PLANNING COMMISSION RESOLUTION NO. 2024-005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK APPROVING A PROPOSED REVISED PROJECT. INCLUDING USE PERMIT AND ARCHITECTURAL CONTROL PERMIT **REVISIONS TO ALLOW THE APPLICANT TO ELIMINATE ONE** PARKING LEVEL, WHICH REDUCES THE BUILDING FROM EIGHT TO SEVEN FLOORS, INCREASE THE OVERALL HEIGHT BY SIX INCHES, RELOCATE A ROOFTOP DECK FROM THE FOURTH TO THIRD FLOOR RESULTING IN A HEIGHT DECREASE OF FOUR FEET FOR THE DECK, COMPLETE AN INTERNAL RECONFIGURATION OF PARKING SPACES TO UTILIZE TANDEM PARKING THROUGH THE USE OF A VALET SERVICE, CONSTRUCT MINOR BUILDING FOOTPRINT MODIFICATIONS AT THE SOUTHEAST BUILDING CORNER. CONDUCT COMPREHENSIVE LANDSCAPING CHANGES AND COMPREHENSIVE MATERIAL AND COLOR CHANGES, AND **REDUCE THE GROSS FLOOR AREA BY 55 SQUARE FEET, FOR A** 163-ROOM HOTEL IN THE O-B (OFFICE, BONUS) ZONING DISTRICT

WHEREAS, the City of Menlo Park ("City") received an application for a use permit revision and architectural control permit revision to an Approved Project depicted in Planning Commission Resolutions No. 2022-34 and 2022-35, adopted by the Planning Commission on November 14, 2022, to complete a series of architectural and parking modifications, which involve elimination of one parking level, which reduces the building from eight to seven floors, an overall height increase of six inches, relocation of a rooftop deck from the fourth to third floor resulting in a height decrease of four feet for the deck, an internal reconfiguration of parking spaces to utilize tandem parking through the use of a valet service, minor building footprint modifications at the southeast building corner, comprehensive landscaping changes, comprehensive material and color changes, and a reduction of gross floor area by 55 square feet, for a previously approved 163-room hotel in the O-B (Office, Bonus) zoning district, (collectively, the "Revised Project") from AI Patel ("Applicant") and Menlo Park Hotel Group LLC ("Owner"), located at 3723 Haven Avenue (APN 055-170-350) ("Property"). The Project is depicted in and subject to the development plans and project description letter, which are attached hereto as Exhibit A and Exhibit B, respectively, and incorporated herein by this reference; and

WHEREAS, the proposed Revised Project is located in the O-B (Office, Bonus) zoning district. The O-B zoning district allows a mixture of land uses with the purposes of attracting professional office uses, allowing administrative and professional office uses and other services that support light industrial and research and development sites nearby, providing opportunities for quality employment and development of emerging technology, entrepreneurship, and innovation, and facilitating the creation of a thriving business environment with goods and services that support adjacent neighborhoods as well as the employment base; and

WHEREAS, the base level provisions identified in the City's Zoning Ordinance allow a hotel development to seek a floor area ratio (FAR) of 175 percent; and

WHEREAS, pursuant to the City's Below Market Rate (BMR) Housing Program (Chapter 16.96.040), the applicant would pay an in-lieu fee of approximately \$384,824.60, to be paid prior to issuance of building permits; and

WHEREAS, the proposed Revised Project complies with all applicable objective standards of the City's Zoning Ordinance, including design standards (assuming approval of the use permit application requesting certain modifications), green and sustainable building standards, and including modifications to the stepback and modulation requirements, which modifications would be generally compatible with the approved project, and is consistent with the City's General Plan goals, policies, and programs; and

WHEREAS, the proposed Revised Project complies with all standards of the O zoning district; and

WHEREAS, the proposed Revised Project was reviewed by the Engineering Division and found to be in compliance with City standards; and

WHEREAS, the proposed Revised Project was reviewed by the Transportation Division and found to be in compliance with City standards, and the required parking for a hotel use would be satisfied on site through valet services; and

WHEREAS, the Applicant submitted an updated arborist report prepared by Urban Tree Management on December 19, 2023, which was reviewed by the City Arborist and found to be in compliance with the Heritage Tree Ordinance and proposes mitigation measures to adequately protect heritage trees in the vicinity of the proposed Revised Project; and

WHEREAS, the proposed Revised 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 a determination regarding the proposed Revised Project's compliance with CEQA; 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 proposed Revised Project; and

WHEREAS, the City released an Initial Study and Mitigated Negative Declaration for the approved Project on October 13, 2022 for a 30-day public review period ending on November 14, 2022. The Initial Study disclosed relevant impacts and mitigation measures already covered in the program-level ConnectMenIo 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 ConnectMenIo), identified additional impacts, and recommended additional project-specific mitigation measures; and

WHEREAS, the proposed changes of the proposed Revised Project are de minimis, and the existing negative declaration contains mitigation measures to address any changes to aesthetics or noise, based on modifications to sources of noise and light, along with any other impacts, thus allowing the proposed Revised Project to require no additional CEQA review, pursuant to Section 15162 of the CEQA Guidelines; and

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

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

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

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

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

The approval of the use permit revision and architectural control permit revision to complete a series of architectural and parking modifications for a proposed 163-room hotel is granted based on the following findings which are made pursuant to Menlo Park Municipal Code Section 16.82.030:

- 1. That the establishment, maintenance, or operation of the use applied for will, under the circumstance of the particular case, not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing in the neighborhood of such proposed use, or injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city because:
 - a. Consideration and due regard were given to the nature and condition of all adjacent uses and structures, and to general plans for the area in question and surrounding areas, and impact of the application hereon; in that, the earlier Initial Study and Mitigated Negative Declaration determined that the

proposed Revised 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 Revised Project is designed in a similar manner to the approved project, which is consistent with the goals, policies, and objectives of ConnectMenlo and applicable Zoning Ordinance requirements. Specifically, the proposed Revised Project would be an infill project that would be compatible with the surrounding uses. The proposed Revised Project includes on-site open space and parking, and the proposed building adheres to the design standards set forth by the Zoning Ordinance and therefore, the proposed Revised Project would be consistent with ConnectMenIo. A request to maintain the previous modification from the modulation and stepback requirements is still being requested as part of this use permit revision. The intent of the proposed modifications is still consistent with the spirit of ConnectMenlo, by providing varied masses and forms mainly facing the streetscape but also along other facades of the building. Compliance with the Zoning Ordinance and consistency with ConnectMenlo would ensure that the proposed Revised Project would not be detrimental to the health, safety, and welfare of the surrounding community. The proposed Revised 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 by the value of the removed trees on the site, in compliance with the Heritage Tree Ordinance. Moreover, the proposed Revised 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.

b. That the Commission has considered whether or not the establishment, maintenance, or operation of the use applied for will, under the circumstances 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 Revised Project is still being designed as a hotel, which was previously approved as a conditional use pursuant to Chapter 16.44.020 of the City of Menlo Park Municipal Code. The proposed Revised Project is designed to meet all the applicable codes and ordinances of the City of Menlo Park Municipal Code and staff believes the proposed Revised 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 Revised Project is consistent with the goals and policies established by the Connect/Menlo General Plan and would result in a project that embodies the live/work/play vision of ConnectMenlo and the O-B zoning district. Specifically, the proposed Revised Project would continue to be designed to be compatible with surrounding uses, and the commercial building design addresses potential compatibility issues such as traffic, parking, light spillover, dust, and biological resource habitat encroachment. The proposed Revised Project is designed with

sufficient on-site vehicular and bicycle parking, as well as public and private open spaces. The vehicular parking envisioned in the proposed Revised Project would feature sufficient parking spaces through tandem spaces, stacker spaces, and standard spaces, accessed through a valet service to ensure the on-site parking is accessible to patrons of the hotel and ancillary commercial uses (e.g. restaurant and coffee shop). The proposed Revised Project is designed with furnished, landscaped, publicly-accessible open space fronting the hotel and atop the third floor rooftop deck to further the goals and policies of the land use, circulation, and open space design provisions within the project site. The proposed Revised Project is designed with appropriate ingress and egress and off-site improvements such as landscaping, street lighting, sidewalks, and green infrastructure. Further, the Initial Study and Mitigated Negative Declaration prepared for the approved Project found that approved Project, and, subsequently, the proposed Revised project, would result in less than significant impacts on the environment after implementation of mitigation measures from the program-level EIR prepared for the ConnectMenIo General Plan Update and project-specific studies. Therefore, the proposed Revised Project would not be detrimental to the health, safety, morals, comfort, and general welfare of the persons residing or working in the neighborhood.

Section 3. Architectural Control Permit. The Planning Commission of the City of Menlo Park does hereby make the following Findings:

The approval of the architectural control permit for the proposed netting structure is granted based on the following findings, which are made pursuant to Menlo Park Municipal Code Section 16.82.020:

- 2. That the general appearance of the structure is in keeping with character of the neighborhood; in that, the proposed Revised Project is still designed in a contemporary architectural style incorporating both solid elements and glass paneling along the majority of the primary street facades. The materials and forms of the proposed building would provide a variety of modulations and articulations along the facades of the buildings. The materials would continue to comply with the City's Zoning Ordinance design standards and would provide visually interesting building facades. The facades would predominantly consist of metal clad windows, metal and wood paneling, smooth-troweled stucco, fiber cement, and porcelain. The proposed windows would consist of high efficiency glass with aluminum mullions. The proposed Revised Project continues to incorporate complementary colors. The proposed Revised Project would comply with the height and building projections, along with ground floor transparency, entrances, and garage entrance requirements. Compliance with the Zoning Ordinance would further the goals and policies of ConnectMenlo for hotel design and compatible buildings with surrounding land uses.
- 3. That the development will not be detrimental to the harmonious and orderly growth of the city; in that, the proposed Revised Project is a 57,959-square-foot hotel. The proposed Revised Project's design is generally consistent with all

applicable requirements of the City of Menlo Park Municipal Code. The proposed Revised Project does include modifications to the design standards of the O-B zoning district, which include the modulation and stepback requirements. The proposed Revised Project also includes a request to modify the parking to include some tandem parking to satisfy the minimum parking standard for the development. With valet service attending to the parking garage, the development will provide adequate parking that is efficiently and effectively provided on site. The proposed Revised Project is consistent with the development and population growth envisioned by ConnectMenlo. Moreover, the proposed Revised Project is designed in a manner that is consistent with the existing and future development in the area. The proposed Revised Project is designed with appropriate ingress and egress and appropriate number of bicycle parking on site to serve the commercial space. The proposed Revised Project would provide publicly-accessible open space along the Haven Avenue frontage. Therefore, the proposed Revised Project will not be detrimental to the harmonious and orderly growth of the city.

- 4. That the development will not impair the desirability of investment or occupation in the neighborhood; in that, the proposed Revised Project is a 57,959-squarefoot hotel, which is a use that is consistent with the applicable standards of the Zoning Ordinance for the project site. The proposed Revised Project is designed in a manner consistent with all applicable codes and ordinances, as well as the ConnectMenlo goals and policies. The proposed Revised Project would revise a project that is proposed develop an underutilized site. The proposed Revised Project would provide publicly accessible pedestrian and bicycle connectivity within the vicinity of the project site as well as additional ground level open space to enhance the pedestrian experience in the area. Therefore, the proposed Revised Project would not impair the desirability of investment or occupation in the neighborhood.
- 5. 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 Revised Project provides a total of 129 vehicular parking spaces to serve the proposed building, where a minimum number of 123 and maximum number of 179 parking spaces are required pursuant to the Zoning Ordinance requirements. The development provides a combination of nontandem and tandem parking spaces through a valet service. The Transportation Division reviewed the parking proposed with this request and has given approval. The proposed Revised Project is required pursuant to the Zoning Ordinance to reduce vehicle trips from the site by 20 percent from the typical land uses within the site, through the implementation of a transportation demand management program. Lastly, consistent with the Zoning Ordinance requirements, the proposed Revised Project provides 10 short-term bicycle parking spaces and 12 long-term bicycle lockers to serve all the uses on site. Therefore, the proposed Revised Project provides sufficient on-site parking for both vehicles and bicycles.

6. That the development is consistent with any applicable specific plan; in that, the proposed Revised Project is located in the Bayfront Area, which is not subject to any specific plan. However, the proposed Revised Project is consistent with 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.

Section 4. Conditional Use Permit. The Planning Commission approves Use Permit No. PLN2023-00026, which use permit is depicted in and subject to the development plans and project description letter, which are attached hereto and incorporated herein by this reference as Exhibit A and Exhibit B, respectively. The Use Permit is conditioned in conformance with the conditions attached hereto and incorporated herein by this reference as Exhibit C.

Section 5. Architectural Control Permit. The Planning Commission approves Architectural Control Permit No. PLN2023-00026, which is depicted in and subject to the development plans and project description letter, which are attached hereto and incorporated herein by this reference as Exhibit A and Exhibit B, respectively. The Architectural Control Permit is conditioned in conformance with the conditions attached hereto and incorporated herein by this reference as Exhibit C.

Section 6. Environmental Review. The Planning Commission finds, based on its independent judgment after considering the proposed Revised Project, and having reviewed and taken into consideration all written and oral information submitted in this matter, no subsequent environmental impact report (EIR) or negative declaration is required to consider future approvals unless (1) substantial changes to the project are proposed that would (2) require the preparation of major revisions to the previous negative declaration because (3) the project changes create new significant environmental effects or substantially increase the severity of a previously identified significant effect. The proposed revisions do not affect any of the environmental analyses in the initial study and mitigated negative declaration (IS/MND) or its impact conclusions and mitigation recommendations. All the mitigation measures in the IS/MND will continue to apply to the proposed Revised Project, and none of the tests in Section 15162(a) require additional CEQA analysis. Therefore, the adopted IS/MND remains the applicable CEQA analysis for approving requested amendments to the proposed Revised Project's use permit and architectural control permit, and no additional CEQA review is necessary.

Section 7. 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 proposed Revised Project, shall continue in full force and effect unless amended or modified by the City.

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

- AYES: Do, Ehrich, Ferrick, Riggs, Schindler
- NOES: None
- ABSENT: Barnes
- ABSTAIN: None

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this 9th day of February, 2024

PC Liaison Signature

DocuSigned by: kyle ferata 3C7F54C3C3A04BB...

Kyle Perata Assistant Community Development Director City of Menlo Park

Exhibits

- A. Project plans
- B. Project description letter
- C. Conditions of approval



EN-01- RENDERING COMPARISON

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

ELEVATE STREAM

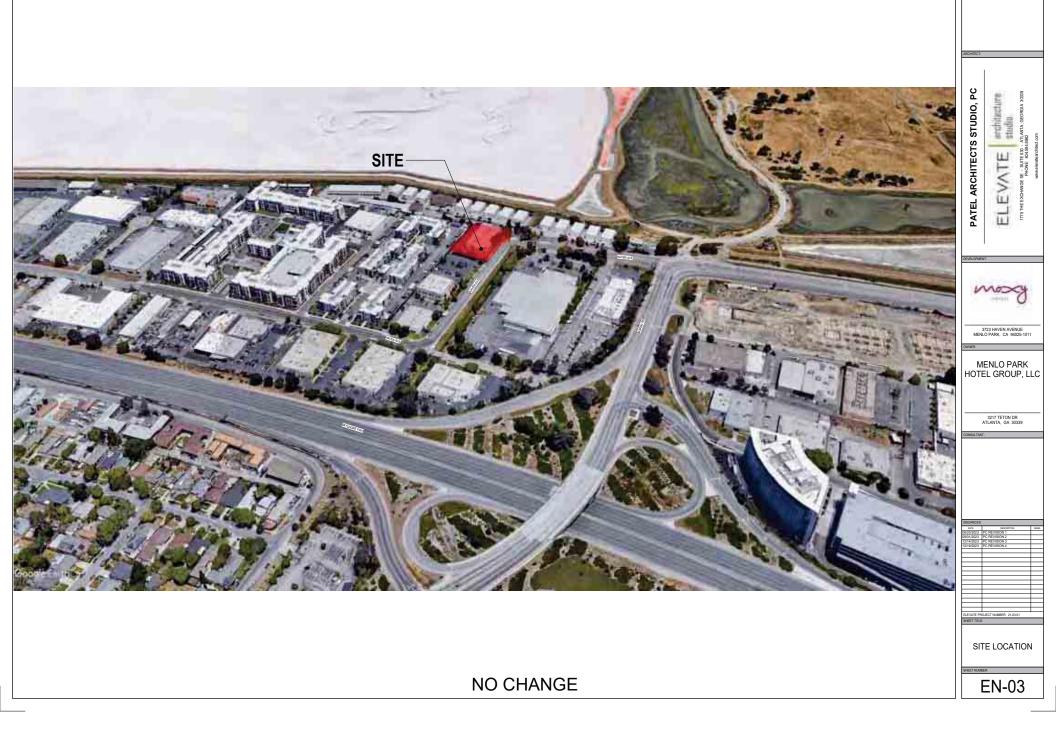




EN-02 - PROJECT DATA

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 PROPOSED AT BUILDING PERMIT SUBMITTAL

ELEVATE NO





REAR VIEW



SIDE VIEW





FRONT & SIDE VIEW

EXISTING BUILDING TO BE DEMOLISHED EXISTING BUILDING HEIGHT : 20' - 22' TALL



REAR VIEW



PATEL ARCHITECTS STUDIO, PC

erchitecture studio

ELEVATE

ATLANTA 8862

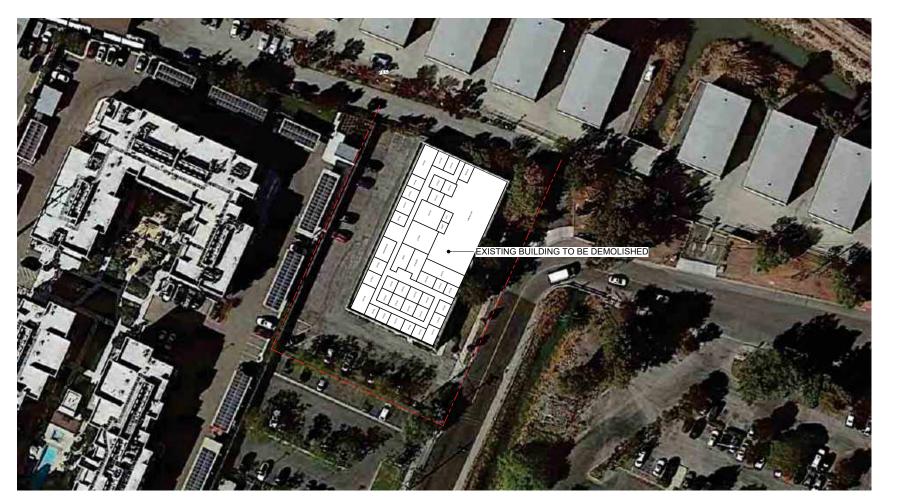
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1775



EN-04

NO CHANGE



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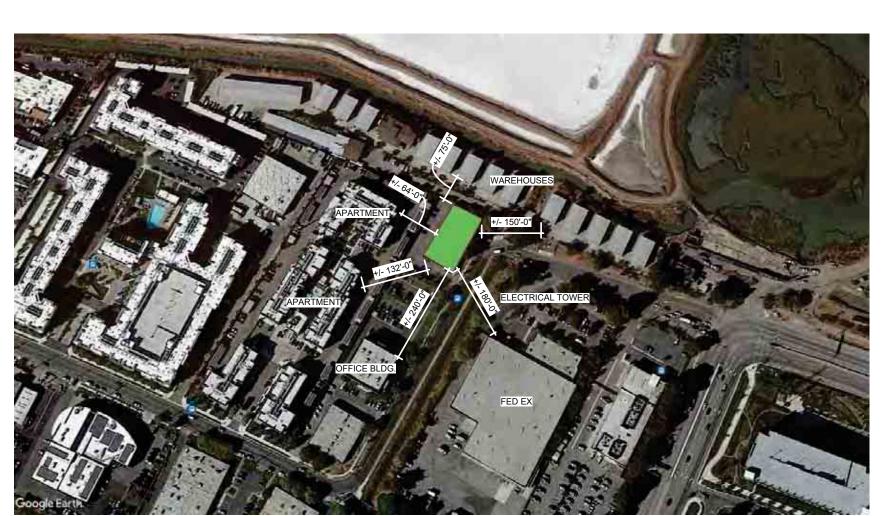
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EXISTING CONDITIONS

EN-05

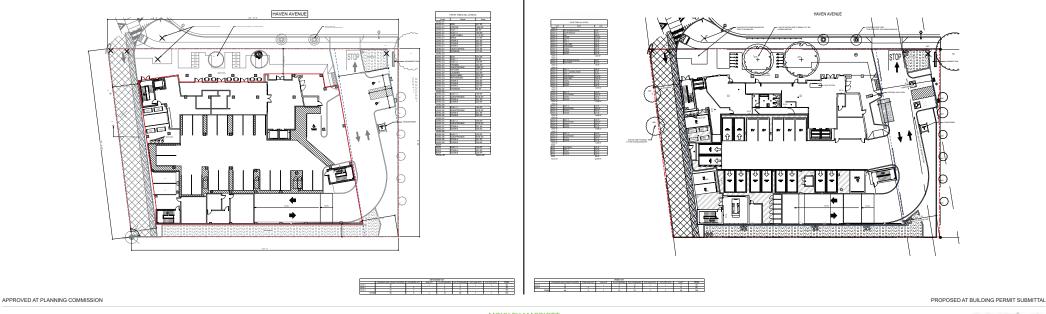
NO CHANGE





EN-06

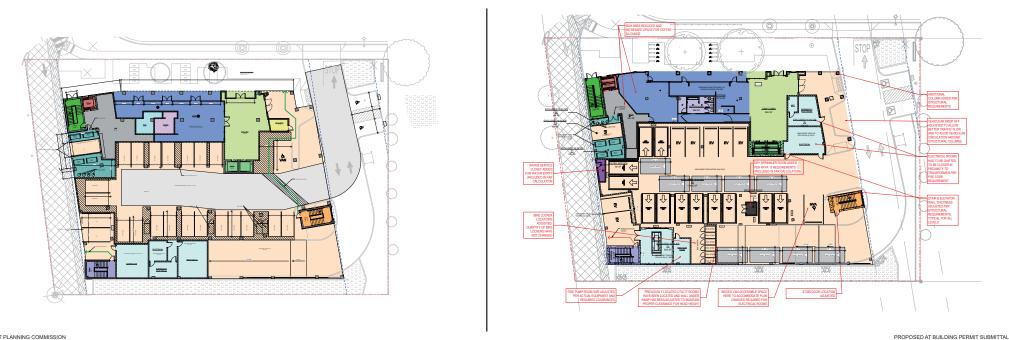




EN-08 - SITE PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

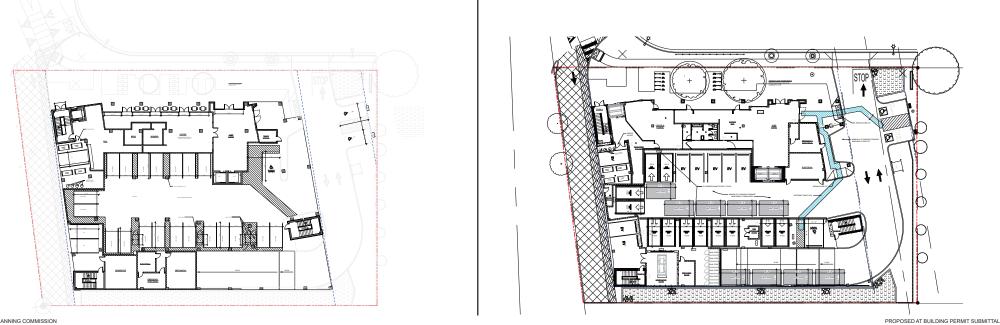
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EN-09 - LEVEL 1

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

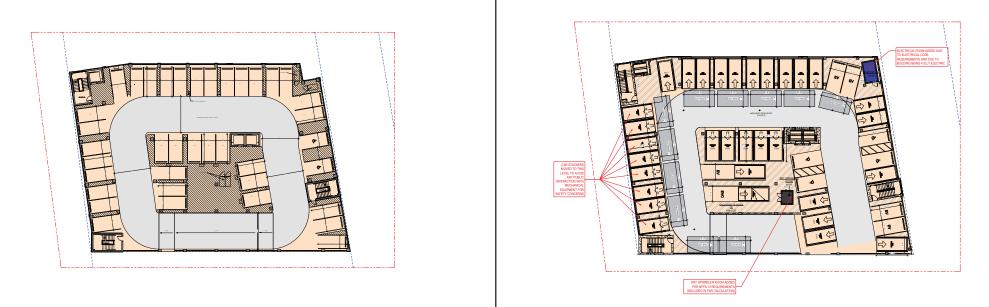
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EN-10 - LEVEL 1

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

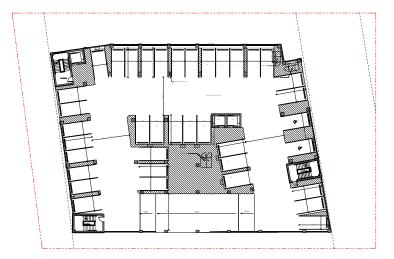
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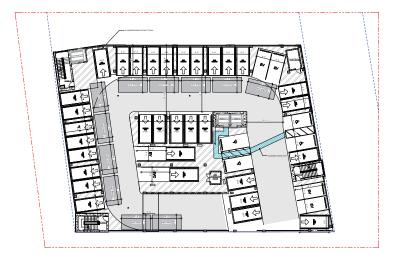


EN-11 - LEVEL 2

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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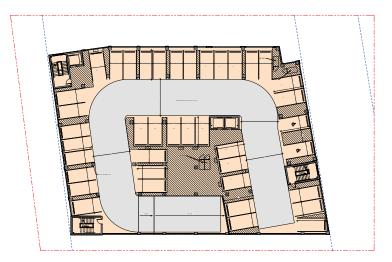


PROPOSED AT BUILDING PERMIT SUBMITTAL

EN-12 - LEVEL 2

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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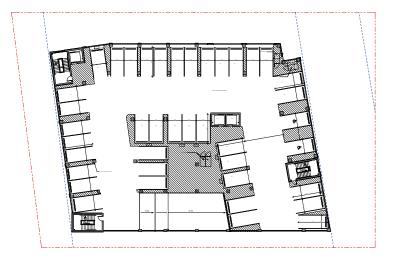
3RD FLOOR PARKING LEVEL HAS BEEN REMOVED

APPROVED AT PLANNING COMMISSION

EN-13 - LEVEL 3

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 PROPOSED AT BUILDING PERMIT SUBMITTAL

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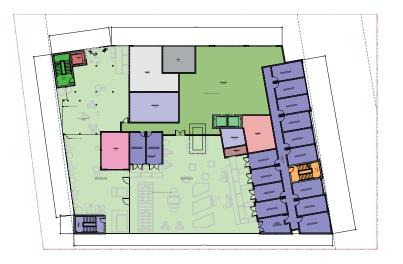


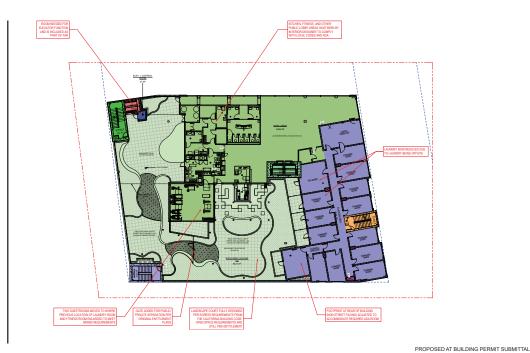
EN-14 - LEVEL 3

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 3RD FLOOR PARKING LEVEL HAS BEEN REMOVED

PROPOSED AT BUILDING PERMIT SUBMITTAL

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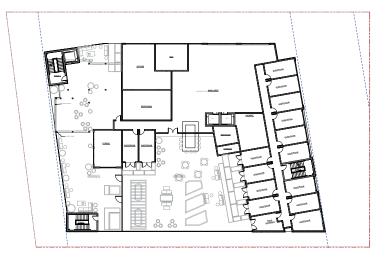


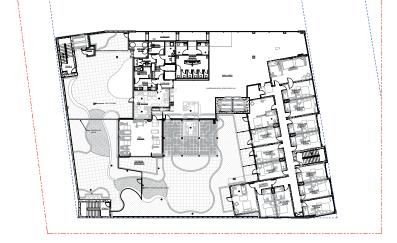


EN-15 - LEVEL 4 & PROPOSED LEVEL 3

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EN-16 - LEVEL 4 & PROPOSED LEVEL 3

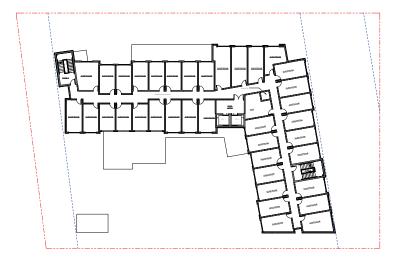
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EN-17 - LEVEL 5 & PROPOSED LEVEL 4

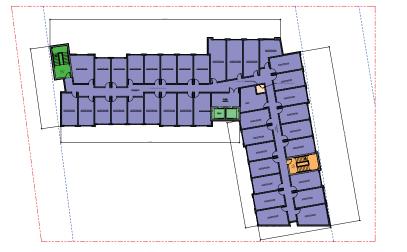
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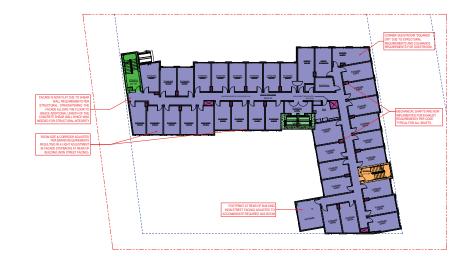


EN-18 - LEVEL 5 & PROPOSED LEVEL 4

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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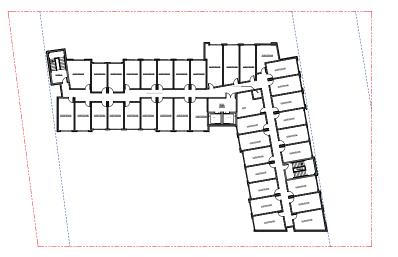




EN-19 - LEVEL 6 & PROPOSED LEVEL 5

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 PROPOSED AT BUILDING PERMIT SUBMITTAL

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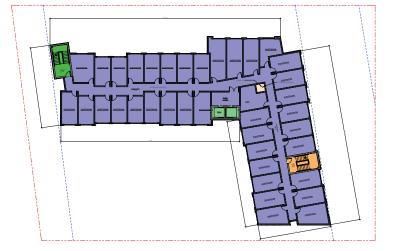




EN-20 - LEVEL 6 & PROPOSED LEVEL 5

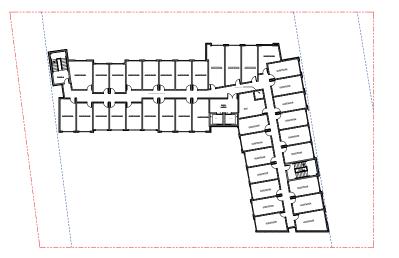
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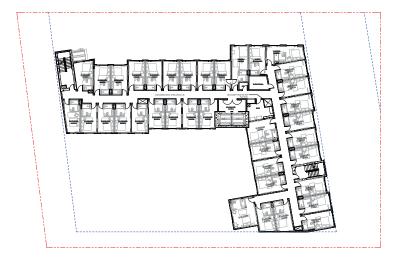
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EN-21 - LEVEL 7 & PROPOSED LEVEL 6

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 

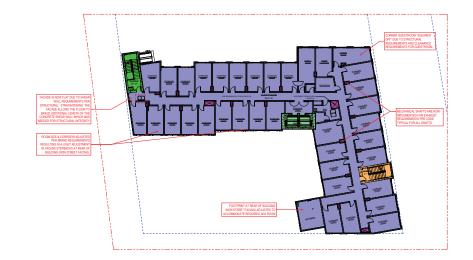


EN-22 - LEVEL 7 & PROPOSED LEVEL 6

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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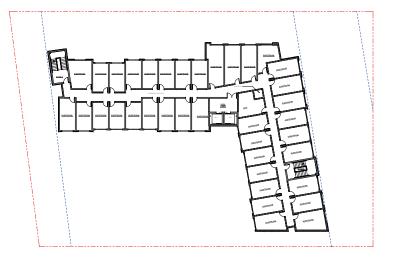


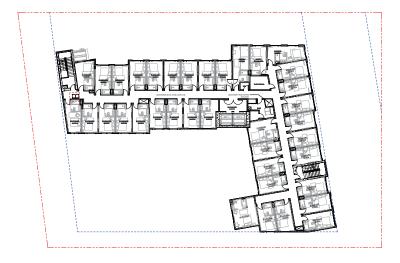


EN-23 - LEVEL 8 & PROPOSED LEVEL 7

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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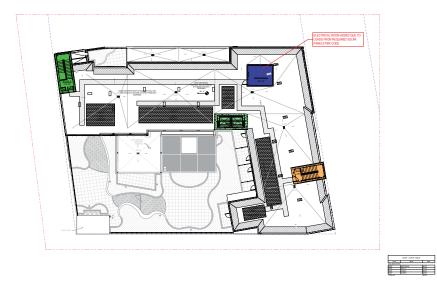


EN-24 - LEVEL 8 & PROPOSED LEVEL 7

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

ELEVATE STATE



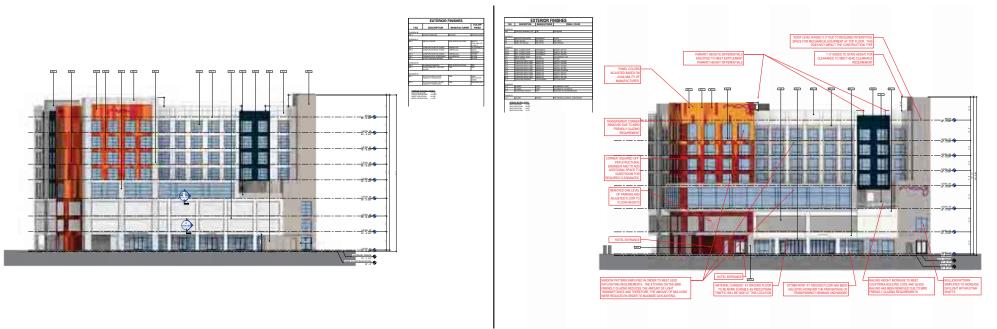


PROPOSED AT BUILDING PERMIT SUBMITTAL

EN-25 - ROOF PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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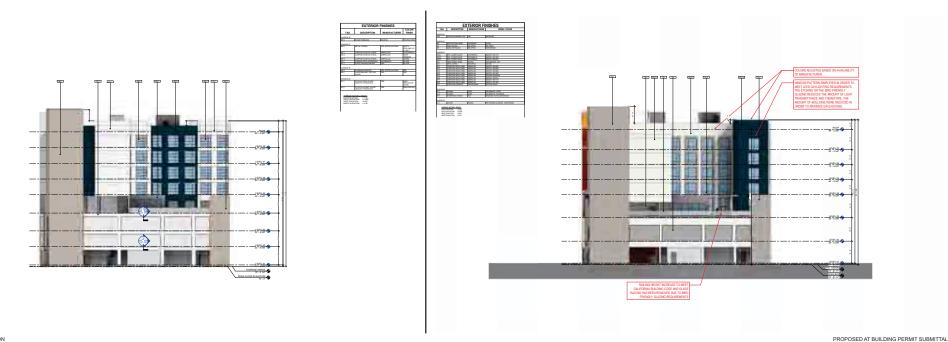


PROPOSED AT BUILDING PERMIT SUBMITTAL

EN-26 - EAST (FRONT) ELEVATION

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

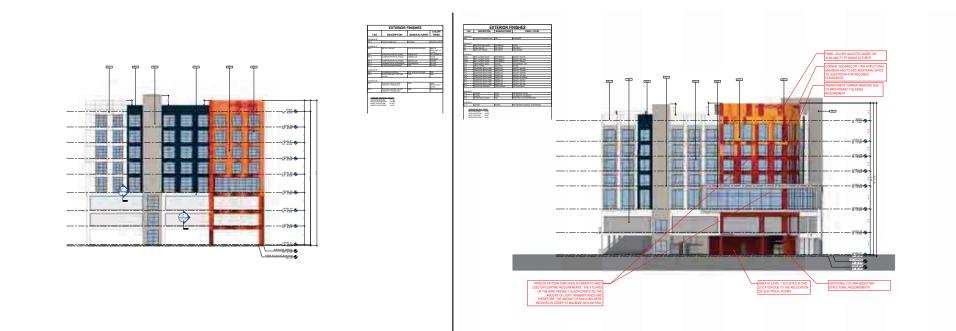
ELEVATE ST



EN-27 - NORTH (LEFT) ELEVATION

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

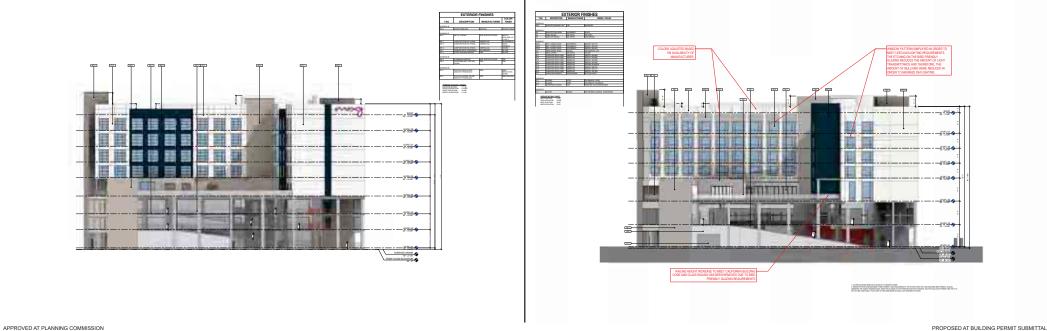
ELEVATE MIN



EN-28 - SOUTH (RIGHT) ELEVATION

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

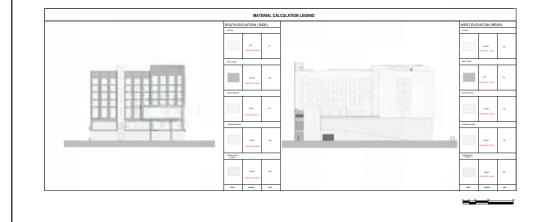
ELEVATE MIN



EN-29 - WEST (REAR) ELEVATION

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

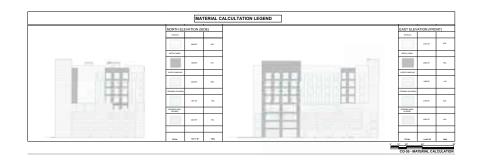


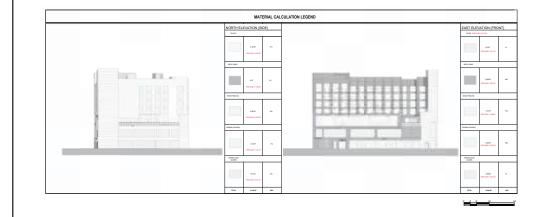


EN-30 - MATERIAL CALCULATION

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 ELEVATE MAN

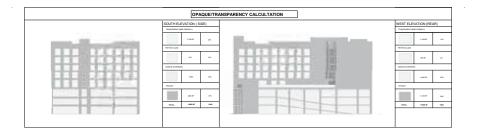
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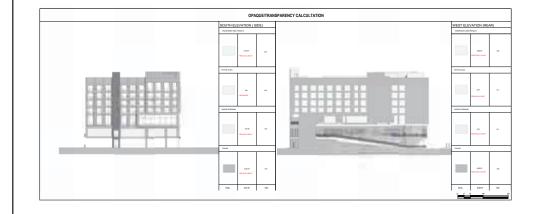




EN-31 - MATERIAL CALCULATION

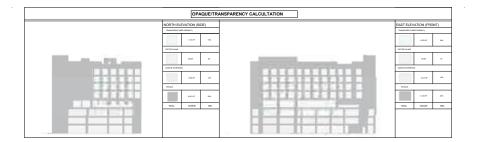
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EN-32 - OPAQUE / TRANSPARENCY DIAGRAM

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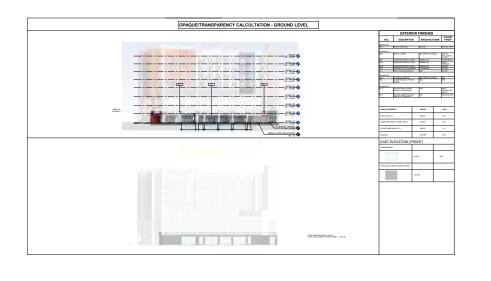


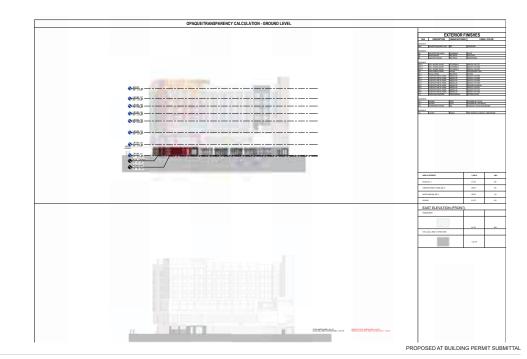


EN-33 - OPAQUE / TRANSPARENCY DIAGRAM

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 PROPOSED AT BUILDING PERMIT SUBMITTAL

ELEVATE STREAM

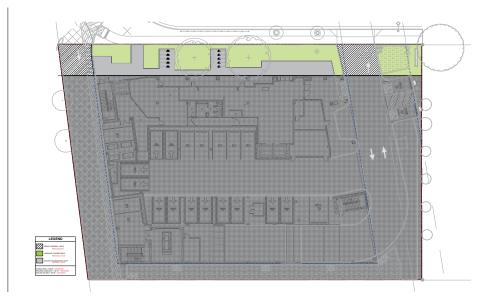




EN-34 - GROUND FLOOR GLAZING DIAGRAM

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023



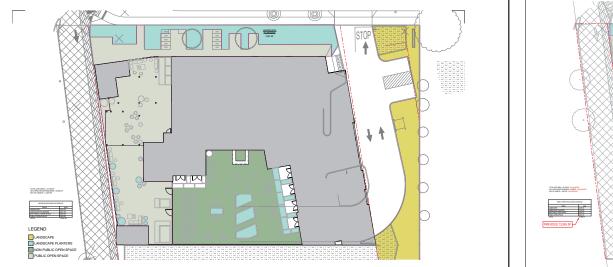


EN-35 - HARDSCAPE / LANDSCAPE DIAGRAM - LEVEL 01

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

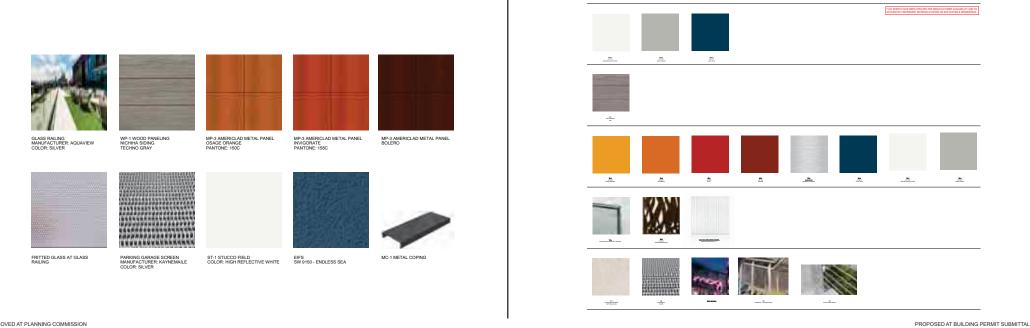
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PROPOSED AT BUILDING PERMIT SUBMITTAL





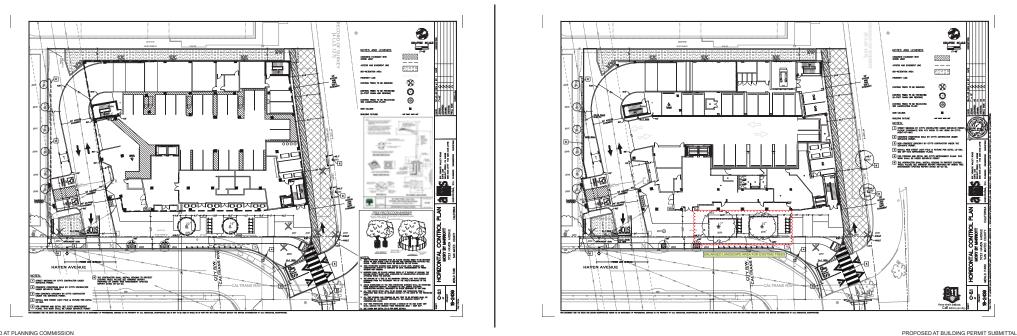
EN-36 - OPEN SPACES DIAGRAM - LEVEL 04 AND PROPOSED LEVEL 03

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 

EN-37 - MATERIAL BOARD

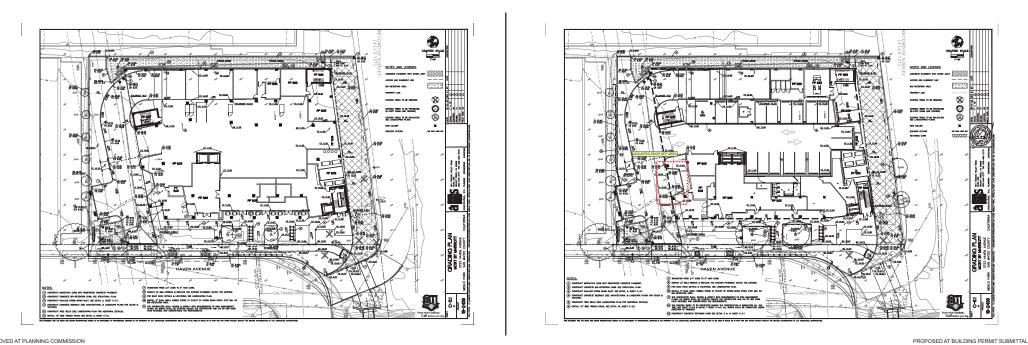
MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

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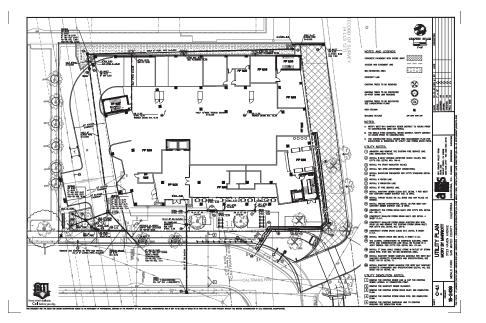
EN-39- HORIZONTAL CONTROL PLAN

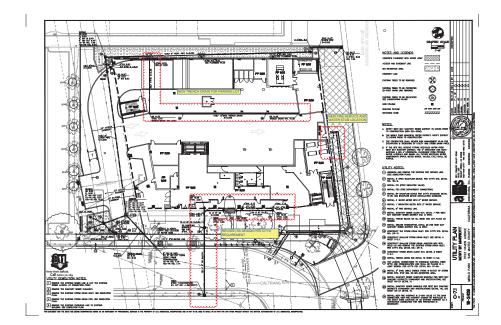
MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023



EN-40 - GRADING PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023



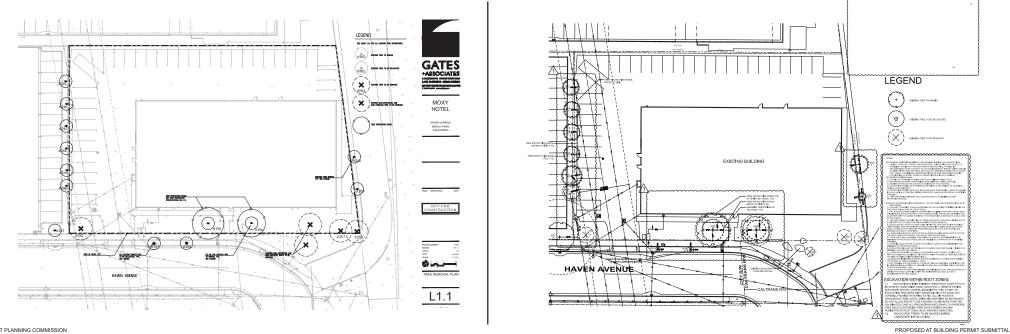


PROPOSED AT BUILDING PERMIT SUBMITTAL

EN-41 - UTILITY PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS + 12-19-2023

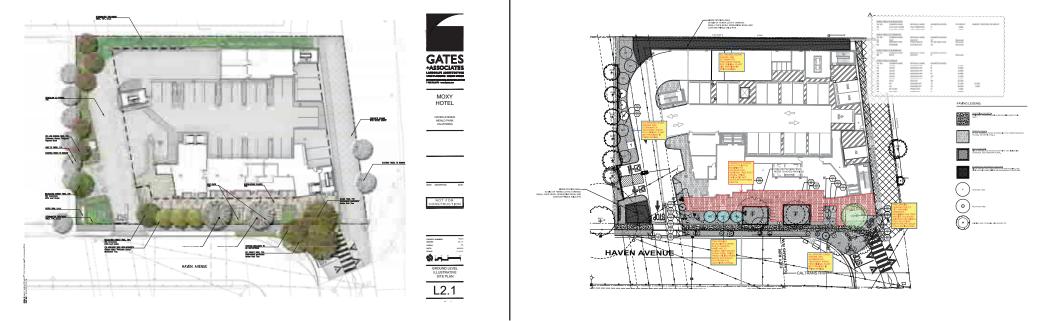
ELEVATE STREAM



EN-42 - TREE REMOVAL PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023

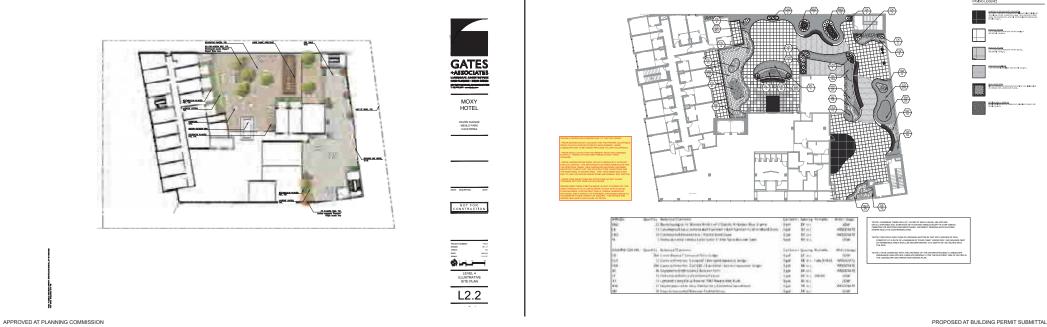
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EN-43 - GROUND FLOOR LANDSCAPE PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023 PROPOSED AT BUILDING PERMIT SUBMITTAL

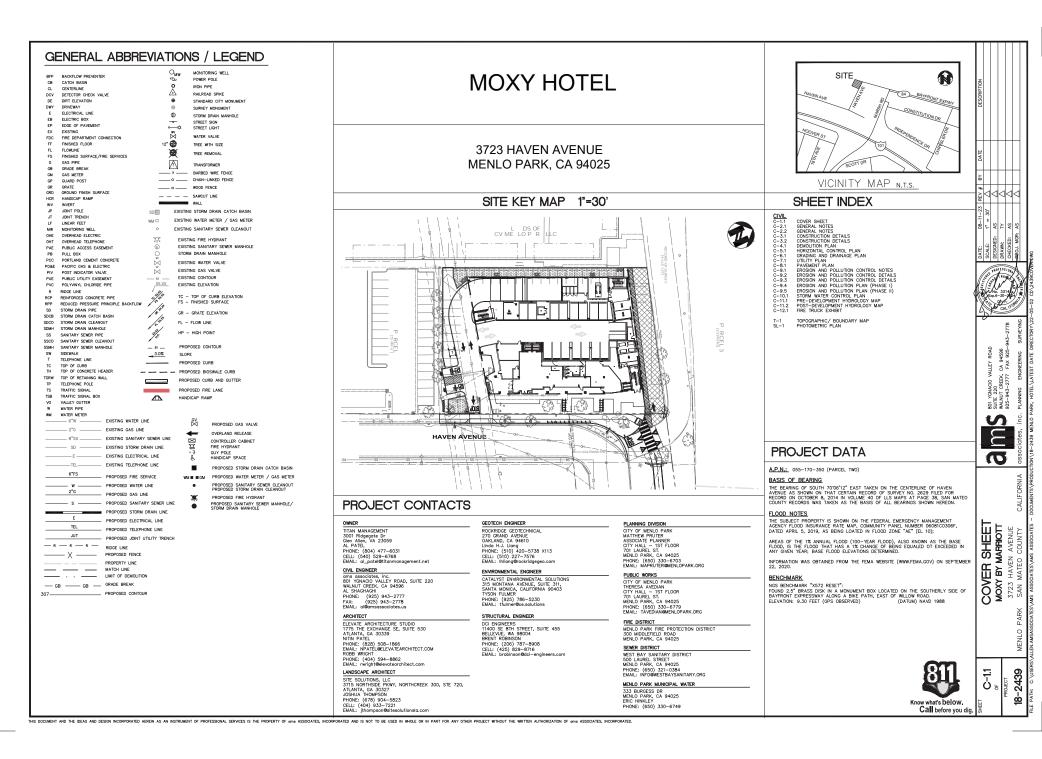
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EN-44 - LEVEL 4 LANDSCAPE PLAN

MOXY BY MARRIOTT MENLO PARK, CA COMPARISON PLANS • 12-19-2023





GENERAL SITE WORK

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL HAVE APPROVED AND SIGNED PLANS PRIOR TO BEGINNING CONSTRUCTION. A SET OF SIGNED AND APPROVED PLANS ARE TO BE ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION. NO ONE SHALL USE PLANS NOT APPROVED FOR CONSTRUCTION.
- THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ANY WORK PERFORMED BY THE CONTRACTOR OR OWNER BASED ON PLANS WHICH HAVE NOT BEEN SICNED AND SEALED BY THE ELONGER AND APPROVED BY THE LOLAL JURISDICTORS. ALL INFORMATION SHOWN ON PRELIMINARY DRAWINGS IS SUBJECT TO CORRECTION AND CHANGE.
- WHERE GOVERNING AGENCIES HAVE CONFLICTING SPECIFICATIONS WITH THESE NOTES, THE CONTRACTOR SHALL FOLLOW THE MORE STRINGENT REQUIREMENT.
- THE CONTRACTOR SHALL MAKE SITE INSPECTIONS PRIOR TO BIDDING TO DETERMINE ITEMS NOT SHOWN AS BID ITEMS WHICH ARE NECESSARY TO PERFORM A COMPLET ACCEPTABLE JOB, ALL SUCH ITEMS SHALL BE NOTED AND INCLUDED IN THE BID. WPLETE AND
- IF THE CONTRACTOR ENCOUNTERS ERRORS OR DISCREPANCES ON THE DRAWINGS, OR SITE CONDITIONS WHICH PREVENT OR DELAY THE COMPLETION OF WORK AS NORCAED, THE BERRORS, DISCREPANCES AND OMISSIONS. THE CONTRACTOR SHALL INDEWNIFY AND HOLD THE ENRORES THAT AND OWNER HARMLESS IF, AFTER CONTRACTOR FOR THE WORK HE HAS WORLTANT DAMAGE BECAUSE OF SITE CONTINUOUS FOR THE WORK HE HAS WORLTANT DAMAGE BECAUSE OF SITE CONTINUOUS FOR SHORESONES THE CONSIGNOR SHORE WORS/ONES THE CONSIGNOR SHORE OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES ON UNSCINCE THE WORK HE HAS HORTEN DISCREPANCES AND OWNES/ONES THE CONTRACTOR FOR THE WORK HE HAS HORTEN DISCREPANCES ON OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES ON UNSCINCE THE WORK HE HAS HORTEN TO THE OWNES AND AND THE DISCREPANCES OR OWNES/ONES THE DISCREPANCES OR UNSCINCE HORTEN DISCREPANCES AND OWNES/ONES THE CONTRACTOR SHALL OWNES/ONES THE DISCREPANCES OR UNSCINCE HORTEN DISCREPANCES AND THE DISCREPANCES OR DISCREPANCES OR UNSCINCE HORTEN DISCREPANCES AND THE DISCREPANCES OR DISCREPANCES OR UNSCINCE HERRORES DISCREPANCES AND THE DISCREPANCES OR DISCREPANCES OR DISCREPANCES ONES DISCREPANCES DISCREPANCES DISCREPANCES ONES DISCREPANCES DISCR
- THE CONTRACTOR SHALL NOT BEGIN WORK SHOWN ON THESE PLANS UNTIL THE ENGINEER'S SIGNATURE OF APPROVAL IS AFFIXED HEREON AND ALL APPLICABLE PERMITS HAVE BEEN OBTAINED.
- ALL MATERIALS, METHODS, AND WORKMANSHIP SHALL CONFORM TO THE SPECIFICATION OF THE AGENCIES INVOLVED AND ALL WORK SUBJECT TO THEIR APPROVAL.
- THESE PLANS ARE CHECKED BY THE LOCAL JURISDICTION, BUT SUCH CHECKING AND/OR HELE COMPARE OFFICIENT THE DEVELOPER AND CONTRACTOR FROM HIS/HER RESPONSIBILITY TO CORRECT ERRORS, OMISSIONS OR MARE CHANGES REQUIRED BY CONTINUES DEVOCRED IN THE FIELD DURING THE COURSE OF CONSTRUCTION. THE CONTINUES TO SUCCERED IN THE FIELD DURING THE COURSE OF ANY ERROR'S FOUND IN PLANS OR CONSTRUCTION STAKEN DISCRETE/ACCES. THESE
- BEFORE COMMENCING WORK, ALL PLANS AND SCHEDULES MUST BE SUBMITTED AND APPROVED.
- CONTRACTOR IS NOT TO WORK OR TRESPASS ON ANY PROPERTY WITHOUT WRITTEN DEDWISSION
- THE CONTRACTOR OR DEVELOPER SHALL OBTAIN ALL NECESSARY ENCROACHMENT PERMITS PRIOR TO STARTING ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY.
- THE CONTRACTOR SHALL ASSIME AND THE TUBUL RIGHT-OF-WAY. CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL. WORKING HOURS. THE CONTRACTOR SHALL DEFEND, NODEMEY AND HOLD THE OWNER, ALLEGD, IN CONTROL THE PERFORMANCE OF WORK ON THIS PRACET, EXCEPTING FOR LIABULTY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, SURVEYOR OR ENOMECR.
- THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS PERTAINING TO HIS OPERATIONS. THE CONTRACTOR SHALL ADEQUATELY BARRICADE THE GENERAL PUBLIC FROM THE SITE AND SHALL PROVIDE ALL OUTSL BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY FOR PUBLIC SAFETY.
- THE CONTRACTOR IS HEREY MOTIFED THAT PRICE TO COMMENSION CONSTRUCTION, HE IS RESPONSIBLE FOR CONTACTION ALL UTILITY COMPANIES FOR VERBATCH OF THE LOCATIONS OF ALL UNDERGROUND FACILITES AT THE CONSTRUCTION STE AND LOCATING WERE SUCH FAULTIES MAY POSSIBLY CONFLICT WITH HE PLACEMENT OF THE IMPROVEMENTS SHOW ON THESE PLANS. NOTIFY "UNDERGROUND SERVICE ALERT" (USA) AT LEAST TWO (2), WORNIG DATIS IN ADVANCE OF BEGINNING WORK AT (800) 642-2444 OR (800) 227-2600
- THE CONTRACTOR IS TO ARRANGE A PRECONSTRUCTION MEETING ON THE JOB SITE WITH THE CONTRACTOR IS TO ARRANGE A PHECONSTRUCTION MEETING ON THE JOB SITE WITH THE GOVERNICA GEORIGE, UTILY COMPANIES, OWNER'S DEVELOPER AND/OR REPRESENTATIVES AND GENERAL CONTRACTORS PRIOR TO COMMENCING WORK. THIS MEETING UNLU VERTIFY SOFEDULES, METHODS AND MATERIALS TO BE USED IN CONSTRUCTION OF THE PROJECT. NOTIFY ALL GOVERNING AGENCIES AT LEAST 48 HOURS IN N ADVANCE.
- CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE CODES AND REGULATIONS AND STANDARDS.
- THE GENERAL CONTRACTOR OR A RESPONSIBLE PARTY WHO HAS THE AUTHORITY TO ACT FOR THE CONTRACTOR SHALL BE ON THE JOB SITE DURING ALL WORKING HOURS.
- PRIOR TO COMMENCING CONSTRUCTION THE CONTRACTOR SHALL POINDLE AND EPPOSE LAL EXISTING UNDERFORMENT ACHINE'S FOR STRIVE CONNECTIONE AND PASSAEL FUTUTY CONFLOIS. ANY DISCREPANCES WITH SERVICE LOCATION, STZ, DEPTH, OR MATERIAL MUT THAT SHOWN ON THESE PLANS SHALL BE REPORTED TO THE COMMENT, AFFECTED UTUILES AND ENGNEER WITHIN 48 HOURS OF DISCOURTY. THE LOCATION OF THE EDSTING UTUILES AND STOM DRAINS ARE FER THE RECORD DRAWINGS OF RELD GOSEWATIONS.
- INSTALLATION OF ALL GRAVITY UTILITIES (i.e. SEWER, STORM DRAIN) SHALL BE FROM THE POINT OF CONNECTION UPSTREAM.
- I HE BELOW CERTIFICATIONS SHALL BE SUPPLIED TO THE OWNER FOR THE FOLLOWING STAGES TO SITE WORK. CERTIFICATIONS SHALL BE FERFORMED BY oms ASSOCIATES, INC. ANU/OR THE SOLIS ENDIREER AND PAID FOR BY THE OWNER. ANY COSTS FOR REWORKING, RETESTING, OR RESURVEYING DUE TO NON-COMPLIANCE WITH THE SPECIFICATIONS SHALL BE HER RESPONSIBILITY OF THE CONTRACTACY.
- ROUGH GRADE SOIL COMPACTION, PRIOR TO ANY UNDERGROUND CONSTRUCTION.
- RUCH GRADE SUL COMPACING, HIGH 10 ANT UNDERGOUND CURSINGUING. RETAINING MALL (GANT)E BROTHLCOMPACING. PAD SOL COMPACTION, PRIOR TO ANY BUILDING CONSTRUCTION. TERCH BACREFUL. SEWER, STORM, WATER AND IRRIGATION TESTING, PRIOR TO FINE GRADING. THE GRADUNG TO FLUS OF MINUS OR-TESTING OF A FOOT, PRIOR TO BASE ROCK LACEMEN
- IF AT ANY TIME DURING THE COURSE OF CONSTRUCTING THE PROPOSED PROJECT IF AT ANY TWE DURING THE COURSE OF CONSTRUCTING THE PROPOSED PROJECT, EVENENCE OF SOLIDAN/OR REQUINAMERE CONTAMINATION WITH HAZARDOUS MATERIAL IS ENCOUNTERED, THE APPLICANT SHALL IMMEDIATELY STOP THE PROJECT AND CONTACT THE ENVENDMENTAL HEALTH SERVICES HAZARDOUS MATERIALS SECTION, THE PROJECT SHALL SATISFACTION OF ENVIRONMENTAL HEALTH SERVICES AND TO THE WATER QUALITY CONTROL BOARD.
- 22 ANY RETAINING WALL SHALL BE CONSTRUCTED AND BACKFILLED IN ACCORDANCE WITH THE STRUCTURAL ENGINEER'S AND SOILS ENGINEER'S RECOMMENDATIONS
- 23. THE CONTRACTOR SHALL CONTROL DUST AT ALL TIMES DURING CONSTRUCTION.
- 24 FOR ALL PROJECTS REGARDLESS OF SIZE THE CONTRACTOR SHALL IMPLEMENT PRACTICES. (BMP's) TO ELIMINATE OR MINIMIZE POLLUTION DISCHARGE CAUSED BY CONSTRUCTION
- 25. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE STATE OF CALIFORNIA WATER RESOURCES CONTROL BOARD (SWRCB). THE CONTRACTOR SHALL IMPLEMENT AND MONITOR THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH THE SWRCB REGULATIONS.

- 26. STREET OR LANKE GLOSIPE WILL BECAUGE A TRAFFIC CONTROL PLAN AND THE DESIGNATION. OF A GLAINEED INNOVALIA FOR ITS MIR-BEAMTENTIAN AND CARE LAMITISMAKE. TRAFFIC CONTROL PROCEDURES SHALL CONFORM TO THE MOST RECENT EDITION OF THE "WATCH HANDBOOK" AND THE MOST RECENT EDITION OF THE CALIFORMA UNITO. THE CONTRACTOR SHALL OFTAN APPROVAL FOR THE METHOD OF TRAFFIC CONTROL PRIOR TO STARTING CONSTRUCTION.
- 27. ALL IMPROVEMENTS SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE GOVERNING AGENCIES STANDARD SPECIFICATIONS AND REQUIREMENTS AND THE LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS.
- 28. THE THE CONTRACTOR'S RESPONSEDINT TO COMMINING AND WET WITH THE CITY OF RENO THE RELACENCE OF CITY STEL WARDOWNED ON THE CITY'S ROHT-CO-WKY WOOD WARDOWNED BE REPORTED RECAUSE THE CITY OF THE CITY'S ROHT-CO-WKY. THE WORKNOW ON THE CITY'S ROHT-CO-WKY. THE CITY CONTRACTOR SHOW THE FORERON OF THE CITY'S WORK FOR REFERENCE. THE CONTRACTOR SHALL GETAN THE LATEST DRAWNESS FOR THE CITY OF WEND, PARK FORM TO THE START OF ANY WORK.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS, BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERA PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FINEST QUALITY ARE TO BE USED.
- 30. PLACEMENT OF PROPOSED PUBLIC IMPROVEMENTS AND PROPOSED ONSITE IMPROVEMENTS SHALL NOT BE LIMITED TO THESE PLANS, BUT BE BUILT IN ACCORDANCE WITH THE CITY OF MENLO PARK AND CALTRANS' IMPROVEMENT STANDARDS TO THEIR SATISFACTION.
- 31. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS, SIDEWALKS OR OTHER EXISTING PUBLIC OR PRIVATE IMPROVEMENTS DURING CONSTRUCTION. ANY IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPARED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- 32. TEMPORARY CONSTRUCTION FENCING: THE CONTRACTOR SHALL INSTALL A 4' TALL, BRIGHTLY COLORED (USUALLY YELLOW OR GRANGE), SYNTHETIC MESH WATERIAL FENCE WITH SIGNS STATING "THIS TREE TO BE SAVED" AROUND ALL TREES TO BE SAVED PRIOR TO ANY CONSTRUCTION EQUIPMENT BEING MOVED ON-SITE OR ANY CONSTRUCTION ACTIVITIES TAKING PLACE.
- 3. ARCHARGLOGICAL ARTIFACTS: IF ANY ARCHERCOGIUL OR PALENTQUOCAL ARTIFACTS. BE HALTED WITHIN 100 FEET OF THE FIND AND THE LOCAL JURSDICTION NOTIFED IMMEDIATELY. A QUALFED ARCHARCHOGT PALENTQUOCAT SHALL BE RETAINED TO CONDUCT AN ON-SITE EVALUATION AND PROVIDE RECOMMENDATIONS FOR REMOVAL ON DUDITION AND ARCHARCHOGT PALENTQUOCAT SHALL BE RETAINED TO CONDUCT AN ON-SITE EVALUATION AND PROVIDE RECOMMENDATIONS FOR REMOVAL ARCHARCHOGTS OF PALENTCOGTS THAS THAN A REJANDATE INTE TO CONDUCT AN EXAMINATION AND MARCHERT MITIGATION MEASURES DEEMED APPROPRIATE AND RECEILED IN THE THE LOCAL JURSDICTION TO REDUCE MARCHER TO A LESS THAN RECEILED IN THE THE AUGUST AND AND ARCHARCHORT AND APPROPRIATE AND RECEILED IN THE THE LOCAL JURSDICTION TO REDUCE MARCHER TO A LESS THAN SIGNIFICANT LEVEL.
- CONSTRUCTION NOISE: THE CONTRACTOR SHALL INSURE THAT ALL CONSTRUCTION VEHICLES AND EQUIPAENT OPERATED WITHIN CLOSE PROMMITY OF A RESIDENTIAL DELLING ARE COMPEND IN THROFENCY OPERATING AND MAINTANE DUFFLERS OF AUXIMED ACQUISTICAL PROFESSIONAL TO VERIFY THE EQUIPAENT THAS PROFER MUFFLERS. CONSTRUCTION DOSE EUNANTHOR FORM ANY CONSTRUCTION ACTIVITIES FOR WHICH A PERMIT IS REQUIRED IS PROHIBITED ON SUNDAYS AND FEDERAL HOLDAYS, AND SHALL ONLY COCUME
- A. MONDAY THROUGH FRIDAY, 7:00 AM TO 8:00 PM.
- ALL CONSTRUCTION SITE ACTIVITIES, REGARDLESS OF SIZE, SHALL CONFORM TO THE CITY OF MENLO PARK, SAM MATED COUNTY AND THE STATE WATER RESOURCES CONTROL BOARD, NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NEPDES), WASTE DISCHARGE REQUIREMENTS FOR DISCHARGES OF STORM WATER RUNOFF ASSOCIATED WITH 35 REQUIREMENTS FOR DISC CONSTRUCTION ACTIVITY.
- TOR ALL CONSTRUCTION PROJECTS OUER ONE ACCE A NOTICE OF NITHIN (NO.) SHALL BE FILED WITH HE STATE WATER BESINRESE CONTROL BOARD AND A STORM WATER POLLITION PREVENTION PLAN (SWPPP) BE PREPARED AND ON-SITE DURING CONSTRUCTION. THIS IS PART OF THE MATIONAL POLLITANT DECRARGE ELIMINATION SYSTEM (NPDES) PERMIT PROCESS. CONTRACTOR SHALL ALSO BE IN COMPULANCE WITH ALL LOCAL STORM WATER QUALITY REGULATIONS. 36.
- UPON JOB COMPLETION, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ONE COMPLETE SET OF RECORD DRAWINGS WHICH ACCURATELY SHOW ALL FIELD CHANGES THE CHANGES SHALL BE MARKED ON A CLEAN SET OF DRAWINGS IN CONTRASTING COLORS
- 38. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTOR TO UNDERSTAND THESE DRAMMISS AND THE OBLIGATION TO FERFORM ALL WORK HEREIN. THIS INCLUDES INCLUDION STORMATION WHICH OCCURS ON ARCHITECTURAL FLUXICURAL PLANE MECHANICAL, ELECTRICAL, LANDSCAPE, AND ARCHITECTURAL FLUXIS THAT MAY BE REQUIRED TO CORRECTLY COMPLETE THE WORK.
- 39. THE CONTRACTOR TO REVIEW THE ENVIRONMENTAL SAMPLING REPORT DATED APRIL 2019 PREPARED BY AWR ENVIRONMENTAL. THIS REPORT SHALL BE REVIEWED BY THE CONTRACTOR DURING THE BIDDING OF THE PROJECT. ALL WORK SHALL BE PER THIS REPORT AND OTHER REPORTS PREPARED FOR THIS PROJECT.

GRADING /FARTHWORK

- ALL EARTH AND SITE WORK SHALL BE PERFORMED IN ACCORDANCE WITH RECOMMENDATIONS AS DEFINED IN THE GEOTECHNICAL REPORT, THE CALIFORNIA BUILDING CODE, AND THE LOCAL JURISDICTION.
- 2. THE CONTRACTOR SHALL POSSESS & GRADING PERMIT PRIOR TO ANY GRADING ACTIVITIES.
- THE OWNER SHALL RETAIN THE SERVICES OF A QUALIFIED SOILS ENGINEER TO EVALUATE GEOLOGIC AND SOILS CONDITIONS ON THE SITE, PROVIDE LARTHWORK RECOMMENDATIONS. NON INSPECT THE CONTRACTORY WORK FOR CONULANCE, ALL TESTS SHALL BE CERTIFIED BY THE SOILS ENGINEER WITH ANY TEST WITHIN THE RIGHT-OF-WAY ALSO BEING APPROVED BY THE GOVERNME GAENCY. 3.
- THE CONTRACTOR SHALL CONTROL DUST, EROSION, AND SEDIMENT AT ALL TIMES DURING CONSTRUCTION. IF GRADING AND CLEARING IMPROVEMENTS ARE INCOMPLETE BY OCTOBER FIRST, THE CONTRACTOR SHALL INSTALL EROSION PROTECTION ON ALL EXPOSED SOIL. INSTALL BMP'S FOR CONTROLLING ANY DRAINAGE FROM THE SITE, AND CLEAN ALL SEDIMENT FROM THE EXISTING STORM DRAIN SYSTEMS.
- CALCULATION OF EARTHWORK QUANTITIES, ANY IMPORT OR EXPORT REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY QUANTITIES CALCULATED BY oms ASSOCIATES, INC. ARE FOR PERMIT FEE DETERMINATION ONLY.
- GRADING SHALL NOT OCCUP UNTIL ALL EXISTING TREES TO BE SAVED ARE ADEQUATELY PROTECTED. PLEASE SEE THE CIVIL AND LANDSCAPING PLANS FOR TREE PROTECTION, FENCING AND DETAILS. THE CONTRACTOR IS TO NOTIFY THE ARBORIST 72 HOURS PRIOR THE START OF DEMOLITION AND CONSTRUCTION.
- ALL UNSUITABLE AND SURPLUS MATERIAL SHALL BECOME THE PROPERTY OF CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AT THE CONTRACTOR'S EXPENSE UNLESS THE OWNER OR ENGINEER SPECIFIES OTHERWISE.
- RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT (PREPARED BY ROCKRIDGE GEOTECHNICAL, JOB NO. 22-2235 DATED AUGUST 1ST/, 2022) SHALL BECOME REQUIREMENTS FOR THIS DEVELOPMENT.

- THIS GRADING PLAN IS FOR APPROVAL ON ON-SITE ELEVATIONS ONLY. THE ELEVATIONS SHOWN WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRE SEPARATE PUBLIC WORKS DEPARTINENT APPROVAL & FERMIT. ANY NOTES THAT APPLY TO THE PUBLIC RIGHT-OF-WAY ARE FOR REFERENCE ONLY. IF ON-SITE ELEVATIONS SHOWN DO NOT CONCODE WITH APPROVED STREET FLANS, AN APPROVED ANENDMENT IS REQUIRED.
- THE SOIL IS HIGHLY CORROSIVE. PLEASE SEE THE GEOTECHNICAL REPORT, SECTION 6.6, PAGE 15. THE PROJECT TEAM MAY BE REQUIRED TO HIRE A CORROSIVE ENGINEER TO REVIEW THE GEOTECHNICAL REPORT AND PROVIDE THE REQUIRED DRAWINGS AS PART OF THE CONSTRUCTION DOCUMENTS.
- 11. THE SOIL SUBGRADE BENEATH THE PROPOSED IMPROVEMENTS (BUILDING PAD AND THE SOL SUBGRADE BENEATH THE PROPOSED IMPROVEMENTS (BUILDING PAD AND CONCRETE LATINGK) OR AREA TO THE PELL SOLUDIE BE SCARMED TO A DEPTH OF AT COMPACTED AT LEAST 900 RELATIVE COMPACTON. THE SOL SUBGRADE FOR VEHICULAR PAVEMENT SOLUDIE BE COMPACTED 10 955 RELATIVE COMPACTON AND EE NON-VELDING. THE SOL SUBGRADE SHOULD BE COMPACTED 10 955 RELATIVE COMPACTON AND EE NON-VEHICULAR. THE SOLL SUBGRADE SHOULD BE COMPACTON TO THE SOL SUBGRADE FOR VEHICULAR.
- 12. FILL SHOULD CONSIST OF ON-SITE SOIL OR IMPORTED SOIL (SELECT FILL) THAT IS FREE OF ORGANIC MATTER, CONTINIS NO ROCKS OR LUMPS LARGER THAN THREE INCHES IN GREATES DIMENSIONS, AND IS APPROVED BY THE GOTECHNICAL ENGINEER. IMPORTED FILL SHOULD ALSO HAVE LUQUD LUMIT OF LESS THAN 40 AND A PLASTICIT INDEX OF LESS THAN 15. PLASES ET HE GOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.

CURBS. GUTTERS AND WALKS:

- ALL VERTICAL CURBS SHALL BE CONSTRUCTED TO WITHIN 1/2" VERTICAL TOLERANCE EXCEPT WHERE ADJUSTMENTS ARE REQUIRED TO MATCH EXISTING CONDITIONS. ANY C NOT WITHIN THIS TOLERANCE MAY BE REJECTED BY THE ENGINEER AND REMOVED AND ANY CURB REPLACED AT THE CONTRACTOR'S EXPENSE.
- 2. REFER TO THE PLANS FOR CURB AND GUTTER DIMENSIONS AND DETAILS.
- ALL ON-SITE CURB AND GUTTERS SHALL BE CONSTRUCTED TO WITHIN $1/2^{\prime\prime}$ VERTICAL TOLERANCE. HOWEVER, THE GUTTER SHALL BE CONSTRUCTED SO THAT NO WATER IS TRAPPED IN THE GUTTER AND THAT THE MINIMUM SLOPE ALLOWED BY THE LOCAL JURISDICTION IS NOT EXCEEDED.
- USE EXTREME CARE ALONG ALL ACCESSIBLE ROUTES OF TRAVEL TO ENSURE THAT ALL CURBS, OUTTERS, AND SDEWALKS ARE ADA COMPLIANT. THE CONTRACTOR SHALL VERPT FORWORK COMPLIANCE FOR SLOEDS, HEIGHTS, MODIS AND CLARANCES PRIOR TO REQUESTING AND POLINGE ANY CONCRETE. CHECK ALL CONCRETE IMMEDIATELY AFTER PLACEMENT AND REMOVE ANY WORK NOT WITHIN COMPLIANCE.
- 5. SEE NOTES FOR PEDESTRIAN AND HANDICAP ACCESSIBILITY FOR ADDITIONAL WALK REQUIREMENTS.
- CURB AND GUTTER IN THE CITY'S RIGHT-OF-WAY SHALL BE PER THE CITY OF MENLO PARK'S STANDARDS AND SPECIFICATIONS.
- 7. CURB AND GUTTER ON CALTRANS' RIGHT-OF-WAY SHALL BE PER CALTRANS' STANDARDS

PAVING:

9.

- PREPARE AND COMPACT SUBGRADE AND PLACE BASE ROCK AND ASPHALT OR CONCRETE PER THE GEOTECHNICAL REPORT AND THEIR RECOMMENDATIONS. REFER TO THE GRADING PLAN FOR SELECTED PAVEMENT SECTION.
- PAVEMENT THICKNESS SHALL BE WITHIN THE FOLLOWING TOLERANCES: AGGREGATE BASE 1/2" PLUS OR MINUS. ASPHALT OR CONCRETE: 1/4" PLUS OR MINUS.
- THE CONTRACTOR SHALL COORDINATE WITH ALL OTHER WORK TO ASSURE THAT ALL UNDERGROUND COMDUTS AND UTUITES ARE INSTALLED PRIOR TO PAVING. ALL PPES IN PAYED AREAS SHALL BE PLACED PRORK TO PLACING ACGREGATE BASE. INO CURB, GUTTER, SDEWALK OR AGGREGATE BASE SHALL BE PLACED UNTIL UNDERGROUND UTUITES ARE INSTALLED.
- COPIES OF CALCULATIONS NECESSARY TO DETERMINE QUANTITIES OF ASPHALT AND BASE AND WE UNDERGRAFTING INJUGUERATION DELEMMINE WAARTINE OF ASPHALI AND BASE ROCK SHALL BE FURNISHED TO THE OWNER AND ENGINEE'S MATERIAL AND WEICHT TICKETS SHALL BE FURNISHED TO THE OWNER TO SHOW MATERIALS ACTUALLY USED. THE OWNER MAY REQUEST BORINGS TO CONFIRM ASPHALT AND BASE ROCK THICKNESS.
- 5 SOIL STERIUZATION (WEED KILLER) SHALL BE APPLIED IN AREAS TO BE PAVED. KEEP TWO FEET MINIMUM CLEAR OF EXISTING AND PROPOSED LANDSCAPED AREAS. APPLY AT MANUFACTURER'S RECOMMENDED RATE TO ASSUME 3 INCH MINIMUM PENETRATION.
- THE PAVING CONTRACTOR SHALL PROVIDE ALL REQUIRED COMPACTION TESTS IN THE STREET AT THE CONTRACTOR'S EXPENSE.
- WHEN MATCHING THE PAVEMENT ON AN EXISTING ROAD, THE EXISTING PAVEMENT SHALL BE CUIT TO A NEAT STRAGHT LINE PARALLEL WITH THE LANE AND REMOVED BACK TO AN ADEOLATE STRUCTURAL SECTION. THE EXPOSED EDGE AND VERTICAL EDGE OF GUITER LIP SHALL BE TACKED WITH EMULSION PRIOR TO PAVING.
- INCREASE ASPHALT SECTION AND CONCRETE SECTION AT EDGES TO 150% OF SPECIFIED PAVEMENT THICKNESS OR AS SPECIFIED BY THE GEOTECHNICAL REPORT.
- A TACK COAT SHALL BE APPLIED TO ALL CONCRETE EDGES TO WHICH ASPHALT IS TO BE PLACED. PROTECT ADJACENT SURFACES DURING APPLICATION.
- SURFACE SMOOTHNESS OF ASPHALT OR CONCRETE PAVING SHALL NOT BE ACCEPTABLE IF EXCEEDING 1/4 INCH USING A 10 FOOT STRAGHT EDGE. PONDING OR "BIRDBATHS" EXCEEDING 1/4 INCH IN THICKNESS SHALL NOT BE ACCEPTABLE AND SHALL BE CORRECTED BY THE CONTRACTOR.
- 11 REINFORCE CONCRETE AS PER THE GEOTECHNICAL REPORT OR THE CIVIL DRAWINGS
- 12. SEE NOTES FOR PEDESTRIAN AND HANDICAP ACCESSIBILITY FOR ADDITIONAL PAVING REQUIREMENTS.
- 13. ANY EXISTING PAVEMENT WITHIN THE PROJECT LIMITS THAT IS DAMAGED OR DISPLACED EVEN THOUGH IT WAS NOT TO BE REMOVED. LIMITS INAI IS DAMAGED OR DISP EVEN THOUGH IT WAS NOT TO BE REMOVED, SHALL BE REPARED OR REPLACED, DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR.

PAVEMENT MARKINGS

- STRIPE ALL PARKING SPACES, AISLES, ENTRANCES AND EXITS PER THE GOVERNING STANDARDS AND AS SPECIFIED. THE GENERAL CONTRACTOR IS TO CONTACT THE CITY OF MENLO PARK AND CALTERNS FOR SPECIFIC REQUIREMENTS.
- 2 HAVEN AVENUE'S PAVEMENT MARKINGS ARE TO CONFORM TO THE MOST RECENT EDITION OF THE CITY OF MENLO PARK AND THE STATE'S DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS AND PLANS. STRIPING SHALL BE DONE WITH THERMOPLASTIC AND REFLECTIVE MARKERS.
- 3 STRIPE ALL HANDICAP STALLS AND PEDESTRIAN ACCESSES PER A D.A. REQUIREMENTS

BUILDINGS:

- 1 PREPARE PAD PER GEOTECH RECOMMENDATIONS
- 2. THE CONTRACTOR IS TO VERIFY ALL BUILDING DIMENSIONS AND SITE CONDITIONS PRIOR TO STARTING ANY CONSTRUCTION

- VERFY HE POINT OF COUNECTION BETWEEN STE AND BUILDING UTILITES PRIOR TO ANY CONSTRUCTION. IF DEGREPANCES ARES, MOTEY THE ENGNEER AND ARCHIECT DEGREPANCES AND ACCOUNT AND ACCOUNT AND ARCHIECT WITH THE WORK AFFECTION WITHOUT INSTRUCTIONS FROM THE ARCHIECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY NECESSARY CORRECTIONS TO THE SATISFACTION OF THE EXDREER. 3.
- ALL BUILDING SLABS SHALL BE CONSTRUCTED TO WITHIN 1/8" OF GRADE SHOWN ON THE APPROVED CIVIL PLANS.
- 5. SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR CONSTRUCTION INFORMATION

MISC. SITE WORK:

- OBTAIN APPROVAL FOR ALL GATES FROM THE POLICE AND FIRE DEPARTMENT PRIOR TO CONSTRUCTION
- 2. OBTAIN APPROVAL AND/OR PERMIT FOR ALL SIGNS PRIOR TO CONSTRUCTION
- 3. STREET SIGNS SHALL BE RELOCATED AND INSTALLED AS REQUIRED.

FIRE LANES:

CONSTRUCTION STAKING:

5.

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- FIRE LANES ARE TO BE MARKED AS REQUIRED BY THE CITY OF MENLO PARK FIRE DEPARTMENT'S REQUIREMENTS, THE CALIFORNIA FIRE CODE AND THE STATE'S VEHICLE CODE
- AS A GENERAL GUIDE, WHEREVER THE PARKING OF A VEHICLE WILL COMPROMISE OR OBSTRUCT ENERGENCY VEHICLE ACCESS, PAINT THE CURBS OR PAVEMENT RED WITH CONTRASTING LITTERS STENCILED ON THE CURB SIDE OR THE EDGE OF THE DRIVE READING "NO PARKING FIRE LANE". 2.
- 3 ONE OF THE THREE METHODS PRESENTED BELOW FOR FIRE LANE IDENTIFICATION (TAKEN ONE OF THE INFECTION SECTION A SECTION A SECTION AS A SECTIONAS A SECTIONAS A SECTIONAS A SECTIONAS A SECTION

4. IF FIRE LANES ARE REQUIRED, POST EACH ENTRANCE WITH SIGNS INDICATING THAT VEHICLES PARKED IN FIRE LANES WILL BE TOWED AT OWNER'S EXPENSE

THESE PLANS HAVE BEEN PREPARED by omis ossociates, inc. IT IS THE RESPONSIBILITY of THE SURVEYOR WHO PROVIDES THE CONSTRUCTION STAKING TO REVER THE CVIL. REACH DISCIPLINE FOR STAKING, and associates inc. WILL PROVIDE CAD FILLES FOR INFORMATION ONLY. USE OF THESE CAD DRAWINGS OR DATA SHALL BE AT THE SURVEYOR'S SOLE RISK AND WITHOUT LIABILITY OF LEGAL EXPOSITE TO omis ossociates, inc. FURMERMORE, THE SURVEYOR SHALL INDEMNEY AND HAD HARMLESS omis ossociates, inc. FORM ALL CAMB, DAMAGE, DASSES AND EXPENSES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS OR MARKERS DESTROYED OR LOST DURING CONSTRUCTION. ALL SUCH MONUMENTS OR MARKERS DESTROYED OR LOST DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.

WHENEVER THE NOTE "VERIFY" IS INDICATED ON THESE PLANS, THE CONTRACTOR SHALL EXPOSE THESE FACULTES PROOF TO THE START OF ANY CONSTRUCTION. AFTER THE ADD RECORDER THE START OF ANY CONSTRUCTION. AFTER THE ADD RECORDER THEY VERIFY THAT THE HORIZONTAL A VERTICAL AUXIONTIS. MEASUREMENT, ETC., ARE IN SUBSTANTIAL CONFORMANCE WITH THESE PLANS TO THE PROJECT FONGERE'S SATISFACTION. IN THE EVENT THAT SAD FACILITIES ARE DETERMINED NOT TO BE IN SUBSTANTIAL CONFORMANCE, THE FORMER RESERVES THE RIGHT TO REVISE THESE FLANS TO REFLICT THE FOND. CONTINNER RESERVES THE RIGHT

THE CONTRACTOR WILL NOT PERFORM ANY CORRECTIVE WORK DUE TO STAKING ERRORS WITHOUT FIRST CONSULTING WITH THE PROJECT MANAGER. IN THE EVENT THE COST OF

ANY ITEM OF CORRECTIVE WORK EXCEEDS \$500.00, PERMISSION TO PROCEED MUST BE RECEIVED IN WRITING FROM THE PROJECT MANAGER. NO LIABILITY WILL BE ASSUMED BY THE PROJECT MANAGER FOR THE COSTS OF WORK PERFORMED IN VIOLATION OF THIS PROVISION.

THE CONTRACTOR SHALL VERIFY THE STAKES LOCATION WITH THE SITE PLAN PRIOR TO CONSTRUCTION. IF ANY LOCATION DIFFERS FROM THE PLAN, THE CONTRACTOR IS TO NOTRY THE SURVEYOR IMMEDIATELY FOR RESOLUTION.

THE CONTRACTOR SHALL VERIFY BY LASER LEVEL (OR BETTER) THE STAKE ELEVATION TO THE TEMPORARY SITE BENCH MARK PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL VERIFY ALL STAKE GRADES WITH THE GRADING AND/OR UTULTY PLANS FRIOR TO CONSTRUCTION. IF ANY GRADE DIFFERS FROM THE PLAN BY MORE THY 0.02 THE CONTRACTOR IS TO NOTIFY THE SURVEYOR IMMEDIATELY FOR RESOLUTION.

ALL CURB STAKE'S OFFSETS WILL BE MEASURED TO THE CURB FACE UNLESS OTHERWISE NOTED OR ARRANGED WITH THE CONTRACTOR PRIOR TO STAKING.

10. ANY BUILDING THAT HAS BEEN STAKED WAS STAKED TO THE BEST INFORMATION SUPPLIED TO THE SURVEYOR. THE CONTRACTOR IS TO VERIEY THAT THE STAKED BUILDING DIMENSIONS MICH THE DIMENSIONS OF THE VOUNDATION AND ACHTECTURAL PLANS PRIOR TO ANY CONSTRUCTION. IF THEY DO NOT, THE CONTRACTOR IS TO NOTFY THE ARCHTECT AND PROJECT MANAGER IMMEDIATLY FOR RESOLUTION.

IF A STAKE IS ILLEGIBLE OR UNCLEAR, THE CONTRACTOR IS TO CONTACT THE SURVEYOR IMMEDIATELY FOR CLARIFICATION.

12. ALL PUBLIC IMPROVEMENTS SHALL BE STAKED UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AUTHORIZED TO PERFORM LAND SURVEYING

FORM, STRUCTURE AND/OR UTILITY WITH A LASER LEVEL (OR BETTER). BUBBLE OR HAND LEVELS ARE NOT ACCEPTABLE.

THE CONTRACTOR SHALL TRANSFER THE STAKE ELEVATION FROM THE STAKE TO TH

- POSTING OF A SIGN EVERY 25' ALONG AND MINEDIATELY ADJACENT TO, AND VISIBLE FROM. THE DESIGNATED FRE LANE, CLEARLY STATING IN LETTERS NOT LESS THAN PERMITTED. HEADTHING THE ADJACHTON IS A FREE LAME AND ON ARKING IS BY OUTLINING OR PAINTING THE PAVELENT RED WITH THE PAVELENT PAINT AND, IN CONTRASTING COLOR, MARKING THE PAVELENT RED WITH THE PAVELENT PAINT AND, IN CONTRASTING COLOR, MARKING THE PAVELENT PAVEL STATEMED TO A STATEMENT OF THE PAVELENT PAINT AND, IN CONTRASTING COLOR, MARKING THE PAVELENT PAVEL STATEMED TO A STATEMED TO A STATEMENT OF THE PAVELENT PAVEL THE PAVELENT PAINT AND, IN CONTRASTING COLOR, MARKING THE PAVELENT PAVEL STATEMED TO A STATEMENT OF THE PAVEL AND A STATEMENT OF THE PAVEL OF A STATEMED TO A STATEMENT OF THE PAVEL AND A STATEM
- LANE-NO PARKING", MHCH AMERING IHE PARAMENT EVERY 25' WITH THE WORDS "FIRE LANE-NO PARKING", MHCH ARE CLARLY VISUBLE FROM A VEHICL. BY A RED CURB OR RED PAINT ON THE EDGE OF THE ROADWAY UPON WHICH IS CLEARLY LANERED EVERY 25' WITH THE WORDS "FIRE LANE-NO PARKING" ON THE FACE OF THE CURB.

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DATE: SCALE: DESIGNED: DRAWN: CHECKED: BROJ. MGR

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PEDESTRIAN AND DISABLED ACCESSIBILITY:

ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONSTRUCTED PER THE MOST STRINGENT INTERPRETATIONS OF THE GOVERNING AGENCIES, A.D.A., U.B.C., TITLE 24, ETC. AND SHALL HAVE:

- 1. A MAXIMUM RUNNING SLOPE OF 5% (4.5% RECOMMENDED).
- HAVE A MAXIMUM CROSS SLOPE OF 2% (1.5% RECOMMENDED).
- 3. NO VERTICAL HEIGHT TRANSITION GREATER THAN 1/4".
- NO BEVELED HEIGHT TRANSITION GREATER THAN 1/2" WITH A 2:1 SLOPE.
- 5. NO OPENING OR GAP OVER 1/2" WIDE.
- ALL REQUIRED ACCESSIBLE SIGNS.
- RAMPS WITH 8.33% MAXIMUM RUNNING SLOPES AND MINIMUM 6.67% (7.5% RECOMMENDED), AND 2% MAXIMUM CROSS SLOPE. GROOVED BORDERS ALONG THE TOP OF ALL CURB RAMPS.
- APPROVED FABRICATED TRUNCATED DOMES AT BOTTOM LANDINGS OF CURB RAMPS AND/OR BEFORE VEHICULAR CROSSINGS.
- 10 A' MINIMUM LANDINGS AT TOP OF ALL CUPB RAMPS
- 11. 5' BY 5' MINIMUM LANDINGS AT TOP OF ALL PEDESTRIAN RAMPS.
- 12. 5' BY 6' MINIMUM INTERMEDIATE PEDESTRIAN RAMP LANDINGS.
- 13. 6' MINIMUM LENGTH LANDINGS AT BOTTOM OF ALL PEDESTRIAN RAMPS. 14. HANDRAILS ON BOTH SIDES ALL STAIRS AND RAMPS.
- 15. THE REQUIRED NUMBER OF HANDICAP AND VAN ACCESSIBLE STALLS.
- 9' BY 18' MINIMUM ACCESSIBLE PARKING SPACE AND 5' BY 18' MINIMUM LOADING AISLES WITH SLOPES NO GREATER THAN TWO PERCENT (2%) IN ANY DIRECTION AND HAVE NO STRUCTURES WITHIN THESE AREAS.
- 17. 8' BY 18' LOADING AISLES ON THE PASSENGER SIDE FOR ALL ACCESSIBLE VAN PARKING SPACES, SEE THE ARCHITECTURAL DRAWING FOR HANDRAIL DETAILS.
- 18. LOADING AISLES ON THE PASSENGER SIDE OF ALL SINGLE ACCESSIBLE PARKING SPACES. ACCESSIBILITY SIGNAGE PER A.D.A. STANDARDS INCLUDING ENTRANCE SIGNAGE, ACCESSIBLE PARKING SPACE SIGNS, VAN ACCESSIBLE PARKING SPACE SIGNS, MINIMUM FINE \$25 SIGNS, AND ACCESSIBILE PARKING SPACES.
- 20. ALL ACCESSIBLE LOADING AISLES PAINTED WITH THE WORDS 'NO PARKING" IN 12" HIGH
- 21. ACCESSIBLE ROUTES CLEARLY MARKED AND LABELED.
- 22. ACCESSIBLE ROUTES WITH DIFFERENT SOUND PROPERTIES (WHEN TAPPED BY A CANE) THAN THE SURROUNDING MATERIALS.
- 23. 6" WARNING CURBS ALONG ABRUPT CHANGES OVER 4" VERTICAL UNLESS HAVING GUARD RAILS.
- 24. GUARD RAILS AT ALL VERTICAL DROPS OVER THIRTY INCHES (30").

UTILITIES (GENERAL):

- LITES LOBREALL. THE LOCATIONS OF ALL UNDERGROUND FACULITES SHOWN ON THIS PLAN ARE APPROXIMATE. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNDERGROUND ACTURIES, HOWERE, THE ENGINEEN ASSUMES NO LUBLITY FOR THE ACCURACY OR COMPLETENESS OF THE EXISTING FACULITES SHOWN HEREON OR FOR THE EXISTENCE OF OTHER UNDERGROUND UILITIES OF OBJECTS WHICH THE CONTRACTOR MAY UNDERGROUND OF THE UNDERGROUND UILITIES OF OBJECTS WHICH THE CONTRACTOR MAY UNDERDRIVENTO FOR YEAR ON THE CONTRACTOR HAS THE LOCATION, BOTH VERTICALLY AND HORIZONTALLY, OF ALL EXISTING FACULITES AND THINGTON'S CONTRY THE EXONERS IF ANY SUGH CAULITIES INTERER WITH THE CONSTRUCTION OF IMPROVEMENTS. THE CONTRACTOR SHALL STOP WORK UNTLL MITGATIONS CON BE MADE. ANY. TOGSTS INCURPER EVALUTIES THE FERER WITH THE CONSTRUCTION OF IMPROVEMENTS. THE CONTRACTOR SHALL STOP WORK UNTLL MITGATIONS CON BE MADE. ANY. TOGSTS INCURPER EVALUTION THE CONTRACTOR'S FOUNDET TO STOP WORK AS DIRECTED SHALL BE THE RESPONSIBILITY OF THE UNDERDRIVENCE OF UNDERGROUND OF UNDERGROUNDED FOR THE CONTRACTOR'S FOUNDET OF STOP WORK AS DIRECTED SHALL BE THE RESPONSIBILITY OF THE UNDERGROUNDED FOUNDED.
- THE CONTRACTOR SHALL LOCATE AND PRESERVE ALL EXISTING FACILITIES INCLIDING GAS, WATER, IRRIGATION, POWER, TELEPHONE, SEWER OR OTHERS WHICH MAY BE PRESENT IN THE AREA OF CONSTRUCTION. THE RESPECTIVE UTILITY COMPANIES SHALL BE NOTIFIED PRORT TO BEGINNING WORK.
- PRIOR TO TRENCHING FOR ANY SEWER, WATER, OR STORM DRAIN PIPE, THE CONTRACTOR SHALL VERIFY, IN THE FIELD, THE SIZE AND LOCATION OF THE EXISTING PIPES AT THE POINT OF CONNECTION. ANY DEVATION FROM THE PLANS SHALL BE RESOLVED BY THE DESIGN ENGINEER PRIOR TO TRENCHING.
- ELECTRIC, GAS, TELEPHONE AND CABLE TELEVISION INSTALLATION ARE TO BE COORDINATED WITH THE RESPECTIVE UTILITY COMPANIES.
- ALL UNDERGROUND UTILITIES SHALL BE INSTALLED PRIOR TO CURB, GUTTER AND SIDEWALK CONSTRUCTION AND PAVING. 5.
- ALL LINES ABANDONED DURING CONSTRUCTION SHALL BE REMOVED UNLESS OTHERWISE INDICATED.
- ALL TRENCHES SHALL BE BACKFILLED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT, THE CITY OF MENLO PARK AND CALTRANS' STANDARDS AND SPECIFICATIONS.
- THE CONCRETE CONTRACTOR SHALL STAMP THE LETTER "S" ON THE FACE OF CURB DIRECTLY OVER THE SANITARY SEWER LATERAL, AND SHALL STAMP THE LETTER "W" IN THE FACE OF CURB DIRECTLY OVER THE WATER SERVOLE.
- MARK ALL UNDERGROUND STUBS WITH 2"x4" MINIMUM WOOD POSTS OR PLASTIC CONDUITS PAINTED WITH THEIR CORRESPONDING COLOR.
- CONFINED SPACE ENTRY (MANHOLES): IT IS THE OWNER / DEVELOPER'S RESPONSIBILITY AS HOST EMPLOYER TO HAVE A COMPLIANT CONFINED SPACE ENTRY PROGRAM. EXISTING MANHOLES ARE "PERMIT REQUIRED" CONFINED SPACES. THE HOST EMPLOYER'S CONTRACTOR MUST STRICTLY CONFORM TO THE CONFINED SPACE PROGRAM IN ENTERING ANY EXISTING MANHOLE.
- PLACE SLEEVES FOR IRRIGATION LINES UNDER PAVEMENT A MINIMUM OF TWELVE (12) INCHES BELOW SUBGRADE AND COMPACT TO 95% MINIMUM. 11.
- INCIDES BELLOW SUBGINALE AND COMPACT TO 95% WINNIAMA. PPESS: IN ADDITION TO THE APPLICABLE ASTM. AWAYA AND GOVERNING AGENCIES' SPECIFICATIONS, PIPES SHALL ALSO MEET THE FOLLOWING: THE PIPE SHALL BE HOMOGENEOUS HINOLGHOUT, THERE FORM VOISS, GANCES, INCLUDING, SUBFACES OF SPECIFICATIONS, PIPES SHALL ALSO MEET SUBFACES, INCLUDING THE JOINN'S SUBFACE SOF SPECIFICATIONS BELLS, SHALL BE FORE FORM VOISS, GOUGES, SCHERE SORATOHES, AND OTHER PHYSICAL PROPERTIES. THE PIPE SUBFACES, INCLUDING THE JOINN'S SUBFACE SOF SPECIFICATIONS BELLS, SHALL BE FORE FORM VOISS, GOUGES, SCHERE SORATOHES, AND OTHER SUCH BLEWISHES. PVC PIPE SHALL BE GREEN OR WHITE UNLESS OTHERWISE APPROVED BY THE EVONDER: 12.
- 13. ALL PIPE MATERIAL, SLOPE, COVER AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE GOVERNING AGENCY'S STANDARDS AND REQUIREMENTS.
- 14. MANHOLES, VALVES, CLEANOUTS, ETC. SHALL BE BROUGHT TO FINISH GRADE AFTER THE FINAL PAVING COURSE IS PLACED.

UTILITY LINE EXCAVATION. BEDDING & BACKFILL:

- ALL UTLIT LINE EXCANTION, BEDDING AND BACKFILL MATERIALS, AND COMPACTION SHALL BE PERFORMED IN ACCORDANCE WITH GOVERNING AGENCY'S REQUIREMENTS. UTLITY LINES SHALL INCLUES FORM DRAIN, WATER, SEWER, ELECTRICAL, TELEPHONE, GAS, TELEVISION AND LANDSCAPE IRRIGATION LINES.
- PRIOR TO THE INSTALLATION OF ANY UTILITY LINE, THE TRENCH SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER AND UTILITY COMPANY.
- THE TREVEN SHOULD BE EXAMINED FOR SUBSURFACE SEPAGE. IF SEPAGE IS ENCOUNTERED, THE SOLIS ENGINEER SHOULD BE CONSULTED SO THAT RECOMMENDATIONS FOR SUBSURFACE DRAINAGE CAN BE MADE. TRENCHES CONTAINING FREE WATER SHOULD BE DE-WATERED PRIOR TO BACKFILLING.

- UTILITY LINES MAY NOT BE COVERED UNTIL AFTER THEY HAVE BEEN TESTED AND APPROVED. UPON COMPLETION OF THE BACKFILL OPERATIONS, THE UTILITY LINES SHALL BE RETESTED. 5
- BE REISHED. PROCEDURE AT PIPE ZONE: SELECTED BACKFILL MATERIAL CONSISTING OF LOOSE EARTH OR SAND, FREE FROM STOMES, CLODS, OR OTHER DELETIONS MATERIAL SHALL BE REDORD ZONE (SERNAURE) FOR THE FLIL WORT OF THE TEREIN IN AVERS REDORD ZONE (SERNAURE) FOR THE FLIL WORT OF THE TEREIN IN AVERS FROM ZONE EXEMPTIONED SHALL BE COMPACTED TO A MINIMUM OF 95X. EXCEDING & IN LOOSE THICKNESS AND SHALL BE COMPACTED TO A MINIMUM OF 95X. THE ACKFILLING SHALL BE CARRED ON SMULTANEOUSLY ON EACH SDE OF THE PIPE TO ASSURE FROPER PROTECTION OF THE PIPE.
- TO ASSIGNT FIGUENTIAL CONF. FOR 12 INCHES ABOVE THE PIPE TO FINISHED GRADE THE BACKFILL SHALL BE PLACED IN THIN LIFTS AND COMPACTED USING APPR COMPACTED COUPMENT TO A MINIMUM DEGREE OF COMPACTION OF 95% IN UPPER 12 INCHES BENEATH PAVED AREAS.
- 7 TRENCH BACKFILL SHALL BE DONE IN A CONTINUOUS OPERATION AND COMPLETED TO SUBGRADE. AREAS OF MINIMUM COVER SHALL BE PROTECTED.
- EACH BACKFILL LAYER SHALL BE EVENUE SPREAD, PROFERLY MOISTENED AND COMPACTED TO THE SPECIFIED RELATIVE DENSITY. ANY DAMAGE TO THE PIPE AS A RESULT OF CONTRACTOR'S OPERATION SHALL BE REPAIRED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- NO MATERIAL GREATER THAN 3" IN ANY DIMENSION SHALL BE PLACED WITHIN ONE FOOT OF ANY PIPE, MANHOLE OR STRUCTURE.
- MAXIMUM DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH THE LATEST ASTM METHODOLOGY AND ALL BEDDING AND BACKFILL SHALL BE FLACED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
- 11. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO SUPERVISE AND CERTIFY THAT PROPER COMPACTION HAS BEEN OBTAINED BY SUBCONTRACTORS.
- THOTAL COMPANIES AUTHORITY MAY REQUIRE THE CONTRACTOR TO UNCOVER ANY IMPROVEMENTS THAT HAVE BEEN COMPLETED WITHOUT PROPER INSPECTION AND/OR APPROVAL. IF THE INSTALLATION IS FOUND AND TO WEET THE AUTHORITIES STANDARDS OR PREVIOUSLY APPROVED ALTERNATIVES SHOWN ON THE FLANS, THE CONTRACTOR MAY BE REQUIRED TO REMOVE AND REPLACE SUCH MEROVEMENTS AT HIS/HER EVENES.
- LE INSUMITÉ LA CREAVE ANU RECLUE SUUL IMPROVEMENTS AT HIS/HEE EXPENSE. 13. WHEEE THE TRENCH BOTOMS ARE BELON GROUND WATER, THE BEDONG SHOULD CONSIST OF AT LEAST SXI MONES OF DRAIN BOCK WRAPPED IN FILTER FARRE. AFTER PIPE AND CONDUIT ARE TESTED, INSPECTED (IF REQUIRED) AND APPROVED, THEY SHALL BE COVERED TO A DEPTH OF 6'WITH SAND OR FINE GRAVEL, WHICH SHOULD BE MECHANICALLY TAMPED.

STORM DRAIN:

6.

- ALL STORM DRAIN MATERIAL, PLACEMENT AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CALIFORNIA PLUMBING CODE, THE MANUFACTURER, THE CITY OF MENLO PARK AND CALIFRANS' RECOMMENDATIONS, STANDARD AND SPECIFICATIONS. 1.
- ONLY THE APPROXIMATE LOCATIONS OF THE EXISTING STORM DRAIN LINES ARE SHOWN. THE CONTRACTOR SHALL EXPOSE EXISTING LINES TO VERIFY THE EXACT LOCATIONS AND INVERTS PRIOT DO ANY CONSTRUCTION. NOTIFY THE PROACET ENGINEER IMMEDIATELY IF SAID LOCATIONS ARE DIFFERENT FROM THAT SHOWN ON THESE PLANS.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL NEW DRAINAGE IMPROVEMENTS ARE IN PLACE AND FUNCTIONING. 3.
- STORM DRAIN PIPES SHALL NOT BE CHANGED WITHOUT THE APPROVAL OF THE LOCAL JURISDICTION AND THE PROJECT ENGINEER.
- VERIFY THE LOCAL JURISDICTION'S MINIMUM PIPE DIAMETER FOR PUBLIC AND PRIVATE PROPERTY.
- 6. ALL ON-SITE STORM DRAIN SYSTEM SHALL BE PVC (SDR 35) OR EQUAL
- ALL MATERIAL AND WORK ON THE CITY'S RIGHT-OF-WAY SHALL BE PER THE CITY OF MENLO PARK AND CALTRANS' STANDARDS AND SPECIFICATIONS.

SANITARY SEWER:

- ALL SANTARY SEWER CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH I CALIFORNIA PLUMBING CODE (CPC) AND THE CITY OF MENLO PARK WEST BAY SEWER DISTRICT'S STANDARD SECOFICATIONS AND IMPROVEMENT STANDARDS, LATEST EDITION
- THE CONTRACTOR SHALL NOTIFIES THE SERVER OF MEMORY SHALL NOT EXTENDED TO THE START OF CONSTRUCTION TO ARRANGE FOR A PRE-CONSTRUCTION MEETING. PRIOR TO THE START OF ANY GRADING OR CONSTRUCTION, THE CONTRACTOR SHALL 3
- ONLY THE APPROXIMATE LOCATIONS OF THE EXISTING SANITARY SEWERS ARE SHOWN. THE CONTRACTOR SHALL EXPOSE EXISTING SEWER LINES TO VERIFY THE EXACT LOCATIONS AND INVERTS PRIOR TO ANY CONSTRUCTION. NOTIFY THE PROJECT ENGINEER IMMEDIATELY IF SAID LOCATIONS ARE DIFFERENT FROM THAT SHOWN ON THESE PLANS.
- IN OWATE OF ORDERRIS ENTERIENT THE SEMERS SHALL BE DISARGED TO THE EXISTING SEWER SYSTEM. MECHANICAL PLUIS, OR AS APPROVED, SHALL BE INSTALLED IN THE MANHOLES AT THE POINTS OF COMMECTION TO THE EXISTING SYSTEM, AND SHALL BE REMOVED ONLY AT THE DIRECTION OF THE SEMER DISTRICT. 6
- ALL SEWER PIPE MATERIAL, SLOPES, CURVES AND PLACEMENT SHALL BE PER THE CPC, MANUFACTURER AND WEST BAY SEWER DISTRICT'S RECOMMENDATIONS, STANDARDS AND SPECIFICATIONS.
- THE FLOWLINE OF ANY SANITARY SEWER SERVICE ENTERING A MANHOLE SHALL MATCH THE CROWN OF THE EXITING SEWER MAINLINE UNLESS OTHERWISE NOTED. 7 8.
- ALL INTERCEPTORS ARE TO BE VENTED TO ROOF PER THE CPC AND THE SEWER DISTRICT'S REQUIREMENTS.
- THE ENDS OF ALL SEWER SERVICES SHALL HAVE A TEMPORARY RISER INSTALLED FOR INSPECTION PURPOSES. WHEN BUILDINGS ARE TO BE CONNECTED, THE TEMPORARY RISER SHALL BE REMOVED AND REPLACED WITH A CLEANOUT. 9
- LINE OF LINE OF AND THE FORCE WITH A LEARNOUT. I. SANITARY SEVER TESTING: WEST BAY SEVER DISTINCT SHALL OBSERVE ALL REQUIRED TESTING OF THE SANITARY SEVER SYSTEM. THE CONTRACTOR SHALL NOTFY THE SEVER DISTINCT A MUNILUM OF TWO (2) WORKING DAYS PRIOR TO SCHEDULING ANY AIR TEST, TV INSPECTION, OR BALL AND FLUSH.
- 11. ALL SEWER MANHOLES SHALL BE VACUUM TESTED FOR LEAKAGE.
- ALLOWABLE TOLERANCES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE PRIOR TO ACCEPTANCE OF THE PROJECT.
- SEWER PIPES SHALL BE PVC(C-900 DR18). PER WEST BAY SANITARY DISTRICT'S STD. & SEPC.

WATER:

- CONSTRUCTION OF ALL WATER LINES AND APPURTENANCES SHALL BE IN ACCORDANCE WITH THE CITY OF MENLO PARK MUNICIPAL WATER DISTRICT'S (MPMWD) STANDARDS AND REQUIREMENTS. WATER MAINS AND SERVICES SHALL BE INSTALLED BY THE CONTRACTOR OR THE MPMWD
- 2. AT THE CONTRACTOR'S EXPENSE. LOCAL FORCES SHALL BE PRESENT FOR ALL CONNECTIONS TO EXISTING CITY WATER MAINS.
- WATER MAINS AND HYDRANTS SHALL BE AS PER THE MPM/WD AND FIRE DEPARTMENT'S SPECIFICATIONS AND SHALL CONFORM TO THE LATEST AWWA SPECIFICATIONS. MAINTAIN & THREE (3) FOOT MINIMUM CLEARANCE AROUND ALL FIRE HYDRANTS
- ALL VALVE STEMS MUST BE BROUGHT TO A MINIMUM OF FOUR FEET (4') BELOW FINISH GRADE WITH STEM EXTENSION UNITS. 5
- THRUST BLOCKS SHALL BE PROVIDED FOR WATER LINES AT ALL REQUIRED LOCATIONS IN ACCORDANCE WITH THE MPMWD'S REGULATIONS.
- ALL WATER LINES SHALL BE PRESSURE-TESTED, DISINFECTED, FLUSHED, AND TESTED IN CONFORMANCE WITH THE LOCAL AGENCY'S SPECIFICATIONS PRIOR TO FINAL ACCEPTANCE. 8
- THE SERVICE. THESE IS ALSO AND AND ADDRESS OF ADDRESS O
- AN UNDERGROUND FIRE SPRINKLER CONTRACTOR SHALL PROVIDE AN UNDERGROUND FIRE SERVICE PLAN TO THE FIRE DEPARTMENT FOR APPROVAL. THE CONTRACTOR SHALL HAVE AN ALLOWANCE FOR THIS WORK. 0

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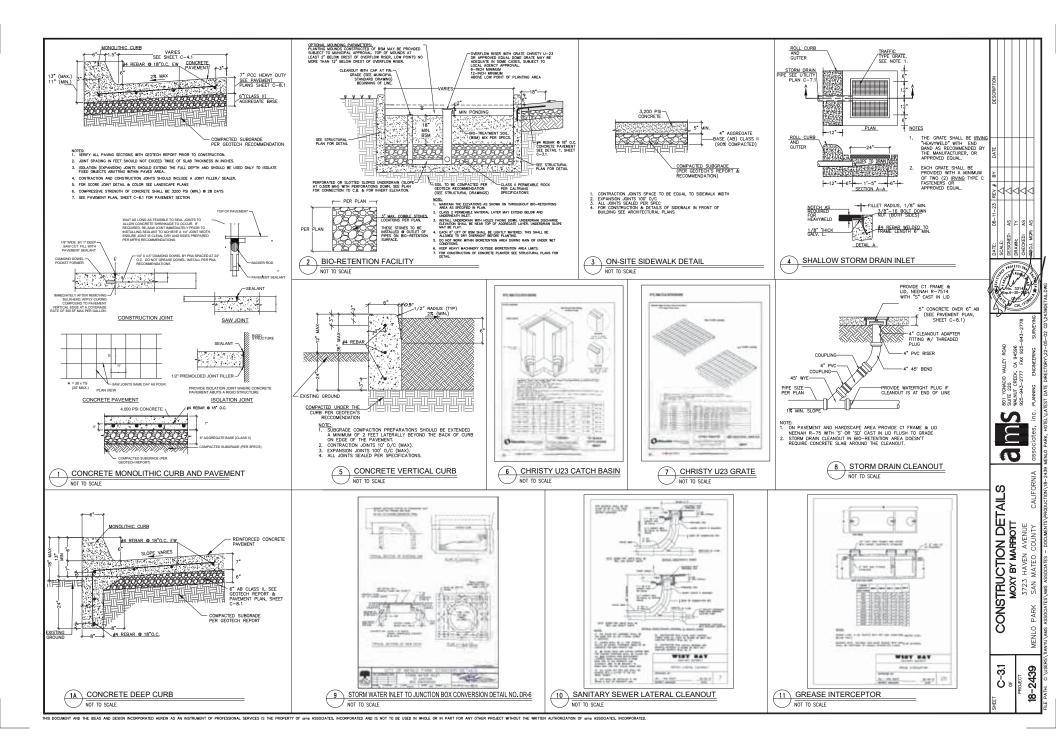
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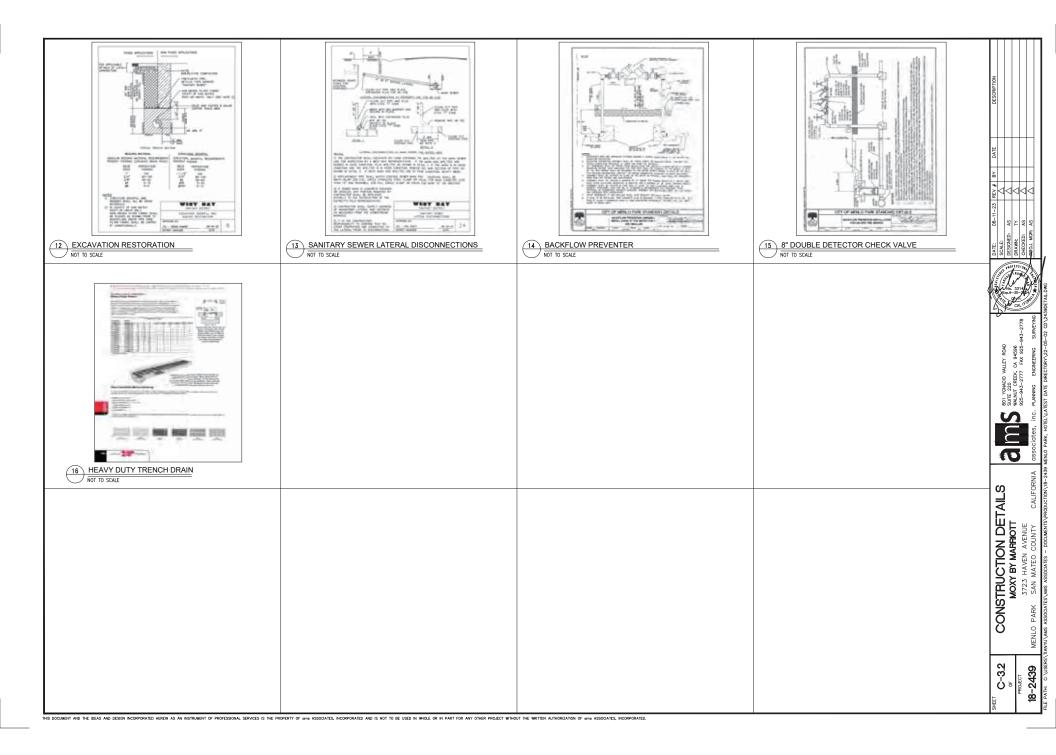
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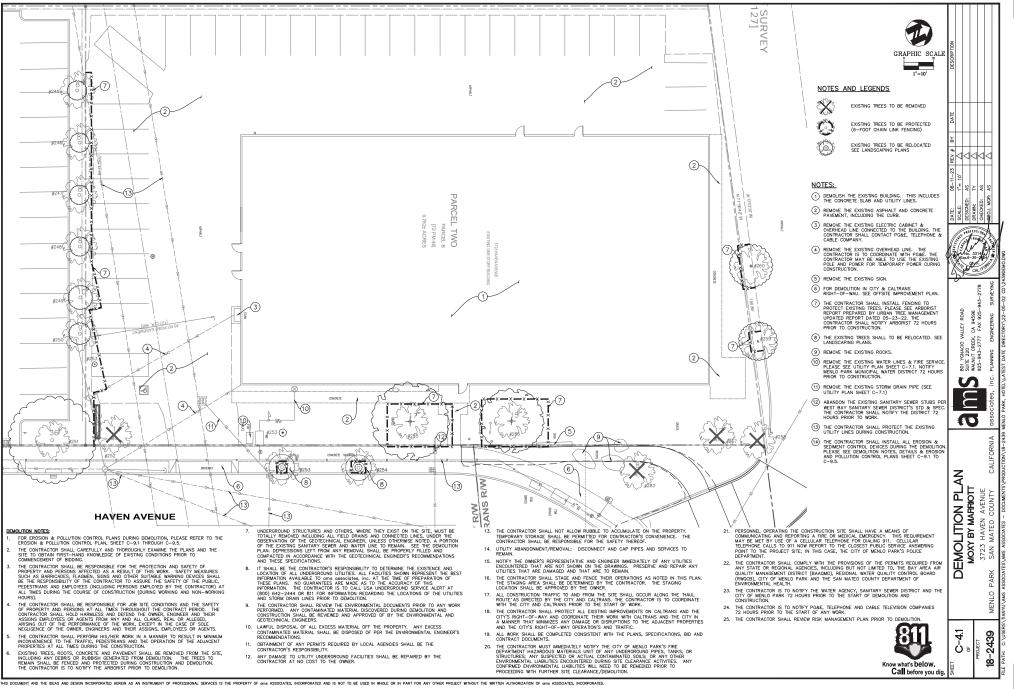
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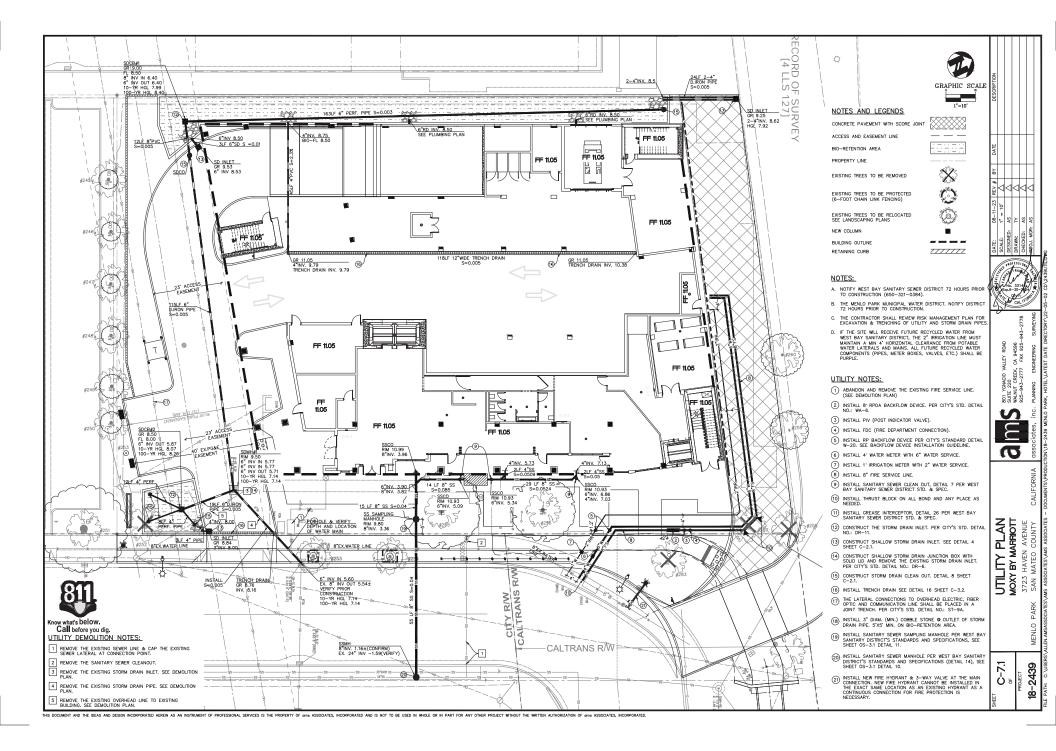
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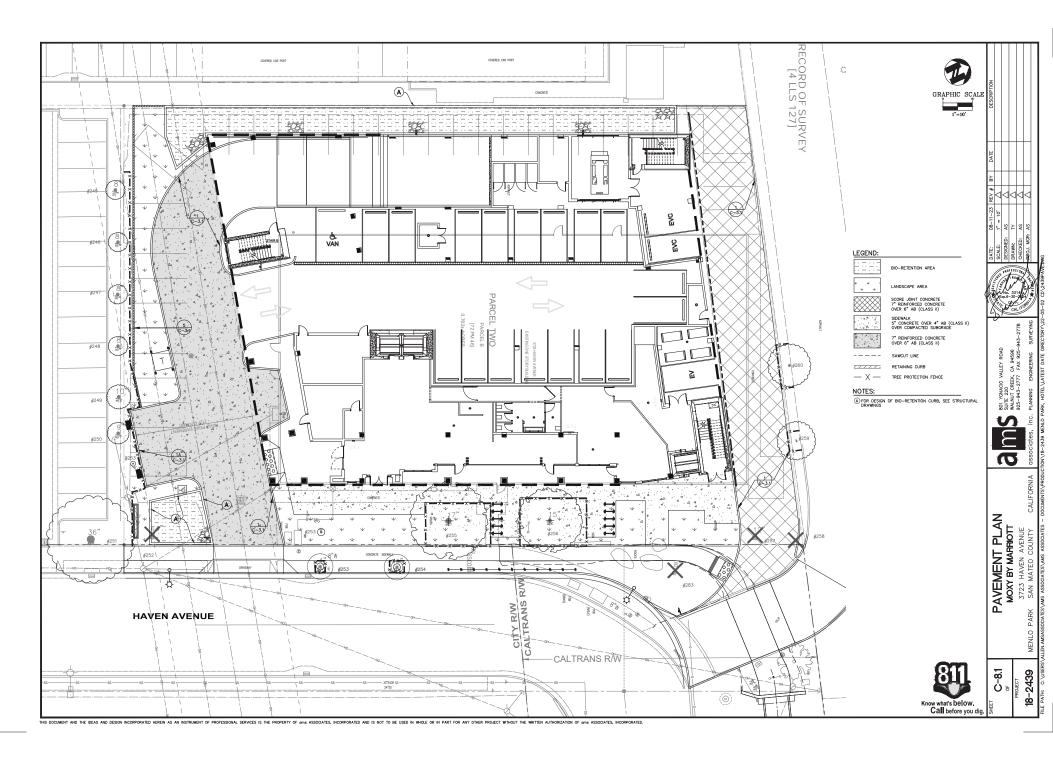
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THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL SEDIMENT AT ALL TIMES EROSION CONTROL NOTES

- NO WATER SHALL BE ALLOWED TO DRAIN DIRECTLY INTO EXISTING UNDERGROUND STORM SYSTEM BEFORE AN ON-SITE SILT CONTROL SYSTEM IS INSTALLED.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY.
- SEDIMENT BASINS SHALL BE CLEANED OUT UPON REACHING 25% CAPACITY.
- BORROW AREAS AND TEMPORARY STOCKPILES ARE TO BE PROTECTED WITH APPROPRIATE WIND AND EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY'S ENGINEER. ALL CUT AND FILL SLOPES 3:1 OR STEEPER ARE TO BE PROTECTED TO PREVENT SOIL EROSION (SEE NOTE 11).
- THIS PLAN ASSUMES INSTALLATION OF STORM DRAIN IN PLACE.
- SCOPE OF WORK, UNLESS NOTED OTHERWISE, WILL BE WITHIN THE LIMIT OF WORK SHOWN
- THE AREAS UNCOVERED NEED TO BE "SHELTERED" BY USE OF TARPS OR HAY (IF AREA IS PERMANENTLY FINISHED).
- CONTRACTOR SHALL BE IN COMPLIANCE WITH NATIONAL POLLUTANT DISCHARGE ELUMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORM WATER DISCHARGE ASSOCI WITH CONSTRUCTION ACTIVITY. CONTRACTOR SHALL KEEP A COPY OF NPDES REPORT HIS/HER TRALER ALL THE TWE ALONG WITH A COPY OF THE SWAPPP. ASSOCIATED
- CONTRACTOR IS TO INSTALL SOIL STABILIZATION BLANKETS ON STEEP SLOPES, AS NOTED IN NOTE 6 ABOVE (GREENFIX, MAT TYPE, WS052 OR EQUAL).
- ALL EROSION WORK SHALL BE IN ACCORDANCE WITH "ABAG MANUAL OF STANDARD FOR EROSION AND SEDIMENT CONTROL MEASURES".
- CONTRACTOR SHALL REVIEW GRADING ACTIVITIES AND EROSION CONTROL PLAN WITH CITY INSPECTOR AS REQUIRED.
- THE ENTRANCES SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP FLOWING OF SELIMIANT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TO DESSING WIT ADDITIONAL STORE AS CONDITIONS DEMAND, AND REPAIR AND/CR AND RESING WIT ADDITIONAL STORE AS CONDITIONS DEMAND, AND REPAIR AND/CR AND RESING WIT ADDITIONAL STORE AS CONDITIONS DEMAND, AND REPAIR AND/CR AND RESING WIT ADDITIONAL STORE FOR A CONTRACTOR STALL TRACED ONTO PUBLIC RIGHT-OF-WAY SHALL BE CLARED AT THE ADD OF EACH WORK DAY OR AS NEEDED. CONTRACTOR SHALL NOT OBSTRUCT OR CREATE ANY TRAFFIC PROBLEM DURING THE STREET CLAIMING.
- WHEN NECESSARY, WHELS SHALL BE CLEANED TO REMOVE SEDMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-MAY. WHEN MASHING IS RECURED, IT SHALL BE DORE, ON AN TRAP OR SEDMENT BASIN. ALL SEDMENT SHALL BE PREVINTE PROC ENTERING ANY STORM DRAIN, DICH OR WATERCOURSE THROUGH USE OF SAND BASS, GRAVEL, BOARDS, OR OTHER APPROVED METHODS.
- STRAW MULCH OR FIBER MATTE SHALL BE SUFFICIENTLY AVAILABLE ON-SITE DURING THE GRADING PERIOD READY TO BE INSTALLED ON FRESH SLOPES THAT MAY BE ERODED DURING STORMY WEATHER.
- CONTRACTOR'S FULL TIME SUPERINTENDENT WITH APPROVED GRADING PLANS, AND SEDIMENT CONTROL PLANS, AND OTHER GRADING/EROSION RELATED DETAILS AND NOTES SHALL BE ONSITE AT ALL TIMES DURING THE GRADING PERIOD.
- THE CONTRACTOR SHALL BE RESPONSIBLE 24 HOURS A DAY TO BE ABLE TO INSTALL EROSION CONTROL DEVICES IN CASE OF RAIN.
- THE NAME, ADDRESS AND 24 HR. TELEPHONE NUMBER OF THE PERSON RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF THIS PLAN SHALL BE PROVIDED TO THE CITY.
- SITE CONTRACTOR SHALL SUBMIT TO LOWE'S PROJECT MANAGER (WEEKLY AND PRIOR TO ANNFALL) INSPECTION REPORTS BRIEFLY DESCRIBING USE OF EROSION AND POLLUTION CONTROL MEASURES REQUIRED BY THE STATE WATER CONTROL BOARD AND AS DESCRIBED IN THE STORM WATER POLLUTION REVENTION PLAN (SWPPP).
- CONTRACTOR SHALL KEEP A RECORD OF PLANS AND NOTES OF ALL OF HIS OR HER PROCEEDINGS REGARDING THE EROSION AND POLLUTION ACTIVITIES INDICATING DATE AND THESE RECORDS SHALL BE AVAILABLE TO WATER QUALITY BOARD IF REQUIRED
- 22. ALL EXPOSED AREAS SHALL BE SEEDED AS SPECIFIED WITHIN 24 HOURS OF FINAL GRADING OR IF CONSTRUCTION STOPS IN ANY ONE AREA FOR LONGER THAN 14 DAYS
- ALL GRADED OR DISTURBED AREAS THAT WILL BE IDLE FOR MORE THAN 14 DAYS SHALL BE MULCHED AT THE MINIMUM RATE OF 2 TONS PER ACRE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO IMPLEMENT ALL NECESSARY EROSION CONTROL MEASURES AS SPECIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DURING CONSTRUCTION
- THE CALIFORNIA GENERAL PERMIT REQUIRES EFFLUENT MONITORING FOR PH AND TURBIDITY. SAMPLING ANALYSIS AND MONITORING REQUIREMENTS FOR PH AND TURBIDITY ARE CONTINUED IN THE GENERAL PERMIT. THIS ALSO INCLUES MONITORING AND SAMPLING OF NON-WISIEL POLLUTANTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH THE GENERAL PERMIT'S REQUIREMENTS.
- THE CONTRACTOR IS TO PROTECT DOWNSPOUT CONNECTIONS AND TRUCK WELL DRAIN PRIOR TO PLACEMENT OF BASE COURSE.
- STREET SWEEPING IS TO BE DONE ON A DAILY BASIS AND AS DIRECTED BY CITY OF MENLO PARK AND CALTRANS' INSPECTOR.
- ALL BASINS AND CHECK DAMS SHALL BE PUMPED DRY AND ALL DEBRIS AND SILT REMOVED WITHIN 24 HOURS AFTER EACH STORM.
- INSTALL ALL SEDIMENTATION BASINS IN ACCORDANCE WITH THE APPROVED EROSION PLANS PRIOR TO OCTOBER 1 OF ANY YEAR.
- 30. ALL STORM DRAINS SHALL BE INSTALLED PRIOR TO OCTOBER 1 OF EACH YEAR.
- ALL CONCRETE LINED DITCHES SHALL BE INSTALLED PRIOR TO OCTOBER 1 OF EACH YEAR, IF RECUIRED.
- 32. AS STORM DRAIN IMPROVEMENTS ARE CONSTRUCTED, ALL STRUCTURES AND INLET PIPES SHALL BE PROTECTED FROM INFLOW OF SILT BY FIBER ROLL BARRIERS PER DETAILS.
- 33. INLET PROTECTION SHALL BE INSTALLED AT OPEN INLETS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL ARE TO BE BLOCKED TO PREVENT ENTRY OF SEDIMENT.
- EXCEPT AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL DEVICES SHOWN ON THIS PLAN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FORECAST OF RAIN PROBABILITY EXCEEDS 40% AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 30).
- THE FACULTIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDMENT DURING THE RAIN' SEASON, OCTOBER IST TO APPEL 30TH. FACULTIES ARE TO BE OPERABLE PROFILO TO COTOBER 10 CP ANY TEAR, GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DEVIDED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.

- 36. THIS EROSION AND SEDIMENT CONTROL PLAN MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS AND ADDITIONS MAY BE MADE TO THIS PLAN IN THE FIELD. NOTIFY THE CITY REPRESENTATIVE OF ANY FIELD CHANGES.
- 37. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO REVISE THE ERCISION AND POLLITON CONTROL FLAN INCLUING THE SWPPP IF IT IS REQUIRED FOR THE PROJECT TO BE DIVIDED INTO PHASES. NO ADDITIONAL FEES WILL BE ALLOWED FOR THIS WORK. THE CONTRACTOR SHALL INCLUDE THIS WORK AS PART OF THER BID.
- 38. ADJACENT PROPERTIES SHALL BE PROTECTED FROM STORM WATERS, MUD, SILT, ETC. 39. THE GENERAL CONTRACTORS ARE RESPONSIBLE TO RETAIN A QUALIFIED SWPP
 - PRACTITIONER (QSP) OR AN AUTHORIZED INDIVIDUAL FOR INSPECTION AND MODIFICATION OF THE EROSION CONTROL DEVICES, AS NECESSARY DURING THE RAINY SEASON.
- CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL VEHICLES AND HEAVY EQUIPMENT, AND INSPECT THEM FREQUENTLY FOR LEAKS.
- 41. THE CONTRACTOR SHALL DESIGNATE ONE AREA OF THE SITE, AWAY FROM STORM DRAIN FACILITIES OR STORM DRAIN INLETS, FOR AUTO AND EQUIPMENT PARKING. NO VEHICLE EQUIPMENT MAINTENANCE IS ALLOWED.
- 42. CONTRACTOR SHALL NOT DRAIN AND REPLACE MOTOR OIL, RADIATOR COOLANT OR OTHER FLUIDS ON SITE. IF NECESSARY TO REPLACE MOTOR OIL OR OTHER ITEMS INDICATED ABOVE, HC SHE SHALL USE DRIP PAN'S TO CATCH DRIPS AND SPILLS. COLECT ALL SPENT FLUIDS, STORE IN SEPARATE CONTAINERS, AND RECYCLE WHENVER POSSIBILE. NON-RECYCLED FLUIDS CORPERALLY MUST BE UBPOSED OF AS HAZARDOUS WASTE. 43. SWEEP UP SPILLED DRY MATERIALS IMMEDIATELY. NEVER ATTEMPT TO "WASH THEM AWAY" WITH WATER OR BURY THEM. USE ONLY MINIMAL WATER FOR DUST CONTROL.
- 44. CLEAN UP SPILLS ON DIRT AREAS BY DIGGING UP AND PROPERLY DISPOSING OF CONTAMINATED SOIL
- 45. CLEAN UP LIQUID SPILLS ON PAVED OR IMPERMEABLE SURFACES USING "DRY" CLEAN UP METHODS (ABSORBENT MATERIALS, CAT LITTER, AND/OR RAGS)
- 46. REPORT SIGNIFICANT SPILLS PER SWPPP'S REQUIREMENTS.
- THE CONTRACTOR IS TO STORE STOCKPILED MATERIALS, WASTE, CONTAINERS, AND DUMPSTERS UNDER TEMPORARY ROOF OR SECURED PLASTIC SHEETING.
- 48. PLASTER OR OTHER POWDERS CAN CREATE LARGE QUANTITIES OF SUSPENDED SOUDS IN RUN OFF, WHICH MAY BE TOXIC TO AQUATIC LIFE AND CAUSE SERVICES ENVIRONMENTAL HARM EVEN IF THE MATERIALS ARE INERT. STORE ALL SUCH POTENTIALLY POLULTING DRY MATERIALS, ESPECIALLY OPEN BAGS, WELL UNDER A TEMPORARY ROOF OR INSIDE A BUILDING, OR COVER SECURELY WITH AN IMPERMENDEL TARY.
- 49. PROPERLY STORE CONTAINERS OF PAINTS, CHEMICALS, SOLVENTS, AND OTHER HAZARDOUS MATERIALS IN GARAGES OR SHEDS WITH DOUBLE CONTAMINANT DURING RAINY PERIODS.
- 50. PLACE DUMPSTERS UNDER ROOFS OR COVER THEM WITH PLASTIC SHEETING AT THE END OF EACH WORK DAY AND DURING RAINY WEATHER. IF YOU USE PLASTIC, PROTECT DUMPSTERS' CONTENTS FROM STORM WATER BY SECURING IT AROUND THE OUTSIDE OF DUMPSTER.
- 51. INSPECT DUMPSTERS REGULARLY FOR LEAKS AND REPAIR OR REPLACE ANY DUMPSTER THAT IS NOT WATER-TIGHT.
- NEVER CLEAN OUT A DUMPSTER BY HOSING IT DOWN ON THE CONSTRUCTION SITE. RETURN DUMPSTER TO THE TRASH HAULING CONTRACTOR FOR CLEANING.
- NEVER CLEAN BRUSHES OR RINSE PAINT CONTAINERS INTO A STREET, GUTTER, STORM DRAIN, OR STREAM.
- 54. FOR WATER BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE AND RINSE TO THE SANITARY SEWER.
- 55. FOR OIL BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE, AND FILTER AND REUSE THINNERS AND SOLVENTS. DISPOSE OF EXCESS LIQUIDS AND RESIDUE AS HAZARDOUS WASTE.
- REUSE LEFTOVER OIL BASE PAINT. DISPOSE OF EXCESS LIQUID, INCLUDING SLUDGE, AS HAZARDOUS WASTE.
- RECYCLE EXCESS WATER BASED PAINT OR USE UP. DISPOSE OF EXCESS LIQUID, INCLUDING SLUDGE, AS HAZARDOUS WASTE. 58. AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE OR CEMENT ON-SITE.
- 59. STORE DRY AND WET MATERIALS UNDER COVER, PROTECTED FROM RAINFALL AND RUNOFF.
- 60. WASHOUT CONCRETE MIXERS ONLY IN DESIGNATED WASHOUT AREA WHERE WATER SHALL FLOW INTO SETTING POND. WHEREVER POSSIBLE, RECYCLE WASHOUT BY PUMPING BACK INTO MIXERS FOR REUSE. NEVER DISPOSE OF WASHOUT INTO STREET, STORM DRAINS, DRAIMAGE DITCHES, OR STREAMS.
- 61. THE CONTRACTOR SHALL MAINTAIN PORTABLE TOILETS IN GOOD WORKING ORDER. THE CONTRACTOR SHALL INSPECT VISUALLY FOR LEAKS. BE SURE THE LEASING COMPANY ADEQUATELY MAINTAINS, PROMPTLY REPAIRS, AND REPLACES UNITS, AS NEEDED.
- 62. LEASING COMPANY MUST HAVE A PERMIT TO DISPOSE OF WASTE TO THE SANITARY SEWER.
- 63. CLEARED VEGETATION, TREE TRIMMINGS, AND OTHER PLANT MATERIAL SHOULD NEVER BE PUSHED INTO A CREEK OR STREAM OR LEFT IN ROADWAY WHERE IT CAN LOG STORM DRAIMS, SUCH "ORCANG URBERLAIR, REQUIRES: LAGGE QUANTIESE OF OXYGEN TO DECOMPOSE. IN A CREEK OR STREAM, DECOMPOSING VEGETATION REDUCES THE OXYGEN AVAILABLE TO AQUIATE LIFE.
- 64. DO NOT DISPOSE OF PLANT MATERIAL IN TRASH DUMPSTERS OR MIX IT WITH OTHER WASTE. CHIP, IF NECESSARY, AND COMPOST OR TAKE IT TO A LANDFILL THAT COMPOSTS YARD WASTE.
- CONCRETE DEBRIS FROM CONCRETE STRUCTURES AND BROKEN PAVEMENT SHOULD BE RECYCLED AND NOT MIXED WITH OTHER DEBRIS.
- 66. DEBRIS FROM OTHER STRUCTURES (WOOD) OR OTHERS. SHOULD BE CONFINED TO DUMPSTERS, COVERED AT NIGHT OR DURING THE WET WEATHER, AND TAKEN TO A LANOFILL FOR RECYCLING OR DISPOSAL.
- 67. HAZARDOUS DEBRIS SUCH AS ASBESTOS MUST BE HANDLED IN ACCORDANCE WITH SPECIFIC LAWS AND REGULATIONS, AND DISPOSED OF AS A HAZARDOUS WASTE. CONTACT AN ASBESTOS REMOVAL SERVICE FOR SAFE REMOVAL AND DISPOSAL.
- 68. APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER. KEEP CONTAMINANTS FROM FRESH CONCRETE AND ASPHALT OUT OF STORM DRAINS J CREEKS BY SCHEDUING PAVING JOBS DURING PERIOSS OF DRY WEATHER, WHEE PAYEMENT WILL HAVE TIME TO CURE BEFORE STORM WATER FLOWS ACROSS IT.
- 69. ALWAYS PARK PAVER OVER DRIP PANS OR ABSORBENT MATERIALS, SINCE THEY TEND TO
- SHOVEL OR VACUUM SAW-CUT SLURRY AND REMOVE FROM THE SITE. COVER OR BARRICADE STORM DRAINS DURING SAW CUTTING TO CONTAIN SLURRY.
- 71. WASH DOWN EXPOSED AGGREGATE CONCRETE ONLY WHEN THE WASH WATER CAN A. FLOW ONTO A DIRT AREA.

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B. DRAIN ONTO A BERMED SURFACE FROM WHICH IT CAN BE PUMPED AND DISPOSED OF PROPERLY.

IF NECESSARY, PLACE FIBER ROLLS DOWN SLOPE OR DIVERT RUN-OFF WITH TEMPORARY BERMS. MAKE SURE RUN-OFF DOES NOT REACH GUTTERS OR STORM DRAINS.

MAINTENANCE AND INSPECTION:

NON-STORM WATER MANAGEMENT:

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EROSION CONTROL:

SEDIMENT CONTROLS

RUN-ON AND RUNOFF CONTROLS:

INSPECTION, MAINTENANCE AND REPAIR:

ROUTINELY INSPECT THE COVERS ON HAZARDOUS MATERIAL STORAGE AREAS FOR TEARS OR FLAWS AND REPAIR AS NECESSARY.

ALL SECONDARY CONTAINMENT SYSTEMS MUST BE ABLE TO HOLD THE VOLUME OF THE LARGEST CONTAINER IN THE STORAGE AREA, PLUS PROVIDE SUFFICIENT ADDITIONAL CAPACITY FOR STORM EVENTS.

PERFORM ROUTINE INSPECTIONS TO ENSURE THAT NO HAZARDOUS MATERIALS OR WASTE ARE IMPROPERLY LEFT EXPOSED TO STORM WATER.

CONTRACTOR SHALL CLEAN STREETS IN SUCH A MANNER AS TO PREVENT UNAUTHORIZED NON-STORM WATER DISCHARGES FROM REACHING SURFACE WATER OR MS4 DRAINAGE SYSTEMS.

CONTRACTOR SHALL PROVIDE EFFECTIVE SOIL COVER FOR INACTIVE AREAS AND ALL FINISHED SLOPES, OPEN SPACE, UTILITY BACKFILL, AND COMPLETED LOTS.

CONTRACTOR SHALL LIMIT THE USE OF PLASTIC MATERIALS WHEN MORE SUSTAINABLE. ENVIRONMENTALLY FRIENDLY ALTERNATIVES EXIST. WHERE PLASTIC MATERIALS ARE DEEMED NECESSARY, THE DISCHARGER SHALL CONSIDER THE USE OF PLASTIC MATERIALS RESISTANT TO SOLAR DECRADATION.

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN EFFECTIVE PERIMETER CONTROLS AND STABILIZE ALL CONSTRUCTION ENTRANCES AND EXITS TO SUFFICIENTLY CONTROL EROSION AND SEDMENT DISCHARGES FROM THE SITE.

ON SITES WHERE SEDIMENT BASINS ARE TO BE USED, THE CONTRACTOR SHALL, AT MINIMUM, DESION SEDIMENT BASINS ACCORDING TO THE METHOD PROVIDED IN CASOA'S CONSTRUCTION BMF GUIDANCE HANDBOOK.

THE CONTRACTOR SHALL EFFECTIVELY MANAGE ALL RUN-ON, ALL RUNOFF WITHIN THE SITE AND ALL RUNOFF THAT DISCHARGES OFF THE SITE. RUN-ON FROM OFF SITE SHALL BE DIRECTED AWAY FROM ALL DISTURBED AREAS OR SHALL COLLECTIVELY BE IN COMPLIANCE WITH THE EFFLUENT LIMITATIONS IN THIS GENERAL PERMIT.

THE CONTRACTOR SHALL ENSIRE THAT ALL INSPECTION, MAINTENANCE REPAIR AND SAMEUNG ACTIVITES AT THE PROACT LOCATION SHALL BE PERFORMED OR SUPERVISED BY A QUALIED SUMPP PRACTIONER (OSP) REPRESSING THE DISCHARGE: THE GSP MAY DELEGATE ANY OR ALL OF THESE ACTIVITIES TO AN EMPLOYEE TRAMED TO DO THE TASK(S) APPROFINELY, BUT SHALL ENSILE REQUERE DEPLOYMENT.

THE CONTRACTOR SHALL PERFORM WEEKLY INSPECTIONS AND OBSERVATIONS (AT LEAST

ONCE IN EACH 24-HOUR PRICED DURING EXTENDED STORM VENTS) (AI LEAST ONCE IN EACH 24-HOUR PRICED DURING EXTENDED STORM VENTS) AND UPDITY AND RECORD BMPS THAT NEED MAINTENANCE TO OPERATE EFFECTIVELY, THAT HAVE FAILED, OR THAT COULD FAIL TO OPERATE AS INTENDED. INSPECTORS SHALL BE THE QSP OR BE TRAINED BY THE QSP.

UPON IDENTIFYING FAILURES OR OTHER SHORTCOMINGS, AS DIRECTED BY THE QSP, CONTRACTOR SHALL BEGIN IMPLEMENTING REPAIRS OR DESIGN CHANGES TO BMPS WITHIN 48 HOURS OF IDENTIFICATION AND COMPLETE THE CHANGES AS SOON AS POSSIBLE.

FOR EACH INSPECTION REQUIRED, CONTRACTOR SHALL COMPLETE AN INSPECTION CHECKLIST, USING SWPPP LEDGER.

THE CONTRACTOR SHALL ENSURE THAT CHECKLISTS SHALL REMAIN ON SITE WITH THE

THE CONTRACTOR IS TO HIRE A QUALIFIED SWPPP PRACTITIONER (QSP) TO OVERSEE IMPLEMENTATION OF BMPS REQUIRED TO COMPLY WITH THE CALIFORNIA GENERAL PERMIT

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CONTRACTOR SHALL IMPLEMENT MEASURES TO CONTROL ALL NON-STORM WATER

2. WASHING OF ANY VEHICLES OR EQUIPMENT ON-SITE IS NOT ALLOWED.

1. CONTRACTOR SHALL IMPLEMENT EFFECTIVE WIND EROSION CONTROL.

- 73. ALLOW AGGREGATE RINSE TO SETTLE AND PUMP THE WATER TO THE SANITARY SEWER, IF ALLOWED BY YOUR LOCAL WASTEWATER AUTHORITY
- 74. NEVER WASH SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO A STREET OR STORM DRAIN, COLLECT AND RETURN TO AGGREGATE BASE STOCKPILE OR DISPOSE OF WITH
- WHEN BREAKING ASPHALT OR CONCRETE, CONTROL EXCESS DUST USING THE SMALLEST AMOUNT OF WATER POSSIBLE. CONTROL RUN-OFF. REMOVE ALL CHUNKS AND PIECES FROM THE SITE.
- 76. RECYCLE BROKEN CONCRETE AND ASPHALT.
- 77. LAND DISTURBING ACTIVITIES SHALL NOT COMMENCE UNTIL APPROVAL TO DO SO HAS BEEN RECEIVED BY GOVERNING AUTHORITIES.
- NO LAND CLEARING OR GRADING SHALL BEGIN UNTIL ALL PHASE I AND PERIMETER SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED.
- SHOULD CONSTRUCTION STOP FOR LONGER THAN 14 DAYS (OR SHORTER DURATION IF REQUIRED BY GOVERNING NPDES PERMIT); THE SITE SHALL BE SEEDED AS SPECIFIED.
- THIS PLAN SHALL NOT BE CONSIDERED ALL INCLUSIVE IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO TAKE ALL NECESSARY PRECAUTIONS TO PREVENT SEDIMENT FROM LEAVING THE SITE.
- ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED AS DEEMED NECESSARY BY SITE INSPECTIONS.
- GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION.
- 84. CONTRACTOR TO ENSURE THAT A MAJORITY OF THE CONSTRUCTION EQUIPMENT USED DURING THE PROJECT WILL INCLUDE DIESEL EMISSION FILTER. DUST CONTROL NOTES:
- THE CONSTRUCTION ACTIVITES WILL GREENTE DUST AND PARTICULATE MATTER. PROR TO THE SISUANCE OF A GRADING PERMIT, A DUST MINISTON FLAN SHALL BE SUBMITTED TO THE CITY FOR REVEW AND APPROVAL. THE FLAN SHALL SPECIFY THE METHODS OF CONTROL THAT MILL BE UTLIZED DEMONSTRATE. THE AVAILABLE TV OF NEEDED EXOMPLETATION OF MILL BE ADDRESS DEMONSTRATE. THE AVAILABLE TV OF NEEDED EXOMPLETATION MILL ADDRESS AND APPROVAL THE EVANAL RELEVANT MILL ADDRESS AND APPROVAL. THE EVANAL RELEVANT MILL ADDRESS AND APPROVAL THE ADDRESS AND APPROVAL ADDRESS AND APPROVAL ADDRESS AND APPROVAL THE ADDRESS AND APPROVAL ADDRESS AND APPROVAL ADDRESS AND APPROVAL THE ADDRESS AND APPROVAL ADDRESS AND APPROVAL ADDRESS AND APPROVAL THE ADDRESS AND APPROVAL ADDRESS
- THE PROVISION OF EQUIPMENT AND STAFFING FOR WATERING OF ALL EXPOSED OR DISTURBED SOIL SUFFACES AT LEAST TWICE DAILY, INCLUDING WEEKENDS AND HOULDAYS, AN APPROPRIATE DUST PALLIATIVE OR SUPPRESSANT ADDED TO WATER BEFORE THE APPLICATION SHOULD BE UTILIZED. Α.
- B. WATERING OR COVERING OF STOCKPILES OF DEBRIS, SOIL, SAND OR OTHER MATERIALS THAT CAN BE BLOWN BY THE WIND.
- THE REGULAR SWEEPING OF CONSTRUCTION AREAS AND ADJACENT STREETS OF ALL MUD AND DEBRIS, SINCE THIS MATERIAL CAN BE PULVERIZED AND LATER RE-SUSPENDED BY VEHICLE TRAFFIC.
- THE ENFORCEMENT OF A SPEED LIMIT OF 15 MILES PER HOUR FOR ALL CONSTRUCTION VEHICLES WHEN OFF-PAVEMENT.
- E. ALL MATERIALS TRANSPORTED BY TRUCK WILL BE COVERED OR WETTED DOWN.
- ALL INACTIVE PORTIONS OF THE SITE WILL BE WATERED WITH AN APPROPRIATE DUST SUPPRESSANT, COVERED OR SEEDED. c
- SUSPENSION OF EARTHMOVING OR OTHER DUST-PRODUCING ACTIVITIES DURING PERIODS OF HIGH WINDS WHEN DUST CONTROL MEASURES ARE UNABLE TO AVOID VISIBLE DUST PLUMES.
- 2. CITY INSPECTOR MAY ADD/MODIFY EROSION CONTROL MEASURES AS REQUIRED

HAZARDOUS MATERIALS AND WASTES SHALL BE MANAGED IN ACCORDANCE WITH THE FOLLOWING PROCEDURES:

MINIMIZE THE AMOUNT OF HAZARDOUS MATERIALS STORED AT THE CONSTRUCTION SITE AND THE PRODUCTION AND GENERATION OF HAZARDOUS WASTE AT THE CONSTRUCTION SITE.

CLEARLY MARK ALL HAZARDOUS MATERIALS AND WASTE, PLACE HAZARDOUS WASTE CONTAINERS IN SECONDARY CONTAINMENT SYSTEMS IF STORED AT THE

DO NOT MIX WASTE MATERIALS, BECAUSE THIS COMPLICATES OR INHIBITS DISPOSAL AND RECYCLING OPTIONS AND CAN RESULT IN DANGEROUS CHEMICAL REACTIONS.

STORM WATER THAT COLLECTS WITHIN SECONDARY CONTAINMENT STRUCTURES MUST BE INSPECTED PRIOR TO BEIND DISCHARGED TO ENSURE NO POLUITANTS ARE PRESENT. CONTAINATED STORM WATER IS NOT ALLOWED TO BE DISCHARGED AND SHOULD BE DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

HAZARDOUS WASTE MUST BE SEGREGATED FROM OTHER SOLID WASTE AND DISPOSED OF PROPERLY

IN ADDITION TO FOLLOWING THIS BMP, EMPLOYEES AND CONTRACTORS ARE RESPONSIBLE FOR COMPLIANCE WITH FEDERAL STATE, AND LOCAL LAWS REGARDING STORAGE, HANDLING, TRANSPORTATION, AND DISPOSAL OF HAZARDOUS WASTE.

COVER OR CONTAINERIZE AND PROTECT FROM VANDALISM ANY HAZARDOUS MATERIALS AND WASTE.

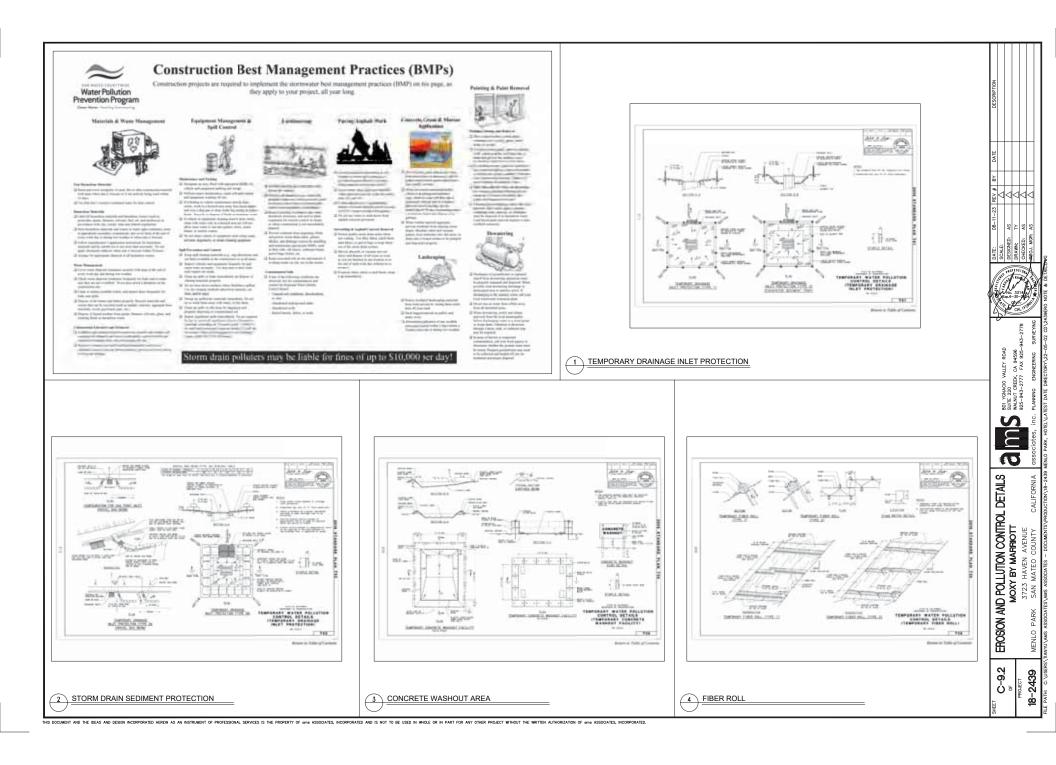
STOCKPILED COLD MIX SHOULD BE PLACED ON AND COVERED WITH PLASTIC.

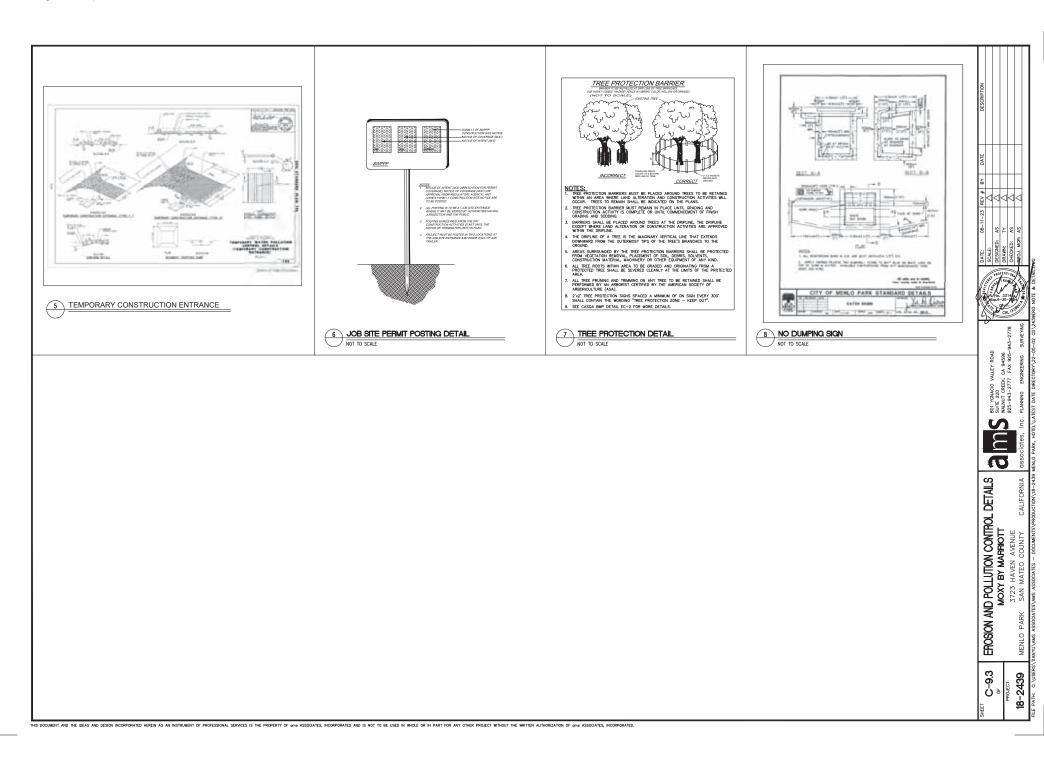
· SPILLS CANNOT BE DISCHARGED FROM A SECONDARY CONTAINMENT SYSTEM

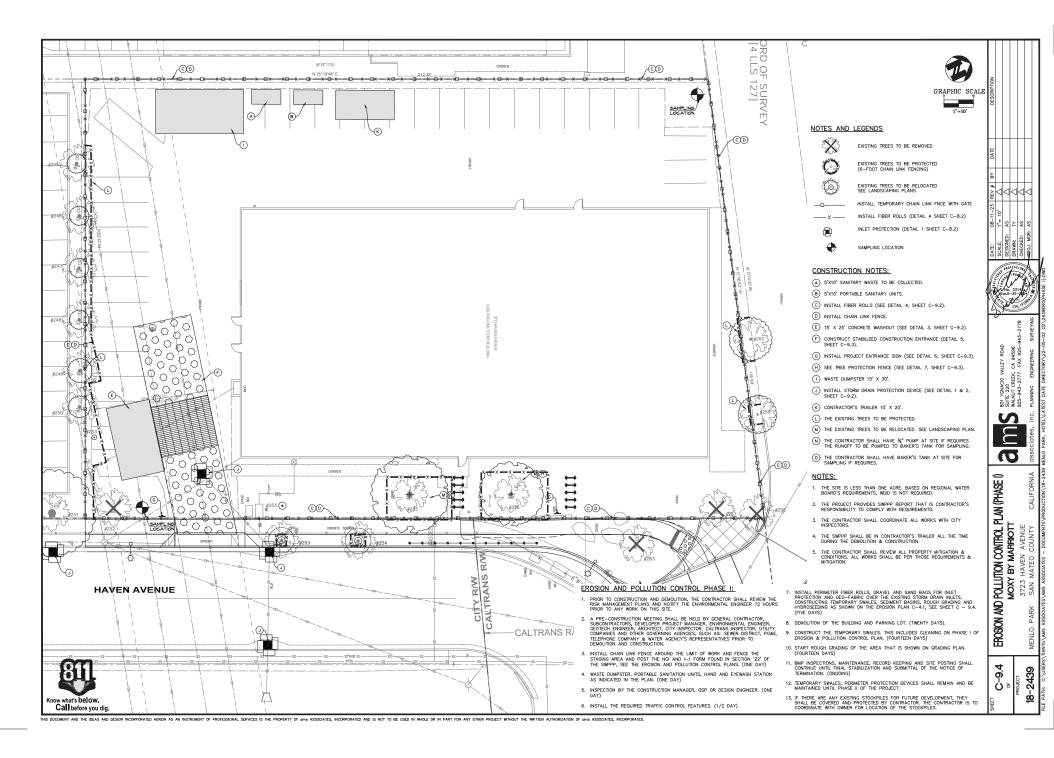
- WASTE MANAGEMENT AND HAZARDOUS MATERIAL CONTROLS
- USE THIS BMP WHEN PROJECTS INVOLVE THE STORAGE AND USE OF HAZARDOUS MATERIALS, AND THE GENERATION OF WASTE BYPRODUCTS, FROM THE FOLLOWING: PETROLEUM PRODUCTS SUCH AS OILS. FUELS, GREASES, COLD MIX, AND TARS.
- GLUES, ADHESIVES, AND SOLVENTS.

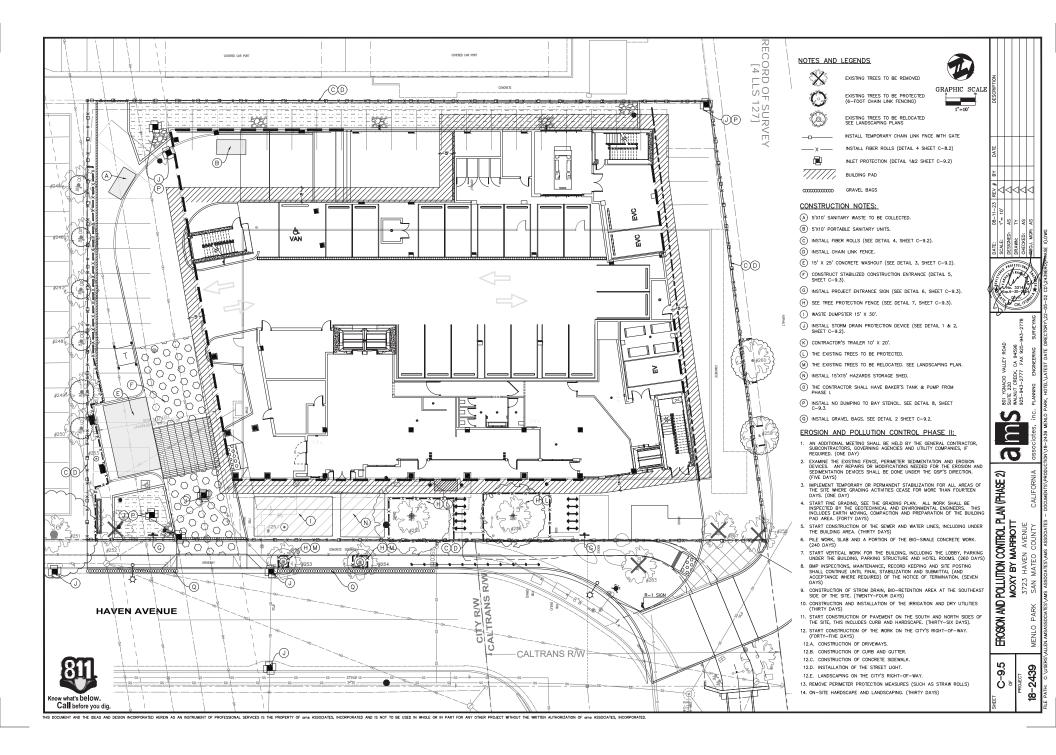
CONTAINERS IN SEC

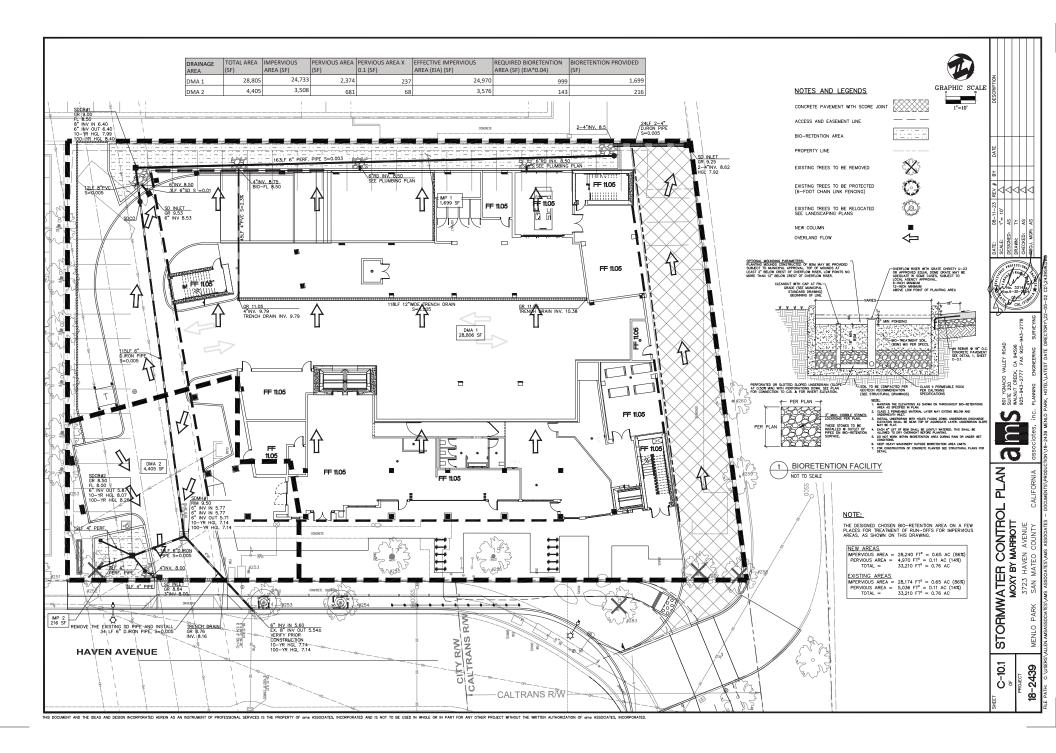
- HERBICIDES, PESTICIDES, AND FERTILIZERS.
- · PAINTS, STAINS, AND CURING COMPOUNDS.
- OTHER HAZARDOUS OR TOXIC SUBSTANCES.

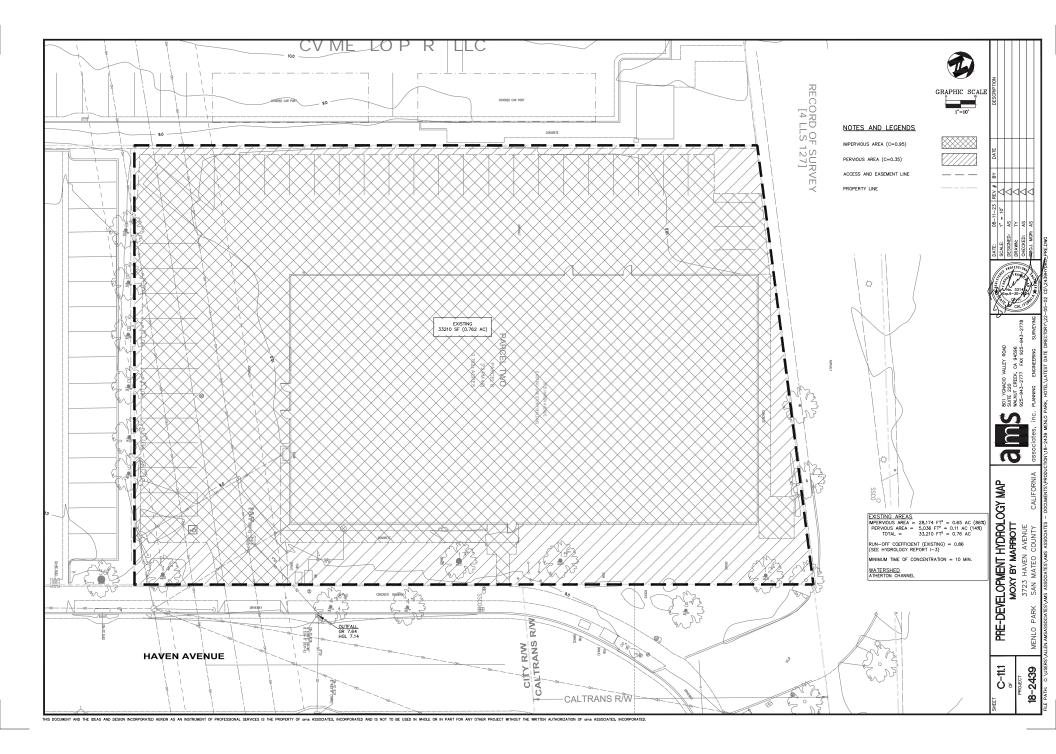


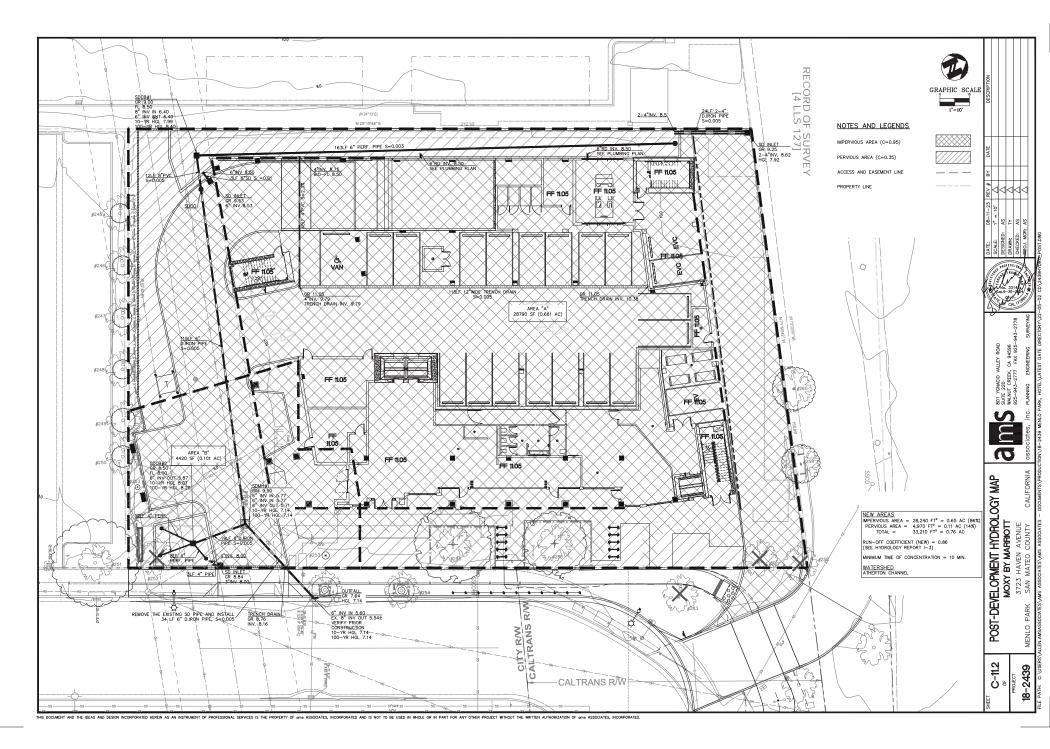


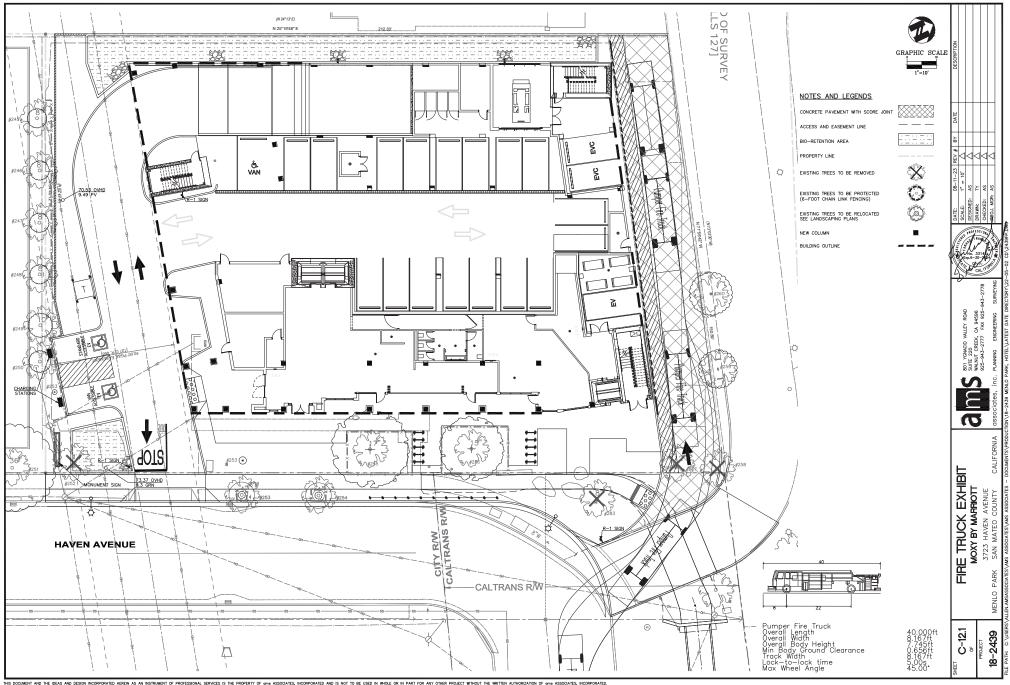




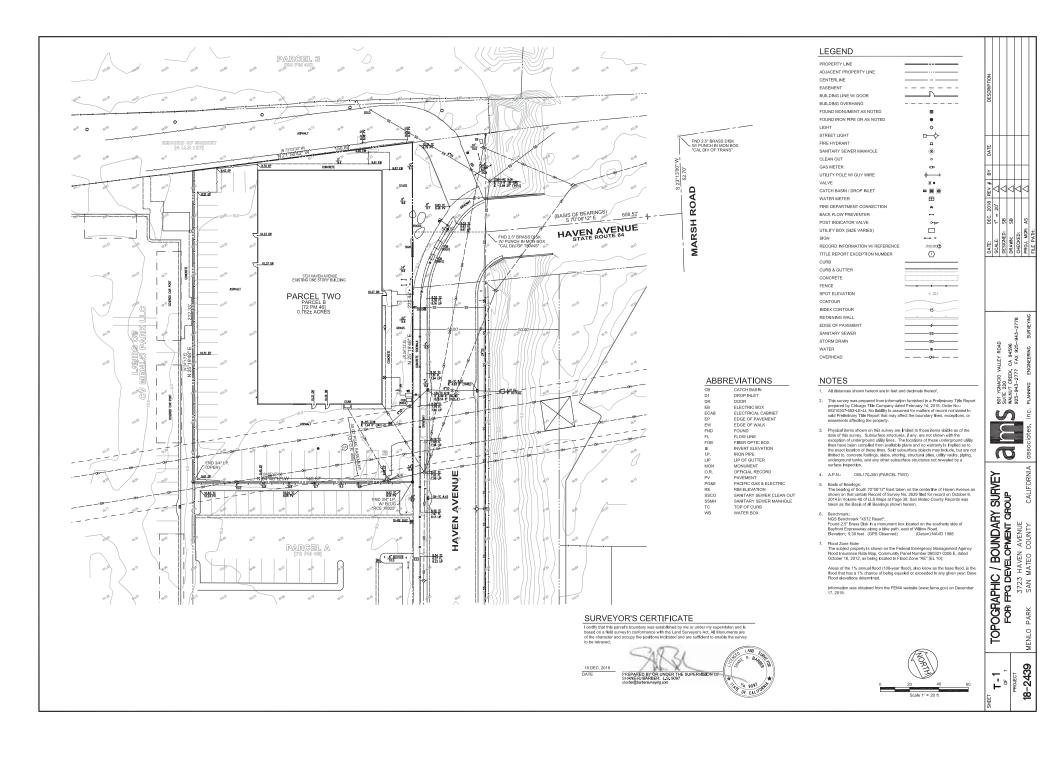


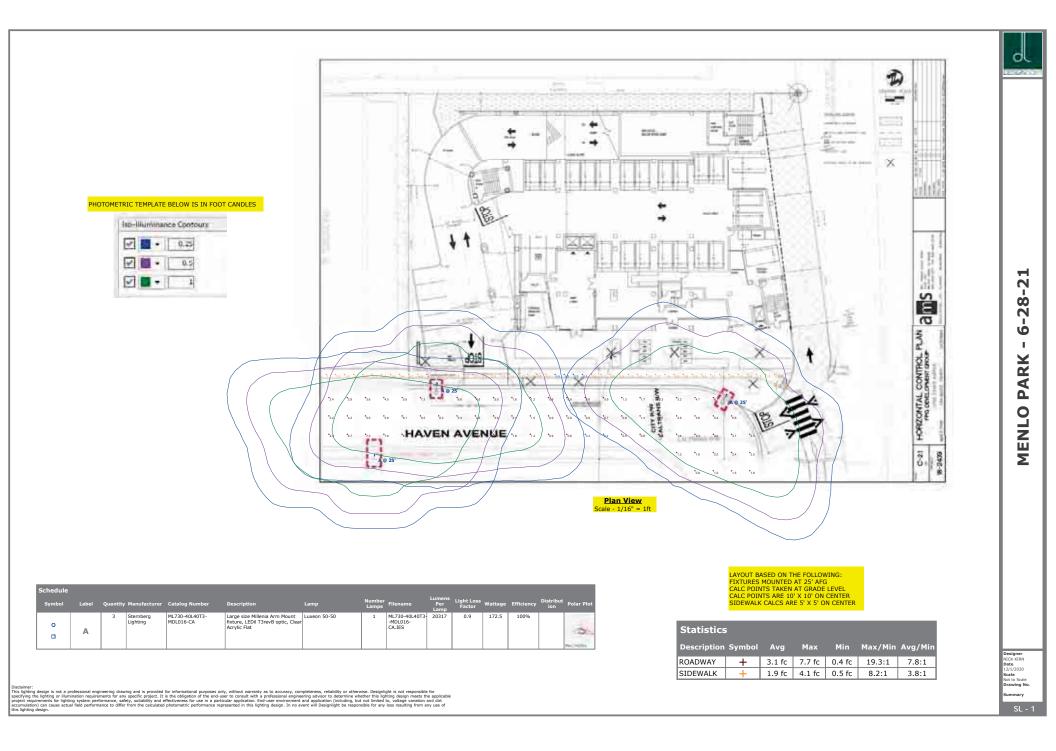






THS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN AS AN INSTRUMENT OF PROFESSIONAL SERVICES IS THE PROPERTY OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF onn ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF ONN ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATED AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ASSOCIATES, INCORPORATE AND IS NOT TO BE USED IN THE AUTHORIZATION OF OTHER ASSOCIATES, INCORPORATE AND IS NOT FOR ASSOCIATES, INCORPORATE AND IS NOT FO





MOXY HOTEL MENLO PARK, CA

GENERAL NOTES:

HARDSCAPE HATCHES FOR IDENTIFICATION ONLY. HATCH DOES NOT REPRESENT PAVING TTERN OR DESIRED LAYOUT & ORIENTATION THE CONTRACTOR BARES ALL RESPONSIBILITY FOR VERIEVING ALL UNDERGROUND UTILITIES.

PIPES, STRUCTURES, WALKS AND CURBS IN THE FIELD PRIOR TO CONSTRUCTION, ANY DAMAGE O BEFORE MENTIONED INFRASTRUCTURE THAT ARE TO REMAIN SHALL BE REPAIRED WIMEDIATELY AT NO EXPENSE TO THE OWNER, SITE SOLUTION ASSUMES NO RESPONSIBILITY FOR ANY UTILITIES NOT SHOWN ON PLANS. ANT OF LITTLES NOT SHOWN ON PLANS. ALL PROPOSED AND FINISHED GRADES ARE BASED ON INFORMATION PROVIDED BY THE

OWNERS SURVEY AND/OR CIVIL ENGINEER. REFER TO CIVIL DWGS, FOR ADDITIONAL GRADING & DRAINAGE. CONTRACTOR TO ALERT LAND, ARCH, OF ANY GRADING OR SPOT INCONSISTENCIES EFORE COMMENCING WORK. PRIOR TO COMMENCEMENT OF HARDSCAPE CONSTRUCTION. ALL FOOTINGS AND WALLS ARE

O BE SURVEYED, LAID OUT AND STAKED FOR REVIEW BY OWNER, ARCHITECT AND LANDSCAPE IRCHITECT. CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DEMOLITION, DJUSTMENTS OR RECONSTRUCTION RESULTING FROM UNAUTHORIZED CONSTRUCTION CTIVITIES.

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL QUANTITIES PER DRAWINGS AND Section of the constraints of the constraints of the section of the constraints of the co

Been submitted to shife availability of the Provide Unit Environment Refer to Unit provinsies per Advanced Service In the Title BLOCK Shife Availability of Ault APPLICABLE DE DE Service In the Service In the Title BLOCK Shife Availability of Ault APPLICABLE advanced To BLISTED NE SERVICE Service Association and the Service Availability advanced To BLISTED NE SERVICE SERVICE Service Association and the Service Availability advanced To Hardscover & Landscover Construction Specifications Manual For Amonthmus Information

ADDITIONUL INFORMATION. I LOOTINGCORE D'UBERT HAT A NUN DEPTH OF 36' OF SPECIFIED TOP SOLL MUS IS PROVIDED FOR ALL PRODOSED PLANTING AREAS ON GRADE UNLESS OTHERWISE NOTED IN DRAWINGS. I LL LUNDSCARE MEASE STITHER ON THEIL UTLIEG OR YITHIN THERGILAS AND CONCRETE PLANTERS TO BE LIGHT WEIGHT SOLL IM. SEE LIGHTING MOB LECTIFICAL DRAWINGS FOR ALL WALL, WALKS, STEPS AND LANDSCAPE TAS SEE LIGHTING MOB LECTIFICAL DRAWINGS FOR ALL WALL, WALKS, STEPS AND LANDSCAPE

REA CONDUIT. 4. ALL LANDSCAPE AREAS AND POTS TO RECEIVE 100% IRRIGATION COVERAGE.

LAYOUT NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS, GIVING NOTICES, AND PAYING FEES. THE CONTRACTOR SHALL COMPLY WITH ALL INTERNATIONAL, CITY, COUNTY AND STATE BUILDING CODES AND CORDINANCES RELATING TO THIS CONSTRUCTION ROJECT.

2. WRITTEN DIMENSIONS PREVAIL OVER SCALED DIMENSIONS. IN EVENT OF ANY DISCREPENSIES FOUND IN THE DRAMMINGS, OR IF PROBLEMS ARE ENCOLINTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

WHERE PLAN DETAILS DIFFER FROM CITY STANDARDS, THE LATTER SHALL BE SUBSTITUTED IN APPROVED IN WRITING BY LANDSCAPE ARCHITECT.

4. DO NOT SCALE DRAWINGS, IF DIMENSIONS ARE IN QUESTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

5. NO SUBSTITUTIONS OF ANY MATERIALS OR PRODUCTS SHALL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT.

6.CONTRACTOR TO LAY OUT ALL PROPOSED WALK, WALLS, FENCING, RAILING, HANDRALS LIGHTING, SITE FURMISHINGS, PAVERS, STEPS, LANDSCAPE, TRELLIS, AND RRIGATION AND RECEIVE OWINER AND LANDSCAPE ARCHITECTS APPROVAL PRIOR TO CONSTRUCTION.

SHOP DRAWINGS & MISC. SUBMITTALS: CONTRACTOR SHALL PREPARE AND PROVIDE SHOP DRAWINGS FOR REVIEW BY THE ARCHITECT AND LANDSCAPE ARCHITECT FOR THE FOLLOWING ITEMS:

BANQUETTE SEAT WALL LOUNGER SEAT WALL SEAT WALL BENCH

DECKING ORNAMENTAL FENCE

SAMPLES:

CONTRACTOR SHALL PROVIDE SAMPLES FOR REVIEW BY THE OWNER, ARCHITECT, AND LANDSCAPE ARCHITECT FOR THE FOLLOWING ITEMS:

NOTE: SEE SPECS FOR ADDITIONAL SUBMITTALS REQUIRED

ALL TYPES OF CONCRETE ALL TYPES OF AGGREGATE LIGHT WEIGHT SOIL MD DECKING & PAVERS WOOD VENEERS

NOTE: SEE SPECS FOR ADDITIONAL SAMPLES REQUIRED MOCKUPS:

CONTRACTOR SHALL PROVIDE SAMPLES FOR REVIEW BY THE OWNER ARCHITECT, AND LANDSCAPE ARCHITECT FOR THE FOLLOWING ITEMS

ALL TYPES OF CONCRETE ALL TYPES OF CURBS PLANTER WALLS AND CURBS . PEDESTAL PAVERS ON GRADE PAVERS NOTE: SEE SPECS FOR ADDITIONAL MOCKUPS REQUIRED

IRRIGATION:

IRRIGATION SHALL BE VENDOR PROVIDED. AN AUTOMATIC, COMMERCIAL GRADE IRRIGATION SYSTEM, ZONED SEPARATELY FOR LAWINS, FLOWER BEDS, SHRUBS, GROUND COVER, TREES, AND POTS SHALL BE PROVIDED TO COVEN 100% OF THE LANDSCAPE. BIOSYMLES TO NOT RECEIVE IRRIGATION. IRRIGATION SYSTEM TO BE HIGH EFFICIENCY CUTTING DOWN ON WATER DEMANDS PER LOCAL AND STATE CODE

RevPAR Development LLC

HARDSCAPE/LANDSCAPE SET 90% CDs / PERMIT 11.23.2022



SHEET REVISION INDEX										
SHEET NO.	SHEET NAME	DD SET	90% CDs / PERMIT SET	REV 1	REV 2					
H1.00	HARDSCAPE COVER SHEET	0	0	0	0					Г
H1.01	GROUND LEVEL HARDSCAPE PLAN		0	0						
H1.02	AMENITY DECK HARDSCAPE PLAN	0	0		0					
H2.01	HARDSCAPE DETAILS	0	0							
H2.02	HARDSCAPE DETAILS		•							
H2.03	HARDSCAPE DETAILS	0	0		0					
H2.04	HARDSCAPE DETAILS	0	0							
H2.05	HARDSCAPE DETAILS	0	0							
H2.06	HARDSCAPE DETAILS	0	•							
H2.07	HARDSCAPE DETAILS		•							
H3.01	AMENITY DECK LIGHTING PLAN	0	0							
H4.01	AMENITY DECK MOUNDING PLAN	0	0							
H5.01	AMENITY DECK DRAINAGE PLAN	0	0							
L0.00	LANDSCAPE NOTES	0	0	0						
L0.01	TREE REMOVAL PLAN	0	0	0						
L0.02	HYDRAZONE PLAN GROUND LEVEL		0	0						
L0.03	HYDRAZONE PLAN AMENITY DECK		•	0						
L0.04	ARBORIST REPORTS			0						
L0.05	ARBORIST REPORTS			0						
L1.01	LANDSCAPE PLAN GROUND LEVEL	0	0	0						
L1.02	LANDSCAPE PLAN AMENITY DECK		0							
L2.01	LANDSCAPE DETAILS	0	0							

PROJECT TEAM

OWNER:	ARCHITECT:						
RevPAR DEVELOPMENT LLC	ELEVATE ARCHITECTURE STUDIO						
1005 SLATER ROAD	1775 THE EXCHANGE SE						
SUITE 107	SUITE 530						
DURHAM, NC 27703	ATLANTA, GA 30339						
(678) 471-7555	(404) 594-8862						
CONTACT: PETE PATEL	CONTACT: NITIN PATEL						

CIVIL ENGINEER:

AMS ASSOCIATES, INC. 801 YGNACIO VALLEY ROAD, SUITE 220 WALNUT CREEK, CA 94596 (925) 943-2777 CONTACT: AL SHAGHAGHI

LANDSCAPE ARCHITECT:

SITE SOLUTIONS, LLC 3715 NORTHSIDE PARKWAY NORTHCREEK 300, SUITE 720 ATLANTA, GEORGIA 30327 (678) 904-5822 CONTACT: JOSHUA THOMPSON

PARK **MOXY HOTEL MENLO** by **MARRIOTI** RevPAR COMPANIES

SITE

SHEET STATUS DATE BY RELEAS

COVER

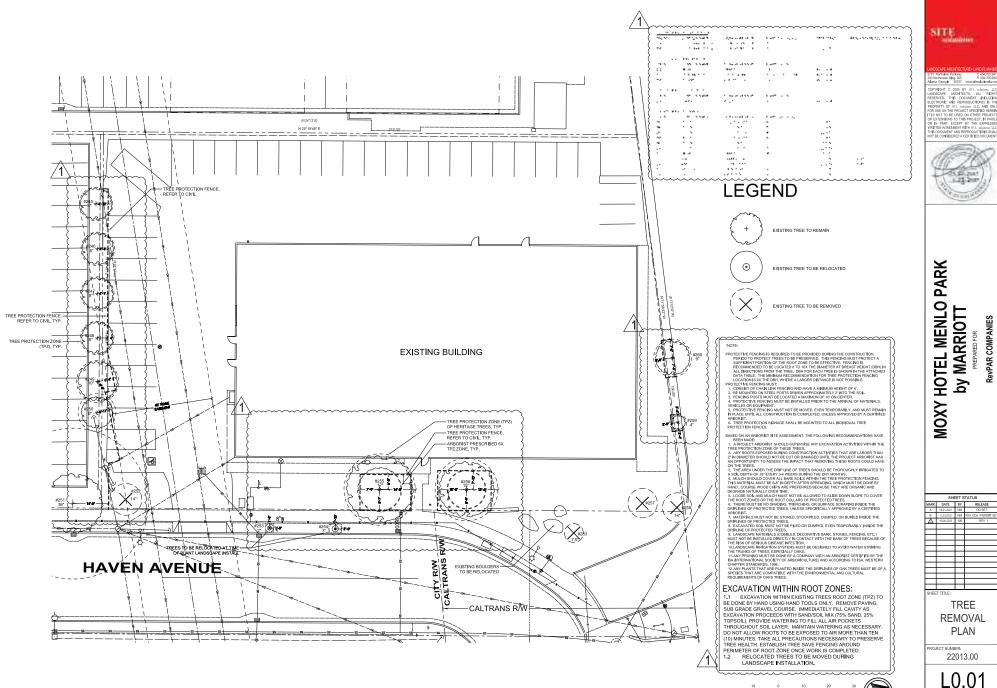
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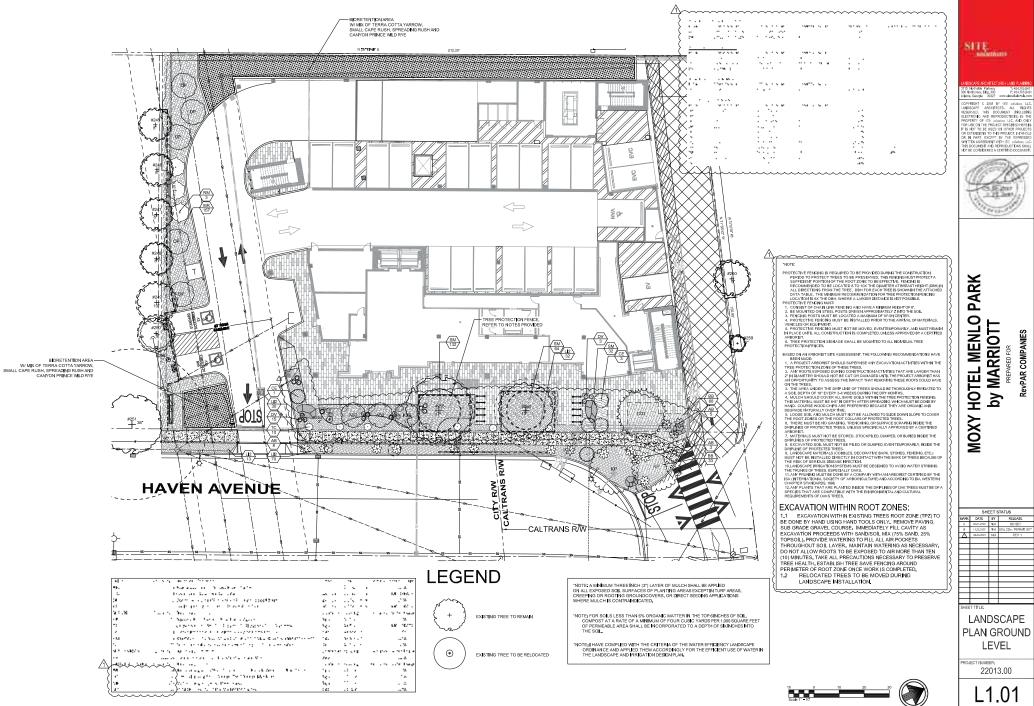
CT NUMBE

DATE: 11.23.2022 ISSUED FOR CONSTRUCTION

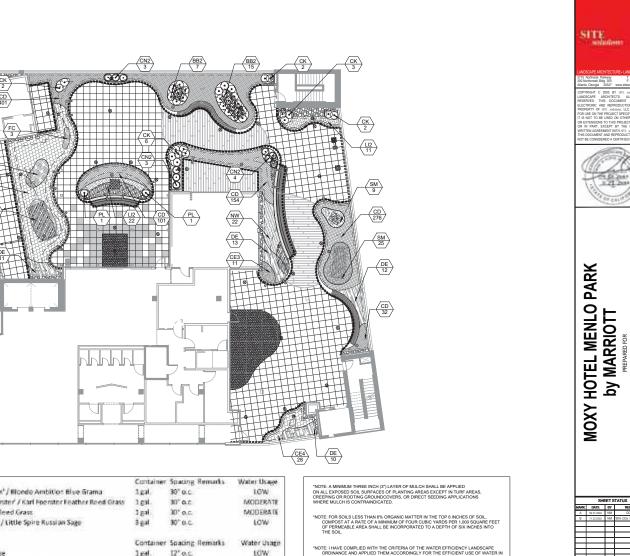








DATE: 11,23,2022



SHRUGS	Quantity Botanical/Common	Container	Spacing Remarks	Water Usage
882	22 Bouteloua gracilis 'Blonde Ambition' / Blonde Ambition Blue Grama	1 gal.	30" O.C.	LOW.
CK	15 Calamagrostis x acutifiora 'Karl Foerster' / Karl Foerster Feather Reed Grass	1 gal.	30 ⁺ o.c.	MODERATE
CN2	10 Calamagrostis nutkaensis / Pacific Reed Grass	1 gal.	30" o.c.	MODERATE
PL	2 Perovskia atripiicifolia "Little Spire" / Little Spire Russian Sage	3 gat	30° o.c.	LOW
GROUND COVERS	Quantity Botanical/Common	Container	Spacing Remarks	Water Usage
co	964 Carex divulsa / European Grey Sedge	1 gal.	12" o.c.	LOW
CET	11 Carex oshimensis 'Evergold / Evergold Japanese Sedge	1 gal	18" O.C. FULL SHADE	MODERATE
CE4	244 Carex oshimensis 'Carlit01' / EverColor* Everest Japanese Sedge	1 (a).	18° O.C.	MODERATE
DE	46 Dryopteris erythrosora / Autumn Fern	1 gal	24" o.c.	MODERATE
FC	35 Festuca californica / California Festue	1 gal	24" O.C. SHADE	LOW
612	33 Lomandra longifolia Breeze 'TM / Breeze Mat Rush	1 gal	24" O.C.	LOW
NW	22 Nephrolepis cordi folia 'California' / California Sword Fern	1 gal.	24" O.C.	MODERATE
SM	34 Stiga tenuissima / Mexican Feather Grass	1 gal.	24° o.c.	LOW

*NOTE: I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENCY LANDSCAPE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND INTEGATION DESIGN PLAN.





H

H

4TH FLOOR

AMENITY

DECK ECT NUMBER: 22013.00

RevPAR COMPANIES

ELEVATE

architecture studio

EXHIBIT B

Updated December 19th, 2023

Matthew Pruter City of Menlo Park City Hall -1st Floor701 Laurel Menlo Park, CA 94025

RE: Menlo Park Proposed Hotel Narrative

Dear Mr. Pruter,

Thank you for your consideration of the proposed hotel development located at 3723 Haven Avenue. The purpose of this letter is to request an additional planning commission hearing for architectural control. Since the project's approval at the initial planning commission hearing on November 14th, 2022, the design & engineering teams have been diligently working to ensure compliance with California Building Code, Accessibility codes, USGBC LEED Codes, and local requirements. While working through these requirements, some portions of the building had to be updated to comply with these code/engineering requirements.

Below is a brief description of high-level updates that were made since our approval in November 2022.

Level 1

- Electrical room locations changed due to PG&E requirements. Rooms are now closer to transformer location. Consequently, the ADA van space location was relocated.
- Dry sprinkler room and water entry rooms were added for sprinkler & plumbing requirements.
- Stair wall & elevator wall thicknesses were adjusted due to structural requirements.

Parking Levels

- Electrical room and dry sprinkler rooms were added for engineering requirements.
- Removed one parking level (Level 3) and rearranged parking spaces. A parking study was also conducted noting that we can fit nearly 20 additional valet spaces in the drive aisles.

Level 4 (now proposed as Level 3)

- Landscape was fully designed and developed for permit set. The project maintains approved public and private spaces at the amenity deck.
- Laundry room was removed as it will be outsourced, and two guestrooms were relocated to allow for a larger fitness room. Majority of the updates at this level was internal to the building and the project is still in compliance with the FAR.
- The original landscape deck had 8 small, low screen, planter trees which were removed due to multiple factors:
 - Trees that are contained within a planter are not considered a healthy environment as it will constrain the growth of the tree roots.
 - Trees that are planted on an elevated level will also require a tremendous amount of structural support and the thickness of the floor slab will increase exponentially. This will ultimately cause the building to increase in height.



• The new amenity deck design has more green areas and more plantings that are more conducive to an elevated amenity slab.

Guestroom Levels

- All guestrooms are now designed and developed per Marriott brand standards.
- Mechanical shafts were added for exhaust requirements.
- The service alley façade had to be straightened out for structural shear requirements. This change is not street facing and impacts only the façade facing the alley.

Roof

• Roof plan has now been fully developed. Electrical space added for solar requirements.

Exterior

• The corner has been squared off to provide required clearances at the corner guestroom. This created a design conflict with the frame that extended to the roof, so the design was altered, and the silver frame now wraps the entire public space/hotel lobby storefront at level 3. This design update is still in keeping with the original design intent identified in the project description letter.

Step back & Modulation requirements

• The previous design that incorporated the step back and modulation requirements are still intact in this current design. The change at the corner of the building is still pronounced and has a different planar relationship with the adjacent modules.

As noted previously, the changes noted above are high level and can be viewed in detail in the comparison plan set provided. The side by side helps identify the plan updates and will hopefully show the changes are minimal and low impact.

Please see below for the remainder of the project description letter.

Address

3723 Haven Avenue, Menlo Park, CA

Existing

Currently, there is a 1-story office building on the site with approximately 13,681 square feet.

Proposed

Proposed 7-Story hotel building, consisting of 163 rooms and 125 compliant parking spaces with the ability to park 129 total.

Level 1: Parking, Service areas, Elevators to Jump Lobby Level 2: Above grade parking.

Level 3: Jump Lobby including an indoor/outdoor lounge, fitness center and library.

Levels 4-7: Guestrooms & back of house. The guestroom levels will begin at 40' -0 5/8" (Level 3 above the finished floor.

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Design Overview

In general, the Hotel intends to be a neighborhood resource, and thus will provide reasonable access to the roof garden amenity, bar and lounge area for dining and entertainment.

The project has many areas open to the public, including the rooftop garden, the front plaza area along Haven Avenue, the coffee/lounge, and the hardscape area around the main entry.

As the ground level garden and hardscape shall be accessed by the public, especially the neighbors who live in the apartments behind our hotel, and the office workers on each side of the hotel, a ground floor coffee/lounge is being offered as a neighborhood amenity which can be directly accessed from the street and sidewalk, as opposed to entering through the hotel.

Access to the podium level public garden space is via a dedicated elevator and stair at the Northeast corner of the building with a direct connection to this space. The provided elevator does not stop at any other level and will be an express connection to the public space. Both the stair and elevator will be clearly signed and provide wayfinding for the public to use this space.

The front façade of the building, which faces Haven Avenue is divided into 5 vertical slices. The base of the building is set back a minimum of twenty feet from the property line, and further, a Loggia provides relief, rain protection and shade for the ground floor coffee shop. A majority of the facade is set back an additional ten feet from the base of the building to provide vertical relief. The façade is characterized by different punched window types, storefront glazing as well as different materials in each vertical section. The roof line is staggered to provide interest, and a large tower element punctuates the entrance to the hotel.

Per Response Letter previous responses are included below from the following comments:

The development team feels that the modulation requirement has been met by the current geometry along Haven Avenue. The building is divided into 7 vertical segments along the front façade and those vertical segments have a staggered roof line, as well as being in different planar relation to one another. Additionally, the Hotel is designed so that the South wing follows the easement line which makes a diagonal through the site, that diagonal is expressed on the entry tower, which stands taller than the rest of the facades and contains the Moxy signage, the as well as the transparent storefront at level 4 contained within silver metal panel which provides a portal to the rooftop community garden. The stair tower at the end of the building is then set back from the face in a significant manner. The two-bay sliver to the South of the community garden portal is set back from the adjacent planes by four feet.

The base of the building along the front is divided into 6 segments, and features a loggia along two of the segments, which provides rain protection and shade along the window wall into the lobby and coffee/lounge. The building is very much articulated and meets and exceeds the spirit of your community ordinance calling for 1 modulation. In comparison with the adjacent, recently constructed Hotel Nia by Marriott, the Moxy has significantly more articulation, and is a smaller building. The parking structure is also nicely disguised using Silver Kaynemail screening as shown in the material board on



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sheet EN-36 on the second and third level, and actually contributes to the variety in the front facade and creating balcony areas on the 4th floor for public enjoyment. For the coffee/lounge and bar and restaurant, we are requesting a use permit to accommodate outdoor seating. The corner towers along the front façade announce two entryways, the Hotel entrance as primary, and the community garden entrance as secondary.

Refer to the elevation sheets to best explain the 3d geometry of the façade along with the perspective provided on the cover sheet. The horizontal offsets are shown on the elevation sheets and dimensions have been provided to show the height differential. In addition, sheets EN-25 through EN-28 show the roofline, as well as the horizontal offsets at the 3 vertical segments of the façade.

In summary, we feel that the building design meets the spirit of the ordinance, and we have heard positive comment from Planning Commission on the façade design facing Haven Avenue. The development team therefore would like to move forward with the unaltered design of the façade and let the Planning Commission subjectively assess the design.

Alcohol Licensing Deferral

We are deferring the administrative approval and obtaining the Class 47 license through the California Department of Alcoholic Beverage Control, to after the Planning Commission action.

Generator Deferral

The diesel-powered back-up generator, which requires administrative permit is being deferred until after Planning Commission action.

17. Please provide an adequate series of step-backs, in alignment with Section 16.43.130 (2) of the Zoning Ordinance. Because the site is located in the flood zone, this property is subject to a 10-foot increase per the requirements, and based on the table in the aforementioned section, please provide the following step-backs along the front elevation (facing Haven Avenue): • One step-back of 15 feet at 70 feet height, and an additional 10-foot step- back at 85 feet in height.

Response: Acknowledged. We understand the ordinance and understand that the diagram shows an urban street front condition, in which the building facade is on the edge of the public sidewalk (likely the property line). Due to the business owners in our neighborhood imposing a twenty-foot set-back on buildings, we conclude that we exceed the building setback requirements, which are meant to provide visual relief and reduce urban shadow.

The existing design of the front plaza provides adequate landscaped areas, shaded seating and a minimum of 20-foot setback to the sidewalk. Due to the curvature of Haven Avenue along the North end, the setback to the sidewalk is much greater, actually doubling the distance to 40 feet at some points and provides a generous landscape area to buffer the outdoor seating in the approach to the community garden entrance.

The vertical setbacks as requested by the city were then incorporated into the November



2020 submittal, as requested, and the Haven Avenue Facade updated to provide more vertical relief between the tower entry element and the balance of the façade

Generator Details

- 1. Please clarify the use of the diesel generator (and hazardous materials) in more detail, outlining when it would be needed and whether it would service the entire site, or something more particular. In particular, an explanation of its purpose and how the hazardous materials are used to power the generator is needed. Please also explain the amount of fuel that would be stored on site, how often and when refueling would need to occur, how often and when (specific day of the week and time of day) testing will need to occur (along with the duration of testing), and how the project will address any noise implications.
 - a. JSE Response: The Generator will be used to provide backup power to life safety branch, standby branch, & optional branches of emergency system. The Life safety branch will include emergency lighting, fire alarm, & fire pump. The standby branch will include elevators & HVAC systems associated with any smoke control systems. The optional branch will include any non-code required areas such as kitchen equipment, freezers, motors, points of sale, HVAC systems, etc. The fuel system shall include a UL Listed, 600gallon (approximately 18 hours of runtime), double wall fuel tank base. It shall have the structural integrity to support the engine-generator set. Minimum features shall include all welded construction, a lockable fuel filler cap, fuel gauge, low fuel level alarm, tank rupture alarm, fuel line check valve and fittings for fuel supply, return, fill and vent. The generator must maintain no less than 300 gallons of fuel (8 hours runtime is minimum code requirement for fire pump). Re-fueling is subject to the amount fuel level due to generator running during emergency situations and/or exercising and maintenance. Refuel would occur every 12 weeks and testing would occur the first Monday of every Month at 9 AM. Testing will last approximately 30 minutes.
- 2. Please explain the ventilation that would be used and describe the method(s) by which ventilation would occur.
 - a. JSE Response: Ventilation will be achieved bases on requirements from the manufacturer via intake and exhaust louvers sized accordingly and located on opposing walls of the generator room. Louvers will have motorized dampers to maintain fire rating.
- 3. Based on the recent reviews of diesel generator projects, please also explain why a diesel generator is the most feasible option for the project's back-up power supply. A justification will be needed in this letter, in addition to the description explaining whether any alternatives have been considered and why they may not be feasible. At the recent 2/22/2021 Planning Commission meeting, the Planning Commission expressed concern about the proposed use of a diesel-powered generator for a project at 1395 Chrysler Drive (the staff report is available here: https://www.menlopark.org/DocumentCenter/View/27404/F1_1395-Chrysler-Drive?bidId, and the minutes are available here:

https://www.menlopark.org/AgendaCenter/ViewFile/Minutes/_02222021-3581). Please note that the discussion mainly involved seeing if alternative energy sources (e.g., rechargeable

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batteries, etc.) could be used instead of diesel, and whether alternative energy sources were considered. It is likely that the Planning Commission will ask similar questions for this project.

- a. JSE Response: Diesel is a reliable source of fuel for an emergency backup system. Natural Gas is not allowed within this jurisdiction. Backup power for the fire pump is required to have 8 hours of runtime per NFPA, which batteries will not be able to meet efficiently.
- Any construction details pertaining to the installation of the hazardous materials (namely, timing) are also needed in the project description letter. If possible, please include specifications for the generator as part of the project description letter.
 - a. JSE Response: Generator cut sheet provided. Fuel tank size and run time has been modified to meet the requirements stated in project description.

*Please note spec in plan is 1000 Gallon / we will be utilizing 600 Gallon.

Food and Beverage

The hotel management will make the bar and level 3 garden open to the public during daytime business hours, and until bar closing hour which is 10pm daily. Any public activity past ten PM (10 PM) maybe subject to control due to noise which can interfere with hotel guests and/or neighbors trying to sleep.

While interior dining and lounge spaces may be reserved for hotel guests or paying customers, the public shall be allowed to access these spaces as a customer, during normal business operations between 6am and 10pm.

The Hotel will have a full bar, defined by serving beer, wine, spirits as allowed by the State of California and open standard hours per city code. Lobby and public areas are open and staffed 24 hours every day. Residents from neighboring areas will have 24 access to the hotel however loitering and soliciting will not be allowed. "Doors will always be open."

Lobby area will be open 24 hours to all guests and the public and will offer free "super" wifi internet. Guests and the public can essentially use the hotel lobby work areas as no charge "co-working" space with local coffee and beverage available for purchase – i.e. Emerald Hills Roastery, etc. Our goal is to make the F&B experience very "Menlo" and unique from neighboring cities.

Light continental breakfast and tapas style foods will be served for lunch and dinner. Menu will be determined by Marriott but will be local foods based with as much of a farm to table concept as possible and a local fare twist. Special food events (unique food trucks, celebrity chef, etc.) will be advertised and open to the public, mostly on the weekends. The dining concepts will not be full fare meals, just very healthy small plates at price points to serve the general public.

Parking

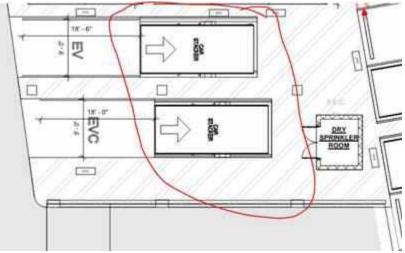
All garage and onsite parking operations will be conducted by a certified parking firm such as SPplus Parking Inc. Parking will be valet only and available 24/7. Depending on public need, parking will be available during slower periods, however guest parking will be a priority. Parking



Stackers, as located within the garage, will only be operated by trained professional valet staff. Guests will not have access to them unless an emergency arises where they will be escorted with a certified valet services staff member.

The stacker being used is a hydraulic, prefabricated system, that is progressive in its design, as it can provide greater parking capacity to valet parking, with environmentally friendly benefits of utilizing less space, concrete and building structure, while conveniently storing away cars for easy retrieval Electric Vehicle charging stations are provided for both standard parking stalls and for accessible stalls. Accessible stalls are located on both levels of the parking structure.

Level 2 contains 4 tandem spaces that are considered "non compliant" and therefore, as previously stated, the project has a total of 125 spaces including the valet spaces. The four non-compliant spaces are circled in red below:



The total number of valet spaces are 20 (9 spaces on Level 1 and 11 on Level 2). This is graphically depicted on the plans.

As mentioned above, parking valet services will be available 24/7. Valet Services will have an administrative desk in the jump lobby as well as a mobile stand-alone kiosk near the curb cutout. Valet personnel will be staffed according to occupancy needs with a minimum of 4 persons dedicated to valet. Guests will pull into the hotel driveway from Haven Ave and will be greeted by the valet staff at the curb cutout/kiosk. Here, guests will exit their car with luggage and hand over their keys to the valet staff who in turn will hand them a ticket with instructions for car retrieval. Vehicles will be able to temporarily pull into the curb cutout for valet transition as depicted on sheet EN-08. Valet staff will park the cars in available garage spots and then secure the vehicle keys in a lockbox. The Valet Co will have 24/7 access to all cars and their keys. This will allow the ability to move around cars in the garage very efficiently. This will also allow for the additional drive aisle valet parking to operate seamlessly. The design and locations of the drive aisle parking was documented per recommendations of the valet firm's in-house engineers and parking consultants who practice these methods throughout the Bay Area. The valet firm will also be trained in the use of EV charging and can operate all charging stations provided on behalf of



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guests. Upon departure, guests can call the front desk, text the valet firm via their ticket instructions, or request their car in person where the car will be brought back to the front entrance area ready for departure.

The valet vehicle return method will be similar to drop off. The curb cutout will be used for departure and if occupied we will use the area next to the transformer in the drive aisle. Typically, we don't see much overlap in arrivals and departures at hotels due to standard check-in and check-out times but if needed, the valet company has alternate locations to service all guest needs.

Public Space

The Moxy Hotel enjoys a generous front yard in the form of a linear park. Planting beds arranged like piano keys perpendicular to the façade allow for the public to easily stroll through the gardens and enjoy a nice moment on one of the Hotel's Park benches. As the café is the backdrop for the linear park, it is also convenient as a neighborhood gathering area. Toward the North end of the park, umbrella tables and a small plaza are ringed by existing boulders, which provide the entryway to the Hotel roof garden.

The balcony of the roof garden is visible from the Haven Avenue sidewalk, and is accessible by an elevator and stairway, with direct, non-stop service to the roof deck. There will be individual wayfinding and signage for the Roof deck public space. This will be visible from the public way along Haven Ave. and from the vehicular entry of the property.

The stairwell itself has plenty of glass to be transparent to the public, and the 3rd level is punctuated by a picture window and an open-air balcony. Once off the elevator, you are directly into the public open space area, and have ample seating, planters, fire pits, and other amenities which are also found on the Hotel guest side of the roof deck.

While a Pergola is a visual barrier between the public garden and the hotel bar area, there is restricted movement between both halves to provide alcohol service on the bar side. Comfortable outdoor furniture, night lighting and a peaceful ambiance make this a perfect neighborhood amenity, and provide a view opportunity to the Bay, over the tops of the adjacent warehouses. This is truly an enhancement, and a value add to the residents adjacent to our project.

None of the covered areas have been tabulated in our public open space calculations, but the ancillary areas certainly do add shade and comfort to the edge of the public open space that is a further enhancement of the park and leisure concept.

The South side of the site is a landscape area with dense landscape and a bioswale. The Southeast corner has a monument sign for the Hotel. The public open space is a non-programmed space; however, this serves as a landscape buffer and visual barrier on that edge of the site. Furthermore, there is additional open space on the podium roof deck, which is the Hotel bar area. We have approximately split the types of open space programmed for the roof deck.

Per Menlo Park ordinance, use of the podium roof for a rooftop garden, and added public open space is encouraged as a design principal. Due to the size of our site at 33,192sf our code required open space is



30%, or 9,958 sf. See revised sheet EN-3 for updated areas tabulated for Public and Private Open Space. In so doing we have also enhanced the neighborhood experience in providing a long, elevated view out to the Bay. The open space provided includes outdoor furniture, landscape planters, decorative hardscape, potted plants, shaded pergolas and umbrella tables to lengthen and enrich the experience both at the ground level and roof top / podium garden level. The advantage of utilizing the podium for the garden space is that it elevates the view corridor above the neighboring warehouse buildings so that there can be a line of site to San Francisco Bay. More than any other property, this amenity will be distinctive for the Moxy Hotel and a signature attraction for Menlo Park.

In summary, the Moxy Hotel affords the neighborhood an elegant park environment for leisure and relaxation, as a neighborhood meeting place, and allows the public to passively enjoy the Hotel as well as interact with the Hotel amenities (food and bar service). We can see this becoming a very popular destination by those living adjacent in addition to the rotation of guests. The linear park along Haven Avenue, coupled with the easily accessible podium level garden provide a great variety of experience, and allow the public to enjoy the sunny or shady side of the building, depending upon the mood.

Neighborhood Meeting

Our team held a neighborhood meeting as scheduled on 8/6/19. As you are aware, we had the meeting at the Hotel Nia which is very close to the proposed Moxy Hotel site.

We had only three people come to the meeting. One stated he lived nearby but not very close. One stated he was from LA and was a friend of an employee at Facebook. We didn't get the other individual who was with these folks.

Upon further research, we found out they were from the Hotel Nia. They are as follows: These gentlemen from Ensemble showed up to our meeting.

https://ensemble.net/company/team/.

- 1. Kambiz Babaoff – Chairman
- 2. Brian Ehrlich – Chief Investment Office
- 3. Third I did not see on their website.

They were basically inquiring information on our project since they were part of the group that financed the Nia.

No neighbors showed up.

Our team met personally with JoAnn and Paul Tyson on 8/5/19 at 1:30pm. They are the adjacent landowners of the dog kennel, daycare, boarding and grooming business as well as the storage facility located at 3757 Haven Avenue, Menlo Park, CA. This meeting went extremely well, and I am having my attorney write up the agreement. I promised them that I would proffer several things during the approval process. They are as follows:



- 1. When we rework the driveway, we cannot do any work between the hours of 6:30AM 9:30 AM and 4:30 PM 7:00 PM.
- 2. We will be required to provide the landowners the following:
 - i. Updated plans with details showing the revised driveway, curbing etc.
 - ii. They want to have the contact information of the project supervisor so if they have any questions and concerns, they have direct access to that person.
 - iii. We will need to keep them updated as to the schedule and invite them to the job meetings (monthly) so if they want to attend, they are more than welcome. The schedule is critical to them because one of the businesses is a dog grooming and training facility. Noise is a big factor with this type of business.
 - iv. We need to have a pre-construction meeting with them to show the "anticipated" schedule and introduce the parties. This should take place a minimum of two weeks prior to the start of construction.
 - v. A critical provision needs to include that we are well aware this is a dog kennel, daycare and boarding facility which provides some grooming services. Also, we have no issue with this business and the related noise of barking dogs.

Our team conducted a neighborhood outreach meeting in 2019 prior to Covid 19 protocols and suspension of in person meetings.

Recently, our team held an additional, non-required, neighborhood meeting on August 22nd, 2023, at the Arrillaga Family Rec center in the Cypress Room. The notifications and advertisements for the meeting were made through the following avenues:

- Flyers posted at the Belle Haven Community Center and the Belle Haven Library.
- Flyers posted at the Elan Menlo, Anton Menlo Apartment Complexes.
- o Flyers Posted at the Tyson Kennels
- Paid Banner ad on the Almanac online website including the community calendar.
- Posting on the NextDoor App for various adjacent neighborhoods. (Over 1000 views to date)

One of the goals for this meeting was to be able to collaborate with local community members and to hear their thoughts on the hotel and what kind of amenities they would like the hotel to offer for the public open space. Conducting this meeting prior to commencing construction allows the development team to better prepare and possibly implement the public's ideas. In addition, the team presented the ideas we have had to date:

- Outdoor Family Movie night
- Food truck shell with rotating vendors
- Art stations at the NW corner with easels provided for local artists.

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• Free Yoga classes

A representative from Tyson Kennels was present and there are now ongoing conversations with the development team and Tyson Kennels to host a social hour host at the public open space for their customers and pets. The kennels have several clients who drop their pets off during work hours every day. Per the kennel owners, a spot close by to relax with their pets would be a great amenity before the pet owners head home. This is a small example of the benefits this hotel would bring to the local community and local businesses.

This public outreach meeting was in addition to the outreach requirements set forth by the Conditions of Approval which we will also be conducting prior to Certificate of Occupancy. The development team is also scheduling another non-required outreach meeting in early December 2023.

Brand

Moxy Hotels serves as a playground that attracts Fun Hunter travelers and is designed to give guests everything they want and nothing they don't at an affordable price.

Lively public spaces, minimalist style and cozy guest rooms offer up a new way of traveling. The brand is well suited for urban/metro areas with a favorable cost-to-build model, featuring efficient rooms and a lean staffing model.

For more information, please visit http://moxy-hotels.marriott.com/en/our-story.

Sincerely, Al Patel Owner **Titan Management**

CC: Nitin Patel, Elevate Architects Al Shaghaghi, AMS Assoc.

3723 Haven Avenue – Exhibit C

LOCATION: 3723 Haven Avenue		23	PROJECT NUMBER: PLN2023-00026	APPLICANT: AI Patel	OWNER: Menlo Park Hotel Group LLC				
PROJECT	PROJECT CONDITIONS:								
1.	1. The use permit revision and architectural control permit revision shall be subject to the following standard conditions:								
	a.	Development of the project shall be substantially in conformance with the plans prepared by Elevate Architecture Studio, consisting of 67 plan sheets, dated received December 19, 2023 and approved by the Planning Commission on January 8, 2024, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.							
	b.	Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.							
	C.	Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.							
	d.	Prior to building permit issuance, if applicable, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.							
	e.	the applic any dama	ant shall submit plans indi aged and significantly worr	a complete building permit cating that the applicant sh n sections of frontage impro al of the Engineering Divis	nall remove and replace ovements. The plans shall				
	f.	Simultaneous with the submittal of a complete building permit application, if applicant shall submit a Grading and Drainage Plan for review and approva Engineering Division. The Grading and Drainage Plan shall be approved prior t issuance of grading, demolition or building permits.							
	g.		uilding permit issuance, th t reviewing the application		ees incurred through staff				
	h.	the Herita		construction project shall be e arborist reports prepared mber 19, 2023.					
	i.	Park or its the City of annul an Director, developm time perio or permit City's pro proceedir	s agents, officers, and emp of Menlo Park or its agents approval of the Planning (or any other department nent, variance, permit, or l od provided for in any appli tee's duty to so defend, in omptly notifying the app	oloyees from any claim, act , officers, or employees to Commission, City Council, , committee, or agency and use approval which a cable statute; provided, ho demnify, and hold harmle licant or permittee of ar	harmless the City of Menlo ion, or proceeding against attack, set aside, void, or Community Development of the City concerning a ction is brought within the wever, that the applicant's as shall be subject to the by said claim, action, or bermittee's defense of said				

3723 Haven Avenue – Attachment A, Exhibit C

LOCATION: 3723 Haven Avenue		23	PROJECT NUMBER: PLN2023-00026	APPLICANT: AI Patel	OWNER: Menlo Park Hotel Group LLC				
PROJECT CONDITIONS:									
		Notice of Fees Protest – The applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. Per California Government Code 66020, this 90-day protest period has begun as of the date of the approval of this application.							
2.		The use permit revision and architectural control permit revision shall be subject to the ollowing project-specific conditions:							
		Prior to the granting of the first occupancy permit, the hotel operator shall provide documentation of a valet service plan to access the on-site parking spaces, subject to the review and approval of the Planning and Transportation Divisions. The hotel operator shall utilize a valet service to access all parking spaces on-site with the exception of the designated accessible or Americans with Disabilities Act (ADA) compliant spaces to limit potential conflicts between vehicles utilizing the non-standard parking spaces. The hotel may permit patrons utilizing the accessible (or ADA compliant) spaces to access designated spaces without the use of the valet service.							
		condition approval	s that were included in the	ctural control revision shall Planning Commission's N tural control, and associate	ovember 14, 2022				