GSMP Portal Owner, LLC (“Applicant”), to redevelop the property located at 115 Independence Drive, and 104 and 110 Constitution Drive (APNs 056-236-10, 055-236-020, 055-236-190) (“Property”), with a bonus level development project consisting of up to 335 multifamily rental units and approximately 34,499 square feet of office space including approximately 1,609 square feet of commercial space plus 2,190 square feet of outdoor space, which combined is proposed to be used as part of the Applicant’s community amenity space as an early childhood education center, which development is more particularly described in the Initial Study to the Project which was prepared pursuant to the California Environmental Quality Act (hereinafter the “**Project**”). The Project is depicted in and subject to the development plans which are attached hereto as Exhibit A (“Project Plans including colors and materials board”) and incorporated herein by this reference; and

**WHEREAS**, the proposed Project is located in the R-MU-B (Residential Mixed Use-Bonus) zoning district. The R-MU-B zoning district allows a mixture of land uses with the purposes of providing high density housing to complement nearby employment, encouraging mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public, promoting a live/work/play environment with pedestrian activity, and blending with and complementing existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses; and

**WHEREAS**, the bonus level provisions identified in the City’s Zoning Ordinance allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre), and/or height subject to approval of a use permit and the provision of community amenities equal to a minimum of 50 percent of the fair market value of the increased development potential and the applicant has submitted a community amenities proposal in compliance with the required minimum value; and

**WHEREAS**, the proposed Project requests to abandon certain Public Utilities Easements (PUE) and relocate them within the Project Site such that the Project Site is



adequately served by the utilities, which requires a recommendation by the Planning Commission to the City Council; and

**WHEREAS**, the Planning Commission has considered the public utilities easement (PUE) abandonment of 10 feet wide behind 104 Constitution Drive, and 20 feet wide between 110 Constitution Drive and 115 Independence Drive as required for the redevelopment of the Project Site with 335 apartment rental units and approximately 34,499 square feet of office space including approximately 1,609 square feet of commercial space plus 2,190 square feet of outdoor space, which combined is proposed to be used as part of the Applicant's community amenity space as an early childhood education center; and

**WHEREAS**, the Planning Commission reviewed the proposed PUE abandonment request and determined that the request complies with the General Plan goals, policies, and programs, and there have been no objections provided to the proposed abandonment by utility companies and easement holders; 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 would be developed at the bonus level allowances of the Zoning Ordinance, and therefore, is subject to the settlement agreement between the City of Menlo Park and City of East Palo Alto ("Settlement Agreement"), which requires project-specific environmental impact reports ("EIRs") for certain future projects. Pursuant to the Settlement Agreement, the project-specific EIR may tier from the certified program level ConnectMenlo Final EIR ("ConnectMenlo EIR") which was certified by the City Council on November 29, 2016, as part of an update to the Land Use and Circulation Elements of the General Plan and related zoning changes, commonly referred to as ConnectMenlo, and the project-level EIR shall include a project specific transportation impact analysis. The City shall also prepare a housing needs assessment ("HNA") to inform the population and housing topic area of the project-level EIR; and

**WHEREAS**, the City released a Notice of Preparation ("NOP") and Initial Study for the Project on January 7, 2020 for a 30-day public review period ending on February 7, 2020. The City held a public EIR scoping meeting on January 27, 2020 before the City Planning Commission to receive comments on the NOP prior to the close of the public review period. Comments received by the City on the NOP and at the public EIR scoping meeting were considered during preparation of the Draft EIR. The initial study disclosed relevant impacts and mitigation measures already covered in the program-level ConnectMenlo EIR; and

**WHEREAS**, on January 27, 2020, concurrently with the public NOP scoping meeting, the Planning Commission conducted a study session to review and provide comments on the Project's conceptual design; and

**WHEREAS**, pursuant to the requirements of the Settlement Agreement and CEQA, the City prepared, or caused to be prepared, a project level EIR and conducted a HNA for the Project; and

**WHEREAS**, the Draft EIR was released on February 25, 2021 for a 45-day review period that ended on April 14, 2021. The public review period included one duly noticed public meeting on March 22, 2021 to received oral and written comments on the Draft EIR; and

**WHEREAS**, On March 22, 2021, as part of the duly noticed public hearing to review the Draft EIR, the Planning Commission also conducted a study session and provided an opportunity for members of the public to provide comments on the proposed project design, BMR proposal, and community amenities proposal; and

**WHEREAS**, the Draft EIR was filed with the California Office of Planning and Research and copies of the Draft EIR were made available at the Community Development Department, on the City's website and at the Menlo Park Library; and

**WHEREAS**, on July 30, 2021, the City published a Response to Comments Document that contains all of the comments received during the public comment period, including a transcript of the public hearing, and written responses to those comments, and any text changes to the Draft EIR, prepared in accordance with CEQA and the CEQA Guidelines. The Draft EIR and Response to Comments Document constitute the Final EIR, a copy of which is available by the following the internet link included in Exhibit B; and

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

**WHEREAS**, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on August 9, 2021 at which all persons interested had the opportunity to appear and comment; and

**WHEREAS**, after closing the public hearing, the Planning Commission considered all public and written comments, pertinent information, documents and plans an all other evidence in the public record on the Project; and

**WHEREAS**, on August 9, 2021, the Planning Commission fully reviewed, considered, evaluated the whole of the record including all public and written comments, pertinent information, documents and plans, and certified the Final EIR for the Project adopted findings of fact in accordance with CEQA, and adopted a Mitigation Monitoring and Reporting Program prior to taking action to make a recommendation regarding the PUE abandonment.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission hereby resolves as follows:

1. The Final EIR has been prepared, published, circulated, and reviewed in compliance with the California Environmental Quality Act and the CEQA Guidelines.
2. The Final EIR constitutes an adequate, accurate, objective, and complete analysis addressing all issues relevant to the approval of the proposed Project including the recommendation to abandon the existing PUEs and replace them with a new on site public utility easement.
3. The monitoring and reporting of CEQA mitigation measures in connection with the Project will be conducted in accordance with the attached MMRP, and incorporated into the Conditions of Approval of the use permit and architectural control for the Project. All proposed mitigation measures are capable of being fully implemented by the efforts of the City, the Applicant, or other identified public agencies of responsibility, and will reduce the environmental impacts to a less-than significant level.
4. Pursuant to CEQA Guidelines Section 15091 and CEQA Section 21081.6, and in support of its approval of the Project, the Planning Commission adopts the attached Findings of Fact and MMRP as set forth in Exhibits C and D of this Resolution.
5. The Planning Commission hereby finds that the public utility easement abandonment would be compatible with orderly development, because each required utility would be granted a replacement easement for undergrounded utilities to serve the project and surrounding sites.
6. The Planning Commission finds that no objection letters were submitted opposing the proposed abandonment.
7. The Planning Commission hereby finds that the proposed abandonment of utilities easement located 10 feet wide behind 104 Constitution Drive, and 20 feet wide between 110 Constitution Drive and 115 Independence Drive at the proposed Project Site, as shown in attached Exhibit A is consistent with the General Plan and recommends that the City Council approved the requested abandonment as proposed.

**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, \_\_\_\_\_, City Clerk of the Planning Commission 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 the \_\_\_\_ day of \_\_\_\_\_, 2021, by the following votes:

AYES:

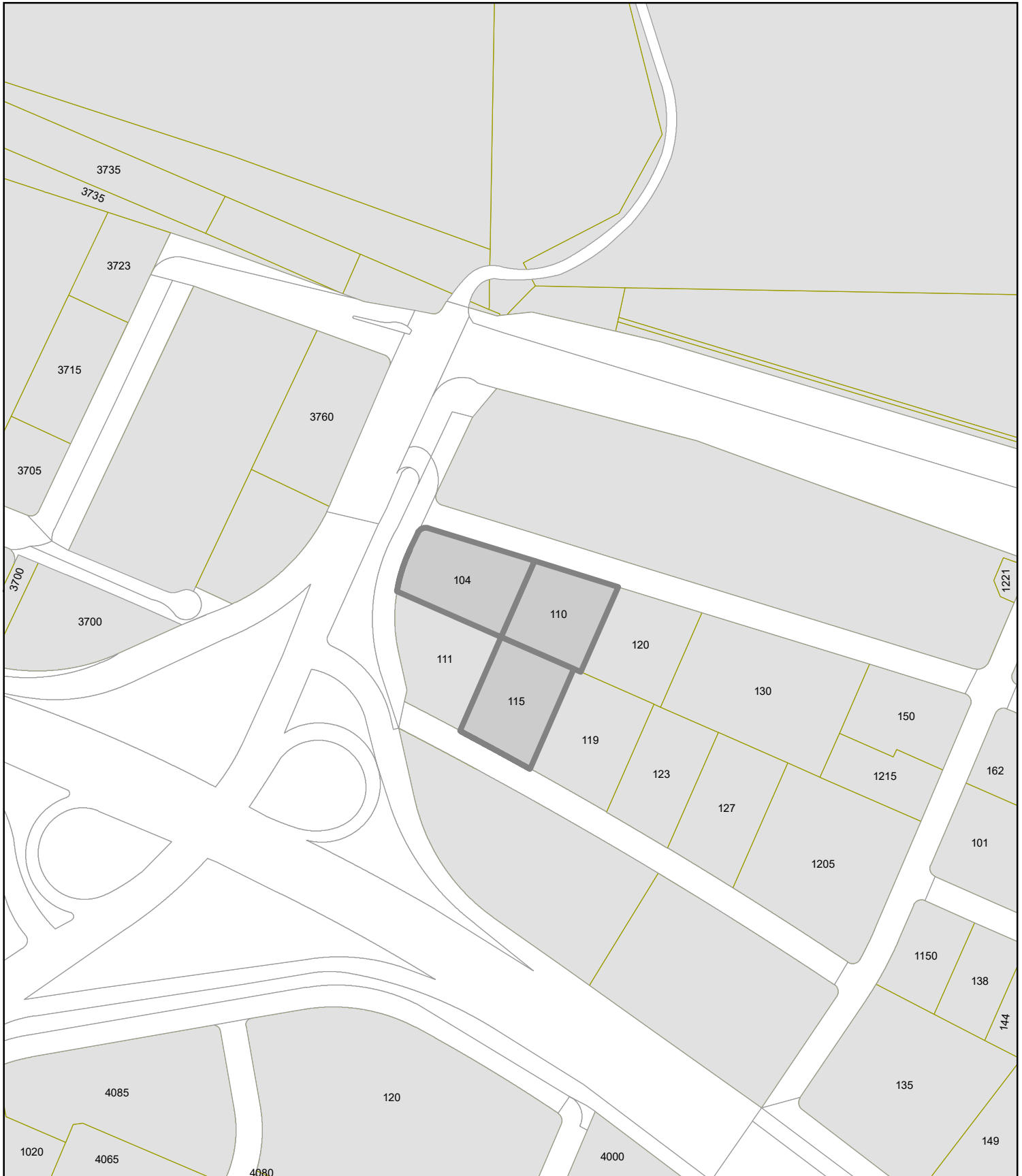
NOES:

ABSENT:

ABSTAIN:

Exhibits

- A. Project Plans
- B. Hyperlink: Menlo Portal Final EIR - <https://www.menlopark.org/DocumentCenter/View/29275/Menlo-Portal-Final-EIR>
- C. Statement of Findings and Facts pursuant to CEQA (See Attachment A, Exhibit C)
- D. Mitigation Monitoring and Reporting Program (MMRP) (See Attachment A, Exhibit D)



# CITY OF MENLO PARK

LOCATION MAP

MENLO PORTAL PROJECT

DRAWN: TAS CHECKED: KMM DATE: 06/24/19 SCALE: 1" = 300' SHEET: 1



# MENLO PORTAL

MULTI-FAMILY HOUSING & OFFICE  
MENLO PARK, CA

UPDATED ENTITLEMENT SUBMITTAL TO THE CITY OF MENLO PARK



**APPENDIX E - TRASH MANAGEMENT**

- \* RECOLOGY NARRATIVE LETTER
- \* ENCLOSURE AND NEW DEVELOPMENT QUESTIONNAIRE - MENLO PORTAL (OFFICE)
- \* ENCLOSURE AND NEW DEVELOPMENT QUESTIONNAIRE - MENLO PORTAL (APARTMENTS)
- \* ENCLOSURE AND NEW DEVELOPMENT GUIDELINES - MENLO PORTAL (OFFICE)
- \* ENCLOSURE AND NEW DEVELOPMENT GUIDELINES - MENLO PORTAL (APARTMENTS)
- \* TRASH MANAGEMENT PLAN - MENLO PORTAL (OFFICE)
- \* TRASH MANAGEMENT PLAN - MENLO PORTAL (APARTMENTS)

**APPENDIX F - GREEN BUILDING**

- \* MULTIFAMILY LEED SCORECARD
- \* OFFICE LEED SCORECARD

**APPENDIX G - WATER BUDGET**

- \* WATER BUDGET - MULTIFAMILY
- \* ALTERNATIVE WATER SOURCE ASSESSMENT

**APPENDIX H - TRANSPORTATION DEMAND MANAGEMENT**

- \* TRANSPORTATION DEMAND MANAGEMENT PLAN

**APPENDIX I - PARKING**

- OFFICE:
- PK101 PARKING PLAN - FLOOR 1
- PK102 PARKING PLAN - FLOOR 2
- RESIDENTIAL:
- PK2.00 PARKING PLAN - FLOOR 1
- PK2.01 PARKING PLAN - FLOOR 2

**APPENDIX J - HORTICULTURAL SCIENCE**

- \* ARBORIST REPORT
- \* HERITAGE TREE REMOVAL PERMIT APPLICATION

**APPENDIX B - AOR\_MULTIFAMILY (CONTINUED)**

- A4.23 STAIR 4 PLANS AND SECTIONS
- A4.23 ELEVATOR 1 & 2 PLANS AND SECTIONS
- A7.00 WALL SECTIONS NORTH
- A7.01 WALL SECTIONS NORTH
- A8.43 METAL CONNECTION DETAILS
- A10.00 TYPE 1A WALL ASSEMBLIES
- A10.01 TYPE 11A WALL ASSEMBLIES
- A10.00 FLOORING AND ROOF ASSEMBLIES
- A10.35 WINDOW SCHEDULE
- A10.41 STOREFRONT SCHEDULE

**APPENDIX C - LANDSCAPE**

- MENLO PORTAL - RESIDENTIAL
- L0.00 - TREE DISPOSITION PLAN
- L1.01 - LANDSCAPE SITE PLAN - OVER ALL
- L1.02 - LANDSCAPE MATERIALS PLAN - LEVEL 1 - NORTH
- L1.03 - LANDSCAPE MATERIALS PLAN - LEVEL 1 - SOUTH
- L1.04 - LANDSCAPE ENLARGEMENT NORTH ENTRY
- L1.05 - LANDSCAPE ENLARGEMENT SOUTH ENTRY
- L1.06 - LANDSCAPE LAYOUT PLAN - LEVEL 1 - NORTH
- L1.07 - LANDSCAPE LAYOUT PLAN - LEVEL 1 - SOUTH
- L1.08 - LANDSCAPE MATERIALS AND LAYOUT - LEVEL 3
- L1.09 - LANDSCAPE 3D VIEW - LEVEL 3 AND 7
- L1.10 - LANDSCAPE MATERIALS AND LAYOUT - LEVEL 7
- L2.01 - PLANTING NOTES & SCHEDULE
- L2.02 - LANDSCAPE PLANTING PLAN - LEVEL 1 - NORTH
- L2.03 - LANDSCAPE PLANTING PLAN - LEVEL 1 - SOUTH
- L2.04 - LANDSCAPE PLANTING PLAN - O.S.
- L3.01 - PRELIMINARY IRRIGATION & HYDROZONE PLAN L1-NORTH
- L3.02 - PRELIMINARY IRRIGATION & HYDROZONE PLAN L1-SOUTH
- L3.03 - PRELIMINARY IRRIGATION & HYDROZONE PLAN O.S.
- I1.01 - LANDSCAPE IRRIGATION PLAN - LEVEL 1 - NORTH
- I1.02 - LANDSCAPE IRRIGATION PLAN - LEVEL 1 - SOUTH
- I1.03 - LANDSCAPE IRRIGATION PLAN - LVL 3 & 7
- I2.01 - LANDSCAPE IRRIGATION DETAILS
- LD-1.1 - LANDSCAPE STREET LEVEL DETAILS 1
- LD-1.2 - LANDSCAPE STREET LEVEL DETAILS 2
- LD-1.3 - LANDSCAPE STREET LEVEL DETAILS 3
- LD-1.4 - LANDSCAPE STREET LEVEL DETAILS 4
- LD-1.5 - LANDSCAPE STREET LEVEL DETAILS 5
- LD-1.6 - LANDSCAPE STREET LEVEL DETAILS 6
- LD-2.1 - LANDSCAPE LEVEL 3 DETAILS 1
- LD-2.2 - LANDSCAPE LEVEL 3 DETAILS 2
- LD-2.3 - LANDSCAPE LEVEL 3 DETAILS 3
- LD-2.4 - LANDSCAPE LEVEL 3 DETAILS 4
- LD-2.5 - LANDSCAPE DETAILS O.S. PLANTING
- LD-3.1 - LANDSCAPE LEVEL 7 DETAILS
- LM-2 - LANDSCAPE MATERIALS 2-COURTYARDS

**MENLO PORTAL - OFFICE**

- L1.1 - TREE REMOVAL PLAN
- L2.1 - LANDSCAPE PLAN - STREET LEVEL
- L2.2 - LANDSCAPE PLAN - ROOF DECK
- L3.1 - LANDSCAPE MATERIALS PALETTE
- L4.1 - PLANT LIST AND IRRIGATION DESIGN INTENT
- L4.2 - PRELIMINARY IRRIGATION & HYDROZONE PLAN-STREET LEVEL
- L4.3 - PRELIMINARY IRRIGATION & HYDROZONE PLAN-ROOF DECK
- L5.1 - PLANTING DETAILS
- L5.2 - IRRIGATION DETAILS
- L5.3 - LANDSCAPE DETAILS

**APPENDIX D - CIVIL**

- 01 - DATA SHEET (CIVIL PORTION ONLY)
- 02 - FEMA MEMO LETTER
- 03 - IMPERVIOUS WORKSHEET
- 04 - PRELIMINARY HYDROLOGY REPORT
- 05 - STORM WATER MANAGEMENT PLAN REPORT
- 06 - OPERATIONS AND MAINTENANCE AGREEMENT
- 07 - VEHICLE CIRCULATION PLAN (SHEET VC-1)
- 08 - LOT LINE ADJUSTMENT PLOT PLAN (SHEET LLA-1)
- 09 - SITE COVERAGE PLAN (SHEET SC-1)
- 10 - SB330 SUBMITTAL PLANS - SEE SPECIFIC SHEET INDEX BELOW.
- PLANS:
- C1.0 - BOUNDARY AND TOPOGRAPHIC SURVEY
- C2.0 - SITE PLAN
- C3.0 - GRADING PLAN
- C4.0 - UTILITY PLAN
- C5.1 - STORM WATER MANAGEMENT PLAN
- C6.0 - CONSTRUCTION DETAILS
- C7.0 - EROSION CONTROL PLAN
- C8.0 - BEST MANAGEMENT PRACTICES

**APPENDIX B - AOR\_MULTIFAMILY**

- A0.01 PROJECT INFORMATION
- A0.20 ACCESSIBILITY COMPLIANCE DETAILS 11A
- A0.21 ACCESSIBILITY COMPLIANCE DETAILS 11A
- A0.22 ACCESSIBILITY COMPLIANCE DETAILS 11B
- A0.23 ACCESSIBILITY COMPLIANCE DETAILS 11B

- A0.30 ALLOWABLE AREA CALCULATIONS
- A0.31 ALLOWABLE AREA CALCULATIONS
- A0.32 ALLOWABLE AREA CALCULATIONS
- A0.33 ALLOWABLE AREA CALCULATIONS
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- A0.41 EGRESS DIAGRAM FLOOR 1
- A0.42 EGRESS DIAGRAM FLOOR 2
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- A2.01 - A - BUILDING PLAN FLOOR 2
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- A3.01 - BUILDING COURTYARD ELEVATION OVERALL
- A3.01M - BUILDING MATERIAL COURTYARD ELEVATION OVERALL
- A3.01MI - BUILDING MATERIAL IDENTIFICATION COURTYARD ELEVATION OVERALL
- A3.02 - BUILDING ELEVATIONS NORTH
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- A3.03MI - BUILDING MATERIAL IDENTIFICATION ELEVATIONS EAST
- A3.04 - BUILDING ELEVATION SOUTH
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- A3.06M - BUILDING MATERIAL COLOR COURTYARD ELEVATION
- A3.06MI - BUILDING MATERIAL IDENTIFICATION COURTYARD ELEVATION
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- A-001b URBAN CONTEXT - INTEGRATION WITH CONNECT MENLO MOBILITY NETWORK
- A-001c CODE SUMMARY
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- \* DEVELOPMENT PERMIT APPLICATION FORM
- \* DATA SHEET
- \* PROJECT DESCRIPTION LETTER
- \* EXISTING FLOOR PLANS AND ELEVATIONS
- \* REQUEST FOR EVALUATION FOR POTENTIAL HISTORIC SIGNIFICANCE
- \* ENVIRONMENTAL INFORMATION FORM
- \* MENLO PARK FIRE PROTECTION DISTRICT APPROVAL
- \* COMMUNITY AMENITY PROPOSAL
- \* BELOW MARKET RATE HOUSING PROPOSAL
- \* PRELIMINARY CONSTRUCTION PHASING AND TRAFFIC HANDLING PLAN

**GENERAL PROJECT INFORMATION**

**PROJECT SUMMARY:**  
THE PROJECT CONSISTS OF TWO BUILDINGS:  
1. AN ALL-NEW THREE-STORY COMMERCIAL BUILDING, INCLUDING OFFICE SPACE ON THE THIRD FLOOR, AND PARKING, COMMERCIAL AND AMENITY SPACES ON THE FIRST AND SECOND FLOORS.

2. AN ALL-NEW FIVE-STORY MULTI-FAMILY APARTMENT BUILDING, WITH AMENITY AND SUPPORT SPACES, OVER TWO STORIES OF STRUCTURED PARKING, RESIDENTIAL APARTMENTS AND SUPPORTIVE SPACES. THE HIGHEST OCCUPIED FLOOR, THE 7TH FLOOR WILL BE LESS THAN 75 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT ACCESS AND THEREFORE THE BUILDING IS NOT A HIGH-RISE STRUCTURE.

**COMMERCIAL OFFICE BUILDING (OB-1)**  
PROJECT ADDRESS: 104 CONSTITUTION DRIVE, MENLO PARK, CA  
LOT: PARCEL A  
LOT AREA: 38,143 SF  
APN: 055-239-010  
ZONING: R-MU-B  
HEIGHT: 40'-1" (55'-0" INCLUDING STAIR ENCLOSURE)  
NUMBER OF STORIES: 3

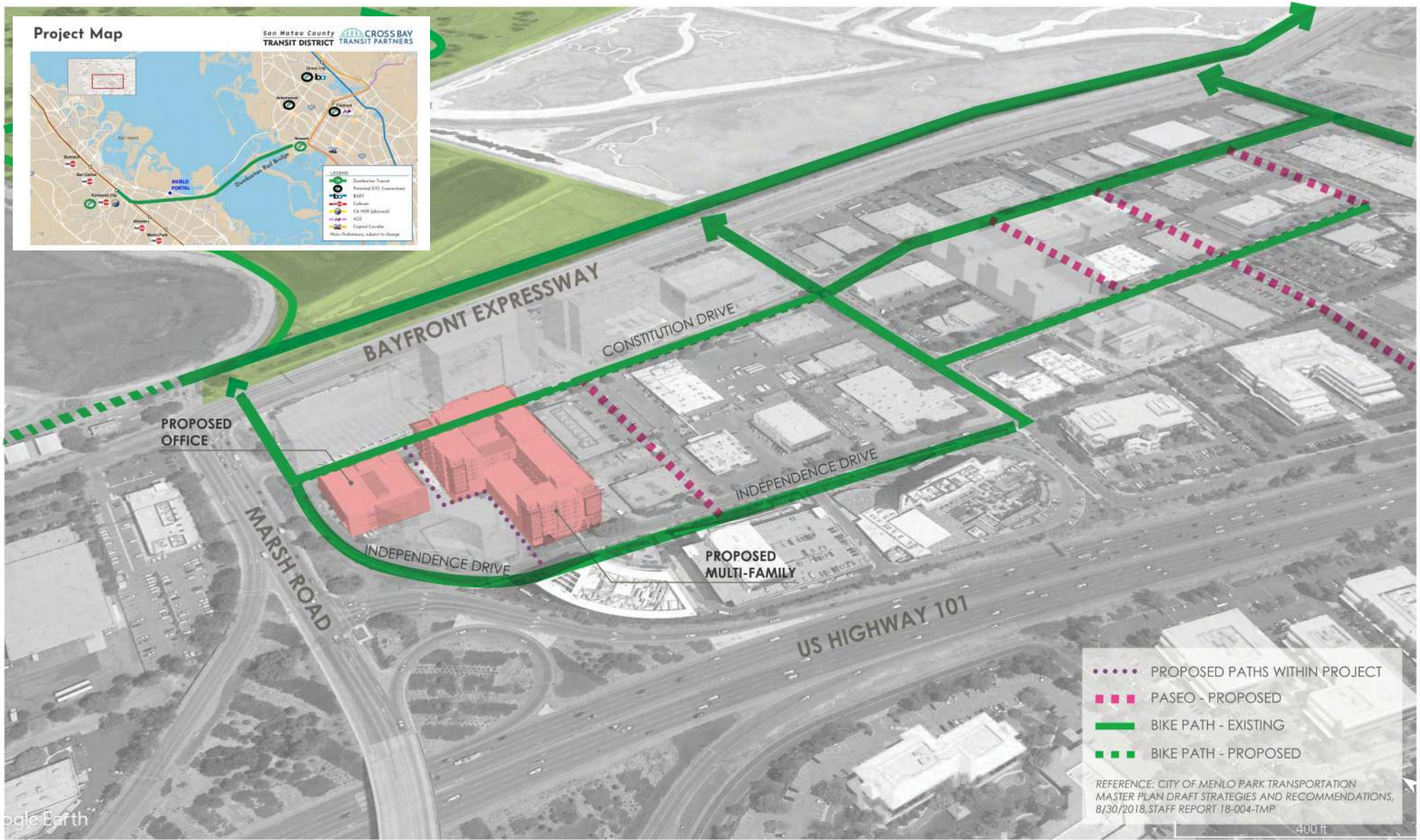
**MULTI - FAMILY BUILDING (MF-1)**  
PROJECT ADDRESS: 112 CONSTITUTION DRIVE, MENLO PARK, CA  
LOT: PARCEL B  
LOT AREA: 101,425 SF  
APN: 110 CONSTITUTION DR 055-230-020 AND 115 INDEPENDENCE DR 055-230-190  
ZONING: R-MU-B  
HEIGHT: 83'-1" (92'-0" INCLUDING STAIR ENCLOSURE)  
NUMBER OF STORIES: 7

**CODE INFORMATION:**  
REFER SHEET A-001c TO A-001i FOR THE COMMERCIAL OFFICE BUILDING PROJECT CODE INFORMATION.  
REFER AOR DOCUMENTS IN APPENDIX B FOR THE MULTIFAMILY PROJECT CODE INFORMATION.



**Project Map**

San Mateo County **CROSS BAY TRANSIT DISTRICT** TRANSIT PARTNERS



- ..... PROPOSED PATHS WITHIN PROJECT
- ■ ■ PASEO - PROPOSED
- BIKE PATH - EXISTING
- - - BIKE PATH - PROPOSED

REFERENCE: CITY OF MENLO PARK TRANSPORTATION MASTER PLAN DRAFT STRATEGIES AND RECOMMENDATIONS, 8/30/2018, STAFF REPORT 18-004-TMP



**OFFICE BUILDING CODE SUMMARY**

**CHAPTER 3 - OCCUPANCY GROUPS**

SECTION 304 - OCCUPANCY GROUP B

**CHAPTER 5 - ALLOWABLE HEIGHTS AND AREAS**

MAXIMUM HEIGHT:  
B OCCUPANCY / 75'  
A-2 OCCUPANCY / 75'  
S-2 OCCUPANCY / 75'

MAXIMUM # OF STORIES:  
B OCCUPANCY   4  

ALLOWABLE BUILDING AREA PER LEVEL:  
B OCCUPANCY - 57,000 SF  
S-2 OCCUPANCY - 78,000 SF

REQUIRED SEPARATION OF OCCUPANCIES:  
B TO S-2: 1-HR

**CHAPTER 6 - TYPES OF CONSTRUCTION**

**TYPE III-B CONSTRUCTION**

PRIMARY STRUCTURAL FRAME: 0 HRS  
BEARING WALLS (EXT): 2 HRS  
BEARING WALLS (INT): 0 HRS  
NON-BEARING EXT WALLS: 0 HR> 30', 1 HR <30\*\*  
NON-BEARING INT WALLS: 0 HRS  
FLOOR CONSTRUCTION: 0 HRS  
ROOF CONSTRUCTION: 0 HRS

\*Open Parking Garages complying with Section 406 shall not be required to have a fire resistant rating.

**CHAPTER 7 - FIRE AND SMOKE PROTECTION FEATURES**

OPENINGS: PER TABLE 705.8. THE MAXIMUM AREA OF UNPROTECTED EXTERIOR WALL OPENINGS FOR SPRINKLERED BUILDINGS, BASED ON DISTANCE FROM A SHARED PROPERTY LINE, IS AS NOTED:

3' TO 5' 15% OF WALL ALLOWED TO BE OPEN (WINDOWS + DOORS)  
5' TO 10' 25%  
10' TO 15' 45%  
15' TO 20' 75%  
OVER 20' NO LIMIT

SECTION 705.11 PARAPETS SHALL BE PROVIDED WHERE EXTERIOR WALL HAS TO BE RATED.

SECTION 713.4 SHAFT ENCLOSURES. SHAFTS SHALL BE 1-HR WHERE CONNECTING LESS THAN FOUR STORIES.

SECTION 716. PROTECTION FOR DOORS IN FIRE RATED ASSEMBLIES SHALL COMPLY WITH TABLE 716.5

**CHAPTER 9-FIRE PROTECTION SYSTEMS**

FIRE SPRINKLER SYSTEM TO BE NFPA 13.  
CLASS I WET COMBINATION SPRINKLER SYSTEM THROUGHOUT.

**CHAPTER 10 - MEANS OF EGRESS**

TABLE 1004.1.2 OCCUPANT LOADS FOR EACH SPACE ARE AS NOTED BELOW:

STORAGE AREAS: 300 SF/PERSON  
ROOF DECKS (ASSEMBLY W/OUT FIXED SEATING): 15 SF/PERSON  
LEASING OFFICE (BUSINESS AREAS): 100 SF/PERSON  
PARKING GARAGES: 200 SF/PERSON

SECTION 1005 MEANS OF EGRESS SIZING:  
STAIRWAYS SHALL BE CALCULATED BY MULTIPLYING THE OCCUPANT LOAD x 0.3"  
DOORS SHALL BE CALCULATED BY MULTIPLYING THE OCCUPANT LOAD x 0.2"

TABLE 1006.2.1 TWO OR MORE EXITS ARE REQUIRED FOR SPACES BASED ON THE FOLLOWING:  
B OCCUPANCIES: > 49 PERSONS (2 EXITS)  
S OCCUPANCIES: > 29 PERSONS (2 EXITS)

MAXIMUM COMMON PATH OF TRAVEL:

B OCCUPANCIES: 100 FEET  
S OCCUPANCIES: 100 FEET

SECTION 1009.1 ACCESSIBLE MEANS OF EGRESS SHALL BE PROVIDED EITHER BY MEANS OF AN ELEVATOR PROVIDED WITH EMERGENCY POWER PER SECTION 1009.4, OR BY MEANS OF A HORIZONTAL EXIT SUCH AS AN AREA SEPARATION WALL. IF A HORIZONTAL EXIT IS USED, THE STAIRS SHALL COMPLY WITH SECTION 1009.3, PROVIDING AN AREA OF REFUGE.

DOORS SHALL COMPLY WITH SECTION 1010  
STAIRWAYS SHALL COMPLY WITH SECTION 1011  
RAMPS SHALL COMPLY WITH SECTION 1012

SECTION 1017 EXIT ACCESS DISTANCE: 300' MAXIMUM IN 'B' OCCUPANCIES WHERE PROVIDED WITH AN AUTOMATIC SPRINKLER SYSTEM; 400' FOR S OCCUPANCIES.

**CHAPTER 11B-ACCESSIBILITY FOR COMMERCIAL BUILDINGS**

- ALL COMMERCIAL AREAS SHALL BE SERVED BY AN ACCESSIBLE ROUTE  
- ALL COMMON SPACES SHALL BE FULLY ACCESSIBLE

**PROJECT SUMMARY**

**COMMERCIAL OFFICE BUILDING (OB-1)**

PROJECT ADDRESS: 104 CONSTITUTION DRIVE  
APN: 055-230-010  
LOT: PARCEL A  
LOT AREA: 38,143 SF  
ZONING DISTRICT: R-MU-B  
PROPOSED USE: B OFFICE; AND S2 STORAGE (PARKING)  
TYPE OF BUILDING: COMMERCIAL OFFICE BUILDING  
BUILDING HEIGHT: 40'-1" (55'-0" INCLUDING STAIR ENCLOSURE)  
NUMBER OF STORIES: 3

**CODES USED**

BUILDING CODE: 2019 CALIFORNIA BUILDING CODE (CBC)  
LIFE SAFETY CODE: NFPA 72 NATIONAL FIRE ALARM AND SIGNALING CODE, 2019 ED.  
FIRE CODES: 2019 CALIFORNIA FIRE CODE  
NFPA 13 STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2019 ED.  
NFPA 14 STANDARD FOR THE INSTALLATION OF STANDPIPE AND HOSE SYSTEMS, 2019 ED.  
NFPA 20 STANDARD FOR THE INSTALLATION OF STATIONARY PUMPS FOR FIRE PROTECTION, 2019 ED.  
NFPA 72 NATIONAL FIRE ALARM AND SIGNALING CODE, 2019 ED.  
NFPA 110 STANDARD FOR EMERGENCY AND STANDBY POWER SYSTEMS, 2019 ED.  
CA STATE FIRE MARSHAL REQUIREMENTS  
ACCESSIBILITY CODE: 2019 CALIFORNIA BUILDING CODE (CBC), SECTIONS 10, 11, 30  
ENERGY CODE: 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE  
2019 CA ENERGY CODE  
STRUCTURAL CODE: 2019 CA BUILDING CODE  
MECHANICAL CODE: 2019 CA MECHANICAL CODE  
ELECTRICAL CODE: 2019 CA ELECTRICAL CODE  
PLUMBING CODE: 2019 CA PLUMBING CODE  
PLANNING CODE: MENLO PARK MUNICIPAL CODE  
ELEVATOR CODE: CCR-TITLE 6-ELEVATOR SAFETY ORDERS WITH ASME A17.1-2004 FOR GROUP-4 ELEVATORS  
OTHER MISC. CODES: MENLO PARK MUNICIPAL CODE  
PG&E GREEN BOOK REQUIREMENTS

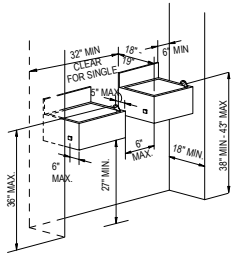
**PROJECT SUMMARY**

AN ALL NEW THREE-STORY COMMERCIAL BUILDING, INCLUDING OFFICE SPACE OF THE THIRD FLOOR, AND PARKING, COMMERCIAL AND AMENITY SPACES ON THE FIRST AND SECOND FLOORS.



**MENLO PORTAL**  
104 & 110 CONSTITUTION DR, 115 INDEPENDENCE DRIVE, MENLO PARK, CA  
06-25-2021

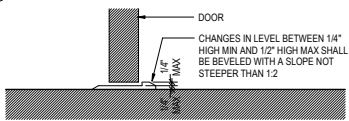
CODE SUMMARY



**RECESSED FOUNTAINS**  
 NOTE:  
 • WITHIN ALCOVES MINIMUM 18" DEEP AND 32" MIN. CLR. WHEN A SINGLE FOUNTAIN IS PERMITTED.  
 • IF ALCOVE DEPTH > 24" THEN ALCOVE WIDTH MUST BE 36" MIN.  
 • PROVIDE MANEUVERING CLEARANCE PER 11B-305.7  
 • CONTRACTOR SHALL COORDINATE WITH SIZE OF WATER FOUNTAIN TO BE USED AND SIZE ALCOVE ACCORDINGLY COMPLYING WITH REQUIREMENTS AND RECOMMENDATIONS AND COORDINATING WITH THE ARCHITECT.

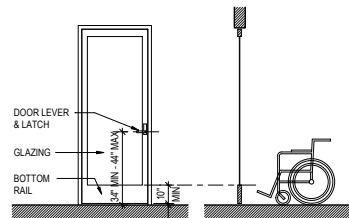
REFER TO CBC 2019 11B-211, 11B-602

7 ACCESSIBILITY DIAGRAM - DRINKING FOUNTAINS



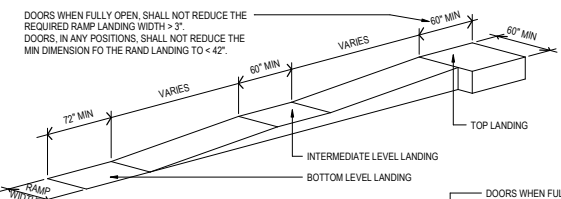
REFER TO CBC 2019 11B-302, 11B-303, 11B-404.2.5

6 ACCESSIBILITY DIAGRAM - DOOR THRESHOLDS

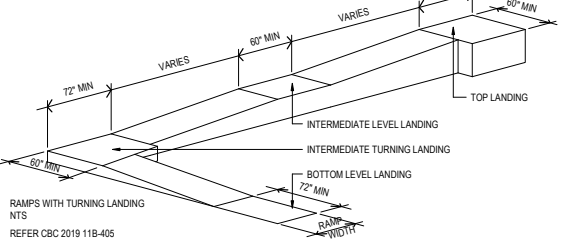


NOTE:  
 • DOOR OPENINGS SHALL PROVIDE A CLEAR WIDTH OF 32" MIN. CLEAR OPENINGS OF DOORWAYS WITH SWINGING DOORS SHALL BE MEASURED BETWEEN THE FACE OF THE DOOR AND THE STOP, WITH THE DOOR OPEN 90 DEG.  
 • THE FLOOR WITHIN THE MIN MANEUVERING CLEARANCE EACH SIDE OF DOORS SHALL BE LEVEL.  
 • THE BOTTOM 10" OF SWINGING DOORS AND GATES SURFACES (EXCEPT AUTOMATIC AND SLIDING DOORS) SHALL HAVE A SMOOTH SURFACE ON THE PUSH SIDE EXTENDING THE FULL WIDTH OF THE DOOR OR GATE.  
 • FOR DOOR LEVER & LATCHES ALSO REFER TO CBC 2019 11B-305.4  
 • REFER CBC 2019 11B-404

5 ACCESSIBILITY DIAGRAM - DOORS & THRESHOLDS

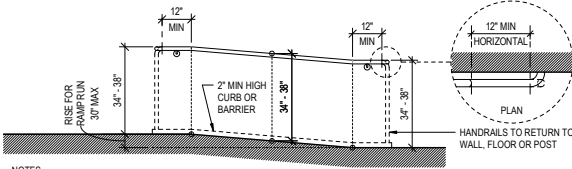


DOORS WHEN FULLY OPEN, SHALL NOT REDUCE THE REQUIRED RAMP LANDING WIDTH > 3'



DOORS, IN ANY POSITIONS, SHALL NOT REDUCE THE MIN DIMENSION FO THE RAND LANDING TO < 42"

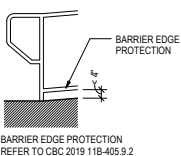
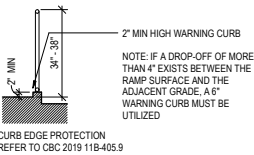
3 ACCESSIBILITY DIAGRAMS - RAMP DIMENSIONS



- NOTES
- MAXIMUM RAMP SLOPE IS 1:12. MAXIMUM CROSS SLOPE IS 1:48.
  - MINIMUM CLEAR WIDTH IS 48", EXCEPT RAMP IN RESIDENTIAL USES WHERE MINIMUM CLEAR WIDTH IS 36" WHEN THE OCCUPANT LOAD IS LESS THAN 50.
  - HANDRAILS MAY PROJECT INTO REQUIRED CLEAR WIDTH OF RAMP AT EACH SIDE 3 1/2" MAX AT THE HANDRAIL HEIGHT.
  - SHALL BE A STABLE, FIRM, AND SLIP RESISTANT SURFACE.
  - AT DOOR LANDINGS, HANDRAILS ARE NOT REQUIRED ON RAMP RUNS < 6" IN RISE OR 72" IN LENGTH
  - A CURB, 2" HIGH MIN. OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4" DIA SPHERE, WHERE ANY PORTION OF THE SPHERE IS WITHIN 4" OF THE FINISH FLOOR OR GROUND SURFACE
  - PROVIDE SECOND SET OF HANDRAILS AT 24" ABOVE NOSING WHEN CHILDREN ARE THE PRIMARY USERS

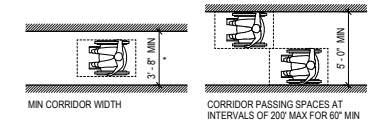
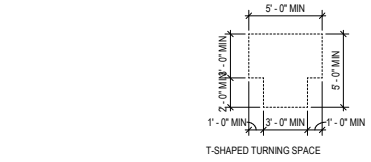
REFER TO CBC 2019 11B-405

2 ACCESSIBILITY DIAGRAM - RAMPS & HANDRAILS

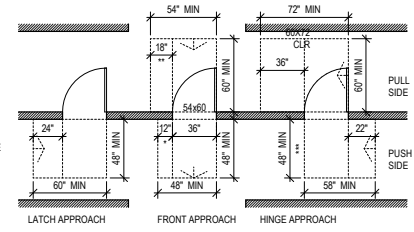


NOTE: IF A DROP-OFF OF MORE THAN 4" EXISTS BETWEEN THE RAMP SURFACE AND THE ADJACENT GRADE, A 6" WARNING CURB MUST BE UTILIZED

REFER TO CBC 2019 11B-405.9.2

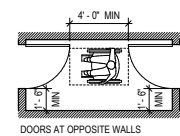
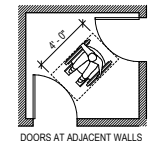
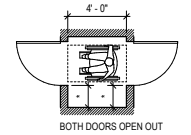
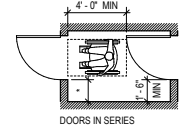


NOTE:  
 • 36" MIN IF CORRIDORS & HALLWAYS SERVE AN OCCUPANT LOAD LESS THAN 10  
 • REFER TO CBC 2019 11B-304.3.2, 11B-403.5  
 • CORRIDOR & HALLWAY WIDTHS

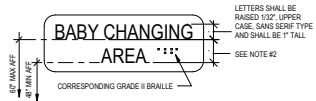


NOTE:  
 • MINIMUM CLEAR DOOR OPENING IS 32".  
 • DIAGRAMS ASSUME DOORS WITH LATCHES & CLOSERS.  
 • \* FRONT APPROACH PUSH SIDE DOES NOT REQUIRE 12" SIDE CLEARANCE WITHOUT LATCH & CLOSER  
 • \*\* FRONT APPROACH PULL SIDE REQUIRES 24" SIDE CLEARANCE AT EXTERIOR DOORS.  
 • \*\*\* HINGE APPROACH PUSH SIDE REQUIRES ONLY REQUIRES 44" WIDTH WITHOUT LATCH & CLOSER  
 • ALL DOORS IN ALCOVES SHALL COMPLY WITH THE FRONT APPROACH CLEARANCES  
 • FLOOR OR GROUND SURFACE WITHIN REQUIRED MANEUVERING CLEARANCES SHALL COMPLY WITH 11B-302. CHANGES IN LEVEL ARE NOT PERMITTED. EXCEPTIONS: SLOPES NOT STEEPER THAN 1:48 SHALL BE PERMITTED. CHANGES IN LEVEL AT THRESHOLDS COMPLYING WITH 11B-404.2.5 SHALL BE PERMITTED.  
 • REFER TO CBC 2019 11B-302, 11B-403.3, 11B-404.2.4, MANEUVERING CLEARANCES AT DOORS

1 ACCESSIBILITY DIAGRAM - DOOR CLEARANCES



NOTE:  
 • 12" MIN SIDE CLEARANCE REQUIRED IF DOORS HAVE LATCHES & CLOSERS  
 • REFER TO CBC 2019 11B-404.2.6  
 • MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES

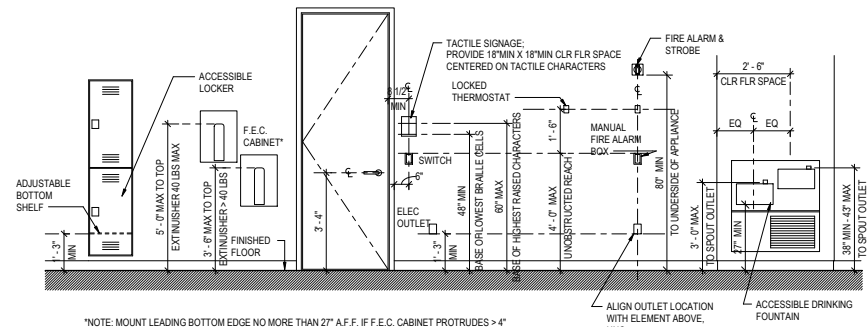


LETTERS SHALL BE RAISED 1/32\"/>

NOTE 1: LITERARY BRAILLE STANDARD DIMENSIONS  
 DOT DIAMETER: .093 INCHES  
 INTER-ROW SPACING: .688 INCHES  
 HORIZONTAL SEPARATION BETWEEN CELLS: .241 INCHES  
 VERTICAL SEPARATION BETWEEN CELLS: .365 INCHES

NOTE 2: BRAILLE SHALL BE LOCATED 48\"/>

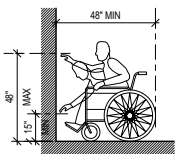
7 BABY CHANGING STATION SIGN



\*NOTE: MOUNT LEADING BOTTOM EDGE NO MORE THAN 27\"/>

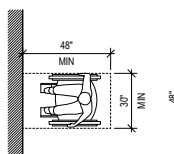
REFER TO CBC 2019 11B-305.7 (MANEUVERING CLEARANCE IN ALCOVE), 11B-306.3 (KNEE CLEARANCE), 11B-308.1.1 (ELEC. OUTLET), 11B-404.2.7 (DOOR HANDLE), 11B-602.4 & 11B-602.7 (DRINKING FOUNTAIN SPOUT HEIGHT), 11B-703.4.1 & 11B-703.4.2 (TACTILE SIGNAGE), 9-906.9 (FIRE EXTINGUISHER), 9-907.4.26 (MANUAL FIRE ALARM BOX)

8 ACCESSIBILITY DIAGRAM - TYPICAL MOUNTING HEIGHTS



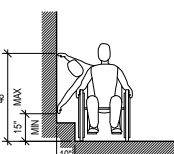
A

UNOBSTRUCTED FORWARD REACH LIMIT  
 REFER TO CBC 2019 11B-308.2.1



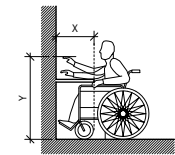
C

POSITION OF CLEAR FLOOR OR GROUND SPACE - FORWARD APPROACH  
 REFER TO CBC 2019 11B-305.5



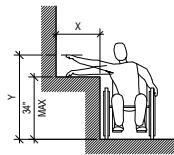
D

UNOBSTRUCTED SIDE REACH  
 REFER TO CBC 2019 11B-308.3.1



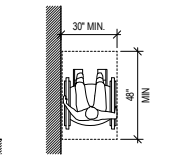
B

OBSTRUCTED HIGH FORWARD REACH  
 REFER TO CBC 2019 11B-308.2.2



E

OBSTRUCTED HIGH SIDE REACH  
 REFER TO CBC 2019 11B-308.3.2



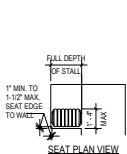
F

POSITION OF CLEAR FLOOR OR GROUND SPACE - PARALLEL APPROACH  
 REFER TO CBC 2019 11B-305.5

NOTES:  
 • CLEAR FLOOR SPACE BENEATH SHALL EXTEND NOT < X  
 • WHEN X IS 20 INCHES MAX, THEN Y SHALL BE 48 INCHES MAX  
 • WHEN X > 20 TO 25 INCHES, THEN Y SHALL BE 44 INCHES MAX

NOTES:  
 • X SHALL BE 24 INCHES MAX  
 • WHEN X IS 10 INCHES MAX, THEN Y SHALL BE 48 INCHES MAX  
 • WHEN X > 10 TO 24 INCHES, THEN Y SHALL BE 46 INCHES MAX

9 ACCESSIBILITY DIAGRAM - REACH REQUIREMENTS

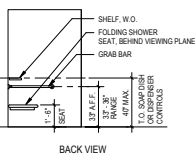


3

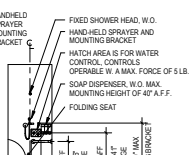
PLAN - ACCESSIBLE SHOWER COMPARTMENT - ALTERNATE ROLL-IN SHOWER WITH OPTIONAL ENCLOSURE

NOTE:  
 HAND-HELD SPRAYERS UNIT SHALL BE MOUNTED NO MORE THAN 27\"/>

10 ACCESSIBLE SHOWER COMPARTMENT



4



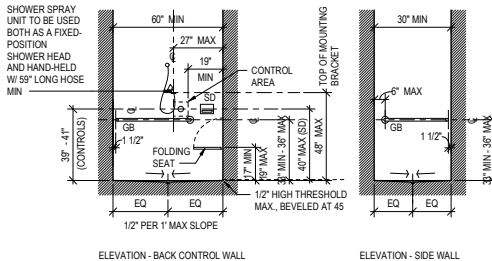
5

PLAN - ACCESSIBLE SHOWER COMPARTMENT - SHOWER WITH HAND-HELD SPRAYER MOUNTING BRACKET

NOTE:  
 HAND-HELD SPRAYERS UNIT SHALL BE MOUNTED NO MORE THAN 27\"/>

NOTE:  
 HAND-HELD SPRAYERS UNIT SHALL BE MOUNTED NO MORE THAN 27\"/>

11 ACCESSIBLE SHOWER COMPARTMENT

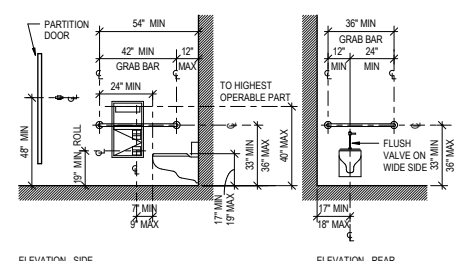


6

NOTE:  
 1. CONTROLS, FAUCETS AND SHOWER SPRAY UNIT SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAX.  
 2. SHOWER CURTAIN SHALL BE MOUNTED 80 INCHES HIGH MINIMUM FROM FINISHED FLOOR, AND BE COMPLETED WITH CBC 11B-307

REFER TO CBC 2019 11B-309.4, 11B-608, 11B-609

12 ACCESSIBILITY DIAGRAM - SHOWER

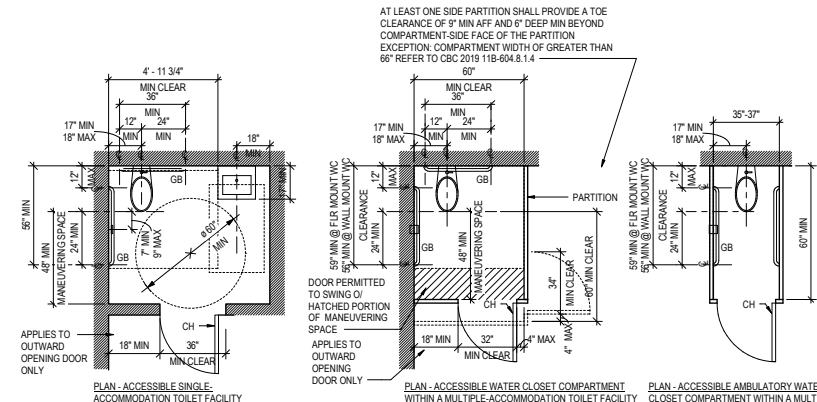


8

NOTE:  
 FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC. HAND OPERATED FLUSH CONTROLS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAX. FLUSH CONTROLS SHALL BE LOCATED 44\"/>

REFER TO CBC 2019 11B-309, 11B-604, 11B-609

13 ACCESSIBILITY DIAGRAM - WATER CLOSETS



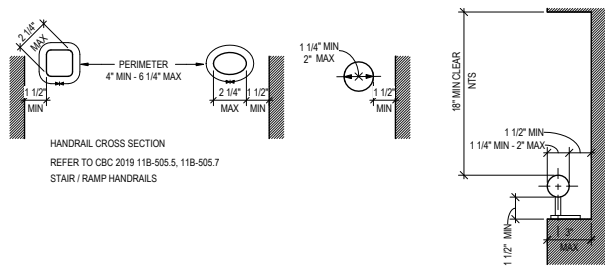
14

PLAN - ACCESSIBLE SINGLE ACCOMMODATION TOILET FACILITY

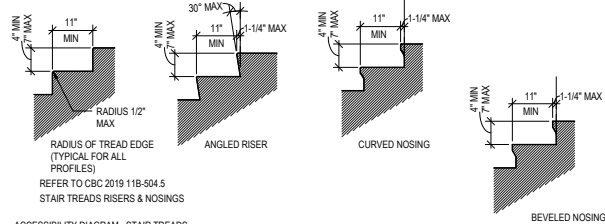
NOTE:  
 DOORS SHALL NOT SWING INTO THE CLEAR FLOOR SPACE OR CLEARANCE REQUIRED FOR ANY FIXTURE. DOORS MAY SWING INTO THAT PORTION OF MANEUVERING SPACE DOES NOT OVERLAP THE CLEARANCE REQUIRED AT A WC. MAX FLOOR SLOPE IS 1:48

REFER TO CBC 2019 11B-603, 11B-604

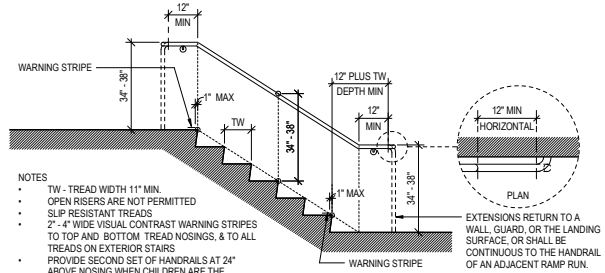
15 ACCESSIBILITY DIAGRAM - WATER CLOSET ROOMS



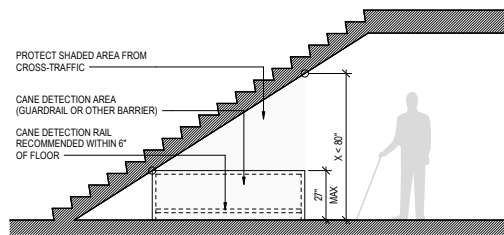
1 ACCESSIBILITY DIAGRAM - STAIR HANDRAILS



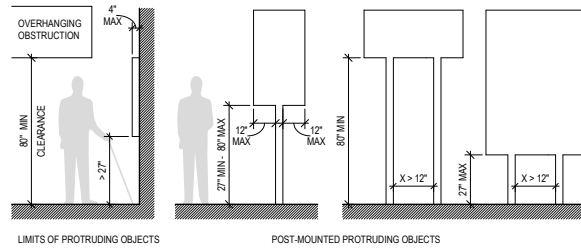
10 ACCESSIBILITY DIAGRAM - STAIR TREADS  
& NOSINGS



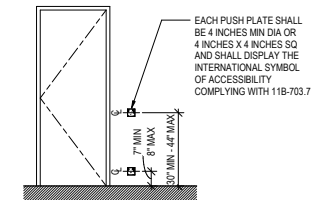
11 ACCESSIBILITY DIAGRAM - STAIRS & HANDRAILS



12 ACCESSIBILITY DIAGRAM - VERTICAL  
CLEARANCE



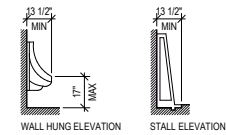
7 ACCESSIBILITY DIAGRAM - PROTRUDING  
OBJECTS



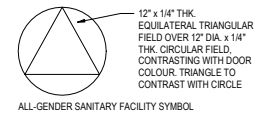
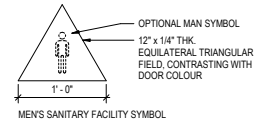
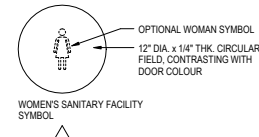
AT EACH LOCATION WHERE PUSH PLATES ARE PROVIDED THERE SHALL BE TWO PUSH PLATES

REFER CBC 2019 11B-404.2.9

3 ACCESSIBILITY DIAGRAM - PUSH PLATE  
MOUNTING HEIGHTS

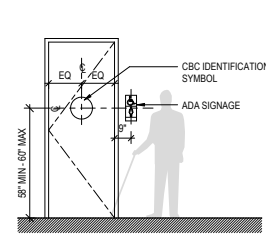


2 ACCESSIBILITY DIAGRAM - URINAL

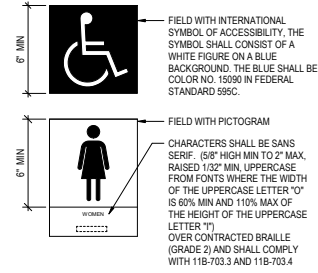


NOTE: PICTOGRAMS AND/OR LETTERING ARE NOT REQUIRED ON DOOR-MOUNTED SIGNAGE  
REFER TO CBC 2019 11B-703.7.2.6  
CBC IDENTIFICATION SYMBOLS

3 ACCESSIBILITY DIAGRAM - CBC IDENTIFICATION  
SYMBOLS

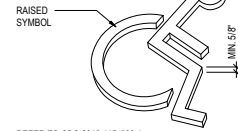


4 ACCESSIBILITY DIAGRAM - SIGNAGE LOCATION



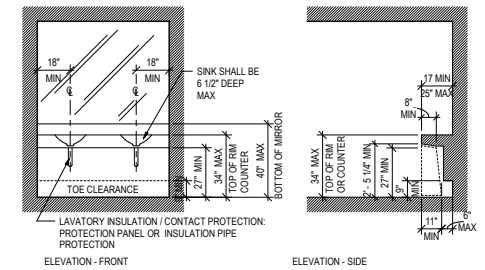
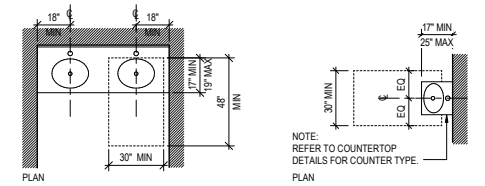
WHERE BOTH VISUAL AND TACTILE CHARACTER ARE REQUIRED EITHER ONE SIGN WITH BOTH VISUAL AND TACTILE CHARACTERS, OR TWO SEPARATE SIGNS, ONE WITH VISUAL AND ONE WITH TACTILE CHARACTERS, SHALL BE PROVIDED. STROKE THICKNESS OF THE UPPERCASE LETTER "I" SHALL BE 15% MAX OF THE HEIGHT OF THE CHARACTER.

WHERE PERMANENT IDENTIFICATION SIGNAGE IS PROVIDED FOR ROOMS AND SPACES THEY SHALL BE LOCATED ON THE APPROACH SIDE OF THE DOOR AS ONE ENTERS THE ROOM OR SPACE. SIGNS THAT IDENTIFY EXISTS SHALL BE LOCATED ON THE APPROACH SIDE OF THE DOOR AS ONE EXITS THE ROOM OR SPACE.



REFER TO CBC 2019 11B-703.1, 11B-703.2

6 ACCESSIBILITY DIAGRAM - ADA SIGNAGE

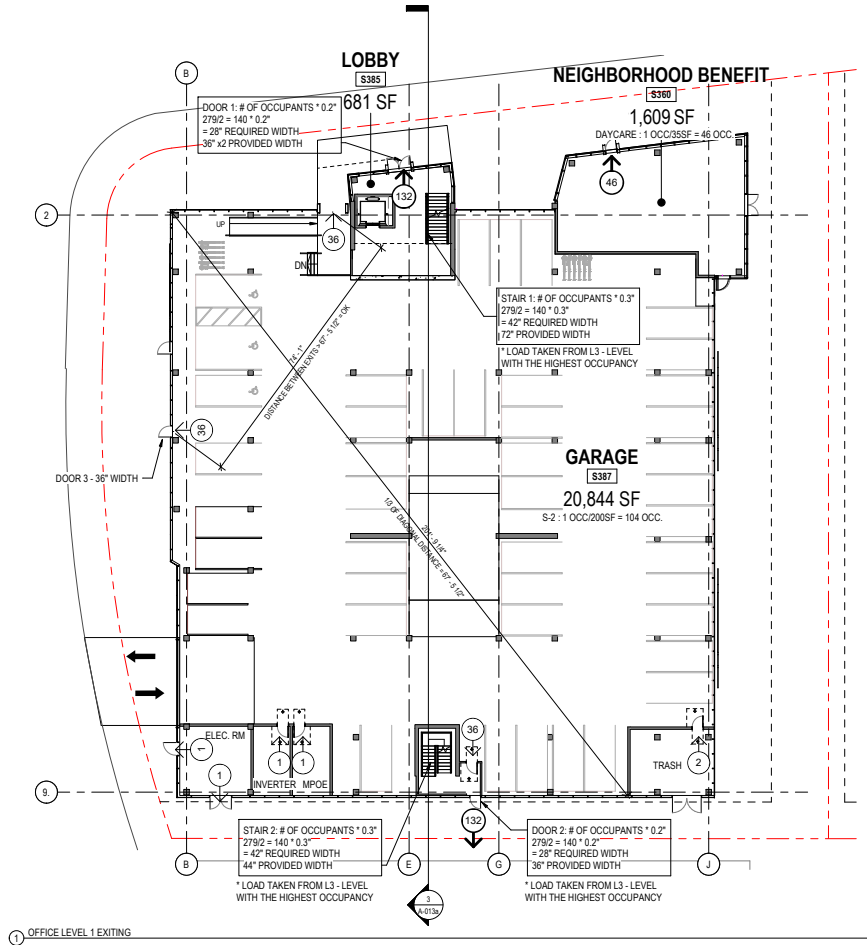
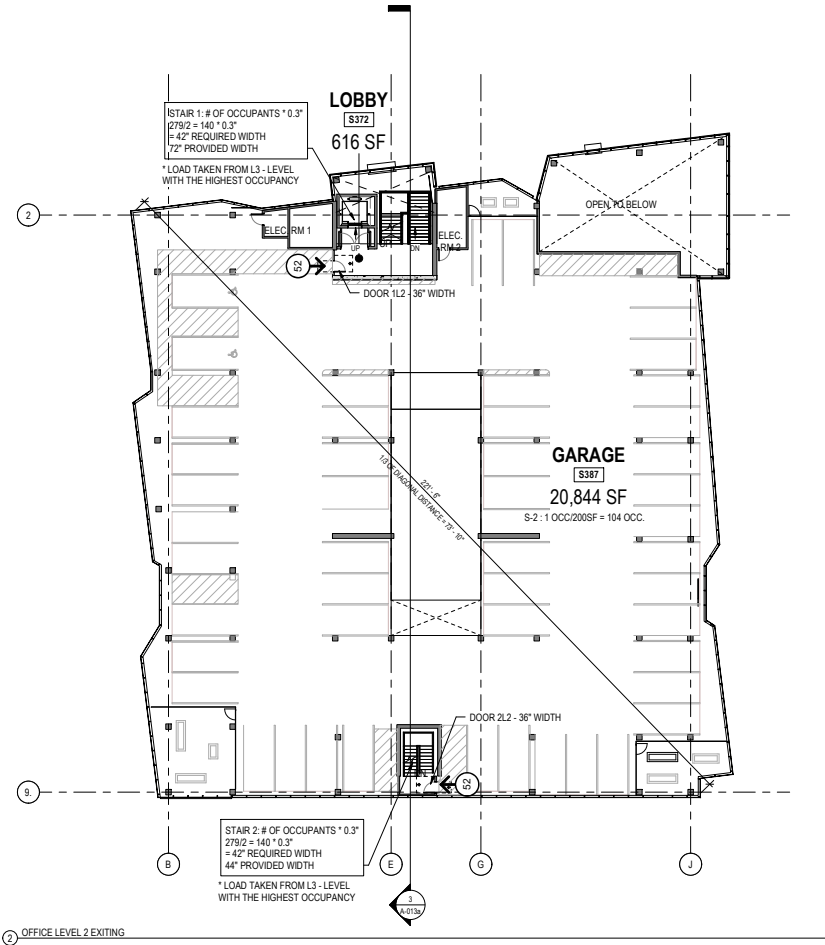


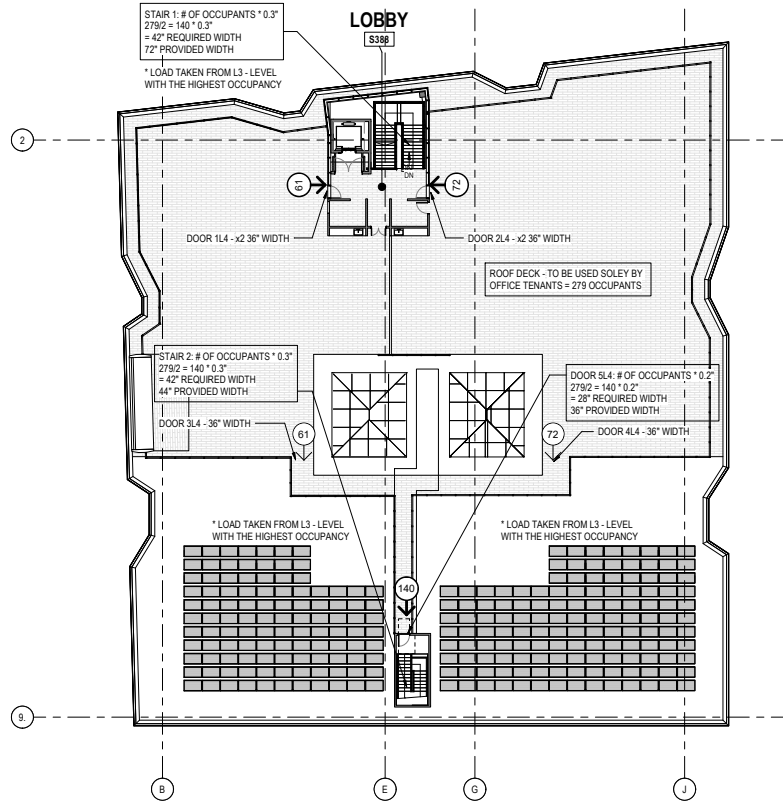
NOTE: LAVATORY FAUCET CONTROLS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAX. HAND-OPERATED METERING FAUCETS SHALL REMAIN OPEN FOR 10 SEC MIN

REFER TO CBC 2019 11B-305.2, 11B-306.2, 11B-306.3, 11B-606.1, 11B-606.5, 11B-606.2.2, 11B-606.7

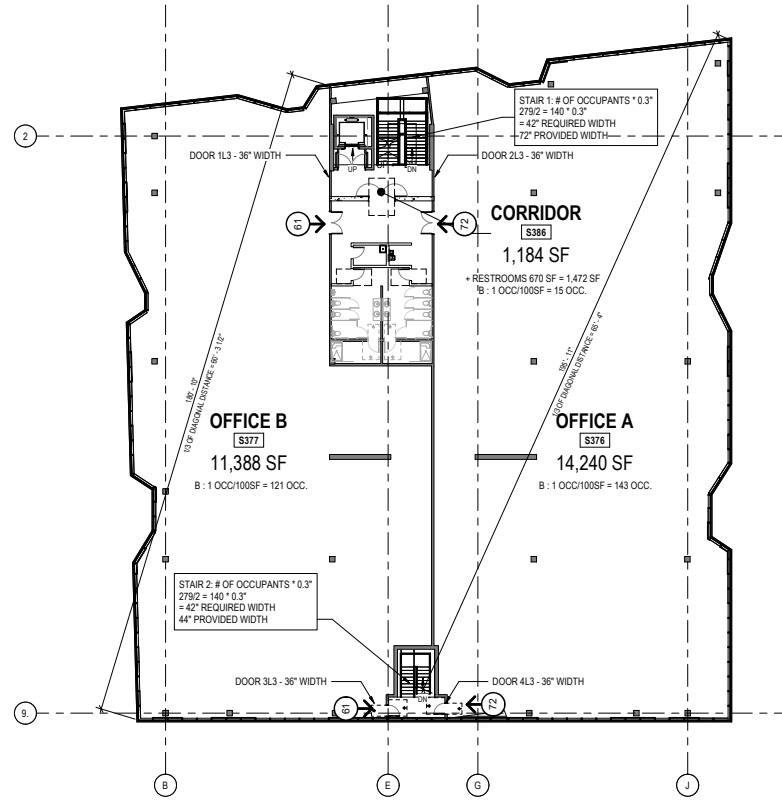
1 ACCESSIBILITY DIAGRAM - LAVATORY  
COUNTERS







2 OFFICE ROOF LEVEL EXITING



1 OFFICE LEVEL 3 EXITING

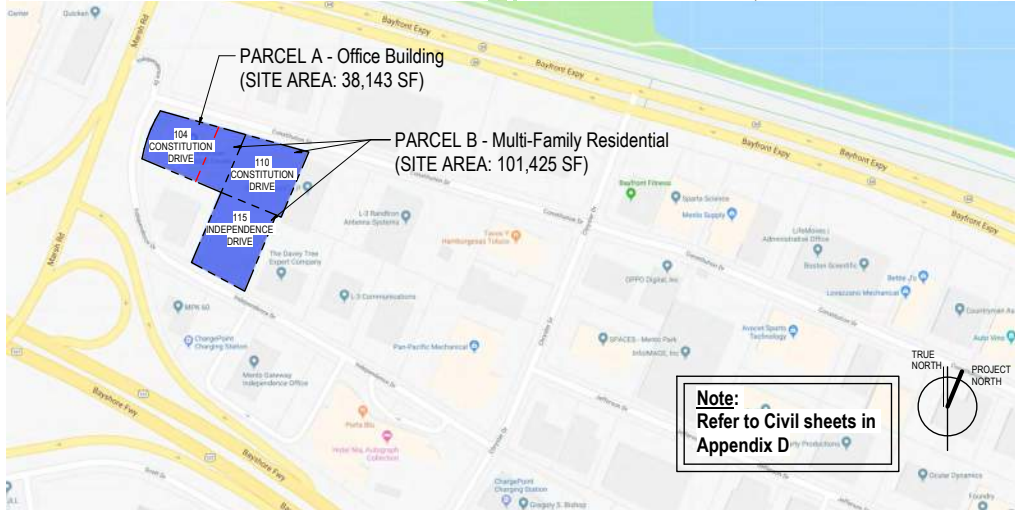
**PROJECT ADDRESSES**

104 CONSTITUTION DRIVE

115 INDEPENDENCE DRIVE AND 110 CONSTITUTION DRIVE

- COMMERCIAL (PARCEL A SITE AREA 38,143 SF)

- MULTI-FAMILY RESIDENTIAL (PARCEL B SITE AREA 101,425SF)



**ZONING: R-MU-B Zoning District (Bonus level development)**

**SITE AREA: 3.20 Acres i.e., 139,568 SF (Parcel A 38,143 SF + Parcel B 101,425SF)**

**COMMERCIAL FLOOR AREA SUMMARY:**

MAX. ALLOWED FAR % = 25% of the Total Site Area  
 MAX. ALLOWED FLOOR AREA (139,568 SF X 0.25) = **34,892.0 SF**

OFFICE GSF = **34,499.2 SF**  
 (Office Total Built Area includes "NEIGHBORHOOD BENEFIT" of 1,609.2 SF at Level 01. Excludes Parking, Trash Enclosure and Noise Generating Utility Rooms in Level 2; Outdoor Non-FAR space for Neighborhood Benefit 2,190 SF is excluded from the open space calculations)

**MULTI-FAMILY FLOOR AREA SUMMARY:**

MAX. ALLOWED FAR % = 225% of the Total Site Area  
 MAX. ALLOWED FLOOR AREA (139,568 SF X 2.25) = **314,028.0 SF\*** (For 100 units/ Acre)

MULTIFAMILY GSF = **326,816.1 SF\***  
 (Residential Total Built Area excludes Parking, Trash & Utility shafts and Noise Generating Rooms in Levels 1 and 2)

**\* MAX. FAR BASED ON INCREASED UNIT COUNT:** (BMR DENSITY & FAR BONUSES)  
 320 Units on net lot area of 3.20 acres (100 dwelling units/acre)+15 units (BMR Bonus Density) = 335 total units

Max. FAR per unit = 314,028.0 / 320 = 981.33SF (~981SF)  
 Additional FAR for the 15 additional units = 981 x 15 = 14,715 SF  
 Max. FAR for 335 units = 314,028.0 + 14,715 = **328,743.0 SF**

**TOTAL NOISE GENERATING EQUIPMENT ROOMS (Not included in FAR) = 2,984.4 SF**  
 (Resi. Noise generating Rm SF: 670.3 SF Generator Rm (Level 1)+380.21 SF Water Recycling Equip. Rm+865.1 SF Garage Exhaust Fan Rm (Level2) = 1,915.6 SF  
 Office Noise generating Rooms SF (Level 2): 549.61 SF Mech. Equip. Rm + 350.37 SF Mech. Equip. Rm + 168.82 SF Mech. Equip. Rm = 1,068.8 SF)

Maximum allowed Gross area of the lot = 328,743 (Resi FAR max.)+34,892 (Office FAR max.) = 363,635 sf  
 Max. Exemption allowed for enclosure of Noise Generating Equipment (1% of allowed max. FAR) = 3,636.3 sf  
 Noise Generating Rooms SF < 1% max. allowed exemption under MPMC Section 16.04.325

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

Area Schedule (\*-VIZ. UNIT TYPE AREAS - MENLO PORTAL SCHEME A) - AREA SUMMARY

LEVEL	OFFICE GSF (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITIES (INCLUDED IN FAR)	OFFICE UTILITIES (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	OFFICE TOTAL BUILT AREA	RESID. GSF	RESID. AMENITIES GSF	RESID. COMMON GSF	RESID UTILITIES (INCLUDED IN FAR)	RESID UTILITIES (NOT INCLUDED IN FAR)	RESID OPEN SPACE (NOT INCLUDED IN FAR)	RESID PARKING GSF (NOT INCLUDED IN FAR)	RESID TOTAL BUILT AREA	TOTAL BLDG GSF	TOTAL FAR (OFFICE+ RESID)
Level R-Roof	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	392.5	0.0	0.0	0.0	0.0	392.5	392.5	392.5
Level R-07	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42,813.5	465.3	6,421.0	373.0	425.2	4,961.6	0.0	50,072.8	55,459.6	50,072.8
Level R-06	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47,459.8	581.3	6,862.4	373.0	425.2	143.1	0.0	55,276.6	55,844.9	55,276.6
Level R-05	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47,459.8	581.3	6,862.4	373.0	425.2	2,503.3	0.0	55,276.6	58,205.1	55,276.6
Level R-04	0.0	208.1	1,001.2	0.0	0.0	0.0	12,106.0	1,209.4	47,542.1	0.0	6,257.7	378.1	431.7	227.2	0.0	54,177.9	68,152.1	55,387.3
Level R-03	26,020.9	1,239.8	1,148.3	0.0	0.0	0.0	0.0	28,409.0	44,691.9	2,608.0	6,562.9	378.1	431.7	24,623.0	0.0	54,240.9	107,704.6	82,649.9
Level R-02	0.0	0.0	1,010.9	333.2	1,064.0	22,369.4	0.0	1,344.1	27,719.9	379.7	7,410.8	1,506.3	1,158.1	84.8	37,454.0	37,016.7	100,491.2	38,360.8
Level R-01	0.0	1,609.2	1,086.5	841.0	457.8	21,232.2	3,369.1	3,536.7	0.0	9,234.9	6,247.6	4,879.6	2,488.4	6,205.5	53,779.3	20,362.1	111,431.0	23,898.8
Grand total	26,020.9	3,057.1	4,246.9	1,174.2	1,521.8	43,601.6	15,475.0	34,499.2	257,687.1	13,850.6	47,017.3	8,261.1	5,785.6	38,748.5	91,233.2	326,816.1	557,681.0	361,315.3

**NOTES:**

- TOTAL OFFICE AREAS ARE SUM OF ALL OFFICE AREAS INCLUDED IN FAR.
- THE OFFICE AMENITY SPACE AT LEVEL 01 IN THE OFFICE BUILDING IS DESIGNATED TO BE A NEIGHBORHOOD BENEFIT (REFER TO LEVEL 01 FLOOR PLAN IN SHEET A-005).
- TOTAL RESIDENTIAL BUILT AREAS ARE SUM OF ALL RESIDENTIAL AREAS INCLUDED IN FAR
- TOTAL BUILDING GSF INCLUDE ALL AREAS (INCLUDED IN FAR AND NOT INCLUDED IN FAR) FOR OFFICE AND RESIDENTIAL BUILDINGS.
- TOTAL FAR (OFFICE + RESID) IS INCLUSIVE OF THE EXTERIOR WALLS



**MENLO PORTAL**  
 104 & 110 CONSTITUTION DR, 115 INDEPENDENCE DRIVE, MENLO PARK, CA  
 06-25-2021

**LOCATION MAP & PROJECT DATA SUMMARY**



**MULTI FAMILY - UNIT COUNT AND UNIT MIX (NOTE: Includes 15 units BMR Density Bonus)**

Area Schedule (*-VIZ UNIT TYPE AREAS - MENLO PORTAL SCHEME A) - UNIT SUMMARY...						
Level	STUDIO	JR 1 BR	1 BR	2 BR	3 BR	# UNITS

Level R-07	13	9	25	10	2	59
Level R-06	13	9	29	9	3	63
Level R-05	13	9	29	9	3	63
Level R-04	9	13	26	9	3	60
Level R-03	10	12	27	7	2	58
Level R-02	5	4	15	7	1	32
Grand total	63	56	151	51	14	335

NET TARGET TYP. UNIT SIZES	550	630	700	1000	1300	
UNIT MIX	18.81%	16.72%	45.07%	15.22%	4.18%	100.00%

**PARKING SUMMARY\***

(NOTE: Additional 15 units are not included in vehicular parking calculation)

OFFICE - PARKING REQUIREMENTS & PROVISIONS		
	REQUIRED	PROVIDED
Vehicular Parking	2-3 spaces/1000sf (70-105 spaces)	2.68 spaces/1000sf 94 spaces
Bike Parking	1 space per 5000sf i.e., 7 spaces (80% Long Term (6 spaces)) (20% Short Term (2 spaces))	12 spaces (10 long term spaces in Level 1 Garage; and 2 short term spaces at entry)
Motorcycle Parking	Not required	4

**MULTIFAMILY - PARKING REQUIREMENTS & PROVISIONS**

	REQUIRED	PROVIDED
Vehicular Parking	1 space/unit 320 vehicular spaces	320 spaces (Parking Ratio 1 space/ unit)
Bike Parking	1.5 long term spaces/ unit Additional 10% short term spaces For 335 units: (503 long term and 51 short term)	503 Long Term spaces: Level 1 (424) and Level 2 (79) parking garage; 65 Short Term spaces at entries/ plaza (51 Required and 14 additional)

**AVERAGE BUILDING HEIGHT SUMMARY**

**AVERAGE BUILDING HEIGHT = 60.7' (< 62.5' Max. Avg. Height)**

(NOTE: Additional 15 units are included in the Average Height calculations)

NOTE: BUILDING HEIGHTS ARE MEASURED FROM AVERAGE NATURAL GRADE. REFER A-013a FOR LEVEL HEIGHTS. ROOF HEIGHT CALCULATION DOES NOT INCLUDE PARAPET HEIGHTS.

REFER A-012 PLAN LEVEL R-ROOF FOR DETAILED CALCULATIONS.

**OPEN SPACE AREA SUMMARY BY LEVELS (NOTE: Additional 15 units included in Open Space calculation)**

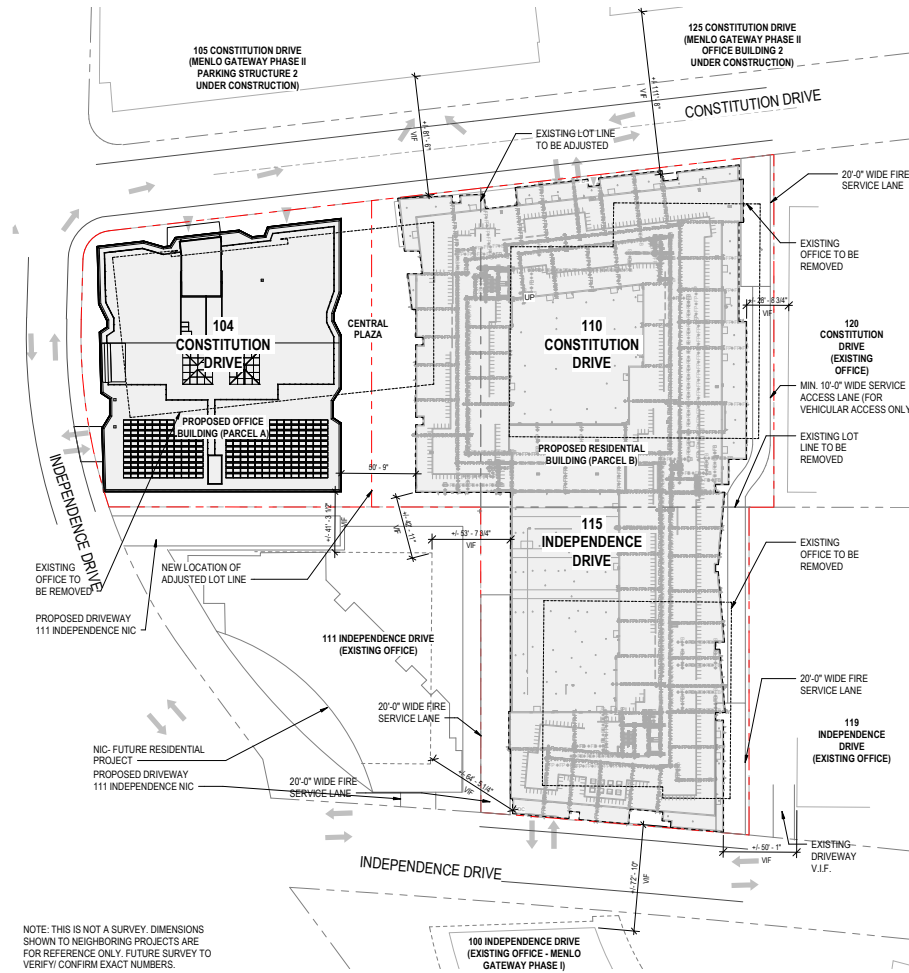
OPEN SPACE SUMMARY BY LEVEL								
Level	OFFICE PUBLIC OPEN SPACE	OFFICE COMMON OPEN SPACE	RESI PUBLIC OPEN SPACE	RESI COMMON OPEN SPACE	RESI PRIVATE OPEN SPACE	TOTAL	OFFICE TOTAL OPEN SPACE	RESID TOTAL OPEN SPACE
Level R-07	0.0	0.0	0.0	3,294.7	1,666.9	4,961.6	0.0 SF	4,961.6 SF
Level R-06	0.0	0.0	0.0	0.0	143.1	143.1	0.0 SF	143.1 SF
Level R-05	0.0	0.0	0.0	0.0	2,503.3	2,503.3	0.0 SF	2,503.3 SF
Level R-04	0.0	12,106.0	0.0	0.0	227.2	12,333.2	12,106.0 SF	227.2 SF
Level R-03	0.0	0.0	0.0	19,326.4	5,296.6	24,623.0	0.0 SF	24,623.0 SF
Level R-02	0.0	0.0	0.0	0.0	84.8	84.8	0.0 SF	84.8 SF
Level R-01	3,369.1	0.0	6,205.5	0.0	0.0	9,574.6	3,369.1 SF	6,205.5 SF
Grand total	3,369.1	12,106.0	6,205.5	22,621.1	9,921.9	54,223.5	15,475.0 SF	38,748.5 SF

**OPEN SPACE SUMMARY - PROJECT SITE** (Refer sheet A-014 for Zoning Compliance - Open Space Diagrams and Calculations)

MULTI-FAMILY HOUSING & OFFICE PROJECT		SITE AREA (Parcel A+Parcel B) = 139,568 SF (Refer to Appendix D for Parcel Information)		
CALCULATION FOR THE COMBINED PROJECT (SITE AREA 139,568 SF)		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
	OPEN SPACE	25% of Site Area		34,892.0 SF
PUBLIC OPEN SPACE	25% of Min. Open Space		8,723.0 SF	9,574.6 SF Central Plaza (i.e., 27.4% of Req. Open space)

**OPEN SPACE SUMMARY - FOR INDIVIDUAL PARCELS (A & B) - Refer to sheet C-004 for Parcel Information**

CALCULATION FOR OFFICE BUILDING OPEN SPACE		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
PARCEL A (SITE AREA 38,143 SF)	OPEN SPACE	25% of Site Area	9,535.8 SF	15,475.0 SF  (40.5% of Site Area)
CALCULATION FOR RESIDENTIAL BUILDING OPEN SPACE		REQUIRED (%)	REQUIRED (SF)	OPEN SPACE PROVIDED (SF)
PARCEL B (SITE AREA 101,425 SF)	OPEN SPACE	25% of Site Area	25,356.3 SF	38,748.5 SF  (38.2% of Site Area)
OPEN SPACE REQUIRED PER CHAPTER 16.45 R-MU RESIDENTIAL MIXED USE DISTRICT 16.45.120 DESIGN STANDARDS (4) (C)	RES. PRIVATE OPEN SPACE  TOTAL RESIDENTIAL UNITS = 335*  * NOTE: Additional 15 units included in Open Space Calc.		Residential Private Open Space Required (80 SF/Unit) = 26,800.0 SF Residential Private Open Space Provided = 9,921.9 SF Residential Private Open Space Not Provided = 16,878.1 SF Residential Common Open Space Required for Private Open space SF not provided = 16,878.1 SF x 1.25 = 21,097.6 SF Residential Common Open Space Provided = 22,621.1 SF (is > than 21,097.6 required)	



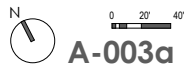
- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - ACR, MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

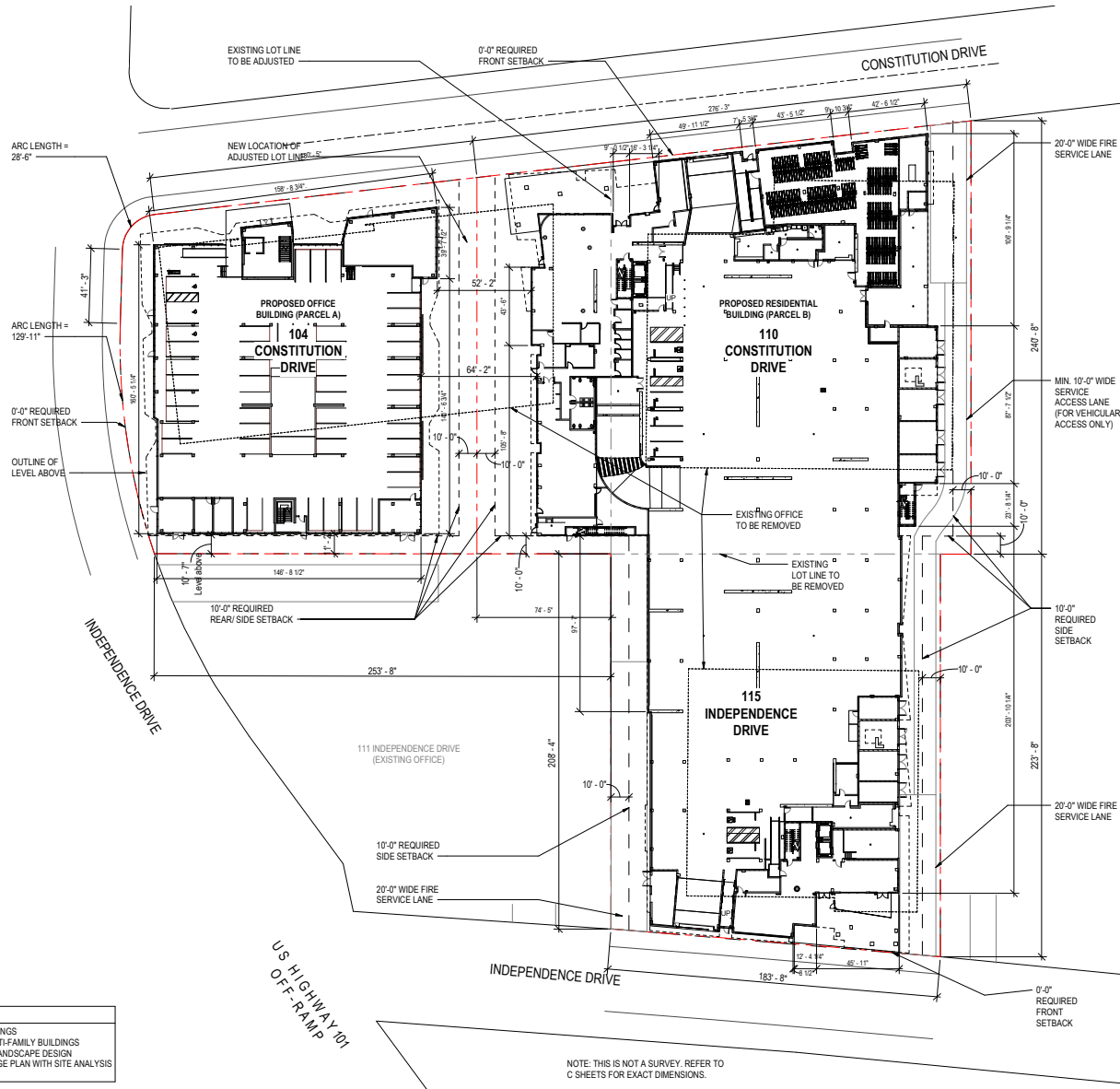
NOTE: THIS IS NOT A SURVEY. DIMENSIONS SHOWN TO NEIGHBORING PROJECTS ARE FOR REFERENCE ONLY. FUTURE SURVEY TO VERIFY/CONFIRM EXACT NUMBERS.



**MENLO PORTAL**  
 104 & 110 CONSTITUTION DR, 115 INDEPENDENCE DRIVE, MENLO PARK, CA  
 06-25-2021

**AREA PLAN**





SITE ANALYSIS		
ZONING: R-MU-B		
LOT AREA:	139,568 SF	
	OFFICE (SF)	MULTIFAMILY (SF)
ALLOWABLE FLOOR AREA:	34,892	328,743
ALLOWABLE FLOOR AREA (TOTAL):	363,635	
PROPOSED FLOOR AREA:	34,499	326,816
PROPOSED FLOOR AREA (TOTAL):	361,315	
PROPOSED FIRST FLOOR AREA:	3,537	20,362
PROPOSED SECOND FLOOR AREA:	1,344	37,016
PROPOSED THIRD FLOOR AREA:	28,409	54,241
PROPOSED FOURTH FLOOR AREA:	1,209	54,178
PROPOSED FIFTH FLOOR AREA:	N/A	55,277
PROPOSED SIXTH FLOOR AREA:	N/A	55,277
PROPOSED SEVENTH FLOOR AREA:	N/A	50,073
PROPOSED ROOF AREA:	N/A	392
TOTAL:	34,499	326,816
TOTAL PROPOSED FLOOR AREA:	361,315	
LAND COVERED BY STRUCTURES:	77%	(107,859 SF)
LANDSCAPING:	7%	(10,198 SF)
PAVED SURFACES:	16%	(21,511 SF)
PARKING SPACES:	0	

- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR, MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

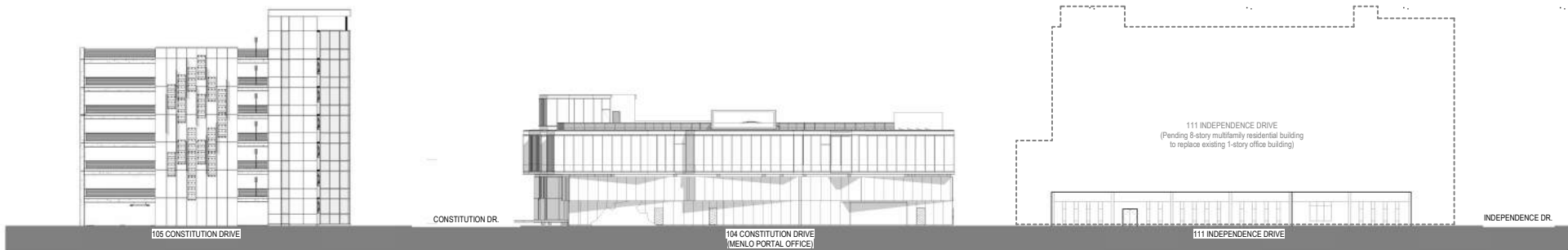
NOTE: THIS IS NOT A SURVEY. REFER TO C SHEETS FOR EXACT DIMENSIONS.



CONSTITUTION DRIVE NORTH STREETScape  
1" = 20'-0"



INDEPENDENCE DRIVE SOUTH STREETScape  
1" = 20'-0"



INDEPENDENCE DRIVE WEST STREETScape  
1" = 20'-0"







GREYSTAR

HM  
HELLER MAMUS  
ARCHITECTS

BKF 100  
YEARS

PGAdesign  
LANDSCAPE ARCHITECTS

BDE  
ARCHITECTURE

MENLO PORTAL

104 & 110 CONSTITUTION DR, 115 INDEPENDENCE DRIVE, MENLO PARK, CA  
06-25-2021

PROJECT VIEW - CENTRAL PLAZA  
BETWEEN MULTI-FAMILY AND OFFICE  
LOOKING SOUTH

A-004c









**PARKING SUMMARY\* (NOTE: Additional 15 units are not included in Vehicular parking calculation)**

OFFICE - PARKING	
Vehicular Parking	94 spaces
Bike Parking	12 spaces (10 long term and 2 short term)
Motorcycle Parking	4
MULTIFAMILY - PARKING REQUIREMENTS & PROVISIONS	
Vehicular Parking	320 spaces
Bike Parking	503 Long Term spaces: Level 1 (424 spaces) & Level 2 (79 spaces) 65 Short Term spaces at entries/plaza

- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 1								
OFFICE (INCLUDED IN FAR)	NEIGHBORHOOD BENEFIT (INCL. IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.0	1,699.2	1,086.5	841.0	457.8	21,232.2	3,369.1	3,536.7	

RESIDENTIAL AREA SUMMARY LEVEL 1								
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
0.0	9,234.6	6,247.6	4,879.6	2,488.4	53,779.3	6,205.5	20,382.1	

RESIDENTIAL UNIT TYPE LEGEND	
	0ST - STUDIO
	1JR - 1 BED JUNIOR
	1BR - 1 BEDROOM
	2BR - 2 BEDROOM
	3BR - 3 BEDROOM

- NOTES:**
1. REFER TO SHEET A-002a AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS
  2. RESIDENTIAL LOBBY AREA INCLUDES AREA UNDER OVERHANG AND INCLUDES THE COLUMN LINE. REFER TO A-034a SF AREA CALCULATIONS FOR MORE DETAILED OVERHANG AREA EXTENTS.
  3. OPEN SPACE AREA INCLUDED IN THE AREA SUMMARY INCLUDES PUBLIC OPEN SPACE IN TEN-CENTRAL PLAZA ONLY. OTHER SITE LANDSCAPE FEATURES ARE NOT INCLUDED IN THE OPEN SPACE CALCULATIONS.

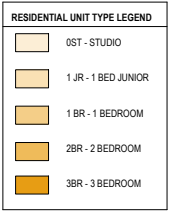


**PLAN NOTES:**

1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 2							TOTAL OFFICE AREA (FAR)
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)
0.0	0.0	1.010.9	333.2	1,064.0	22,369.4	0.0	1,344.1

RESIDENTIAL AREA SUMMARY LEVEL 2							TOTAL RESIDENTIAL AREA (FAR)
RESIDENTIAL UNITS OSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)
27,719.9	379.2	7,410.8	1,506.3	1,158.1	37,454.0	84.8	37,016.7



NOTES:  
1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS



- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

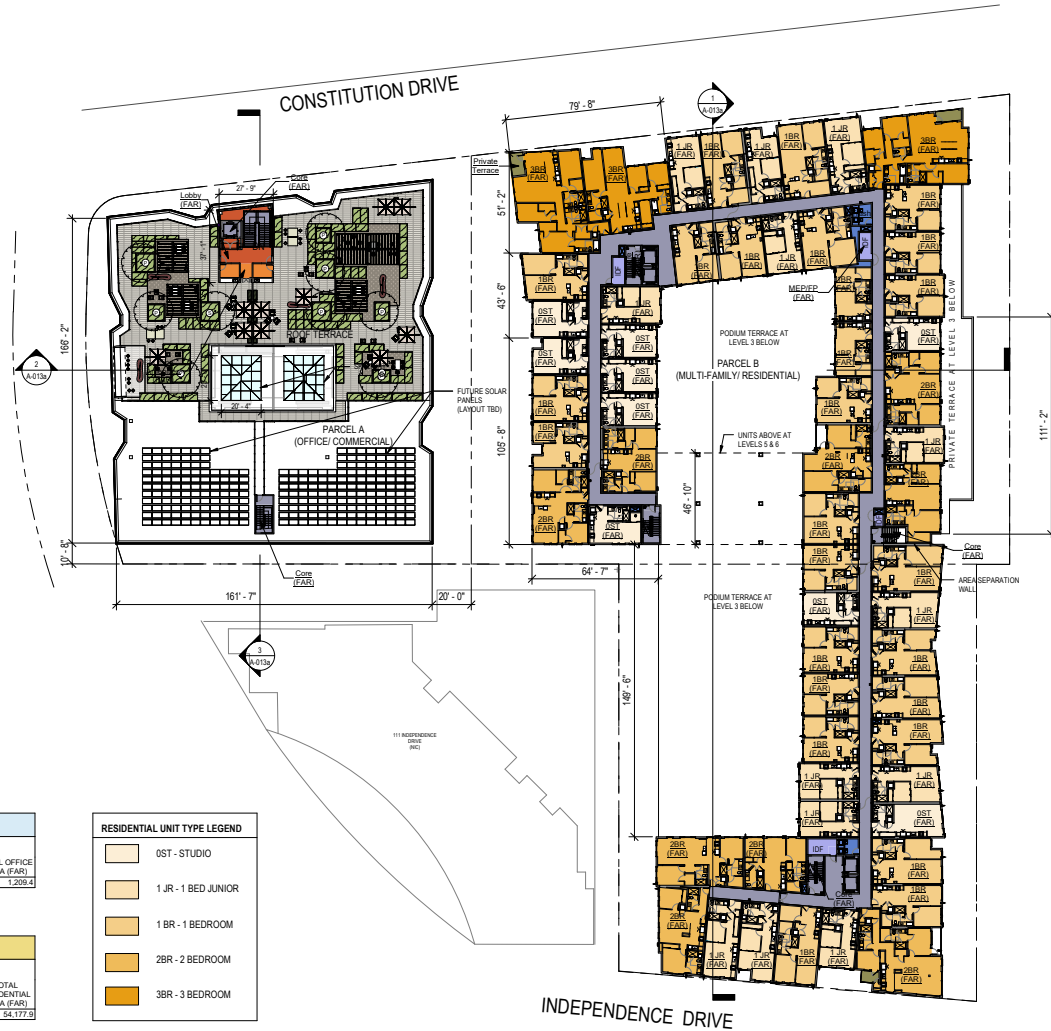
OFFICE AREA SUMMARY LEVEL 3							
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
26,020.9	1,239.6	1,148.3	0.0	0.0	0.0	0.0	28,498.0

RESIDENTIAL AREA SUMMARY LEVEL 3							
RESIDENTIAL UNITS QSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
44,691.9	2,608.0	6,562.9	378.1	431.7	0.0	24,823.0	54,240.9

**RESIDENTIAL UNIT TYPE LEGEND**

- OST - STUDIO
- 1JR - 1 BED JUNIOR
- 1BR - 1 BEDROOM
- 2BR - 2 BEDROOM
- 3BR - 3 BEDROOM

NOTES:  
1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS



- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 4								
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.0	208.1	1.001.2	0.0	0.0	0.0	0.0	12,106.0	1,209.4

RESIDENTIAL AREA SUMMARY LEVEL 4								
RESIDENTIAL UNITS OSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
47,542.1	0.0	6,257.7	378.1	431.7	0.0	227.2	54,177.9	

**RESIDENTIAL UNIT TYPE LEGEND**

- 05T - STUDIO
- 1 JR - 1 BED JUNIOR
- 1 BR - 1 BEDROOM
- 2BR - 2 BEDROOM
- 3BR - 3 BEDROOM

**NOTES:**

1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS
2. MAINTENANCE ONLY ROOF AREA IS NOT INCLUDED IN THE AREA SUMMARY TABLE



- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 5								
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

RESIDENTIAL AREA SUMMARY LEVEL 5								
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
47,459.9	581.3	6,862.4	373.0	425.2	0.0	2,503.3	55,278.6	

**RESIDENTIAL UNIT TYPE LEGEND**

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

NOTES:  
1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS



**PLAN NOTES:**

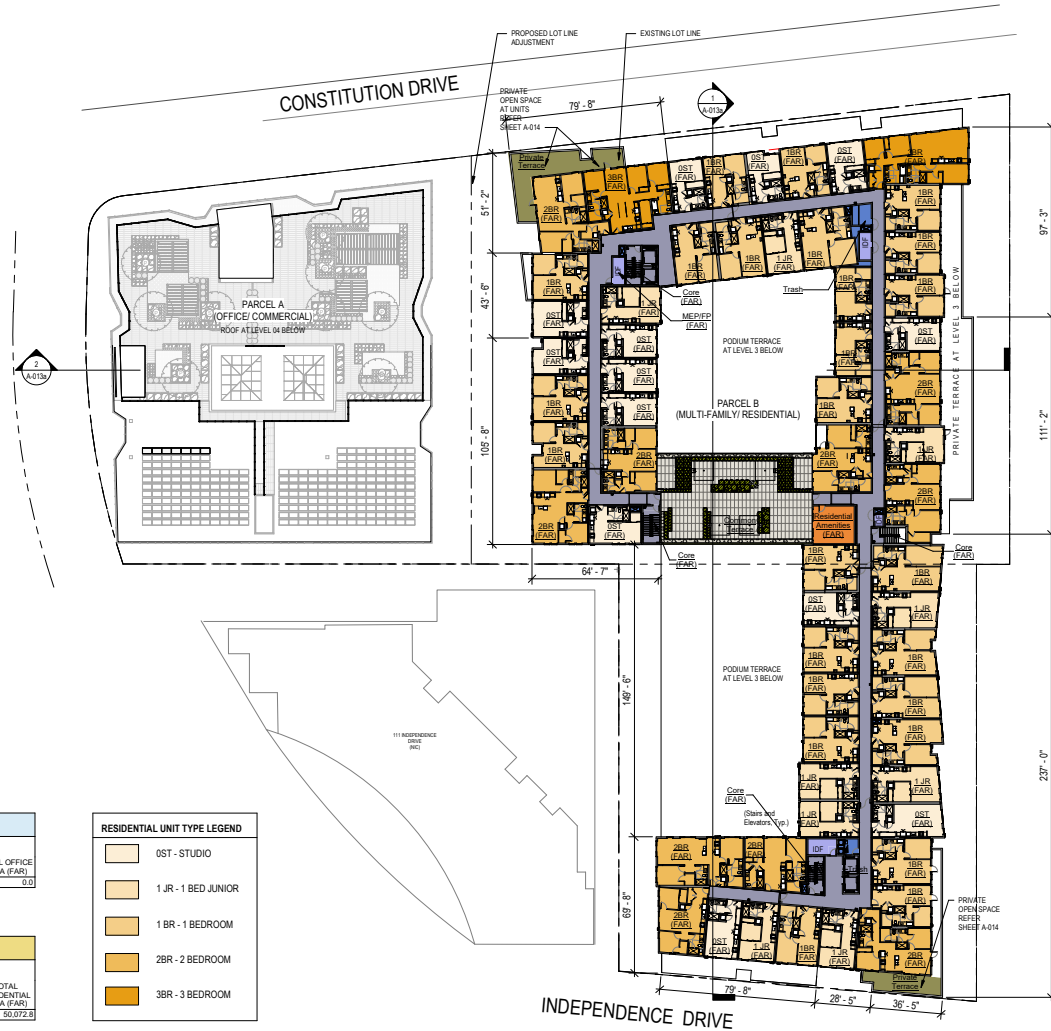
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 6								
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	OFFICE OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

RESIDENTIAL AREA SUMMARY LEVEL 6								
RESIDENTIAL UNITS OSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
47,459.9	581.3	6,862.4	373.0	425.2	0.0	143.1	55,278.6	

RESIDENTIAL UNIT TYPE LEGEND	
	0ST - STUDIO
	1JR - 1 BED JUNIOR
	1BR - 1 BEDROOM
	2BR - 2 BEDROOM
	3BR - 3 BEDROOM

NOTES:  
1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS



- PLAN NOTES:**
1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
  2. REFER APPENDIX B - AOR\_MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
  3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
  4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
  5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

OFFICE AREA SUMMARY LEVEL 7							
OFFICE (INCLUDED IN FAR)	OFFICE AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	OFFICE COMMON AREA (INCLUDED IN FAR)	OFFICE UTILITY (INCLUDED IN FAR)	OFFICE UTILITY (NOT INCLUDED IN FAR)	OFFICE PARKING (NOT INCLUDED IN FAR)	TOTAL OFFICE AREA (FAR)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

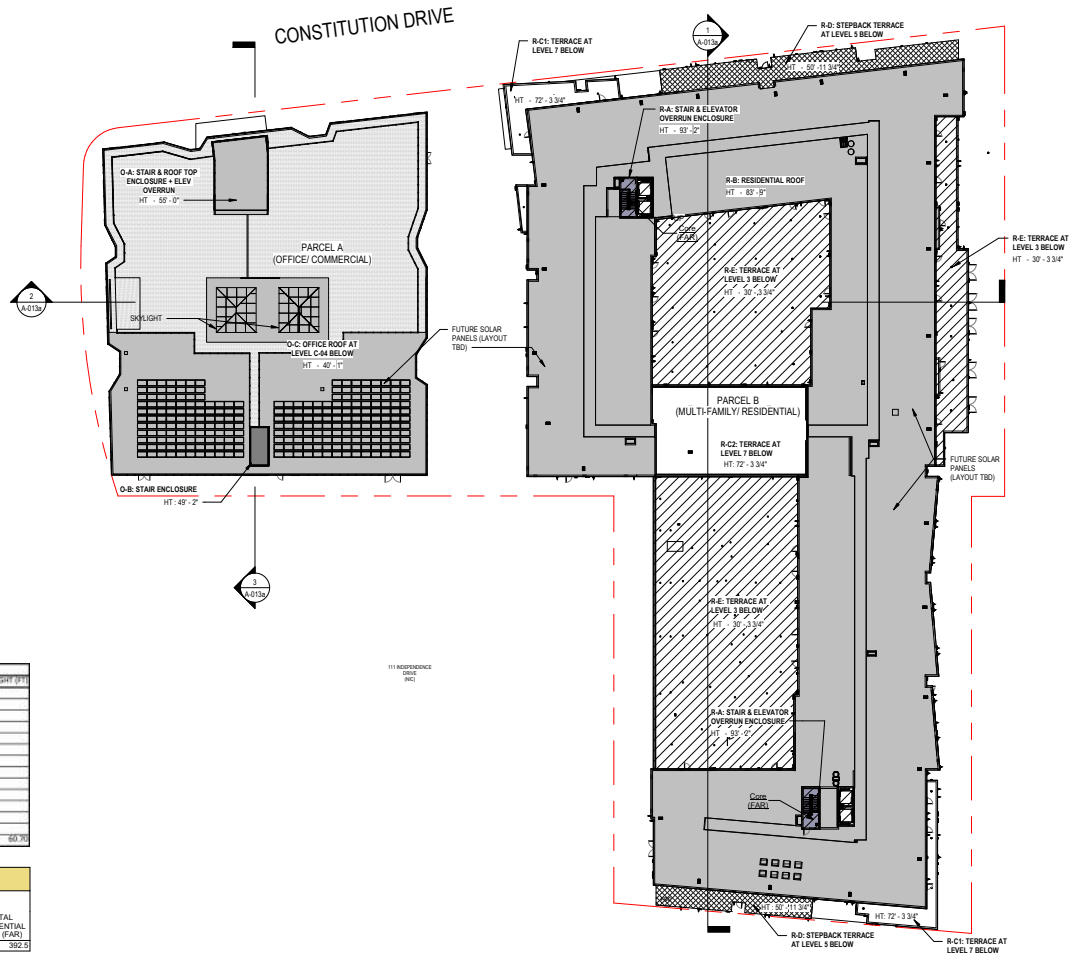
RESIDENTIAL AREA SUMMARY LEVEL 7							
RESIDENTIAL UNITS OSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
42,813.5	465.3	6,421.0	373.0	425.2	0.0	4,961.6	50,072.8

**RESIDENTIAL UNIT TYPE LEGEND**

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

NOTES:  
1. REFER TO SHEET A-002b AND A-014 FOR DETAILED OPEN SPACE CALCULATIONS





**PLAN NOTES:**

1. REFER APPENDIX A - OWNER FOR ADDITIONAL INFORMATION ON EXISTING BUILDINGS
2. REFER APPENDIX B - ADR - MULTIFAMILY FOR ADDITIONAL INFORMATION ON MULTI-FAMILY BUILDINGS
3. REFER APPENDIX C - LANDSCAPE FOR INFORMATION ON EXISTING TREES AND LANDSCAPE DESIGN
4. REFER APPENDIX D - CIVIL FOR DETAILED SITE INFORMATION AND SITE COVERAGE PLAN WITH SITE ANALYSIS
5. REFER APPENDIX I - PARKING FOR INFORMATION ON PARKING DESIGN

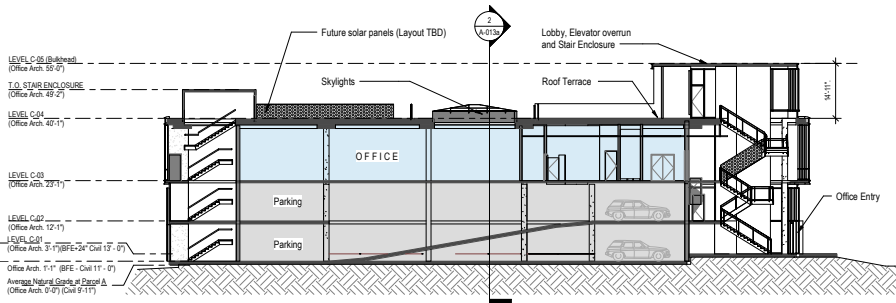
**AVERAGE BUILDING HEIGHT = 60.7' (+ 62.5' Max. Height)**

NOTE: BUILDING HEIGHTS ARE MEASURED FROM AVERAGE NATURAL GRADE. REFER A-012 FOR LEVEL HEIGHTS. ROOF HEIGHT CALCULATION DOES NOT INCLUDE PARAPET HEIGHTS.

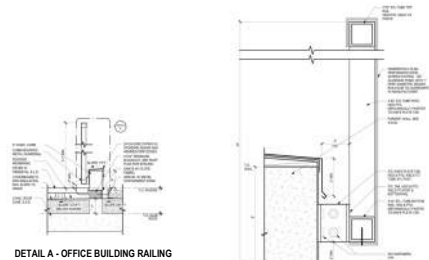
MENLO PORTAL - MULTI-FAMILY HOUSING UNITS AND COMMERCIAL OFFICE - AVERAGE BUILDING HEIGHT CALCULATION				
AREA ID	AREA	HEIGHT	AREA* HEIGHT	TENSITY BT
O-A	STAIR, ELEVATOR AND ROOFTOP ENCLOSURE	55.00	55,992.20	
O-B	SOUTH STAIR ENCLOSURE	46.17	6,738.20	
O-C	OFFICE ROOF	40.00	3,090,906.64	
R-A	MULTI-FAMILY HOUSING PROJECT - BUILDING ROOF STAIR AND ELEVATOR ENCLOSURE	93.17	68,860.52	
R-B	MULTI-FAMILY HOUSING PROJECT - BUILDING	83.75	4,164,267.75	
R-C1	MULTI-FAMILY HOUSING PROJECT - TERRACES AT LEVEL 7	72.31	327,853.48	
R-C2	MULTI-FAMILY HOUSING PROJECT - BRIDGE TERRACE AT LEVEL 7	72.31	265,077.61	
R-D	MULTI-FAMILY HOUSING PROJECT - STEPPACK TERRACES AT LEVEL 5	50.92	324,962.26	
R-E	MULTI-FAMILY HOUSING PROJECT - TERRACES AT LEVEL 3	30.31	639,109.39	
TOTAL			6,540,733.05	60.70

RESIDENTIAL AREA SUMMARY ROOF LEVEL								
RESIDENTIAL UNITS GSF (INCLUDED IN FAR)	RESIDENTIAL AMENITIES (INCLUDED IN FAR)	LOBBY (INCLUDED IN FAR)	RESIDENTIAL COMMON AREA (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (INCLUDED IN FAR)	RESIDENTIAL UTILITIES (NOT INCLUDED IN FAR)	RESIDENTIAL PARKING (NOT INCLUDED IN FAR)	RESIDENTIAL OPEN SPACE (NOT INCLUDED IN FAR)	TOTAL RESIDENTIAL AREA (FAR)
0.0	0.0	392.0	392.0	0.0	0.0	0.0	0.0	392.0

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



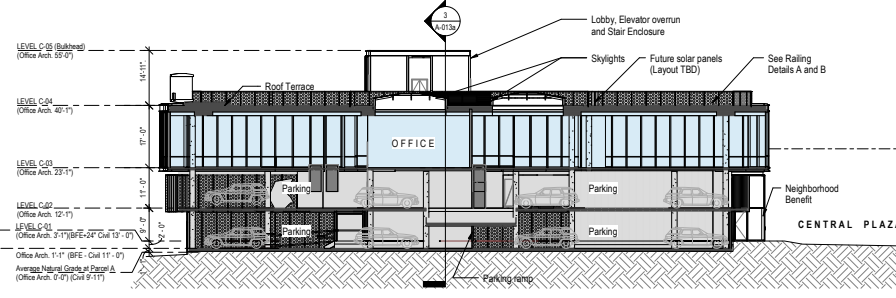
NORTH SOUTH BUILDING SECTION LOOKING WEST



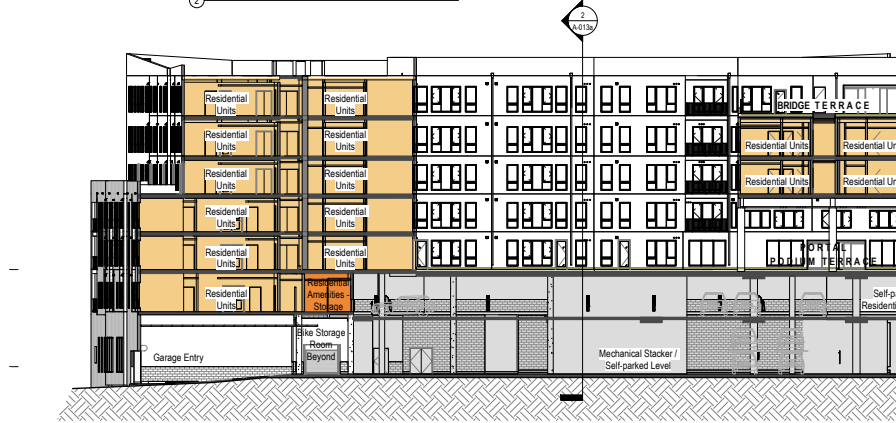
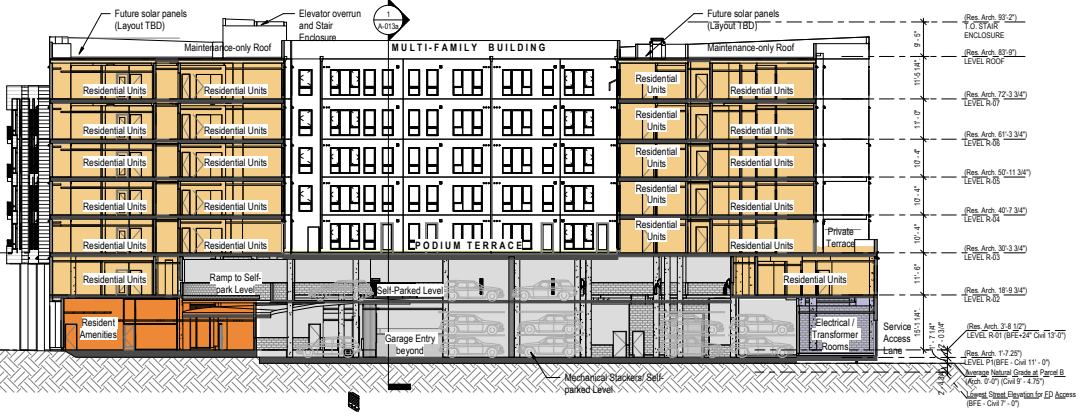
DETAIL A - OFFICE BUILDING RAILING

DETAIL B - OFFICE BUILDING RAILING

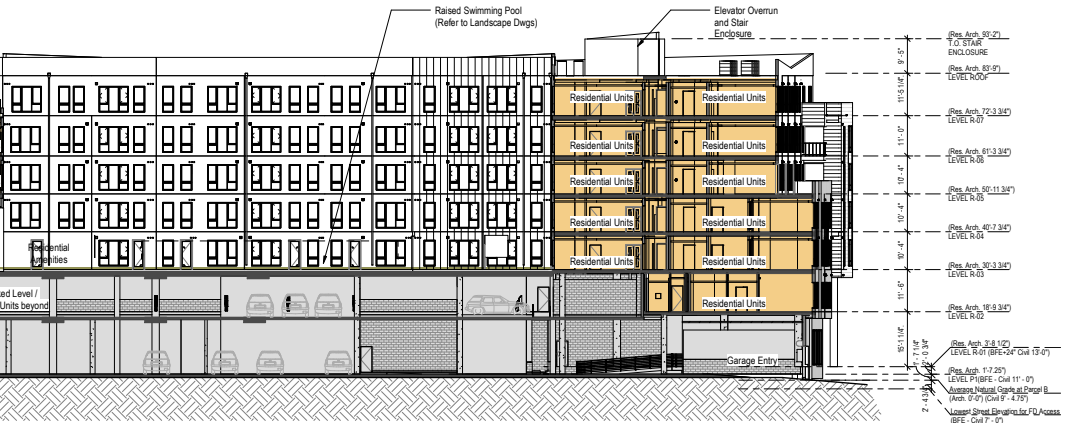
- BUILDING SECTION NOTES:**
1. BFE IS BASE FLOOD ELEVATION (CIVIL GRADE 11.0)
  2. BFE-2' IS THE CODE REQUIRED MIN. FINISHED FLOOR ELEVATIONS FOR OCCUPIED LEVELS OF NEW CONSTRUCTION (CIVIL GRADE 13.0)
  3. AVERAGE NATURAL GRADE OF OFFICE BUILDING IN PARCEL A IS +9.98' OR 9'-11"
  4. AVERAGE NATURAL GRADE OF RESIDENTIAL BUILDING IN PARCEL B IS +9.44 OR 9'-4 3/4"
  5. REFER APPENDIX B FOR ADDITIONAL INFORMATION IN THE ACR MULTIFAMILY DOCUMENTS

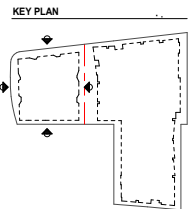
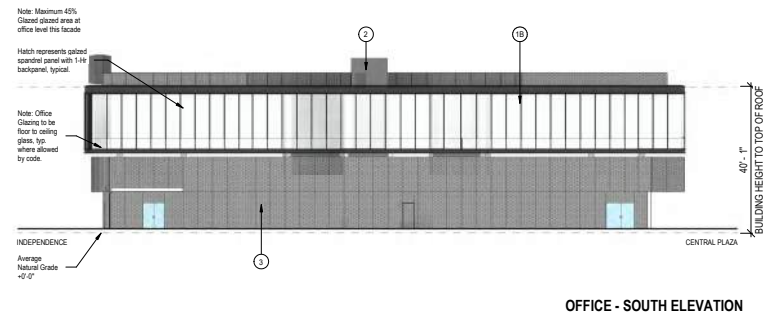
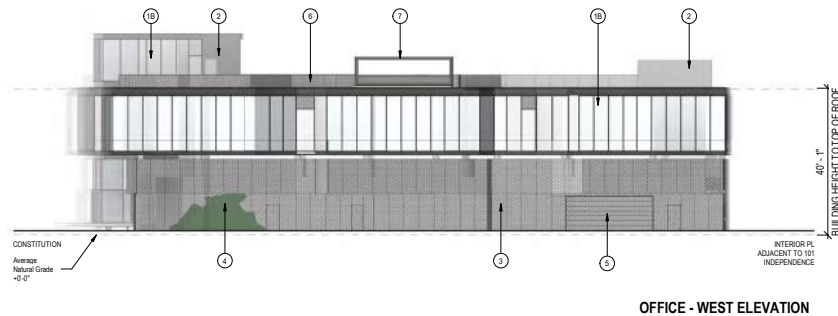
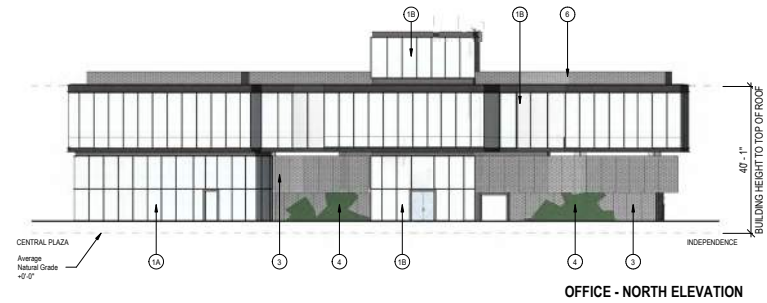
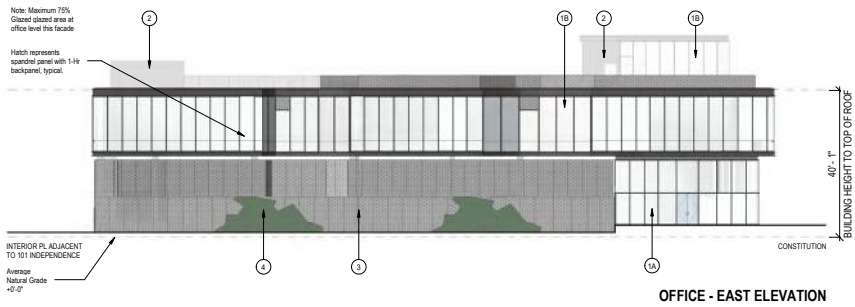


WEST EAST BUILDING SECTION LOOKING NORTH



NORTH SOUTH BUILDING SECTION





**MATERIALS**

- 1A DARK ANODIZED STOREFRONT CLEAR GLAZING @ COMMERCIAL
- 1B DARK ANODIZED STOREFRONT SLIGHT GREY GLAZING @ OFFICE
- 2 CORRUGATED METAL PANEL - DARK ANODIZED
- 3 PERFORATED METAL SCREEN
- 4 GARAGE PLANTING SCREEN
- 5 GARAGE DOOR, WITH PREFORATED METAL PANELS
- 6 PERFORATED METAL PANEL RAILING, WELDED TUBE GUARDRAIL, HOT TIP GALVANIZED, SHOP PRIMED, FINISH PAINT IN FIELD, COLOR TO MATCH STOREFRONT
- 7 METAL PANEL - DARK ANODIZED



- 1A DARK ANODIZED STOREFRONT  
CLEAR GLAZING @ COMMERCIAL
- 1B DARK ANODIZED STOREFRONT  
SLIGHT GREY GLAZING @ OFFICE
- 2 CORRUGATED METAL PANEL - DARK ANODIZED
- 3 PERFORATED METAL SCREEN - 3 screen panels (40% open, 50% open, and 60% open) to be used in a rhythmic pattern to create variation of the garage screen facade.
- 4 GARAGE PLANTING SCREEN



4



1



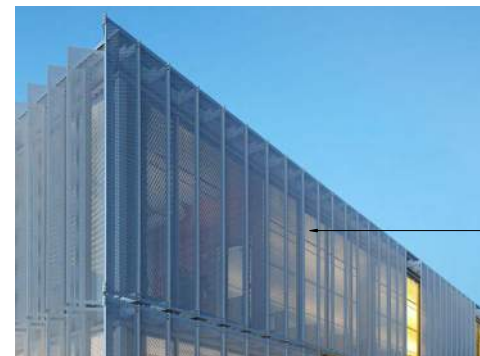
1A - CLEAR



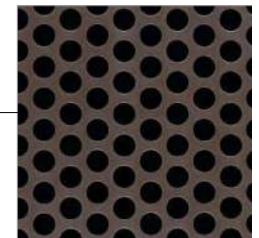
1B - SLIGHT GREY

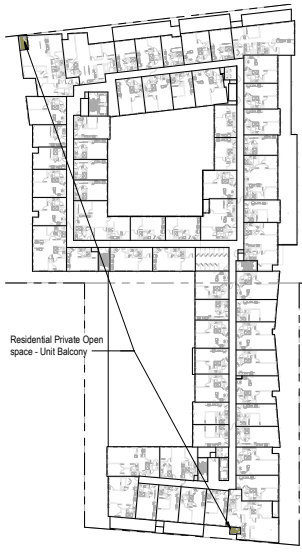


2 - SEE A-013b FOR LOCATION

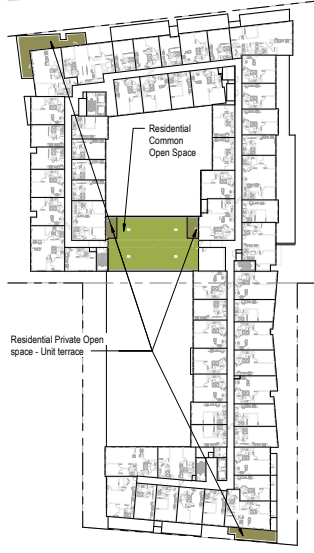


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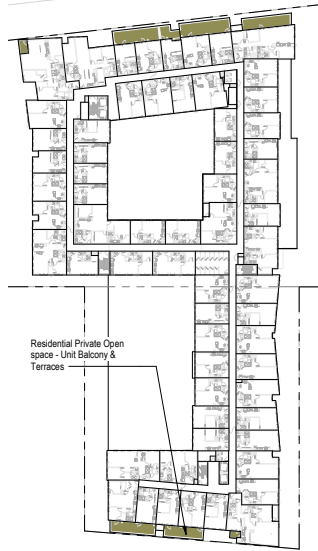




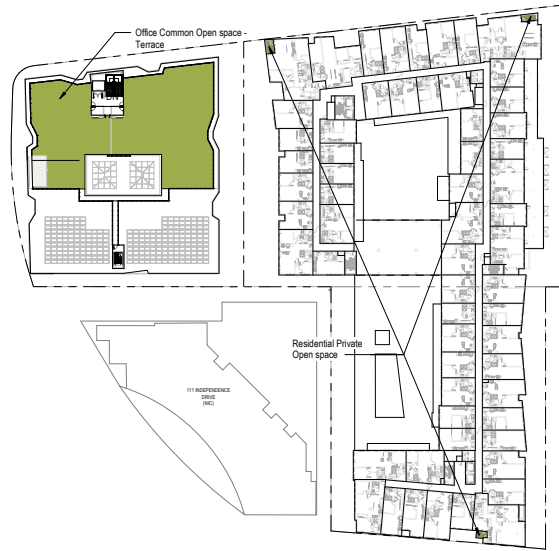
6 LEVEL R-06 - Open Space



4 LEVEL R-07 - Open Space



5 LEVEL R-05 - Open Space



3 LEVEL R-04 - Open Space



2 LEVEL R-03 - Open Space



1 LEVEL R-01 - Open Space

**Municipal Code 16.45120 (4) - Open Space:**

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

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

**Project Requirements - Open Space:**

25% of the Total Site Area (139,568 SF) = 34,892.0 SF Open Space Required  
 25% of Required Open Space (34,892.0 SF) = 8,723.0 SF Public Open Space Required  
 80 SF of Private Open Space per dwelling unit = 335 units x 80 SF/ Unit = 26,800 SF

**Project - Open Space Provided:**

Total Project Open Space Provided = 54,223.5 SF (COMPLIANT)  
 Total Public Open Space Provided = 9,574.6 SF (COMPLIANT)

Res. Private Open Space Provided = 9,921.9 SF  
 Res. Open space not Provided = 26,800 - 9,921.9 = 16,878.1 SF

Res. Common Open Space Required = 16,878.1 x 1.25 = 21,097.6 SF  
 Res. Common Open Space Provided = 22,621.1 SF (COMPLIANT)

NOTE: At Levels 2 Residential Private Open space - North East Unit Balcony (84.8 SF)

✓ **Project Compliance - Open Space:**  
 54,223.5 SF of Open Space provided by design  
 (38.8% of Total Site Area)

Includes:

Public Open Space: 9,574.6 SF  
 Private & Common Open Space: 44,648.9 SF

■ PUBLIC OPEN SPACE 9,574.6 SF

■ PRIVATE OPEN SPACE 9,921.9 SF

■ RESI. COMMON OPEN SPACE 22,621.1 SF  
 OFFICE. COMMON OPEN SPACE 12,106.0 SF

**Open Space Summary by Levels:**

Refer to Sheet A-002b for more detailed open space schedule and calculation



**CONSTITUTION FRONTAGE ELEVATION**

STREET FRONTAGE LENGTH: 281'-11"  
 REQUIRED MINIMUM GROUND FLOOR OR PODIUM LEVEL BUILDING FRONTAGE WITHIN SETBACKS: 281'-11" X 0.60 = 169'-2 1/2"  
 PROPOSED PODIUM LEVEL BUILDING FRONTAGE WITHIN SETBACKS: 235'-9"  
 235'-9" > 169'-2 1/2" COMPLIES



**INDEPENDENCE FRONTAGE ELEVATION**

STREET FRONTAGE LENGTH: 183'-8"  
 REQUIRED MINIMUM GROUND FLOOR/ PODIUM LEVEL BUILDING FRONTAGE WITHIN SETBACKS: 183'-8" X 0.60 = 110'-2 1/2"  
 PROPOSED PODIUM LEVEL BUILDING FRONTAGE WITHIN SETBACKS: 146'-11"  
 146'-11" > 110'-2 1/2" COMPLIES

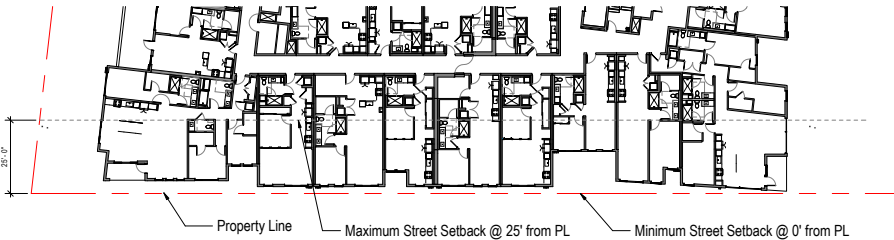
**Municipal Code 16.45.120 (1) - Build-to Area Requirement:**

Minimum 60% of building frontage at the ground floor or podium level, as a percentage of the street frontage length, must be located within the area of the lot between the minimum (0') and maximum (25') setback lines parallel to the street.

✓ **Project Compliance:**  
 At the podium level (Level R-03), at least 60% of the building frontage is located between the minimum and maximum setback lines.

■ Building frontage located between the minimum and maximum setback lines at the podium level

--- Podium Level (Level R-03) Height @ +30'-2"



**CONSTITUTION FRONTAGE PODIUM (L3) FLOOR PLAN**



**INDEPENDENCE FRONTAGE PODIUM (L3) FLOOR PLAN**



**CONSTITUTION FRONTAGE ELEVATION**

LENGTH OF BUILDING FACE ABOVE BASE HEIGHT: 235'-10"  
 REQUIRED STEPBACK BUILDING FACE ABOVE BASE HEIGHT: 235'-10" X 75% = 176'-10 3/4"  
 PROVIDED STEPBACK BUILDING FACE ABOVE BASE HEIGHT: 177'-0"  
 177'-0" > 176'-10 3/4" COMPLIES



**INDEPENDENCE FRONTAGE ELEVATION**

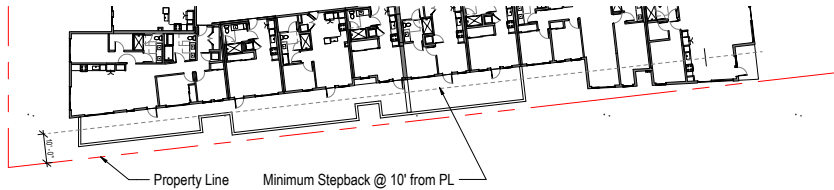
LENGTH OF BUILDING FACE ABOVE BASE HEIGHT: 146'-10 1/2"  
 REQUIRED STEPBACK BUILDING FACE ABOVE BASE HEIGHT: 146'-10 1/2" X 75% = 110'-2"  
 PROVIDED STEPBACK BUILDING FACE ABOVE BASE HEIGHT: 110'-5 1/2"  
 110'-5 1/2" > 110'-2" COMPLIES

**Municipal Code 16.45120 (2) - Minimum Stepback:**

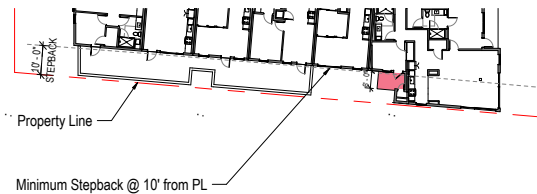
10' for a minimum of 75% of the building face along public streets for the building's upper stories above the base height. A maximum of 25% of the building face along public streets may be exempt from this standard in order to provide architectural variation.

- ✓ **Project Compliance:** Building steps back at least 10' for 75% of the building face on the upper stories above the base height.

- Stepped back building face above base height
- Base Height @ +55'-0"



**CONSTITUTION FRONTAGE L5 FLOOR PLAN**



**INDEPENDENCE FRONTAGE L5 FLOOR PLAN**

**Municipal Code 16.45120 (2) - Building Projections:**

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

- ✓ **Project Compliance:** Constitution Drive Frontage: There is no building projection from the required minimum 75% stepback of the building face into the stepback zone.

Independence Drive Frontage: There are 6' deep Balconies/terrace projection in the required minimum 75% stepback of the building face into the stepback zone.

- 6' deep Balcony projection in the stepback zone



CONSTITUTION FRONTAGE ELEVATION



INDEPENDENCE FRONTAGE ELEVATION

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

✓ **Project Compliance:** At least one major building recess extended to the top of the building's base height provided every 200' of facade facing publicly accessible spaces.

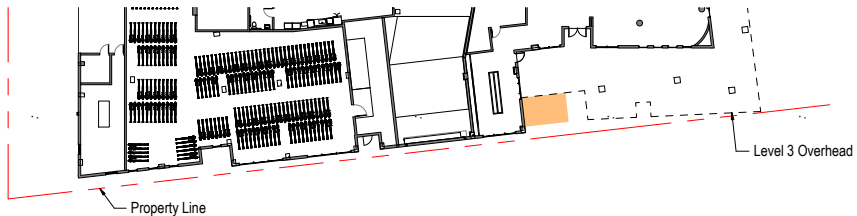
- Major building recess
- Base Height @ +50'-10"



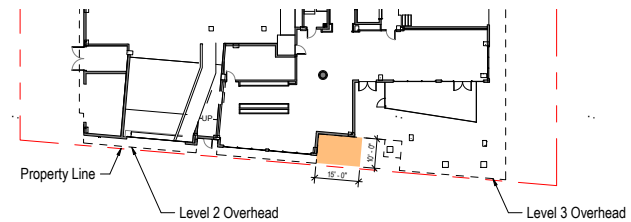
CONSTITUTION FRONTAGE L3 FLOOR PLAN



INDEPENDENCE FRONTAGE L3 FLOOR PLAN



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN





WEST ELEVATION FACING CENTRAL PLAZA

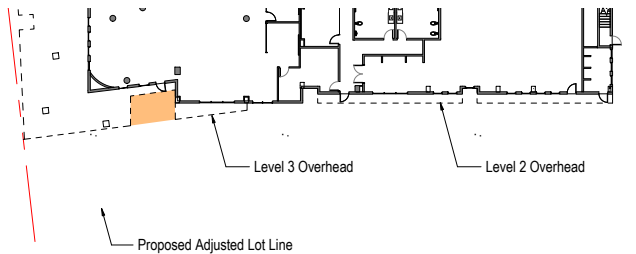
**Municipal Code 16.45120 (2) - Major Building Modulations:**  
 Minimum one recess of 15' wide by 10' deep per 200' of façade length facing publicly accessible spaces (streets, open space, and paseos) applicable from the ground level to the top of the building's base height.

- ✓ **Project Compliance:**  
 At least one major building recess extended to the top of the building's base height provided every 200' of facade facing publicly accessible spaces.

- Major building recess
- - - Base Height @ +50'-10"



WEST ELEVATION L3 FLOOR PLAN



WEST ELEVATION GROUND FLOOR PLAN



CONSTITUTION FRONTAGE ELEVATION

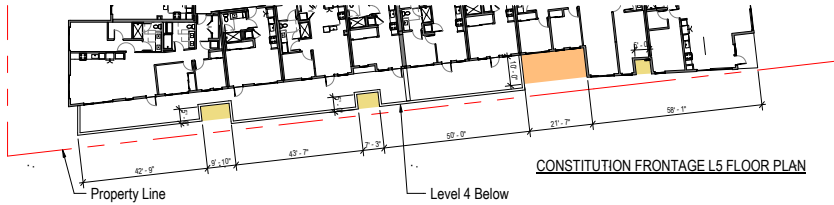


INDEPENDENCE FRONTAGE ELEVATION

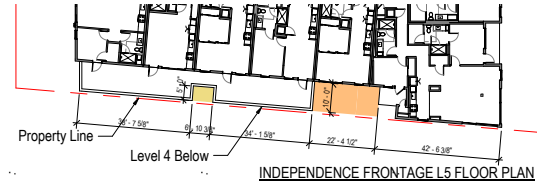
**Municipal Code 16.45120 (2) - Minor Building Modulations:**  
 Minimum recess of 5' wide by 5' deep per 50' of façade length facing publicly accessible spaces (streets, open space, and paseos) applicable from the ground level to the top of the building.

✓ **Project Compliance:**  
 At least one minor building recess extended to the top of the building provided every 50' of facade facing publicly accessible spaces.

- Minor building recess
- Major building recess



CONSTITUTION FRONTAGE L5 FLOOR PLAN



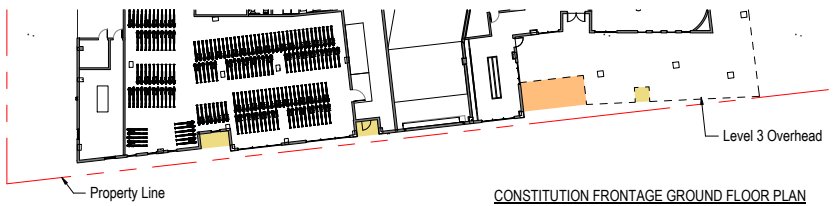
INDEPENDENCE FRONTAGE L5 FLOOR PLAN



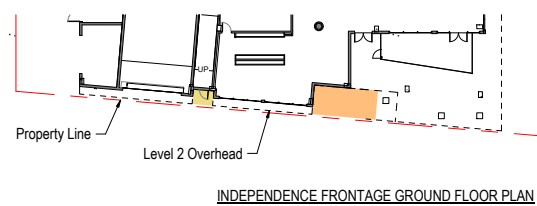
CONSTITUTION FRONTAGE L3 FLOOR PLAN



INDEPENDENCE FRONTAGE L3 FLOOR PLAN



CONSTITUTION FRONTAGE GROUND FLOOR PLAN



INDEPENDENCE FRONTAGE GROUND FLOOR PLAN

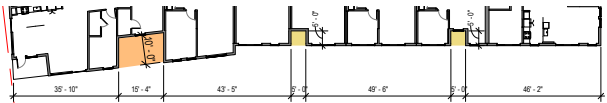


**Municipal Code 16.45120 (2) - Minor Building Modulations:**  
 Minimum recess of 5' wide by 5' deep per 50' of façade length facing publicly accessible spaces (streets, open space, and paseos) applicable from the ground level to the top of the building.

✓ **Project Compliance:**  
 At least one minor building recess extended to the top of the building provided every 50' of facade facing publicly accessible spaces.

- Minor building recess
- Major building recess

WEST ELEVATION FACING CENTRAL PLAZA



Proposed Adjusted Lot Line

WEST ELEVATION L5 FLOOR PLAN



Proposed Adjusted Lot Line

WEST ELEVATION L3 FLOOR PLAN



Proposed Adjusted Lot Line

WEST ELEVATION GROUND FLOOR PLAN



**CONSTITUTION FRONTAGE ELEVATION**



**INDEPENDENCE FRONTAGE ELEVATION**



**CENTRAL PLAZA FRONTAGE ELEVATION**

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

**✓ Project Compliance:**  
The ground level is 15'-0".

- Ground level
- Ground level height



**CONSTITUTION FRONTAGE ELEVATION**

GROUND LEVEL FACADE SURFACE (EXCLUDING PARKING GARAGE):  
MIN REQ'D TRANSPARENT GLAZING SURFACE:  
TRANSPARENT GLAZING SURFACE PROVIDED:

2,596 SF  
2,596 SF X 30% = 779 SF  
783 SF  
783 SF > 779 SF = COMPLIES



**INDEPENDENCE FRONTAGE ELEVATION**

GROUND LEVEL FACADE SURFACE (EXCLUDING PARKING GARAGE):  
MIN REQ'D TRANSPARENT GLAZING SURFACE:  
TRANSPARENT GLAZING SURFACE PROVIDED:

1,412 SF  
1,412 SF X 30% = 424 SF  
697 SF  
697 SF > 424 SF = COMPLIES

**Municipal Code 16.45120 (3) - Ground Floor Transparency:**  
Minimum 30% for residential uses and 50% for commercial uses of the ground floor façade (finished floor to ceiling) that must provide visual transparency.

"Commercial" is defined as uses enumerated in Zoning Chapter 16.45, except office and research and development.

- ✓ **Project Compliance:**  
Transparent glazing exceeds 30% for residential uses and 50% for commercial uses of the ground floor façade.

- Ground level transparent glazing surface
- Ground level height



**WEST ELEVATION FACING CENTRAL PLAZA**

GROUND LEVEL FACADE SURFACE (EXCLUDING PARKING GARAGE):  
MIN REQ'D TRANSPARENT GLAZING SURFACE:  
TRANSPARENT GLAZING SURFACE PROVIDED:

2,327 SF  
2,327 SF X 30% = 698 SF  
775 SF  
775 SF > 698 SF = COMPLIES

**Municipal Code 16.45.130 (6)**

**Project Compliance:**  
Glazing on the building façade surface will comply with section 16.45.130 section 6

The glass guardrails at the multifamily roof deck between the courtyards will comply with section 16.45.130 section 6



CONSTITUTION FRONTAGE ELEVATION



INDEPENDENCE FRONTAGE ELEVATION

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

✓ **Project Compliance:**  
A 20' opening for two-way vehicular entrance is provided on Jefferson and Constitution.

■ Garage opening



CONSTITUTION FRONTAGE ELEVATION

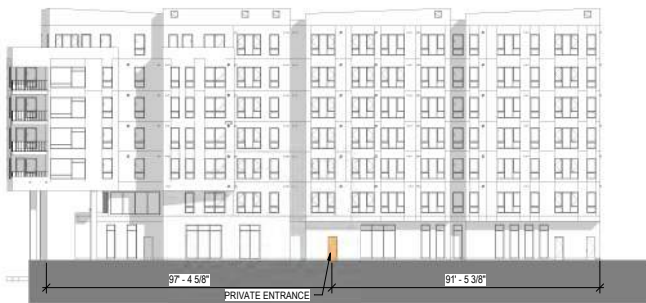


INDEPENDENCE FRONTAGE ELEVATION

**Municipal Code 16.45120 (3) - Building Entrances:**  
One entrance every 100' of building length along a public street or paseo.

✓ **Project Compliance:**  
At least one entrance is provided every 100'.

■ Building entrance



CENTRAL PLAZA FRONTAGE ELEVATION



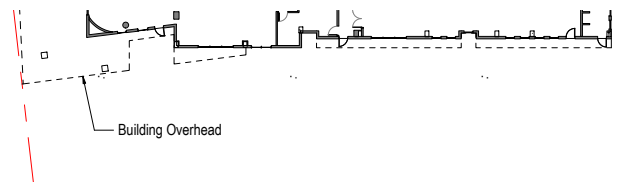
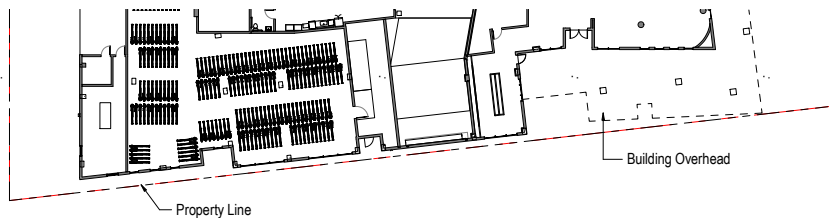
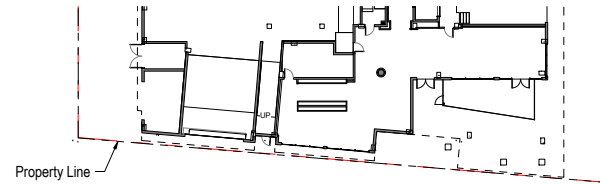
NOTE: NO AWNINGS OR CANOPIES ALONG CONSTITUTION



NOTE: NO AWNINGS OR CANOPIES ALONG INDEPENDENCE



NOTE: NO AWNINGS OR CANOPIES ALONG CENTRAL PLAZA



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

✓ **Project Compliance:**  
No awnings or canopies.

■ Projecting awning and canopy



CONSTITUTION FRONTAGE ELEVATION



INDEPENDENCE FRONTAGE ELEVATION



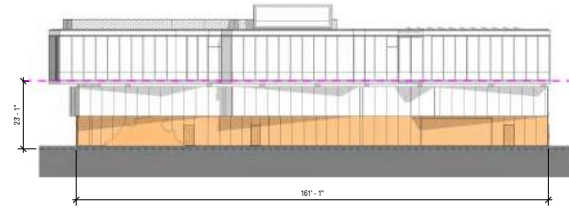
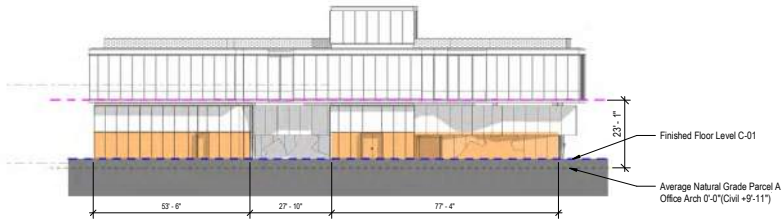
CENTRAL PLAZA FRONTAGE ELEVATION

**Municipal Code 16.45120 (6) - Roof Line:**  
 Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets.

✓ **Project Compliance:**  
 Roof line varies across the building, including a four-foot minimum height modulation.

— Roof line





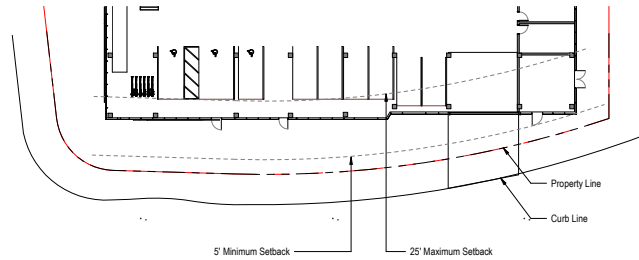
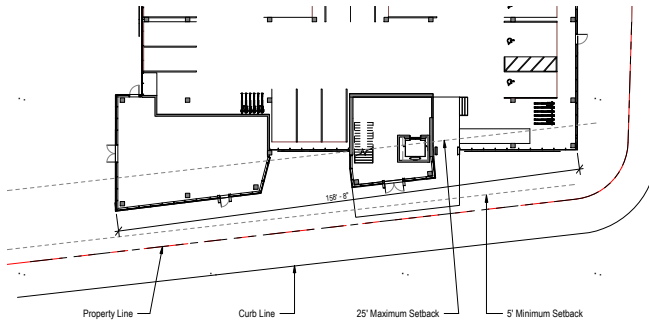
LENGTH OF BUILDING FRONTAGE: 158'-0"  
 MIN FRONTAGE WITHIN SETBACKS: 158'-0" X 0.60 = 95'-3"  
 PROPOSED FRONTAGE WITHIN SETBACKS: 130'-10"  
 130'-10" > 95'-3" COMPLIES

**Municipal Code 16.45.120 (1) - Build-to Area Requirement:**  
 Minimum 60% of building frontage at the ground floor, as a percentage of the street frontage length, must be located within the area of the lot between the minimum (5') and maximum (25') setback lines parallel to the street.

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

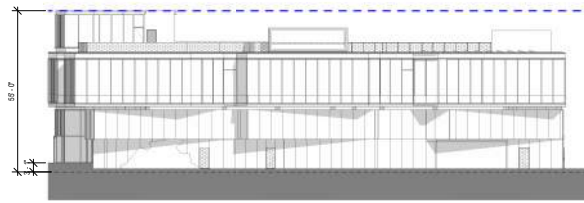
■ Portion of the building frontage located between the minimum and maximum setback lines

— Ground Level Height of Office Uses





CONSTITUTION FRONTAGE



INDEPENDENCE FRONTAGE

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

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

----- Average natural grade (3'-1" below L1 finished floor)

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

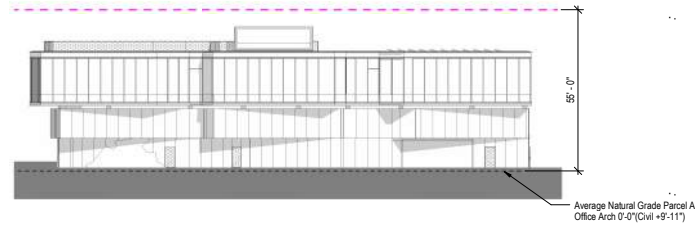
**Project Compliance:**  
 ✓ No projections above the base height.

■ Building projections

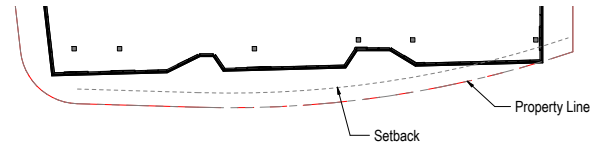
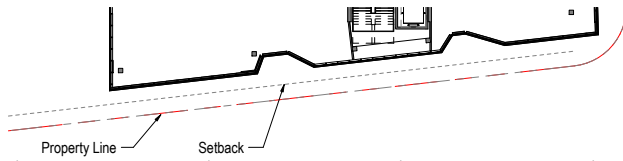
--- Base Height

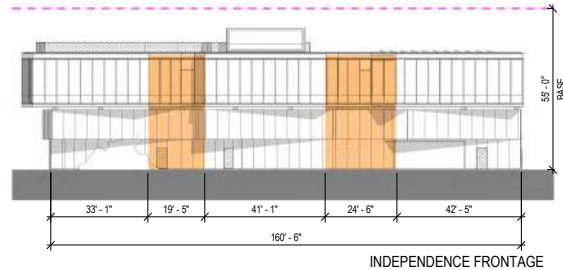
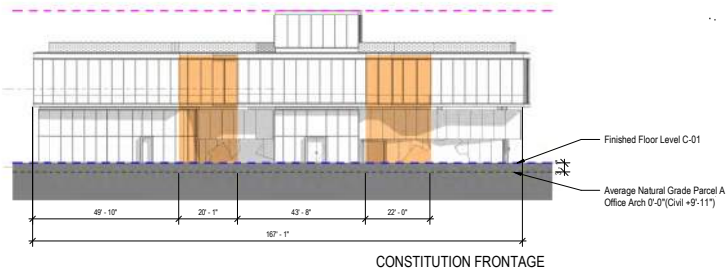


CONSTITUTION FRONTAGE



INDEPENDENCE FRONTAGE





REQUIRED MAJOR RECESSED AREA:  
MAJOR RECESS PROVIDED:

REQUIRED MINOR RECESSED AREA:  
MINOR RECESS PROVIDED:

NOT REQUIRED

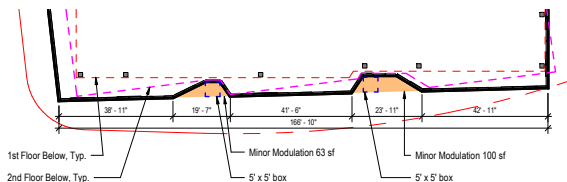
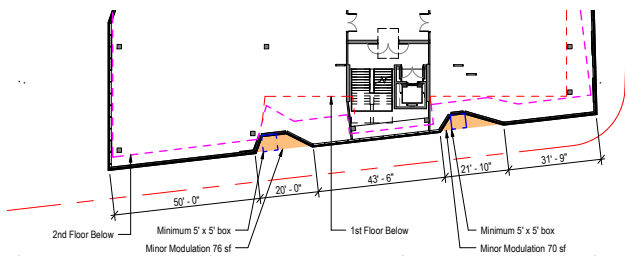
5' X 5' = 25 x 2 = 50 SF  
120 SF

REQUIRED MAJOR RECESSED AREA:  
MAJOR RECESS PROVIDED:

REQUIRED MINOR RECESSED AREA:  
MINOR RECESS PROVIDED:

NOT REQUIRED

5' X 5' = 25 SF  
73 SF



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

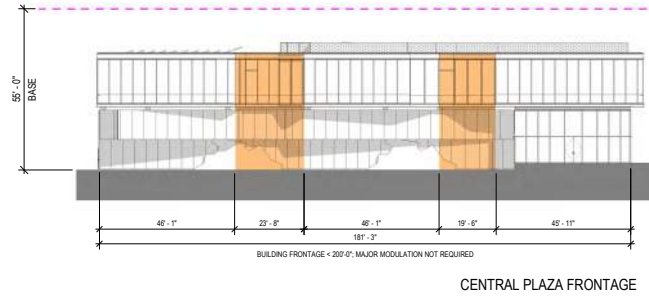
✓ **Project Compliance:**  
All facades facing publicly accessible spaces are less than 200' in length, and therefore major building modulation is not required.

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

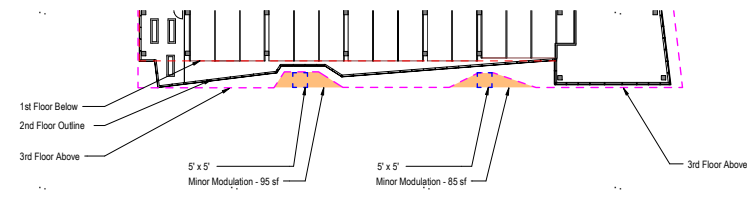
Building projections spaced no more than 50 feet apart with a minimum of 3' depth and 5' width may satisfy this requirement in-lieu of a recess.

✓ **Project Compliance:**  
From ground level to the top of the building's base height, the minor modulation requirements are satisfied by meeting the 5'x5' min. for each recess, per the required linear facade length.

--- Base height  
■ Building recess for minor modulation



REQUIRED MINOR RECESSED AREA: 5' X 5' = 25 SF  
 MINOR RECESS PROVIDED: 70 SF



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

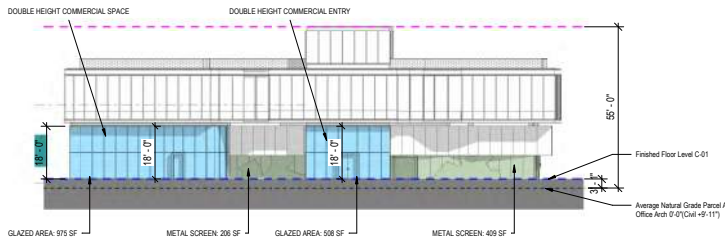
✓ **Project Compliance:**  
 All facades facing publicly accessible spaces are less than 200' in length, and therefore major building modulation is not required.

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

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

✓ **Project Compliance:**  
 From ground level to the top of the building's base height, the minor modulation requirements are satisfied by meeting the 5'x5' min. for each recess, per the required linear facade length.

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

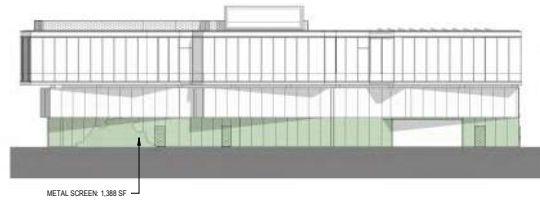


**CONSTITUTION FRONTAGE**

GROUND LEVEL FAÇADE SURFACE: 2,098 SF  
 MIN REQ'D TRANSPARENT GLAZING SURFACE: 2,098 SF X 50% = 1,049 SF

OPAQUE SURFACE PROVIDED: 0 SF  
 TRANSPARENT GLAZING SURFACE PROVIDED: 1,483 SF  
 METAL SCREEN SURFACE PROVIDED: 615 SF X 50% = 307 SF  
 (50% TRANSPARENCY)

1,790 SF > 1,049 SF = COMPLIES



**INDEPENDENCE FRONTAGE**

ALL FRONTAGE IS GARAGE SCREEN = NO TRANSPARENCY REQUIRED  
 METAL SCREEN SURFACE PROVIDED (50% TRANSPARENCY)



**CENTRAL PLAZA FRONTAGE**

ALL FRONTAGE ALONG GARAGE IS GARAGE SCREEN = NO TRANSPARENCY REQUIRED  
 METAL SCREEN SURFACE PROVIDED (50% TRANSPARENCY)

ALL FAÇADE AT DOUBLE HEIGHT COMMERCIAL SPACE IS GLAZED = 713 SF

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

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

- Ground level transparent glazing surface
- Ground level metal screen
- Base Height

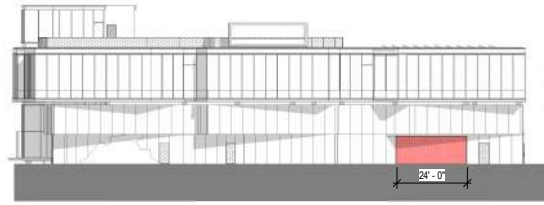
**Municipal Code 16.45.120 (3) - Ground Floor Height:**  
 Minimum Ground Floor Height along a street frontage is 15' at Commercial uses (excludes parking)

**Project Compliance:**  
 ✓ Commercial uses along street frontages are over 15' tall.

- Commercial Uses
- Base Height

**Municipal Code 16.45.130 (6)**

**Project Compliance:**  
 Glazing on the building façade surface will comply with section 16.45.130 section 6



INDEPENDENCE FRONTAGE

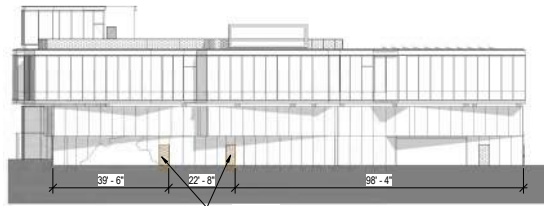
**Municipal Code 16.45.120 (3) -  
Garage Entrances:**  
Maximum 24' opening for two-way  
entrance

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

■ Garage opening



CONSTITUTION FRONTAGE

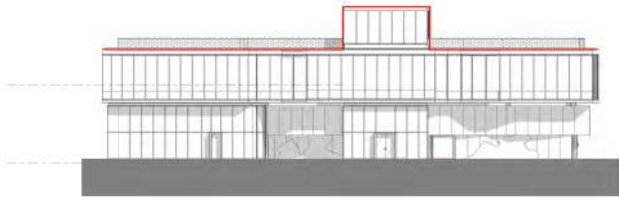


INDEPENDENCE FRONTAGE

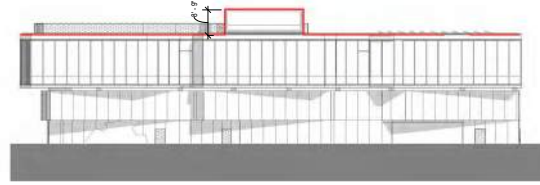
**Municipal Code 16.43.130 (3) -  
Building Entrances:**  
At least one entrance per public street  
frontage. One entrance is required every  
100 feet along a public street.

✓ **Project Compliance:**  
At least one entrance per public street  
frontage is provided. One entrance is  
provided every 100' along a public street.

■ Building entrance



CONSTITUTION FRONTAGE



INDEPENDENCE FRONTAGE

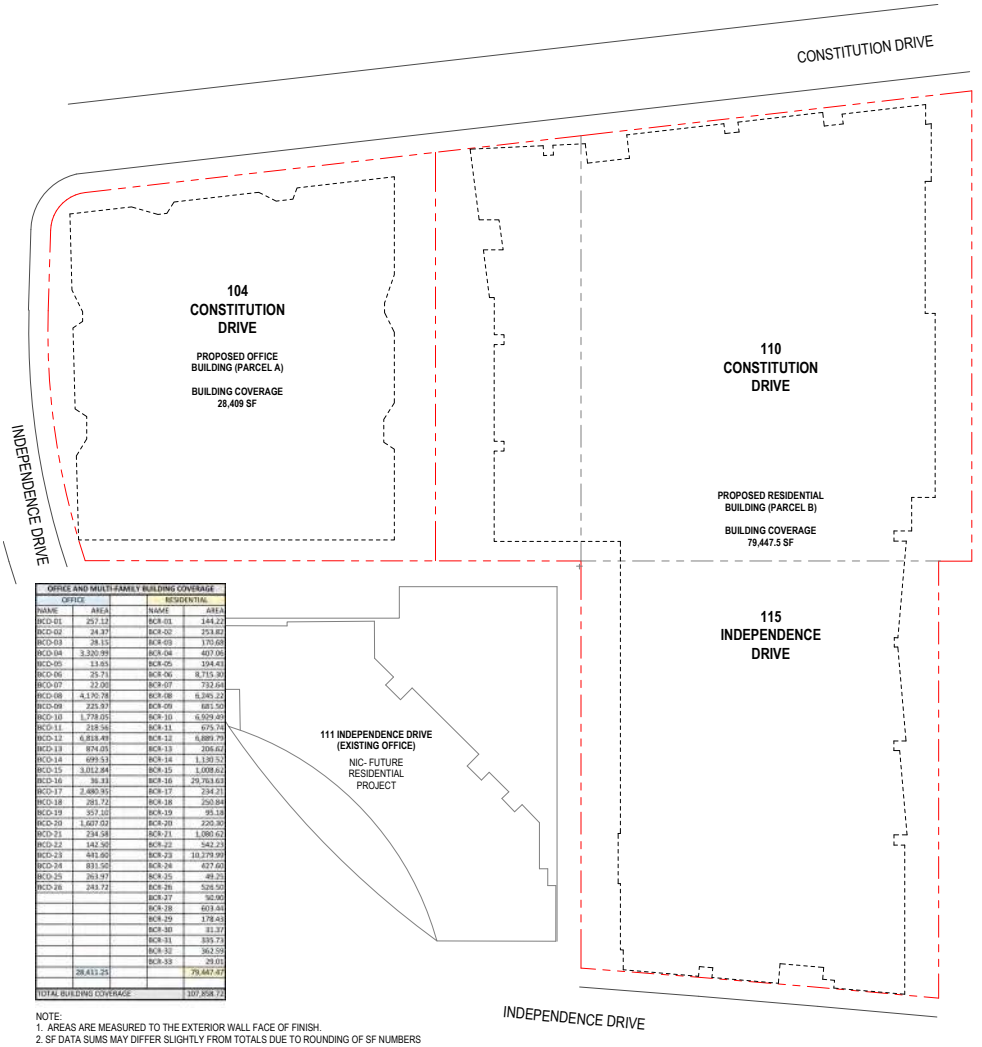
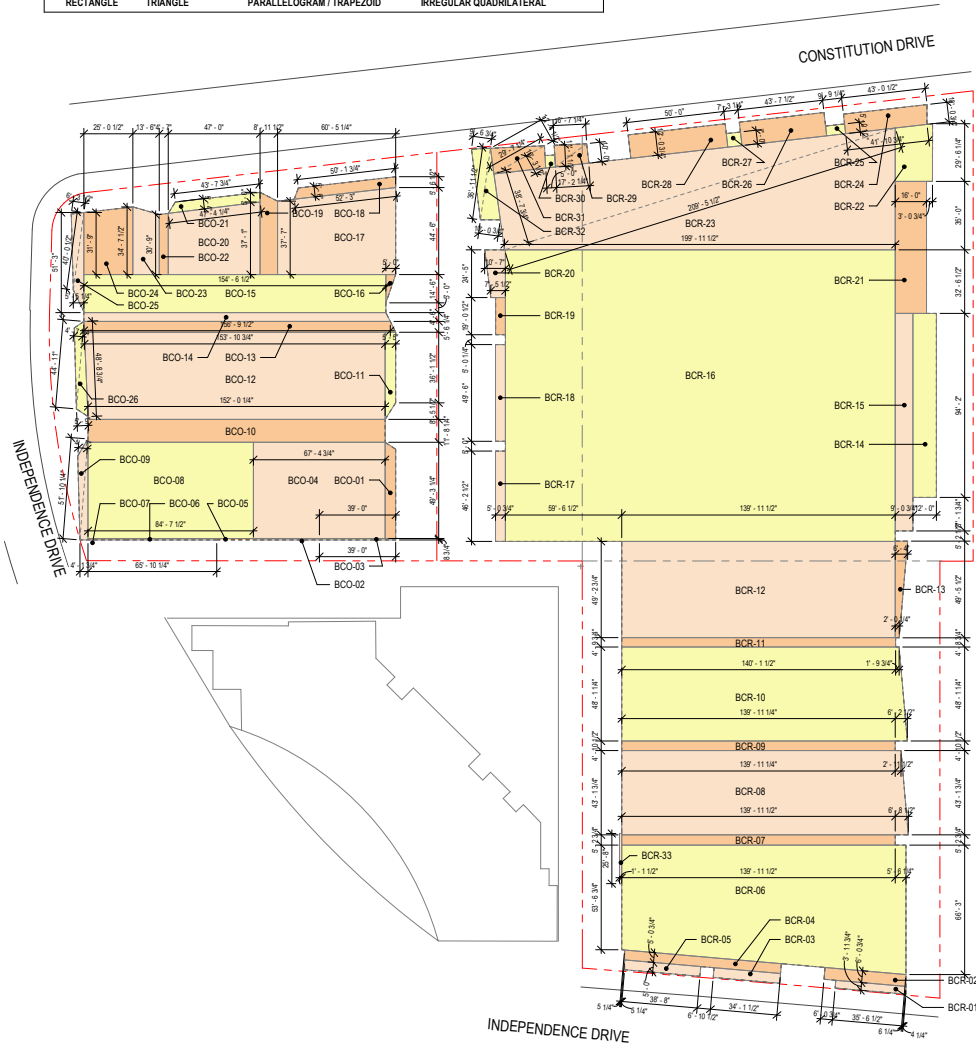
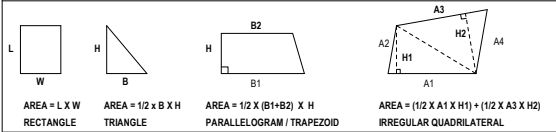
**Municipal Code 16.45.120 (6G) - Roof Line:**  
 Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets.

✓ **Project Compliance:**  
 Roof line varies across the building, including a four-foot minimum height modulation.

— Roof line



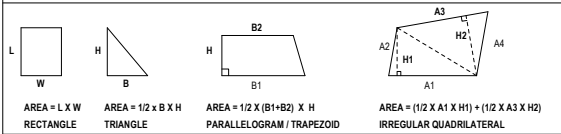
AREA CALCULATION - FORMULAS



OFFICE AND MULTI-FAMILY BUILDING COVERAGE			RESIDENTIAL		
NAME	AREA		NAME	AREA	
BCO-01	297.12		BCR-01	144.22	
BCO-02	28.37		BCR-02	251.82	
BCO-03	28.15		BCR-03	170.68	
BCO-04	3,220.39		BCR-04	407.06	
BCO-05	131.01		BCR-05	154.41	
BCO-06	25.71		BCR-06	8,715.30	
BCO-07	17.06		BCR-07	732.64	
BCO-08	3,176.74		BCR-08	8,292.22	
BCO-09	223.97		BCR-09	681.50	
BCO-10	1,778.05		BCR-10	6,929.49	
BCO-11	218.94		BCR-11	675.74	
BCO-12	6,818.49		BCR-12	6,889.79	
BCO-13	874.05		BCR-13	209.62	
BCO-14	499.11		BCR-14	1,132.02	
BCO-15	3,012.84		BCR-15	1,028.62	
BCO-16	36.34		BCR-16	29,763.63	
BCO-17	3,486.91		BCR-17	234.21	
BCO-18	261.72		BCR-18	250.84	
BCO-19	357.25		BCR-19	25.18	
BCO-20	3,607.02		BCR-20	226.36	
BCO-21	234.58		BCR-21	1,080.62	
BCO-22	142.50		BCR-22	342.23	
BCO-23	443.65		BCR-23	112,779.99	
BCO-24	831.50		BCR-24	427.60	
BCO-25	281.97		BCR-25	49.25	
BCO-26	243.72		BCR-26	516.50	
			BCR-27	50.90	
			BCR-28	461.64	
			BCR-29	178.41	
			BCR-30	31.37	
			BCR-31	345.74	
			BCR-32	362.29	
			BCR-33	29.01	
				79,447.47	
			TOTAL BUILDING COVERAGE	107,856.73	

NOTE:  
 1. AREAS ARE MEASURED TO THE EXTERIOR WALL FACE OF FINISH.  
 2. SF DATA SUMS MAY DIFFER SLIGHTLY FROM TOTALS DUE TO ROUNDING OF SF NUMBERS  
 3. REFER APPENDIX C CIVIL DRAWINGS FOR SITE COVERAGE SF CALCULATIONS.

AREA CALCULATION - FORMULAS



SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)

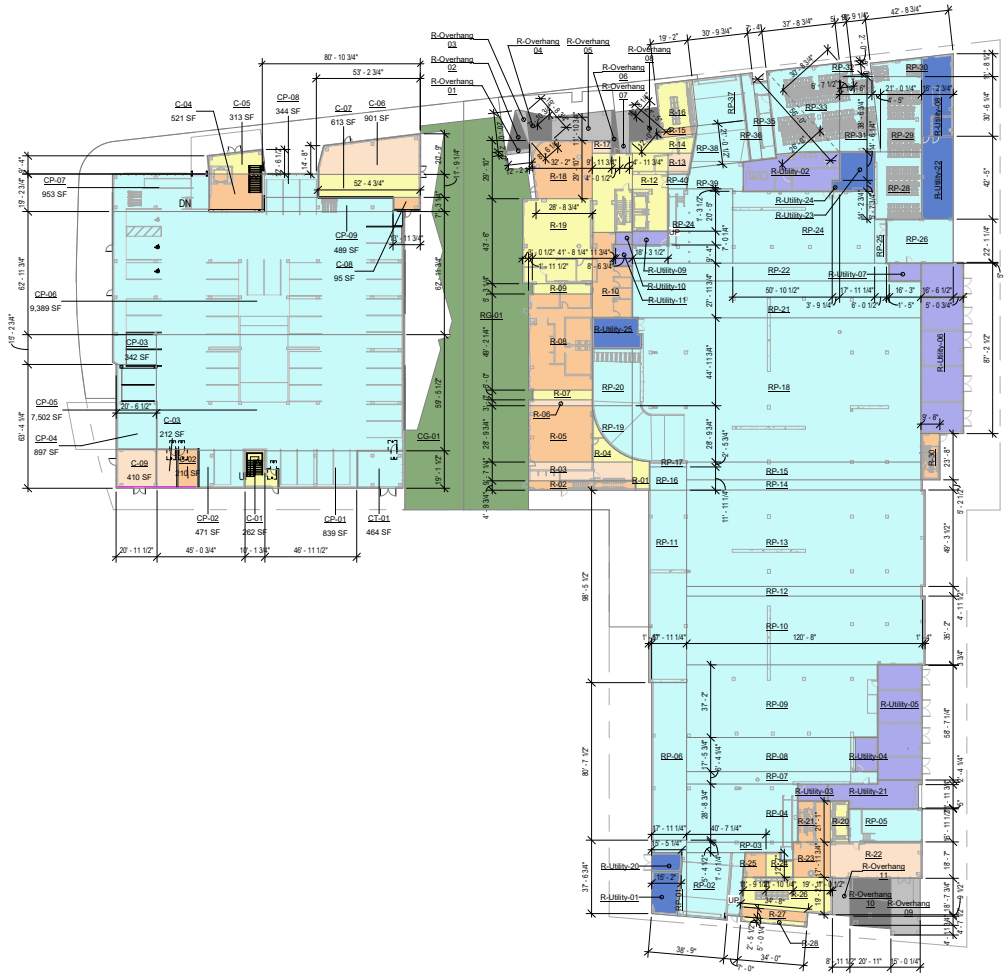
Name	Area
R-01	125.8 SF
R-02	253.3 SF
R-03	505.7 SF
R-04	153.1 SF
R-05	340.1 SF
R-06	97.7 SF
R-07	153.4 SF
R-08	1504.4 SF
R-09	161.7 SF
R-10	739.1 SF
R-11	832.0 SF
R-12	730.0 SF
R-13	123.9 SF
R-14	264.3 SF
R-15	74.3 SF
R-16	454.3 SF
R-17	65.3 SF
R-18	508.1 SF
R-19	1,551.3 SF
R-20	199.7 SF
R-21	350.7 SF
R-22	872.5 SF
R-23	343.0 SF
R-24	150.4 SF
R-25	141.5 SF
R-26	795.5 SF
R-27	173.6 SF
R-28	83.1 SF
R-29	229.8 SF
R-Overhang 01	24.4 SF
R-Overhang 02	122.0 SF
R-Overhang 03	521.1 SF
R-Overhang 04	161.8 SF
R-Overhang 05	420.0 SF
R-Overhang 06	612.2 SF
R-Overhang 07	133.3 SF
R-Overhang 08	243.2 SF
R-Overhang 09	436.2 SF
R-Overhang 10	522.6 SF
R-Overhang 11	170.8 SF
R-Utility-01	893.5 SF
R-Utility-02	133.0 SF
R-Utility-03	201.0 SF
R-Utility-04	1,335.6 SF
R-Utility-05	1,886.4 SF
R-Utility-06	141.8 SF
R-Utility-07	128.2 SF
R-Utility-08	52.6 SF
R-Utility-09	1,063.3 SF
R-Utility-10	52.6 SF
R-Utility-11	1,063.3 SF
FAR-49	20,362.1 SF

SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)

Name	Area
R-Utility-01	312.5 SF
R-Utility-02	610.3 SF
R-Utility-20	150.3 SF
R-Utility-21	592.1 SF
R-Utility-22	684.8 SF
R-Utility-23	351.6 SF
R-Utility-24	21.3 SF
R-Utility-25	379.9 SF
RP-01	224.7 SF
RP-02	948.5 SF
RP-03	317.2 SF
RP-04	1,691.8 SF
RP-05	636.5 SF
RP-06	1,445.7 SF
RP-07	621.7 SF
RP-08	1,509.1 SF
RP-09	3,638.4 SF
RP-10	4,281.7 SF
RP-11	1,913.3 SF
RP-12	669.3 SF
RP-13	6,014.3 SF
RP-14	627.0 SF
RP-15	1,059.9 SF
RP-16	226.7 SF
RP-17	47.0 SF
RP-18	10,839.9 SF
RP-19	397.2 SF
RP-20	601.4 SF
RP-21	2,788.1 SF
RP-22	1,195.3 SF
RP-23	170.7 SF
RP-24	3,929.7 SF
RP-25	136.3 SF
RP-26	770.5 SF
RP-27	829.0 SF
RP-28	896.1 SF
RP-29	214.4 SF
RP-30	737.1 SF
RP-31	43.8 SF
RP-32	1,540.1 SF
RP-33	292.0 SF
RP-34	266.3 SF
RP-35	590.9 SF
RP-36	590.0 SF
RP-37	347.4 SF
RP-38	183.3 SF
RP-39	56,267.1 SF
RP-40	6,205.5 SF
NON-FAR: 47	56,267.1 SF
NON-FAR GREEN	6,205.5 SF
PB: 1	6,205.5 SF

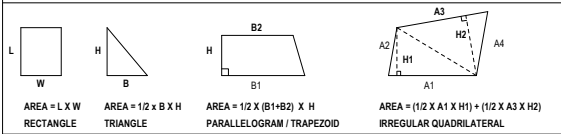
SQUARE FOOTAGE AREA CALCULATIONS (OFFICE)

Name	Area
C-01	282.7 SF
C-02	209.7 SF
C-03	212.2 SF
C-04	520.6 SF
C-05	312.3 SF
C-06	900.8 SF
C-07	613.1 SF
C-08	94.8 SF
C-09	410.4 SF
FAR: 9	3,536.4 SF
CP-01	839.3 SF
CP-02	470.6 SF
CP-03	341.6 SF
CP-04	696.0 SF
CP-05	7,502.0 SF
CP-06	9,389.0 SF
CP-07	953.0 SF
CP-08	344.2 SF
CP-09	489.0 SF
CP-10	96.0 SF
NON-FAR: 10	21,689.8 SF
NON-FAR GREEN	463.3 SF
PB: 1	3,369.1 SF



NOTE: THE COLORED FILLS IN RESIDENTIAL AND OFFICE BUILT AREAS ARE USED FOR REPRESENTING THE SUB-AREAS. POLYGONS AND DO NOT INDICATE AREA TYPES.

AREA CALCULATION - FORMULAS



SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)

Name	Area
R-01	393.7 SF
R-02	1,574.1 SF
R-03	34.8 SF
R-04	1,722.5 SF
R-05	343.7 SF
R-06	1,057.3 SF
R-07	1,752.4 SF
R-08	346.2 SF
R-09	163.0 SF
R-10	338.3 SF
R-11	1,562.3 SF
R-12	207.7 SF
R-13	1,775.5 SF
R-14	3,724.4 SF
R-15	196.5 SF
R-16	206.6 SF
R-17	165.0 SF
R-18	186.2 SF
R-19	13.5 SF
R-20	96.4 SF
R-21	32.6 SF
R-22	57.7 SF
R-23	21.4 SF
R-24	82.8 SF
R-25	146.8 SF
R-26	104.7 SF
R-27	24.2 SF
R-28	2,569.0 SF
R-29	1,131.3 SF
R-30	550.8 SF
R-31	2,087.1 SF
R-32	89.8 SF
R-33	368.8 SF
R-34	35.1 SF
R-35	1,229.2 SF
R-36	370.8 SF
R-37	1,964.7 SF
R-38	289.6 SF
R-39	323.8 SF
R-40	1,962.3 SF
R-41	119.7 SF
R-42	281.7 SF
R-43	334.4 SF
R-44	155.6 SF
R-45	56.9 SF
R-46	118.8 SF
R-47	136.0 SF
R-48	1,458.9 SF
R-49	27.7 SF
R-50	57.9 SF
R-51	176.2 SF
R-52	9.9 SF
R-53	748.7 SF
R-54	213.8 SF
R-55	3,032.5 SF
R-56	250.9 SF
R-57	44.8 SF
R-58	971.3 SF
R-59	195.3 SF
R-60	212.3 SF
R-61	32.6 SF
R-Utility-01	191.2 SF
R-Utility-02	194.4 SF
R-Utility-03	94.4 SF
R-Utility-04	160.9 SF
R-Utility-05	30.5 SF
R-Utility-06	98.7 SF
R-Utility-07	179.2 SF
R-Utility-08	163.7 SF
R-Utility-09	119.5 SF
R-Utility-10	96.5 SF
R-Utility-11	557.1 SF
FAR-75	37,016.8 SF

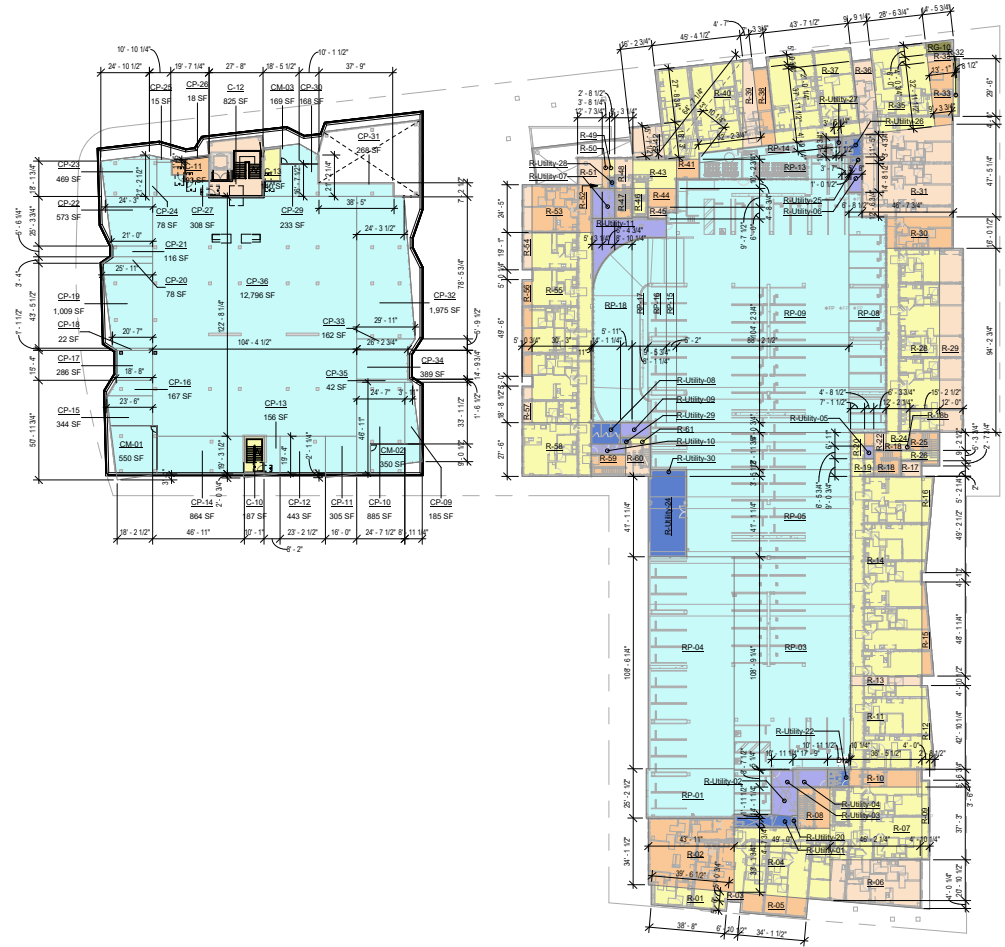
SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)

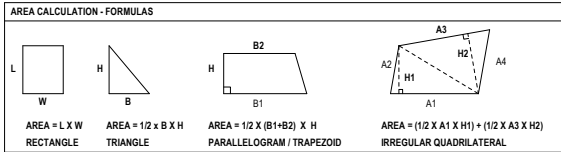
Name	Area
R-Utility-20	17.5 SF
R-Utility-22	99.3 SF
R-Utility-24	801.8 SF
R-Utility-25	19.2 SF
R-Utility-26	113.3 SF
R-Utility-27	15.5 SF
R-Utility-28	14.8 SF
R-Utility-29	15.4 SF
R-Utility-30	63.3 SF
RP-01	1,141.7 SF
RP-02	433.9 SF
RP-03	6,484.3 SF
RP-04	4,775.1 SF
RP-05	3,748.0 SF
RP-06	1,944.0 SF
RP-07	609.8 SF
RP-08	2,062.0 SF
RP-09	10,990.0 SF
RP-10	84.3 SF
RP-11	23.4 SF
RP-12	15.8 SF
RP-13	917.3 SF
RP-14	338.8 SF
RP-15	564.9 SF
RP-16	886.5 SF
RP-17	793.4 SF
RP-18	1,718.2 SF
NON-FAR 27	38,612.1 SF
PRE-10	84.8 SF
NON-FAR GREEN	84.8 SF
PRE-1	75,713.5 SF

NOTE: THE COLORED FILLS IN RESIDENTIAL AND OFFICE BUILT AREAS ARE USED FOR DIFFERENTIATING THE SUB AREAS / POLYGONS AND DO NOT INDICATE AREA TYPES.

SQUARE FOOTAGE AREA CALCULATIONS (OFFICE)

Name	Area
C-10	186.5 SF
C-11	122.8 SF
C-12	824.8 SF
C-13	140.1 SF
FAR-4	1,344.2 SF
CM-01	545.6 SF
CM-02	350.4 SF
CM-03	168.8 SF
CP-09	185.2 SF
CP-10	885.2 SF
CP-11	305.4 SF
CP-12	442.6 SF
CP-13	155.9 SF
CP-14	864.1 SF
CP-15	344.4 SF
CP-16	167.0 SF
CP-17	296.3 SF
CP-18	21.9 SF
CP-19	1,008.6 SF
CP-20	76.0 SF
CP-21	116.0 SF
CP-22	573.2 SF
CP-23	468.7 SF
CP-24	78.4 SF
CP-25	15.1 SF
CP-26	183.0 SF
CP-27	308.0 SF
CP-29	232.7 SF
CP-30	169.4 SF
CP-30	9.2 SF
CP-31	267.6 SF
CP-32	1,975.0 SF
CP-33	162.3 SF
CP-34	388.9 SF
CP-35	42.1 SF
CP-36	12,796.3 SF
NON-FAR 31	23,433.1 SF





**SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)**

Name	Area
R-01	391.6 SF
R-02	248.9 SF
R-03	2,648.4 SF
R-04	338.1 SF
R-05	184.7 SF
R-06	1,641.2 SF
R-07	331.8 SF
R-08	1,072.8 SF
R-09	448.1 SF
R-10	344.7 SF
R-11	417.2 SF
R-12	1,743.3 SF
R-13	521.6 SF
R-14	1,876.3 SF
R-15	195.6 SF
R-16	1,220.5 SF
R-17	1,174.3 SF
R-18	325.7 SF
R-19	419.1 SF
R-20	411.3 SF
R-21	1,209.8 SF
R-22	3,214.5 SF
R-23	1,711.6 SF
R-24	177.5 SF
R-25	668.3 SF
R-26	260.3 SF
R-27	227.2 SF
R-28	167.7 SF
R-29	538.7 SF
R-30	447.4 SF
R-31	496.0 SF
R-32	727.5 SF
R-33	408.5 SF
R-34	723.8 SF
R-35	1,620.0 SF
R-36	884.7 SF
R-37	496.0 SF
R-38	838.7 SF
R-39	1,347.8 SF
R-40	245.4 SF
R-41	149.8 SF
R-42	1,165.1 SF
R-43	170.5 SF
R-44	172.3 SF
R-45	284.0 SF
R-46	2,469.9 SF
R-47	221.1 SF
R-48	253.4 SF
R-49	1,726.5 SF
R-50	1,270.0 SF
R-51	22.3 SF
R-52	1,407.0 SF
R-53	733.1 SF
R-54	687.4 SF
R-55	768.8 SF
R-56	82.5 SF
R-57	1,071.4 SF
R-58	160.3 SF
R-59	520.9 SF
R-60	133.0 SF
R-61	20.0 SF
R-62	765.5 SF
R-63	383.6 SF
R-64	808.0 SF
R-65	435.6 SF
R-66	296.2 SF
R-67	3,171.4 SF
R-68	255.0 SF
R-69	2,319.8 SF
R-70	366.5 SF
R-71	96.2 SF
R-72	262.5 SF
R-73	171.1 SF
R-Utility-01	47.9 SF
R-Utility-02	142.2 SF
R-Utility-03	32.4 SF
R-Utility-04	202.5 SF
R-Utility-21	21.1 SF
FAR-75	54,240.7 SF

**SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)**

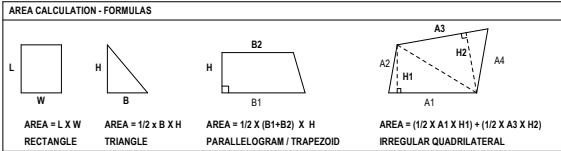
Name	Area
R-Utility-20	14.1 SF
R-Utility-22	103.3 SF
R-Utility-23	14.1 SF
R-Utility-24	13.2 SF
R-Utility-25	18.9 SF
R-Utility-26	120.8 SF
R-Utility-27	18.6 SF
R-Utility-28	154.4 SF
R-Utility-29	21.8 SF
R-Utility-30	91.4 SF
NON-FAR-10	431.7 SF
RG-30	64.7 SF
RG-31	49.5 SF
RG-32	1,028.8 SF
RG-33	804.1 SF
RG-34	8,035.0 SF
RG-35	3,307.7 SF
RG-36	1,227.9 SF
RG-37	1,295.5 SF
RG-38	2,075.7 SF
RG-39	1,138.0 SF
RG-40	321.5 SF
NON-FAR GREEN	
CM-11	19,326.4 SF
RG-10	84.9 SF
RG-11	89.0 SF
RG-12	53.3 SF
RG-13	317.5 SF
RG-14	712.6 SF
RG-15	205.0 SF
RG-16	693.2 SF
RG-17	379.5 SF
RG-18	699.1 SF
RG-19	269.0 SF
RG-20	1,186.8 SF
RG-21	725.6 SF
NON-FAR GREEN	
PR-12	5,296.6 SF

NOTE: THE COLORED FILLS IN RESIDENTIAL AND OFFICE BULK AREAS ARE USED FOR DIFFERENTIATING THE SUB AREAS. POLYGONS AND DO NOT INDICATE AREA TYPES.

**SQUARE FOOTAGE AREA CALCULATIONS (OFFICE)**

Name	Area
C-33	1,392.9 SF
C-34	1,261.3 SF
C-35	849.9 SF
C-36	3,471.6 SF
C-37	223.3 SF
C-38	262.4 SF
C-39	101.2 SF
C-40	1,218.4 SF
C-41	92.4 SF
C-42	125.3 SF
C-43	307.3 SF
C-44	1,263.5 SF
C-45	441.5 SF
C-46	1,424.4 SF
C-47	124.2 SF
C-48	1,717.2 SF
C-49	307.0 SF
C-50	324.6 SF
C-51	87.1 SF
C-52	891.0 SF
C-53	1,449.7 SF
C-54	388.6 SF
C-55	125.0 SF
C-56	278.6 SF
C-57	1,083.3 SF
C-58	1,083.4 SF
C-59	231.2 SF
C-60	287.5 SF
C-61	17.4 SF
C-62	9,697.0 SF
C-63	28,409.0 SF





**SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)**

Name	Area
R-01	391.6 SF
R-02	248.9 SF
R-03	2,647.1 SF
R-04	338.1 SF
R-05	184.7 SF
R-06	1,842.7 SF
R-07	331.6 SF
R-08	1,072.8 SF
R-09	448.1 SF
R-10	344.7 SF
R-11	417.2 SF
R-12	1,743.3 SF
R-13	521.6 SF
R-14	1,816.3 SF
R-15	195.6 SF
R-16	120.5 SF
R-17	1,174.3 SF
R-18	325.7 SF
R-19	416.1 SF
R-20	411.2 SF
R-21	1,209.8 SF
R-22	3,214.5 SF
R-23	1,715.8 SF
R-24	178.7 SF
R-25	668.3 SF
R-26	260.3 SF
R-27	227.2 SF
R-28	167.7 SF
R-29	538.7 SF
R-30	447.4 SF
R-31	783.9 SF
R-32	727.2 SF
R-33	345.5 SF
R-34	723.8 SF
R-35	1,620.0 SF
R-36	884.7 SF
R-37	496.9 SF
R-38	838.7 SF
R-39	1,347.8 SF
R-40	245.2 SF
R-41	149.8 SF
R-42	1,165.1 SF
R-43	170.4 SF
R-44	172.3 SF
R-45	284.0 SF
R-46	2,469.9 SF
R-47	221.1 SF
R-48	253.4 SF
R-49	1,726.5 SF
R-50	1,270.0 SF
R-51	22.3 SF
R-52	1,401.0 SF
R-53	733.1 SF
R-54	657.4 SF
R-55	768.8 SF
R-56	82.5 SF
R-57	1,071.4 SF
R-58	180.3 SF
R-59	520.9 SF
R-60	133.0 SF
R-61	201.8 SF
R-62	765.5 SF
R-63	383.6 SF
R-64	808.0 SF
R-65	435.6 SF
R-66	296.2 SF
R-67	3,171.4 SF
R-68	255.0 SF
R-69	2,319.8 SF
R-70	366.5 SF
R-71	96.2 SF
R-72	262.8 SF
R-73	171.1 SF
R-Utility-01	47.9 SF
R-Utility-02	74.2 SF
R-Utility-03	362.4 SF
R-Utility-04	202.5 SF
R-Utility-21	21.1 SF
FAR: 156	54,177.7 SF

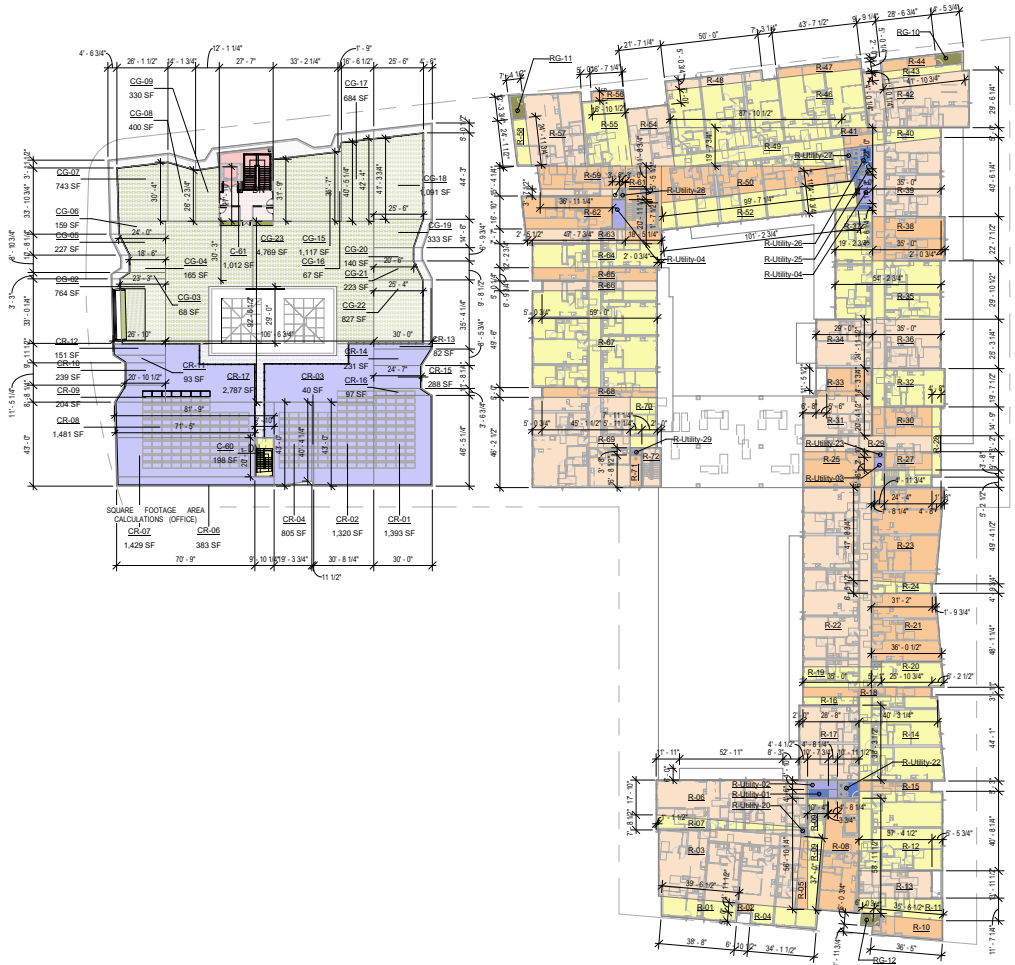
**SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)**

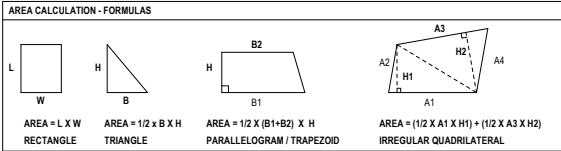
Name	Area
R-Utility-20	14.1 SF
R-Utility-23	102.3 SF
R-Utility-24	14.1 SF
R-Utility-25	13.2 SF
R-Utility-26	18.9 SF
R-Utility-27	120.8 SF
R-Utility-28	18.6 SF
R-Utility-29	154.4 SF
R-Utility-30	21.8 SF
R-Utility-31	91.4 SF
R-Utility-32	431.6 SF
R-Utility-33	84.9 SF
R-Utility-34	89.0 SF
R-Utility-35	53.3 SF
NON-FAR GREEN PR: 6	227.2 SF

NOTE: THE COLORED FILLS IN RESIDENTIAL AND OFFICE BUILT AREAS ARE USED FOR IDENTIFYING THE SUB-AREAS! POLYGONS AND DO NOT INDICATE AREA TYPES.

**SQUARE FOOTAGE AREA CALCULATIONS (OFFICE)**

Name	Area
C-00	188.0 SF
C-01	1,011.8 SF
FAR: 2	1,209.5 SF
CG-02	763.9 SF
CG-03	681.9 SF
CG-04	164.9 SF
CG-05	227.4 SF
CG-06	158.5 SF
CG-07	742.8 SF
CG-08	399.9 SF
CG-09	330.3 SF
CG-10	1,116.8 SF
CG-11	66.9 SF
CG-12	694.3 SF
CG-18	1,090.7 SF
CG-19	333.3 SF
CG-20	139.2 SF
CG-21	222.6 SF
CG-22	827.2 SF
CG-23	4,768.7 SF
Green	12,106.0 SF
Area: 17	
CR-01	1,392.9 SF
CR-02	1,319.9 SF
CR-03	402.0 SF
CR-04	804.5 SF
CR-06	383.2 SF
CR-07	1,428.9 SF
CR-08	1,480.9 SF
CR-09	204.4 SF
CR-10	238.8 SF
CR-11	93.1 SF
CR-12	151.5 SF
CR-13	81.7 SF
CR-14	231.2 SF
CR-15	287.5 SF
CR-16	374.6 SF
CR-17	2,786.7 SF
NON-FAR: 16	11,022.4 SF



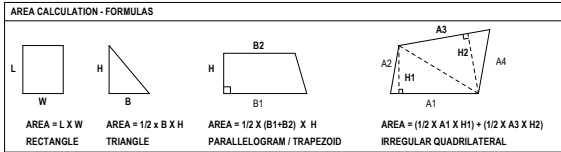


SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)		SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)	
Name	Area	Name	Area
R-01	53.2 SF	R-Unity-20	14.1 SF
R-02	2,241.1 SF	R-Unity-22	98.7 SF
R-03	2,640.9 SF	R-Unity-23	14.1 SF
R-05	183.5 SF	R-Unity-24	13.2 SF
R-06	1,841.2 SF	R-Unity-25	19.0 SF
R-07	331.6 SF	R-Unity-26	120.8 SF
R-08	1,072.6 SF	R-Unity-27	18.6 SF
R-09	447.1 SF	R-Unity-28	19.4 SF
R-10	761.9 SF	R-Unity-29	21.8 SF
R-12	1,744.0 SF	R-Unity-30	88.9 SF
R-13	521.8 SF	NON-FAR 10	425.5 SF
R-14	1,816.4 SF	RG-10	393.7 SF
R-15	196.6 SF	RG-11	343.7 SF
R-16	1,220.5 SF	RG-12	53.4 SF
R-17	1,184.5 SF	RG-13	427.5 SF
R-18	325.7 SF	RG-14	526.5 SF
R-19	456.8 SF	RG-15	668.8 SF
R-20	411.5 SF	RG-16	89.0 SF
R-21	1,209.8 SF	NON-FAR GREEN PR-7	2,502.5 SF
R-22	3,123.3 SF		
R-23	1,711.8 SF		
R-24	175.7 SF		
R-25	696.3 SF		
R-26	260.3 SF		
R-27	227.2 SF		
R-28	197.7 SF		
R-29	538.7 SF		
R-30	447.4 SF		
R-31	716.1 SF		
R-32	727.5 SF		
R-33	345.9 SF		
R-34	723.8 SF		
R-35	1,620.4 SF		
R-36	884.7 SF		
R-37	898.9 SF		
R-38	838.7 SF		
R-39	1,347.8 SF		
R-40	245.4 SF		
R-41	149.8 SF		
R-42	1,165.9 SF		
R-43	234.8 SF		
R-44	1,776.0 SF		
R-45	1,728.5 SF		
R-46	1,270.0 SF		
R-49	1,728.5 SF		
R-51	22.3 SF		
R-52	1,407.4 SF		
R-53	733.1 SF		
R-54	657.4 SF		
R-55	768.8 SF		
R-56	82.5 SF		
R-57	1,070.6 SF		
R-58	190.3 SF		
R-59	521.0 SF		
R-60	133.0 SF		
R-61	201.8 SF		
R-62	785.5 SF		
R-63	383.6 SF		
R-64	806.8 SF		
R-65	435.6 SF		
R-66	296.2 SF		
R-67	3,171.3 SF		
R-68	295.0 SF		
R-69	2,319.8 SF		
R-70	306.5 SF		
R-71	99.2 SF		
R-72	1,377.8 SF		
R-73	17.1 SF		
R-74	29.1 SF		
R-Unity-01	47.9 SF		
R-Unity-02	66.1 SF		
R-Unity-03	32.4 SF		
R-Unity-04	202.3 SF		
R-Unity-21	211.5 SF		
FAR-74	55,276.9 SF		

NOTE: THE COLORED FILLS IN RESIDENTIAL BUILT AREA ARE USED FOR DIFFERENTIATING THE SUB-AREAS/POLYGONS AND DO NOT INDICATE AREA TYPES.



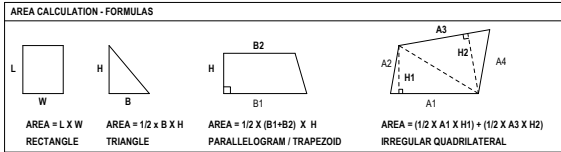
① Level R-05, Built Area  
1" = 30'-0"



SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)		SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)	
Name	Area	Name	Area
R-01	53.2 SF	R-Unity-20	14.1 SF
R-02	2,241.1 SF	R-Unity-22	98.7 SF
R-03	2,640.9 SF	R-Unity-23	14.1 SF
R-05	183.5 SF	R-Unity-24	13.2 SF
R-06	1,841.2 SF	R-Unity-25	19.0 SF
R-07	331.6 SF	R-Unity-26	120.8 SF
R-08	1,072.6 SF	R-Unity-27	18.6 SF
R-09	447.1 SF	R-Unity-28	19.4 SF
R-10	761.9 SF	R-Unity-29	21.8 SF
R-12	1,744.0 SF	R-Unity-30	88.9 SF
R-13	521.8 SF	NON-FAR_10	429.5 SF
R-14	1,816.4 SF	RG-12	53.4 SF
R-15	196.6 SF	RG-16	89.0 SF
R-16	1,220.5 SF	NON-FAR GREEN PR-2	142.3 SF
R-17	1,184.5 SF		
R-18	325.7 SF		
R-19	456.8 SF		
R-20	411.5 SF		
R-21	1,209.9 SF		
R-22	1,123.3 SF		
R-23	1,711.8 SF		
R-24	175.7 SF		
R-25	696.3 SF		
R-26	260.3 SF		
R-27	227.2 SF		
R-28	197.7 SF		
R-29	538.7 SF		
R-30	447.4 SF		
R-31	716.1 SF		
R-32	727.5 SF		
R-33	345.3 SF		
R-34	723.8 SF		
R-35	1,620.4 SF		
R-36	884.7 SF		
R-37	898.9 SF		
R-38	838.7 SF		
R-39	1,347.8 SF		
R-40	245.4 SF		
R-41	149.8 SF		
R-42	1,165.0 SF		
R-45	234.8 SF		
R-46	1,770.0 SF		
R-49	1,728.5 SF		
R-50	1,270.0 SF		
R-51	22.3 SF		
R-52	1,407.4 SF		
R-53	733.1 SF		
R-54	657.4 SF		
R-55	768.8 SF		
R-56	82.5 SF		
R-57	1,070.6 SF		
R-58	1,903.3 SF		
R-59	521.0 SF		
R-60	133.0 SF		
R-61	201.8 SF		
R-62	785.5 SF		
R-63	383.6 SF		
R-64	808.8 SF		
R-65	435.6 SF		
R-66	296.2 SF		
R-67	3,171.3 SF		
R-68	295.0 SF		
R-69	2,319.8 SF		
R-70	306.5 SF		
R-71	99.2 SF		
R-72	1,377.8 SF		
R-73	17.1 SF		
R-74	29.1 SF		
R-Unity-01	47.9 SF		
R-Unity-02	66.1 SF		
R-Unity-03	32.4 SF		
R-Unity-04	202.3 SF		
R-Unity-21	21.1 SF		
FAR-74	55,276.9 SF		

NOTE: THE COLORED FILLS IN RESIDENTIAL BUILT AREA ARE USED FOR DIFFERENTIATING THE SUB AREA/ PORTIONS AND DO NOT INDICATE AREA TYPES.



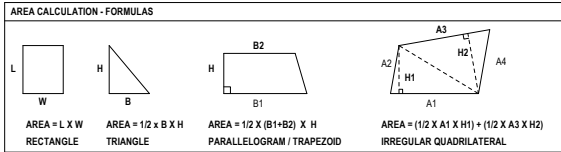


SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)		SQUARE FOOTAGE AREA CALCULATIONS (MULTI-FAMILY BUILDING)	
Name	Area	Name	Area
R-01	195.4 SF	R-Utility-20	14.1 SF
R-02	1,916.7 SF	R-Utility-22	98.7 SF
R-03	2,841.0 SF	R-Utility-23	14.1 SF
R-04	1,184.5 SF	R-Utility-24	13.2 SF
R-05	1,833.5 SF	R-Utility-25	19.0 SF
R-06	1,641.2 SF	R-Utility-26	120.8 SF
R-07	331.6 SF	R-Utility-27	18.6 SF
R-08	1,076.0 SF	R-Utility-28	154.4 SF
R-09	2,835.5 SF	R-Utility-29	21.5 SF
R-10	520.9 SF	R-Utility-30	88.9 SF
R-11	183.1 SF	NON-FAR 10	425.2 SF
R-12	2,675.4 SF	RG-30	1,122.5 SF
R-13	647.9 SF	RG-31	2,172.2 SF
R-14	532.2 SF	NON-FAR GREEN CM 2	3,294.7 SF
R-15	411.5 SF	RG-10	368.0 SF
R-16	1,209.8 SF	RG-11	209.8 SF
R-17	176.7 SF	RG-12	698.3 SF
R-18	1,711.6 SF	RG-13	181.3 SF
R-19	40.7 SF	RG-14	138.8 SF
R-20	497.0 SF	RG-15	39.6 SF
R-21	583.3 SF	NON-FAR GREEN PR 6	1,666.9 SF
R-22	1,860.6 SF		
R-23	801.9 SF		
R-24	727.5 SF		
R-25	1,591.1 SF		
R-26	1,073.8 SF		
R-27	1,563.2 SF		
R-28	838.7 SF		
R-29	1,165.3 SF		
R-30	235.2 SF		
R-31	914.8 SF		
R-32	148.8 SF		
R-33	1,407.4 SF		
R-34	1,273.8 SF		
R-35	1,722.5 SF		
R-36	116.5 SF		
R-37	738.1 SF		
R-38	657.9 SF		
R-39	640.9 SF		
R-40	542.4 SF		
R-41	632.3 SF		
R-42	35.3 SF		
R-43	733.4 SF		
R-44	808.0 SF		
R-45	361.2 SF		
R-46	814.5 SF		
R-47	81.6 SF		
R-48	435.6 SF		
R-49	296.2 SF		
R-50	3,171.3 SF		
R-51	296.0 SF		
R-52	2,318.8 SF		
R-53	265.7 SF		
R-54	106.2 SF		
R-55	36.7 SF		
R-56	265.3 SF		
R-57	22.3 SF		
R-Utility-01	47.8 SF		
R-Utility-02	66.1 SF		
R-Utility-03	32.4 SF		
R-Utility-04	202.5 SF		
R-Utility-21	21.1 SF		
FAR-64	50,072.7 SF		

NOTE: THE COLORED FILLS IN RESIDENTIAL BUILT AREA ARE USED FOR DIFFERENTIATING THE SUB AREAS / POLYGONS AND DO NOT INDICATE AREA TYPES.



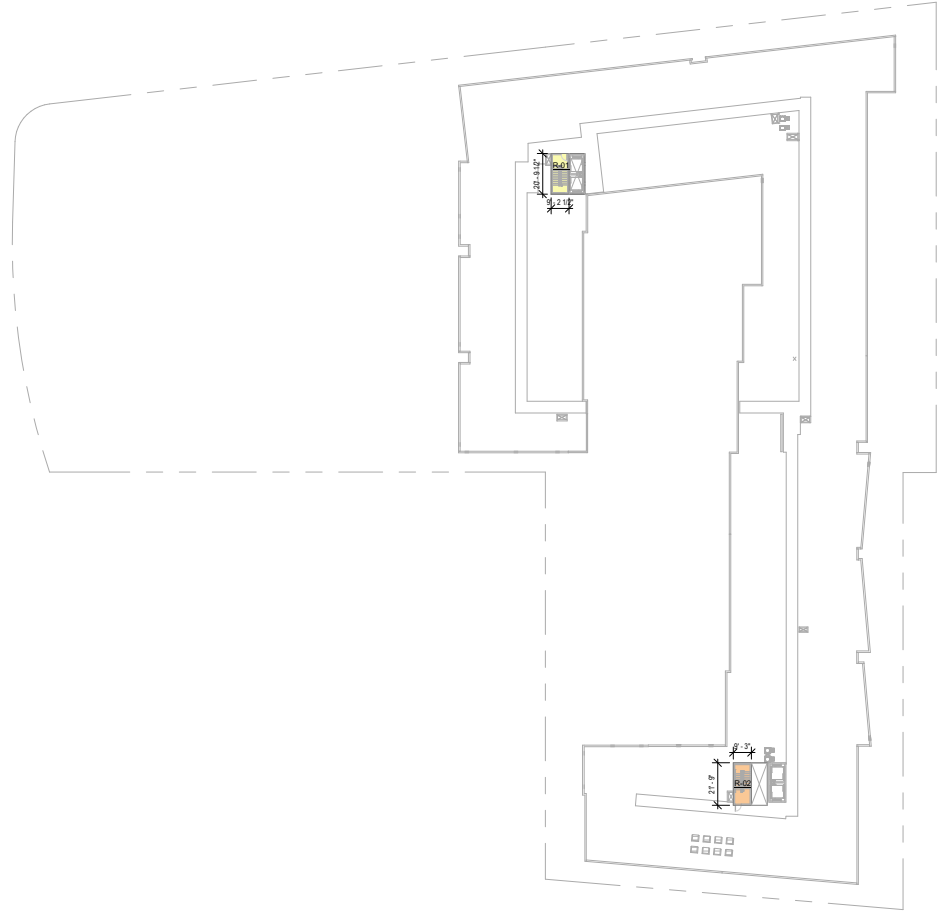


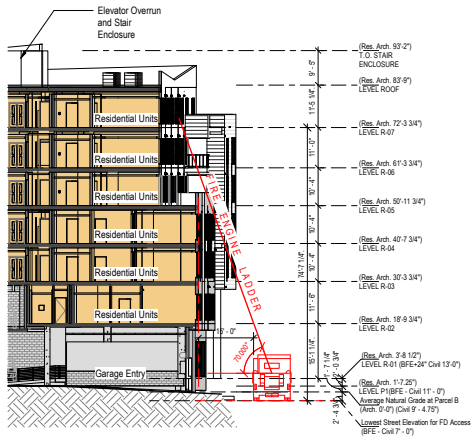
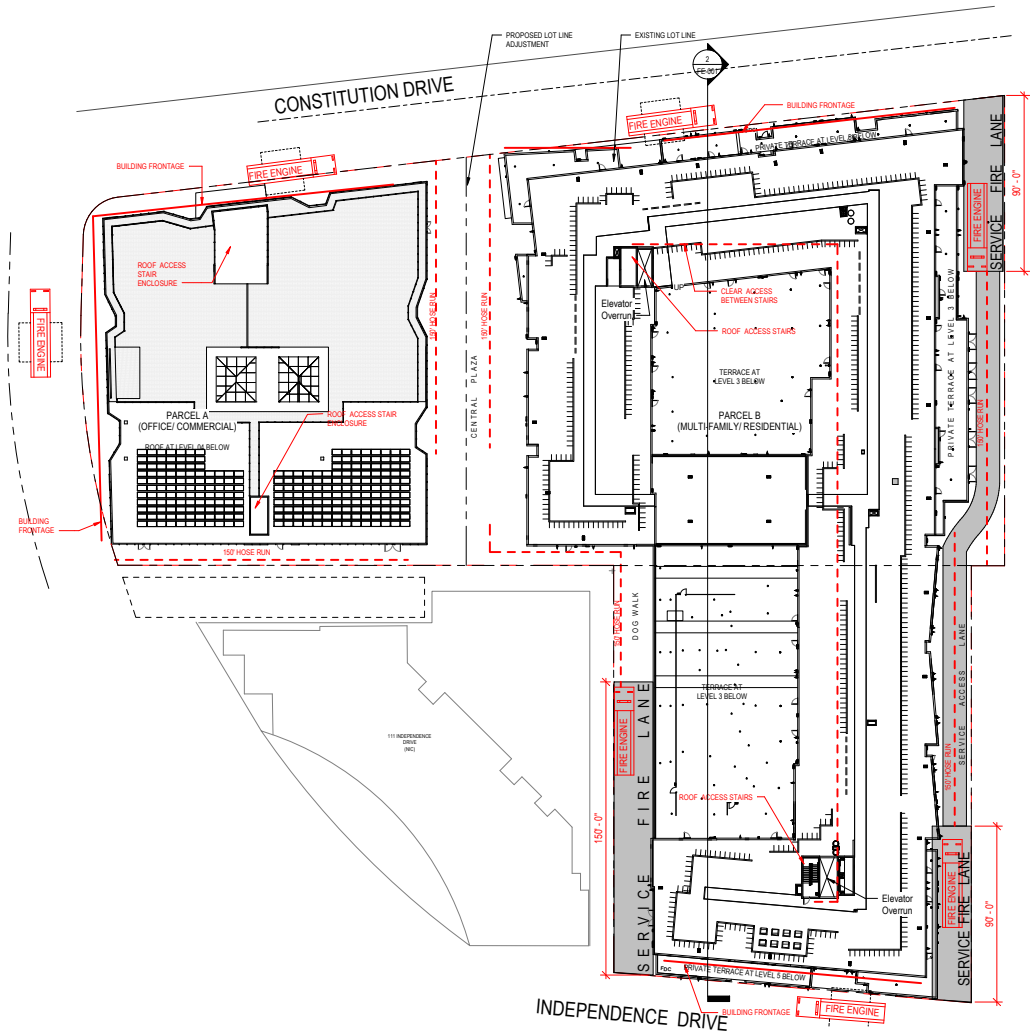


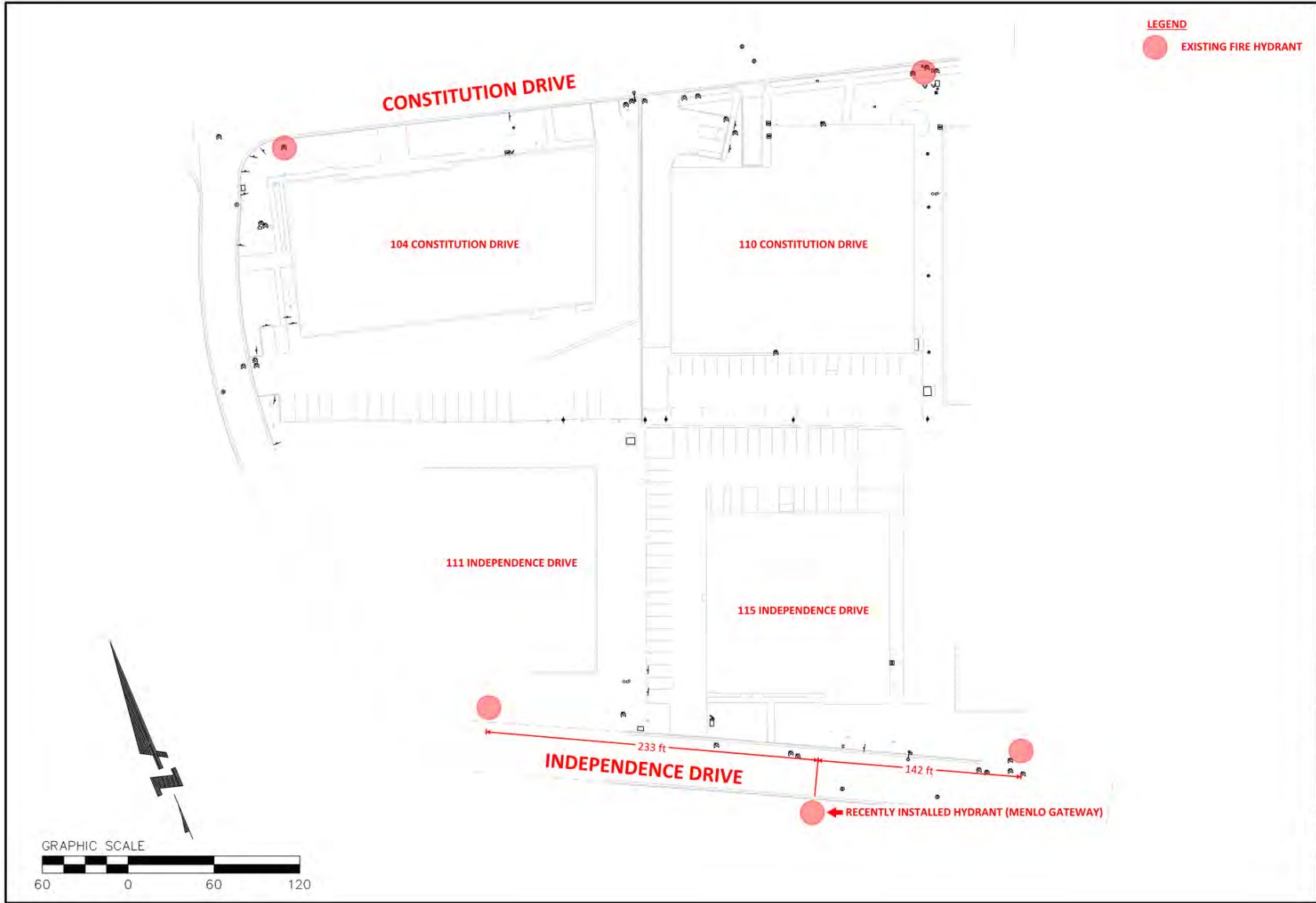
**SQUARE FOOTAGE AREA CALCULATIONS  
(MULTI-FAMILY BUILDING)**

Name	Area
R-01	191.2 SF
R-02	201.3 SF
FAR-2	392.5 SF
	392.5 SF

NOTE: THE COLORED FILLS IN RESIDENTIAL BUILT AREA ARE USED FOR DIFFERENTIATING THE SUB AREAS PORTIONS AND DO NOT INDICATE AREA TYPES.







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 SAN MATEO COUNTY CALIFORNIA

Date	10/10/20	Revised	
Drawn	AS/SHK	No.	
Checked	AS/SHK		
Designed	DM		
Approved	DM		
Job No.	10000000		
Sheet Number			

1 of 1



1 STUCCO - Smooth troweled finish



3



ALUMINUM SIDING



4



ALUMINUM SIDING



2



2A CAST STRIPE - PEARL



2B MODERN STRIPE - CHARCOAL



2C ZEN GARDEN - GREY  
FIBER CEMENT PANEL



6

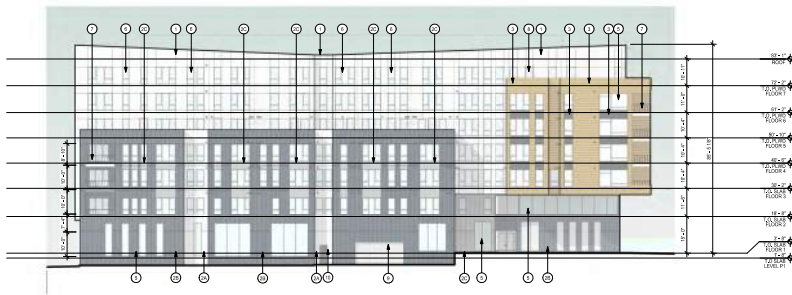


VINYL WINDOW



5

ALUMINUM STOREFRONT SYSTEM



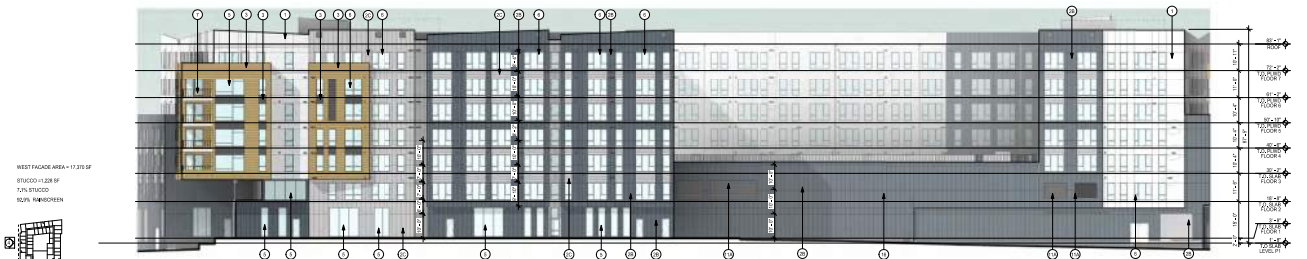
MATERIAL COLOR BUILDING ELEVATION - NORTH OVERALL 4  
 1/8" = 1'-0"



MATERIAL COLOR BUILDING ELEVATION - EAST OVERALL 3  
 1/8" = 1'-0"



MATERIAL COLOR BUILDING ELEVATION - SOUTH OVERALL 2  
 1/8" = 1'-0"



MATERIAL COLOR BUILDING ELEVATION - WEST OVERALL 1  
 1/8" = 1'-0"

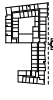
MATERIAL LEGEND

- 1 - STUCCO - COLOR 1
- 2A - FIBER CEMENT PANEL RIDGED - COLOR 1
- 2B - FIBER CEMENT PANEL RIDGED - COLOR 2
- 2C - FIBER CEMENT PANEL RIDGED - COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

NORTH FACADE AREA = 20,324 SF  
 STUCCO = 7,346 SF  
 30% STUCCO  
 30% FIBER CEMENT



EAST FACADE AREA = 18,388 SF  
 STUCCO = 14,511 SF  
 30% STUCCO  
 30% FIBER CEMENT



SOUTH OVERALL FACADE AREA = 15,862 SF  
 STUCCO = 1,586 SF  
 40% STUCCO  
 30% FIBER CEMENT



WEST FACADE AREA = 17,375 SF  
 STUCCO = 1,228 SF  
 24% STUCCO  
 30% FIBER CEMENT



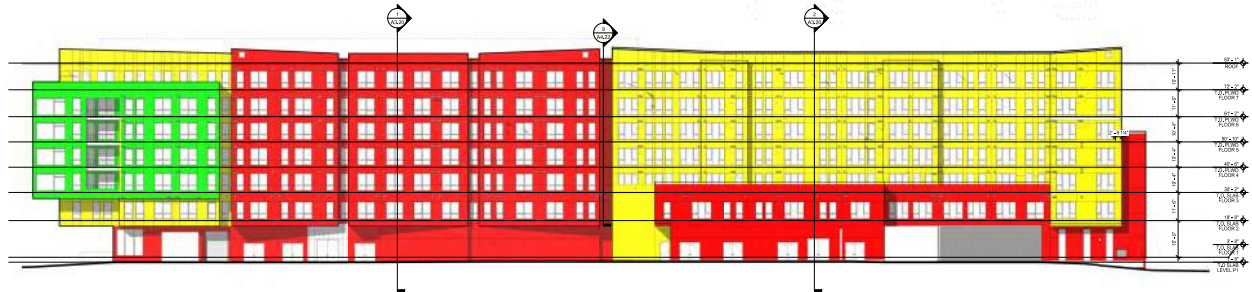
- SHEET NOTES**  
 NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET/LEVEL.
- STUCCO - COLOR 1
  - FIBER CEMENT PANEL - COLOR 1
  - FIBER CEMENT PANEL - COLOR 2
  - FIBER CEMENT PANEL - COLOR 3
  - ALUMINUM SIDING
  - METAL PANEL
  - ALUMINUM STOREFRONT SYSTEM
  - VINYL WINDOW
  - STOREFRONT GLASS DOOR (NOT OPENED) GALVANNEED STEEL WITH INSULATION
  - FIBER GLASS DOOR
  - ROLL UP GARAGE DOOR
  - MECHANICAL DOOR
  - MECHANICAL DOOR (LOUVER)
  - MECHANICAL DOOR (SCREEN)
  - ROLL UP TRANSPARENT DOOR
  - GLASS CURTAIN WALL WITH INSULATION
  - MECHANICAL SCREEN
  - POTENTIAL LANDSCAPED OR ACCENT WALL
  - CONTROLS/SCREENS/ARTS USE DETAIL ON PLAN

NO.	DATE	DESCRIPTION
1	01/13/20	ISSUED FOR PERMIT
2	01/13/20	ISSUED FOR PERMIT
3	01/13/20	ISSUED FOR PERMIT
4	01/13/20	ISSUED FOR PERMIT
5	01/13/20	ISSUED FOR PERMIT
6	01/13/20	ISSUED FOR PERMIT
7	01/13/20	ISSUED FOR PERMIT
8	01/13/20	ISSUED FOR PERMIT
9	01/13/20	ISSUED FOR PERMIT
10	01/13/20	ISSUED FOR PERMIT





BUILDING MATERIAL IDENTIFICATION ELEVATION - NORTH OVERALL 4



BUILDING MATERIAL IDENTIFICATION ELEVATION - EAST OVERALL 3



BUILDING MATERIAL IDENTIFICATION ELEVATION - SOUTH OVERALL 2



BUILDING ELEVATION - WEST OVERALL 1

GENERAL NOTES

1. LOCAL DIMENSIONS ARE TO FACE OF STUDIOS AND WINDOW HEADS. THE FINISH FLOOR FINISHES ARE TO BE REFERENCED TO FACE OF STUDIOS. THE FINISH FLOOR FINISHES ARE TO BE REFERENCED TO FACE OF STUDIOS.
2. LIFE ELEVATION HEIGHT OF 120'-0" IS SHOWN.
3. SEE ACCESS AND EGRESS FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
4. SEE SHEET A3.00-02 AND A3.00-03 FOR ALL FLOOR FINISHES AND WALL FINISHES.
5. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF ANY EXTERNAL REFER TO A3.00-01 DRAWINGS FOR INFORMATION NOT SHOWN HERE.
6. ALL WALLS, CORNERS, FLOORING, MECHANICAL RISERS TO BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE.
7. ALL EXTERIOR WALLS MUST BE FINISHED FOR ALL COVERED ROOF AREAS AND OTHER FINISHED AREAS.
8. ROOF SLOPE SHALL BE 1/4" PER FOOT. ROOF FINISHES SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE. ALL ROOF FINISHES SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE. ALL ROOF FINISHES SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE.
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18. ALL WALLS SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE.
19. ALL WALLS SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE.
20. ALL WALLS SHALL BE FINISHED TO MATCH SURROUNDING MATERIALS PERMITTED BY CODE.

SHEET NOTES

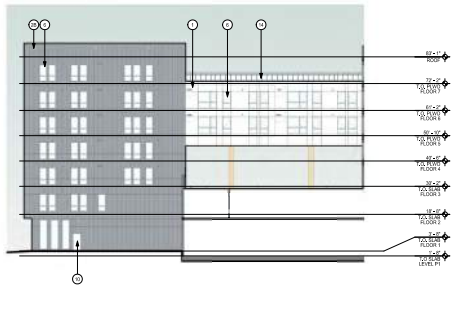
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1. STUCCO
  - 2. BLENDED CONCRETE PANEL SYSTEM
  - 3. ALUMINUM BEAMS
  - 4. METAL PANEL
  - 5. ALUMINUM STAIRCASE SYSTEM
  - 6. WALL WINDOW
  - 7. CEILINGLED NOT STIPPLED GULLWINGED JOINT AT JUNCTION
  - 8. METAL GLASS DOOR
  - 9. SWING ROLL UP DOOR
  - 10. WINDOW
  - 11. MECHANICAL EXTERIOR LIGHT FIXTURES
  - 12. FLUPEX DOWN AND DOWNPOUT
  - 13. GLASS TIGHTEN DOOR
  - 14. GLASS CURTAIN BY MECH
  - 15. MECHANICAL SCREEN
  - 16. WINDOW LANDSCAPES OR ACCESSIBLE
  - 17. 1/2" OF ACCESS MATCH FOR ERM EQUIPMENT MATCH TO LOCAL FINISHES OR FINISHES, SEE ERM DRAWINGS.
  - 18. METAL PLANK CLADDING AT CORNER
  - 19. CONTROL EXPANSION JOINTS, SEE DETAILS ON A3.00

Date	Issue
08/12/20	ISSUE
09/15/20	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE
09/15/21	ISSUE



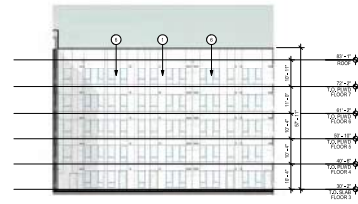
**BUILDING MATERIAL IDENTIFICATION ELEVATION**  
Sheet: A3.00-01  
Overall  
Date: 08/12/20  
Scale: AS SHOWN



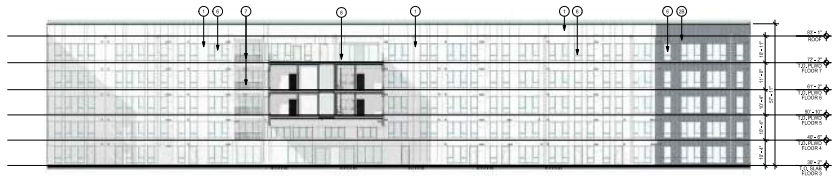


COURTYARD BRIDGE SOUTH MATERIAL ELEVATION OVERALL 6  
 1/8" = 1'-0"

STUCCO - 1193 SF  
 24th STUCCO  
 72th WINDOW

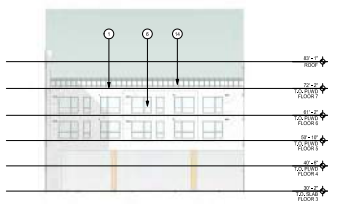


MATERIAL COLOR COURTYARD ELEVATION - SOUTH OVERALL 1  
 1/8" = 1'-0"

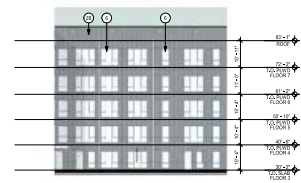


MATERIAL COLOR COURTYARD ELEVATION - WEST OVERALL 2  
 1/8" = 1'-0"

WEST COURTYARD FACADE STREET AREA - 1588 SF  
 STUCCO AT WEST END CORNER AND CORNER  
 EXTERIOR PARKING STREET AREA - 1018 SF  
 30th STUCCO  
 60th WINDOW



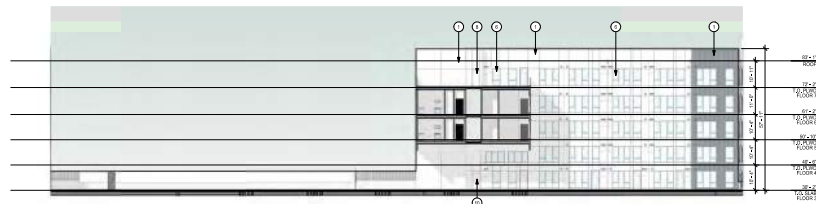
COURTYARD BRIDGE NORTH MATERIAL ELEVATION OVERALL 5  
 1/8" = 1'-0"



MATERIAL COLOR COURTYARD ELEVATION NORTH OVERALL 3  
 1/8" = 1'-0"

COURTYARD NORTH FACADE AREA - 428 SF

STUCCO - 1482 SF  
 8th STUCCO  
 60th WINDOW



MATERIAL COLOR COURTYARD ELEVATION - EAST OVERALL 4  
 1/8" = 1'-0"



MATERIAL LEGEND

- 1 - STUCCO - COLOR 1
- 2A - FIBER CEMENT PANEL RIGGED - COLOR 1
- 2B - FIBER CEMENT PANEL RIGGED - COLOR 2
- 2C - FIBER CEMENT PANEL RIGGED - COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

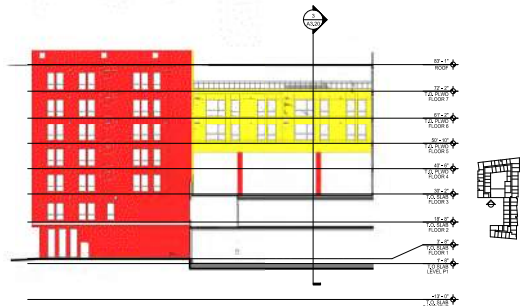
SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- STUCCO - COLOR 1
  - FIBER CEMENT PANEL - COLOR 1
  - FIBER CEMENT PANEL - COLOR 2
  - FIBER CEMENT PANEL - COLOR 3
  - METAL PANEL
  - ALUMINUM SIDING
  - METAL PANEL
  - ALUMINUM STOREFRONT SYSTEM
  - VINYL WINDOW
  - STOREFRONT - HOT TOPPED GALVANNEED STEEL UP-DECK
  - ROLL-UP GARAGE DOOR
  - WINDOW
  - MECHANICAL RETAIN COVER
  - MECHANICAL COVER
  - CLUSTER GRILL AND DOWNDRAFT
  - ROLL-UP TRANSPARENT DOOR
  - GLASS CURTAIN WALL UP-DECK
  - MECHANICAL SCREEN
  - POTENTIAL LANDSCAPE OR ACCENT WALL
  - CONTROL PANEL AND JOINTS - SEE DETAILS ON ALL

NO.	DATE	REVISION
1	06/13/20	ISSUE FOR PERMIT
2	06/15/20	ISSUE FOR PERMIT
3	06/15/20	ISSUE FOR PERMIT
4	06/15/20	ISSUE FOR PERMIT
5	06/15/20	ISSUE FOR PERMIT
6	06/15/20	ISSUE FOR PERMIT
7	06/15/20	ISSUE FOR PERMIT
8	06/15/20	ISSUE FOR PERMIT
9	06/15/20	ISSUE FOR PERMIT
10	06/15/20	ISSUE FOR PERMIT



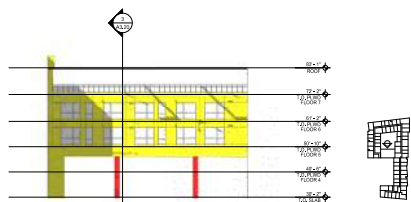




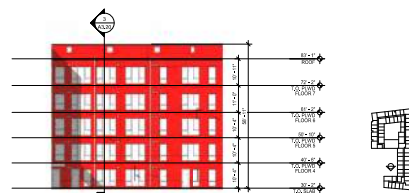
COURTYARD BRIDGE SOUTH MATERIAL IDENTIFICATION ELEVATION OVERALL 6  
1/16" = 1'-0"



COURTYARD MATERIAL IDENTIFICATION ELEVATION - WEST 1  
1/16" = 1'-0"



COURTYARD BRIDGE NORTH MATERIAL IDENTIFICATION ELEVATION OVERALL 5  
1/16" = 1'-0"



COURTYARD MATERIAL IDENTIFICATION ELEVATION - SOUTH 4  
1/16" = 1'-0"



COURTYARD MATERIAL IDENTIFICATION ELEVATION - EAST 3  
1/16" = 1'-0"

COURTYARD MATERIAL IDENTIFICATION COURTYARD ELEVATION - SOUTH 2  
1/16" = 1'-0"

GENERAL NOTES

- LOCAL DIMENSIONS ARE TO FACE OF STUDIOS AND OTHER WALLS. THE 1/4" PITCH ROOF OVERHANGS ARE TO BE MAINTAINED. TO AVOID CLASHES THE BEARING DIMENSIONS TO THE FACE OF STUDIOS.
- LIFE ELEVATION OF 100.000 (DATA)
- SEE AIDS AND AIDS FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
- SEE SHEET A100 AND A101 FOR WALL TYPE SCHEDULE AND TYPICAL CONNECTIONS.
- SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF ON-COURT YARD. REFER TO 1/4" SFP DRAWINGS FOR EXPANSIONS NOT SHOWN HERE.
- GLASS WALLS COORDINATE FLANGES AND MECHANICAL WEBS TO BE BUILT FROM THE INSIDE OF THE PERMITTED BY CODE.
- GLASS FLOORING AND WALL VENTING FOR ALL CORRIDOR ROOF AREAS AND OTHER FINISHED AREAS.
- ROOF SLOPES NOTED ARE MINIMAL. ROOF SLOPES SHALL BE 1/4" PER FOOT. ANY ROOF AREAS SHALL BE PROTECTED BY A GUTTER SYSTEM. GUTTER SYSTEMS SHALL BE COORDINATED WITH THE ARCHITECTURE AND THE ROOF SHALL BE PROTECTED BY A GUTTER SYSTEM. THE GUTTER SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.
- GLASS SHALL PROVIDE SAFETY GLASSING IN ALL GLASS PARTS OF THE CURTAIN WALL AND AS REQUIRED BY CHAPTER 7.
- GLASS SHALL PROVIDE GLASSING AT ALL GLASS PARTS OF THE CURTAIN WALL AND AS REQUIRED BY CHAPTER 7. THE GLASS SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.
- CONCRETE CURBS SHALL BE PROVIDED AS INDICATED IN ARCHITECTURAL DRAWINGS AND AS REQUIRED BY CHAPTER 7.
- TERMINALS MUST BE COURTESY AT ALL INTERIOR AND EXTERIOR DOORS. SHALL BE INSTALLED TO PROVIDE PROTECTION FROM WEATHER.
- PROVIDE 1/4" PITCH ROOF OVERHANGS OVER ALL EXTERIOR WALLS. THE ROOF SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.
- THE GLASS SHALL INCLUDE IN THE CURTAIN WALL AND INTERIOR PARTS OF THE CURTAIN WALL. THE GLASS SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.
- ACCESSION MATERIALS SHOULD BE IDENTIFIED AND INSTALLED THROUGHOUT THE PROJECT AS REFERENCED IN THE CONTRACT DOCUMENTS AND THE 1/4" SFP DRAWINGS.
- GLASS TO COORDINATE AND VERIFY ELEVATION OF TOP OF GLASS TO FACE CORRESPONDING TO THE 1/4" SFP DRAWINGS.
- ALL WINDOWS SHALL BE 1/4" PITCH ROOF OVERHANGS OVER ALL EXTERIOR WALLS. THE ROOF SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.
- ACCESSION MATERIALS SHOULD BE IDENTIFIED AND INSTALLED THROUGHOUT THE PROJECT AS REFERENCED IN THE CONTRACT DOCUMENTS AND THE 1/4" SFP DRAWINGS.
- GLASS TO COORDINATE AND VERIFY ELEVATION OF TOP OF GLASS TO FACE CORRESPONDING TO THE 1/4" SFP DRAWINGS.
- ALL WINDOWS SHALL BE 1/4" PITCH ROOF OVERHANGS OVER ALL EXTERIOR WALLS. THE ROOF SHALL BE PROTECTED BY A GUTTER SYSTEM AS REQUIRED BY CHAPTER 7.

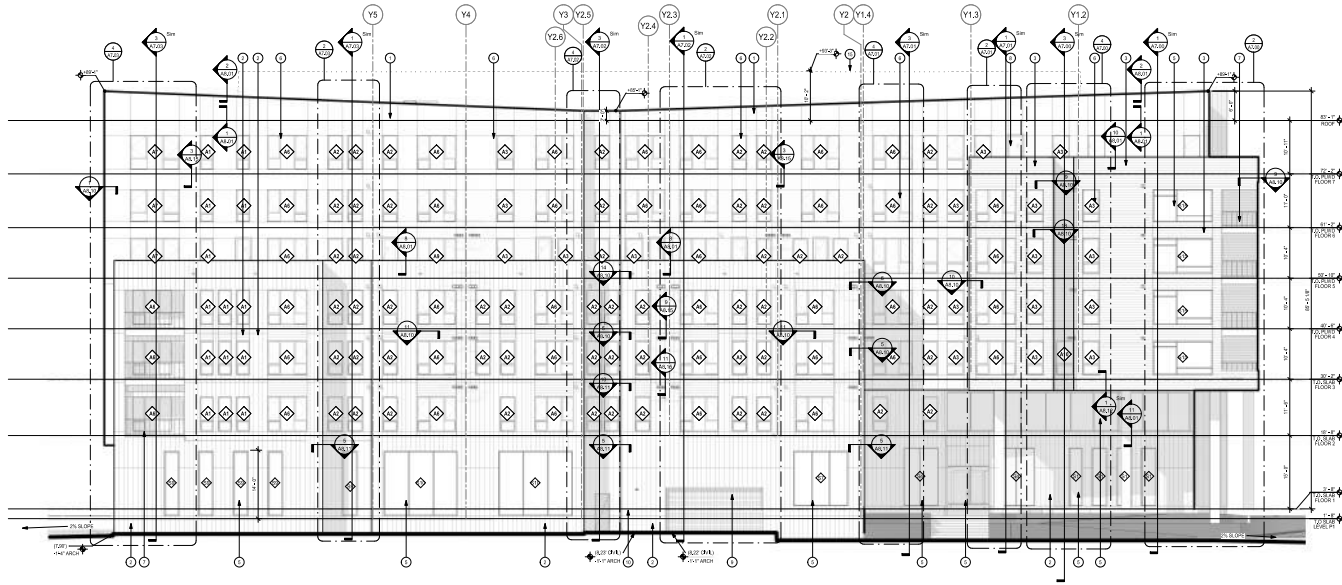
SHEET NOTES

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.

- STUCCO
- BRICK CURTAIN PANEL SYSTEM
- ALUMINUM WEBS
- METAL PANEL
- ALUMINUM STOREFRONT SYSTEM
- PAINT FINISH
- CORROSION RESISTANT GALVANNEED PFD AT HIGH CORNERS
- BRICK GLASS DOOR
- SWING GLASS DOOR
- WINDOW
- MECHANICAL PARTITION SYSTEM
- SLIPPER GRATE AND DOWNPOUT
- SLIPPER TRASH BIN DOOR
- GLASS CURTAIN AT HIGH
- MECHANICAL SCREENS
- INTERIOR LANGUAGES OR ACCESS PANELS
- 1/4" OF ACCESS HATCH FOR ERM ACCESSIBILITY (MATCH TO LOCAL LANGUAGES OR ACCESS PANELS)
- CONTROL EXPANDED JOINTS. SEE DETAILS ON A105.

NO.	DATE	DESCRIPTION
01	09/13/20	ISSUE
02	09/14/20	REVISED
03	09/14/20	REVISED
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100	09/14/20	REVISED





**BUILDING ELEVATION - NORTH 1**  
1/8" = 1'-0"

**GENERAL NOTES**

- LOCAL DIMENSIONS ARE TO FACE OF STUDIO FRONTATION WALL. TO FACE OF STUDIO REAR WALL. DIMENSIONS ON THE FACE OF STUDIO SHALL BE THE GOVERNING DIMENSIONS.
- SEE SHEET 20.010 FOR DETAILS.
- SEE SHEET 20.011 FOR DETAILS.
- SEE SHEET 20.012 FOR DETAILS.
- SEE SHEET 20.013 FOR DETAILS.
- SEE SHEET 20.014 FOR DETAILS.
- SEE SHEET 20.015 FOR DETAILS.
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- SEE SHEET 20.099 FOR DETAILS.
- SEE SHEET 20.100 FOR DETAILS.

**SHEET NOTES**

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.

- STUCCO
- BRICK CLAY TILE SYSTEM
- ALUMINUM SIDING
- METAL PANEL
- ALUMINUM STORMDOOR SYSTEM
- PAINT SIDING
- CONCRETE NOT STIPPLE GALLIUM PFD AT FINISH
- BRICK CLAY DOOR
- SWING ROLL UP DOOR
- WINDOW
- MECHANICAL EXHAUST FAN UNIT CEILING
- SLIPPER ORNAMENT AND DOWNPOUT
- SLIPPER TRASH IN DOOR
- CASE GARDNER BY MEH
- MECHANICAL SCREEN
- METAL HANDRAILS ON ACCESS RAMP
- 4" x 4" ACCESS HATCH FOR ERM EQUIPMENT (ARCHITECT TO PROVIDE) SEE SHEET 20.010
- METAL HANDRAILS ON ACCESS RAMP
- CONTROL EXPANDED JOINTS. SEE DETAILS ON SHEET 20.010

**BDE ARCHITECTURE**  
234 HOWARD STREET  
SAN FRANCISCO  
CA 94102  
P. (415) 677-0666  
WWW.BDEARCHITECTURE.COM

**GREYSTAR**  
ENVIRONMENTAL ARCHITECT

**HM**  
HILLIER SMITH

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO PARK 94025

REV	DATE	DESCRIPTION
01	05/19/18	ISSUE FOR PERMIT
02	11/21/18	ISSUE FOR PERMIT
03	01/23/19	ISSUE FOR PERMIT
04	03/28/19	ISSUE FOR PERMIT
05	05/14/19	ISSUE FOR PERMIT
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17	05/14/19	ISSUE FOR PERMIT
18	05/14/19	ISSUE FOR PERMIT
19	05/14/19	ISSUE FOR PERMIT
20	05/14/19	ISSUE FOR PERMIT

**Stamp**  
Professional Seal of the State of California  
Architect License No. 1919  
Name: BDE ARCHITECTURE  
Address: 234 HOWARD STREET, SAN FRANCISCO, CA 94102  
Phone: (415) 677-0666  
Fax: (415) 677-0666  
WWW.BDEARCHITECTURE.COM

**BUILDING ELEVATIONS NORTH**

Scale: 1/8" = 1'-0"  
Date: 05/14/19  
Sheet: 20.010



BUILDING MATERIAL COLOR ELEVATION - NORTH 1  
1/8" = 1'-0"

MATERIAL LEGEND

- 1 - STUCCO - COLOR 1
- 2A - FIBER CEMENT PANEL  
RIDGED - COLOR 1
- 2B - FIBER CEMENT PANEL  
RIDGED - COLOR 2
- 2C - FIBER CEMENT PANEL  
RIDGED - COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT  
SYSTEM
- 6 - VINYL  
WINDOW

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEETSHEET.
- 1 - STUCCO - COLOR 1
  - 2 - FIBER CEMENT PANEL - COLOR 1
  - 3 - FIBER CEMENT PANEL - COLOR 2
  - 4 - FIBER CEMENT PANEL - COLOR 3
  - 5 - ALUMINUM SIDING
  - 6 - METAL PANEL
  - 7 - ALUMINUM STOREFRONT SYSTEM
  - 8 - VINYL WINDOW
  - 9 - GLASS CURTAIN WALL SYSTEM
  - 10 - GLASS CURTAIN WALL SYSTEM - HOT DIPPED GALVANNEZ PTD. UP HIGH SURFACES
  - 11 - FIBER GLASS DOOR
  - 12 - ROLL UP GARAGE DOOR
  - 13 - REAR DOOR
  - 14 - MECHANICAL #1000 DOOR
  - 15 - MECHANICAL DOOR
  - 16 - GLASS CURTAIN WALL AND CORNERPOST
  - 17 - ROLL UP TRASHROOM DOOR
  - 18 - GLASS CURTAIN WALL - HIGH
  - 19 - MECHANICAL DOOR
  - 20 - POTENTIAL LANDSCAPE OR ACCENT WALL
  - 21 - CONTROLS, EXTERIOR LIGHTS, SEE DETAILS ON WALL

NO.	DATE	DESCRIPTION
01	06/14/20	ISSUED FOR PERMITS
02	06/14/20	ISSUED FOR PERMITS
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49	06/14/20	ISSUED FOR PERMITS
50	06/14/20	ISSUED FOR PERMITS



**Stamp**

Professional Seal of the Architect

**ABDO ARCHITECTS**

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P. (415) 677-0966  
WWW.ABDOARCHITECTS.COM

**BUILDING MATERIAL COLOR ELEVATIONS - NORTH**

DATE: 06/14/20

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

PROJECT: 1919-MENLO-PORTAL

DATE: 06/14/20



BUILDING MATERIAL IDENTIFICATION ELEVATION - NORTH. 1

1/8" = 1'-0"

GENERAL NOTES

1. LOCAL DIMENSIONS ARE TO FACE OF STUDIOS AND/OR WALL. THE FACE OF STUDIOS AND/OR WALL IS DEFINED AS THE FACE OF THE STUDIOS AND/OR WALL.
2. SEE ELEVATION OF BUILDING DETAIL.
3. SEE ALSO AND ALSO FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
4. SEE SHEET AND ALSO FOR WALL FINISH SCHEDULE AND FINISH SCHEDULES.
5. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF THE FACIAL. REFER TO 3-DP DRAWINGS FOR INFORMATION NOT SHOWN HERE.
6. GLASS/CURVED GLASS PANELS AND MECHANICAL PANELS TO BE USED FOR INFORMATION NOT PERMITTED BY CODE.
7. GLASS/CURVED GLASS PANELS SHALL BE USED FOR ALL CURVED ROOF AREAS AND OTHER FINISHED ROOF AREAS.
8. ROOF SLOPE NOTED AND DRAINAGE, ROOF SLOPE SHALL BE TO THE SLOPE. MECHANICAL PANELS TO BE USED FOR INFORMATION NOT PERMITTED BY CODE. REFER TO 3-DP DRAWINGS FOR INFORMATION NOT SHOWN HERE.
9. GLASS/CURVED GLASS PANELS SHALL BE USED FOR ALL CURVED ROOF AREAS AND OTHER FINISHED ROOF AREAS.
10. GLASS/CURVED GLASS PANELS SHALL BE USED FOR ALL CURVED ROOF AREAS AND OTHER FINISHED ROOF AREAS.
11. CONCRETE CURVED SHALL BE REINFORCED AS SHOWN ON STRUCTURAL DRAWINGS.
12. THERE SHALL BE A 1/4" GAP AT ALL INTERIOR AND EXTERIOR JOINTS.
13. PROVIDE 1/4" GAP AT ALL INTERIOR AND EXTERIOR JOINTS.
14. PROVIDE 1/4" GAP AT ALL INTERIOR AND EXTERIOR JOINTS.
15. PROVIDE 1/4" GAP AT ALL INTERIOR AND EXTERIOR JOINTS.
16. ALL WINDOWS SHALL BE USED FOR INFORMATION NOT PERMITTED BY CODE.
17. ALL WINDOWS SHALL BE USED FOR INFORMATION NOT PERMITTED BY CODE.
18. ALL WINDOWS SHALL BE USED FOR INFORMATION NOT PERMITTED BY CODE.
19. ALL WINDOWS SHALL BE USED FOR INFORMATION NOT PERMITTED BY CODE.
20. ALL WINDOWS SHALL BE USED FOR INFORMATION NOT PERMITTED BY CODE.

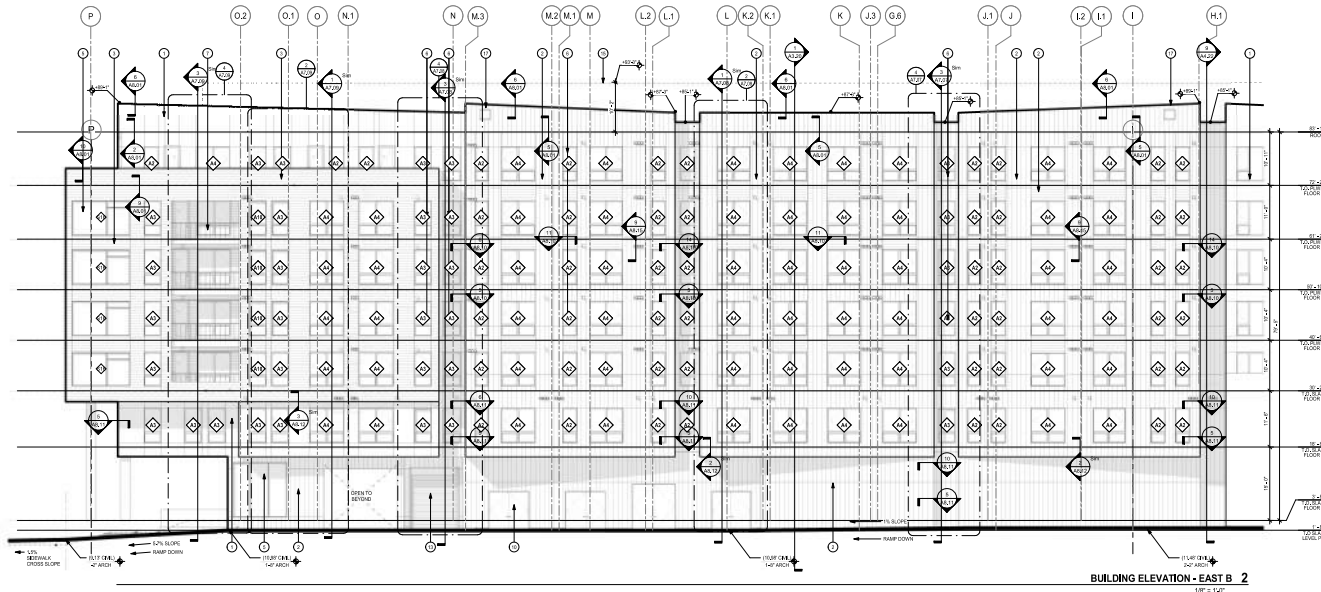
SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1. STUCCO
  - 2. BRICK CURTAIN PANEL SYSTEM
  - 3. ALUMINUM BRIMS
  - 4. METAL PANEL
  - 5. ALUMINUM STORMDOOR SYSTEM
  - 6. PAINT FINISH
  - 7. CONCRETE NOT TYPED GALVANIZED PFD AT 1/4" MIN. THICKNESS
  - 8. BRICK CURTAIN DOOR
  - 9. BRICK CURTAIN DOOR
  - 10. WINDOW
  - 11. MECHANICAL PANEL/MECHANICAL CURTAIN
  - 12. SLIPPER CURTAIN AND DOWNPOUT
  - 13. SLIPPER CURTAIN DOOR
  - 14. SLIPPER CURTAIN AT 1/4" MIN. THICKNESS
  - 15. MECHANICAL SCREEN
  - 16. MECHANICAL SCREEN
  - 17. MECHANICAL SCREEN
  - 18. MECHANICAL SCREEN
  - 19. MECHANICAL SCREEN
  - 20. MECHANICAL SCREEN

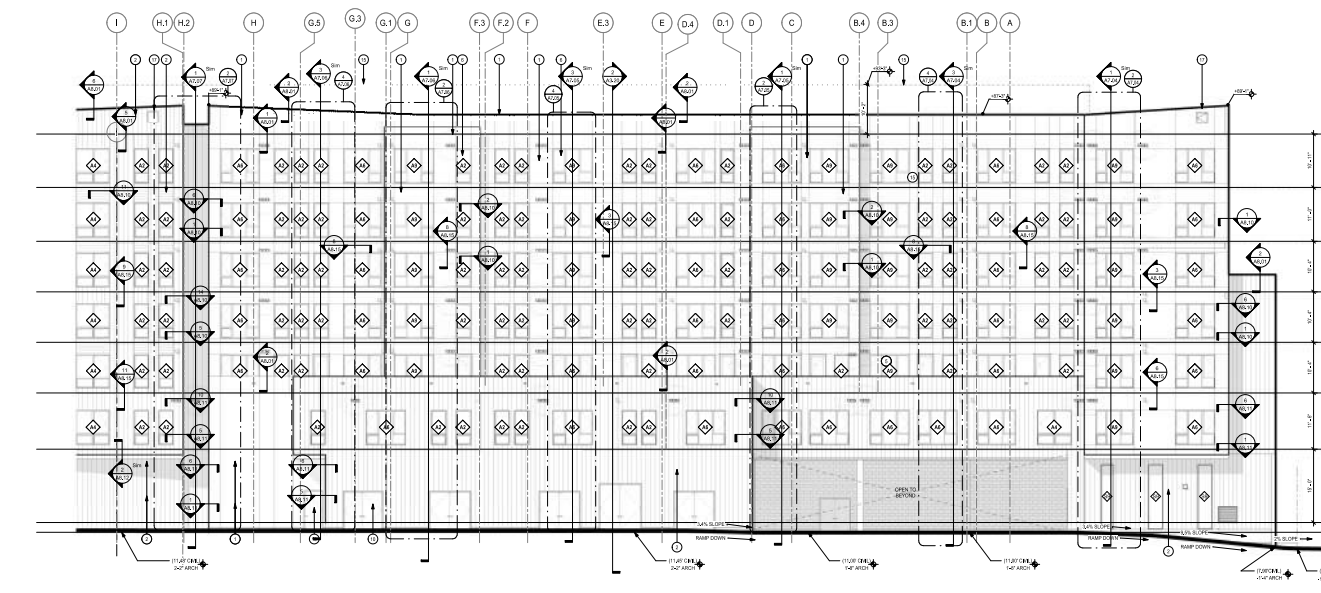
Date	Issue
06/14/20	ISSUE
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BUILDING MATERIAL IDENTIFICATION ELEVATIONS  
NORTH



BUILDING ELEVATION EAST B 2  
1/8" = 1'-0"



BUILDING ELEVATION EAST - A 1  
1/8" = 1'-0"

GENERAL NOTES

- A. LEGS, BRACKETS AND TONGUE OF STUDS ON EXTERIOR WALLS TO BE COORDINATED WITH INTERIOR WALL PLACEMENT & WITH THE SECTION ON THE FACE OF STRUCTURAL.
- B. SITE ELEVATION HEIGHT OF 85'-0" (30.48M).
- C. SEE ALSO AND ALSO FOR ACCESSIBILITY AND COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
- D. SEE GENERAL DRAWINGS FOR ARCHITECTURE MATERIALS, FINISHES, AND OTHER DETAILS. REFER TO THE GENERAL DRAWINGS FOR CONSTRUCTION NOT SHOWN HERE.
- E. COORDINATE PLUMBING & MECHANICAL CODES TO MATCH FLOOR FINISHES AND HEIGHTS FROM FINISH FLOOR.
- F. GUT TO CORNER, METALLIC VENTING FOR ALL CONTROLLED ROOF AREAS AND OTHER FINISHED ROOF.
- G. ROOF DRAIN NOTED ARE MINIMUM. ROOF DRAINAGE SYSTEM SHALL BE DESIGNED AND SPECIFIED BY ARCHITECT. PROVIDE SLOPE TO DRAINAGE SYSTEM. PROVIDE DRAINAGE & ACCUMULATION OF WATER AND PREVENT OVERFLOW OF WATER INTO INTERIOR.
- H. GUT SHALL PROVIDE SAFETY SLABS ON ALL ROOFS. PROVIDE SAFETY SLABS ON ALL ROOFS AND AS REQUIRED BY CHAPTER 7.
- I. GUTS SHALL BE PROVIDED WITH DRAINAGE. NATURAL DRAINAGE SHALL BE PROVIDED ON ALL ROOFS. GUTS SHALL BE PROVIDED TO MATCH SURROUNDING MATERIALS.
- J. CONCRETE FORMS SHALL BE PROVIDED AS NOTED TO MATCH STRUCTURAL DRAWINGS.
- K. PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.
- L. PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.
- M. THE GUT SHALL BE INCLUDED IN THE GUTS AND PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.
- N. PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.
- O. GUT TO COORDINATE AND VERIFY ELEVATION OF GUTS WITH FINISH FLOOR LEVELS OF GUTS.
- P. PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.
- Q. PROVIDE AS NOTED FOR COMPARISON OF ALL INTERIOR AND EXTERIOR WALLS TO BE FINISHED.

SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- STUDIOS
  - ARCHITECT PANEL SYSTEM
  - ALUMINUM PANEL SYSTEM
  - METAL PANEL
  - ALUMINUM STORE FRONT SYSTEM
  - W/ W/ WINDOW
  - GLASS/SLIDED HOT TOPPED GALVANIZED PFD KEYS/ GUTTERS
  - BEER SLASH DOOR
  - GARAGE ROLL UP DOOR
  - W/ W/ DOOR
  - MECHANICAL BRASS/BRASS/WHITE COLORED
  - SLOTTED PANEL AND DOWNPOUT
  - BRASS/SLIDED HOT TOPPED GALVANIZED PFD KEYS/ GUTTERS
  - GLASS/GALVANIZED OF BRASS
  - ARCHITECTURAL SCREEN
  - SYSTEMS LANGUAGES OF ACCENT WALL
  - 2'-0" ACCESS MATCH FOR ERM GULFMENT/ARCHITECT TO BE COORDINATED WITH ARCHITECT'S OTHER DRAWINGS.
  - METAL PANEL GLAZING AT BOTTOM
  - CONTROLLED EXPANSION JOINTS. SEE DETAILS ON A105.

**BDE**  
ARCHITECTURE  
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SAN FRANCISCO  
CA 94102  
P. (415) 677-0966  
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**GREYSTAR**  
ENVIRONMENTAL ARCHITECT

**HM**  
HILLIER SMITH

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO  
PARK 94025

NO.	DATE	DESCRIPTION
01	05.19	ISSUE
02	05.19	ISSUE
03	05.19	ISSUE
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PARK 94025  
P. (415) 677-0966  
WWW.ES&P.COM

**BUILDING ELEVATIONS EAST**

DATE: 05.19  
DRAWN BY: [NAME]  
CHECKED BY: [NAME]  
SCALE: AS SHOWN



BUILDING MATERIAL COLOR ELEVATION - EAST A 2  
1/8" = 1'-0"



BUILDING MATERIAL COLOR ELEVATION - EAST B 1  
1/8" = 1'-0"

MATERIAL LEGEND

- 1 - STUCCO-COLOR 1
- 2A - FIBER CEMENT PANEL RIDGED-COLOR 1
- 2B - FIBER CEMENT PANEL RIDGED-COLOR 2
- 2C - FIBER CEMENT PANEL RIDGED-COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

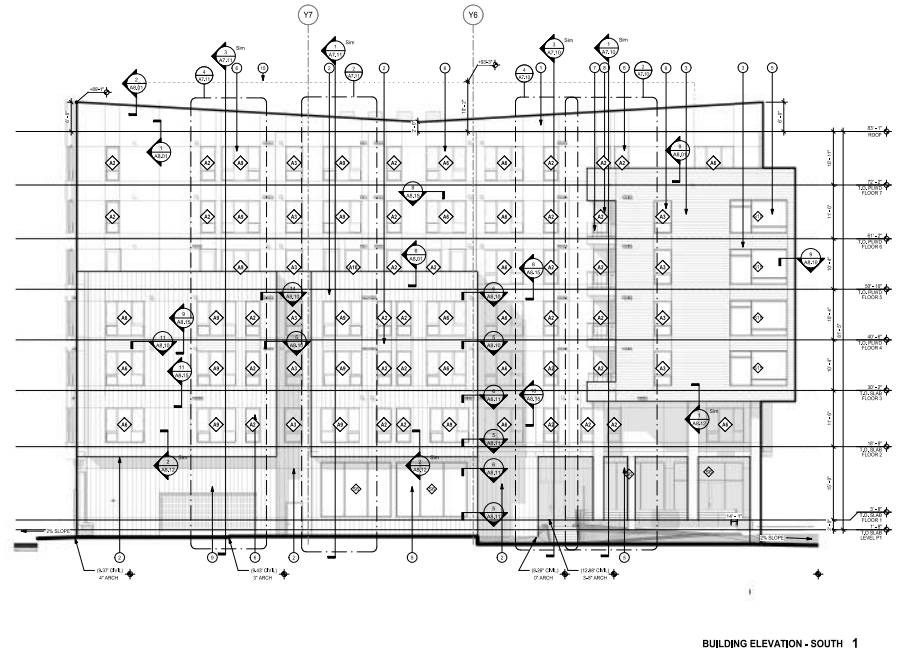
SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1 - STUCCO-COLOR 1
  - 2 - FIBER CEMENT PANEL-COLOR 1
  - 3 - FIBER CEMENT PANEL-COLOR 2
  - 4 - FIBER CEMENT PANEL-COLOR 3
  - 5 - METAL PANEL
  - 6 - ALUMINUM SIDING
  - 7 - METAL PANEL
  - 8 - ALUMINUM STOREFRONT SYSTEM
  - 9 - VINYL WINDOW
  - 10 - STOREFRONT-HOT TOPPED GALVANIZED STEEL-1/2"
  - 11 - STOREFRONT
  - 12 - ROLL-UP GARAGE DOOR
  - 13 - WINDOW
  - 14 - MECHANICAL RETINA LAMINA
  - 15 - MECHANICAL LAMINA
  - 16 - GLASS CURTAIN WALL CORNER JOINT
  - 17 - ROLL-UP TRANSPARENT DOOR
  - 18 - GLASS CURTAIN WALL 1/2"
  - 19 - MECHANICAL SCREEN
  - 20 - POTENTIAL LANDSCAPE OR ACCENT WALL
  - 21 - CONTROLLED GLASS CURTAIN WALL

NO.	DATE	DESCRIPTION
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BUILDING ELEVATION - SOUTH 1  
1/8" = 1'-0"

GENERAL NOTES

- LOCAL BRICKWORK IS TO FACE OF STUDIOS AND OTHER WALLS. THE FACE OF BRICKWORK IS TO BE RECONSTRUCTED TO MATCH THE FACE OF THE EXISTING BRICKWORK.
- SEE ELEVATION OF STUDIOS FOR DETAILS.
- SEE ALSO AND ALSO FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
- SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF THE PUBLIC PLAZA. REFER TO 1/8" SHIP DRAWINGS FOR INFORMATION NOT SHOWN HERE.
- GLASS WALLS AND CURTAINS SHALL BE INSTALLED TO BEAR LOADS AS PERMITTED BY CODE.
- GLASS CURTAINS SHALL BE INSTALLED FOR ALL CORNERED ROOF AREAS AND OTHER FINISHED AREAS.
- ROOF JOISTS NOTED AS REMAIN. ROOF JOISTS SHALL BE REINFORCED TO SUPPORT THE WEIGHT OF THE ROOF. REFER TO ARCHITECT'S NOTES FOR DETAILS OF ROOF JOIST REINFORCEMENT. REFER TO ARCHITECT'S NOTES FOR DETAILS OF ROOF JOIST REINFORCEMENT.
- GLASS SHALL BE SAFETY GLASS IN ALL LOCATIONS WHERE THERE IS A RISK OF INJURY AS REQUIRED BY CHAPTER 7.
- GLASS SHALL BE LOW EMISSION AND 1/2" MINIMUM. LOW EMISSION GLASS SHALL BE USED TO MATCH EXISTING MATERIALS. REFER TO ARCHITECT'S NOTES FOR DETAILS OF LOW EMISSION GLASS.
- CONCRETE CURBS SHALL BE INSTALLED AS INDICATED IN ARCHITECT'S DRAWINGS. REFER TO ARCHITECT'S NOTES FOR DETAILS OF CONCRETE CURBS.
- TERMINALS MUST BE COULMATED AT ALL INTERIOR AND EXTERIOR CORNERS. REFER TO ARCHITECT'S NOTES FOR DETAILS OF TERMINALS.
- PROVIDE 1/2" MINIMUM GROUND JOISTING CONFORMANCE WITH ARCHITECT'S NOTES. REFER TO ARCHITECT'S NOTES FOR DETAILS OF GROUND JOISTING.
- THE GLASS SHALL INCLUDE IN THE CURB THE LABOR AND MATERIALS TO PROVIDE A COMPLETE CURB FORMED WITH FINISH AND CONTROL PANELS. REFER TO ARCHITECT'S NOTES FOR DETAILS OF CURB FORMING.
- ACCURATE TRAILER WHERE INDICATED IN ARCHITECT'S NOTES SHALL BE PROVIDED AND INSTALLED TO MATCH THE ARCHITECT'S NOTES AND THE ARCHITECT'S NOTES.
- GLASS TO COORDINATE AND VERIFY ELEVATION OF TOP OF GLASS TO MATCH EXISTING CURB. REFER TO ARCHITECT'S NOTES FOR DETAILS OF GLASS ELEVATION.
- ALL WINDOWS SHALL BE 1/2" MINIMUM. REFER TO ARCHITECT'S NOTES FOR DETAILS OF WINDOWS. REFER TO ARCHITECT'S NOTES FOR DETAILS OF WINDOWS.
- ADDITIONAL DETAILS ON THE ARCHITECT'S NOTES SHALL BE OBTAINED FROM THE ARCHITECT'S NOTES. REFER TO ARCHITECT'S NOTES FOR DETAILS OF ARCHITECT'S NOTES.

SHEET NOTES

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.

- STUCCO
- BRICK CURB PANEL SYSTEM
- ALUMINUM BEAMS
- METAL PANEL
- ALUMINUM STOREFRONT SYSTEM
- WALL WINDOW
- CORNERED NOT TYPED GALVANIZED PFD AT 1/4" MIN. CORNER
- METAL GLASS DOOR
- WINDOW ROLL UP DOOR
- WINDOW
- MECHANICAL PARTITION/SCREEN COVERS
- SLIPPER CURB AND DOWNPOUT
- SLIPPER TRASH IN DOOR
- CURB CASE CURBING AT 1/4" MIN.
- MECHANICAL SCREENS
- METALLIC LANSQUARED OR ACCESS PANEL
- 1/2" MIN. ACCESS HATCH FOR ERM EQUIPMENT (ARCHITECT TO PROVIDE DETAILS OF HATCH)
- METAL PLANK LANSQUAD AT CORNER
- CONTROL EXPANDED JOINTS. SEE DETAILS ON THIS SHEET.

REV	DATE	DESCRIPTION
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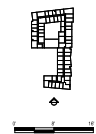
BUILDING MATERIAL COLOR ELEVATION - SOUTH 1  
10' = 1" = 0'

MATERIAL LEGEND

- 1 - STUCCO - COLOR 1
- 2A - FIBER CEMENT PANEL RIDGED - COLOR 1
- 2B - FIBER CEMENT PANEL RIDGED - COLOR 2
- 2C - FIBER CEMENT PANEL RIDGED - COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

- SHEET NOTES**  
NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET. SEE.
- 1 - STUCCO - COLOR 1
  - 2 - FIBER CEMENT PANEL - COLOR 1
  - 3 - FIBER CEMENT PANEL - COLOR 2
  - 4 - FIBER CEMENT PANEL - COLOR 3
  - 5 - METAL PANEL
  - 6 - ALUMINUM SIDING
  - 7 - METAL PANEL
  - 8 - ALUMINUM STOREFRONT SYSTEM
  - 9 - VINYL WINDOW
  - 10 - STOREFRONT NOT APPLIED TO GARAGE DOOR AT 1ST FLOOR
  - 11 - METAL GLASS DOOR
  - 12 - ROLL UP GARAGE DOOR
  - 13 - RM DOOR
  - 14 - MECHANICAL INTAKE LOUVER
  - 15 - MECHANICAL LOUVER
  - 16 - DOWNSPOUT AND DOWNSPOUT
  - 17 - ROLL UP TRASH/RECYCLING DOOR
  - 18 - GLASS GARDFALL AT 1ST FLOOR
  - 19 - MECHANICAL SCREEN
  - 20 - VERTICAL LARGESIZES ON ACCENT WALL
  - 21 - CONTROL EXHAUST/INTAKE; SEE DETAILS ON A3.04M

NO.	DATE	DESCRIPTION
01	06/14/20	ISSUED FOR PERMITS
02	06/14/20	ISSUED FOR PERMITS
03	06/14/20	ISSUED FOR PERMITS
04	06/14/20	ISSUED FOR PERMITS
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48	06/14/20	ISSUED FOR PERMITS
49	06/14/20	ISSUED FOR PERMITS
50	06/14/20	ISSUED FOR PERMITS



**Stamp**

Professional Seal of the State of California, Board of Professional Engineers, Civil Engineers, No. 101234, Exp. 12/31/2021

**BUILDING MATERIAL COLOR ELEVATIONS - SOUTH**  
DATE: 06/14/20  
DRAWN BY: J. SMITH  
CHECKED BY: A. BROWN  
SCALE: AS SHOWN



BUILDING MATERIAL IDENTIFICATION ELEVATION - SOUTH 1  
1/8" = 1'-0"

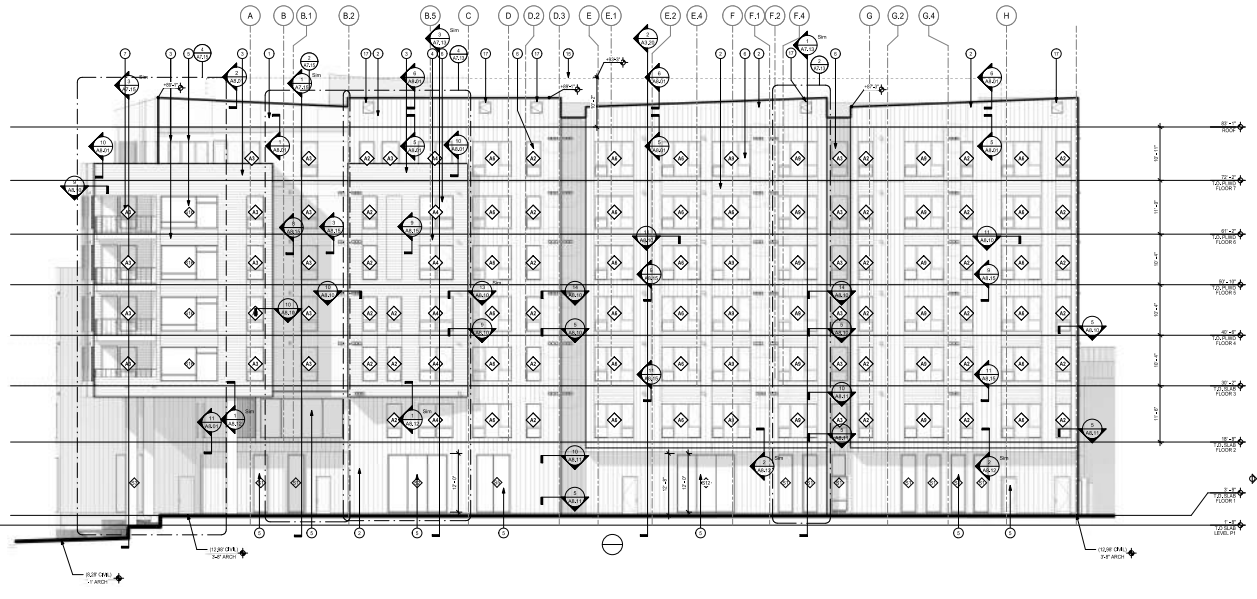
GENERAL NOTES

4. LOCAL FINISHING ARE TO FACE OF STUDIO AND OPERATIONAL WALL. THE FINISHING WORK SHALL BE IDENTIFIED TO THE ARCHITECT BY THE DESIGNER. SEE THE FACE OF FINISH.
5. LIFE ELEVATION HEIGHT OF BUILDING SHALL BE AS SHOWN AND ALSO FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
6. SEE SHEET A3.04 AND A3.05 FOR WALL FINISH SCHEDULE AND FINISH SCHEDULES.
7. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF THE PLANTING. REFER TO A3.09 DRAWINGS FOR INFORMATION NOT SHOWN HERE.
8. ALL CURBS AND CONCRETE FILLING ARE MECHANICAL FINISH TO BE SHOWN ON THE FACE AS PERMITTED BY CODE.
9. ALL CURBS AND CONCRETE FILLING SHALL BE FOR ALL CURBED ROOF AREAS AND OTHER FINISHED AREAS.
10. ROOF SHALL BE AS SHOWN ON THE ARCHITECTURAL DRAWINGS. THE ROOF SHALL BE IDENTIFIED TO THE ARCHITECT BY THE DESIGNER. THE ROOF SHALL BE IDENTIFIED TO THE ARCHITECT BY THE DESIGNER. THE ROOF SHALL BE IDENTIFIED TO THE ARCHITECT BY THE DESIGNER.
11. ALL CURBS AND CONCRETE FILLING SHALL BE FOR ALL CURBED ROOF AREAS AND OTHER FINISHED AREAS.
12. ALL CURBS AND CONCRETE FILLING SHALL BE FOR ALL CURBED ROOF AREAS AND OTHER FINISHED AREAS.
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19. ALL CURBS AND CONCRETE FILLING SHALL BE FOR ALL CURBED ROOF AREAS AND OTHER FINISHED AREAS.
20. ALL CURBS AND CONCRETE FILLING SHALL BE FOR ALL CURBED ROOF AREAS AND OTHER FINISHED AREAS.

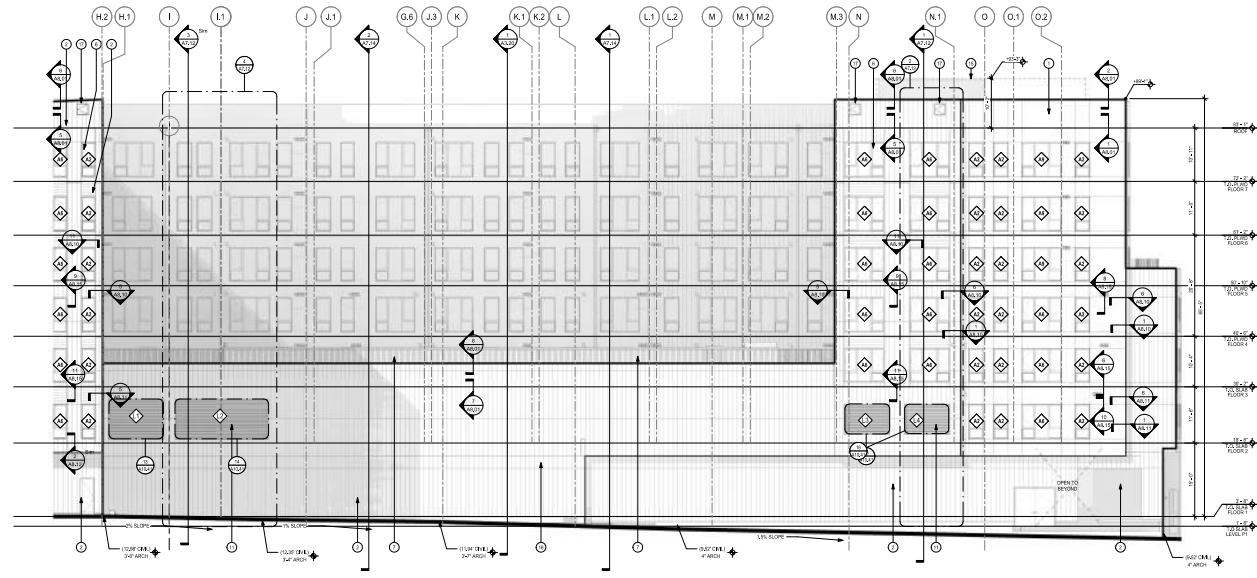
SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1. STUCCO
  - 2. REINFORCED CONCRETE PANEL SYSTEM
  - 3. ALUMINUM BEAMS
  - 4. METAL PANELS
  - 5. ALUMINUM STOREFRONT SYSTEM
  - 6. WALL WINDOW
  - 7. OPERABLE WINDOW
  - 8. MECHANICAL WINDOW
  - 9. WINDOW
  - 10. MECHANICAL WINDOW WINDOW COVERS
  - 11. CLIMATE CONTROL AND DOWNPOUT
  - 12. CLIMATE CONTROL WINDOW
  - 13. CLIMATE CONTROL WINDOW
  - 14. CLIMATE CONTROL WINDOW
  - 15. CLIMATE CONTROL WINDOW
  - 16. CLIMATE CONTROL WINDOW
  - 17. CLIMATE CONTROL WINDOW
  - 18. CLIMATE CONTROL WINDOW
  - 19. CLIMATE CONTROL WINDOW
  - 20. CLIMATE CONTROL WINDOW

NO.	DATE	DESCRIPTION
1	06/20/20	ISSUED FOR PERMIT
2	06/24/20	ISSUED FOR PERMIT
3	07/01/20	ISSUED FOR PERMIT
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7	07/01/20	ISSUED FOR PERMIT
8	07/01/20	ISSUED FOR PERMIT
9	07/01/20	ISSUED FOR PERMIT
10	07/01/20	ISSUED FOR PERMIT



BUILDING ELEVATION - WEST 2  
1/8" = 1'-0"



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

**GENERAL NOTES**

1. LOCAL DIMENSIONS ARE TO FACE OF STUDIO PROVIDING THAT THE FACE OF STUDIO IS IN COMPLIANCE WITH CALIFORNIA STATE AND LOCAL BUILDING CODES AND ALL OTHER APPLICABLE REGULATIONS.
2. LIFE ELEVATION OF BUILDING SHALL BE SEE ALSO AND ALSO FOR ACCESSIBILITY AND COMPLIANCE WITH ALL APPLICABLE REGULATIONS.
3. SEE SHEET ALSO AND ALSO FOR ALL FIVE STOREY AND TYPICAL ROOMS.
4. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF GRASSY AREAS REFER TO THE 2019 STANDARD SPECIFICATIONS FOR EXPOSITIONS NOT SHOWN HERE.
5. ALL WALLS, CEILING, FLOORING, MECHANICAL, PLUMBING AND ELECTRICAL SHALL BE PERMITTED BY CALIF.
6. GLASS CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
7. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
8. ROOF SLOPE SHALL BE 2% MINIMUM. ROOF SHALL BE PERMITTED BY CALIF.
9. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
10. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
11. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
12. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
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17. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
18. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
19. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.
20. ALL CURTAINS, WALLS, FLOORING FOR ALL COLORED ROOF AREAS AND OTHER FINISHES SHALL BE PERMITTED BY CALIF.

**SHEET NOTES**

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- STUCCO
  - REFRIGERANT PANEL SYSTEM
  - ALUMINUM PANEL
  - METAL PANEL
  - ALUMINUM STOREFRONT SYSTEM
  - PAINT WINDOW
  - CEILING/NOT FINISHED GARAGE FLOOR AT HIGH LEVEL
  - PAINT GARAGE DOOR
  - SPRAY GARAGE DOOR
  - GARAGE DOOR
  - MECHANICAL EXHAUST/EXHAUST
  - SUPPLY DRAIN AND DRAINOUT
  - GLASS THERMOPANE DOOR
  - GLASS WINDOW AT HIGH LEVEL
  - MECHANICAL SCREEN
  - WINDOW/LANGLIGHT OR ACCENT PANEL
  - 4'-0" ACCESS HATCH FOR EEM EQUIPMENT/LOCATION TO LOCAL SERVICE CONNECTIONS SHALL BE AS SHOWN AT 4'-0" AND THE 4'-0" ACCESS HATCH SHALL BE AS SHOWN AT 4'-0"
  - TYPICAL WINDOW/LANGLIGHT
  - CONTROL EXHAUST LEVELS. SEE DETAIL ON THIS SHEET

**BDE**  
ARCHITECTURE  
234 HOWARD STREET  
SAN FRANCISCO  
CA 94104  
P. (415) 677-0066  
WWW.BDEA.COM

**GREYSART**  
ARCHITECTURE  
1111 CALIFORNIA STREET  
SAN FRANCISCO  
CA 94108  
P. (415) 771-1111  
WWW.GREYSART.COM

**HM**  
HALLS & MORE  
1000 CALIFORNIA STREET  
SAN FRANCISCO  
CA 94108  
P. (415) 771-1111  
WWW.HMARCHITECTURE.COM

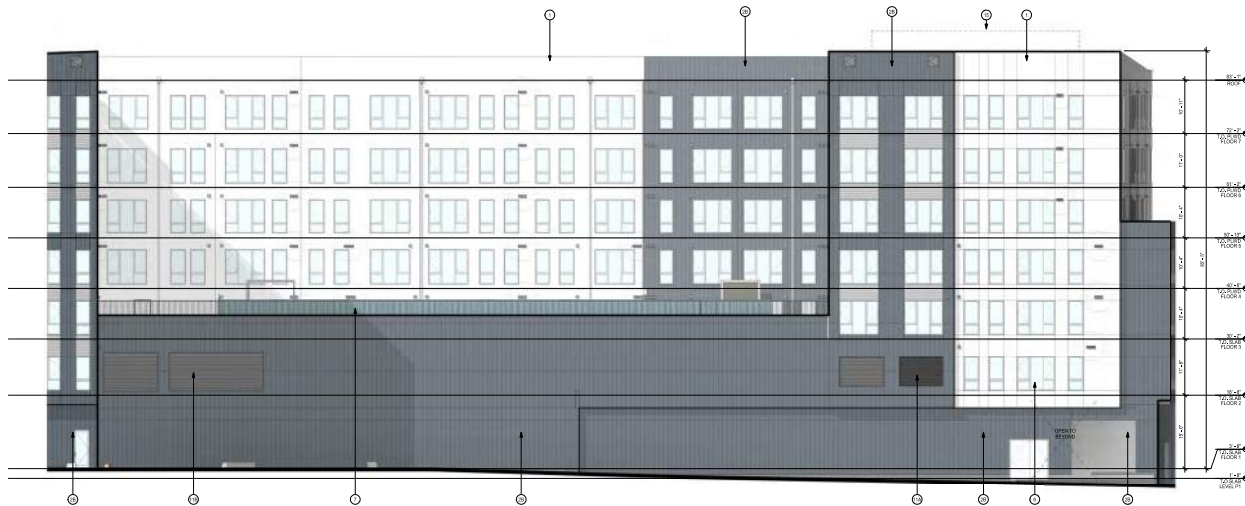
**1919-MENLO-PORTAL**  
110 & 118 CONSTITUTION DRIVE, MENLO PARK 94025

NO.	DATE	REVISION
01	05/21/19	ISSUE FOR PERMIT
02	05/21/19	ISSUE FOR PERMIT
03	07/15/19	ISSUE FOR PERMIT
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09	08/15/19	ISSUE FOR PERMIT
10	08/15/19	ISSUE FOR PERMIT

**BDMP**  
BUILDING DESIGN MANAGEMENT PARTNERSHIP  
1111 CALIFORNIA STREET  
SAN FRANCISCO  
CA 94108  
P. (415) 771-1111  
WWW.BDMP.COM



BUILDING ELEVATION - WEST A 2  
1/8" = 1'-0"



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

MATERIAL LEGEND

- 1 - STUCCO-COLOR 1
- 2A - FIBER CEMENT PANEL RIGGED-COLOR 1
- 2B - FIBER CEMENT PANEL RIGGED-COLOR 2
- 2C - FIBER CEMENT PANEL RIGGED-COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET/VIEW.
- STUCCO-COLOR 1
  - FIBER CEMENT PANEL-COLOR 1
  - FIBER CEMENT PANEL-COLOR 2
  - FIBER CEMENT PANEL-COLOR 3
  - ALUMINUM SIDING
  - METAL PANEL
  - ALUMINUM STOREFRONT SYSTEM
  - 6000-IRRADIANT
  - 6000-IRRADIANT NOT BE SPFD GALVANIZED PFD 47 HIGH GUARDRAIL
  - FIBER GLASS DOOR
  - ROLL UP GARAGE DOOR
  - WINDOW
  - MECHANICAL PIVOTE LOUVER
  - MECHANICAL LOUVER
  - SQUARE FRAME W/ALUM DOWNPOUT
  - ROLL UP TRASHROOM DOOR
  - GLASS GUARDRAIL 47 HIGH
  - MECHANICAL SCREEN
  - PITCHED RAIL LANDSCAPE OR ACCENT WALL
  - CONTROLLED VENTILATION PANELS USE DETAILS ON SHEET

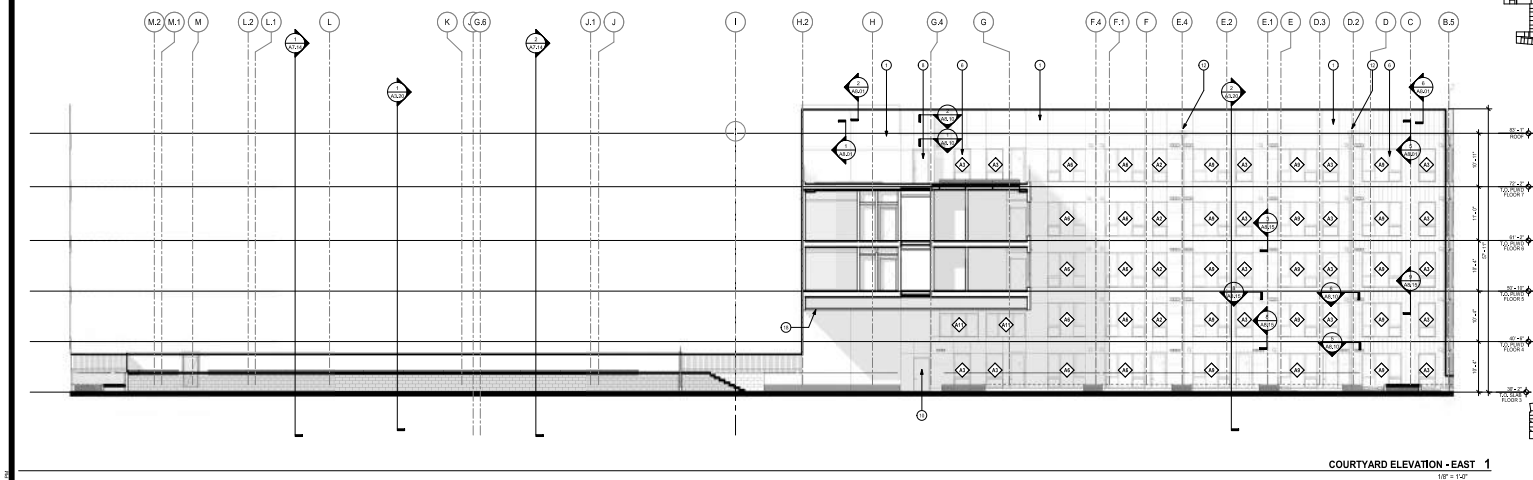
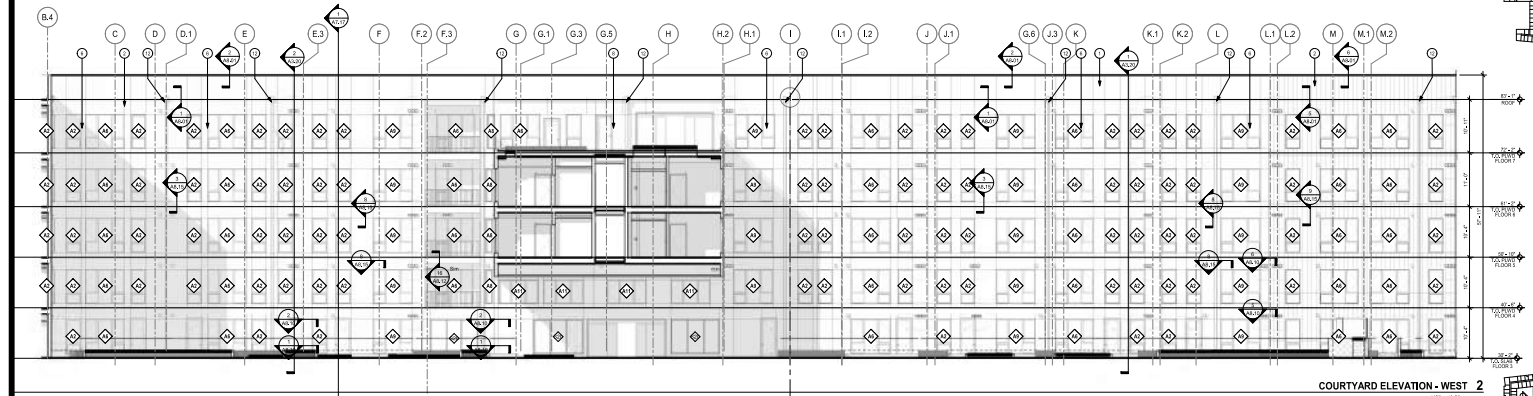
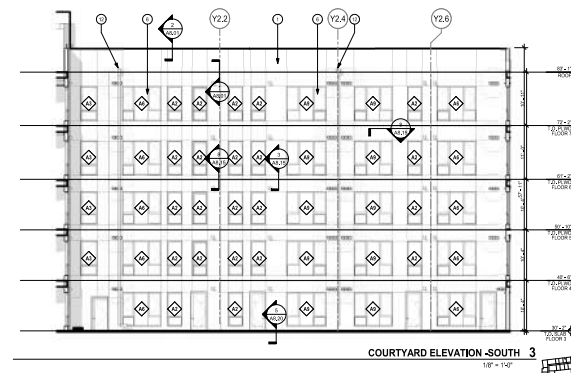
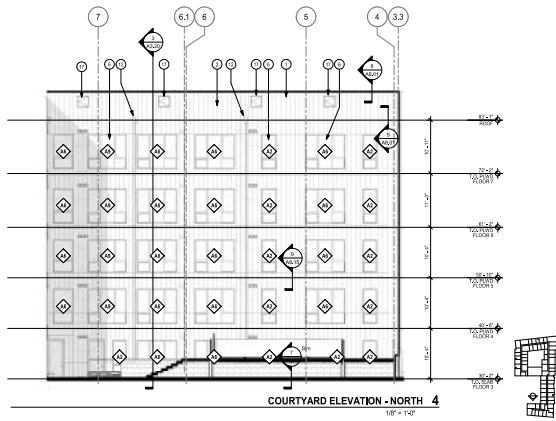
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**Stamp**  
ARCHITECT  
1919-MENLO-PORTAL  
110 & 118 CONSTITUTION DRIVE, MENLO  
PARK, CA 94025  
DATE: 06/13/20  
SCALE: AS SHOWN  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: 06/13/20

**BUILDING MATERIAL COLOR ELEVATIONS**  
WEST  
DATE: 06/13/20  
SCALE: 1/8" = 1'-0"





- GENERAL NOTES**
- LOCAL FINISHING ARE TO FACE OF STUDY PROVIDING THE TYPE OF FINISHING TO BE DETERMINED BY THE ARCHITECT. SEE ALSO THE SCHEDULE FOR FINISHING MATERIALS.
  - SEE ELEVATION OF BUILDING DETAIL.
  - SEE ALSO AND ALSO FOR ACCESSIBILITY AND ADAPTABILITY REQUIREMENTS.
  - SEE SHEET AND ALSO FOR WALL TYPE SCHEDULE AND FINISHING.
  - SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE DESIGN OF EXTERIOR PLANTING. REFER TO S.D.P. DRAWINGS FOR EXTERIOR PLANTING NOT SHOWN HERE.
  - ALL WALLS AND PARTITION WALLS SHALL BE CONCRETE. CONCRETE FLOORING MECHANICAL RISERS TO BE AS SHOWN. CONCRETE FLOORING TO BE PERMITTED BY CODE.
  - GLASS CURTAIN WALLS SHALL BE PERMITTED FOR ALL COLORED ROOF AREAS AND OTHER FINISHED ROOF.
  - ROOF SLOPE NOTES ARE TO BE MAINTAINED. ROOF SLOPE SHALL BE MAINTAINED TO THE EXISTING GRADE. ALL ROOF SLOPE SHALL BE MAINTAINED TO THE EXISTING GRADE. ALL ROOF SLOPE SHALL BE MAINTAINED TO THE EXISTING GRADE. ALL ROOF SLOPE SHALL BE MAINTAINED TO THE EXISTING GRADE.
  - GLASS CURTAIN WALLS SHALL BE PERMITTED FOR ALL COLORED ROOF AREAS AND OTHER FINISHED ROOF.
  - GLASS CURTAIN WALLS SHALL BE PERMITTED FOR ALL COLORED ROOF AREAS AND OTHER FINISHED ROOF.
  - CONCRETE CURVED SHALL BE PROVIDED AS INDICATED BY ARCHITECT. CONCRETE CURVED SHALL BE PROVIDED AS INDICATED BY ARCHITECT. CONCRETE CURVED SHALL BE PROVIDED AS INDICATED BY ARCHITECT.
  - TERMINUS TO BE COURTESY AT ALL INTERIOR AND EXTERIOR DOORS. SEE S.D.P. DRAWINGS FOR INFORMATION REGARDING TERMINUS TO BE PROVIDED AS INDICATED BY ARCHITECT.
  - PROVIDE 1/4" RADIUS CORNER JOINING THROUGHOUT THE PROJECT. PROVIDE 1/4" RADIUS CORNER JOINING THROUGHOUT THE PROJECT. PROVIDE 1/4" RADIUS CORNER JOINING THROUGHOUT THE PROJECT.
  - GLASS CURTAIN WALLS SHALL BE PERMITTED FOR ALL COLORED ROOF AREAS AND OTHER FINISHED ROOF.
  - ALL WINDOWS SHALL BE PERMITTED FOR ALL COLORED ROOF AREAS AND OTHER FINISHED ROOF.
  - ADDITIONAL FINISHING TO BE PROVIDED AS INDICATED BY ARCHITECT. SEE S.D.P. DRAWINGS FOR INFORMATION REGARDING FINISHING TO BE PROVIDED AS INDICATED BY ARCHITECT.

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- STUCCO
  - REINFORCED CONCRETE PANEL SYSTEM
  - ALUMINUM PANELS
  - METAL PANELS
  - ALUMINUM STOREFRONT SYSTEM
  - WALL WINDOW
  - OPERABLE NOT STIFFED GALVANNEED PFD AT HIGH CHAIRING
  - METAL GLASS DOOR
  - SWING GLASS DOOR
  - WINDOW
  - OPERABLE WINDOW WINDOW OPERATES
  - SLIPPER WINDOW AND DOWNSPOUT
  - SLIPPER WINDOW WINDOW
  - SLIPPER WINDOW WINDOW
  - MECHANICAL SCREENS
  - METAL PANEL WINDOW AT ENTRY
  - 1/4" OF ACCESS HATCH FOR ERM EQUIPMENT. HATCH TO BE PROVIDED AS INDICATED BY ARCHITECT.
  - METAL PANEL WINDOW AT ENTRY
  - CONTROL EXPANDED JELLY. SEE DETAILS ON ANAL.

**BDE ARCHITECTURE**

234 HOWARD STREET  
SAN FRANCISCO  
CA 94102  
P. (415) 677-0966  
WWW.BDEARCHITECTURE.COM

**GREYSAR**

ENTREPRENEUR ADDRESS

**H.M.**  
HILLIER PARTNERS

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO PARK 94025

NO.	DATE	DESCRIPTION
01	03/19	ISSUE FOR PERMITTING
02	03/19	ISSUE FOR PERMITTING
03	03/23	ISSUE FOR PERMITTING
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50	03/23	ISSUE FOR PERMITTING



**BUILDING COURTYARD ELEVATION**

DATE: 03/23  
PROJECT: 1919-MENLO-PORTAL  
SHEET: 08.00



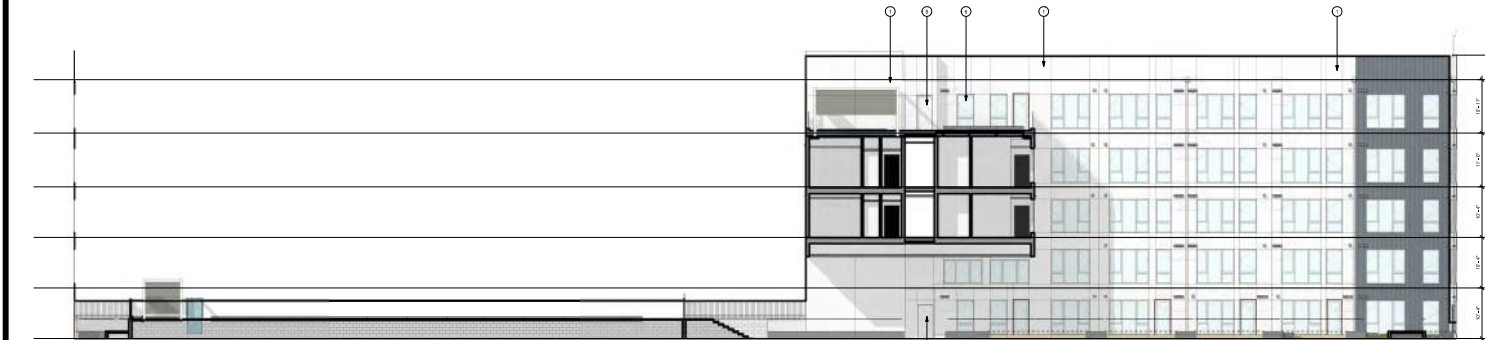
MATERIAL COURTYARD ELEVATION - SOUTH 4  
1/8" = 1'-0"



MATERIAL COURTYARD ELEVATION - NORTH 3  
1/8" = 1'-0"



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



MATERIAL COURTYARD ELEVATION - EAST 1  
1/8" = 1'-0"

MATERIAL LEGEND

- 1 - STUCCO-COLOR 1
- 2A - FIBER CEMENT PANEL RIDGED-COLOR 1
- 2B - FIBER CEMENT PANEL RIDGED-COLOR 2
- 2C - FIBER CEMENT PANEL RIDGED-COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT
- 6 - VINYL WINDOW

SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEETSET.
- STUCCO-COLOR 1
  - FIBER CEMENT PANEL-COLOR 1
  - FIBER CEMENT PANEL-COLOR 2
  - FIBER CEMENT PANEL-COLOR 3
  - ALUMINUM SIDING
  - METAL PANEL
  - ALUMINUM STOREFRONT SYSTEM
  - FIBER GLASS DOOR
  - GLASS PARTITION OF 1/2" HIGH
  - FIBER GLASS DOOR
  - FIBER GLASS DOOR
  - MEZCLINER
  - MECHANICAL INTAKE COVER
  - MECHANICAL COVER
  - SQUARE EMB AND DOWNSPOUT
  - ROLL UP TRASHROOM DOOR
  - GLASS PARTITION OF 1/2" HIGH
  - MECHANICAL COVER
  - POTENTIAL LANSKAPED OR ACCENT WALL
  - CONTROL EXPANSION JOINTS, SEE DETAILS ON R445

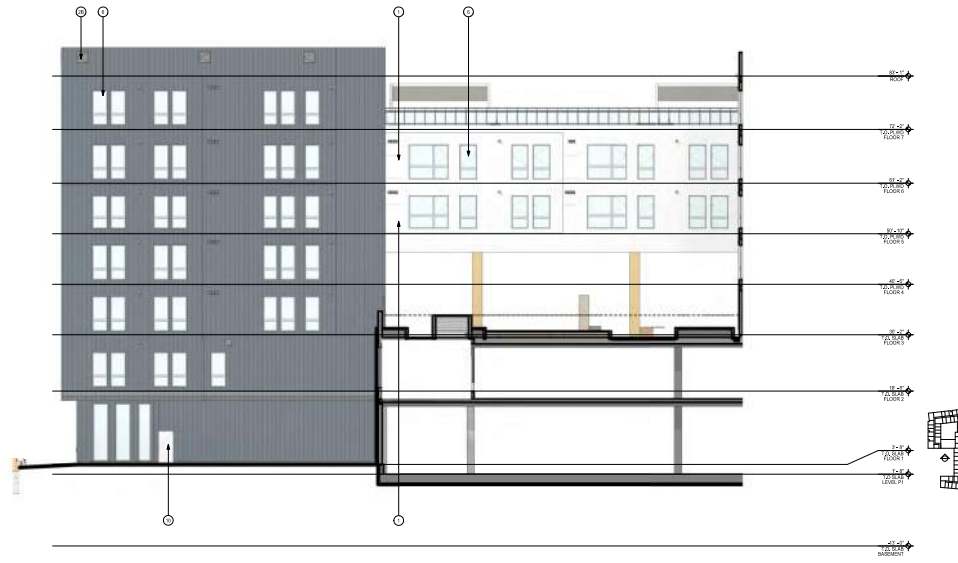
NO.	DATE	REVISION
001	06/14/20	ISSUE FOR PERMITS
002	06/14/20	ISSUE FOR PERMITS
003	06/14/20	ISSUE FOR PERMITS
004	06/14/20	ISSUE FOR PERMITS
005	06/14/20	ISSUE FOR PERMITS
006	06/14/20	ISSUE FOR PERMITS
007	06/14/20	ISSUE FOR PERMITS
008	06/14/20	ISSUE FOR PERMITS
009	06/14/20	ISSUE FOR PERMITS
010	06/14/20	ISSUE FOR PERMITS



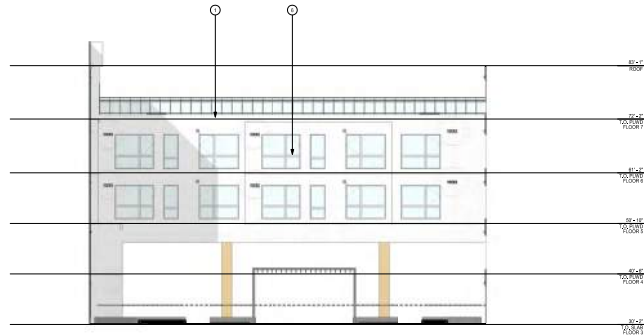








COURTYARD BRIDGE SOUTH MATERIAL ELEVATION 2  
1/8" = 1'-0"



A3 COURTYARD BRIDGE NORTH MATERIAL ELEVATION 1  
1/8" = 1'-0"

MATERIAL LEGEND

- 1 - STUCCO-COLOR 1
- 2A - FIBER CEMENT PANEL  
RIGGED-COLOR 1
- 2B - FIBER CEMENT PANEL  
RIGGED-COLOR 2
- 2C - FIBER CEMENT PANEL  
RIGGED-COLOR 2
- 3 - ALUMINUM SIDING
- 4 - METAL PANEL
- 5 - STOREFRONT SYSTEM
- 6 - VINYL WINDOW

SHEET NOTES

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET/VIEW.

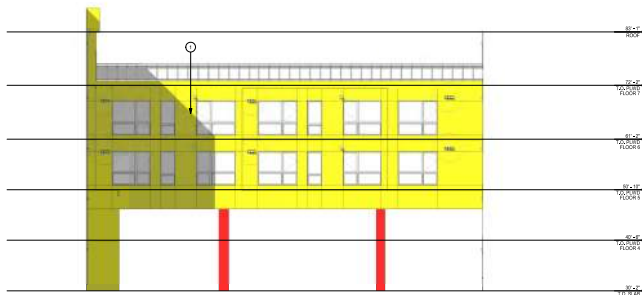
- STUCCO-COLOR 1
- FIBER CEMENT PANEL-COLOR 1
- FIBER CEMENT PANEL-COLOR 2
- FIBER CEMENT PANEL-COLOR 3
- ALUMINUM SIDING
- METAL PANEL
- ALUMINUM STOREFRONT SYSTEM
- VINYL WINDOW
- GLASS PARTITION - NOT BEYOND GALVANIZED PFD UP HIGH GUARDRAIL
- FIBER GLASS DOOR
- ROLL UP GARAGE DOOR
- WINDOW
- MECHANICAL PIVOTE LOUVER
- MECHANICAL LOUVER
- SQUARE CORNER PANEL DOWNPOUT
- ROLL UP TRANSDOM DOOR
- GLASS GUARDRAIL - 42" HIGH
- MECHANICAL SCREEN
- POTENTIAL LANDSCAPED OR ACCENT WALL
- CONTROLLED VENTILATION JOINTS, SEE DETAILS ON WALLS

NO.	DATE	DESCRIPTION
001	05/14/20	ISSUED FOR PERMITS
002	05/14/20	ISSUED FOR PERMITS
003	05/14/20	ISSUED FOR PERMITS
004	05/14/20	ISSUED FOR PERMITS
005	05/14/20	ISSUED FOR PERMITS
006	05/14/20	ISSUED FOR PERMITS
007	05/14/20	ISSUED FOR PERMITS
008	05/14/20	ISSUED FOR PERMITS
009	05/14/20	ISSUED FOR PERMITS
010	05/14/20	ISSUED FOR PERMITS





COURTYARD BRIDGE SOUTH MATERIAL IDENTIFICATION ELEVATION 2  
1/8" = 1'-0"



A3 COURTYARD BRIDGE NORTH MATERIAL IDENTIFICATION ELEVATION 1  
1/8" = 1'-0"

**BDE**  
ARCHITECTURE

234 HOWARD STREET  
SAN FRANCISCO  
CA 94102  
P. (415) 677-0966  
WWW.BDEARCHITECTURE.COM

**GREYSTAIR**

ENTREPRENEUR ARCHITECT

**HM**  
HILLIER PARTNERS

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO  
PARK 94025

- SHEET NOTES**  
NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- STUCCO
  - BRICK CURBENT PANEL SYSTEM
  - ALUMINUM BEAMS
  - METAL PANELS
  - ALUMINUM STOREFRONT SYSTEM
  - PAINT-MASONRY
  - UNPAINTED NOT STIPPED GALVANNEED PFD AT HIGH CORNERS
  - BRICK GLASS DOOR
  - SWINGE ROLL UP DOOR
  - WINDOW
  - MECHANICAL EXTERIOR MOUNT COUPLERS
  - COUPLER ORNAM AND DOWNPOUT
  - SLIGHT TIGHTEN DOOR
  - GLASS CURBENT AT HIGH
  - MECHANICAL SCREENS
  - METALLIC LANSIQUARED OR ACCENT BARS
  - 1'-0" ACCESS HATCH FOR ELEM EQUIPMENT (MATCH TO LOCAL LANDSCAPE OR PROJECTS, SEE ELEM DRAWINGS)
  - METAL PLANK LANSIQUATED CURTAIN
  - CONTROL EXTERIOR LIGHTS, SEE DETAILS ON A15

DATE	DESCRIPTION
06/14/20	CONCEPT
06/15/20	CONCEPT
06/16/20	FOUNDATION
06/17/20	FOUNDATION
06/18/20	FOUNDATION
06/19/20	FOUNDATION

**Stamp**

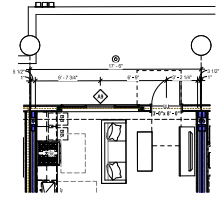
**BUILDING COURTYARD BRIDGE**  
MATERIAL IDENTIFICATION  
DATE: 06/14/20

**A3.07MI**

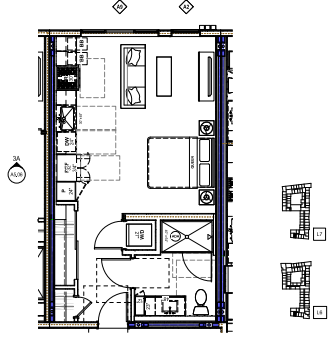




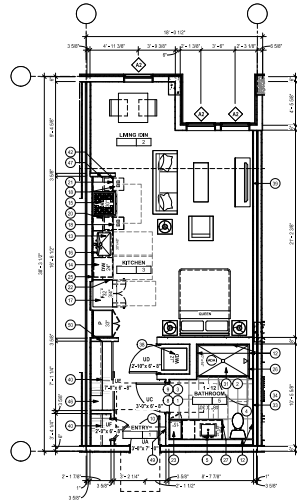




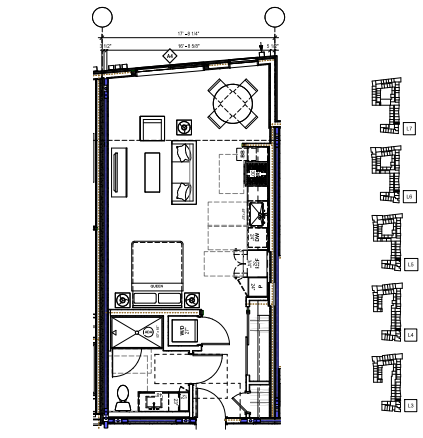
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1/8" = 1'-0"



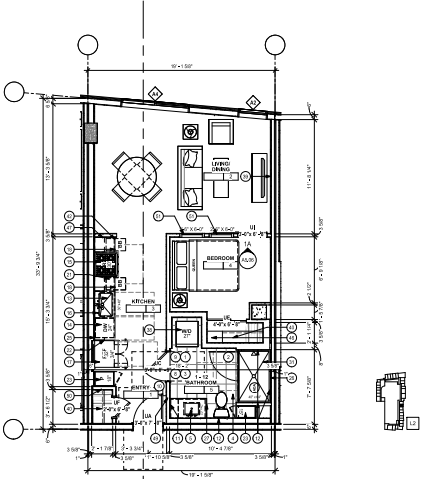
UNIT S2.7 4  
1/8" = 1'-0"



UNIT S2.5, MTL 3  
1/8" = 1'-0"



UNIT S2.4 2  
1/8" = 1'-0"



UNIT S2.3, MTL 1  
1/8" = 1'-0"

**GENERAL NOTES**

- A. UNIT PLAN DIMENSIONS ARE TO FACE OF TYPICAL TUBS.
- B. SEE ALSO FOR ACCESSIBILITY & ADAPTABILITY REQUIREMENTS.
- C. PROVIDE SCHEDS FOR SHOWER BARS AT ADJUSTABLE 24" SPACINGS TO FACE OF TUBS.
- D. SEE UNIT PLAN FOR ADDITIONAL DIMENSIONS AND EXTERNAL UNIT ORIENTATION AND GENERAL INFORMATION.
- E. SEE SHEET A100 FOR WALL TYPE SCHEDULE.
- F. COORDINATE WINDOW LOCATIONS AND SIZES WITH EXTERIOR SCHEDULES. SEE ALSO A100 FOR WINDOW SCHEDULE.
- G. DESIGN TO ALLOW FOR FLOOR FINISHES TO BE APPLIED OVER OR UNDER TUBS. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES.
- H. PROVIDE FINISHED FLOORS FOR EACH UNIT.
- I. FINISHES TO MATCH ADJACENT ROOMS.
- J. ALL WET WALLS AND AROUND TUBS SHALL BE PROTECTED BY A WATER-RESISTIVE BARRIER. SEE SPEC FOR ADDITIONAL INFORMATION.
- K. ALL MARRIAGE BATHING UNIT TUBS SHALL BE PROTECTED BY A WATER-RESISTIVE BARRIER. SEE SPEC FOR ADDITIONAL INFORMATION.
- L. SAFETY GLAZING REQUIRED AT ALL GLAZING CONCERNING GLAZING AT ALL LOCATIONS. PROVIDE SCHEDS.
- M. IF STED WALL TO BE PROVIDED AT SHOT VALVES AND METERS COORDINATE WITH PLUMBING AT ALL TIMES.
- N. REFER TO SHEET A100 FOR TUB, CLOSET DETAILS.
- O. REFER TO SHEET A100 SERIES FOR TUB, CLOSET DETAILS AND DETAILS.
- P. AT EACH ROOM FINISHES SHALL BE APPROVED BY THE CONTRACTOR TO ACHIEVE THE BEST QUALITY FINISHES. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- Q. SEE SECTION 15.00 FOR SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- R. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- S. BATHROOMS SHALL BE PROVIDED WITH ACCESSIBLE BATHING UNIT TUBS THROUGHOUT THE BATHROOMS.
- T. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- U. SEE SECTION 15.00 FOR SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- V. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- W. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
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- Y. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- Z. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.

**WALL TYPE NOTES**

- A. REFER TO EXTERIOR SCHEDULES FOR TYPICAL EXTERIOR WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- B. TYPICAL CONG. WALLS TO FACE OF TUBS.
- C. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- D. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- E. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- F. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- G. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
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- I. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- J. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- K. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- L. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- M. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- N. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- O. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- P. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
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- S. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
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- X. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- Y. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- Z. TYPICAL CONG. WALLS TO FACE OF TUBS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.

**SHEET NOTES**

- A. UNIT PLAN DIMENSIONS ARE TO FACE OF TUBS.
- B. SEE ALSO FOR ACCESSIBILITY & ADAPTABILITY REQUIREMENTS.
- C. PROVIDE SCHEDS FOR SHOWER BARS AT ADJUSTABLE 24" SPACINGS TO FACE OF TUBS.
- D. SEE UNIT PLAN FOR ADDITIONAL DIMENSIONS AND EXTERNAL UNIT ORIENTATION AND GENERAL INFORMATION.
- E. SEE SHEET A100 FOR WALL TYPE SCHEDULE.
- F. COORDINATE WINDOW LOCATIONS AND SIZES WITH EXTERIOR SCHEDULES. SEE ALSO A100 FOR WINDOW SCHEDULE.
- G. DESIGN TO ALLOW FOR FLOOR FINISHES TO BE APPLIED OVER OR UNDER TUBS. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES. PROVIDE ACCESSIBLE TUBS WITH TUB ENCLOSURES.
- H. PROVIDE FINISHED FLOORS FOR EACH UNIT.
- I. FINISHES TO MATCH ADJACENT ROOMS.
- J. ALL WET WALLS AND AROUND TUBS SHALL BE PROTECTED BY A WATER-RESISTIVE BARRIER. SEE SPEC FOR ADDITIONAL INFORMATION.
- K. ALL MARRIAGE BATHING UNIT TUBS SHALL BE PROTECTED BY A WATER-RESISTIVE BARRIER. SEE SPEC FOR ADDITIONAL INFORMATION.
- L. SAFETY GLAZING REQUIRED AT ALL GLAZING CONCERNING GLAZING AT ALL LOCATIONS. PROVIDE SCHEDS.
- M. IF STED WALL TO BE PROVIDED AT SHOT VALVES AND METERS COORDINATE WITH PLUMBING AT ALL TIMES.
- N. REFER TO SHEET A100 FOR TUB, CLOSET DETAILS.
- O. REFER TO SHEET A100 SERIES FOR TUB, CLOSET DETAILS AND DETAILS.
- P. AT EACH ROOM FINISHES SHALL BE APPROVED BY THE CONTRACTOR TO ACHIEVE THE BEST QUALITY FINISHES. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- Q. SEE SECTION 15.00 FOR SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- R. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- S. BATHROOMS SHALL BE PROVIDED WITH ACCESSIBLE BATHING UNIT TUBS THROUGHOUT THE BATHROOMS.
- T. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- U. SEE SECTION 15.00 FOR SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- V. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
- W. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.
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- Z. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS. PROVIDE SCHEDS FOR FINISHES TO MATCH ADJACENT ROOMS.

**BDE ARCHITECTURE**  
2324 HOWARD STREET  
SAN FRANCISCO  
CA 94109  
P. (415) 677-0966  
WWW.BDEARCHITECTURE.COM

**GREYSTAR**  
RESIDENTIAL ADDRESS  
**HM**  
HILLER BRANDS

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO PARK 94025

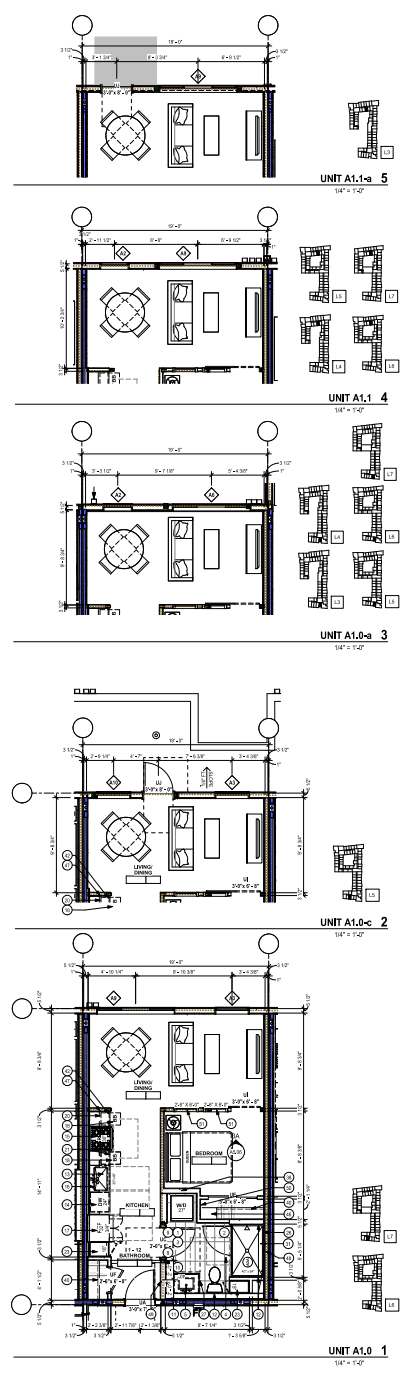
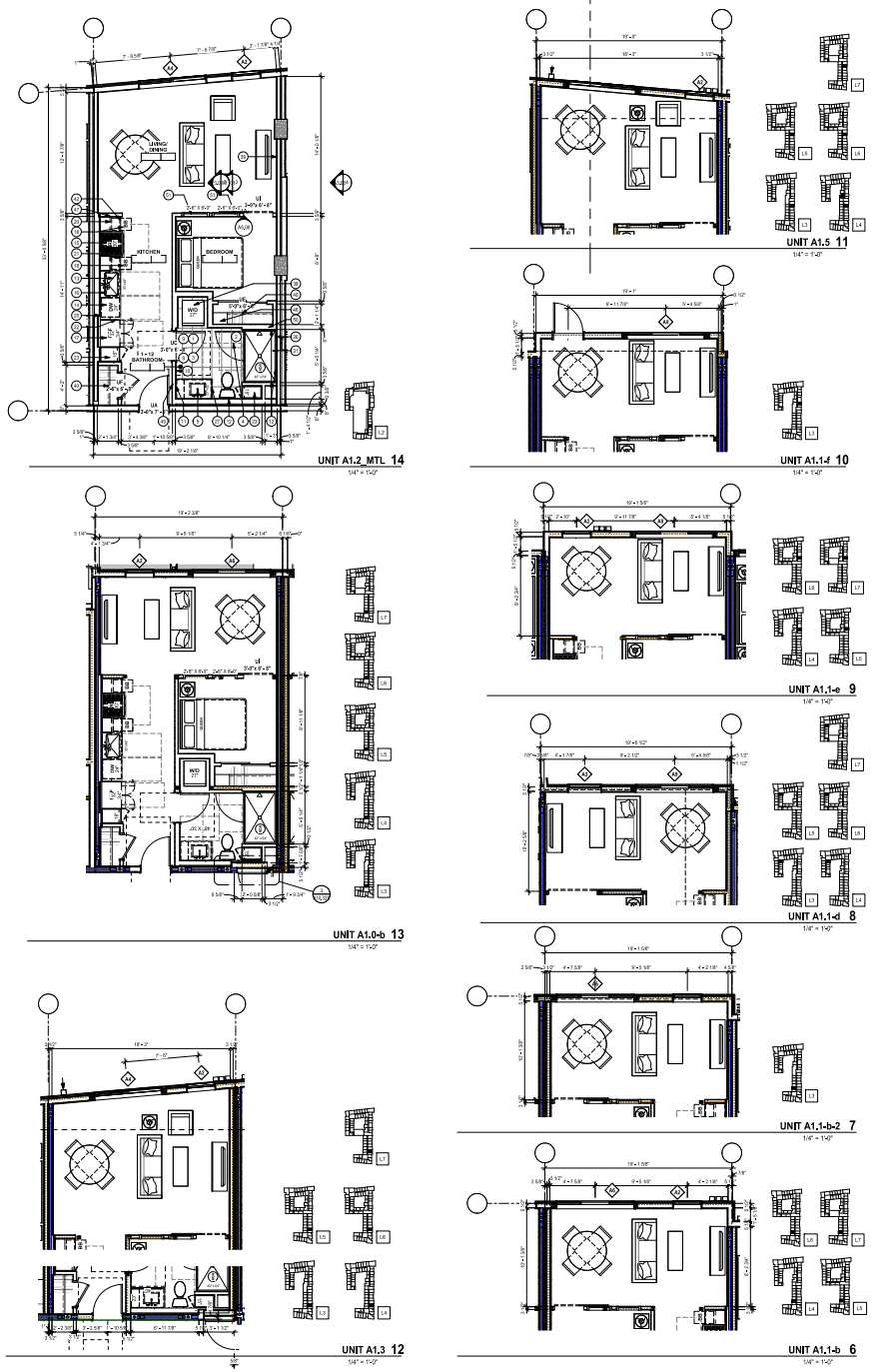
**UNIT PLANS**

DATE: 05/21/2014  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
PROJECT NO.: 1919-MENLO-PORTAL

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

**A4.00a**





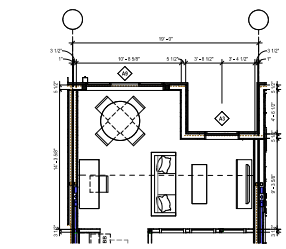
- GENERAL NOTES
- UNIT PLAN FINISHES TO FACE OF STUD. THICK. UGL.
- SEE ALSO FOR ACCESSIBILITY & ADAPTABILITY REQUIREMENTS.
- PROVIDE FLOORING FOR GROUND BARE AT ADAPTABLE APERTURES AND SLIPS.
- SEE UNIT FLOOR PLANS FOR ADDITIONAL INFORMATION ON THE UGL, UNIT WORKMAN ALLOWANCES, AND COMMON WALL TYPES.
- SEE SHEET A1.1 FOR WALL TYPE SCHEDULE.
- COORDINATE WINDOW LOCATIONS AND SIZES WITH EXISTING ELEVATIONS. SEE ALSO A1.1 FOR WINDOW SCHEDULE.
- SEE UNIT FLOOR PLANS FOR WINDOW SIZES. ALL WINDOW OPENINGS SHOULD BE PROVIDED WITH PROPERLY SIZED OPERABLE WEATHERSTRIP AND INSULATION. WINDOW OPERABLE WEATHERSTRIP AND INSULATION SHALL BE PROVIDED TO PREVENT AIR LEAKAGE AND TO PREVENT SOUND TRANSMISSION AND TO PROVIDE AS MUCH ENERGY EFFICIENCY AS POSSIBLE. PROVIDE AT LEAST ONE WINDOW UNIT PER UNIT.
- WHERE BOTH A UGL AND FINISHES ARE PROVIDED FOR THE EXTERIOR, AT LEAST ONE UGL SHALL BE PROVIDED TO PROVIDE ENERGY EFFICIENCY AND TO PREVENT SOUND TRANSMISSION AND TO PROVIDE AS MUCH ENERGY EFFICIENCY AS POSSIBLE. PROVIDE AT LEAST ONE WINDOW UNIT PER UNIT.
- WHERE TWO OR MORE LAVATORIES ARE PROVIDED AT THE UNIT, ALL LAVATORIES SHALL BE PROVIDED WITH SEPARATE CLOSET SPACE AND THROUGH THE BATHROOM.
- WHERE ONE CLOSET IS PROVIDED AT THE UNIT, THE CLOSET SHALL BE PROVIDED WITH SEPARATE CLOSET SPACE AND THROUGH THE BATHROOM.
- WHERE TWO OR MORE CLOSETS ARE PROVIDED AT THE UNIT, EACH CLOSET SHALL BE PROVIDED WITH SEPARATE CLOSET SPACE AND THROUGH THE BATHROOM.
- WHERE ONE CLOSET IS PROVIDED AT THE UNIT, THE CLOSET SHALL BE PROVIDED WITH SEPARATE CLOSET SPACE AND THROUGH THE BATHROOM.
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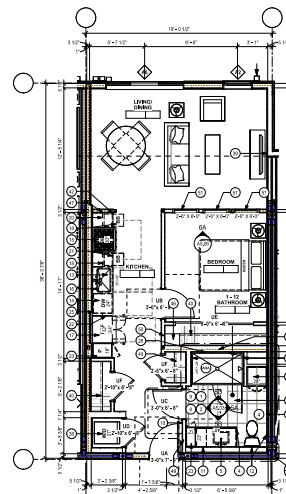
**GENERAL NOTES**

1. UNLESS OTHERWISE NOTED, ALL WALLS SHALL BE CONSTRUCTION TYPE III.
2. SEE ALSO ALL APPLICABLE AND PERTINENT REQUIREMENTS, SPECIFICATIONS, AND SCHEDULES.
3. PROVIDE SCHEDULING INFORMATION AS APPLICABLE TO ALL WALLS AND PARTITIONS.
4. SEE UNIT FINISH SCHEDULE FOR ADDITIONAL INFORMATION ON WALL TYPES, UNITS, WALL SYSTEMS, AND COORDINATION WITH OTHER TRADES.
5. SEE SHEET A4.04 FOR WALL TYPE SCHEDULE.
6. COORDINATE WINDOW LOCATIONS AND TYPES WITH EXTERIOR ELEVATIONS. SEE ALSO UNIT A4.01 FOR WINDOW SCHEDULE.
7. SEE UNIT A4.01 FOR INFORMATION ON WINDOW TYPES, WINDOW SCHEDULES, WINDOW SIZES, WINDOW PLACEMENTS, WINDOW COORDINATION WITH OTHER TRADES, WINDOW COORDINATION WITH EXTERIOR FINISHES, WINDOW COORDINATION WITH EXTERIOR ELEVATIONS, WINDOW COORDINATION WITH EXTERIOR MATERIALS, WINDOW COORDINATION WITH EXTERIOR COLORS, WINDOW COORDINATION WITH EXTERIOR TEXTURES, WINDOW COORDINATION WITH EXTERIOR DETAILS, WINDOW COORDINATION WITH EXTERIOR CONDITIONS, WINDOW COORDINATION WITH EXTERIOR ENVIRONMENT, WINDOW COORDINATION WITH EXTERIOR CLIMATE, WINDOW COORDINATION WITH EXTERIOR SOUND, WINDOW COORDINATION WITH EXTERIOR VIBRATION, WINDOW COORDINATION WITH EXTERIOR LIGHT, WINDOW COORDINATION WITH EXTERIOR AIR, WINDOW COORDINATION WITH EXTERIOR WATER, WINDOW COORDINATION WITH EXTERIOR SOIL, WINDOW COORDINATION WITH EXTERIOR VEGETATION, WINDOW COORDINATION WITH EXTERIOR ANIMALS, WINDOW COORDINATION WITH EXTERIOR HUMANS, WINDOW COORDINATION WITH EXTERIOR CARS, WINDOW COORDINATION WITH EXTERIOR TRUCKS, WINDOW COORDINATION WITH EXTERIOR TRAINS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT, WINDOW COORDINATION WITH EXTERIOR SHIPS, WINDOW COORDINATION WITH EXTERIOR BOATS, WINDOW COORDINATION WITH EXTERIOR YACHTS, WINDOW COORDINATION WITH EXTERIOR CRAFTS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT CARRIERS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT PASSENGERS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT CREW, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT PASSENGERS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT CREW, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT PASSENGERS, WINDOW COORDINATION WITH EXTERIOR AIRCRAFT CREW.
8. PROVIDE FINISHED STAIRCASES, STEPS, AND HANDRAILS AT EACH FLOOR LEVEL.
9. FINISHES IN CLOSETS TO MATCH ADJACENT ROOMS.
10. ALL VEST WALLS AND AIRING TUBS SHALL BE LIMITED TO THE USE OF TYPE III CONSTRUCTION TYPE III WALLS. SEE SPEC FOR ADDITIONAL INFORMATION.
11. ALL LAMINATE CLOSET UNITS TO HAVE NUMBERED HOOKS AND LINEN DRAWERS AND COVERS. IDENTIFY IN FINISH SCHEDULE.
12. SUPPORT WALLS SHALL BE FULL HEIGHT CONCRETE FOUNDATION AND ALL LOCATIONS REQUIRED BY CODE.
13. ALL STUD WALLS TO BE PROVIDED AT EACH OF WALLS AND PARTITIONS COORDINATE WITH PLUMBING, ALL UTILITIES, AND REFER TO SHEET A4.04 FOR UTILITIES DETAILS.
14. REFER TO SHEET A4.04 FOR UTILITIES FINISHES AND DETAILS.
15. AT DECK DOOR THRESHOLDS, 6" MINIMUM HEIGHT OF CURB TO BE PROVIDED TO SUPPORT DECK DOOR. SEE SPEC FOR ADDITIONAL INFORMATION.
16. SEE SECTION A4.01 FOR FINISHES FOR INTERIORS AND EXTERIORS. SEE SPEC FOR ADDITIONAL INFORMATION.
17. PROVIDE SCHEDULING INFORMATION AS APPLICABLE TO ALL WALLS AND PARTITIONS.
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50. PROVIDE SCHEDULING INFORMATION AS APPLICABLE TO ALL WALLS AND PARTITIONS.

**UNIT A2.1 3**  
1/8" = 1'-0"



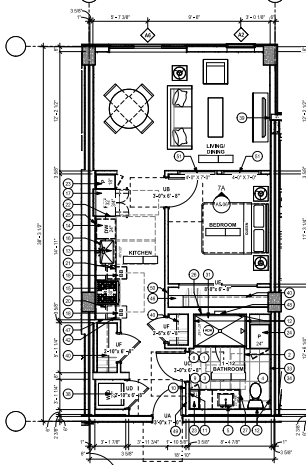
**UNIT A2.0 2**  
1/8" = 1'-0"



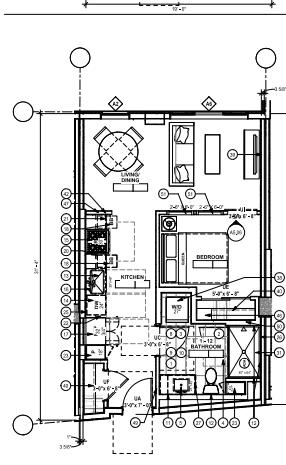
**UNIT A2.0 2**  
1/8" = 1'-0"

**WALL TYPE NOTES**

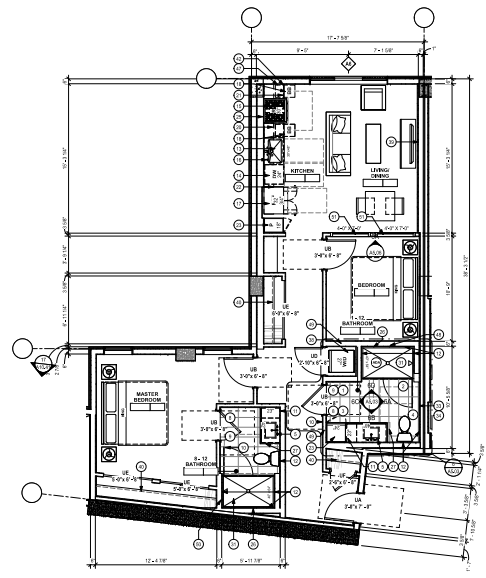
1. REFER TO EXTERIOR ELEVATIONS FOR FINISHES FOR EXTERIOR WALLS TO BE TYPE III OR TYPE IV.
2. TYPICAL EXTERIOR WALLS TO BE TYPE III OR TYPE IV.
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48. TYPICAL EXTERIOR WALLS TO BE TYPE III OR TYPE IV.
49. TYPICAL EXTERIOR WALLS TO BE TYPE III OR TYPE IV.
50. TYPICAL EXTERIOR WALLS TO BE TYPE III OR TYPE IV.



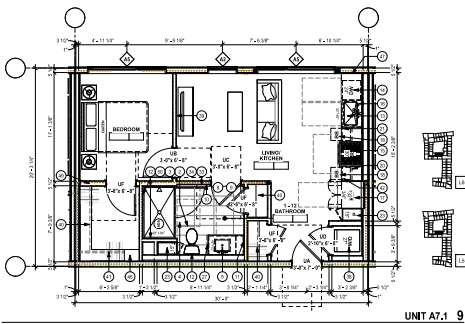
**UNIT A2.0 MTL 4**  
1/8" = 1'-0"



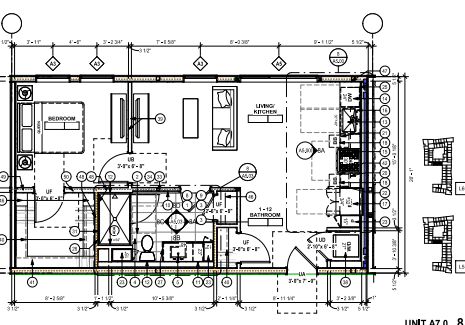
**UNIT A1.4 MTL 1**  
1/8" = 1'-0"



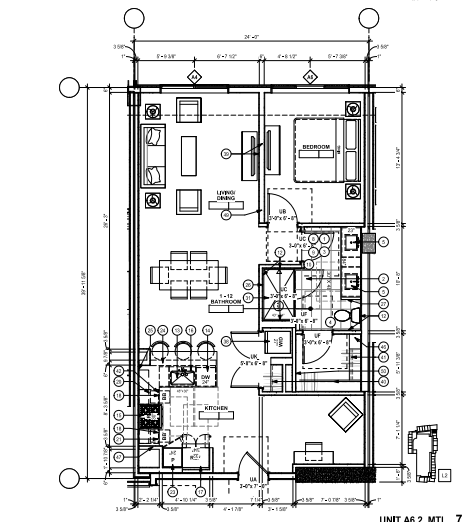
**UNIT A3.0 MTL 5**  
1/8" = 1'-0"



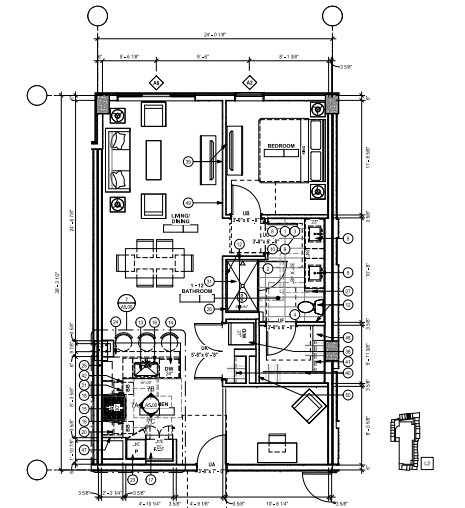
UNIT A7.1 9  
10'0" x 12'



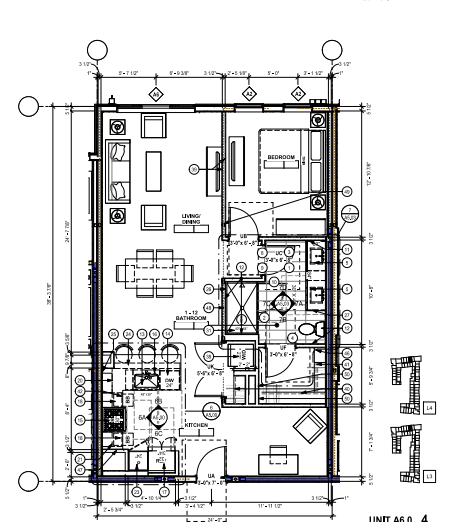
UNIT A7.0 8  
10'0" x 12'



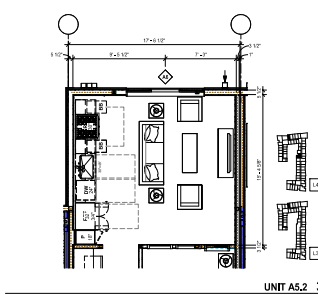
UNIT A6.2 MTL 7  
10'0" x 12'



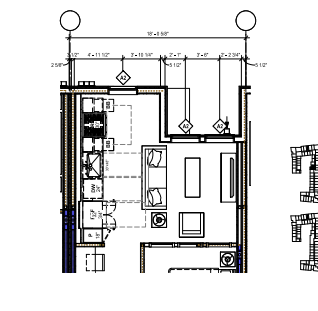
UNIT A6.0 MTL 5  
10'0" x 12'



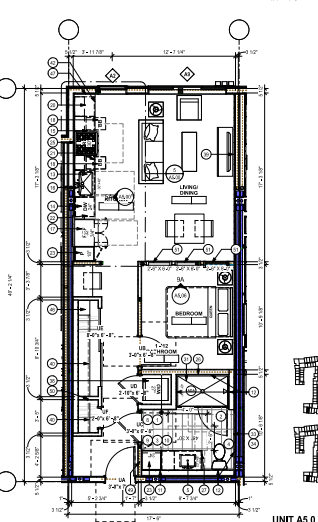
UNIT A6.0 4  
10'0" x 12'



UNIT A5.2 3  
10'0" x 12'



UNIT A5.1 2  
10'0" x 12'



UNIT A5.0 1  
10'0" x 12'

**GENERAL NOTES**

- 1. UNITS IN BRACKETS ARE TO FACE OF STUDY THICK WALL.
- 2. SEE ALSO FOR ACCESSIBILITY & ADA COMPLIANCE REQUIREMENTS.
- 3. PROVIDE BLOODING FOR DRUM BARS AT ADAPTABLE ENTRANCES TO THE UNIT.
- 4. SEE UNIT FINISH SCHEDULE FOR ADDITIONAL INFORMATION ON COUL, UP, DOWN, UP DOWN, WALKWAYS, AND DOWNWALKS.
- 5. SEE SHEET A5.0 FOR WALL TYPE SCHEDULE.
- 6. COORDINATE WINDOW LOCATIONS AND SIZES WITH EXTERIOR ELEVATIONS. SEE ALSO A5.0 FOR WINDOW SCHEDULE.
- 7. SEE UNIT FINISH SCHEDULE FOR ADDITIONAL INFORMATION ON COUL, UP, DOWN, UP DOWN, WALKWAYS, AND DOWNWALKS. PROVIDE BLOODING FOR DRUM BARS AT ADAPTABLE ENTRANCES TO THE UNIT.
- 8. PROVIDE BRASS STAINLESS STEEL HOOKS AT EACH WIND UNIT.
- 9. FINISH IN CLOSETS TO MATCH ADJACENT ROOM.
- 10. ALL VEST WALLS AND AROUND SUBSTITUTION LIMIT TO RECEIVE ALL TYPE OF CLOSURES AT VESTER ROOMS. SEE SPEC FOR ADDITIONAL INFORMATION.
- 11. ALL GARAGE OPERATOR UNITS TO HAVE NUMBER RELATED TO ROOM AND VEHICLE LICENSE NUMBER AND COORDINATE VEHICLE IDENTIFICATION NUMBER.
- 12. GARAGE OPERATOR UNITS TO HAVE NUMBER RELATED TO ROOM AND VEHICLE LICENSE NUMBER AND COORDINATE VEHICLE IDENTIFICATION NUMBER.
- 13. ALL VEST WALLS TO BE PROVIDED AT POINT OF USE, AND COORDINATE WITH FINISH SCHEDULE. ALL VEST WALLS TO BE PROVIDED AT POINT OF USE, AND COORDINATE WITH FINISH SCHEDULE.
- 14. REFER TO SHEET A5.0 FOR TRULOCSET DETAILS.
- 15. AT EACH ROOM THRESHOLD, PROVIDE AN OPENING TO RECEIVE THE CURB AND PROVIDE A DOWNWARD SLOPE. SEE SPEC FOR ADDITIONAL INFORMATION.
- 16. PROVIDE TWO OR MORE ANTIKICK STRIPS AT EACH ROOM THRESHOLD. AT LEAST ONE SHALL BE MADE ACCESSIBLE AND COMPLY WITH SECTION 703.02. PROVIDE TWO OR MORE ANTIKICK STRIPS AT EACH ROOM THRESHOLD. AT LEAST ONE SHALL BE MADE ACCESSIBLE AND COMPLY WITH SECTION 703.02.
- 17. BATHROOMS SHALL BE PROVIDED WITH AN ACCESSIBLE TOILET AND SHOWER. PROVIDE A DOWNWARD SLOPE TO THE TOILET AND SHOWER. PROVIDE A DOWNWARD SLOPE TO THE TOILET AND SHOWER. PROVIDE A DOWNWARD SLOPE TO THE TOILET AND SHOWER.
- 18. PROVIDE TWO OR MORE ANTIKICK STRIPS AT EACH ROOM THRESHOLD. AT LEAST ONE SHALL BE MADE ACCESSIBLE AND COMPLY WITH SECTION 703.02. PROVIDE TWO OR MORE ANTIKICK STRIPS AT EACH ROOM THRESHOLD. AT LEAST ONE SHALL BE MADE ACCESSIBLE AND COMPLY WITH SECTION 703.02.
- 19. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD.
- 20. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD. PROVIDE A DOWNWARD SLOPE AT ALL UNIT THRESHOLD.

**WALL TYPE NOTES**

- A. REFER TO EXTERIOR ELEVATIONS FOR THE EXTERIOR WALL TO BE TYPE 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- B. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- C. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- D. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- E. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- F. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- G. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- H. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- I. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- J. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- K. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- L. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- M. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- N. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- O. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- P. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- Q. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- R. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- S. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- T. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- U. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- V. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- W. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- X. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- Y. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.
- Z. TYPICAL CORNER WALL TO BE TYPE AT LOCAL.

**BDE ARCHITECTURE**  
3234 HOWARD STREET  
SAN FRANCISCO  
CA 94104  
P. (415) 677-0966  
WWW.BDEARCHITECTURE.COM

**GREYSTAIR**  
ENTREPRENEUR ADDRESS  
**HM**  
HOLLER HOUSE

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO PARK 94025

NO.	DATE	DESCRIPTION
1	10/20/20	ISSUED FOR PERMIT
2	10/20/20	ISSUED FOR PERMIT
3	10/20/20	ISSUED FOR PERMIT
4	10/20/20	ISSUED FOR PERMIT
5	10/20/20	ISSUED FOR PERMIT
6	10/20/20	ISSUED FOR PERMIT
7	10/20/20	ISSUED FOR PERMIT
8	10/20/20	ISSUED FOR PERMIT
9	10/20/20	ISSUED FOR PERMIT
10	10/20/20	ISSUED FOR PERMIT

**UNIT PLANS**

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

**A4.04**



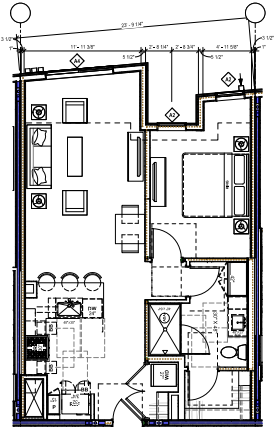


**GENERAL NOTES**

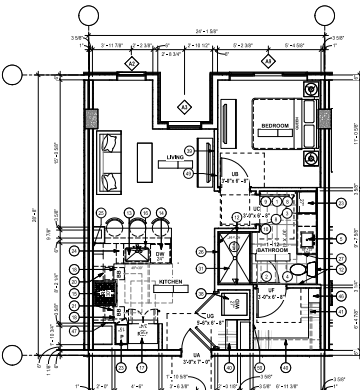
1. UNIT FLOOR DIMENSIONS ARE TO FACE OF STUD. TYPICAL LEVEL.
2. SEE SHEET A9.10 FOR ACCESSIBILITY AND AFFORDABILITY REQUIREMENTS.
3. PROVIDE BACKING FOR CABINET BAYS AT ADAPTABLE BATHROOM PER CSC 11A.
4. SEE SHEET A9.10 FOR ADOPTABLE BATHROOM PER CSC 11A.
5. SEE SHEET A9.10 FOR ADAPTABLE BATHROOM PER CSC 11A.
6. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
7. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
8. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
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11. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
12. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.

**SHEET NOTES**

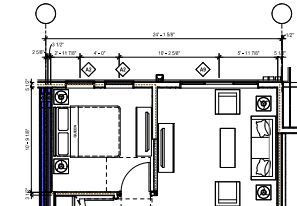
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET. SEE SHEET A9.10 FOR ADOPTABLE BATHROOM PER CSC 11A. SEE SHEET A9.10 FOR ACCESSIBILITY AND AFFORDABILITY REQUIREMENTS.
1. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
  2. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
  3. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
  4. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
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  16. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
  17. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
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  19. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.
  20. PROVIDE 1/4" SLOPE TO THE FLOOR TO THE DRAIN.



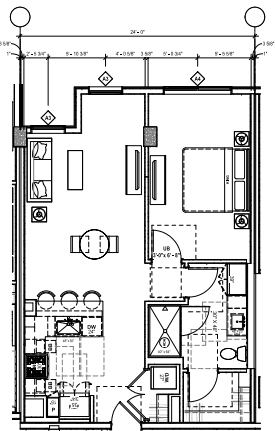
**UNIT A9.10 7**  
1/4" = 1'-0"



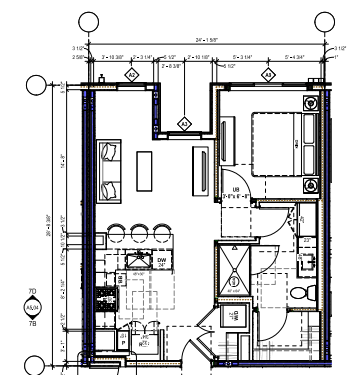
**UNIT A9.2-a MTL 5**  
1/4" = 1'-0"



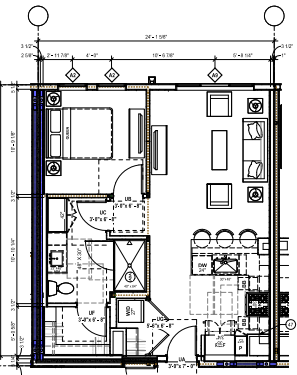
**UNIT A9.2-b 2**  
1/4" = 1'-0"



**UNIT A9.4 MTL 6**  
1/4" = 1'-0"



**UNIT A9.3 4**  
1/4" = 1'-0"



**UNIT A9.2 1**  
1/4" = 1'-0"

**WALL TYPE NOTES**

1. REFER TO CONTRACT DRAWINGS FOR TYPICAL SYSTEM WALLS TO TYPE I, II, III, IV, V AND VI.
2. TYPICAL CONG. WALLS TO BE TYPE II.
3. TYPICAL CONG. WALLS TO BE TYPE II.
4. TYPICAL CONG. WALLS TO BE TYPE II.
5. TYPICAL CONG. WALLS TO BE TYPE II.
6. TYPICAL CONG. WALLS TO BE TYPE II.
7. TYPICAL CONG. WALLS TO BE TYPE II.
8. TYPICAL CONG. WALLS TO BE TYPE II.
9. TYPICAL CONG. WALLS TO BE TYPE II.
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11. TYPICAL CONG. WALLS TO BE TYPE II.
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13. TYPICAL CONG. WALLS TO BE TYPE II.
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17. TYPICAL CONG. WALLS TO BE TYPE II.
18. TYPICAL CONG. WALLS TO BE TYPE II.
19. TYPICAL CONG. WALLS TO BE TYPE II.
20. TYPICAL CONG. WALLS TO BE TYPE II.



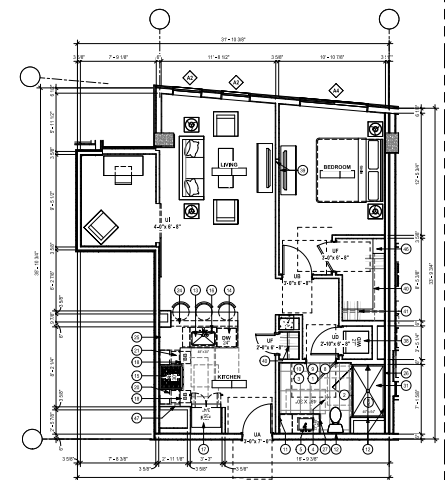




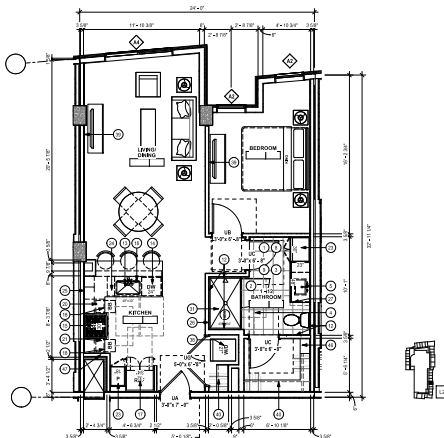


GENERAL NOTES

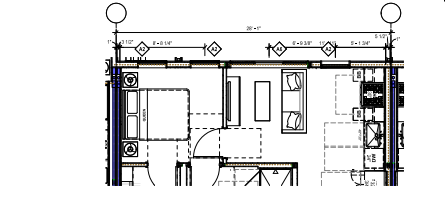
- 1. UNIT FAN BUSHINGS ARE TO FACE OF STUD. THICKNESS.
2. SEE ALSO FOR ACCESSIBILITY REQUIREMENTS.
3. PROVIDE BUSHING FOR DRAIN BASES AS APPLICABLE.
4. SEE UNIT BIDDING PLANS FOR ADDITIONAL INFORMATION ON UNIT TYPES, UNIT WORKMAN ADVISORIES, AND COORDINATION WITH OTHER TRADES.
5. SEE SHEET A110 FOR WALL TYPE SCHEDULE.
6. COORDINATE WINDOW LOCATIONS AND HEIGHTS WITH EXTERIOR ELEVATIONS. SEE ALSO A110 FOR WINDOW SCHEDULE.
7. SEE UNIT BIDDING PLANS FOR ADDITIONAL INFORMATION ON WINDOW TYPES, WINDOW WORKMAN ADVISORIES, AND COORDINATION WITH OTHER TRADES.
8. PROVIDE FINISHED STAINLESS STEEL HOLES AT EACH WINDOW UNIT.
9. FINISHES IN CLOSETS TO MATCH ADJACENT ROOMS.
10. ALL VEST WALLS AND AROUND PULSATION LINES TO BE MADE OF 2x4 TYPE STUDS WITH PAPER FACING. SEE SPEC FOR ADDITIONAL INFORMATION.
11. ALL WALLS OF GENERAL UNITS TO HAVE NUMBER RELATED TO CLOSET AND LINE NUMBER AND COVERED WITH 1/2" SHEET METAL.
12. ALL VEST WALLS TO BE PROVIDED AT END OF VESTS AND METERS (COORDINATE WITH PLUMBING) AT ALL LEVELS.
13. REFER TO SHEET A110 FOR TRUCK CLOSET DETAILS.
14. REFER TO SHEET A110 FOR TRUCK ROOM FINISHES AND DETAILS.
15. AT EACH DOOR THRESHOLD, INSTALL A DRAIN CATCHER TO PREVENT WATER FROM ENTERING THE UNIT.
16. SEE SECTION A110.1 FOR FINISHES FOR THROUGH IN-TWO DOOR AND THROUGH IN-TWO DOOR DOWN DOOR.
17. ALL THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.
18. THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.
19. THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.
20. THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.
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27. THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.
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100. THROUGH DOOR FINISHES SHALL COMPLY WITH SECTION A110.1.



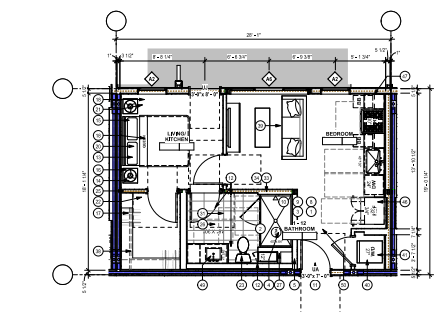
UNIT A17.0 MTL 4



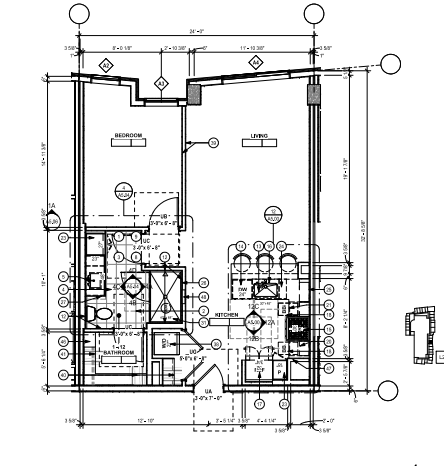
UNIT A15.1 MTL 2



UNIT A16.0 5



UNIT A16.0a 3



UNIT A15.0 MTL 1

WALL TYPE NOTES

- A. REFER TO EXTERIOR ELEVATIONS FOR THE EXTERIOR WALL TO BE TYPE A1.
B. TYPICAL LONG WALL TO BE TYPE A1.
C. TYPICAL END WALL TO BE TYPE A1.
D. TYPICAL END WALL TO BE TYPE A1.
E. TYPICAL END WALL TO BE TYPE A1.
F. TYPICAL END WALL TO BE TYPE A1.
G. TYPICAL END WALL TO BE TYPE A1.
H. TYPICAL END WALL TO BE TYPE A1.
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J. TYPICAL END WALL TO BE TYPE A1.
K. TYPICAL END WALL TO BE TYPE A1.
L. TYPICAL END WALL TO BE TYPE A1.
M. TYPICAL END WALL TO BE TYPE A1.
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O. TYPICAL END WALL TO BE TYPE A1.
P. TYPICAL END WALL TO BE TYPE A1.
Q. TYPICAL END WALL TO BE TYPE A1.
R. TYPICAL END WALL TO BE TYPE A1.
S. TYPICAL END WALL TO BE TYPE A1.
T. TYPICAL END WALL TO BE TYPE A1.
U. TYPICAL END WALL TO BE TYPE A1.
V. TYPICAL END WALL TO BE TYPE A1.
W. TYPICAL END WALL TO BE TYPE A1.
X. TYPICAL END WALL TO BE TYPE A1.
Y. TYPICAL END WALL TO BE TYPE A1.
Z. TYPICAL END WALL TO BE TYPE A1.



3234 HOWARD STREET SAN FRANCISCO CA 94104 P: (415) 677-0966



DEVELOPMENT ADDRESS



1919-MENLO-PORTAL 110 & 116 CONSTITUTION DRIVE, MENLO PARK 94025

Table with columns for Date, Drawn, and Checked.



UNIT PLANS









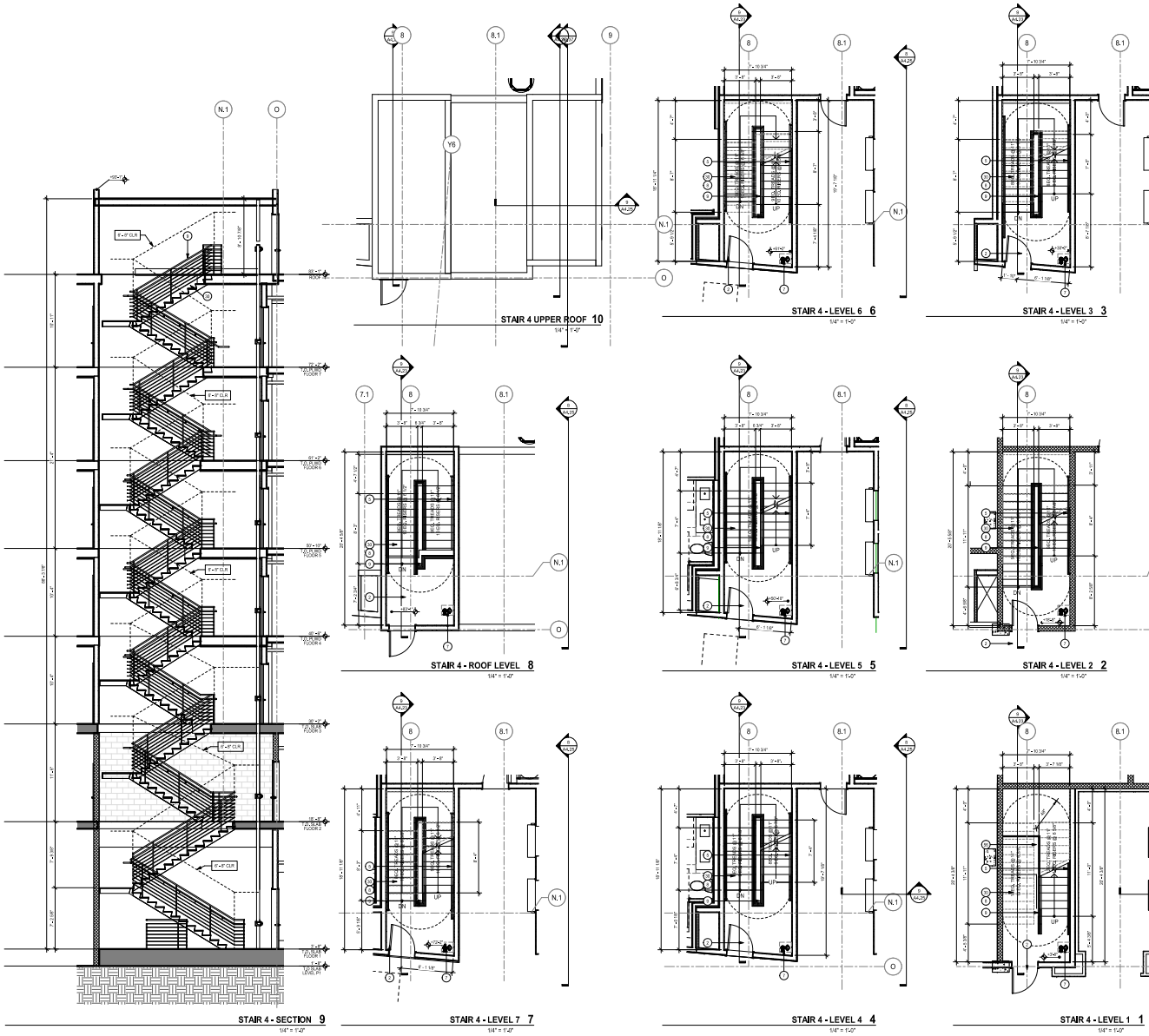












- GENERAL NOTES**
1. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
  2. SEE AIA FOR ACCESSIBILITY REQUIREMENTS.
  3. SEE AIA FOR ACCESSIBILITY REQUIREMENTS.
  4. SEE AIA FOR ACCESSIBILITY REQUIREMENTS.
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  10. SEE AIA FOR ACCESSIBILITY REQUIREMENTS.
- ELEVATOR NOTES**
1. ELEVATOR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
  2. ELEVATOR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
  3. ELEVATOR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
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  10. ELEVATOR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
- STAIR TYPE NOTES**
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  2. STAIR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
  3. STAIR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:
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  10. STAIR SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:

**SHEET NOTES**

1. CONCRETE SLAB, SLOPE
2. CONCRETE SLAB, SLOPE
3. CONCRETE SLAB, SLOPE
4. CONCRETE SLAB, SLOPE
5. CONCRETE SLAB, SLOPE
6. CONCRETE SLAB, SLOPE
7. CONCRETE SLAB, SLOPE
8. CONCRETE SLAB, SLOPE
9. CONCRETE SLAB, SLOPE
10. CONCRETE SLAB, SLOPE

**LEGEND**

NOTE: SEE AIA FOR ACCESSIBILITY REQUIREMENTS

- 1. PARTIAL HEIGHT WALL
- 2. FULL HEIGHT WALL
- 3. CONCRETE SLAB, SLOPE
- 4. CONCRETE SLAB, SLOPE
- 5. CONCRETE SLAB, SLOPE
- 6. CONCRETE SLAB, SLOPE
- 7. CONCRETE SLAB, SLOPE
- 8. CONCRETE SLAB, SLOPE
- 9. CONCRETE SLAB, SLOPE
- 10. CONCRETE SLAB, SLOPE

**STAIR 4 PLANS AND SECTIONS**

DATE: 10/11/2011  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: 1919-MENLO-PORTAL

**BDE ARCHITECTURE**  
 2324 HOWARD STREET  
 SAN FRANCISCO, CA 94109  
 P. (415) 677-0966  
 WWW.BDEARCHITECTURE.COM

**GREYSTAR**  
 1919-MENLO-PORTAL  
 110 & 118 CONSTITUTION DRIVE, MENLO PARK, 94025

**HM**  
 HELLER HARRIS

**1919-MENLO-PORTAL**  
 110 & 118 CONSTITUTION DRIVE, MENLO PARK, 94025

**STAIR 4 PLANS AND SECTIONS**

DATE: 10/11/2011  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: 1919-MENLO-PORTAL

**A4.23**



July 10, 2020  
BKF NO. 20181256

City of Menlo Park  
701 Laurel Street  
Menlo Park, CA

Subject: FEMA Design Requirements for 104 & 110 Constitution Drive & 115 Independence Drive, Menlo Park CA

To Whom It May Concern,

The following memo summarizes that the design measures will be in accordance with FEMA requirements as well adhering to the City's Sea Level Rise criteria for the proposed development at 104/110 Constitution Drive and 115 Independence Drive in Menlo Park.

- Per FEMA's Flood Insurance Rate Map (map number 06081C0306F parcel 306 of 510), the project site is located in flood zone AE, with a base flood elevation (BFE) of 11'.
- Per the City of Menlo Park Sea Level Rise requirements, new construction for project sites over 2 acres and located within a flood zone are required to have a design flood elevation (DFE) that is 24" min. above the base flood elevation.

Since 104/110 Constitution Drive and 115 Independence Drive is over 2 acres, the development will have a Finished Floor Elevation (FFE) that will be set at the Design Flood Elevation (DFE) for all habitable/livable/usable spaces (FFE = 13.0'). Additionally the ground floor parking garage level will be set to have a FFE = 11.0' which is equal to the BFE. Additionally, the proposed project will not increase existing flood levels.

The BFE, DFE and FFE are shown on the preliminary plans.

A CLOMR will be processed through FEMA at the building permit stage followed by a LOMA that will be occur after construction is completed.

Thank you for your time and consideration.

Yours Sincerely,  
BKF ENGINEERS

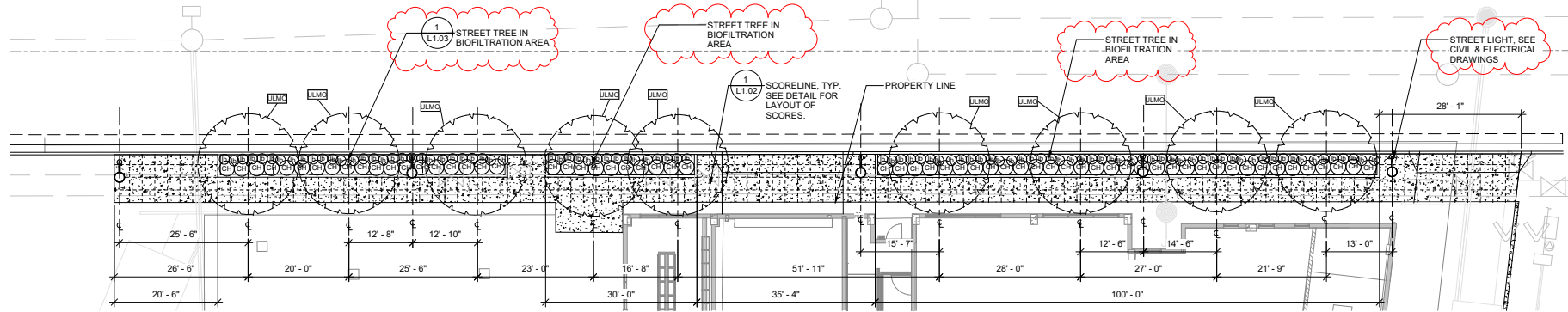
A handwritten signature in blue ink, appearing to read 'Reuel Chan', is written over the typed name.

Reuel Chan, PE  
Project Manager

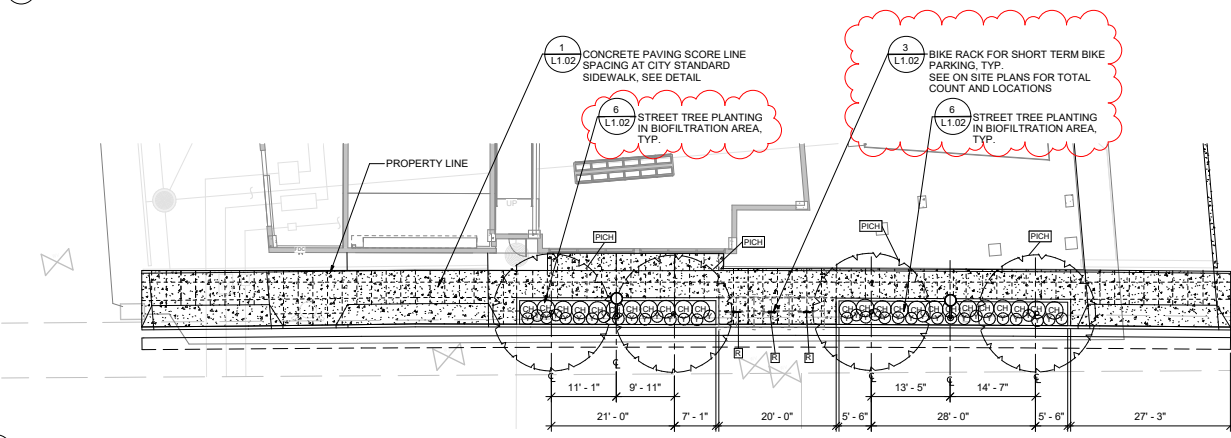


**PGAdesign**  
LANDSCAPE ARCHITECTS  
1485 STAGGS LANE SUITE 100  
MILPITAS, CALIFORNIA 95035

**MENLO PORTAL (MULTIFAMILY)  
OFF-SITE STREET IMPROVEMENTS  
OFF-SITE LANDSCAPE IMPROVEMENTS**  
115 CONSTITUTION DRIVE, SAN MATEO COUNTY



1 OFFSITE - STREETSCAPE LANDSCAPE PLAN AT CONSTITUTION DRIVE  
L1.01 1" = 10'-0"



2 OFFSITE - STREETSCAPE LANDSCAPE PLAN AT INDEPENDENCE  
L1.01 1" = 10'-0"

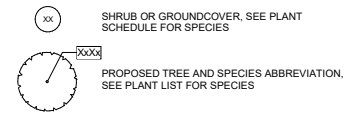
**LANDSCAPE MATERIAL LEGEND**



**SITE FURNISHINGS LEGEND**



**PLANT TYPE LEGEND**



TREE LIST OFF SITE (STREETSCAPE)										
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	MENLO PARK HERITAGE TREE	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
TREE										
PICH	4	PISTACIA CHINENSIS 'RED PUSH'	CHINESE PISTACHE 'RED PUSH'		36" BOX	AS SHOWN	LOW	Yes	No	No
ULMO	9	ULMUS 'MORTON ACCOLADE'	MORTON ACCOLADE ELM	X	36" BOX	AS SHOWN	MODERATE	No	No	No

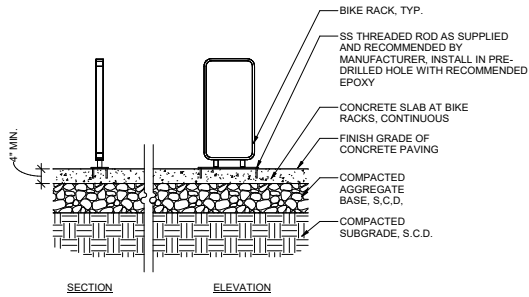
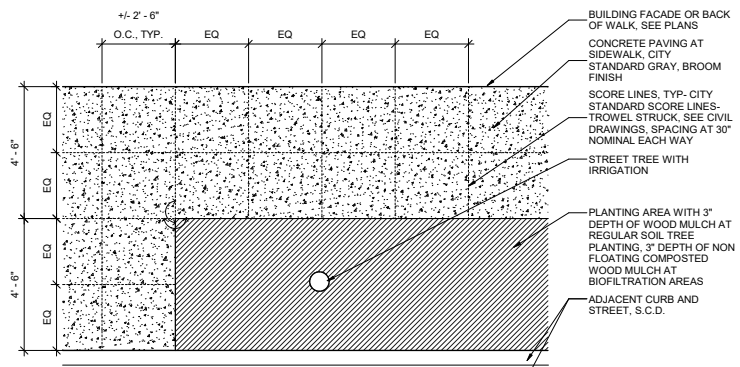
SHRUB, GROUNDCOVER, & GRASS PLANT LIST OFF SITE (STREETSCAPE)										
SYMBOL	Count	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE	
GROUNDCOVER & GRASSES										
CH	86	CEANOTHUS GLORIOSUS 'HEARTS DESIRE'	HEARTS DESIRE CEANOTHUS	1 GAL	3'-0"	LOW	Yes	Yes	No	
lb	94	LOMANDRA LONGIFOLIA 'BABY BREEZE'	BABY BREEZE LOMANDRA	1 GAL	2'-0"	LOW	Yes	No	No	
Y	35	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	MAGENTA MAGIC YUCCA	1 GAL	2'-0"	LOW	Yes	Yes	No	



Revisions

No.	Date	Scale	Design	Drawn	Approved	Job No.
	7/9/2021	1" = 10'-0"	KK	KF	KF	NAC2019296

Sheet Number:

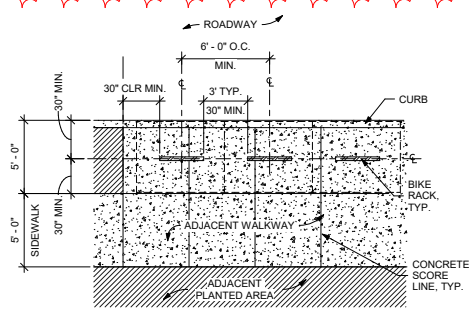


FORUM BIKE BACK

- NOTES:  
1. PRODUCT: FORUM BIKE RACK, MODEL NO. 2586-904A, LARGE  
2. MANUFACTURER: VESTRE, INC., WEB SITE: [HTTPS://VESTRE.COM](https://vestre.com), TELEPHONE: 212 634 9658  
3. FINISH: POWDERCOATED METAL, COLOR:RAL 7001 SILVER GREY  
4. MOUNT: EMBEDDED SURFACE MOUNT  
5. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND REQUIREMENTS .

1 SCORING LAYOUT AT CITY SIDEWALK  
L1.02 3/2" = 1'-0"

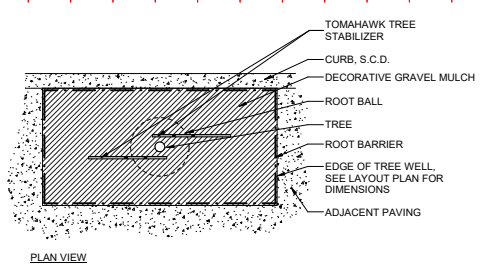
3 BIKE RACK  
L1.02 3/4" = 1'-0"



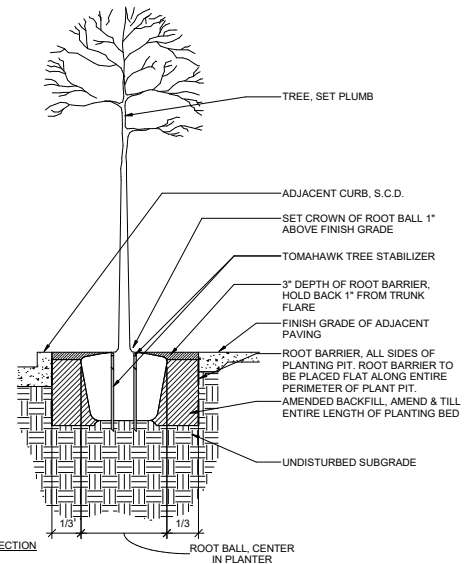
BIKE LAYOUT AT CITY SIDEWALK BIKE PARKING

- NOTES:  
1. PLACE BIKE RACKS 30" CLEAR MINIMUM ON ALL SIDES FROM OBSTRUCTIONS.  
2. MAINTAIN 5' WIDE SIDEWALK CLEARANCE.

2 BIKE RACK LAYOUT  
L1.02 3/4" = 1'-0"

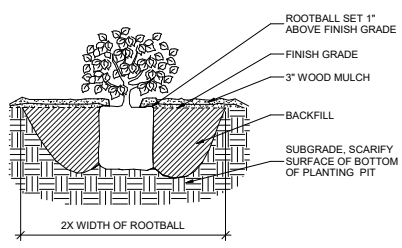


TREE PLAN VIEW



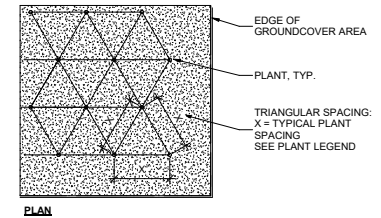
TREE SECTION

- NOTES:  
1. ROOT BARRIER: MODEL UB-12-2 LINEAR ROOT BARRIER. MANUFACTURER: DEEPROOT, TELEPHONE: 800 458 1668, WEBSITE: [WWW.DEEPROOT.COM/](http://WWW.DEEPROOT.COM/). PROVIDE ROOT BARRIER ONLY AT STREET TREE PLANTING IN TYPICAL PLANTING SOIL, IN BIOFILTRATION AREAS DO NOT PROVIDE ROOT BARRIER.  
2. TOP OF ROOT CONTROL BARRIER MUST BE AT FINISHED GRADE OF SOIL (NEVER BELOW GRADE). DURING CONSTRUCTION THE ROOT CONTROL BARRIER CAN BE PLACED AGAINST THE INSIDE OF THE CONCRETE FORM WORK. THE RAISED ROOT DEFLECTORS MUST BE FACING INWARD TOWARD THE TREE. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.  
3. PROVIDE ROOT BARRIER FOR ANY TREE ADJACENT TO CURB OR PAVING.  
4. MULCH AT TREE: 3" WOOD MULCH FOR NON-BIOTREATMENT AREAS, 3" DEPTH ON NON-FLOATING COMPOSTED WOOD MULCH AT BIOTREATMENT AREAS.

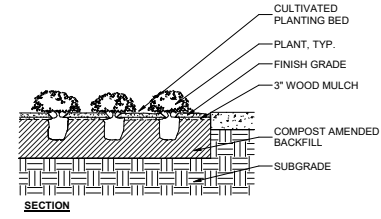


- NOTES:  
1. SET DRIP IRRIGATION TUBING 4" BELOW FINISH GRADE OF SOIL. NOTE THIS DEPTH DOES NOT INCLUDE MULCH DEPTH, SEE IRRIGATION PLANS.

4 SHRUB PLANTING ON GRADE  
L1.02 3/4" = 1'-0"



GROUNDCOVER PLAN



GROUNDCOVER SECTION

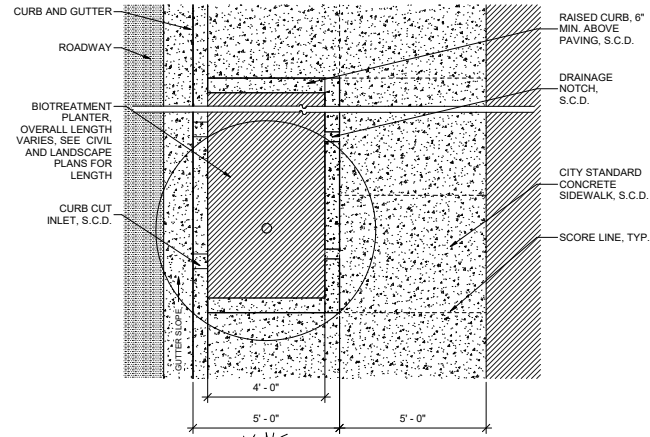
- NOTES:  
1. SET DRIP IRRIGATION TUBING 4" BELOW FINISH GRADE OF SOIL. NOTE THIS DEPTH DOES NOT INCLUDE MULCH DEPTH, SEE IRRIGATION PLANS.

5 GROUNDCOVER PLANTING ON GRADE  
L1.02 3/4" = 1'-0"

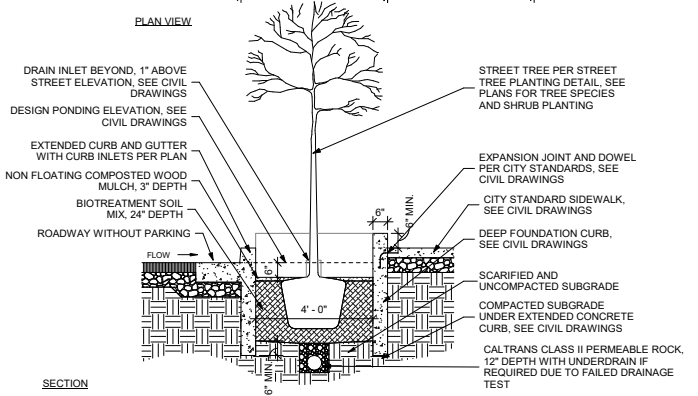
Date	No.	Revisions
7/9/2021	1	Scale As Indicated
	2	Design
	3	Drawn
	4	Approved
	5	Job No. 2019256



**PGAdesign**  
 LANDSCAPE ARCHITECTS  
 485 S. GARDEN STREET, SUITE 100  
 ANIMES, CALIFORNIA 92508



PLAN VIEW



SECTION

1 BIOTREATMENT PLANTER AT SIDEWALK AND STREET TREE PLANTING.  
 L1.03 1/2" = 1'-0"

MENLO PORTAL (MULTIFAMILY)  
 OFF-SITE STREET IMPROVEMENTS  
 OFF-SITE LANDSCAPE DETAILS 2  
 115 CONSTITUTION DRIVE, SAN MATEO COUNTY

Revisions	
No.	Description

Date	7/9/2021
Scale	1/2" = 1'-0"
Design	KK
Drawn	KF
Approved	KK
Job No.	NC21019256



**BKFdesign**  
 LANDSCAPE ARCHITECTS  
 1000 S. GARDEN ST. SUITE 100  
 SAN MATEO, CA 94403  
 TEL: 650.331.1111 FAX: 650.331.1112

**MENLO PORTAL (OFFICE)  
 OFF-SITE STREET IMPROVEMENTS  
 OFF-SITE LANDSCAPE IMPROVEMENTS - OFFICE**  
 115 CONSTITUTION DRIVE, SAN MATEO COUNTY

CONSTITUTION DRIVE

**LANDSCAPE MATERIAL LEGEND**

CONCRETE PAVING - STANDARD CITY GRAY, SEE DETAIL

**PLANT LEGEND**

SHRUB OR GROUNDCOVER, SEE PLANT SCHEDULE FOR SPECIES  
 PROPOSED TREE AND SPECIES ABBREVIATION, SEE PLANT LIST FOR SPECIES

5'-0" 20'-0" 23'-0" 25'-0" 22'-0" 5'-0" 1'-1"

MORTON ELM AT CONSTITUTION DRIVE  
 STREET LIGHT, SEE CIVIL AND ELECTRICAL PLANS

2 TREE IN BIOTREATMENT AREA, SEE CIVIL PLANS

2 BIOTREATMENT PLANTING AREA, SEE CIVIL PLANS

PISTACHE CHINENSIS STREET TREE, TYP AT INDEPENDENCE

CITY STANDARD CONCRETE SIDEWALK, SEE CIVIL PLANS

TYPICAL STREET TREE PLANTING AREA

TYPICAL STREET TREE PLANTING AREA

6 TYPICAL STREET TREE PLANTING, TYP.

PROPERTY LINE  
 SCORE LINE SEE DETAIL FOR SPACING, TYP.

INDEPENDENCE DRIVE

14'-0" 25'-0" 5'-0" 3'-0" 8'-11" 11'-0" 3'-5"

**TREE LIST OFF SITE (STREETSCAPE)**

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	PLANT SORT	CA NATIVE	INVASIVE	MENLO PARK HERITAGE TREE
TREE											
PICH	3	PISTACIA CHINENSIS 'RED PUSH'	CHINESE PISTACHE	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No
ULMO	5	ULMUS 'MORTON ACCOLADE'	MORTON ACCOLADE ELM	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No

**PLANT & GROUNDCOVER PLANT LIST OFF-SITE (STREETSCAPE)**

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
GROUNDCOVER									
Az	9	ANIGOZANTHOS 'BUSH RANGER'	KANGAROO PAW	5 GAL	1'-0"	LOW	Yes	No	No
c	24	LESSINGIA FLAGINIFOLIA 'SILVER CARPET'	SILVER CARPET BEACH ASTER	1 GAL	2'-0"	LOW	Yes	Yes	No
Y	21	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	YUCCA MAGENTA MAGIC DWARF	5 GAL	3'-0"	LOW	Yes	No	No
GRONDCOVER									
CH	59	CEANOTHUS GLORIOSUS 'HEARTS DESIRE'	CEANOTHUS HEARTS DESIRE	1 GAL	3'-0"	LOW	Yes	Yes	No
GRASS									
L	31	LOMANDRA LONGIFOLIA 'BABY BREEZE'	LOMANDRA BABY BREEZE	5 GAL	2'-0"	LOW	Yes	No	No

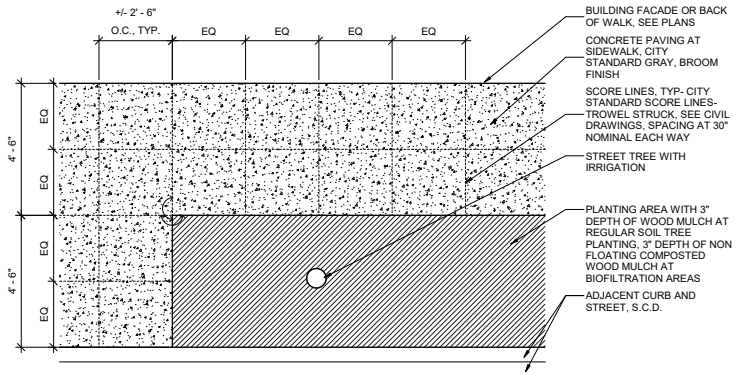


Revisions

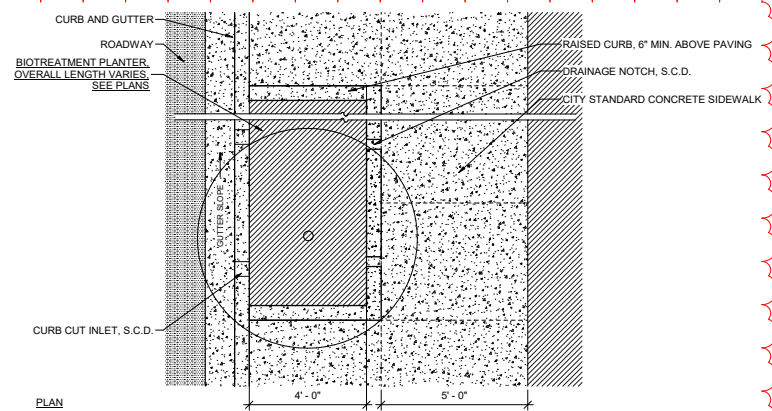
No.	Date	By	Check

Date: 7/9/2021  
 Scale: 1" = 10'-0"  
 Design: KK  
 Drawn: KF  
 Approved: KK  
 Job No: NCC20181256

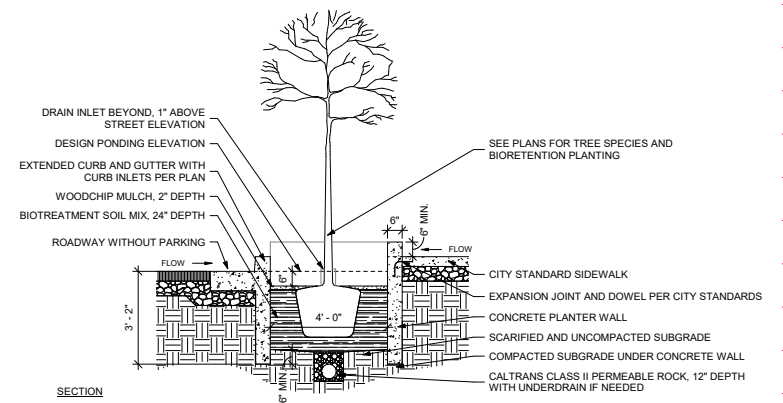
Sheet Number:  
**L1.01**  
 OF 6



**1** STREETScape PLANTING LAYOUT & SIDEWALK SCORING  
L1.02 1/2" = 1'-0"

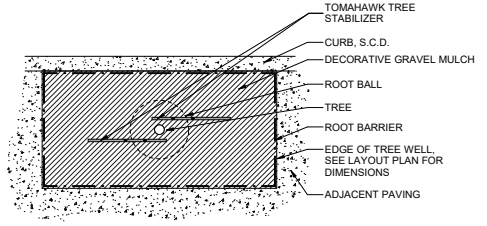


PLAN

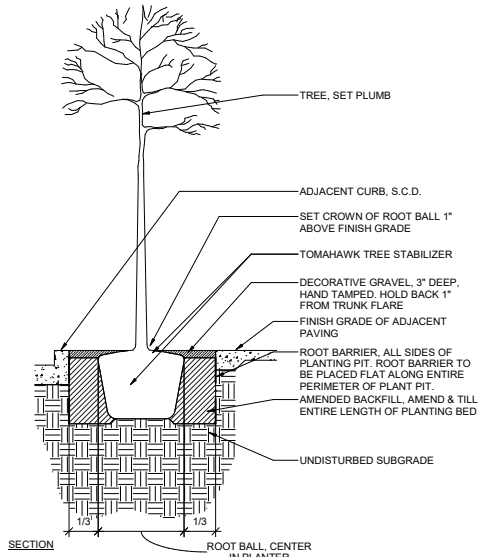


SECTION

**2** BIOTREATMENT PLANTER AT SIDEWALK  
L1.02 1/2" = 1'-0"



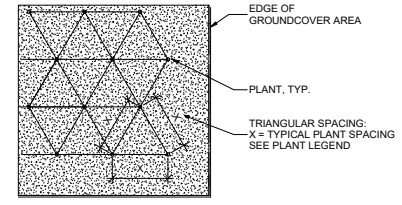
PLAN VIEW



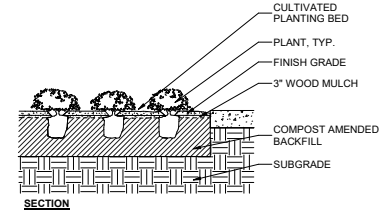
SECTION

- NOTES:**
1. ROOT BARRIER: MODEL UB-18-2 LINEAR ROOT BARRIER, MANUFACTURER: DEEPROOT, TELEPHONE: 800 458 7668, WEBSITE: WWW.DEEPROOT.COM/.
  2. TOP OF ROOT CONTROL BARRIER MUST BE AT FINISHED GRADE OF SOIL (NEVER BELOW GRADE).
  3. DURING CONSTRUCTION THE ROOT CONTROL BARRIER CAN BE PLACED AGAINST THE INSIDE OF THE CONCRETE FORM WORK.
  4. THE RAISED ROOT DEFLECTORS MUST BE FACING INWARD TOWARD THE TREE.
  5. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
  6. PROVIDE ROOT BARRIER FOR ANY TREE ADJACENT TO CURB OR PAVING.
  7. DECORATIVE GRAVEL: 3/4" DESERT GOLD CRUSHED ANGULAR ROCKS, MANUFACTURER: LYNXSD GARDEN MATERIALS. WWW.LYNXSDGARDEN.COM

**6** STREET TREE PLANTING WITH ROOT BARRIER ON GRADE  
L1.02 1/2" = 1'-0"



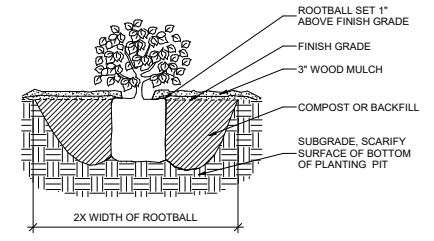
PLAN



SECTION

- NOTES:**
1. SET DRIP IRRIGATION TUBING 4" BELOW FINISH GRADE OF SOIL, NOTE THIS DEPTH DOES NOT INCLUDE MULCH DEPTH, SEE IRRIGATION PLANS.

**5** GROUNDCOVER PLANTING ON GRADE  
L1.02 3/4" = 1'-0"



SECTION

- NOTES:**
1. SET DRIP IRRIGATION TUBING 4" BELOW FINISH GRADE OF SOIL, NOTE THIS DEPTH DOES NOT INCLUDE MULCH DEPTH, SEE IRRIGATION PLANS.

**4** SHRUB PLANTING ON GRADE  
L1.02 3/4" = 1'-0"

Revisions	
No.	Date
	7/9/2021
	Scale As Indicated
	Design: KK
	Drawn: KF
	Approved: KK
	Job No: C210191216







**Legend:**

- Non-heritage tree to be removed
- Heritage tree to be removed
- Non-Heritage tree to be preserved and protected
- Heritage tree to be preserved and protected

Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Heritage Tree?
87	Chinese tallow	15	4	High	Yes
88	London plane	24	4	High	Yes
89	London plane	23	4	High	Yes
100	London plane	20	4	Moderate	Yes

**HERITAGE TREE REPLACEMENT COMPLIANCE SUMMARY**

3 HERITAGE TREES WILL BE REMOVED FROM THE PROJECT. THE CITY OF MENLO PARK REQUIRES A 2:1 REPLACEMENT RATIO WITH MINIMUM 15 GALLON TREES WITH SPECIES THAT WILL REACH 40 FEET OR MORE AT MATURITY BASED ON SELECTTREE WEBSITE INFORMATION FROM: [HTTP://SELECTTREE.CA.GOV/](http://selecttree.ca.gov/) EDU

THE OFFICIAL HERITAGE TREE REPLACEMENTS, SELECTED FROM THE CITY OF MENLO PARK TREE LIST ARE:  
 10 PLATANUS RACEMOSA (6 REQUIRED)

THE MENLO PORTAL RESIDENTIAL PROJECT WILL SUPPLY MORE THAN 10 TREES TOTAL AND WILL PLANT ALL TREES WITH 24" BOX OR LARGER.

SPECIFICALLY THE TREE PLANTING AT STREET LEVEL, EXCLUDING OFF-SITE STREET TREES INCLUDES THE FOLLOWING:  
 17 TREES TOTAL THAT WILL REACH A HEIGHT OF 40 FEET OR TALLER  
 10 HERITAGE REPLACEMENT TREES FROM THE CITY OF MENLO PARK TREE LIST  
 14 SMALLER TREES AT GROUND LEVEL

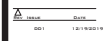
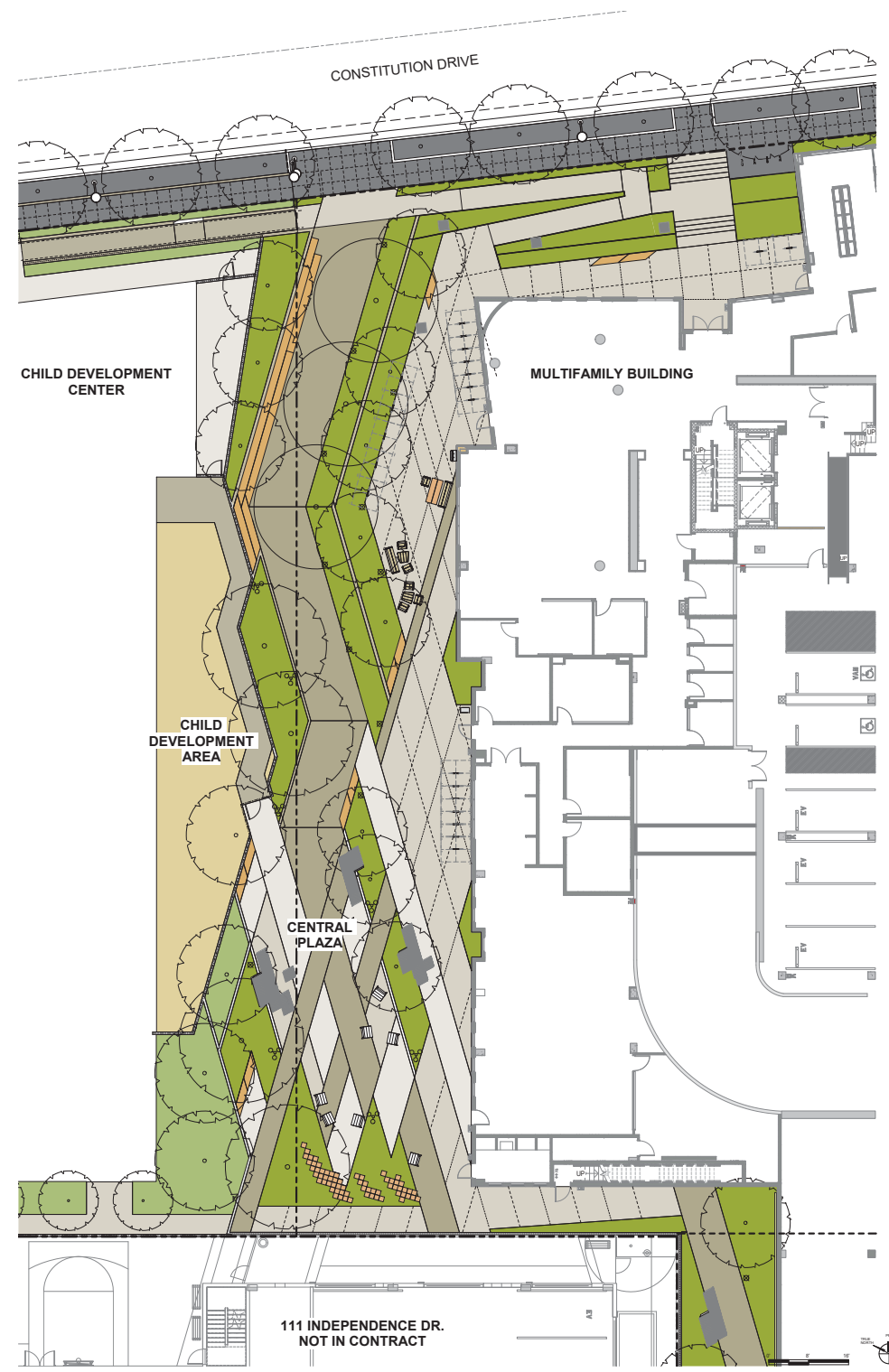
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02	01/10/2020	ISSUED FOR PERMIT
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06	01/10/2020	ISSUED FOR PERMIT
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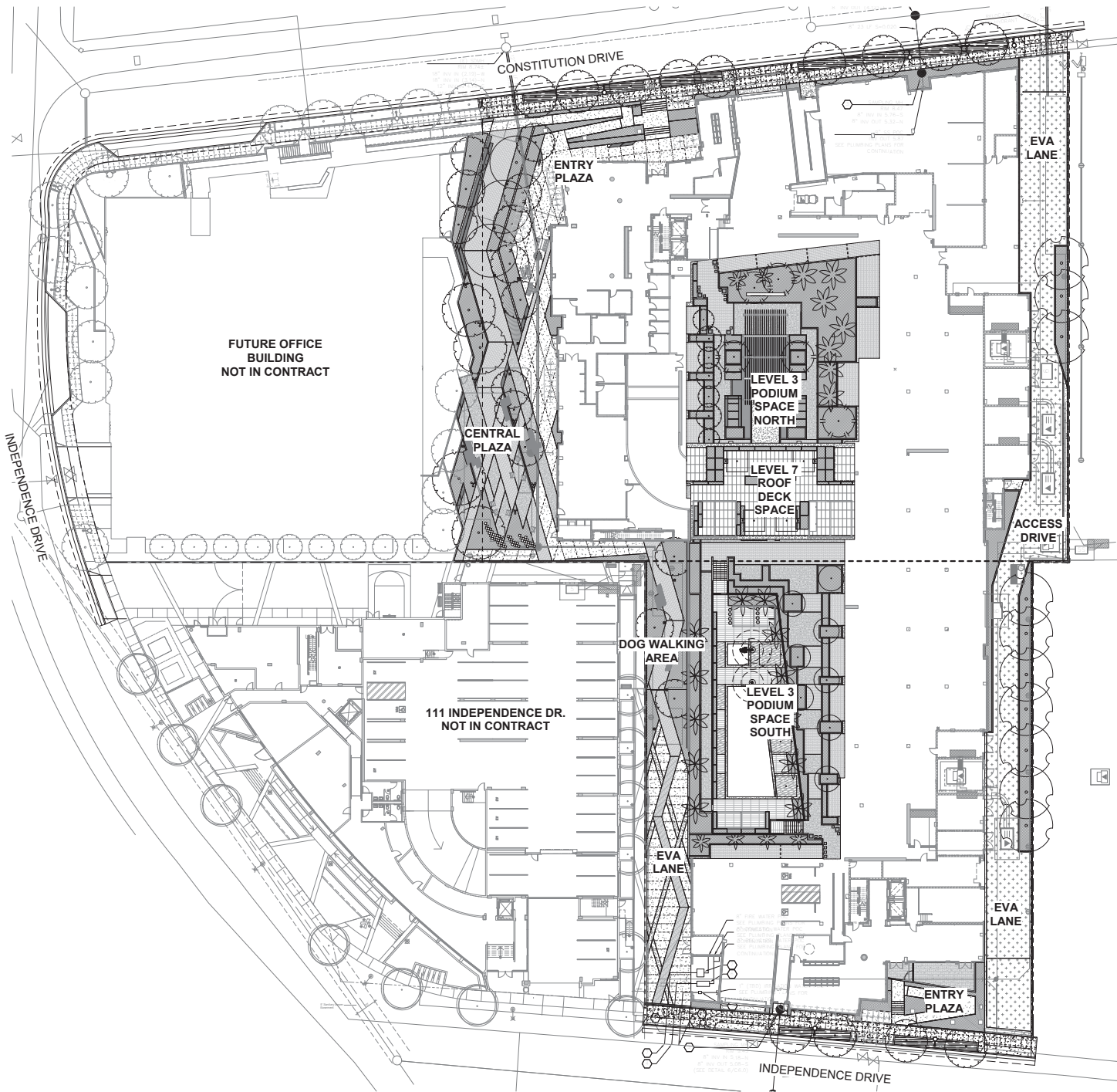
**STAMP**  
 PGAdesign  
 LANDSCAPE ARCHITECTS  
 101 550 465 1284 4th PGAdesign  
 441 276 Street Oakland CA 94612

**TREE DISPOSITION PLAN**

DATE: 01/10/2020  
 DRAWN BY: JENNIFER WU  
 CHECKED BY: JENNIFER WU  
 SCALE: AS SHOWN







**LANDSCAPE GENERAL NOTES**

1. TYP OR TYPICAL MEANS THAT THE CONDITION IS REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, UNLESS OTHERWISE NOTED. DETAILS ARE USUALLY NOTED TYP ONLY ONCE WHEN THEY FIRST OCCUR.
2. NOTES AND SYMBOLS ON ONE DRAWING APPLY TO OTHER SIMILAR DETAILS AND CONDITIONS.
3. BECOME ACQUAINTED WITH SUBGRADE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNER'S REPRESENTATIVE. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR DAMAGE ARISING FROM HIS OPERATIONS SUBSEQUENT TO DISCOVERY OF SUCH UTILITIES NOT SHOWN ON PLANS.
4. DIMENSIONS ARE FROM OUTSIDE FACE OF BUILDING OR WALLS, UNLESS OTHERWISE NOTED, AND ARE TO BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND MAJOR EXCAVATION. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALING.
5. UNLESS OTHERWISE NOTED, ANGLES TO BE RIGHT ANGLES. ARCS WHICH APPEAR TANGENT AND UNIFORM ARE TO BE TANGENT AND UNIFORM LINES WHICH APPEAR PARALLEL ARE TO BE PARALLEL, AND ITEMS WHICH APPEAR CENTERED TO BE CENTERED, MAINTAIN LINES TRUE, LEVEL, PLUMB, AND SQUARE.
6. REFER TO GRADING PLANS FOR GRADING AND DRAINAGE STRUCTURES PRIOR TO INSTALLATION OF WALKS, WALLS, FOOTINGS, AND OTHER STRUCTURES.
7. LANDSCAPE ARCHITECT TO APPROVE LAYOUT IN THE FIELD PRIOR TO CONSTRUCTION. AT TIME OF FIRST SITE VISIT AND BEFORE ANY MAJOR EXCAVATION, THE GENERAL LAYOUT OF SITE ELEMENTS SHOULD BE CONFIRMED, IN A SEPARATE SITE VISIT. LANDSCAPE ARCHITECT TO CONFIRM LAYOUT OF FORMS.
8. VERIFY THAT CONDUITS AND SLEEVES ARE PLACED PRIOR TO POURING CONCRETE PAVING.
9. LOCATE ELECTRICAL JUNCTION BOXES FOR LIGHTS IN PLANTING AREAS UNLESS SHOWN OTHERWISE. LAYOUT TO BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO TRENCHING.
10. CAREFULLY REVIEW LANDSCAPE IRRIGATION PLANS AND NOTES TO IDENTIFY LOCATIONS WHERE PIPE, SLEEVES, SANDBEDS OR CONDUIT MUST BE PLACED PRIOR TO PLACEMENT OF FORMWORK FOR INSTALLATION OF CONCRETE, OTHER PAVING, OR WALLS. COORDINATE WITH OTHER TRADES TO INSTALL IRRIGATION PIPE, SLEEVE, SANDBEDDING, OR CONDUIT. SHOULD CONFLICTS ARISE REVIEW WITH OWNER'S REPRESENTATIVE FOR RESOLUTION.
11. QUANTITIES PROVIDED ARE FOR INFORMATION ONLY. VERIFY QUANTITIES AND NOTIFY OWNER OF DISCREPANCIES.
12. VERIFY PROPERTY BOUNDARIES AND LOT LINES PRIOR TO COMMENCEMENT OF WORK.

**GENERAL SYMBOLS & ABBREVIATIONS**

- PROPERTY LINE
- ⊙ POINT OF BEGINNING
- - - CENTERLINE
- EQ. EQUAL
- O.C. ON CENTER
- N.I.C. NOT IN CONTRACT
- NO. NUMBER
- TYP. TYPICAL
- QTY. QUANTITY
- V.I.F. VERIFY IN FIELD
- S.A.D. SEE ARCHITECTURAL DRAWINGS
- S.C.D. SEE CIVIL DRAWINGS
- S.S.D. SEE STRUCTURAL DRAWINGS
- S.M.D. SEE MECHANICAL DRAWINGS
- S.E.D. SEE ELECTRICAL DRAWINGS
- S.B.E.D. SEE BUILDING ENVELOPE DRAWINGS
- ⊕ DETAIL CALLOUT
- ⊗ SECTION CALLOUT

NO.	DATE	DESCRIPTION
01	11/15/2020	ISSUED FOR PERMIT
02	01/15/2021	ISSUED FOR PERMIT
03	01/15/2021	ISSUED FOR PERMIT
04	01/15/2021	ISSUED FOR PERMIT
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07	01/15/2021	ISSUED FOR PERMIT
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10	01/15/2021	ISSUED FOR PERMIT

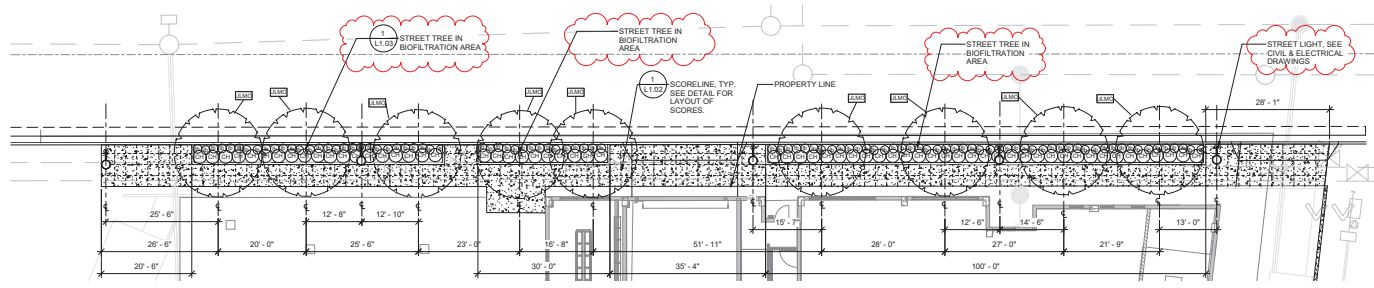


**ProDesign**  
LANDSCAPE ARCHITECT  
11550 STATE STREET, SUITE 100  
SAN ANTONIO, TEXAS 78240

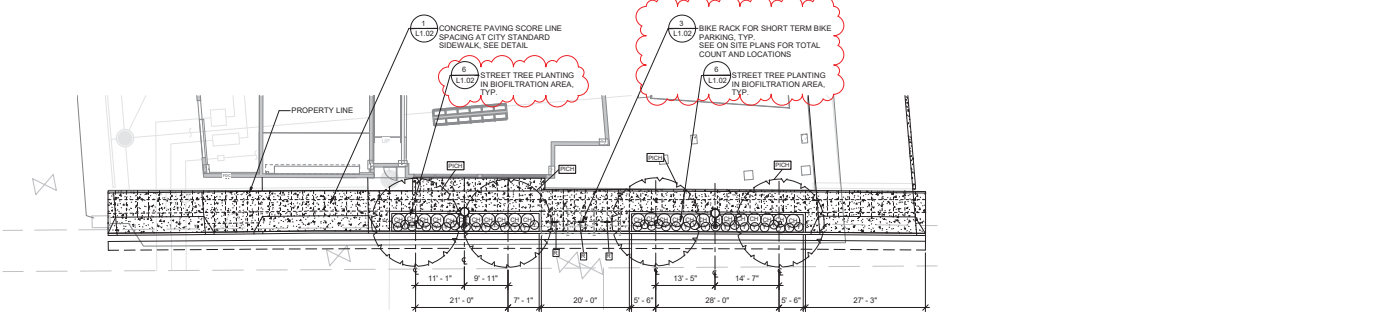
**MENLO PORTAL (MULTIFAMILY)  
OFF-SITE STREET IMPROVEMENTS  
OFF-SITE LANDSCAPE IMPROVEMENTS**  
115 CONSTITUTION DRIVE, SAN ANTONIO COUNTY

Revisions	
No.	Description

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Scale: 1" = 10'-0"  
Drawn: JCF  
Approved: JCF  
JCF/05/05/2021

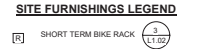


**1**  
**L1.02** OFFSITE - STREETSCAPE LANDSCAPE PLAN AT CONSTITUTION DRIVE  
1" = 10'-0"



**2**  
**L1.02** OFFSITE - STREETSCAPE LANDSCAPE PLAN AT INDEPENDENCE  
1" = 10'-0"

**LANDSCAPE MATERIAL LEGEND**



**PLANT TYPE LEGEND**



TREE LIST OFF SITE (STREETSCAPE)											
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	MENLO PARK HERITAGE TREE	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE	
TR01	4	PISTACIA CHINENSIS 'RED PUSH'	CHINESE PISTACHE RED PUSH		36" BOX	AS SHOWN	LOW	Yes	No	No	
ULM0	9	ULMUS 'MORTON ACCOLADE'	MORTON ACCOLADE ELM	X	36" BOX	AS SHOWN	MODERATE	No	No	No	

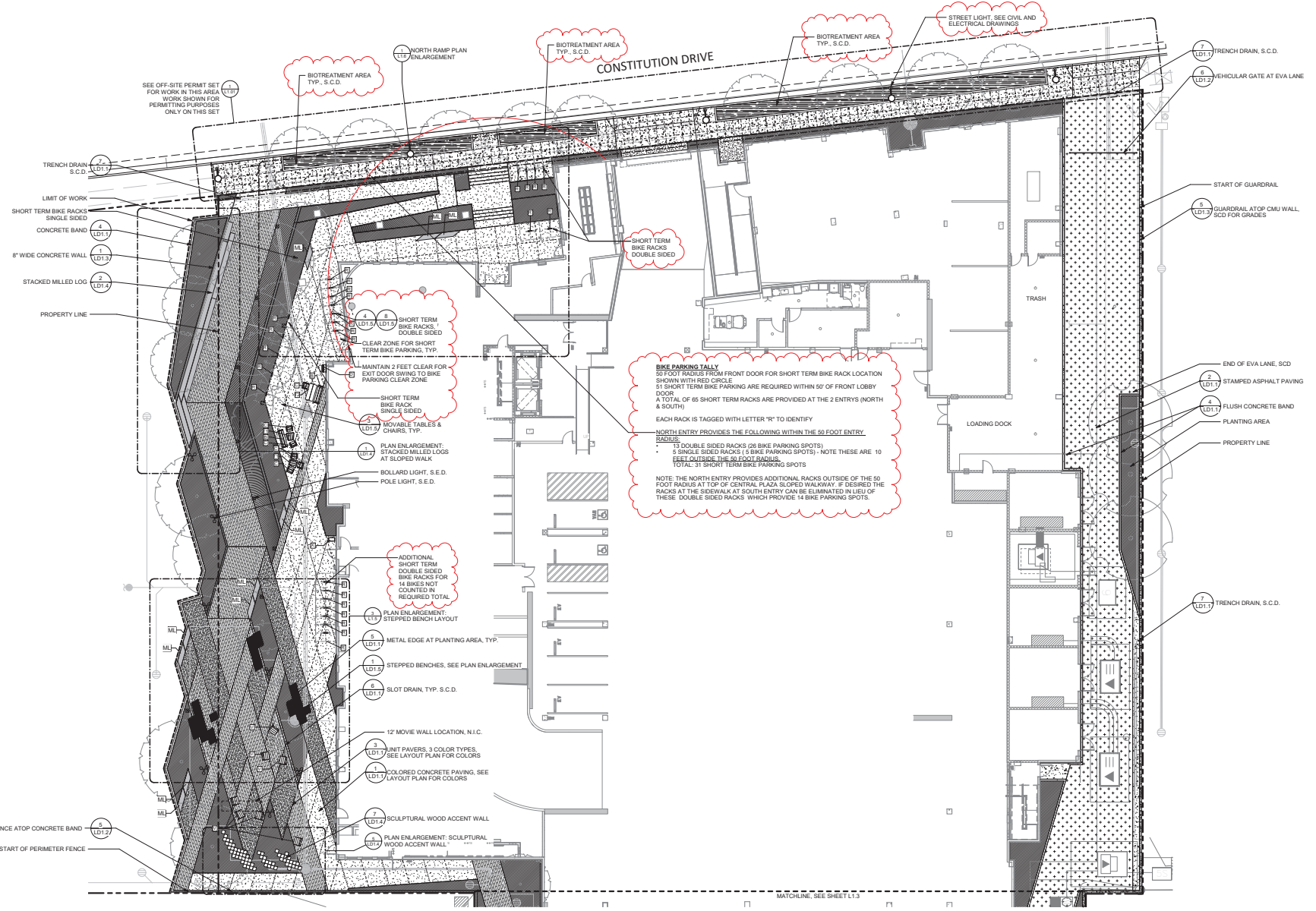
SHRUB, GROUNDCOVER, & GRASS PLANT LIST OFF SITE (STREETSCAPE)											
SYMBOL	Count	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE		
<b>GROUNDCOVER &amp; GRASSES</b>											
CH	86	CELANOTHUS GLORIOSUS 'HEARTS DESIRE'	HEARTS DESIRE CEANOTHUS	1 GAL	3'-0"	LOW	Yes	Yes	No		
b	84	LOMANDRA LONGIFOLIA 'BABY BREEZE'	BABY BREEZE LOMANDRA	1 GAL	2'-0"	LOW	Yes	No	No		
Y	35	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	MAGENTA MAGIC YUCCA	1 GAL	2'-0"	LOW	Yes	Yes	No		



NO.	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR PERMIT
02	01/15/2020	ISSUED FOR PERMIT
03	01/15/2020	ISSUED FOR PERMIT
04	01/15/2020	ISSUED FOR PERMIT
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08	01/15/2020	ISSUED FOR PERMIT
09	01/15/2020	ISSUED FOR PERMIT
10	01/15/2020	ISSUED FOR PERMIT

**STAMP**  
 LANDSCAPE MATERIALS  
 PLAN - LEVEL 1 - NORTH

DATE: 01/15/20  
 DRAWN BY: JG  
 CHECKED BY: JG  
 PROJECT NO: 20-001



**BIKE PARKING TALLY**  
 50 FOOT RADIUS FROM FRONT DOOR FOR SHORT TERM BIKE RACK LOCATION SHOWN WITH RED CIRCLE  
 65 SHORT TERM BIKE PARKING ARE REQUIRED WITHIN 50' OF FRONT LOBBY DOOR  
 A TOTAL OF 65 SHORT TERM RACKS ARE PROVIDED AT THE 2 ENTRIES (NORTH & SOUTH)  
 EACH RACK IS TAGGED WITH LETTER "R" TO IDENTIFY  
 NORTH ENTRY PROVIDES THE FOLLOWING WITHIN THE 50 FOOT ENTRY RADIUS:  
 - 14 DOUBLE SIDED RACKS (26 BIKE PARKING SPOTS)  
 - 5 SINGLE SIDED RACKS (5 BIKE PARKING SPOTS) - NOTE THESE ARE 10 FEET OUTSIDE THE 50 FOOT RADIUS.  
 TOTAL: 31 SHORT TERM BIKE PARKING SPOTS  
 NOTE: THE NORTH ENTRY PROVIDES ADDITIONAL RACKS OUTSIDE OF THE 50 FOOT RADIUS AT TOP OF CENTRAL PLAZA SLOPED WALKWAY IF DESIRED THE RACKS AT THE SIDEWALK AT SOUTH ENTRY CAN BE ELIMINATED IN LIEU OF THESE DOUBLE SIDED RACKS WHICH PROVIDE 14 BIKE PARKING SPOTS.

**LANDSCAPE MATERIAL LEGEND**

- CITY STANDARD CONCRETE SIDEWALK, S.C.D.
- COLORED CONCRETE, COLOR 1
- COLORED CONCRETE, COLOR 2
- UNIT PAVERS - COLOR A
- UNIT PAVERS - COLOR B
- UNIT PAVERS - COLOR C
- EVA RATED UNIT PAVERS - COLOR EA
- PLANTING AREA - SEE PLANTING PLAN
- STAMPED ASPHALT PAVING

SEE LAYOUT PLAN FOR PAVEMENT AND PAVING COLOR KEY NOTES

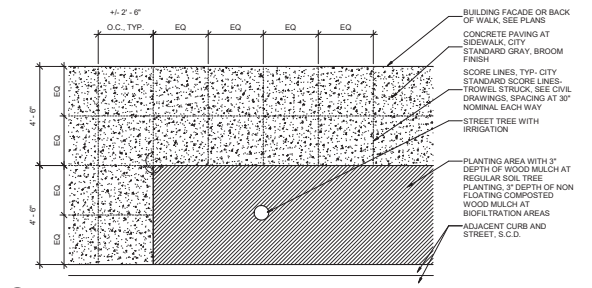
**SITE FURNISHINGS LEGEND**

- FURNITURE TAG, TYP.
- BIKE RACK - 28 RACKS (26 SPACES) WITHIN 50' OF MAIN LOBBY ENTRANCES INCLUDING OFFSITE RACKS 35 RACKS (70 SPACES) TOTAL ON PROJECT
- CHAIR WITH FOOT STOOL
- MOVABLE TABLES AND CHAIRS:  
  - TABLE
  - CHAIR
  - BENCH
- FREESTANDING MILLED LOG
- TRASH RECEPTACLE
- RECYCLING RECEPTACLE

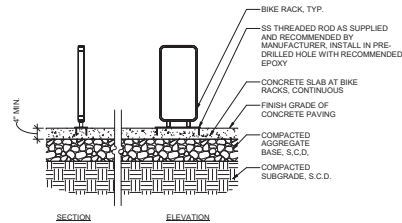




**PKCdesign**  
LANDSCAPE ARCHITECTS  
11550 WILSON AVENUE, SUITE 100  
DUBLIN, CALIFORNIA 94568  
TEL: (925) 835-1100



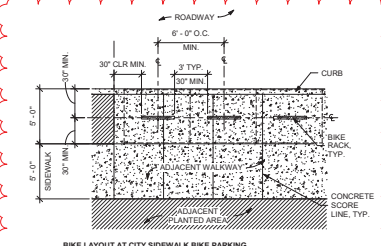
1 SCORING LAYOUT AT CITY SIDEWALK  
1/2" = 1'-0"



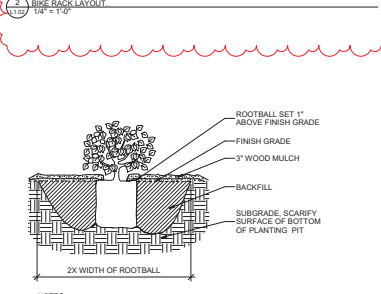
SECTION  
ELEVATION  
NOTES:  
1. PRODUCT: FORUM BIKE RACK, MODEL NO. 2386-904A, LARGE  
2. MANUFACTURER: VESTRE, INC., WEB SITE: [HTTPS://VESTRE.COM](https://vestre.com), TELEPHONE: 212 634 9658  
3. FINISH: POWDERCOATED METAL, COLOR: RAL 7011 SILVER GREY  
4. MOUNT: EMBEDDED SURFACE MOUNT  
5. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND REQUIREMENTS.



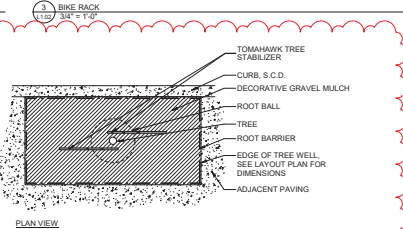
FORUM BIKE RACK



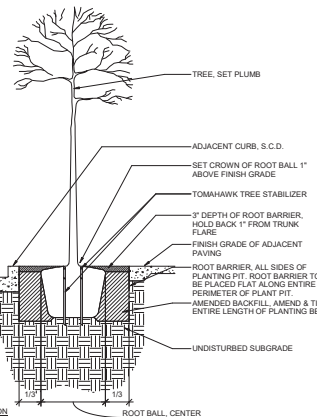
2 BIKE LAYOUT AT CITY SIDEWALK BIKE PARKING  
1/2" = 1'-0"



4 SHRUB PLANTING ON GRADE  
3/4" = 1'-0"

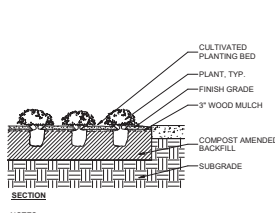
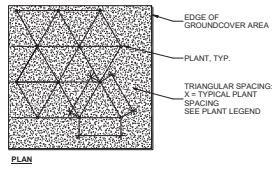


3 BIKE RACK  
1/16" = 1'-0"



6 STREET TREE PLANTING WITH ROOT BARRIER ON GRADE  
1/16" = 1'-0"

NOTES:  
1. ROOT BARRIER, MODEL LB-12-2 LINEAR ROOT BARRIER, MANUFACTURER: DEEPROOF, TELEPHONE: 800-458-7668, WEBSITE: [WWW.DEEPROOF.COM](http://WWW.DEEPROOF.COM); PROVIDE ROOT BARRIER ONLY AT STREET TREE PLANTING IN TYPICAL PLANTING SOIL IN BIOTRATMENT AREAS DO NOT PROVIDE ROOT BARRIER  
2. TOP OF ROOT CONTROL BARRIER MUST BE AT FINISHED GRADE OF SOIL (NEVER BELOW GRADE). DURING CONSTRUCTION THE ROOT CONTROL BARRIER CAN BE PLACED AGAINST THE INSIDE OF THE CONCRETE FORM WORK. THE RAISED ROOT DEFLECTORS MUST BE FACING INWARD TOWARD THE TREE. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS  
3. PROVIDE ROOT BARRIER FOR ANY TREE ADJACENT TO CURB OR PAVING.  
4. MULCH AT TREE, 3" WOOD MULCH FOR NON-BIOTRATMENT AREAS, 3" DEPTH ON NON-FLOATING COMPOSTED WOOD MULCH AT BIOTRATMENT AREAS.

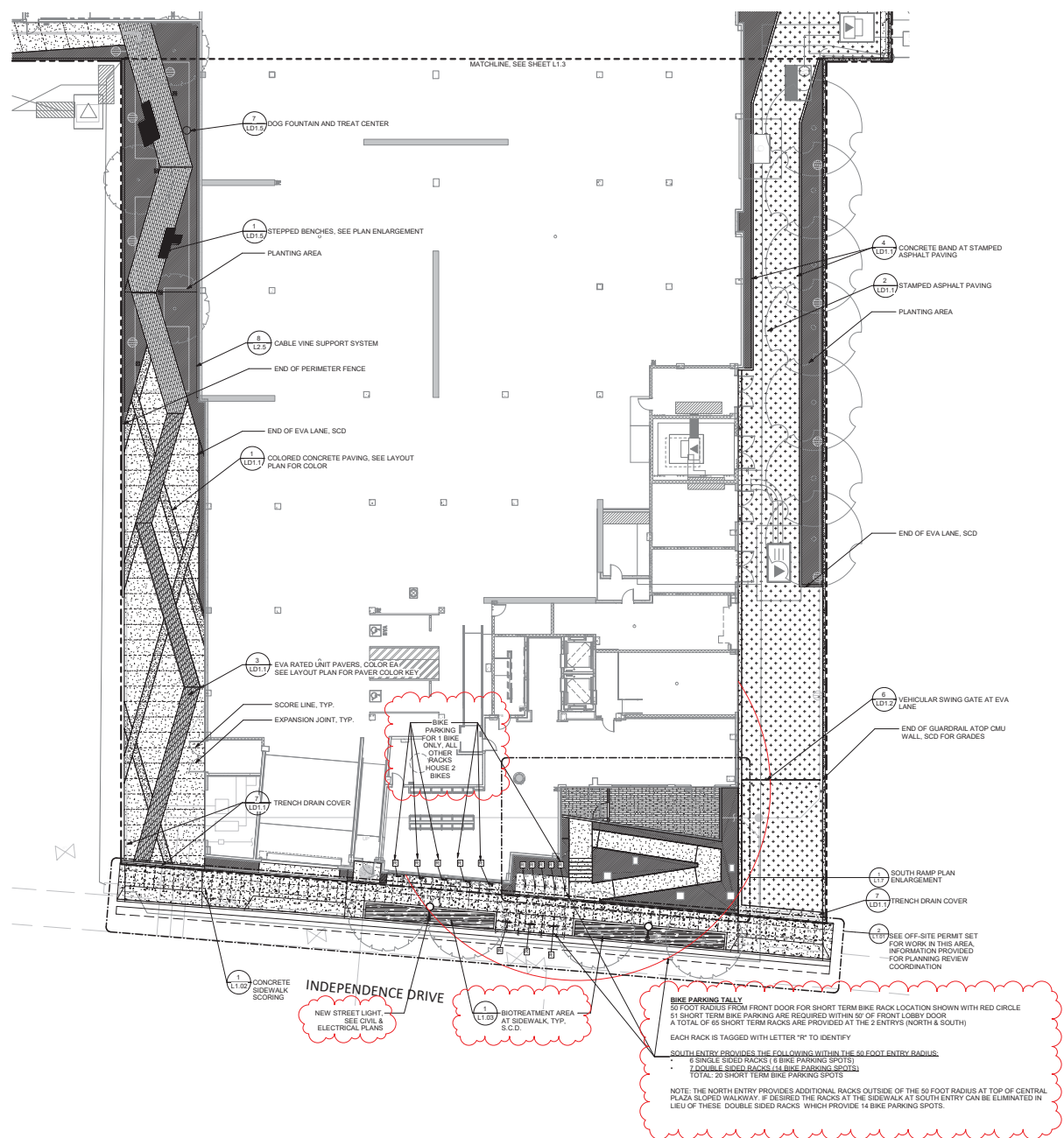


5 GROUNDCOVER PLANTING ON GRADE  
1/16" = 1'-0"

MENLO PORTAL (MULTIFAMILY)  
OFF-SITE STREET IMPROVEMENTS  
115 CONSTITUTION DRIVE, SAN MATEO COUNTY

DATE	BY	NO.	REVISIONS
06/05/21	PKC	1	ISSUED FOR PERMIT
06/05/21	PKC	2	REVISED PER COMMENTS
06/05/21	PKC	3	REVISED PER COMMENTS
06/05/21	PKC	4	REVISED PER COMMENTS
06/05/21	PKC	5	REVISED PER COMMENTS
06/05/21	PKC	6	REVISED PER COMMENTS
06/05/21	PKC	7	REVISED PER COMMENTS
06/05/21	PKC	8	REVISED PER COMMENTS
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06/05/21	PKC	10	REVISED PER COMMENTS

Sheet Number: **L1.02**  
OF 6

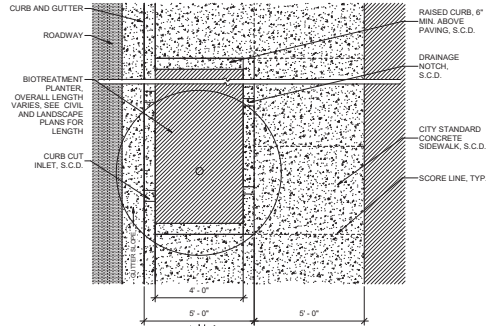


**BIKE PARKING TALLY**  
 50 FOOT RADIUS FROM FRONT DOOR FOR SHORT TERM BIKE RACK LOCATION SHOWN WITH RED CIRCLE  
 51 SHORT TERM BIKE PARKING ARE REQUIRED WITHIN 50' OF FRONT LOBBY DOOR  
 A TOTAL OF 65 SHORT TERM RACKS ARE PROVIDED AT THE 2 ENTRIES (NORTH & SOUTH)  
 EACH RACK IS TAGGED WITH LETTER "R" TO IDENTIFY  
 SOUTH ENTRY PROVIDES THE FOLLOWING WITHIN THE 50 FOOT ENTRY RADIUS:  
 • 5 SINGLE SIDED RACKS (5 BIKE PARKING SPOTS)  
 • 2 DOUBLE SIDED RACKS (4 BIKE PARKING SPOTS)  
 TOTAL 29 SHORT TERM BIKE PARKING SPOTS

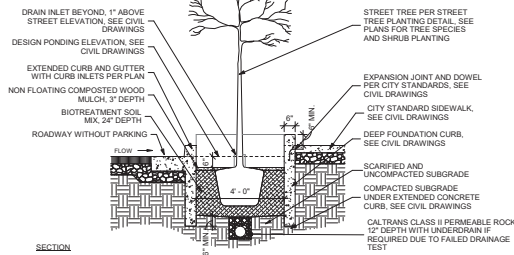
NOTE: THE NORTH ENTRY PROVIDES ADDITIONAL RACKS OUTSIDE OF THE 50 FOOT RADIUS AT TOP OF CENTRAL PLAZA SLOPED WALKWAY. IF DESIRED THE RACKS AT THE SIDEWALK AT SOUTH ENTRY CAN BE ELIMINATED IN LIEU OF THESE DOUBLE SIDED RACKS WHICH PROVIDE 14 BIKE PARKING SPOTS.

NO.	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR PERMIT
02	01/15/2020	ISSUED FOR PERMIT
03	01/15/2020	ISSUED FOR PERMIT
04	01/15/2020	ISSUED FOR PERMIT
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18	01/15/2020	ISSUED FOR PERMIT
19	01/15/2020	ISSUED FOR PERMIT
20	01/15/2020	ISSUED FOR PERMIT





PLAN VIEW



SECTION







1  
1/2" = 1'-0"

**MENLO PORTAL (MULTIFAMILY)  
OFF-SITE LANDSCAPE DETAILS 2**  
115 CONSTITUTION DRIVE, SAN ANTONIO COUNTY

Revisions	No.	Date

Sheet Number:  
**L1.03**  
Of 6

**LANDSCAPE PAVER TYPES  
AT STREET LEVEL LEGEND**

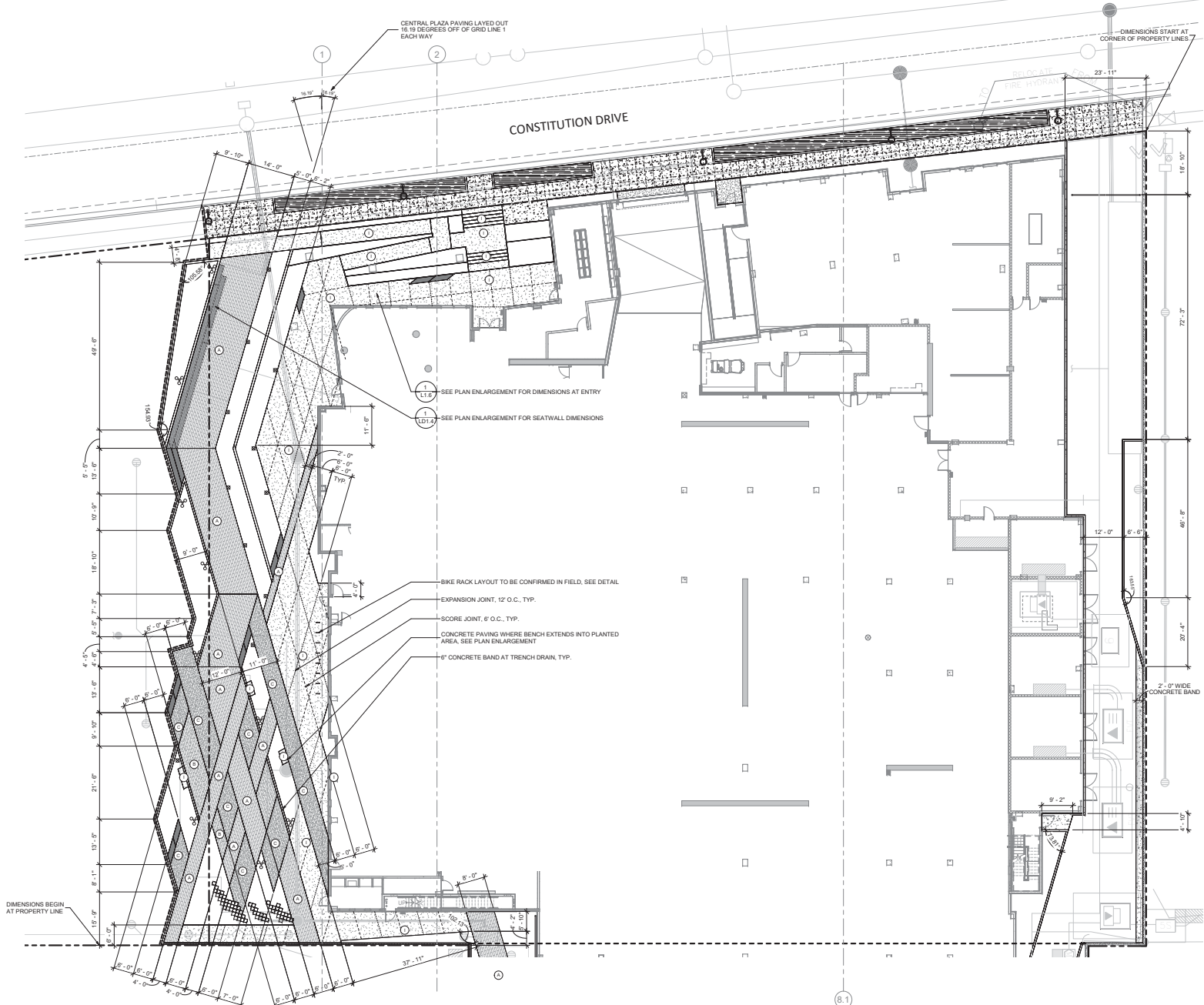
-  UNIT PAVERS, COLOR A
-  UNIT PAVERS, COLOR B
-  UNIT PAVERS, COLOR C
-  EVA RATED UNIT PAVERS, COLOR EA
-  COLORED CONCRETE, COLOR I
-  COLORED CONCRETE, COLOR II

**BDE**  
ARCHITECTURE  
934 HOWARD STREET  
SAN FRANCISCO  
CA, 94103  
P. (415) 677-0966  
CLIENT  
**GREYSTAR**  
CONSULTANT  
**PGAdesign**  
LANDSCAPE ARCHITECT  
101 555 465 1234 567 PGAdesign.com  
101 555 567 8901 234 567 PGAdesign.com

**MENLO PORTAL MULTI-FAMILY**  
MENLO PARK, CA

NO.	DATE	DESCRIPTION
01	11/10/2020	ISSUED FOR PERMITS
02	01/10/2021	ISSUED FOR CONSTRUCTION
03	01/10/2021	ISSUED FOR CONSTRUCTION
04	01/10/2021	ISSUED FOR CONSTRUCTION
05	01/10/2021	ISSUED FOR CONSTRUCTION
06	01/10/2021	ISSUED FOR CONSTRUCTION
07	01/10/2021	ISSUED FOR CONSTRUCTION
08	01/10/2021	ISSUED FOR CONSTRUCTION
09	01/10/2021	ISSUED FOR CONSTRUCTION
10	01/10/2021	ISSUED FOR CONSTRUCTION

**BYMAP**  
LANDSCAPE ARCHITECTURE  
101 555 465 1234 567 PGAdesign.com  
101 555 567 8901 234 567 PGAdesign.com  
**LANDSCAPE LAYOUT PLAN - LEVEL 1 - NORTH**  
DATE: 11/10/2020  
DRAWN BY: J. J. J.  
CHECKED BY: J. J. J.  
PROJECT NO.: 20-001



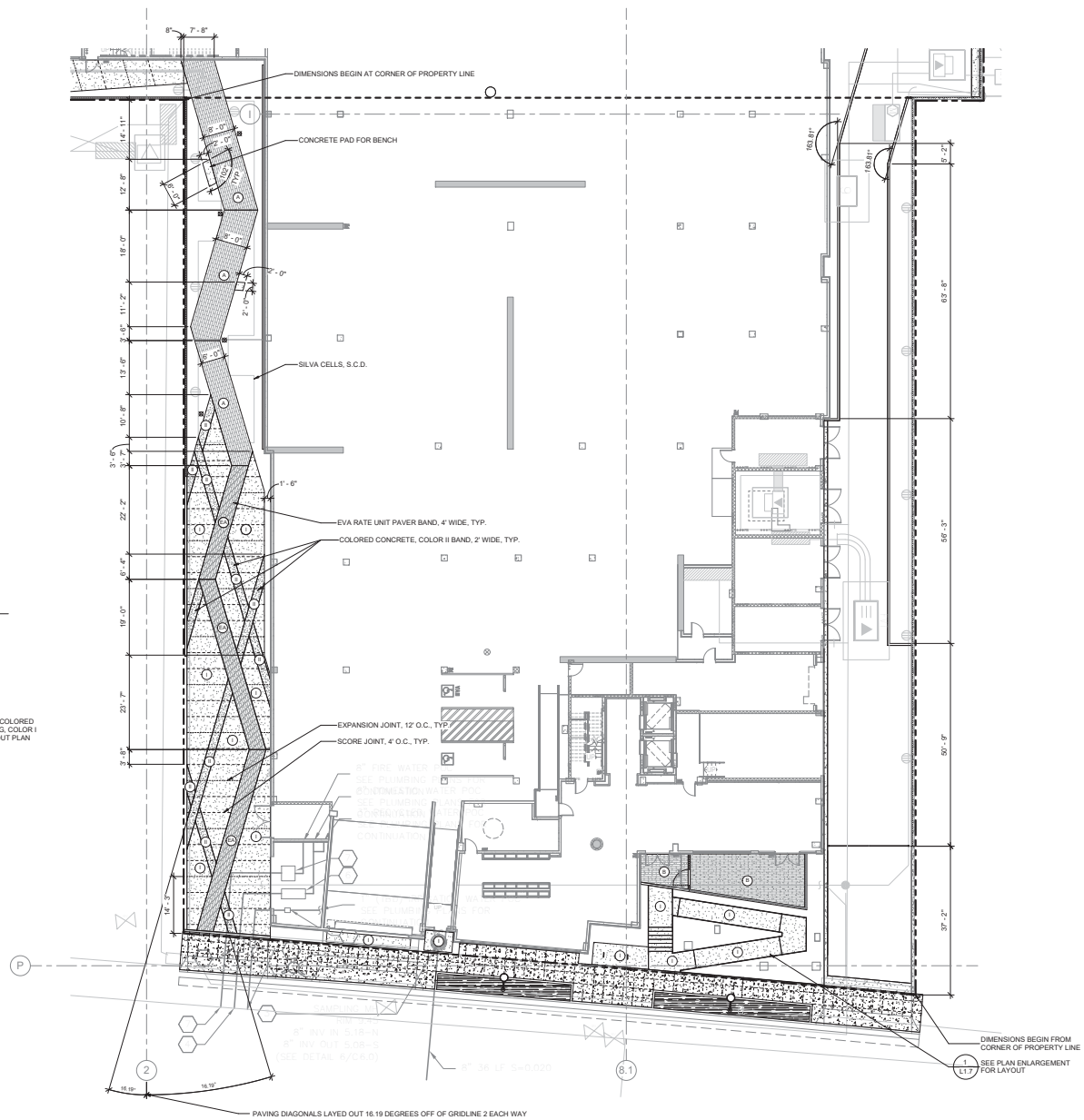
11.1 LANDSCAPE LAYOUT - LEVEL 1 - NORTH  
1" = 10'-0"

NO.	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR PERMITS
02	01/15/2020	ISSUED FOR PERMITS
03	01/15/2020	ISSUED FOR PERMITS
04	01/15/2020	ISSUED FOR PERMITS
05	01/15/2020	ISSUED FOR PERMITS
06	01/15/2020	ISSUED FOR PERMITS
07	01/15/2020	ISSUED FOR PERMITS
08	01/15/2020	ISSUED FOR PERMITS
09	01/15/2020	ISSUED FOR PERMITS
10	01/15/2020	ISSUED FOR PERMITS

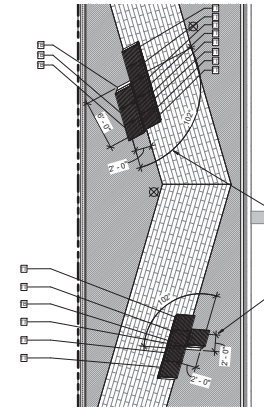
**STAMP**

PGAdesign  
LANDSCAPE ARCHITECTS  
101 550 455 1284 ext PGAdesign  
101 270 Green Center CA 94065

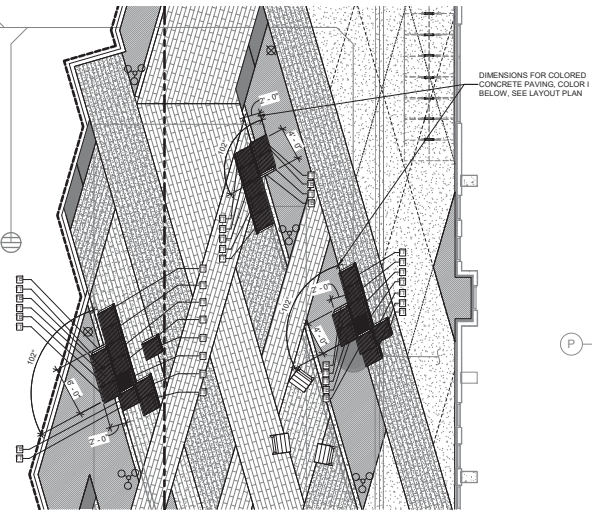
DATE: 01/15/2020  
PROJECT: MENLO PARK  
DRAWING: 20-01-01



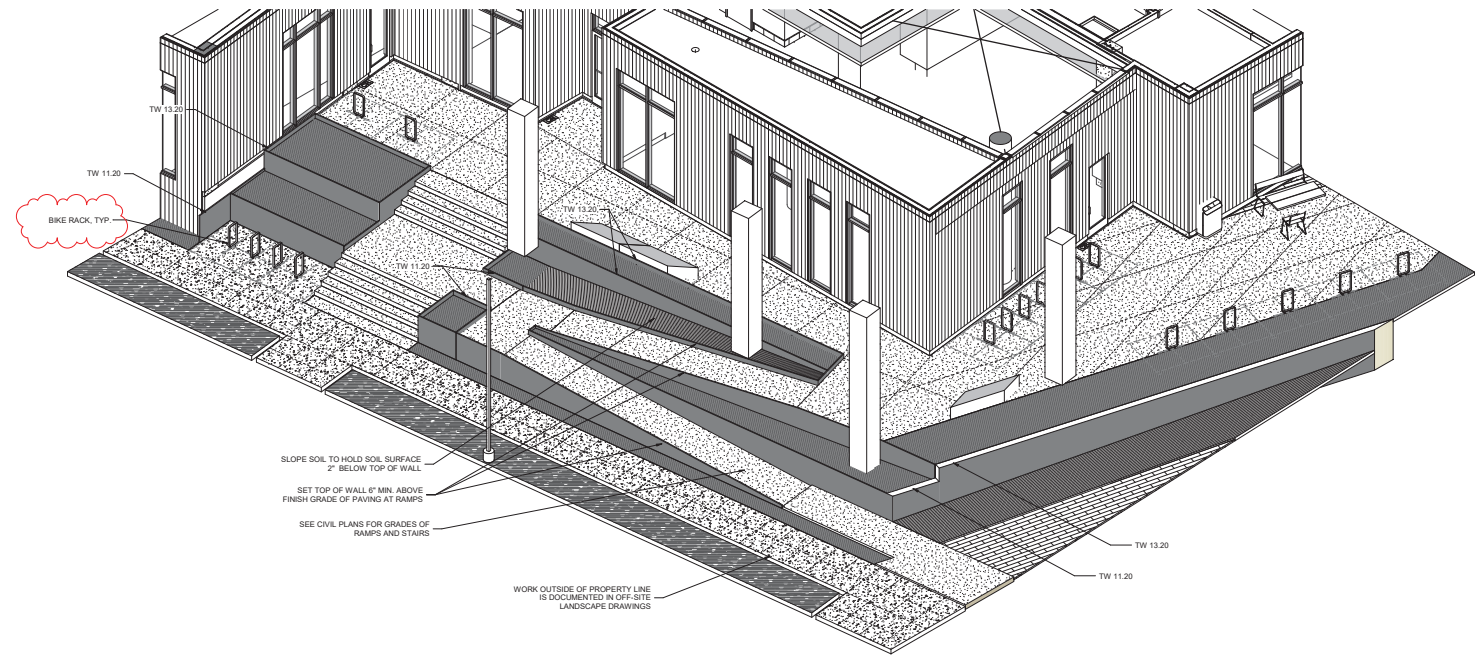
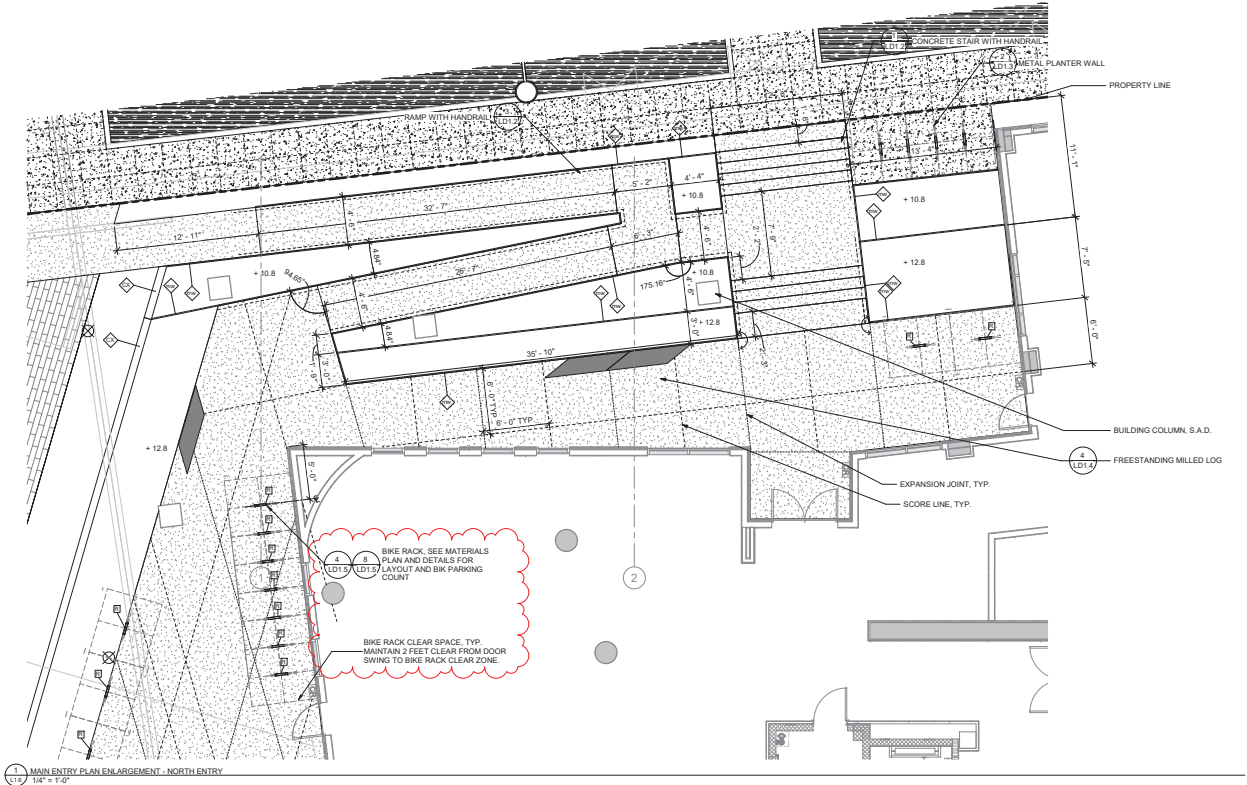
1 LANDSCAPE LAYOUT - LEVEL 1 - SOUTH  
1" = 10'-0"



2 STEPPED BENCH LAYOUT AT DOG WALKING AREA PLAN ENLARGEMENT  
3/16" = 1'-0"

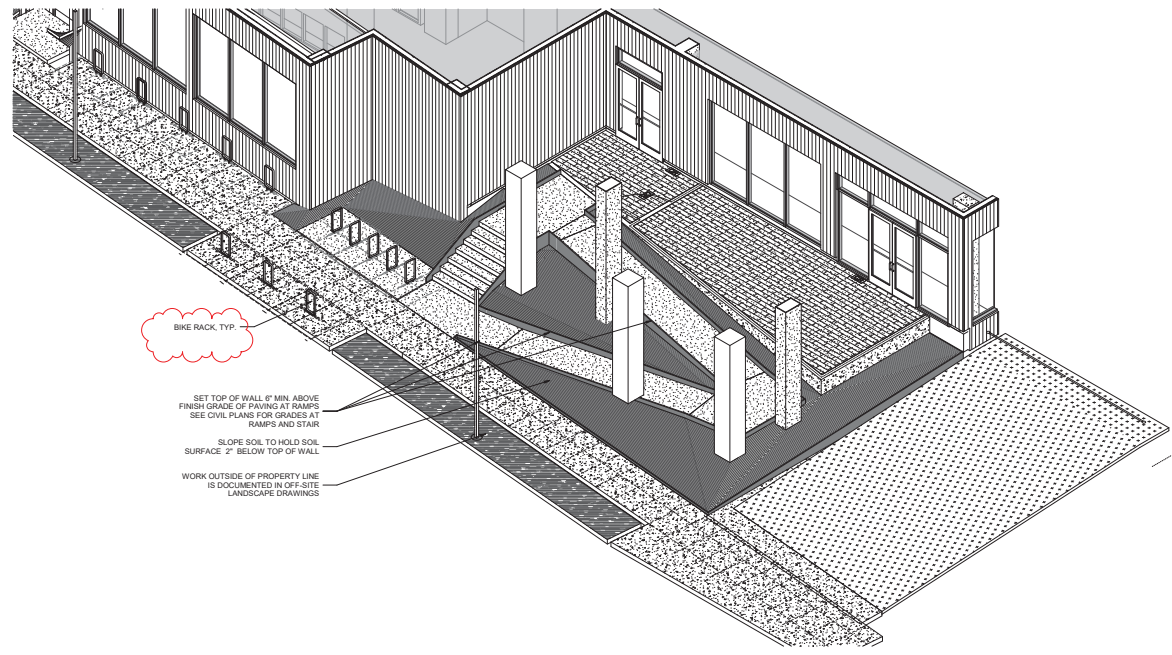
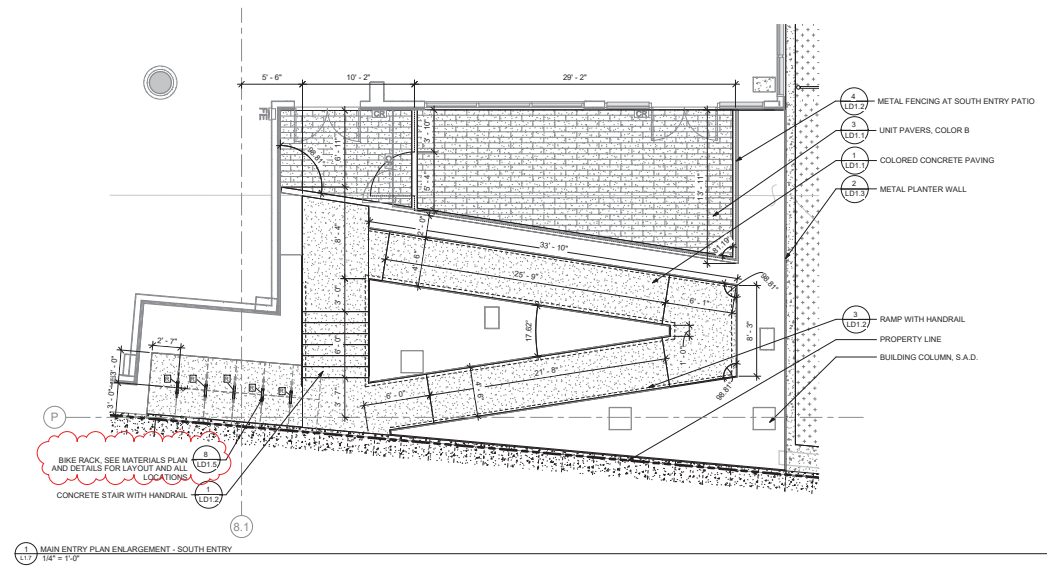


3 STEPPED BENCH LAYOUT AT CENTRAL PLAZA PLAN ENLARGEMENT  
3/16" = 1'-0"



NO.	DATE	DESCRIPTION
01	11/20/2020	ISSUED FOR PERMIT
02	11/20/2020	ISSUED FOR PERMIT
03	11/20/2020	ISSUED FOR PERMIT
04	11/20/2020	ISSUED FOR PERMIT
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19	11/20/2020	ISSUED FOR PERMIT
20	11/20/2020	ISSUED FOR PERMIT

**STAMP**  
 LANDSCAPE ARCHITECT  
 LANDSCAPE ENLARGEMENT  
 NORTH ENTRY

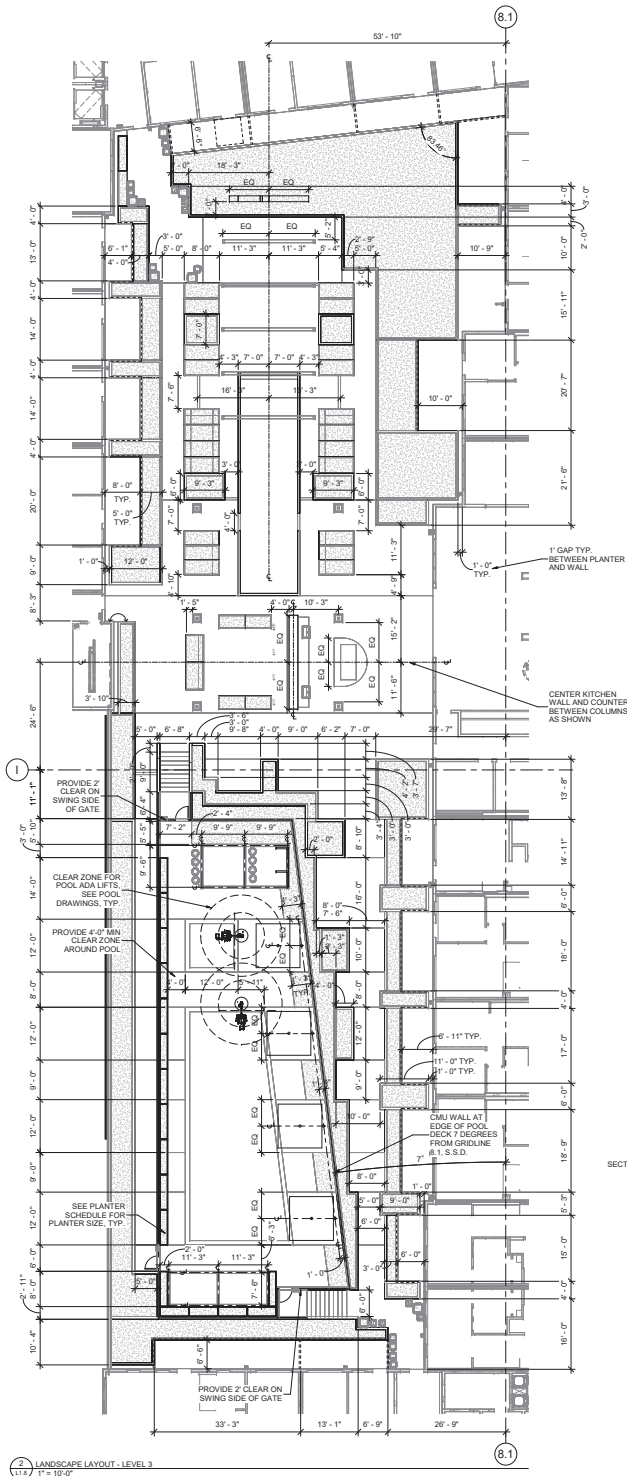


NO.	DATE	DESCRIPTION
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02	01.15.2020	ISSUE FOR PERMIT
03	01.15.2020	ISSUE FOR PERMIT
04	01.15.2020	ISSUE FOR PERMIT
05	01.15.2020	ISSUE FOR PERMIT
06	01.15.2020	ISSUE FOR PERMIT
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08	01.15.2020	ISSUE FOR PERMIT
09	01.15.2020	ISSUE FOR PERMIT
10	01.15.2020	ISSUE FOR PERMIT

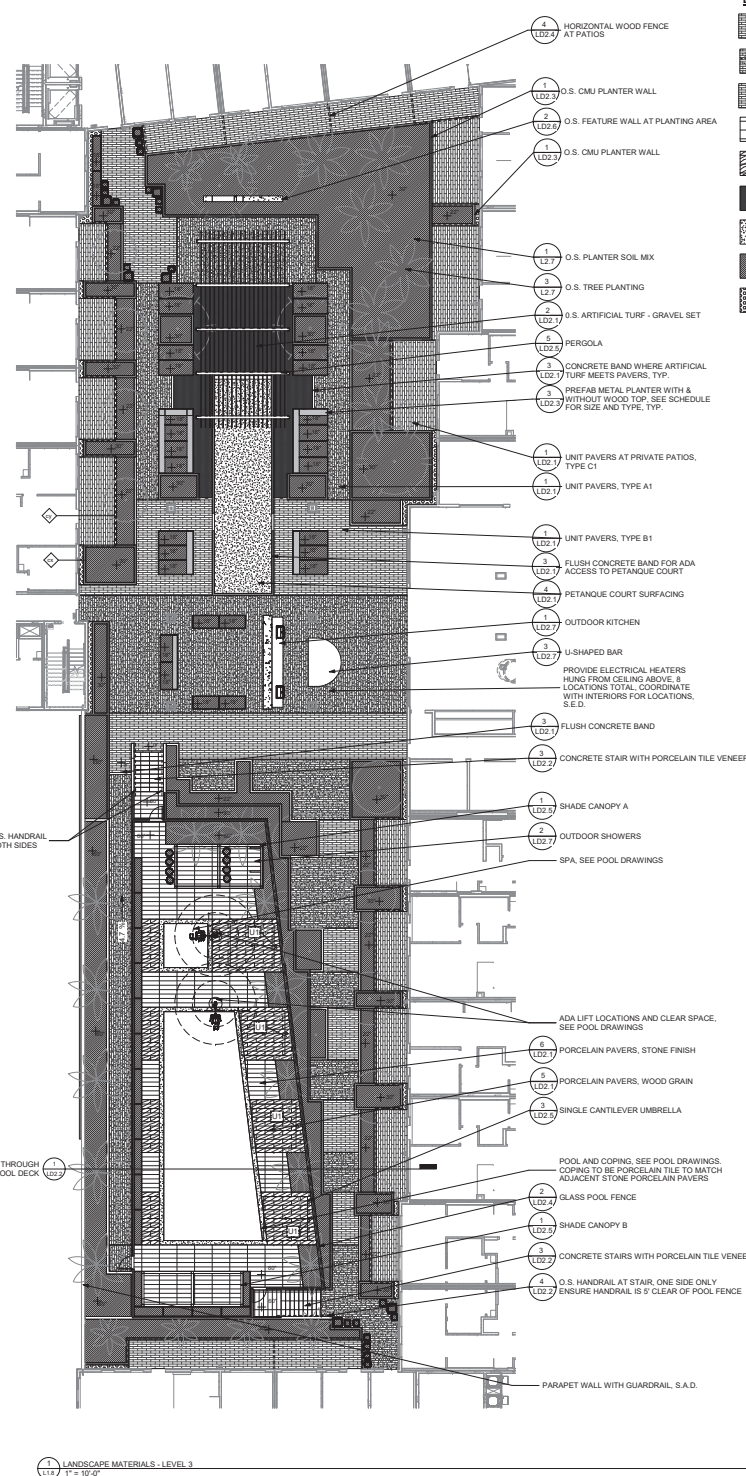
**STAMP**  
 LANDSCAPE ENLARGEMENT  
 SOUTH ENTRY

DATE: 1/15/20  
 DRAWN BY: J. J. J.  
 CHECKED BY: J. J. J.  
 PROJECT NO.: 20-01





LANDSCAPE LAYOUT - LEVEL 3  
1" = 10'-0"



LANDSCAPE MATERIALS - LEVEL 3  
1" = 10'-0"

LANDSCAPE MATERIAL LEGEND - LEVEL 3

- UNIT PAVERS - TYPE A1
- UNIT PAVERS - TYPE B1
- UNIT PAVERS - TYPE C1
- PORCELAIN PAVERS - STONE
- PORCELAIN PAVERS - WOOD GRAIN
- ARTIFICIAL TURF
- BOCCO COURT SURFACING
- O.S. PLANTER MIX SOIL
- DECORATIVE GRAVEL

SEE LAYOUT PLAN FOR PAVER AND PAVING COLOR KEY NOTES

**BDE ARCHITECTURE**  
934 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. (415) 677-0966  
CLIENT

**GREYSTAR**

CONSULTANT  
**PGAdesign**  
LANDSCAPE ARCHITECT  
100 550 465 1234 567 8901234  
100 1234 567 8901 234 567 8901 234 567 8901

**MENLO PORTAL MULTI-FAMILY**  
MENLO PARK, CA

NO.	DATE	DESCRIPTION
01	11.15.2020	ISSUED FOR PERMITS
02	01.15.2021	ISSUED FOR PERMITS
03	03.15.2021	ISSUED FOR PERMITS
04	05.15.2021	ISSUED FOR PERMITS
05	07.15.2021	ISSUED FOR PERMITS
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08	01.15.2022	ISSUED FOR PERMITS
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10	05.15.2022	ISSUED FOR PERMITS
11	07.15.2022	ISSUED FOR PERMITS
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20	01.15.2024	ISSUED FOR PERMITS

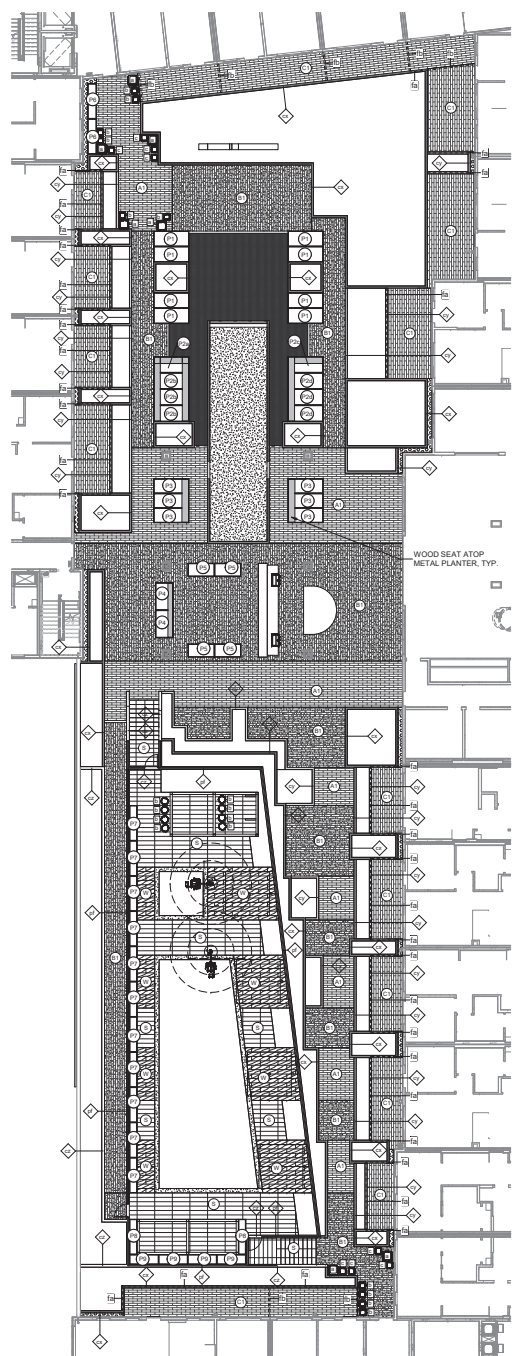
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LANDSCAPE MATERIALS AND LAYOUT - LEVEL 3

DATE: 11.15.2023  
SCALE: AS SHOWN  
PROJECT: MENLO PORTAL MULTI-FAMILY

**L1.8**

NO.	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR PERMITS
02	01/15/2020	ISSUED FOR PERMITS
03	01/15/2020	ISSUED FOR PERMITS
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18	01/15/2020	ISSUED FOR PERMITS
19	01/15/2020	ISSUED FOR PERMITS
20	01/15/2020	ISSUED FOR PERMITS



**FLOOR TYPE LEGEND - LEVEL 3**

- UNIT PAVER, TYPE A1
- UNIT PAVER, TYPE B1
- UNIT PAVER, TYPE C1
- PORCELAIN PAVER, STONE
- PORCELAIN PAVER, WOOD GRAIN

**WALL TYPE LEGEND - LEVEL 3**

- PREFAB METAL PLANTER 7" TAG SEE SCHEDULE FOR SIZE
- CMU PLANTER WALL, 30" HEIGHT
- CMU PLANTER WALL, 22" HEIGHT
- 8" WIDE CMU WALL, 5' HEIGHT
- GLASS POOL FENCE ATOP 8" WIDE CMU WALL
- WOOD PRIVACY FENCE ATOP CMU PLANTER WALL
- WOOD PRIVACY FENCE, FREESTANDING

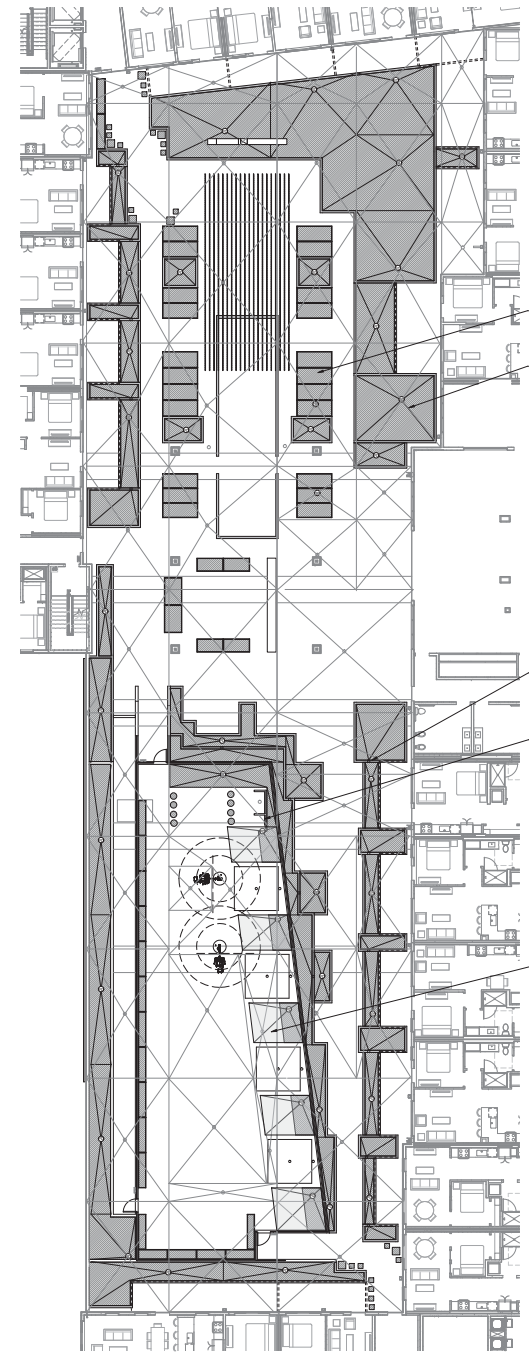
**PREFAB METAL PLANTER SCHEDULE**  
SEE DETAIL FOR MATERIALS

- RECTANGULAR PLANTER (8'-0" L X 3'-0" W X 18" H)
- RECTANGULAR PLANTER WITH WOOD SEATS ON THREE SIDES (8'-0" L X 3'-8" W X 18" H)
- RECTANGULAR PLANTER WITH WOOD SEATS ON TWO SIDES (8'-0" L X 3'-8" W X 18" H)
- RECTANGULAR PLANTER WITH WOOD SEATS ON TWO SIDES (8'-0" L X 3'-0" W X 18" H)
- RECTANGULAR PLANTER WITH WOOD SEATS ON ONE SIDE (8'-0" L X 3'-8" W X 18" H)
- RECTANGULAR PLANTER WITH WOOD SEATS ON ONE SIDE (8'-0" L X 3'-0" W X 18" H)
- RECTANGULAR PLANTER (8'-0" L X 3'-0" W X 18" H)
- RECTANGULAR PLANTER (8'-0" L X 2'-0" W X 18" H)
- RECTANGULAR PLANTER (8'-0" L X 1'-0" W X 12" H)
- RECTANGULAR PLANTER (8'-0" L X 1'-8" W X 12" H)
- RECTANGULAR PLANTER (8'-0" L X 2'-3" W X 12" H)

**PRECAST FIBER CEMENT PLANTERS**  
SEE DETAIL FOR MATERIALS & SIZING

- PLANTER TYPE A
- PLANTER TYPE B
- PLANTER TYPE C

1 LANDSCAPE MATERIALS - LEVEL 3 PAVER AND PLANTER TYPES  
1" = 10'-0"



**PLANTER DRAIN LEGEND - LEVEL 3**

- STACKED DRAIN - PLANTER DRAIN DIRECTLY OVER SLAB DRAIN
- PLANTER DRAIN - DEDICATED PLANTER DRAIN NEEDED
- CLEANOUT ONLY - PLANTER DRAINS TO WATERPROOFING, PROVIDE CLEANOUT FOR ACCESS TO SLAB DRAIN BELOW.

METAL WALL PLANTERS DRAIN TO WATERPROOFING LAYER THROUGH DRAIN HOLES IN BOTTOM OF PLANTER

CMU PLANTERS HAVE CONCRETE PLANTER BOTTOM, SLOPED TO DRAIN AS SHOWN

CMU WALL PLANTERS WITHOUT DEDICATED DRAIN, SLOW INTO ADJACENT CMU WALL PLANTERS, TYP.

SLOT DRAIN AT OUTDOOR SHOWERS, S.P.P.

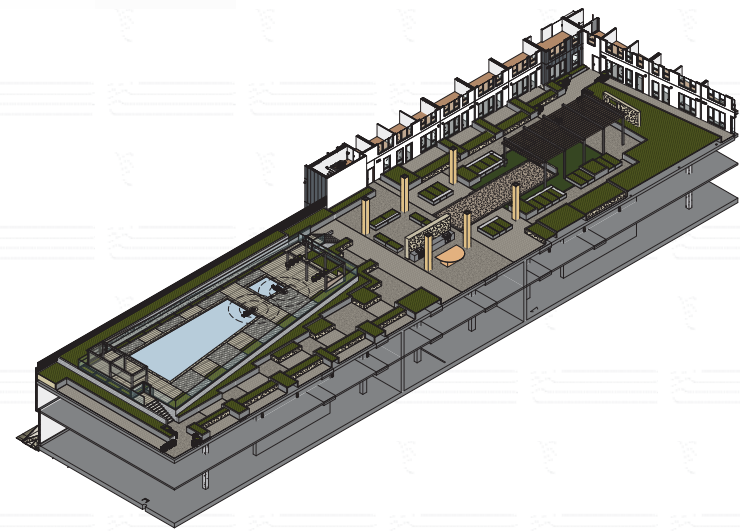
PLANTING VOLUME FOR PALMS BELOW POOL DECK, TYP. PROVIDE CONCRETE PLANTER BOTTOM SLOPED TO DRAIN AS SHOWN. FOR WALLS, S.S.D.

1 LANDSCAPE MATERIALS - LEVEL 3 PLANTER DRAINS  
1" = 10'-0"





1 LEVEL 7 3D VIEW  
1/10








2 LEVEL 3 3D VIEW  
2/10

NO.	DATE	DESCRIPTION
01	01/10/2020	CONCEPT
02	01/10/2020	SCHEMATIC
03	01/10/2020	PRELIMINARY
04	01/10/2020	FINAL
05	01/10/2020	CONSTRUCTION
06	01/10/2020	AS-BUILT
07	01/10/2020	REVISION
08	01/10/2020	REVISION
09	01/10/2020	REVISION
10	01/10/2020	REVISION

**STAMP**  
PGAdesign  
LANDSCAPE ARCHITECTS  
445 27th Street Oakland CA 94612  
tel 510.455.1284 url PGAdesign.com  
PGAdesign.com  
PGAdesign.com  
PGAdesign.com  
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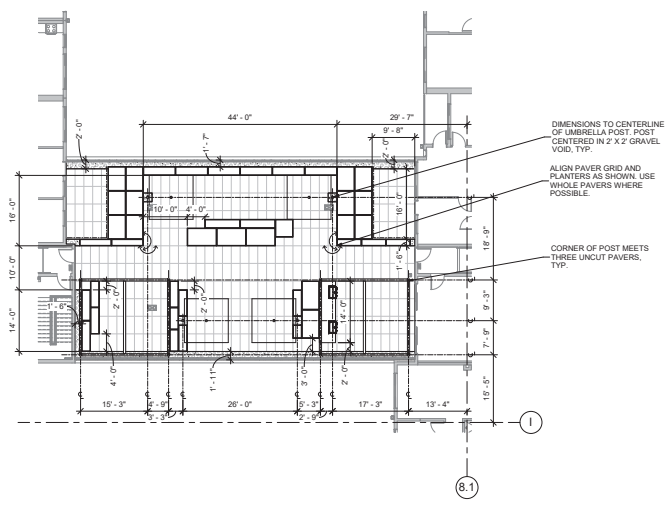
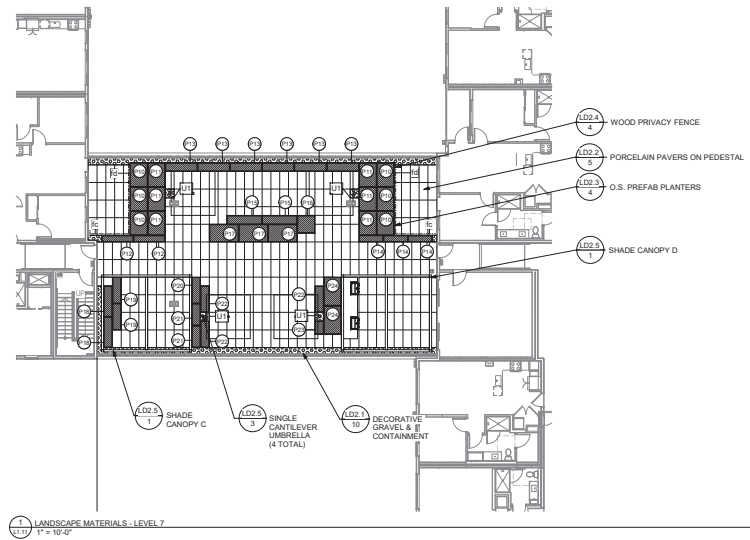


**LANDSCAPE MATERIAL LEGEND - LEVEL 7**

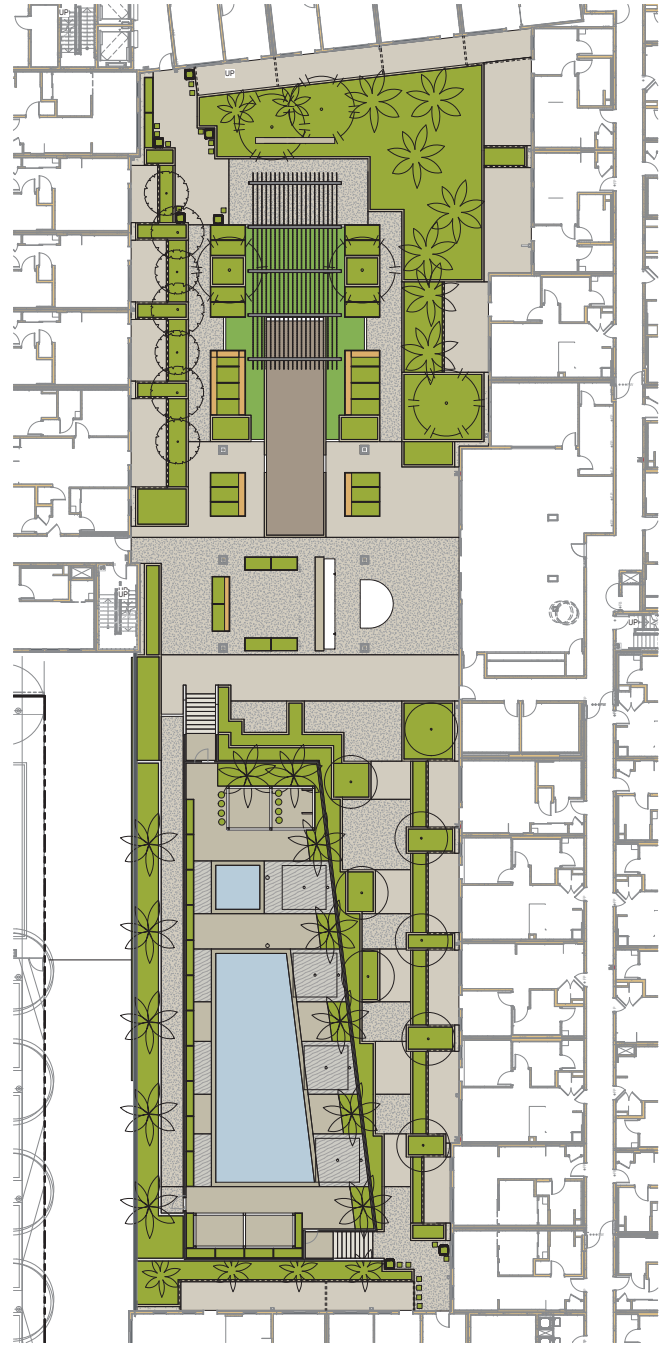
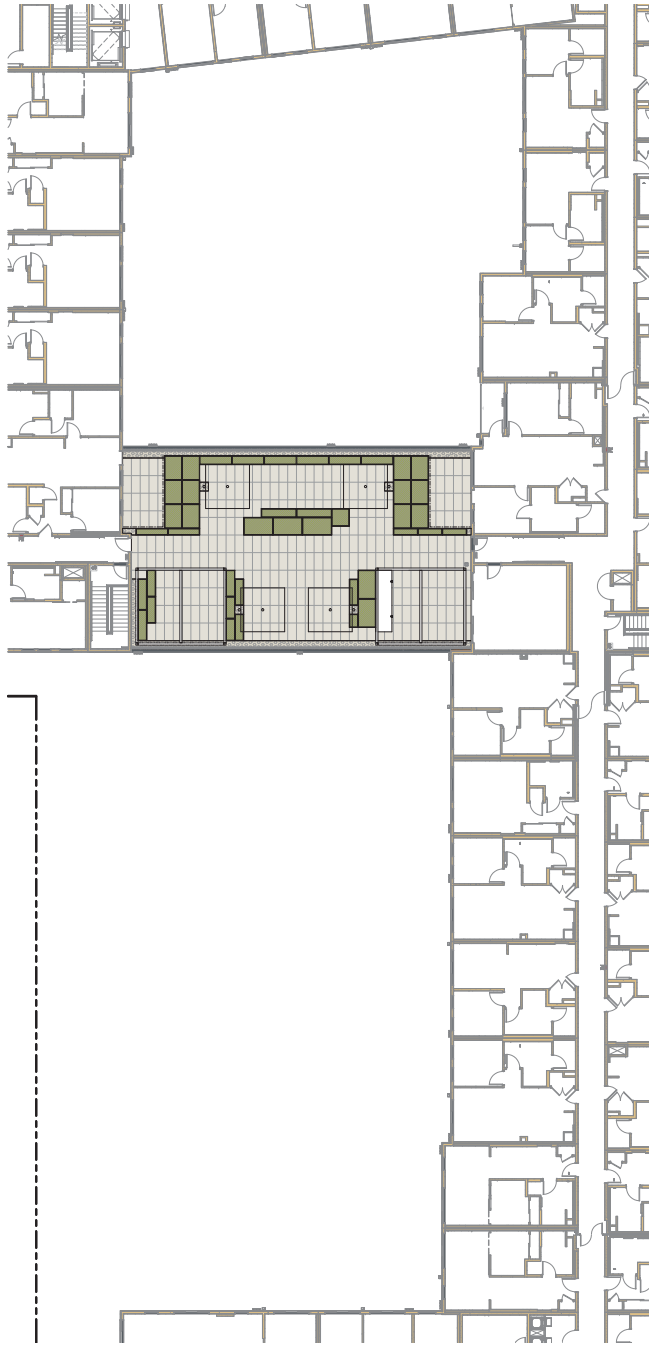
-  PORCELAIN PAVERS ON PEDESTAL
-  O.S. PLANTER MIX SOIL
-  DECORATIVE GRAVEL
-  WOOD PRIVACY FENCE - TYPE B
-  WOOD PRIVACY FENCE - TYPE D

**PREFAB METAL PLANTER SCHEDULE - LEVEL 7**

- ① RECTANGULAR PLANTER (5'-0" L X 4'-0" W X 18")
- ② RECTANGULAR PLANTER (5'-0" L X 4'-0" W X 12")
- ③ RECTANGULAR PLANTER (7'-0" L X 1'-6" W X 12")
- ④ RECTANGULAR PLANTER (7'-0" L X 2'-0" W X 12")
- ⑤ RECTANGULAR PLANTER (5'-0" L X 1'-6" W X 12")
- ⑥ RECTANGULAR PLANTER (6'-0" L X 2'-0" W X 18")
- ⑦ RECTANGULAR PLANTER (4'-0" L X 4'-0" W X 18")
- ⑧ RECTANGULAR PLANTER (6'-0" L X 4'-0" W X 24")
- ⑨ RECTANGULAR PLANTER (7'-0" L X 2'-0" W X 18")
- ⑩ RECTANGULAR PLANTER (6'-0" L X 2'-0" W X 12")
- ⑪ RECTANGULAR PLANTER (5'-0" L X 2'-0" W X 30")
- ⑫ RECTANGULAR PLANTER (6'-0" L X 2'-0" W X 12")
- ⑬ RECTANGULAR PLANTER (5'-0" L X 2'-0" W X 12")
- ⑭ RECTANGULAR PLANTER (6'-0" L X 4'-0" W X 24")



NO.	DATE	DESCRIPTION
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02	01/15/2020	ISSUED FOR PERMITS
03	01/15/2020	ISSUED FOR PERMITS
04	01/15/2020	ISSUED FOR PERMITS
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18	01/15/2020	ISSUED FOR PERMITS
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20	01/15/2020	ISSUED FOR PERMITS



**TREE LIST ON SITE**

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	MENLO-PARK HERITAGE TREE	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
AcSt	5	ACACIA STENOPHYLLA	SHOESTRING ACACIA		24" BOX	AS SHOWN	VERY LOW	Yes	No	No
AeN	7	ARENGA ENGLERIA	SUGAR PALM		24" BOX	AS SHOWN	MODERATE	Yes	No	No
ChM	6	CHAMAEDOREA MICROSPADIX	COLD HARDY BAMBOO		15 GAL	AS SHOWN	LOW	Yes	No	No
CL	8	CHILOPSIS LINEARIS	DESERT WILLOW		24" BOX	AS SHOWN	VERY LOW	Yes	Yes	No
CcG	3	CORYMBIA CITRODORA	LEMON-SCENTED GUM		36" BOX	AS SHOWN	LOW	Yes	No	No
LaNa	3	LAGERSTROEMIA NATCHEZ	NATCHEZ CRAPPE MYRTLE MULTI-STEM		24" BOX	AS SHOWN	VERY LOW	Yes	No	No
LmN	14	LAGERSTROEMIA INDICA DYNAMITE	CRAPPE MYRTLE STANDARD		36" BOX	AS SHOWN	LOW	Yes	No	No
LaFa	4	LAGERSTROEMIA INDICA X FAUERI ACOMA	ACOMA CRAPPE MYRTLE MULTI-STEM		24" BOX	AS SHOWN	VERY LOW	Yes	No	No
PRa	10	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	CALIFORNIA SYCAMORE		36" BOX	AS SHOWN	MODERATE	No	Yes	No
SyRo	12	SYAGRUS ROMANZOFFIANA	QUEEN PALM		20"-0" GA (OVERALL HEIGHT)	AS SHOWN	LOW	Yes	No	No
UipV	4	ULMUS PARVIFOLIA 'DRAKE'	DRAKE ELM		36" BOX	AS SHOWN	MODERATE	No	No	No

**TREE LIST OFF SITE (STREETSCAPE)**

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	MENLO-PARK HERITAGE TREE	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
PCh	14	PISTACIA CHINENSIS RED PUSH	CHINESE PISTACHE RED PUSH		36" BOX	AS SHOWN	LOW	Yes	No	No
ULMO	9	ULMUS MORTON ACCOLADE	MORTON ACCOLADE ELM		36" BOX	AS SHOWN	MODERATE	No	No	No

**SHRUB, GROUNDCOVER, & GRASS PLANT LIST ON SITE**

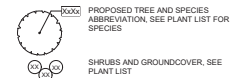
SYMBOL	Count	BOTANICAL NAME	COMMON NAME	CONTAINER R SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
VINE									
CE	17	CLEMATIS ARMANDI	EVERGREEN CLEMATIS	15 GAL	10'-0"	MODERATE	No	No	No
SHRUB									
AC	25	ACACIA COGNATA COUSIN ITT	LITTLE RIVER WATTLE	15 GAL	4'-0"	LOW	Yes	No	No
ACOV	2	ACACIA COVENTY	BLUE BUSH	15 GAL	8'-0"	LOW	Yes	No	No
Bl	36	BLUETIA AGAVE-2FT SPACING	BLUE GLOW AGAVE-2FT SPACING	15 GAL	2'-0"	LOW	Yes	No	No
AG	30	AGAVE BLUE GLOW	BLUE GLOW AGAVE-3FT SPACING	15 GAL	3'-0"	LOW	Yes	Yes	No
AD	87	AGAVE DESMENTIANA	SMOOTH AGAVE	15 GAL	3'-0"	LOW	Yes	No	No
G	76	AGAVE GEMMIFLORA	SLENDER HAYS AGAVE	5 GAL	1'-0"	LOW	Yes	No	No
AT	63	AGAVE PARRYI	TRUNCATA TULIP AGAVE	5 GAL	2'-0"	LOW	Yes	No	No
CE	21	CEANOTHUS HA ELATOR	CAST IRON PLANT	1 GAL	2'-0"	LOW	Yes	No	No
GD	46	CEANOTHUS DARK STAR	DARK STAR CEANOTHUS	5 GAL	4'-0"	LOW	Yes	No	No
CG	80	CEANOTHUS GLORIOSUS VAR. GLORIOSUS ANCHOR BAY	ANCHOR BAY CEANOTHUS	5 GAL	6'-0"	LOW	Yes	Yes	No
CS	10	CHAMAEDOREA SEFRIZI	BAMBOO PLAM	5 GAL	3'-0"	LOW	Yes	No	No
CB	8	CORYLYNE DESIGN-A-LINE BURGUNDY	DESIGN-A-LINE BURGUNDY	5 GAL	2'-0"	LOW	Yes	No	No
COOR	8	COTYLDON ORBICULATA VAR. ORBICULATA	PIGS EAR	1 GAL	1'-0"	LOW	Yes	No	No
U	38	EUPHORBIA ANTISYPHILLITICA	CANDELLILA	5 GAL	2'-0"	LOW	Yes	No	No
LE	45	LEUCADENDRON EBONY	EBONY CONEBUSH	5 GAL	3'-0"	LOW	Yes	No	No
LB	9	LEUCADENDRON SALICUM BLUSH	BLUSH CONE BUSH	5 GAL	4'-0"	LOW	Yes	No	No
MS	16	MAHONIA SOFT CARESS	SOFT CARESS MAHONIA	5 GAL	3'-0"	LOW	Yes	Yes	No
DM	16	MUNSCIEA SSP	BANANA PALM	15 GAL	3'-0"	HIGH	Yes	No	No
ND	19	NANDINA DOMESTICA ALBA	LEMON LIME NANDINA	5 GAL	3'-0"	LOW	Yes	No	No
CM	32	OLEA EUROPAEA MONTRA	LITTLE OLIVE	5 GAL	4'-0"	VERY LOW	Yes	No	No
PE	14	PHILODENDRON DELICIOSA	SPLIT LEAF PHILODENDRON	5 GAL	AS SHOWN	MODERATE	Yes	No	No
PX	20	PHILODENDRON KANADU	WINTERBOURPH PHILODENDRON	5 GAL	AS SHOWN	MODERATE	Yes	No	No
PH	87	PHORRHUM BLACK RAGE	NEW ZEALAND FLAX	5 GAL	2'-0"	LOW	Yes	No	No
PD	5	PHORRHUM DUSKY CHIEF	NEW ZEALAND FLAX	5 GAL	4'-0"	LOW	Yes	No	No
PS	9	PHORRHUM GOLDEN RAY	NEW ZEALAND FLAX	5 GAL	4'-0"	LOW	Yes	No	No
PT	89	PHORRHUM PLANTS BLACK	NEW ZEALAND FLAX	5 GAL	3'-0"	LOW	Yes	No	No
PT	89	PHORRHUM TONY TIGER	DWARF VERGATED NEW ZEALAND FLAX	5 GAL	2'-0"	LOW	Yes	No	No
PK	7	PROTEA CYNARODES MINI KING	DWARF KING PROTEA	5 GAL	3'-0"	LOW	Yes	No	No
RV	10	RHAMNUS CALIFORNICA EVE CASE	COFFEEBERRY	5 GAL	4'-0"	LOW	Yes	No	No
RB	49	RHAMNUS CALIFORNICA MOUND SAN BRUNO	COFFEEBERRY MOUND SAN BRUNO	5 GAL	4'-0"	LOW	Yes	Yes	No
RS	10	RHAMNUS CALIFORNICUS SEA VIEW	SEA VIEW COFFEEBERRY	5 GAL	4'-0"	LOW	Yes	Yes	No
RE	6	REWIA EXCELSA	LADY PALM	5 GAL	8'-0"	MODERATE	Yes	No	No
P	22	STRELITZIA REGINAE	BIRD OF PARADISE	15 GAL	3'-0"	MODERATE	Yes	No	No
GROUNDCOVER & GRASSES									
AD	46	ACTINOTIS APHYLOS EMERALD CARPET	EMERALD CARPET MANZANTIA	5 GAL	3'-0"	LOW	Yes	Yes	No
BW	201	BERBERIS C WINTERGLOW (WINTERLUT)	WINTERGLOW HEARTLEAF BERBERIS	1 GAL	1'-0"	MODERATE	No	No	No
X	35	CAREX TESTACEA	ORANGE SEDGE	1 GAL	2'-0"	MODERATE	No	No	No
CM	63	CLIVIA MNATA 'FRENCH HYBRIDS' ORANGE	ORANGE CLIVA	5 GAL	2'-0"	MODERATE	No	No	No
DFF	36	DUDLEYA FARNOSA POWDERY LIVECOVER	BLUFF LETTUCE	1 GAL	AS SHOWN	LOW	Yes	Yes	No
DWH	66	DUDLEYA VIRENS SSP. HASSEI	CATALINA ISLAND DUDLEYA	1 GAL	AS SHOWN	LOW	Yes	Yes	No
ECAM	240	ECHOEVERIA PROLOFICA	PROLIFEROEVERIA	4" CONT	AS SHOWN	LOW	Yes	No	No
FEAG	600	FESTUCA GLAUCA 2 VARIETIES	MIX OF BLUE FESCUES. SEE NOTE BELOW PLANT LIST	1 GAL	AS SHOWN	LOW	Yes	Yes	No
F	136	FESTUCA RUBRA PATROSS POINT	PATRICKS POINT RED FESCUE	1 GAL	2'-0"	LOW	Yes	Yes	No
GL	25	GREVILLEA LANGSERA PROSITIAE	COASTAL GEM GREVILLEA	1 GAL	3'-0"	LOW	Yes	No	No
HL	25	HEUCHERA MICRANTHA	ALUM ROOT OLD LA ROCHELLETTE	1 GAL	2'-0"	LOW	Yes	Yes	No
KALO	58	KALANCHOE LUCAE	PADDLE PLANT	1 GAL	AS SHOWN	LOW	Yes	No	No
LSD	369	LIRIOPE SPICATA SILVER DRAGON	VARIAGATED LEV TURF	1 GAL	1'-0"	MODERATE	No	No	No
UP	118	LOMANDRRA LONGIFOLIA 'PLATINUM BEAUTY'	VAREGATED DWARF MAT RUSH	1 GAL	3'-0"	LOW	Yes	No	No
L	246	LOMANDRRA BABY BREEZE	EVERGREEN BABY MAT RUSH	1 GAL	1'-0"	LOW	Yes	No	No
DI	14	NEPENTHES CORONATA	SWOOP FERN	1 GAL	2'-0"	MODERATE	No	Yes	No
J	162	PHORRHUM JACK SPRAATT	NEW ZEALAND FLAX	1 GAL	1'-0"	LOW	Yes	No	No
PJ	113	PHORRHUM JESTER	NEW ZEALAND FLAX JESTER	1 GAL	2'-0"	LOW	Yes	No	No
T	89	PHORRHUM TONY TIGER	PHORRHUM TONY TIGER	1 GAL	1'-0"	LOW	Yes	No	No
PO	35	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL	3'-0"	MODERATE	No	Yes	No
SEMO	20	SEDUM MORGANIANUM	DONKEY TAIL	4" CONT	AS SHOWN	LOW	Yes	No	No

\* FOR FESTUCA GLAUCA, 2 VARIETIES PROVIDE 50% FESTUCA 'BEYOND BLUE' AND 50% FESTUCA 'SISKIYOU BLUE'. SPACE RANDOMLY IN CLUSTERS OF EACH TYPE.

**SHRUB, GROUNDCOVER, & GRASS PLANT LIST OFF SITE (STREETSCAPE)**

SYMBOL	Count	BOTANICAL NAME	COMMON NAME	CONTAINER R SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
GROUNDCOVER & GRASSES									
CH	86	CEANOTHUS GLORIOSUS HEARTS DESIRE	HEARTS DESIRE CEANOTHUS	1 GAL	3'-0"	LOW	Yes	Yes	No
B	84	LOMANDRRA LONGIFOLIA BABY BREEZE	BABY BREEZE LOMANDRA	1 GAL	2'-0"	LOW	Yes	No	No
Y	35	YUCCA ALOPOLIA MAGENTA MAGIC	MAGENTA MAGIC YUCCA	1 GAL	2'-0"	LOW	Yes	Yes	No

**PLANT TYPE LEGEND**



SHRUBS AND GROUNDCOVER. SEE PLANT LIST  
ROOT BARRIER - INSTALL AS SHOWN ON PLANS AND ANYWHERE TREES ARE PLANTED WITHIN 5' OF TRAVEL

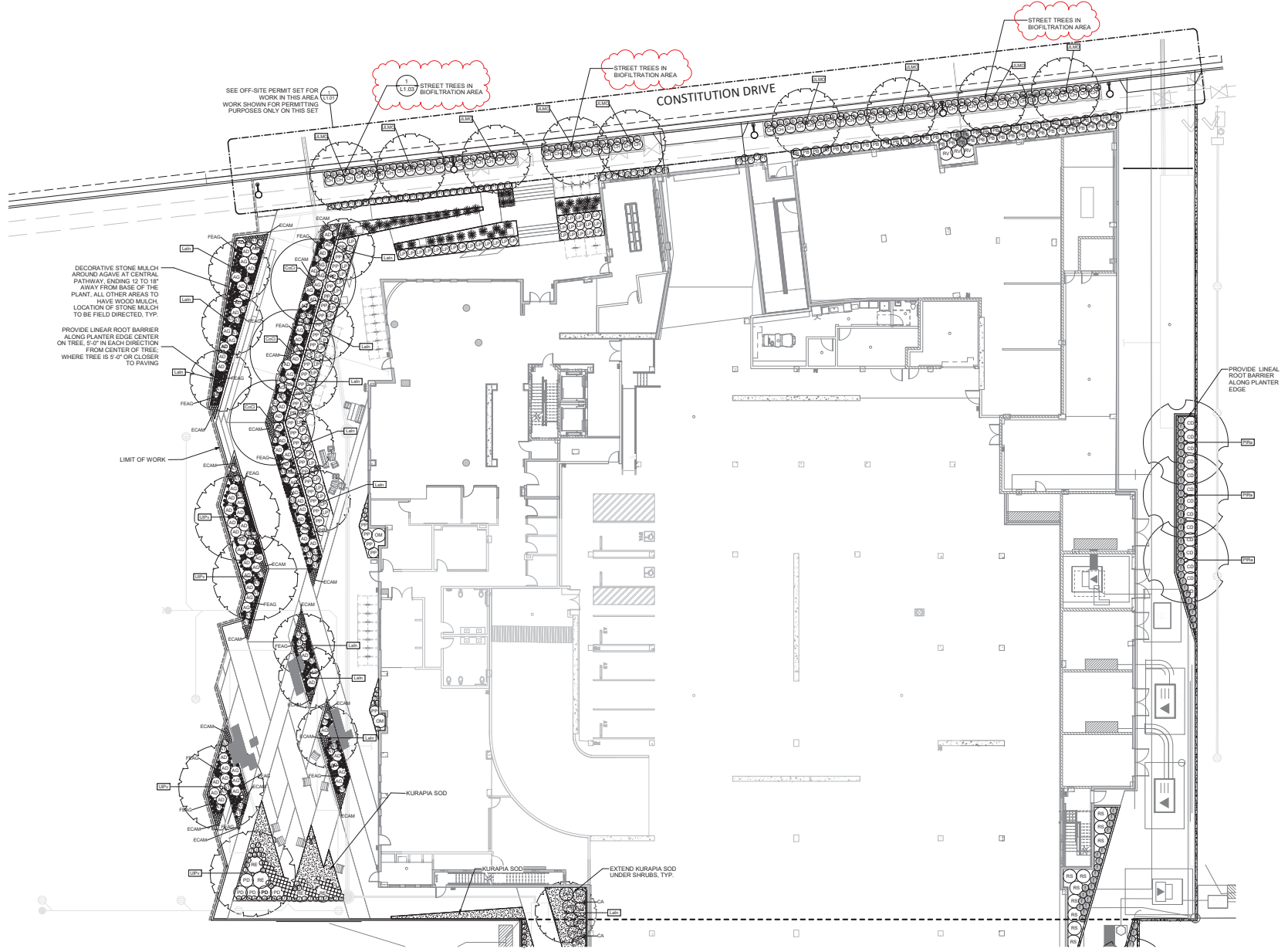
**PLANTING NOTES**

- VERIFY LOCATION OF SUBSURFACE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNERS REPRESENTATIVE. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR DAMAGE ARISING FROM THIS OPERATIONS SUBSEQUENT TO DISCOVERY OF UTILITIES NOT SHOWN ON PLANS.
- KEEP PLANTING CLEAN AND FREE FROM ALL CONCRETE, ASPHALTIC WASTE, LUMBER AND OTHER SUCH MATERIALS AND SHOULD BE REMOVED BY EXCAVATION OF THE SOIL AND REPLACED WITH CLEAN NATIVE TOP SOIL.
- CLEAN AND GRUB ALL AREAS TO RECEIVE NEW PLANTING AND PREPARE SOIL PER SPECIFICATION.
- DO NOT WORK SOIL WHEN WET TO AVOID COMPACTION.
- NO PLANT SPECIES SUBSTITUTIONS WILL BE ACCEPTED, UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT. SAME GENUS DIFFERENT SPECIES SUBSTITUTIONS ARE ACCEPTABLE PROVIDED THE VARIETY IS SIMILAR IN GROWTH HABIT AND SIZE TO THE SPECIFIED PLANT AND WATER USE IS THE SAME. EXAMPLE: ESCALONIA 'TERRY' COULD SUB FOR RED ELF - RHAPHIOPHIS CAN NOT SUBSTITUTE FOR ESCALONIA AS THEY HAVE DIFFERENT WATER USE REQUIREMENTS. CERTIFICATES OF COMPLIANCE WILL NOT BE COMPLETED FOR PROJECTS WHICH EXCEED THE WATER USE OF SPECIFIED PLANT MATERIALS UNTIL CONFORMANCE WITH THE WATER EFFICIENT LANDSCAPE REQUIREMENTS IS ACHIEVED.
- CONTRACT GROW PLANTS AS REQUIRED. CONTRACT GROW PLANTS MUST MEET INDUSTRY STANDARDS FOR SIZE IN ORDER TO BE ACCEPTED.
- ALL PLANTS AND LAYOUT TO BE APPROVED BY THE OWNERS REPRESENTATIVE PRIOR TO EXCAVATION OF PLANTING HOLES.
- NOTIFY OWNERS REPRESENTATIVE 36 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION MEETINGS.
- SPACE GROUND COVERS TRIANGULARLY IN PLANTING AREAS. GROUND COVER KEY INDICATORS ARE SHOWN IN LEGEND. HOLD GROUND COVER BACK IN 18 IN. FROM THE EDGE OF NEW SHRUB PLANTS UNLESS OTHERWISE. PLANT GROUND COVER WHERE SHRUBS ARE PLANTED 2' TO 4' APART OR MORE.
- PROTECT EXISTING TREES TO REMAIN PER TREE PRESERVATION AND REMOVAL PLAN.
- PLANT QUANTITIES ARE FOR INFORMATIONAL PURPOSES AND CONSTRUCTION DOCUMENT WATER USE CALCULATIONS ONLY. CONTRACTOR TO VERIFY THE QUANTITY AND USE THE GRAPHIC PLANS AS A BASIS FOR QUANTITY OF PLANTS.
- SEE DETAILS AND SPECIFICATIONS FOR PROCEDURES, MATERIALS AND INSTALLATION REQUIREMENTS.
- PROVIDE SOILS REPORTS FOR ALL IMPORTED SOILS, PER SPECIFICATIONS AND WELD CONFORMANCE. SUBMIT REPORTS TO OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL.
- KEEP ADJACENT STREETS, SIDEWALKS AND OTHER AREAS FREE OF MUD, DIRT OR SIMILAR NUISANCES RESULTING FROM EARTHWORK OPERATIONS.
- REPLACE TO THE SATISFACTION OF THE OWNERS REPRESENTATIVE ANY DAMAGED OR DESTROYED LANDSCAPING.
- FOR BEST RESULTS, NATIVE PLANT MATERIALS SHOULD NOT HAVE THEIR ROOTS DISTURBED. FOR PLASTIC CANS, REMOVE BOTTOM OF CAN, PLACE IN PLANT PIT AND CUT BEES TO REMOVE. CUT METAL CANS IN THREE PLACES MINIMUM AND CAREFULLY SLIDE ROOT BALL INTO PLANT PIT. FOR LARGE MATERIAL, USE BOTTOM SUPPORT AS NECESSARY.
- AREAS IDENTIFIED AS BIORETENTION PLANTING ARE FUNCTIONAL STORM WATER PLANTERS WITH AN ENGINEERED IMPORTED SOIL MIX DESIGNED FOR SPECIFIC PERFORMANCE CRITERIA. AMEND ONLY PLANTING PITS AND ASSOCIATED PLANTING BACKFILL PER THE PLANTING INSTRUCTIONS. SEE CIVIL DRAWINGS FOR BIOFILTRATION MIX AND DRAINAGE.

**STATEMENT OF COMPLIANCE TO MWEL FOR DESIGN PLANS**

I HAVE COMPLIED WITH THE CRITERIA OF ARTICLE 19 OF THE ZONING CODE, INCLUDING ALL DESIGN STANDARDS OF SECTION 4.166, AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

*Karen Krolewski*  
KAREN KROLEWSKI, LANDSCAPE ARCHITECT  
3/18/2021



DECORATIVE STONE MULCH AROUND AGAVES AT CENTRAL PATHWAY. ENDING 12 TO 18" AWAY FROM BASE OF THE PLANT. ALL OTHER AREAS TO HAVE WOOD MULCH. LOCATION OF STONE MULCH TO BE FIELD DIRECTED. TYP.

PROVIDE LINEAR ROOT BARRIER ALONG PLANTER EDGE CENTER ON TREE. 5'-0" IN EACH DIRECTION FROM CENTER OF TREE. WHERE TREE IS 5'-0" OR CLOSER TO PAVING.

SEE OFF-SITE PERMIT SET FOR WORK IN THIS AREA. WORK SHOWN FOR PERMITTING PURPOSES ONLY ON THIS SET.

STREET TREES IN BIOFILTRATION AREA

STREET TREES IN BIOFILTRATION AREA

STREET TREES IN BIOFILTRATION AREA




PROVIDE LINEAR ROOT BARRIER ALONG PLANTER EDGE

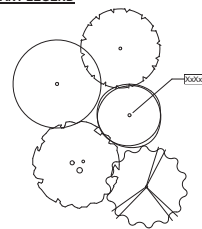
KURAPIA SOD

KURAPIA SOD

EXTEND KURAPIA SOD UNDER SHRUBS, TYP.

**PLANT LEGEND**

-  KURAPIA GROUNDCOVER
-  ROOT BARRIER: 18" DEPTH LINEAL ROOT BARRIER
-  SHRUB OR GROUNDCOVER, SEE PLANT SCHEDULE FOR SPECIES



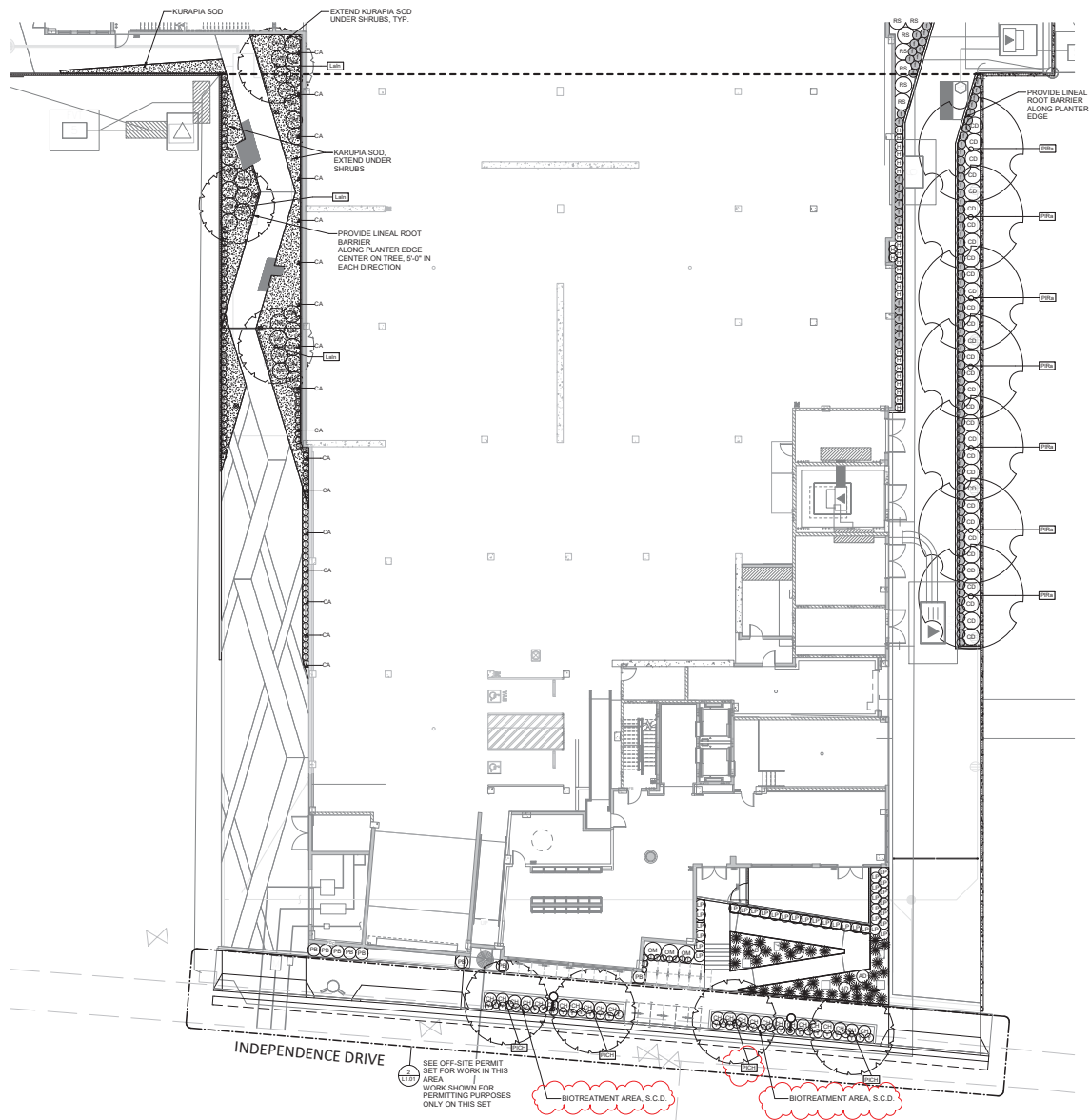
PROPOSED TREE AND SPECIES ABBREVIATION, SEE PLANT LIST FOR SPECIES

NO.	DATE	DESCRIPTION
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02	01/15/2020	ISSUED FOR PERMITTING
03	01/15/2020	ISSUED FOR PERMITTING
04	01/15/2020	ISSUED FOR PERMITTING
05	01/15/2020	ISSUED FOR PERMITTING
06	01/15/2020	ISSUED FOR PERMITTING
07	01/15/2020	ISSUED FOR PERMITTING
08	01/15/2020	ISSUED FOR PERMITTING
09	01/15/2020	ISSUED FOR PERMITTING
10	01/15/2020	ISSUED FOR PERMITTING

**STAMP**  
 LANDSCAPE PLAN  
 LEVEL 1 - NORTH

DATE: 01/15/20  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO.: [Number]





INDEPENDENCE DRIVE

SEE OFF-SITE PERMIT SET FOR WORK IN THIS AREA. WORK SHOWN FOR PERMITTING PURPOSES ONLY ON THIS SET.

BIOTREATMENT AREA, S.C.D.

BIOTREATMENT AREA, S.C.D.

**MENLO PORTAL MULTI-FAMILY**  
MENLO PARK, CA

NO.	DATE	DESCRIPTION
01	01.10.2020	ISSUE FOR PERMITTING
02	01.10.2020	ISSUE FOR PERMITTING
03	01.10.2020	ISSUE FOR PERMITTING
04	01.10.2020	ISSUE FOR PERMITTING
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06	01.10.2020	ISSUE FOR PERMITTING
07	01.10.2020	ISSUE FOR PERMITTING
08	01.10.2020	ISSUE FOR PERMITTING
09	01.10.2020	ISSUE FOR PERMITTING
10	01.10.2020	ISSUE FOR PERMITTING

**STAMP**  
PGAdesign  
LANDSCAPE ARCHITECTS  
101 550 465 1284 w/ PGAdesign  
101 270 Green Center CA 94065  
LANDSCAPE PLANTING PLAN  
- LEVEL 1 -  
- SOUTH  
DATE: 01.10.2020  
DRAWN BY: J. J. J. J.  
CHECKED BY: J. J. J. J.  
SCALE: AS SHOWN





Consultant

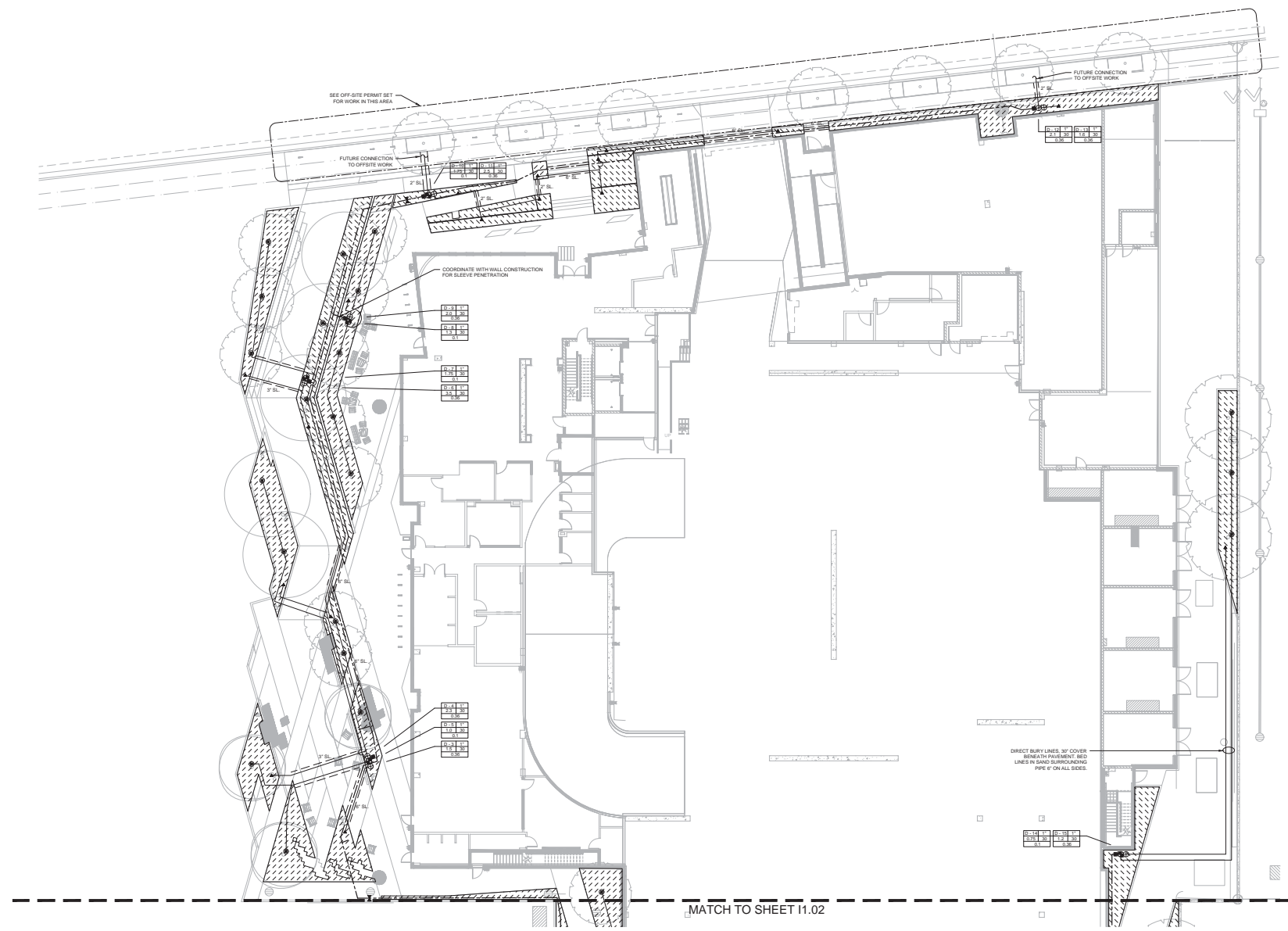
**PAAdesign**  
LANDSCAPE ARCHITECTURE

**1919-MENLO-PORTAL**  
110 & 115 CONSTITUTION DRIVE, MENLO  
PARK 94025

Author	Date
CAW	03.16.21
SUPERSTRUCTURE	03.25.21
PERMIT	
REVISION	DESCRIPTION



LANDSCAPE  
IRRIGATION PLAN  
- LEVEL 1 - NORTH  
Scale: 1" = 10' 0"  
Date: 7/19/21  
Sheet Size: 36" x 48"



FOR IRRIGATION LEGEND, NOTES & DETAILS, SEE SHEET I2.01.



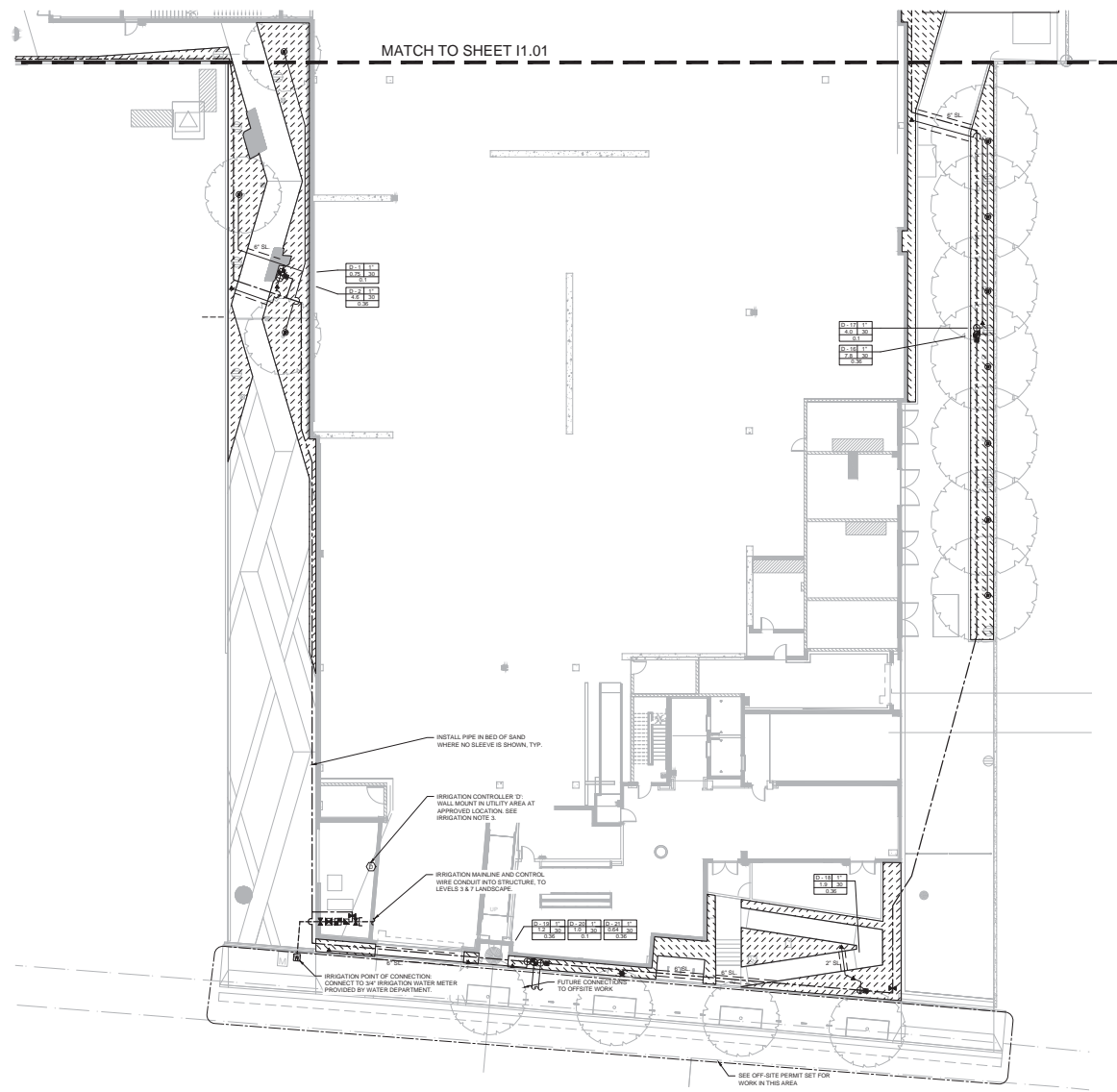


Consultant



LABORERS ASSOCIATION

**1919-MENLO-PORTAL**  
110 & 115 CONSTITUTION DRIVE, MENLO  
PARK 94025



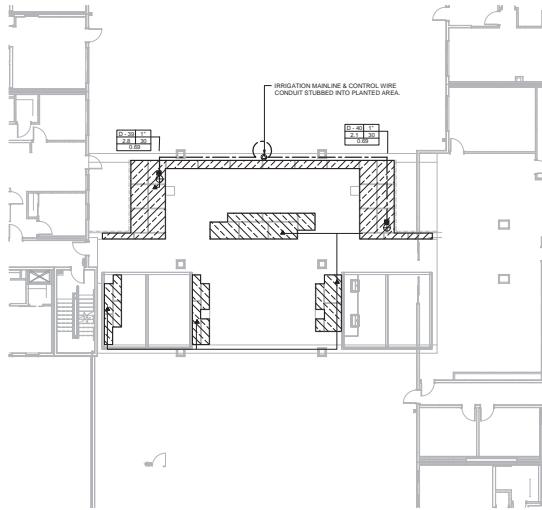
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2	03.25.21	PERMIT
3		
4		
5		



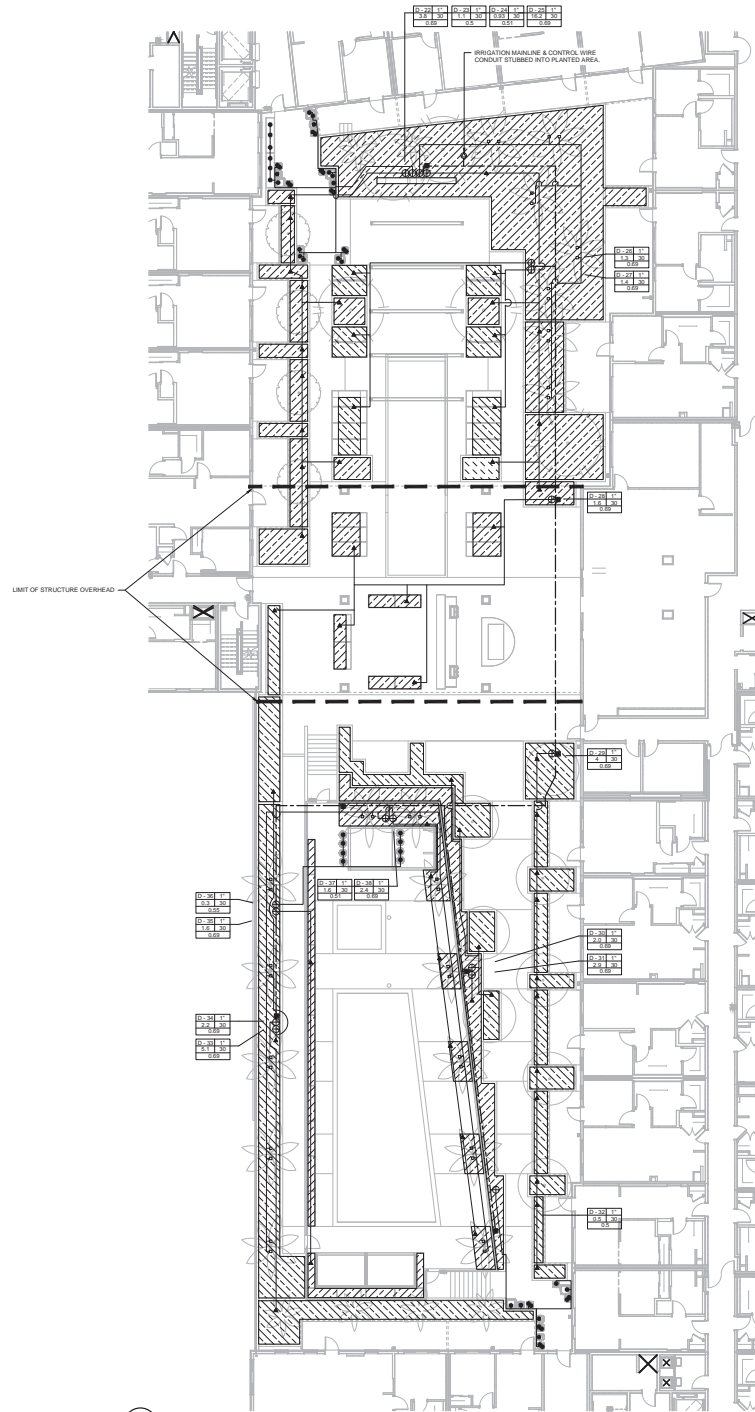
LANDSCAPE IRRIGATION PLAN  
- LEVEL 1 - SOUTH  
Scale: 1" = 10' 0"  
Date: 7/19/21  
Sheet Size: 36" x 48"

FOR IRRIGATION LEGEND, NOTES & DETAILS, SEE SHEET I2.01.



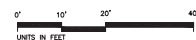


2 IRRIGATION PLAN - LEVEL 7  
 11.03 SCALE: 1" = 10'-0"



1 IRRIGATION PLAN - LEVEL 3  
 11.03 SCALE: 1" = 10'-0"

FOR IRRIGATION LEGEND, NOTES  
 & DETAILS, SEE SHEET I2.01.



Consultant



LABORERS ASSN (ILA)

**1919-MENLO-PORTAL**  
 110 & 115 CONSTITUTION DRIVE, MENLO  
 PARK 94025

Author	Date
OMP	03.18.21
SUPERSTRUCTURE	03.25.21
REVISION	
REVISION	
REVISION	
REVISION	



**LANDSCAPE IRRIGATION PLAN**  
 - LVL 3 & 7

Sheet Title  
 Scale: 1" = 10'-0"  
 Date: 7/19/23  
 Drawn By: JLT  
 Check By: JLT





SEE IRRIGATION PLANS FOR WATER USE  
CALCULATIONS & SQUARE FEET FOR  
HYDROZONES

**IRRIGATION HYDROZONES**

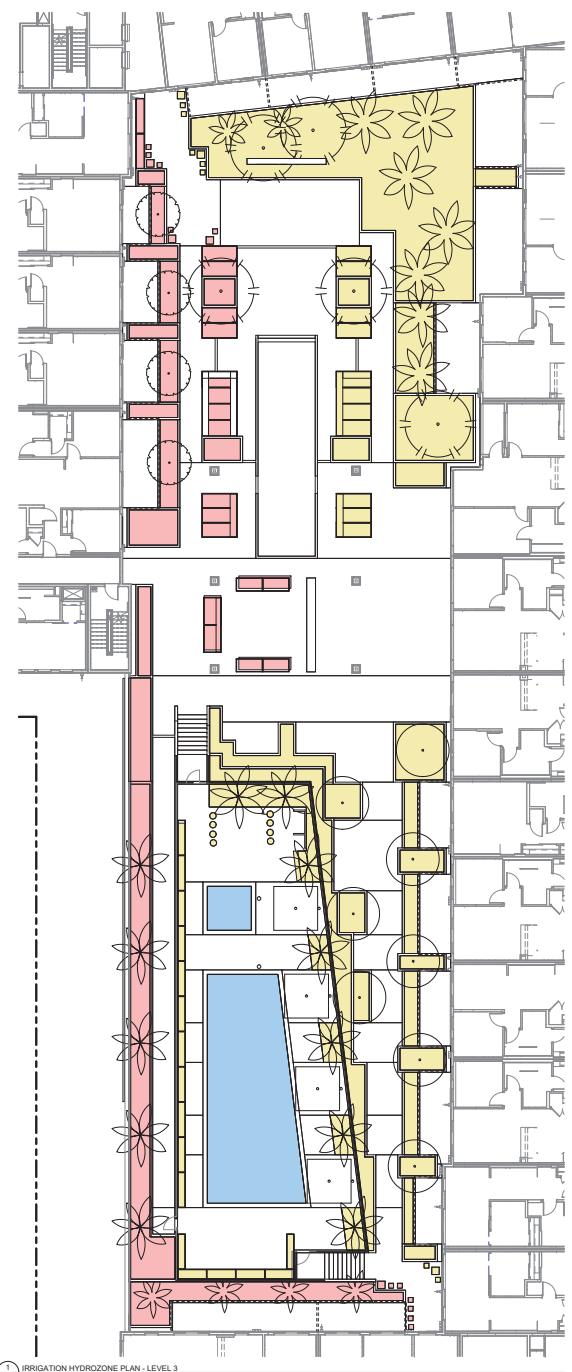
- HYDROZONE A (LEVEL 1 - TREES)
- HYDROZONE B (LEVEL 1 - FULL SUN, LOW WATER USE PLANTING)
- HYDROZONE C (LEVEL 1 - PART SHADE, LOW WATER USE PLANTING)

NO.	DATE	DESCRIPTION
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04	01/10/2020	ISSUE FOR PERMIT
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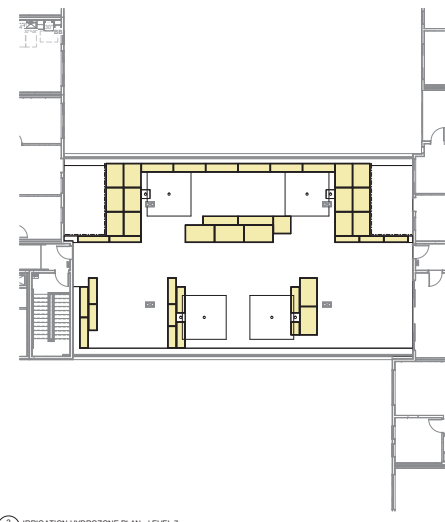
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PGAdesign  
LANDSCAPE ARCHITECT  
101 550 465 1284 ut PGAdesign  
441 270 Green Center CA 94065

DATE: 01/10/2020  
PROJECT: MENLO PORTAL  
SHEET NO.: 13.1





1.7 IRRIGATION HYDROZONE PLAN - LEVEL 3  
1" = 10'-0"



2. IRRIGATION HYDROZONE PLAN - LEVEL 7  
1" = 10'-0"

SEE IRRIGATION PLANS FOR WATER USE  
CALCULATIONS & SQUARE FEET FOR  
HYDROZONES

**IRRIGATION HYDROZONES - LEVEL 3**

- HYDROZONE A (LEVEL 3 - FULL SUN, LOW WATER USE PLANTING)
- HYDROZONE B (LEVEL 3 - PART SHADE, LOW WATER USE PLANTING)
- HYDROZONE C (LEVEL 3 - HIGH WATER USE)

**IRRIGATION HYDROZONES - LEVEL 7**

- HYDROZONE A (LEVEL 7 - FULL SUN, LOW WATER USE PLANTING)

NO.	DATE	DESCRIPTION
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04	01.10.2020	ISSUE FOR PERMITTING
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18	01.10.2020	ISSUE FOR PERMITTING
19	01.10.2020	ISSUE FOR PERMITTING
20	01.10.2020	ISSUE FOR PERMITTING

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LANDSCAPE ARCHITECTS  
1111 CALIFORNIA STREET, SUITE 100  
SAN FRANCISCO, CA 94109  
TEL: 530.455.1284 FAX: 530.455.1285  
WWW.PGADesign.COM  
ISSUE FOR PERMITTING  
DATE: 01.10.2020  
SCALE: AS SHOWN



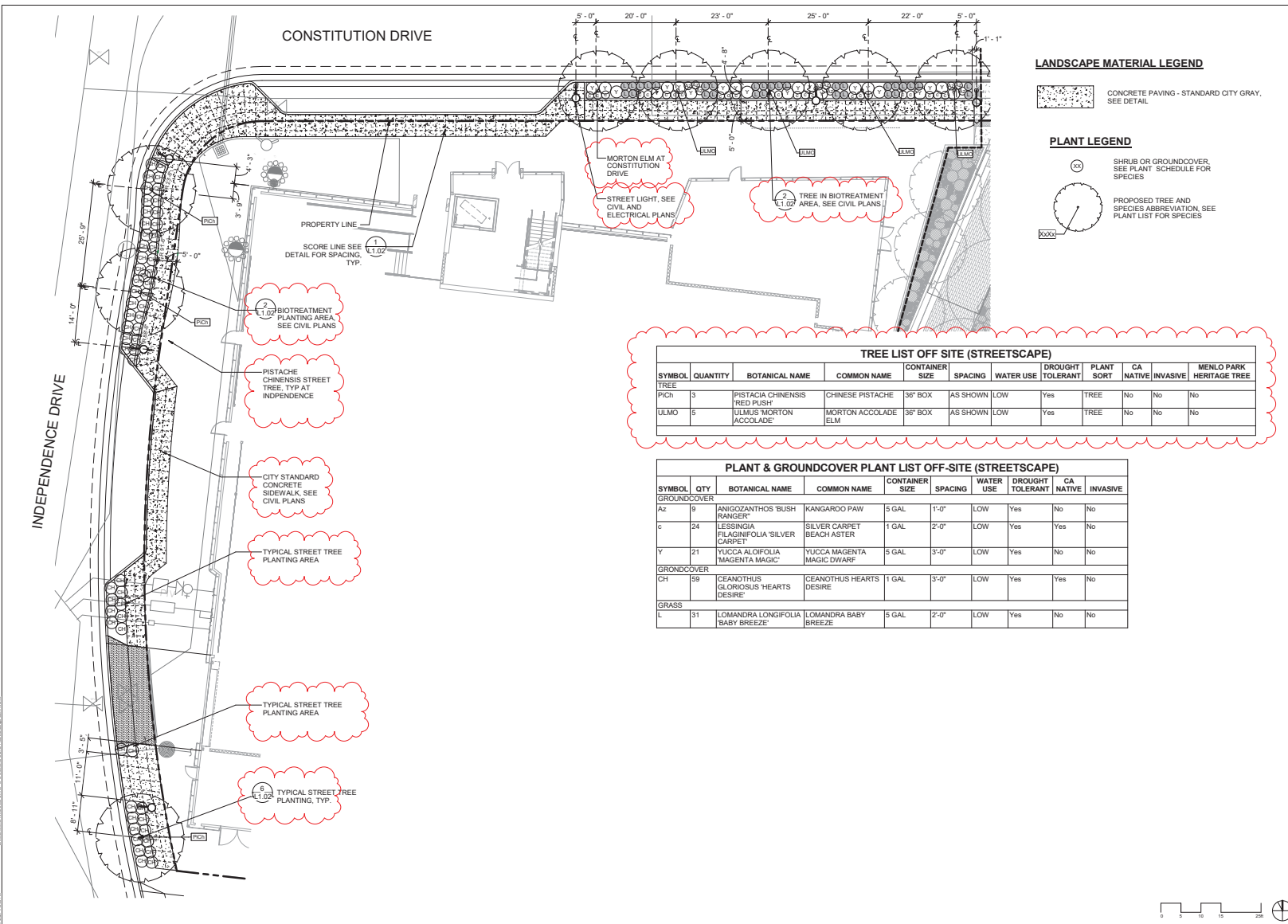


**PCAdesign**  
 LANDSCAPE ARCHITECT  
 14550 ARLING STREET #100  
 SAN DIEGO, CALIFORNIA 92128  
 619.594.8888

**MENLO PORTAL (OFFICE)**  
**OFF-SITE STREET IMPROVEMENTS**  
**OFF-SITE LANDSCAPE IMPROVEMENTS - OFFICE**  
 115 CONSTITUTION DRIVE, SAN MATEO COUNTY

Date	Revised
02/26/2021	
Scale: 1" = 10'-0"	
Design: KK	
Drawn: KF	
Approved: KK	
2001022019.000	
Sheet Number:	

**L1.01**  
 of 6



**LANDSCAPE MATERIAL LEGEND**

CONCRETE PAVING - STANDARD CITY GRAY. SEE DETAIL.

**PLANT LEGEND**

SHRUB OR GROUNDCOVER. SEE PLANT SCHEDULE FOR SPECIES.  
 PROPOSED TREE AND SPECIES ABBREVIATION. SEE PLANT LIST FOR SPECIES.

**TREE LIST OFF SITE (STREETSCAPE)**

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	PLANT SORT	CA NATIVE	INVASIVE	MENLO PARK HERITAGE TREE
TREE											
PCh	3	PISTACHIA CHINENSIS 'RED PUSH'	CHINESE PISTACHE	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No
ULMO	5	ULMUS 'MORTON ACCOLADE'	MORTON ACCOLADE ELM	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No

**PLANT & GROUNDCOVER PLANT LIST OFF-SITE (STREETSCAPE)**

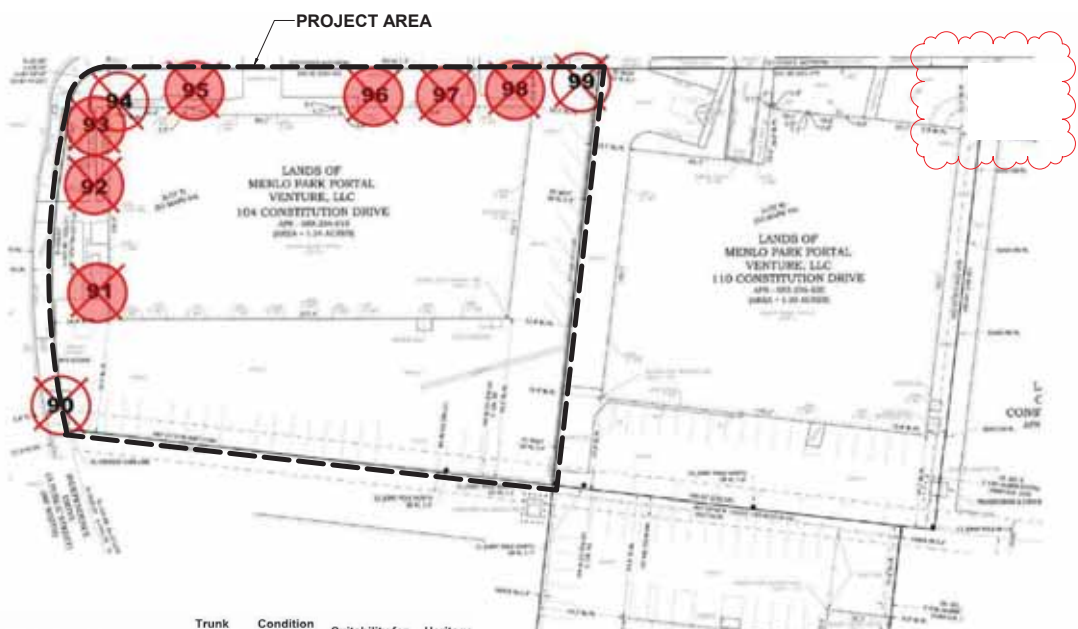
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE
GROUNDCOVER									
Az	15	ANIGOZANTHOS 'BUSH RANGER'	KANGAROO PAW	5 GAL	1'-0"	LOW	Yes	No	No
c	24	LESSINGIA FILICIFOLIA 'SILVER CARPET'	SILVER CARPET BEACH ASTER	1 GAL	2'-0"	LOW	Yes	Yes	No
Y	21	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	YUCCA MAGENTA MAGIC DWARF	5 GAL	3'-0"	LOW	Yes	No	No
GRONDCOVER									
CH	59	CEANOTHUS GLOIOSUS 'HEARTS DESIRE'	CEANOTHUS HEARTS DESIRE	1 GAL	3'-0"	LOW	Yes	Yes	No
GRASS									
L	31	LOMANDRA LONGIFOLIA 'BABY BREEZE'	LOMANDRA BABY BREEZE	5 GAL	2'-0"	LOW	Yes	No	No

**LANDSCAPE GENERAL SYMBOLS & ABBREVIATIONS**

- PROPERTY LINE
- POINT OF BEGINNING
- CENTERLINE
- EQ. EQUAL
- O.C. ON CENTER
- N.I.C. NOT IN CONTRACT
- NO. NUMBER
- TYP. TYPICAL
- QTY. QUANTITY
- V.F. VERIFY IN FIELD
- S.A.D. SEE ARCHITECTURAL DRAWINGS
- S.C.D. SEE CIVIL DRAWINGS
- S.S.D. SEE STRUCTURAL DRAWINGS
- S.M.D. SEE MECHANICAL DRAWINGS
- S.E.D. SEE ELECTRICAL DRAWINGS
- S.B.E.D. SEE BUILDING ENVELOPE DRAWINGS
- DETAIL CALLOUT
- SECTION CALLOUT

**LANDSCAPE GENERAL NOTES**

1. 'TYP' OR 'TYPICAL' MEANS THAT THE CONDITION IS REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, UNLESS OTHERWISE NOTED. DETAILS ARE USUALLY NOTED 'TYP' ONLY ONCE WHEN THEY FIRST OCCUR.
2. NOTES AND SYMBOLS ON ONE DRAWING APPLY TO OTHER SIMILAR DETAILS AND CONDITIONS.
3. BECOME ACQUAINTED WITH SUBGRADE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNER'S REPRESENTATIVE. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR DAMAGE ARISING FROM HIS OPERATIONS SUBSEQUENT TO DISCOVERY OF SUCH UTILITIES NOT SHOWN ON PLANS.
4. DIMENSIONS ARE FROM OUTSIDE FACE OF BUILDING OR WALLS, UNLESS OTHERWISE NOTED, AND ARE TO BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND MAJOR EXCAVATION. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALING.
5. UNLESS OTHERWISE NOTED, ANGLES TO BE RIGHT ANGLES. ARCS WHICH APPEAR TANGENT AND UNIFORM ARE TO BE TANGENT AND UNIFORM. LINES WHICH APPEAR PARALLEL ARE TO BE PARALLEL, AND ITEMS WHICH APPEAR CENTERED TO BE CENTERED. MAINTAIN LINES TRUE, LEVEL, PLUMB, AND SQUARE.
6. REFER TO GRADING PLANS FOR GRADING AND DRAINAGE STRUCTURES PRIOR TO INSTALLATION OF WALKS, WALLS, FOOTINGS, AND OTHER STRUCTURES.
7. LANDSCAPE ARCHITECT TO APPROVE LAYOUT IN THE FIELD PRIOR TO CONSTRUCTION. AT TIME OF FIRST SITE VISIT AND BEFORE ANY MAJOR EXCAVATION, THE GENERAL LAYOUT OF SITE ELEMENTS SHOULD BE CONFIRMED. IN A SEPARATE SITE VISIT, LANDSCAPE ARCHITECT TO CONFIRM LAYOUT OF FORMS.
8. VERIFY THAT CONDUITS AND SLEEVES ARE PLACED PRIOR TO POURING CONCRETE PAVING.
9. LOCATE ELECTRICAL JUNCTION BOXES FOR LIGHTS IN PLANTING AREAS UNLESS SHOWN OTHERWISE. LAYOUT TO BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO TRENCHING.
10. CAREFULLY REVIEW LANDSCAPE IRRIGATION PLANS AND NOTES TO IDENTIFY LOCATIONS WHERE PIPE, SLEEVES, SANDBED OR CONDUIT MUST BE PLACED PRIOR TO PLACEMENT OF FORMWORK FOR INSTALLATION OF CONCRETE. OTHER PAVING, OR WALLS. COORDINATE WITH OTHER TRADES TO INSTALL IRRIGATION PIPE, SLEEVE, SANDBEDDING, OR CONDUIT. SHOULD CONFLICTS ARISE REVIEW WITH OWNER'S REPRESENTATIVE FOR RESOLUTION.
11. QUANTITIES PROVIDED ARE FOR INFORMATION ONLY. VERIFY QUANTITIES AND NOTIFY OWNER OF DISCREPANCIES.
12. VERIFY PROPERTY BOUNDARIES AND LOT LINES PRIOR TO COMMENCEMENT OF WORK.



Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Heritage Tree?
----------	---------	----------------------	------------------------------	------------------------------	----------------

90	Bronze loquat	5	2	Low	No
91	Silver dollar gum	18	3	Low	Yes
92	Silver dollar gum	18	3	Moderate	Yes
93	Silver dollar gum	19	3	Moderate	Yes
94	Silver dollar gum	13	2	Low	No
95	Silver dollar gum	19	4	Moderate	Yes
96	Silver dollar gum	17	3	Moderate	Yes
97	Silver dollar gum	19	3	Moderate	Yes
98	Silver dollar gum	18	3	Moderate	Yes
99	Bronze loquat	4.3	3	Moderate	No

**HERITAGE TREE REPLACEMENT COMPLIANCE SUMMARY**

7 HERITAGE TREES WILL BE REMOVED FROM THE PROJECT. THE CITY OF MENLO PARK REQUIRES A 2:1 REPLACEMENT RATIO WITH MINIMUM 15 GALLON TREES WITH SPECIES THAT WILL REACH 40 FEET OR MORE AT MATURITY BASED ON SELECT TREE WEBSITE INFORMATION FROM: [HTTP://SELECTTREE.CALPOLY.EDU/](http://selecttree.calpoly.edu/)

14 REPLACEMENT TREES ARE REQUIRED. THE MENLO PORTAL OFFICE PROJECT WILL SUPPLY MORE THAN 14 TREES TOTAL AND WILL PLANT ALL TREES WITH 24" BOX OR LARGER THAT MATURE TO A HEIGHT OF 40 FEET OR TALLER. SEE PROPOSED PLANTING PLAN.

THE CITY OF MENLO PARK REPLACEMENT HERITAGE SPECIES LIST IS SUGGESTED SPECIES. NOT REQUIRED - THIS PROJECT WILL PLANT ULMUS TREES WHICH ARE INCLUDED ON THE CITY HERITAGE TREE REPLACEMENT SPECIES LIST.

- NOTES:
1. BASE PLAN PROVIDED BY BKF ENGINEERS.
  2. TREE DATA PROVIDED BY HORTSCIENCE/BARTLETT CONSULTING
  3. TREE DISPOSITION PLAN PREPARED BY PGADesign LANDSCAPE ARCHITECTS
  4. FOR MORE INFORMATION SEE ARBORIST REPORT PREPARED BY HORTSCIENCE/BARTLETT CONSULTING NOVEMBER 2019.

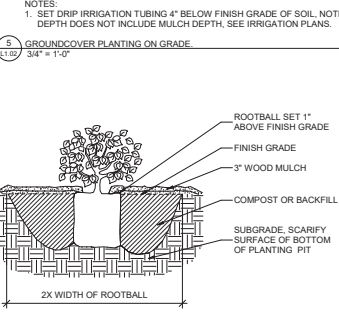
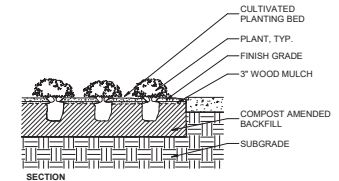
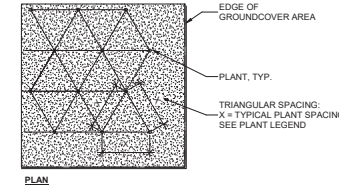
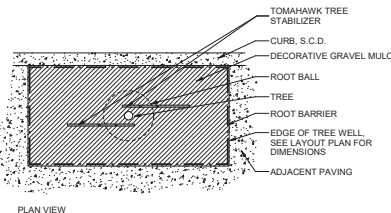
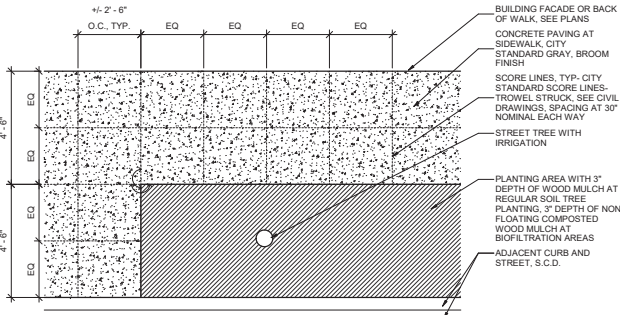




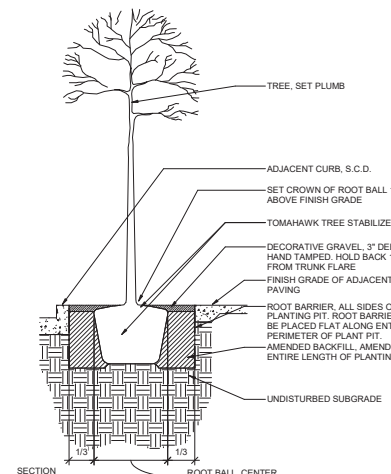
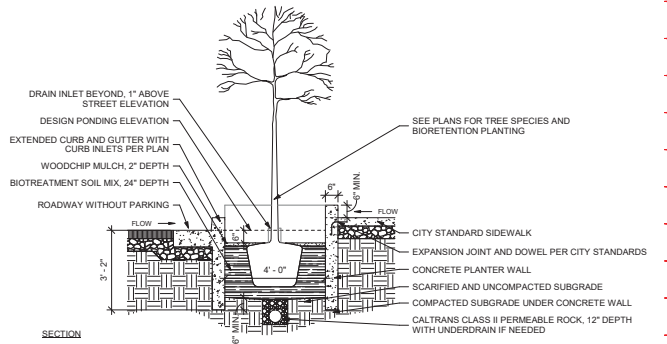
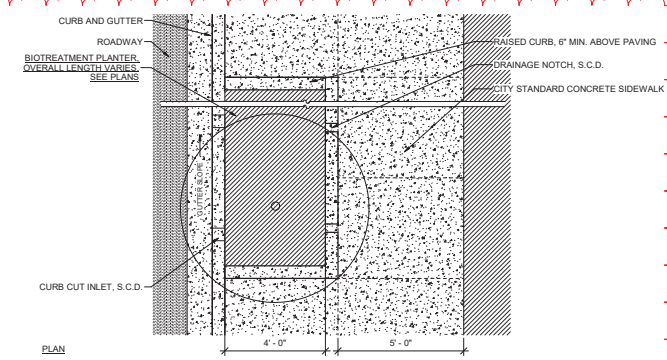
**BKFdesign**  
 8140 S. RAYBURN AVE. SUITE 100  
 SAN DIEGO, CA 92108  
 TEL: 619.443.3288 FAX: 619.443.3289  
 WWW.BKFDESIGN.COM

**MENLO PORTAL (OFFICE)  
 OFF-SITE STREET IMPROVEMENTS  
 OFF-SITE LANDSCAPE DETAILS**  
 115 CONSTITUTION DRIVE, SAN MATEO COUNTY

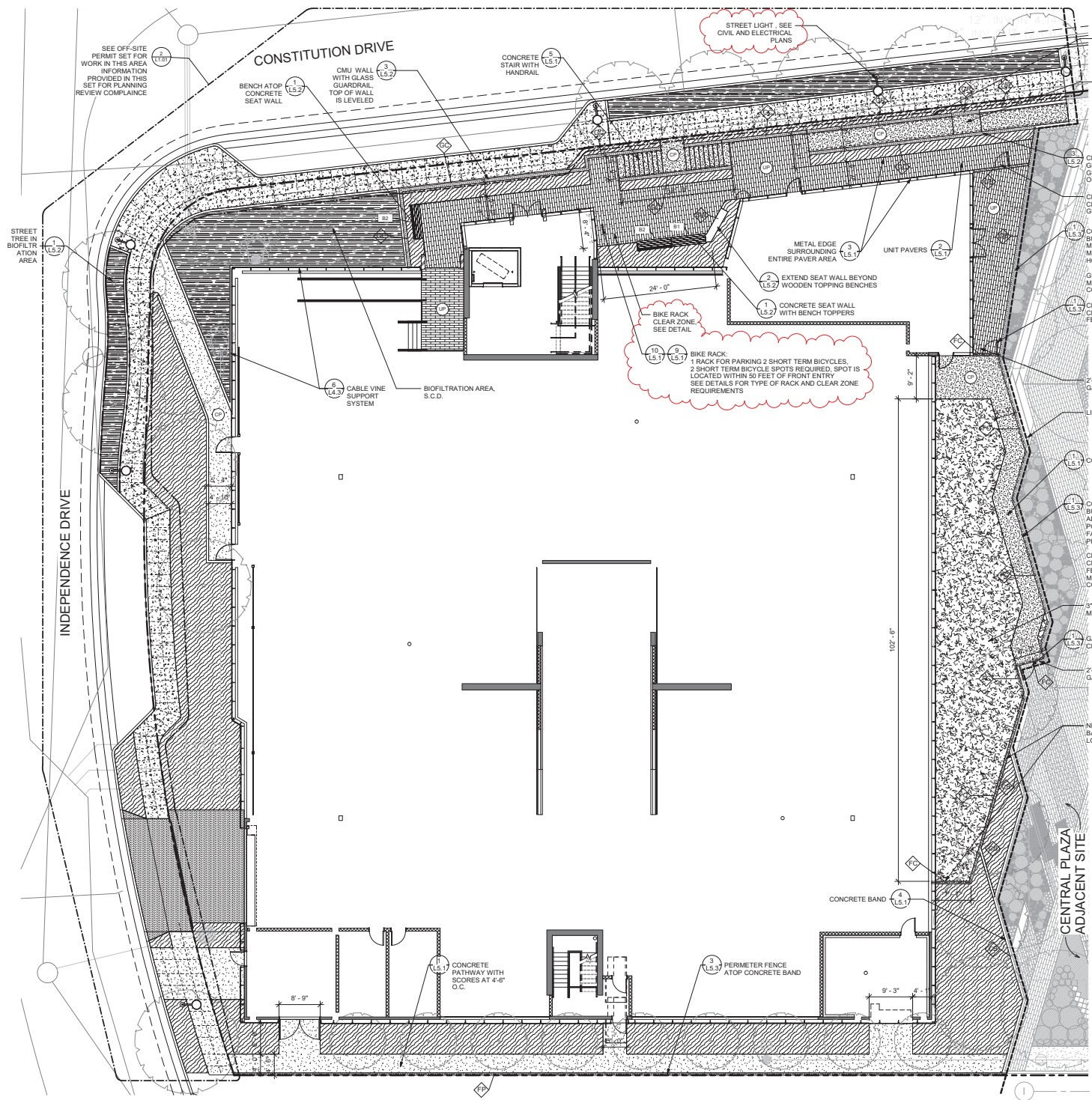
Date	By	Checked	Drawn	Approved	Scale
6/25/2017	KK	KK	KK	KK	AS SHOWN
Revisions: 1. SEE IRRIGATION PLANS FOR TYPICAL PLANT SPACING.					



NOTES:  
 1. SET DRIP IRRIGATION TUBING 4" BELOW FINISH GRADE OF SOIL, NOTE THIS DEPTH DOES NOT INCLUDE MULCH DEPTH, SEE IRRIGATION PLANS.



NOTES:  
 1. ROOT BARRIER: MODEL UB-18-2 LINEAR ROOT BARRIER, MANUFACTURER: DEEPROOT, TELEPHONE: 800 458 7868, WEBSITE: WWW.DEEPROOT.COM.  
 2. TOP OF ROOT CONTROL BARRIER MUST BE AT FINISHED GRADE OF SOIL (NEVER BELOW GRADE).  
 3. DURING CONSTRUCTION THE ROOT CONTROL BARRIER CAN BE PLACED AGAINST THE INSIDE OF THE CONCRETE FORM WORK.  
 4. THE RAISED ROOT DEFLECTORS MUST BE FACING INWARD TOWARD THE TREE.  
 5. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.  
 6. PROVIDE ROOT BARRIER FOR ANY TREE ADJACENT TO CURB OR PAVING.  
 7. DECORATIVE GRAVEL: 3/4" DESERT GOLD CRUSHED ANGULAR ROCKS, MANUFACTURER: LYNCSO GARDEN MATERIALS, WWW.LYNCSOGARDEN.COM.



**LANDSCAPE MATERIALS LEGEND**

- STANDARD CITY CONCRETE
- PAVING TYPE TAG TYP.
- COLORED CONCRETE PAVING
- UNIT PAVERS
- PLANTING AREA
- BIOTREATMENT AREA, S.C.D.
- WOOD BENCH STYLE 1 MOUNTED TO CONCRETE SEAT WALL
- WOOD BENCH STYLE 2 MOUNTED TO CONCRETE SEAT WALL
- CONCRETE BAND WITH GLASS GUARDRAIL ATOP
- CMU WALL WITH GLASS GUARDRAIL ATOP
- CONCRETE RETAINING WALL WITH GLASS GUARDRAIL ATOP
- CONCRETE SEAT WALL
- HANDRAIL AT STAIR & RAMP
- PERIMETER FENCE ATOP CONCRETE BAND
- METAL CHILD CARE FENCE ATOP CONCRETE BAND
- CONCRETE BAND
- ELEVATION OF SOIL AND/OR WALL OR CURB HEIGHT S.C.D. FOR GRADING PLAN
- SCORE JOINT
- EXPANSION JOINT

**GLASS GUARDRAIL SYSTEM**

- GLASS GUARDRAIL SYSTEM TO CONSIST OF THE FOLLOWING:
1. GLASS GUARDRAIL MODEL LEGATO
  2. HEIGHT: 42"
  3. BRUSHED STAINLESS STEEL 316 BRUSHED SATIN STAINLESS STEEL
  4. POST STYLE: SQUARE
  5. SURFACE MOUNTED
  6. GLASS MOUNTING OPTION: DOUBLE FLAT ARM
  7. GLASS COATING: OPAQUE
  8. MANUFACTURER: WAGNER ARCHITECTURAL SYSTEMS
  9. WEBSITE: [HTTPS://WAGNERARCHITECTURAL.COM/RAILINGS/](https://wagnerarchitectural.com/railings/)
  10. ADDRESS: 10600 WEST BROWN DEER ROAD, MILWAUKEE, WI 53224

**BDE ARCHITECTURE**  
 934 HOWARD STREET  
 SAN FRANCISCO  
 CA 94103  
 P. (415) 677-0966  
 CLIENT

**GREYSTAR**

**ENVIRONMENTAL ARCHITECT**  
**HM**  
 HELLER HERRI

**CONSULTANT**  
**PGAdesign**  
 LANDSCAPE ARCHITECTS

**MENLO PORTAL OFFICE**  
 MENLO PARK, CA

DATE: 08/20/2024  
 DRAWN BY: J. B. B. / J. B. B.  
 CHECKED BY: J. B. B. / J. B. B.  
 SCALE: 1/8" = 1'-0"

**LANDSCAPE MATERIAL AND LAYOUT PLAN - STREET LEVEL**

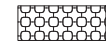
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 DRAWN BY: J. B. B. / J. B. B.  
 CHECKED BY: J. B. B. / J. B. B.

**L2.1**

**LANDSCAPE MATERIAL LEGEND**



CONCRETE UNIT PAVERS



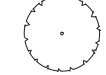
CONCRETE ACCENT PAVERS



DECORATIVE GRAVEL:  
NATURAL STONE PEBBLES,  
SIZE: 1/4" - 2". COLOR: TBD.  
OPTION A: BENDIGO, A  
MOTTLED CREAM AND LIGHT-  
BROWN. OPTION B: PILSRA, A  
WARM, VIBRANT PEBBLE WITH  
ORANGE TONES. OPTION C:  
ARCTIC, BRIGHT WHITE.  
CLEAN COLOR STONE  
SUPPLIER: ECO STONE, 19401  
LONDELUS STREET,  
NORTHBRIDGE CA 91324.  
WEBSITE:  
HTTPS://WWW.ECOOUTDOOR  
USA.COM. TELEPHONE: (855)  
413-1413. PROVIDE SAMPLES  
FOR FINAL COLOR  
SELECTION.



PLANTING AREA. SEE  
PLANTING PLAN



TREE. SEE PLANTING PLAN

1 (L6.4) SHADE UMBRELLA, TYP.

2 (L6.4) ROUND CONFERENCE TABLE, TYP.

3 (L6.4) RECTANGULAR CONFERENCE TABLE, TYP.

4 (L6.4) 3" DEPTH DECORATIVE GRAVEL AT OP ROOFING MEMBRANE.

5 (L6.4) FOLDING CHAIR, TYP.

6 (L6.4) O.S. ACCENT PAVERS

7 (L6.4) O.S. CONCRETE PAVERS ON PEDESTAL.

8 (L6.4) O.S. CMU PLANTER, TYP.

9 (L6.4) TABLE AND CHAIRS, TYP.

1 (L6.2) 2 (L6.2) OUTDOOR OFFICE PLAN ENLARGEMENT

1 (L6.2) 2 (L6.2) OUTDOOR OFFICE PLAN ENLARGEMENT

(2) OUTDOOR KITCHENS 3 (L6.3)

O.S. METAL PLANTER, TYP. 4 (L6.1)

(10) MOVABLE PREFAB FRP PLANTERS 5 (L6.1)

PLANTER HEIGHT, TYP.

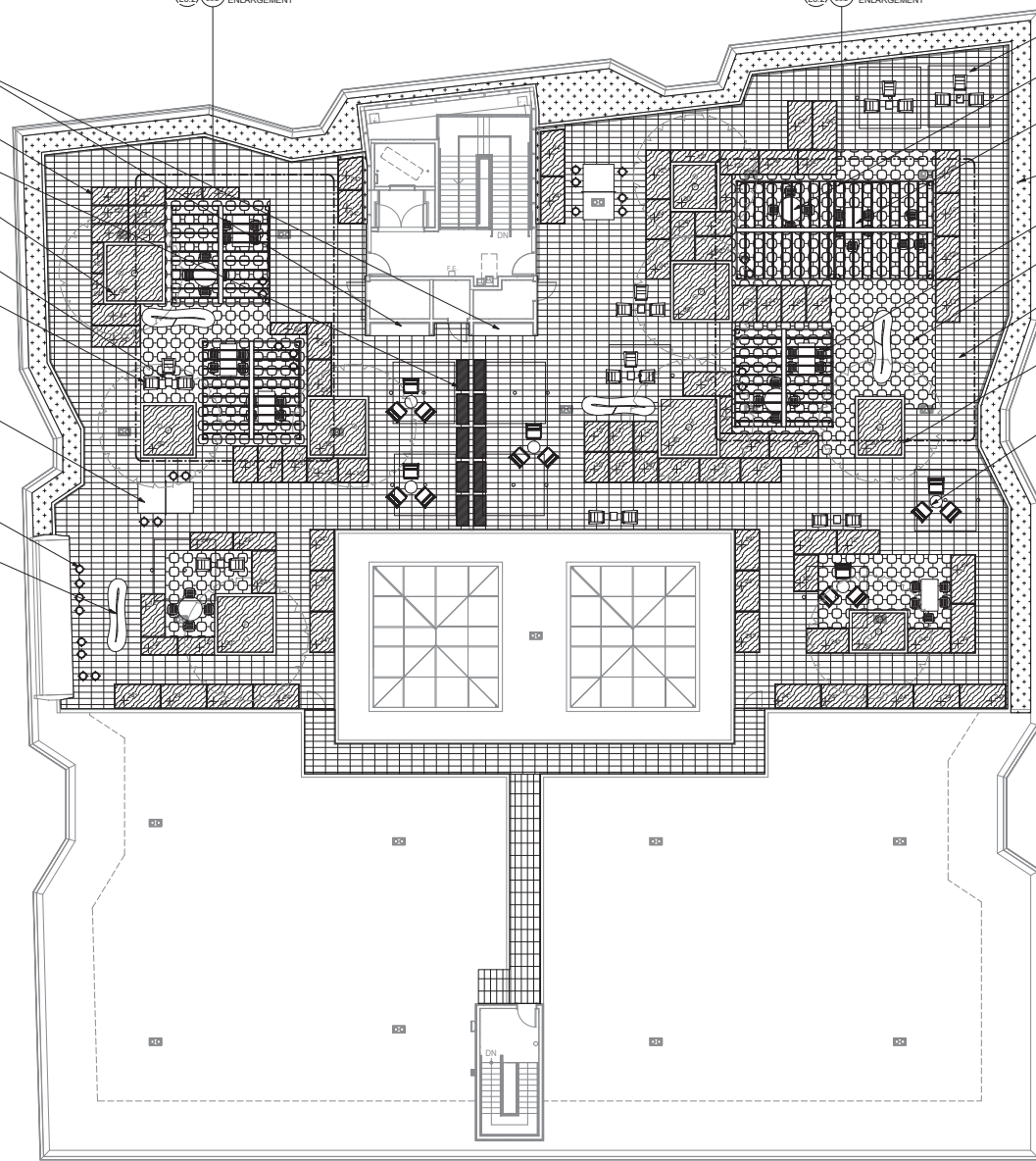
LOUNGE TABLE, TYP. 6 (L6.4)

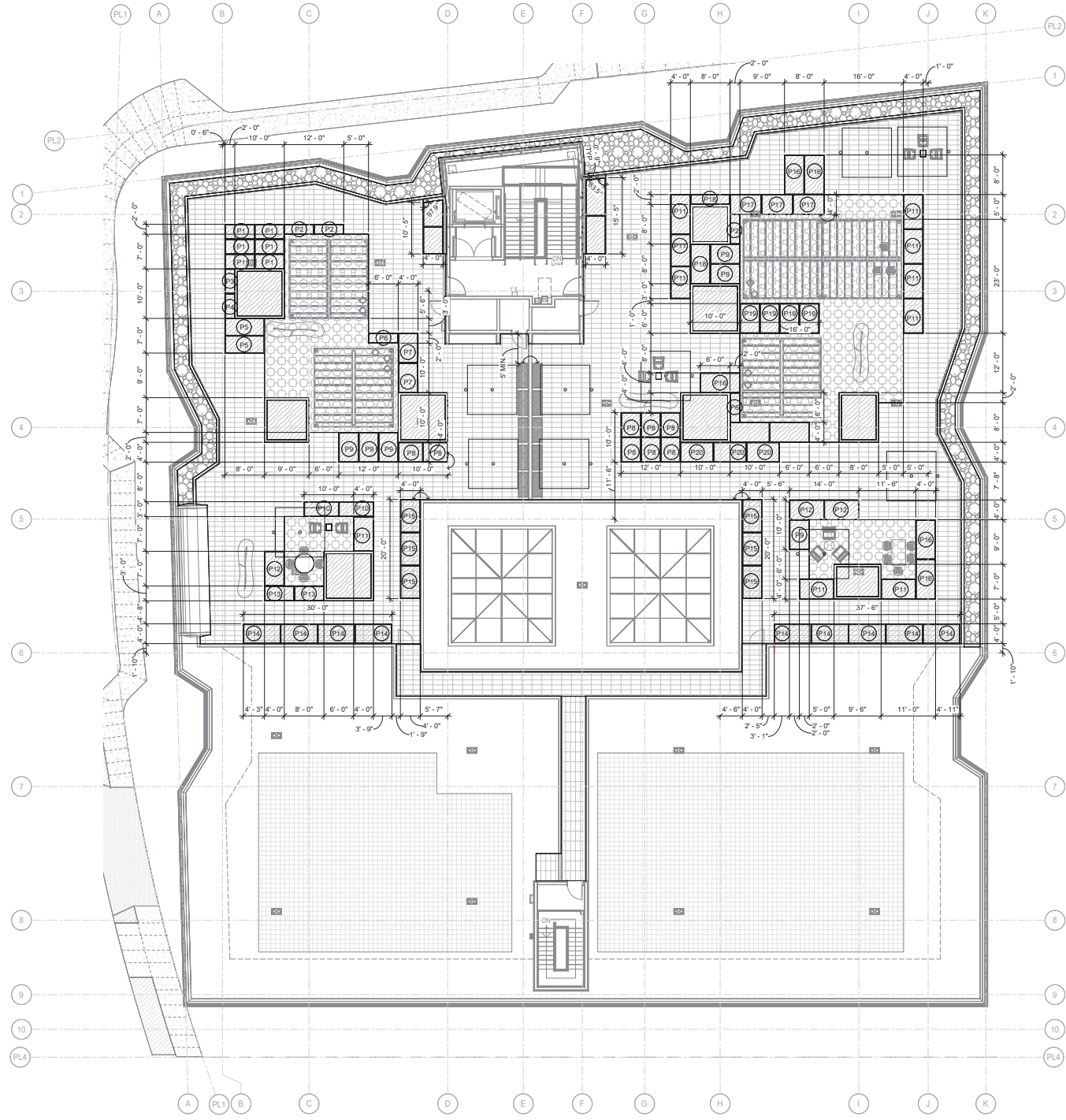
LOUNGE CHAIR, TYP. 7 (L6.4)

PING PONG TABLE, TYP. 10 (L6.4)

STOOL, TYP. 8 (L6.4)

BENCH, TYP. 1 (L6.4)





**CUSTOM METAL PLANTER SCHEDULE**

VERIFY SIZES AS SHOWN ON PLAN PRIOR TO FABRICATION.  
PLAN SIZE TAKES PRECEDENCE

- |                               |                               |
|-------------------------------|-------------------------------|
| P1 5'-0" L X 3'-0" W X 12" H  | P11 7'-0" L X 4'-0" W X 24" H |
| P2 6'-0" L X 2'-0" W X 12" H  | P12 7'-0" L X 4'-0" W X 12" H |
| P3 5'-0" L X 2'-0" W X 12" H  | P13 6'-0" L X 3'-0" W X 12" H |
| P4 5'-0" L X 2'-0" W X 24" H  | P14 7'-6" L X 4'-0" W X 24" H |
| P5 8'-0" L X 3'-6" W X 24" H  | P15 6'-8" L X 4'-0" W X 24" H |
| P6 6'-0" L X 2'-0" W X 24" H  | P16 8'-0" L X 4'-0" W X 24" H |
| P7 5'-0" L X 4'-0" W X 24" H  | P17 6'-4" L X 4'-0" W X 12" H |
| P8 6'-0" L X 4'-0" W X 12" H  | P18 8'-0" L X 2'-0" W X 12" H |
| P9 6'-0" L X 4'-0" W X 12" H  | P19 6'-0" L X 4'-0" W X 24" H |
| P10 7'-0" L X 3'-0" W X 12" H | P20 6'-8" L X 4'-0" W X 12" H |



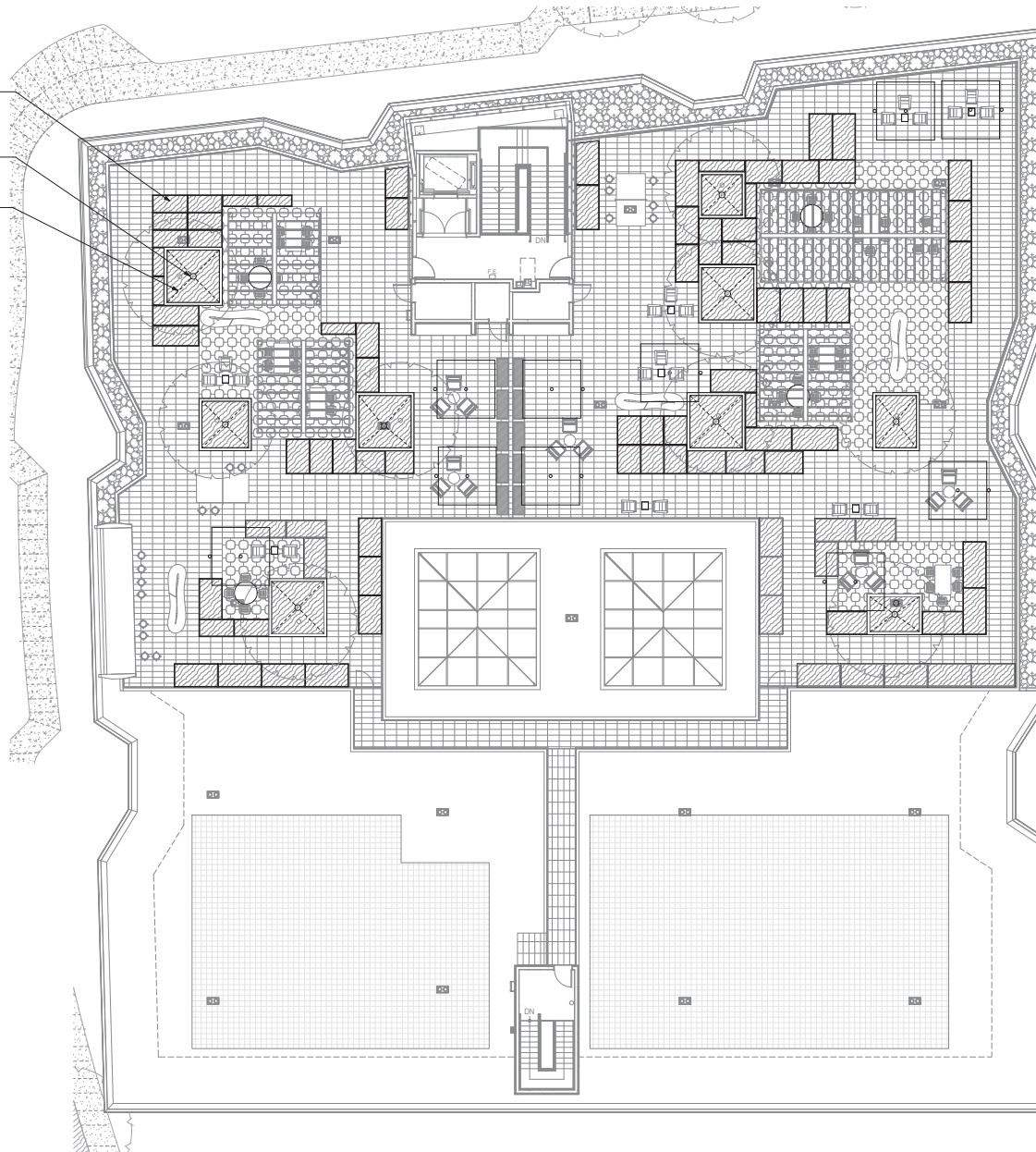
**PLANTER DRAIN LEGEND**

- Ⓟ PLANTER DRAIN
- Ⓢ STACKED DRAIN - PLANTER DRAIN DIRECTLY OVER SLAB DRAIN, S.A.D., S.P.D.
- Ⓢ CLEANOUT ONLY - PLANTER DRAINS TO WATERPROOFING, PROVIDE CLEAN OUT FOR ACCESS TO SLAB DRAIN BELOW, S.A.D., S.P.D.

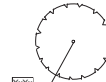
ALL PRE-FAB PLANTERS HAVE NO DIRECT CONNECTION TO DRAIN SYSTEM. THEY ARE PEDESTAL SET AND DRAIN VIA HOLES ON BOTTOM OF PLANTER. SEE O.S. METAL PLANTER DETAIL.

PLANTER DRAIN, TYP.

SLOPED PLANTER BOTTOM RIDGE LINES



**PLANT LEGEND**



PROPOSED TREE AND SPECIES ABBREVIATION. SEE PLANT LIST FOR SPECIES



SHRUB OR GROUNDCOVER. SEE PLANT SCHEDULE FOR SPECIES

**PLANTING NOTES**

1. VERIFY LOCATION OF SUBSURFACE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNER'S REPRESENTATIVE. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR DAMAGE ARISING FROM HIS OPERATIONS SUBSEQUENT TO DISCOVERY OF UTILITIES NOT SHOWN ON PLANS.
2. KEEP PLANTING CLEAN AND FREE FROM ALL CONCRETE, ASPHALTIC WASTE, LIMBS AND OTHER SUCH MATERIALS AND SHOULD BE REMOVED BY EXCAVATION OF THE SOIL AND REPLACED WITH CLEAN NATIVE TOP SOIL.
3. CLEAR AND GRUB ALL AREAS TO RECEIVE NEW PLANTING AND PREPARE SOIL PER SPECIFICATION.
4. DO NOT WORK SOIL WHEN WET TO AVOID COMPACTION.
5. NO PLANT SPECIES SUBSTITUTIONS WILL BE ACCEPTED, UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT. SAME GENUS DIFFERENT SPECIES SUBSTITUTIONS ARE ACCEPTABLE PROVIDED THE VARIETY IS SIMILAR IN GROWTH HABIT AND SIZE TO THE SPECIFIED PLANT AND WATER USE IS THE SAME. EXAMPLE: ESCALLONIA 'TERRI' COULD SUB FOR 'RED ELF'; RHAPHIOLEPIS CAN NOT SUBSTITUTE FOR ESCALLONIA AS THEY HAVE DIFFERENT WATER USE REQUIREMENTS. CERTIFICATES OF COMPLIANCE WILL NOT BE COMPLETED FOR PROJECTS WHICH EXCEED THE WATER USE OF SPECIFIED PLANT MATERIALS UNTIL CONFORMANCE WITH THE WATER EFFICIENT LANDSCAPE REQUIREMENTS IS ACHIEVED.
6. CONTRACT GROW PLANTS AS REQUIRED. CONTRACT GROWN PLANTS MUST MEET INDUSTRY STANDARDS FOR SIZE IN ORDER TO BE ACCEPTED.
7. ALL PLANTS AND LAYOUT TO BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO EXCAVATION OF PLANTING HOLES.
8. NOTIFY OWNER'S REPRESENTATIVE 36 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION MEETINGS.
9. SPACE GROUND COVERS TRIANGULARLY IN PLANTING AREAS. GROUND COVER KEY INDICATIONS ARE SHOWN IN LEGEND. HOLD GROUND COVER BACK IN 18 IN. FROM THE EDGE OF NEW SHRUB PLANTS UNLESS OTHERWISE PLANT GROUND COVER WHERE SHRUBS ARE PLANTED 2 1/2 FT. APART OR MORE.
10. PROTECT EXISTING TREES TO REMAIN PER TREE PRESERVATION AND REMOVAL PLAN.
11. PLANT QUANTITIES ARE FOR INFORMATIONAL PURPOSES AND CONSTRUCTION DOCUMENT WATER USE CALCULATIONS ONLY. CONTRACTOR TO VERIFY THE QUANTITY AND USE THE GRAPHIC PLANS AS A BASIS FOR QUANTITY OF PLANTS.
12. SEE DETAILS AND SPECIFICATIONS FOR PROCEDURES, MATERIALS AND INSTALLATION REQUIREMENTS.
13. PROVIDE SOILS REPORTS FOR ALL IMPORTED SOILS, PER SPECIFICATIONS AND WELCO CONFORMANCE. SUBMIT REPORTS TO OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL.
14. KEEP ADJACENT STREETS, SIDEWALKS AND OTHER AREAS FREE OF MUD, DIRT OR SIMILAR NUISANCES RESULTING FROM EARTHWORK OPERATIONS.
15. REPLACE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE ANY DAMAGED OR DESTROYED LANDSCAPING.
16. FOR BEST RESULTS, NATIVE PLANT MATERIALS SHOULD NOT HAVE THEIR ROOTS DISTURBED. FOR PLASTIC CANS, REMOVE BOTTOM OF CAN, PLACE IN PLANT PIT AND CUT SIDES TO REMOVE. CUT METAL CANS IN THREE PLACES MINIMUM AND CAREFULLY SLIDE ROOT BALL INTO PLANT PIT. FOR LARGE MATERIAL, USE BOTTOM SUPPORT AS NECESSARY.
17. AREAS IDENTIFIED AS BIOTRETENTION PLANTING ARE FUNCTIONAL STORM WATER PLANTERS WITH AN ENGINEERED IMPORTED SOIL MIX DESIGNED FOR SPECIFIC PERFORMANCE CRITERIA. AMEND ONLY PLANTING PITS AND ASSOCIATED PLANTING BACKFILL PER THE PLANTING INSTRUCTIONS. SEE CIVIL DRAWINGS FOR BIOFILTRATION MIX AND DRAINAGE.

**STATEMENT OF COMPLIANCE TO MWEO FOR DESIGN PLANS**

I HAVE COMPLIED WITH THE CRITERIA OF ARTICLE 19 OF THE ZONING CODE, INCLUDING ALL DESIGN STANDARDS OF SECTION 4-1908, AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

*Karen Krolewski*  
KAREN KROLEWSKI, LANDSCAPE ARCHITECT  
01/18/2021

**SEE SHEET L4.2 FOR PLANTING LIST**

**STAMP**

DATE: 01/18/2021  
SCALE: AS SHOWN  
PROJECT NO: 2019-01

**PLANTING PLAN - STREET LEVEL**

DATE: 01/18/2021

SCALE: AS SHOWN

PROJECT NO: 2019-01

DATE: 01/18/2021

SCALE: AS SHOWN

PROJECT NO: 2019-01

DATE: 01/18/2021

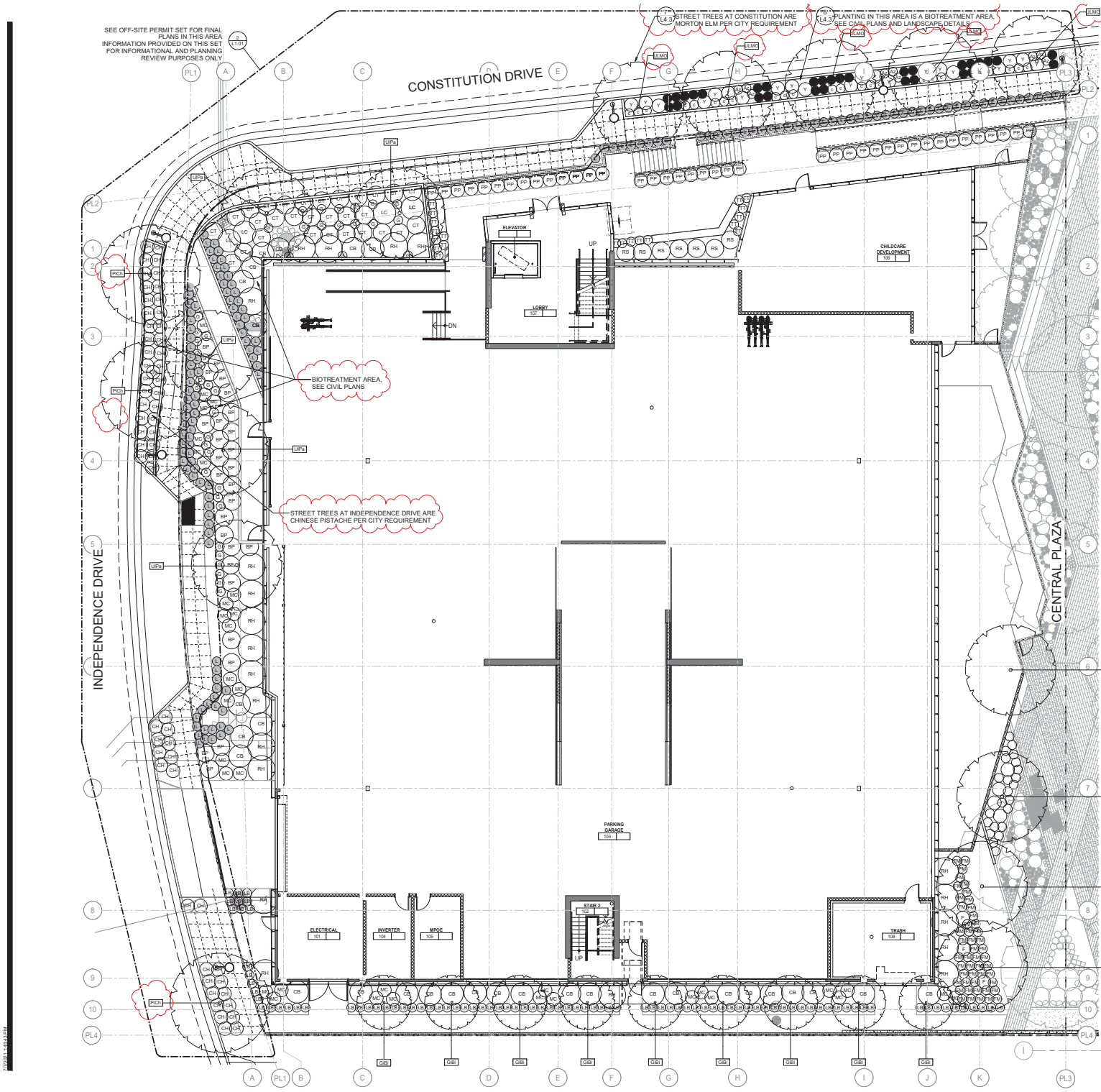
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PROJECT NO: 2019-01

DATE: 01/18/2021

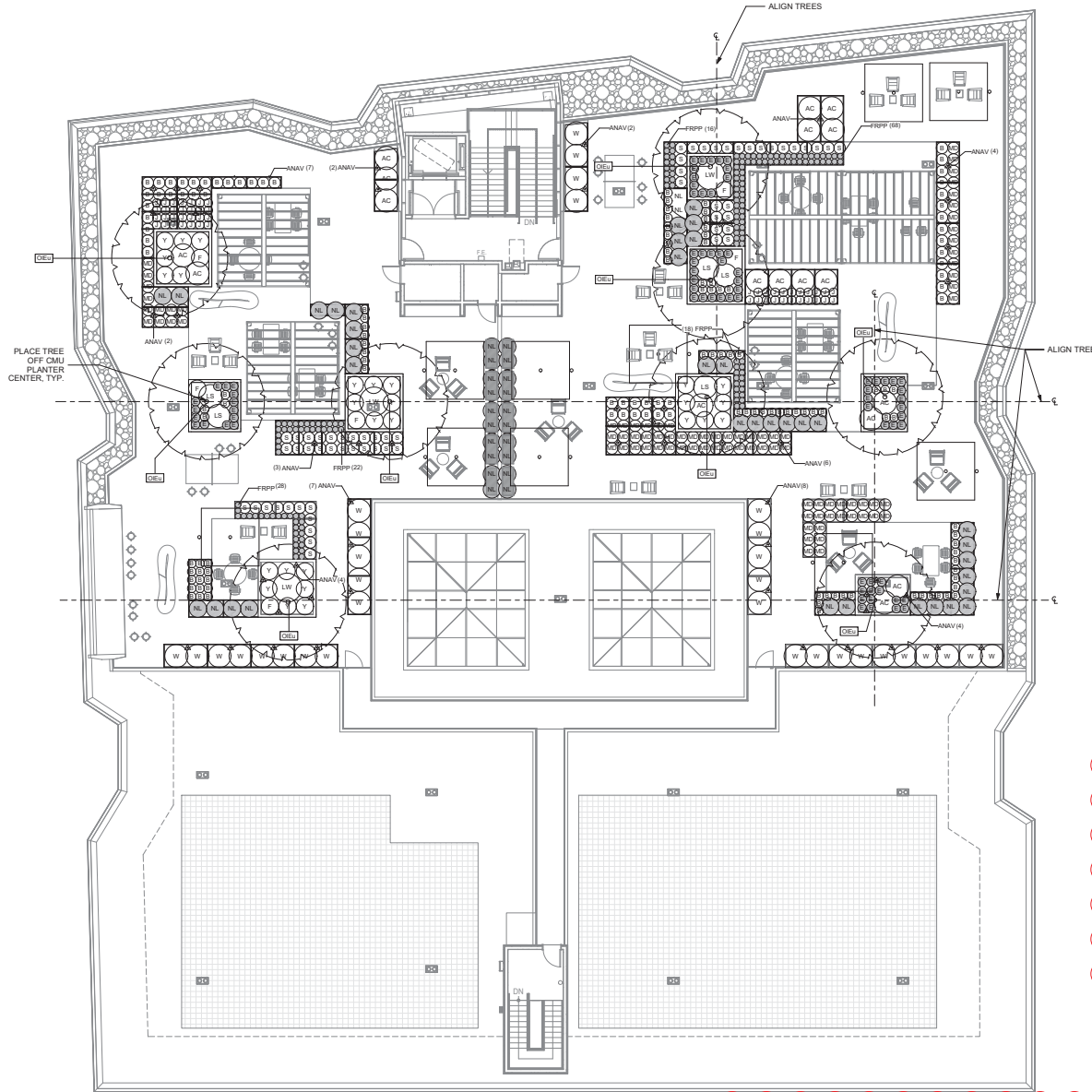
SCALE: AS SHOWN

PROJECT NO: 2019-01



PLANT & GROUNDCOVER PLANT LIST ON-SITE										
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE	
<b>SHRUB</b>										
AC	18	ACAGIA COGNATA	LITTLE RIVER WATTLE	5 GAL	5'-0"	LOW	Yes	No	No	
F	13	AGAVE 'BLUE FLAME'	AGAVE BLUE FLAME	15 GAL	30"	LOW	Yes	No	No	
BP	27	BACCHARIS PILLULARIS	DWARF COYOTE BRUSH	5 GAL	8'-0"	LOW	Yes	Yes	No	
CB	30	CEANOTHUS 'ANCHOR BAY'	CALIFORNIA LILAC ANCHOR BAY	5 GAL	5'-0"	VERY LOW	Yes	Yes	No	
LW	3	LEUCADENDRON 'WILSONS WONDER'	WILSONS CONE BUSH	5 GAL	5'-0"	LOW	Yes	No	No	
LS	5	LEUCADENDRON SALIGNUM 'BLUSH'	BLUSH CONE BUSH	5 GAL	4'-0"	LOW	Yes	No	No	
B	49	LEUCOPHYTTA BROWNII	CUSHION BUSH	5 GAL	2'-0"	LOW	Yes	No	No	
NL	58	NANDINA DOMESTICA ALBA 'LEMON LIME'	LEMON LIME NANDINA	5 GAL	3'-0"	LOW	Yes	No	No	
J	50	PHORMIUM JACK SPRATT	NEW ZEALAND FLAX SPRATT	5 GAL	18"	LOW	Yes	No	No	
PP	40	PHORMIUM PLATTS BLACK	NEW ZEALAND FLAX BLACK	5 GAL	3'-0"	LOW	Yes	No	No	
TT	20	PHORMIUM TONY TIGER	DWARF VERIGATED NEW ZEALAND FLAX	5 GAL	2'-0"	LOW	Yes	No	No	
RH	21	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL	5'-0"	LOW	Yes	Yes	No	
RS	7	RHAMNUS CALIFORNICA 'SALT POINT'	SALT POINT COFFEEBERRY	5 GAL	4'-0"	LOW	Yes	Yes	No	
W	32	WESTRINGIA 'WYNNABBIE HIGHLIGHT'	AUSTRALIAN VARIEGATED ROSEMARY	5 GAL	4'-0"	LOW	Yes	No	No	
<b>GROUNDCOVER</b>										
ANAV	50	ANIGOZANTHOS 'AMBER VELVET'	AMBER VELVET KANGAROO PAW	5 GAL	2'-0"	LOW	Yes	No	No	
Az	2	ANIGOZANTHOS 'BUSH RANGER'	KANGAROO PAW	5 GAL	1'-0"	LOW	Yes	No	No	
E	75	EUPHORBIA MYRSINITES	MYRTLE EUPHORBIA	1 GAL	18"	LOW	Yes	No	No	
G	41	SALVIA GRACIAS	CREeping SAGE	1 GAL	2'-0"	LOW	Yes	No	No	
S	59	SENECIO MENZELISCAE	BLUE CHALKSTICKS	1 GAL	2'-0"	LOW	Yes	No	No	
Y	27	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	YUCCA MAGENTA MAGIC DWARF	5 GAL	3'-0"	LOW	Yes	No	No	
<b>GRASS</b>										
B	90	BOULELOUIA GRACILIS 'BLONDE AMBITION'	MOSQUITO GRASS	5 GAL	1'-6"	LOW	Yes	Yes	No	
CT	29	CHONROPETALUM TECTORIUM	CAPE RUSH	5 GAL	4'-0"	LOW	Yes	No	No	
FM	71	FESTUCA MAIREI	ATLAS FESCUE	5 GAL	2'-0"	LOW	Yes	No	No	
FRPP	158	FESTUCA RUBRA 'PATRICKS POINT'	PATRICKS POINT RED FESCUE	5 GAL	1'-0"	LOW	Yes	Yes	No	
LC	4	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	5 GAL	5'-0"	LOW	Yes	Yes	No	
LB	89	LOMANDRA BABY BREEZE	LOMANDRA BABY BREEZE	1 GAL	1'-6"	LOW	Yes	No	No	
L	147	LOMANDRA LONGIFOLIA 'BABY BREEZE'	LOMANDRA BABY BREEZE	5 GAL	2'-0"	LOW	Yes	No	No	
MC	35	MUHLENBERGIA CAPILLARIS 'WHITE CLOUD'	WHITE AWN MUHLY	5 GAL	3'-0"	LOW	Yes	No	No	
MD	86	MUHLENBERGIA DUBIA	PINE MUHLY	5 GAL	2'-0"	LOW	Yes	No	No	

PLANT & GROUNDCOVER PLANT LIST OFF-SITE (STREETSCAPE)										
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	CA NATIVE	INVASIVE	
<b>GROUNDCOVER</b>										
Az	9	ANIGOZANTHOS 'BUSH RANGER'	KANGAROO PAW	5 GAL	1'-0"	LOW	Yes	No	No	
c	24	LESSINGIA FLAGINIFOLIA 'SILVER CARPET'	SILVER CARPET BEACH ASTER	1 GAL	2'-0"	LOW	Yes	Yes	No	
Y	21	YUCCA ALOIFOLIA 'MAGENTA MAGIC'	YUCCA MAGENTA MAGIC DWARF	5 GAL	3'-0"	LOW	Yes	No	No	
<b>GROUNDCOVER</b>										
CH	59	CEANOTHUS 'GLORIOUS HEARTS DESIRE'	CEANOTHUS HEARTS DESIRE	1 GAL	3'-0"	LOW	Yes	Yes	No	
<b>GRASS</b>										
L	31	LOMANDRA LONGIFOLIA 'BABY BREEZE'	LOMANDRA BABY BREEZE	5 GAL	2'-0"	LOW	Yes	No	No	



TREE LIST ON SITE											
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	PLANT SORT	CA NATIVE	INVASIVE	MENLO PARK HERITAGE TREE
<b>TREE</b>											
GBI	9	GINKGO BILOBA 'BLAGON'	COLLIMNAR MAIDENHAIR TREE	36" BOX	AS SHOWN	MODERATE	No	TREE	No	No	Yes
OEU	9	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	36" BOX	AS SHOWN	VERY LOW	Yes	TREE	No	No	No
UPE	9	ULMUS PARVIFOLIA	CHINESE ELM	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	Yes

TREE LIST OFF SITE (STREETSCAPE)											
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING	WATER USE	DROUGHT TOLERANT	PLANT SORT	CA NATIVE	INVASIVE	MENLO PARK HERITAGE TREE
<b>TREE</b>											
PCh	3	PISTACIA CHINENSIS 'RED PUSH'	CHINESE PISTACHE	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No
ULMO	5	ULMUS 'MORTON ACCOLADE'	MORTON ACCOLADE ELM	36" BOX	AS SHOWN	LOW	Yes	TREE	No	No	No

**PLANT LEGEND**

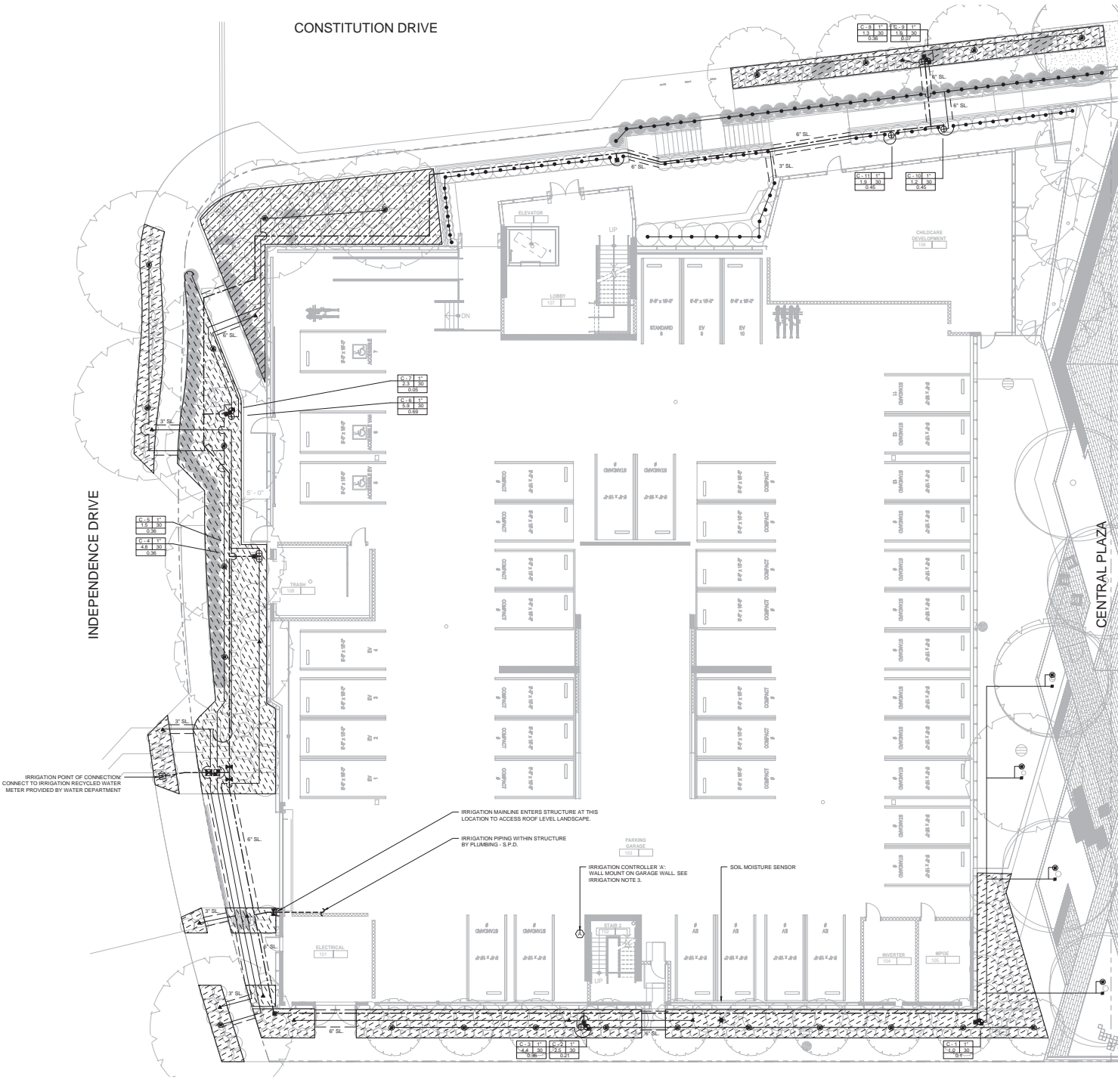


PROPOSED TREE AND SPECIES ABBREVIATION, SEE PLANT LIST FOR SPECIES



SHRUB OR GROUNDCOVER, SEE PLANT SCHEDULE FOR SPECIES





IRRIGATION POINT OF CONNECTION:  
CONNECT TO IRRIGATION RECYCLED WATER  
METER PROVIDED BY WATER DEPARTMENT

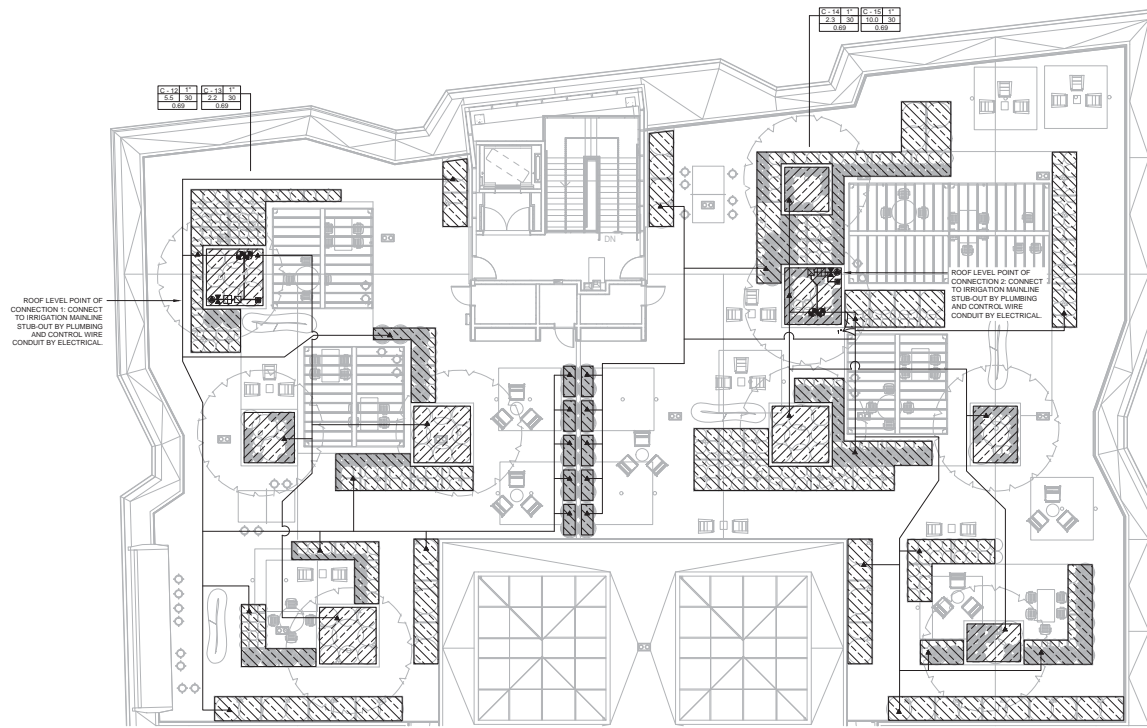
IRRIGATION MAINLINE ENTERS STRUCTURE AT THIS  
LOCATION TO ACCESS ROOF LEVEL LANDSCAPE

IRRIGATION PIPING WITHIN STRUCTURE  
BY PLUMBING - S.P.D.

IRRIGATION CONTROLLER 'A':  
WALL MOUNT ON GARAGE WALL SEE  
IRRIGATION NOTE 3.

SOIL MOISTURE SENSOR





ROOF LEVEL POINT OF CONNECTION 1, CONNECT TO IRRIGATION MAINLINE STUB-OUT BY PLUMBING AND CONTROL WIRE CONDUIT BY ELECTRICAL.

ROOF LEVEL POINT OF CONNECTION 2, CONNECT TO IRRIGATION MAINLINE STUB-OUT BY PLUMBING AND CONTROL WIRE CONDUIT BY ELECTRICAL.



934 Howard Street  
San Francisco  
CA 94103

P. (415) 677-0966

Client



Entitlement  
architect



Consultant



LANDSCAPE ARCHITECTS

**MENLO PORTAL OFFICE**  
Menlo Park, CA

Rev. Issue Date

000000 FULL SET 1/9/11

Stamp

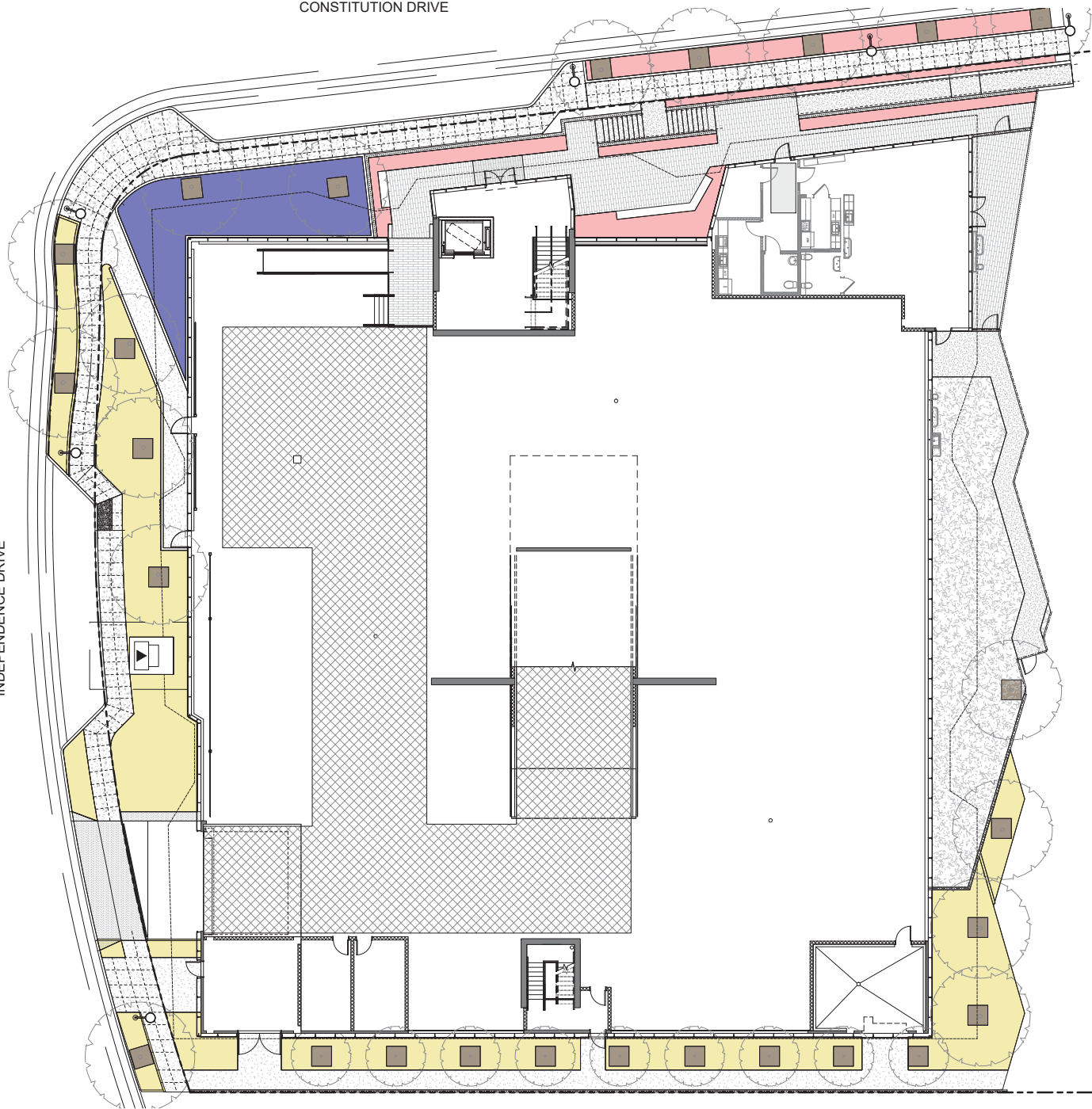
ROOF LEVEL IRRIGATION PLAN

Sheet Title  
Scale: 1/8" = 1'-0"  
Proj. # 2011 GRAMBY BT  
Sheet Size: 30 x 42



CONSTITUTION DRIVE

INDEPENDENCE DRIVE



SEE IRRIGATION PLANS FOR  
WATER USE CALCULATIONS &  
SQUARE FEET FOR HYDROZONES

**IRRIGATION HYDROZONES STREET LEVEL**

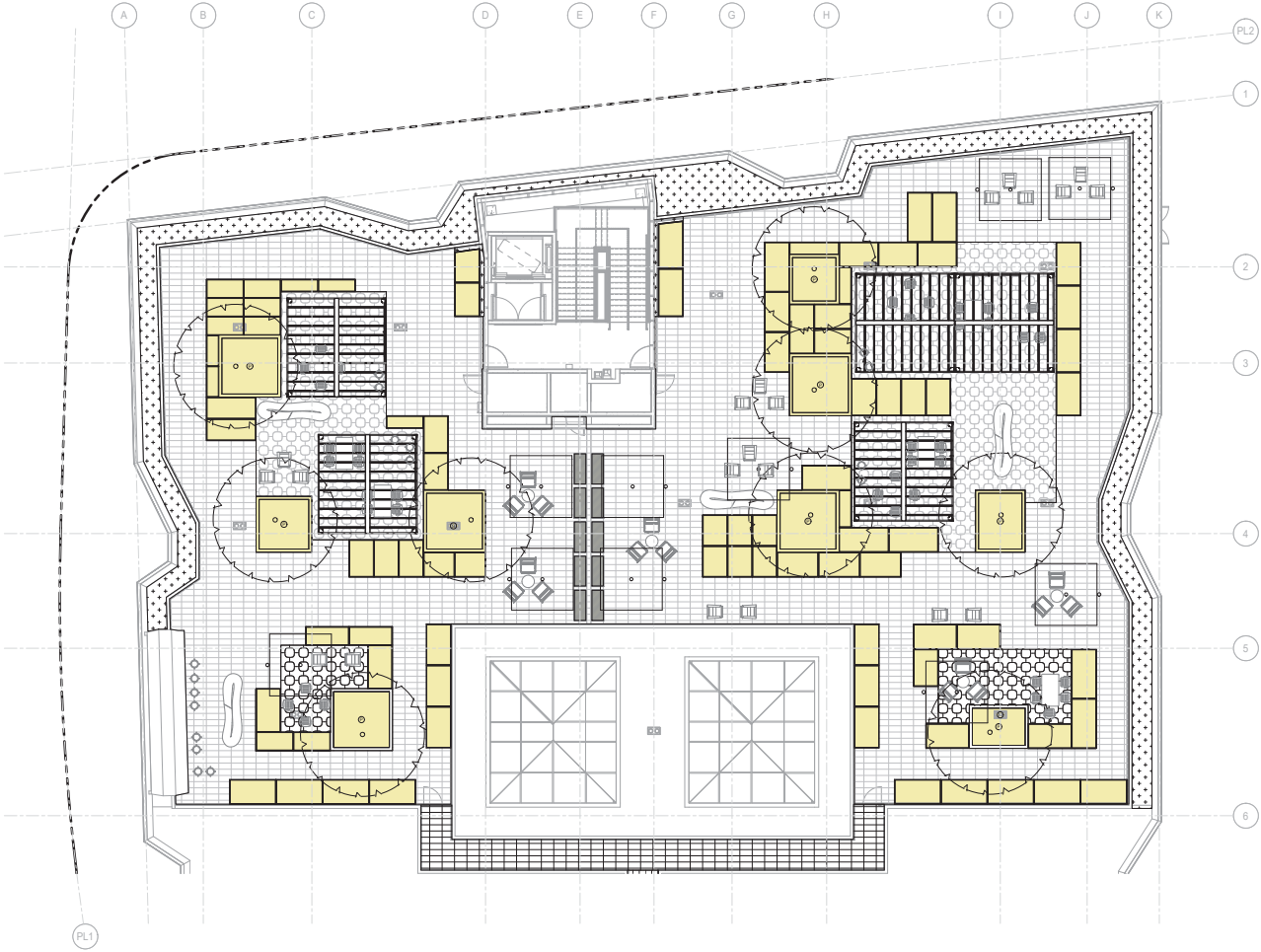
- HYDROZONE A (LEVEL 1 - TREES)
- HYDROZONE B (LEVEL 1 - FULL SUN, LOW WATER USE PLANTING)
- HYDROZONE C (LEVEL 1 - PART SHADE, LOW WATER USE PLANTING)
- HYDROZONE D (LEVEL 1 - BIOTREATMENT)



SEE IRRIGATION PLANS FOR  
WATER USE CALCULATIONS &  
SQUARE FEET FOR HYDROZONES

**IRRIGATION HYDROZONES**

HYDROZONE A (ROOF DECK - FULL SUN, LOW WATER USE PLANTING)



# City of Menlo Park - Water Efficient Landscape Ordinance (WELO)

## Landscape Application Checklist

I certify that the subject project meets the specified requirements of the Water Conservation in Landscaping Ordinance.

Karen Kobiwaki  
Signature

July 1, 2021  
Date

### Project Information

New Construction  Rehabilitated  Other:

Single Family  Multi-Family  Commercial  Institutional  Irrigation only  Industrial  Other:

Applicant Name (print): **ANDREW MORCOS** Contact Phone #: **(847) 452-0200**

Project Site Address: **110 Constitution Drive & 115 Independence Drive**

**Agency Review**

Project Area (sq.ft. or acre): **421,521 sqft** # of Units: **335** # of Meters: **1**

**(Pass) (Fail)**

For a single-family project, or a single-family development project, enter this information on an average, per unit basis. For all other projects, input an aggregate value for the entire project.

Total Landscape Area (sq.ft.): **16,080 sqft.**

Turf Irrigated Area (sq.ft.): **0**

Non-Turf Irrigated Area (sq.ft.): **16,080 sqft.**

Irrigated Special Landscape Area (SLA) (sq.ft.): **0**

Water Feature Surface Area (sq.ft.): **1,100**

### Compliance (Choose One)

#### Requirements

#### Project Compliance (Must be Yes)

<input type="checkbox"/> <b>Prescriptive A</b> <b>(Residential under 2,500 SF)</b>	Impacted landscape is $\leq 2,500$ sf	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 25% max turf	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 75% low WUCOLS (0.3 avg)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> <b>Prescriptive B</b> <b>(Commercial under 2,500 SF)</b>	Impacted landscape is $\leq 2,500$ sf	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 0% turf	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 100% low WUCOLS (0.3 avg)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> <b>Prescriptive C</b> <b>(All Projects over 2,500 SF)</b>	Impacted landscape is $\geq 2,500$ sf	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 0% turf and 0% High WUCOLS	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Project has 80% low WUCOLS	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<input checked="" type="checkbox"/> <b>Waterbudget</b>	Worksheet is from City's WELO webpage	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	ETWU < MAWA	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

### Landscape Parameter

#### Requirements

#### Project Compliance

<b>Turf</b>	There is no turf in parkways < 10 feet wide	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, if adjacent to a parking strip	<input type="checkbox"/> <input type="checkbox"/>
	All turf is planted on slopes $\leq 25\%$	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
<b>Hydrozones</b>	Plants are grouped by Hydrozones	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
<b>Compost</b>	At least 4 cubic yards per 1,000 sq ft to a depth of 6 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, See Soil Test	<input type="checkbox"/> <input type="checkbox"/>
	At least 3-inches of mulch on exposed soil surfaces	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
<b>Irrigation System</b>	Use of automatic irrigation controllers that use evapotranspiration or soil moisture sensor data and utilize a rain sensor	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	Irrigation controllers do not lose programming data when power source is interrupted	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	Irrigation system includes pressure regulators	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	Manual shut-off valves are installed near the connection to the water supply	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	Areas < 10 feet shall be irrigated with subsurface irrigation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, but there is no runoff or overspray	<input type="checkbox"/> <input type="checkbox"/>



<b>Metering</b>	Separate irrigation meter (Residential ONLY)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, not required if < 5,000 sq ft	<input type="checkbox"/>	<input type="checkbox"/>
	Separate irrigation submeters for landscape areas ≥ 1,000 sq ft (Commercial ONLY)	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
<b>Swimming Pools / Spas</b>	Cover required for new pools and spas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, no new pool or spa	<input type="checkbox"/>	<input type="checkbox"/>
<b>Water Features</b>	Recirculating	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
<b>Documentation</b> (per section 492.3)	Project Information	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
	Water Budget Calculation Worksheet (optional if Prescriptive Option is chosen)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/>	<input type="checkbox"/>
	Landscape Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/>	<input type="checkbox"/>
	Irrigation Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/>	<input type="checkbox"/>
	Grading Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/>	<input type="checkbox"/>
<b>Audit</b>	Landscape Audit Report completed	<input type="checkbox"/> Completed by professional	<input type="checkbox"/>	<input type="checkbox"/>

<p><b>Auditor:</b></p> <p><b>Materials Received and Reviewed:</b></p> <p><input type="checkbox"/> Project Information</p> <p><input type="checkbox"/> Water Budget Calculation Worksheet</p> <p><input type="checkbox"/> Landscape Application Checklist</p> <p><input type="checkbox"/> Certificate of Completion</p> <p><input type="checkbox"/> Landscape Audit Report</p> <p><input type="checkbox"/> Landscape Design Plan w/ WUCOLS Listing</p> <p><input type="checkbox"/> Soil Management Report</p> <p><input type="checkbox"/> Irrigation Design Plan</p> <p><input type="checkbox"/> Grading Design Plan</p> <p><b>Date Reviewed:</b></p> <p><input type="checkbox"/> Follow up required (explain):</p> <p><b>Date Resubmitted:</b></p> <p><b>Date Approved:</b></p> <p><b>Dedicated Irrigation Meter Required:</b></p> <p><b>Meter sizing:</b></p>	<p style="text-align: center;"><b>Material Distributed to Applicant</b></p> <p><input type="checkbox"/> Regional Water Efficient Landscape Ordinance</p> <p><input type="checkbox"/> Landscape Application Checklist</p> <p><input type="checkbox"/> Water Budget Calculation Worksheet</p> <p><input type="checkbox"/> WUCOLS Listing</p> <p><input type="checkbox"/> Other:</p> <hr/> <p style="text-align: center;"><b>Measures Recommended to Applicant</b></p> <p><input type="checkbox"/> Drip irrigation</p> <p><input type="checkbox"/> Plant palate</p> <p><input type="checkbox"/> Grading</p> <p><input type="checkbox"/> Pool and/or spa cover</p> <p><input type="checkbox"/> Dedicated irrigation meter</p> <p><input type="checkbox"/> Other:</p>
--	--

**Comments:**

# City of Menlo Park - Water Efficient Landscape Ordinance (WELO)

## Landscape Application Checklist

I certify that the subject project meets the specified requirements of the Water Conservation in Landscaping Ordinance.

Karen Kobiwaki  
Signature

July 1, 2021  
Date

### Project Information

New Construction  Rehabilitated  Other:

Single Family  Multi-Family  Commercial  Institutional  Irrigation only  Industrial  Other:

Applicant Name (print): **ANDREW MORCOS** Contact Phone #: **(847) 452-0200**

Project Site Address: **104 Constitution Drive**

**Agency Review**

Project Area (sq.ft. or acre): **37,171 sqft** # of Units: **N/A** # of Meters: **1**

**(Pass) (Fail)**

For a single-family project, or a single-family development project, enter this information on an average, per unit basis. For all other projects, input an aggregate value for the entire project.

Total Landscape Area (sq.ft.): <b>7,542</b>	<input type="checkbox"/>	<input type="checkbox"/>
Turf Irrigated Area (sq.ft.): <b>0</b>	<input type="checkbox"/>	<input type="checkbox"/>
Non-Turf Irrigated Area (sq.ft.): <b>7,542</b>	<input type="checkbox"/>	<input type="checkbox"/>
Irrigated Special Landscape Area (SLA) (sq.ft.):	<input type="checkbox"/>	<input type="checkbox"/>
Water Feature Surface Area (sq.ft.): <b>0</b>	<input type="checkbox"/>	<input type="checkbox"/>

Compliance (Choose One)	Requirements	Project Compliance (Must be Yes)		
<input type="checkbox"/> <b>Prescriptive A</b> <b>(Residential under 2,500 SF)</b>	Impacted landscape is $\leq$ 2,500 sf	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 25% max turf	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 75% low WUCOLS (0.3 avg)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> <b>Prescriptive B</b> <b>(Commercial under 2,500 SF)</b>	Impacted landscape is $\leq$ 2,500 sf	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 0% turf	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 100% low WUCOLS (0.3 avg)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> <b>Prescriptive C</b> <b>(All Projects over 2,500 SF)</b>	Impacted landscape is $\geq$ 2,500 sf	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 0% turf and 0% High WUCOLS	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Project has 80% low WUCOLS	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input checked="" type="checkbox"/> <b>Waterbudget</b>	Worksheet is from City's WELO webpage	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
	ETWU < MAWA	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

Landscape Parameter	Requirements	Project Compliance		
<b>Turf</b>	There is no turf in parkways < 10 feet wide	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, if adjacent to a parking strip		
	All turf is planted on slopes $\leq$ 25%	<input checked="" type="checkbox"/> Yes		
<b>Hydrozones</b>	Plants are grouped by Hydrozones	<input checked="" type="checkbox"/> Yes		
<b>Compost</b>	At least 4 cubic yards per 1,000 sq ft to a depth of 6 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, See Soil Test		
<b>Mulch</b>	At least 3-inches of mulch on exposed soil surfaces	<input checked="" type="checkbox"/> Yes		
<b>Irrigation System</b>	Use of automatic irrigation controllers that use evapotranspiration or soil moisture sensor data and utilize a rain sensor	<input checked="" type="checkbox"/> Yes		
	Irrigation controllers do not lose programming data when power source is interrupted	<input checked="" type="checkbox"/> Yes		
	Irrigation system includes pressure regulators	<input checked="" type="checkbox"/> Yes		
	Manual shut-off valves are installed near the connection to the water supply	<input checked="" type="checkbox"/> Yes		
	All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher	<input checked="" type="checkbox"/> Yes		
	Areas < 10 feet shall be irrigated with subsurface irrigation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, but there is no runoff or overspray		

<b>Metering</b>	Separate irrigation meter (Residential ONLY)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, not required if < 5,000 sq ft	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Separate irrigation submeters for landscape areas $\geq$ 1,000 sq ft (Commercial ONLY)	<input type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<b>Swimming Pools / Spas</b>	Cover required for new pools and spas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No, no new pool or spa	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<b>Water Features</b>	Recirculating	<input type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<b>Documentation</b> (per section 492.3)	Project Information	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Water Budget Calculation Worksheet (optional if Prescriptive Option is chosen)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Landscape Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Irrigation Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Grading Design Plan (optional if < 1,000 sq ft of landscape area)	<input checked="" type="checkbox"/> Prepared by professional	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<b>Audit</b>	Landscape Audit Report completed	<input type="checkbox"/> Completed by professional	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>

**Auditor:****Materials Received and Reviewed:**

- Project Information
- Water Budget Calculation Worksheet
- Landscape Application Checklist
- Certificate of Completion
- Landscape Audit Report
- Landscape Design Plan w/ WUCOLS Listing
- Soil Management Report
- Irrigation Design Plan
- Grading Design Plan

**Date Reviewed:**

- Follow up required (explain):

**Date Resubmitted:****Date Approved:****Dedicated Irrigation Meter Required:****Meter sizing:****Material Distributed to Applicant**

- Regional Water Efficient Landscape Ordinance
- Landscape Application Checklist
- Water Budget Calculation Worksheet
- WUCOLS Listing
- Other:

**Measures Recommended to Applicant**

- Drip irrigation
- Plant palate
- Grading
- Pool and/or spa cover
- Dedicated irrigation meter
- Other:

**Comments:**



Estimated Total Water Use

Equation:  $ETWU = ET_o \times 0.62 \times [((PF \times HA)/IE) + SLA]$ ; Considering precipitation  $ETWA = (ET_o - Eppt) \times 0.62 \times [((PF \times HA)/IE) + SLA]$

Enter values in Pale Blue Cells

Tan Cells Show Results

Messages and Warnings

Irrigation Efficiency Default Value for overhead 0.75 and drip 0.81.

Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.3
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1

Hydrozone	Select System From the Dropdown List click on cell below	Plant Water Use Type (s) (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft <sup>2</sup> ) Without SLA	Enter Irrigation Efficiency (IE)	(PF x HA (ft <sup>2</sup> ))/IE
Zone 1	Drip	Medium	0.50	12	0.81	7
Zone 2	Drip	Low	0.30	1,233	0.81	457
Zone 3	Drip	Medium	0.50	391	0.81	241
Zone 4	Drip	Low	0.30	614	0.81	227
Zone 5	Drip	Medium	0.50	16	0.81	10
Zone 6	Drip	Low	0.30	923	0.81	342
Zone 7	Drip	Low	0.30	36	0.81	13
Zone 8	Drip	Low	0.30	20	0.81	7
Zone 9	Drip	Low	0.30	525	0.81	194
Zone 10	Drip	Medium	0.50	28	0.81	17
Zone 11	Drip	Low	0.30	653	0.81	242
Zone 12	Drip	Low	0.30	566	0.81	210
Zone 13	Drip	Low	0.30	417	0.81	154
Zone 14	Drip	Medium	0.50	12	0.81	7
Zone 15	Drip	Low	0.30	305	0.81	113
Zone 16	Drip	Medium	0.50	28	0.81	17
Zone 17	Drip	Low	0.30	1,077	0.81	399
Zone 18	Drip	Low	0.30	511	0.81	189
Zone 19	Drip	Low	0.30	315	0.81	117
Zone 20	Drip	Medium	0.50	16	0.81	10
Zone 21	Drip	Low	0.30	171	0.81	63
Zone 22	Drip	Low	0.30	520	0.81	193
Zone 23	Drip	Medium	0.50	46	0.81	28
Zone 24	Drip	Medium	0.50	63	0.81	39
Zone 25	Drip	Medium	0.50	2,250	0.81	1,389
Zone 26	Drip	Medium	0.50	173	0.81	107
Zone 27	Drip	Medium	0.50	191	0.81	118
Zone 28	Drip	Medium	0.50	280	0.81	173
Zone 29	Drip	Low	0.30	561	0.81	208

Zone 30	Drip	Low	0.30	278	0.81	103
Zone 31	Drip	Low	0.30	394	0.81	146
Zone 32	Drip	Medium	0.50	14	0.81	9
Zone 33	Drip	Low	0.30	708	0.81	262
Zone 34	Drip	Medium	0.50	304	0.81	188
Zone 35	Drip	Low	0.30	217	0.81	80
Zone 36	Drip	Low	0.30	7	0.81	3
Zone 37	Drip	Low	0.30	108	0.81	40
Zone 38	Drip	Low	0.30	326	0.81	121
Zone 39	Drip	Low	0.30	380	0.81	141
Zone 40	Drip	Low	0.30	291	0.81	108
Swimming Pod	Overhead Spray	High	0.80	1,100	0.75	1,173
Zone 42						
Zone 43						
Zone 44						
Zone 45						
Zone 46						
Zone 47						
Zone 48						
Zone 49						
Zone 50						
Zone 51						
Zone 52						
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Zone 73						
Zone 74						
Zone 75						
Zone 76						
Zone 77						
Zone 78						
Zone 79						
Zone 80						
Zone 81						
Zone 82						
Zone 83						
Zone 84						

Zone 85						
Zone 86						
Zone 87						
Zone 88						
Zone 89						
Zone 90						
Zone 91						
Zone 92						
Zone 93						
Zone 94						
Zone 95						
Zone 96						
Zone 97						
Zone 98						
Zone 99						
Zone 100						
						7,666
SLA				0		0
	Sum			16,080		

**Results**

MAWA = 234,547

ETWU=	203,298	Gallons
	27,177	Cubic Feet
	272	HCF
	1	Acre-feet
	0	Millions of Gallons

**ETWU complies with MAWA**

## Maximum Applied Water Allowance Calculations for New and Rehabilitated Residential Landscapes

Enter value in Pale Blue Cells

Tan Cells Show Results

Messages and Warnings



Click on the blue cell on right to Pick City Name ET <sub>o</sub> of City from Appendix A	Redwood City	Name of City
	42.80	ET <sub>o</sub> (inches/year)
		Overhead Landscape Area (ft <sup>2</sup> )
	7542	Drip Landscape Area (ft <sup>2</sup> )
		SLA (ft <sup>2</sup> )
Total Landscape Area	7,542.00	
<b>Results:</b>		
(ET <sub>o</sub> ) x (0.62) x [(0.55 x LA) + (1.0 - 0.55) X SLA]	-	Gallons
	-	Cubic Feet
	-	HCF
	-	Acre-feet
	-	Millions of Gallons
<b>MAWA calculation incorporating Effective Precipitation (Optional)</b>		
<b>Precipitation (Optional)</b>		
ET <sub>o</sub> of City from Appendix A	42.80	ET <sub>o</sub> (inches/year)
Total Landscape Area	7,542.00	LA (ft <sup>2</sup> )
Special Landscape Area	0.00	SLA (ft <sup>2</sup> )
	0.1	Total annual precipitation (inches/year)
Enter Effective Precipitation	0.03	Eppt (in/yr)(25% of total annual precipitation)

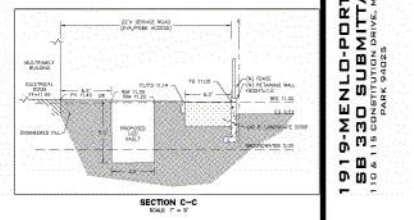
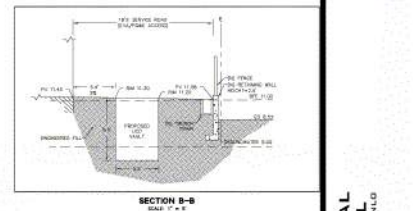
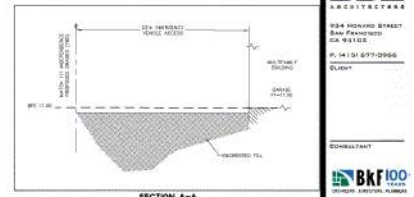
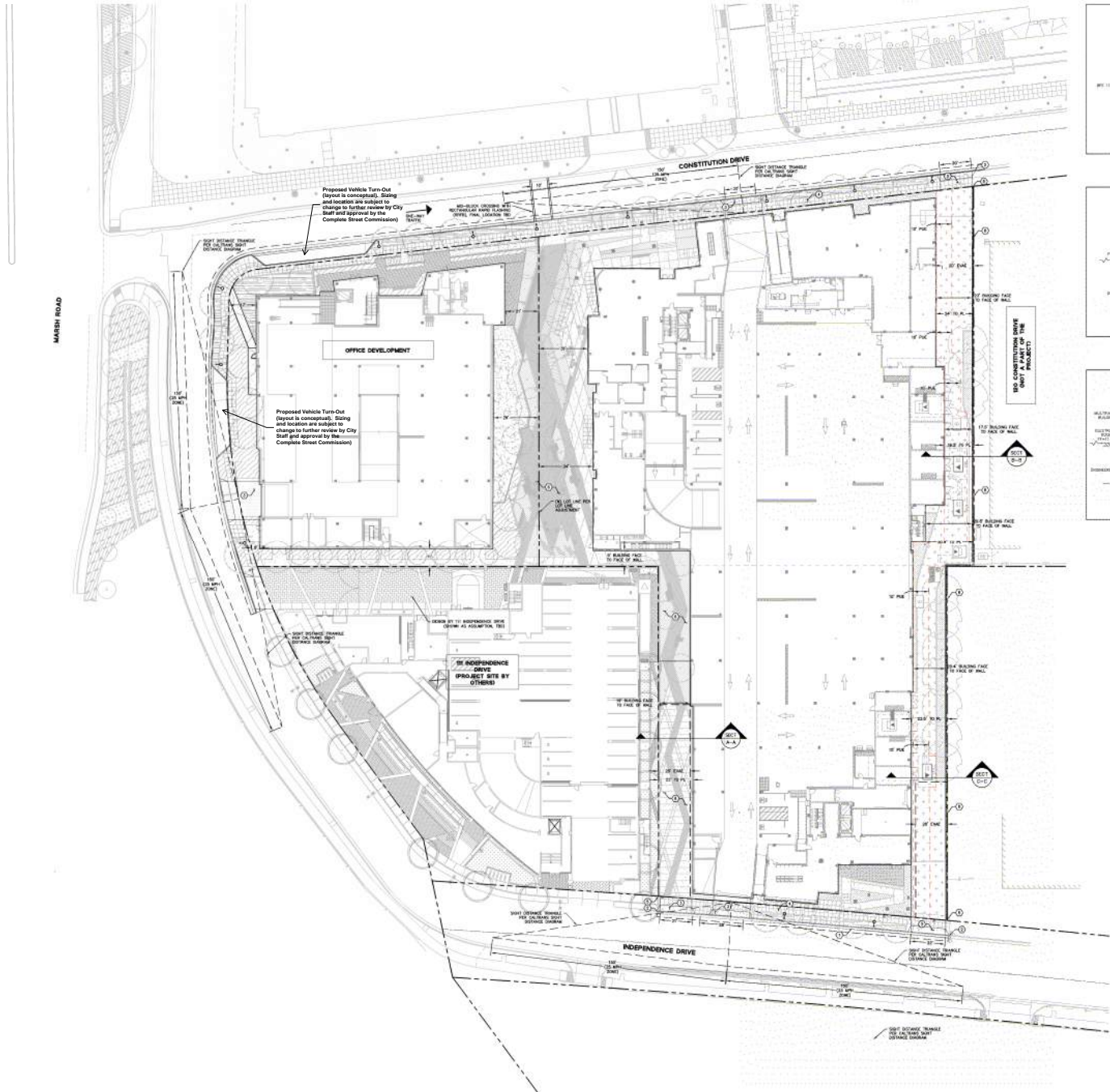
**Results:**

$$\text{MAWA} = [(\text{ET}_o - \text{Eppt}) \times (0.62)] \times [(0.55 \times \text{LA}) + ((1.0 - 0.55) \times \text{SLA})]$$

<b>110,009.69</b>	Gallons
<b>14,706.20</b>	Cubic Feet
<b>147.06</b>	HCF
<b>0.34</b>	Acre-feet
<b>0.11</b>	Millions of Gallons





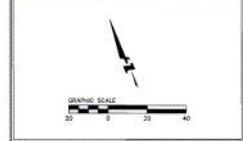


**LEGEND**

---	PROPERTY LINE
---	EXISTING
---	TO CLEAR AND ALTER
---	DE INTERFERE EXISTING
---	DE CONFLICT EXISTING
---	REMOVE EXISTING CONCRETE AND REPLACE WITH 12\"/>

- KEYNOTES**
- CONNECT TO EXISTING CURB AND GUTTER
  - CONNECT TO EXISTING CURB AND GUTTER
  - INSTALL CONCRETE DRIVEWAY PER CITY DETAIL CO-13
  - INSTALL CONCRETE DRIVEWAY PER CITY DETAIL CO-13
  - CONNECT TO EXISTING BACK OF WALL
  - PERFORMER COMPARTMENT/PERIMETER (SEE LANDSCAPE PLANS)
  - FORMER FOUNDED (SEE LANDSCAPE PLANS)
  - NEW RETURNING WALL

- GENERAL NOTES**
- CONNECTION TO EXISTING CURB AND GUTTER, FINISH, DITCHES AND BELLS
  - INDICATE LOCUS FOR FINISH LOCATIONS ARE TO FACE OF CURB
  - WORK TO BE COMPLETED CONSTRUCTION ON MATERIALS SPECIFIC FINISH PER CITY DETAIL CO-13
  - CONNECTION TO EXISTING CURB AND GUTTER, FINISH, DITCHES AND BELLS
  - CONNECTION TO EXISTING CURB AND GUTTER, FINISH, DITCHES AND BELLS
  - CONNECTION TO EXISTING CURB AND GUTTER, FINISH, DITCHES AND BELLS
  - CONNECTION TO EXISTING CURB AND GUTTER, FINISH, DITCHES AND BELLS



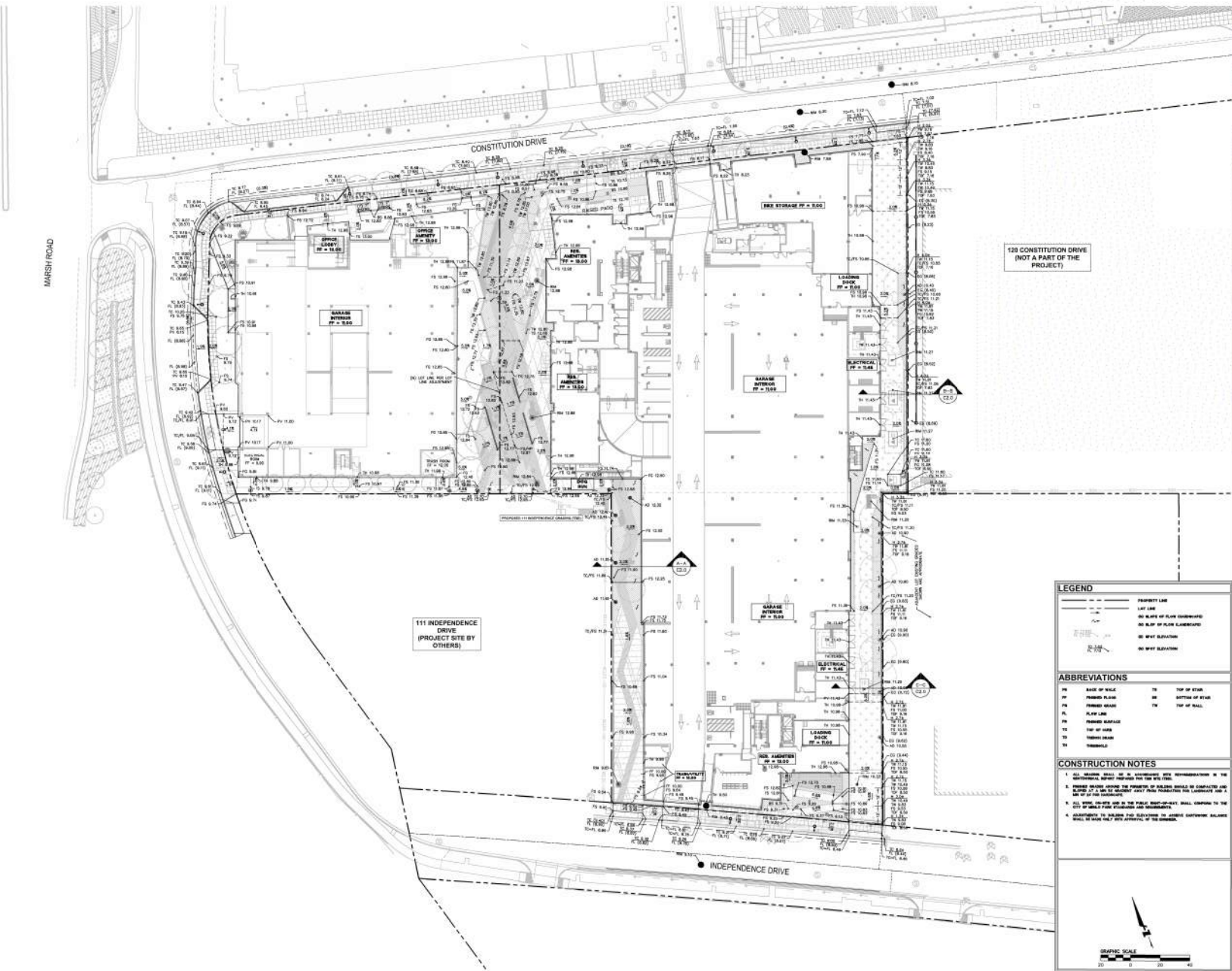
**BDE**  
ARCHITECTURE  
224 HOWARD STREET  
SAN FRANCISCO  
CA 94102  
P. 415 | 677-0966  
WWW.BDEARCHITECTURE.COM

**BKF100**  
DESIGN. ENGINEER. ARCHITECT

**1919-MENLO-PORTAL**  
**SB 330 SUBMITTAL**  
110 & 118 CONSTITUTION DRIVE, MENLO PARK, CALIF.

**SITE PLAN**

**C2.0**



MARSH ROAD

CONSTITUTION DRIVE

120 CONSTITUTION DRIVE  
(NOT A PART OF THE PROJECT)

111 INDEPENDENCE DRIVE  
(PROJECT SITE BY OTHERS)

INDEPENDENCE DRIVE

LEGEND	
	PROPERTY LINE
	LOT LINE
	NO SLOPE OF FLOW GROUNDWATER
	SLOPE OF FLOW GROUNDWATER
	NO WATER ELEVATION
	WATER ELEVATION

ABBREVIATIONS			
PR	BASE OF WALL	TR	TOP OF STAIR
FR	FINISHED FLOOR	SR	BOTTOM OF STAIR
FR	FINISHED GRADE	TR	TOP OF ROOF
FL	FLOOR LINE		
FR	FINISHED RAFTERS		
TR	TOP OF ROOF		
TR	TERRACE DRAIN		
TR	TERRACE		

**CONSTRUCTION NOTES**

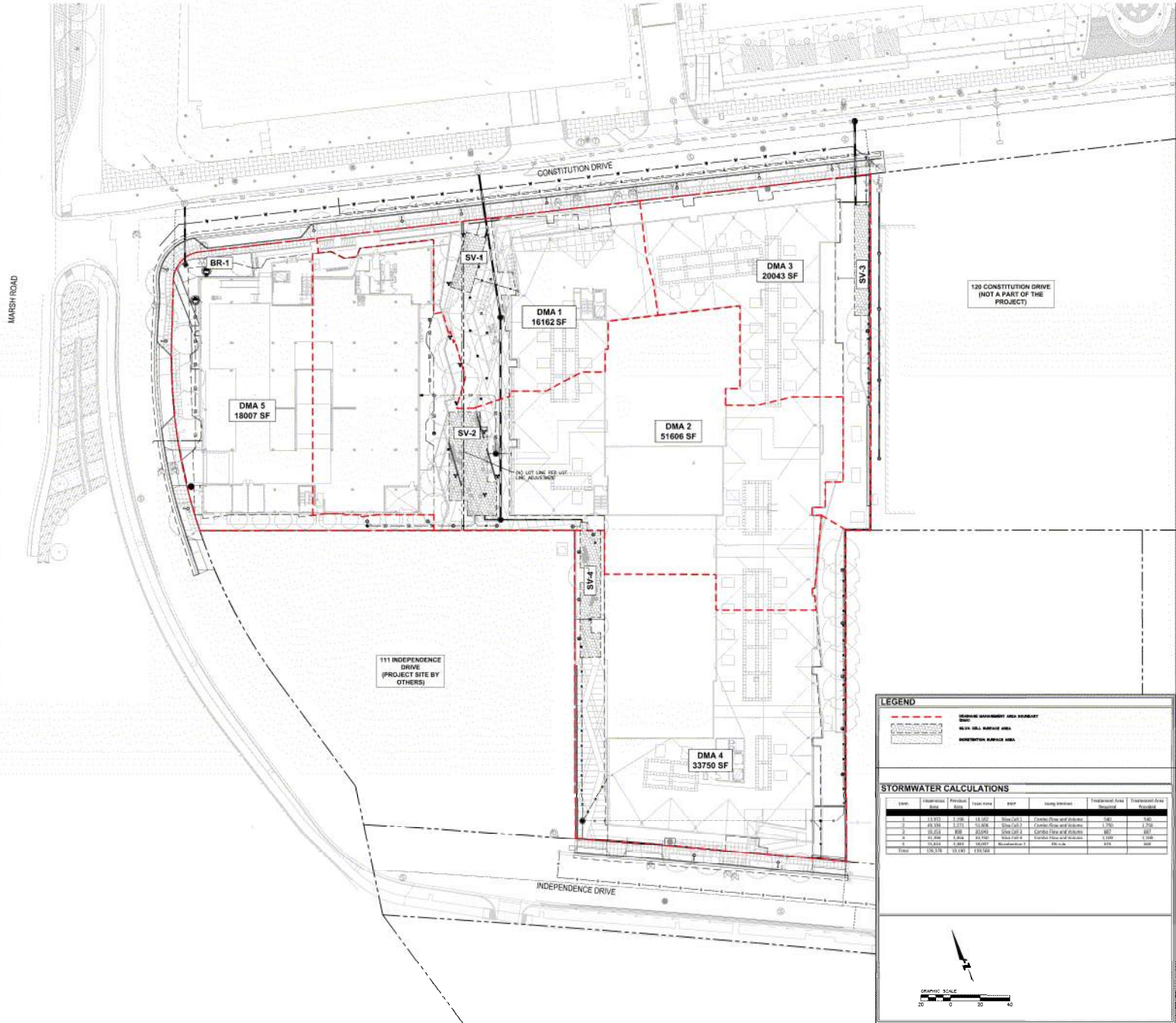
- ALL GRADES SHALL BE AS INDICATED AND REPRESENTATIVE OF THE TERRAIN, UNLESS OTHERWISE NOTED FOR THE PROJECT.
- FINISH GRADES, EXCEPT THE FINISH OF PAVED AREAS, SHALL BE SUBMITTED AND APPROVED BY THE CITY ENGINEER AT LEAST 15 DAYS PRIOR TO THE COMMENCEMENT OF THE PROJECT.
- ALL FINISH GRADES SHALL BE IN THE PUBLIC RIGHT-OF-WAY, UNLESS OTHERWISE NOTED.
- ADJUSTMENTS TO GRADES AND ELEVATIONS OF EXISTING GROUNDWATER TABLES SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.

GRAPHIC SCALE

0 20 40





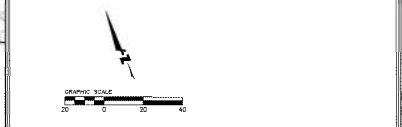
**1919 MENLO-PARTIAL**  
**SB 330 SUBMITTAL**  
110 & 118 CONSTITUTION DRIVE, MENLO  
PARK, CALIF.

**LEGEND**

- PROJECT BOUNDARY AND SUBMITTAL AREA
- EXISTING STORMWATER INFRASTRUCTURE
- EXISTING UTILITY LINES
- EXISTING DRIVE ALIGNS
- EXISTING DRIVE ALIGNS
- EXISTING DRIVE ALIGNS

**STORMWATER CALCULATIONS**

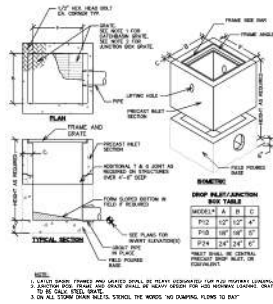
Area	Area (sq ft)	Area (ac)	Runoff Coef.	Runoff (cfs)	Peak Flow (cfs)	Time of Travel (min)	Time of Concentration (min)	Time of Attenuation (min)	Time of Storage (min)	Time of Release (min)	Time of Detention (min)
1	11,172	0.25	0.35	11,172	11,172	10	10	10	10	10	10
2	18,225	0.42	0.35	18,225	18,225	10	10	10	10	10	10
3	20,043	0.46	0.35	20,043	20,043	10	10	10	10	10	10
4	33,750	0.77	0.35	33,750	33,750	10	10	10	10	10	10
5	18,007	0.41	0.35	18,007	18,007	10	10	10	10	10	10
<b>Total</b>	<b>100,197</b>	<b>2.31</b>	<b>0.35</b>	<b>100,197</b>	<b>100,197</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>



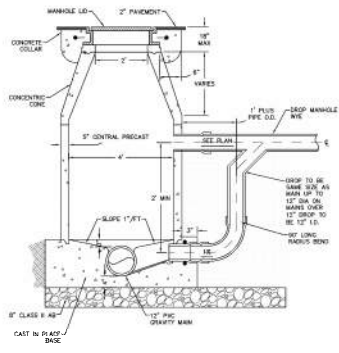
DATE: 07/20/20  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]

**PRELIMINARY**  
**STORMWATER**  
**MANAGEMENT**  
**PLAN**

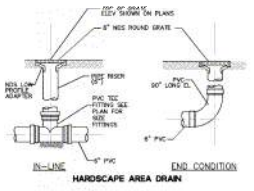
DATE: 07/20/20  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]



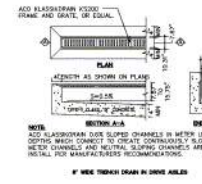
1 STANDARD 24" CATCH BASIN  
SCALE: NTS



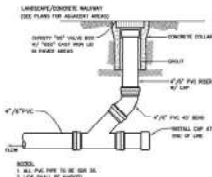
2 STANDARD 48" MANHOLE  
SCALE: NTS



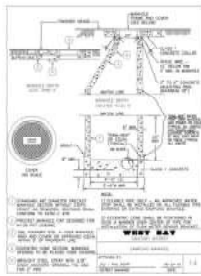
3 LANDSCAPE AREA DRAIN AREA DRAIN  
SCALE: NTS



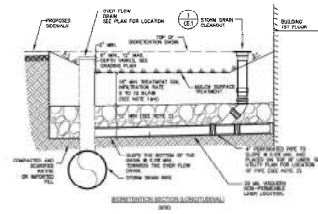
4 TRENCH DRAIN (20 TRAFFIC RATED)  
SCALE: NTS



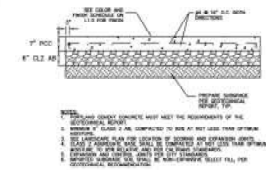
5 CLEANOUT  
SCALE: NTS



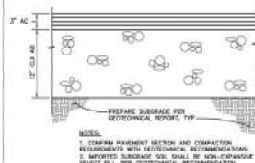
6 SAMPLING MANIFOLD  
SCALE: NTS



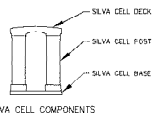
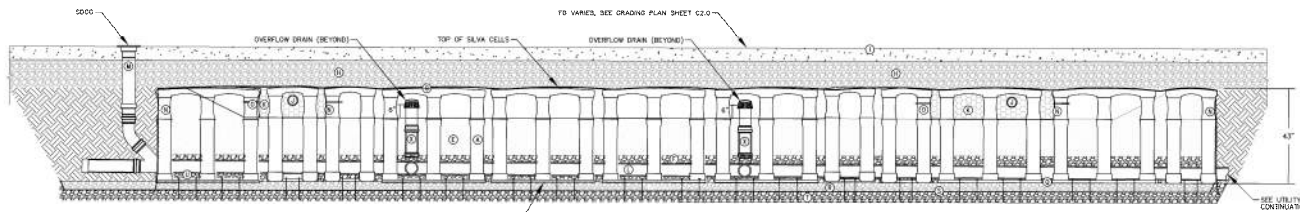
8 BIORETENTION BASIN  
SCALE: NTS



9 TRAFFIC RATED CONCRETE SECTION  
SCALE: NTS

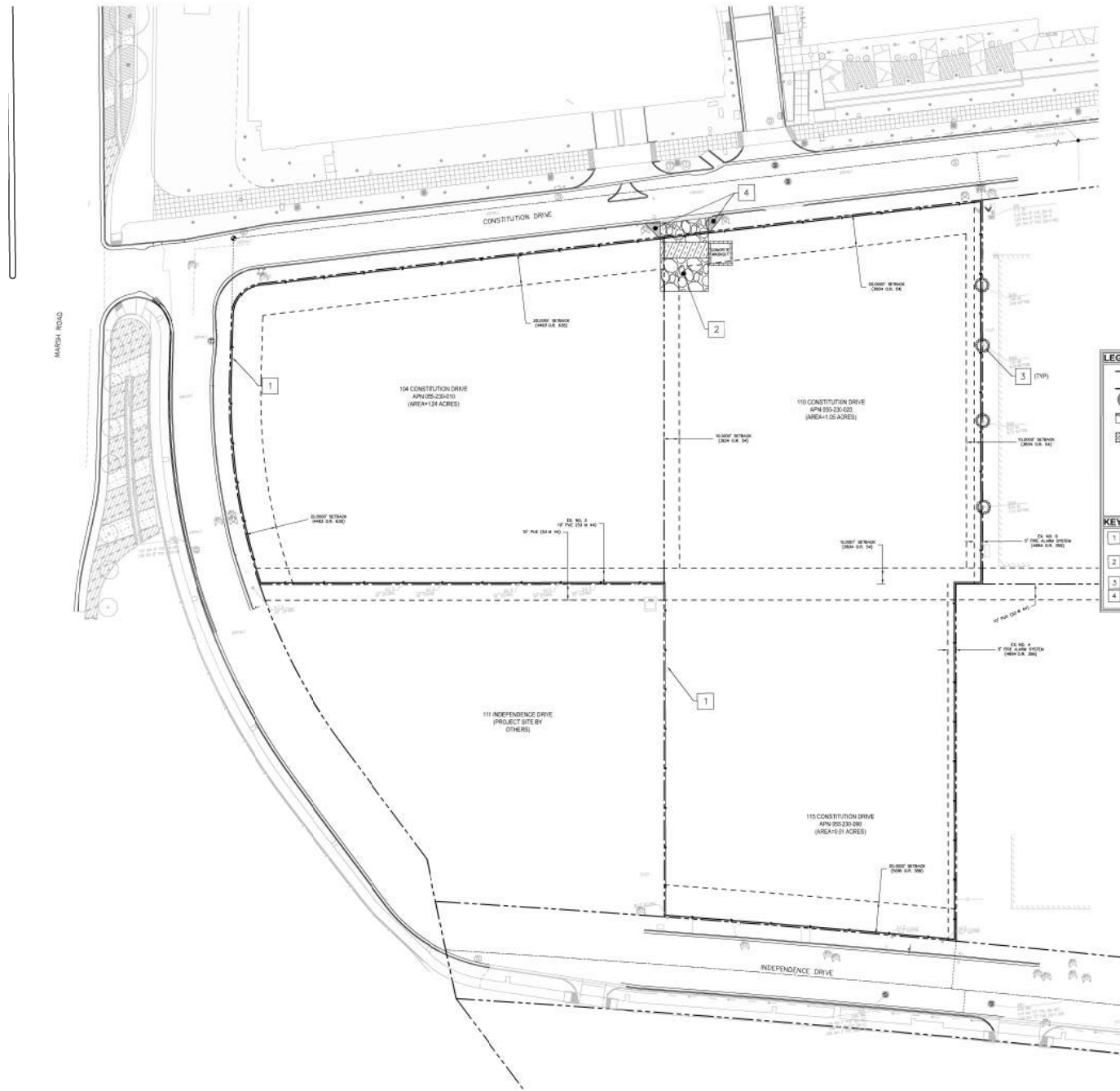


10 ASPHALT SECTION  
SCALE: NTS



7 SILVA CELLS SECTION (20")  
NOT TO SCALE

- ① SILVA CELL SYSTEM (DECK, BASE, AND POSTS)
- ② 18" TREATMENT SOIL, INFILTRATION RATE 6 TO 10 H<sub>2</sub>O/H<sub>2</sub>
- ③ 12" DRAIN ROCK
- ④ CLASS II PERMEABLE MATERIAL FOR CALTRANS STANDARD SPECIFICATIONS, SECTION 602-2.07
- ⑤ GEOTEXTILE TO KEEP AGGREGATE FROM MIGRATING DOWN THROUGH CELL DECK
- ⑥ CLASS II AGGREGATE RASFC COURSE, (DEPTH VARIES ACCORD TO SECTION)
- ⑦ PEDESTRIAN PAVERS, SEE LANDSCAPE PLANS FOR LAYOUT & DETAILS
- ⑧ 4" PERFORATED DISTRIBUTION PIPE
- ⑨ CLEAR STONE AGGREGATE PER ENGINEER
- ⑩ 4" PERFORATED COLLECTOR PIPE
- ⑪ STONE DRAIN CLEANSIT
- ⑫ GEOROD, ATTACH TO CELL FRAMES WITH CABLE TIES
- ⑬ CABLE TIES, ATTACHING GEOROD TO SILVA CELL LEG
- ⑭ 1" - 4" (25 mm - 100mm) SPACING BETWEEN SILVA CELLS AT LEG
- ⑮ 4" (100 mm) MIN AGGREGATE SUB BASE, COMPACTED TO SOE PROCTOR
- ⑯ GEOTEXTILE TO PROVIDE SEPARATION BETWEEN SUBGRADE AND AGGREGATE BASE
- ⑰ SUBGRADE, COMPACTED TO SOE PROCTOR
- ⑱ FIN FOR SILVA CELL SPECIFICATIONS, TO KEEP CELLS IN PLACE DURING CONSTRUCTION
- ⑲ OVERFLOW DRAIN



**LEGEND**

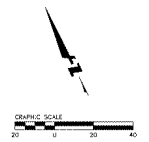
- PROPERTY LINE
- RISK ROLL
- TEMPORARY CONSTRUCTION FENCE
- STORM DRAIN PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE/EEXIT
- ENTRANCE/EXIT THE WORK (ACTUAL LOCATION TO BE DETERMINED IN FIELD BY CONTRACTOR)
- CONSTRUCTION MANAGEMENT CONTRACTOR TO BE DETERMINED IN FIELD BY CONTRACTOR

**KEYNOTES**

- 1 GREEN SCREEN SHALL BE INSTALLED WITH PERIMETER FENCING
- 2 EXACT PLACEMENT OF CONSTRUCTION ENTRANCE, VEHICLE AND EQUIPMENT CLEARING, FUELING AND MAINTENANCE AREA, STORAGE AREA, SANITARY FACILITIES, VEHICLE WASHOUT, AND CONCRETE BARRIAGE FACILITY IS THE RESPONSIBILITY OF THE CONTRACTOR.
- 3 PERIMETER FENCE PROTECTION FOR STORM DRAIN STRUCTURE
- 4 10'x10' SIGN TRIANGLES SHALL BE CLEAR OF OBSTRUCTION AND CONSTRUCTION FENCING AT ALL TIMES.

**1919-MENLO-PORTAL**  
**SB 330 SUBMITTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO PARK, CALIF.

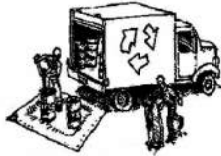
DATE	DESCRIPTION
08/15/20	ISSUED FOR PERMITS
07/28/20	ISSUED FOR PERMITS



# Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

## Materials & Waste Management



### Non-Hazardous Materials

- ❑ Bern and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

### Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

### Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gypsum board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

### Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

## Equipment Management & Spill Control



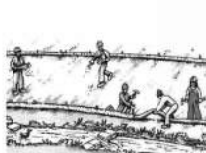
### Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

### Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

## Earthmoving



- ❑ Schedule grading and excavation work during dry weather.

- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bordered fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

### Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells.
  - Buried barrels, debris, or trash.

## Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

### Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain lakes when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

## Concrete, Grout & Mortar Application



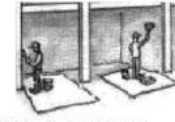
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

## Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

## Painting & Paint Removal



### Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

## Dewatering

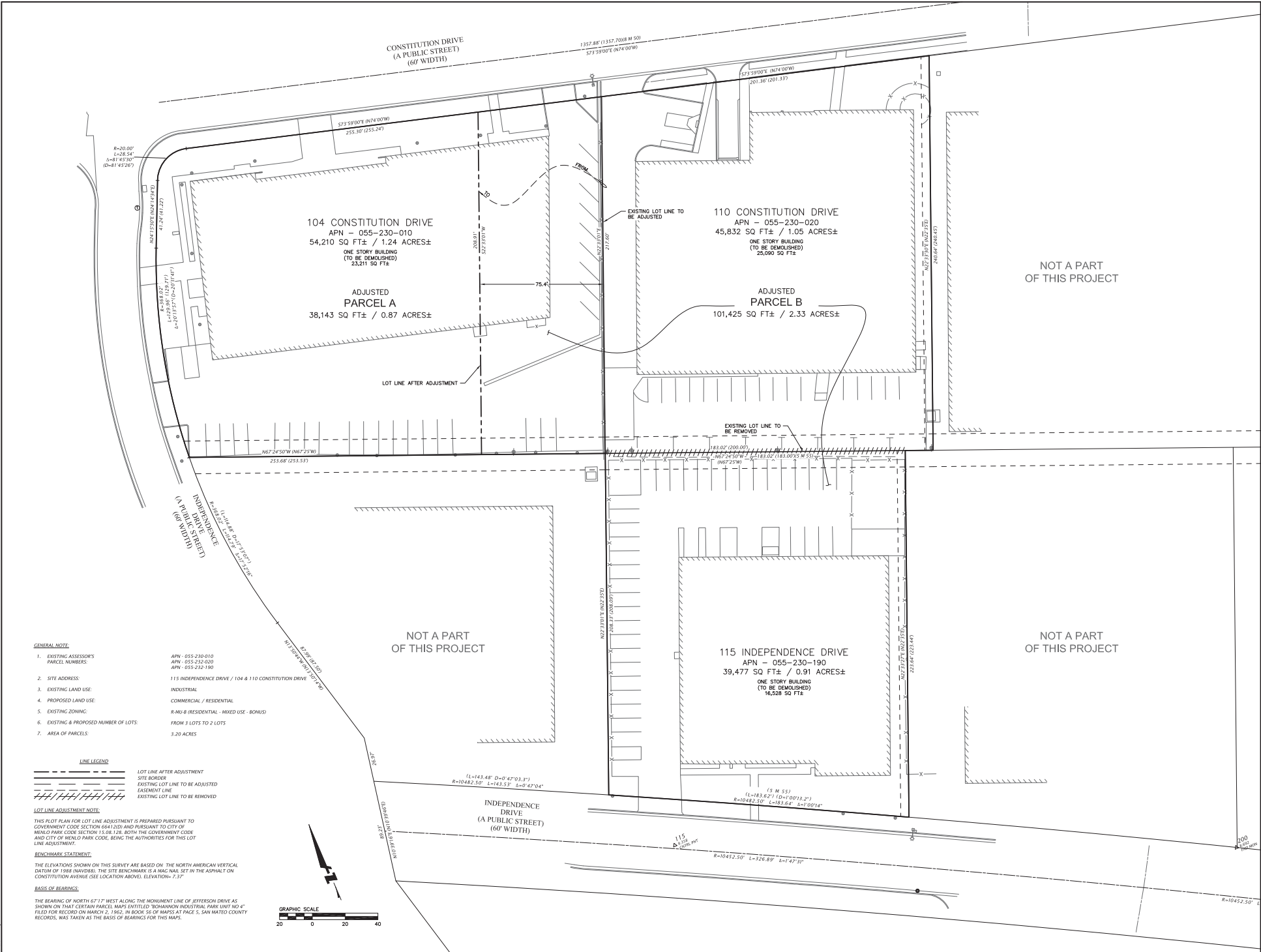


- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

**Storm drain polluters may be liable for fines of up to \$10,000 per day!**



Revisions	No.	Date	By	Checked	Drawn	Plot No.
		08/02/2023				



**GENERAL NOTE:**

- EXISTING ASSessor'S PARCEL NUMBERS:  
APN - 055-230-010  
APN - 055-232-020  
APN - 055-232-190
- SITE ADDRESS:  
115 INDEPENDENCE DRIVE / 104 & 110 CONSTITUTION DRIVE
- EXISTING LAND USE:  
INDUSTRIAL
- PROPOSED LAND USE:  
COMMERCIAL / RESIDENTIAL
- EXISTING ZONING:  
R-104-B (RESIDENTIAL - MIXED USE - BONUS)
- EXISTING & PROPOSED NUMBER OF LOTS:  
FROM 3 LOTS TO 2 LOTS
- AREA OF PARCELS:  
3.20 ACRES

**LINE LEGEND:**

- LOT LINE AFTER ADJUSTMENT
- - - SITE BORDER
- - - EXISTING LOT LINE TO BE ADJUSTED
- - - EASEMENT LINE
- - - EXISTING LOT LINE TO BE REMOVED

**LOT LINE ADJUSTMENT NOTE:**

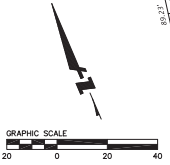
THIS PLOT PLAN FOR LOT LINE ADJUSTMENT IS PREPARED PURSUANT TO GOVERNMENT CODE SECTION 6641.2(b) AND PURSUANT TO CITY OF MENLO PARK CODE SECTION 15.08.126. BOTH THE GOVERNMENT CODE AND CITY OF MENLO PARK CODE BEING THE AUTHORITIES FOR THIS LOT LINE ADJUSTMENT.

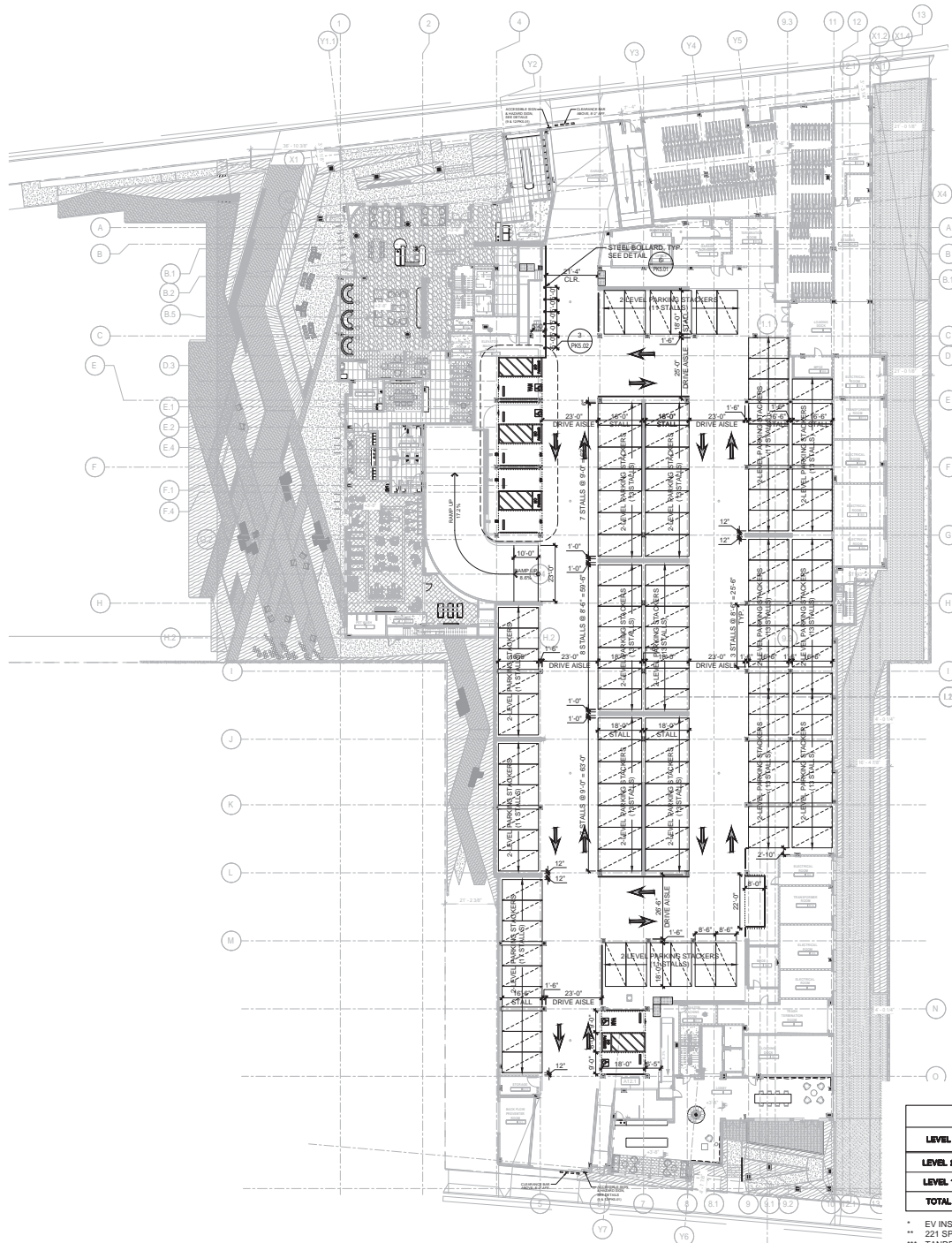
**BENCHMARK STATEMENT:**

THE ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). THE SITE BENCHMARK IS A MAGNAN SET IN THE ASPHALT ON CONSTITUTION AVENUE (SEE LOCATION ABOVE). ELEVATION= 7.37'

**BASIS OF BEARINGS:**

THE BEARING OF NORTH 67°17' WEST ALONG THE MONUMENT LINE OF JEFFERSON DRIVE AS SHOWN ON THAT CERTAIN PARCEL MAPS ENTITLED "HANNON INDUSTRIAL PARK UNIT NO. 47" FILED FOR RECORD ON MARCH 2, 1982, IN BOOK 56 OF MAPS AT PAGE 5, SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAPS.





PARKING PLAN - FLOOR 1  
1/16" = 1'-0"

**NOTES:**

- PAINT STRIPING IS TO BE 1'-0" AWAY FROM ALL CURBS, WALLS AND COLUMNS, TYPICAL. SEE DETAIL (2 & 3/PKS.01) FOR TYPICAL ILLUSTRATION.
- STANDARD - 1: 8'-0" x 18'-0"  
STANDARD - 2: 8'-0" x 18'-0"  
PARALLEL STALL: 8'-0" x 22'-0"  
EV CHARGING STALL: 9'-0" x 18'-0"  
ACCESSIBLE STALLS: 9'-0" x 18'-0"  
VAN ACCESSIBLE STALLS: 9'-0" x 18'-0"  
EV ACCESSIBLE STALLS: 9'-0" x 18'-0"
- FOR ARROW AND TEXT TEMPLATES, SEE SHEET PK5.01
- WHEN PARKING STALLS ARE BETWEEN COLUMNS, THE STALLS ARE EQUALLY SPACED BETWEEN THE COLUMNS, U.N.O.
- WHEN ADJACENT STALLS ARE NOT PARALLEL TO EACH OTHER, THE BACK CORNER OF THE STALLS ARE POSITIONED SO THAT NO ONE STALL EXTENDS THROUGH ANOTHER STALL'S LEGAL AREA.

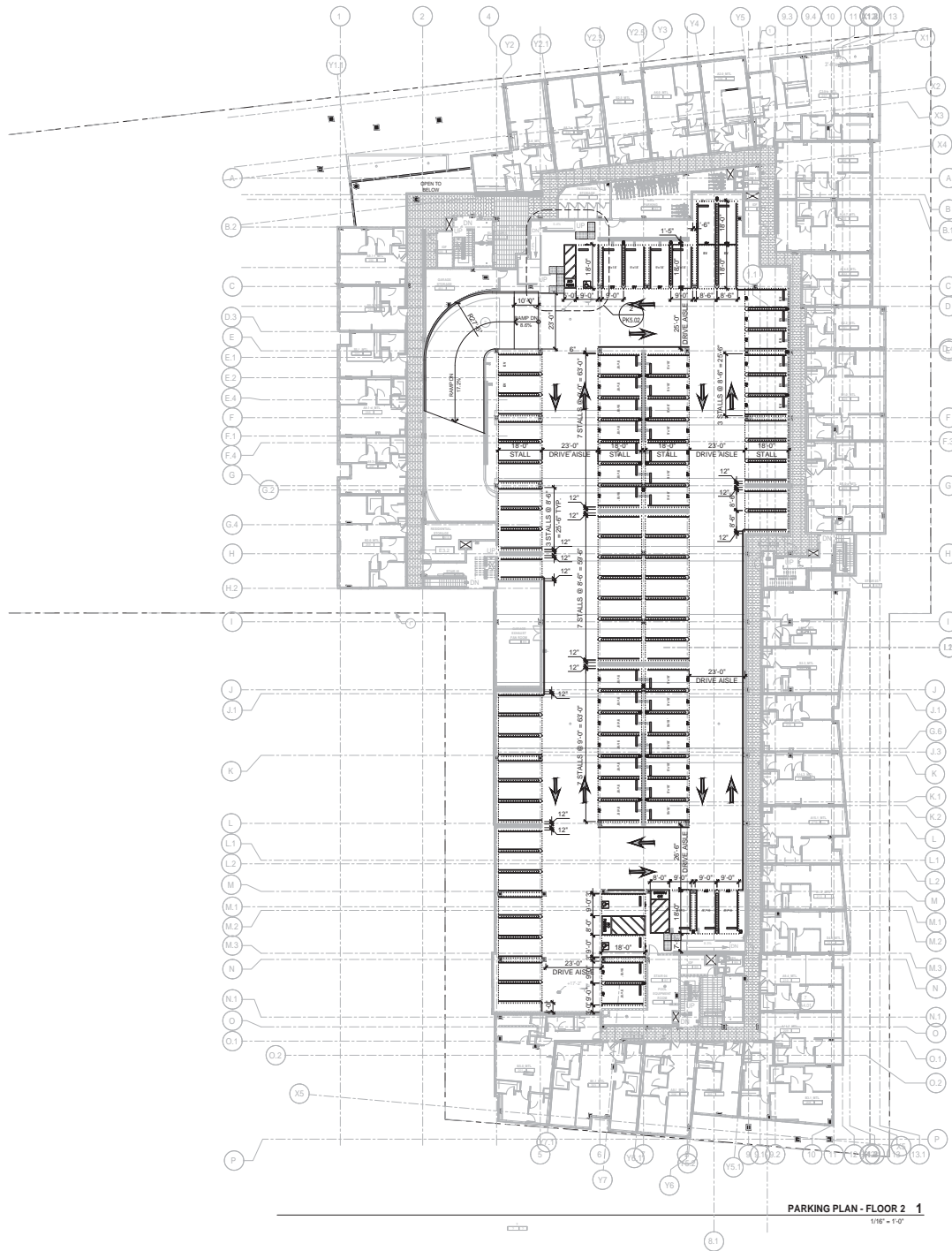
**LEGEND**

- INDICATES INTERNATIONAL SYMBOL OF ACCESSIBILITY. SEE DETAIL (6/PKS.01)
- INDICATES ACCESSIBLE PARKING SIGN. SEE DETAIL (10&11/PKS.01)
- INDICATES WHEEL STOP. SEE DETAIL (7/PKS.01)
- INDICATES STALL STRIPE, SEE DETAIL (2/PKS.01) FOR STRIPING DETAILS.
- INDICATES PARKING DIRECTION ARROWS. SEE DETAIL (16/PKS.01) FOR STRIPING DETAILS.
- INDICATES DETECTABLE WARNING STRIP. SEE DETAIL (17/PKS.01)

**SUMMATION CHART**

LEVEL	VAN ACCESSIBLE (9'-0" x 18'-0")	ACCESSIBLE (9'-0" x 18'-0")	STANDARD-1 (9'-0" x 18'-0")	STANDARD-2 (9'-0" x 18'-0")	PARALLEL (9'-0" x 22'-0")	EV (9'-0" x 18'-0")	EV CHARGING (9'-0" x 18'-0")	TOTAL
LEVEL 2	0	3	48 ***	0	0	8	37	94 ***
LEVEL 1	2	2	100	121	1	0	3	229 **
<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>148 ***</b>	<b>121</b>	<b>1</b>	<b>8</b>	<b>40</b>	<b>323</b>

\* EV INSTALLED: 15% OF THE TOTAL REQUIRED PARKING SPACES = 0.15 x 320 = 48 SPACES (48 PROVIDED)  
 \*\* 221 SPACES IN THE PARKING STACKER SYSTEM  
 \*\*\* TANDEM SPACE IS COUNTED AS 1 PARKING SPACE



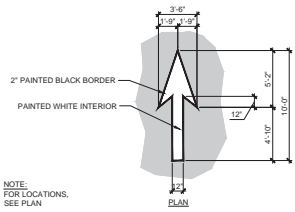
PARKING PLAN - FLOOR 2 1  
1/16" = 1'-0"

**GENERAL NOTES:**  
 1. FOR BALANCE OF NOTES AND LEGEND, SEE SHEET PK2.00  
 2. FOR BALANCE OF STALL DIMENSIONS, SEE SHEET PK2.00

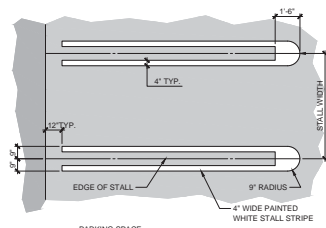
FOR INFORMATION ONLY  
 TO POLIUM PERMIT

**PARKING STRIPING PLAN FLOOR 2**

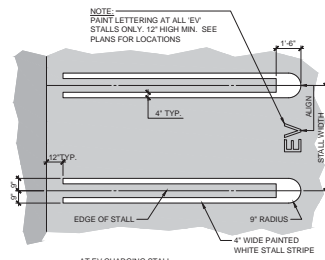
Scale: 1/16" = 1'-0"



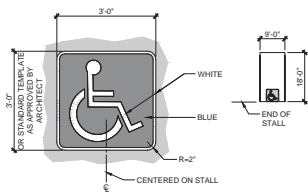
**1**  
PKS.01  
CALTRANS TYPE 1110 ARROW  
**STRAIGHT ARROW**  
3/8" = 1'-0"



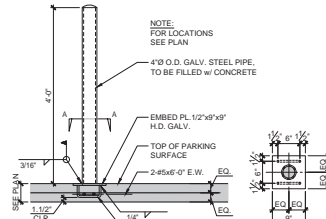
**2**  
PKS.01  
**PARKING SPACE  
STALL STRIPE PLAN**  
3/8" = 1'-0"



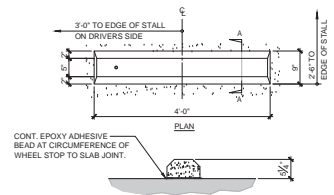
**3**  
PKS.01  
AT EV CHARGING STALL  
**STALL STRIPE PLAN**  
3/8" = 1'-0"



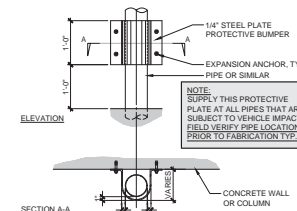
**5**  
PKS.01  
ACCESSIBLE STALL MARKING  
**ACCESSIBLE MARK**  
3/4" = 1'-0"



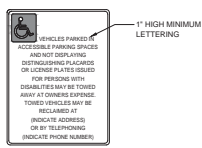
**6**  
PKS.01  
AT S.O.G. AND ELEVATED SLABS  
**STEEL BOLLARD**  
1" = 1'-0"



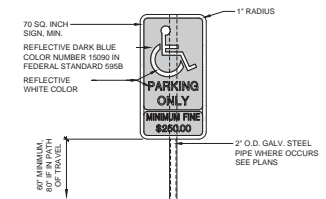
**7**  
PKS.01  
PRECAST CONCRETE  
**WHEEL STOP**  
1" = 1'-0"



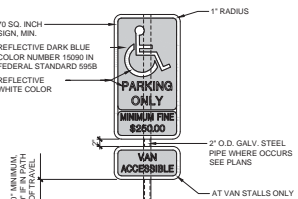
**8**  
PKS.01  
**PIPE PROTECTION PL.**  
1" = 1'-0"



**9**  
PKS.01  
WARNING SIGN, HAWKINS SPR576  
**ACCESSIBLE SIGN**  
1" = 1'-0"



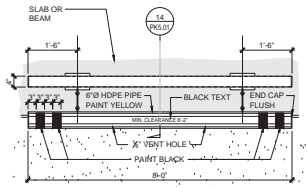
**10**  
PKS.01  
PARKING, (HAWKINS HR899C)  
**ACCESSIBLE SIGN**  
N.T.S.



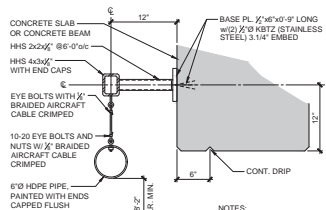
**11**  
PKS.01  
VAN PARKING, (HAWKINS HR899C w/HR99A)  
**VAN ACCESSIBLE SIGN**  
N.T.S.



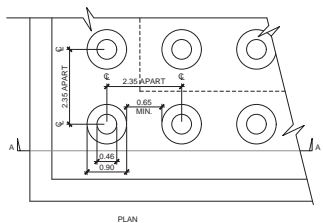
**12**  
PKS.01  
AT GROUND LEVEL ENTRANCES  
**HAZARD SIGN**  
N.T.S.



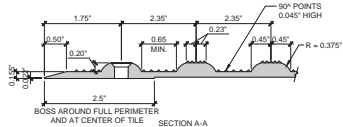
**13**  
PKS.01  
ELEVATION  
**CLEARANCE BAR**  
3/4" = 1'-0"

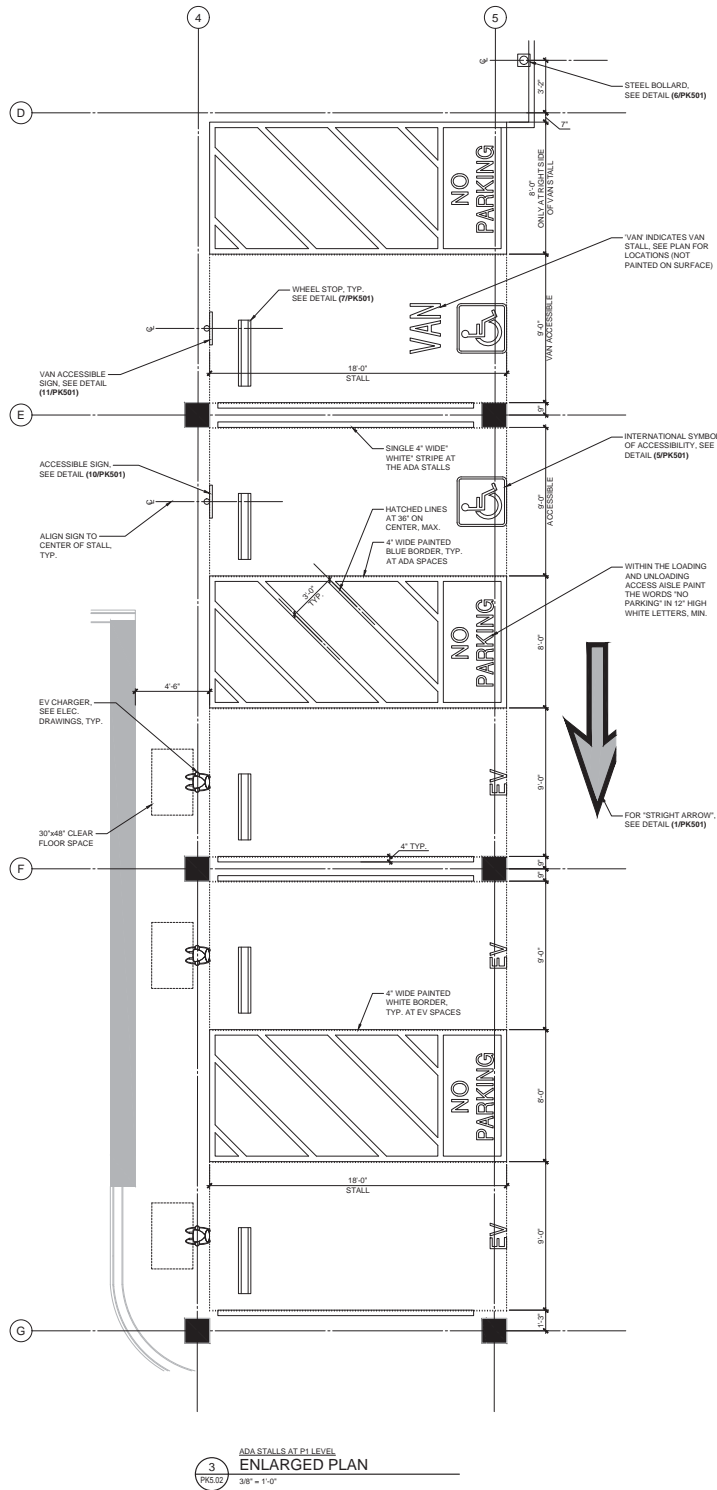


**14**  
PKS.01  
SECTION  
**CLEARANCE BAR**  
1.12" = 1'-0"

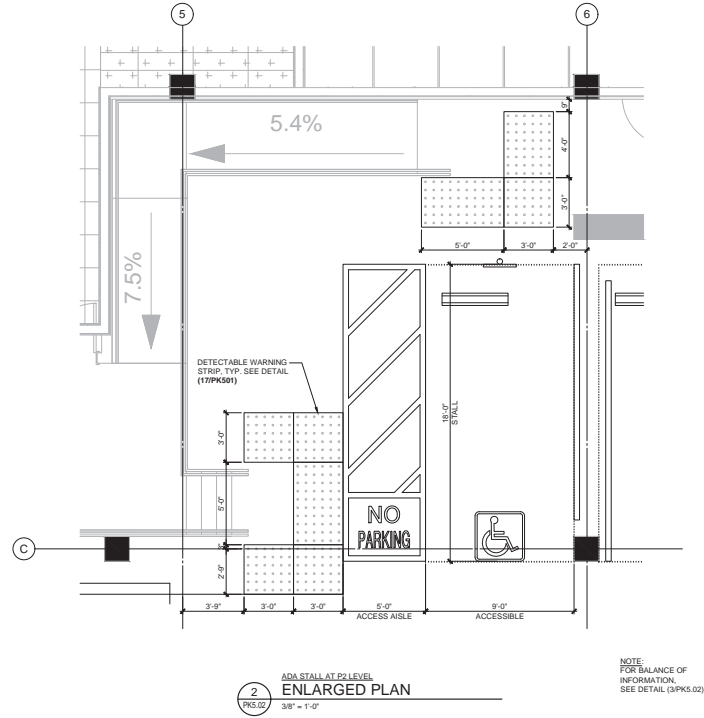


**17**  
PKS.01  
TRUNCATED DOME/ADHESIVE  
**DETECTABLE WARNING STRIP**  
1" = 1'-0"





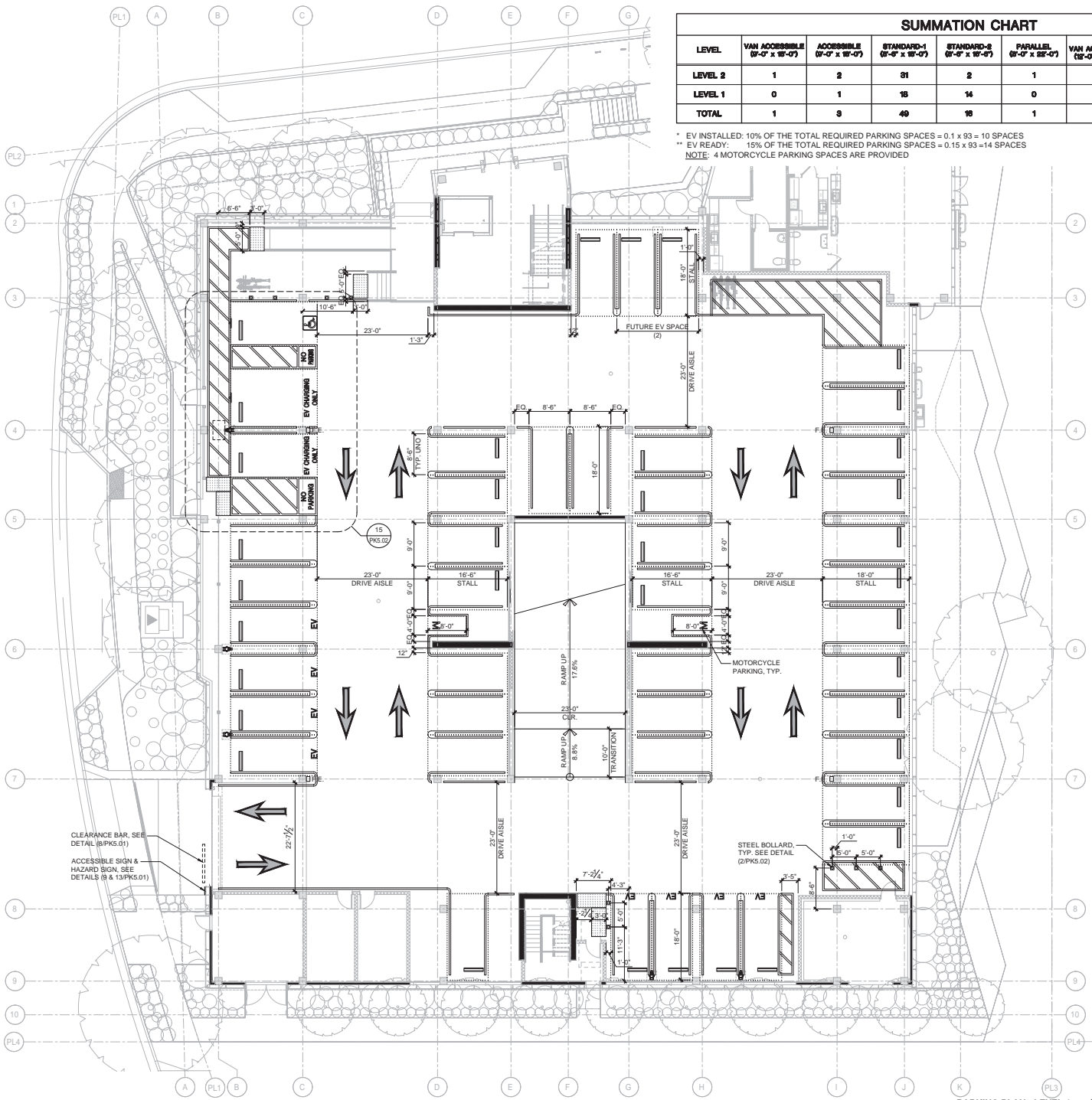
**3**  
PK5.02  
ADA STALLS AT P1 LEVEL  
ENLARGED PLAN  
3/8" = 1'-0"



**2**  
PK5.02  
ADA STALL AT P2 LEVEL  
ENLARGED PLAN  
3/8" = 1'-0"

SUMMATION CHART										
LEVEL	VAN ACCESSIBLE (8'-0" x 18'-0")	ACCESSIBLE (8'-0" x 18'-0")	STANDARD-1 (8'-6" x 18'-0")	STANDARD-2 (8'-6" x 18'-0")	PARALLEL (8'-0" x 18'-0")	EV VAN ACCESSIBLE (8'-0" x 18'-0")	EV ACCESSIBLE (8'-0" x 18'-0")	EV (8'-6" x 18'-0")	EV READY (8'-0" x 18'-0")	TOTAL
LEVEL 2	1	2	81	2	1	0	0	0	12	49
LEVEL 1	0	1	18	14	0	1	1	8	2	45
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>49</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>14</b>	<b>94</b>

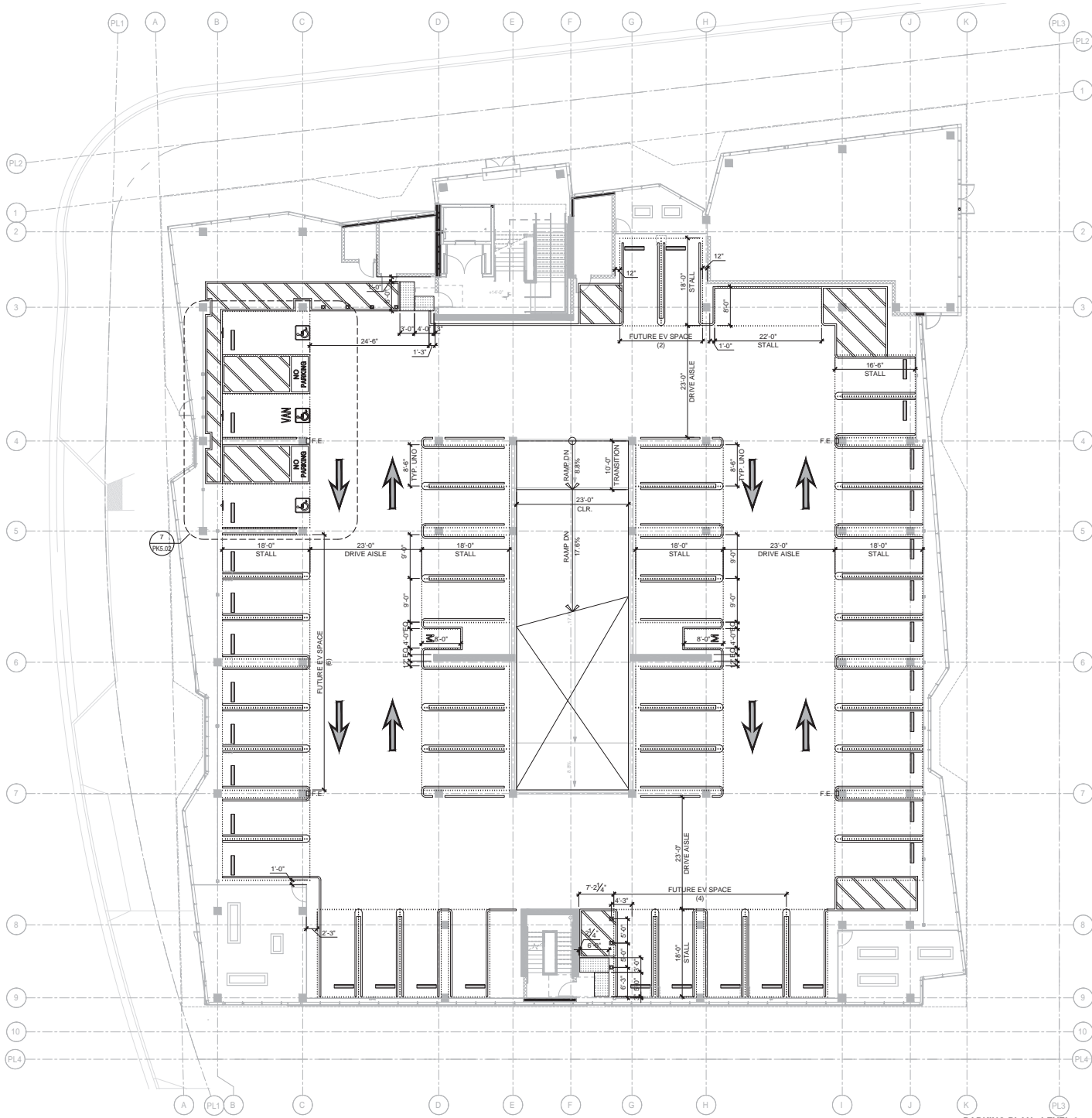
\* EV INSTALLED: 10% OF THE TOTAL REQUIRED PARKING SPACES = 0.1 x 93 = 10 SPACES  
 \*\* EV READY: 15% OF THE TOTAL REQUIRED PARKING SPACES = 0.15 x 93 = 14 SPACES  
 NOTE: 4 MOTORCYCLE PARKING SPACES ARE PROVIDED



- NOTES:**
- PAINT STRIPING IS TO BE 1'-0" AWAY FROM ALL CURBS, WALLS AND COLUMNS. TYPICAL. SEE DETAIL (1/PKS.01) FOR TYPICAL ILLUSTRATION.
  - STANDARD STALL - TYPE 1: 8'-6" x 18'-0"  
 STANDARD STALL - TYPE 2: 8'-6" x 16'-6"  
 ACCESSIBLE STALL: 9'-0" x 18'-0"  
 VAN ACCESSIBLE STALL: 9'-0" x 18'-0"  
 EV ACCESSIBLE STALL: 9'-0" x 18'-0"  
 EV VAN ACCESSIBLE: 12'-0" x 18'-0"
  - FOR ARROW AND TEXT TEMPLATES, SEE SHEET PKS.01
  - WHEN PARKING STALLS ARE BETWEEN COLUMNS, THE STALLS ARE EQUALLY SPACED BETWEEN THE COLUMNS, U.N.O.
  - WHEN ADJACENT STALLS ARE NOT PARALLEL TO EACH OTHER, THE BACK CORNER OF THE STALLS ARE POSITIONED SO THAT NO ONE STALL EXTENDS THROUGH ANOTHER STALL'S LEGAL AREA.

- LEGEND**
- ♿ INDICATES INTERNATIONAL SYMBOL OF ACCESSIBILITY. SEE DETAIL (5/PKS.01)
  - ↑ INDICATES ACCESSIBLE PARKING SIGN. SEE DETAIL (10/11/PKS.01)
  - ☒ F.E. FIRE EXTINGUISHER IN CABINET, FOR CONNECTION. SEE DETAIL (5/PKS.02)
  - ▬ INDICATES WHEEL STOP. SEE DETAIL (4/PKS.01)
  - ▬▬ INDICATES STALL STRIPE. SEE DETAIL (2/PKS.01) FOR STRIPING DETAILS.
  - ↔ INDICATES PARKING DIRECTION ARROWS. SEE DETAIL (1/PKS.01) FOR STRIPING DETAILS.
  - ▬▬▬ INDICATES DETECTABLE WARNING STRIP. SEE DETAIL (14/PKS.01)
  - ▬ INDICATES STEEL BOLLARD. SEE DETAIL (2/PKS.02)
  - ⬜ INDICATES EV CHARGING STATION. SEE ELECTRICAL DRAWINGS.
  - ⬜ INDICATES FUTURE EV CHARGING STATION. SEE ELECTRICAL DRAWINGS.

**PARKING PLAN - LEVEL 1** 1  
 1/8" = 1'-0"



**NOTES:**  
 1. FOR BALANCE OF NOTES AND LEGEND, SEE SHEET PK2.01.

**BDE**  
 BUREAU OF DESIGN & ENVIRONMENT

324 Howard Street  
 San Francisco  
 CA 94102  
 P: (415) 677-0985

Client

**GREYSTAR**  
 Entitlement architect

**HM**  
 HELLER HARRIS  
 Consultant

**WETBY DESIGN, INC.**

**MENLO PORTAL OFFICE**  
 104 Constitution Drive, Menlo Park, CA

Rev	Date	Description
SD	100%	08.27.20
CD	100%	09.24.20
CD1		10.29.20
CD2		02.18.21

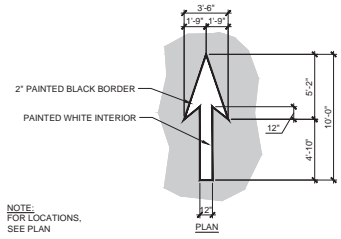
**Stamp**

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**PARKING PLAN - LEVEL 2**

Date: 1/8" = 1'-0"  
 Date: 2023 January XX  
 Scale: 1/8" = 1'-0"

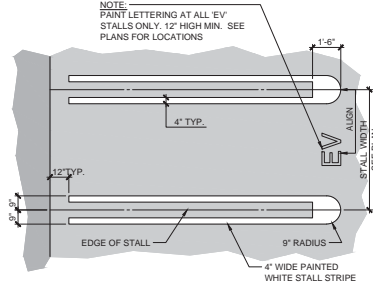
**PK2.02**



NOTE:  
FOR LOCATIONS,  
SEE PLAN

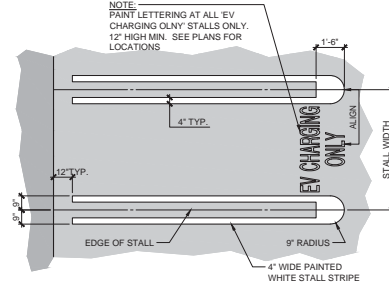
1 CALTRANS TYPE I (10) ARROW  
STRAIGHT ARROW

PK5.01  
1/4" = 1'-0"



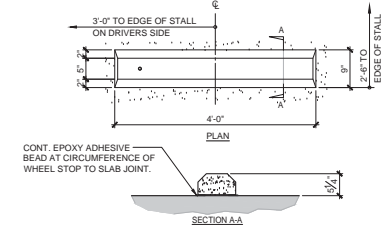
2 AT CLEAN AIR/VAN/POOL/EV STALL  
STALL STRIPE PLAN

PK5.01  
3/8" = 1'-0"



3 AT EV CHARGING STALL  
STALL STRIPE PLAN

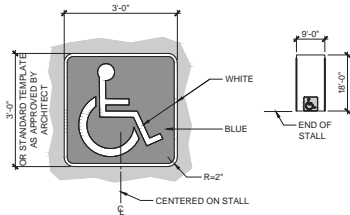
PK5.01  
3/8" = 1'-0"



CONT. EPOXY ADHESIVE BEAD AT CIRCUMFERENCE OF WHEEL STOP TO SLAB JOINT.

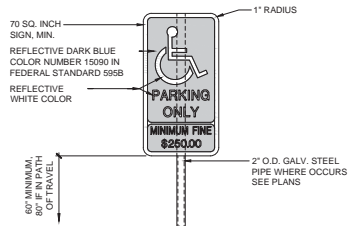
4 PRECAST CONCRETE  
WHEEL STOP

PK5.01  
1" = 1'-0"



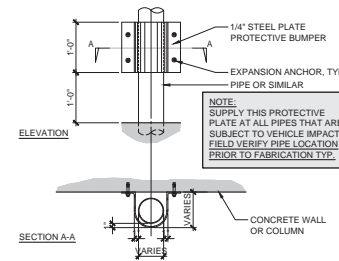
5 ACCESSIBLE STALL MARKING  
ACCESSIBLE MARK

PK5.01  
3/4" = 1'-0"



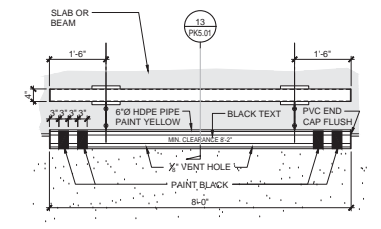
7 PIPE PROTECTION PL.

PK5.01  
1" = 1'-0"



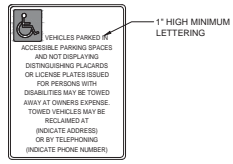
7 PIPE PROTECTION PL.

PK5.01  
1" = 1'-0"



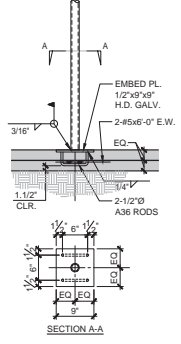
8 ELEVATION  
CLEARANCE BAR

PK5.01  
3/4" = 1'-0"



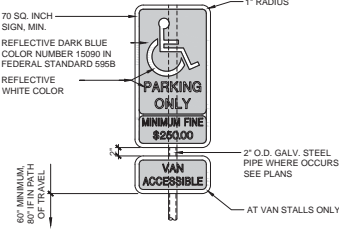
9 WARNING SIGN (HAWKINS SPR272)  
ACCESSIBLE SIGN

PK5.01  
1" = 1'-0"



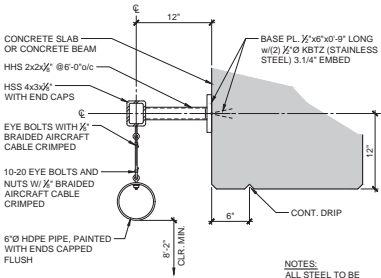
10 PARKING (HAWKINS HR99C)  
ACCESSIBLE SIGN

PK5.01  
N.T.S.



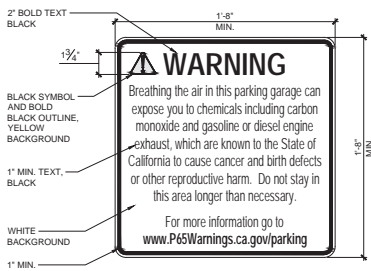
11 VAN PARKING (HAWKINS HR99C w/ HR99A)  
VAN ACCESSIBLE SIGN

PK5.01  
N.T.S.



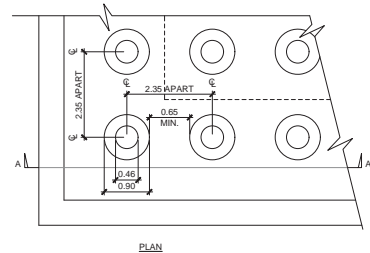
13 SECTION  
CLEARANCE BAR

PK5.01  
1 1/2" = 1'-0"



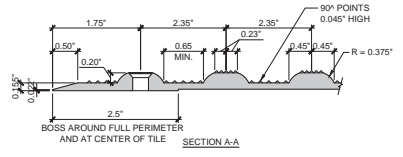
13 AT GROUND LEVEL ENTRANCES  
HAZARD SIGN

PK5.01  
N.T.S.



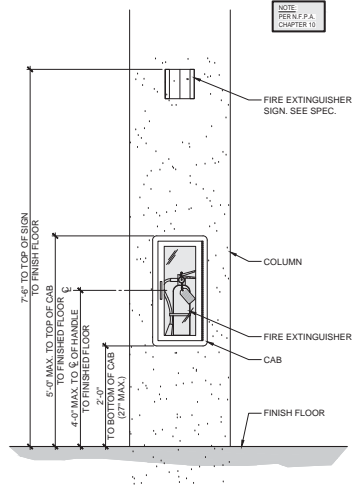
14 TRUNCATED DOME/ADHESIVE  
DETECTABLE WARNING STRIP

PK5.01  
1" = 1"

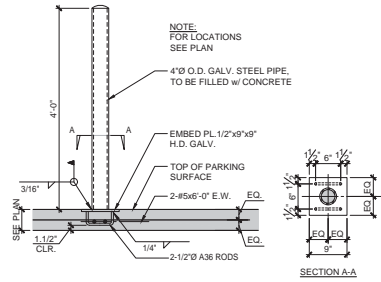


SD 100%	08.27.20
CD 100%	09.24.20
CD 1	10.29.20
CAF	02.18.21

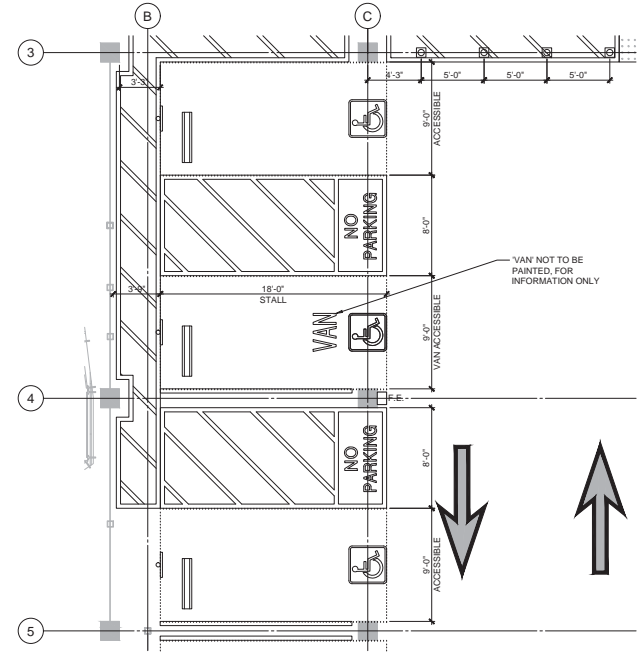




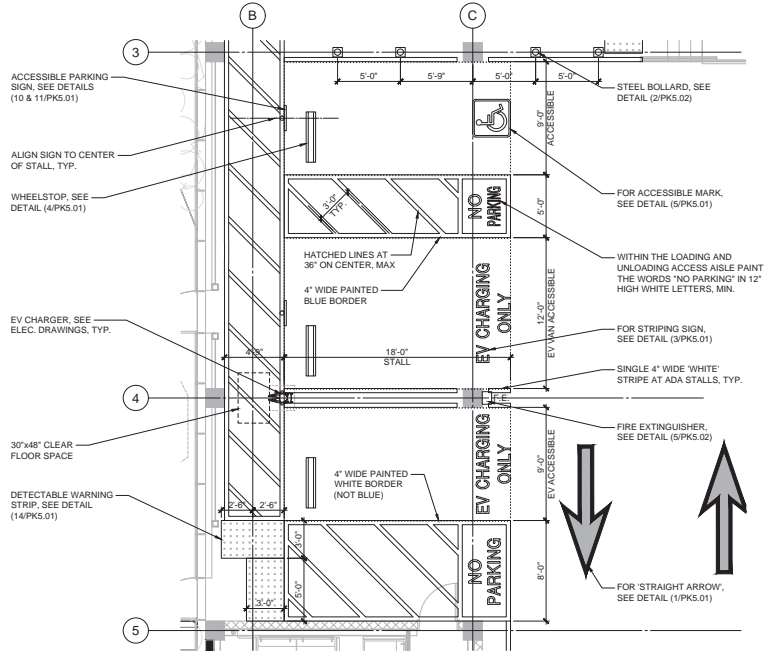
5 MOUNTING HEIGHT/COLUMN OR WALL  
FIRE EXTINGUISHER  
1" = 1'-0"



2 AT S.O.G. AND ELEVATED SLABS  
STEEL BOLLARD  
1" = 1'-0"

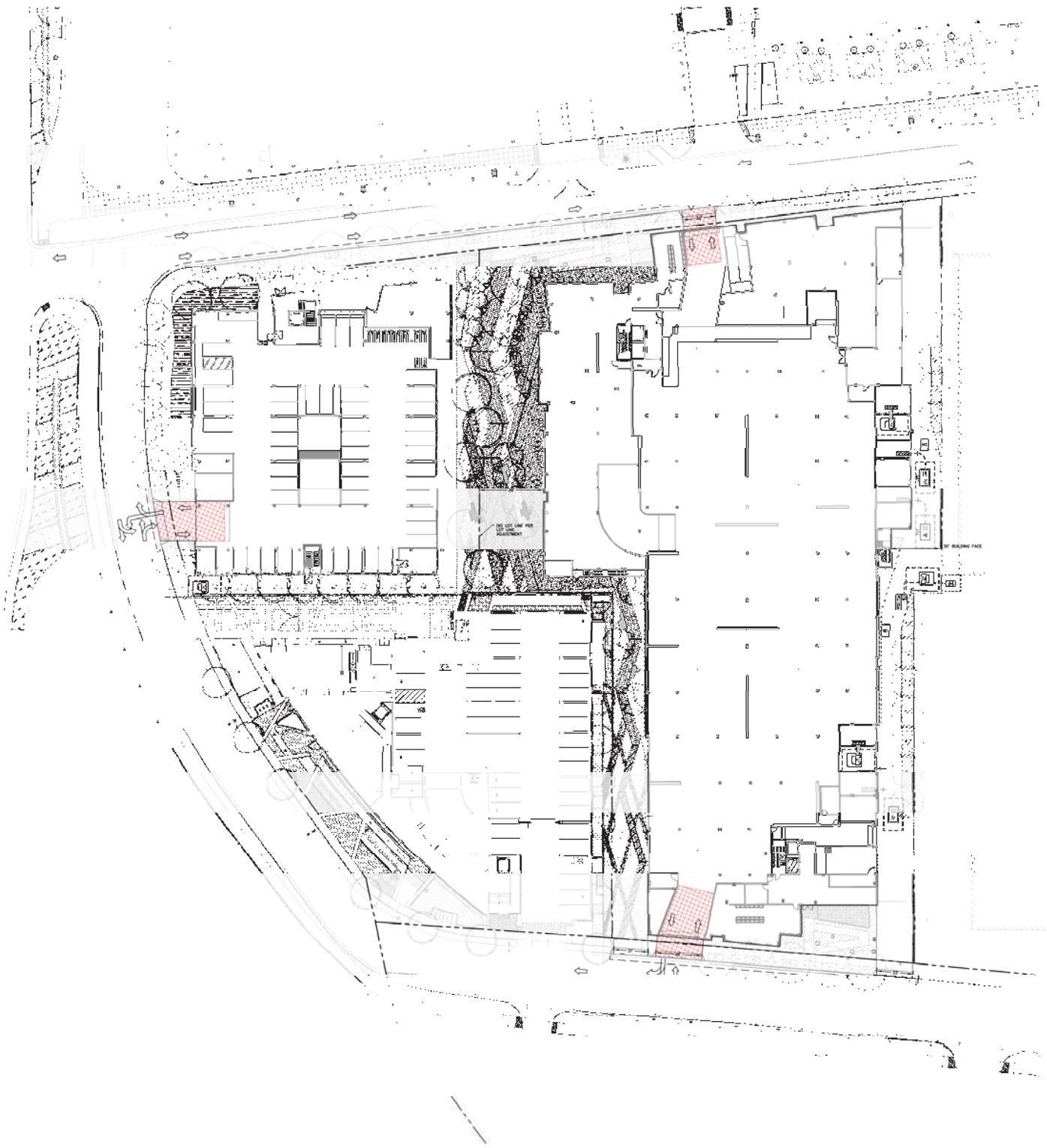


7 ACCESSIBLE STALLS AT LEVEL 2  
ENLARGED PLAN  
1/4" = 1'-0"

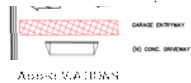


15 ACCESSIBLE STALLS AT LEVEL 1  
ENLARGED PLAN  
1/4" = 1'-0"

Rev	Date	By	Check
SD	100%	08.27.20	
DS	100%	09.24.20	
CD	1	10.29.20	
GR		02.18.21	



**LEGEND**



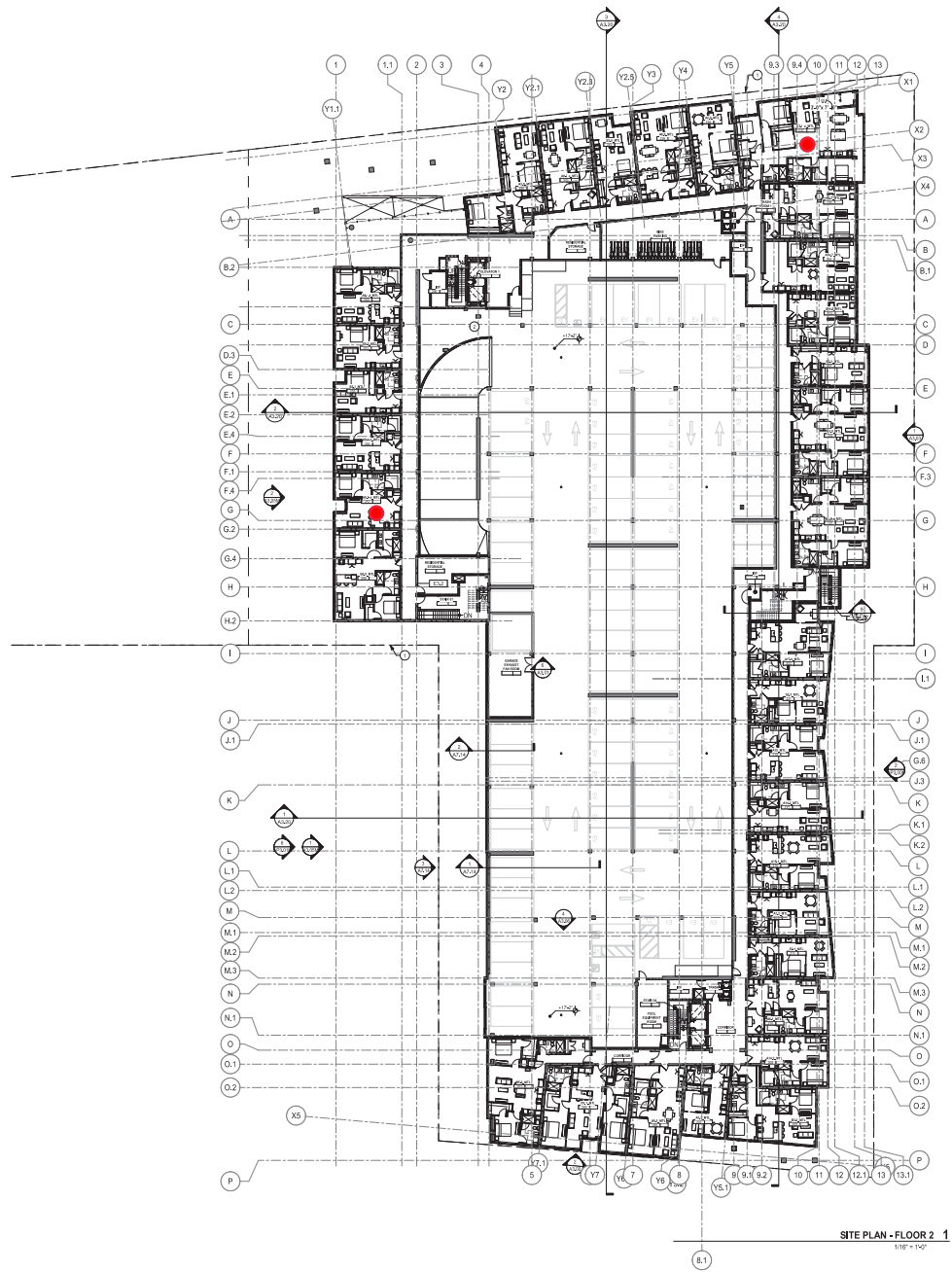
As per V.A. DEW

**NOTES**

1. SHOWN DISTANCE REMAINS AS SHOWN UNLESS COORDINATION WITH THE CITY OF PHOENIX IS MADE AND WILL BE SHOWN AT A LATER DATE.







**GENERAL NOTES**

- A. SEE PLANS FOR GENERAL BUILDING CONSTRUCTION AND DIMENSIONAL REFERENCES.
- B. SEE LIGHT TRENCH DRAWINGS FOR DISAPPEARING GRY UTILITY PAVING.
- C. SEE D.B.A. DRAWINGS FOR DISAPPEARING UTILITY PAVES, MISCELLANEOUS DRAWING CONCRETE AND CONCRETE TREATMENT.
- D. SEE LANDSCAPE DRAWINGS FOR SITE SPECIFIC GRADING, PLANTING PLAN, AND PAVED AREAS.
- E. SEE FLOOR AND SLAB FOR FINISHES AND COLOR SCHEDULES.
- F. SEE SCHEDULES FOR GENERAL MATERIALS & FINISHES.
- G. UNIT PLANS SHOWN ARE AS INDICATED REFER TO "UP" UNIT PLANS AND COLOR SCHEDULES ARE AS INDICATED. INFORMATION NOT SHOWN HERE.
- H. UNIT ELEVATIONS ARE NOTED FROM D.B.A. DRAWINGS.
- I. ROOF SLOPE SHALL BE SHOWN IN SCHEDULES.
- J. REFER TO THE UP AND UP PLAN FOR THE DOOR PAIR, REFER TO THE DOOR PAIR FOR THE PAIR ALL REQUIRED RATED DOOR COORDINATE.
- K. AT THE TIME OF FOUNDATION INSPECTION STAGES OR UPON START OF CONSTRUCTION, ALL FOUNDATION WORK SHALL BE INSPECTED BY THE CITY OF SAN FRANCISCO AND APPROVED BY THE BUILDING DEPARTMENT. THE FOUNDATION SHALL BE LOCATED IN ACCORDANCE WITH THE APPROVED PLANS.
- L. WALKWAYS AND BE BEARS ALONG ACCESSIBLE ROUTES OF TRAVEL SHALL BE CONFORMED TO ACCESSIBLE ROUTES AND SHALL BE CHANGED IN ELEVATION OR PROFILE TO MAINTAIN A MAXIMUM OF 1/4" PER FOOT SLOPE. ANY CHANGES TO THE ORIGINAL DESIGN SHALL BE CHANGED BY THE ARCHITECT TO INCLUDE THE NEW CHANGE LIST BY A SLOPE SCHEDULES SHALL HAVE PROTECTIVE SURFACING WITH BRUSHED STAINLESS STEEL PER SECTION 05.10 & 05.20.44.

**SHEET NOTES**

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- PROPERTY LINE
  - EXISTING DRIVEWAY OR DRIVEWAY ENTRY
  - SECURITY GATE S.D.A.
  - UNCOVERED AREA S.D.A.
  - EXISTING DRIVEWAY MATERIALS S.D.A. & S.D.A.
  - JACKSON PREVENTER S.D.A.
  - METRO FOG S.D.A. & BEE F.P.D.
  - ELECTRICAL TRANSFORMER S.D.A.
  - LOW VOLT ELECTRICAL TRANSFORMER S.D.A.
  - AIR CONDENSING UNITS S.D.A.
  - SHADY AREA INDICATES SOLAR READY AREA
  - POOL S.D.A.
  - ROOF PERFORMANCE R.L.D.
  - GARAGE DRIVE E.P.D.
  - MECHANICAL SCREEN
  - COURTYARDS

**LEGEND**

- NOTE: SEE PLAN FOR SPECIFIC WALL TYPES
- ▬ PARTIAL HEIGHT WALL
  - ▬ FULL HEIGHT WALL
  - ▬ DRW WALL S.D.A.
  - ▬ CONCRETE WALL/CONCRETE S.D.A.
  - ▬ MASONRY WALL/BRICK OR CONCRETE BLOCK/CONCRETE S.D.A.
  - ▬ MASONRY WALL/BRICK OR CONCRETE BLOCK/CONCRETE S.D.A.
  - ▬ MASONRY WALL/BRICK OR CONCRETE BLOCK/CONCRETE S.D.A.
  - ▬ INDICATES 24" MIN. VERT. CLEARANCE FOR COORDINATE PARKING SPOT
  - ▬ INDICATES SOLAR AREA

REV.	DATE	DESCRIPTION
1	05.19	ISSUE FOR PERMITS
2	05.19	ISSUE FOR PERMITS
3	05.19	ISSUE FOR PERMITS
4	05.19	ISSUE FOR PERMITS
5	05.19	ISSUE FOR PERMITS
6	05.19	ISSUE FOR PERMITS
7	05.19	ISSUE FOR PERMITS
8	05.19	ISSUE FOR PERMITS
9	05.19	ISSUE FOR PERMITS
10	05.19	ISSUE FOR PERMITS

**STAMP**

**SITE PLAN FLOOR 2**

Scale: 1/8" = 1'-0"  
Date: 05.19  
Project: 1919-MENLO-PORTAL  
Sheet: 20 of 24





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

- #### GENERAL NOTES
- A. SEE PLAN SET FOR GENERAL BUILDING ORIENTATION AND PLANNING REFERENCES.
  - B. SEE LIFT TRENCH DRAWINGS FOR CONDUIT-DEE DRY LIFT TRENCH.
  - C. SEE C.A. DRAWINGS FOR OVERCASTE UTILITY PLANS, EMPLOYMENT, DRAINAGE, CONDUIT, AND STORAGE/BIOMAT TREATMENT.
  - D. SEE LANSI/CORNER DRAWINGS FOR THE TWO CORNERS. SEE ALSO PLAN PLATING PLAN AND PRELIMINARY PLAN.
  - E. SEE PLAN AND ASLT FOR RAILING AREA CALCULATION.
  - F. SEE PLAN AND PLAN FOR OVERCASTE UTILITY DRAWINGS.
  - G. THE PLANS SHOWN HERE ARE DRAWING/REVISIONS TO THE PREVIOUS DRAWING FOR INFORMATION. INFORMATION NOT SHOWN HERE.
  - H. SPOT ELEVATIONS ARE NOTED FROM THE DRAWINGS.
  - I. ROOF ELEVATION SHALL BE SPOT ELEVATION.
  - J. REFER TO THE UP AND VERTICAL PLAN FOR THE DOOR TABLE, WINDOW TABLE, AND ALL REQUIRED SCHEDULES.
  - K. ALL THE BEST FOR POLYMERIZATION, THE CONCRETE STAIRS, STAIRS, AND STAIRS SHALL BE CONSTRUCTION BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN AND FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN AND FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
  - L. ALL PLANS AND DRAWINGS ALONG ACCESSIBLE ROUTES SHALL BE IN ACCORDANCE WITH THE ADA AND THE ADA ACCESSIBILITY STANDARDS. ALL PLANS AND DRAWINGS SHALL BE IN ACCORDANCE WITH THE ADA AND THE ADA ACCESSIBILITY STANDARDS. ALL PLANS AND DRAWINGS SHALL BE IN ACCORDANCE WITH THE ADA AND THE ADA ACCESSIBILITY STANDARDS.

- #### SHEET NOTES
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- PROPERTY LINE
  - MECHANICAL SERVICE LINE/DAMAGE ENTRY
  - SECURITY GATE, S.A.S.
  - LANDSCAPED AREA, S.A.S.
  - CONCRETE CURB & MECHANICAL, S.A.S. & S.A.S.
  - MACHINERY/MECHANICAL, S.A.S.
  - ENGINEERING, S.A.S. & SEE L.A.S.
  - ELECTRICAL, TRANSFORMER, S.A.S.
  - MECHANICAL SERVICE, ELECTRICAL, TRANSFORMER, S.A.S.
  - MECHANICAL SERVICE, S.A.S.
  - SHADING AREA INDICATES SOLAR READY AREA
  - POOL, S.A.S.
  - MECHANICAL SERVICE, S.A.S.
  - GARAGE, S.A.S.
  - MECHANICAL, SCREEN
  - SOLAR PANELS

- #### LEGEND
- NOTE: SEE ASLT FOR SPECIFIC WALL TYPES.
- ▬ PAINTED HEIGHT WALL
  - ▬ FULL HEIGHT WALL
  - ▬ MURAL, S.A.S.
  - ▬ CONCRETE BALL/COURTAIN, S.A.S.
  - ▬ HOUR GLASS BARRELS (SEE OPENING PROTECTIVE WALL EXCEPT FOR BARRIERS, CORNERS)
  - ▬ HOUR GLASS BARRELS (SEE OPENING PROTECTIVE WALL)
  - ▬ HOUR GLASS BARRELS
  - ▬ HOUR GLASS BARRELS, CLEARANCE FOR ACCESSIBLE WALKWAY (SEE)
  - ▬ HOUR GLASS BARRELS

**BDE**  
ARCHITECTURE

234 HOWARD STREET  
SAN FRANCISCO  
CA 94104  
P. (415) 677-0066  
WWW.BDEARCHITECTURE.COM

**GREYSTAR**

ENVIRONMENT ARCHITECT

**HM**  
HULLER PARTNERS

**1919-MENLO-PORTAL**  
110 & 116 CONSTITUTION DRIVE, MENLO  
PARK 94025

REV	DATE	DESCRIPTION
A	05.19	ISSUE
B	05.19	ISSUE
C	05.19	ISSUE
D	05.19	ISSUE
E	05.19	ISSUE
F	05.19	ISSUE
G	05.19	ISSUE
H	05.19	ISSUE
I	05.19	ISSUE
J	05.19	ISSUE

**Stamp**

1919-MENLO-PORTAL

SITE PLAN  
FLOOR 4

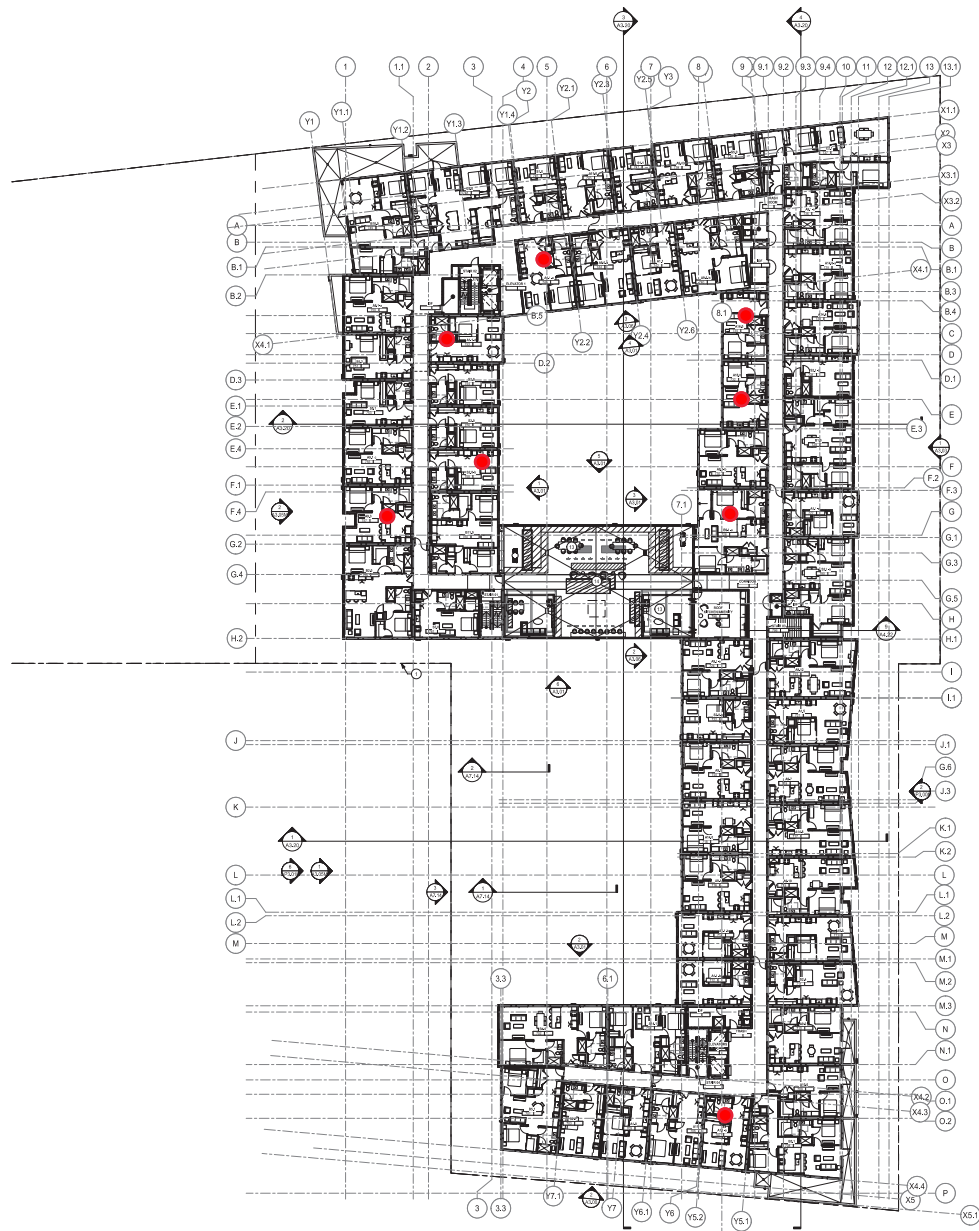
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A1.03









- GENERAL NOTES**
1. SEE PLAN 6 FOR GENERAL BUILDING ORIENTATION AND FINISHED FLOOR ELEVATIONS.
  2. SEE JUMP TRENCH DRAWINGS FOR DOWNGRADE OR UTILITY PLANS.
  3. SEE JUMP DRAWINGS FOR DOWNGRADE UTILITY PLANS, REFINISHMENTS, DRAINAGE, DRAINAGE AND STORM WATER TREATMENT.
  4. SEE LANDSCAPE DRAWINGS FOR SITE TREE SCHEDULE, FINISHED GRADE AND FINISHED FLOOR ELEVATIONS.
  5. SEE ALSO AND ASK FOR BUILDING AREA CALCULATIONS.
  6. SEE ALSO ASK FOR GROSS CALCULATIONS & VOLUMES.
  7. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH PHYSICAL DISABILITIES.
  8. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH HEARING OR VISION IMPAIRMENTS.
  9. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH MOBILITY IMPAIRMENTS.
  10. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH SPEECH IMPAIRMENTS.
  11. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH COGNITIVE IMPAIRMENTS.
  12. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH MENTAL IMPAIRMENTS.
  13. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH MULTIPLE DISABILITIES.
  14. SEE ALSO DRAWINGS AND REQUIREMENTS APPLIED TO THE PLAN AND RELATED PLANS FOR ACCESSIBILITY REQUIREMENTS FOR PERSONS WITH OTHER DISABILITIES.

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1. PROPERTY LINE
  - 2. WHEELCHAIR ENTRY (DOWNGRADE ENTRY)
  - 3. WHEELCHAIR ENTRY (AS-BUILT)
  - 4. UNIMPAVED AREA (S.L.S.)
  - 5. CONCRETE CURB & BERM (S.L.S. & S.S.)
  - 6. CONCRETE PAVEMENT (S.L.S.)
  - 7. ELECTRICAL TRANSFORMER (S.L.S.)
  - 8. BELOW GRADE ELECTRICAL TRANSFORMER (S.L.S.)
  - 9. AIR CONDITIONING UNIT (S.L.S.)
  - 10. SHADING AREA (S.L.S.)
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- LEGEND**
- NOTE: SEE ALSO FOR SHEET WALL TYPES
- 1. PARTIAL HEIGHT WALL
  - 2. FULL HEIGHT WALL
  - 3. SHADING WALL
  - 4. CONCRETE WALL/COLUMN (S.L.S.)
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  - 99. CONCRETE WALL/COLUMN (S.L.S.)
  - 100. CONCRETE WALL/COLUMN (S.L.S.)

SITE PLAN - FLOOR 7  
1/16" = 1'-0"

NO.	DATE	DESCRIPTION
1	05.19.19	SC1
2	05.21.19	SC2
3	05.21.19	SC3
4	05.21.19	SC4
5	05.21.19	SC5
6	05.21.19	SC6
7	05.21.19	SC7
8	05.21.19	SC8
9	05.21.19	SC9
10	05.21.19	SC10

**Stamp**

1919-MENLO-PORTAL  
110 & 116 CONSTITUTION DRIVE, MENLO  
PARK 94025

**SITE PLAN  
FLOOR 7**

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

North Arrow

June 30, 2021

City of Menlo Park  
Planning Division  
701 Laurel Street  
Menlo Park, CA 94025

**Updated Project Description Letter  
115 Independence Drive and 104 - 110 Constitution Drive**

Dear Menlo Park Planning Division:

We are pleased to present this updated proposal that would deliver 335 new housing units to the Bayfront Area. As you may recall, we completed the 146-unit multifamily apartment project at 3645 Haven Avenue in 2017 and we look forward to working with you once again to help alleviate the housing and traffic crises in the area.

The proposed project, named "Menlo Portal," is located in the Bayfront Area of Menlo Park, north of Highway US 101 and east of Marsh Road. The project site is across 3 contiguous parcels at 104 Constitution Dr., 110 Constitution Dr. and 115 Independence Dr. The project proposes demolishing the existing office/industrial buildings on the 3 parcels that total approximately 64,832 square feet.

The proposed project is located in the R-MU-B zoning district within the General Plan. The Plan seeks to develop a new live/work/play environment in the M-2 area, and we believe this proposed project would advance that vision. Furthermore, this project proposes to deliver maximum residential density by using the bonus level development and BMR bonus provisions, which would bring much-needed new housing to the area.

As updated, the proposed project consists of 335 apartment units across a single new seven-story building (five floors of Type IIIA over two floors of Type IA) and an approximately 34,499 square foot commercial office building (three floors of Type IIIB). Our project will include 48 below market rate (BMR) units which will be evenly distributed throughout the project in accordance with Menlo Park guidelines. The residential building includes 320 vehicle parking stalls through a combination of a mechanical stacker system and self-parking and the commercial office building provides 94 parking spaces on two levels, all of it self-parked. The residential building would include two levels of above-grade podium garage with five-levels of residential units above, and would include residential amenities, roof decks, and an outdoor courtyard on the podium level. The commercial office building would incorporate roughly 3,790 square feet in total (comprised of ~1,600 square feet of interior retail / commercial space and approximately 2,190 square feet adjacent outdoor area) as a proposed neighborhood benefit space. Additionally, the project proposal incorporates an approximately 9,575 square feet of publicly accessible central plaza greenspace with seating and art between the residential and commercial office buildings from Constitution Drive to the north in order to improve pedestrian activity and accessibility throughout the area.

The context of the site is between Menlo Gateway Phase I which is approximately 135 feet high in the south and Menlo Gateway Phase II Parking Structure 2 which is approximately 90 feet high and Menlo Gateway Phase II Office Building 2 which is approximately 134 feet high to the north. In addition, the proposed development at 111 Independence is 85 feet high. The courtyard of our multifamily building which is approximately 30'-4" feet high opens out to a pedestrian

area below which runs adjacent to the proposed 55-foot high office building. The various built and proposed buildings in this area will provide a textured landscape appropriate for the context. We've identified an approximately 1,608 square foot area on the first floor of the commercial office building facing the publicly accessible open space that has been allocated as a potential neighborhood benefit space. Further details on this potential neighborhood benefit space are available in our team's community amenity proposal which was last updated in February 2021. In addition, the project is expected to include 48 below market rate units that will be equitably distributed throughout the project.

The timing of this project submittal has made it possible for our team to take advantage of initial feedback we received from Planning Commission on our Menlo Uptown project at 141 Jefferson Dr., 180 Constitution Dr. and 186 Constitution Dr. Additionally, our team has received several rounds of constructive feedback from Planning Commission (study sessions in July 2019 and January 2020) and the City's architectural consultant (April 2020) that has allowed us to improve the Menlo Portal project design over the last couple of years. Please note the following summary of major project changes that have been captured since July 2019:

- **Overall architectural**
  - 15 dwelling units added bringing total from 320 units to 335 units per City's BMR density bonus
  - Adjusted lot line between the office and residential buildings was shifted east towards the residential building by 5'-6"
- **Central plaza enhancements**
  - Improved "activation" of the plaza's edges by including residential amenity spaces, office amenity spaces, and outdoor dining areas along the perimeter of the project buildings
  - Added planting, spaces for public art and wayfinding features to draw the public into the site and informal seating areas invite visitors to linger rather than just passing through
- **Project open space**
  - Reallocated ~1,300 sq. ft. from public open space to common open space per City design review (May 2020)
- **Elevation / façade changes**
  - Updated façade treatment to confirm maximum 50% stucco
  - Updated stucco designation to clarify "smooth troweled finish"
  - Added material board w/ detailed material callouts
  - Updated commercial office building façade treatment to incorporate planting that obscures cars
- **Building massing / modulation**
  - Residential*
    - Updated residential building stepback, building projections, major and minor modulations based on clarification and discussion with the City (compliance)
    - Updated bay window projection into setback zone
  - Office*
    - Re-sized non-rectilinear modulation "notches" to address minor modulation requirements
    - Added seating element on office rooftop to provide 4' vertical modulation requirement
    - Incorporated massing adjustments at third level of the building

Our team's community outreach efforts have been foundational to the project development so far. In June 2019, we held our first formal community open house followed by two additional open houses in the Fall 2019. Our team has continued to meet with members of the community virtually as well since the outbreak of COVID and has solicited constructive feedback on topics ranging from neighborhood amenity space to public art to the proposed BMR program. Of particular note are discussions our team has held recently with All Five, a seasoned Belle Haven-based early

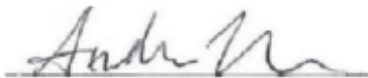
childhood education operator to learn more about the significant need for childhood education in the Belle Haven and neighboring communities. Based on these conversations and numerous other community member discussions on the same topic, we have updated this project's community amenity proposal to focus on early childhood education and providing valuable classroom space in the proposed 3,790 square foot community space as well as financial resources to All Five, with priority on children from the Belle Haven community. As our project continues in the review process, we will continue engaging the community and our future neighbors in order to augment the constructive feedback we have already received.

We anticipate that the project will ultimately require:

- Environmental review to analyze potential environmental and traffic impacts of the project
- Use permit for bonus level development
- Architectural control to review the future design of the project and site improvements
- Public utility easement approval for vacation of existing easement located on existing parcel and recordation of new easement location
- Lot line adjustment to change the boundaries of the three existing parcels on the site
- Lot line merger to merge two of the three existing parcels
- Heritage Tree Removal Permits to remove heritage trees to enable the proposed project and plant heritage tree replacements per the City's municipal code requirements; and
- Below Market Rate (BMR) housing agreement to provide on-site BMR units

We believe that the region is in dire need of more housing, especially as regional employers continue to grow rapidly and traffic worsens. A jobs/housing imbalance is expected to continue into the future, causing further strain on housing availability, increased rents, and traffic. We look forward to working with Planning Commission to deliver this new proposed housing project to Menlo Park.

Sincerely,



Andrew Morcos  
Sr. Development Director  
Greystar

# Menlo Portal Scorecard

Note: The information on this tab is READ-ONLY. To edit this information, see the Credit Category tabs.



Integrative Process		Preliminary	Y	2 of 2	VI	0	Verified	0
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<b>IPc</b>	Integrative Process			2 of 2		0		
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Location and Transportation		Preliminary	Y	13 of 15	VI	0	Verified	0
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<b>LTP</b>	Floodplain Avoidance			Required			Not Verified	
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*Performance Path*

<b>LTC</b>	LEED for Neighborhood Development			0 of 15		0		
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*Prescriptive Path*

<b>LTC</b>	Site Selection			8 of 8		0		
------------	----------------	--	--	--------	--	---	--	--

<b>LTC</b>	Compact Development			3 of 3		0		
------------	---------------------	--	--	--------	--	---	--	--

<b>LTC</b>	Community Resources			2 of 2		0		
------------	---------------------	--	--	--------	--	---	--	--

<b>LTC</b>	Access to Transit			0 of 2		0		
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Sustainable Sites		Preliminary	Y	3 of 7	VI	2	Verified	0
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<b>SSp</b>	Construction Activity Pollution Prevention			Required			Not Verified	
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<b>SSp</b>	No Invasive Plants			Required			Not Verified	
------------	--------------------	--	--	----------	--	--	--------------	--

<b>SSc</b>	Heat Island Reduction			1 of 2		1		
------------	-----------------------	--	--	--------	--	---	--	--

<b>SSc</b>	Rainwater Management			0 of 3		0		
------------	----------------------	--	--	--------	--	---	--	--

<b>SSc</b>	Nontoxic Pest Control			2 of 2		1		
------------	-----------------------	--	--	--------	--	---	--	--



Water Efficiency		Preliminary	Y	6 of 12	VI	0	Verified	0
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<b>WEP</b>	Water Metering			Required			Not Verified	
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*Performance Path*

<b>WEC</b>	Total Water Use			6 of 12		0		
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*Prescriptive Path*

<b>WEC</b>	Indoor Water Use			0 of 6		0		
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<b>WEC</b>	Outdoor Water Use			4 of 4		0		
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<b>Energy and Atmosphere</b>		Preliminary	Y	22 of 37	VI	0	Verified	0
<b>EAp</b>	Minimum Energy Performance			Required				Not Verified
<b>EAp</b>	Energy Metering			Required				Not Verified
<b>EAp</b>	Education of the Homeowner, Tenant or Building Manager			Required				Not Verified
<b>EAc</b>	Annual Energy Use			18 of 30		0		
<b>EAc</b>	Efficient Hot Water Distribution System			2 of 5		0		
<b>EAc</b>	Advanced Utility Tracking			2 of 2		0		



<b>Materials and Resources</b>		Preliminary	Y	4 of 9	VI	2	Verified	0
<b>MRp</b>	Certified Tropical Wood			Required				Not Verified
<b>MRp</b>	Durability Management			Required				Not Verified
<b>MRC</b>	Durability Management Verification			1 of 1		0		
<b>MRC</b>	Environmentally Preferable Products			2 of 5		2		
<b>MRC</b>	Construction Waste Management			1 of 3		0		



<b>Indoor Environmental Quality</b>		Preliminary	Y	9 of 18	VI	2	Verified	0
<b>EQp</b>	Ventilation			Required				Not Verified
<b>EQp</b>	Combustion Venting			Required				Not Verified
<b>EQp</b>	Garage Pollutant Protection			Required				Not Verified
<b>EQp</b>	Radon-Resistant Construction			Required				Not Verified
<b>EQp</b>	Air Filtering			Required				Not Verified
<b>EQp</b>	Environmental Tobacco Smoke			Required				Not Verified
<b>EQp</b>	Compartmentalization			Required				Not Verified
<b>EQc</b>	Enhanced Ventilation			1 of 3		0		
<b>EQc</b>	Contaminant Control			0.5 of 2		0.5		
<b>EQc</b>	Balancing of Heating and Cooling Distribution Systems			1 of 3		0		
<b>EQc</b>	Enhanced Compartmentalization			0 of 3		1		
<b>EQc</b>	Combustion Venting			2 of 2		0		
<b>EQc</b>	Enhanced Garage Pollutant Protection			1 of 1		0		
<b>EQc</b>	Low-Emitting Products			2.5 of 3		0.5		
<b>EQc</b>	No Environmental Tobacco Smoke			1 of 1		0		



<b>Innovation</b>		Preliminary	Y	4 of 6	VI	1.5	Verified	0
<b>INp</b>	Preliminary Rating			Required			Not Verified	
<b>INc</b>	Innovation			3 of 5	1.5			
<b>INc</b>	LEED Accredited Professional			1 of 1	0			



<b>Regional Priority</b>		Preliminary	Y	1 of 4	VI	2	Verified	0
<b>RPc</b>	Regional Priority (LTc Community Resources)			1 of 4	2			

**Point Floors**

The project earned at least 8 points total in Location and Transportation and Energy and Atmosphere

The project earned at least 3 points in Water Efficiency

The project earned at least 3 points in Indoor Environmental Quality

<b>Total</b>		Preliminary	Y	64 of 110	VI	9.5	Verified	0
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**Certification Thresholds** Certified: 40-49, Silver: 50-59, Gold: 60-79, Platinum: 80-110



# LEED v4 for BD+C: Core and Shell

## Project Checklist

Project Name: Menlo Portal (Office)

Date: 06.29.21

Y ? N

1			Credit	Integrative Process	1
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10	1	29	<b>Location and Transportation</b>		<b>20</b>
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		20	Credit	LEED for Neighborhood Development Location	20
2			Credit	Sensitive Land Protection	2
		3	Credit	High Priority Site	3
6			Credit	Surrounding Density and Diverse Uses	6
		6	Credit	Access to Quality Transit	6
1			Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

6	1	4	<b>Sustainable Sites</b>		<b>11</b>
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Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1	1	Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
		3	Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1
1			Credit	Tenant Design and Construction Guidelines	1

6	1	4	<b>Water Efficiency</b>		<b>11</b>
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Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1	1		Credit	Outdoor Water Use Reduction	2
4		2	Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

16	4	13	<b>Energy and Atmosphere</b>		<b>33</b>
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Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3		3	Credit	Enhanced Commissioning	6
11		7	Credit	Optimize Energy Performance	18
1			Credit	Advanced Energy Metering	1
	2		Credit	Demand Response	2
1		2	Credit	Renewable Energy Production	3
		1	Credit	Enhanced Refrigerant Management	1
	2		Credit	Green Power and Carbon Offsets	2

4	2	8	<b>Materials and Resources</b>		<b>14</b>
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Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		6	Credit	Building Life-Cycle Impact Reduction	6
		2	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	1		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	1		Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

7	2	1	<b>Indoor Environmental Quality</b>		<b>10</b>
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Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
	1	1	Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
2	1		Credit	Daylight	3
1			Credit	Quality Views	1

3	1	2	<b>Innovation</b>		<b>6</b>
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2	1	2	Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

1	1	2	<b>Regional Priority</b>		<b>4</b>
---	---	---	--------------------------	--	----------

	1		Credit	Regional Priority: S Optimize Energy Performance (10)/Rainwater Managerr	1
		1	Credit	Regional Priority: S Building Life-Cycle Impact Reduction (3)	1
		1	Credit	Regional Priority: S Building Product Disclosure and Optimization - Sourcing	1
1			Credit	Regional Priority: S Indoor Water Use Reduction	1

54	13	63	<b>TOTALS</b>		Possible Points: <b>110</b>
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Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110





HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Menlo Portal Mixed-Use Development in Menlo Park

## Transportation Demand Management (TDM) Plan

Prepared for:

**Greystar GP II, LLC**

January 22, 2021

### **Hexagon Transportation Consultants, Inc.**

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 19ET04

Phone: 408.971.6100

Document Name: Menlo Portal TDM Plan.docx

**San Jose • Gilroy • Pleasanton • Phoenix**

**[www.hextrans.com](http://www.hextrans.com)**

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Studies  
Transportation Planning Neighborhood Traffic Calming Traffic Operations Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

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3. Proposed TDM Measures .....	11
4. TDM Implementation, Monitoring, and Reporting .....	18

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# 1. Introduction

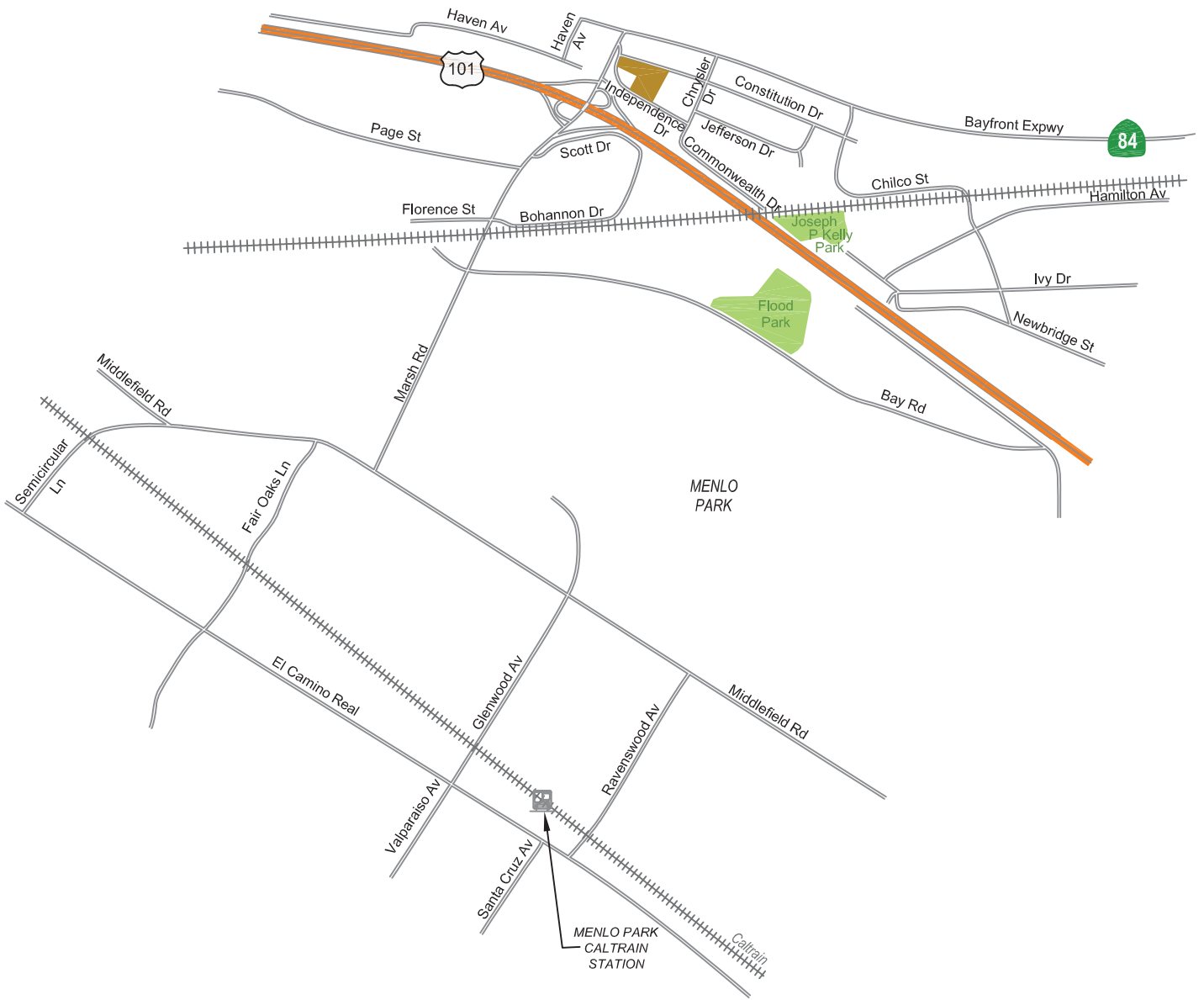
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Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, and to ensure that new developments are designed to maximize the potential for sustainable transportation usage. This Plan has been prepared for the Menlo Portal Mixed-use development at 104-110 Constitution Drive and 115 Independence Drive in Menlo Park, California. In order to propose effective and appropriate TDM measures, this Plan has been developed based on the project's size, location, and land use. This plan has been developed to satisfy Section 16.45.090 of the City of Menlo Park Municipal Code, which requires a TDM plan to be prepared with the goal of achieving at least a 20 percent reduction in PM peak hour trips. In addition, this TDM Plan has been prepared in accordance with the C/CAG requirement that if a project generates 100 or more peak hour trips "local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development."

## Project Description

The project proposes to construct 320 multi-family dwelling units in an apartment building at 110 Constitution Drive/115 Independence Drive and a 34,708 square-foot office building at 104 Constitution Drive in Menlo Park, California. The project would remove three existing light industrial buildings that currently occupy the site. The site location and surrounding area are shown on Figure 1.

The first level of the apartment building will include a secured bike storage room with spaces for 480 bicycles. Bike racks that can hold 48 bicycles will be provided on the exterior of the building for short-term use. For the office building, six long-term bicycle spaces will be provided in level one of the parking garage, and bike racks with a capacity of 12 bicycles will be provided at the building entries and plaza. Onsite amenities including a business center, a cafe, a bike repair shop, and a fitness center will be provided in the apartment building. The office building also has a 1,608 square-foot neighborhood benefit space that would serve both residents and employees in the project site. A site plan for the ground levels of the apartment and office buildings are shown on Figure 2.



LEGEND



= Site Location

+++++ = Railroad Tracks / Right of Way

**Figure 1**  
**Site Location**



Figure 2 Site Plan

## Menlo Park TDM Requirement for R-MU Residential Mixed-Use District

The City of Menlo Park requires that all new projects involving a change of use of 10,000 or more square feet of gross floor area in the Residential Mixed-use (R-MU) zoning district prepare TDM plans that will reduce vehicle trips by 20 percent from standard trip generation rates (Menlo Park Municipal Code Section 16.45.090). This plan has been prepared with the goal of achieving at least a 20 percent reduction in PM peak hour trips.

The trip generation rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10<sup>th</sup> Edition* (2017) for Multifamily Midrise Housing (Land Use 221) and General Office (Land Use 710) were used for this study. Before TDM reductions, the proposed project is estimated to generate a total of 2,079 daily trips with 155 trips during the AM peak hour and 181 trips during the PM peak hour.

As shown in Table 1, in order to meet the City's 20 percent reduction requirement, at least 36 PM peak hour trips would need to be eliminated through implementation of the various TDM measures. Stated conversely, both the apartment and office buildings combined would be required to generate no more than 145 PM peak hour trips.

**Table 1**  
**Trip Generation Estimates for the Menlo Portal Mixed-Use Project**

Land Use	ITE Code	Size	Daily Rate <sup>1</sup>	Daily Trips	AM Peak Hour			PM Peak Hour					
					Peak Rate <sup>1</sup>	Trips In	Trips Out	Total Trips	Peak Rate <sup>1</sup>	Trips In	Trips Out	Total Trips	
<b>Proposed Use</b>													
Multifamily Mid-Rise Housing	221	320 d.u.	5.44	1,741	0.36	30	85	115	0.44	86	55	141	
Office	710	34.71 ksf	9.74	338	1.16	34	6	40	1.15	6	34	40	
				2,079		64	91	155		92	89	181	
<i>20% Required TDM Reduction</i>				(416)		(13)	(18)	(31)		(18)	(18)	(36)	
<b>Total Project Trips (with TDM Trip Reduction)</b>				<b>1,663</b>		<b>51</b>	<b>73</b>	<b>124</b>		<b>74</b>	<b>71</b>	<b>145</b>	
<b>Notes:</b>													
<sup>1</sup> Trip rates are from Institute of Transportation Engineers' <i>Trip Generation Manual, 10th Edition, 2017</i> .													
Average rate used for trips per dwelling unit or trips per 1,000 s.f. in general urban/suburban settings.													

## Report Organization

The remainder of this report is divided into three chapters. Chapter 2 describes the transportation facilities and services near the apartment and office buildings. Chapter 3 presents the recommended TDM measures for the proposed project. Chapter 4 describes the program for implementing, monitoring, and reporting on the TDM plan.

## 2. Transportation Facilities and Services

---

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, high-occupancy vehicle (HOV) lanes, bicycle facilities, and pedestrian facilities. This chapter describes existing facilities and services near the project site that will support the TDM measures contained in this plan. The existing transit service in the project vicinity is described below and shown on Figure 3. Information on nearby roadways are also included in order to provide a more comprehensive description of the nearby transportation network.

### Roadway Network

Regional access to the project site is provided via US 101 and State Route 84.

**US 101** is an eight-lane freeway that is adjacent to the southern boundary of the project site. It extends north through San Francisco and south through Gilroy. In Menlo Park, US 101 is eight lanes wide, including two high-occupancy vehicle (HOV) lanes, one in each direction. US 101 provides access to the project site via a full-access interchange at Marsh Road.

**State Route 84** is known as Bayfront Expressway in the vicinity of the project site. Bayfront Expressway extends from Marsh Road to the Dumbarton Bridge and provides access to the East Bay. Bayfront Expressway is a six-lane divided roadway and is paralleled by a Class I bicycle/pedestrian path.

Local access to the site is provided via Marsh Road, Chrysler Drive, Constitution Drive, and Independence Drive. These roadways are described below and shown in Figure 1 in the previous chapter.

**Marsh Road** begins at Middlefield Road and extends to Bayfront Expressway. It is a four-lane divided arterial and includes a full interchange at US 101. There are existing sidewalks on both sides of the street on Marsh Road in the project vicinity. However, no bike facilities currently exist on Marsh Road.

**Chrysler Drive** is a two-lane local roadway that is perpendicular to Constitution Drive, and Jefferson Drive. It extends from Commonwealth Drive to Bayfront Expressway (SR 84). There are sidewalks on

both sides of Chrysler Drive except on the north side between Jefferson Drive and Bayfront Expressway. In addition, only a short road section in the eastbound direction between Constitution Drive and Bayfront Expressway has a Class II bike lane.

**Constitution Drive** is a two-lane local roadway that provides direct access to the project site. It begins at Marsh Road and terminates at Chilco Street. Constitution Drive has sidewalks on both sides except on the east side between Chrysler Drive and Chilco Street. There are existing Class II bike lanes on Constitution Drive between Independence Drive and Chilco Street.

**Independence Drive** provides direct access from eastbound Marsh Road to the project site. It is a two-lane local roadway that includes a sharp turn near its intersection with Marsh Road. A multipurpose trail is present on the west side of Independence Drive. There are existing Class III bike route on Independence Drive.

## Caltrain Commuter Rail

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to Gilroy during commute hours. The closest Caltrain station to the project site is the Menlo Park Station, located on Merrill Street between Oak Grove Avenue and Ravenswood Avenue, near El Camino Real.



The Menlo Park Station is located approximately 3.6 miles from the project site. This is a 15-20 minute bike ride. Also, the Marsh Road Shuttle (described below) currently offers free shuttle service between the project site and the Menlo Park Caltrain Station with timed connections to trains during the commute peak periods.

## Marsh Road Shuttle

Primary access to the project site from the Menlo Park Caltrain station is provided by the Marsh Road Shuttle, which is a free shuttle service with timed connections to many of the AM and PM peak period trains in both the northbound and southbound directions. The shuttle operates in a loop through the Marsh Road business park. The closest stop is at the intersection of Constitution Drive and Chrysler Drive which is approximately 800 feet from the project site. Based on the schedule, the shuttle takes about 17 minutes to travel from the Caltrain station to the stop at Constitution Drive/Chrysler Drive. In the afternoon, because the project site is one of the first stops in the loop, the shuttle takes about 34 minutes to travel from the stop to the Caltrain station.

The Marsh Road Shuttle is funded jointly by the City of Menlo Park, the Bay Area Air Quality Management District (BAAQMD), the Peninsula Corridor Joint Powers Board (Caltrain), the San Mateo County Transportation Authority, and local employers. The shuttle is free and open to everyone.

Beginning in April 2019, a second vehicle was added to the Marsh Road shuttle schedule, allowing for more and better-timed connections with Caltrain. If the project were to achieve a 20 percent trip reduction, estimated maximums of 31 AM and 36 PM peak hour trips would be made by transit or bicycle modes of transportation. There are seven and six shuttle runs during the AM and PM peak periods, respectively. It is anticipated that the increased service provided by the Marsh Road Shuttle would be able to accommodate the additional riders generated by the proposed project.





LEGEND





-  = Site Location
-  = Marsh Road Caltrain Shuttle
-  = Samtrans Route 270
-  = Railroad Tracks / Right of Way

Figure 3  
Existing Transit Services

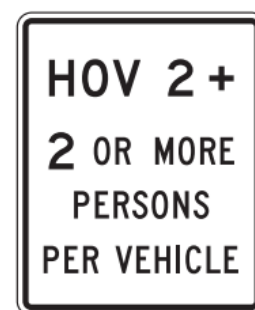
## SamTrans Bus Service

SamTrans Route 270, the Redwood City Loop, provides service to the Marsh Road/Bayfront Expressway office area. A bus stop is located on Haven Avenue near Marsh Road, approximately 0.3 miles from the project site. Route 270 operates in a loop between the Redwood City Caltrain Station, Redwood Plaza/City Hall, Kaiser Hospital, southbound along Broadway and Bay Road, across US 101 to the Marsh Road business park area, northbound along Bayshore Road, back across US 101 on Maple Street, and then returning to the Redwood City Caltrain Station. Route 270 operates with 60-minute headways on weekdays and Saturdays.



## HOV Lanes

High-Occupancy Vehicle (HOV) lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more occupants (carpool, vanpool, and buses), motorcycles, and ILEVs (subcategory of clean-fuel vehicles that have essentially no fuel vapor emissions) during the morning (5:00 to 9:00 AM) and evening (3:00 to 7:00 PM) commute periods. HOV lanes are present on US 101 within the City of Menlo Park.



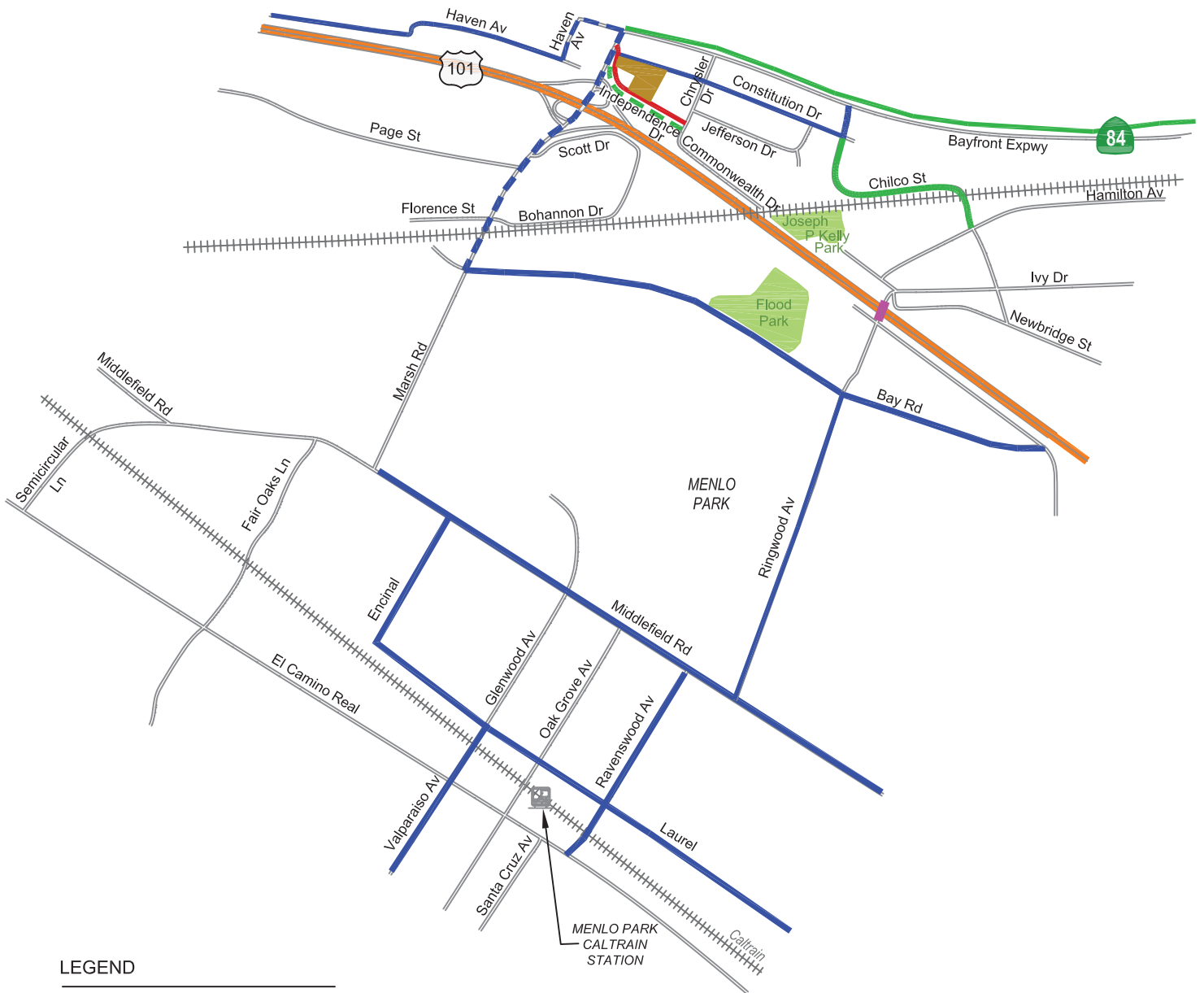
## Bicycle Facilities

Bicycle facilities are an important component of the City of Menlo Park's transportation network. The City's bikeways are classified as Class I, Class II, or Class III facilities, as follows:

- Class I Bicycle Path – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- Class II Bicycle Lane – bike lanes for bicycle use only that are striped within the paved area of roadways
- Class III Bicycle Route – bike routes are shared with motor vehicles on the street. Class III bikeways may also be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement, known as a "sharrow"



Existing and future bicycle facilities near the project site are shown on Figure 4. Currently, there are Class II bike lanes on Constitution Drive and Chilco Street. The Chilco Street bike lane leads to the Belle Haven neighborhood and a bike/pedestrian overcrossing over US 101 at Ringwood Avenue. On the west side of US 101, a bike lane on Ringwood Avenue provides connections to many other bike lanes throughout the City. In addition, there is a Class I bike trail in the project vicinity next to Bayfront Expressway that begins in Bayfront Park and extends across the Dumbarton Bridge. There is also a Class III bike route on Independence Drive that provides direct access to the project site from Marsh Road.



LEGEND

- = Site Location
- = Existing Class I Bike Path
- = Existing Class II Bike Lane
- = Existing Class III Bike Route
- = Proposed Class I Bike Path
- = Proposed Class II Bike Lane
- = Proposed Class III Bikeway
- = Bike / Pedestrian Overpass
- = Railroad Tracks / Right of Way

**Figure 4**  
Existing and Proposed Bicycle Facilities

The following improvements to the City's bicycle facilities have been proposed in its Comprehensive Bicycle Development Plan:

- Class II bike lanes are planned for Marsh Road, which would connect to the existing bike path next to Bayfront Expressway. These proposed bike lanes would allow bicyclists to cross US 101 safely and access the bikeway network on the west side of the freeway.
- A Class I Connector Path is planned for Independence Drive, which would connect the planned Class II bike lanes on Marsh Road and the existing Class II bike lanes on Constitution Drive. Because Independence Drive is one-way in the southbound direction off Marsh, a Class I off-street connection would allow bicyclists to travel counter-flow to traffic on this short one-way roadway segment. This bike path would provide bicyclists from the project site with safer access to the proposed bike lanes on Marsh Road.
- A new bicycle and pedestrian bridge over the Atherton Channel is planned to extend the bike lanes and sidewalks on Haven Avenue to Marsh Road.

The Marsh Road bike lanes and Independence Drive Connector Path are identified as long-term projects. The Marsh Road bike lanes are also identified as proposed improvements in the San Mateo County Comprehensive Bicycle and Pedestrian Plan. It is not known when these two proposed improvements will be constructed.

## Pedestrian Facilities

A majority of the streets in the project vicinity have sidewalks, except the following street sections:

- East side of Constitution Drive between Chrysler Drive and Chilco Street.
- East side of Jefferson Drive and Independence Drive.
- North side of Chrysler Drive between Bayfront Expressway and Jefferson Drive.
- North side of Chilco Street between Bayfront Expressway and Constitution Drive.

As the adjacent land parcels redevelop, new sidewalks are planned for the street frontages, which will improve pedestrian facilities in the vicinity of the project.

As described in the preceding section on bicycle facilities, the Haven Avenue Streetscape Project also includes pedestrian crossing improvements to the Marsh Road-Haven Avenue-Bayfront Expressway intersection, which will improve the overall pedestrian network in the area east of US 101. The improvements include widened sidewalks, replacement of curb ramps to comply with current ADA standards, realigning the existing crosswalk on the northwest (Haven Avenue) leg of the intersection, and improving the existing median to provide a crossing refuge island.



### 3.

## Proposed TDM Measures

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This chapter describes Transportation Demand Management (TDM) measures that are applicable to the proposed project.

This plan has been developed to meet the 20 percent trip reduction requirement set forth in Sec.16.45.090 of the Menlo Park municipal code<sup>1</sup> for the residential mixed-use zoning district.

The TDM measures recommended to be implemented by the project include services, incentives, actions, and planning and design measures related to the attributes of the site design and site amenities. Such design measures encourage walking, biking, use of transit, and internalization of trips. Some of the recommended TDM measures are programs that would be created and implemented by tenants.

Because the project would generate more trips in the PM peak hour than the AM peak hour, the PM peak-hour estimate of trips is used to determine the number of trip credits required. The project would generate 181 PM peak-hour trips, so in order to meet the City's 20 percent reduction requirement, at least 36 PM peak hour trips would need to be eliminated through implementation of the various TDM measures.

### TDM Administration and Promotion

#### Transportation Coordinator

A Transportation Coordinator should be assigned to provide information regarding alternative modes of transportation to residents at the apartment building and employees at the office building. The Transportation Coordinator should be designated by the building developer, the property manager, or any subsequent building owner.

The Transportation Coordinator's responsibilities will include updating information on the online information board/kiosk, providing trip planning assistance and/or ride-matching assistance to residents who are considering an alternative mode for their commute, and managing the annual surveys. The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for SamTrans and Caltrain and be knowledgeable enough to answer residents' TDM

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<sup>1</sup> City of Menlo Park Municipal Code, Section 16.45.090, "Transportation demand management." Adopted December 6, 2016.

program-related questions. The Transportation Coordinator should distribute a carpool/vanpool matching application to all residents and employees as part of the New Resident/Employee Information packets. The application will match residents and employees who live or work at the project site who may be able to carpool or vanpool together.

### **Online Transportation Kiosk**

This TDM plan recommends establishing an “online kiosk” with transportation information that residents and employees could access from their smart phones, their desk at work, or anywhere else. This online kiosk can be available on the residential and office websites. In addition to including all of the non-auto transportation alternatives that would be provided in the tenant orientation (welcome) packet, the online kiosk can have a list of nearby restaurants and entertainment uses to help encourage residents to walk to their destinations.

By allowing someone to have all the information about transportation alternatives and TDM programs available to them in a single online location, people will be more likely to refer to this information from home. The project developer or property manager should have responsibility for setting up and maintaining this online information center. This website should include the site-specific information about all the measures, services, and facilities discussed in this plan. In addition, this online information center should include:

- A summary of SamTrans, Caltrain, and nearby shuttle services and links to further information about their routes and schedules.
- Information about ride matching services (511.org and on-site ride matching) and the incentive programs available to carpools and vanpools.
- Information about services such as Uber, Lyft, and other on-demand transportation services will also be included.
- A local bikeways map and bicycling resources on 511.org.
- A link to the many other resources available in the Bay Area, such as Dadnab, the 511 Carpool Calculator, the 511 Transit Trip Planner, real-time traffic conditions, etc.

### **Tenant Orientation (Welcome) Packet**

New residents and employees should be provided transportation information packets. This packet should include information about transit maps/schedules (Caltrain, SamTrans, and shuttle services), location of bus stops, bike maps, ride matching services, transit planning resources, and bicycle parking on site. Also included in the packet should be information regarding how to contact the Transportation Coordinator, who can provide information regarding alternative modes of transportation to residents and employees.

The tenant orientation (welcome) packet should provide a quick, easy-to-read announcement of the most important features of the TDM program for residents and employees to know about immediately and a message that the building values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously. For example, it would include a flyer announcing some highlights of the TDM program and where to find more information online.

## **Bicycle and Pedestrian Amenities**

### **Bicycle Parking**

Providing secure bicycle parking encourages bicycle commuting and reduces daily vehicle trips. A total of 48 short-term bicycle spaces will be provided at convenient and well-lit locations near the

entrances of the apartment building. In addition, a total of 480 long-term bicycle spaces will be provided in a secured bike storage room on the ground level of the apartment building. At the office building, a total of 12 short-term bicycle spaces will be provided at the office entry and a total of 6 long term bicycle parking will be provided in a bike storage area on the ground level of the office building.

The Transportation Coordinator should monitor the usage of the bicycle parking facilities and should also tabulate the mode share for bicycles based on survey results. Additional bicycle parking could be provided if and when it is warranted by demand.

## **Bicycle Resources**

The following resources are available to bicycle commuters through 511.org. These resources should be noted on the project's online information center, in order to make residents aware of them.

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

In addition, the apartment building will have its own bicycle repair shop adjacent to the bicycle storage room located at the ground level, providing convenient bicycle maintenance services to residents. This service will encourage bicycle usage thereby reducing vehicle trips generated by project tenants.

## **Pedestrian Design Elements**

The project will provide enhanced pedestrian facilities on Constitution Drive and Independence Drive. New sidewalks landscaped with street trees and illuminated with new street lighting will be provided along the project's Constitution Drive and Independence Drive frontages.

Onsite, clearly defined walkways and a central pedestrian plaza are incorporated between the apartment and office buildings to enable residents and employees to walk between the buildings and the parking areas. These walkways also provide safe, well-lit, accessible, and convenient access to sidewalks on Constitution Drive and Independence Drive, as well as convenient access to the shuttle stop on Constitution Drive.

## **Onsite Amenities**

### **Business and Fitness Centers**

The apartment building will include a business center and a fitness center on the ground level, which are conveniently located near the main entrance lobby. These amenities encourage residents to stay on site during the workday, making it easier for workers to leave their vehicles at home.

### **Electric Vehicle Charging Stations**

The apartment building will include a total of 324 parking spaces, of which 52 spaces will be equipped with electric vehicle charging stations. While EV charging station parking spaces will not directly

reduce any peak-hour trips, the designated Clean Air Vehicle spaces provide a prominent visual message that the project values a reduction in air pollution.

### High-Bandwidth Internet Connection

The residential units will include high-bandwidth internet connections to facilitate telecommunicating. Access to high-bandwidth internet connection will allow employees to work from home and therefore reduce the number of commute trips to and from project site.

### Refrigerated Mail Area

The apartment buildings will include refrigerated mail areas to facilitate the delivery of groceries, which will allow residents to place their orders from home and therefore reduce the number of shopping trips to and from the project site.

## Carpool and Vanpool Programs

### On-Site Ride Matching Assistance

The Transportation Coordinator should distribute a carpool/vanpool matching application to all residents and employees as part of the welcome packets. The application should match residents and employees who live or work in the same area who may be able to carpool or vanpool together. Some residents or employees who may be reluctant to reach out to find carpool partners via the 511 RideMatch service may be more likely to fill out a form that will be administered by their Transportation Coordinator. Furthermore, residents may be more likely to try ridesharing with a neighbor than with an unknown person who lives nearby.

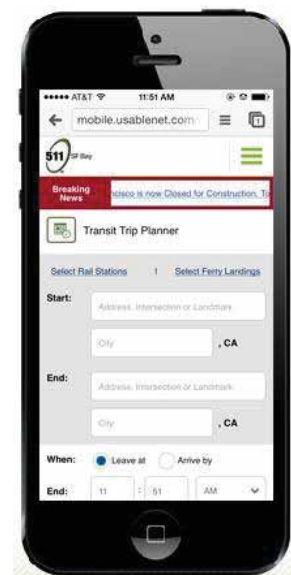
### 511 Ride Matching Assistance

#### 511 RideMatch

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. The Transportation Coordinator in conjunction with the future tenant(s) contact(s), will promote the on-line 511 service to employees. This free car and vanpool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and vanpools in their residential area that may have vacancies. In addition, tenant(s) may provide private ride matching assistance to their employees to match co-workers making the same drive via 511 services.

#### Scoop

Scoop offers a fee-based ride matching service through an easy-to-use app. Scoop allows commuters to separate their AM and PM trips, to help accommodate unpredictable work schedules. Scoop also lets users schedule a trip as a driver or passenger, depending on their daily needs. Scoop identifies carpoolers who are heading the same direction and finds the most efficient carpool trip based on fastest route, nearby carpoolers, carpool lanes, and other factors. Payment for each trip is made through the app.





Ride matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride, which utilize social networks to match commuters.

## **Carpool/Vanpool Incentives**

### **Scoop Discounts for San Mateo County Carpools**

C/CAG has developed the “Carpool in San Mateo County!” program, which provides a \$2 incentive per person for each trip that begins or ends in San Mateo County. Drivers and riders can earn up to \$4 per day when using the Scoop app to carpool. Drivers and riders using Scoop will automatically receive the \$2 incentive per person during commute periods (5:30 a.m. – 10:00 a.m. and 3:30 p.m. – 8:00 p.m.), with a maximum of \$4 per rider and driver each day.

### **The Star Store**

The Peninsula Traffic Congestion Relief Alliance has established a program called the Star Store. Residents and commuters who travel to, from, or through San Mateo County can earn points by logging their commutes in the STAR platform. Every day that someone commutes by an alternative to driving alone, they earn a point. Users collect points and then redeem them for rewards.

### **First Five Rides Free on 511**

Currently, the 511 Carpool Program is offering new riders on carpool apps Scoop or Waze Carpool five free rides. Users can download the apps, set up an account, enter their schedule and get their first five rides free.

### **Vanpool Formation Incentive**

The 511 Regional Rideshare Program provides up to \$500 in gas cards to new vanpools that meet certain eligibility requirements and complete three to six consecutive months of operation.



### **Vanpool Seat Subsidy**

The 511 Regional Rideshare Program also offers a vanpool seat subsidy in the form of gas cards. The seat subsidy will provide \$100 per month, with a limit of three months per van during the program year, to help cover the fare of a lost participant. The gas cards will be offered to eligible vans on a first-come, first-served basis until the funds are exhausted.

### **Vanpool Participant Rebates**

The Peninsula Traffic Congestion Relief Alliance also offers an incentive to commuters to try vanpooling. The Alliance will pay half of the cost of a new vanpool participant's seat, up to \$100 per month, for the first three months in the van. New vanpools that operate for at least six months can receive a one-time rebate of \$500, paid to the vanpool driver (rotating drivers may share the bonus).

## **Unbundling of Onsite Residential Parking**

To further encourage non-auto transportation methods and to reduce costs for residents, onsite residential parking will be unbundled from each living unit. This will allow patrons without cars to rent a unit without having to pay for a parking spot. Parking spaces will be added to leases only for tenants who desire parking. Unbundling of parking encourages residents to forego a second car or to have no car at all.

Parking at the office building will serve the employees and the neighborhood benefit area within the building. In order to prevent residents at the apartment building from using the office parking, it is recommended that parking restriction signs be posted at prominent areas of the office parking garage in conjunction with regular parking enforcement provided.

## **C/CAG TDM Requirement**

C/CAG requires that if a project generates 100 or more peak hour trips, “local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development.”<sup>2</sup> A combination of acceptable TDM measures may be used to “reduce the net number of trips that the project is anticipated to generate on the City’s circulation network to a non-significant level.” C/CAG specifies how many trip credits may be given for various TDM measures, and the City has incorporated C/CAG’s list of potential measures and their associated trip credits in its own Guidelines. Note that this requirement to offset the number of peak hour trips generated by a project with trip credits is separate from Menlo Park’s 20 percent trip reduction requirement for the residential mixed-use district.

The TDM measures proposed for the project site are consistent with the measures outlined in C/CAG’s TDM Guidelines. They include programs and services that promote sustainable modes of transportation and reduce the number of single-occupant vehicle trips generated by the project.

Table 2 below provides a summary of all the measures in the program for which the project can receive credit in accordance with the C/CAG TDM Guidelines. It should be noted that there are some measures included in this plan, such as pedestrian facilities, for which C/CAG does not provide trip credits. There are additional measures, such as carpool and vanpool programs, which are included in this plan but for which no credits are tabulated in Table 2, because actual implementation made by residents and employees are not yet known.

### **Project Site Location**

TDM programs generally encourage infill development, rather than developing land that is located farther from existing infrastructure that would typically require longer commutes. The project site qualifies as an infill development, for which 2 percent of peak hour trips may be credited. Since the site would generate 181 PM peak hour trips, as was shown in Table 1, four trip credits are given.

### **Bicycle Storage**

The C/CAG guidelines permit one trip credit for every three bike spaces provided, so the project’s proposed provision of 546 bicycle parking spaces would receive 182 trip credits.

### **Onsite Amenities**

The C/CAG guidelines permit five trip credits for every onsite amenity provided. The project site has a bike repair shop, fitness center, business center, and a café in the apartment building, as well as a neighborhood benefit space in the office building that is shared with the residents. Therefore, the project’s proposed provision of the onsite amenities would receive 20 trip credits.

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<sup>2</sup> Source: C/CAG Guidelines for implementing the land use component of the Congestion Management Program

**Table 1**  
**Trip Credits for the Menlo Portal Mixed-Use Development TDM Program**

Proposed TDM Measures	Rate	Size/Amount	Trip Credit
Bicycle Storage	1 trip per 3 spaces	60 bike rack spaces and 486 long-term spaces	182
On-Site Amenities	5 trips per amenity	<sup>1</sup> Residential: Fitness Center, Bike Repair Shop, Business Center, and Café.	15
		Office: Neighborhood Benefit Space (shared with residential building).	5
Infill Development	2% of peak-hour trips	181 PM peak-hour trips	4
<sup>1</sup> Because amenities in the apartment building would serve its residents only, the trip credit is adjusted based on the proportion of the residential trips generated within the entire project site.			
<b>Total Trip Credits</b>			<b>206</b>

Since the project would generate 181 PM peak hour trips, the TDM Plan must receive at least 181 trip credits, using C/CAG methodology for assigning trip credits. The entire program of proposed TDM measures would result in 206 peak hour trip credits, which is sufficient to offset the PM peak hour trips generated by the proposed project. The 206 trip credits also would meet the 20 percent trip reduction requirement (or 36 peak hour trips) set forth in Sec. 16.45.090 of the City municipal code for the residential mixed-use district.

## 4. TDM Implementation, Monitoring, and Reporting

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This chapter outlines the implementation, monitoring, and reporting of the Menlo Mixed-Use Development TDM Plan.

### Annual Commute Surveys

The purpose of the TDM Plan is to reduce PM peak-hour vehicle trips by at least 20 percent, thereby lessening the parking issues, traffic congestion, and vehicle emissions associated with the proposed project. Regular monitoring will ensure that the implemented TDM measures are effective and achieve that standard. The program should be evaluated annually to assess the actual level of trip reduction achieved at the site and to identify any adjustments to the program necessary to ensure the TDM measures are successful.

Annual commute surveys should be administered by the transportation coordinator to measure the number of residents and employees commuting by alternative modes and whether they are aware of the services and programs that are available to them. Residents and employees who do not respond to the survey will be assumed to be driving alone. In addition to obtaining quantitative data on the mode split, the survey should provide qualitative data regarding tenant perceptions of the alternative transportation programs. The survey results will measure the relative effectiveness of individual program components relative to other components and facilitate the design of possible program enhancements. Along with collecting information on mode split, the survey can gather information on use of the bike storage, use of the online kiosk, and walking trips made to nearby retail, restaurant, and entertainment uses. The transportation coordinator should be responsible for administering the survey, compiling the results, and communicating the results to the City.

### Annual Driveway Counts

In order to evaluate whether or not the project has met the 20 percent peak-hour trip reduction requirement, annual driveway counts should be conducted. A count of the number of vehicles entering and exiting the project's driveways on a typical weekday during the PM peak period should be conducted annually by an independent third party to determine the number of vehicle trips being generated by the project. The counts should be conducted at the site's three driveways on a

weekday that is not disclosed in advance. All vehicles entering and exiting the project driveways on Constitution Drive and Independence Drive during the PM peak period (4:00 – 7:00 PM) should be counted, and the peak-hour volume should be identified.

The driveway counts should be used to determine the actual PM peak-hour trip generation of the project. The Transportation Coordinator should provide the results of the driveway counts to the City of Menlo Park, along with a statement as to whether the 20 percent PM peak-hour trip reduction goal was met.

### **Annual Reporting to City**

The ordinance regarding the TDM requirement for the residential mixed-use district states that the required trip reduction will be achieved “over the life of the development, as evidenced by annual reporting provided to the satisfaction of the City’s Transportation Manager.” The Transportation Coordinator should submit to the City of Menlo Park annual documentation to substantiate implementation of the TDM plan elements, the results of the tenant survey, and the results of the driveway counts by the due date to be established by the City’s Transportation Manager. If the 20 percent peak-hour trip reduction requirement has not been met, then the report should state what additional measures will be implemented in the coming year in order to achieve the City’s requirement.

### **Additional TDM Measures**

If the results of the driveway count at all driveways indicate that there are more than 145 PM peak-hour trips at the site, then additional TDM measures need to be implemented in order to ensure that the 20 percent trip reduction requirement is met. The following measures are presented as potential supplemental measures. However, if the results of the surveys suggest other measures may be effective, then the measures considered most likely to further reduce single-occupant vehicle trips should be selected for implementation. Additional TDM measures would be implemented until the 20 percent trip reduction requirement has been met, as documented by driveway counts.

#### **Car Sharing**

One of the major impediments to foregoing ownership of a permanent car is the need for residents or employees to make longer trips and for use in emergencies. Car sharing programs provide individuals with access to a vehicle whenever they need it, so they do not need to own a car. A carsharing service (e.g., Zipcar or equivalent) could be established at the apartment or office buildings and parking spaces could be reserved for them. Having Zipcars located within the parking garage would provide quick and easy access to these cars for all residents and employees onsite who use an alternative mode for their commute.

#### **Bike Sharing**

Bike sharing is a program that provides a network of self-service bikes for people to use for quick trips, such as the “last mile” between a transit stop and the user’s workplace or for errands. Some bike sharing programs, such as the Ford GoBike program, supply bikes at docks or stations, and users must pick up and return their bikes to those docks. Other programs, such as LimeBike, allow users to locate a bike from a mobile app and do not use docks or stations. The user pays for the use of the bike by paying on a per trip, per day, or annual membership basis. There are no bike sharing companies operating in the project vicinity at this time. Currently, the closest bike sharing program is located in the Menlo Business Park located approximately 2 miles south of the project site.

It is also important to note that the presence of bike sharing services in other Bay Area communities can help support alternative mode use by Menlo Park residents. For example, a project resident or employee could take transit to San Francisco, San Mateo, Mountain View, or San Jose, where bike sharing services currently operate, and then use a shared bike to go the “last mile” to their destination.

### **Financial Incentives for Biking or Walking to Work**

Transit passes such as Go Passes could be provided to all employees on site and other incentives could be provided to people who carpool or vanpool. In order to encourage employees to walk or bike to work, a financial incentive of at least \$20 per month could be offered. Employees who walk or bike to work at least four days per week would be eligible for this incentive. Participants in this program would not be allowed to park in the parking structure on a daily basis. However, since there may be times when employees who primarily commute using alternative modes of transportation need to drive to work, employees who receive a financial incentive for biking or walking to work should be allowed to park in the garage on an occasional basis.

### **Parking Cash-Out Program**

An alternative to financial incentives to those who bike or walk to work would be to establish a parking cash-out program that would be open to anyone who walks, bikes, takes transit, carpools or vanpools to work at least four days per week. Under such a program, employees who use an alternative mode would be offered a cash payment in return for not using the parking facilities on site. Carpool and vanpool drivers would be eligible, even though they park in the garage, if they document the members of their carpool/vanpool. Transit riders would need to provide evidence that they actually take transit to and from work.

**SHEET NOTES:**

**OFFICE TRASH STAGING PLAN.**

- STAFF SHALL TRANSPORT CONTAINERS TO TEMPORARY TRASH STAGING AREA PRIOR TO PICK-UP DURING COLLECTION DAYS WITH 36V WASTE CADDY. OUTSIDE TURNING RADIUS: 11'-8". INSIDE TURNING RADIUS: 8'-6 1/2". TRAVEL PATH: 3'-6". HALL WIDTH: 5'-11".
- STAFF TO PUSH CONTAINERS OUT FOR HAULER TO FORK CONTAINERS. ONCE EMPTIED, STAFF TO PUSH CONTAINER BACK INTO TEMPORARY TRASH STAGING AREA SO THE NEXT CONTAINERS CAN BE FORKED.
- FRONT-LOAD COLLECTION VEHICLE TO REVERSE INTO PROPERTY AT THE SOUTH EVA (EMERGENCY VEHICLE ACCESS) LANE LEFT OF THE MF BUILDING.
- STAFF SHALL MOVE CONTAINERS BACK TO OFFICE TRASH ROOM IMMEDIATELY AFTER CONTAINERS HAVE BEEN EMPTIED.

**GENERAL NOTES.**

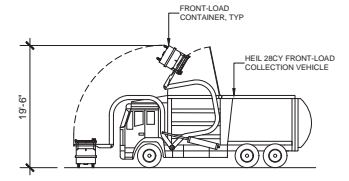
- ANY DESIGNS OR SOLUTIONS SHOWN IN DRAWING, EITHER DIRECT OR IMPLIED, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS FOR CONSTRUCTION. THESE DRAWINGS ARE INTENDED TO SUPPLEMENT THE SUBMITTAL PACKAGE FROM ARCHITECT.
- ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES.
- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

**LEGEND:**

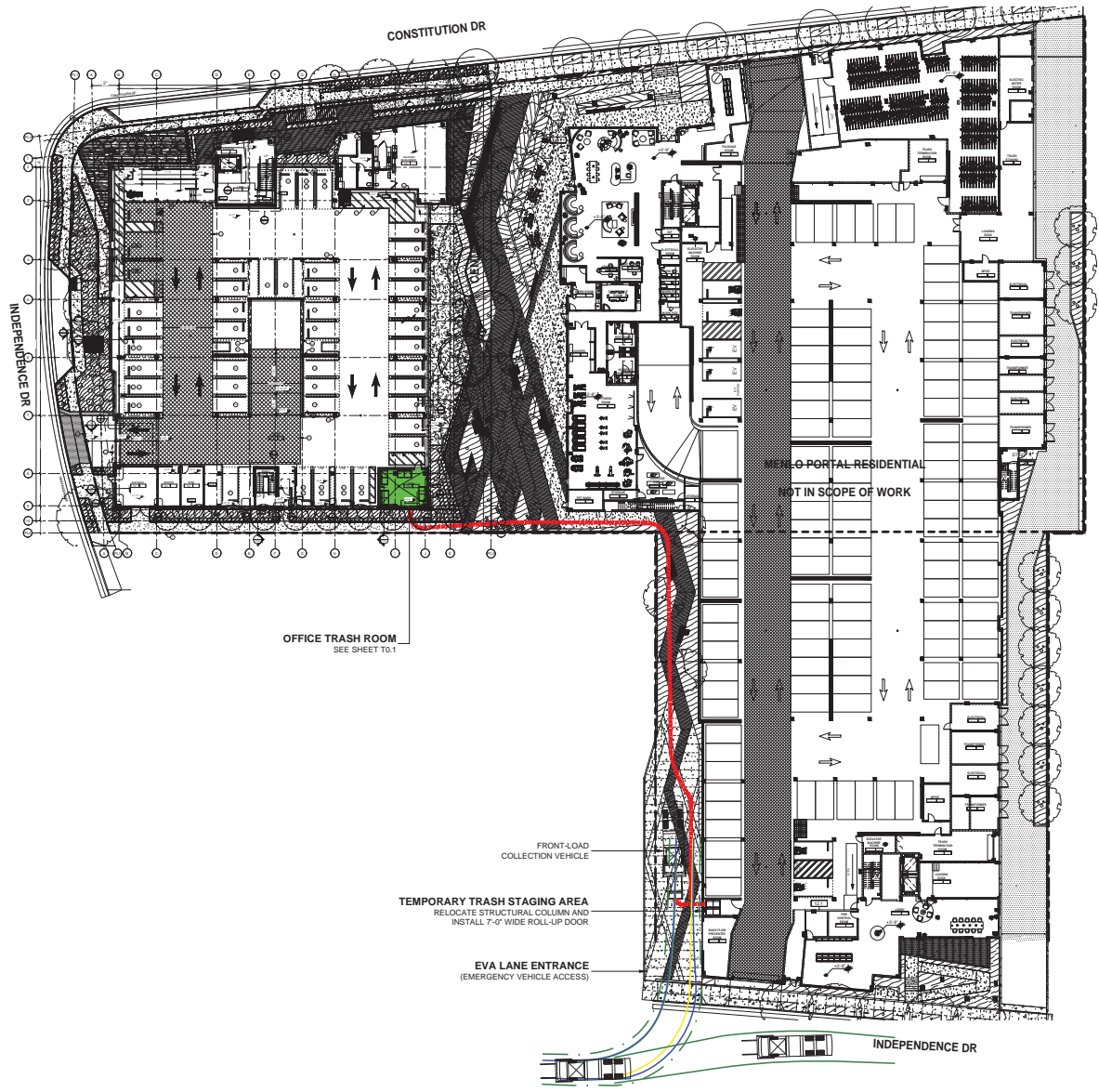
STAFF PATH OF TRAVEL FROM OFFICE TRASH ROOM TO TEMPORARY TRASH STAGING AREA.

PROJECTED COLLECTION SCHEDULE: OFFICE TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 3CY FL LOOSE CONTAINER	2x/wk
RECYCLING	(2) 2CY FL LOOSE CONTAINERS	2x/wk
COMPOST	(1) 2CY FL LOOSE CONTAINER	2x/wk

NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS NOT NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.



**FRONT-LOAD COLLECTION VEHICLE**



**OFFICE TRASH STAGING PLAN**  
 AT EVA LANE

SCALE: NTS



**SHEET NOTES:**

**OFFICE TRASH ROOM, LEVEL 1.**

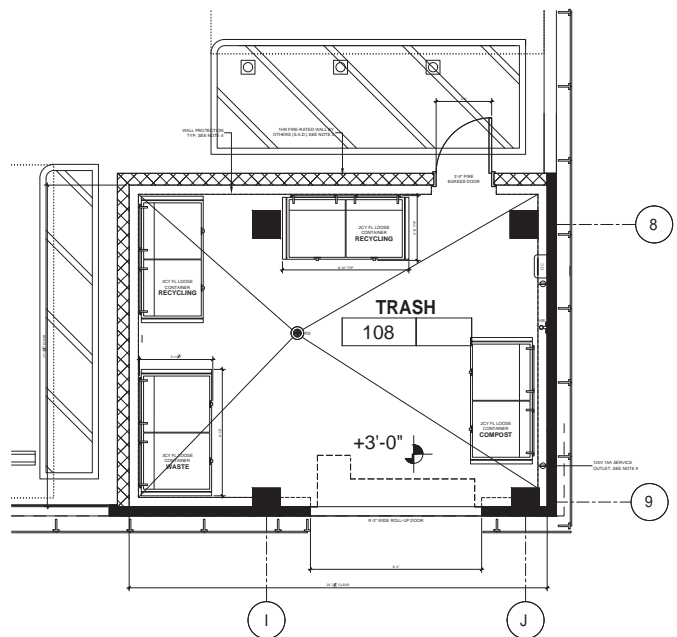
- TRASH COLLECTION ROOM IS 1HR FIRE-RATED - RESTRICTED ACCESS.
- FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN.
- WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT 6'-0" AFF.
- WALL PROTECTION: 10"x6"W CONCRETE CURB AT BASE OF WALLS PER PLAN.
- ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/SF PER 2019 CBC.
- 8'-0" WIDE ROLL-UP DOOR FOR TRANSFERRING CONTAINERS AND 3'-0" NFPA COMPLIANT 90-MINUTE FIRE-RATED DOOR FOR FIRE EGRESS PER CBC 713.13.4 AND CBC TABLE 710.5.
- OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF, 120V 15A SERVICE OUTLETS REQUIRED.
- HB: HOT AND COLD HOSE BIBB SHALL BE WALL-MOUNTED 60" AFF.
- PROVIDE (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.

**GENERAL NOTES:**

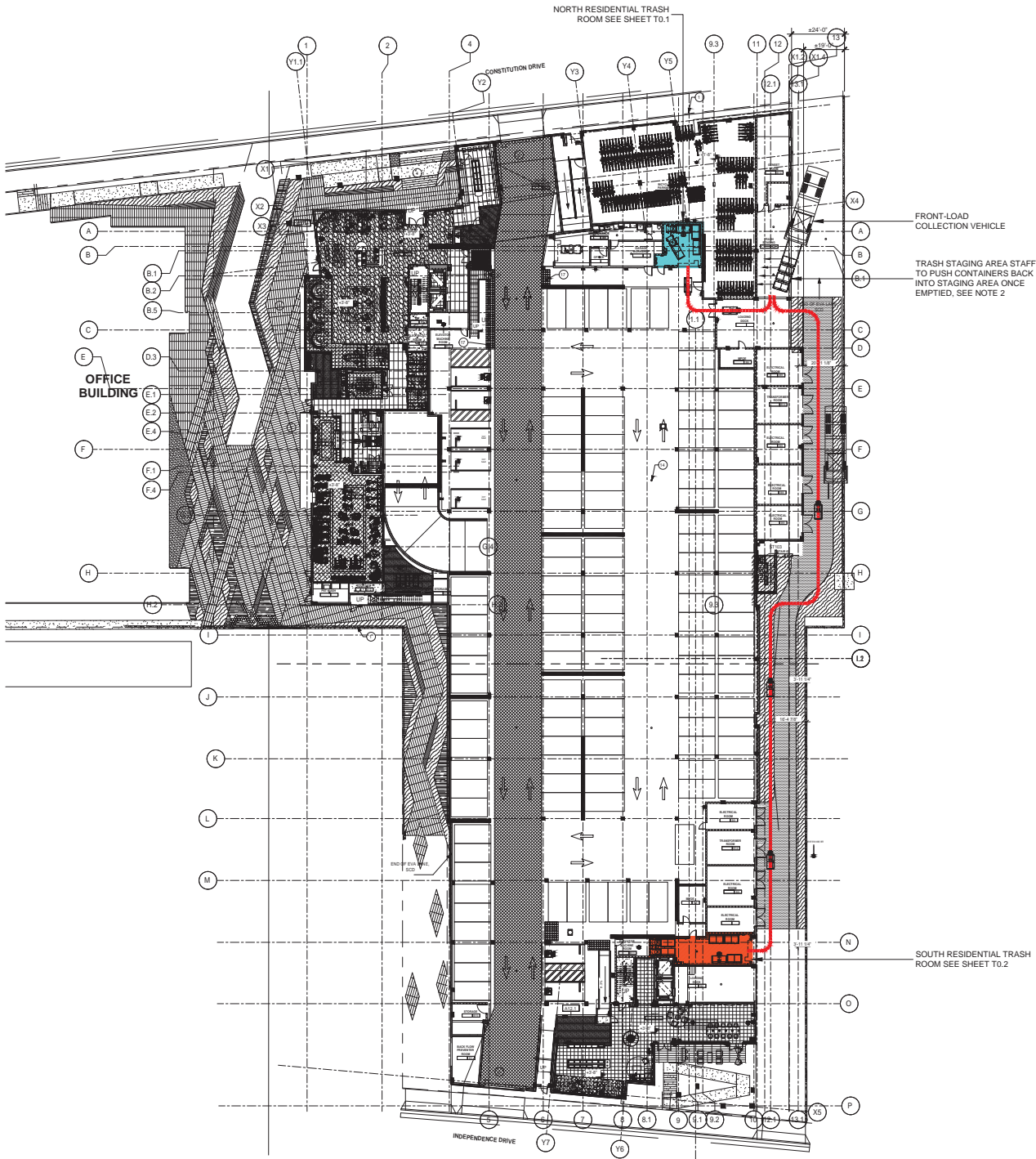
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- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

PROJECTED COLLECTION SCHEDULE: OFFICE TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 3CY FL LOOSE CONTAINER	2x/wk
RECYCLING	(2) 2CY FL LOOSE CONTAINERS	2x/wk
COMPOST	(1) 2CY FL LOOSE CONTAINER	2x/wk

NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS  
NOT NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.







**SHEET NOTES:**

**RESIDENTIAL TRASH STAGING PLAN.**

- STAFF SHALL TRANSPORT CONTAINERS TO TRASH STAGING AREA FOR PICK-UP DURING COLLECTION DAYS WITH ELECTRIC PALLET TRUCK.
- STAFF TO PUSH CONTAINERS OUT FOR HAULER TO FORK CONTAINERS. ONCE EMPTIED, STAFF TO PUSH CONTAINER BACK INTO STAGING AREA SO THE NEXT CONTAINERS CAN BE FORKED. COLLECTION VEHICLE TO EXIT PROPERTY SOUTH.
- STAFF SHALL MOVE CONTAINERS BACK TO TRASH ROOMS IMMEDIATELY AFTER CONTAINERS HAVE BEEN EMPTIED.

**GENERAL NOTES.**

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- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

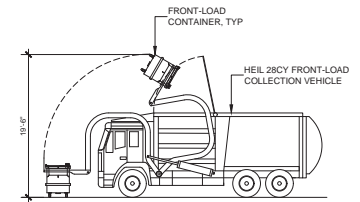
**LEGEND:**

STAFF PATH OF TRAVEL FROM NORTH AND SOUTH RESIDENTIAL TRASH ROOMS TO TRASH STAGING AREA.

PROJECTED COLLECTION SCHEDULE: NORTH RESIDENTIAL TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 2CY FL COMPACTOR CONTAINER	3x/wk
RECYCLING	(1) 3CY FL COMPACTOR CONTAINER	3x/wk
COMPOST	(1) 3CY FL LOOSE CONTAINER	3x/wk

PROJECTED COLLECTION SCHEDULE: SOUTH RESIDENTIAL TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 2CY FL COMPACTOR CONTAINER	3x/wk
RECYCLING	(1) 3CY FL COMPACTOR CONTAINER	3x/wk
COMPOST	(1) 3CY FL LOOSE CONTAINER	3x/wk

NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS NOT NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.



**FRONT-LOAD COLLECTION VEHICLE**

SHOWN LOADING CONTAINERS

SCALE: 1/8\"/>

Rev	Date
SD-1	10.23.19
SD-2	11.21.19
SD-3	12.18.19
SD-4	01.22.20
DD-100%	03.12.20
DDP	08.14.20
DDP	02.18.21

Stamp  
RESIDENTIAL TRASH  
STAGING PLAN

Scale: As Indicated  
Scale: 1/8\"/>

**SHEET NOTES:**

**NORTH RESIDENTIAL TRASH ROOM, LEVEL 1.**

- TRASH COLLECTION ROOM IS 2HR FIRE-RATED - RESTRICTED ACCESS.
- FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN.
- WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT 8'-0" AFF.
- WALL PROTECTION: 10"x6"x6" CONCRETE CURB AT BASE OF WALLS PER PLAN.
- ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFMSF PER 2018 CBC.
- 10'-0" WIDE ROLL-UP DOOR FOR TRANSFERRING CONTAINERS AND 3'-0" NFPA COMPLIANT 90-MINUTE FIRE-RATED DOOR FOR FIRE EGRESS PER CBC 713.13.4 AND CBC TABLE 716.5.
- (2) 30"x9" GALVANIZED STEEL CHUTES FOR WASTE AND RECYCLING WITH (2) APOLLO MODEL A500 SINGLE-SIDE LATCH COMPACTORS. PROVIDE 2CY & 3CY FL COMPACTOR CONTAINERS FOR DISPOSAL. CHUTES SHALL TERMINATE 60" AFF. PROVIDE 3CY FL LOOSE CONTAINER FOR COMPOST DISPOSAL.
- PP-COMPACTOR POWER PACKS SHALL BE FLOOR-MOUNTED AND STACKED VERTICALLY. NOTE THAT THE AIR-COMPRESSOR WILL BE WALL-MOUNTED ABOVE THE COMPACTOR POWER PACKS. (2) 5HP 3-PHASE, 208/230/460V, (2) 30A DISCONNECTS 60" AFF.
- MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. 120V 15A SERVICE OUTLETS REQUIRED.
- AC: 2HP CHUTE AIR COMPRESSOR SHALL BE WALL-MOUNTED ABOVE COMPACTOR POWER PACKS. 120V 15A SERVICE OUTLET REQUIRED.
- OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. 120V 15A SERVICE OUTLETS REQUIRED.
- HB: HOT AND COLD HOSE BIBB SHALL BE WALL-MOUNTED 60" AFF.
- PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000LB CAPACITY WITH 45.5" TURNING RADIUS. 120V 15A SERVICE OUTLETS REQUIRED.
- PROVIDE (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.
- CHUTE DISCHARGE DOORS: TYPE-A, B-LABEL CONSTRUCTION 90 MINUTE FIRE-RATED, HORIZONTALLY INSULATED SLIDING-STEEL FIRE ENCLOSURE DOORS, HELD OPEN BY 165°F FUSIBLE LINK.

**NORTH CHUTE INTAKE VESTIBULES, UPPER LEVELS.**

- CHUTE INTAKE VESTIBULES SHALL BE 1HR FIRE-RATED WITH 45 MINUTE FIRE-RATED ACCESS DOOR. 5'-0" MIN CLEAR REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. PROVIDE (2) 15x16" BOTTOM HINGED, NORMALLY CLOSED LOW-VOLTAGE, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING DOORS FOR WASTE AND RECYCLING AT EACH FLOOR. SEE DETAIL J172.0. MANAGEMENT SHALL PROVIDE RUBBERMAID SLIM JIM CONTAINER FOR COMPOST AT EACH CHUTE INTAKE VESTIBULE. STAFF SHALL EMPTY INTO 3CY LOOSE CONTAINER INSIDE TRASH ROOM AS NEEDED.
- 2HR FIRE-RATED FACE WALL SHALL NOT BE ERRECTED UNTIL CHUTES HAVE BEEN INSTALLED. FOR SOUND PROOFING PURPOSES, DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
- PROVIDE ROUND FLOOR OPENINGS AT CONCRETE FLOORS AND SQUARED FLOOR OPENINGS AT WOOD-FRAME CONSTRUCTION. SEE PLAN FOR DIAMETER OF OPENINGS. INSTALL FLOOR SUPPORT FRAME AT EACH FLOOR PENETRATION TO SECURE CHUTE. SEE DETAIL 9172.0 FOR ANCHORING. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB - PROVIDED BY MANUFACTURER.

**DESIGN ISSUES.**

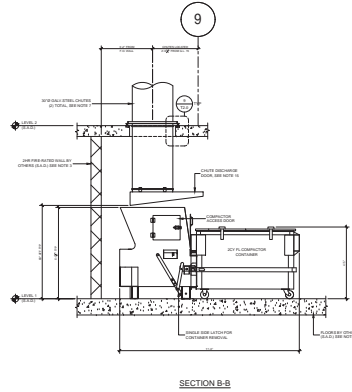
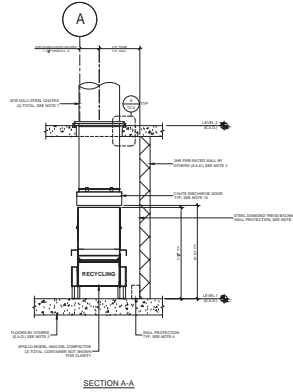
- RELOCATE 30"x9" GALVANIZED STEEL WASTE CHUTE TO PROVIDE SPACE FOR ROTATED COMPACTOR PER PLAN.
- AT UPPER LEVELS, MATCH RELOCATED CHUTES AT LEVEL 1. SHIFT INTAKE WALL AS NEEDED TO PROVIDE 3" FROM CENTERLINE OF 30"x9" CHUTES TO F.O. INTAKE WALL. MAINTAIN 18" MINIMUM CLEAR FROM CENTERLINE OF INTAKE DOOR PULL-HANDLE TO F.O. WALL.

**GENERAL NOTES.**

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- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

PROJECTED COLLECTION SCHEDULE: NORTH RESIDENTIAL TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 2CY FL COMPACTOR CONTAINER	3x/wk
RECYCLING	(1) 3CY FL COMPACTOR CONTAINER	3x/wk
COMPOST	(1) 3CY FL LOOSE CONTAINER	3x/wk

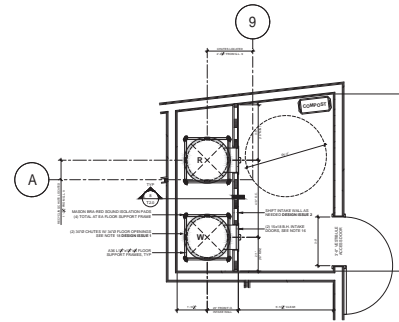
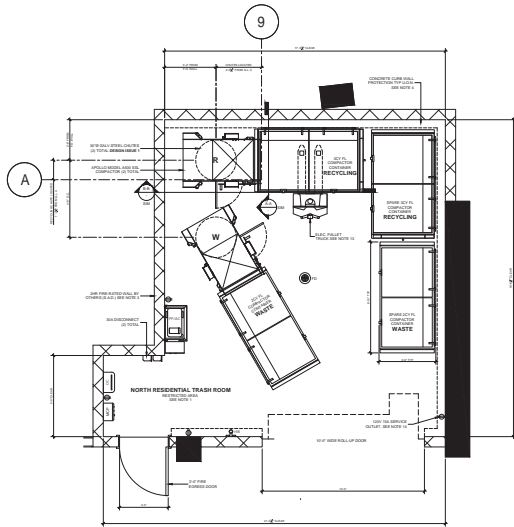
NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS  
NOT NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.



**SECTIONS**

AT NORTH RESIDENTIAL TRASH ROOM

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



**NORTH RESIDENTIAL TRASH ROOM PLAN**

LEVEL 1

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

**NORTH CHUTE INTAKE VESTIBULE**

UPPER LEVELS

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

Rev.	Date
SD-1	10.23.19
SD-2	11.11.19
SD-3	12.16.19
SD-1	07.23.20
DD-100%	03.12.20
CD-2	08.11.20
DDP	02.18.21

**Stamp**  
AMERICAN TRASH MANAGEMENT, INC.  
1000 POWELL STREET, SUITE 220  
SAN FRANCISCO, CA 94102  
P. (415) 262-5810  
WWW.AMERICANTRASH.COM

**NORTH RESIDENTIAL TRASH ROOM PLAN**

Sheet No. 1919-AMEN-TRASH-01  
Scale: As Indicated  
Date: 10/23/19  
Sheet Size: 36 x 48



**SHEET NOTES:**

**SOUTH RESIDENTIAL TRASH ROOM, LEVEL 1.**

- TRASH COLLECTION ROOM IS 2HR FIRE-RATED - RESTRICTED ACCESS.
- FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN.
- WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT 8'-0" AFF.
- WALL PROTECTION: 10"x6" W CONCRETE CURB AT BASE OF WALLS PER PLAN. INSTALL 1/2" THICK STEEL DIAMOND TREAD BACKING 6'-0" AFF ALONG WALL ADJACENT TO WASTE COMPACTOR.
- ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM5F PER 2019 CBC. 10'-0" WIDE ROLL-UP DOOR FOR TRANSFERRING CONTAINERS AND 3'-0" NFPA COMPLIANT 90-MINUTE FIRE-RATED DOOR FOR FIRE EGRESS PER CBC 713.13.4 AND CBC TABLE 716.5.
- (2) 30"x9 GALVANIZED STEEL CHUTES FOR WASTE AND RECYCLING WITH (2) APOLLO MODEL A500 SINGLE-SIDE LATCH COMPACTORS. PROVIDE 2CY & 3CY FL COMPACTOR CONTAINERS FOR DISPOSAL. CHUTES SHALL TERMINATE 60" AFF. PROVIDE 3CY FL LOOSE CONTAINER FOR COMPOST DISPOSAL.
- PP COMPACTOR POWER PACKS SHALL BE FLOOR-MOUNTED AND STACKED VERTICALLY. NOTE THAT THE AIR-COMPRESSOR WILL BE WALL-MOUNTED ABOVE THE COMPACTOR POWER PACKS. (2) 5HP 3-PHASE, 208/230/480V, (2) 30A DISCONNECTS 60" AFF.
- MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. 120V 15A SERVICE OUTLETS REQUIRED.
- AC: 2HP CHUTE AIR COMPRESSOR SHALL BE WALL-MOUNTED ABOVE COMPACTOR POWER PACKS. 120V 15A SERVICE OUTLET REQUIRED.
- OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. 120V 15A SERVICE OUTLETS REQUIRED.
- HB: HOT AND COLD HOSE BIBB SHALL BE WALL-MOUNTED 60" AFF.
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**SOUTH CHUTE INTAKE VESTIBULES, UPPER LEVELS.**

- CHUTE INTAKE VESTIBULES SHALL BE 1HR FIRE-RATED WITH 45 MINUTE FIRE-RATED ACCESS DOOR. 5'-0" MIN CLEAR REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. PROVIDE (2) 15x18 BOTTOM HINGED, NORMALLY CLOSED LOW-VOLTAGE, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING DOORS FOR WASTE AND RECYCLING AT EACH FLOOR. SEE DETAIL 2/T2.0. MANAGEMENT SHALL PROVIDE RUBBERMAAT SLIM JIM CONTAINER FOR COMPOST AT EACH CHUTE INTAKE VESTIBULE. STAFF SHALL EMPTY INTO 3CY LOOSE CONTAINER INSIDE TRASH ROOM AS NEEDED.
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**DESIGN ISSUES.**

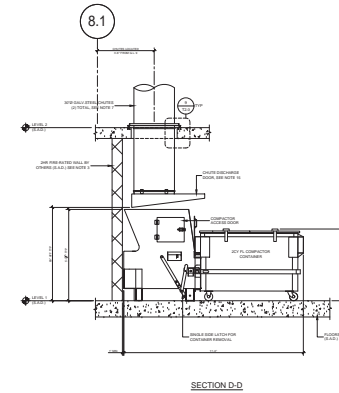
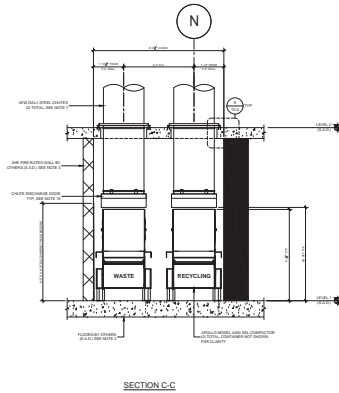
- RELOCATE 30"x9 GALVANIZED STEEL CHUTES PER PLAN TO PROVIDE SPACE FOR COMPACTORS AND CHUTE DISCHARGE DOORS.
- AT UPPER LEVELS: MATCH RELOCATED CHUTES AT LEVEL 1. SHIFT INTAKE WALL AS NEEDED TO PROVIDE 23" FROM CENTERLINE OF 30"x9 CHUTES TO F.O. INTAKE WALL. MAINTAIN 15" MINIMUM CLEAR FROM CENTERLINE OF INTAKE DOOR PULL-HANDLE TO F.O. WALL.

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- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

PROJECTED COLLECTION SCHEDULE: SOUTH RESIDENTIAL TRASH ROOM		
SERVICE:	CONTAINER VOL / TYPE:	FREQUENCY:
WASTE	(1) 3CY FL COMPACTOR CONTAINER	3x/wk
RECYCLING	(1) 3CY FL COMPACTOR CONTAINER	3x/wk
COMPOST	(1) 3CY FL LOOSE CONTAINER	3x/wk

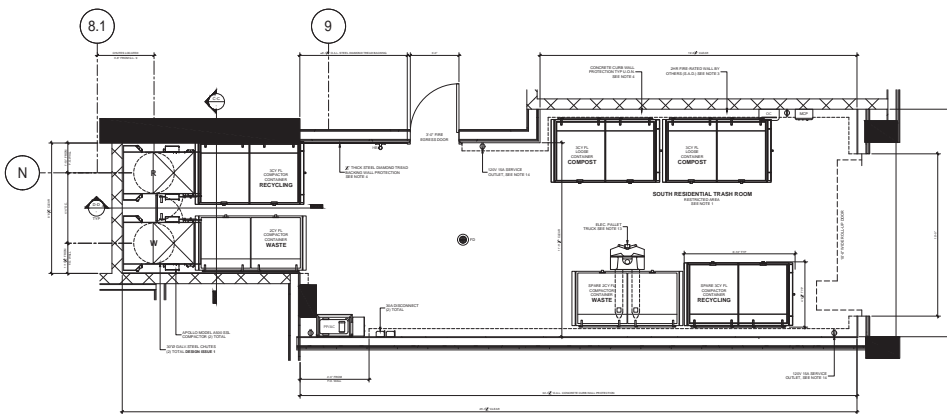
NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS  
NOT NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.



**SECTIONS**

AT SOUTH RESIDENTIAL TRASH ROOM

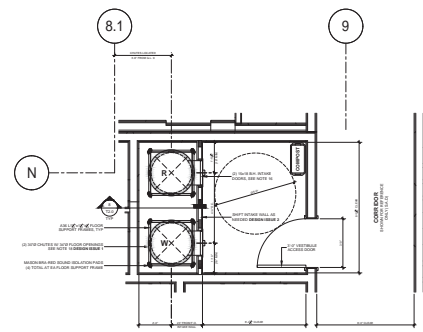
SCALE: 1/2" = 1'-0"



**SOUTH RESIDENTIAL TRASH ROOM PLAN**

LEVEL 1

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



**SOUTH CHUTE INTAKE VESTIBULE**

UPPER LEVELS

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

REV	DATE	DESCRIPTION
SD-1	10.23.19	
SD-2	11.14.19	
SD-3	12.16.19	
SD-4	01.23.20	
SD-100%	03.12.20	
CD-2	08.13.20	
GMP	02.18.21	

**Stamp**  
AMERICAN TRASH MANAGEMENT, INC.  
1000 Power Drive, Suite 200  
Menlo Park, CA 94025  
P. (650) 326-5400  
www.americantrash.com

**SOUTH RESIDENTIAL TRASH ROOM PLAN**

Sheet Title  
Scale: As Indicated  
Title & Logo: Center on Wall  
Sheet Size: 36 x 48

PROJECT NO. 1919-MENLO-PORTAL

**2 CHUTE INTAKE DOOR UPPER LEVELS**  
SCALE: 1/2" = 1'-0"

**ELEVATION VIEW (WITHOUT FRAME)**  
**ELEVATION VIEW (WITH FRAME 16 GA. AISI S304)**  
**PLAN VIEW**  
**ISOMETRIC VIEW**

NOTES:  
1. CHUTE INTAKE DOOR SHALL BE MANUFACTURED BY THE MANUFACTURER.  
2. CHUTE INTAKE DOOR SHALL BE 24" HIGH AND 24" WIDE.  
3. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.  
4. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.  
5. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.  
6. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.  
7. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.  
8. CHUTE INTAKE DOOR SHALL BE 16 GA. AISI S304 STAINLESS STEEL.

**3 CHUTE VENT AT ROOF LEVEL**  
SCALE: 1/2" = 1'-0"

**ELEVATION VIEW**

NOTES:  
1. CHUTE VENT SHALL BE 24" DIAMETER.  
2. CHUTE VENT SHALL BE 24" DIAMETER.  
3. CHUTE VENT SHALL BE 24" DIAMETER.  
4. CHUTE VENT SHALL BE 24" DIAMETER.

**SHEET NOTES. 30"Ø CHUTE DETAILS**

- CHUTE MATERIAL: GALVANIZED STEEL.
- 2HR FIRE-RATED WALL ASSEMBLIES ENCASE CHUTE SHAFT. FACE WALL SHALL NOT BE ERRECTED UNTIL CHUTES HAVE BEEN INSTALLED.
- SEE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS TO VERIFY ALL INFORMATION NOT RELATED TO ATM'S SCOPE OF WORK PER AGREEMENT.
- POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB AND SHALL BE PROVIDED BY MANUFACTURER.

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- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

**4 DISINFECTING AND SANITATION UNIT WITH FIRE SPRINKLER NOZZLE AT HIGHEST INTAKE**  
SCALE: 1/2" = 1'-0"

**PLUMBING SCHEMATIC LEGEND:**

1. 1/2" DIAMETER HOT WATER ALL TYPICAL VACUUM BREAKER. CHECK FOR LOCAL CODES. NOT TO BE USED FOR OTHER PURPOSES.
2. 1/2" DIAMETER HOT WATER ALL TYPICAL VACUUM BREAKER. CHECK FOR LOCAL CODES. NOT TO BE USED FOR OTHER PURPOSES.
3. 1/2" DIAMETER HOT WATER ALL TYPICAL VACUUM BREAKER. CHECK FOR LOCAL CODES. NOT TO BE USED FOR OTHER PURPOSES.
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5. 1/2" DIAMETER HOT WATER ALL TYPICAL VACUUM BREAKER. CHECK FOR LOCAL CODES. NOT TO BE USED FOR OTHER PURPOSES.
6. 1/2" DIAMETER HOT WATER ALL TYPICAL VACUUM BREAKER. CHECK FOR LOCAL CODES. NOT TO BE USED FOR OTHER PURPOSES.

**5 CHUTE AIR AND SOUND ISOLATION**  
SCALE: 1/2" = 1'-0"

**ELEVATION VIEW**

NOTES:  
1. CHUTE AIR AND SOUND ISOLATION SHALL BE PROVIDED BY THE MANUFACTURER.  
2. CHUTE AIR AND SOUND ISOLATION SHALL BE PROVIDED BY THE MANUFACTURER.  
3. CHUTE AIR AND SOUND ISOLATION SHALL BE PROVIDED BY THE MANUFACTURER.  
4. CHUTE AIR AND SOUND ISOLATION SHALL BE PROVIDED BY THE MANUFACTURER.

**8 CHUTE SHAFT AT INTAKE UPPER LEVELS**  
SCALE: 1/2" = 1'-0"

**ELEVATION VIEW**

NOTES:  
1. CHUTE SHAFT SHALL BE 24" DIAMETER.  
2. CHUTE SHAFT SHALL BE 24" DIAMETER.  
3. CHUTE SHAFT SHALL BE 24" DIAMETER.  
4. CHUTE SHAFT SHALL BE 24" DIAMETER.

**9 FLOOR SUPPORT FRAME ANCHORING TYPE I AND TYPE III CONSTRUCTION**  
SCALE: 1/2" = 1'-0"

**TYPE I FLOOR CONSTRUCTION**  
**TYPE III FLOOR CONSTRUCTION**  
**MASON BRAIDED MOUNT**

NOTES:  
1. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
2. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
3. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
4. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.

**15 TYPE I AND TYPE III FLOOR PENETRATION**  
SCALE: 3" = 1'-0"

**ROUND FLOOR OPENING TYPE I FLOOR**  
**SQUARED FLOOR OPENING TYPE III FLOOR**

NOTES:  
1. FLOOR PENETRATION SHALL BE PROVIDED BY THE MANUFACTURER.  
2. FLOOR PENETRATION SHALL BE PROVIDED BY THE MANUFACTURER.  
3. FLOOR PENETRATION SHALL BE PROVIDED BY THE MANUFACTURER.  
4. FLOOR PENETRATION SHALL BE PROVIDED BY THE MANUFACTURER.

Item	Date
SD-1	10.23.19
SD-2	11.13.19
SD-3	12.18.19
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DD-100%	03.12.20
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DDP	02.18.21

**14 POUR RING DETAIL**  
SCALE: 1/2" = 1'-0"

**ELEVATION VIEW**  
**PLAN VIEW**

NOTES:  
1. POUR RING SHALL BE PROVIDED BY THE MANUFACTURER.  
2. POUR RING SHALL BE PROVIDED BY THE MANUFACTURER.  
3. POUR RING SHALL BE PROVIDED BY THE MANUFACTURER.  
4. POUR RING SHALL BE PROVIDED BY THE MANUFACTURER.

**13 FLOOR SUPPORT FRAME ANCHORING TYPE I AND TYPE III CONSTRUCTION**  
SCALE: 1/2" = 1'-0"

**TYPE I FLOOR CONSTRUCTION**  
**TYPE III FLOOR CONSTRUCTION**

NOTES:  
1. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
2. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
3. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.  
4. FLOOR SUPPORT FRAME ANCHORING SHALL BE PROVIDED BY THE MANUFACTURER.

**Stamp**

**CHUTE DETAILS 30"Ø**

Sheet Title: \_\_\_\_\_  
Scale: As Indicated  
Title: 1919-MENLO-PORTAL  
Sheet Size: 36 x 48

**T2.0**



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## Greystar Menlo Portal Apartments, Menlo Park, CA Trash Management Plan

**Task:** Design a waste and recycling system for this 7-story residential project comprised of 335 residential units that minimizes costs, staffing requirements and environmental impacts, while providing convenient trash disposal for the building's tenants. Please note the word "trash" when used in this plan covers waste, recycling and compost.

**Waste and Recycling Removal:** The City of Menlo Park has granted Recology of San Mateo County a license to provide residential and commercial Waste and Recycling services to the residents and businesses located within the city. The City is a member of the South Bayside Waste Management Authority (SBWMA), a 12-city joint powers agency whose goal is to provide cost effective waste reduction, recycling, and solid waste programs to member agencies through franchised services and other recyclers to meet and sustain a minimum of 75% diversion of waste from landfill as mandated by California State Law. SBWMA owns and manages the Shoreway Environmental Center that receives all of the recyclables, organics, and garbage collected in the area. Recology provides waste, commingled recycling and compost collection services for the City of Menlo Park at rates set by the City.

**Situation:** The City expects at minimum that all residents will source-separate their trash into mixed recyclables and waste to meet the requirements of the State of California AB 341 and AB1826. Containers must be in position on the service day before 6 am. Under the current contract (called a "franchise agreement") the following factors are critical:

1. **Exclusivity:** Recology is the only company that can legally engage in waste disposal for properties within the city limits.
2. **Non-negotiable rates:** Waste disposal rates for commercial customers are set by the City and cannot be negotiated. These rates are typically adjusted annually.
3. **Recycling is low cost and based on number of service days per week:** This includes paper products, glass and plastic.
4. **Compacted disposal is less expensive than loose disposal:** The implicit \$0.58 per lb. for compacted waste is ~50% less than standard front load service.
5. **Recology will move loose bins 3 cubic yards on a level surface up to 200 feet from the street for an additional fee. They will not move compacted bins or bins larger than 3 cubic yards.**
6. **Recology service hours are between 6am to 6pm.**

**City Mandates and Requirements:** As of July 1, 2012, under Assembly Bill 341, State law requires commercial establishments (businesses, schools, and apartments) to recycle. This law was further extended by AB1826 to require organics diversion by all business with more than 4 cubic yards of waste per week and all residential properties with more than 5 units. However, multifamily residential properties are not required to divert organic food waste under AB1826. The City of Menlo Park requires all residential and multifamily buildings to source separate refuse into Waste and Mixed Recyclables.

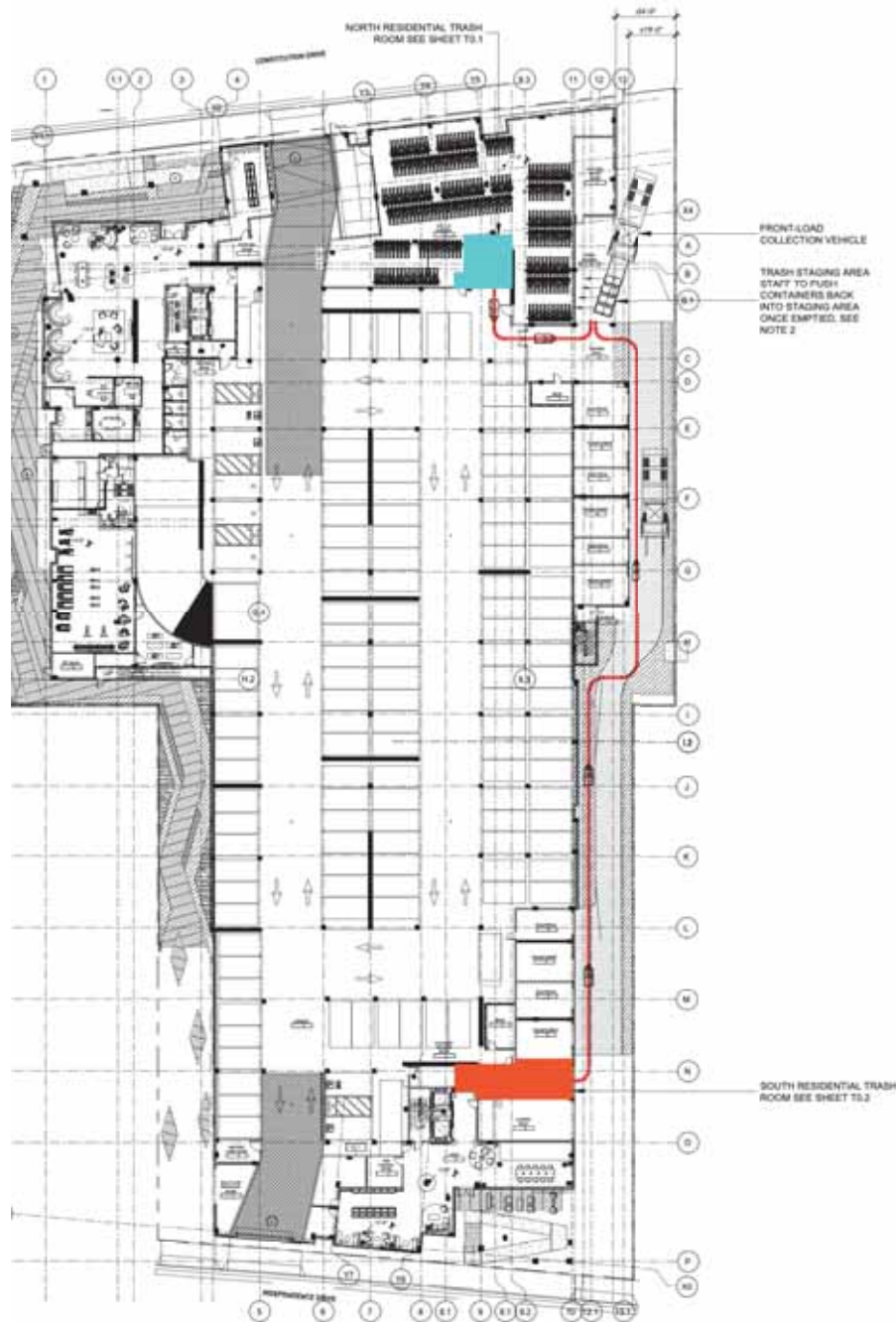
Although not fully implemented by local governments — State Law 1383 will lead to mandatory food waste diversion from residential, multi-family and commercial business by 2022.



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Note: If Resources Recycling and Recovery (CalRecycle) determines that California did not meet the 50% diversion rate in 2020, organic collection services (including food waste) will be required for businesses that generate 2 cubic yards or more of commercial solid waste per week. Current exemptions (such as multifamily buildings with more than 5 or more units) may no longer exist.

**Site Plan**





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**Trash Volume Projections:**

The following metrics were used to project residential waste and recycling levels:

Residential Waste: 0.11 Cubic Yard (22 gallon) per week/unit. **NOTE: This is the equivalent of almost 2 large kitchen garbage cans per unit week (~2 - 13 gallon bags).**

Residential Recycling: 0.32 Cubic Yard (64 gallon) per week/unit. **NOTE: This is the equivalent of almost 5 large kitchen garbage cans per unit week (~5 - 13 gallon bags).**

Residential Compost: 0.05 Cubic Yard (10 gallon) per week/unit. **NOTE: This is the equivalent of 5 small compost pails per unit week.**

NOTE: Food/Green Waste from Residential Properties. Any green waste will need to be diverted as part of the project's landscaping contract. In the likely event compost collection is required in the future, a 32G cart will be placed in each trash chute vestibule for compost collection. Staff will then dispose of these containers into the loose 3CY bins in the trash collection room.

**Residential Trash Volume Projections**

Below is a summary of projected loose & compacted trash volumes. See detailed analysis on pp. 20-22.

Core	Units	Loose Waste Volume CY/WK	Loose Recycle Volume CY/WK	Compost Volume CY/WK	Total # of 4CY Loose Waste Bins/Wk	Total # of 4CY Loose Recycle Bins/Wk	Total # of 3CY Loose Compost Bins/Wk
North	201	22.1	64.3	10.1	6	17	4
South	134	14.7	42.9	6.7	8	11	2
Total	335	36.9	107.2	16.8	14	28	6

\*all compost bins to be stored in South Trash room due to space constraints

Core	Units	Compacted Waste Volume CY/WK	Compacted Recycle Volume CY/WK	Compost Volume CY/WK	Total # of 2CY Compacted Waste Bins/Wk	Total # of 2CY Compacted Recycle Bins/Wk	Total # of 3CY Loose Compost Bins/Wk
North	201	5.5	16.1	10.1	3	5	4
South	134	3.7	10.7	6.7	2	4	2
Total	335	9.2	26.8	16.8	5	9	6

\*all compost bins to be stored in South Trash room due to space constraints



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#### Project Summary:

First, **local ordinance requires the collection of residential trash in two separate streams: waste and mixed recycling. To accomplish this we recommend two chutes in each chute core - one for waste and one for mixed recycling.** Recology currently offers but Menlo Park does not require multi-family food scrap diversion. In the likely event compost collection is required in the future, a 32G cart will be placed in each trash chute vestibule for compost collection.

Second, **CBC minimum required 24" chutes have a higher probability of chute jams due to large objects (super size pizza boxes, Costco/Amazon boxes, ironing boards, crutches, etc.) being thrown down the chute. The chute diameter will be at minimum 30" with 15"Wx18"H bottom hinge doors on the residential floors.**

Third, due to the garage design and practical paths of travel, **two trash cores will be used: North and South.** (See pages 11-12 for detailed drawings).

Fourth, **due to the projected trash volumes for the building, compactors for waste and recycling will be used.** Compactors will reduce the number of trash bins the project will need to store, reduce the building's trash bill and reduce the number of trash truck trips to the property. **Compost will be collected in loose front load 3CY bins.**

Fifth, **staging will take place alongside the right side of the residential building. The trash truck will enter from Constitution Dr and exit into Independence Dr.**

Sixth, **specify automatic opening chute intake doors to meet accessibility requirements. Add 1 CFM/SF mechanical ventilation per CBC, floor drain, hot and cold hose bib and odor control to the trash collection rooms. Also, chutes must vent at full diameter at least 36" above the finished roof.**

Seventh, **we estimate 1173 cardboard boxes from internet purchases are expected to be delivered to the property every week.** Smaller cardboard will fit in the trash chute but larger boxes (& move-in/out boxes) will not fit or will creating chute jams. A convenient space for residents to place their flattened large cardboard boxes will be designated. These boxes will need to be moved by building staff daily into a spare recycling bin for later compaction. **The leasing office will set out bins to collect electronic waste and batteries. Bulky items will be placed in the small bike storage room adjacent to the North trash chute vestibule on Level 2.**

#### Residential Trash Handling System

To comply with City ordinances, the **project residential trash will be collected using gravity chutes in 2 different streams: Waste and Mixed Recyclables (paper, cardboard, food & beverage containers).** Compost collection will not be provided in the residential portion of the project due to the exemption under AB1826 for the collection of residential food waste and the sanitation, odor and pest problems. Please note that yard waste will need to be diverted as part of the building's landscaping contract.

**All chute intake doors should be automatic opening and electrically-interlocked with rubber door baffles. These specifications meet accessibility requirements, improve property aesthetics and**





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**ensure safe usage. Electrically-interlocked chutes can be locked using the Master Switch so full containers can be safely removed by staff.**

Waste and Mixed Recycling. Waste will be collected in 2CY compacted bins and Mixed Recycling will be collected in 3CY compacted bins.

Chutes. Two 30" diameter trash chutes with 15x18 intake doors will be used in each chute core. All materials will be collected at the ground level of the building.

Increasing the chute size to 30" above the 24" minimum required by CBC will slightly increase the chute system cost but it will reduce the possibility of chute jams due to large objects (e.g., super size pizza, Amazon and Costco boxes) being thrown down the chute. This will reduce ongoing maintenance cost while increasing tenant convenience.

The chutes should be 16 gauge galvaneal or aluminized steel and be isolated from the building structure using Mason BRA-Read mounts or equivalent. The chute should be coated with a sound dampening compound (Soundcoat GP-1 or equivalent) equal to the thickness of the metal.

Cardboard. Multi-family dwellings generate a tremendous amount of cardboard due to online shopping and food delivery. Typically, half of the units will receive a delivery in a cardboard box every day. This building is projected to receive around 168 cardboard boxes per day. A space should be designated for residents to place flattened cardboard that will not fit in the mixed recycle chute to avoid chute jams. This cardboard will need to be moved by building staff to a spare bin for later compaction.

**Future Compost Collection.** There is a multi-family organics collection program in Menlo Park, however, it is currently not required. In the likely event compost collection is required in the future, a 32G cart will be placed in each trash chute vestibule for compost collection. Staff will then dispose of these containers into a loose 3CY bin in the trash collection rooms.

**Residential Trash Bin Moving:** All full waste and recycling bins will be towed using an electric pallet jack from the collection rooms to the bin staging area for emptying by hauler.

Odor Control. To mitigate malodors in the trash room(s), a four-pronged approach is recommended including cleaning, proper ventilation, and installing a deodorizer system.

1. Mechanical Exhaust of Trash Collection Room. The mechanical ventilation required rate is 1 CFM/SF, however, ATM recommends increasing this rate as needed, especially in areas with warmer climate. Exhaust should vent through the roof. ATM does not recommend a chilled/refrigerated trash room. A cooled space will not delay decomposition, and will have minimal impacts on odorous trash.
2. Cleaning the Trash Room. Trash rooms should be swept clean of debris on a weekly basis. Trash room wash-downs should be scheduled quarterly. These should include cleaning any trash equipment such as compactors, as well as floors and the walls. If possible, bins or compactor receiver containers should be cleaned at the same time, assuming the containers are empty. (Bins should be cleaned by onsite staff. If hauler-provided dumpsters become especially dirty, they should be replaced by the hauler.)
3. Cleaning the Trash Chute. Almost all trash chutes are equipped with deodorizing and sanitizing (D&S) units, located on the top floor behind an access door. These should be operated on a WEEKLY basis, for ~5 minutes. Trash chutes that are designed for a high level of food wastes often



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also have a “Chute Janitor” built-in wash down system. These should be operated less often, such as 1x per month. When turned on, they should be allowed to run through their normal Rinse-Wash-Rinse cycle. Even with the presence of the D&S and Chute Janitor systems, all trash chutes should be pressured washed at least once a year to clean materials that adhere to the sides of the chutes. In areas with warmer climate we recommend quarterly wash downs. The chute wash down service should include cleaning the trash discharge room, specifically the floors, walls and the trash compactor.

4. Odor Control Systems. Odor control systems can be helpful in controlling odors, but most have limited effectiveness or create other problems. Popular low-cost systems that spray a masking agent into the air, only serve to hide odors in the trash room and not eliminate them. Ozone generators are more effective, but the odor-destroying product they create — ozone — can have deleterious effect on human health and can also destroy compactor hoses and seals. One odor control system that avoids these problems is the Plian Mini Vaporizer. It creates a very fine 50-micron mist that bonds with — and ultimately destroys — odor causing molecules. And unlike ozone, the entirely natural blend of plant extracts, essential oils and emulsifiers which is safe and does not damage equipment.

**Trash System Equipment - Residential**

Below is a summary of the recommended trash system equipment

Core	Gravity Chutes	Diameter	Chute Material	Compactor Count	Thru Walls	Bin Type	# of Bins*	Bin Size Cubic Yards
North	2	30"	16 gauge galvaneal steel	2	No	Front Load	2 waste 2 recycle	2CY waste 3CY recycle
South	2	30"	16 gauge galvaneal steel	2	No	Front Load	2 waste 2 recycle 2 compost	2CY waste 3CY recycle 3CY compost

\*due to space limitations all compost bins to be stored in South trash room

- SmartTrash Compactor monitor (1 per compactor)
- Odor control (1 per trash room)
- Electric pallet jack (1 per trash room)



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**Zero Waste Management Plan**

- I. This project will have gravity trash chutes for both waste and recycling.
- II. Compost will be collected in 32G carts placed in each trash chute vestibule. Building staff will empty these on a daily basis into the designated 3CY compost bins in the trash collection rooms. This size is convenient for staff to handle.
- III. The leasing office will set out bins to collect electronic waste and batteries. A space in the small bike storage room adjacent to the North trash chute vestibule on Level 2 will be repurposed for residents to place bulky items. Staff will monitor the items for pickup by Recology.
- IV. Signage will be provided by Recology given to residents to be informed on what can be diverted from the waste stream. Available in the link: [www.recology.com/recology-san-mateo-county/sorting-guides-signage](http://www.recology.com/recology-san-mateo-county/sorting-guides-signage)
- V. The current project design provides easy access to all three streams to facilitate diversion. Additional zero waste strategies should be implemented. Examples include: 3 waste stream in common areas, label paper towel bins as “compost only”, train janitorial staff to ensure recycling and organics is placed in proper bins, signing up for a zero waste box for tenants to discard plastic packaging and have on going training for residents.
- VI. Building management will meet with the city’s designated recycling coordinator to take further steps towards 90 percent diversion.

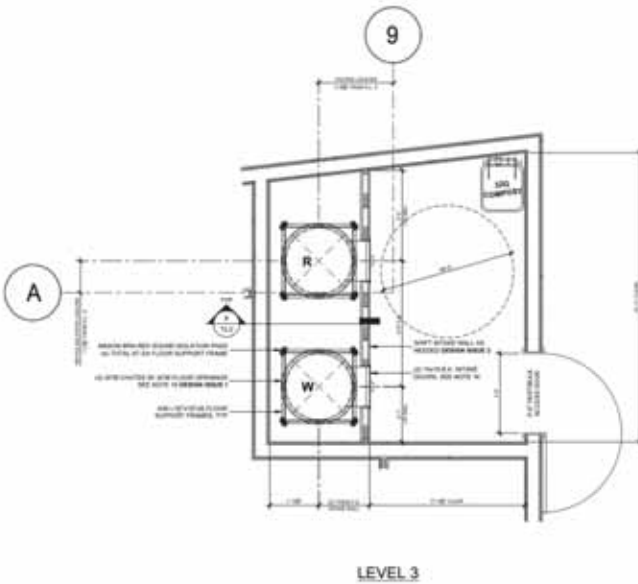
Year	Pounds per Person/Day	Diversion (%)
2023	5.0	70%
2026	4.0	75%
2029	3.5	80%
2032	2.0	85%
2035	0.5	90%

ATM will work closely with the owner, architect and other stakeholders to design the optimal trash system for the development.

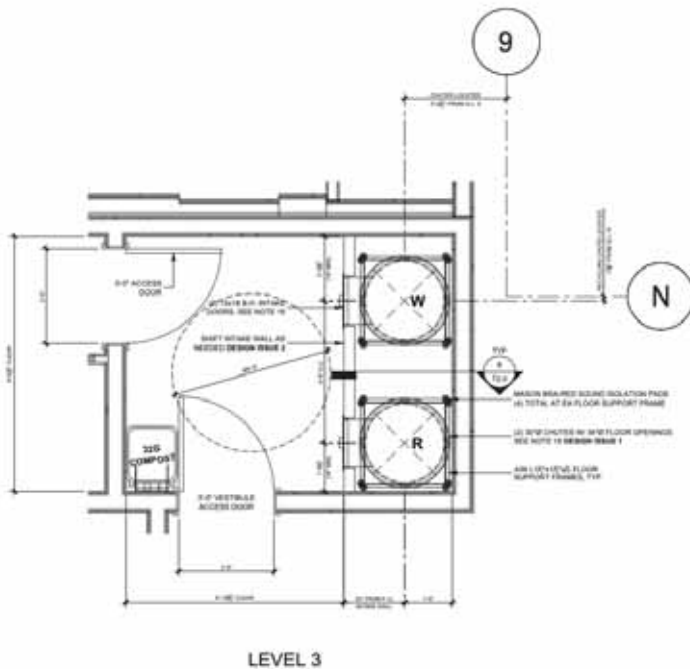
Note: Waste Audits will be made on a yearly basis by a City-approved waste assessor. Audits will be planned for the zero waste benchmarks in July for each year mentioned above.

**Residential Trash Chute Vestibules**  
 (all vestibules will accommodate 32G carts when compost collection is required)

**North**

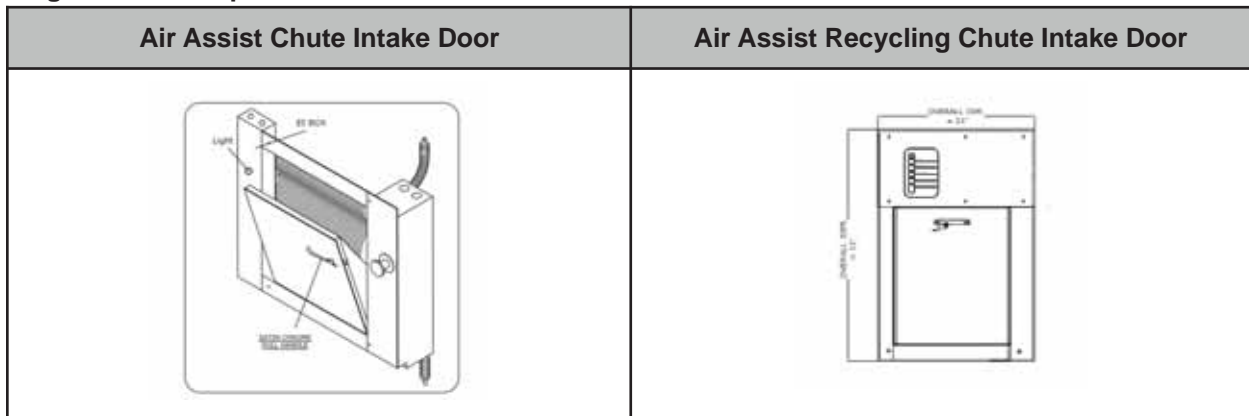


**South**



### Trash Chute Intake Doors

ATM standard is to specify pneumatic (automatic) opening in order to meet all accessibility requirements per 2019 CBC Section 1138A.4.4, which states that: “Controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate controls and operating mechanisms shall be no greater than 5 pounds.”



### Chute Intake Doors and the Americans' with Disabilities Act of 1990 (ADA)

This is a summary of the current state as we understand it. This is not intended to be legal advice and should not be relied upon with out seeking advice of an ADA expert and your legal counsel.

Per most building codes and FHA requirements, “common use” building areas and building elements, such as a trash rooms and trash chutes are required to be accessible. Specifically, the trash chute door is required to comply with accessibility requirements:

- Clear floor space for a wheel chair at the chute door
- Chute door hardware within reach range
- Chute door hardware complying with operability requirements.

The operability requirements mandate that the chute door hardware must not involve any of the following:

- Two handed operation (such as depressing a button while turning a door handle)
- Tight grasping or pinching
- Twisting of the wrist
- Force to activate the hardware that exceeds 5.0 pounds.

The majority of manual chute intake chute door installations do not comply with the accessibility requirements. Lower quality chute doors require grasping, twisting of the wrist and more than 5 pounds of force to open the chute door. Regardless of what has been installed for the chute door, the chute door is still required by both Code and FHA requirements to comply with accessibility requirements. In the cases where non-compliant chutes have been installed, the building Owner has made management decision to handle the accessibility requirement using other means.

Residential and other buildings are subject to the progressively revised provisions of Federal and Local ADA laws and regulations. To meet the current ADA Standards as they apply to Gravity Trash Chute Intake Doors, the person using the door must not have to grasp, twist, or pinch the control mechanism in



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Emeryville, CA 94608  
(800) 488-7274 Toll Free USA  
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order to operate the intake door. ADA Standards also limits the maximum operating force required to open an interior door (without specificity to size) to 5 pounds of force. Under CBC 2016 the maximum allowable mounting height of the operating mechanisms (ie door handle, etc) of an ADA compliant device is 44". The minimum allowable height is 34". The maximum allowable projection of an ADA compliant device is 4" off the projection surface of the wall.

The Wilkinson Signature Series and IDC-2000 Recycling Manually operated doors requires the person operating the door to push a membrane selector switch (waste, recycling or compost) and grasp the u-shaped handle, push down on the thumb latch with a finger and pull open the door. This type of intake doors meets the mounting height, the projection, the twist and the pinch requirements but it does not meet the pulling force or the grasp requirement.

Lower quality manual chute intake doors from other manufacturers all use a T-handle or L-handle operating mechanism. These doors fail on 3 counts. They do not meet the pulling force, the grasp and twist requirements. These door are especially hard to operate for persons with arthritis due to the required simultaneously grasping, twisting and pulling motion.

The Wilkinson Signature Series and IDC 2000 Pneumatic Assist door meet all the above requirements since it is operated by pushing a palm button which opens the door automatically. The door closes after a set time and latches so it meets all the current fire code requirements. The air assist mechanism is designed to preclude the need to grasp, twist, or pinch the control mechanism in order to operate the intake door. The push button meet the height, projection and force requirements too. It is conceivable, however that certain disabled persons will still not be able to operate this type of door. ADA law requires one to accommodate all persons with disabilities.

The supra-majority of all new construction within the US still uses manually operated chute intake doors due to the extra upfront (~ \$900 per floor) and higher maintenance costs of the Pneumatic Assist Chute Intake type of doors. Many building owners have chosen to only install the pneumatic assist doors in facilities with a high senior or disabled population and in order to meet the above ADA requirements make it their policy to provide a staff person to assist any individual with disabilities who need assistance in operating the manual operated door.

Trash chute systems have been designed to meet the fire and life safety found within Building Codes. All trash chute intake doors are required to be behind a rated fire-barrier and any door in these walls is required to be a fire-rated door.

This fire-rated-door is required to be self-closing (or automatic-closing upon the detection of smoke), so it has a closer mechanism and positive latch. Because this door is designated as a "fire-door", per most codes and accessibility standards (including ANSI A117.1 used for FHA compliance), the door opening force for this door is exempt from typical accessibility requirements (maximum 5 pounds) and allowed to have a minimum opening force allowed by the authority having jurisdiction (typically a maximum of 15 pounds). The opening force for the required fire-rated doors in front of trash chute intake doors routinely exceeds 5 pounds and is more typically in the 14-18 pound range.

Requiring the chute intake door to meet accessibility requirements while allowing the fire-rated door in front of the trash chute intake door to not meet the pull force and grasp requirements is illogical. If an individual with accessibility needs cannot open the fire door in front of the trash chute intake then they will not be able to access the non compliant chute. Owners should always have a policy in place to provide assistance to any person who can not access the trash chute (with or without automatic opening doors).

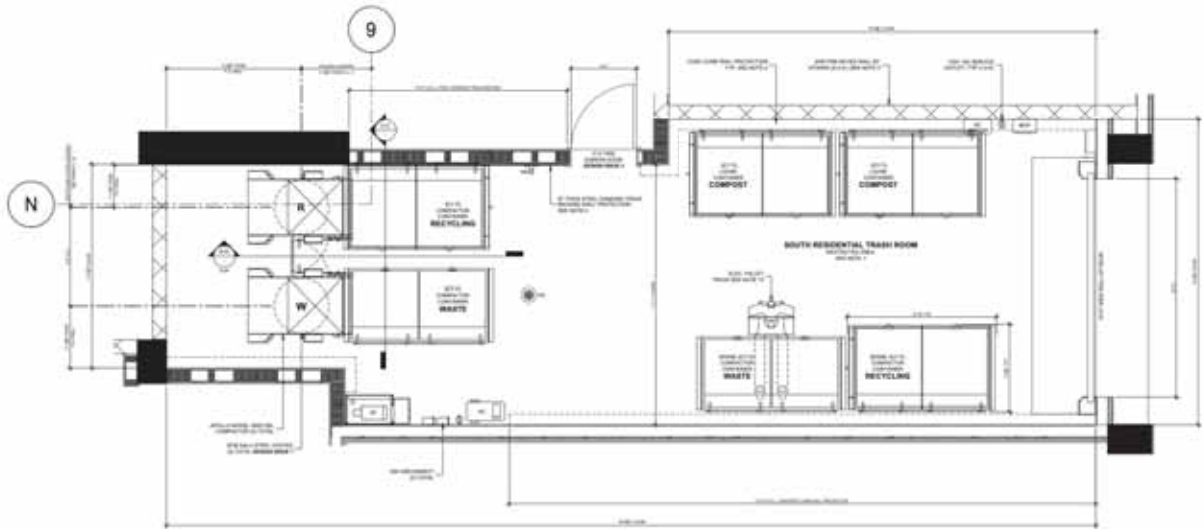




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**South**

(qty. 2 -3CY loose bins will be stored in this room when compost service is required)

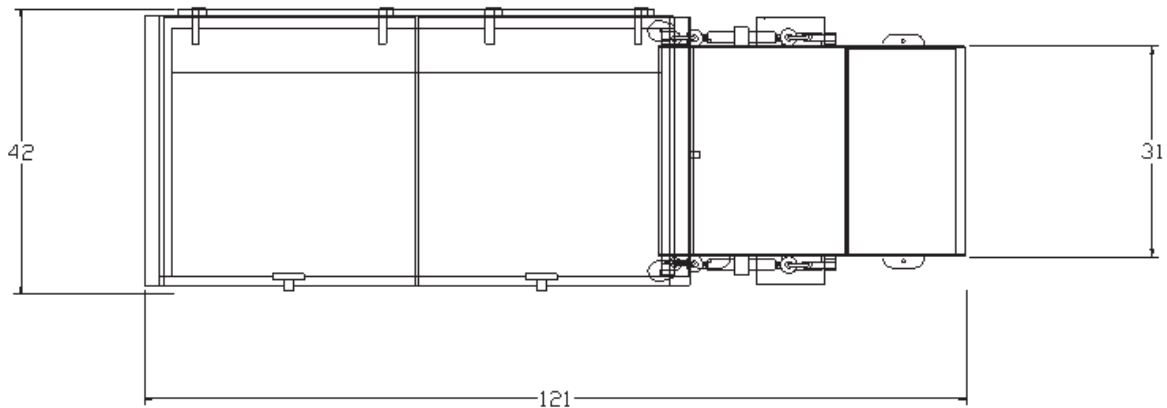
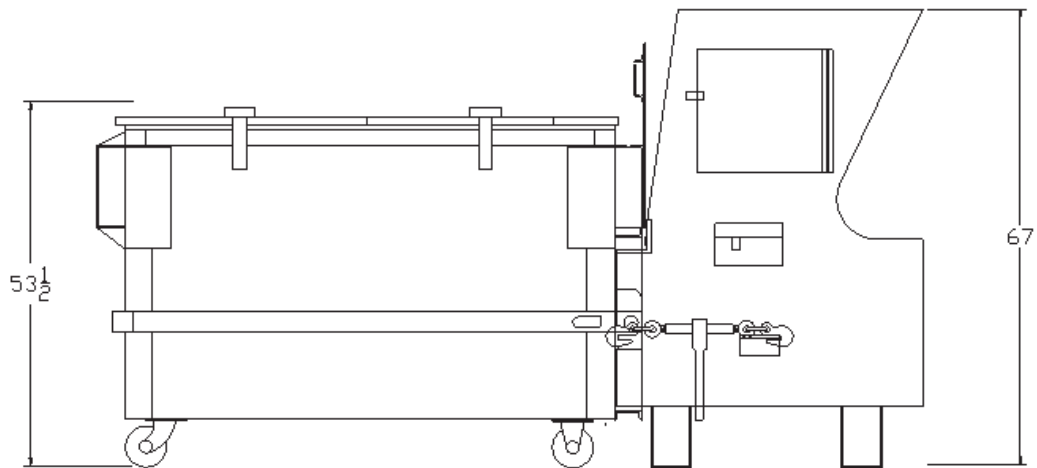






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**Trash Handling Equipment: Chute-fed Compactors**



## Front Load Bins

**1-yard**



**2-yard**



**3-yard**



**4-yard**



**6-yard**



**8-yard**



Dimensions may vary slightly. Measurements shown are exterior dimensions.  
 Not all bins are available with wheels.



## Compost Collection Carts in Trash Chute Vestibules - 32G



### 96 GALLON EVR® II UNIVERSAL / NESTABLE

**Part Number:**  
79296

**Description**  
96 GALLON EVR® II CART

**Size (l x w x h)**  
35.25" X 29.75" X 43.25"

**Load Rating**  
335 LBS/151.9 KG

**Wheel Diameter**  
10"

#### STANDARD COLORS



#### UPSCALE GRANITE COLORS AVAILABLE



### 64 GALLON EVR® II UNIVERSAL / NESTABLE

**Part Number:**  
79264

**Description**  
64 GALLON EVR® II CART

**Size (l x w x h)**  
31.75" X 24.25" X 41.75"

**Load Rating**  
224 LBS/101.6 KG

**Wheel Diameter**  
10"



### 32 GALLON EVR® II UNIVERSAL

**Part Number:**  
76532\*

**Description**  
32 GALLON EVR® II CART

**Size (l x w x h)**  
24.25" X 19.25" X 38.50"

**Load Rating**  
112 LBS/50.8 KG

**Wheel Diameter**  
10"

\* 32 gallon is original EVR design and does not nest fully assembled.



### 48 GALLON EVR® II UNIVERSAL / NESTABLE

**Part Number:**  
79248

**Description**  
48 GALLON EVR® II CART

**Size (l x w x h)**  
28.75" X 23.50" X 37.50"

**Load Rating**  
168 LBS/76.3 KG

**Wheel Diameter**  
10"



### 24 GALLON EVR® II UNIVERSAL

**Part Number:**  
79224\*

**Description**  
24 GALLON EVR® II CART

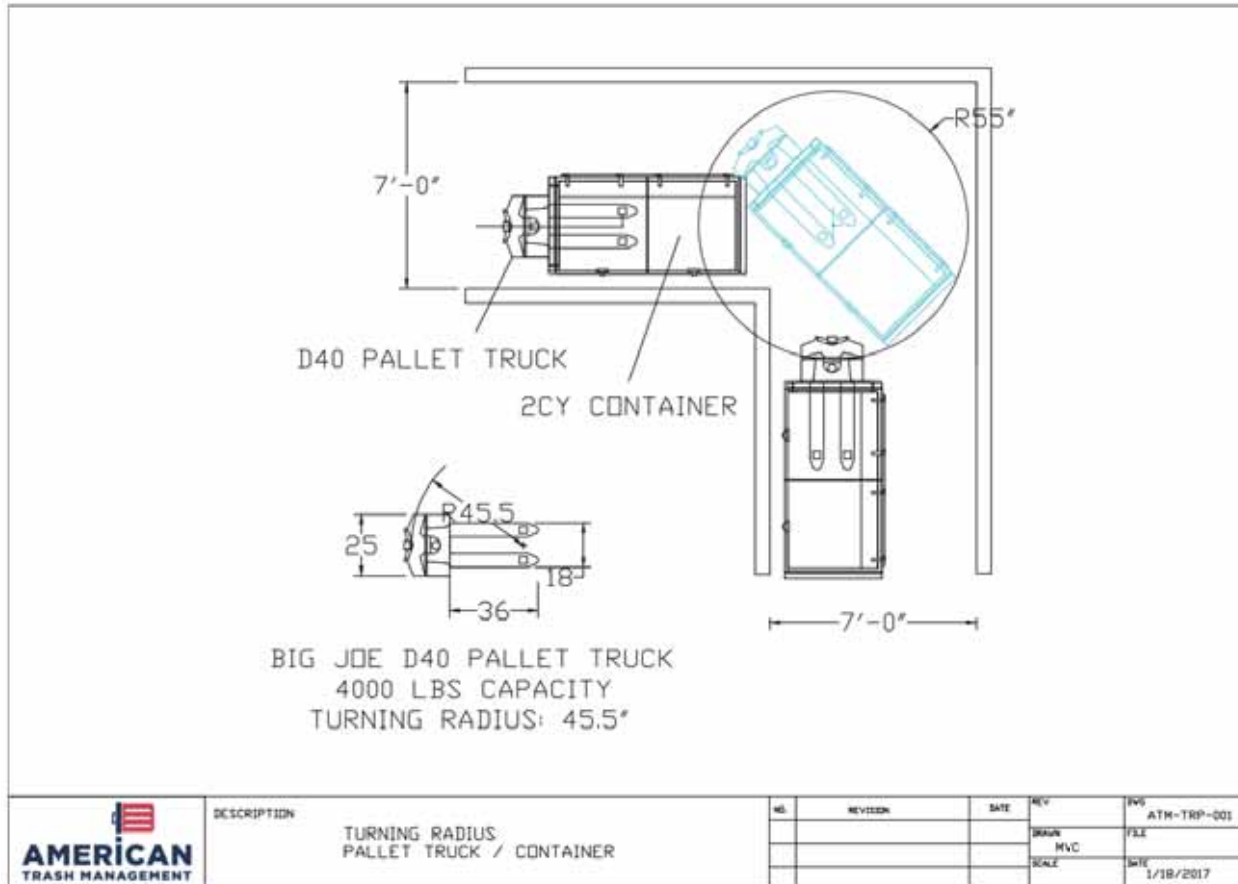
**Size (l x w x h)**  
24.00" X 19.75" X 34.50"

**Load Rating**  
84.0 LBS/38.1 KG

**Wheel Diameter**  
10"

\* 24 gallon does not nest fully assembled.

## Compactor Bin Moving Details



**TRASH SYSTEM SPECIFICATIONS:** Provided separately.

1. Section 14 91 00 - Trash Chutes & Intake Doors
2. Section 44 31 00 - Odor Control
3. Section 44 53 62 - Waste & Recycling Compactors
4. Section 25 30 00 - Compactor Monitoring System
5. Section 41 63 23 - Pallet Jack for Bin Moving

As shown below, during operation, compactors generate significant noise levels when one stands very close to the machine itself. However, the noise dissipates rapidly so it is barely audible for someone 50' from the unit. In addition, the compactors will only be operated during the time period when the bins are being emptied by staff, which will be limited to 60 minutes during the late morning or early afternoon. The machines will not be operated at any other time.

### Compactor Noise Data

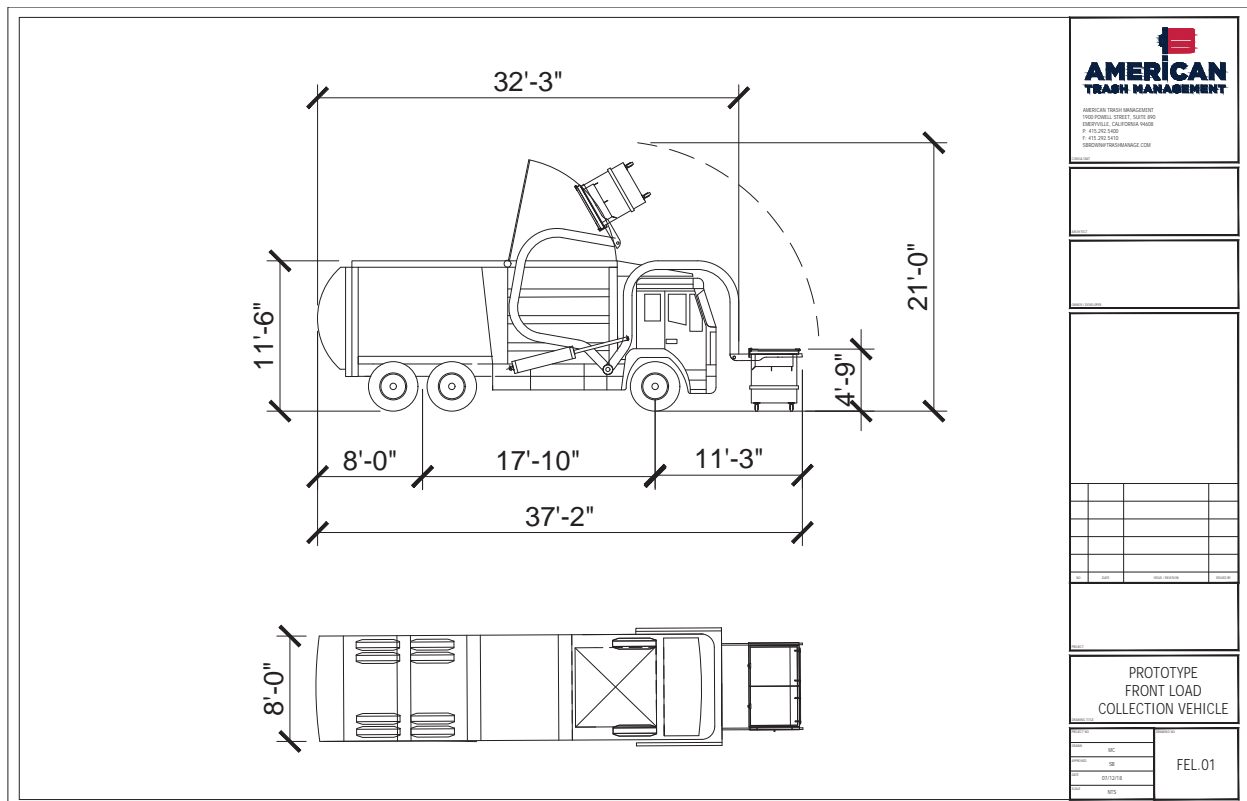
Location	Decibel Levels
At the power pack	69
20' away	50
50' away	Could not be measured

Noise levels from compactor operation were measured by JV Manufacturing, makers of Cram-a-lot compactors.

In comparison, front load trash trucks generate substantially more noise:

### Front Load Trash Truck Noise Levels

Location	Decibel Levels
Banging on Bins when Emptying	100
Behind Garbage Truck (while compacting)	89





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**Trash Bin Staging and Service Location**

Staging will take place alongside the right side of the residential building. The trash truck will enter from Constitution Dr and exit into Independence Dr. Front load bins (loose or compacted) require 25' vertical clearance.

Bins will be moved with an electric pallet jack to and from this area by building staff on service days.

**Proposed Residential Service Schedule** (actual schedule to be determined by hauler and building management)

Residential Bins	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Compacted Waste* 2CY	2				2	1	
Compacted Recycle 3CY		2	2	2		2	
Loose Compost 3CY	2		2		2		
<b>Total</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>



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**Volume Projections and Analysis of Compacted versus Loose**

Below is comparative analysis of the disposal costs and labor costs of handling waste and recycling in a loose bins or compacted bins. We recommend installing gravity chute-fed compactors under the waste chutes and serious consideration should be given to compacting the recycling stream so as to reduce disposal costs, space requirements and onsite labor costs. The effective service life of a quality compactor can be over 10 years. SmartTrash® system (if included) will notify management and staff when compactor bins are full so bins will only need to be removed from the machine when full. This will reduce disposal costs and labor requirements. Please note that the projections below are estimates derived from actual audits of comparable multifamily complexes in California. They are not guaranteed. They are to be used for planning purposes only and may be higher or lower than projected.

**TOTAL RESIDENTIAL WASTE AND RECYCLING SYSTEM ANALYSIS**

ASSUMPTIONS:	Units:	335	Gallons
Volume Waste:	0.11 cubic yard/week/ur		22
Volume Recycling:	0.32 cubic yard/week/ur		64
Volume Compost:	0.05 cubic yard/week/ur		10
Compaction Ratio	4 to 1		
Staff Labor Rate	\$21.00 per hour - 1 person		
Time move bins	0.5 hr to move to unloading area & back		
Rake-Rotate bins	0.15 hr to go to each bin rake or rotate		
# of Trash Rooms	1		
Compacted Waste Service	2 cubic yard front load bins		
Compacted Recycle Service	3 cubic yard front load bins		
Loose Service	4 cubic yard front load bins		
Loose Compost Service	3 cubic yard front load bins		

	PROJECTED Loose	PROJECTED Compacted Loose	PROJECTED Compacted Compacted
SERVICE-Waste			
SERVICE-Recycling			
Loose Waste Volume - CY	36.9		
Compacted Waste Volume - CY		9.2	9.2
Mixed Recycling Volume - CY	107.2	107.2	
Compacted Recycling Volume - CY			26.8
Loose Compost Volume - CY	16.8	16.8	16.8
Waste Bins/week	14	5	5
Recycle Bins/week	28	28	9
Compost Carts/week	6	6	6
Containers/week/trash room	48	39	20
SYSTEM CAPITAL COST	\$0.00	\$41,920.00	\$83,840.00
WASTE COST/MONTH	\$8,096.02	\$6,151.33	\$6,151.33
RECYCLING COST/MONTH	\$7,261.04	\$7,261.04	\$61.34
COMPOST COST/MONTH	\$564.90	\$564.90	\$564.90
TRASH COST/MONTH	\$15,921.96	\$13,977.27	\$6,777.57
COMPACTION SAVINGS/MONT	\$0.00	\$1,944.69	\$9,144.39
STAFF LABOR COST/MONTH	\$2,837.02	\$2,305.08	\$1182.09
STAFF SAVINGS/MONTH	\$0.00	\$531.94	\$1,654.93
NET MONTHLY TRASH COSTS	\$18,758.98	\$16,282.35	\$7,959.66
Monthly Trash Cost per Unit	\$56.00	\$48.60	\$23.76
PAYBACK-MONTHS	N/A	17	8

**RESIDENTIAL CARDBOARD ANALYSIS** 1172.5 Boxes per week



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**NORTH RESIDENTIAL WASTE AND RECYCLING SYSTEM ANALYSIS**

ASSUMPTIONS:	Units:	201	Gallons
	Volume Waste:	0.11 cubic yard/week/ur	22
	Volume Recycling:	0.32 cubic yard/week/ur	64
	Volume Compost:	0.05 cubic yard/week/ur	10
	Waste Compaction Ratio	4 to 1	
	Recycle Compaction Ratio	4 to 1	
	Staff Labor Rate	\$21.00 per hour - 1 person	
	Time move bins	0.5 hr to move to unloading area & back	
	Rake-Rotate bins	0.15 hr to go to each bin rake or rotate	
	# of Trash Rooms	1	
	Compacted Waste Service	2 cubic yard front load bins	
	Compacted Recycle Service	3 cubic yard front load bins	
	Loose Service	4 cubic yard front load bins	
	Loose Compost Service	3 cubic yard front load bins	

<b>COST BENEFIT CALCULATION</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>
SERVICE-Waste	Loose	Compacted	Compacted
SERVICE-Recycling	Loose	Loose	Compacted
Loose Waste Volume - CY	22.1		
Compacted Waste Volume - CY		5.5	5.5
Mixed Recycling Volume - CY	64.3	64.3	
Compacted Recycling Volume - CY			16.1
Loose Compost Volume - CY	10.1	10.1	10.1
Waste Bins/week	6	3	3
Recycle Bins/week	17	17	5
Compost Carts/week	4	4	4
Containers/week/trash room	27	24	12
SYSTEM CAPITAL COST	\$0.00	\$20,960.00	\$41,920.00
WASTE COST/MONTH	\$3,584.50	\$4,100.89	\$4,100.89
RECYCLING COST/MONTH	\$92.04	\$92.04	\$35.78
COMPOST COST/MONTH	\$845.91	\$845.91	\$845.91
TRASH COST/MONTH	\$4,522.45	\$5,038.84	\$4,982.58
COMPACTION SAVINGS/MONT	\$0.00	-\$516.39	-\$460.13
STAFF LABOR COST/MONTH	\$1,595.82	\$1,418.51	\$709.25
STAFF SAVINGS/MONTH	\$0.00	\$177.31	\$886.57
NET MONTHLY TRASH COSTS	\$6,118.27	\$6,457.35	\$5,691.83
Monthly Trash Cost per Unit	\$30.44	\$32.13	\$28.32
PAYBACK-MONTHS	N/A	-62	98





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**SOUTH RESIDENTIAL WASTE & RECYCLING ANALYSIS**

ASSUMPTIONS:	Units:	134	Gallons
	Volume Waste:	0.11 cubic yard/week/ur	22
	Volume Recycling:	0.32 cubic yard/week/ur	64
	Volume Compost:	0.05 cubic yard/week/ur	10
	Waste Compaction Ratio	4 to 1	
	Recycle Compaction Ratio	4 to 1	
	Staff Labor Rate	\$21.00 per hour - 1 person	
	Time move bins	0.5 hr to move to unloading area & back	
	Rake-Rotate bins	0.15 hr to go to each bin rake or rotate	
	# of Trash Rooms	1	
	Compacted Waste Service	2 cubic yard front load bins	
	Compacted Recycle Service	3 cubic yard front load bins	
	Loose Service	4 cubic yard front load bins	
	Loose Compost Service	3 cubic yard front load bins	

<b>COST BENEFIT CALCULATION</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>
SERVICE-Waste	Loose	Compacted	Compacted
SERVICE-Recycling	Loose	Loose	Compacted
Loose Waste Volume - CY	14.7		
Compacted Waste Volume - CY		3.7	3.7
Mixed Recycling Volume - CY	42.9	42.9	
Compacted Recycling Volume - CY			10.7
Loose Compost Volume - CY	6.7	6.7	6.7
Waste Bins/week	8	2	2
Recycle Bins/week	11	11	4
Compost Carts/week	2	2	2
Containers/week/trash room	21	15	8
SYSTEM CAPITAL COST	\$0.00	\$20,960.00	\$41,920.00
WASTE COST/MONTH	\$4,511.52	\$2,050.44	\$2,050.44
RECYCLING COST/MONTH	\$7,169.00	\$7,169.00	\$25.56
COMPOST COST/MONTH	\$398.52	\$398.52	\$398.52
TRASH COST/MONTH	\$12,079.04	\$9,617.96	\$2,474.52
COMPACTION SAVINGS/MONT	\$0.00	\$2,461.08	\$9,604.52
STAFF LABOR COST/MONTH	\$1,241.19	\$886.57	\$472.84
STAFF SAVINGS/MONTH	\$0.00	\$354.63	\$768.36
NET MONTHLY TRASH COSTS	\$13,320.23	\$10,504.53	\$2,947.36
Monthly Trash Cost per Unit	\$99.40	\$78.39	\$22.00
PAYBACK-MONTHS	N/A	7	4



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**WASTE AND RECYCLING RATES (PARTIAL) CURRENT RATES - 2020**

City: Menlo Park  
 Franchisee: Recology

**Multi-Family/Commercial Waste Front Load Rates:**

Frequency/Size: x/wk-CY Size	2 CY LOOSE	3 CY LOOSE	4 CY LOOSE	2 CY COMP
1	\$249.39	\$374.08	\$498.78	\$1,025.22
2	\$508.73	\$797.04	\$1,062.71	\$2,050.44
3	\$812.67	\$1,219.00	\$1,659.91	\$3,075.67
4	\$1,104.38	\$1,691.81	\$2,255.76	\$4,100.89
5	\$1,406.53	\$2,154.69	\$2,872.90	\$5,126.11
6	\$1,755.67	\$2,633.50	\$3,584.50	\$6,151.32
7	\$2,085.51	\$3,193.45	\$4,257.93	\$7,176.55

**Multi-Family/Commercial Recycle Front Load Rates:**

Frequency/Size: x/wk-CY Size	2 CY LOOSE	3 CY LOOSE	4 CY LOOSE	2 CY COMP*	3 CY COMP*
1	\$5.11	\$5.11	\$5.11	\$5.11	\$5.11
2	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22
3	\$15.33	\$15.33	\$15.33	\$15.33	\$15.33
4	\$20.45	\$20.45	\$20.45	\$20.45	\$20.45
5	\$25.56	\$25.56	\$25.56	\$25.56	\$25.56
6	\$30.68	\$30.68	\$30.68	\$30.68	\$30.68

\*Compacted recycling rates are not published. Per the Recology Zero Waste Coordinator, compacted pricing is the same as loose

**Multi-Family/Commercial Organics Loose Front Load Rates:**

Frequency/Size: x/wk-CY Size	64G Cart	96G-Cart	2 CY LOOSE	3 CY LOOSE
1	\$46.24	\$60.70	\$131.16	\$188.50
2	\$93.87	\$123.47	\$266.19	\$398.52
3	\$142.92	\$188.30	\$418.54	\$609.50
4	\$193.36	\$255.22	\$566.14	\$845.91
5	\$245.19	\$324.22	\$717.79	\$1,077.34
6	\$298.44	\$395.30	\$887.71	\$1,316.76
7	\$353.06	\$468.46	\$1,050.12	\$1,596.73

**Approximate Equipment Cost**

Chute Fed Compactor Cost \$23,440.00 A500, 3-2CY Towable bins-tax, ship Install  
 Chute Fed Compactor Cost \$20,960.00 A500, 2-2CY Towable bins-tax, ship Install



**H. T. HARVEY & ASSOCIATES**

Ecological Consultants

50 years of field notes, exploration, and excellence

November 5, 2020

Michael Burkin  
Greystar  
450 Sansome Street, Suite 500  
San Francisco, CA 94111

**Subject:** Menlo Portal Multi-Family Housing and Office – Avian Collision Risk Assessment  
(HTH #4484-01)

Dear Mr. Burkin:

Per your request, H. T. Harvey & Associates has performed an assessment of avian collision risk for the proposed Menlo Portal Multi-Family Housing and Office project in Menlo Park, California. It is our understanding that the project will demolish the existing buildings on the site and construct a three-story commercial building with office space and parking (Building OB-1) as well as a five-story multi-family apartment building over two stories of parking (Building MF-1). We further understand that you are requesting our assistance to assess the potential for avian collisions to occur with the proposed buildings and the potential significance (e.g., under the California Environmental Quality Act [CEQA]) of such an impact.

In summary, avian collisions with the glass facades of the proposed buildings are expected to be infrequent due to the relatively low abundance of birds in the vicinity of the project site and the distinctive differences in habitat type and quality between the developed project site and the more natural habitats located north of Bayfront Expressway. Several features of the architecture of the proposed buildings would reduce the potential for avian collisions even further. The project would therefore not result in the loss of a substantial proportion of any species' Bay-area populations or any Bay-area bird community and, according to CEQA standards, we would consider such impacts to be less than significant.

## Statement of Qualifications

This assessment was prepared by Steve Rottenborn and me. Briefly, our qualifications are as follows (résumés attached):

- I am a wildlife ecologist with a B.S. in Ecology from the University of California, San Diego and an M.S. in Fish and Wildlife Management from Montana State University, where my Master's thesis focused on factors affecting the nest survival of yellow warblers (*Setophaga petechia*), dusky flycatchers (*Empidonax*

*oberholseri*), and warbling vireos (*Vireo gilvus*). Trained as an ornithologist, I specialize in the nesting ecology of passerine birds, with a broad range of avian field experience from across the United States. I am an avid birder, and I volunteer as a bird bander for the San Francisco Bay Bird Observatory, where I have been banding, sexing, and aging resident and migrant passerine species since 2010. I have spent hundreds of hours in the field conducting nesting bird surveys for H. T. Harvey & Associates projects over the past 13 years, and have found hundreds of passerine nests as well as many nests of raptors.

- Steve Rottenborn has a Ph.D. in biological sciences from Stanford University, where his doctoral dissertation focused on the effects of urbanization on riparian bird communities in the South San Francisco Bay area. He has been an active birder for more than 35 years and has conducted or assisted with research on birds since 1990. He has served for 9 years as an elected member of the California Bird Records Committee (including 3 years as chair) and for 13 years as a Regional Editor for the Northern California region of the journal *North American Birds*. He is a member of the Scientific Advisory Board for the San Francisco Bay Bird Observatory, the Technical Advisory Committee for the South Bay Salt Ponds Restoration Project, and the Board of Directors of the Western Field Ornithologists.

In addition, I conducted a reconnaissance-level survey of the project site on October 24, 2020 to characterize potential bird use of the site and immediately surrounding areas.

Although the subject of bird-friendly design is relatively new to the West Coast, we have performed avian collision risk assessments and identified measures to reduce collision risk for several projects in the Bay Area, including projects in the cities of San Francisco, Oakland, South San Francisco, Redwood City, Menlo Park, Palo Alto, Mountain View, Santa Clara, Sunnyvale, and San José.

## **Assessment of Bird Use**

### ***Existing Conditions***

Habitat conditions and bird occurrence in the immediate vicinity of the project site (i.e., on the site and on immediately adjacent lands) are typical of much of the urbanized San Francisco Bay area. The approximately 3.2-acre project site consists of three existing commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping (Photos 1 and 2). This landscaping consists of nonnative trees, herbaceous plants, and low shrubs. The site is surrounded by high-density urban commercial and residential development.



**Photo 1. The project site consists of commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping.**



**Photo 2. The project site consists of commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping.**

Habitat conditions on the site and in immediately surrounding areas are of low quality for most native birds found in the region due to the near absence of vegetation, the lack of any native vegetation, the absence of well-layered vegetation (e.g., with ground cover, shrub, and canopy tree layers in the same areas), the small size of the vegetated habitat patches, and the amount of human disturbance by vehicular traffic and occupants of buildings on and/or adjacent to the project site, which is developed as a commercial business district. Nonnative vegetation supports fewer of the resources required by native birds than native vegetation, and the structural simplicity of the vegetation further limits resources available to birds. Nevertheless, there is a suite of common, urban-adapted bird species that occur in such urban areas that are expected to occur on the site regularly. These include the native Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), Bewick's wren (*Thryomanes bewickii*), northern mockingbird (*Mimus polyglottos*), bushtit (*Psaltriparus minimus*), dark-eyed junco (*Junco hyemalis*), and house finch (*Haemorhous mexicanus*), as well as the non-native European starling (*Sturnus vulgaris*) and house sparrow (*Passer domesticus*). All of these birds are year-round residents that can potentially nest on or immediately adjacent to the project site. A number of other species, primarily migrants or winter visitors (i.e., nonbreeders), are expected to occur occasionally on the site as well, including the white-crowned sparrow (*Zonotrichia leucophrys*), golden-crowned sparrow (*Zonotrichia atricapilla*), and yellow-rumped warbler (*Setophaga coronata*). For example, low numbers of migrants are expected to forage in the ornamental vegetation on the site. However, no bird species are expected to occur on the site in large numbers, and all of the species expected to occur regularly are regionally abundant species. No special-status birds (i.e., species of conservation concern) are expected to nest or occur regularly on the site.

The heavily used roads immediately adjacent to the site (Constitution Drive to the north, Independence Drive to the northwest, and Independence Drive to the southwest) support little to no bird use. Otherwise, the habitat conditions surrounding the project site are very similar to those on the project site itself. These areas are dominated by commercial/office uses and have landscaping similar to that on the project site (Figure 1). As a result, bird use of these surrounding areas is as described above for the project site.



**Figure 1. The project site (delineated in yellow) and surroundings are dominated by commercial/office uses and have narrow areas of landscaping, similar to that on the project site.**

Approximately 480 feet to the north of the project site, the more natural habitats associated with the San Francisco Baylands support much higher bird diversity and abundance. The managed ponds and tidal marsh located between Bayfront Expressway and Bedwell Bayfront Park, and the tidal marsh west of the park, provide foraging habitat for a wide variety of waterfowl, herons, egrets, and shorebirds. Numbers of waterbirds using these habitats are highest in winter and during migration, but a number of breeding waterbirds are present in these areas as well. These birds are closely tied to wetlands and aquatic habitats, and the sharp physical division between these aquatic habitats and the adjacent developed areas (i.e., Bayfront Expressway and the commercial properties to the south) is very obvious. As a result, these waterbirds are not expected to use the project site, or to move south of Bayfront Expressway, despite the proximity of the site to these aquatic/wetlands habitats.

Bedwell Bayfront Park approximately 1,200 feet north of the project site provides habitat used by grassland-associated birds, and the scattered trees in the park provide nesting habitat for some birds and foraging and resting habitat for migrant songbirds. Due to the location of the park along the edge of the bay, nocturnal migrant landbirds that find themselves over the bay at dawn may descend to forage at the park. As a result of higher habitat diversity, greater extent of vegetated area, and location adjacent to the bay, Bedwell Bayfront Park provides much higher-quality habitat than that present on the project site. The much more sparse vegetation on and surrounding the project site, coupled with the obvious physical separation (and complete lack of suitable habitat) from the park resulting from the presence of commercial development and Bayfront

Expressway, reduces the likelihood that songbirds using the park would move onto or toward the project site regularly or in large numbers.

Thus, due to the habitat conditions on the site and in immediately surrounding areas, as well as the site's landscape position (i.e., not in an area such as immediately along a shoreline where large numbers of migrating birds would be concentrated), we do not expect high numbers of birds, especially migratory birds, to be attracted to or move through/past the project site.

### ***Proposed Conditions***

Under proposed conditions, the numbers of birds that use the site are expected to increase somewhat due to the proposed expansion of landscape areas on the site. However, the project's planting plans include primarily nonnative trees, shrubs, and herbaceous plants, which offer fewer resources to native birds than native vegetation. Trees, shrubs and herbaceous plants planned for the site include red maple (*Acer rubrum*), honey locust (*Gleditsia tricanthos*), crape myrtle (*Lagerstroemia indica*), magnolia (*Magnolia* sp.), London plane (*Platanus x acerifolia*), Chinese elm (*Ulmus parvifolia*), little river wattle (*Acacia cognate*), agave (*Agave* sp.), cone bush (*Leucadendron* sp.), New Zealand flax (*Phormium* sp.), kangaroo paw (*Anigozanthos* sp.), and others. This vegetation is likely to attract somewhat greater numbers of landbirds, perhaps including more migrant songbirds, than under existing conditions; however, none of the tree and other plant species proposed to be planted on the site are known to provide particularly valuable food, nesting, or cover resources for native birds. Thus, the relatively small numbers of these trees and plants, coupled with the lack of structural diversity, would not provide high-quality habitat for native birds, and any increase in bird abundance as a result of the proposed landscaping would be modest.

In nearby areas, bird use is likely to change somewhat in the areas to the north of the site in the future. The South Bay Salt Ponds Restoration Project (SBSRP) is proposing to manage two small ponds northeast of the intersection of Chrysler Drive and Bayfront Expressway specifically for pond-associated shorebirds and waterfowl. These ponds are currently managed for waterbird use, but as other portions of the SBSRP are converted from managed pond to tidal marsh, management of the two ponds north of the project site specifically for certain pond-associated birds will be intensified (e.g., through creation of nesting or roosting islands and more focused management of water levels). Even farther to the northeast, some managed ponds are proposed to be converted to tidal salt marsh by the SBSRP; the extent of area that is ultimately converted to tidal marsh versus managed for waterbirds will be determined by the SBSRP's adaptive management plan, but two potential restoration endpoints are depicted on the two attached figures from the SBSRP's Environmental Impact Report. Regardless of the SBSRP's future activities, the waterbirds using those restored (or more intensively managed) habitats are expected to confine their activities to the baylands areas on the northeast side of Bayfront Expressway. As noted above, the habitat differs so much between the two sides of Bayfront Expressway, being completely unsuitable for waterbirds on the southwest side, that waterbirds are not expected to fly southward toward the Menlo Portal project site.

## Assessment of Collision Risk

Because birds do not necessarily perceive glass as an obstacle<sup>1</sup>, windows or other structures that reflect the sky, trees, or other habitat may not be perceived as obstacles, and birds may collide with these structures. Similarly, transparent windows can result in bird collisions when they allow birds to perceive an unobstructed flight route through the glass (such as at corners), and when the combination of transparent glass and interior vegetation (such as in planted atria) results in attempts by birds to fly through glass to reach vegetation. A number of factors play a role in determining the risk of bird collisions with buildings, including the amount and type of glass used, lighting, properties of the building (e.g., size, design, and orientation), type and location of vegetation around the building, and building location.

As noted above, relatively low numbers of native, resident birds and occasional migrants occur in the project vicinity, but even during migration, the number of native birds expected to occur in the project vicinity will be low. As a result, the glass façades of the proposed buildings on the Menlo Portal project site are expected to result in relatively few bird collisions, even in the absence of added bird-safe design. Further, several features of the architecture of the proposed buildings would reduce the potential for avian collisions. Based on the project plans, the facades of the apartment building (MF-1) are primarily opaque and include overhangs, shadow boxes, and window mullions; we expect these features to increase the visibility of the building to birds and reduce the potential for birds to collide with the building (Figure 2).



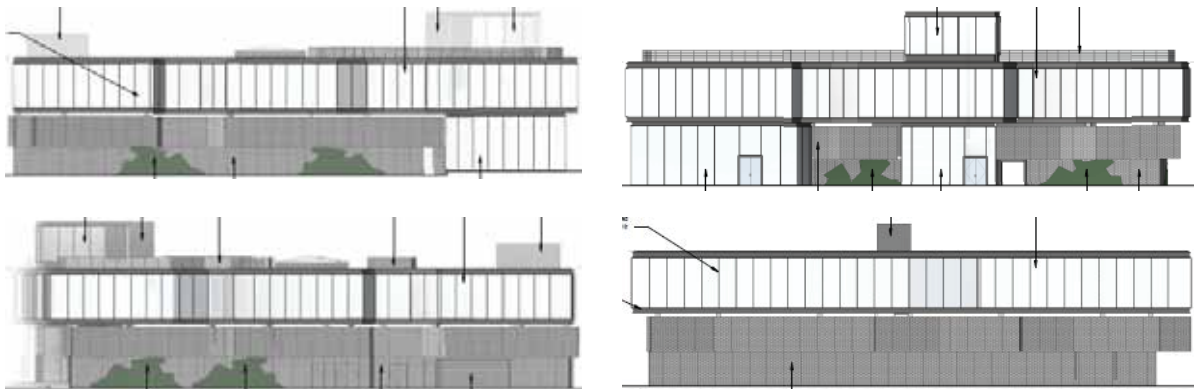
**Figure 2. The proposed apartment building (MF-1) incorporates opaque wall panels, overhangs, shadow boxes, and window mullions. These features help the building appear as a solid structure to birds, and reduce the likelihood of collisions.**

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<sup>1</sup> Sheppard, C. and G. Phillips. 2015. *Bird-Friendly Building Design*, 2<sup>nd</sup> Edition. American Bird Conservancy. The Plains, VA, 60 pages.



There are some features evident in the project's plans where bird collisions are more likely to occur compared to other locations because they may not be as easily perceived by birds as physical obstructions. For example, free-standing glass railings are present on balconies and terraces, transparent glass corners are present at several locations, and the facades of the office building (OB-1) are entirely glazed on Level 3 and on all levels at the northeast corner (Figures 3 and 4). Where these features are located along potential flight paths that birds may use when traveling to and from landscape vegetation on the site, the risk of bird collisions is higher because birds may not perceive the intervening glass and may therefore attempt to fly to vegetation on the far side of the glass. In addition, approximately 0.3 acre of open space is planned the site (Figure 5), and vegetation will be also planted on roof terraces both the office building (OB-1) and apartment building (MF-1) (Figure 6). Birds using the site are expected to be attracted to this vegetation, increasing the possibility that they will see vegetation reflected in glass on adjacent facades and collide with those facades. As a result, bird collisions are expected to be higher with Level 3 of the office building, the northeast corner of the office building, the east façade of the office building, the northern half of the west façade of the apartment building, and with facades surrounding vegetated roof terraces on both the office building and apartment building compared to other facades on the project site. However, for reasons discussed in the summary below, we do not expect the number of collisions to be so high as to result in a significant impact under CEQA.



**Figure 3. The facades of the office building (OB-1) are predominantly glazed on Level 3, and on Levels 1 and 2 at the northeast corner. The east façade is shown on the top left, the north façade is shown on the top right, the west façade is shown on the bottom left, and the south façade is shown on the bottom right.**



Figure 4. The predominantly glazed facades of the office building increase the probability that birds will collide with these facades.



Figure 5. The proposed extent of landscape vegetation on Level 1 of the project site.



Figure 6. The proposed extent of landscape vegetation to be planted on green roofs on the project site.

## Assessment of Lighting Impacts

### Visibility of Project Lights to Birds

Construction of the project will create new sources of lighting on the project site. Lighting would be the result of light fixtures illuminating buildings, building architectural lighting, pedestrian lighting, and artistic lighting. Depending on the location, direction, and intensity of exterior lighting, this lighting can potentially spill into adjacent areas, thereby resulting in an increase in lighting compared to existing conditions. The project is surrounded on all sides by commercially developed areas that do not support bird communities that might be substantially affected by illuminance from the project. However, birds inhabiting areas along the San Francisco Bay 480 feet to the north may be affected by an increase in lighting. The following is a summary of the anticipated visibility of proposed lighting to birds on the project site:

- Fixture type D2 (wall sconces) is Dark-Sky approved<sup>2,3</sup>, and effectively minimizes the visibility of exterior lighting to birds inhabiting nearby areas.

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<sup>2</sup> Exterior lighting fixtures that meet the International Dark-Sky Association's standards for artificial lighting minimize glare while reducing light trespass and skyglow, and are required to be fully shielded and minimize the amount of blue light in the nighttime environment.

<sup>3</sup> International Dark-Sky Association. 2020. Outdoor Lighting Basics. <http://darksky.org/lighting/lighting-basics/>. Accessed November 2020.

- Fixture types A1 and A2 (recessed downlights); L1 (bollard lights); L2 (pole-mounted lights); L3 (step lights); L7, L8, L9, and L10 (mounted downlights); L11 (recessed wall lights); D1 and D2 (wall sconces); and D3 (outdoor floor light) are shielded and/or directed, which effectively minimizes the visibility of exterior lighting to birds inhabiting nearby areas.
- Fixture types L4 (strip lights), L5 (stake-mounted tree up-lights), L6 (in-grade art up-lights), L9A (palm tree up-lights), L12 (catenary system), and D4 (pendant lights) are expected to cast light upwards and outwards into adjacent areas, and illuminance from these fixtures may be visible to birds inhabiting nearby areas and/or flying over the site.

In summary, we expect birds flying along the San Francisco Bay to the north to be able to perceive luminance from fixtures L4 (strip lights), L5 (stake-mounted tree up-lights), L6 (in-grade art up-lights), L9A (palm tree up-lights), L12 (catenary system), and D4 (pendant lights). Buildings located in between the project site and the San Francisco Bay will block some of this luminance horizontally, but some light from the project site is expected to travel in between these buildings to reach San Francisco Bay habitats, and any birds flying either along the San Francisco Bay higher than the adjacent buildings or over the site will also be able to perceive luminance from the project site.

### **Project Measures to Minimize Lighting**

The project will implement the following measures to minimize lighting on the project site:

- As discussed above, many of the proposed fixtures to be used on the project site are International Dark Sky-approved, and/or shielded and directed.
- All project up-lighting (i.e. fixture types L5, L6, and L9A) will be programmed to automatically shut off at or before midnight daily, and will remain off until sunrise.

### **General Site Lighting Impacts**

Many animals are sensitive to light cues, which influence their physiology and shape their behaviors, particularly during the breeding season<sup>4,5</sup>. Artificial light has been used as a means of manipulating breeding behavior and productivity in captive birds for decades<sup>5</sup>, and has been shown to influence the territorial singing behavior of wild birds<sup>5,6,7</sup>. While it is difficult to extrapolate results of experiments on captive birds to wild populations, it is known that photoperiod (the relative amount of light and dark in a 24-hour period) is an essential cue triggering physiological processes as diverse as growth, metabolism, development, breeding behavior, and

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<sup>4</sup> Ringer, R. K. 1972. Effect of light and behavior on nutrition. *J. Anim. Sci.* 35: 642-647.

<sup>5</sup> de Molenaar, J. G., M. E. Sanders and D. A. Jonkers. 2006. Road Lighting and Grassland Birds: Local Influence of Road Lighting on a Black-tailed Godwit Population in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 114-136.

<sup>6</sup> Longcore, T. and C. Rich. 2004. Ecological Light Pollution. *Front. Ecol. Environ.* 2(4): 191-198.

<sup>7</sup> Miller, M. W. 2006. Apparent Effects of Light Pollution on Singing Behavior of American Robins. *Condor* 108(1): 130-139.

molting<sup>5</sup>. This suggests that increases in ambient light may interfere with these processes across a wide range of species, resulting in impacts on wildlife populations.

Artificial lighting may indirectly impact birds by increasing the nocturnal activity of predators such as owls, hawks, and mammalian predators<sup>6,8,9,10</sup>. The presence of artificial light may also influence habitat use by breeding birds<sup>5,11</sup> by causing avoidance of well-lit areas, resulting in a net loss of habitat availability and quality.

Birds using the project site and nearby areas along the San Francisco Bay may be subject to increased predation, decreased habitat availability (for species that show aversions to increased lighting), and alterations of physiological processes if light fixtures on the project site produce appreciably greater illuminance within these areas compared to existing conditions. Based on the presence of buildings in between the project site and natural areas along the San Francisco Bay, the project's use of Dark Sky-approved light fixtures and shielded/directed fixtures for most lighting, as well as the limited numbers of resident birds expected to use the site over the long term, it is our opinion that general project site lighting will not result in substantial impacts on birds.

Because up-lighting can affect birds in different ways than general site lighting, the impacts of project up-lighting on birds is discussed separately in the section below.

## Up-Lighting

There are two primary ways in which the luminance of up-lights might impact the movements of birds. First, local birds using habitats on the site may become disoriented during flights among foraging areas and fly toward the lights, colliding with the lights or with nearby structures such as the proposed buildings. Second, nocturnally migrating birds far above the site may alter their flight direction or behavior upon seeing the lights; the birds may be drawn toward the lights or may become disoriented, potentially striking objects such as buildings, adjacent power lines, or even the lights themselves. Both local birds and migrating birds are much more likely to be impacted by up-lighting during foggy or rainy weather, when visibility is poor<sup>12,13</sup>.

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<sup>8</sup> Negro, J. J., J. Bustamante, C. Melguizo, J. L. Ruiz, and J. M. Grande. 2000. Nocturnal activity of lesser kestrels under artificial lighting conditions in Seville, Spain. *J. Raptor Res.* 34(4): 327-329.

<sup>9</sup> DeCandido R. and D. Allen. 2006. Nocturnal hunting by peregrine falcons at the Empire State Building, New York City. *Wilson J. Ornithol.* 118(1): 53-58.

<sup>10</sup> Beier, P. 2006. Effects of artificial night lighting on mammals in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 19-42.

<sup>11</sup> Rogers, D. I., T. Piersma, and C. J. Hassell. 2006. Roost availability may constrain shorebird distribution: Exploring the energetic costs of roosting and disturbance around a tropical bay. *Biol. Conserv.* 33(4): 225-235.

<sup>12</sup> Longcore, T. and C. Rich. 2004. *Ecological Light Pollution*. *Front. Ecol. Environ.* 2(4): 191-198.

<sup>13</sup> Gauthreaux, S. A. and C. G. Belser. 2006. *Effects of Artificial Night Lighting on Migrating Birds* in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 67-93.

**Local Birds.** Seabirds may be especially vulnerable to artificial lights because many species are nocturnal foragers that have evolved to search out bioluminescent prey<sup>14,15,16</sup>, and thus are strongly attracted to bright light sources. When seabirds approach an artificial light, they seem unwilling to leave it and may become “trapped” within the sphere of the light source for hours or even days, often flying themselves to exhaustion or death<sup>16</sup>. Seabirds using the Menlo Park area include primarily gulls and terns. Although none of these species are primarily nocturnal foragers, there is some possibility that gulls, which often fly at night, may fly in areas where they would be disoriented by the proposed up-lights under conditions dark enough that the lights would affect the birds. Shorebirds forage in the San Francisco Bay nocturnally as well as diurnally, and move frequently between foraging locations in response to tide levels and prey availability. Biologists and hunters have long used sudden bright light as a means of blinding and trapping shorebirds<sup>17,18</sup>, so evidence that shorebirds are affected by bright light is well established. Though impacts of a consistent bright light are undocumented, it is possible that shorebirds, like other bird species, may be disoriented by a very bright light in their flight path. However, the number of shorebirds foraging or flying over the project site is expected to be relatively low, as shorebirds do not congregate in large numbers at or near the project site. Passerine species have been documented responding to increased illumination in their habitats with nocturnal foraging and territorial defense behaviors<sup>5,7,12</sup>, but absent significant illumination, they typically do not forage at night, leaving them less susceptible to the attraction and disorientation caused by luminance when they are not migrating.

**Migrating Birds.** Hundreds of bird species migrate nocturnally in order to avoid diurnal predators and minimize energy expenditures. Bird migration over land typically occurs at altitudes of up to 5,000 feet, but is highly variable by species, region, and weather conditions<sup>19,20</sup>. In general, night-migrating birds optimize their altitude based on local conditions, and most songbird and soaring bird migration over land occurs at altitudes below 2,000 feet while waterfowl and shorebirds typically migrate at higher altitudes<sup>19,20</sup>. Birds flying at higher altitudes may not be affected as strongly by the proposed up-lighting. However, birds flying at lower altitudes over the project site to optimize flight conditions, to descend/ascend to and from stopover sites in the vicinity, or due to foggy or rainy weather would potentially encounter light from up-lights on the project site.

Evidence that migrating birds are attracted to artificial light sources is abundant in the literature as early as the late 1800s<sup>13</sup>. Although the mechanism causing migrating birds to be attracted to bright lights is unknown, the attraction is well documented<sup>12,13</sup>. Migrating birds are frequently drawn from their migratory flight paths into the vicinity of an artificial light source, where they will reduce their flight speeds, increase vocalizations, and/or

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<sup>14</sup> Imber, M. J. 1975. Behavior of Petrels in Relation to the Moon and Artificial Lights. *Notornis* 22: 302-306.

<sup>15</sup> Reed, J. R., J. L. Sincoc, and J. P. Hailman. 1985. Light Attraction in Endangered Procellariiform Birds: Reduction by Shielding Upward Radiation. *Auk* 102(2): 377-383.

<sup>16</sup> Montevecchi, W. A. 2006. Influences of Artificial Light on Marine Birds in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 95-113.

<sup>17</sup> Gerstenberg, R. H. and S. W. Harris. 1976. Trapping and Marking of Shorebirds at Humboldt Bay, California. *Bird Banding* 47(1): 1-7.

<sup>18</sup> Potts, W. K. and T. A. Sordahl. 1979. The Gong Method for Capturing Shorebirds and Other Ground-roosting Species. *North Amer. Bird Band.* 4(3): 106-107.

<sup>19</sup> Kerlinger, P. 1995. *How Birds Migrate*. Stackpoll Books, Mechanicsburg, PA. 228 pp.

<sup>20</sup> Newton, I. 2008. *The Migration Ecology of Birds*. Academic Press, London, UK. 976 pp.

end up circling the lit area, effectively “captured” by the light<sup>13,21,22,23</sup>. When birds are drawn to artificial lights during their migration, they may become disoriented and possibly blinded by the intensity of the light<sup>13</sup>. A study of bird responses to up-lighting from 250-watt (equivalent to 3,750-lumen) spotlights placed on the roof of a 533-foot tall building and directed upwards at a company logo documented behavioral changes in more than 90% of the birds that were visually observed flying over the building at night<sup>24</sup>. The disorienting and blinding effects of artificial lights directly impact migratory birds by causing collisions with light structures, buildings, communication and power structures, or even the ground<sup>13</sup>. Indirect impacts on migrating birds might include orientation mistakes and increased length of migration due to light-driven detours.

It is unknown what light levels adversely affect migrating birds, and at what distances birds respond to lights<sup>22</sup>. In general, vertical beams are known to capture higher numbers of birds flying at lower altitudes. High-powered 7,000-watt (equivalent to 105,000-lumen) spotlights that reach altitudes of up to 4 miles (21,120 feet) in the sky have been shown to capture birds migrating at varying altitudes, with most effects occurring below 2,600 feet (where most migration occurs); however, effects were also documented at the upper limits of bird migration at approximately 13,200 feet<sup>22</sup>. One study of vertical lights projecting up to 3,280 feet found that higher numbers of birds were captured at altitudes below 650 feet, but this effect was influenced by wind direction and the birds’ flight speed<sup>25</sup>. These studies have not analyzed the capacity for vertical lights to attract migrating birds flying beyond their altitudinal range, and the potential for the project up-lights to affect birds flying at various altitudes is unknown. Thus, birds that encounter beams from up-lights are likely to respond to the lights, and may become disoriented or attracted to the lights to the point that they collide with buildings or other nearby structures, but the range of the effect of the lights is unknown.

**Up-Lighting Impacts.** As stated above, it is unknown what light levels are safe for birds and at what distances birds respond to lights<sup>22</sup>. Observations of bird behavioral responses to up-lights indicate that their behaviors return to normal quickly once up-lights are completely switched off<sup>23</sup>, but no studies are available that demonstrate bird behavioral responses to reduced or dimmed up-lights. In general, up-lights within very dark areas are more likely to “capture” and disorient migrating birds, whereas up-lights in brightly lit areas (e.g., highly urban areas, such as Menlo Park) are less likely to capture birds<sup>26</sup>. Birds are also known to be more susceptible to capture by artificial light when they are descending from night migration flights in the early mornings compared to when they ascend in the evenings; as a result, switching off up-lights after midnight can

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<sup>21</sup> Herbert, A. D. 1970. Spatial Disorientation in Birds. *Wilson Bull.* 82(4): 400-419.

<sup>22</sup> Sheppard, C. and G. Phillips. *Bird-Friendly Building Design*, 2nd Ed. The Plains, VA: American Bird Conservancy, 2015.

<sup>23</sup> Van Doren, B.M., K.G. Horton, A.M. Dokter, H. Klinck, S.B. Elbin, and A. Farnsworth. 2017. High-intensity urban light installation dramatically alters nocturnal bird migration. *Proceedings of the National Academy of Sciences of the United States of America*: 114 (42): 11175-11180.

<sup>24</sup> Haupt, H. and U. Schillemeit, 2011. Skybeamer und Gebäudeanstrahlungen bringen Zugvögel vom Kurs ab: Neue Untersuchungen und eine rechtliche Bewertung dieser Lichtanlagen. *NuL* 43 (6), 2011, 165-170.

<sup>25</sup> Bolshakov, C.V., V.N. Bulyuk, A.Y. Sinelschikova, and M.V. Vorotkov. 2013. Influence of the vertical light beam on numbers and flight trajectories of night-migrating songbirds. *Avian Ecology and Behavior* 24: 35-49.

<sup>26</sup> Sheppard, C. 2017. Telephone conversation with Robin Carle of H. T. Harvey & Associates regarding the potential for different types and intensities of up-lighting to affect migrating birds. October 26, 2017.

minimize adverse effects on migrating birds<sup>26</sup>. However, more powerful up-lights (e.g., 3,000 lumen spotlights) may create issues for migrating birds regardless of the time of night they are used<sup>26</sup>.

Because the project will program all up-lighting (i.e. fixture types L5, L6, and L9A) to automatically shut off at or before midnight daily, and all up-lighting will remain off until sunrise, it is our opinion that project up-lighting will not result in substantial impacts on birds.

## Summary

Because birds are present in the vicinity of the proposed buildings, and glazed facades of these buildings may not always be perceived by birds as physical impediments to flight, we expect some avian collisions with the proposed buildings to occur. Among the project components, we expect collision risk to be highest at Level 3 of the office building, the northeast corner of the office building, the east façade of the office building, the northern half of the west façade of the apartment building, and with facades surrounding vegetated roof terraces on both the office building and apartment building compared to other facades on the project site.

However, we expect the frequency of bird collisions to be relatively low compared to circumstances in which buildings with more expansive, unbroken glass facades occur within more natural habitats or along regular flight paths between areas of high-quality habitat. We base this conclusion on (1) the relatively low numbers of birds expected to occur in the immediate vicinity of the proposed project buildings due to habitat conditions; (2) the low numbers of birds expected to approach the project site from more natural habitats to the north; (3) the absence of any features such as dense, native vegetation or water features on or immediately adjacent to the site, that might otherwise attract birds to the vicinity; and (4) the appearance of the facades, which in most areas are well broken-up by solid, opaque horizontal and vertical elements, thus making the façades more conspicuous.

Although building collisions by some migrant songbirds are likely to occur, we would expect that the majority of bird strikes would be by resident species, both because the low-quality habitat on the site is more conducive to use by urban-adapted resident birds than by migrants and because resident birds would spend far more time near the proposed buildings than would birds that are migrating through the region. The resident species occurring on the project site are all common, urban-adapted species that are widespread in urban, suburban, and (for many species) natural land use types throughout the San Francisco Bay area. As a result, these species have high regional populations, and the number of individuals that might be impacted by collisions with project buildings would represent a very small proportion of regional populations. Therefore, the project would not result in the loss of a substantial proportion of any species' Bay-area populations or any Bay-area bird community, and according to CEQA standards, we would consider such impacts to be less than significant. As a result, it is our opinion that no mitigation measures are necessary to avoid a significant impact under CEQA.

Based on the presence of buildings in between the project site and natural areas along the San Francisco Bay and the project's use of Dark Sky-approved light fixtures and shielded/directed fixtures for most lighting, as well as the limited numbers of resident birds expected to use the site over the long term, it is our opinion that



general project site lighting will not result in substantial impacts on birds. In addition, because the project will program all up-lighting (i.e., fixture types L5, L6, and L9A) to automatically shut off at or before midnight daily, and up-lighting will remain off until sunrise, it is our opinion that project up-lighting will not result in substantial impacts on birds.

Please feel free to contact me at (408) 677-8737 or [rcarle@harveyecology.com](mailto:rcarle@harveyecology.com) if you have any questions regarding this assessment. Thank you very much for contacting H. T. Harvey & Associates about this project.

Sincerely,

A handwritten signature in blue ink that reads "Robin Carle". The signature is written in a cursive style.

Robin Carle, M.S.  
Associate Wildlife Ecologist/Project Manager

Attachments: Résumés



## Stephen C. Rottenborn, PhD Principal, Wildlife Ecology

srottenborn@harveyecology.com  
408.458.3205



H. T. HARVEY & ASSOCIATES

Ecological Consultants

### HIGHLIGHTS

- Avian ecology
- Wetlands and riparian systems ecology
- Endangered Species Act consultations and compliance
- Environmental impact assessment
- Management of complex projects

### EDUCATION

PhD, Biological Sciences, Stanford University

BS, Biology, College of William and Mary

### PERMITS AND LICENSES

- USFWS 10(a)(1)(A) recovery permit, authorized to conduct surveys for snowy plover, California Ridgway's rail
- CDFW MOU to conduct broadcast surveys for California Ridgway's and black rail
- CDFW scientific collecting permit

### PROFESSIONAL EXPERIENCE

*Principal*, H. T. Harvey & Associates, 1997–2000,  
2004–present

*Ecology Section Chief/Environmental Scientist*,  
Wetland Studies and Solutions, Inc., 2000–04

*Independent Consultant*, 1989–97

### MEMBERSHIPS AND AFFILIATIONS

*Chair*, California Bird Records Committee,  
2016–present

*Member*, Board of Directors, Western Field  
Ornithologists, 2014–present

*Scientific Associate/Scientific Advisory Board*, San  
Francisco Bay Bird Observatory, 1999–2004,  
2009–present

### PUBLICATIONS

Rottenborn, S. C. 2000. Nest-site selection and reproductive success of red-shouldered hawks in central California. *Journal of Raptor Research* 34:18-25.

Rottenborn, S. C. 1999. Predicting the impacts of urbanization on riparian bird communities. *Biological Conservation* 88:289-299.

*Complete list of publications available upon request.*

### PROFESSIONAL PROFILE

Dr. Steve Rottenborn is a principal in the Wildlife Ecology group at H. T. Harvey & Associates. He specializes in resolving issues related to special-status wildlife species and in meeting the wildlife-related requirements of federal and state environmental laws and regulations. Combining his research and training as a wildlife biologist and avian ecologist, Steve has built an impressive professional career that is highlighted by a particular interest in wetland and riparian communities, as well as the effects of human activities on bird populations and communities. Steve's experience extends to numerous additional special-status animal species. The breadth of his ecological training and project experience enables him to expertly manage multidisciplinary projects involving a broad array of biological issues.

He has contributed to more than 600 projects involving wildlife impact assessment, NEPA/CEQA documentation, biological constraints analysis, endangered species issues (including California and Federal Endangered Species Act consultations), permitting, and restoration. Steve has conducted surveys for a variety of wildlife taxa, including a number of threatened and endangered species, and contributes to the design of habitat restoration and monitoring plans. In his role as project manager and principal-in-charge for numerous projects, he has supervised data collection and analysis, report preparation, and agency and client coordination.

### PROJECT EXAMPLES

Served as principal-in-charge of H. T. Harvey's work on all biological resources tasks for the **Envision San José 2040 General Plan Update** and its EIR.

Served as senior wildlife ecologist for the **Coyote Creek Trail Master Plan for the City of San José**.

Spearheaded **biological planning, permitting, and Federal Endangered Species Act consultation** for several large redevelopment projects involving both development and habitat restoration, including the Candlestick Point – Hunters Point Shipyard project, Alameda Point project, and Concord Reuse project.

Served as project manager or principal-in-charge for **more than 65 task orders for Santa Clara Valley Water District on-call projects**.

Served as **senior wildlife ecology expert on the South Bay Salt Pond restoration project** — the largest (~15,000-acre) restoration project of its kind in the western United States.

Serves as principal-in-charge for H. T. Harvey's work performing biological resources-related planning for the Santa Clara Valley Water District's seismic retrofit projects involving **Anderson, Calero, Guadalupe, and Almaden dams**.



## Robin J. Carle, MS

### Senior Wildlife Ecologist

rcarle@harveyecology.com  
408.458.3241



H. T. HARVEY & ASSOCIATES

Ecological Consultants

#### HIGHLIGHTS

- Avian ecology
- Environmental impact assessments (NEPA/CEQA)
- Nesting bird surveys, monitoring, and deterrence
- Protocol-level surveys for burrowing owls and California Ridgeway's rails
- California red-legged frog and California tiger salamander surveys
- San Joaquin kit fox surveys
- San Francisco dusky-footed woodrat surveys and relocations

#### EDUCATION

MS, Fish and Wildlife Management, Montana State University

BS, Ecology, Behavior, and Evolution, University of California, San Diego

#### PERMITS AND LICENSES

USFWS 10(a)(1)(A) for the California tiger salamander

CDFW Scientific Collecting Permit for mammals, amphibians, reptiles, and vernal pool/terrestrial invertebrates

Listed under CDFW letter permits to assist with research on bats, California tiger salamanders, California Ridgeway's rails, and California black rails

#### PROFESSIONAL EXPERIENCE

*Senior wildlife ecologist*, H. T. Harvey & Associates, 2015–present

*Wildlife ecologist*, H. T. Harvey & Associates, 2007–2014

*Volunteer bird bander*, San Francisco Bay Bird Observatory, 2010–present

*Avian field technician*, West Virginia University, 2006

*Graduate teaching assistant*, Montana State University, 2003–2006

*Avian field technician*, Point Blue Conservation Science (formerly PRBO Conservation Science), 2004

#### PROFESSIONAL PROFILE

Robin Carle is a wildlife ecologist and ornithologist at H. T. Harvey & Associates, with more than a decade of experience working in the greater San Francisco Bay Area. Her expertise is in the nesting ecology of passerine birds, and her graduate research focused on how local habitat features and larger landscape-level human effects combine to influence the nesting productivity of passerine birds in the Greater Yellowstone region.

With an in-depth knowledge of regulatory requirements for special-status species, Robin has contributed to all aspects of client projects, including NEPA/CEQA documentation, environmental impact assessments, habitat conservation plans, biological constraints analyses, special-status species surveys and documentation, and construction monitoring. Her strong understanding of CEQA and of the state and federal Endangered Species Acts allows her to prepare environmental documents that fully satisfy the regulatory requirements of the agencies that issue discretionary permits. In addition, Robin has spent hundreds of hours conducting surveys for nesting birds and burrowing owls for H. T. Harvey & Associates projects and has worked extensively with amphibians and mammals. Robin has conducted diurnal, nocturnal, and larval surveys for California tiger salamanders and California red-legged frogs; acoustic and visual surveys for roosting bats; surveys and nest resource relocations for San Francisco dusky-footed woodrats; den surveys for San Joaquin kit foxes and American badgers; trail camera surveys to document wildlife movement; and burrow-scoping surveys using fiber-optic orthoscopic cameras. She has been approved as a qualified biologist on numerous project-specific USFWS and CDFW permits to conduct biological monitoring and site surveys for state and federally protected wildlife species.

#### PROJECT EXAMPLES

Served as project manager for issues related to nesting birds for various **Stanford University** and **Stanford University Medical Center** construction projects from 2016–2017.

Served as project manager for the preparation of a NES and BA to facilitate FESA and CESA consultation for the **Highway 101 Pedestrian/Bicycle Overcrossing** project in Palo Alto, California from 2015–2017.

Prepared bird-safe design recommendations, compliance documentation, and/or bird-strike monitoring plans for the **Charleston East, Microsoft Silicon Valley Campus, 1625 Plymouth**, and **Shashi Hotel** projects in Mountain View, California in 2016 and 2017.

Assisted with the preparation of a NES and BA to facilitate FESA and CESA consultation for the **Stevens Canyon Road Bridges** project, and served as project manager for all preconstruction surveys and construction monitoring work from 2015–2017.

## Timothy Racine

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**From:** Matt Snyder <msnyder@helixelectric.com>  
**Sent:** Wednesday, June 30, 2021 10:45 AM  
**To:** Timothy Racine  
**Cc:** Steve Growcock  
**Subject:** FW: [EXTERNAL] - FW: quote and silencer attached 200REOZJF 60 DBA AT 23 FEET - INDOOR UNIT  
**Attachments:** 3002A-1B-2 24105EXT6-Model.pdf

**Importance:** High

Tim,

Good morning. Here is the latest info from our Kohler Rep. The attached specification is for a hospital grade silencer that will be added in-line with the Kohler Standard silencer in order to meet the 60 dBA @23' requirement. The manufacturer has confirmed this dBA level below.

Regards,

Matt

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**From:** Brett Harbach <bharbach@bcew.com>  
**Sent:** Wednesday, June 30, 2021 10:26 AM  
**To:** Matt Snyder <msnyder@helixelectric.com>; Steve Growcock <sgrowcock@helixelectric.com>  
**Subject:** [EXTERNAL] - FW: quote and silencer attached 200REOZJF 60 DBA AT 23 FEET - INDOOR UNIT  
**Importance:** High

**WARNING** - This email came from *OUTSIDE* the company. Confirm the sender and its contents are safe before responding.

Note total system back pressure is as follows.

Genset with factory silencer = 13.57 in-water  
Harco Silencer = 10 in-water  
100 feet of pipe and (2) 90 deg elbows = 5.3 in-water  
Recommended Pipe Size = 6 IN  
**Total System Back Pressure = 29 in-water**  
**Engine Max Allowable = 40.8 in-water**

See attached [dwg](#). 60 dBA @ 23' is the best we are able to do.



**Brett Harbach**

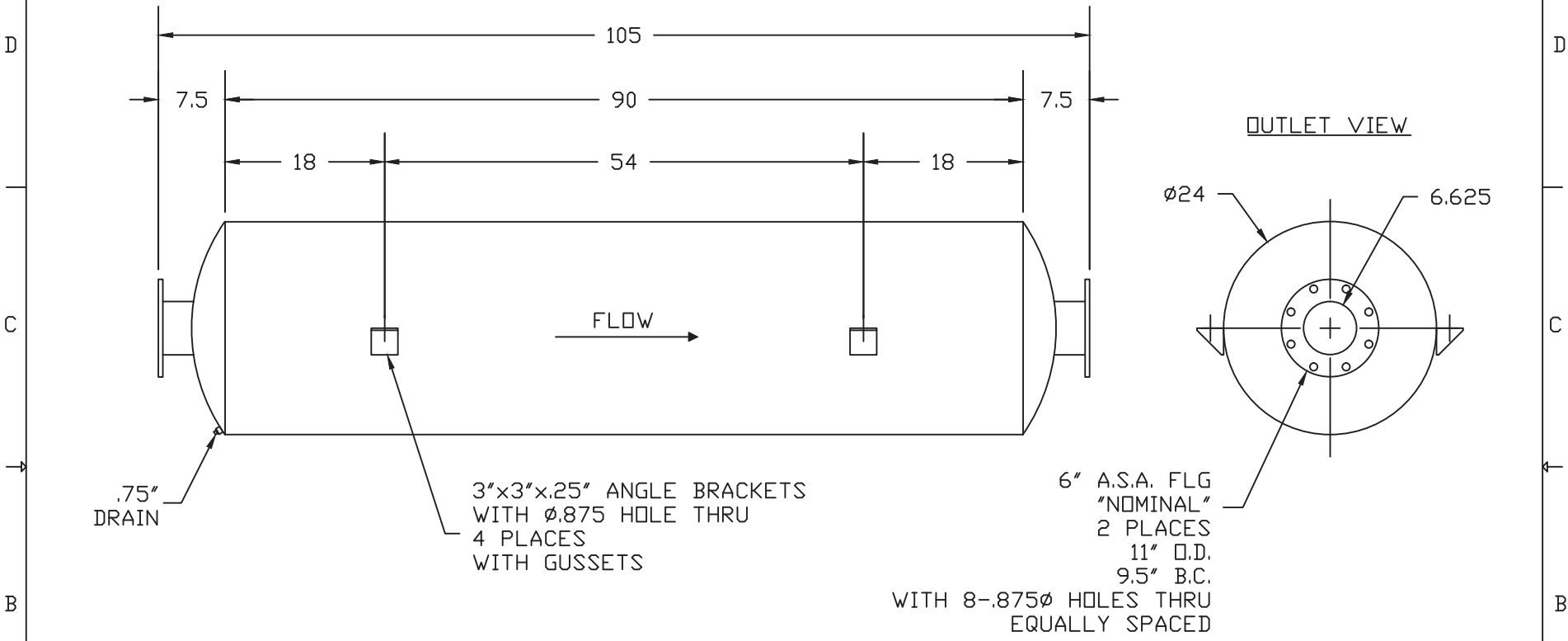
Senior Industrial Sales Executive

**Bay City Electric Works** | [www.bcew.com](http://www.bcew.com)

Phone: (866) 938-8200 x707 | Mobile: (619) 921-1203

E-mail: [bharbach@bcew.com](mailto:bharbach@bcew.com)

REV	DATE	REVISION	BY
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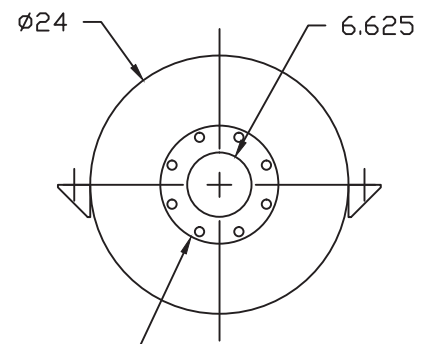


.75" DRAIN

3"x3"x.25" ANGLE BRACKETS WITH Ø.875 HOLE THRU 4 PLACES WITH GUSSETS

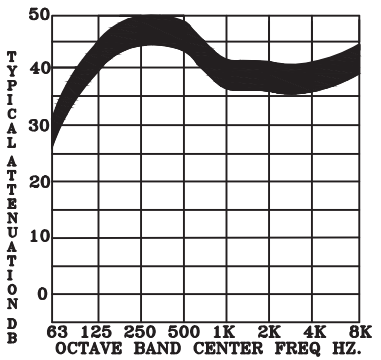
6" A.S.A. FLG "NOMINAL" 2 PLACES 11" Ø.D. 9.5" B.C. WITH 8-.875Ø HOLES THRU EQUALLY SPACED

OUTLET VIEW



NOTES:

- MATERIAL: CARBON STEEL
- PAINTED WITH HIGH TEMP. PAINT AND PRIMER
- HORIZONTAL MOUNT



ENGINE:	CFM:	FPM:	KW:	WT: 400 Lbs	PRESSURE DROP H2O
UNLESS OTHERWISE SPECIFIED- 1) DIMENSIONS ARE IN INCHES 2) TOLERANCES ARE: .XXX± .010 ANGLES± 1/2° .XX± .030 SURFACE FINISH .X± .062 FRACTIONS ± ✓ MAX.		HARCO ENGINE PRODUCTS HARCO MANUFACTURING CO. 1000 INDUSTRIAL PARKWAY, NEWBERG, OR, 97132-7071, USA (503)537-0600 FAX(503)-537-0601 THIS DRAWING, IN DESIGN AND DETAIL, IS PROPERTY OF HARCO MANUFACTURING COMPANY.			
APPROVALS	DATE	TITLE EXTREME GRADE 2490EXT 6 H			
DRAWN MJB	07/05/07	SCALE 1:18	CAD NO. #3002A-1B-2	SHEET A	
CHECKED		PLOTTED	DWG. NO.		
APPROVED					

ITEM	QTY	DESCRIPTION
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CUSTOMER APPROVED DWG:

June 30, 2021

City of Menlo Park  
Planning Division  
701 Laurel Street  
Menlo Park, CA 94025

**Incentive Request Letter – BMR Density Bonus  
115 Independence Drive and 104 - 110 Constitution Drive**

Dear Menlo Park Planning Division:

Section 16.96.040 of the Menlo Park Municipal Code grants housing developments and mixed-use developments that include housing that provide one (1) or more below market rate units the right to pursue density and FAR bonuses. The density and FAR bonuses permit such developments to include one (1) additional market rate unit for each below market rate unit provided under the below market rate housing program as well as an increase in FAR for an amount that corresponds to the increase in allowable density.

In Section 16.96.040(b), the code further explains that through an “incentive” request, the developer may request exceptions from all development regulations of the applicable zoning district of a residential development project that includes below market rate units to accommodate the increase in allowable density and floor area ratio.

On 12-3-19, our team provided the attached email outlining requested changes to the Menlo Portal design including exceptions to accommodate the increase in allowable density and floor area ratio. These exceptions are summarized below:

- Additional fifteen (15) units per BMR Density Bonus
- Additional FAR and density to accommodate the added units
- Exceptions for:
  - Vehicle parking requirements related to added 15 units (parking space and EV)
  - Bicycle parking requirements to locate short-term bicycle parking spaces within fifty feet of a lobby or main entrance (per Section 16.45.120(7)(l)); due to extraordinary constraints imposed by the site grading condition as well as the additional open space provided for the 15 additional BMR density bonus units, it is infeasible to locate all short-term bicycle parking spaces within fifty feet of the main entrance and therefore we request this exception

Updated Menlo Portal project drawings prepared for compliance review have included the requested incentive exemptions noted above.

Sincerely,

Andrew Morcos  
Sr. Development Director  
Greystar

## Timothy Racine

---

**From:** Timothy Racine  
**Sent:** Tuesday, December 3, 2019 5:33 PM  
**To:** Meador, Kaitie M  
**Cc:** Andrew Morcos  
**Subject:** RE: Menlo Portal - Proposed Additional Units / BMR Density Bonus  
**Attachments:** Menlo Portal BMR Density Bonus Plan and Calculations for City Review (2019-12-03).pdf

Hi Kaitie,

Hope you had a nice holiday last week. In regards to the proposed additional units at Menlo Portal we discussed last week, we've prepared a simple document with our design team to help outline the approximate location of the additional (15) units and the estimated changes to FAR, open space, average building height and parking (bicycle and vehicle).

Also as previously discussed, we will continue updating our NOP submittal drawings to capture this new design direction and will have these ready to submit on 12/10.

In the meantime, we look forward to any questions or comments you may have.

Regards,

[Tim Racine](#) | Development Associate  
o 415.527.2855 | m 650.454.7303

---

**From:** Timothy Racine  
**Sent:** Tuesday, November 26, 2019 6:14 PM  
**To:** Meador, Kaitie M <[KMMeador@menlopark.org](mailto:KMMeador@menlopark.org)>  
**Cc:** Andrew Morcos <[amorcos@greystar.com](mailto:amorcos@greystar.com)>  
**Subject:** RE: Menlo Portal - Proposed Additional Units / BMR Density Bonus

OK thanks for the update, Kaitie. We'll prepare those items for you by 12/3 and look forward to any comments/questions.

[Tim Racine](#) | Development Associate  
o 415.527.2855 | m 650.454.7303

---

**From:** Meador, Kaitie M <[KMMeador@menlopark.org](mailto:KMMeador@menlopark.org)>  
**Sent:** Tuesday, November 26, 2019 6:03 PM  
**To:** Timothy Racine <[timothy.racine@greystar.com](mailto:timothy.racine@greystar.com)>  
**Cc:** Andrew Morcos <[amorcos@greystar.com](mailto:amorcos@greystar.com)>  
**Subject:** RE: Menlo Portal - Proposed Additional Units / BMR Density Bonus

Hi Tim,

LSA said that they should be able to include these changes in the document and still stay on track with the project timeline, however there may be budget implications which I will have more information on next week. If you want to proceed I will need more information on the proposal (such as a document outlining the changes) and some preliminary plans by 12/3.



Thanks,  
Kaitie



**Kaitie M. Meador**  
Senior Planner  
City Hall - 1st Floor  
701 Laurel St.  
tel 650-330-6731  
[menlopark.org](http://menlopark.org)

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**From:** Timothy Racine [<mailto:timothy.racine@greystar.com>]  
**Sent:** Tuesday, November 26, 2019 2:30 PM  
**To:** Meador, Kaitie M <[KMMeador@menlopark.org](mailto:KMMeador@menlopark.org)>  
**Cc:** Andrew Morcos <[amorcos@greystar.com](mailto:amorcos@greystar.com)>  
**Subject:** Menlo Portal - Proposed Additional Units / BMR Density Bonus

**CAUTION:** This email originated from outside of the organization. Unless you recognize the sender's email address and know the content is safe, DO NOT click links, open attachments or reply.

Hi Kaitie,

I left a voicemail a bit earlier, but I just wanted to follow up to see if you'd had a chance to speak with LSA about question of including the BMR density bonus for Menlo Portal? Will look forward to your thoughts either way.

Thank you,

**Tim Racine** | Development Associate  
o 415.527.2855 | m 650.454.7303

**UNIT COUNT UPDATE: BMR Density Bonus**  
 With added 15 units, the total residential units proposed is 335.

**A. FAR:**  
 FAR max. allowed for 100 units per acre (320 UNITS) = 314,021.25 SF

FAR / unit = 314,021.25/320 = ~981sf

FAR add for 15 additional UNITS = 981sf x 15 = 14,715 sf

PROPOSED FAR ADD = +/- 13,540 sf

**B. OPEN SPACE:**

Previous

Proposed

Level	RESI COMMON OPEN SPACE	RESI PRIVATE OPEN SPACE	RESI COMMON OPEN SPACE	RESI PRIVATE OPEN SPACE
Level R-07	4,555.17	1,772.65	0.00	1,465.42
Level R-06	0.00	84.09	0.00	232.97
Level R-05	0.00	84.09	0.00	2,453.53
Level R-04	0.00	84.09	0.00	317.81
Level R-02	17,728.28	5,983.75	18,806.31	6,106.02
Level R-02	0.00	84.09	0.00	84.70
Level R-01	0.00	0.00	0.00	0.00
Grand total	22,283.45	8,382.77	18,806.31	10,662.45

**RESIDENTIAL PROPOSED OPEN SPACE:**

Private Space required for 329 units = 320 units x 90sf/unit = 25,600sf  
 Private Space Provided = 10,662.45sf

Private Space NOT provided = 25,600 - 10,662 = 14,938 sf

Residential Common Space required for the Private Open Space NOT provided = 14,938 x 1.25 = 18,672.50 sf

Residential Common Space provided = 18,806.31 sf (is > than 18,672.50sf required)

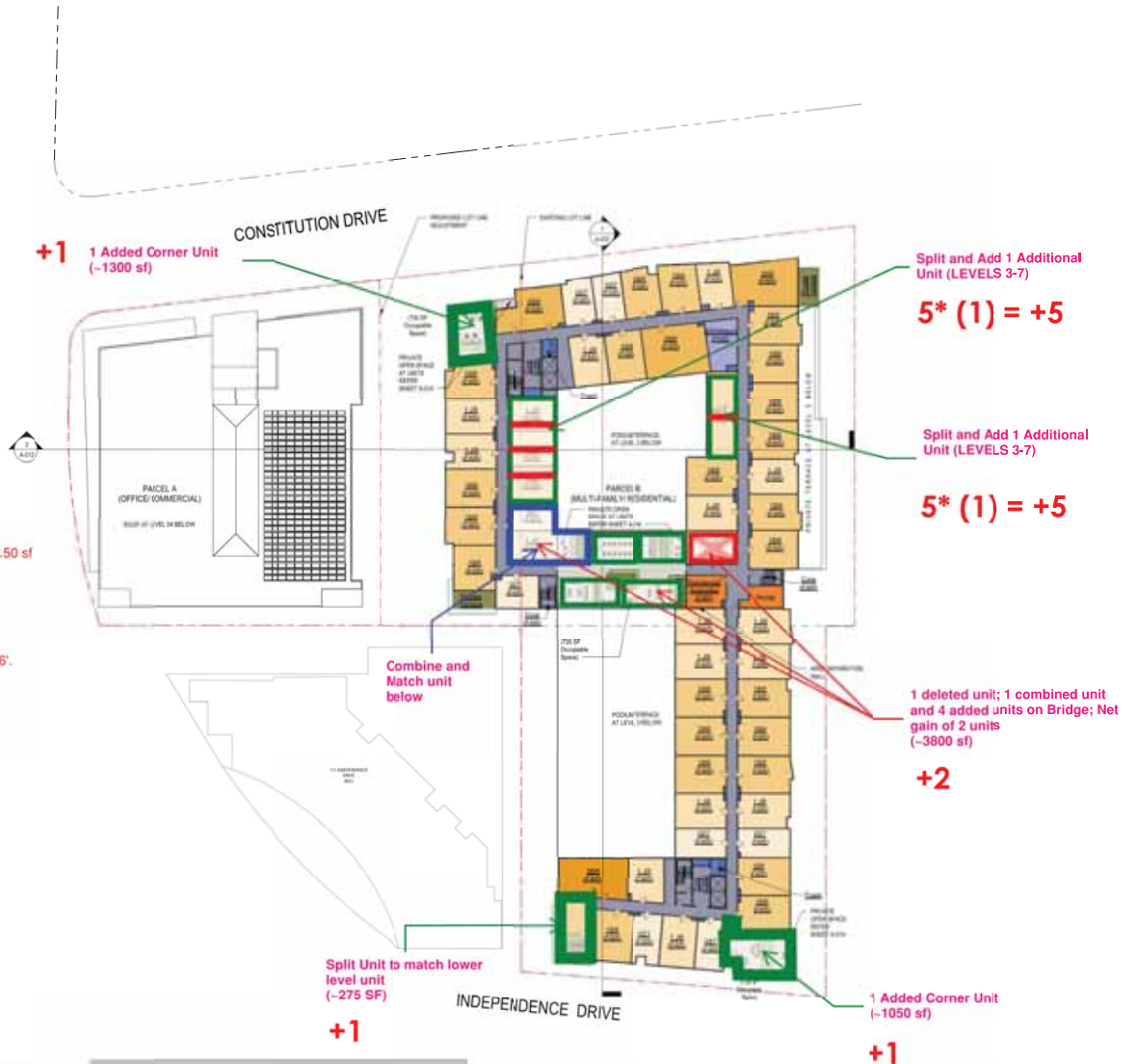
**C. AVERAGE BUILDING HEIGHT:**

The 15 additional units increases the average building height after massing updates by approximately 0.66'.

Note: With our preliminary analysis, the average building height is not likely to exceed the 62.5' max.

**D. PARKING:**

No additional vehicular and bike parking.





July 6, 2020

To: Nikki Nagaya, Public Works Director, City of Menlo Park

From: Breffni O'Rourke, Integral Group

CC: Tim Racine, Development Manager, Greystar Properties

Subject: Menlo Portal Water Use Budget and Alternative Water Source Assessment

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## Introduction

The purpose of this memo is to present the Menlo Portal project's water use budget and alternative water source assessment, as required for new buildings more than 250,000 sf. The following is a summary of our approach to calculating the water use estimates and potable water reductions, as outlined in the Water Use Budget Guidelines document<sup>1</sup>. Full calculations, details, and monthly demand breakdown can be found in the accompanying spreadsheets.

The Menlo Portal project is a mid rise residential building. The building consists of living units, office spaces for building services and leasing, and amenity spaces for occupants. Based on the current design of the project the follow metrics represent the specifics of the project area and expected occupancy:

- Land use designation: Residential Mixed-Use (R-MU)
- Building: 350,529 square feet total
- Lot size: 103,508 sf
- Landscaped area: 18,903 sf
- Occupancy estimate: 922 Residents, 8 Staff (FTE)

## Annual Water Budget

The intended uses of indoor water will be:

- Plumbing fixtures and fittings: toilets and urinals; lavatories, kitchen faucets, and showers
- Process water: NA
- Cooling and Heating: NA
- Other indoor demand: dishwasher, clothes washer, drinking fountain, pet wash and janitorial mop sink

The intended use for outdoor water is for landscape irrigation and a pool

Full details on assumptions, data sources, and calculations can be found in the Menlo Portal Water Use Budget document spreadsheets submitted to the City.

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Integral Group	<b>Menlo Portal</b>	<b>Water Use Budget &amp; Alternative Water Source Assessment</b>	6.23.2021	1
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Annual Water Demands and Usage

Intended Water Use	Data Sources and Assumptions	Estimated Annual Demand [A1] [gallons/year]
<b>Plumbing fixtures and fittings:</b> toilets, urinals  *non-potable application	Fixture/fitting frequency of use and duration from LEED Water Use Reduction Additional Guidance <sup>2</sup> ; Flow/flush per Calgreen 2019 residential and non-residential baselines	2,173,162
<b>Plumbing fixtures and fittings:</b> lavatories, kitchen faucets, showers	same as above	8,802,155
<b>Heating and cooling:</b> Heat pump systems  *non-potable application	Heat Pump systems have no water demands	0
<b>Process water:</b> NA	There are no process water uses in the building	0
<b>Other indoor, common area demands:</b> dishwasher, clothes washer, drinking fountain, pet wash and janitorial mop sink	Usage and/or flow rates based on EPA Energy Star , CPC and/or manufacturer fixture data sheets	1,572,448
<b>Irrigation</b>  *non-potable application	Menlo Park Water Efficient Landscaping Ordinance (WELO)	242,239
<b>Swimming Pool</b>	Liquid Design (Pool Consultatant) water use calculations	24,257
<b>Total Water Demand</b>		<b>12,790,005</b> [gallons/year]

When broken down according to whether the intended use is a City of Menlo Park “non-potable application” (as listed in Water Use Budget Guidelines document Section Water use efficiency requirements, A. 2. b. and highlighted with red text above), the annual demand is as follows:

<b>Non-Potable Applications</b> per Water Use Budget Guidelines	<b>2,402,236</b> 21.8% of annual water demand
<b>Potable Water Demands</b>	<b>10,981,167</b>
<b>Total Water Demand</b>	<b>12,790,005</b> [gallons/year]

## Alternative Water System Assessment

### System Design

In order to comply with the Water Budget Guidelines the project is implementing an on-site greywater filtration system to provide supply for toilet flushing and irrigation needs of the project. The system will include installation of an on-site water filtration system and fit out of a dual plumbing system in the building for flush fixtures, as well as connection to the irrigation system for use of non-potable water. The grey water capture and filtration system is designed in coordination with Wahaso Water Harvesting Solutions. Greywater will be captured from lavatory sinks, showers and laundry effluent in a 5,000 gallon cistern. Supply from these fixtures and uses is sufficient to supply greywater demands. The cistern offers the capacity to supply all non-potable water demands of the project and offset approximately 2.4 million gallons of potable water.

Non-potable water mains and risers will be CPVC and will distribute in the garage to the risers to each living unit. Non-potable water piping within the living unit to be PEX tubing. Non-potable irrigation mains will be CPVC and distribute in the garage to the planters. There are no irrigation needs that require potable water.

Potable water will be used for make up if the non-potable water system becomes unavailable for any reason. This ensures that flush fixtures and irrigation needs will be met if there is a maintenance issue with the non-potable system. If this occurs potable water will discharge to the Processed Water Holding Tank through an air gap. Concept and flow diagrams are included in the appendix of this report. The water system will include reduced pressure (RP) backflow preventors.

The system is designed in coordination with requirements of the California Plumbing Code, City of Menlo Park Building and Health Departments, as well as the regional Water Board and the State Water Board: Division of Drinking Water, as applicable. The project will additionally coordinate with any applicable agencies or departments for permitting and ongoing certification as required.

### Water Treatment Methods

Raw greywater from showers and laundry shall be gravity fed through a filter and into the raw greywater collection tank. The filter is 100% efficient and removes all suspended solids greater than 800 microns.. The floor of the 5,000-gallon cast-in-place concrete collection tank shall be sloped and the tank shall have a low point for the transfer pump so that the pump is able to fully discharge the content of the sump. Greywater shall be processed as it is produced throughout the day so that no greywater is left standing for more than a few hours at a time. An overflow outlet in the collection tank drains to the municipal sewer system.

Greywater is treated using Wahaso's GW-Series greywater treatment system, model GW-UF35-2000. The system has IAPMO 324 and NSF/ANSI 350 certification. Over a multistep filtration process debris to 0.02 microns will be removed. Filtration to this level removes all suspended solids; partial removal/reduction of TOC, COD, BOD; and partial removal/Reduction of total silica. To stabilize the greywater, and to kill any pathogens that may be present, Cupridyne® sanitizer will be added into the process in as well. The water is also subjected to UV sanitation before it is sent to the Processed Water Holding Tank.

## Maintenance, Monitoring and Operation

Plumbing inspections will be managed by the Menlo Park Building Department. A shutdown down test plan will be provided to applicable agencies prior to an onsite shutdown test which will be carried out for review of cross contamination control. This test will be witnessed by Menlo Park Municipal Water. The treatment process, output from treated water along with shutdown test plan will also be reviewed by the State Division of Drinking Water. The property owner (Greystar) will put in place and manage a cross-connection control program for maintaining and reporting routine activities of internal protections. This system has been designed to require minimum maintenance and operation efforts. A complete maintenance schedule and instructions are provided with the system. A training session with the building staff will be provided.

A hydraulic-jump cascade filter is designed to automatically backflush, sending screened debris to the bypass and sewer system. Spray nozzels are included to facilitate cleaning of the screen. However, the screen should be manually inspected on a routine schedule. That involves removing the filter screen and backflushing and brushing under running water. While this filter is self-cleaning, it should be periodically inspected to determine if additional cleaning is necessary. The UF membrane filter automatically backwashes for every 2,000 gallons of processed water. Periodic manual inspection of the UF filter is recommended and outlined in the O&M plan coordinated with building operations staff.

Annual maintenance observations and reporting including pulling samples, testing the water and changing the filters will be performed by a qualified third party. Cross-connection shutdown testing would be performed every four years and would be managed by a qualified onsite supervisor.

---

## References

1 <https://www.menlopark.org/DocumentCenter/View/20869/water-use-budget-guidelines>

2 <https://www.usgbc.org/resources/water-use-reduction-additional-guidance>

## Attachments

Wahaso Summary Report: Menlo Portal

Menlo Portal: System and Tank Layout Plans

Integral Group	<b>Menlo Portal</b>	<b>Water Use Budget &amp; Alternative Water Source Assessment</b>	6.23.2021	4
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## Wahaso Summary

**Project:** Menlo Portal  
**Location:** Menlo Park, CA  
**Project Number:** 01500  
**Water Sources:** Greywater - Showers and Laundry  
**Water Uses:** Toilet Flushing and Irrigation  
**Analysis Date:** June 16, 2021

Daily Supply	7,596 gallons
Daily Demand	7,050 gallons
System Efficiency	100% of demand met
Annual Water Savings	2.4 million gallons
Budget Estimate	\$295,000 - \$305,000

*\*Budget Estimate does not include storage, shipping or taxes.*

The following is the updated system proposal for the Menlo Portal water harvesting project. It includes:

**Water Balance Analysis:** Using the inputs provided, we have analyzed the supply and demand of the proposed system. We have updated the average daily total irrigation required (before rainfall). The annual irrigation demand is approximately 229,000 gallons (before rainfall). Also, the toilet flushing demand was updated to include some residents using common areas. This brings the annual water savings to 2.4 million gallons.

**System Sequence:** The sequence has been updated to reflect the updated demand for the toilet flushing and irrigation system.

**Schematic:** The schematic has not changed, but is being included for your reference.

**Budget Pricing:** The budget pricing has not changed, but is being included for your reference.

Please review the proposal and let us know if you have any questions. If the design is finalized, Wahaso can also provide a written performance spec.

# Custom Water Balance Analysis from Wahaso



**Project:** Menlo Portal  
**Location:** Menlo Park, CA  
**Project Number:** 01500  
**Water Sources:** Greywater - Showers and Laundry  
**Water Uses:** Toilet Flushing and Irrigation  
**Analysis Date:** 6/16/2021

Wahaso's proprietary Water Balance Model evaluates a range of potential cistern size options to help customers understand the trade-off between storage capacity and the annual savings of municipal water replaced by non-potable sources on-site.

Based on our modeled results, we would recommend incorporating a 10K gallon cistern into the system. This will save an average of 2413K gallons of municipal water per year, representing 100% of total non-potable water demand. Based on average daily supply and demand, we can expect that our cistern will be full about 100% of the time and empty about 0% of the time.

Another measure of cistern efficiency is turns - how many times per year are we using the total capacity? We project the recommended system will average 241.3 turns per year. Generally, two turns per month or 24 or more turns per year is considered a high return on the storage capacity.

Cistern Size	% of Total Demand Met	Projected Annual Savings of Municipal Water	Gallons Change from Previous Increment
0	0.00%	0	-
2,500	100.00%	2,413,060	2,413,060
5,000	100.00%	2,413,060	0
7,500	100.00%	2,413,060	0
10,000	100.00%	2,413,060	0
12,500	100.00%	2,413,060	0
15,000	100.00%	2,413,060	0
17,500	100.00%	2,413,060	0
20,000	100.00%	2,413,060	0
22,500	100.00%	2,413,060	0
25,000	100.00%	2,413,060	0
27,500	100.00%	2,413,060	0
30,000	100.00%	2,413,060	0
32,500	100.00%	2,413,060	0
35,000	100.00%	2,413,060	0
37,500	100.00%	2,413,060	0

Table - 1

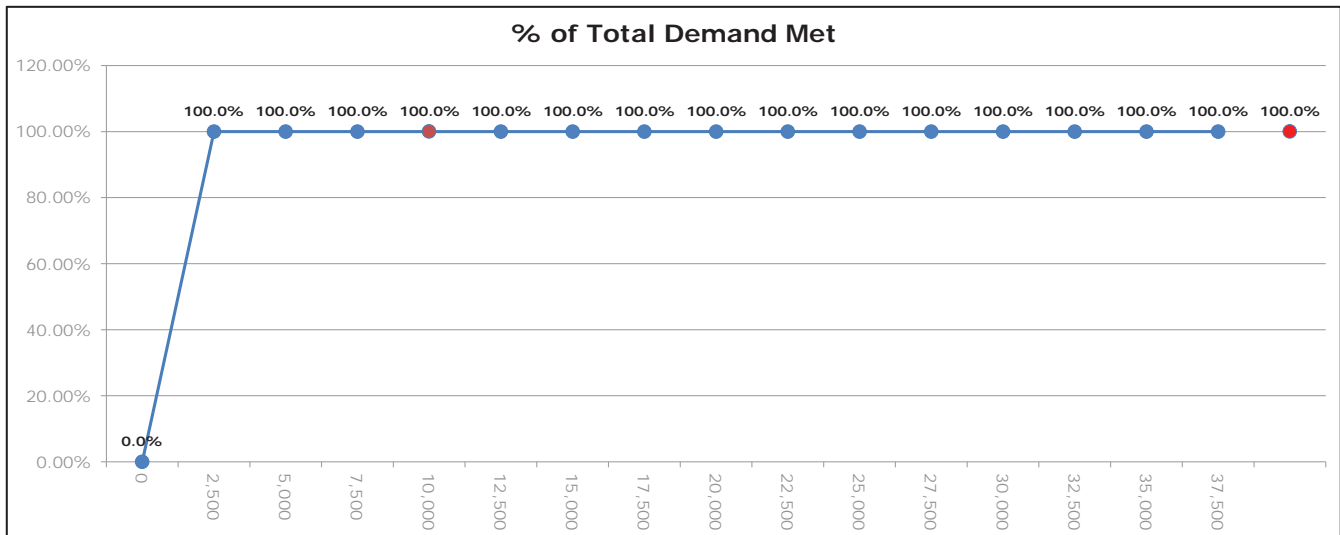


Table - 2

The tables above illustrate the effect of cistern size on the total demand met with the non-potable water supply. In Table-1, Column 4 shows the diminishing return in savings as the cistern size increases. The red marker on Table-2 indicates the % of total demand met by a cistern of an infinite size. This is the maximum possible "% of total demand met" and allows for useful comparisons to be made to the range of cistern sizes.



partial removal/Reduction of total silica. The system will be backwashed on a regular basis with clean water, and every 40,000 gallons with a chemical wash.

Approximate dimensions of UF skid: 64" x 48" x 86"H

Approximate dimensions of chemical backwash skid: 31" x 54" x 66"H

- c. **Sanitation.** To stabilize the greywater, and to kill any pathogens that may be present, Cupridyne® sanitizer will be added into the process in the sump. Cupridyne® is a proprietary iodine sanitizer that is more effective than chlorine while being safe to handle. The chemical is highly concentrated, and eliminates odors without harmful fumes. The Cupridyne Dosing System doses the greywater collection tank with a liquid solution located in a drum adjacent to the processing skid. Note: Liquid Cupridyne and 55 gallon drum are provided by others. Sensors and dosing pump by Wahaso.  
Approximate dimensions of dosing pump: 11" x 8"
- d. **UV Step.** In addition to Cupridyne sanitation during the processing steps, water is subjected to UV sanitation before it is sent to the Processed Water Holding Tank. The UV unit will handle up to 50 GPM. A simplex pump recirculates water in the day tank through the UV to maintain water quality during storage.  
Approximate dimensions of UV skid: 12" x 24" x 54"H

4. **Processed Water Holding Tank (Day Tank).** After passing through the filtration and sterilization steps, the treated non-potable water will enter the 2000-gallon polyethylene Processed Water Holding Tank (PWHT) to await pressurization to the end use. When the level of treated water reaches the tank's capacity, any untreated raw greywater will be sent to the sewer system from the collection sump. Should the water level inside the holding tank level drop to a preset point and no additional untreated greywater is available, make-up water will be supplied from the municipal water line.

Approximate dimensions of tank: 90"Ø x 88"H

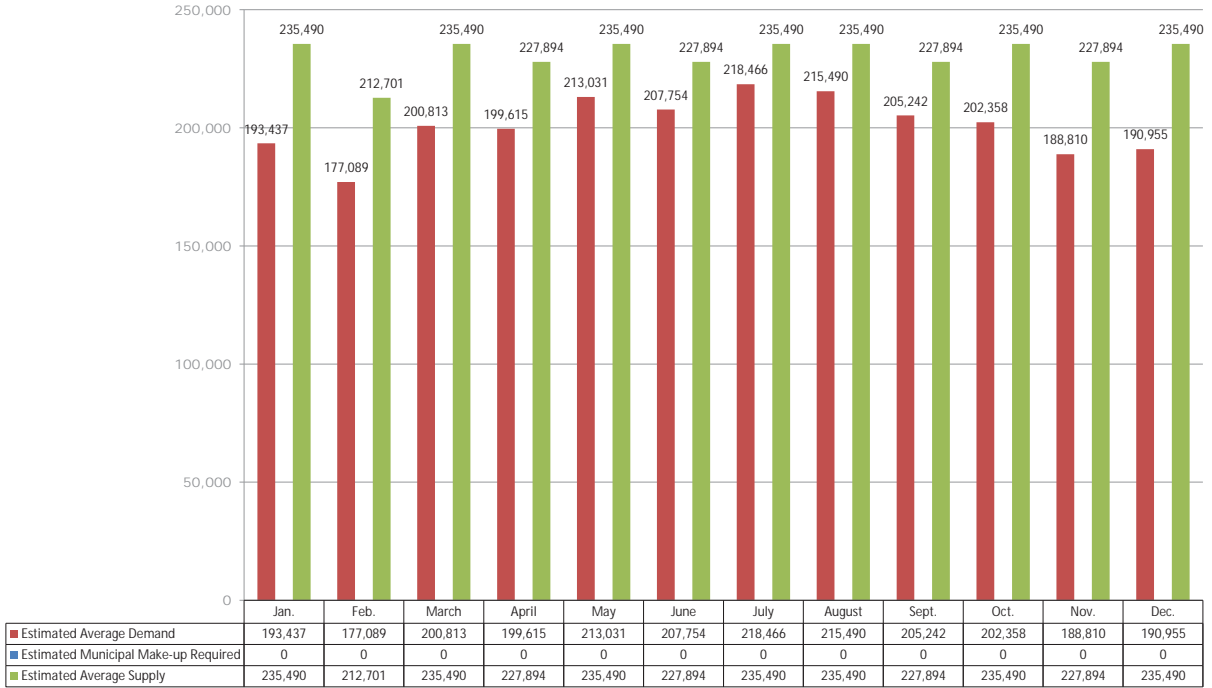
5. **Chlorine Residual.** Processed water exiting the system shall have a small amount of sodium hypochlorite (Chlorine) injected into the stream through a venturi mixer to protect water quality downstream to the fixtures and result in a residual chlorine level of approximately .5 ppm at the fixtures. The metered rate is calibrated locally to achieve the desired residual downstream. The liquid chlorine is supplied locally in 55-gallon drums.  
Approximate dimensions of dosing pump: 11" x 8"
6. **Municipal Make-Up.** Should the system demand additional water from the cistern when the cistern is empty, the water in the day tank will drop to a pre-set level that will automatically open a municipal water make-up valve in the day tank. Water from the municipal line is added through an air gap opening to absolutely prevent any chance of cross contamination of non-potable water to the potable system. A level sensor in the tank regulates the amount of make-up added in each cycle. Please note that during a power outage, toilets cannot be flushed with this type of make-up system unless the booster pumps are operating on back-up power. A manual valve shall also serve as an option to bypass the system and send municipal water to all the fixtures should the system be under repair or inoperable. The municipal supply at the valve shall be protected by RPZ (provided by others) to prevent any chance of a cross contamination of the municipal source with the non-potable water.
7. **Pressurization – Toilet Flushing.** When there is demand for non-potable water, a drop in the system pressure signals the main pressurization pumps to begin. Triplex variable frequency drive pumps mounted to a separate stainless steel skid will provide 110 GPM at 80 PSI which has been determined by the project MEP to be sufficient to meet demand. In a triplex system, two pumps work together to meet whatever pumping demand is required, and are cycled back and forth to equalize wear. Should one pump fail, the third pump can help meet the flushing demand until the other pump is repaired. A 52-gallon bladder tank is included to help maintain constant system pressure and reduce pipe hammering and pump cycles.  
Approximate dimensions of triplex booster skid: 62" x 48" x 60"H

# System Effectiveness Based on Recommended 10K Gallon Cistern

## Projected Annual Averages

Total Supply	Total Demand	Harvested Gallons Used	Municipal Gallons Used	Total Days Requiring Municipal Make-Up
2,772,706	2,413,060	2,413,060	0	0

## Projected Monthly Supply & Demand



Theoretical % of Total Demand Met		
Based on These Past Years		6 Year Average
2015	100.0%	<b>100.0%</b>
2016	100.0%	
2017	100.0%	
2018	100.0%	
2019	100.0%	
2020	100.0%	

Supply refers to all of the potential non-potable water that can be harvested. Seasonality, rain event size and storage capacity all affect the total amount of potential water that can be practically harvested. Table-3 breaks down the total municipal gallons into monthly segments. This is helpful in discovering seasonal shortfalls in the system.

## Wahaso Water Balance Analysis Key Input Assumptions

Wahaso's Cistern Optimization Model depends on a series of assumptions about a building's water sources and uses to calculate total water savings and model the value of different cistern capacities. Since the analysis is often for buildings that don't yet exist, these assumptions for supply and demand are educated guesses. We encourage you to review our assumptions and we are happy to modify these assumptions if you have better numbers or would simply like to see the impact of different variables on the model output.

### Supply Side Variables

#### Other Supplies if Applicable (Daily Gallons):

Daily Laundry Supply	1520.4
----------------------	--------

#### Greywater Supply Assumptions

Percentage of Total Occupancy Required for Supply	47%
---	-----

*In many cases, there is plenty of greywater supply to meet total demand for non-potable water when collecting from only a percentage of residential units. This can save significant plumbing costs for separate waste streams. We have applied the above factor for the units representing this percentage of total occupants to meet 100% of demand.*

Shower Greywater	% of People Taking Shower	100%
	Number of Showers Per Person Per Day	1
	Length of Showers (Minutes)	8
	GPM Rate for Showers	1.75
	Total Average Gallons Per Shower	14
	Total Daily Greywater from Showers	6,076

Average Daily Greywater Production (Gallons)	6,076
--	-------

### Demand Side Variables

Number of Days Per Week That Building is Occupied:	7
--	---

#### Toilet Flushing Demand Assumptions

	Occupant Count	Flushes Per Day	Total Flushes
Staff (FTE)	8	3.0	24
Residents	922	5.0	4,610
Residents (Common Areas)	92	0.5	46
Total Per Day	1,022		4,680

Percentage Female	50%
Percentage Male	50%

	Toilets	Urinals	Totals
Flushes Per Day	4,673.9	6.1	4,680.0
Gallons Per Flush	1.28	0.125	
Total Gallons Processed Water Demand Per Day	5,982.6	0.8	5,983.4
Annual Demand (Gallons)			2,183,931

### Irrigation Demand Assumptions

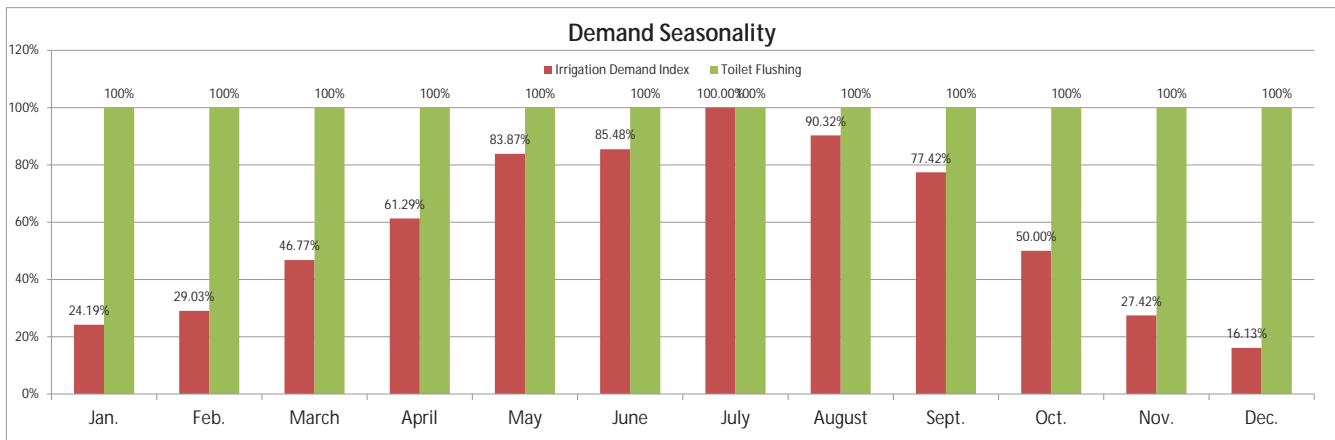
If we have estimated landscape irrigation requirements for you, then we have used an "ET" model that estimates the water required by plants based on their "evapo-transpiration" which takes into account the type of plant and the weather conditions. Ours is a rough estimate that gives us a daily water requirement by zone type. Then our model subtracts the average rainfall for your area to estimate the amount of irrigation the system will provide.

	Percentage	Square Footage
A. Trees, Groundcover	4.5%	703
B. Shrubs, low	38.0%	5,956
C. Shrubs, moderate	57.5%	9,000
<b>Total Irrigated Square Footage</b>	<b>100%</b>	<b>15,659</b>
Percentage of rainfall reaching plants after evaporation	75%	
Reference Evapo-transpiration in inches per month (Specific to this region from EPA Budget Data Finder.)	5.890	
Irrigation System Efficiency (% of water reaching plants)	Input by Zone	
	Gross Monthly Water Requirement (Gallons)	Average Daily Requirement Before Rainfall (Gallons)
<b>TOTALS</b>	<b>33,106</b>	<b>1,067.93</b>
<b>AVG ANNUAL NET DEMAND (Gallons)</b>		<b>229,072</b>

\*Annual demand based on information provided by the client.

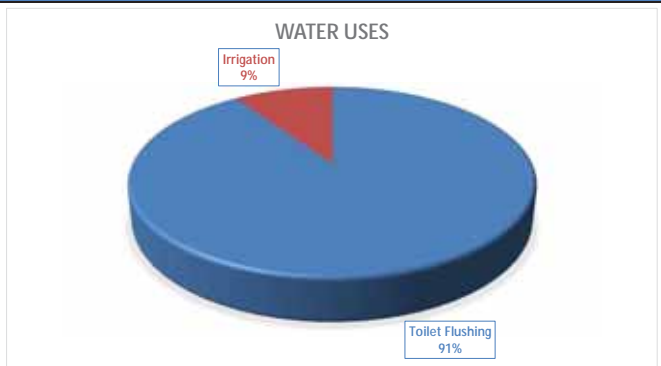
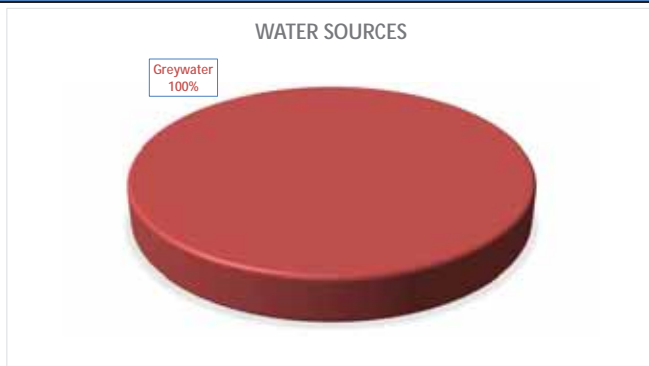
### Seasonality Profile Assumptions

Some demand variables may be seasonal - like irrigation and cooling tower make-up. We calculate daily demand at peak and then apply an index across months to account for the seasonality.



Irrigation seasonality based on growing degree days; cooling tower make-up based on cooling degree days. Data obtained from [www.weatherbase.com](http://www.weatherbase.com).

### Summary of Supply and Demand



	Average Annual Gallons Available		Average Annual Gallons Demanded
Rainwater/ Stormwater	0	Toilet Flushing	2,183,931
Greywater	2,772,706	Irrigation	229,072
Other	-	Other	-
Municipal Make-Up	-		
<b>Total Sources</b>	<b>2,772,706</b>	<b>Total Uses</b>	<b>2,413,003</b>

## Water Harvesting System Sequence

Project Name:	Menlo Portal		
Project Location:	Menlo Park, CA	Water Sources:	Greywater - Showers and Laundry
Project Number:	01500	Water Uses:	Toilet Flushing and Irrigation
Prepared By:	Jessica Tillman	Date/Version:	June 16, 2021

*Greywater is captured from showers and laundry, filtered, sanitized and then pressurized to support toilet flushing and irrigation (an estimated 7,050 gallons per day at peak). Should there be demand when no greywater is available, the system will automatically revert to municipal supply. The system is monitored and managed by the Wahaso WCS 100 control package. The system should meet 100% of total demand, saving an average of 2.4 million gallons of municipal water each year.*

1. **Greywater Pre-Treatment.** Raw greywater from showers and laundry shall be gravity fed through a hydraulic-jump Purain cascade filter and into the raw greywater collection tank. The filter is 100% efficient and removes all suspended solids greater than 800 microns. The system includes a series of spray heads to backflush debris to the sewer system on a scheduled basis. The DN150 model handles filtered flow rates of up to 96 GPM, with a high-flow bypass rate of 268 GPM. Inlets and outlets all measure 6 inches.
2. **Greywater Collection.** After pre-filtration, the greywater from showers and laundry will be conveyed by gravity and collected into 5,000-gallon a cast-in-place concrete collection tank. The floor shall be sloped and the tank shall have a low point for the transfer pump so that the pump is able to fully discharge the content of the sump. Greywater shall be processed as it is produced throughout the day so that no greywater is left standing for more than a few hours at a time. An overflow outlet in the collection tank drains to the municipal sewer system. A simplex 35 GPM at 50 PSI pump located in the room adjacent to the tank will transfer raw greywater to the processing skids located in the same utility room. The pump shall also eject raw greywater to sewage once per day to limit maximum holding time to a 24 hour period. A manual shut-off valve will allow the transfer pump and collection tank to be isolated. Cupridyne® sanitizer is dosed into the collection sump to begin the sanitation process and to minimize odor.
3. **Processing.** Greywater is treated using Wahaso’s GW-Series greywater treatment system, model GW-UF35-2000. The system has IAPMO 324 and NSF/ANSI 350 certification. The HDPE skidded processing system is designed to process 35 gallons per minute and includes multiple filtration steps, sanitation, municipal make-up, processed water holding tank, and re-pressurization components. All plumbing shall be with Schedule-80 PVC, and the system shall be preplumbed, wired and tested before shipment to the project site.

  - a. **Treatment Pressurization.** The transfer will deliver water to the processing system at a rate of 35 GPM at 50 PSI.
  - b. **Filtration.** The first stage of treatment sends the raw greywater through a self-cleaning filter where the incoming greywater is treated to 200 microns as it passes through a wedge wire screen. This filter automatically backwashes based on time or differential pressure. This step removes hair and large debris from the process stream. The greywater then continues to the second stage of treatment where it passes through an Ultra Filtration (UF) membrane which removes remaining debris to 0.02 microns. Filtration to this level removes all suspended solids; partial removal/reduction of TOC, COD, BOD; and

8. **Pressurization – Irrigation.** When there is demand for non-potable water, a drop in the system pressure signals the main pressurization pump to begin. A simplex variable frequency drive pump mounted to a separate HDPE skid will provide 25 GPM at 70 PSI. *Note: Pump output is VFD controlled to provide 3-30 GPM at 45-70 PSI. Prolonged flow at less than 3 GPM is not recommended.*  
Approximate dimensions of simplex booster skid: 24" x 24" x 48"H

9. **Controls.** The system is controlled and monitored via the Wahaso WCS-100 Control System with custom programmed PLC and panel. The control system automatically manages all system functions including the water treatment system and the addition of municipal water as needed and is fully compatible with Building Automation Systems via Modbus™ or BACNET™. The system logs and reports the amount of water available in the cistern, how much water has been captured for reuse, and the amount of municipal water demanded by the system. Information and system alerts and alarms are presented via a color touch screen on the control panel and also via network cable to the building automation system. The screens can be viewed and the system controlled remotely throughout the building via a web browser connected to the building's network.

A turbidity meter provides dynamic monitoring of water clarity (and quality) that is reported to the control panel, BAS and web interface. A pH monitor will also be provided to track pH levels of treated water going to the cooling towers.

Key control functions include:

- a. Monitor and report PWHT level to control panel and BAS.
  - b. Operate pumps and variable frequency drive units to deliver required pressure and GPM flow within the specified limits while minimizing power consumption.
  - c. Monitor differential pressure on filter units; automatically back-flush filters as needed to bring differential pressure back to set parameters.
  - d. Monitor Cupridyne supply and send an alarm to the control panel and BAS when drum requires replenishment.
  - e. Monitor chlorine supply and send an alarm to the control panel and BAS when drum requires replenishment.
  - f. Monitor and track turbidity.
  - g. Monitor and track pH.
  - h. Track hours of usage and remaining life of UV sanitation bulbs. Activate automated wiper to maintain UV intensity and effectiveness in water stream. Send alarm to panel and BAS when bulbs require replacement.
  - i. Track total gallons harvested water used; track total gallons of municipal make-up.
10. **Maintenance and Operation Requirements** – This system has been design to require minimum maintenance and operation efforts. A complete maintenance schedule and instructions are provided with the system, and a training session with the building staff is included in the system price. Scheduled maintenance includes:
- a. **Pre-Filter.** The hydraulic-jump cascade filter is designed to automatically backflush, sending screened debris to the bypass and sewer system. Spray nozzels are include to facilitate cleaning of the screen. However, the screen should be manually inspected on a routine schedule. That involves removing the filter screen and backflushing and brushing under running water.
  - b. **Initial Filter.** While this filter is self-cleaning, it should be periodically inspected to determine if additional cleaning is necessary.
  - c. **UF Filter.** The UF membrane filter automatically backwashes for every 2,000 gallons of processed water. The backwash cycle is approximately 10-15 seconds in duration. Periodic manual inspection of the UF filter is recommended. Once every 40,000 gallons, the UF filter requires a chemical backwash using a mixture of NaOCL and NAOH from the Wahaso chemical cleaning skid. This process is automatic including the mixing of the cleaning chemicals and takes approximately 5 minutes.

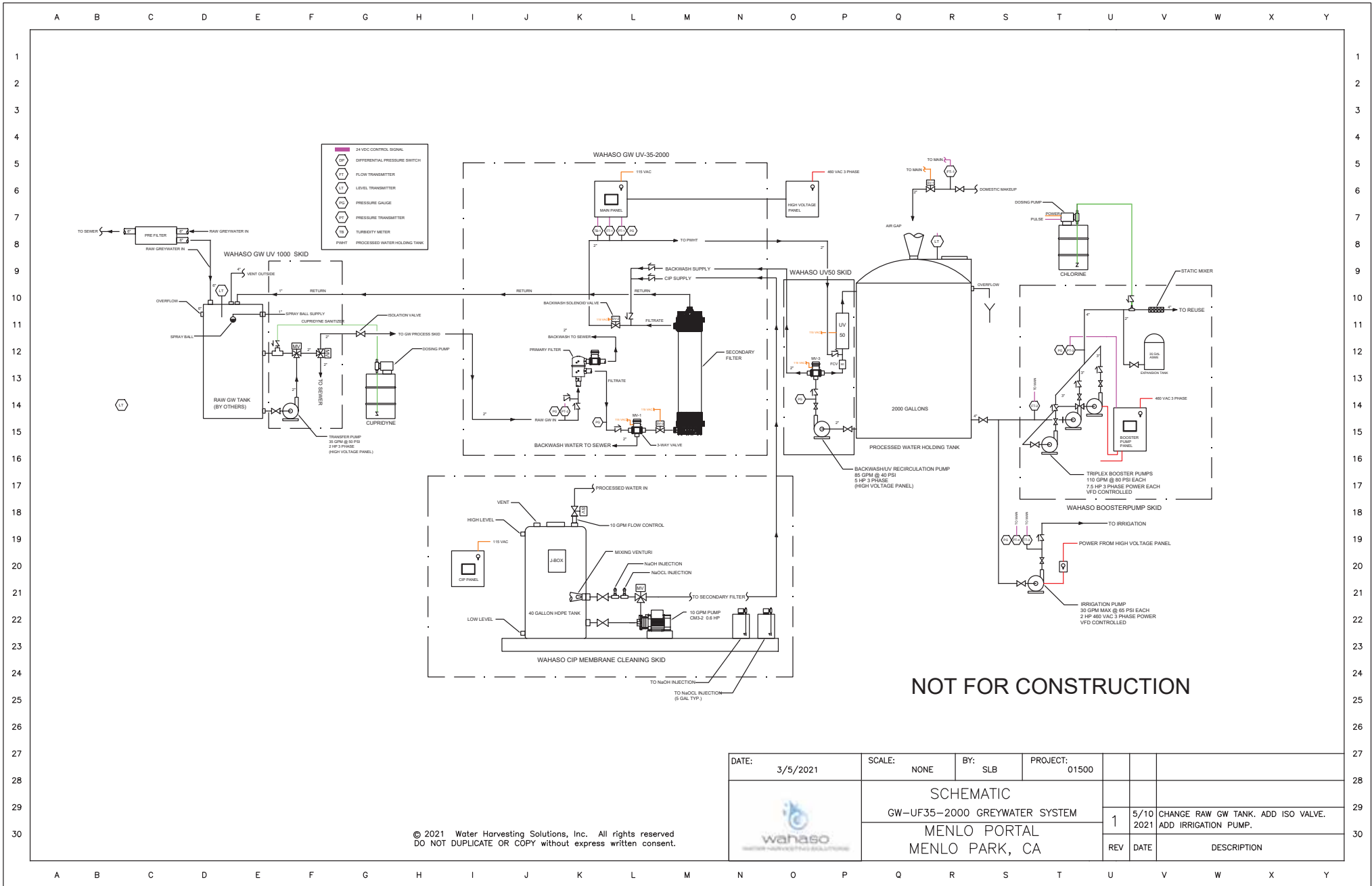
- d. **Cupridyne Sanitizer.** The automatic sanitizer system draws from a liquid drum of Cupridyne® and must be replaced as it is used. The control system monitors the level of the drum and sounds an alarm at the panel when the level is low. A standing replenishment order can be set up to ensure that a supply of sanitizer is always available. Changing out the drum is a simple task that takes 2-3 minutes.
- e. **Chlorine Residual.** The automatic system draws from a liquid drum of chlorine and must be replaced as it is used. The control system monitors the level of the drum and sounds an alarm at the panel when the level is low. A standing replenishment order can be set up to ensure that a supply of sanitizer is always available. Changing out the drum is a simple task that takes 2-3 minutes.
- f. **UV Bulbs.** Replacement of the UV bulb is necessary only every 10,000 hours.
- g. **Processed Water Holding Tank (Day Tank).** The processed water holding tank should be inspected quarterly and should be flushed out approximately twice each year.
- h. **Level Sensors.** Level sensors should be checked approximately every six months to make sure they are still calibrated properly.
- i. **Booster Pump Package.** The operation and run hours for the booster pumps should be monitored through the control panel or BAS on a regular basis. The pressure should be checked for accuracy approximately every six months.

11. **Water Quality Standards.** The Wahaso greywater system has been certified to meet the IAPMO 324 standard. Additionally, we are undergoing testing for NSF/ANSI 350 and expect to be certified to this standard in March 2021. Below are the test results for the IAPMO standard:

	IAPMO Required Value	Wahaso GW-UF Value
Turbidity	≤ 2 NTU	≤ 0.5 NTU
TSS	≤ 10 mg/L	None Detected
pH	6.0 – 9.0	8.4 average pH
E.Coli	≥ 4 log reduction	6.4 average log reduction

12. **Electrical Requirements.** This project requires 3-phase power, and either 230 or 460v. We will assume that 460v is available unless otherwise notified. Please note that the use of 460v will result in lower equipment costs, as well as lower energy costs during operation.

*The System Sequence represents a preliminary design concept and is not intended to be the final engineering performance specification, nor is it intended as final documentation for engineering submittals.*



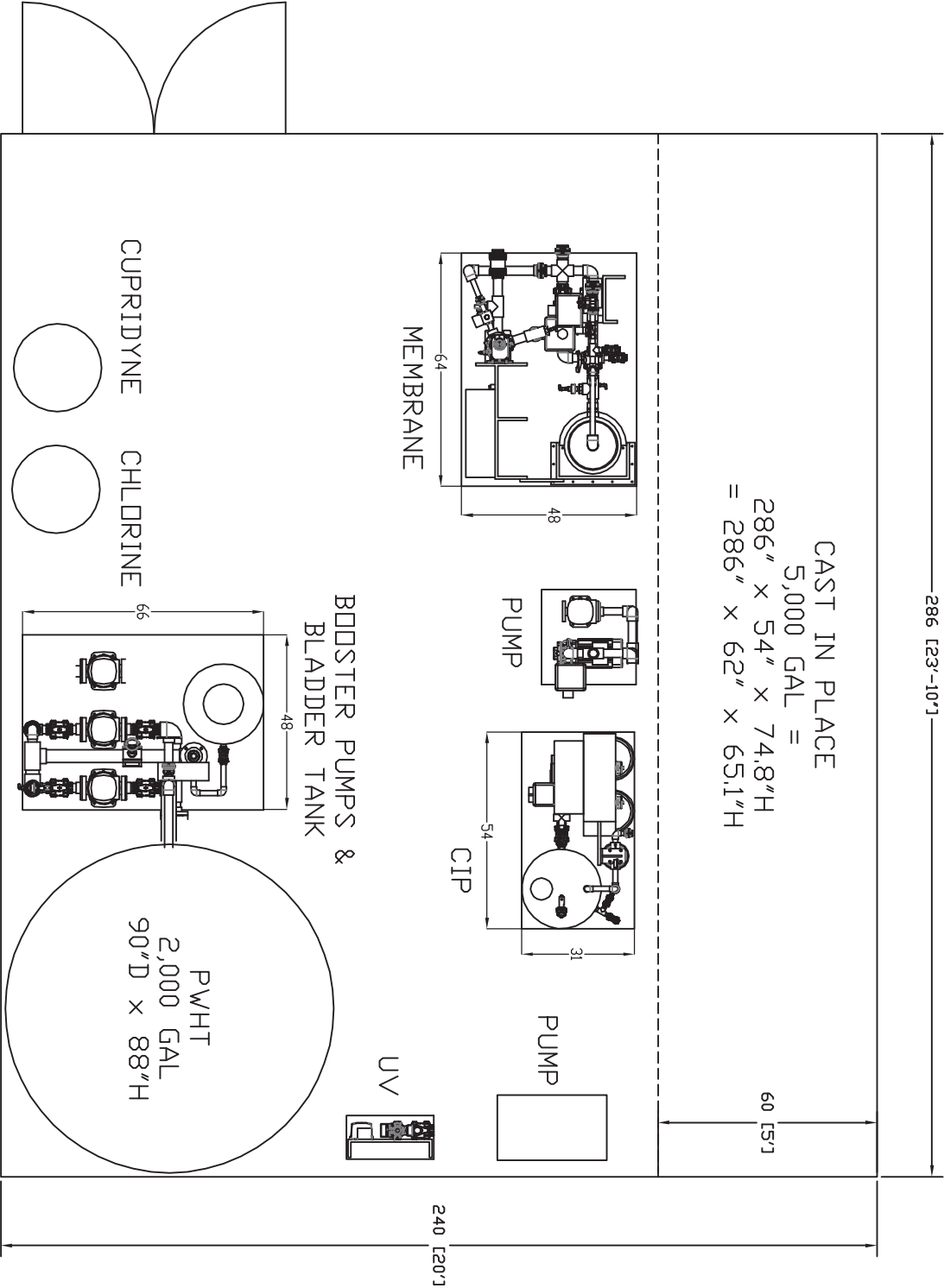
**NOT FOR CONSTRUCTION**

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DATE:	3/5/2021	SCALE:	NONE	BY:	SLB	PROJECT:	01500			
<b>SCHEMATIC</b> GW-UF35-2000 GREYWATER SYSTEM MENLO PORTAL MENLO PARK, CA								1	5/10 2021	CHANGE RAW GW TANK. ADD ISO VALVE. ADD IRRIGATION PUMP.
REV	DATE	DESCRIPTION								

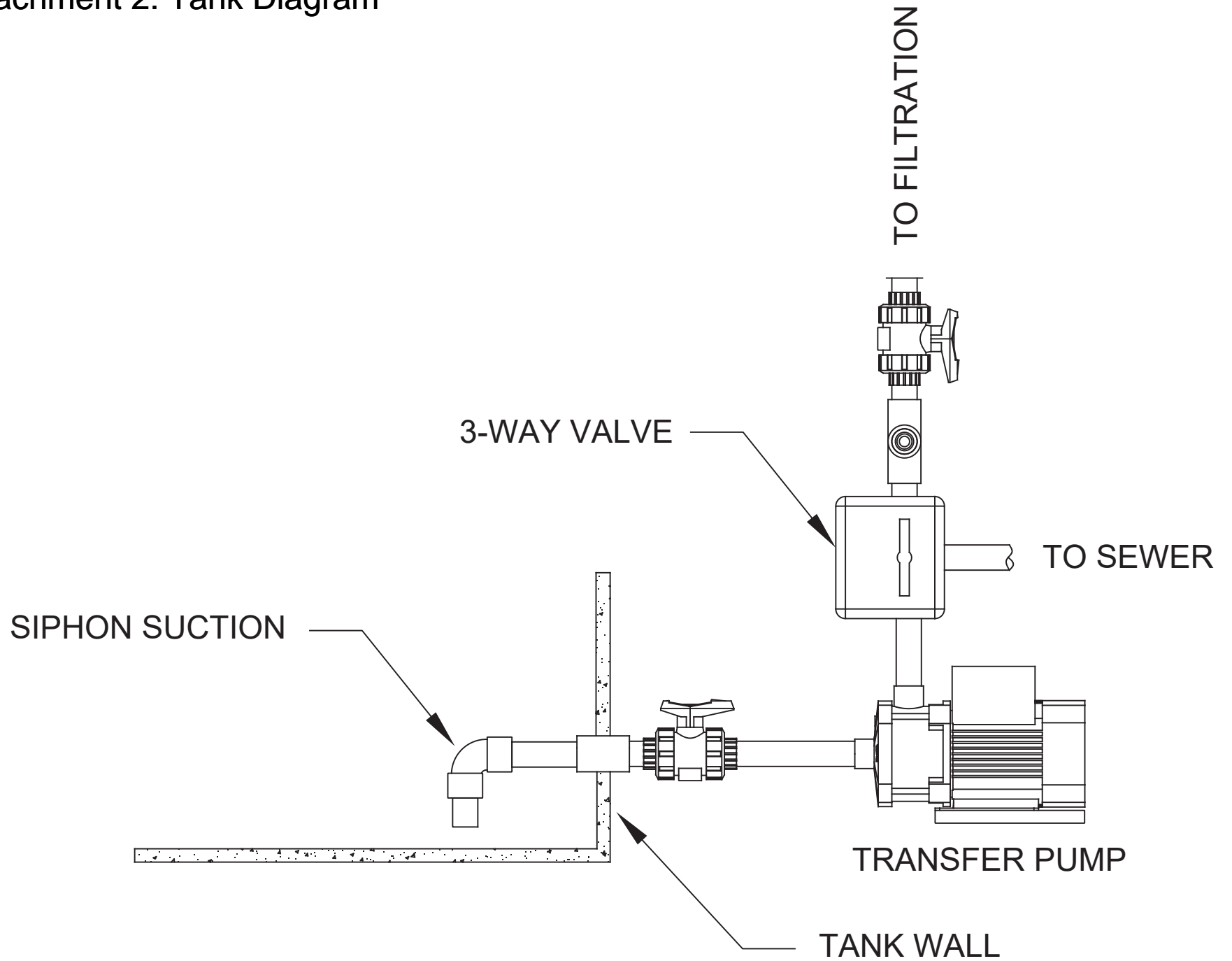


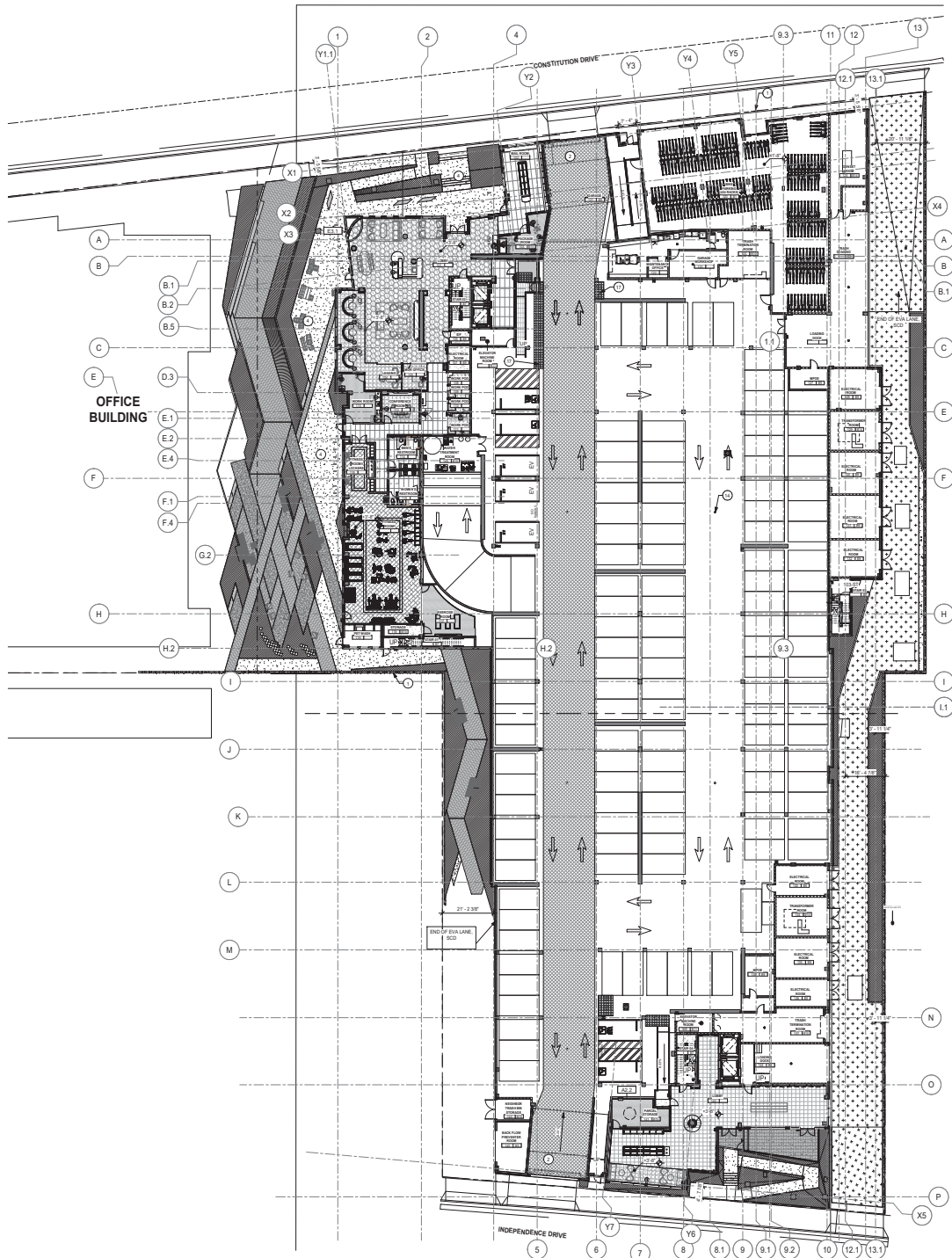
# Attachment 2: System Layout



POSSIBLE ARRANGEMENT OF WAHASD SYSTEM  
FOR MENLO PORTAL, MENLO PARK, CA  
4/5/21 D. BARCLAY

# Attachment 2: Tank Diagram





**SITE PLAN - FLOOR 1 1**  
1/16" = 1'-0"

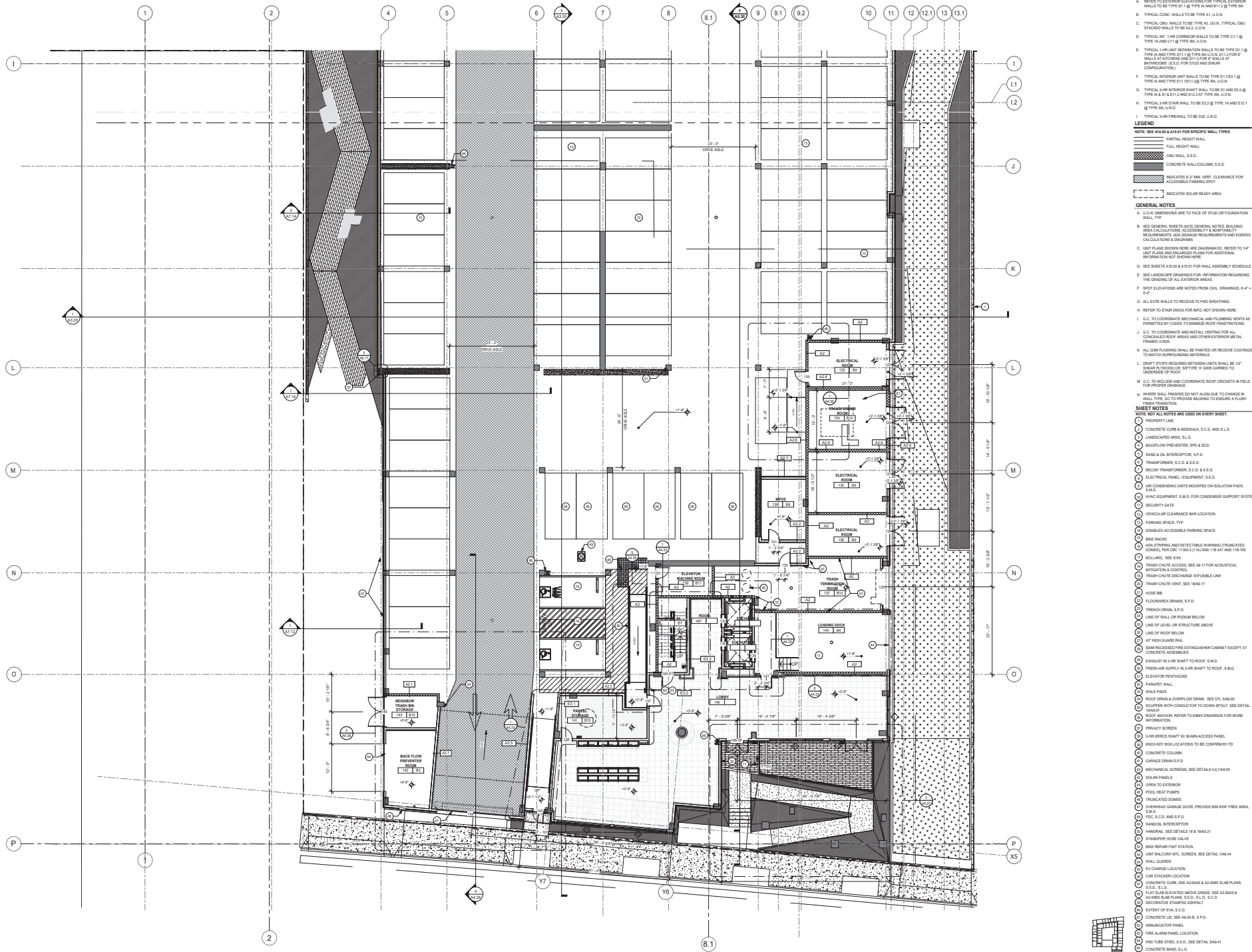
- GENERAL NOTES**
- A. SITE PLAN IS FOR GENERAL BUILDING ORIENTATION AND BALANCED PLAN REFERENCES.
  - B. SEE EXIST TRENCH DRAWINGS FOR ONOFF-SITE DRY UTILITY PLANS.
  - C. SEE CIVIL DRAWINGS FOR ONOFF-SITE UTILITY PLANS, IMPROVEMENTS, CHANGES AND STORM WATER TREATMENT.
  - D. SEE LANDSCAPE DRAWINGS FOR SITE FINE GRADING, PAVING PLAN, PLANTING PLAN AND IRRIGATION PLAN.
  - E. SEE AS 30 AND AS 301 FOR BUILDING AREA CALCULATIONS.
  - F. SEE AS-1-01 FOR ENERGY CALCULATIONS AND DIAGRAMS.
  - G. UNIT PLANS SHOWN HERE ARE DIAGRAMATIC REFER TO UP UNIT PLANS AND ENLARGED PLANS FOR ADDITIONAL INFORMATION NOT SHOWN HERE.
  - H. SPOT ELEVATIONS ARE NOTED FROM CIVIL DRAWINGS.
  - I. ROOF SLOPE SHALL BE 3:12, MIN. U.D.N.
  - J. REFER TO THE 3/4" AND 1/4" PLANS FOR THE DOOR TAGS NOTED TO CHECK ACCESSIBLE MARKING AS REQUIRED.
  - K. AT THE TIME OF FOUNDATION INSPECTION CORNER STAKES OR OFFSET STAKES MUST BE ESTABLISHED BY A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA AND VERIFIED BY THE FIELD ENGINEER TO INSURE THAT NEW CONSTRUCTION IS LOCATED IN ACCORDANCE WITH THE APPROVED PLANS.
  - L. WALKWAYS AND SIDEWALKS ALONG ACCESSIBLE ROUTES OF TRAVEL SHALL BE (1) CONTINUOUSLY ACCESSIBLE, (2) HAVE A MAXIMUM 1% CHANGED IN ELEVATION, OR PROVIDE CURB RAMP COMPLIANT WITH CBC 111A OR 114 AND (3) ARE MINIMUM 48" IN WIDTH, AND (4) WHERE NECESSARY TO CHANGE ELEVATION AT A CURB CROSSING SHALL HAVE PEDESTRIAN RAMPS COMPLIANT WITH CBC 111A OR 114-4(b) PER CBC 1103A & 110-302.4.

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- PROPERTY LINE
  - VEHICULAR ENTRY DRIVE/GARAGE ENTRY
  - SECURITY GATE, S.I.D.
  - LANDSCAPED AREA, S.I.D.
  - CONCRETE CURB & SIDEWALK, S.C.D. & S.L.D.
  - BACKFLOW PREVENTER, S.E.D.
  - EXISTING F.C.D. S.C.D. & SEE F.P.D.
  - ELECTRICAL TRANSFORMER, S.E.D.
  - BELOW GRADE ELECTRICAL TRANSFORMER, S.E.D.
  - AIR CONDENSING UNITS, S.M.D.
  - SHaded AREA INDICATES SOLAR READY AREA
  - POOL, S.L.D.
  - ROOF DECONTAMINATE, S.I.D.
  - GARAGE DRAIN S.P.D.
  - MECHANICAL SCREEN, SEE DETAILS 4.6.7A&B
  - SOLAR PANELS
  - TRUNCATED DOME
  - FIRE EXTINGUISHER CABINET

- LEGEND**
- NOTE: SEE AS 18 & AS 191 FOR SPECIFIC WALL TYPES
- ▨ FULL HEIGHT WALL
  - ▨ PARTIAL HEIGHT WALL
  - ▨ CMU WALL, S.S.D.
  - ▨ CONCRETE WALL/COLUMN, S.S.D.
  - ▨ INDICATES 8" MIN. VERT. CLEARANCE FOR ACCESSIBLE PARKING SPOT
  - ▨ INDICATES SOLAR AREA

NO.	DATE	DESCRIPTION
SD-1	10/23/19	
SD-2	11/21/19	
SD-3	12/18/19	
GD-1	01/23/20	
GD-2	03/13/20	
GD-3	05/14/20	
GD-4	05/15/20	
GAP	03/18/21	
FOUNDATION	03/24/21	
TO FLOOR PLAN		
SUPERSTRIKE	03/25/21	
CURB		
PERMIT		





**WALL TYPE NOTES**

- A. REFER TO EXTERIOR ELEVATIONS FOR TYPICAL EXTERIOR WALLS TO BE TYPE B1 @ TYPE A AND B12 @ TYPE BA
- B. TYPICAL CONC. WALLS TO BE TYPE A1 U.O.N.
- C. TYPICAL CMU WALLS TO BE TYPE CMU U.O.N. TYPICAL CMU STACED WALLS TO BE A2 U.O.N.
- D. TYPICAL INT. 1/2" CORRIDOR WALLS TO BE TYPE C11 @ TYPE BA AND C12 @ TYPE BA U.O.N.
- E. TYPICAL 1/2" UNIT SEPARATION WALLS TO BE TYPE D11 @ TYPE BA AND TYPE D12 @ TYPE BA U.O.N. TYPICAL 1/2" WALLS AT ATTICED AND B1111 FOR WALLS AT BATHROOMS SHALL BE FOR STUD AND DESK (CONFIGURATION)
- F. TYPICAL INTERIOR UNIT WALLS TO BE TYPE E11 @ TYPE BA AND TYPE E111 @ TYPE BA U.O.N.
- G. TYPICAL 2/4" INTERIOR SHAFR WALL TO BE E21 AND E22 @ TYPE BA AND E23 @ TYPE BA U.O.N.
- H. TYPICAL 2/4" STAIR WALL TO BE E32 @ TYPE BA AND E31 @ TYPE BA U.O.N.
- I. TYPICAL 2/4" FIREWALL TO BE D22 U.O.N.

**LEGEND**

- NOTE: SEE A105 & A151 FOR SPECIFIC WALL TYPES**
- PARTIAL HEIGHT WALL
  - FULL HEIGHT WALL
  - CMU WALL S.S.D.
  - CONCRETE WALL COLUMN S.S.D.
  - INDICATES 8" MIN. VERT. CLEARANCE FOR ACCESSIBLE PARKING SPOT
  - INDICATES SOLAR READY AREA

**GENERAL NOTES**

- A. ALL DIMENSIONS ARE TO FACE OF STUD OR FOUNDATION WALL, TYP.
- B. SEE GENERAL NOTES TO SPEC GENERAL NOTES, BUILDING AREA CALCULATION, ACCESSIBILITY & ADAPTABILITY REQUIREMENTS, SIGN REQUIREMENTS AND EXPRESS CALCULATIONS & DIAGRAMS.
- C. UNIT PLANS SHOWN HERE ARE DIAGNOSTIC. REFER TO 1/4" UNIT PLANS AND DIMENSIONS DRAWING FOR POSITIONING.
- D. SEE SHEETS A105 & A151 FOR WALL ASSEMBLY SCHEDULES.
- E. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE GRADING OF ALL EXTERIOR AREAS.
- F. SPOT ELEVATIONS ARE NOTED FROM CIVIL DRAWINGS, 8" x 11" 1/4".
- G. ALL EXTER WALLS TO RECEIVE PLYWOOD SHEATHING.
- H. REFER TO FINISH SCHEDULES FOR FINISH INFORMATION.
- I. S.C. TO COORDINATE MECHANICAL AND PLUMBING VENTS AS PERMITTED BY CODES TO MINIMIZE ROOF PENETRATIONS.
- J. S.C. TO COORDINATE AND RETAIN WALL FINISHES FOR WALL CONCEALED ROOF AREAS AND OTHER EXTERIOR METAL FINISHES.
- K. ALL GSB FLASHING SHALL BE PAINTED OR RECEIVE COATINGS TO MATCH SURROUNDING MATERIALS.
- L. SHAFR OPENINGS REQUIRED BETWEEN WALLS SHALL BE 1" SHEAR PLYWOOD OR 3/4" TYPE X GIB CARROTS TO BRIDGE JOINTS.
- M. S.C. TO INCLUDE AND COORDINATE ROOF CHIMNEYS IN FIELD TO INTERFERE WITH ROOF.
- N. WHERE WALL FINISHES DO NOT ALIGN DUE TO CHANGE IN WALL TYPE, S.C. TO PROVIDE SAKING TO ENSURE A FLUSH TRANSITION.

**SHEET NOTES**

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.

- PROPERTY LINE
- CONCRETE CURB & SIDEWALK, S.C. AND S.I.D.
- LANDSCAPE AREA, S.I.D.
- BACKFLOW PREVENTER, SPS & SCS
- SAND & OIL INTERCEPTOR, S.P.D.
- TRANSFORMER, S.C.C. & S.E.D.
- SECUR. TRANSFORMER, S.C.C. & S.E.D.
- ELECTRICAL PANEL, EQUIPMENT, S.E.D.
- AIR CONDENSING UNITS MOUNTED ON ISOLATION PADS, S.S.D.
- HVAC EQUIPMENT, S.I.D. FOR CONDENSER SUPPORT SYSTEMS
- SECURITY GATE
- VEHICULAR CLEARANCE BAR LOCATION
- PARKING SPACE, TYP.
- DISABLED ACCESSIBLE PARKING SPACE
- BIKE RACKS
- ADA SIGNING AND IDENTIFIABLE MARKING (TRIMAGED DOMES) PER CBC 175A AND 175B AND 175C AND 175D
- ROLLWAY, SEE A105
- TRAFFIC CHAIR ACCESS, SEE A817 FOR ACQUISITION, MITIGATION & CONTROL.
- TRAFFIC CHAIR DISCHARGE IMPROVABLE LINK
- TRAFFIC CHAIR VENT, SEE 15A6.17
- HOSE BB
- FLOOR AREA DRAINS, S.P.D.
- FRENCH DRAIN, S.P.D.
- LINE OF WALL OR FLOOR BELOW
- LINE OF LEVEL OR STRUCTURE ABOVE
- LINE OF ROOF BELOW
- 1/4" HIGH-GRADE INAC
- SEMI-RECESSED FIRE EXTINGUISHER CABINET EXCEPT AT CONCRETE ASSEMBLIES
- DOWNSTAY SLAB SHAFR TO ROOF, S.M.D.
- FRESH-AIR SUPPLY IN 2/4" SHAFR TO ROOF, S.A.D.
- ELEVATOR PENTHOUSE
- PAINT/PEY WALL
- WALL FINISH
- ROOF DRAIN & OVERFLOW DRAIN, SEE DTL 5A6.00
- SCUPPER WITH CONDUCTOR TO DOWN SPOUT, SEE DETAIL 15A6.01
- ROOF JOIST/RAFTER REFER TO ENGINE DRAWINGS FOR MORE INFORMATION.
- PRIVACY SCREENS
- DOWN DRAIN SHAFR IN SLAB ACCESS PANEL
- AND KEY KEY LOCATIONS TO BE CONFIRM BY FD
- CONCRETE COLUMN
- GARAGE DRAIN S.P.D.
- MECHANICAL SCREENS, SEE DETAIL 4.7A.00
- SOLAR PANEL S
- OPEN TO EXTERIOR
- POOL HEAT PUMPS
- TRUCKHEAD DOMES
- OVERHEAD GARAGE DOOR, PROVIDE MIN. 45° FREE AREA, SEE DETAIL 15A6.02
- FOC, S.C.C. AND S.P.D.
- SAND/GR. INTERCEPTOR
- HORIZONTAL, SEE DETAIL 15A.00A.21
- STANDPIPE HOSE VALVE
- BIKE REPAIR FIXT. STATION
- UNIT BALCONY W/L SCREEN, SEE DETAIL 15A.41
- WALL GARAGE
- EV CHARGE LOCATION
- CAR STATION LOCATION
- CONCRETE CURB, SEE A105 & A106 SLAB PLANS, S.S.D., S.C.C.
- FLAT SLAB ELEVATED ABOVE GRADE, SEE A10-00A.5 & A10-00A.6
- CONCRETE STAIRS, S.S.D., S.I.D., S.C.C.
- DISCREETLY STAIRS, S.S.D., S.I.D., S.C.C.
- EXTENT OF E.V.A. S.C.C.
- CONCRETE CO. SEE A105 & S.P.D.
- ANNUNCIATOR PANEL
- FIRE ALARM PANEL LOCATION
- HRS TUBE STEEL, S.S.D., SEE DETAIL 15A.41
- CONCRETE SLAB, S.I.D., SEE DETAIL 15A.41
- SEMI-RECESSED FIRE EXTINGUISHER CABINET TYPICAL, SURFACE MOUNT
- FOC OF CONCRETE WALLS, SEE A10-00A.5 & A10-00A.6
- OVERFLOW WALL SCUPPER, SEE 15A.61
- FLOOR DRAIN, SEE 10A.02

**BUILDING PLAN - FLOOR 1 ZONE B 1**  
1/8" = 1'-0"



**BDE ARCHITECTURE**  
934 HOWARD STREET  
SAN FRANCISCO, CA 94103  
P. (415) 677-0966

**CLIENT**  
**GREYSTAR**

**ENTITLEMENT ADDRESS**  
**HM**  
TRUCK HEAD

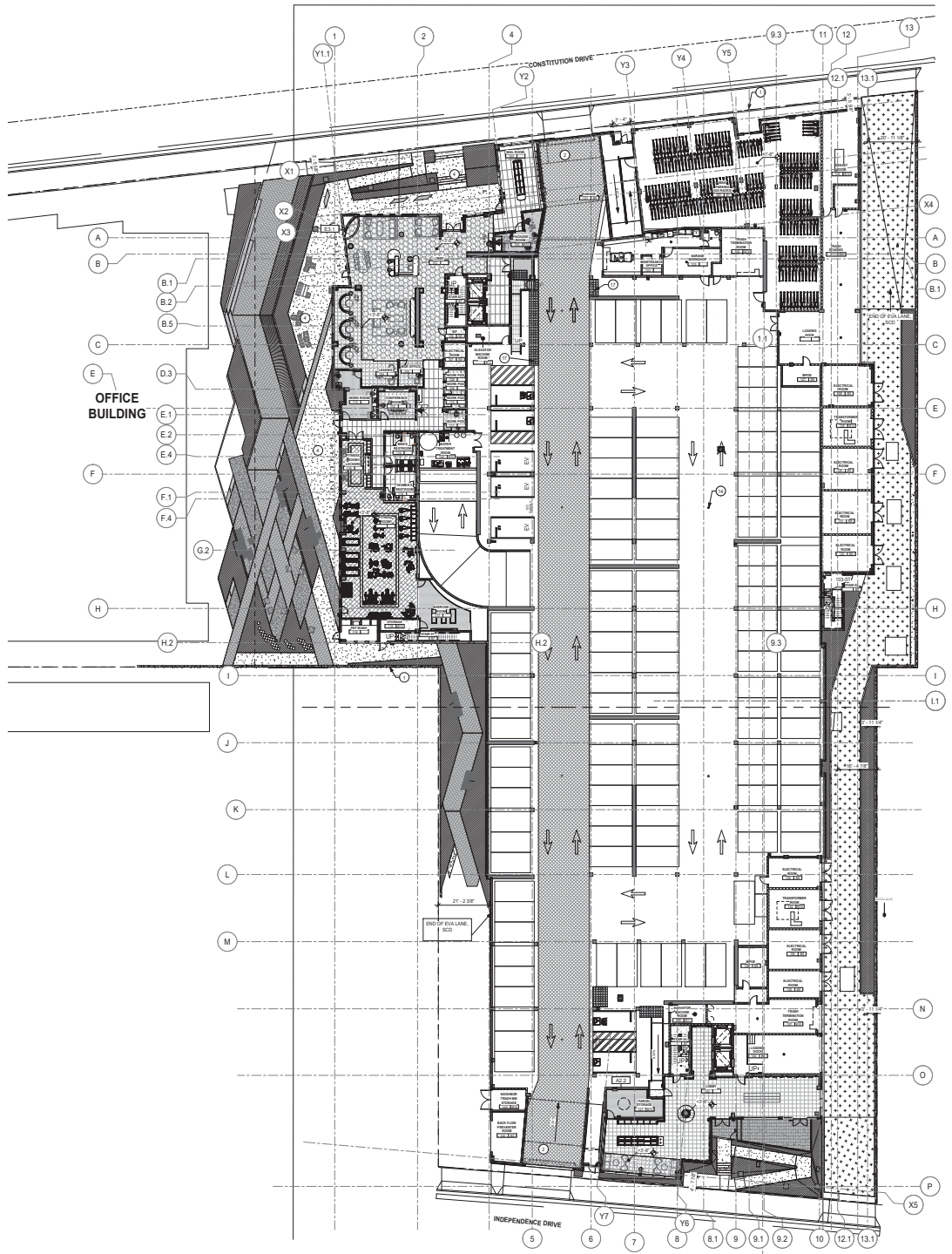
**1919-MENLO-PORTAL**  
110 & 115 CONSTITUTION DRIVE, MENLO PARK 94025

NO.	DATE	DESCRIPTION
SD-1	10.20.19	
SD-2	11.21.19	
SD-3	12.18.19	
CD-1	01.23.20	
CD-2	03.12.20	
CD-1	05.14.20	
CD-2	05.13.20	
GSP	02.18.21	
FOUNDATION	03.24.21	
SUPPLEMENT	03.25.21	
CHANGE	PERMIT	

**BYAPP**  
1919-MENLO-PORTAL  
BUILDING PLAN FLOOR 1 ZONE B

Sheet Title  
Sheet No. 1919-DRAWING 0011  
Sheet Date 03.24.21

**A2.00 - B**



**SITE PLAN - FLOOR 1 1**  
1/16" = 1'-0"

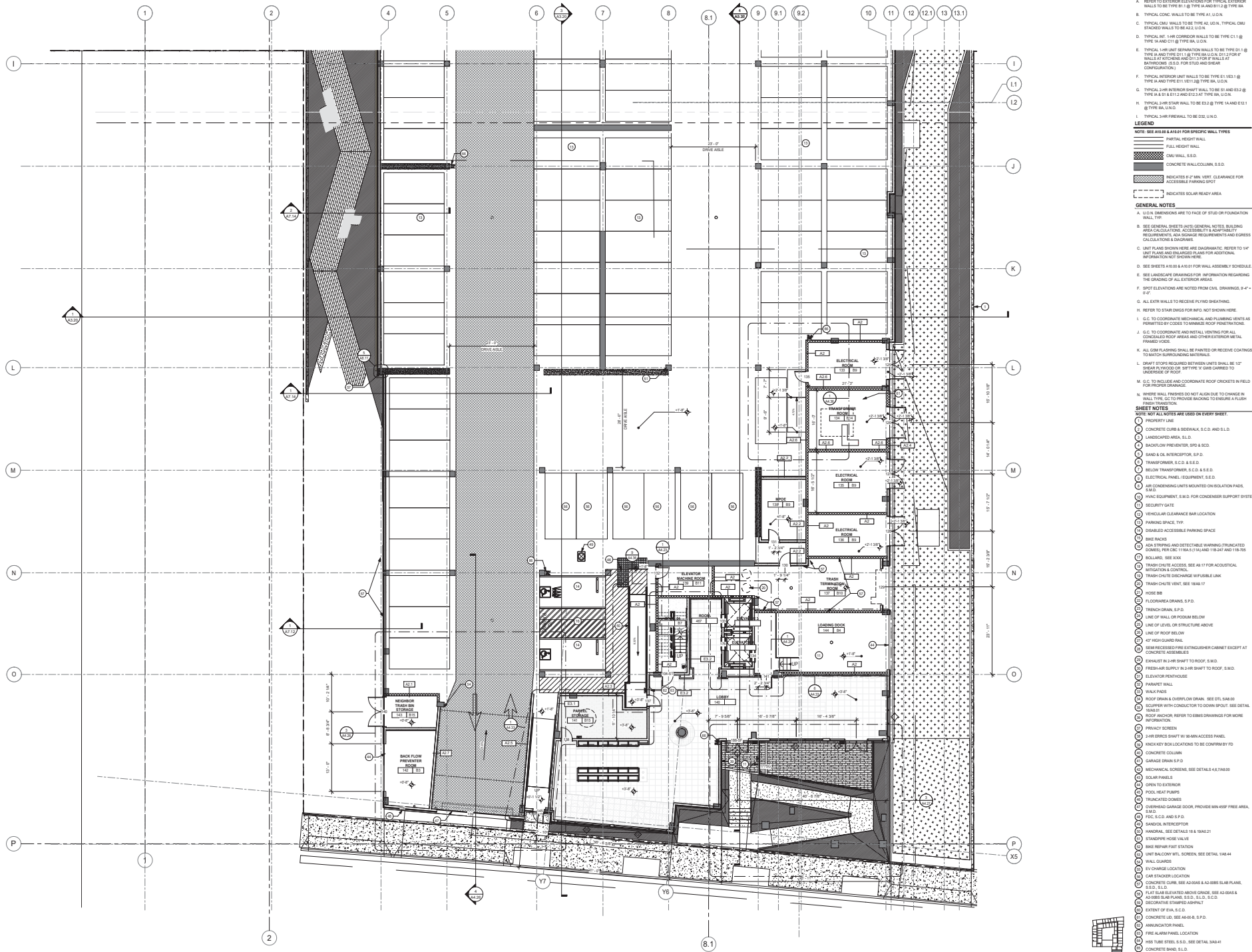
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  - B. SEE EXIST TRENCH DRAWINGS FOR ONOFF-SITE DRY UTILITY PLANS.
  - C. SEE CIVIL DRAWINGS FOR ONOFF-SITE UTILITY PLANS, IMPROVEMENTS, CHANGES AND STORM WATER TREATMENT.
  - D. SEE LANDSCAPE DRAWINGS FOR SITE FINE GRADING, PAVING PLAN, PLANTING PLAN AND IRRIGATION PLAN.
  - E. SEE AS 30 AND AS 31 FOR BUILDING AREA CALCULATIONS.
  - F. SEE AS-1-01 FOR ENERGY CALCULATIONS AND DIAGRAMS.
  - G. UNIT PLANS SHOWN HERE ARE DIAGNOSTIC REFER TO UP UNIT PLANS AND ENLARGED PLANS FOR ADDITIONAL INFORMATION NOT SHOWN HERE.
  - H. SPOT ELEVATIONS ARE NOTED FROM CIVIL DRAWINGS.
  - I. ROOF SLOPE SHALL BE 3/8" FT. MIN. U.D.N.
  - J. REFER TO THE 3/4" AND 1/4" PLANS FOR THE DOOR TAGS NOTED TO CHECK ACCESSIBLE MARKING AS REQUIRED.
  - K. AT THE TIME OF FOUNDATION INSPECTION CORNER STAKES OR OFFSET STAKES MUST BE ESTABLISHED BY A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA AND VERIFIED BY THE FIELD ENGINEER TO INSURE THAT NEW CONSTRUCTION IS LOCATED IN ACCORDANCE WITH THE APPROVED PLANS.
  - L. WALKWAYS AND SIDEWALKS ALONG ACCESSIBLE ROUTES OF TRAVEL SHALL BE (1) CONTINUOUSLY ACCESSIBLE, (2) HAVE A MAXIMUM 1% CHANGED IN ELEVATION, OR PROVIDE CURB RAMP COMPLIANT WITH CBC 117A OR 118.46. (3) ARE MINIMUM 48" IN WIDTH, AND (4) WHERE NECESSARY TO CHANGE ELEVATION AT A CURB CROSSING SHALL HAVE PEDESTRIAN RAMPS COMPLIANT WITH CBC 117A OR 118.46 PER CBC 117A & 118.46(4).

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- PROPERTY LINE
  - VEHICULAR ENTRY DRIVE/GARAGE ENTRY
  - SECURITY GATE, S.I.D.
  - LANDSCAPED AREA, S.I.D.
  - CONCRETE CURB & SIDEWALK, S.C.D. & S.I.D.
  - BACKFLOW PREVENTER, S.E.D.
  - EXISTING F.C.D. S.C.D. & SEE P.F.D.
  - ELECTRICAL TRANSFORMER, S.E.D.
  - BELOW GRADE ELECTRICAL TRANSFORMER, S.E.D.
  - AIR CONDENSING UNITS, S.M.D.
  - SHaded AREA INDICATES SOLAR READY AREA
  - POOL, S.I.D.
  - ROOF DECONTAMINATE, S.I.D.
  - GARAGE DRAIN S.P.D.
  - MECHANICAL SCREEN, SEE DETAILS 4.6.7A&B
  - SOLAR PANELS
  - TRUNCATED DOME
  - FIRE EXTINGUISHER CABINET

- LEGEND**
- NOTE: SEE AS 18 & AS 21 FOR SPECIFIC WALL TYPES
- ▨ FULL HEIGHT WALL
  - ▨ PARTIAL HEIGHT WALL
  - ▨ CMU WALL, S.S.D.
  - ▨ CONCRETE WALL/COLUMN, S.S.D.
  - ▨ INDICATES 8" MIN. VERT. CLEARANCE FOR ACCESSIBLE PARKING SPOT
  - ▨ INDICATES SOLAR AREA

NO.	DATE	DESCRIPTION
SD-1	10/23/19	
SD-2	11/21/19	
SD-3	12/18/19	
GD-1	01/23/20	
GD-2	03/13/20	
GD-3	05/14/20	
CD-1	05/13/20	
GAP	03/18/21	
FOUNDATION	03/24/21	
TO FLOOR PLAN		
SUPERSTRIKE	03/25/21	
CURB		
PERMIT		





**WALL TYPE NOTES**

- A. REFER TO EXTERIOR ELEVATIONS FOR TYPICAL EXTERIOR WALLS TO BE TYPE B1 @ TYPE A AND B12 @ TYPE BA
- B. TYPICAL CONC. WALLS TO BE TYPE A1 U.O.N.
- C. TYPICAL CMU WALLS TO BE TYPE CMU U.O.N. TYPICAL CMU STACED WALLS TO BE A2 U.O.N.
- D. TYPICAL INT. 1/4" CORRIDOR WALLS TO BE TYPE C11 @ TYPE BA AND C12 @ TYPE BA U.O.N.
- E. TYPICAL 1/4" UNIT SEPARATION WALLS TO BE TYPE D11 @ TYPE BA AND TYPE D12 @ TYPE BA U.O.N. TYPICAL 1/4" WALLS AT ATTICED AND S1111 FOR WALLS AT EXTERIOR TO BE TYPE D11 AND D12 @ TYPE BA AND TYPE E1111 @ TYPE BA U.O.N.
- F. TYPICAL INTERIOR UNIT WALLS TO BE TYPE E11 @ TYPE BA AND TYPE E12 @ TYPE BA U.O.N.
- G. TYPICAL 2/4" INTERIOR SHAF WALL TO BE S1 AND S12 @ TYPE BA AND S13 @ TYPE BA U.O.N.
- H. TYPICAL 2/4" STAIR WALL TO BE E2 @ TYPE BA AND E2.1 @ TYPE BA U.O.N.
- I. TYPICAL 2/4" FIREWALL TO BE D2 U.O.N.

**LEGEND**

- NOTE: SEE A10 & A11 FOR SPECIFIC WALL TYPES**
- PARTIAL HEIGHT WALL
  - FULL HEIGHT WALL
  - CMU WALL, S.S.D.
  - CONCRETE WALL/COLUMN, S.S.D.
  - INDICATES 8" MIN. VERT. CLEARANCE FOR ACCESSIBLE PARKING SPOT
  - INDICATES SOLAR READY AREA

**GENERAL NOTES**

- A. ALL DIMENSIONS ARE TO FACE OF STUD OR FOUNDATION WALL, TYP.
- B. SEE GENERAL NOTES TO SPEC GENERAL NOTES, BUILDING AREA CALCULATION, ACCESSIBILITY & ADAPTABILITY REQUIREMENTS, SIGN REQUIREMENTS AND EXPRESS CALCULATIONS & DIAGRAMS.
- C. UNIT PLANS SHOWN HERE ARE DIAGNOSTIC. REFER TO 1/4" UNIT PLANS AND DIMENSIONS DRAWING FOR POSITIONING.
- D. SEE SHEETS A10 & A11 FOR WALL ASSEMBLY SCHEDULES.
- E. SEE LANDSCAPE DRAWINGS FOR INFORMATION REGARDING THE GRADING OF ALL EXTERIOR AREAS.
- F. SPOT ELEVATIONS ARE NOTED FROM CIVIL DRAWINGS, 8" = 1' = 0"
- G. ALL EXTER WALLS TO RECEIVE PLYWOOD SHEATHING.
- H. REFER TO FINISH SCHEDULES FOR FINISH INFORMATION.
- I. S.C. TO COORDINATE MECHANICAL AND PLUMBING VENTS AS PERMITTED BY CODES TO MINIMIZE ROOF PENETRATIONS.
- J. S.C. TO COORDINATE AND INSTALL METERS FOR WALL CONCEALED ROOF AREAS AND OTHER EXTERIOR METAL FRAMES TYPES.
- K. ALL GSB FLASHING SHALL BE PAINTED OR RECEIVE COATINGS TO MATCH SURROUNDING MATERIALS.
- L. DRAFT CROWN REQUIRED BETWEEN ROOF AND FINISH FLOOR. S.C. TO COORDINATE MECHANICAL AND PLUMBING VENTS AS PERMITTED BY CODES TO MINIMIZE ROOF PENETRATIONS.
- M. S.C. TO INCLUDE AND COORDINATE ROOF CHIMNEYS IN FIELD TO INTERFERE WITH ROOF.
- N. WHERE WALL FINISHES DO NOT ALIGN DUE TO CHANGE IN WALL TYPE, S.C. TO PROVIDE SAKING TO ENSURE A FLUSH FINISH TRANSITION.

**SHEET NOTES**

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET**
- PROPERTY LINE
  - CONCRETE CURB & SIDEWALK, S.C. AND S.D.
  - LANDSCAPE AREA, S.D.
  - BACKFLOW PREVENTER, SPS & SCS
  - SAND & OIL INTERCEPTOR, S.P.D.
  - TRANSFORMER, S.C.D. & S.E.D.
  - SECUR TRANSFORMER, S.C.D. & S.E.D.
  - ELECTRICAL PANEL, EQUIPMENT, S.E.D.
  - AIR CONDENSING UNITS MOUNTED ON ISOLATION PADS, S.S.D.
  - HVAC EQUIPMENT, S.M.D. FOR CONDENSER SUPPORT SYSTEMS
  - SECURITY GATE
  - VEHICULAR CLEARANCE BAR LOCATION
  - PARKING SPACE, TYP.
  - DISABLED ACCESSIBLE PARKING SPACE
  - BIKE RACKS
  - ADA SIGNING AND IDENTIFIABLE MARKING (TRIMMAGED DOMES) PER CBC 171A & 171A.1 AND 171.247 AND 171.270
  - ROLLWAY, SEE X00
  - TRAMP CHAIR ACCESS, SEE A6.17 FOR ACROBATICAL MITIGATION & CONTROL
  - TRAMP CHAIR DISCHARGE IMPULSION LINK
  - TRAMP CHAIR VENT, SEE 15A6.17
  - HOSE BB
  - FLOOR AREA DRAINS, S.P.D.
  - FRENCH DRAIN, S.P.D.
  - LINE OF WALL OR FLOOR BELOW
  - LINE OF LEVEL OR STRUCTURE ABOVE
  - LINE OF ROOF BELOW
  - 4" NIGHT-GUARD RAIL
  - SEMI-RECESSED FIRE EXTINGUISHER CABINET EXCEPT AT CONCRETE ASSEMBLIES
  - DOWNSTAY ALIVE DRAFT TO ROOF, S.M.D.
  - FRESH-AIR SUPPLY IN 2/4" DRAFT TO ROOF, S.M.D.
  - ELEVATOR PENTHOUSE
  - PAINT/PEEL WALL
  - WALL FINISH
  - ROOF DRAIN & OVERFLOW DRAIN, SEE DTL 5A6.00
  - SCUPPER WITH CONDUCTOR TO DOWN SPOUT, SEE DETAIL 15A6.01
  - ROOF JOIST/RAFTER REFER TO EMBB DRAWINGS FOR MORE INFORMATION.
  - PRIVACY SCREENS
  - DOWN DRAIN SWAY IN SLAB ACCESS PANEL
  - ANDER KEY BOA LOCATIONS TO BE CONFIRM BY FD
  - CONCRETE COLUMN
  - GARAGE DRAIN S.P.D.
  - MECHANICAL SCREENS, SEE DETAIL 4.7A.00
  - SOLAR PANEL S
  - OPEN TO EXTERIOR
  - POOL HEAT PUMPS
  - TRUSS/HEAD DOMES
  - OVERHEAD GARAGE DOOR, PROVIDE MIN. 45 SF FREE AREA, SEE DETAIL 15A6.02
  - FOC, S.C.D. AND S.P.D.
  - SAND/GR. INTERCEPTOR
  - HANDRAIL, SEE DETAIL 15A.00A.21
  - STANDPIPE HOSE VALVE
  - BIKE REPAIR FIXT STATION
  - UNIT BALCONY W/L SCREEN, SEE DETAIL 15A.41
  - WALL GARAGE
  - EV CHARGE LOCATION
  - CAR STATION LOCATION
  - CONCRETE CURB, SEE A.04.00 & A.04.00 SLAB PLANS, S.S.D., S.C.
  - FLAT SLAB ELEVATED ABOVE GRADE, SEE A.04.00 & A.04.01
  - OVERFLOW WALL SCUPPER, SEE 15A.01
  - CONCRETE CO. SEE A.04.00, S.P.D.
  - EXTENT OF E.V.A. S.C.
  - CONCRETE CO. SEE A.04.00, S.P.D.
  - ANNUNCIATOR PANEL
  - FIRE ALARM PANEL LOCATION
  - HRS TUBE STEEL, S.S.D., SEE DETAIL 3A4.41
  - CONCRETE SLAB, S.D.
  - SEMI-RECESSED FFC CABINET TYPICAL, SURFACE MOUNT FFC 1" DIA AND CONCRETE WALLS, SEE A.04.00 & A.04.01
  - OVERFLOW WALL SCUPPER, SEE 15A.01
  - POOL/HEAT DRAIN, SEE 10A.00

**BUILDING PLAN - FLOOR 1 ZONE B 1**  
1/8" = 1'-0"



**BDE ARCHITECTURE**  
934 HOWARD STREET  
SAN FRANCISCO, CA 94103  
P. (415) 677-0966

**CLIENT**  
**GREYSTAR**

**ENTITLEMENT ADDRESS**  
**HM**  
TRUCK HEADQUARTERS

**1919-MENLO-PORTAL**  
110 & 115 CONSTITUTION DRIVE, MENLO PARK 94025

NO.	DATE	DESCRIPTION
SD-1	10.20.19	
SD-2	11.21.19	
SD-3	12.18.19	
CD-1	01.23.20	
CD-2	03.12.20	
CD-3	05.14.20	
CD-4	08.13.20	
CD-5	09.18.21	
CD-6	03.25.21	
CD-7	03.25.21	

**BY APP**  
PROJECT NO. 1919-00000-0000  
**BUILDING PLAN FLOOR 1 ZONE B**  
Sheet Title  
Date: 10/20/2023  
Drawn: J. J. J.  
Checked: J. J. J.  
Title Block: J. J. J.

**A2.00 - B**



June 30, 2021

City of Menlo Park  
Planning Division  
701 Laurel Street  
Menlo Park, CA 94025

**Updated Project Description Letter  
115 Independence Drive and 104 - 110 Constitution Drive**

Dear Menlo Park Planning Division:

We are pleased to present this updated proposal that would deliver 335 new housing units to the Bayfront Area. As you may recall, we completed the 146-unit multifamily apartment project at 3645 Haven Avenue in 2017 and we look forward to working with you once again to help alleviate the housing and traffic crises in the area.

The proposed project, named "Menlo Portal," is located in the Bayfront Area of Menlo Park, north of Highway US 101 and east of Marsh Road. The project site is across 3 contiguous parcels at 104 Constitution Dr., 110 Constitution Dr. and 115 Independence Dr. The project proposes demolishing the existing office/industrial buildings on the 3 parcels that total approximately 64,832 square feet.

The proposed project is located in the R-MU-B zoning district within the General Plan. The Plan seeks to develop a new live/work/play environment in the M-2 area, and we believe this proposed project would advance that vision. Furthermore, this project proposes to deliver maximum residential density by using the bonus level development and BMR bonus provisions, which would bring much-needed new housing to the area.

As updated, the proposed project consists of 335 apartment units across a single new seven-story building (five floors of Type IIIA over two floors of Type IA) and an approximately 34,499 square foot commercial office building (three floors of Type IIIB). Our project will include 48 below market rate (BMR) units which will be evenly distributed throughout the project in accordance with Menlo Park guidelines. The residential building includes 320 vehicle parking stalls through a combination of a mechanical stacker system and self-parking and the commercial office building provides 94 parking spaces on two levels, all of it self-parked. The residential building would include two levels of above-grade podium garage with five-levels of residential units above, and would include residential amenities, roof decks, and an outdoor courtyard on the podium level. The commercial office building would incorporate roughly 3,790 square feet in total (comprised of ~1,600 square feet of interior retail / commercial space and approximately 2,190 square feet adjacent outdoor area) as a proposed neighborhood benefit space. Additionally, the project proposal incorporates an approximately 9,575 square feet of publicly accessible central plaza greenspace with seating and art between the residential and commercial office buildings from Constitution Drive to the north in order to improve pedestrian activity and accessibility throughout the area.

The context of the site is between Menlo Gateway Phase I which is approximately 135 feet high in the south and Menlo Gateway Phase II Parking Structure 2 which is approximately 90 feet high and Menlo Gateway Phase II Office Building 2 which is approximately 134 feet high to the north. In addition, the proposed development at 111 Independence is 85 feet high. The courtyard of our multifamily building which is approximately 30'-4" feet high opens out to a pedestrian

area below which runs adjacent to the proposed 55-foot high office building. The various built and proposed buildings in this area will provide a textured landscape appropriate for the context. We've identified an approximately 1,608 square foot area on the first floor of the commercial office building facing the publicly accessible open space that has been allocated as a potential neighborhood benefit space. Further details on this potential neighborhood benefit space are available in our team's community amenity proposal which was last updated in February 2021. In addition, the project is expected to include 48 below market rate units that will be equitably distributed throughout the project.

The timing of this project submittal has made it possible for our team to take advantage of initial feedback we received from Planning Commission on our Menlo Uptown project at 141 Jefferson Dr., 180 Constitution Dr. and 186 Constitution Dr. Additionally, our team has received several rounds of constructive feedback from Planning Commission (study sessions in July 2019 and January 2020) and the City's architectural consultant (April 2020) that has allowed us to improve the Menlo Portal project design over the last couple of years. Please note the following summary of major project changes that have been captured since July 2019:

- **Overall architectural**
  - 15 dwelling units added bringing total from 320 units to 335 units per City's BMR density bonus
  - Adjusted lot line between the office and residential buildings was shifted east towards the residential building by 5'-6"
- **Central plaza enhancements**
  - Improved "activation" of the plaza's edges by including residential amenity spaces, office amenity spaces, and outdoor dining areas along the perimeter of the project buildings
  - Added planting, spaces for public art and wayfinding features to draw the public into the site and informal seating areas invite visitors to linger rather than just passing through
- **Project open space**
  - Reallocated ~1,300 sq. ft. from public open space to common open space per City design review (May 2020)
- **Elevation / façade changes**
  - Updated façade treatment to confirm maximum 50% stucco
  - Updated stucco designation to clarify "smooth troweled finish"
  - Added material board w/ detailed material callouts
  - Updated commercial office building façade treatment to incorporate planting that obscures cars
- **Building massing / modulation**
  - Residential*
    - Updated residential building stepback, building projections, major and minor modulations based on clarification and discussion with the City (compliance)
    - Updated bay window projection into setback zone
  - Office*
    - Re-sized non-rectilinear modulation "notches" to address minor modulation requirements
    - Added seating element on office rooftop to provide 4' vertical modulation requirement
    - Incorporated massing adjustments at third level of the building

Our team's community outreach efforts have been foundational to the project development so far. In June 2019, we held our first formal community open house followed by two additional open houses in the Fall 2019. Our team has continued to meet with members of the community virtually as well since the outbreak of COVID and has solicited constructive feedback on topics ranging from neighborhood amenity space to public art to the proposed BMR program. Of particular note are discussions our team has held recently with All Five, a seasoned Belle Haven-based early

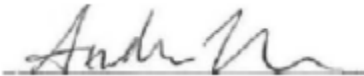
childhood education operator to learn more about the significant need for childhood education in the Belle Haven and neighboring communities. Based on these conversations and numerous other community member discussions on the same topic, we have updated this project's community amenity proposal to focus on early childhood education and providing valuable classroom space in the proposed 3,790 square foot community space as well as financial resources to All Five, with priority on children from the Belle Haven community. As our project continues in the review process, we will continue engaging the community and our future neighbors in order to augment the constructive feedback we have already received.

We anticipate that the project will ultimately require:

- Environmental review to analyze potential environmental and traffic impacts of the project
- Use permit for bonus level development
- Architectural control to review the future design of the project and site improvements
- Public utility easement approval for vacation of existing easement located on existing parcel and recordation of new easement location
- Lot line adjustment to change the boundaries of the three existing parcels on the site
- Lot line merger to merge two of the three existing parcels
- Heritage Tree Removal Permits to remove heritage trees to enable the proposed project and plant heritage tree replacements per the City's municipal code requirements; and
- Below Market Rate (BMR) housing agreement to provide on-site BMR units

We believe that the region is in dire need of more housing, especially as regional employers continue to grow rapidly and traffic worsens. A jobs/housing imbalance is expected to continue into the future, causing further strain on housing availability, increased rents, and traffic. We look forward to working with Planning Commission to deliver this new proposed housing project to Menlo Park.

Sincerely,



Andrew Morcos  
Sr. Development Director  
Greystar

August 02, 2021

Planning Division  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

### **Updated Community Amenity Proposal: Menlo Portal**

#### Summary of Changes Since 06-11-2021 Proposal

- **6-25-2021 Revision**
  - Updated allocation of community amenity value to bridge \$180,000 shortfall identified by BAE Memo dated 6-23-21 → shifted \$180,000 allocation from build-out costs to student tuition subsidy in Option 1 and from build-out costs to City in-lieu fee in Option 2
  - Addition of table with income levels for All Five families
- **7-27-2021 Revision**
  - Updated approximate age of children for childcare center from 3 – 5 years old to 0 – 5 years old
- **7-29-2021 Revision**
  - Addition of in-lieu fee as option due to ongoing liability related to termination fee
  - Addition of cover page with list of changes since 6-11-21 community amenity proposal
- **7-30-2021 Revision**
  - Removal of BAE Evaluation (formerly Exhibit A) from the document; exhibits re-labeled throughout
- **8-2-2021 Revision**
  - Updated Option 2 to incorporate required 10% supplemental administrative fee for in-lieu payment to City
  - Corrected typo in open space and parking totals

Dear Menlo Park Planning Division:

Section 16.45.070 of the Menlo Park Municipal code states that an applicant shall provide one or more community amenities in exchange for bonus level development in the R-MU district. To comply, Greystar provides this proposal to describe the specific amount of bonus development sought, an overview of the proposed amenity options, the value of the amenity as calculated per the City's valuation guidelines and to provide information identifying the value of the proposed community amenities.

We would like to further note that our team has conducted extensive community outreach in developing this proposal including three formal community open houses and numerous other informal meetings with members of the Belle Haven community. We believe the proposals described herein reflect the desires, ideas and suggestions of these community discussions.

On July 15, 2021 Greystar received the City's proposed community amenity covenant describing requirements associated with the childcare facility and operator proposed onsite at Menlo Portal. As a result of these requirements, and specifically the ongoing liability associated with the termination fee, Greystar must amend its community amenity proposal to include an option to pay an in-lieu fee consistent with Menlo Park Code Section 16.45.070(4)(b). This will result in an option for Greystar to pay an in-lieu fee of \$9,405,000 equivalent to 110% of the appraised value. Greystar will be required to make this determination at building permit consistent with code. If the City is unable to provide an option allowing Greystar to continue to pursue childcare in this location, Greystar will default to paying the in-lieu fee instead.

The childcare facility and the in-lieu fee are 100% code compliant.

*Bonus Level Development*

The Menlo Portal project proposed at 115 Independence Drive and 104-110 Constitution Drive comprises development of a 3.20-acre site at the bonus level. As such, the project has been designed to comply with the bonus-level design requirements except with respect to FAR, density and parking where we have requested relief under the City's BMR bonus density program.

*Amenity Value*

The City engaged Fabbro, Moore & Associates, Inc. ("Fabbro") to prepare an independent appraisal to determine the Menlo Portal community amenity value. In a report sent to Greystar on January 26, 2021, Fabbro determined that the fair market value of the Menlo Portal bonus level development was \$17,100,000 which translates to a required community amenity value of \$8,550,000.

*Proposed Community Amenity*

On the basis of the Fabbro appraisal, we have moved ahead with revisions to the project's community amenity appraisal at the City's recommendation in order to avoid any delays to City staff or EIR consultant review.

This updated community amenity proposal incorporates both an expanded community amenity footprint (~3,790 square feet increased from ~1,600 square feet, an expansion of 137%) as well as an updated plan to dedicate the space as an

early childhood education facility. Additional funds would be allocated in one of two proposed structures as summarized in the chart on the following page: 1) \$5.4M for use by the early childhood education program or 2) \$2.0M for use by the early childhood education program and \$3.8M for the City’s in-lieu amenity fund. Finally, the table below reflects Greystar’s option to elect to pay the in-lieu fee at building permit stage. This option would apply regardless of whether Options 1 or 2 is selected.

*Summary of Proposed Community Amenity Alternatives*

<b>Amenity Component</b>	<b>Option 1</b>	<b>Option 2</b>	<b>In Lieu Payment</b>
Building space (All Five)	\$2,762,174	\$2,762,174	-
Build-out costs (All Five)	\$360,000	\$360,000	-
Student tuition subsidy (All Five)	\$5,427,826	\$2,000,000	-
In-lieu fee (City)	-	\$3,770,609	\$9,405,000
<b>Total</b>	<b>\$8,550,000</b>	<b>\$8,892,783</b>	<b>\$9,405,000</b>

These options are described in more detail in the *Proposed Valuation and Program Contributions* section below. Our team has decided to focus this community amenity proposal on expanding affordable early childhood education programs within the Belle Haven community for three primary reasons: 1) we believe that carefully directed investments in early childhood education programs would be a key driver of economic growth for Belle Haven, 2) we understand based on recent studies and feedback from the community that advancements in early childhood education are greatly needed across San Mateo County and in Belle Haven and East Palo Alto in particular and 3) fees for existing affordable early childhood education programs within the community have increased due to COVID and City budget constraints which threatens to further limit families’ access to these educational opportunities.

First, studies show that there is a direct link between early childhood education and economic advancement. Research prepared by the Council of Economic Advisors in 2014 concluded that “expanding early learning initiatives would provide benefits to society of roughly \$8.60 for every \$1 spent, about half of which comes from increased earnings for children when they grow up<sup>1</sup>. In a similar vein, the Committee for Economic Development urged policymakers to consider such investments in young children “one of the most effective strategies to secure the future economic strength of their communities...”<sup>2</sup> Investments in early childhood education pay significant dividends in the form of higher levels of readiness for K-12 education and ultimately higher rates of high school and college graduation. Second, recent studies completed for the San Mateo County Child Care Partnership Council underscored a significant shortage of early childhood education programs in San Mateo County and the Belle Haven and East Palo Alto area in particular, finding that only about 47% of the projected preschool needs in this community were being fulfilled. Moreover, performance in the K-12 school system in the community reflects this inadequacy of early childhood education: only 15.1% of third graders in the Ravenswood City School District which encompasses Belle Haven and East Palo Alto were found to meet the grade-level literacy standard<sup>3</sup>. Since Menlo Portal’s inception in 2019, our team has heard this need for early childhood education echoed throughout our outreach by numerous community members and City officials alike. Finally,

<sup>1</sup> [https://obamawhitehouse.archives.gov/sites/default/files/docs/early\\_childhood\\_report\\_update\\_final\\_non-embargo.pdf](https://obamawhitehouse.archives.gov/sites/default/files/docs/early_childhood_report_update_final_non-embargo.pdf)

<sup>2</sup> <https://www.firstthingsfirst.org/early-childhood-matters/investing-in-early-childhood/>

<sup>3</sup> [https://www.smcoe.org/assets/files/About\\_FIL/Child%20Care%20Partnership%20Council\\_FIL/Needs%20Assessment\\_FIL/CCPC\\_Needs\\_Assessment\\_East\\_Palo\\_Alto\\_11-17.pdf](https://www.smcoe.org/assets/files/About_FIL/Child%20Care%20Partnership%20Council_FIL/Needs%20Assessment_FIL/CCPC_Needs_Assessment_East_Palo_Alto_11-17.pdf)

in May/June 2020, the Menlo Park City Council evaluated its current and projected subsidies for the existing city-subsidized childcare programs in Menlo Park, the Menlo Children’s Center and the Belle Haven Child Development Center and considered whether or not to keep the programs active due to budgetary constraints. The Council ultimately voted to keep these childcare programs active, however tuition for the centers would be raised by \$500 per month reducing the affordability of the programs to local families. Considering these factors, it seems evident that affordable early childhood education would be a welcome resource for the community and we are eager to help address this need in our community amenity proposal.

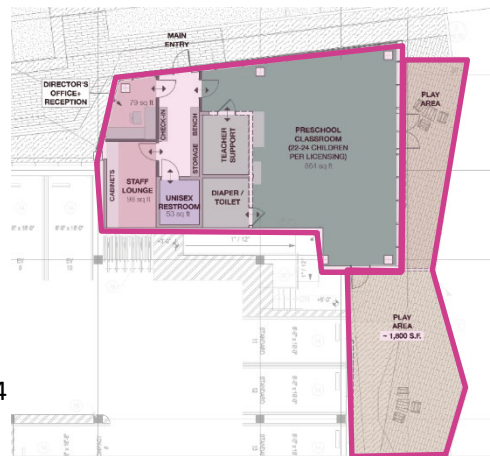
In reviewing the proposed community amenity list (Exhibit B) that was developed during the Belle Haven Vision Plan and ConnectMenlo processes in 2015, our proposed expansion of early childhood education programs fits most squarely within the “Social Service Improvements – Education Improvements in Belle Haven” category. Notably, “Education Improvements in Belle Haven” was ranked as the #1 priority item within the category of “Social Service Improvements” at a community workshop on March 12, 2015. Recent discussions with community members coupled with recent developments in the funding status of existing childcare programs suggest that education improvements in Belle Haven are an even more pressing priority today than they were in 2015.

Based on its extensive community outreach and research on early childhood education, our team recommends partnering with All Five, a Belle Haven-based organization who would ensure that the early childhood education programs run at Menlo Portal are firmly rooted in service to the Belle Haven community. All Five which was started by veteran educator Carol Thomsen in 2015 is based on a model of education equity, offering tuition subsidies to 75% of its enrolled families. On top of its subsidized structure, All Five provides a myriad of foundational yet unique learning opportunities to its pre-kindergarten children including:

- Problem-solving, measurement, number sense, spatial relationships and classification
- Cause and effect, inquiry through observation, knowledge of the natural world
- Self-care, practical life skills, responsibility in a group, and independence
- Language and communication skills
- Confidence, kindness and courtesy
- Natural / outdoor-based education (nutrition, physical fitness and building an understanding of ecosystems, food systems, and environmental processes)

We include additional detail on All Five as well as its funding model and proposed structure for Menlo Portal in the section, *Proposed Early Childhood Education Partner* which follows below.

Updated Community Amenity Space Layout



4

To further develop our design for the early childhood education space, our team engaged Dorman & Associates who has worked on Children's Center of the Stanford Community and several other notable early childhood education centers around the San Francisco Bay Area. With assistance from their team, we were able to confirm that the ground floor space dedicated in the office building could accommodate a preschool education center or similar facility serving anywhere from 20 – 24 children. The diagrams below show the proposed location of the childhood education center as well as the proposed layout within the space for use by our proposed operator. All told, the space includes 1,600 square feet of indoor space and 2,190 square feet of outdoor play area space.

#### *Proposed Early Childhood Education Use*

While we are still refining our design for the space, the proposed preliminary layout currently contemplates a preschool classroom setting for children between the approximate ages of 0 to 5 years old. The space incorporates an indoor classroom (~864 square feet), as well as unisex restroom, teacher support areas, reception area and staff lounge inside the building as well as an adjacent outdoor play area covered in artificial turf with tables and play equipment. We would estimate that the center would operate approximately between the hours of 9 am to 5:30 pm with the majority of pickups and drop-offs taking place between the hours of 7:30 am – 9 am and 5:30 pm – 7 pm. We have been working with the City staff to refine our proposed layout for a pickup and drop-off zone along Constitution Drive near the early childhood education center entrance which could be dedicated for use by patrons of the early childhood education center during its hours of operation. Preliminary architectural sketches of the proposed early childhood education center space may be found in Exhibit A.

#### *Sample Play Equipment for Outdoor Play Area*



Based on the number of children the facility could accommodate, we anticipate that approximately six staff members would be required to operate the facility on a day-to-day basis. With 94 total parking spaces and 12 bike parking spaces, the office building has more than enough vehicle and bicycle parking to accommodate these six staff members who will require dedicated parking throughout the hours of operation (i.e. dedicating six parking spaces to early childhood education center staff leaves 88 parking spaces, or a ratio of 2.5 spaces / 1,000 FAR square feet which is more than the City required minimum). Finally, we want to mention that dedication of the 2,190 square feet of outdoor play area to the early childhood education center would still leave 9,575 square feet of publicly accessible open space which is still



10% greater than the minimum required amount of publicly accessible open space for the project which is 8,723 square feet.

*Proposed Early Childhood Education Partner*

As previously noted, our team recommends partnering with Belle Haven-based All Five to bring this proposed community amenity program to fruition based on All Five’s proven track record of providing high-quality early childhood education opportunities since 2015. We first met with All Five back in 2019 through one of our early community outreach conversations and recently reconnected to discuss the prospect of expanding their early childhood education programs to the Menlo Portal amenity space.

All Five is the community’s only program accredited by the National Association of the Education of Young Children (NAEYC) serving local children from low-income families. All Five’s model is based around fostering educational equity and it therefore trifurcates its learning community – 50% of the children come from a low-income tier including homeless and house insecure, 25% from the middle tier (just above the poverty threshold) and 25% come from higher-tier income backgrounds. This model is based on research which supports the positive impact on learning in socio-economically diverse settings. Notably, 80% of All Five families reside in Menlo Park or East Palo Alto. In addition to the student community, All Five’s professional staff also draws heavily from the Belle Haven community having hired and trained six teachers from Belle Haven / East Palo Alto.

The idea for All Five was inspired by thirty years of teaching early childhood education in both lower, as well as higher income communities. The All Five model uncovers the significant opportunity gap between very low-income communities compared to surrounding neighborhoods. However, the model also facilitates sharing of families’ common values and purpose to provide the highest quality education possible for their children.

Based on the trifurcated structured outlined above and shown in the chart below, 75% of children and their families receive significant support to pay their tuition: 50% of the families’ tuition is paid by a combination of CSPP and CCTR contracts (California low-income ECE subsidy) and philanthropic contributions; 25% - who are just above the state’s low-income threshold – pay sliding scale tuition according to their ability to pay with any shortfall being funded through philanthropic contributions. For both of these groups, the philanthropic contribution comprises about \$1,300 per student per month. These families reside, almost exclusively, in the Belle Haven neighborhood.

All Five Families by Income Level

Tier	% of All Five Families	Annual Income (family or 3 or more)	Revenue Source
Lower (subsidized)	50%	<\$73,884	State subsidy + philanthropic contributions
Middle (subsidized)	25%	\$73,884 - \$111,588	Sliding scale tuition + philanthropic contributions
Higher	25%	>\$111,588	Full family-paid tuition

For the program at Menlo Portal, first priority for this 75% subsidized segment would be given exclusively to Belle Haven families with only any remaining seats offered to families in the neighboring community (outside Belle Haven) thereafter. Likewise, first priority for teaching staff positions would also be granted to Belle Haven residents.

Together with All Five, our team has also explored some potential performance metrics which would help provide accountability to the City and community during the early childhood education center's first two years of operations. Such metrics could include:

- 95% of All Five children entering kindergarten rated at “integrating” level on self- regulation DRDP assessments at Spring/Summer rating period.
- 95% of families report that their child is/children are “well-prepared” for kindergarten on self-assessment
- Average 50% attendance at each Family Café throughout year by families
- Average 80% families fulfilling monthly volunteer hours

Attached in Exhibit C is an overview letter which provides further details on All Five, its background and operating model. We are eager to continue working with the City and community to further refine the proposed partnership with All Five to maximize the benefit of its educational program at Menlo Portal.

#### *Proposed Valuation and Program Contributions*

As outlined in the previous section, we propose a partnership with All Five, a Belle Haven-based operator who would bring early childhood education programs to the Menlo Portal amenity space. Under this arrangement, All Five would be invited to occupy the space for the purpose of operating an early childhood education facility with all typical rental costs fully subsidized by Greystar. We are recommending that All Five grant priority enrollment for children residing in the Belle Haven community. We believe this may ultimately be determined by the City in partnership with All Five.

The estimated value of this neighborhood benefit space is comprised of two primary elements: (1) the discounted present value of the net operating cash flows based on similarly located commercial spaces in the Menlo Park and (2) additional funds that will be contributed to either to All Five or towards payment of an “in-lieu” fee which would be used at the City’s discretion according to two options presented below. In the case of Option 1, the total of these valuation components will be \$8,550,000, matching the community amenity value as determined by the Fabbro appraisal and in Option 2, total is \$8,892,783 due to the supplemental 10% administrative fee required for the \$3,770,609 in-lieu payment to the City.

Over the past several months, BAE Economics, a third-party economics and real estate advisory consulting firm conducted an independent review of our team’s initial valuation. The analysis performed by BAE determined that the value attributable to the commercial real estate space was \$2,762,174. BAE’s analysis breaks this value into two components – the net present value of the commercial space subsidy and the net present value of the subsidized operating costs. These costs are projected over a fifty-five-year time horizon assuming a 3.0% annual growth rate. This calculation and the BAE evaluation may be accessed on the City of Menlo Park website.

Based on discussions with City staff and community members, our team has updated this community amenity proposal to include two possible options for the lump sum payment portion of the amenity value. In the first option, the remaining balance of the amenity value due (i.e. \$5,787,826) would be contributed to All Five for its use in covering fit-out, early start-up costs and student tuition roughly according to the following schedule of estimated costs:

<b>CATEGORY</b>	<b>EXPENDITURE ITEM</b>	<b>ESTIMATED AMOUNT</b>
Interior Fit-Out	Interior finishes, fixtures, casework	\$ 95,000
Early Childhood Education Furniture	Community playthings	\$ 65,000
Staff / Teachers' Furniture	Office, teacher's lounge	\$ 25,000
Exterior Fit-Out	Landscaping, groundcover, shade structures	\$ 60,000
Play Yard Equipment	Tables, stools, mud-table, outdoor "kitchen", easels	\$ 30,000
Professional Development	Culture & community building support	\$ 10,000
Start-Up Costs	Educational supplies	\$ 50,000
Technology	Computers, phones, internet, software, support	\$ 25,000
Student Tuition Subsidy*		\$ 5,427,826
<b>Total</b>		<b>\$ 5,787,826</b>

\*Operating cost / state subsidy per child is approximately \$1,300 / month or \$15,600 / year

Notably, subsidizing the cost of student tuition would comprise roughly 94% of the lump sum financial contribution. Based on the current subsidy schedule, this amount would be enough to pay for the tuition of approximately 68 students over a period of five years.

In the second option, \$2,360,000 of the remaining amenity value due would be allocated to All Five for its use in covering fit-out, early start-up costs and revised student tuition contribution with the balance of the funds plus a ten percent administrative fee, or \$3,770,609 being contributed as an in-lieu payment towards the City's community amenity fund. These funds would then be allocated at the City's discretion.

<b>CATEGORY</b>	<b>EXPENDITURE ITEM</b>	<b>ESTIMATED AMOUNT</b>
Interior Fit-Out	Interior finishes, fixtures, casework	\$ 95,000
Early Childhood Education Furniture	Community playthings	\$ 65,000
Staff / Teachers' Furniture	Office, teacher's lounge	\$ 25,000
Exterior Fit-Out	Landscaping, groundcover, shade structures	\$ 60,000
Play Yard Equipment	Tables, stools, mud-table, outdoor "kitchen", easels	\$ 30,000
Professional Development	Culture & community building support	\$ 10,000
Start-Up Costs	Educational supplies	\$ 50,000
Technology	Computers, phones, internet, software, support	\$ 25,000
Student Tuition Subsidy*		\$ 2,000,000
In-Lieu Payment to City		\$ 3,770,609
<b>Total</b>		<b>\$ 6,130,609</b>

\*Operating cost / state subsidy per child is approximately \$1,300 / month or \$15,600 / year

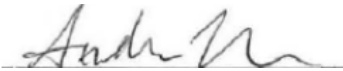
The \$2,000,000 student tuition subsidy contemplated above would be expected to last about four years and would be spent to the reduce the shortfall between student operating costs and tuition at the early childhood education center. This shortfall is driven in large part by three factors:

- The cost of operating a high-quality early childhood education program significantly exceeds the state funding available
- Families who don't qualify for state subsidy pay on a sliding scale rate based on their ability to pay
- The cost of providing teachers and staff, who live almost exclusively in Belle Haven and Menlo Park with a professional wage, benefits (health/life insurance, 401K, vacation) and development

The four years of funding described above would be important for All Five since this would give them the requisite two years to get a full childhood education program up and running smoothly with teachers and students. The ensuing two years of funding would allow All Five to continue building the program and establish funding for future years.

We thank you for the opportunity to submit this community amenity proposal for consideration and look forward to discussing further with City staff.

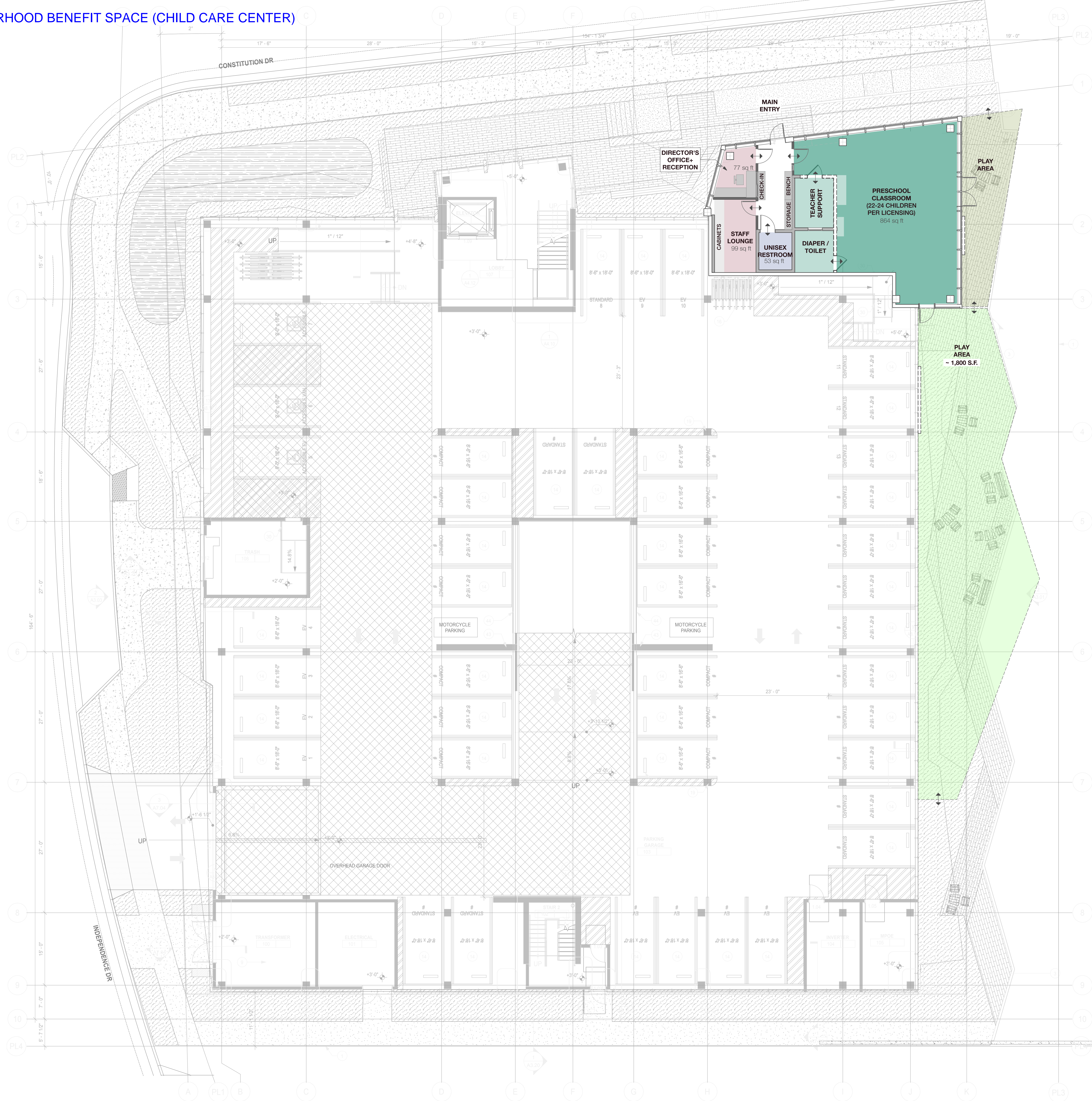
Sincerely,



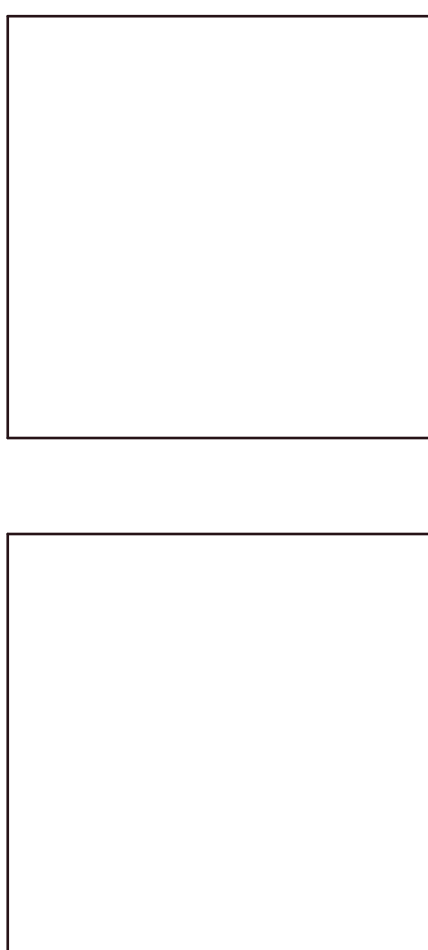
**Andrew Morcos**  
Senior Development Director  
Greystar

Exhibit A

SKETCH OF MENLO PORTAL NEIGHBORHOOD BENEFIT SPACE (CHILD CARE CENTER)



**Dorman Associates**  
ARCHITECTURE + INTERIORS  
CHRIS DORMAN, AIA  
229 FLAMINGO ROAD  
MILL VALLEY, CA 94041  
415.380.7914 TEL  
415.380.7915 FAX  
C@DORMANASSOCIATES.COM  
WWW.DORMANASSOCIATES.COM



**MENLO PORTAL OFFICE BUILDING  
CHILD DEVELOPMENT CENTER**  
104 & 110 CONSTITUTION DRIVE  
MENLO PARK, CA 94025

FEASIBILITY STUDY  
  
CHILD DEVELOPMENT CENTER BUBBLE DIAGRAM  
  
REVISIONS

DATE: 12/9/20  
SHEET

CDC BUBBLE DIAGRAM  
SCALE: 1/8" = 1'-0"



STREET TREES PENDING CONFIRMATION OF PG&E ABANDONING OF EXISTING GAS LINE BENEATH STREET TREE WELL. IF GAS LINE IS ABANDONED THAN STREET TREES WILL BE INSTALLED. IF GAS LINE IS REMAINING THEN ONLY SHRUBS AND GROUND COVER WILL BE PLANTED

DROP OFF ZONE FOR 3 CARS.

MAINTAIN 5' SIDEWALK

DARK GREEN: AT GRADE PLANTING

LIGHT GREEN: ELEVATED PLANTING

CONCRETE STAIR

**MATERIALS LEGEND**

- STANDARD CITY CONCRETE
- COLORED CONCRETE
- UNIT PAVERS - COLOR A
- UNIT PAVERS - COLOR B
- UNIT PAVERS - COLOR C
- SHRUB AND GROUND COVER
- BIOTREATMENT AREA
- TREE, SEE PLANTING PLAN

**GENERAL SYMBOLS & ABBREVIATIONS**

- PROPERTY LINE
- POINT OF BEGINNING
- CENTERLINE
- EQUAL
- ON CENTER
- NOT IN CONTRACT
- NUMBER
- TYPICAL
- QUANTITY
- VERIFY IN FIELD
- SEE ARCHITECTURAL DRAWINGS
- SEE CIVIL DRAWINGS
- SEE STRUCTURAL DRAWINGS
- SEE MECHANICAL DRAWINGS
- SEE ELECTRICAL DRAWINGS

**GATE LOCATIONS**

- SECTION CALLOUT

**LANDSCAPE GENERAL NOTES**

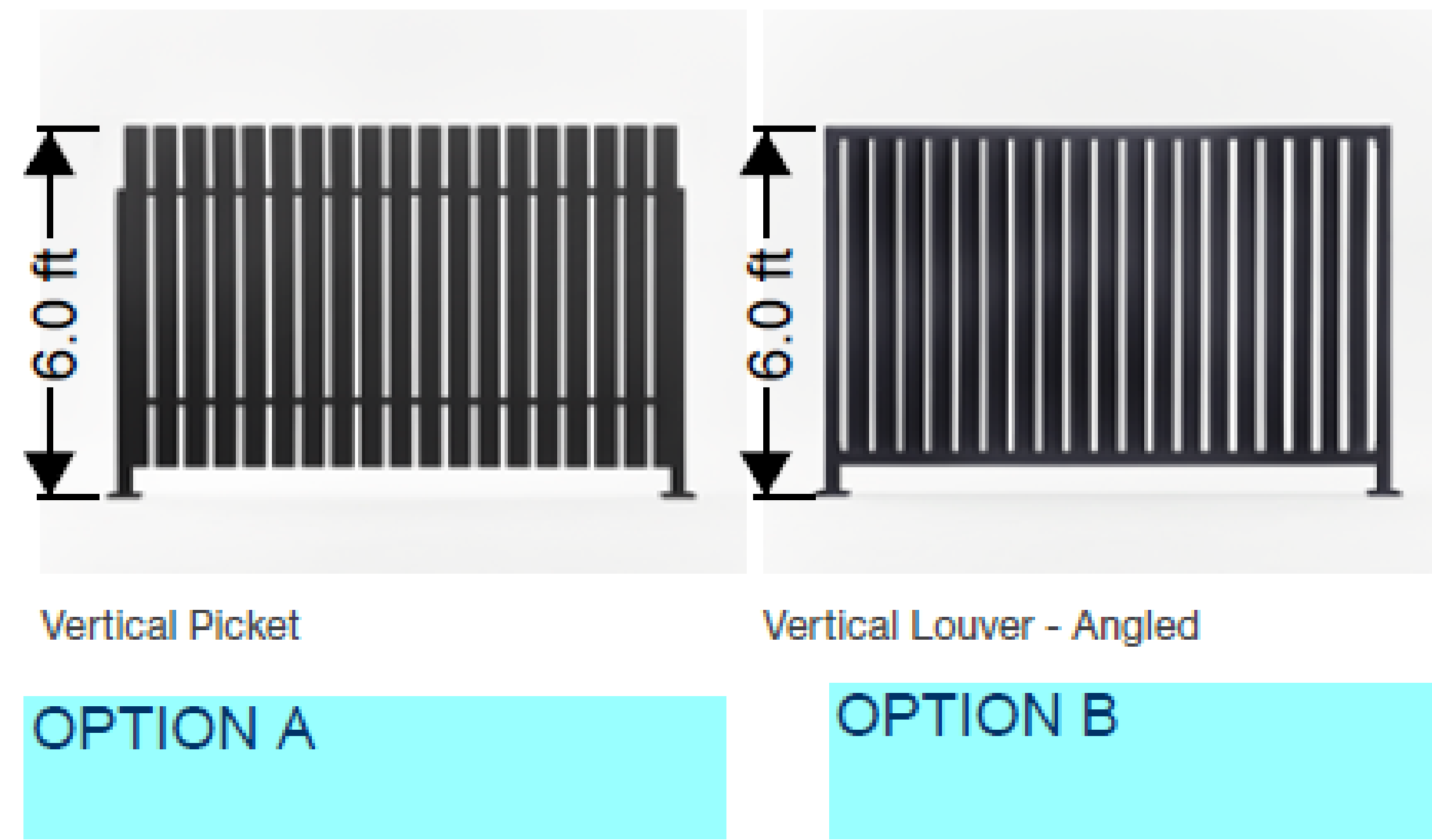
1. "TYP" OR TYPICAL MEANS THAT THE CONDITION IS REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, UNLESS OTHERWISE NOTED. DETAILS ARE USUALLY NOTED "TYP" ONLY ONCE WHEN THEY FIRST OCCUR.
2. NOTES AND SYMBOLS ON ONE DRAWING APPLY TO OTHER SIMILAR DETAILS AND CONDITIONS.
3. BECOME ACQUAINTED WITH SUBGRADE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNER'S REPRESENTATIVE. FAILURE TO DO SO WILL MAKE CONTRACTOR LIABLE FOR DAMAGE ARISING FROM HIS OPERATIONS SUBSEQUENT TO DISCOVERY OF SUCH UTILITIES NOT SHOWN ON PLANS.
4. DIMENSIONS ARE FROM OUTSIDE FACE OF BUILDING OR WALLS, UNLESS OTHERWISE NOTED, AND ARE TO BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND MAJOR EXCAVATION. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALING.
5. UNLESS OTHERWISE NOTED, ANGLES TO BE RIGHT ANGLES, ARCS WHICH APPEAR TANGENT AND UNIFORM ARE TO BE TANGENT AND UNIFORM, LINES WHICH APPEAR PARALLEL ARE TO BE PARALLEL, AND ITEMS WHICH APPEAR CENTERED TO BE CENTERED, MAINTAIN LINES TRUE, LEVEL, PLUMB, AND SQUARE.
6. REFER TO GRADING PLANS FOR GRADING AND DRAINAGE STRUCTURES PRIOR TO INSTALLATION OF WALKS, WALLS.

INDEPENDENCE DRIVE

STAIRS DOWN TO SIDEWALK ELEVATION  
RAMPS DOWN TO CENTRAL PLAZA AND SIDEWALK ELEVATION  
EXTENDED PATHWAY TO ALLOW 2ND EGRESS FROM PLAY AREA

OVERFLOW DROP OFF ZONE FOR 2 MORE CARS

FENCING TYPE OPTIONS AT PLAY AREAS :

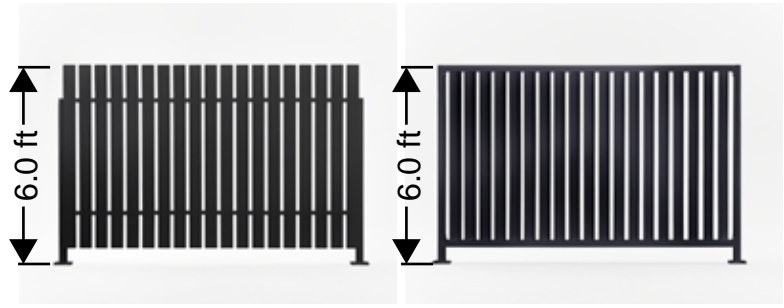


**MENLO PORTAL OFFICE  
DROP OFF ZONE SKETCH**

**PGADESIGN 12/7/2020**

REV	ISSUE	DATE
SD	100%	08.27.2020
DD	100%	09.24.2020
CD	1	10.29.2020





Vertical Picket

Vertical Louver - Angled

OPTION A

OPTION B



OPTION A  
VERTICAL PICKET



OPTION B  
ANGELED LOUVER



OPTION B  
ANGELED LOUVER

Exhibit B

# COMMUNITY AMENITY SURVEY RANKINGS

The following is a table of the community amenities that have been requested during the planning process; the categories and the amenities within each category are listed in order of how they were ranked by respondents at a community workshop on March 12, 2015 and in a survey that followed.

MARCH 12 WORKSHOP RANKING	ONLINE - REGISTERED RESPONDENTS	ONLINE - UNREGISTERED RESPONDENTS	PAPER - COLLECTED IN BELLE HAVEN	PAPER - MAILED IN	TOTAL SURVEYS COMBINED
22 RESPONSES	53 RESPONSES	26 RESPONSES	55 RESPONSES	60 RESPONSES	194 SURVEY RESPONSES
<b>Transit and Transportation Improvements</b>	<b>Transit and Transportation Improvements</b>	<b>Transit and Transportation Improvements</b>	<b>Transit and Transportation Improvements</b>	<b>Transit and Transportation Improvements</b>	<b>Transit and Transportation Improvements</b>
Sidewalks, lighting, and landscaping	Sidewalks, lighting, and landscaping	Sidewalks, lighting, and landscaping	Traffic-calming on neighborhood streets	Sidewalks, lighting, and landscaping	Sidewalks, lighting, and landscaping
Bike trails, paths or lanes	Bike trails, paths or lanes	Traffic-calming on neighborhood streets	Sidewalks, lighting, and landscaping	Traffic-calming on neighborhood streets	Traffic-calming on neighborhood streets
Dumbarton Rail	Traffic-calming on neighborhood streets	Bike trails, paths or lanes	Dumbarton Rail	Dumbarton Rail	Bike trails, paths or lanes
Traffic-calming on neighborhood streets	Dumbarton Rail	Dumbarton Rail	Innovative transportation solutions (i.e. personal rapid transit)	Bike trails, paths or lanes	Dumbarton Rail
Bus service and amenities	Bus service and amenities	Bus service and amenities	Bike trails, paths or lanes	Bus service and amenities	Innovative transportation solutions (i.e. personal rapid transit)
Innovative transportation solutions (i.e. personal rapid transit)	Innovative transportation solutions (i.e. personal rapid transit)	Innovative transportation solutions (i.e. personal rapid transit)	Bus service and amenities	Innovative transportation solutions (i.e. personal rapid transit)	Bus service and amenities
<b>Community-serving Retail</b>	<b>Community-serving Retail</b>	<b>Community-serving Retail</b>	<b>Community-serving Retail</b>	<b>Community-serving Retail</b>	<b>Community-serving Retail</b>
Grocery store	Grocery store	Grocery store	Grocery store	Grocery store	Grocery store
Restaurants	Restaurants	Pharmacy	Pharmacy	Pharmacy	Restaurants
Pharmacy	Pharmacy	Restaurants	Restaurants	Restaurants	Pharmacy
Bank/ATM	Bank/ATM	Bank/ATM	Bank/ATM	Bank/ATM	Bank/ATM
<b>Jobs and Training at M-2 Area Companies</b>	<b>Jobs and Training at M-2 Area Companies</b>	<b>Jobs and Training at M-2 Area Companies</b>	<b>Jobs and Training at M-2 Area Companies</b>	<b>Jobs and Training at M-2 Area Companies</b>	<b>Jobs and Training at M-2 Area Companies</b>
Job opportunities for residents	Education and enrichment programs for young adults	Job opportunities for residents	Job opportunities for residents	Job opportunities for residents	Job opportunities for residents
Education and enrichment programs for young adults	Job opportunities for residents	Education and enrichment programs for young adults	Education and enrichment programs for young adults	Education and enrichment programs for young adults	Education and enrichment programs for young adults
Job training programs and education center	Paid internships and scholarships for young adults	Job training programs and education center	Job training programs and education center	Job training programs and education center	Job training programs and education center
Paid internships and scholarships for young adults	Job training programs and education center	Paid internships and scholarships for young adults	Paid internships and scholarships for young adults	Paid internships and scholarships for young adults	Paid internships and scholarships for young adults
<b>Social Service Improvements</b>	<b>Energy, Technology, and Utilities Infrastructure</b>	<b>Social Service Improvements</b>	<b>Social Service Improvements</b>	<b>Social Service Improvements</b>	<b>Social Service Improvements</b>
Education improvements in Belle Haven	Underground power lines	Education improvements in Belle Haven	Education improvements in Belle Haven	Education improvements in Belle Haven	Education improvements in Belle Haven
Library improvements at Belle Haven	Telecommunications investment	Library improvements at Belle Haven	Medical center	Medical center	Medical center
Medical center	Incentives for private home energy upgrades, renewable energy, and water conservation	Medical center	High-Quality Affordable Housing	Senior service improvements	Library improvements at Belle Haven
Senior service improvements	Soundwalls adjacent to Highway 101	High-Quality Affordable Housing	Library improvements at Belle Haven	Library improvements at Belle Haven	High-Quality Affordable Housing
Add restroom at Onetta Harris Community Center		Senior service improvements	Senior service improvements	High-Quality Affordable Housing	Senior service improvements
Pool House remodel in Belle Haven	<b>Social Service Improvements</b>	Add restroom at Onetta Harris Community Center	Add restroom at Onetta Harris Community Center	Add restroom at Onetta Harris Community Center	Add restroom at Onetta Harris Community Center
High-Quality Affordable Housing	Education improvements in Belle Haven	Pool House remodel in Belle Haven	Pool House remodel in Belle Haven	Pool House remodel in Belle Haven	Pool House remodel in Belle Haven
	Library improvements at Belle Haven				
<b>Energy, Technology, and Utilities Infrastructure</b>	Medical center	<b>Energy, Technology, and Utilities Infrastructure</b>	<b>Energy, Technology, and Utilities Infrastructure</b>	<b>Energy, Technology, and Utilities Infrastructure</b>	<b>Energy, Technology, and Utilities Infrastructure</b>
Underground power lines	Senior service improvements	Underground power lines	Incentives for private home energy upgrades, renewable energy, and water conservation	Underground power lines	Underground power lines
Telecommunications investment	High-Quality Affordable Housing	Telecommunications investment	Underground power lines	Incentives for private home energy upgrades, renewable energy, and water conservation	Incentives for private home energy upgrades, renewable energy, and water conservation
Incentives for private home energy upgrades, renewable energy, and water conservation	Pool House remodel in Belle Haven	Incentives for private home energy upgrades, renewable energy, and water conservation	Telecommunications investment	Telecommunications investment	Telecommunications investment
Soundwalls adjacent to Highway 101	Add restroom at Onetta Harris Community Center	Soundwalls adjacent to Highway 101	Soundwalls adjacent to Highway 101	Soundwalls adjacent to Highway 101	Soundwalls adjacent to Highway 101
<b>Park and Open Space Improvements</b>	<b>Park and Open Space Improvements</b>	<b>Park and Open Space Improvements</b>	<b>Park and Open Space Improvements</b>	<b>Park and Open Space Improvements</b>	<b>Park and Open Space Improvements</b>
Bedwell Bayfront Park improvements	Bedwell Bayfront Park improvements	Bedwell Bayfront Park improvements	Tree planting	Bedwell Bayfront Park improvements	Tree planting
Tree planting	Tree planting	Tree planting	Community garden(s)	Tree planting	Bedwell Bayfront Park improvements
Dog park	Dog park	Dog park	Dog park	Community garden(s)	Community garden(s)
Community garden(s)	Community garden(s)	Community garden(s)	Bedwell Bayfront Park improvements	Dog park	Dog park

## WHERE SURVEY RESPONDENTS LIVE:

Neighborhood/City					
Belle Haven	136	Pine Forest	1	Palo Alto/ East Palo Alto	2
Central Menlo	1	West Menlo	2	Gilroy	1
Downtown	2	Willows/Willow Road	7	Linfield Oaks	1
East Menlo Park	3	Flood Park	1	Undisclosed	37
				<b>TOTAL</b>	<b>194</b>

# REVIEW THE PROPOSED COMMUNITY AMENITIES



The amenities described below were identified during the Belle Haven Vision Plan and during the first year of the ConnectMenlo process. They were ranked in this order in a survey in March/April, 2015. Approximate cost estimates have been added for each amenity.

**Place a dot to the left of the amenities that you think are most important.**

Transit and Transportation Improvements	Jobs and Training at M-2 Area Companies	Social Service Improvements	
A. Sidewalks, lighting, and landscaping – \$100 per linear foot <i>Enhance landscaping and lighting and fill gaps in sidewalk to improve the overall walkability</i>	A. Job opportunities for residents – \$10,000 in specialized training per employee <i>Local employers have a hiring preference for qualified residents</i>	A. Education improvements in Belle Haven – \$10,000 per student <i>Improvements to the quality of student education and experience in Belle Haven</i>	
B. Traffic-calming on neighborhood streets – \$100,000 per block/intersection <i>Address cut-through traffic with design features</i>	B. Education and enrichment programs for young adults – \$10,000 per participant <i>Provide programs that target students and young adults to be competitive in the job market, including existing tech jobs</i>	B. Medical center – \$6 million to construct (\$300 per square foot) <i>Medical center providing health care services and outpatient care</i>	
C. Bike trails, paths or lanes – \$100,000/ mile <i>Install new bike lanes and pedestrian paths and connect them to existing facilities and BayTrail</i>	C. Job training programs and education center – \$10,000 per participant <i>Provide residents with job training programs that prepare them with job skills</i>	C. Library improvements at Belle Haven – \$300,000 <i>Expand library programs and activities, especially for children</i>	
D. Dumbarton Rail– \$175 million to construct and open trolley <i>Utilize the right-of-way for new transit line between Redwood City and Menlo Park in the near term with stations and a new bike/pedestrian path</i>	D. Paid internships and scholarships for young adults – \$10,000 per participant <i>Provide internships at local companies and scholarships to local youth to become trained for tech jobs</i>	D. High-Quality Affordable Housing – \$440,000/unit less land; \$82,000 typical per-unit local gap financing needed for a tax-credit project <i>Integrate quality affordable housing units into new development</i>	
E. Innovative transportation solutions (i.e. personal rapid transit) – Price Varies <i>Invest in new technology like pod cars and transit that uses separate tracks</i>	<b>Energy, Technology, &amp; Utilities Infrastructure</b>		
F. Bus service and amenities – \$5,000 per rider seat <i>Increase the number of bus stops, bus frequency and shuttles, and bus shelters</i>	A. Underground power lines – \$200/foot min.; \$50,000/project <i>Remove overhead power lines and install them underground along certain roads</i>	F. Add restroom at Onetta Harris Community Center – \$100,000 <i>Additional restroom at the community center</i>	
<b>Community-serving Retail</b>			
A. Grocery store – \$15 million to construct (\$200 per sq ft) plus 25% soft costs, financing, etc.; \$3.7 million for 2 years of subsidized rent <i>A full-service grocery store providing a range of goods, including fresh fruits, vegetables and meat and dairy products</i>	B. Incentives for private home energy upgrades, renewable energy, and water conservation – \$5,000 per home <i>Offer financial assistance or other incentives to help area residents pay for energy-efficient and water conserving home improvements</i>	G. Pool House remodel in Belle Haven – \$300,000 <i>Remodel pool for year-round use with new heating and changing areas</i>	
B. Restaurants – \$1.5 million (3,000 sq ft at \$400 per sq ft plus 25% for soft costs, financing, etc.) <i>A range of dining options, from cafes to sit-down restaurants, serving residents and local employees</i>	C. Telecommunications investment – \$250 per linear foot <i>Improve the area's access to wifi, broadband, and other new technologies</i>	<b>Park and Open Space Improvements</b>	
C. Pharmacy – \$3.75 million (15,000 sq ft at \$200 per sq ft, plus 25% for soft costs, financing, etc.) <i>A full-service pharmacy that fills prescriptions and offers convenience goods</i>	D. Soundwalls adjacent to Highway 101– \$300,000 (\$600/foot) <i>Construct soundwalls between Highway 101 and Kelly Park to reduce sound</i>	A. Tree planting – \$10,000 per acre <i>Plant trees along streets and parks to increase tree canopy</i>	
D. Bank/ATM – \$1.88 million (3,000 sq ft at \$500 per sq ft plus 25% for soft costs, financing, etc.) <i>A bank or credit union branch with an ATM</i>		B. Bedwell Bayfront Park improvements – \$300,000 <i>Improve access to the park and trails within it</i>	
		C. Community garden(s) – \$26,000 to construct ~0.3 acres, 25 beds, 2 picnic tables <i>Expand space for community to plant their own produce and flower gardens</i>	
		D. Dog park – \$200,000 for 0.5 acre (no land cost included) <i>Provide a dedicated, enclosed place where dogs can run</i>	

Exhibit C





2/16/21

**TO:** Tim Racine & Andrew Morcos, Greystar  
[timothy.racine@greystar.com](mailto:timothy.racine@greystar.com) & [amorcos@greystar.com](mailto:amorcos@greystar.com)

**FROM:** Karen Pace & Carol Thomsen, All Five  
[karen@allfive.org](mailto:karen@allfive.org), [carol@allfive.org](mailto:carol@allfive.org)

## All Five Overview

All Five's mission is to empower all families to choose a high-quality early childhood education (ECE) for their children.

Since 2015, All Five leadership and staff have brought early childhood education equity to our community. Our work and community are centered where we are located, in eastern Menlo Park's Belle Haven neighborhood. The families we serve, no matter their socioeconomic background, have access to high-quality early childhood education for their children in a nurturing and respectful learning community. This child-centered, research-based approach to education in a full-day preschool program is designed to support working families. The program provides two meals and two snacks daily to ensure nutritional needs are met for growth and learning. This ten-hour per day, fifty-weeks per year approach matches the needs of working families with a bigger impact on learning.

All Five is our community's only NAEYC (National Association of the Education of Young Children - a highly respected organization and certification) accredited program serving children from low-income families. All Five is bringing equity to early childhood education, to the time when humans' brains grow the most.

Families in the Belle Haven community are 48% non-English-speaking, 40% homeless or house-insecure, 13% of children qualify for special education, and 18% of third graders read at grade level. Yet, our community of All Five families is purposely trifurcated. Research supports the positive impact on learning in socio-economically diverse settings. As such, our community of families fall into three categories: 50% low-tier; including homeless and house-insecure, 25% middle-tier; just above the poverty threshold, and 25% high-tier. Our low- and middle-tier families reside, almost exclusively, in our community.

All Five regularly maintains a lengthy waitlist that is nearly triple our capacity. In addition to unmet community early childhood education demand, we know families are desperate for infant and toddler care on the Peninsula. A county needs assessment report found the county has 10,000 more children under the age of five than early childhood care and education spaces.



2/16/21

The idea for All Five was inspired by thirty years of teaching early childhood education in both lower, as well as higher, income communities. Founder Carol Thomsen experienced young children, in their first five years of life, being treated very differently. Children from low-income families were assumed to need to be told how to learn, even though research shows that approach does not work and does not last. Children from high-income families were being nurtured using the latest research - showing that children are inherently curious, and when given the opportunity to direct their own learning, the learning sticks. Beautiful environments were not considered important for children from low-income families, yet essential for children from high-income families.

Our model uncovers the enormous opportunity gap between very low-income communities compared to surrounding neighborhoods. Yet, our model also facilitates sharing of families' common values and purpose to provide the highest quality education possible for their children. Our families all largely share the desire for community and connection.

Although other agencies provide early childhood education and preschool, All Five is the only intentionally socioeconomically integrated organization doing so. All Five is just five years old, but already its impact is recognized in the community, in San Mateo County, and throughout California. The waiting list of children and families, as well as the desire of teachers and community members, to visit the school (pre-COVID) are an example of All Five's impact locally. More widely, a national journalist featured All Five in a story about the "Extremely Separate and Widely Unequal" landscape of early childhood education programs. The story can be accessed [here](#).

All Five's executive director, and the entire staff, contribute to many of our community's broader educational initiatives including mentoring newer early childhood programs such as Menlo Park City School District's Early Learning Center. Further, since 2015, Carol has hired and trained ten teachers, six from our own Belle Haven/East Palo Alto community. Additionally, three of our students' moms have attended San Mateo County's Teacher Pipeline Program, as they have been inspired and supported by our program to become early education teachers.

All Five is grateful for expert partners who join us in serving our families and community including the Ravenswood City School District. The RCSD Board and District are committed to supporting teachers and staff to make RCSD a superior workplace, as well as to cultivating a connected community. Thus, our lease agreement with the district prioritizes early childhood education and care placement for RCSD staff, faculty, and families, as well as Ravenswood community families.

## Performance Standards

1. NAEYC accredited, high rating on QRIS
2. Since 2015, All Five has provided high-quality early childhood education to Belle Haven students and provided a holistic learning environment for their families
3. Following are All Five scholarship and subsidy data by enrollment percentage
  - a. 50% of family's tuition is paid by CSPP and CCTR contracts (California low-income ECE subsidy)
  - b. 25% of families pay sliding-scale tuition based on ability
  - c. 25% of families are full-pay with no subsidy
4. Fifty percent of All Five families reside in Menlo Park. Eighty percent of All Five families reside in Menlo Park or East Palo Alto
5. All Five is enthusiastic about expanding to the Greystar facility. All Five is committed to expanding enrollment to serve more Belle Haven/Menlo Park families, including a current facilities and enrollment expansion effort at their current location

## Program Implementation Evaluation Proposed Metrics

- o 95% of All Five children entering kindergarten rated at "integrating" level on self-regulation DRDP assessments at Spring/Summer rating period.
- o 95% of families report that their child is/children are "well-prepared" for kindergarten on self-assessment.
- o Average 50% attendance at each Family Café throughout year by families.
- o Average 90% families fulfilling monthly volunteer hours.

As COVID conditions prevent visitors to our magical campus, we created a video to share unique program with you. You can access the video [here](#).

## Memorandum

**To:** Kyle Perata and Payal Bhagat, City of Menlo Park

**From:** Stephanie Hagar, Associate Principal

**Date:** June 23, 2021

**Re:** Evaluation of Menlo Portal Community Amenities Proposal

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### Purpose

This memorandum provides BAE's assessment of the value of the applicant's community amenities proposal for the proposed Menlo Portal Project. The City-approved appraisal for the project site identified a required amenity value of \$8,550,000, and the project applicant has submitted a community amenities proposal that provides two options for addressing the community amenities requirement. Option 1 would provide space for a childcare facility in the project as well as a financial contribution to the childcare provider that would occupy the space. Option 2 would provide space for a childcare facility in the project, a financial contribution to the childcare provider that would occupy the space, and a financial contribution to the City of Menlo Park community amenity in-lieu fund. The applicant has provided an assessment of the value of the community amenities proposals that estimates a total value of \$8.55 million. This memorandum does not assess whether the proposed amenity falls within the current amenity list adopted by the City Council, or whether the same amenity has already been provided by another applicant. This memorandum evaluates the methodology and key assumptions that the applicant used to determine the value of the proposed community amenity and provides BAE's determination of the value.

The analysis presented in this memorandum builds on BAE's prior analysis of the proposed community amenity contribution from the project to assess the applicant's current community amenity proposal and valuation (dated June 11, 2021). BAE's initial evaluation of the community amenities proposal was presented in a memorandum prepared on February 24, 2021, based on the proposal that the applicant had submitted at that time. In response to comments from the applicant on the February 2021 memorandum, BAE prepared a supplemental analysis that was presented in a memorandum prepared on May 20, 2021. Both prior memorandums are attached to this memorandum for reference. The applicant's June 2021 community amenities evaluation incorporates findings from BAE's February and May 2021 analyses, provides additional information about the proposed amenities, and presents a revised proposal.

#### San Francisco

2560 9<sup>th</sup> St., Suite 211  
Berkeley, CA 94710  
510.547.9380

#### Sacramento

803 2<sup>nd</sup> St., Suite A  
Davis, CA 95616  
530.750.2195

#### Los Angeles

448 South Hill St., Suite 701  
Los Angeles, CA 90013  
213.471.2666

#### Washington DC

1140 3<sup>rd</sup> St. NE, 2<sup>nd</sup> Floor  
Washington, DC 20002  
202.588.8945

#### New York City

234 5<sup>th</sup> Ave.  
New York, NY 10001  
212.683.4486

## Key Findings

Table 1 below provides a summary of the value of the community amenities proposal that the project applicant has proposed as part of a request for bonus level development for a proposed project located at 115 Independence Drive and 104 and 110 Constitution Drive in Menlo Park. As shown, BAE found that the value of the proposed community amenity is approximately \$8.37 million, \$180,000 lower than the required \$8.55 million value.

The value of providing a childcare facility in the project would depend on the terms under which the property owner provides the space to the childcare operator. BAE's valuation estimates in the table below reflect the following terms:

- The space will be used as a childcare facility at no cost to the childcare facility operator. This means that the property owner will not charge the tenant for any rent or operating expenses at any point throughout the tenancy.
- The childcare facility space will be provided in the project for the life of the project. For the purpose of this analysis, the life of the project is assumed to be 55 years.
- The project applicant will provide a standard one-time tenant improvement allowance for the childcare operator that occupies the space, equal to \$75 per rentable square foot. This tenant improvement allowance will be provided in addition to any financial contribution to the childcare operator as part of the community amenity package. The value of the tenant improvement allowance will not be added to the overall value of the community amenity package.
- The property owner will provide the childcare facility with access to six parking spaces at no cost to the tenant.

Each of the above terms are consistent with the methodology that BAE used to assess the value of the proposed community amenity.

**Table 1: Summary of Community Amenity Proposal Valuation for Proposed Menlo Portal Project**

	Childcare Building Space	Childcare Build-Out Costs	Student Tuition Subsidy Contribution	Contribution to City In-Lieu Fund	Total	Shortfall (Compared to \$8.55 million required)
<b>Option 1</b>						
Applicant Valuation	\$2,762,174	\$540,000	\$5,247,826	N/A	\$8,550,000	\$0
BAE Evaluation	\$2,762,174	\$360,000	\$5,247,826	N/A	\$8,370,000	(\$180,000)
<b>Option 1</b>						
Applicant Valuation	\$2,762,174	\$540,000	\$2,000,000	\$3,247,826	\$8,550,000	\$0
BAE Evaluation	\$2,762,174	\$360,000	\$2,000,000	\$3,247,826	\$8,370,000	(\$180,000)

### Project Description

The proposed Menlo Portal project consists of 335 multifamily rental units and a 34,868-square foot office building. The project site is located at 115 Independence Drive and 104 and 110 Constitution Drive, within the Bayfront Area of Menlo Park. The project applicant is seeking approvals to construct the project at the bonus level density pursuant to the City’s community amenities program for the Residential Mixed Use Bonus (R-MU-B) zoning district. The R-MU-B zoning district allows a project to develop at a greater level of intensity with an increase in density, floor area ratio, and/or height in exchange for providing community amenities, which are intended to address identified community needs that result from the effect of the increased development intensity on the surrounding community. Community amenities also enable the surrounding community to benefit from the substantial increase in project value that is attributable to the increase in density, floor area, and/or height. Full project details are available on the City of Menlo Park website (<https://www.menlopark.org/1601/Menlo-Portal>).

### Community Amenities Proposal

Because the proposed project would be built at the bonus level of development, the project applicant is required to provide community amenities in exchange for the additional development potential that is allowable under the bonus level of development. In the case of the proposed project, an appraisal commissioned by the City (available at the link shown above) determined that the value of the community amenity must equal \$8,550,000.

The project applicant has provided a community amenities proposal that consists of providing space for use as a childcare facility as well as two options for providing a financial

contribution. In Option 1, the applicant would provide a financial contribution to the childcare provider that would operate out of the space to assist with fit-out and early start-up costs and provide tuition subsidies, with priority for tuition subsidies given to Belle Haven residents. In Option 2, the applicant would provide a smaller financial contribution to the childcare provider to serve the same purposes as in Option 1, and would also provide a financial contribution to the City of Menlo Park’s community amenities in-lieu fund. The proposed childcare facility would consist of approximately 1,600 square feet for indoor space and 2,190 square feet of outdoor space on the ground floor of the office portion of the project. The applicant’s proposal states that the property owner will fully subsidize all rental costs for the space, including the use of six on-site parking spaces. In both Option 1 and Option 2, the total proposed financial contribution to the childcare facility operator would be equal to the difference between the required \$8.55 million community amenity contribution and the value of providing the space for the childcare facility.

***Applicant Valuation of Community Amenities Proposal***

The applicant’s June 2021 community amenity proposal assesses the value of the community amenities proposal as shown in Table 2 below. As shown, the applicant valued the childcare building space at \$2.8 million, consistent with the analysis presented in BAE’s May 2021 memorandum. The applicant has also provided an estimate of \$540,000 to build out the childcare space. The remainder of the community amenities proposal would be comprised of a financial contribution to the childcare provider (Option 1) or the childcare provider and the City’s community amenity in-lieu fee fund (Option 2).

**Table 2: Applicant Valuation of Community Amenity Proposal**

<b>Amenity Component</b>	<b>Option 1</b>	<b>Option 2</b>
Childcare Building Space	\$2.8 M	\$2.8 M
Childcare Build-Out Costs	\$540 K	\$540 K
Student Tuition Subsidy	\$5.2 M	\$2.0 M
City In-Lieu Fee Contribution	<u>N/A</u>	<u>\$3.2 M</u>
<b>Total</b>	<b>\$8.6 M</b>	<b>\$8.6 M</b>

Source: Greystar, 2021.

**Analysis of Value of Community Amenities Proposal**

This section details BAE’s analysis of the applicant’s revised (June 11, 2021) community amenities proposal valuation.

***Evaluation of Providing the Childcare Facility Space***

As noted above, the applicant’s June 2021 valuation of providing space in the project for childcare is consistent with BAE’s May 2021 valuation. The analysis that supports this valuation is described in more detail in BAE’s February 2021 and May 2021 memoranda. These memoranda are provided as attachments for reference.

### **Childcare Fit-Out and Start-Up Costs**

The project applicant estimates that fit-out and start-up costs for the childcare space will total approximately \$540,000, broken down as shown in Table 3.

**Table 3: Applicant Estimate of Childcare Fit-Out and Start-Up Costs**

<b>Category</b>	<b>Expenditure Item</b>	<b>Estimated Amount</b>
Interior Fit-Out	Interior finishes, fixtures, casework	\$215,000
Early Childhood Education Furniture	Community playthings	\$65,000
Staff / Teachers' Furniture	Office, teacher's lounge	\$25,000
Exterior Fit-Out	Landscaping, groundcover, shade structures	\$120,000
Play Yard Equipment	Tables, stools, mud-table, outdoor kitchen, easels	\$30,000
Professional Development	Culture & community building support	\$10,000
Start-Up Costs	Educational supplies	\$50,000
Technology	Computers, phones, internet, software, support	\$25,000
<b>Total</b>		<b>\$540,000</b>

Source: Greystar, 2021.

The following subsections provide BAE's assessment of the fit-out and start-up costs for the childcare space. This analysis focused on the two largest line items in the applicant's estimated budget (interior and exterior fit out), as well as the overall cost, and did not include detailed research on all individual cost items shown in Table 3 above.

**Magnitude of Total Cost:** The estimated fit-out and start-up costs that the applicant has provided are on the high end of the range of typical costs to build out a childcare center. As discussed in BAE's February 2021 memo, fit-out and start-up costs for a childcare facility are often \$100,000 or less, with \$500,000 being the high end. The applicant's estimate of \$540,000 suggests extraordinary costs for build-out of the childcare space in the proposed project.

**Interior Fit-Out:** The largest line item in the applicant's fit-out and start-up cost budget is the interior fit-out cost for the space. The applicant estimates that the cost of the interior build-out will total \$215,000, or \$134 per square foot.

The \$2.8 million valuation for the childcare building space cited above includes a portion of the cost for interior build-out of the space, which should be excluded from the estimated fit-out and start-up costs to avoid double-counting these costs in the value of the proposed community amenity package. The valuation of the childcare building space is based largely on the rent that the property owner would forgo on by providing the space free of charge rather than renting the space to a standard office tenant. If the applicant were to rent the space to a standard office tenant rather than providing it as a community amenity, the lease would typically include a tenant improvement allowance to cover a portion of interior build-out costs, likely in the range of \$75 to \$100 per square foot. The tenant improvement allowance is



typically included as part of the tenant's base rent and is included when determining total project development costs. The total tenant improvement cost usually exceeds the property owner's tenant improvement allowance, with the remainder of the cost borne by the tenant.

In the case of the proposed childcare space, the estimated value of the space is based in part on an assumption that the property owner would provide a comparable tenant improvement allowance to the childcare provider as part of the subsidized rent package. BAE's February and May 2021 assessments of the value of providing the childcare space in the project reflects an assumption that the property owner will provide a tenant improvement allowance to cover a portion of the interior fit-out cost for the space, totaling \$120,000, or \$75 per square foot. Therefore, though the total the cost of the interior build-out space may total \$215,000 as cited by the applicant, only an estimated \$95,000 of this amount (i.e., \$215,000 total minus \$120,000 that would be covered by the standard tenant improvement allowance) would be an additional cost that the applicant would pay compared to a scenario in which the space was not provided as a community amenity. BAE's assessment of the value of the applicant's contribution to fit-out and start-up costs therefore includes an adjustment that reduces the total \$215,000 cost for interior buildout to \$95,000.

**Exterior Fit-Out:** The second largest cost in the applicant's fit-out and start-up cost budget is the exterior fit-out cost for the space, which would cover landscaping, groundcover, and shade structures. The applicant estimates that these costs will total \$120,000.

As discussed in BAE's February and May 2021 memoranda and stated above, BAE's estimate of the value of providing the childcare space is based largely on the rent that the property owner would forgo by providing the space free of charge. The rental rate used in the May 2021 evaluation is based on an assumption that, if rented to a standard office tenant, the space would include the private outdoor space that is part of the proposal for the childcare center. If the applicant were to rent the space to an office tenant, they would likely provide some landscaping for the private outdoor space. The extent of the landscaping and the portion that would be covered by the property owner would depend on negotiations between the property owner and potential tenants during lease-up. Due to its large private outdoor space, the proposed childcare space with would serve as a relatively unique space for office use, with no typical standard to determine the financial contribution that the developer would generally provide toward outfitting the outdoor area. However, even in a case where the outdoor space is not included as private space for an office tenant, the developer would provide landscaping for the space as part of their overall landscaping plan for the project, though likely to a lesser extent than for a private outdoor space. For the purpose of this analysis, BAE assumed that approximately half of the \$120,000 cost for exterior buildout would be an added cost associated with providing the childcare space as an amenity, while the remainder consists of costs that the property owner would cover even if the space were not provided as a community amenity.

**Summary of Analysis of Fit-Out and Start-Up Costs:** BAE’s estimate of the fit-out and start-up costs for the childcare space are shown in Table 4 below, after accounting for the adjustments to the interior and exterior buildout costs discussed above. The figures in the table below estimate the additional cost borne by the project applicant for childcare fit-out and start-up costs, in excess of the costs that the applicant would incur if the space were instead rented to a standard office tenant. As shown, BAE estimates that these costs will total \$360,000. While this estimate is somewhat lower than the estimate provided by the project applicant, these costs are nonetheless substantially higher than the typical fit-out and start-up costs for a childcare space.

**Table 4: BAE Estimate of Childcare Fit-Out and Start-Up Costs**

<b>Category</b>	<b>Expenditure Item</b>	<b>Estimated Amount</b>
Interior Fit-Out	Interior finishes, fixtures, casework	\$95,000
Early Childhood Education Furniture	Community playthings	\$65,000
Staff / Teachers' Furniture	Office, teacher's lounge	\$25,000
Exterior Fit-Out	Landscaping, groundcover, shade structures	\$60,000
Play Yard Equipment	Tables, stools, mud-table, outdoor kitchen, easels	\$30,000
Professional Development	Culture & community building support	\$10,000
Start-Up Costs	Educational supplies	\$50,000
Technology	Computers, phones, internet, software, support	\$25,000
<b>Total</b>		<b>\$360,000</b>

Source: Greystar, 2021; BAE, 2021.

***Remaining Financial Contribution***

The applicant has proposed two options for providing a financial contribution as part of the community amenity package from the proposed project. In Option 1, the applicant would provide \$5.2 million to the childcare facility operator, in addition to the fit-out and start-up costs discussed above, to cover tuition subsidies for children that would attend the childcare. In Option 2, the applicant would provide \$2.0 million to the childcare provider for tuition subsidies and make a \$3.2 million contribution to the City’s community amenity in-lieu fund.

The June 2021 community amenities proposal states that the childcare facility would accommodate approximately 20 to 24 children, and that approximately 75 percent of these children (15 to 18 children) would receive a tuition subsidy of approximately \$1,300 per month (\$15,600 per year) each. Therefore, in Option 1, this subsidy could provide subsidies for approximately 19 to 22 years.<sup>1</sup> In Option 2, this subsidy could provide tuition subsidies for approximately seven to nine years.<sup>2</sup> However, the actual number of years over which the financial contribution will provide enrollment subsidies could be somewhat lower than these estimates. The applicant’s proposal indicates that the \$2,000,000 financial contribution that would be provided in Option 2 would provide approximately four years of funding, as these

<sup>1</sup> \$5,247,826 total ÷ \$15,600 per student ÷ 18 students = 18.7 years; \$5,247,826 total ÷ \$15,600 per student ÷ 15 students = 22.4 years

<sup>2</sup> \$2,000,000 total ÷ \$15,600 per student ÷ 18 students = 7.1 years; \$2,000,000 total ÷ \$15,600 per student ÷ 15 students = 8.5 years

funds would be used in part to cover funding shortfalls during the first two years of the operation of the childcare facility during which the childcare operator would be working get the program to full operations.

**Summary of Determination of Community Amenity Value**

Table 5 below provides a summary of BAE’s determination of the value of the community amenity proposal. The value shown includes the value of providing the childcare facility space, based on the methodology described in BAE’s February and May 2021 memoranda, childcare fit-out and start-up costs, and the proposed financial contributions. As shown, this analysis estimates the total value of the proposed community amenities to be \$8,370,000 for either of the two options, or \$180,000 less than the required community amenity value.

**Table 5: BAE Valuation of Community Amenity Proposal**

	<b>Option 1</b>	<b>Option 2</b>
Childcare Building Space	\$2,762,174	\$2,762,174
Childcare Build-Out Costs	\$360,000	\$360,000
Student Tuition Subsidy	\$5,247,826	\$2,000,000
City In-Lieu Fee Contribution	<u>N/A</u>	<u>\$3,247,826</u>
<b>Total</b>	<b>\$8,370,000</b>	<b>\$8,370,000</b>
Required Community Amenity Value	\$8,550,000	\$8,550,000
<b>Excess / (Shortfall) Community Amenity Value</b>	<b>(\$180,000)</b>	<b>(\$180,000)</b>

Source: Greystar, 2021; BAE, 2021.

**ATTACHMENT 1:**  
**FEBRUARY 2021 ANALYSIS OF COMMUNITY AMENITY  
PROPOSAL**

## Memorandum

**To:** Kyle Perata and Payal Bhagat, City of Menlo Park

**From:** Stephanie Hagar, Associate Principal

**Date:** February 24, 2021

**Re:** Evaluation of Menlo Portal Community Amenities Proposal

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### Purpose

This memorandum provides BAE's assessment of the value of the applicant's community amenities proposal for the proposed Menlo Portal Project. The City-approved appraisal for the project site identified a required amenity value of \$8,550,000, and the project applicant has submitted a community amenities proposal that would commit to providing space for a childcare facility in the project as well as a financial contribution to the childcare provider that would occupy the space. The applicant has provided an assessment of the value of the community amenities proposal that estimates a total value of \$8.55 million. This memorandum does not assess whether the proposed amenity falls within the current amenity list adopted by the City Council, or whether the same amenity has already been provided by another applicant. This memorandum evaluates the methodology and key assumptions that the applicant used to determine the value of the proposed community amenity and provides BAE's determination of the value.

### Key Findings

Table 1 below provides a summary of the value of the community amenities proposal that the project applicant has proposed as part of a request for bonus level development for a proposed project located at 115 Independence Drive and 104 and 110 Constitution Drive in Menlo Park. As shown, BAE found that the value of the proposed community amenity is approximately \$5.29 million, \$3.26 million lower than the required \$8.55 million value.

The value of providing a childcare facility in the project would depend on the terms under which the property owner provides the space to the childcare operator. BAE's valuation estimates in the table below reflect the following terms:

- The space will be used as a childcare facility at no cost to the childcare facility operator. This means that the property owner will not charge the tenant for any rent or operating expenses at any point throughout the tenancy.

#### San Francisco

2560 9<sup>th</sup> St., Suite 211  
Berkeley, CA 94710  
510.547.9380

#### Sacramento

803 2<sup>nd</sup> St., Suite A  
Davis, CA 95616  
530.750.2195

#### Los Angeles

448 South Hill St., Suite 701  
Los Angeles, CA 90013  
213.471.2666

#### Washington DC

1140 3<sup>rd</sup> St. NE, 2<sup>nd</sup> Floor  
Washington, DC 20002  
202.588.8945

#### New York City

234 5<sup>th</sup> Ave.  
New York, NY 10001  
212.683.4486

- The childcare facility space will be provided in the project for the life of the project. For the purpose of this analysis, the life of the project is assumed to be 55 years.
- The project applicant will provide a standard one-time tenant improvement allowance for the childcare operator that occupies the space, equal to \$75 per rentable square foot. This tenant improvement allowance will be provided in addition to any financial contribution to the childcare operator as part of the community amenity package. The value of the tenant improvement allowance will not be added to the overall value of the community amenity package.
- The property owner will provide the childcare facility with access to six parking spaces at no cost to the tenant.

Each of the above terms are consistent with the methodology that BAE used to assess the value of the proposed community amenity.

**Table 6: Summary of Community Amenity Proposal Valuation for Proposed Menlo Portal Project**

	Childcare Space	Financial Contribution to Childcare Operator	Total	Shortfall (Compared to \$8.55 million required)
Applicant Valuation	\$5,924,228	\$2,625,772	\$8,550,000	\$0
BAE Evaluation	\$2,666,927	\$2,625,772	\$5,292,699	<b>(\$3,257,301)</b>

## Project Description

The proposed Menlo Portal project consists of 335 multifamily rental units and a 34,868-square foot office building. The project site is located at 115 Independence Drive and 104 and 110 Constitution Drive, within the Bayfront Area of Menlo Park. The project applicant is seeking approvals to construct the project at the bonus level density pursuant to the City's community amenities program for the Residential Mixed Use Bonus (R-MU-B) zoning district. The R-MU-B zoning district allows a project to develop at a greater level of intensity with an increase in density, floor area ratio, and/or height in exchange for providing community amenities, which are intended to address identified community needs that result from the effect of the increased development intensity on the surrounding community. Community amenities also enable the surrounding community to benefit from the substantial increase in project value that is attributable to the increase in density, floor area, and/or height. Full project details are available on the City of Menlo Park website (<https://www.menlopark.org/1601/Menlo-Portal>).

## Community Amenities Proposal

Because the proposed project would be built at the bonus level of development, the project applicant is required to provide community amenities in exchange for the additional development potential that is allowable under the bonus level of development. In the case of

the proposed project, an appraisal commissioned by the City (available at the link shown above) determined that the value of the community amenity must equal \$8,550,000.

The project applicant has provided a community amenities proposal that consists of providing space for use as a childcare facility as well as providing a financial contribution to a childcare provider that would operate out of the space to assist with fit-out and early start-up costs and provide subsidies for students who are Belle Haven residents. The proposed childcare facility would consist of approximately 1,600 square feet for indoor space and 2,190 square feet of outdoor space on the ground floor of the office portion of the project. The applicant's proposal states that the property owner will fully subsidize all rental costs for the space, including the use of six on-site parking spaces. The proposed financial contribution to the childcare facility operator would be equal to the difference between the required \$8.55 million community amenity contribution and the value of providing the space for the childcare facility as described above. The community amenities proposal states that the financial contribution could cover tenant improvements, licenses, permits, regulatory fees, fixtures, furniture, equipment, and other setup costs, with any remaining funds to be used to subsidize the childcare provider's early operating costs and contribute towards enrollment subsidies for students from Belle Haven.

***Applicant Valuation of Community Amenities Proposal***

The project applicant has provided an assessment of the community amenities proposal described above. The applicant determined that the value of providing the space for a childcare facility would include:

- 1) The present value of the rent subsidy for the commercial space over ten years, which the applicant values at \$6.50 per square foot per month, increasing by 3.0 percent per year. According to the community amenities proposal, this amount includes both the rent subsidy and an additional liability insurance cost associated with having a childcare facility at the property.
- 2) The present value of the rent subsidy for the six commercial parking spaces over ten years, which the applicant values at \$75 per space per month, increasing by 3.0 percent per year.
- 3) The present value of the operating expenses for the space over ten years, which the applicant estimates at \$1.00 per square foot per month, increasing by 3.0 percent per year.
- 4) The present value of the terminal value (or estimated total value) of the space in year 11.

The community amenities proposal also includes a financial contribution to the childcare facility operator equal to the difference between the total \$8.55 million community amenity value requirement and the sum of the four items listed above.

The applicant’s assessment of the value of the community amenities proposal is shown in Table 2 below. The attachments to this memorandum include the applicant’s calculation of the value of providing the ground floor space for use as a childcare facility.

**Table 7: Applicant Valuation of Community Amenity Proposal**

	<b>Applicant Valuation</b>
1 PV of Space Rent Subsidy (10 years)	\$1,833,696
2 PV of Parking Rent Subsidy (10 years)	\$43,715
3 PV of Operating Costs (10 years)	\$282,107
4 PV of Terminal Value (in year 11)	<u>\$3,764,711</u>
<b>Total Value of Providing Childcare Facility Space</b>	<b>\$5,924,228</b>
<b>Financial Contribution to Childcare Facility Operator (a)</b>	<b>\$2,625,772</b>
<b>Total Community Amenity Value</b>	<b>\$8,550,000</b>

Note:

(a) The applicant’s community amenity proposal states that the financial contribution to the childcare operator would cover fit out and initial start-up costs.

Source: Greystar, 2021; BAE, 2021.

## Analysis of Value of Community Amenities Proposal

This section details BAE’s analysis of the applicant’s community amenities proposal, including a discussion of the value of providing the childcare facility space and a discussion related to the financial contribution to the childcare provider.

### *Evaluation of Providing the Childcare Facility Space*

BAE’s methodology for assessing the value of providing the childcare space differs from the methodology used by the applicant in two respects. First, BAE adjusted the calculations to show the net present value of the property owner’s rent subsidy for the childcare facility over a 55-year term, in contrast to the 10-year term shown in the applicant’s calculations, and excluded the terminal value of the space from the calculations. Second, BAE adjusted some of the underlying assumptions that affect the value of providing the childcare facility space as appropriate based on market practices and industry standards.

**Term of Subsidy & Termination Value.** The applicant’s assessment of the value of providing the childcare facility space includes the net present value of the ongoing rent subsidy to the tenant over a ten-year period as well as the terminal value of the space in year 11. The terminal value calculation is equal to the total estimated property owner subsidy associated with providing the childcare space in year 11 divided by 4.5 percent, multiplied by the present value factor in year 11. In effect, this calculation approximates the capitalized value of the subsidy in year 11, discounted to current dollars based on the present value factor. The capitalized value of a project is typically equal to the net operating income that a project



produces (i.e., rental income less expenses) divided by the capitalization rate (“cap rate,” equal to 4.5 percent in the applicant’s calculations).<sup>3</sup> While the true capitalized value of the project would omit operating expenses from the cash flow calculation, it is appropriate to include operating expenses in this instance if the property owner would pay all expenses on behalf of the tenant, as this subsidy would contribute to the value associated with the total contribution from the project applicant.

Conceptually, this methodology uses the net present value of the terminal value of the subsidy in year 11 as a proxy to represent the net present value of the subsidy from year 11 on into perpetuity. Due to the discount rate used to convert the future values to a current value, the value of subsidy contributions that occur far in the future have only a minimal impact on the value of the subsidy in net present value terms. Therefore, the net present value of the project in year 11 can be used to provide a reasonable estimate of the value of these ongoing subsidy payments into perpetuity.

While the approach that the applicant used is generally reasonable if the space will be fully subsidized for the life of the project, this analysis simplified the conceptual basis for valuing the amenity by calculating the net present value of the subsidy over 55 years and eliminating the terminal value from the calculation. This approach more directly estimates the net present value of the subsidy over the potential life of the project, rather than calculating the net present value of the subsidy over 10 years and using the year 11 terminal value as a proxy for the net present value of the subsidy in years 11 through 55.

**Rental Rate.** The applicant’s assessment of the value of providing the childcare facility space assumes that the market rate rent for the space would be equal to \$6.50 per square foot per month, triple net (NNN), with a 3.0 percent annual increase. The community amenities proposal states that this rental rate includes an additional liability insurance cost that would be borne by the applicant due to the property including a childcare facility on site. Commercial building liability insurance is borne by the building owner and is separate and apart from and in addition to the insurance held by the childcare facility itself. The childcare operator would bear the cost of the insurance that would cover the childcare facility itself, while the building owner would bear the cost of the insurance on the building. The community amenities proposal does not specify the portion of the \$6.50 per square foot per month rental rate that is attributable to rent or the portion that is attributable to the property owner’s estimated increase in insurance costs due to the childcare use.

BAE reviewed data from CoStar on office rents in Menlo Park and determined that the owner of the project could reasonably expect a monthly rent equal to \$6.00 per square foot per month if the community amenity space were rented to an office tenant, given the size,

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<sup>3</sup> The cap rate is a common metric used to estimate the value of a property based on the rental income it produces, and varies based on property type, location, and other property-specific characteristics.

location, and type of office space that the ground floor commercial space would offer. This rental rate approximates the rental income that the property owner would forgo by providing the space for use as a childcare facility at no charge to the childcare provider. This also approximates the cost savings to the childcare provider compared to renting a comparable space at market rates. Therefore, BAE's evaluation of the value of the community amenities proposal includes the value of the rent for the space at a rate of \$6.00 per square foot per month. However, it should be noted that a childcare provider would not necessarily seek out a comparable space if the childcare space were not provided in the proposed project. Childcare facilities occupy a range of spaces, including but not limited to private homes, excess school site facilities, community centers, and buildings primarily used for religious purposes, and therefore this subsidy is not necessarily reflective of the money that the childcare provider would save due to their occupying space in the proposed project.

Unlike the rental rate shown in the evaluation provided by the applicant, this amount does not include any additional commercial building liability insurance as a result of including a childcare facility in the project. BAE contacted three insurance brokers that work with commercial property owners to assess whether the property owner's insurance would be higher due to the presence of a childcare center on site, compared to a scenario in which the ground floor space is occupied by a different tenant. All three brokers stated that fewer insurers would be willing to cover a building with a childcare use, resulting in a smaller pool of potential insurers. One of the brokers reported that, despite more limited options in potential insurers, the cost of the insurance would not increase due to the childcare use. The two other brokers reported that the cost could potentially be higher but would not necessarily be higher. One of these two brokers also stated that any cost increase would be negligible, as the primary insurance would be on the childcare center operator itself rather than the building, while the other did not comment on the potential magnitude of any cost increase.

Based on these discussions, BAE does not recommend that the City give the applicant credit toward the community amenity value due to any potential additional insurance cost unless the applicant is able to demonstrate that the liability insurance on the building would be higher due to the presence of a childcare facility on site, as well as the magnitude of the increase in insurance costs. For reference, prior BAE research on childcare center operating costs indicates that a childcare center operator typically has an annual insurance cost ranging from approximately \$1,000 to \$3,500 per year. Because the childcare center operator would carry the primary insurance associated with the childcare facility, it is unlikely that any increase in the building owner's liability insurance would exceed the amount paid by the childcare center operator itself. If the inclusion of a childcare center on site increased the building owner's insurance cost by \$1,000 per year, this would be equal to approximately \$0.052 per rentable square foot per month for the childcare facility. In net present value terms, an additional \$0.052 per rentable square foot per month in insurance expenses, applied to the 1,600-square foot space and increased by 3.0 percent per year for 55 years, has a value equal to \$19,811.

**Commercial Parking Income.** The applicant's assessment of the value of the commercial space includes the value of six commercial parking spaces that would be dedicated to the childcare operator. The applicant assumed that the value of these spaces would be equal \$75 per space per month, increasing by 3.0 percent per year. BAE's assessment of the value of providing the childcare facility space does not include the value of any parking rent. BAE reviewed listings for office properties in Menlo Park and neighboring cities and did not find any comparable office properties that charge rent to office tenants for use of onsite parking spaces. As a result, BAE determined that the applicant would not be foregoing any revenue by dedicating six commercial parking spaces to the childcare provider. In addition, the dedication of the parking spaces does not represent a cost savings to the childcare provider relative to a scenario in which the provider rents a similar space at market value. Should the applicant want to include any value for these spaces in the community amenity valuation, BAE recommends that the City require the applicant to demonstrate that the parking space rental assumptions are consistent with standard practice for comparable office properties within the Bayfront Area of Menlo Park.

**Expenses/Operating Costs.** The applicant's assessment of the value of providing the childcare facility space use includes \$1.00 per square foot per month in operating expenses for the commercial space, with increases equal to 3.0 percent per year.<sup>4</sup> This operating cost assumption is consistent with typical operating cost assumptions for similar commercial space, and in a standard NNN lease the tenant would reimburse the property owner for these costs. If the project applicant commits to covering these costs in their entirety on behalf of the childcare provider, this would represent an additional cost to the project applicant. Similarly, this would represent a cost savings to the childcare facility operator compared to their renting a comparable space at market rates. Therefore, BAE determined that including these costs in the determination of the community amenity value at the rate identified by the applicant is appropriate, provided that the applicant commits to covering these costs in their entirety throughout the life of the project.

**Rentable Square Footage.** The applicant's community amenities proposal states that the childcare facility would consist of approximately 1,600 square feet of indoor space and 2,190 square feet of outdoor space, totaling 3,790 square feet of combined indoor and outdoor space. However, the calculations provided in the applicant's community amenity proposal value the rent subsidy and operating expenses for the space based on a 2,904-square foot space. In other words, the calculations apply the per-square-foot rental rates and operating expenses described above to a 2,904-square foot space to calculate the total rent subsidy and operating expenses for the space. It is not clear why the square footage of the space in these

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<sup>4</sup> The applicant's operating expense estimate does not include any increase in liability insurance costs attributable to including the childcare space in the project because the applicant included this cost in the assumed rent subsidy amount.

calculations differs from the square footage of the space as stated in the community amenities proposal.

BAE's assessment of the value of the community amenities proposal values the rent subsidy and operating expenses based on the 1,600-square foot indoor portion of the childcare facility only. The indoor square footage constitutes the rentable square footage that the property owner would be able to lease to another tenant if the space were not provided for use as community amenity. Similarly, if the property owner were to rent the ground floor space to a commercial tenant rather than provide it for use as a childcare facility, the operating expenses that property owner would charge for the space would be based on the indoor (i.e., rentable) square footage of the space. Therefore, using the indoor square footage to estimate the value of the space results in an estimate of the income that the property owner would forego, due to foregone rent and expense reimbursement payments, if the space is provided for use as a childcare facility at no cost to the childcare provider.

**Rent and Expense Escalation in Project Completion Year.** While the 3.0-percent annual rent and expense growth rate shown in the community amenities proposal is generally reasonable, this assumption is incorrectly applied in the applicant's calculation of the community amenity value in a manner that overestimates the value. The calculations shown in the community amenities proposal use a 3.0 percent annual escalation rate to estimate growth in rent (both for the childcare space and for parking) and expenses over time. The applicant estimates that the project will be completed in 2023, approximately two years from the date of the community amenities proposal, and therefore the calculations should apply two years of rent and expense escalation to the current year (2021) rent and expense estimates to estimate rent and expenses when the project is completed. However, the applicant's calculations apply four years of rent and expense growth to derive the 2023 rent and expense estimates, which overinflates the value of the space in 2023 and in each subsequent year. BAE adjusted the 2023 rent and expense estimates by applying only two years of escalation to the 2021 base year assumptions. This change also reduced the rent and expense estimates in each subsequent year because the annual growth rate was applied to the corrected 2023 estimates to derive the rent and expense estimates in each subsequent year.

**Tenant Improvement Allowance.** The applicant's community amenity proposal includes a financial contribution to the childcare facility operator to cover tenant improvements as well as other costs but does not specify the portion of the financial contribution that would be used to cover tenant improvements specifically. A standard lease for the commercial space would typically include a tenant improvement allowance in the range of \$75 to \$100 per square foot, and therefore the project applicant would likely offer a tenant improvement allowance within this range even if the commercial space were not offered as a community amenity. A tenant improvement allowance is typically included as part of the tenant's base rent and is included when determining total project development costs. The total tenant improvement cost usually exceeds the property owner's tenant improvement allowance, with the remainder of the cost

borne by the tenant. Therefore, if the financial contribution to the childcare operator is to be included as part of the community amenity package, this contribution should be in addition to the property owner providing a standard tenant improvement allowance to the childcare operator that is not included as part of the community amenity package. In other words, to the extent that the financial contribution is used to cover tenant improvements, it should only be used for the cost that the childcare operator would otherwise need to cover in excess of a standard tenant improvement allowance for the space, with the applicant providing a standard allowance as part of the base rent subsidy amount.

### ***Evaluation of the Financial Contribution***

The applicant has proposed a \$2.6 million contribution to the childcare facility operator, which would cover initial fit-out and start-up costs for the facility, with any remaining funds to be used to subsidize early operating expenses and contribute toward enrollment subsidies for children from Belle Haven. BAE did not provide an assessment of the value of the financial contribution, as the value is equal to the dollar amount. As noted above, unless the initial fit-out or tenant improvements are in excess of the standard allowance they should not be included as a community amenity. BAE recommends that the City request additional information regarding how the financial contribution will be used, to ensure that the use of these funds is consistent with City goals and policies.

The proposed financial contribution is sizable relative to the costs that the financial contribution is intended to cover. BAE research indicates that childcare facility fit-out and start-up costs are typically \$100,000 or less, though these costs could potentially be as high as \$500,000 in some cases. This suggests that over \$2.0 million of the financial contribution could potentially be available to cover early operating costs and enrollment subsidies. Information provided in the community amenities proposal indicates that approximately 50 percent of children served by the childcare facility will have their tuition fully covered by State of California subsidies. These children would not require an additional enrollment subsidy because they are already covered by a State program. Approximately 25 percent of children served would typically be charged on sliding scale based on ability to pay, with the shortfall funded through philanthropy. The remaining 25 percent would be charged the full cost based on their family income, which presumably determines that these families are able to pay the full amount. This suggests that five or six of the 20 to 24 spots in the proposed daycare facility would be filled by students that would typically require philanthropic sources to cover a portion of their tuition. This amounts to hundreds of thousands of dollars for each childcare slot that could be funded in part using these funds. Given that these students would not receive a full enrollment subsidy, it could take several decades to use these funds for enrollment subsidies, potentially extending past the life of the project. To the extent that the financial contribution could be used to cover early operational costs, as indicated in the community amenities proposal, the proposal does not specify which costs this would include, or whether these costs could overlap with operational costs that would be covered by the enrollment subsidies. While there may be factors associated with the proposed childcare

facility that affect start-up costs, operating costs, or enrollment subsidy needs, BAE recommends that the City request additional information on the intended uses of these funds to determine if these uses would be consistent with the goals of the community amenities program.

**Summary of Determination of Community Amenity Value**

Table 5 below provides a summary of BAE’s determination of the value of the community amenity proposal. The value shown includes the value of providing the childcare facility space, based on the methodology described above, as well as the financial contribution to the childcare operator that is shown in the applicant’s community amenities proposal. As shown, this analysis estimates the value of providing the childcare facility space to be equal to \$2,666,927. Combined with the proposed financial contribution to the childcare facility operator, this analysis finds that the value of the community amenity totals \$5,292,699.

**Table 8: BAE Valuation of Community Amenity Proposal**

	<b>Applicant Valuation</b>
1 PV of Space Rent Subsidy (10 years)	\$2,285,937
2 PV of Parking Rent Subsidy (10 years)	\$0
3 PV of Operating Costs (10 years)	\$380,990
4 PV of Terminal Value (in year 11)	<u>N/A</u>
<b>Total Value of Providing Childcare Facility Space</b>	<b>\$2,666,927</b>
Financial Contribution to Childcare Facility Operator (a)	\$2,625,772
<b>Total Community Amenity Value</b>	<b>\$5,292,699</b>
Required Community Amenity Value	\$8,550,000
<b>Excess / (Shortfall) Community Amenity Value</b>	<b>(\$3,257,301)</b>

Note:

(a) The applicant’s community amenity proposal states that the financial contribution to the childcare operator would cover fit out and initial start-up costs, with any remaining funds to be used to subsidize the childcare provider’s early operating costs and contribute towards enrollment subsidies for students from Belle Haven.

Source: Greystar, 2021; BAE, 2021.

## ATTACHMENTS

## Attachment 1: Applicant Calculations of the Value of Providing Space for Use as a Childcare Facility

### Assumptions

Rent (NNN) / SF / month <sup>1</sup>	\$6.50
Neighborhood Benefit Space SF	2,904
Annual Growth Rate	3.0%
Assumed Discount Factor	7.5%
Start of Operations	2023
Assumed Commercial Parking Spaces	6
Assumed monthly parking rent per stall	\$75
Net Expenses / SF / month <sup>2</sup>	\$1.00

Year	Completion	2	3	4	5	6	7	8	9	10	Terminal
	1 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	11 2033
Less: Commercial Net Operating Income	\$254,944	\$262,592	\$270,470	\$278,584	\$286,941	\$295,549	\$304,416	\$313,548	\$322,955	\$332,644	\$342,623
Less: Commercial Parking Income	6,078	6,260	6,448	6,641	6,841	7,046	7,257	7,475	7,699	7,930	8,168
Plus: Net Expenses (Taxes, Insurance, CAM)	39,222	40,399	41,611	42,859	44,145	45,469	46,833	48,238	49,685	51,176	52,711
<b>Net Cash Flows (Unlevered)</b>	<b>\$300,243</b>	<b>\$309,251</b>	<b>\$318,528</b>	<b>\$328,084</b>	<b>\$337,927</b>	<b>\$348,064</b>	<b>\$358,506</b>	<b>\$369,261</b>	<b>\$380,339</b>	<b>\$391,750</b>	<b>\$403,502</b>
PV factor	0.87	0.80	0.75	0.70	0.65	0.60	0.56	0.52	0.49	0.45	0.42
Present Value Rental Cash Flows	\$259,810	\$248,935	\$238,514	\$228,530	\$218,963	\$209,798	\$201,015	\$192,601	\$184,538	\$176,813	
Terminal Value											<b>\$3,764,711</b>
<b>Total Value of Neighborhood Benefit Space</b>	<b>\$5,924,228</b>										

<sup>1</sup> Based on commercial rents for Menlo Park, adjusted to include an estimate of extra liability insurance costs associated with having an onsite child care facility incurred by Greystar

<sup>2</sup> Estimated expenses; typically includes pro rata share of contract services (fire alarm, fire protection/life safety, intrusion alarm, landscape maintenance, patrol officer, pest control and trash removal), taxes, repairs / maintenance and utilities



## Attachment 2: BAE Calculations of the Value of Providing Space for Use as a Childcare Facility

### Assumptions

Rent (NNN) / SF / month <sup>1</sup>	\$6.00
Neighborhood Benefit Space SF	1,600
Annual Growth Rate	3.0%
Assumed Discount Factor	7.5%
Start of Operations	2023
Assumed Commercial Parking Spaces	6
Assumed monthly parking rent per stall	\$0
Net Expenses / SF / month <sup>2</sup>	\$1.00

	Completion										
Year	1 2023	2 2024	3 2025	4 2026	5 2027	6 2028	7 2029	8 2030	9 2031	10 2032	11 2033
Less: Commercial Net Operating Income	\$122,216	\$125,882	\$129,659	\$133,548	\$137,555	\$141,681	\$145,932	\$150,310	\$154,819	\$159,464	\$164,248
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	20,369	20,980	21,610	22,258	22,926	23,614	24,322	25,052	25,803	26,577	27,375
<b>Net Cash Flows (Unlevered)</b>	<b>\$142,585</b>	<b>\$146,863</b>	<b>\$151,268</b>	<b>\$155,806</b>	<b>\$160,481</b>	<b>\$165,295</b>	<b>\$170,254</b>	<b>\$175,362</b>	<b>\$180,622</b>	<b>\$186,041</b>	<b>\$191,622</b>
PV factor	0.87	0.80	0.75	0.70	0.65	0.60	0.56	0.52	0.49	0.45	0.42
Present Value Rental Cash Flows	\$123,383	\$118,219	\$113,270	\$108,528	\$103,985	\$99,632	\$95,462	\$91,466	\$87,637	\$83,968	\$80,453
Year	12 2034	13 2035	14 2036	15 2037	16 2038	17 2039	18 2040	19 2041	20 2042	21 2043	22 2044
Less: Commercial Net Operating Income	\$169,175	\$174,250	\$179,478	\$184,862	\$190,408	\$196,120	\$202,004	\$208,064	\$214,306	\$220,735	\$227,357
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	28,196	29,042	29,913	30,810	31,735	32,687	33,667	34,677	35,718	36,789	37,893
<b>Net Cash Flows (Unlevered)</b>	<b>\$197,371</b>	<b>\$203,292</b>	<b>\$209,391</b>	<b>\$215,673</b>	<b>\$222,143</b>	<b>\$228,807</b>	<b>\$235,671</b>	<b>\$242,741</b>	<b>\$250,024</b>	<b>\$257,524</b>	<b>\$265,250</b>
PV factor	0.39	0.36	0.34	0.31	0.29	0.27	0.25	0.24	0.22	0.20	0.19
Present Value Rental Cash Flows	\$77,086	\$73,859	\$70,767	\$67,805	\$64,966	\$62,247	\$59,641	\$57,145	\$54,752	\$52,460	\$50,264

Continued on following page.

**Attachment 2: BAE Calculations of the Value of Providing Space for Use as a Childcare Facility (continued)**

Year	23 2045	24 2046	25 2047	26 2048	27 2049	28 2050	29 2051	30 2052	31 2053	32 2054	33 2055
Less: Commercial Net Operating Income	\$234,178	\$241,203	\$248,439	\$255,892	\$263,569	\$271,476	\$279,621	\$288,009	\$296,650	\$305,549	\$314,715
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	39,030	40,201	41,407	42,649	43,928	45,246	46,603	48,002	49,442	50,925	52,453
<b>Net Cash Flows (Unlevered)</b>	<b>\$273,208</b>	<b>\$281,404</b>	<b>\$289,846</b>	<b>\$298,541</b>	<b>\$307,497</b>	<b>\$316,722</b>	<b>\$326,224</b>	<b>\$336,011</b>	<b>\$346,091</b>	<b>\$356,474</b>	<b>\$367,168</b>
PV factor	0.18	0.16	0.15	0.14	0.13	0.12	0.11	0.11	0.10	0.09	0.09
Present Value Rental Cash Flows	\$48,160	\$46,144	\$44,213	\$42,362	\$40,589	\$38,890	\$37,262	\$35,702	\$34,207	\$32,775	\$31,403
Year	34 2056	35 2057	36 2058	37 2059	38 2060	39 2061	40 2062	41 2063	42 2064	43 2065	44 2066
Less: Commercial Net Operating Income	\$324,157	\$333,882	\$343,898	\$354,215	\$364,842	\$375,787	\$387,060	\$398,672	\$410,632	\$422,951	\$435,640
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	54,026	55,647	57,316	59,036	60,807	62,631	64,510	66,445	68,439	70,492	72,607
<b>Net Cash Flows (Unlevered)</b>	<b>\$378,183</b>	<b>\$389,529</b>	<b>\$401,214</b>	<b>\$413,251</b>	<b>\$425,648</b>	<b>\$438,418</b>	<b>\$451,570</b>	<b>\$465,118</b>	<b>\$479,071</b>	<b>\$493,443</b>	<b>\$508,246</b>
PV factor	0.08	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.04	0.04	0.04
Present Value Rental Cash Flows	\$30,089	\$28,829	\$27,623	\$26,466	\$25,358	\$24,297	\$23,280	\$22,305	\$21,372	\$20,477	\$19,620
Year	45 2067	46 2068	47 2069	48 2070	49 2071	50 2072	51 2073	52 2074	53 2075	54 2076	55 2077
Less: Commercial Net Operating Income	\$448,709	\$462,170	\$476,035	\$490,316	\$505,026	\$520,177	\$535,782	\$551,856	\$568,411	\$585,464	\$603,027
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	74,785	77,028	79,339	81,719	84,171	86,696	89,297	91,976	94,735	97,577	100,505
<b>Net Cash Flows (Unlevered)</b>	<b>\$523,494</b>	<b>\$539,199</b>	<b>\$555,375</b>	<b>\$572,036</b>	<b>\$589,197</b>	<b>\$606,873</b>	<b>\$625,079</b>	<b>\$643,831</b>	<b>\$663,146</b>	<b>\$683,041</b>	<b>\$703,532</b>
PV factor	0.04	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
Present Value Rental Cash Flows	\$18,798	\$18,012	\$17,258	\$16,535	\$15,843	\$15,180	\$14,544	\$13,936	\$13,352	\$12,793	\$12,258
<b>Total Value of Neighborhood Benefit Space</b>	<b>\$2,666,927</b>										

<sup>1</sup> Based on commercial rents for Menlo Park

<sup>2</sup> Estimated expenses; typically includes pro rata share of contract services (fire alarm, fire protection/life safety, intrusion alarm, landscape maintenance, patrol officer, pest control and trash removal), taxes, repairs / maintenance and utilities.

**ATTACHMENT 2:**  
**MAY 2021 SUPPLEMENTAL ANALYSIS OF COMMUNITY  
AMENITY PROPOSAL**

## Memorandum

**To:** Kyle Perata and Payal Bhagat, City of Menlo Park

**From:** Stephanie Hagar, Associate Principal

**Date:** May 20, 2021

**Re:** Response to Project Applicant Comments on Evaluation of Menlo Portal Community Amenities Proposal

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### Purpose

The City of Menlo Park is in the process of evaluating a community amenities proposal for a proposed mixed-use development in the City's Bayfront area and requested that BAE prepare an assessment of the value of the proposed amenity package. BAE provided an assessment of the value of the amenities package in a memorandum dated February 24, 2021. The project applicant has subsequently provided comments to City staff regarding BAE's methodology for evaluating the proposed amenity package. This memorandum provides BAE's responses to the applicant's comments.

Additional background on the proposed project, the community amenities requirement for the project, and the BAE's evaluation of the applicant's community amenities proposal is provided in the memorandum that BAE prepared on February 24, 2021.

### Applicant Comments and BAE Responses

This memorandum responds to comments that the applicant provided regarding two aspects of BAE's February 2021 community amenities evaluation: 1) the rental value for the outdoor space and 2) the rental growth rate.

#### ***Applicant Comment #1: Rental Value for Outdoor Space***

BAE's February 2021 evaluation of the community amenity proposal applied an assumed rent equal to \$6.00 per square foot per month, triple net (NNN), to the indoor portion of the community amenity space. The February 2021 evaluation did not assign any rent value to the outdoor space that would be included as part of the proposed childcare facility in part because the analysis valued the space based on the rent that the property owner would likely receive from the space if it were rented to a traditional office tenant rather than provided as a childcare facility. The project applicant proposed dedicating the outdoor space for the exclusive use of the occupant in the community amenity space as part of the community amenities proposal. This outdoor space is required for the proposed childcare facility in order

to meet State childcare licensing requirements, making this a necessary component of the community amenities proposal. If the property owner were to instead rent the space to an office tenant, there is no indication that the office space would include an outdoor area for the exclusive use of the tenant in the space, as the private outdoor space was added specifically to serve the unique needs of a childcare facility.

The project applicant's response to BAE's community amenity evaluation states that the approach presented in the February 24 memorandum did not account for the value of the outdoor space.

**Analysis:** In response to comments from the applicant, BAE conducted further analysis to assess the value of the outdoor space if the community amenity space were leased to a traditional office tenant with the proposed outdoor space provided for the exclusive use of the office tenant. The valuation of outdoor spaces that are provided to office tenants varies substantially between properties. BAE contacted office brokers who are active in Menlo Park and the surrounding area, who reported that the value of outdoor space for office tenants depends in part on the type of outdoor space provided, such as whether the space provides power outlets, is covered, and has features such as basketball courts or other activity spaces. While some office leases explicitly apply a rental rate to private outdoor spaces, brokers reported that these spaces are more often treated as amenities, and that office tenants are not typically willing to pay high Silicon Valley rents for outdoor spaces.

To the extent that outdoor spaces provide an amenity to office tenants, owners of office properties that provide outdoor space for tenants' use could potentially charge higher rents for these properties than for comparable properties that do not provide outdoor space, even if there is no direct rent charged on the outdoor space itself. However, amenities do not necessarily translate to higher rental rates in all cases and could potentially be offered to attract and retain tenants rather than to charge higher rents. With the possible exception of large corporate campuses and highly amenitized office complexes that target the high end of the market, outdoor spaces that serve office buildings are often the result of excess space on an office site that cannot be used for interior office space due to development standards or other factors. Property owners may choose to position this excess space to provide outdoor amenities that could help to attract tenants, but do not generally see sufficient value in these spaces in set aside outdoor space for office tenants that could otherwise be used for higher-value uses.

To analyze the potential value of outdoor space as part of an office lease, BAE evaluated data from Costar on office rents for properties that are currently leasing space in Menlo Park, Palo Alto, and Redwood City. BAE identified properties for which the amenities listed in Costar include outdoor spaces, then reviewed leasing flyers and other publicly available information to verify the information provided by Costar and assess whether the outdoor spaces for these properties are shared between multiple tenants or available for the exclusive use of the tenant

that would rent an individual office space. BAE then categorized each property based on whether it provides private outdoor space for the exclusive use of the tenant, shared outdoor space for use by multiple tenants, or no outdoor space on the property. The analysis omitted any properties for which Costar did not provide rental rate data as well as those for which Costar did not provide information on the amenities that the property offers.

This analysis found 11 currently-leasing properties in Menlo Park, Palo Alto, and Redwood City that provide office space for the exclusive use of the tenant that would occupy the available space. Of this total, one is located in Menlo Park, four are located in Palo Alto, and six are located in Redwood City. Overall, the median rent for the properties with private outdoor space is higher (approximately \$0.45 per square foot per month) than the average among properties with no outdoor space, though these data alone do not definitively establish whether this difference is due to the private outdoor space or other differences between properties. A range of other factors that could influence rental rates among these properties include but are not limited to location, other on-site amenities, and building age and condition. To the extent that the identified properties with outdoor space have other attributes that lead to higher rental rates, these other attributes could account for some or all of the difference in median rent.

BAE then reviewed publicly-available data on the properties with private outdoor space to assess the extent to which outdoor space that is similar to the proposed space in the Menlo Portal project helps to increase rents in these properties. This analysis consisted of three steps: 1) Identify properties with outdoor space that is somewhat comparable to the type of outdoor space that is proposed for the childcare facility and 2) Identify properties that are comparable to the properties identified in step 1, with the exception that these comparable properties do not include outdoor space 3) Determine the difference in rent between the properties identified in step 1 and the comparable properties identified in step 2.

This analysis determined that the existing property in Menlo Park that is currently leasing with private outdoor space does not have outdoor space that is comparable to the proposed space in the Menlo Portal project. The outdoor space in the existing building consists of relatively small second-floor balconies, which do not provide the usable area that the proposed outdoor space in the Menlo Portal project would provide. This property has a rental rate that is lower than average for Menlo Park and lower than is typical among office buildings in Menlo Park that were built around the same time, likely due to factors unrelated to outdoor space. Overall, BAE determined that the property did not provide a useful comparison for evaluating the proposed community amenity space.

Among the properties with private outdoor space in Palo Alto, one is a large campus with an extensive range of amenities other than outdoor space and one is an unusual property that is not comparable to other properties on the market that do not include outdoor space. For the remaining properties in Palo Alto, the information that was publicly available was insufficient to

assess the comparability to the outdoor space that would be provided in the proposed project and the comparability to other properties on the market. Overall, the median rent among currently-leasing properties in Palo Alto with private outdoor space was lower than the overall median among all currently-leasing properties in Palo Alto. This is likely due to attributes unrelated to outdoor space that have a negative impact on office rents, and which happen to be more common among those properties with private outdoor space.

Among the properties currently leasing in Redwood City, one property includes outdoor space that is relatively comparable to the proposed community amenity space in terms of the type of outdoor space provided and is comparable to other spaces that do not have outdoor space. This property is located at 2625 Broadway in downtown Redwood City and consists of an approximately 12,000-square foot office space with a roof deck. The property was constructed in 1930 and has been updated with exposed ceilings, polished concrete floors, and a loft-like feel. The property has high ceilings with second-floor mezzanine. The asking rent for the space is listed at \$6.75 per square foot per month, NNN. A property located at 812 Theatre Way in Downtown Redwood City is generally comparable to the property at 2625 Broadway, except that the Theatre Way property does not provide any outdoor space. The Theatre Way property was built in 1926 and has also been updated with exposed ceilings, polished concrete floors, a loft-like feel, and a second-floor mezzanine. Costar lists the rent for the Theatre Way property at \$7.50 per square foot per month, NNN, higher than the rent for the comparable space on Broadway with the roof deck. This suggests that the roof deck at the building located on Broadway provides limited value for the property in terms of increased rental rates.

However, compared to currently leasing office properties in Redwood City with no outdoor space, the rental rate for the property at 2625 Broadway is \$0.23 higher than the median NNN rental rate. It should be noted that these calculations are based on a limited sample of properties, and therefore the difference in rental rates between properties could be due to factors unrelated to outdoor space.

Based on this analysis, BAE estimates that, if the proposed community amenity space were rented to an office tenant along with the private outdoor space, the rent for the space could potentially be up to \$0.25 per square foot per month higher than a comparable space with no outdoor space. This would result in an assumed rent for the space totaling \$6.25 per square foot per month, NNN. This adjustment results in an estimated value of the proposed community amenity space totaling \$2,318,185, approximately \$95,000 higher than the valuation estimated in BAE's February 2021 memorandum. However, in order to realize this additional value, the property owner would need to identify an office tenant for which the small ground-floor space in the proposed project meets their needs and that values the outdoor space enough to be willing pay more for that space than for a comparable space with no outdoor space. Therefore, this potential increase in value is somewhat speculative.

Table 9 below summarizes the value of the applicant’s community amenity proposal based on this rental rate as well as the value that BAE provided in the February 2021 memorandum. The attachment to this memorandum shows the detailed calculations of the value of the proposed community amenity space based on this revised rental rate.

**Applicant Comment #2: Rental Growth Rate**

The initial financial analysis provided by the project applicant and BAE’s February 2021 evaluation of the community amenity proposal used a 3.0 percent annual growth rate to estimate long-term rent growth for the proposed community amenity space if the space were instead rented to a traditional office tenant. The applicant’s comments on the February 2021 memorandum state that annual rent growth in the Menlo Park submarket between 1997 and 2020 has been slightly higher, at 3.57 percent. The applicant requested that BAE revise the valuation analysis using a 3.57 percent annual growth rate, rather than the 3.0 percent growth rate, and provided data from Costar showing average rents in the Menlo Park submarket between 1997 and 2020 to support the 3.57 percent annual growth rate assumption.

**BAE Response:** After reviewing the data provided by the applicant, BAE recommends retaining the 3.0 percent annual growth rate assumption from the February 2021 analysis and the applicant’s initial financial analysis. The 3.57 percent growth rate provided by the applicant was calculated by calculating the percentage growth in the office rental rate in each year between 1997 and 2000 and then calculating the average of the growth rates in each year. However, the annual growth rate assumption used in the financial analysis is a compound annual growth rate. This means that the financial analysis for the community amenities proposal increased the rent by 3.0 percent in the second year of operation and this increased rent was then again increased by 3.0 percent in year three, and so on. Using the submarket data provided by the project applicant, the compound annual growth rate would be calculated using the following formula:

$$\left( \frac{\text{Rent in 2020}}{\text{Rent in 1997}} \right)^{\frac{1}{2020-1997}} - 1$$

Using the Menlo Park submarket rent data provided by the applicant, the calculation is:

$$\left( \frac{\$81.02}{\$44.02} \right)^{\frac{1}{23}} - 1 = 2.69\%$$

As shown, the compound annual office rent growth rate in the Menlo Park submarket between 1997 and 2020, according to the data provided by the project applicant, is 2.69 percent. It should be noted that the long-term average annual rent increase in the Menlo Park submarket



is not necessarily consistent with annual rent increases for a specific office space. If the childcare facility space were instead rented to a traditional office tenant, the annual rent increases for the space would be based on the terms of the lease agreement, with 3.0 percent annual escalation being a typical lease term. Based on this analysis, BAE concludes that the 3.0 percent annual compound rent growth rate that BAE used in the February 2021 memorandum is appropriate for the evaluation of the community amenity proposal.

## Summary of Revised Valuation

Table 9 below provides a summary of BAE’s revised valuation of the community amenities proposal for the Menlo Portal project as well as the valuation provided in the February 2021 memorandum. The revised valuation reflects a higher valuation for the community amenity space based on the outdoor space that would be included as part of the community amenity. BAE did not change any other assumptions from the February 2021 analysis. As shown, the revised analysis shows that the revised value of the community amenity proposal is equal to \$5,387,946, \$95,247 higher than the valuation provided in the February 2021 memorandum.

**Table 9: Initial and Revised BAE Valuations of the Community Amenities Proposal**

	<b>Initial BAE Valuation</b>	<b>Revised BAE Valuation</b>
1 PV of Space Rent Subsidy	\$2,285,937	\$2,381,185
2 PV of Parking Rent Subsidy	\$0	\$0
3 PV of Operating Costs	\$380,990	\$380,990
4 PV of Terminal Value	<u>N/A</u>	<u>N/A</u>
<b>Total Value of Providing Childcare Facility Space</b>	<b>\$2,666,927</b>	<b>\$2,762,174</b>
Financial Contribution to Childcare Facility Operator (a)	\$2,625,772	\$2,625,772
<b>Total Community Amenity Value</b>	<b>\$5,292,699</b>	<b>\$5,387,946</b>
Required Community Amenity Value	\$8,550,000	\$8,550,000
<b>Excess / (Shortfall) Community Amenity Value</b>	<b>(\$3,257,301)</b>	<b>(\$3,162,054)</b>

Note:

(a) The applicant’s community amenity proposal states that the financial contribution to the childcare operator would cover fit out and initial start-up costs.

Source: Greystar, 2021; BAE, 2021.

## ATTACHMENTS

## Attachment 1: BAE Calculations of the Value of Providing Space for Use as a Childcare Facility

### Assumptions

Rent (NNN) / SF / month <sup>1</sup>	\$6.25
Neighborhood Benefit Space SF	1,600
Annual Growth Rate	3.0%
Assumed Discount Factor	7.5%
Start of Operations	2023
Assumed Commercial Parking Spaces	6
Assumed monthly parking rent per stall	\$0
Net Expenses / SF / month <sup>2</sup>	\$1.00

	Completion										
Year	1 2023	2 2024	3 2025	4 2026	5 2027	6 2028	7 2029	8 2030	9 2031	10 2032	11 2033
Less: Commercial Net Operating Income	\$127,308	\$131,127	\$135,061	\$139,113	\$143,286	\$147,585	\$152,012	\$156,573	\$161,270	\$166,108	\$171,091
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	20,369	20,980	21,610	22,258	22,926	23,614	24,322	25,052	25,803	26,577	27,375
<b>Net Cash Flows (Unlevered)</b>	<b>\$147,677</b>	<b>\$152,108</b>	<b>\$156,671</b>	<b>\$161,371</b>	<b>\$166,212</b>	<b>\$171,198</b>	<b>\$176,334</b>	<b>\$181,624</b>	<b>\$187,073</b>	<b>\$192,685</b>	<b>\$198,466</b>
PV factor	0.87	0.80	0.75	0.70	0.65	0.60	0.56	0.52	0.49	0.45	0.42
Present Value Rental Cash Flows	\$127,790	\$122,441	\$117,315	\$112,404	\$107,699	\$103,191	\$98,871	\$94,732	\$90,767	\$86,967	\$83,327
Year	12 2034	13 2035	14 2036	15 2037	16 2038	17 2039	18 2040	19 2041	20 2042	21 2043	22 2044
Less: Commercial Net Operating Income	\$176,224	\$181,511	\$186,956	\$192,565	\$198,342	\$204,292	\$210,421	\$216,733	\$223,235	\$229,932	\$236,830
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	28,196	29,042	29,913	30,810	31,735	32,687	33,667	34,677	35,718	36,789	37,893
<b>Net Cash Flows (Unlevered)</b>	<b>\$204,420</b>	<b>\$210,552</b>	<b>\$216,869</b>	<b>\$223,375</b>	<b>\$230,076</b>	<b>\$236,979</b>	<b>\$244,088</b>	<b>\$251,411</b>	<b>\$258,953</b>	<b>\$266,722</b>	<b>\$274,723</b>
PV factor	0.39	0.36	0.34	0.31	0.29	0.27	0.25	0.24	0.22	0.20	0.19
Present Value Rental Cash Flows	\$79,839	\$76,497	\$73,294	\$70,226	\$67,287	\$64,470	\$61,771	\$59,185	\$56,708	\$54,334	\$52,060

Continued on following page.

## Attachment 1: BAE Calculations of the Value of Providing Space for Use as a Childcare Facility

Year	23 2045	24 2046	25 2047	26 2048	27 2049	28 2050	29 2051	30 2052	31 2053	32 2054	33 2055
Less: Commercial Net Operating Income	\$243,935	\$251,253	\$258,791	\$266,555	\$274,551	\$282,788	\$291,271	\$300,010	\$309,010	\$318,280	\$327,829
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	39,030	40,201	41,407	42,649	43,928	45,246	46,603	48,002	49,442	50,925	52,453
<b>Net Cash Flows (Unlevered)</b>	<b>\$282,965</b>	<b>\$291,454</b>	<b>\$300,198</b>	<b>\$309,203</b>	<b>\$318,480</b>	<b>\$328,034</b>	<b>\$337,875</b>	<b>\$348,011</b>	<b>\$358,452</b>	<b>\$369,205</b>	<b>\$380,281</b>
PV factor	0.18	0.16	0.15	0.14	0.13	0.12	0.11	0.11	0.10	0.09	0.09
Present Value Rental Cash Flows	\$49,880	\$47,792	\$45,792	\$43,875	\$42,038	\$40,278	\$38,592	\$36,977	\$35,429	\$33,946	\$32,525
Year	34 2056	35 2057	36 2058	37 2059	38 2060	39 2061	40 2062	41 2063	42 2064	43 2065	44 2066
Less: Commercial Net Operating Income	\$337,663	\$347,793	\$358,227	\$368,974	\$380,043	\$391,445	\$403,188	\$415,284	\$427,742	\$440,574	\$453,792
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	54,026	55,647	57,316	59,036	60,807	62,631	64,510	66,445	68,439	70,492	72,607
<b>Net Cash Flows (Unlevered)</b>	<b>\$391,690</b>	<b>\$403,440</b>	<b>\$415,544</b>	<b>\$428,010</b>	<b>\$440,850</b>	<b>\$454,076</b>	<b>\$467,698</b>	<b>\$481,729</b>	<b>\$496,181</b>	<b>\$511,066</b>	<b>\$526,398</b>
PV factor	0.08	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.04	0.04	0.04
Present Value Rental Cash Flows	\$31,163	\$29,859	\$28,609	\$27,411	\$26,264	\$25,165	\$24,111	\$23,102	\$22,135	\$21,208	\$20,320
Year	45 2067	46 2068	47 2069	48 2070	49 2071	50 2072	51 2073	52 2074	53 2075	54 2076	55 2077
Less: Commercial Net Operating Income	\$467,405	\$481,427	\$495,870	\$510,746	\$526,069	\$541,851	\$558,106	\$574,849	\$592,095	\$609,858	\$628,154
Less: Commercial Parking Income	0	0	0	0	0	0	0	0	0	0	0
Plus: Net Expenses (Taxes, Insurance, CAM)	74,785	77,028	79,339	81,719	84,171	86,696	89,297	91,976	94,735	97,577	100,505
<b>Net Cash Flows (Unlevered)</b>	<b>\$542,190</b>	<b>\$558,456</b>	<b>\$575,209</b>	<b>\$592,466</b>	<b>\$610,240</b>	<b>\$628,547</b>	<b>\$647,403</b>	<b>\$666,825</b>	<b>\$686,830</b>	<b>\$707,435</b>	<b>\$728,658</b>
PV factor	0.04	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
Present Value Rental Cash Flows	\$19,470	\$18,655	\$17,874	\$17,126	\$16,409	\$15,722	\$15,064	\$14,433	\$13,829	\$13,250	\$12,696
<b>Total Value of Neighborhood Benefit Space</b>	<b>\$2,762,174</b>										

1. Based on analysis presented in this memorandum and in the memorandum that BAE prepared on February 24, 2021.
2. As discussed in BAE's February 24, 2021 memorandum.



EXCERPT REGULAR MEETING DRAFT MINUTES

Date: 03/22/2021  
Time: 7:00 p.m.  
GoToWebinar.com – ID #213-534-371

**A. Call To Order**

Chair Henry Riggs called the meeting to order at 7:02 p.m.

**B. Roll Call**

Present: Andrew Barnes, Chris DeCardy, Michael Doran (Vice Chair), Henry Riggs (Chair)

Absent: Larry Kahle, Camille Kennedy, Michele Tate

Staff: Payal Bhagat, Contract Principal Planner; Ori Paz, Associate Planner; Kyle Perata, Principal Planner; Corinna Sandmeier, Senior Planner; Leo Tapia, Planning Technician

**C. Reports and Announcements**

Senior Planner Corinna Sandmeier said the City Council at its March 23 meeting would review the Complete Streets Plan.

**D. Public Comment**

None

**E. Consent Calendar**

E1. Approval of minutes from the February 8, 2021, Planning Commission meeting. ([Attachment](#))

E2. Approval of minutes from the February 22, 2021, Planning Commission meeting. ([Attachment](#))

ACTION: Motion and second (Chris DeCardy/Michael Doran) to approve the consent calendar including the minutes from the February 8, 2021 and the February 22, 2021 Planning Commission meetings as submitted, passes 4-0-3 with Commissioners Larry Kahle, Camille Kennedy, and Michele Tate absent.

**F. Public Hearing**

F2. Draft EIR Public Hearing/Andrew Morcos for Greystar/104 Constitution Drive, 110 Constitution Drive, and 115 Independence Drive (Menlo Portal Project):

Public hearing to receive public comments on the Draft EIR for approximately 335 multi-family dwelling units (inclusive of 15 additional bonus units for the incorporation of on-site below market rate units per the City's BMR Housing Program (Chapter 16.96.040)), approximately 34,868 square feet of office and commercial uses, inclusive of 1,600 square feet of neighborhood serving

commercial space (childcare center). The proposed project would contain two buildings, a seven-story multifamily residential building and a three story commercial building with office use on the upper levels and the neighborhood serving commercial space on the ground level. Both buildings would include above grade two-story parking garages integrated into the buildings. The project site is located in the R-MU-B (Residential Mixed Use, Bonus) zoning district. The proposal includes a request for an increase in height, density, and floor area ratio (FAR) under the bonus level development allowance in exchange for community amenities. The proposal also includes a use permit request for the storage and use of hazardous materials (diesel fuel) for emergency backup generator to be incorporated into the proposed project. The Draft EIR was prepared to address potential physical environmental effects of the proposed project in the following areas: population and housing, transportation, air quality, greenhouse gas emissions, and noise (operation period traffic and stationary noise). The Draft EIR identified less than significant effects in the following topic areas: Population and Housing and Greenhouse Gas Emissions. The Draft EIR identified less than significant effects with mitigation for the Air Quality, Transportation, and Noise (operational traffic and stationary noise) topic areas. The City is requesting comments on the content of this focused Draft EIR. The project location does not contain a toxic site pursuant to Section 6596.2 of the Government Code. The City previously prepared an initial study for the proposed project that determined the following topic areas would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation measures (including applicable mitigation measures from the ConnectMenlo EIR): Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise (construction-period, groundborne vibration, and aircraft-related noise), Public Services, Recreation, Utilities and Service Systems, Tribal Cultural Resources, and Wildfire. Written comments on the Draft EIR may also be submitted to the Community Development Department (701 Laurel Street, Menlo Park) no later than 5:00 p.m. on April 14, 2021. ([Staff Report #21-015-PC](#))

Item F2 was transcribed by a court reporter.

## **G. STUDY SESSION**

- G1. Study Session for Use Permit, Architectural Control, Lot Line Adjustment, Lot Merger, Below Market Rate (BMR) Housing Agreement, Heritage Tree Removal Permits and Environmental Review/Andrew Morcos for Greystar/104 Constitution Drive, 110 Constitution Drive, and 115 Independence Drive (Menlo Portal Project):  
Request for a study session for a use permit, architectural control, environmental review, lot line adjustment, lot merger, below market rate housing agreement, and heritage tree removal permits to redevelop three parcels with approximately 335 multi-family dwelling units (inclusive of 15 additional bonus units for the incorporation of on-site below market rate units per the City's BMR Housing Program (Chapter 16.96.040)), approximately 34,868 square feet of office and commercial uses inclusive of 1,600 square feet of neighborhood serving commercial space. The proposed project would contain two buildings, a seven-story multifamily residential building and a three story commercial building with office use on the upper levels and the neighborhood serving commercial space on the ground level. Both buildings would include above grade two-story parking garages integrated into the buildings. The project site is located in the R-MU-B (Residential Mixed Use, Bonus) zoning district. The project site currently contains three single-story office buildings that would be demolished. The proposed residential building would contain approximately 326,581 square feet of gross floor area with a floor area ratio of 235 percent. The proposed commercial building would contain approximately 34,868 square feet of gross floor area with a floor area ratio of 25 percent. The proposal includes a request for an increase in height, density, and floor area ratio

(FAR) under the bonus level development allowance in exchange for community amenities. The proposed project would include a below market rate housing agreement that requires a minimum of 15 percent of the units (or 48 units of the 320 maximum units allowed by the Zoning Ordinance before accounting for the 15 bonus units) be affordable. The applicant is proposing to incorporate 15 additional market-rate units (which are included in the total 335 units), per the density bonus provisions in the BMR Housing Program (Chapter 16.96.040), which allows density and FAR bonuses, and exceptions to the City's Zoning Ordinance requirements when BMR units are incorporated into the project. The proposal also includes a use permit request for the storage and use of hazardous materials (diesel fuel) for emergency backup generator to be incorporated into the proposed project. ([Staff Report #21-015-PC](#))

Staff Comment: Planner Bhagat requested the Commission consider the following topics: site layout and proposed open space, overall architectural design of the proposed building, the community amenity proposal, vehicle and bicycle parking waiver, the BMR proposal, potential intersection improvements as project conditions, and the overall development proposal. Commissioner Barnes asked for clarification of the square footage for the childcare center. Mr. Morcos said the overall square footage was 3,790 with 1,600 square feet of interior space and 2,190 square feet of outdoor space.

Commissioner Barnes said the applicant had indicated the value of the community amenity was \$8.44 million. He asked if the childcare center fully met that value, and if not, what was proposed to meet the value fully.

Mr. Morcos said the value was \$8.55 million. He said a portion was dedicated to the actual real estate and the remainder was for the operator of the childcare facility to subsidize children's tuition with priority given to Belle Haven residents. He said they were still working with the City on how much the real estate counted to determine what additional funds would be available. He said the real estate was around \$2 to \$3 million and the remainder would go to support All Five, the operator, through a build out of the space for fixtures, indoor and outdoor equipment, and to subsidize free or reduced admission for Belle Haven residents.

Commissioner Barnes asked if the real estate value was related to the abatement of rent for the space. Mr. Morcos said BAE had only valued the interior space but, in the market, outdoor space dedicated to an interior use also had value. He said BAE was measuring foregone rents over a 50-year period.

Chair Riggs opened the public comment period.

Public Comment:

- Kim Novello, Menlo Park, said she recommended more housing than office space. She noted an apartment building in Seattle that had a grocery store on the first floor. She suggested that as a possibility. She said the outdoor space seemed compact and suggested that outdoor play space for children of families living in the building was needed.

Chair Riggs noted the units in the building were predominantly studio and junior one-bedrooms.

Chair Riggs closed the comment period.

Commission Comment: Commissioner DeCardy asked for information on the community amenities list as to how many people had provided input on it, how items were ranked in priority, and how many items were already accomplished.

Planner Perata explained where the information as to input and priority were found on the documents. He said the community amenities list was used on a project-by-project basis that looked at which of the amenities made the most sense at the project location. He said the ranking did not necessarily affect the Commission's review of the appropriateness of a certain amenity at a certain location. He said at this point no projects had been approved in the Bayfront area, so all the amenities were available. Replying further to Commissioner DeCardy, Planner Perata said staff was tracking the amenities being contemplated for the projects in process but until approval that amenity(ies) would remain on the list. He noted Commissioner DeCardy's request and indicated that staff going forward could provide information on which amenity was being proposed and for which project. He said once a project was approved the amenity associated with the proposal would be taken off the list.

Commissioner DeCardy observed that a childcare facility was an amenity that Belle Haven residents wanted. He suggested to do that the facility would be better located closer to Belle Haven. Mr. Morcos said they had looked at different options for expanding childcare in a location that was immediately within Belle Haven. He said they did not find anything that fit the description immediately within the Belle Haven area. He said they were able to incorporate the amenity within their project and as well to allocate the space for that use for years. He said their site was not immediately adjacent to Belle Haven but was close.

Commissioner DeCardy expressed surprise that an alternative space for childcare was not possible. He pointed to the square foot cost of what they were proposing to build and suggested that was more than what the square foot cost would be in other parts of the community to provide the infrastructure. Mr. Morcos said they did not find that to be the case with needing to acquire indoor and outdoor space as well as the permits and zoning required. Commissioner DeCardy asked for clarification of the applicant's statement earlier in the evening that the 25% market rate spaces would ensure that this childcare facility's delivery of services would meet the standards of delivery provided by other childcare facilities. Mr. Morcos said offering 25% of the spaces at full market rate meant the facility would have a wide range of socioeconomic enrollment to maintain a level of service commensurate with other childcare facilities that did not subsidize for students. He said the concern with subsidizing 100% subsidized was the potential for the level of service to be lower than where all users paid market rate. He said also children interacting with children with a variety of backgrounds that were diverse socioeconomically and otherwise was important for their development.

Commissioner DeCardy said it would be helpful to have an expert in childcare facilities available to answer the type of questions he was asking and to provide the best opportunity for the people who needed support versus the opportunity for the best childcare experience. He said if the childcare facility were the community amenity, he would like to see supporting information of what benefit it would bring. He asked why an opaque fence would be used to separate the childcare outdoor space from the public outdoor space. Mr. Morcos said that was driven by regulations for childcare facility regulations and was for the children's safety to have protection from people being able to look in and to access the space from the exterior. Commissioner DeCardy said he was not an expert but knew of other childcare facilities like Willow Park that did not have opaque fencing. He said he thought the opaque fencing would detract from the children's experience in that they would have to look up to



see anything and the public's experience in not fully seeing the design of the spaces. Mr. Morcos said they would take another look at the fencing.

Commissioner DeCardy said regarding the staff's request to consider the community amenity appropriateness that he had three questions: 1) did the childcare facility have to be at this site or could the resources be used better at another site that would be more accessible; 2) was the fee structure proposed the right mix especially as there was some discrepancy about the total amount of money going to the amenity – he said it should be as affordable as possible for as many people as possible to have the benefit for the community; and 3) if the facility stayed onsite, he had concern with the activation of the outdoor space (opaque fencing).

Commissioner Barnes referred to staff's recommended points for the Commission to discuss. He said firstly the project was well-designed. He said the 90% residential and 10% commercial uses suited the live, work, play goal of the zoning district it was located in. He said he had nothing to add to the site layout, noting it was the project's third study session. He said the architectural design worked for both the office, which was a smaller space, and especially well for the residential portion noting the use of materials, articulation, fenestration and well incorporated side facades. He said regarding the childcare facility proposed that this service at an institutional scale was tremendously challenging in terms of finding a property with the right physical characteristics in a zone that allowed for it. He said the space allocated in this project for childcare was small. He said he supported providing childcare as a community amenity but thought it a valid question as to which was better - doing the proposal onsite or using the resources of \$8.55 elsewhere to create or support childcare. He said they should revisit the size of the space proposed. He said he had trouble with the bicycle parking waiver and that finding space on the site for bicycle parking was an important discussion. He said the project should conform to the bicycle parking requirement. He said he had no comments on the BMR proposal. He said the overall development project was appropriate for the area. He said regarding potential intersection improvements as project conditions that he was not in favor of improvements that would induce traffic demand. He asked staff to outline what the intent or goal of those potential intersection improvements would be.

Associate Transportation Engineer Rene Baile said most of the potential intersection improvements were included in the City's Transportation Master Plan and intended to address additional trips associated with the project. He said the proposed improvements overlapped with those recommended in other projects and were to address congestion and not to induce demand.

Replying to Chair Riggs, Planner Perata referred to the City's Transportation Impact Analysis Guidelines and under CEQA the consideration of vehicle miles traveled or VMT. He said staff also does a level of service (LOS) analysis. He said the staff report referred to the non-CEQA LOS discussion in the draft EIR that identified where there was an increased delay at an intersection due to this project. He said staff had identified a number of intersections that would have that potential delay. He said the Commission was asked whether the City should engage its transportation consultant to further identify what those improvements would be, what was needed and what schematics there were. He said if the Commission were interested, they could condition the approval to require the project to improve intersections to preexisting conditions. He said they had had similar discussions in other study sessions such as 111 Independence Drive and most recently with Menlo Uptown. He said for those he believed the Planning Commission had identified that staff should continue to evaluate those potential intersection improvements as potential conditions of approval and bring those back to the Commission as part of project entitlement.

Chair Riggs asked if staff felt this was consistent with a history of improvements requests outside, above and beyond the Transportation Impact Fee (TIF) payment. Planner Perata said these improvements were what they might have seen traditionally in an EIR as mitigation of LOS but were now shifted to potential conditions of approval noting the use of VMT for CEQA and not LOS. He said these were project specific to improve to pre-existing conditions. He said if an applicant constructed the improvements as a condition of approval and that improvement was within the TIF the applicant would get credit for the cost of that in calculating the TIF. He emphasized it was not above and beyond the TIF.

Commissioner Barnes said it seemed a logical ask to have applicants make such improvements. He asked how cost scoping was done and who made the judgement call of how much bringing the conditions back to pre-existing would cost.

Planner Perata said staff would identify what was feasible. He said they had the improvements identified in the draft EIR but no schematics so they would need to get further designs to see what was feasible. He said staff could provide general cost estimates for things like striping, pavement, or road widening. He said also staff had identified improvements that were not feasible.

Commissioner Barnes said if there was a reasonableness test applied to have a developer improve conditions to pre-existing in a way that was beneficial and had good cost benefit then he could support. Planner Perata said that was reasonable and he agreed that what Commissioner Barnes was asking were fair assessments.

Commissioner Barnes said he thought the childcare amenity needed a third-party expert to look at noting he had experience with consultants who could opine whether this was an appropriate site for childcare.

Commissioner Doran said regarding the topics for consideration that the site layout worked, and he liked the open space. He said he particularly liked the contrast in architectural styles between the office and residential space. He said the applicants had done a good job integrating mixed uses and varied the architecture, so it worked for the project individually and with the area. He said he had nothing to add regarding the overall architectural design. He said regarding the community amenity he believed the Commission had requested childcare. He said the applicants were giving that and should be commended. He said he had sympathy for the applicant and the difficulties associated with the siting of childcare facilities. He said buying a couple of residential homes in Belle Haven to convert for childcare would not provide what was wanted, noting also that homes in that neighborhood were selling for a million dollars. He said the applicants would have the contractor onsite to build the childcare facility to specifications and he understood childcare facility specifications were exacting. He said he thought it was a very appropriate use. He said regarding the 25% paying customers that he understood it from a diversity view and thought it would help ensure that the facility and its services were up to the standards of paying facilities in the area. He said regarding the BMR proposal that the applicant should commit to the Commission's desire to have a mix of income levels for the BMR units and to not have them all be the same. He said he wanted to note that for the record. He said he had nothing to add to the roadway conditions and level of service conversation. He said as the applicant would be contributing to TIF that he would trust the City to identify the best use of that. He said the overall development proposal was very much in keeping with what the City had envisioned for the neighborhood and it was the correct use of space for the parcel. He expressed his support for the application as currently proposed.

Commissioner DeCardy said regarding the areas of consideration requested by staff that the applicant had responded to the Commission's input from previous sessions on the site layout and proposed open space. He said regarding the overall development project that he thought it would be helpful to get plans that showed the transition from this project to the adjacent project. He said he agreed with other Commissioner comments on the overall architectural design. He said it looked nice and did a good job with different massing so from the street it did not feel imposing. He said the boutique office space looked to him like a separate, floating above the community, glassed-in kind of special place that he would like to see be more connected to the ground and to the community. He said this was the one way the project proposal had progressed that did not feel great. He said they had discussed the community amenity proposed and he thought it was worth exploring in the ways discussed. He said in terms of letting the market decide perhaps they could do an \$8 million endowment that would give out \$400,000 in vouchers which he thought would cover 17 slots of GeoKids in perpetuity. He said he thought there were multiple ways to look at it and he thought someone should look at the community amenity carefully. He said he commended the applicant for this creative response to the Commission and community's interest in childcare. He said regarding the vehicle and bicycle parking waiver that he was fine under parking for vehicles but finding spaces to park bicycles was desirable. He said he agreed with Commissioner Doran on the BMR proposal to have a spread of income levels. He said regarding the road congestion and level of service that he liked the principle articulated by Commissioner Barnes that no improvements would be made that would induce traffic. He referred to his comments under the EIR discussion to have a robust and enforceable TDM plan and he thought more than a 15% reduction was achievable. He said Facebook a decade ago was a leader in reducing single-occupancy vehicular travel and he would like the developers bringing these other projects forth to also be leaders in managing transportation impacts. He said regarding the overall development proposal that it worked, and he thought would be a nice addition to the community. He said it was a shame that a diesel generator would be used for emergency back up for a building that otherwise would be splendid in its energy mix.

Chair Riggs said he agreed with the other three Commissioners' comments almost entirely. He said the overall design was done well particularly the residential building. He said the open space was fine as it had been worked on thoroughly with staff. He said given that the community amenity proposed was something that they had asked for it was difficult to criticize in concept. He said he concurred with Commissioner DeCardy about the potential for it to be offered elsewhere. He noted four building conversions to childcare facilities that he had done professionally. He said the most recent was the conversion of a former Sunday school space to an entirely conforming childcare space for 26 to 40 children. He said that was accomplished on a \$450,000 budget inclusive of design and administrative fees but did not include leasing or buying property. He said childcare as community amenity was associated on the list with the Belle Haven community. He said the project site was rather remote from Belle Haven and closer to the North Fair Oaks, Haven Avenue and Lorelei Manor communities. He said he thought childcare facilities would be welcome in any of those communities. He said he was inclined to be supportive of the proposal but thought a review of the budget was appropriate. He said to him it was apparent the childcare facility would not serve the building tenants as those were small units. He said to his knowledge that no other childcare facility in the City used opaque fencing for its outdoor space and he thought its use should be revisited.

Chair Riggs referred to the pocket park and the perforated metal screen between it and the residential parking structure on the left. He suggested some treatment to block the view of the parking structure interior such as planting or lights. He said in agreement with a couple of others about bicycle storage that TDM was particularly important to reducing additional traffic. He said providing bicycle storage space for 60% of units would be fantastic and suggested the applicants reconsider that.

Recognized by the Chair, Mr. Morcos said they would have 480 long term bicycle parking spots and 48 short term ones for the residential use. He said their vehicular parking was at the minimum allowed of one space per residential unit. He said the staff report discussion was about the 15 additional BMR units as those would not have allotted garage parking or additional bicycle parking. Chair Riggs thanked the applicant for the clarification and confirmed that the BMR residents would have access to the bicycle storage spaces. He said he agreed with Commissioner DeCardy that a 15% reduction in traffic through the TDM plan was mild. He said he hoped the bar could be raised on TDM. He complimented the project architect on a marvelous job particularly on the residential and the site planning. He said the project would be an asset to the new neighborhood.

Commissioner Barnes said regarding his earlier comments on the childcare facility that he now saw the operator was NAEYC accredited, which gave him a tremendous level of comfort. He said the proposed site allowed for 35 square foot per child. He said although it might be nice if the facility could support more than 22 children, he was comfortable with the plan and the operator and would remove his request to have a third party look at it. He said in addition the value of having childcare in an office building was quite beneficial with drop off hours as well as parking for the teachers.

Chair Riggs said additionally he supported the staff's efforts at intersection improvements based on staff's judgement. He said he supported the BMR proposal.

Replying to Chair Riggs, Planner Sandmeier said that another Commissioner to make up the quorum needed to consider 2040 Menalto Avenue had not happened and the applicant had communicated she had to leave the meeting as well.

## **H. Informational Items**

### **H1. Future Planning Commission Meeting Schedule**

- Regular Meeting: April 12, 2021

Planner Sandmeier said the April 12 agenda had several smaller items as well as the deferred 2040 Menalto Avenue project.

- Regular Meeting: April 26, 2021

## **I. Adjournment**

Chair Riggs adjourned the meeting at 10:17 p.m.

Staff Liaison: Corinna Sandmeier, Senior Planner

Recording Secretary: Brenda Bennett

General Plan Goals, Policies, and Program Compliance Summary			
General Plan Policy or Program	Requirements	Project Consistency	Details
Policy LU 1.2 Transportation Network Expansion	Integrate regional land use planning efforts with development of an expanded transportation network focusing on mass transit rather than freeways, and encourage development that supports multimodal transportation.	Consistent	<ul style="list-style-type: none"> <li>Project is an infill site with 335 rental apartments and approximately 34,499 square foot office building in close proximity to existing job centers, potentially limiting reliance on vehicle for commutes</li> </ul>
Policy LU 1.6 Infill Development Environmental Review	Streamline the environmental review process for eligible infill projects by focusing the topics subject to review where the effects of infill development have not been addressed in a planning level decision or by “uniformly applicable development policies or standards,” in accordance with CEQA Guidelines Section 15183.3.	Consistent	<ul style="list-style-type: none"> <li>Initial study prepared to scope out previously analyzed topics; focused EIR prepared for project on topics required by settlement agreement with East Palo Alto and related topic areas</li> </ul>
Policy LU 2.1 Neighborhood Compatibility	Ensure that new residential development possesses high-quality design that is compatible with the scale, look, and feel of the surrounding neighborhood and that respects the city’s residential character.	Consistent	<ul style="list-style-type: none"> <li>The project complies with the R-MU Zoning Ordinance design standards and regulations which were created to implement the General Plan Policy LU2.1</li> </ul>
Policy LU 2.2 Open Space	Require accessible, attractive open space that is well maintained and uses sustainable practices and materials in all new multiple dwelling and mixed-use development.	Consistent	<ul style="list-style-type: none"> <li>The project complies with the open space requirements</li> <li>The project provides a central plaza that allows pedestrian and bike connectivity through the site through the publicly accessible open space, further enhancing the circulation through the area</li> </ul>
Policy LU 2.3 Mixed Use Design	Allow mixed-use projects with residential units if project design addresses potential compatibility issues such as traffic, parking, light spillover, dust, odors, and transport and use of potentially hazardous materials.	Consistent	<ul style="list-style-type: none"> <li>The project compliance with all applicable development standards and regulations of the Zoning Ordinance</li> <li>Environmental review conducted and mitigations from ConnectMenlo Final EIR and project specific mitigations would limit impacts in all areas to less than significant.</li> </ul>

Policy LU 2.5 Below-Market Rate Housing	Require residential developments of five or more units to comply with the provisions of the City's Below-Market Rate (BMR) Housing Program, including eligibility for increased density above the number of market rate dwellings otherwise permitted by the applicable zoning and other exceptions and incentives.	Consistent	<ul style="list-style-type: none"> <li>Project includes a BMR proposal with a minimum of 15 percent of the total allowable rental units affordable to very low-, low-, and moderate-income households</li> </ul>
Policy LU 2.6 Underground Utilities	Require all electric and communications lines serving new development to be placed underground.	Consistent	<ul style="list-style-type: none"> <li>Project is conditioned to underground overhead lines along the project frontages</li> </ul>
Policy LU 2.9 Compatible Uses	Promote residential uses in mixed-use arrangements and the clustering of compatible uses such as employment centers, shopping areas, open space and parks, within easy walking and bicycling distance of each other and transit stops.	Consistent	<ul style="list-style-type: none"> <li>The project would redevelop an industrial site with multi-family residential apartments and office space. The project would either include a childcare center on site and in close proximity to employment center and existing Belle Haven neighborhood or contribute in-lieu fees towards development of community amenities in the neighborhood</li> <li>The project includes onsite open space, including a central public plaza that allows pedestrian connection through the site between two public right-of-ways</li> </ul>
Policy LU 3.1 Underutilized Properties	Encourage underutilized properties in and near existing shopping districts to redevelop with attractively designed commercial, residential, or mixed-use development that complements existing uses and supports pedestrian and bicycle access.	Consistent	<ul style="list-style-type: none"> <li>The project proposes to redevelop an underutilized industrial site with development of an office building and multifamily rental apartments within an existing employment area in a manner that is consistent with this policy</li> </ul>
Policy LU 4.3 Mixed-Use and Nonresidential Development	Limit parking, traffic, and other impacts of mixed-use and nonresidential development on adjacent uses, and promote high-quality architectural design and effective transportation options.	Consistent	<ul style="list-style-type: none"> <li>The proposed project complies with the Zoning Ordinance parking requirements for both uses</li> <li>The proposed project would be required to reduce trips associated with the project by 20 percent from standard trip generation rates, further</li> </ul>

			limiting traffic impacts
<p>Policy LU 4.4 Community Amenities</p> <p>LU 4.C Community Amenity Requirements</p>	<p>Require mixed-use and nonresidential development of a certain minimum scale to support and contribute to programs that benefit the community and the City, including education, transit, transportation infrastructure, sustainability, neighborhood-serving amenities, child care, housing, job training, and meaningful employment for Menlo Park youth and adults.</p>	Consistent	<ul style="list-style-type: none"> <li>The proposed project includes community amenities proposal in compliance with the minimum required community amenities value as accepted by the Community Development Director</li> </ul>
<p>Policy LU 4.7 Fiscal Impacts</p> <p>Program LU 4.A Fiscal Impact Analysis</p>	<p>Evaluate proposed mixed-use and nonresidential development of a certain minimum scale for its potential fiscal impacts on the City and community.</p>	Consistent	<ul style="list-style-type: none"> <li>The City prepared a fiscal impact analysis to disclose the fiscal impacts of the proposed project on the City and special districts</li> </ul>
<p>Policy LU 6.2 Open Space in New Development</p>	<p>Require new nonresidential, mixed use, and multiple dwelling development of a certain minimum scale to provide ample open space in the form of plazas, greens, community gardens, and parks whose frequent use is encouraged through thoughtful placement and design</p>	Consistent	<ul style="list-style-type: none"> <li>The project proposed to provide a publicly accessible central plaza area that enhances bicycle and pedestrian connection through the site by connecting two streets</li> <li>Project includes the required open space pursuant to the Zoning Ordinance</li> </ul>
<p>Policy LU 6.3 Public Open Space Design</p> <p>Program LU 6.B Open Space Requirements and Standards</p>	<p>Promote public open space design that encourages active and passive uses, and use during daytime and appropriate nighttime hours to improve quality of life.</p>	Consistent	<ul style="list-style-type: none"> <li>The project includes rooftop open space for the office and residential buildings for active uses and a central publically accessible plaza area as passively designed open space</li> <li>A portion of the central plaza area is dedicated to be used by the proposed child care center as outdoor open play area. The childcare outdoor play area is proposed to be screened yet visually connected with the public plaza space</li> </ul>
<p>Policy LU 6.9 Pedestrian and Bicycle Facilities</p>	<p>Provide well-designed pedestrian and bicycle facilities for safe and</p>	Consistent	<ul style="list-style-type: none"> <li>The project proposes to install frontage improvements along each public ROW including</li> </ul>

	convenient multi-modal activity through the use of access easements along linear parks or paseos.		<p>bicycle and pedestrian facilities</p> <ul style="list-style-type: none"> <li>The project includes a central plaza that is publically accessible, and while it is not a formal paseo connection in coordination with an already approved neighboring project landscape design, this project will be able to provide a pedestrian connection between two public ROWs</li> </ul>
Policy LU 6.11 Baylands Preservation	Allow development near the Bay only in already developed areas.	Consistent	<ul style="list-style-type: none"> <li>The project would redevelop existing commercial/industrial site with a new infill mixed use development</li> </ul>
Program LU 6.D Design for Birds	Require new buildings to employ façade, window, and lighting design features that make them visible to birds as physical barriers and eliminate conditions that create confusing reflections to birds.	Consistent	<ul style="list-style-type: none"> <li>The proposed project would comply with the Zoning Ordinance bird friendly design standards and requirements</li> </ul>
Policy LU 7.1 Sustainability	Promote sustainable site planning, development, landscaping, and operational practices that conserve resources and minimize waste.	Consistent	<ul style="list-style-type: none"> <li>The proposed project would comply with the City's water efficient landscaping ordinance, CalGreen code requirements, Zoning Ordinance zero waste planning requirements, and be designed to LEED Gold standards</li> </ul>
Policy LU 7.5 Reclaimed Water Use  Program LU 7.D Performance Standards	Implement use of adequately treated "reclaimed" water (recycled/nonpotable water sources such as, graywater, blackwater, rainwater, stormwater, foundation drainage, etc.) through dual plumbing systems for outdoor and indoor uses, as feasible	Consistent	<ul style="list-style-type: none"> <li>The proposed project would be dual plumbed for use of recycled water in approved non-potable applications. The project proposes to install a recycled water plant on site to comply with the Zoning Ordinance requirements to use recycled water in all City-approved non-potable applications.</li> </ul>
Policy LU 7.9 Green Building	Support sustainability and green building best practices through the orientation, design, and placement of buildings and facilities to optimize their energy efficiency in preparation of State zero-	Consistent	<ul style="list-style-type: none"> <li>The project would be designed to comply with the City's LEED Gold requirement; would comply with the City's Reach codes for energy, and would</li> </ul>



	net energy requirements for residential construction in 2020 and commercial construction in 2030.		comply with the City's Green and Sustainable Building requirements in the Zoning Ordinance
Program LU 7.H Sea Level Rise	Establish requirements based on State Sea Level Rise Policy Guidance for development projects of a certain minimum scale potentially affected by sea level rise to ensure protection from flooding and other potential effects	Consistent	<ul style="list-style-type: none"> <li>The project would comply with the Zoning Ordinance requirement that the finished floor of the ground level of the building be a minimum of 24 inches above the BFE</li> </ul>
Policy CIRC-2.11 Design of New Development	Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodates senior citizens, people with mobility challenges, and children	Consistent	<ul style="list-style-type: none"> <li>The proposed project would provide a publicly accessible central plaza that would be designed to comply with accessibility requirement and provide a mid-block connection between Independence Drive and Constitution Drive</li> </ul>
Policy CIRC-2.14	Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles traveled (VMT) per service population or other efficiency metric) of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, and transit connections, amenities and improvements in proportion with the scale of proposed projects; and facilitate appropriate or adequate response times and access for emergency vehicles.	Consistent	<ul style="list-style-type: none"> <li>The project would include a publicly accessible central plaza</li> <li>The project includes a transportation demand management (TDM) plan that would reduce project trips by 20 percent</li> <li>The project would install frontage improvements to facilitate bike and pedestrian connections within the vicinity of the project site</li> <li>The EIR evaluated the project's potential impact on VMT and determined that its impact would be less than significant when mitigation measures were incorporated as part of project implementation</li> </ul>
Policy CIRC-7.1 Parking and New Development	Ensure new development provides appropriate parking ratios, including application of appropriate	Consistent	<ul style="list-style-type: none"> <li>The proposed project is generally consistent with the City's parking requirements</li> </ul>

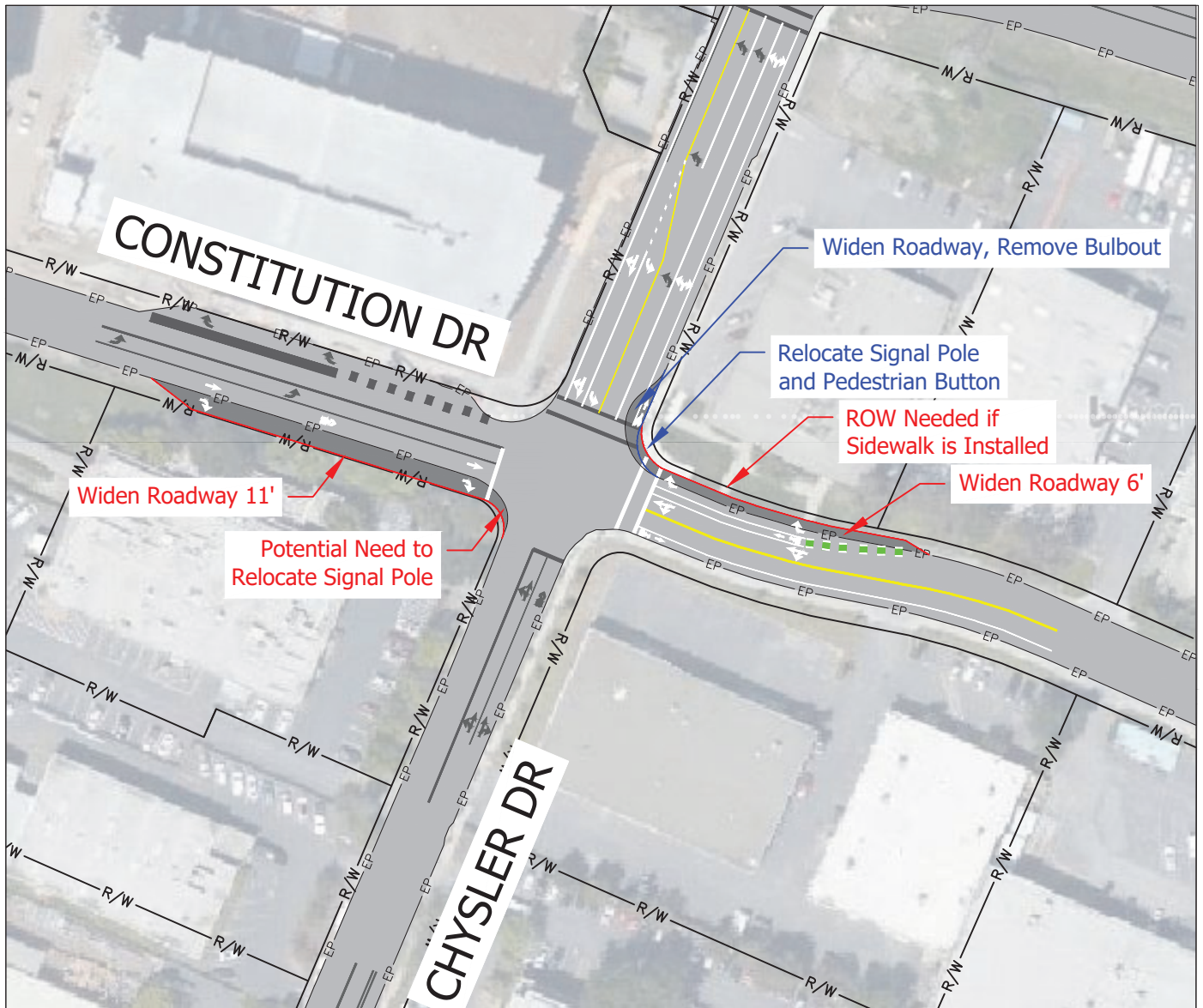
	<p>minimum and/or maximum ratios, unbundling, shared parking, electric car charging, car sharing, and Green Trip Certified strategies to accommodate residents, employees, customers and visitors.</p>		<p>and provides sufficient onsite vehicular and bike parking to serve the new uses</p> <ul style="list-style-type: none"> <li>• The proposed project provides sufficient EV charging facilities per City's EV Charging ordinance</li> <li>• Parking would be unbundled from the apartments rent cost</li> </ul>
<p>Policy H4.2 Housing to Address Local Housing Needs</p>	<p>Strive to provide opportunities for new housing development to meet the City's share of its Regional Housing Needs Allocation (RHNA). In doing so, it is the City's intent to provide an adequate supply and variety of housing opportunities to meet the needs of Menlo Park's workforce and special needs populations, striving to match housing types, affordability and location, with household income, and addressing the housing needs of extremely low income persons, lower income families with children and lower income seniors</p>	<p>Consistent</p>	<ul style="list-style-type: none"> <li>• Project would provide 48 Inclusionary housing rental units</li> <li>• Of the 48 BMR units, applicant's BMR proposal would provide the majority (31 units) to moderate-income households, which is the City's greatest area of need in terms of meeting current RHNA numbers</li> <li>• Project would provide three very low-income and 14 low-income BMR rental units that would help address a broader range of housing needs in the community</li> <li>• Project would provide a variety of unit types, ranging from studios to three-bedrooms</li> </ul>
<p>Policy H4.4 Variety of Housing Choices</p>	<p>Strive to achieve a mix of housing types, densities, affordability levels and designs in response to the broad range of housing needs in Menlo Park</p>	<p>Consistent</p>	<ul style="list-style-type: none"> <li>• The proposed project would include affordable rental units with a range of unit sizes from studios to three-bedrooms</li> <li>• The proposed project would also include BMR units affordable to a mix of income limits</li> </ul>

Building Mass and Scale Design Standards Compliance			
Design Standard Category	Requirement	Project Compliance	Details
Base Height and Minimum Stepback	Above 55 feet in height (referred to as “base height”), building façade must step back a minimum horizontal distance of 10 feet along 75% of the building façade	Complies	Apartment building fronting Constitution Drive and Independence Drive would meet requirement by stepping back more than 75% of the building façade by 10 feet  The office building would not exceed 55 feet in height; no stepback required
Building Projections	Building projections, such as balconies or bay windows, are permitted to project up to six feet into required stepback	Complies	Apartment building would have private balconies extending no greater than six feet into required stepback
Major Modulations	Minimum of one recess 15 feet wide by 10 feet deep every 200 feet of façade length from ground level to base height (55 feet)	Complies	Along street frontages, apartment building would have recess minimum 15 feet wide and greater than or equal to 10 feet near building entrances  Along the central plaza, apartment building would have a major modulation near the residential entrance  Since all facades for the office building facing publicly accessible spaces are less than 200’ in length, major building modulation is not required
Minor Modulations	Minimum recess five feet wide by five feet deep per every 50 feet of façade length from ground level to top of building	Complies	Along street frontages and central plaza, the apartment building would have recesses five feet by five feet distributed across façade every 50 feet or less  For the office building the minor modulations are five feet deep and vary in width from 18 feet to 21 feet
Building Entrances	Minimum of one entrance every 100 feet of building length along a public street or paseo	Complies	Apartment building has three entrances spaced along the street-facing ground floor frontage, leading to garage, and front lobby; two entrances along central plaza connecting to the lobby and residential amenities spaces  The office building has two entrances fronting each public right-of-way
Ground Floor Transparency	Minimum of 30% of ground floor façade must provide transparency through windows, glass doors, etc.	Complies	Apartment building has approximately 30% transparency along the ground floor frontage and approximately 30% transparency along the central plaza

			Office building would have approximately 85% transparency along the ground floor frontage facing the street
Minimum Ground Floor Height	Minimum height of 10 feet from ground level finished floor to second-level finished floor along street frontage	Complies	Apartment building would have a ground floor height of approximately 13 feet Office building would have a ground floor height of 18 feet
Garage Entrances	Maximum 24-foot wide opening for a two-way garage entrance along street frontage	Complies	Apartment building garage entrances are 20 feet in width Office building garage entrance is 24 feet in width facing the street

# CHYSLER DR & CONSTITUTION DR

## Near Term & Cumulative Modifications




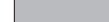





### MODIFICATION:

Near Term: Install left-turn lane on westbound Chrysler Drive and convert the shared left/through/right lane to shared through/right lane.

Cumulative: Implement near term modifications and install a southbound right-turn lane on Constitution Drive and convert the shared through/right lane to through lane; install a northbound right-turn lane and convert the shared left/through/right lane to a shared left/through lane.

### LEGEND:

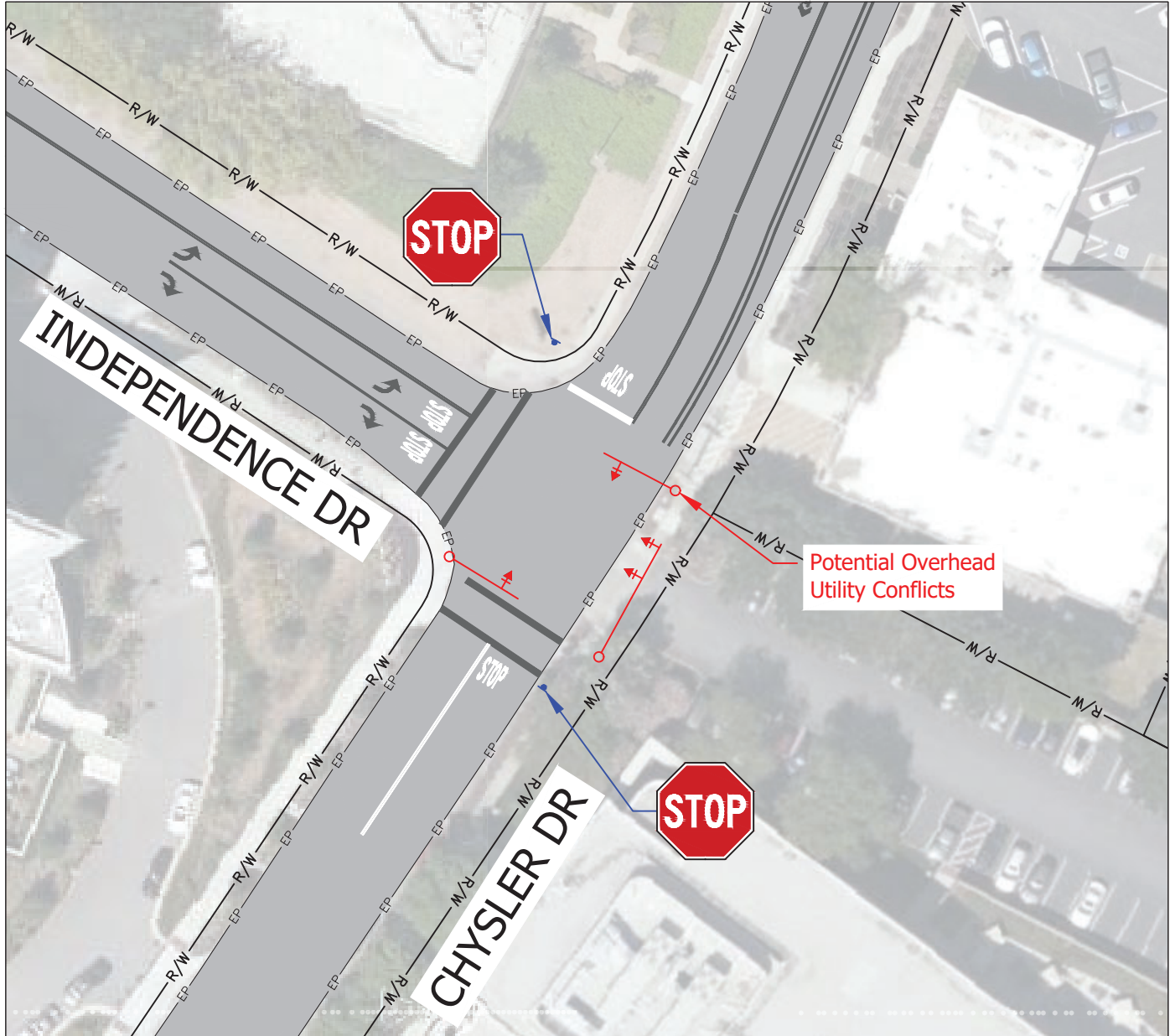
-  Existing Edge of Pavement
-  Near Term
-  Cumulative
-  Existing Pavement
-  New Pavement
-  Existing Pavement Markings
-  New Pavement Markings

Scale: 1" = 100'



# CHYSLER DR & INDEPENDENCE DR

## Near Term & Cumulative Modifications







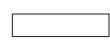


### MODIFICATION:

Near Term: Install a stop control for both approaches of Chrysler Drive.

Cumulative: Install traffic signal.

### LEGEND:

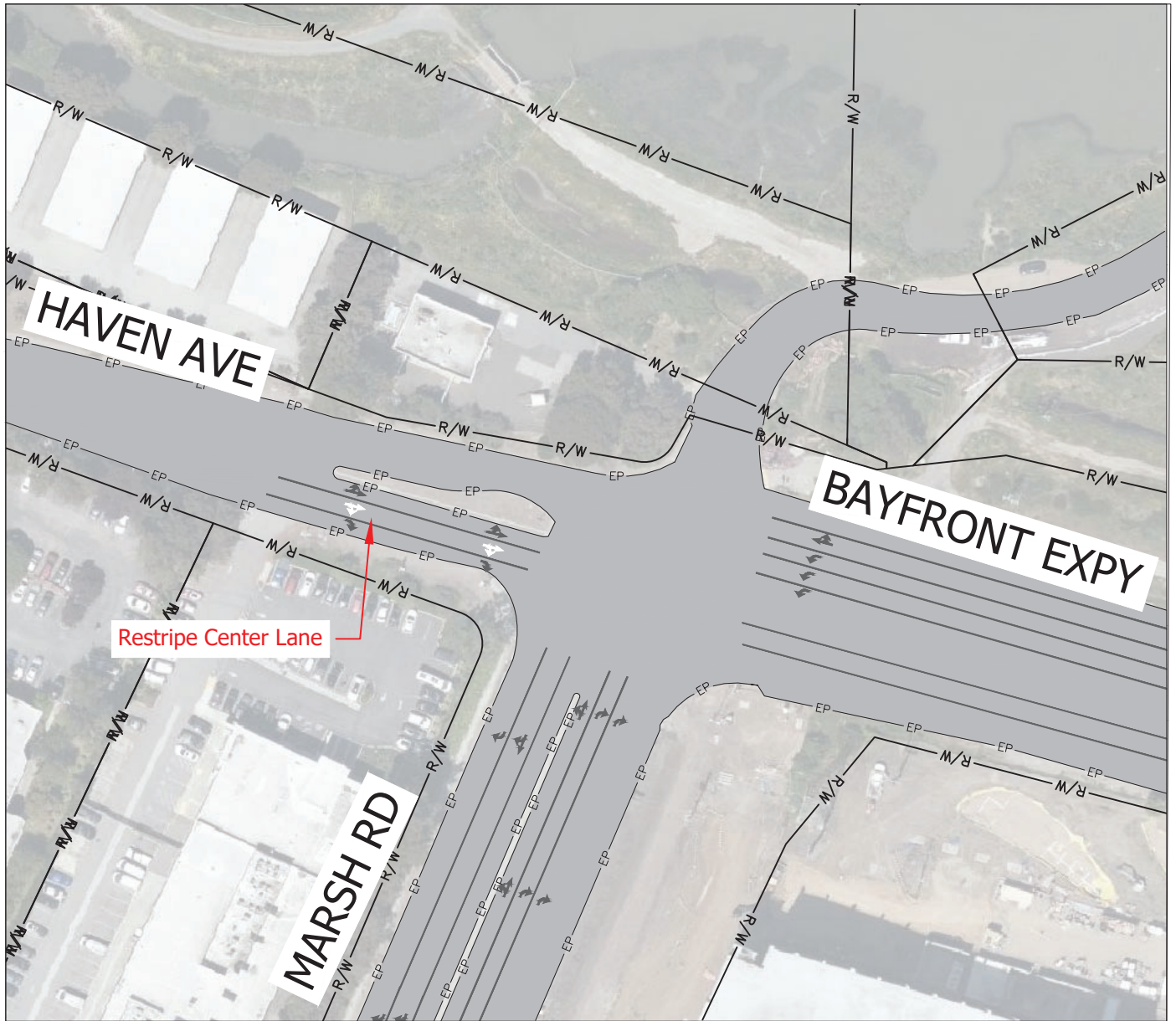
-  Existing Edge of Pavement
-  Near Term
-  Cumulative
-  Existing Pavement
-  New Pavement
-  Existing Pavement Markings
-  New Pavement Markings

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# HAVEN AVE, MARSH RD & BAYFRONT EXPY

## Cumulative Modifications









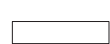
### MODIFICATION:

Cumulative: Restripe the through lane on Haven Avenue to a shared through/right lane.

### NOTES:

1. This is in Caltrans jurisdiction and modifications would require Caltrans approval.

### LEGEND:

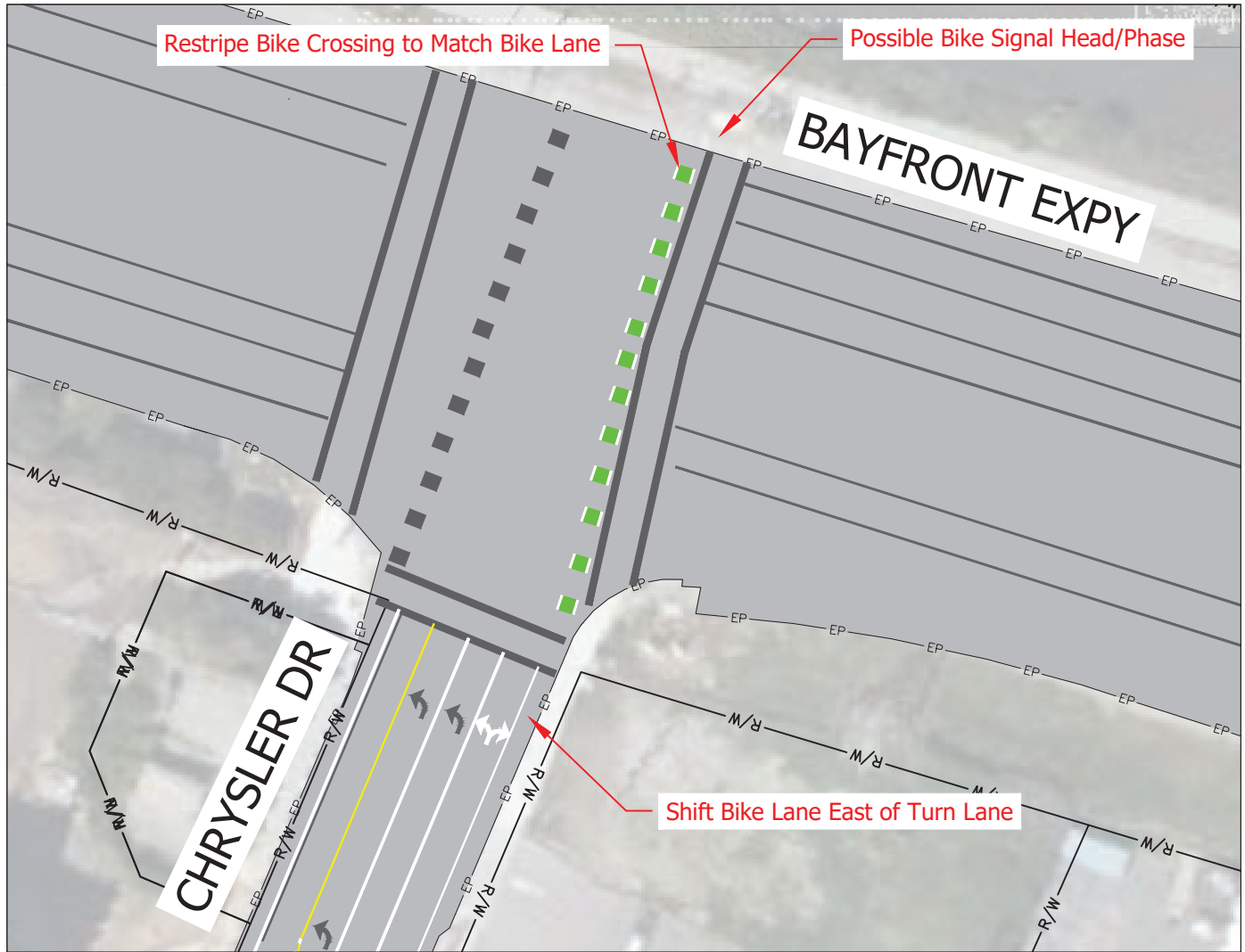
-  Existing Edge of Pavement
-  Near Term
-  Cumulative
-  Existing Pavement
-  New Pavement
-  Existing Pavement Markings
-  New Pavement Markings

Scale: 1" = 100'



# CHYSLER DR & BAYFRONT EXPY




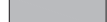



## Cumulative Modifications



### MODIFICATION:

Cumulative: Convert the right turn lane on Chrysler to a shared left/right turn lane.

### LEGEND:

-  Existing Edge of Pavement
-  Near Term
-  Cumulative
-  Existing Pavement
-  New Pavement
-  Existing Pavement Markings
-  New Pavement Markings

### NOTES:

1. Restriping the vehicle travel lane would require modifications to the existing bike lane, which is currently located to the left of the right-turn only lane. This concept shows a curbside bike lane with a bicycle signal to separate right-turning vehicles from bicyclists continuing through or turning left onto Bayfront Expressway.
2. This intersection is in Caltrans jurisdiction and modifications would require Caltrans' approval.

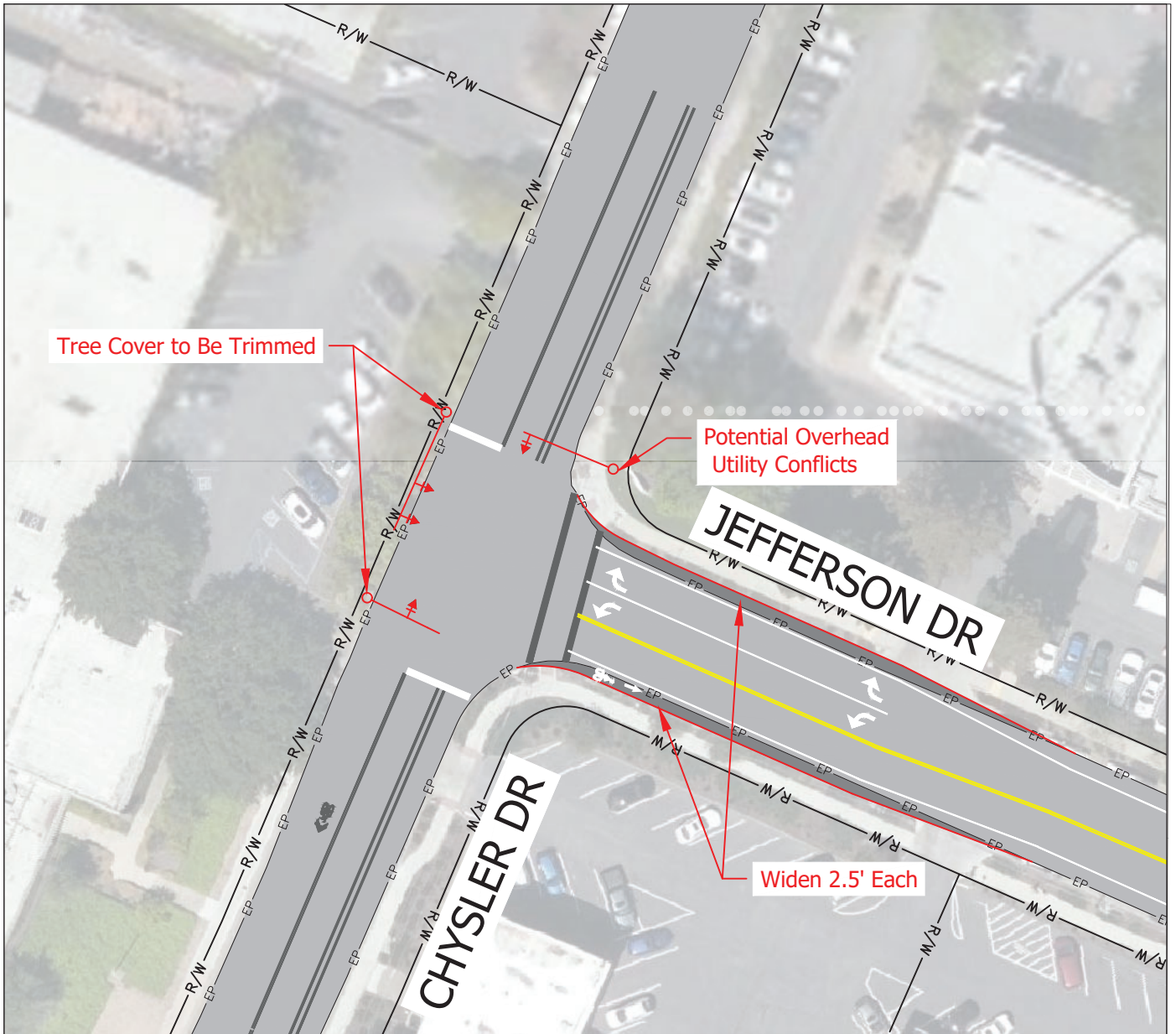
Scale: 1" = 50'





# CHYSLER DR & JEFFERSON DR








## Cumulative Modifications



### MODIFICATION:

Cumulative: Install a traffic signal and convert the northbound Jefferson Drive shared left/right lane to one left-turn lane and one right-turn lane.

### LEGEND:

-  Existing Edge of Pavement
-  Near Term
-  Cumulative
-  Existing Pavement
-  New Pavement
-  Existing Pavement Markings
-  New Pavement Markings

Scale: 1" = 50'





November 5, 2020

Michael Burkin  
Greystar  
450 Sansome Street, Suite 500  
San Francisco, CA 94111

**Subject:** Menlo Portal Multi-Family Housing and Office – Avian Collision Risk Assessment  
(HTH #4484-01)

Dear Mr. Burkin:

Per your request, H. T. Harvey & Associates has performed an assessment of avian collision risk for the proposed Menlo Portal Multi-Family Housing and Office project in Menlo Park, California. It is our understanding that the project will demolish the existing buildings on the site and construct a three-story commercial building with office space and parking (Building OB-1) as well as a five-story multi-family apartment building over two stories of parking (Building MF-1). We further understand that you are requesting our assistance to assess the potential for avian collisions to occur with the proposed buildings and the potential significance (e.g., under the California Environmental Quality Act [CEQA]) of such an impact.

In summary, avian collisions with the glass facades of the proposed buildings are expected to be infrequent due to the relatively low abundance of birds in the vicinity of the project site and the distinctive differences in habitat type and quality between the developed project site and the more natural habitats located north of Bayfront Expressway. Several features of the architecture of the proposed buildings would reduce the potential for avian collisions even further. The project would therefore not result in the loss of a substantial proportion of any species' Bay-area populations or any Bay-area bird community and, according to CEQA standards, we would consider such impacts to be less than significant.

## Statement of Qualifications

This assessment was prepared by Steve Rottenborn and me. Briefly, our qualifications are as follows (résumés attached):

- I am a wildlife ecologist with a B.S. in Ecology from the University of California, San Diego and an M.S. in Fish and Wildlife Management from Montana State University, where my Master's thesis focused on factors affecting the nest survival of yellow warblers (*Setophaga petechia*), dusky flycatchers (*Empidonax*

*oberholseri*), and warbling vireos (*Vireo gilvus*). Trained as an ornithologist, I specialize in the nesting ecology of passerine birds, with a broad range of avian field experience from across the United States. I am an avid birder, and I volunteer as a bird bander for the San Francisco Bay Bird Observatory, where I have been banding, sexing, and aging resident and migrant passerine species since 2010. I have spent hundreds of hours in the field conducting nesting bird surveys for H. T. Harvey & Associates projects over the past 13 years, and have found hundreds of passerine nests as well as many nests of raptors.

- Steve Rottenborn has a Ph.D. in biological sciences from Stanford University, where his doctoral dissertation focused on the effects of urbanization on riparian bird communities in the South San Francisco Bay area. He has been an active birder for more than 35 years and has conducted or assisted with research on birds since 1990. He has served for 9 years as an elected member of the California Bird Records Committee (including 3 years as chair) and for 13 years as a Regional Editor for the Northern California region of the journal *North American Birds*. He is a member of the Scientific Advisory Board for the San Francisco Bay Bird Observatory, the Technical Advisory Committee for the South Bay Salt Ponds Restoration Project, and the Board of Directors of the Western Field Ornithologists.

In addition, I conducted a reconnaissance-level survey of the project site on October 24, 2020 to characterize potential bird use of the site and immediately surrounding areas.

Although the subject of bird-friendly design is relatively new to the West Coast, we have performed avian collision risk assessments and identified measures to reduce collision risk for several projects in the Bay Area, including projects in the cities of San Francisco, Oakland, South San Francisco, Redwood City, Menlo Park, Palo Alto, Mountain View, Santa Clara, Sunnyvale, and San José.

## **Assessment of Bird Use**

### ***Existing Conditions***

Habitat conditions and bird occurrence in the immediate vicinity of the project site (i.e., on the site and on immediately adjacent lands) are typical of much of the urbanized San Francisco Bay area. The approximately 3.2-acre project site consists of three existing commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping (Photos 1 and 2). This landscaping consists of nonnative trees, herbaceous plants, and low shrubs. The site is surrounded by high-density urban commercial and residential development.



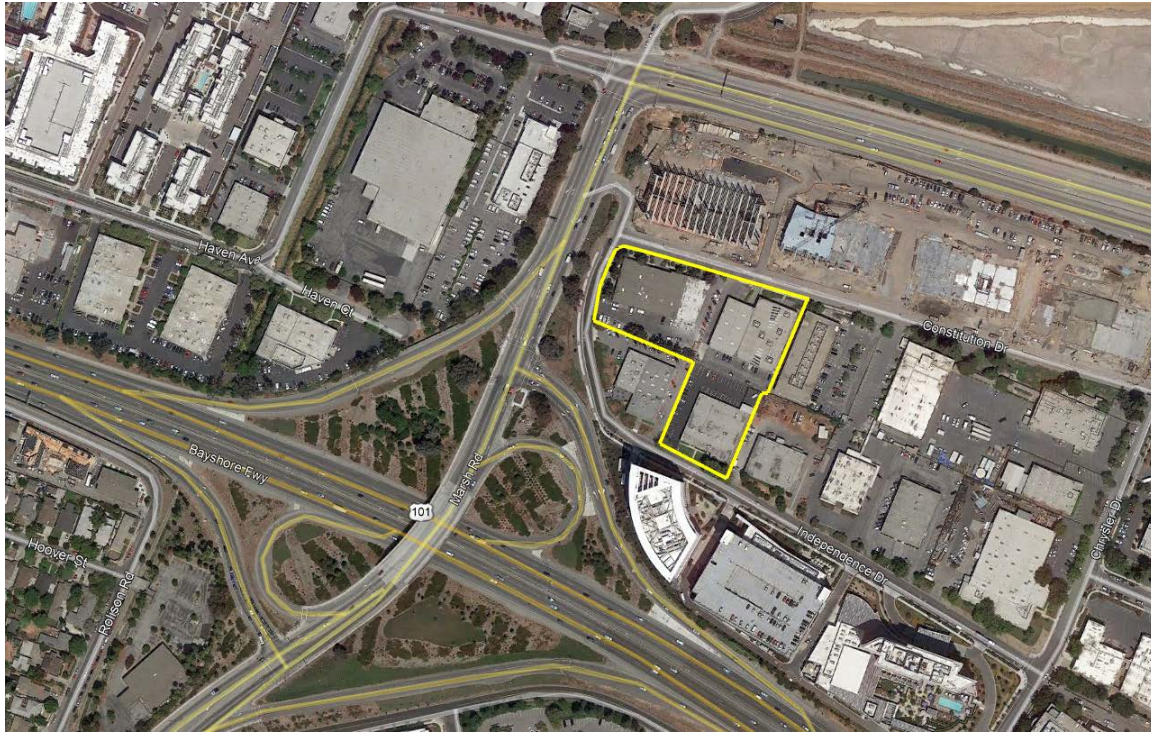
**Photo 1. The project site consists of commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping.**



**Photo 2. The project site consists of commercial buildings surrounded by hardscape with narrow, interrupted areas of landscaping.**

Habitat conditions on the site and in immediately surrounding areas are of low quality for most native birds found in the region due to the near absence of vegetation, the lack of any native vegetation, the absence of well-layered vegetation (e.g., with ground cover, shrub, and canopy tree layers in the same areas), the small size of the vegetated habitat patches, and the amount of human disturbance by vehicular traffic and occupants of buildings on and/or adjacent to the project site, which is developed as a commercial business district. Nonnative vegetation supports fewer of the resources required by native birds than native vegetation, and the structural simplicity of the vegetation further limits resources available to birds. Nevertheless, there is a suite of common, urban-adapted bird species that occur in such urban areas that are expected to occur on the site regularly. These include the native Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), Bewick's wren (*Thryomanes bewickii*), northern mockingbird (*Mimus polyglottos*), bushtit (*Psaltriparus minimus*), dark-eyed junco (*Junco hyemalis*), and house finch (*Haemorhous mexicanus*), as well as the non-native European starling (*Sturnus vulgaris*) and house sparrow (*Passer domesticus*). All of these birds are year-round residents that can potentially nest on or immediately adjacent to the project site. A number of other species, primarily migrants or winter visitors (i.e., nonbreeders), are expected to occur occasionally on the site as well, including the white-crowned sparrow (*Zonotrichia leucophrys*), golden-crowned sparrow (*Zonotrichia atricapilla*), and yellow-rumped warbler (*Setophaga coronata*). For example, low numbers of migrants are expected to forage in the ornamental vegetation on the site. However, no bird species are expected to occur on the site in large numbers, and all of the species expected to occur regularly are regionally abundant species. No special-status birds (i.e., species of conservation concern) are expected to nest or occur regularly on the site.

The heavily used roads immediately adjacent to the site (Constitution Drive to the north, Independence Drive to the northwest, and Independence Drive to the southwest) support little to no bird use. Otherwise, the habitat conditions surrounding the project site are very similar to those on the project site itself. These areas are dominated by commercial/office uses and have landscaping similar to that on the project site (Figure 1). As a result, bird use of these surrounding areas is as described above for the project site.



**Figure 1. The project site (delineated in yellow) and surroundings are dominated by commercial/office uses and have narrow areas of landscaping, similar to that on the project site.**

Approximately 480 feet to the north of the project site, the more natural habitats associated with the San Francisco Baylands support much higher bird diversity and abundance. The managed ponds and tidal marsh located between Bayfront Expressway and Bedwell Bayfront Park, and the tidal marsh west of the park, provide foraging habitat for a wide variety of waterfowl, herons, egrets, and shorebirds. Numbers of waterbirds using these habitats are highest in winter and during migration, but a number of breeding waterbirds are present in these areas as well. These birds are closely tied to wetlands and aquatic habitats, and the sharp physical division between these aquatic habitats and the adjacent developed areas (i.e., Bayfront Expressway and the commercial properties to the south) is very obvious. As a result, these waterbirds are not expected to use the project site, or to move south of Bayfront Expressway, despite the proximity of the site to these aquatic/wetlands habitats.

Bedwell Bayfront Park approximately 1,200 feet north of the project site provides habitat used by grassland-associated birds, and the scattered trees in the park provide nesting habitat for some birds and foraging and resting habitat for migrant songbirds. Due to the location of the park along the edge of the bay, nocturnal migrant landbirds that find themselves over the bay at dawn may descend to forage at the park. As a result of higher habitat diversity, greater extent of vegetated area, and location adjacent to the bay, Bedwell Bayfront Park provides much higher-quality habitat than that present on the project site. The much more sparse vegetation on and surrounding the project site, coupled with the obvious physical separation (and complete lack of suitable habitat) from the park resulting from the presence of commercial development and Bayfront

Expressway, reduces the likelihood that songbirds using the park would move onto or toward the project site regularly or in large numbers.

Thus, due to the habitat conditions on the site and in immediately surrounding areas, as well as the site's landscape position (i.e., not in an area such as immediately along a shoreline where large numbers of migrating birds would be concentrated), we do not expect high numbers of birds, especially migratory birds, to be attracted to or move through/past the project site.

### **Proposed Conditions**

Under proposed conditions, the numbers of birds that use the site are expected to increase somewhat due to the proposed expansion of landscape areas on the site. However, the project's planting plans include primarily nonnative trees, shrubs, and herbaceous plants, which offer fewer resources to native birds than native vegetation. Trees, shrubs and herbaceous plants planned for the site include red maple (*Acer rubrum*), honey locust (*Gleditsia tricanthos*), crape myrtle (*Lagerstroemia indica*), magnolia (*Magnolia* sp.), London plane (*Platanus x acerifolia*), Chinese elm (*Ulmus parvifolia*), little river wattle (*Acacia cognate*), agave (*Agave* sp.), cone bush (*Leucadendron* sp.), New Zealand flax (*Phormium* sp.), kangaroo paw (*Anigozanthos* sp.), and others. This vegetation is likely to attract somewhat greater numbers of landbirds, perhaps including more migrant songbirds, than under existing conditions; however, none of the tree and other plant species proposed to be planted on the site are known to provide particularly valuable food, nesting, or cover resources for native birds. Thus, the relatively small numbers of these trees and plants, coupled with the lack of structural diversity, would not provide high-quality habitat for native birds, and any increase in bird abundance as a result of the proposed landscaping would be modest.

In nearby areas, bird use is likely to change somewhat in the areas to the north of the site in the future. The South Bay Salt Ponds Restoration Project (SBSPRP) is proposing to manage two small ponds northeast of the intersection of Chrysler Drive and Bayfront Expressway specifically for pond-associated shorebirds and waterfowl. These ponds are currently managed for waterbird use, but as other portions of the SBSPRP are converted from managed pond to tidal marsh, management of the two ponds north of the project site specifically for certain pond-associated birds will be intensified (e.g., through creation of nesting or roosting islands and more focused management of water levels). Even farther to the northeast, some managed ponds are proposed to be converted to tidal salt marsh by the SBSPRP; the extent of area that is ultimately converted to tidal marsh versus managed for waterbirds will be determined by the SBSPRP's adaptive management plan, but two potential restoration endpoints are depicted on the two attached figures from the SBSPRP's Environmental Impact Report. Regardless of the SBSPRP's future activities, the waterbirds using those restored (or more intensively managed) habitats are expected to confine their activities to the baylands areas on the northeast side of Bayfront Expressway. As noted above, the habitat differs so much between the two sides of Bayfront Expressway, being completely unsuitable for waterbirds on the southwest side, that waterbirds are not expected to fly southward toward the Menlo Portal project site.

## Assessment of Collision Risk

Because birds do not necessarily perceive glass as an obstacle<sup>1</sup>, windows or other structures that reflect the sky, trees, or other habitat may not be perceived as obstacles, and birds may collide with these structures. Similarly, transparent windows can result in bird collisions when they allow birds to perceive an unobstructed flight route through the glass (such as at corners), and when the combination of transparent glass and interior vegetation (such as in planted atria) results in attempts by birds to fly through glass to reach vegetation. A number of factors play a role in determining the risk of bird collisions with buildings, including the amount and type of glass used, lighting, properties of the building (e.g., size, design, and orientation), type and location of vegetation around the building, and building location.

As noted above, relatively low numbers of native, resident birds and occasional migrants occur in the project vicinity, but even during migration, the number of native birds expected to occur in the project vicinity will be low. As a result, the glass façades of the proposed buildings on the Menlo Portal project site are expected to result in relatively few bird collisions, even in the absence of added bird-safe design. Further, several features of the architecture of the proposed buildings would reduce the potential for avian collisions. Based on the project plans, the facades of the apartment building (MF-1) are primarily opaque and include overhangs, shadow boxes, and window mullions; we expect these features to increase the visibility of the building to birds and reduce the potential for birds to collide with the building (Figure 2).

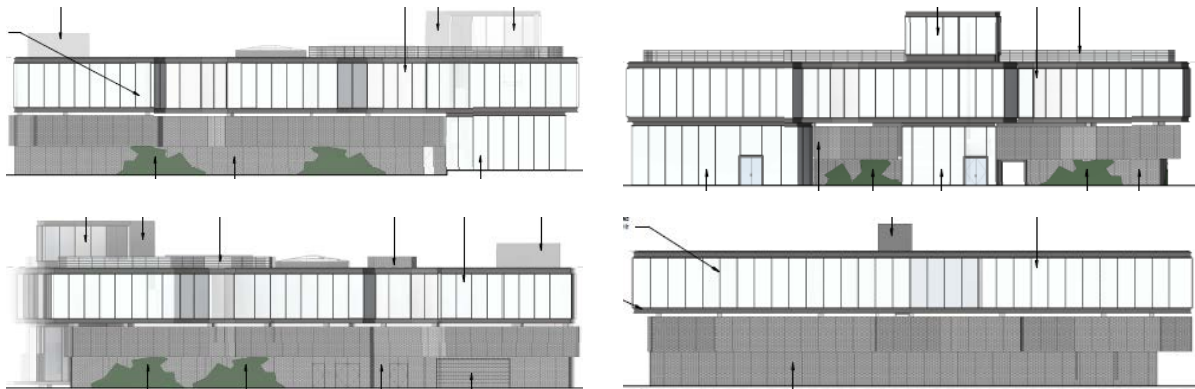


**Figure 2. The proposed apartment building (MF-1) incorporates opaque wall panels, overhangs, shadow boxes, and window mullions. These features help the building appear as a solid structure to birds, and reduce the likelihood of collisions.**

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<sup>1</sup> Sheppard, C. and G. Phillips. 2015. *Bird-Friendly Building Design*, 2<sup>nd</sup> Edition. American Bird Conservancy. The Plains, VA, 60 pages.

There are some features evident in the project's plans where bird collisions are more likely to occur compared to other locations because they may not be as easily perceived by birds as physical obstructions. For example, free-standing glass railings are present on balconies and terraces, transparent glass corners are present at several locations, and the facades of the office building (OB-1) are entirely glazed on Level 3 and on all levels at the northeast corner (Figures 3 and 4). Where these features are located along potential flight paths that birds may use when traveling to and from landscape vegetation on the site, the risk of bird collisions is higher because birds may not perceive the intervening glass and may therefore attempt to fly to vegetation on the far side of the glass. In addition, approximately 0.3 acre of open space is planned the site (Figure 5), and vegetation will be also planted on roof terraces both the office building (OB-1) and apartment building (MF-1) (Figure 6). Birds using the site are expected to be attracted to this vegetation, increasing the possibility that they will see vegetation reflected in glass on adjacent facades and collide with those facades. As a result, bird collisions are expected to be higher with Level 3 of the office building, the northeast corner of the office building, the east façade of the office building, the northern half of the west façade of the apartment building, and with facades surrounding vegetated roof terraces on both the office building and apartment building compared to other facades on the project site. However, for reasons discussed in the summary below, we do not expect the number of collisions to be so high as to result in a significant impact under CEQA.



**Figure 3.** The facades of the office building (OB-1) are predominantly glazed on Level 3, and on Levels 1 and 2 at the northeast corner. The east façade is shown on the top left, the north façade is shown on the top right, the west façade is shown on the bottom left, and the south façade is shown on the bottom right.





Figure 4. The predominantly glazed facades of the office building increase the probability that birds will collide with these facades.



Figure 5. The proposed extent of landscape vegetation on Level 1 of the project site.



Figure 6. The proposed extent of landscape vegetation to be planted on green roofs on the project site.

## Assessment of Lighting Impacts

### Visibility of Project Lights to Birds

Construction of the project will create new sources of lighting on the project site. Lighting would be the result of light fixtures illuminating buildings, building architectural lighting, pedestrian lighting, and artistic lighting. Depending on the location, direction, and intensity of exterior lighting, this lighting can potentially spill into adjacent areas, thereby resulting in an increase in lighting compared to existing conditions. The project is surrounded on all sides by commercially developed areas that do not support bird communities that might be substantially affected by illuminance from the project. However, birds inhabiting areas along the San Francisco Bay 480 feet to the north may be affected by an increase in lighting. The following is a summary of the anticipated visibility of proposed lighting to birds on the project site:

- Fixture type D2 (wall sconces) is Dark-Sky approved<sup>2,3</sup>, and effectively minimizes the visibility of exterior lighting to birds inhabiting nearby areas.

<sup>2</sup> Exterior lighting fixtures that meet the International Dark-Sky Association's standards for artificial lighting minimize glare while reducing light trespass and skyglow, and are required to be fully shielded and minimize the amount of blue light in the nighttime environment.

<sup>3</sup> International Dark-Sky Association. 2020. Outdoor Lighting Basics. <http://darksky.org/lighting/lighting-basics/>. Accessed November 2020.

- Fixture types A1 and A2 (recessed downlights); L1 (bollard lights); L2 (pole-mounted lights); L3 (step lights); L7, L8, L9, and L10 (mounted downlights); L11 (recessed wall lights); D1 and D2 (wall sconces); and D3 (outdoor floor light) are shielded and/or directed, which effectively minimizes the visibility of exterior lighting to birds inhabiting nearby areas.
- Fixture types L4 (strip lights), L5 (stake-mounted tree up-lights), L6 (in-grade art up-lights), L9A (palm tree up-lights), L12 (catenary system), and D4 (pendant lights) are expected to cast light upwards and outwards into adjacent areas, and illuminance from these fixtures may be visible to birds inhabiting nearby areas and/or flying over the site.

In summary, we expect birds flying along the San Francisco Bay to the north to be able to perceive luminance from fixtures L4 (strip lights), L5 (stake-mounted tree up-lights), L6 (in-grade art up-lights), L9A (palm tree up-lights), L12 (catenary system), and D4 (pendant lights). Buildings located in between the project site and the San Francisco Bay will block some of this luminance horizontally, but some light from the project site is expected to travel in between these buildings to reach San Francisco Bay habitats, and any birds flying either along the San Francisco Bay higher than the adjacent buildings or over the site will also be able to perceive luminance from the project site.

### **Project Measures to Minimize Lighting**

The project will implement the following measures to minimize lighting on the project site:

- As discussed above, many of the proposed fixtures to be used on the project site are International Dark Sky-approved, and/or shielded and directed.
- All project up-lighting (i.e. fixture types L5, L6, and L9A) will be programmed to automatically shut off at or before midnight daily, and will remain off until sunrise.

### **General Site Lighting Impacts**

Many animals are sensitive to light cues, which influence their physiology and shape their behaviors, particularly during the breeding season<sup>4,5</sup>. Artificial light has been used as a means of manipulating breeding behavior and productivity in captive birds for decades<sup>5</sup>, and has been shown to influence the territorial singing behavior of wild birds<sup>5,6,7</sup>. While it is difficult to extrapolate results of experiments on captive birds to wild populations, it is known that photoperiod (the relative amount of light and dark in a 24-hour period) is an essential cue triggering physiological processes as diverse as growth, metabolism, development, breeding behavior, and

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<sup>4</sup> Ringer, R. K. 1972. Effect of light and behavior on nutrition. *J. Anim. Sci.* 35: 642-647.

<sup>5</sup> de Molenaar, J. G., M. E. Sanders and D. A. Jonkers. 2006. Road Lighting and Grassland Birds: Local Influence of Road Lighting on a Black-tailed Godwit Population in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 114-136.

<sup>6</sup> Longcore, T. and C. Rich. 2004. Ecological Light Pollution. *Front. Ecol. Environ.* 2(4): 191-198.

<sup>7</sup> Miller, M. W. 2006. Apparent Effects of Light Pollution on Singing Behavior of American Robins. *Condor* 108(1): 130-139.

molting<sup>5</sup>. This suggests that increases in ambient light may interfere with these processes across a wide range of species, resulting in impacts on wildlife populations.

Artificial lighting may indirectly impact birds by increasing the nocturnal activity of predators such as owls, hawks, and mammalian predators<sup>6,8,9,10</sup>. The presence of artificial light may also influence habitat use by breeding birds<sup>5,11</sup> by causing avoidance of well-lit areas, resulting in a net loss of habitat availability and quality.

Birds using the project site and nearby areas along the San Francisco Bay may be subject to increased predation, decreased habitat availability (for species that show aversions to increased lighting), and alterations of physiological processes if light fixtures on the project site produce appreciably greater illuminance within these areas compared to existing conditions. Based on the presence of buildings in between the project site and natural areas along the San Francisco Bay, the project's use of Dark Sky-approved light fixtures and shielded/directed fixtures for most lighting, as well as the limited numbers of resident birds expected to use the site over the long term, it is our opinion that general project site lighting will not result in substantial impacts on birds.

Because up-lighting can affect birds in different ways than general site lighting, the impacts of project up-lighting on birds is discussed separately in the section below.

## Up-Lighting

There are two primary ways in which the luminance of up-lights might impact the movements of birds. First, local birds using habitats on the site may become disoriented during flights among foraging areas and fly toward the lights, colliding with the lights or with nearby structures such as the proposed buildings. Second, nocturnally migrating birds far above the site may alter their flight direction or behavior upon seeing the lights; the birds may be drawn toward the lights or may become disoriented, potentially striking objects such as buildings, adjacent power lines, or even the lights themselves. Both local birds and migrating birds are much more likely to be impacted by up-lighting during foggy or rainy weather, when visibility is poor<sup>12,13</sup>.

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<sup>8</sup> Negro, J. J., J. Bustamante, C. Melguizo, J. L. Ruiz, and J. M. Grande. 2000. Nocturnal activity of lesser kestrels under artificial lighting conditions in Seville, Spain. *J. Raptor Res.* 34(4): 327-329.

<sup>9</sup> DeCandido R. and D. Allen. 2006. Nocturnal hunting by peregrine falcons at the Empire State Building, New York City. *Wilson J. Ornithol.* 118(1): 53-58.

<sup>10</sup> Beier, P. 2006. Effects of artificial night lighting on mammals in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 19-42.

<sup>11</sup> Rogers, D. I., T. Piersma, and C. J. Hassell. 2006. Roost availability may constrain shorebird distribution: Exploring the energetic costs of roosting and disturbance around a tropical bay. *Biol. Conserv.* 33(4): 225-235.

<sup>12</sup> Longcore, T. and C. Rich. 2004. *Ecological Light Pollution*. *Front. Ecol. Environ.* 2(4): 191-198.

<sup>13</sup> Gauthreaux, S. A. and C. G. Belser. 2006. Effects of Artificial Night Lighting on Migrating Birds in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 67-93.

**Local Birds.** Seabirds may be especially vulnerable to artificial lights because many species are nocturnal foragers that have evolved to search out bioluminescent prey<sup>14,15,16</sup>, and thus are strongly attracted to bright light sources. When seabirds approach an artificial light, they seem unwilling to leave it and may become “trapped” within the sphere of the light source for hours or even days, often flying themselves to exhaustion or death<sup>16</sup>. Seabirds using the Menlo Park area include primarily gulls and terns. Although none of these species are primarily nocturnal foragers, there is some possibility that gulls, which often fly at night, may fly in areas where they would be disoriented by the proposed up-lights under conditions dark enough that the lights would affect the birds. Shorebirds forage in the San Francisco Bay nocturnally as well as diurnally, and move frequently between foraging locations in response to tide levels and prey availability. Biologists and hunters have long used sudden bright light as a means of blinding and trapping shorebirds<sup>17,18</sup>, so evidence that shorebirds are affected by bright light is well established. Though impacts of a consistent bright light are undocumented, it is possible that shorebirds, like other bird species, may be disoriented by a very bright light in their flight path. However, the number of shorebirds foraging or flying over the project site is expected to be relatively low, as shorebirds do not congregate in large numbers at or near the project site. Passerine species have been documented responding to increased illumination in their habitats with nocturnal foraging and territorial defense behaviors<sup>5,7,12</sup>, but absent significant illumination, they typically do not forage at night, leaving them less susceptible to the attraction and disorientation caused by luminance when they are not migrating.

**Migrating Birds.** Hundreds of bird species migrate nocturnally in order to avoid diurnal predators and minimize energy expenditures. Bird migration over land typically occurs at altitudes of up to 5,000 feet, but is highly variable by species, region, and weather conditions<sup>19,20</sup>. In general, night-migrating birds optimize their altitude based on local conditions, and most songbird and soaring bird migration over land occurs at altitudes below 2,000 feet while waterfowl and shorebirds typically migrate at higher altitudes<sup>19,20</sup>. Birds flying at higher altitudes may not be affected as strongly by the proposed up-lighting. However, birds flying at lower altitudes over the project site to optimize flight conditions, to descend/ascend to and from stopover sites in the vicinity, or due to foggy or rainy weather would potentially encounter light from up-lights on the project site.

Evidence that migrating birds are attracted to artificial light sources is abundant in the literature as early as the late 1800s<sup>13</sup>. Although the mechanism causing migrating birds to be attracted to bright lights is unknown, the attraction is well documented<sup>12,13</sup>. Migrating birds are frequently drawn from their migratory flight paths into the vicinity of an artificial light source, where they will reduce their flight speeds, increase vocalizations, and/or

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<sup>14</sup> Imber, M. J. 1975. Behavior of Petrels in Relation to the Moon and Artificial Lights. *Notornis* 22: 302-306.

<sup>15</sup> Reed, J. R., J. L. Sincock, and J. P. Hailman. 1985. Light Attraction in Endangered Procellariiform Birds: Reduction by Shielding Upward Radiation. *Auk* 102(2): 377-383.

<sup>16</sup> Montevecchi, W. A. 2006. Influences of Artificial Light on Marine Birds in Rich, C. and T. Longcore, eds. *Ecological Consequences of Artificial Night Lighting*. Covelo, CA: Island Press. Pp 95-113.

<sup>17</sup> Gerstenberg, R. H. and S. W. Harris. 1976. Trapping and Marking of Shorebirds at Humboldt Bay, California. *Bird Banding* 47(1): 1-7.

<sup>18</sup> Potts, W. K. and T. A. Sordahl. 1979. The Gong Method for Capturing Shorebirds and Other Ground-roosting Species. *North Amer. Bird Band.* 4(3): 106-107.

<sup>19</sup> Kerlinger, P. 1995. *How Birds Migrate*. Stackpoll Books, Mechanicsburg, PA. 228 pp.

<sup>20</sup> Newton, I. 2008. *The Migration Ecology of Birds*. Academic Press, London, UK. 976 pp.

end up circling the lit area, effectively “captured” by the light<sup>13,21,22,23</sup>. When birds are drawn to artificial lights during their migration, they may become disoriented and possibly blinded by the intensity of the light<sup>13</sup>. A study of bird responses to up-lighting from 250-watt (equivalent to 3,750-lumen) spotlights placed on the roof of a 533-foot tall building and directed upwards at a company logo documented behavioral changes in more than 90% of the birds that were visually observed flying over the building at night<sup>24</sup>. The disorienting and blinding effects of artificial lights directly impact migratory birds by causing collisions with light structures, buildings, communication and power structures, or even the ground<sup>13</sup>. Indirect impacts on migrating birds might include orientation mistakes and increased length of migration due to light-driven detours.

It is unknown what light levels adversely affect migrating birds, and at what distances birds respond to lights<sup>22</sup>. In general, vertical beams are known to capture higher numbers of birds flying at lower altitudes. High-powered 7,000-watt (equivalent to 105,000-lumen) spotlights that reach altitudes of up to 4 miles (21,120 feet) in the sky have been shown to capture birds migrating at varying altitudes, with most effects occurring below 2,600 feet (where most migration occurs); however, effects were also documented at the upper limits of bird migration at approximately 13,200 feet<sup>22</sup>. One study of vertical lights projecting up to 3,280 feet found that higher numbers of birds were captured at altitudes below 650 feet, but this effect was influenced by wind direction and the birds’ flight speed<sup>25</sup>. These studies have not analyzed the capacity for vertical lights to attract migrating birds flying beyond their altitudinal range, and the potential for the project up-lights to affect birds flying at various altitudes is unknown. Thus, birds that encounter beams from up-lights are likely to respond to the lights, and may become disoriented or attracted to the lights to the point that they collide with buildings or other nearby structures, but the range of the effect of the lights is unknown.

**Up-Lighting Impacts.** As stated above, it is unknown what light levels are safe for birds and at what distances birds respond to lights<sup>22</sup>. Observations of bird behavioral responses to up-lights indicate that their behaviors return to normal quickly once up-lights are completely switched off<sup>23</sup>, but no studies are available that demonstrate bird behavioral responses to reduced or dimmed up-lights. In general, up-lights within very dark areas are more likely to “capture” and disorient migrating birds, whereas up-lights in brightly lit areas (e.g., highly urban areas, such as Menlo Park) are less likely to capture birds<sup>26</sup>. Birds are also known to be more susceptible to capture by artificial light when they are descending from night migration flights in the early mornings compared to when they ascend in the evenings; as a result, switching off up-lights after midnight can

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<sup>21</sup> Herbert, A. D. 1970. Spatial Disorientation in Birds. *Wilson Bull.* 82(4): 400-419.

<sup>22</sup> Sheppard, C. and G. Phillips. *Bird-Friendly Building Design*, 2nd Ed. The Plains, VA: American Bird Conservancy, 2015.

<sup>23</sup> Van Doren, B.M., K.G. Horton, A.M. Dokter, H. Klinck, S.B. Elbin, and A. Farnsworth. 2017. High-intensity urban light installation dramatically alters nocturnal bird migration. *Proceedings of the National Academy of Sciences of the United States of America*: 114 (42): 11175-11180.

<sup>24</sup> Haupt, H. and U. Schillemeit, 2011. Skybeamer und Gebäudeanstrahlungen bringen Zugvögel vom Kurs ab: Neue Untersuchungen und eine rechtliche Bewertung dieser Lichtanlagen. *NuL* 43 (6), 2011, 165-170.

<sup>25</sup> Bolshakov, C.V., V.N. Bulyuk, A.Y. Sinelschikova, and M.V. Vorotkov. 2013. Influence of the vertical light beam on numbers and flight trajectories of night-migrating songbirds. *Avian Ecology and Behavior* 24: 35-49.

<sup>26</sup> Sheppard, C. 2017. Telephone conversation with Robin Carle of H. T. Harvey & Associates regarding the potential for different types and intensities of up-lighting to affect migrating birds. October 26, 2017.

minimize adverse effects on migrating birds<sup>26</sup>. However, more powerful up-lights (e.g., 3,000 lumen spotlights) may create issues for migrating birds regardless of the time of night they are used<sup>26</sup>.

Because the project will program all up-lighting (i.e. fixture types L5, L6, and L9A) to automatically shut off at or before midnight daily, and all up-lighting will remain off until sunrise, it is our opinion that project up-lighting will not result in substantial impacts on birds.

## Summary

Because birds are present in the vicinity of the proposed buildings, and glazed facades of these buildings may not always be perceived by birds as physical impediments to flight, we expect some avian collisions with the proposed buildings to occur. Among the project components, we expect collision risk to be highest at Level 3 of the office building, the northeast corner of the office building, the east façade of the office building, the northern half of the west façade of the apartment building, and with facades surrounding vegetated roof terraces on both the office building and apartment building compared to other facades on the project site.

However, we expect the frequency of bird collisions to be relatively low compared to circumstances in which buildings with more expansive, unbroken glass facades occur within more natural habitats or along regular flight paths between areas of high-quality habitat. We base this conclusion on (1) the relatively low numbers of birds expected to occur in the immediate vicinity of the proposed project buildings due to habitat conditions; (2) the low numbers of birds expected to approach the project site from more natural habitats to the north; (3) the absence of any features such as dense, native vegetation or water features on or immediately adjacent to the site, that might otherwise attract birds to the vicinity; and (4) the appearance of the facades, which in most areas are well broken-up by solid, opaque horizontal and vertical elements, thus making the façades more conspicuous.

Although building collisions by some migrant songbirds are likely to occur, we would expect that the majority of bird strikes would be by resident species, both because the low-quality habitat on the site is more conducive to use by urban-adapted resident birds than by migrants and because resident birds would spend far more time near the proposed buildings than would birds that are migrating through the region. The resident species occurring on the project site are all common, urban-adapted species that are widespread in urban, suburban, and (for many species) natural land use types throughout the San Francisco Bay area. As a result, these species have high regional populations, and the number of individuals that might be impacted by collisions with project buildings would represent a very small proportion of regional populations. Therefore, the project would not result in the loss of a substantial proportion of any species' Bay-area populations or any Bay-area bird community, and according to CEQA standards, we would consider such impacts to be less than significant. As a result, it is our opinion that no mitigation measures are necessary to avoid a significant impact under CEQA.

Based on the presence of buildings in between the project site and natural areas along the San Francisco Bay and the project's use of Dark Sky-approved light fixtures and shielded/directed fixtures for most lighting, as well as the limited numbers of resident birds expected to use the site over the long term, it is our opinion that

general project site lighting will not result in substantial impacts on birds. In addition, because the project will program all up-lighting (i.e., fixture types L5, L6, and L9A) to automatically shut off at or before midnight daily, and up-lighting will remain off until sunrise, it is our opinion that project up-lighting will not result in substantial impacts on birds.

Please feel free to contact me at (408) 677-8737 or [rcarle@harveyecology.com](mailto:rcarle@harveyecology.com) if you have any questions regarding this assessment. Thank you very much for contacting H. T. Harvey & Associates about this project.

Sincerely,



Robin Carle, M.S.  
Associate Wildlife Ecologist/Project Manager

Attachments: Résumés





## Stephen C. Rottenborn, PhD Principal, Wildlife Ecology

srottenborn@harveyecology.com  
408.458.3205



H. T. HARVEY & ASSOCIATES

Ecological Consultants

### HIGHLIGHTS

- Avian ecology
- Wetlands and riparian systems ecology
- Endangered Species Act consultations and compliance
- Environmental impact assessment
- Management of complex projects

### EDUCATION

PhD, Biological Sciences, Stanford University

BS, Biology, College of William and Mary

### PERMITS AND LICENSES

- USFWS 10(a)(1)(A) recovery permit, authorized to conduct surveys for snowy plover, California Ridgway's rail
- CDFW MOU to conduct broadcast surveys for California Ridgway's and black rail
- CDFW scientific collecting permit

### PROFESSIONAL EXPERIENCE

*Principal*, H. T. Harvey & Associates, 1997–2000,  
2004–present

*Ecology Section Chief/Environmental Scientist*,  
Wetland Studies and Solutions, Inc., 2000–04

*Independent Consultant*, 1989–97

### MEMBERSHIPS AND AFFILIATIONS

*Chair*, California Bird Records Committee,  
2016–present

*Member*, Board of Directors, Western Field  
Ornithologists, 2014–present

*Scientific Associate/Scientific Advisory Board*, San  
Francisco Bay Bird Observatory, 1999–2004,  
2009–present

### PUBLICATIONS

Rottenborn, S. C. 2000. Nest-site selection and reproductive success of red-shouldered hawks in central California. *Journal of Raptor Research* 34:18-25.

Rottenborn, S. C. 1999. Predicting the impacts of urbanization on riparian bird communities. *Biological Conservation* 88:289-299.

*Complete list of publications available upon request.*

### PROFESSIONAL PROFILE

Dr. Steve Rottenborn is a principal in the Wildlife Ecology group at H. T. Harvey & Associates. He specializes in resolving issues related to special-status wildlife species and in meeting the wildlife-related requirements of federal and state environmental laws and regulations. Combining his research and training as a wildlife biologist and avian ecologist, Steve has built an impressive professional career that is highlighted by a particular interest in wetland and riparian communities, as well as the effects of human activities on bird populations and communities. Steve's experience extends to numerous additional special-status animal species. The breadth of his ecological training and project experience enables him to expertly manage multidisciplinary projects involving a broad array of biological issues.

He has contributed to more than 600 projects involving wildlife impact assessment, NEPA/CEQA documentation, biological constraints analysis, endangered species issues (including California and Federal Endangered Species Act consultations), permitting, and restoration. Steve has conducted surveys for a variety of wildlife taxa, including a number of threatened and endangered species, and contributes to the design of habitat restoration and monitoring plans. In his role as project manager and principal-in-charge for numerous projects, he has supervised data collection and analysis, report preparation, and agency and client coordination.

### PROJECT EXAMPLES

Served as principal-in-charge of H. T. Harvey's work on all biological resources tasks for the **Envision San José 2040 General Plan Update** and its EIR.

Served as senior wildlife ecologist for the **Coyote Creek Trail Master Plan for the City of San José**.

Spearheaded **biological planning, permitting, and Federal Endangered Species Act consultation** for several large redevelopment projects involving both development and habitat restoration, including the Candlestick Point – Hunters Point Shipyard project, Alameda Point project, and Concord Reuse project.

Served as project manager or principal-in-charge for **more than 65 task orders for Santa Clara Valley Water District on-call projects**.

Served as **senior wildlife ecology expert on the South Bay Salt Pond restoration project** — the largest (~15,000-acre) restoration project of its kind in the western United States.

Serves as principal-in-charge for H. T. Harvey's work performing biological resources-related planning for the Santa Clara Valley Water District's seismic retrofit projects involving **Anderson, Calero, Guadalupe, and Almaden dams**.



## Robin J. Carle, MS Senior Wildlife Ecologist

rcarle@harveyecology.com  
408.458.3241



H. T. HARVEY & ASSOCIATES

Ecological Consultants

### HIGHLIGHTS

- Avian ecology
- Environmental impact assessments (NEPA/CEQA)
- Nesting bird surveys, monitoring, and deterrence
- Protocol-level surveys for burrowing owls and California Ridgeway's rails
- California red-legged frog and California tiger salamander surveys
- San Joaquin kit fox surveys
- San Francisco dusky-footed woodrat surveys and relocations

### EDUCATION

MS, Fish and Wildlife Management, Montana State University

BS, Ecology, Behavior, and Evolution, University of California, San Diego

### PERMITS AND LICENSES

USFWS 10(a)(1)(A) for the California tiger salamander

CDFW Scientific Collecting Permit for mammals, amphibians, reptiles, and vernal pool/terrestrial invertebrates

Listed under CDFW letter permits to assist with research on bats, California tiger salamanders, California Ridgeway's rails, and California black rails

### PROFESSIONAL EXPERIENCE

*Senior wildlife ecologist*, H. T. Harvey & Associates, 2015–present

*Wildlife ecologist*, H. T. Harvey & Associates, 2007–2014

*Volunteer bird bander*, San Francisco Bay Bird Observatory, 2010–present

*Avian field technician*, West Virginia University, 2006

*Graduate teaching assistant*, Montana State University, 2003–2006

*Avian field technician*, Point Blue Conservation Science (formerly PRBO Conservation Science), 2004

### PROFESSIONAL PROFILE

Robin Carle is a wildlife ecologist and ornithologist at H. T. Harvey & Associates, with more than a decade of experience working in the greater San Francisco Bay Area. Her expertise is in the nesting ecology of passerine birds, and her graduate research focused on how local habitat features and larger landscape-level human effects combine to influence the nesting productivity of passerine birds in the Greater Yellowstone region.

With an in-depth knowledge of regulatory requirements for special-status species, Robin has contributed to all aspects of client projects, including NEPA/CEQA documentation, environmental impact assessments, habitat conservation plans, biological constraints analyses, special-status species surveys and documentation, and construction monitoring. Her strong understanding of CEQA and of the state and federal Endangered Species Acts allows her to prepare environmental documents that fully satisfy the regulatory requirements of the agencies that issue discretionary permits. In addition, Robin has spent hundreds of hours conducting surveys for nesting birds and burrowing owls for H. T. Harvey & Associates projects and has worked extensively with amphibians and mammals. Robin has conducted diurnal, nocturnal, and larval surveys for California tiger salamanders and California red-legged frogs; acoustic and visual surveys for roosting bats; surveys and nest resource relocations for San Francisco dusky-footed woodrats; den surveys for San Joaquin kit foxes and American badgers; trail camera surveys to document wildlife movement; and burrow-scoping surveys using fiber-optic orthoscopic cameras. She has been approved as a qualified biologist on numerous project-specific USFWS and CDFW permits to conduct biological monitoring and site surveys for state and federally protected wildlife species.

### PROJECT EXAMPLES

Served as project manager for issues related to nesting birds for various **Stanford University** and **Stanford University Medical Center** construction projects from 2016–2017.

Served as project manager for the preparation of a NES and BA to facilitate FESA and CESA consultation for the **Highway 101 Pedestrian/Bicycle Overcrossing** project in Palo Alto, California from 2015–2017.

Prepared bird-safe design recommendations, compliance documentation, and/or bird-strike monitoring plans for the **Charleston East, Microsoft Silicon Valley Campus, 1625 Plymouth**, and **Shashi Hotel** projects in Mountain View, California in 2016 and 2017.

Assisted with the preparation of a NES and BA to facilitate FESA and CESA consultation for the **Stevens Canyon Road Bridges** project, and served as project manager for all preconstruction surveys and construction monitoring work from 2015–2017.

## ELECTRICAL CONSTRUCTION GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NEC (NATIONAL ELECTRIC CODE), NFPA (NATIONAL FIRE PROTECTION ASSOCIATION), AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES, LAWS AND REGULATIONS.
2. ALL WORK SHALL CONFORM TO APPLICABLE STATE AND FEDERAL SSAFEY CODES INCLUDING OSHA AND CAL OSHA. NO "HOT" WORK IS AUTHORIZED. ALL "HOT" WORK SHALL BE APPROVED IN WRITING WITH THE GENERAL CONTRACTOR AND OWNER.
3. COORDINATE ALL WORK WITH ARCHITECTURAL, MECHANICAL AND STRUCTURAL DRAWINGS. INSTALL ALL WORK TO CLEAR NEW AND EXISTING ARCHITECTURAL AND STRUTURAL MEMBERS. NO ITEM SUCH AS A PIPE, DUCT, ETC. SHALL BE IN CONTACT WITH ANY ELECTRICAL EQUIPMENT.
4. CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY AND SECURITY OF THE WORKSITE. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
5. NOTIFY THE PRIME CONTRACTOR OR OWNER IMMEDIATELY AFTER DISCOVERING ANY HAZARDOUS MATERIAL.
6. DRAWINGS ARE DIAGRAMMATIC AND INDICATE GENERAL ARRANGEMENT OF SYSTEMS AND WORK INCLUDED. VERIFY THE EXACT LOCATIONS AND CONDITIONS OF ALL EQUIPMENT REQUIRING ELECTRICAL CONNECTIONS PRIOR TO ANY WORK. LOCATIONS FOR EQUIPMENT SHALL BE TAKEN FROM THE OTHER SHEETS WHERE THEY OCCUR. EXTEND WIRING FROM ALL JUNCTION BOXES, CONTROL PANELS, PUMPS, RECEPTACLES, SWITCHES, ETC. AND MAKE ALL FINAL CONNECTIONS TO THE EQUIPMENT AS REQUIRED.
7. THE INTENT OF THESE DRAWINGS IS FOR A COMPLETE ELECTRICAL SYSTEM. ANY ERRORS OR UNCERTAINTY SHALL BE BROUGHT TO THE ATTENTION OF THE PRIME CONTRACTOR AND ENGINEER AS SOON AS FOUND.
8. THE COMPLETE ELECTRICAL INSTALLATION SHALL BE TESTED AS A COMPLETE WORKING SYSTEM.
9. RESTORE ALL DAMAGES RESULTING FROM WORK AND LEAVE PREMISES IN CLEAN CONDITION WHEN FINISHED WITH
10. FIRE STOP ALL PENETRATIONS THROUGH FIRE RATED SURFACES.
11. ALL NEW CIRCUIT BREAKERS SHALL BE RATED 10,000 AIC OR HIGHER.
12. ALL CONDUITS SHALL BE EMT, INTERMEDIATE METAL CONDUIT, OR RIGID STEEL. MINIMUM SIZE SHALL BE 1/2". ALL CONDUIT, BOXES, AND ELECTRICAL FITTINGS SHALL BE STEEL.
13. DO NOT USE THE WORKING SPACE WITHIN ANY EXIT SIGN OR ASSOCIATED JUNCTION BOX FOR ANY OTHER CIRCUIT.
14. PROVIDE EXPANSION AND DEFLECTION FITTINGS IN CONDUITS CROSSING BUILDING EXPANSION AND SEISMIC JOINTS.
15. PROVIDE JUNCTION AND/OR PULL BOXES WHEN NECESSARY OR REQUIRED BY NEC.
16. ALL CONDUCTORS SHALL BE COPPER, THHN, #12 AWG MINIMUM. UNLESS IN A WET LOCATION IN WHICH CASE THEN SHALL BE USED.
17. INSTALL GREEN INSULATED GROUND WIRE IN ALL CIRCUITS. SIZE PER NEC REQUIREMENTS OR THE SAME AS PHASE CONDUCTORS, WHICHEVER IS LARGER. UNLESS INDICATED OTHERWISE.
18. ALL NEW WIRINGS, CONDUIT, AND JUNCTION BOXES SHALL BE CONCEALED WITHIN NEW WALLS, CEILINGS OR FLOOR SPACES. SURFACE MOUNT CONDUIT ON OLD WALLS AND CEILINGS. RUN ALL SURFACE RACEWAY TIGHT TO THE STRUCTURE, PARALLEL TO BUILDING LINES.
19. NO FOREIGN EQUIPMENT SHALL BE LOCATED WITHIN THE SPACE ABOVE OR BELOW THE ELECTRIC PANELS.
20. PROVIDE SIGNAGE ON ALL ELECTRIC PANELS TO KEEP THE SPACE 36" IN FRONT OF THE PANELS FREE OF OBSTRUCTIONS.
21. PROVIDE WARNING LABEL ON ALL PANELS "WARNING, ELECTRICAL ARC FLASH HAZARD, PERSONAL PROTECTION EQUIPMENT REQUIRED, FAILURE TO COMPLY CAN RESULT IN INJURY OR DEATH, REFER TO NFPA 70E." WHERE THE TERMINAL OF THE DISCONNECTING MEANS MAY BE ENERGIZED IN THE OPEN POSITION, A WARNING SIGN SHALL BE MOUNTED ON OR ADJACENT TO THE DISCONNECTING MEANS. THE SIGN SHALL BE CLEARLY LEGIBLE AND HAVE THE FOLLOWING WORDS OR EQUIVALENT: "WARNING - ELECTRIC SHOCK HAZARD. DO NOT TOUCH TERMINALS. TERMINALS ON BOTH THE LINE AND THE LOAD SIDES MAY BE ENERGIZED IN THE OPEN POSITION."
22. UPDATE PANEL BOARD DIRECTORY AS CIRCUITS ARE INSTALLED. PREPARE NEW TYPE WRITTEN PANEL SCHEDULES.
23. ALL EXTERIOR EQUIPMENT SHALL BE IN WEATHERPROOF (NEMA 3R) ENCLOSURES. ALL NEW WIRING SHALL BE IN CONDUIT, SUITABLE FOR SUN EXPOSURE AND WET LOCATIONS. FIELD APPLIED COATINGS ARE NOT ACCEPTABLE.
24. DC SOLAR POWER SHALL BE NEGATIVELY GROUNDDED.
25. ALL MARKING SHALL BE PER CODE REQUIREMENTS.
26. INVERTERS MUST COMPLY WITH UL 1741 TO PREVENT ISLANDING ON POWER FAILURE. THE INVERTERS SHALL NOT PUT POWER ON TO THE GRID IF THE GRID IS OFF-LINE. INVERTERS ARE FULLY COMPLIANT WITH NEC 690.61
27. NOTHING IN THESE PLANS SHALL BE CONSIDERED TO CONTRADICT NEC, UL OR LOCAL CODES.
28. ALL SYSTEM COMPONENTS (MODULES AND INVERTERS ETC.) SHALL BE UL LISTED, UL2703 AND UL1703.
29. MOUNT TO ROOF USING UL APPROVED MOUNTING HARDWARE. FOLLOW MANUFACTURERS INSTALLATION MANUALS.
30. MARK THE NEC REQUIRED CLEAR SPACE ON THE FLOOR IN FRONT OF ALL DEVICES BEING INSTALLED.
31. SUPPORT ALL ROOF MOUNTED CONDUIT WITH FOAM "SLEEPERS" IN UL APPROVED SYSTEM.
32. PV MODULES SHALL NOT BE INSTALLED OVER ANY PLUMBING OR MECHANICAL VENTS, EXHAUSTS OR CHIMNEYS.
33. REMOVAL OF INVERTER, METER OR OTHER EQUIPMENT SHALL NOT DISCONNECT THE BONDING CONNECTION BETWEEN THE GROUNDING ELECTRODE CONDUCTOR AND THE PHOTOVOTAIC SOURCE AND/OR OUTPUT CIRCUIT GROUNDED CONDUCTOR.
34. ALL PV MODULES AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED FROM ANY PHYSICAL DAMAGE AND ACCESS BY UNQUALIFIED PERSONS.
35. UTILITY IS 120/208V 3 PHASE 4W. PV SYSTEM IS UTILITY INTERACTIVE.
36. SYSTEM CARRIES A "CLASS A" FIRE RATING.

## STORM WATER PREVENTION NOTES

STORM WATER POLLUTION PREVENTION DEVICES AND PRACTICES SHALL BE INSTALLED AND/OR INSTITUTED AS NECESSARY TO ENSURE COMPLIANCE WITH THE CITY WATER QUALITY STANDARDS CONTAINED IN LOCAL REGULATIONS, FEDERAL REGULATIONS AND ANY EROSION CONTROL PLAN ASSOCIATED WITH THIS PROJECT. ALL SUCH DEVICES AND PRACTICES SHALL BE MAINTAINED, INSPECTED AND/OR MONITORED TO ENSURE ADEQUACY AND PROPER FUNCTION THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT.

COMPLIANCE WITH THE WATER QUALITY STANDARDS AND ANY EROSION CONTROL PLAN ASSOCIATED WITH THIS PROJECT INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING:

1. ALL POLLUTANTS SHALL BE RETAINED ON SITE UNTIL PROPERLY DISPOSED OF, AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.
2. STOCKPILES OF CONSTRUCTION-RELATED MATERIALS SHALL BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY FORCES OF WIND OR WATER FLOW.
3. TRASH AND CONSTRUCTION SOLID WASTES SHALL BE DEPOSITED INTO COVERED RECEPTACLES TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

## PROJECT INFORMATION

**PROJECT NAME:** MENLO PORTAL (PV) **APN:** 055-236-020

**SITE ADDRESS:** 110 CONSTITUTION DRIVE,  
MENLO PARK, CA 94025

**AHJ:** CITY OF MENLO PARK  
**OWNER:** GREYSTAR

**BUILDING HEIGHT:** 86' **UTILITY PROVIDER:** PG&E

**TYPE OF CONSTRUCTION:** TYPE I-A 1ST STORY  
TYPE V-A 2 - 7 STROIES

**FIRE SPRINKLERS:** YES (NFPA 13)

**OCCUPANCY CLASSIFICATION:** R-2 MULTIFAMILY / M MERCANTILE / A-3 COURTYARD | ROOF DECK / S-2 PARKING GARAGE / B - OFFICES

**OWNER:**  
GREYSTAR DEVELOPMENT  
450 SANSONE ST. SUITE 500  
SAN FRANCISCO, CA 94111  
P- 415.527.2855  
**CONTACT:** ANDREW MORCOS  
TIM RACINE

## SCOPE OF WORK

SUBMITTAL FOR CITY BUILDING AND ELECTRICAL REVIEW  
SOLAR PHOTOVOLTAIC SYSTEM. THIS PROJECT ENTALS THE INSTALLATION OF A PHOTOVOLTAIC SYSTEM AT MENLO PORTAL WILL BE A NET ENERGY METERING.

THIS SYSTEM WILL BE INTERCONNECTED TO AND WILL BE OPERATED IN PARALLEL WITH THE ELECTRIC GRID PER THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND UTILITY INTERCONNECT AGREEMENT.

**CONDITIONS OF APPROVAL:**  
ALL CONSTRUCTION SHALL OCCUR BETWEEN THE HOURS OF 7AM & 6PM, EXCEPT FOR THE PURPOSE OF EMERGENCIES

## TOTAL:

**MODULES:**  
(75) BOVIT SOLAR 450W (BVM6612M9-450S-H-HC)

**INVERTERS:** DC OPTIMIZERS:  
(1) SOLAREEDGE SE33.3KUS (480V) (38) SOLAR EDGE P960

**RACKING SYSTEM:**  
IRONRIDGE RACKING WITH TILT LEGS & U-ANCHOR 2400 ATTACHMENTS

## CODE COMPLIANCE

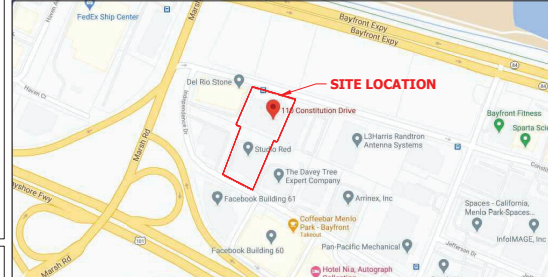
THESE DRAWINGS AND THIS PROJECT COMPLIES WITH THE FOLLOWING CODES:

2019 CALIFORNIA BUILDING CODE  
2019 CALIFORNIA ELECTRICAL CODE  
2019 CALIFORNIA FIRE CODE  
2019 CALIFORNIA GREEN BUILDING CODE  
2019 CALIFORNIA RESIDENTIAL CODE  
2019 CALIFORNIA MECHANICAL CODE  
2017 NATIONAL ELECTRIC CODE

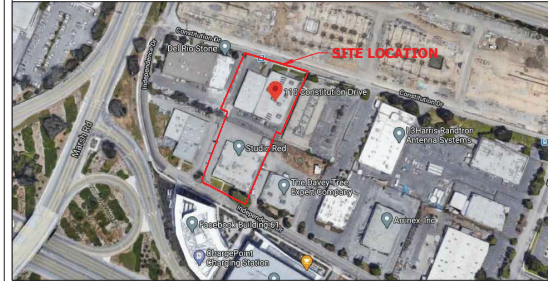
ALL OTHER ORDINANCES ADOPTED BY THE LOCAL GOVERNING AGENCIES

# MENLO PORTAL (PV) SOLAR PV SYSTEM (33.75 KW DC / 31.17KW AC PTC/CEC)

## VICINITY MAP



## AERIAL MAP



NOTE: EXISTING STRUCTURES TO BE REPLACED BY NEW BUILDING UNDER OTHER PERMIT IMAGE SHOWN FOR REFERENCE ONLY

## SHEET INDEX

PV0.0	SOLAR ELECTRIC TITLE SHEET
PV0.1	SOLAR ELECTRIC SITE PLAN
PV1.0	SOLAR ELECTRIC ROOF PLAN
PV1.1	SOLAR ELECTRIC ELEVATION
PV2.0	SOLAR ELECTRIC SINGLE LINE DIAGRAM
PV3.0	SOLAR ELECTRIC DATASHEETS
PV4.0	SOLAR ELECTRIC STRUCTURAL DETAILS
PV4.1	SOLAR ELECTRIC STRUCTURAL DETAILS

## REFERENCE SHEET INDEX

S-2.08-1	ROOF FRAMING PLAN
S-2.08-2	ROOF FRAMING PLAN

Designed by	WYC	
Drawn by	NY	
Architect of Record		
Date Plotted	05/05/21	
Issue for Permit / Bidding		
Issue for Permit Application		
Issue for Construction		
Revisions		
#	DATE	COMMENTS

**CALSOLAR**  
1433 Griffith Ave  
Los Angeles CA 90021  
mat@cal solarinc.com  
www.cal solarinc.com  
C-46 SOLAR LIC. #1004246  
800-754-7612

**MENLO PORTAL (33.75 KW DC)**  
110 CONSTITUTION DRIVE,  
MENLO PARK, CA 94025

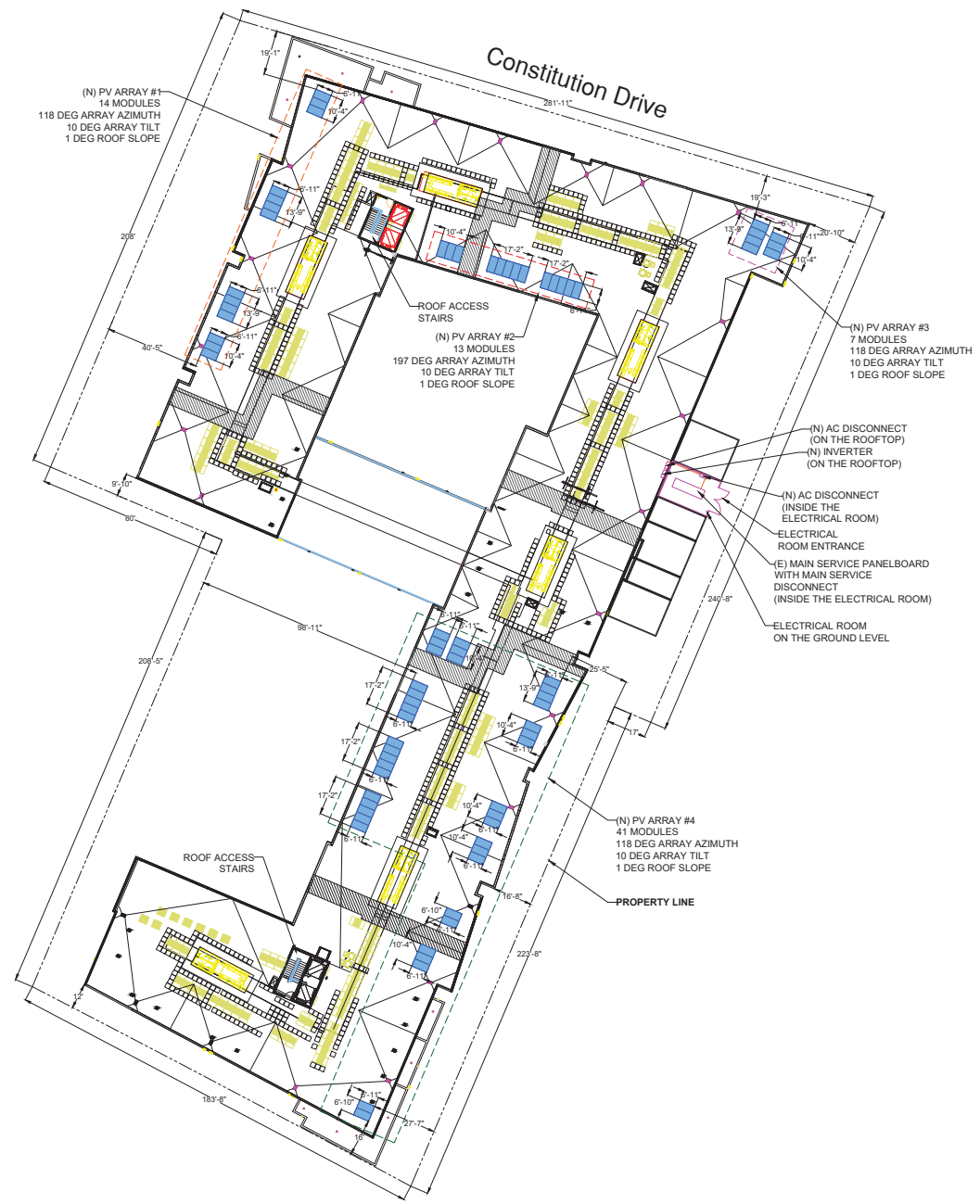
**SOLAR ELECTRIC  
TITLE SHEET**

SHEET CONTENTS:

SHEET NO.

**PV0.0**

**TOTAL:**  
**MODULES:**  
 (75) BOVIET SOLAR 450W (BVM6612M9-450S-H-HC)  
**INVERTERS:** (1) SOLAREEDGE SE33.3KUS (480V)      **DC OPTIMIZERS:** (38) SOLAR EDGE P960



SCALE: 1" = 20'-0"

Designed by:	WYC	
Drawn by:	NY	
Address of Record:		
Date Plotted:	05/05/21	
Issue for Pricing / Bidding:		
Issue for Permit Application:		
Issue for Construction:		
Revisions:		
#	DATE	COMMENTS

**CALSOLAR**  
 1433 Griffith Ave  
 Los Angeles CA 90021  
 matt@cal solarinc.com  
 www.cal solarinc.com  
 C-46 SOLAR LIC. #1004246  
 800-754-7612

**MENLO PORTAL (33.75 KW DC)**  
 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025

**SOLAR ELECTRIC  
 SITE PLAN**

SHEET CONTENTS:

SHEET NO.

**PV0.1**

**TOTAL:**  
**MODULES:**  
 (75) BOVIET SOLAR 450W (BVM6612M9-450S-H-HC)  
**INVERTERS:** DC OPTIMIZERS:  
 (1) SOLAREEDGE SE33.3KUS (480V) (38) SOLAR EDGE P960

Designed by:	WYC	
Drawn by:	NY	
Architect of Record:		
Date Plotted:	05/05/21	
Issue for Pricing / Bidding:		
Issue for Permit Application:		
Issue for Construction:		
Revisions:		
#	DATE	COMMENTS

**CALSOLAR**  
 1433 Griffith Ave  
 Los Angeles CA 90021  
 matt@calsoarinc.com  
 www.calsoarinc.com  
 C-46 SOLAR LIC. #1604246  
 800-754-7612

**MENLO PORTAL (33.75 KW DC)**  
 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025

**SOLAR ELECTRIC  
 ROOF PLAN**

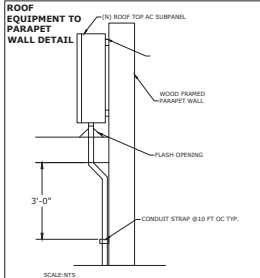
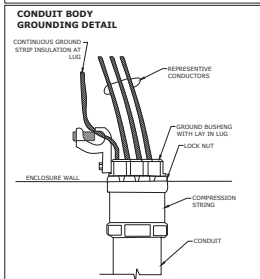
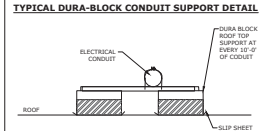
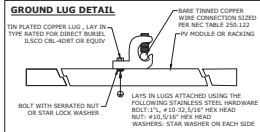
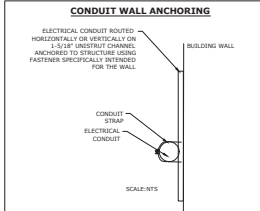
SHEET CONTENTS:

SHEET NO.

**PV1.0**

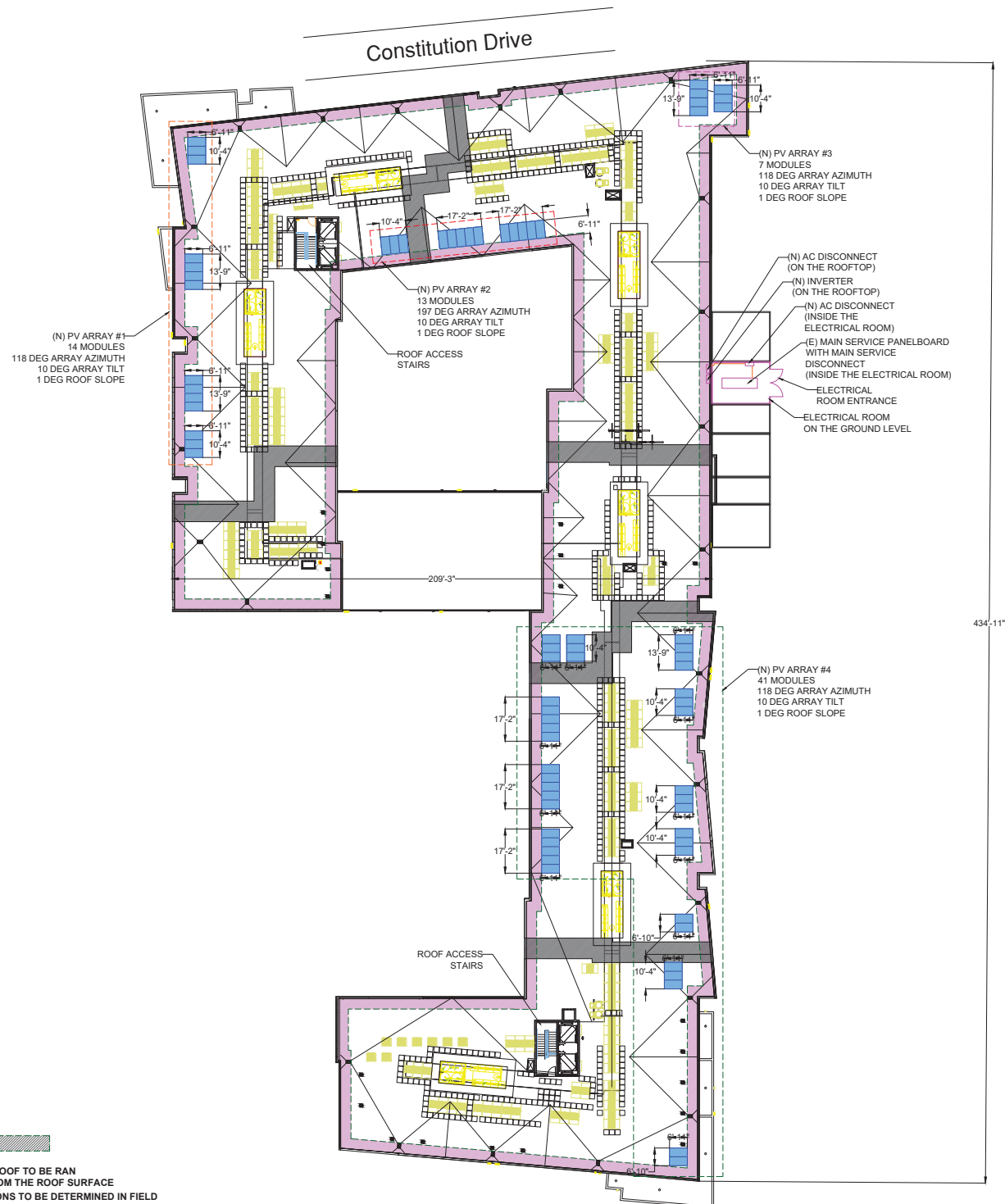


SCALE: 1" = 1/16"



48" Fire Setback  
 Per CFC 1204.3.1  
 Exception

NOTE: EMT CONDUIT ON THE ROOF TO BE RAN AT MINIMUM 1 1/2" HEIGHT FROM THE ROOF SURFACE  
 NOTE: JUNCTION BOX LOCATIONS TO BE DETERMINED IN FIELD



V3

Designed by:	WYC	
Drawn by:	NY	
Architect of Record:		
Date Plotted:	05/05/21	
Issue for Pricing / Bidding:		
Issue for Permit Application:		
Issue for Construction:		
Revisions:		
#	DATE	COMMENTS

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 1433 Griffith Ave  
 Los Angeles CA 90021  
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### NORTH EAST SIDE VIEW



SCALE: 1' = 1/8"

NOTE: MODULES ARE BELOW PARAPET LEVEL

**MENLO PORTAL (33.75 KW DC)**  
 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025

**SOLAR ELECTRIC  
 ELEVATION**

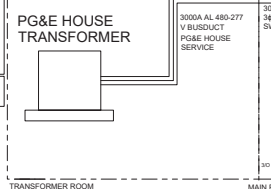
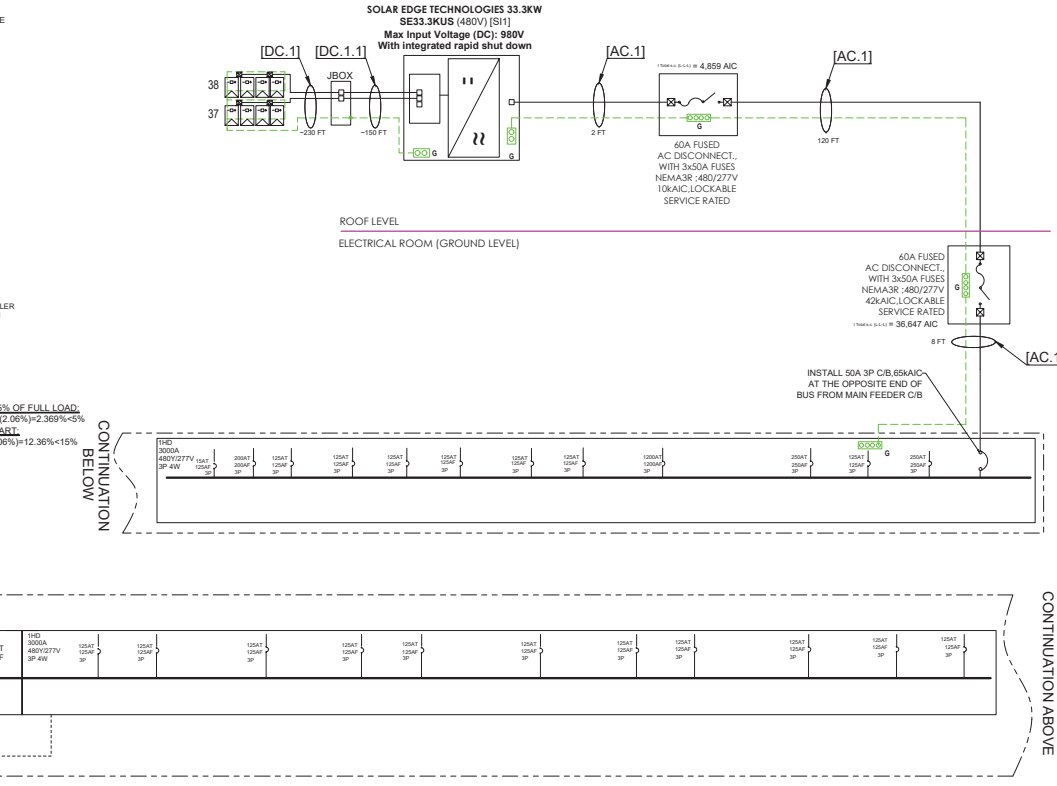
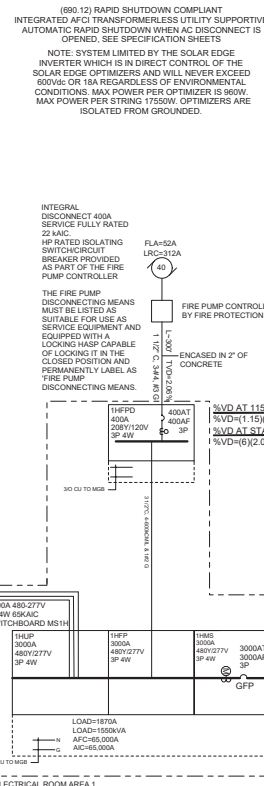
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SHEET NO.

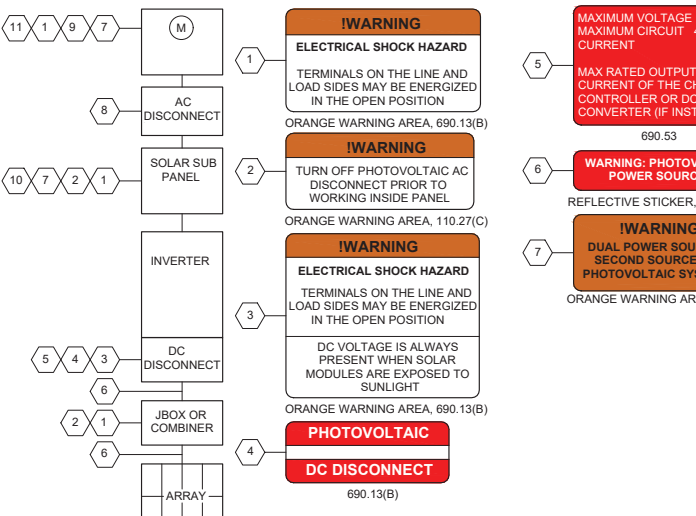
**PV1.1**

<b>PV ARRAY INFORMATION</b> 75 BOVET SOLAR, 450WATT MODULES, MODEL # BVAM612M9-450S-HHC 38 SOLAR EDGE P960 POWER OPTIMIZERS (1 PER 2 MODULES) (1) Solar Edge Technologies SE33.3KUS, 33.3 KW INVERTER (480V)
SE 33.3 KW INVERTER HAS 3 STRANG INPUTS MAX DC INPUT OF INVERTER = 45,000W
<b>33.3 KW INVERTER - 75 MODULES</b> 1 String of 38 Modules/19 Optimizers 1 String of 37 Modules/19 Optimizers
MAX DC WATTAGE: 38 * 450W = 17100W ⇔ 17550W NOMINAL DC VOLTAGE: 840V
<b>[DC.1] FROM PV MODULES TO J-BOX (VD=1.21)</b> (4) #10 AWG PV WIRE + (1) #6 AWG BARE CU EGC, FREE IN THE AIR/EMT -230 FT
<b>[DC.1.1] FROM J-BOX TO INVERTER (VD=0.79)</b> (6) #10 AWG 80VW-2 (1) #8 AWG CU EGC, (1) 133' EMT CONDUIT, -150 FEET
<b>[DC.1] WIRE SIZE CALCULATION</b> MODULE ISC = 11.60 A SHORT CIRCUIT CURRENT: 10.45A * 1.25 = 14.5 A CONSIDERS CONTINUOUS: 14.5A * 1.25 = 18.13 A FREE IN THE AIR/THROUGH CONDUIT WIRE SIZE FROM NEC TABLE 310.15(B)(16) = <b>10 AWG</b> AMBIENT TEMP FACTOR: 1.0 PER NEC 310.15(B)(2)(C)
<b>[DC.2] WIRE SIZE CALCULATION</b> OPTIMIZER MAX OUTPUT CURRENT: 18.0 A CONSIDERS CONTINUOUS: 18.0 A * 1.25 = 22.5A AMBIENT TEMPERATURE ADJUSTMENT FOR EXPOSED CONDUIT RACEWAY HEIGHT ABOVE 7/8" PER NEC 310.15(B)(3)(c) = 0" EXPECTED WIRE TEMP (C) = 30" <b>TEMP CORRECTION PER CEC 690.31(A): 0.91</b> <b># OF CURRENT CARRYING CONDUCTORS: 6</b> CONDUIT FILL CORRECTION PER CEC 310.15(B)(3)(a): 0.8 CIRCUIT CONDUCTOR SIZE: CIRCULATED CURRENT CAPACITY: DERATED CAPACITY OF CIRCUIT CONDUCTOR PER CEC 310.15(B) TEMP CORR. PER CEC TABLE 690.31(A) X CONDUIT FILL CORR. PER CEC 310.15(B)(3)(a) X CIRCUIT CONDUCTOR AMPACITY = 0.91 X 1 X 75 = 68.25A
<b>[AC.1] FROM 33.3KW INVERTER TO PV LOAD CENTER (VD = 0.92%)</b> (3) #6 AWG THWN-2 + (1) # 8 AWG THWN-2 NEUTRAL + (1) #8 AWG CU EGC, 1" EMT, 130 FEET EXPECTED WIRE TEMP (C): 30" <b>TEMP CORRECTION PER CEC TABLE 690.31(A): 0.91</b> CIRCUIT CONDUCTOR SIZE: #6 AWG CIRCULATED CURRENT CAPACITY: 75A <b># OF CURRENT CARRYING CONDUCTORS: 3</b> CONDUIT FILL CORRECTION PER CEC 310.15(B)(3)(a): 1 REQUIRED CIRCUIT CONDUCTOR CAPACITY PER CEC 690.8(B): 1.25 X OUTPUT CURRENT INVERTER 1.25 X 68A = 85A DERATED CAPACITY OF CIRCUIT CONDUCTORS PER CEC 310.15(B): TEMP CORR. PER CEC 690.31(A) X CONDUIT FILL CORR. PER CEC 310.15(B)(3)(a) X CIRCUIT CONDUCTOR AMPACITY = 0.91 X 1 X 75 = 68.25A
<b>NOTE: All the PV system wires shall be protected against physical damage</b> <b>NOTE: All DC conductors are rated for 1000 volts</b>

<b>PV MODULE RATINGS &amp; STC</b> SHORT CIRCUIT CURRENT I <sub>SC</sub> = 11.60A MAXIMUM POWER CURRENT I <sub>MP</sub> = 11.06A OPEN CIRCUIT VOLTAGE V <sub>OC</sub> = 49.05V MAXIMUM POWER VOLTAGE V <sub>MP</sub> = 40.69V
<b>POWER OPTIMIZER RATING</b> SOLAR EDGE P960 MAXIMUM DC INPUT POWER = 800W MAXIMUM INPUT VOLTAGE = 60V MPP RANGE = 12.5 - 60 Vdc MAXIMUM INPUT CURRENT = 22.0 A MAXIMUM OUTPUT CURRENT = 18.0 A STRING LIMITATIONS - 26 TO 60 PV MODULES, 15300 WATTS STC PER STRING MAXIMUM
<b>SE 33.3 KW INVERTER RATING</b> NOMINAL DC INPUT VOLTAGE = 840 V MAX DC INPUT VOLTAGE = 980 V CEC EFFICIENCY = 98.5 % ENCLOSURE = NEMA 3R MAXIMUM INPUT CURRENT = 45A MAXIMUM OUTPUT CURRENT = 40 A MAXIMUM INPUT POWER = 45000 W MAXIMUM OUTPUT POWER = 33300 W
<b>SE 33.3 KW INVERTER RATING</b> NOMINAL DC INPUT VOLTAGE = 840 V MAX DC INPUT VOLTAGE = 980 V CEC EFFICIENCY = 98.5 % ENCLOSURE = NEMA 3R MAXIMUM INPUT CURRENT = 45A MAXIMUM OUTPUT CURRENT = 40 A MAXIMUM INPUT POWER = 45000 W MAXIMUM OUTPUT POWER = 33300 W
<b>OUTPUT CALCULATIONS</b> PV SYSTEM MAX DC OUTPUT: 75 * 450W = 33,750 W PV SYSTEM MAX AC OUTPUT: (75) BVAM612M9-450S-HHC (1) SE33.3KUS(480V)(S1) P <sub>max</sub> (PTC Rating) PER MODULE: 421.9W 421.9W * 75 = 31,62 KW 31.62 KW * 85.2% CEC INVERTER = 31.17 KW
<b>MAIN SERVICE PANELLOAD RATING</b> 3 PHASE, 4W, 480/277V BUSBAR RATING = 3000A MAX CB = 3000A END FED <b>100% RULE</b> MAX ALLOWED FEED: 3600A ACTUAL FEED: 3000A * 50% * 50% * 50% = 3000A < 3600A MAX OK



- SIGNAGE NOTES:**
- ARTICLES 690 AND 705 MARKINGS SHOWN HEREON
  - ALL MARKINGS SHALL CONSIST OF THE FOLLOWING:
    - UV RESISTANT SIGN MATERIAL WITH ENGRAVED OR MACHINE PRINTED LETTERS OR ELECTRO-PLATING
    - RED BACKGROUND COLOR WITH WHITE TEXT AND LINE WORK UN
    - ARIAL FONT
  - ALL SIGNS SHALL BE SIZED APPROPRIATELY AND PLACED IN THE LOCATIONS SPECIFIED.
  - SIGNS SHALL BE ATTACHED TO THE SERVICE EQUIPMENT USING PERMANENT ADHESIVE, POP-RIVETS, OR SCREWS



**GENERAL NOTES:**

- UTILITY IS 480/277V 3Ø 4W
- PV SYSTEM IS UTILITY INTERACTIVE
- INVERTER IS FULLY COMPLIANT WITH NEC 690.61 CONCERNING LACK OF INTERACTIVESYSTEM POWER.
- ALL PV SYSTEM COMPONENTS SHALL BE LISTED BY A RECOGNIZED TESTING AGENCY.
- WIRING MATERIAL SHALL BE SUITABLE FOR THE SUN EXPOSURE AND WETLOCATIONS. ENERGIZED IN THE OPEN POSITION
- CRIMP-ON TERMINALS LISTED AND INSTALLED WITH LISTED CRIMPING TOOLS BY THE SAME MANUFACTURER.
- USER ACCESSIBLE FUSES IN "TOUCH-SAFE" HOLDERS OR CAPABLE OF BEING CHANGED WITHOUT TOUCHING LINE CONTACTS.
- CONDUITS MOUNTED 1 1/2" OFF THE HEIGHT OF ROOF DECK

**PHOTOVOLTAIC AC DISCONNECT**

RATED AC OUTPUT 40.0A CURRENT

NOMINAL OPERATING 480V AC VOLTAGE

690.13(B), 690.54

**!WARNING**

PHOTOVOLTAIC SYSTEM COMBINER PANEL

DO NOT ADD LOADS

**!WARNING**

ELECTRIC SHOCK HAZARD

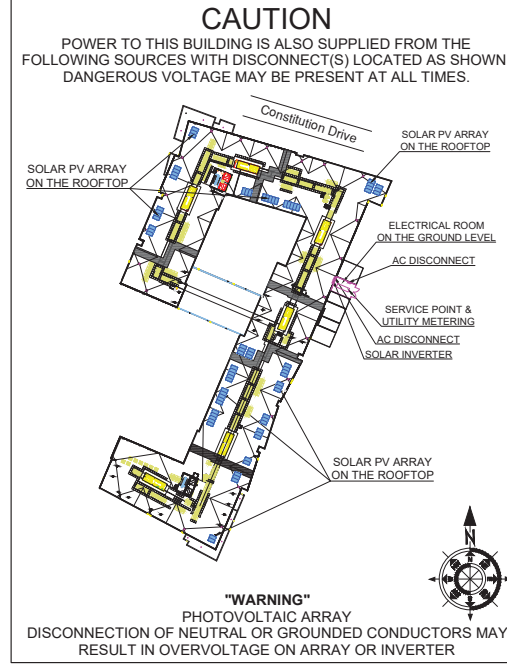
THE DC CONDUCTORS OF THIS PHOTOVOLTAIC SYSTEM ARE UNGROUNDED AND MAY BE ENERGIZED

**SOLAR PV SYSTEM EQUIPPED WITH RAPID SHUTDOWN**

TURN RAPID SHUTDOWN SWITCH TO THE "OFF" POSITION TO SHUTDOWN PV SYSTEM AND REDUCE SHOCK HAZARD IN THE ARRAY

The title "SOLAR PV SYSTEM IS EQUIPPED WITH RAPID SHUTDOWN" shall utilize capitalized characters with a minimum height of 9.5 mm (3/8 in.) in black on yellow background and the remaining characters shall be capitalized with a minimum height of 4.8 mm (3/16 in.) in black on white background.

690.56(C)(1)(a)



Designed by: WYC  
 Drawn by: NY  
 Architect of Record:  
 Date Plotted: 05/05/21  
 Issue for Pricing / Bidding  
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 Revision:  
 # | DATE | COMMENTS

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 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025



**SOLAR ELECTRIC**  
 SINGLE LINE DIAGRAM

SHEET CONTENTS:  
 SHEET NO.  
**PV2.0**

# BOVIE SOLAR USA

Advancing the Power of the Sun

144 Cell Mono  
440-450W  
BVM6612M(S)HC

0~+5W  
Power Tolerance

20.4%  
Maximum Efficiency

440-450W  
Power Output Range

- High Quality and Reliable Modules
- Interlocked to ISO 9001:2015, ISO 14001:2015, ISO 45001:2018 and ISO 27001:2017
- 2.5L inspection per cell/module for defect-free consistency
- Typical 15-year life cycle (L70)
- High salt and ammonia resistance certified
- IP67 IP68 IP69K environmental protection
- Pugged design for long-term stability, passivated extended reliability tests

Warranty

- 12-year product warranty
- 25-year linear power output warranty

Comprehensive Certifications for Products and Management

- UL 6703, IEC 61634, IEC 61701, IEC 61215, IEC 61851 and IEC 61853
- ISO 9001 for Quality Management Systems
- ISO 14001 for Environmental Management Systems
- ISO 45001 Occupational Health and Safety Management Systems

Listed in Bloomberg New Energy Finance's Top 100 as of 10/23/2018

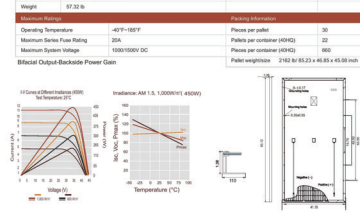
2107 N. 1st Street, Suite 300, San Jose, CA 95131  
800.752.6588 or 415.831.1811 • MAIL@BOVIEUSA.COM

**Electrical Characteristics ETC**

	BVM6612M(S)HC	BVM6612M(S)HC	BVM6612M(S)HC
Maximum Power (Pmax)	440W	450W	450W
Maximum Power Current (Imax)	10.82A	10.88A	11.00A
Maximum Power Voltage (Vm)	40.70V	40.90V	40.90V
Short Circuit Current (Isc)	11.48A	11.60A	11.60A
Open Circuit Voltage (Voc)	48.60V	48.80V	48.80V
Module Efficiency	18.8%	19.2%	19.3%
Power Tolerance	-0.8%	20.2%	20.1%
Temperature Coefficient (Pmax)	-0.39%	-0.39%	-0.39%

**Environmental Characteristics**

Item	Requirement	Test Method	Pass Rate
Operating Temperature	-40F to 160F	Power per panel	30
Maximum Series Fuse Rating	20A	Fuses per container (H02)	22
Frame	Aluminum Anodized	Power per container (H02)	22
Frame	Aluminum Anodized	Power per container (H02)	22
Backsheet	ETFE with 3 layers	Power per container (H02)	22
Output Cable	4 mm² (12 AWG) UV90, 1.78 m	Power per container (H02)	22
Dimensions	1641x992x35mm	Power per container (H02)	22
Weight	11.2 kg	Power per container (H02)	22



## XR Rails

- XR100 Rail**: A low-profile mounting rail for modules with light weight.
- XR1000 Rail**: The ultimate residential solar mounting rail for commercial projects.
- Bonded Splices**: A heavy-duty mounting rail for commercial projects.

- Clamps & Grounding**: Includes Stopper Sleeves, Grounding Lugs, and Microinverter Kits.
- Universal Fastening Objects**: Fully assembled and labeled, single, universal size, clear and black finish.
- FluorFoot**: Flush and mount XR Rails with superior waterproofing.
- Substr L-Fast**: Secure rail connections, slot for vertical adjusting, MI and black finish.
- Bonding Hardware**: Bond and attach XR Rails to roof attachments.
- Flush Mounting System**: Flush Mounting System to various heights, works with vent flashing, 7" square bolt options, 4" and 7" heights, assemble and sub-assemble.

**Resources**

- Design Assistant**: Do from rough layout to fully engineered system. For free, go to [Ironridge.com/design](http://Ironridge.com/design)
- NABCEP Certified Training**: Earn free continuing education credits, while learning more about our systems. Go to [Ironridge.com/training](http://Ironridge.com/training)

## MODULE COMPATIBILITY

The Flash Mount System may be used to ground and/or mount a PV module complying with UL 2703 only when the specific module has been evaluated for grounding and/or mounting in compliance with the included instructions. Unless otherwise noted, "not" refers to the module power rating and both black and silver frames are included in the certification.

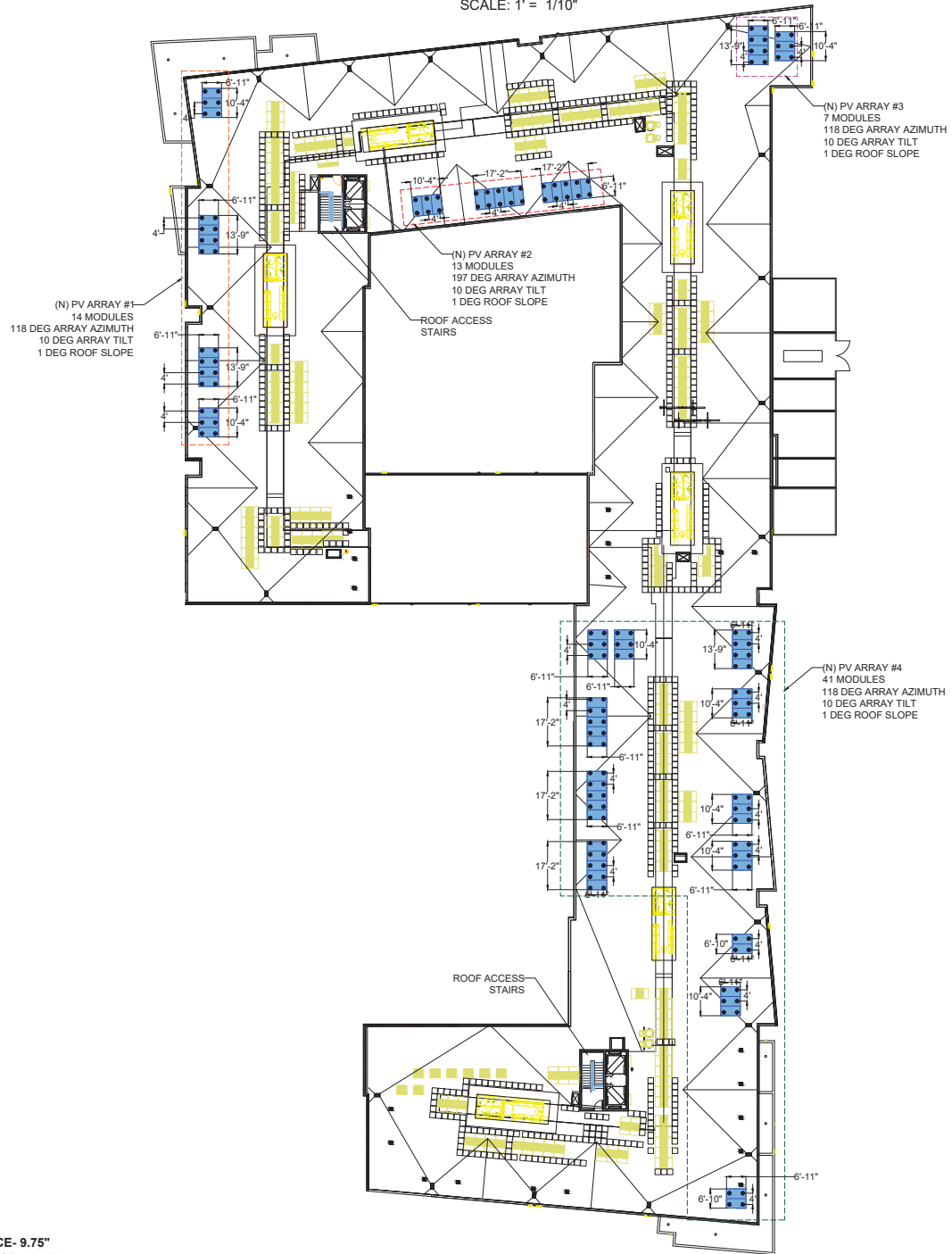
**FRAMED MODUL LIST**

MAKE	MODEL
Adani	Adani modules with 35 and 40mm frames ACB-ZZ-xxx When "Y" can be 8, 9 or "7" can be 6, 7, and "ZZ" can be blank, PERC, B-PERC, or A-B-PERC
Ameristar	Ameristar modules with 35 and 40 mm frames AD-xxxx When "Y" can be 5 or "6", "P" can be M, P2, P3, and "ZZ" can be blank, W or WB
Apico Solar	Apico Solar modules with 35 and 40 mm frames MS-xx-xx-xx-xx When "Y" can be 120 or 144, and "ZZ" can be MF or BF
Attorney Solar	Attorney Solar modules with 35 and 40 mm frames AS-xx-xx-xx-xx When "Y" can be M or "P", "ZZ" can be blank, 10 or 12, "C" can be M, P, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, M11, M12, M13, M14, M15, M16, M17, M18, M19, M20, M21, M22, M23, M24, M25, M26, M27, M28, M29, M30, M31, M32, M33, M34, M35, M36, M37, M38, M39, M40, M41, M42, M43, M44, M45, M46, M47, M48, M49, M50, M51, M52, M53, M54, M55, M56, M57, M58, M59, M60, M61, M62, M63, M64, M65, M66, M67, M68, M69, M70, M71, M72, M73, M74, M75, M76, M77, M78, M79, M80, M81, M82, M83, M84, M85, M86, M87, M88, M89, M90, M91, M92, M93, M94, M95, M96, M97, M98, M99, M100, M101, M102, M103, M104, M105, M106, M107, M108, M109, M110, M111, M112, M113, M114, M115, M116, M117, M118, M119, M120, M121, M122, M123, M124, M125, M126, M127, M128, M129, M130, M131, M132, M133, M134, M135, M136, M137, M138, M139, M140, M141, M142, M143, M144, M145, M146, M147, M148, M149, M150, M151, M152, M153, M154, M155, M156, M157, M158, M159, 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# MOUNTING PLAN

SCALE: 1" = 1/10"



TOTAL: 150 U-ANCHOR 2400 ATTACHMENTS  
 MAXIMUM MOUNT SPACING: 48"  
 MINIMUM HEIGHT OF PV ARRAYS FROM ROOF SURFACE- 9.75"  
 MAXIMUM HEIGHT OF PV ARRAYS FROM ROOF SURFACE- 1'-11"



Exp. 03/31/2022

Designed by: WYC  
 Drawn by: NY  
 Architect of Record:  
 Date Plotted: 05/05/21

Issue for Pricing / Bidding		
Issue for Permit Application		
Issue for Construction		
Revisions:		
1	DATE	COMMENTS

**CALSOLAR**  
 1433 Griffith Ave  
 Los Angeles CA 90021  
 matt@cal solarinc.com  
 www.cal solarinc.com  
 C-46 SOLAR LIC. #1004246  
 800-754-7612

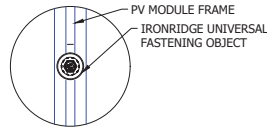
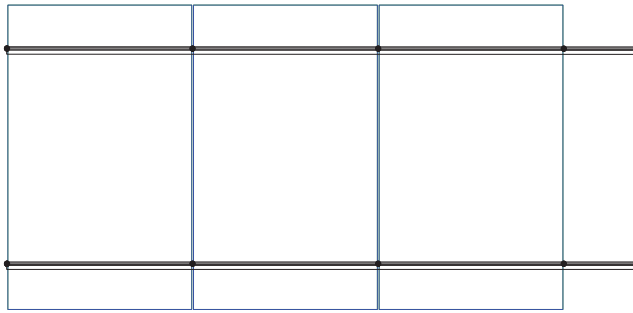
**MENLO PORTAL (33.75 KW DC)**  
 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025

**SOLAR ELECTRIC  
 STRUCTURAL DETAILS**

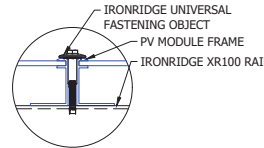
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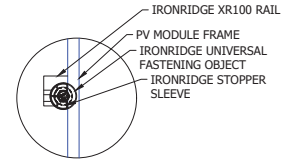
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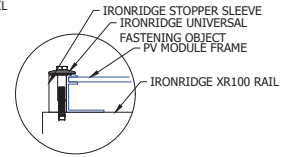
C DETAIL, MID CLAMP PLAN  
Scale: NTS



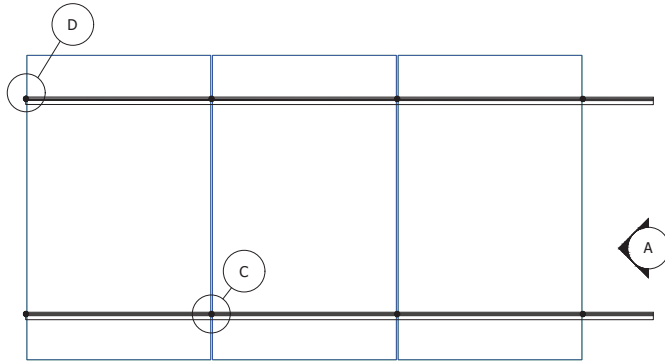
D DETAIL, MID CLAMP FRONT  
Scale: NTS



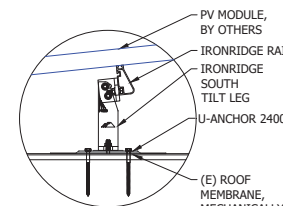
E DETAIL, END CLAMP (UFO) PLAN  
Scale: NTS



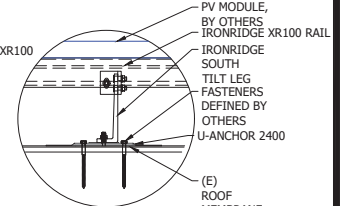
F DETAIL, END CLAMP (UFO) FRONT  
Scale: NTS



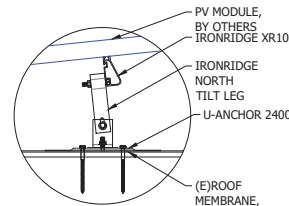
A TILTED UP PV ARRAY (Top View)  
Scale: NTS



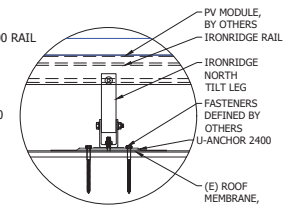
G U ANCHOR WITH FRONT TILT LEG (Side View)  
Scale: NTS



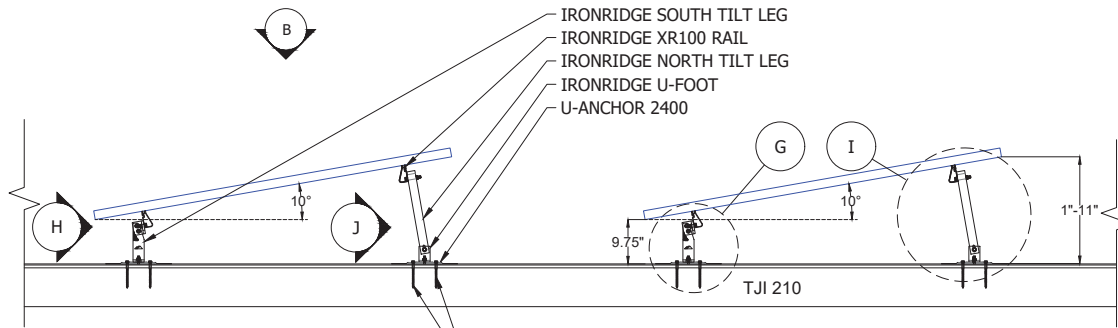
H U ANCHOR WITH FRONT TILT LEG (Front View)  
Scale: NTS



I U ANCHOR WITH BACK TILT LEG (Front View)  
Scale: NTS



J U ANCHOR WITH BACK TILT LEG (Front View)  
Scale: NTS



A TILTED UP PV ARRAY (Side View)  
Scale: NTS

(2) 5/16" X 3.5" LAG BOLT  
WITH MIN 2.5" EMBEDMENT



Exp. 03/31/2022

Designed by: WYC  
 Drawn by: NY  
 Architect of Record:  
 Date Plotted: 05/05/21  
 Issue for Pricing / Bidding  
 Issue for Permit Application  
 Issue for Construction  
 Revisions:  
 # DATE COMMENTS  
 CALSOLAR  
 1433 Griffith Ave  
 Los Angeles CA 90021  
 matt@calsolarinc.com  
 www.calsolarinc.com  
 C-46 SOLAR LIC. #1004246  
 800-754-7612

MENLO PORTAL (33.75 KW DC)  
 110 CONSTITUTION DRIVE,  
 MENLO PARK, CA 94025

SOLAR ELECTRIC  
 STRUCTURAL DETAILS

SHEET CONTENTS:

SHEET NO.

PV4.1



1 1.1 2 3 4 5 6 7 7.1 8 8.1 9 9.1 9.2 10 11 12 12.1 13 13.1

MATCHLINE  
SEE 202



**ROOF FRAMING PLAN NOTES:**

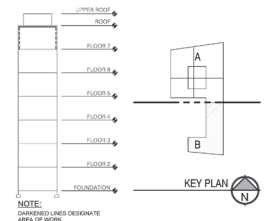
1. STRUCTURAL GENERAL NOTES, DESIGN CRITERIA, ABBREVIATIONS AND LEGEND PER SD-01, SD-02 AND SD-03.
2. VERIFY ALL DIMENSIONS AND ELEVATIONS WITH THE ARCHITECTURAL DRAWINGS.
3. ALL DUCTS, CHASES AND PIPES SHALL BE PER MECHANICAL, PLUMBING, ELECTRICAL AND SPRINKLER DRAWINGS. SEAR DETAILS AND ELEVATIONS PER ARCHITECTURAL DRAWINGS.
4. ROOF SHEETING PER ARCHITECTURAL GENERAL NOTES SUBJECT TO BE NAIL TO ROOF FRAMING WITH 1" STITCHES OF NAILS @ 12" O.C. AT SUPPORTED PANEL EDGES AND @ 12" O.C. @ 18" O.C. LAY SHEETING WITH ONE CHAIN LONG STRUCTURAL STRAPPING PER SUPPORTED AND CHARGE PANEL EDGES. ALLOW 1/2" SPACES BETWEEN PANEL EDGES AND EDGES. BLOCK AND NAIL PANEL EDGES PER SO-CALLED PROVIDE PANEL BRACING CURS CONTROLLED BY ROOF FRAMING AT INDICATED BEARING EDGES BE REQUIRED PER ROOFING WARRANTY.
5. ALL JOISTS ARE WELDED TO BE TOP FLANGE BEARING EMPLOYED BY TYPE AND FACE MATCH TYPE LING. COLLAR, PARALLEL AND MISCELLANEOUS WELDS ARE TO BE HOUS 7" JOIST WELDS TO BE TOP FLANGE BEARING EMPLOYED FOR TO TYPE AND FACE MATCH EMPLOYED TYPE LING. ALL WELDS TO BE WELDED PER SAMPSON CODE TYP LING.
6. WELDED BEARING JOIST BRIDGES ARE TO BE 2" MINIMUM AND BRIDGE SUPPORTS PER SO-CALLED BEARING WALL. PLAN ON FLOOR BE LOW AT CONTRACTORS OPTION A 4" OR 6" TO MATCH FULL WALL WIDTH MAY BE USED.
7. BEAMS ARE FLASH FRAMED WITH JOISTS UNLESS NOTED OTHERWISE ON DETAILS OR ON PLANS ARE 2" O.C. INDICATING THAT SHOWS BEAM FRAMING IS REQUIRED. BEAM SUPPORTS PER STUD AND 6" WY WALL PLAN ON LEVELS BELOW PROVIDE A 4" OR 6" BEAM END OF FLOOR BEAMS THE BEAM ON DOUBLE TOP PLATES.
8. PROVIDE SAMPSON 16 5/8" AT ALL ROOF JOIST TYPICAL.
9. PROVIDE SOLID BLOCKING OVER ALL SHEAR WALLS AND BEARING WALLS AT SHEAR WALLS PARALLEL TO FRAMING ALSO OVER OTHER SHEAR WALLS UNLESS OTHERWISE NOTED.
10. HORIZONTAL STRAP PER INDICATED ON THE FRAMING PLAN ARE TO BE CENTERED OVER WALL TOP PLATE AND/OR JOIST. BE BLOCKED ON BEAM NAIL 2" WITH 1" SPACING @ 12" O.C. AND PER 12" O.C. BE 4" O.C. OF NAIL @ 12" O.C. IN TRIMMATE. SPICE PER 12" O.C. PER STRAP MANUFACTURERS SPECIFICATIONS PER HORIZONTAL STRAP MANUFACTURERS SCHEDULES PER SD-02.
11. ALL INTERIOR RIM JOISTS AND BLOCKING TO BE 1" O.C. MINIMUM UNDO ALL EXTERIOR RIM JOISTS IN EXTERIOR WALLS TO BE 3" O.C. TREATED GLULAM BEAMS.
12. BEARING JOIST BEARING WALL, WELD-DOWEL, JOIST SIZE, AND JOIST CAP AND BASE REQUIREMENTS FOLLOW PER STUD AND SHEAR WALL PLAN.
13. FABRICATE ALL STEEL COLUMN 1/8" PER FLOOR TO ALLOW FOR WOOD SHRINKAGE.
14. ALL FRAMING BEAMS AND CONNECTIONS ARE PROVIDED PER BEST PRACTICES AND ARE THE PRIMARY SUPPORT STRUCTURAL MEMBERS AND THE CONNECTIONS SHALL BE COMPLETED PER FRAMING MANUFACTURERS PER SD-02 PER STRUCTURAL TABLES OF MEMBERS.
15. STRAP TO BE CENTERED STRAP OVER JOIST 1" O.C. 1" O.C. BE CENTERED WITH JOIST 1" O.C. BE CENTERED WITH TYPICAL FLOOR FRAMING AND A 2" WY WALL CORROSION FRAMING, TOP JOINT ON PLAN, PROVIDE CHAIRMAN CODE NAIL OVER JOIST MEMBERS. PROVIDE FULL JOIST END @ 12" O.C. AND 6" WY WALL OR 6" O.C. OF STRAP PER SHEAR WALLS ARE PERPENDICULAR TO FRAMING PROVIDE CENTER STRAP OVER AND LAY BLOCK @ 2" MANUFACTURERS SCHEDULES PER SD-02.
16. MATCH INDICATES 2" JOIST BAY FOR MECHANICAL DUCT. PROVIDE DOUBLE JOIST AT EACH SIDE OF DUCT.
17. TYPICAL DETAILS PER:  
SETP# HORIZONTAL STRAP MANUFACTURER SCHEDULE

**UNIT ROOF JOIST SCHEDULE, TYP UNO**

SPAN	JOIST
SPAN = 12'-0"	12 J1 @ 18" DEEP
SPAN = 18'-0"	12 J2 @ 24" DEEP
SPAN = 24'-0"	12 J3 @ 30" DEEP
SPAN = 30'-0"	12 J4 @ 36" DEEP

**ROOF JOIST ABOVE CORRIDOR, TYP UNO**

SPAN	JOIST
SPAN = 12'-0"	24R @ 18" DEEP
SPAN = 18'-0"	24R @ 24" DEEP
SPAN = 24'-0"	24R @ 30" DEEP
SPAN = 30'-0"	24R @ 36" DEEP



NOTE: DASHED LINES DESIGNATE AREA OF WORK.

**STRUCTURAL - ROOF FRAMING PLAN - AREA 2**

PROJECT: 1919-MENLO-PORTAL  
DATE: 08/14/2024  
DRAWN BY: J. J. J.

**BDE ARCHITECTURE**  
934 HOWARD STREET  
SAN FRANCISCO, CALIFORNIA 94102  
CA 94102  
P: 415 518 6777  
CLIENT

**EDCI CONSULTANT**  
135 Main Street, Suite 1100  
San Francisco, California 94105  
P: 415 775 1100  
WWW.EDCI.COM  
EDCI / STRUCTURAL  
EDCI CONSULTANT

**1919-MENLO-PORTAL**  
1919 CONSTITUTION DRIVE MENLO PARK, CA 94025  
PROGRESS PRINT (NOT FOR CONSTRUCTION)

NO.	REVISION	DATE
00-1	ISSUE FOR PERMIT	08/14/2024
00-2	ISSUE FOR PERMIT	08/14/2024
00-3	ISSUE FOR PERMIT	08/14/2024
00-4	ISSUE FOR PERMIT	08/14/2024

**STAMP**  
EDCI CONSULTANT  
135 Main Street, Suite 1100  
San Francisco, California 94105  
P: 415 775 1100  
WWW.EDCI.COM  
EDCI / STRUCTURAL  
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DRAWN BY: J. J. J.

**S2.08 - 2**



## Community Equity Collaborative

August 9, 2021

Menlo Park Planning Commission  
701 Laurel Street  
Menlo Park, CA 94025

### **RE: Child Care Center at Greystar Development (Menlo Portal)**

Dear Chair Riggs and Members of the Menlo Park Planning Commission,

We are writing in support of siting a child care center at Menlo Portal, as well as All Five as the operator. There are significant benefits to integrating child care into housing projects. The proximity of Menlo Portal to nearby employers as well as under-resourced communities makes this proposal particularly appealing, especially when combined with All Five as the operator.

As you know, Menlo Park has a growing shortage of child care. The San Mateo County Child Care Partnership Council projects that Menlo Park will have a **deficit of 1,008 early learning spaces** for children ages 0-4 years by 2025, and care for children under the age of two years old is exceedingly difficult to find. Due to the pandemic, these numbers will likely grow. With 63% of children ages 0-12 having parents who both work outside the home, access to child care is critical to pandemic recovery and the ability of Menlo Park residents to return to work and retain their jobs.

**An investment in child care enhances the quality of life for all residents by making Menlo Park a sustainable, livable community.** The availability of high-quality child care is a critical factor in attracting families and businesses to communities, according to the AARP's Livable Communities Corps. According to the First Five Years Fund, access to conveniently located early learning programs increases property values by \$13 for every dollar invested in these programs.

**Finding appropriate spaces for child care is extremely difficult.** A combination of local permitting and state licensing requirements, lack of usable/affordable space and extreme development expenses and timelines make child care centers one of the most complicated businesses to open despite the fact that, all over the city, child care centers enhance Menlo Park by providing more walkable, family-friendly neighborhoods.

We hope we will approve this child care use at this site.  
Sincerely,

Dayna Chung  
Organizing Member

Heather Hopkins  
Organizing Member

