REGULAR MEETING AGENDA – AMENDED

Date: 1/28/2020
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

This amended agenda:

- Includes item H5, Provide direction to the City Manager on the filling of vacant authorized full-time equivalent personnel and additional study of vacancies (Staff Report #20-022-CC);
- Removes item H2, Deny an appeal of the Environmental Quality Commission's approval of a heritage tree removal permit for one tree at 614 Laurel Avenue (Staff Report #20-016-CC);
- Updates item H1, Resolution of intent for the construction of a new community center and library in the Belle Haven neighborhood (Staff Report #20-014-CC);
- Updates item H3, Authorize the city manager to execute an agreement with MidPen Housing for transportation improvements to support their Affordable Housing and Sustainable Communities funding application (Staff Report #20-015-CC).

According to City Council policy, all regular meetings of the City Council are to end by midnight unless there is a super majority vote taken by 11:00 p.m. to extend the meeting and identify the items to be considered after 11:00 p.m.

7:00 p.m. Regular Session

A. Call To Order

B. Roll Call

C. Pledge of Allegiance

D. Public Comment

Under "Public Comment," the public may address the City Council on any subject not listed on the agenda. Each speaker may address the City Council once under public comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The City Council cannot act on items not listed on the agenda and, therefore, the City Council cannot respond to non-agenda issues brought up under public comment other than to provide general information.

E. Presentations and Proclamations

E1. 2019 STEM Winners

E2. Midpeninsula Regional Open Space District

F. Consent Calendar

F1. Accept the City Council meeting minutes for December 10, 2019 (Attachment)

F2. Reject bid for the Hydration Station Improvement project (Staff Report #20-017-CC)

F3. Authorize the city manager to execute a contract amendment with Accela, Inc. for direct access to the SaaS database for enhanced reporting and data recovery not to exceed $74,967.98 (Staff Report #20-013-CC)

G. Public Hearing

G1. Adopt resolution no. 6535 to approve architectural control, a vesting tentative map, removal of one on-street parking space, and denial of a variance for a mixed use development at 706-716 Santa Cruz Avenue; and adopt resolution no. 6536 to approve a below market rate housing agreement with 706-716 Santa Cruz Ave, LLC. (Staff Report #20-020-CC)

H. Regular Business

H1. Resolution of intent for the construction of a new community center and library in the Belle Haven neighborhood (Staff Report #20-014-CC)

H2. Removed – applicants withdrew appeal.

H3. Authorize the city manager to execute an agreement with MidPen Housing for transportation improvements to support their affordable housing and sustainable communities funding application (Staff Report #20-015-CC)

H4. Certify the project environmental documents, approve the 30 percent project plans, and authorize the city manager to enter into all necessary agreements and amendments with the Peninsula Joint Powers Board (Caltrain) for the Middle Avenue pedestrian and bicycle rail crossing project (Staff Report #20-018-CC)

H5. Receive subcommittee report on staff vacancies and provide direction to the city manager (Staff Report #20-022-CC)

I. Informational Items

I1. Short-term rental regulation – community engagement and outreach summary, overview and next steps (Staff Report #20-019-CC)

I2. City Council agenda topics: February 11 2020 – March 24 2020 (Staff Report #20-012-CC)

J. City Manager's Report

K. City Councilmember Reports

L. Adjournment

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

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

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

Any writing that is distributed to a majority of the City Council by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available for inspection at the city clerk's office, 701 Laurel St., Menlo Park, CA 94025 during regular business hours. Persons with disabilities, who require auxiliary aids or services in attending or participating in City Council meetings, may call the City Clerk's Office at 650-330-6620.

Agendas are posted in accordance with Government Code Section 54954.2(a) or Section 54956. Members of the public can view electronic agendas and staff reports by accessing the City website at menlopark.org/agenda and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at menlopark.org/notifyme. Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 1/23/2020)

SPECIAL AND REGULAR MEETING MINUTES – DRAFT

Date: 12/10/2019
Time: 5:30 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

5:30 p.m. Study Session

SS1. Update on the current Climate Action Plan and potential scope for developing a Climate Action Plan 2.0 (Staff Report #19-266-CC)

Sustainability Manager Rebecca Lucky made the presentation (Attachment).

- Mitch Slomiak spoke in support of the climate action plan.
- Josie Gaillard spoke in support of the climate action plan.
- Jen Wolosin spoke in support of the climate action plan.
- Nancy Grove spoke in support of the climate action plan.
- Tom Kabat spoke in support of the climate action plan.
- Chris DeCardy spoke in support of the climate action plan.
- Ryann Price spoke in support of the climate action plan
- Adina Levin spoke in support of the climate action plan.
- Ronen Vengosh spoke in support of the climate action plan.
- Nicole Kemeny spoke in support of a more aggressive climate action plan.
- Diane Bailey spoke in support of the climate action plan.
- Fire Chief Harold Schapelhouman announced an all-electric fire truck demonstration tomorrow night and the impacts of climate crises on firefighters.

The City Council expressed general support in developing a climate action plan 2.0 in 2020 with a focus on reaching carbon neutrality by 2030 using the proposed strategies from the recommendations of the Environmental Quality Commission and the Carbon Neutral Cities Alliance. The City Council discussed shortening the project timeline and including wider community engagement on the plan. The Council created a subcommittee to further evaluate, appointing Mayor Mueller and City Councilmember Nash.

SS2. City drone program (Presentation)

Assistant Public Works Director Brian Henry, Assistant Community Development Director - Building Chuck Andrews, and Sergeant Aaron Dixon made the presentation (Attachment).

- Adina Levin expressed concerns regarding civil liberty matters but supported a modified drone

program without law enforcement usage.

- Pamela Jones spoke in support of law enforcement having the resources they need and requested more data and a robust community engagement process before authorizinga drone program.
- Smitha Gundavajhala expressed concerns on the use of drones and the need for community input.

The City Council discussed the recording capabilities and activities and the retention schedule for the videos. Also discussed was the option to partner with the Menlo Park Fire Protection district.

The City Council requested more information on the resource allocation, cost, and implementation.

The City Council took a recess at 7:53 p.m.

The City Council reconvened at 8:04 p.m.

Regular Meeting

A. Call To Order

Mayor Mueller called the meeting to order at 8:04 p.m.

B. Roll Call

Present: Carlton, Combs, Nash, Mueller, Taylor

Absent: None

Staff: City Manager Starla Jerome-Robinson, City Attorney William McClure, City Clerk Judi A. Herren

C. Pledge of Allegiance

Mayor Mueller lead the Pledge of Allegiance.

Mayor Mueller reordered the agenda.

Regular Business

F6. First Reading and introduction of ordinance No. 1064 banning sale of flavored tobacco and e-cigarette devices (Staff Report #19-270-CC)

Assistant City Attorney Cara Silver made the presentation (Attachment).

- Shawneice Stevenson spoke in support of the ordinance.
- Craig A. Wingate spoke in support of the ordinance.
- Smitha Gundavajhala spoke in support of the ordinance.
- Eileen Kim spoke in support of the ordinance.
- Tricia Barr spoke in support of the ordinance.

Mayor Pro Tem Taylor distributed an email to the City Council (Attachment).

The City Council received clarification on enforcement. The City Council directed staff to refer a

proposal for the ban on smoke shops and hookah lounges to the Planning Commission for its consideration and recommendation.

ACTION: Motion and second (Carlton/ Nash) to approve the first reading and introduction of Ordinance No. 1064 banning sale of flavored tobacco and e-cigarette devices adding enforcement: allowing the city manager to also withdraw tobacco permits, prohibition against free samples/coupons, prohibition against out of package samples, and prohibition against self-service displays to Sections 5.25.010(c), 5.26.011(i), 5.26.011(j), and 4.96.330 of the ordinance and referring the ban on smoke shops and hookah lounges to the Planning Commission, passed unanimously.

D. Public Comment

- Adina Levin spoke on the closure of Willow Oaks School and the impacts.
- Smitha Gundavajhala spoke on the effects of smoking in multiunit housing.
- Kate Comfort Harr spoke on the services offered by Hip-Housing.
- Deadra Lampkin spoke on concerns regarding little league and education restrictions in the Belle Haven neighborhood.

E. Consent Calendar

City Councilmember Carlton pulled item E4.

City Councilmember Nash pulled items E1 and E2.

Staff pulled item E5.

ACTION: Motion and second (Nash/ Taylor) to approve the consent calendar except items E1, E2, E4, and E5, passed unanimously.

E1. Accept the City Council meeting minutes for October 29, November 5, and November 12, 2019 (Attachment)

The City Council requested that "The remaining $319,000 will be borrowed from the CIP fund and will be paid by SLESF grant funding in fiscal year 19-20, 20-21 and 21-22." be added to the October 29 minutes.

ACTION: By acclamation, the City Council approved the City Council meeting minutes for October 29, November 5, and November 12, 2019, passed unanimously.

E2. Authorize the City Manager to enter into a funding agreement with the Peninsula Arts Guild for crossing improvements to El Camino Real and receive and file an update on anticipated construction traffic impacts for the Guild Theater (Staff Report #19-264-CC)

- Adina Levin spoke on the pedestrian improvements in conjunction with the Guild project.

The City Council directed staff to also evaluate and report back on the possibility to study a no right

turn on red on northbound El Camino Real at Ravenswood Avenue; a leading pedestrian interval for the intersection; and a keep clear at the driveway for 989-999 El Camino Real.

ACTION: Motion and second (Nash/ Taylor) to authorize the City Manager to enter into a funding agreement with the Peninsula Arts Guild for crossing improvements to El Camino Real and receive and file an update on anticipated construction traffic impacts for the Guild Theater, passed unanimously.

E3. Transmittal of the Annual Report on the status of the transportation impact, storm drainage, recreation in-lieu, below market rate housing in-lieu, and construction impact fees collected as of June 30, 2019 (Staff Report #19-262-CC)

E4. Approve the formation of a Youth Advisory Committee to advise staff and the Parks and Recreation Commission (Staff Report #19-265-CC)

The City Council discussed the selection criteria to include a diverse grade level, geography in Menlo Park, and that members of City Council and advisory bodies are prohibited from lobbying. City Council directed staff to have the Committee report out to the City Council annually and approve Committee created subcommittees.

ACTION: Motion and second (Taylor/ Carlton) to approve the formation of a Youth Advisory Committee to advise staff and the Parks and Recreation Commission, passed unanimously.

E5. Waive second reading and adopt Ordinance No. 1061 amending Chapter 13.26 [Transportation Impact Fee program] of Title 13 [Streets, sidewalks and utilities] and adopt resolution No. 6533 to establish new Transportation Impact Fee rates (Staff Report #19-267-CC) (Supplemental)

The City Council received clarification on the ordinance language and fee waivers for affordable housing units.

ACTION: Motion and second (Combs/ Carlton) to waive second reading and adopt Ordinance No. 1061 amending Chapter 13.26 [Transportation Impact Fee program] of Title 13 [Streets, sidewalks and utilities] and adopt resolution No. 6533 to establish new Transportation Impact Fee rates, passed unanimously.

E6. Authorize the city manager to enter into an agreement for water utility billing services (Staff Report #19-263-CC)

F. Regular Business

F1. Adopt Resolution No. 6534 approving the City Council Community Funding Subcommittee's recommendations regarding the 2019-20 community funding allocation (Staff Report #19-268-CC)

The City Council requested future consideration of providing financial assistance to Menlo Park Municipal Water customers.

ACTION: Motion and second (Taylor/ Combs) to adopt Resolution No. 6534 approving the City Council Community Funding Subcommittee's recommendations regarding the 2019-20 community funding allocation,

passed unanimously.

F2. Adopt Resolution No. 6535 endorsing the declaration of a climate emergency that demands accelerated actions on the climate crisis and requests regional collaboration to address climate change (Staff Report #19-269-CC)

The City Council received clarification that the approval of the resolution does not affect the current work plan and that San Mateo County does not provide funding. City Council directed staff to update the word "considerations" and add "age" to No. 3 in the resolution.

ACTION: Motion and second (Taylor/ Combs) to adopt Resolution No. 6535 endorsing the declaration of a climate emergency that demands accelerated actions on the climate crisis and requests regional collaboration to address climate change, passed unanimously.

F3. Receive the comprehensive annual financial report for the fiscal year ended June 30, 2019 (Staff Report #19-261-CC)

Budget and Finance Manager Dan Jacobson and Administrative Services Director Lenka Diaz made the presentation (Attachment).

- Ron Shepherd commented that the Finance and Audit Committee did not have the opportunity to review comprehensive annual financial report before City Council received.

The City Council discussed future scheduling of the Finance and Audit Committee meetings to ensure a quorum, and that the auditor be available to review the comprehensive annual financial report with the Finance and Audit Committee.

ACTION: Motion and second (Carlton/ Combs) to receive the comprehensive annual financial report for the fiscal year ended June 30, 2019, passed unanimously.

G. Informational Items

G2. Update on the Belle Haven Multi-generational Community Center and Library (Staff Report #19-272-CC)

The City Council received clarification on who participated in the meetings referenced in the staff report.

F4. Update and appoint or reappoint councilmembers to various City Council ad hoc subcommittees (Staff Report #19-260-CC)

City Councilmember Combs was recused and exited the chambers.

ACTION: By acclamation (Combs recused), the City Council created an ad hoc subcommittee on Facebook/Willow Village development agreement negotiations and appoint councilmembers Mayor Pro Tem Taylor and City Councilmember Nash and Taylor.

ACTION: By acclamation (Combs recused), the City Council established a City Council ad hoc subcommittee on the Belle Haven multigenerational Community Center and Library and appointed Mayor Pro Tem Taylor and City Councilmember Carlton.

City Councilmember Combs reentered the chambers.

ACTION: By acclamation, the City Council reappointed Mayor Mueller and City Councilmember Carlton to the City Council procedures update ad hoc subcommittee, and appointed Mayor Pro Tem Taylor and City Councilmember Combs to the Willow/101 interchange improvements ad hoc subcommittee.

ACTION: Motion and second (Taylor/ Nash) to reappoint Mayor Pro Tem Taylor and City Councilmember Nash to the Stanford University 2108 general use permit ad hoc subcommittee, failed 2-3 (Carlton, Combs, and Mueller dissenting).

ACTION: Motion and second (Mueller/ Carlton) to appoint Mayor Mueller and City Councilmember Nash to the Stanford University 2108 general use permit ad hoc subcommittee, passed 3- 2(Nash and Taylor dissenting).

F5. First reading and introduction of Ordinance No. 1062 amending Title 12 [Buildings and Construction] of the Menlo Park Municipal Code to adopt local amendments to the California Building Standards Code, adopt Resolution No. 6532 ratifying the Menlo Park Fire Protection District ordinance adopting amendments to the 2019 California Fire Code with modifications, and adopt Resolution No. 6530 to direct fines collected for violations of the construction and demolition recycling ordinance (12.48) to be used for zero waste initiatives (Staff Report #19-250-CC)

Assistant Community Development Director - Building Chuck Andrews and Fire Marshall Jon Johnston made the presentation.

The City Council requested that “official” be added to building for clarity. The City Council received clarification on the term “at grade” and discussed the amount of electric vehicle parking stall requirements.

ACTION: Motion and second (Taylor/ Nash) to approve the first reading and introduction of Ordinance No. 1062 amending Title 12 [Buildings and Construction] of the Menlo Park Municipal Code to adopt local amendments to the California Building Standards Code, adopt Resolution No. 6532 ratifying the Menlo Park Fire Protection District ordinance adopting amendments to the 2019 California Fire Code with modifications, and adopt Resolution No. 6530 to direct fines collected for violations of the construction and demolition recycling ordinance (12.48) to be used for zero waste initiatives Mayor Mueller and City Councilmember Nash to the Stanford University 2108 general use permit ad hoc subcommittee, passed unanimously.

Item F7 was continued

F7. Authorize a pool rental fee waiver of $12,000 for Mr. Max Fennell to conduct a 12-week learn-to-swim program at the Belle Haven pool beginning in January 2020, and authorize staff to waive standard contract instructor revenue share requirements for the program (Staff Report #19-271-CC)

G. Informational Items

G1. City Council agenda topics: December 2019 to February 2020 (Staff Report #19-259-CC)

H. City Manager's Report

None.

I. City Councilmember Reports

City Councilmember Carlton reported on the Lead Leaders for the League of Californian Cities meeting.

Mayor Pro Tem Taylor reported on San Francisco Round Table community meeting on December 4.

J. Adjournment

Mayor Mueller adjourned the meeting at 10:36 p.m.

Judi A. Herren, City Clerk

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STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-017-CC**

Consent Calendar: **Reject bid for the Hydration Station Improvement project**

Recommendation

Staff recommends that the City Council reject the bid received for the Hydration Station Improvement project.

Policy Issues

Installing hydration stations is consistent with the 2017 Community Zero Waste Plan. This proposal was prioritized in the City Council 2019 work plan under Zero Waste Implementation (Plan).

The City Council must take action to award or reject bids for capital projects per public contracting requirements.

Background

In 2017, the City Council adopted the Plan outlining a strategy to reduce waste by 2035. Part of this Plan recommends installing hydration stations to curtail single-use beverage containers. Consumers buy single-use containers due to convenience and lack of refilling stations. The City's existing water fountains are not an attractive source for refilling due to space constraints and low water pressure. By contrast, hydration stations are drinking fountains with a bottle filling unit and user friendly interface.

Staff proposed the Hydration Station Improvement project (Project) to reduce waste, promote reuse, and meet the City's sustainability goals, and it was incorporated into the City's Capital Improvement Program in fiscal year 2019-20.

Analysis

On November 15, 2019, staff solicited bids for the Hydration Station Improvement project. The work consists of replacing 38 existing water fountains with hydration stations across City parks, buildings and right of way. The project was advertised on the City website, distributed to 12 plan rooms, and the posted twice in The Daily News. Staff extended the advertisement period to account for holiday schedules at the end of the calendar year that can affect contractor availability.

On December 13, 0219, the City received one bid totaling $430,900 which exceeds the project's available budget ($340,000) and engineer's estimate ($300,000). Therefore, staff recommends that the City Council reject the bid received. Staff contacted contractors on the plan-holder's list and determined that the lack of bidders was generally due to:

- Competing workload during the holiday season
- Timing and notification of the bid during the holiday season
- Licensing requirements for the project

Moving forward, the project will be re-advertised this spring to avoid conflicts with holiday schedules and workloads. Staff will also solicit qualified contractors in advance during this next advertisement cycle to increase awareness. Furthermore, the project may be revised to include C-Class contractors, thereby attracting a larger bidding pool. Staff may also consider additional bid alternatives to ensure future proposals include an option that is within the available budget.

Impact on City Resources

This action has no impact to City resources**.**

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

None

Report prepared by:
Michael Fu, Senior Civil Engineer

Report reviewed by:
Christopher T. Lamm, Assistant Public Works Director

STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-013-CC**

Consent Calendar: **Authorize the city manager to execute a contract amendment with Accela, Inc. for direct access to the SaaS database for enhanced reporting and data recovery not to exceed $74,967.98**

Recommendation

Staff recommends that the City Council authorize the city manager to execute a contract amendment with Accela, Inc. for direct access to the SaaS (Software-as-a-service) database for enhanced reporting and data recovery not to exceed $74,967.98 for the remainder of the contract term (November 15, 2023).

Policy Issues

This contract amendment, when combined with the original Accela, Inc. contract approved by City Council on June 19, 2018, exceeds the city manager's signing authority, and requires City Council approval.

Background

Land management systems are a critical tool for local government permitting and data management needs, in particular for building permits. In November 2019, the City replaced an outdated, non-supported land management system with the Accela Civic Platform, a modern, full-featured software package. The City opted to implement Accela in a hosted (aka "cloud") SaaS configuration, which has key benefits including: less information technology staff resources for initial and ongoing support and maintenance; system is always on current release; and budget predictability. In addition, Accela is in the process of transitioning customers over to the Microsoft Azure environment, which offers a high level of security and reliability.

The current contract with Accela (Agreement No. #002769) was approved by City Council on June 19, 2018, when direct access to the database was not an option available to the City. Direct access to the data (which the City had with the previous permitting system) has certain positives with regard to detailed reporting for open data, integration with other systems and data security. Accela now offers an enhanced feature that allows hosted customers direct access to the newly established Microsoft Azure environment.

Analysis

The current contract with Accela does not allow direct access to the database. Establishing the new enhanced reporting database will provide a near real-time replication that staff will have direct access to, allowing the ability for improved analytics, integrations with other systems and data redundancy for security. Accela does include robust reporting and export options as part of its standard feature set, and staff is continuing to maintain and add reports that assist active users of the system. However, real-time, direct access to the data are preferred for certain procedures. For example, direct data access can facilitate the automatic filtering and uploading of permit data to an open data portal. Providing such data to the public in

the past has reduced one-off inquiries and associated manual staff work. Similarly, direct data access can be used with analytics programs (e.g., ArcGIS, Microsoft's Power BI, Qlik or Tableau) to create "dashboard" type analytics regarding performance measures like permit processing times.

Impact on City Resources

The current fiscal year cost for this service is $9,797.93 and is included in the fiscal year 2019-20 budget as part of the information technology master plan (ITMP) implementation project. The remaining future years' cost of $65,170.05 will be incorporated into operating budgets through the information technology internal service fund.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it does not propose a change that will result in any direct or indirect physical change in the environment.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Accela Quote ID: Q-17385 for enhanced reporting database

Report prepared by:
Whit Loy, GIS Coordinator II
Thomas Rogers, Principal Planner
Sandy Pimentel, Information Technology Manager

Report reviewed by:
Lenka Diaz, Administrative Services Director

2633 Camino Ramon, Suite 500
San Ramon, CA 94583

Proposed by: Brad Jacobs
Contact Phone:
Contact Email: bjacobs@accela.com
Quote ID: Q-17385
Valid Through: 01/31/2020
Currency: USD

ORDER FORM

Address Information

Bill To:
City of Menlo Park
701 Laurel St.
Menlo Park, California, 94025
United States

Billing Contact: Sandy Pimentel
Billing Phone: 650-330-6658
Billing Email Address:

Ship To:
City of Menlo Park
701 Laurel St.
Menlo Park, California, 94025
United States

Services

Services Year1	Start Date	End Date	Term (Mths)	Unit Price	Quantity	Total Price
Enhanced Reporting Database (standalone quote)	02/06/2020	11/15/2020	9	$0.62	20,470.00	$9,797.93
Enhanced Reporting Database (standalone quote)	11/16/2020	11/15/2021	12	$1.00	21,084.49	$21,084.49
					Total	$30,882.42

Services Year 2	Start Date	End Date	Term (months)	Unit Price	Quantity	Total Price
Enhanced Reporting Database (standalone quote)	11/16/2021	11/15/2022	12	$1.03	21,084.49	$21,717.02
					Total	$21,717.02

Services Year 3	Start Date	End Date	Term (months)	Unit Price	Quantity	Total Price
Enhanced Reporting Database (standalone quote)	11/16/2022	11/15/2023	12	$1.06	21,084.49	$22,368.54
					Total	$22,368.54

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Annual Pricing Summary

Fees	Total Price
Year 1	$30,882.42
Year 2	$21,717.02
Year 3	$22,368.54
Total	$74,967.98

Additional Terms

1. No additional or conflicting terms or conditions stated in Customer's order documentation, including purchase orders, will be incorporated into or form any part of this Order Form or the governing agreement, and all such terms or conditions will be null.
2. This Order Form is governed by the applicable Accela terms found at www.accela.com/terms, unless Customer has an effective master agreement executed by Accela for such services as referenced in this Order Form, in which case such master agreement will govern.
3. All Software Licenses, Maintenance, and Subscription purchases are non-cancelable and non-refundable.
4. If this Order Form is executed and/or returned to Accela by Customer after the Order State Date above, Accela may adjust the Order Start Date and Order End Date without increasing the total price based on the date Accela activates the products and provided that the total term length does not change.

ACCELA

By: _____

(Signature)

_____

(Print Name)

Its: _____

(Title)

Dated: _____

(Month, Day, Year)

CUSTOMER

By: _____

(Signature)

_____

(Print Name)

Its: _____

(Title)

Dated: _____

(Month, Day, Year)

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STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-020-CC**

Public Hearing: **Adopt resolution no. 6535 to approve architectural control, a vesting tentative map, removal of one on-street parking space, and denial of a variance for a mixed use development at 706-716 Santa Cruz Avenue; and adopt resolution no. 6536 to approve a below market rate housing agreement with 706-716 Santa Cruz Ave, LLC**

Recommendation

The Planning Commission and staff recommend that the City Council approve the following resolutions for the project at 706-716 Santa Cruz Avenue, located in the El Camino Real Downtown/Specific Plan (SP-ECR/D) zoning district:

1. Adopt resolution 6535, Attachment A, to approve the following:
   2. Architectural control for the demolition of an existing commercial building and the construction of a new three-story, mixed-use building with below-grade parking, retail space and parking on the first level, office uses on the second level, and office uses and four residential units on the third level
   3. Major Subdivision to create a Vesting Tentative Map not to exceed four residential condominium units and one commercial area, with rights reserved to allow up to 10 commercial condominiums
   4. Removal of one on-street parking space on Chestnut Street;
   5. Denial of the variance request to allow skylights on the third floor to exceed the 38-foot maximum height limit

6. Adopt resolution no. 6536, Attachment B, to approve a Below Market Rate (BMR) Housing Agreement with 706-716 Santa Cruz Ave, LLC for payment of an in-lieu fee in compliance with the City's below market rate housing program

Policy Issues

The proposed project requires the City Council to consider the merits of the project, including project consistency with the El Camino Real/Downtown Specific Plan. The Council will need to consider architectural control, subdivision map and variance findings. Further, the Council will need to consider resolutions regarding the BMR Housing Agreement and the removal of one on-street parking space associated with the project. The City Council is the final decision-making on the proposed project, and the policy issues summarized here are discussed in greater detail throughout the staff report.

Background

Site location

The subject site at 706-716 Santa Cruz Avenue is 23,454 square feet and part of the El Camino

Real/Downtown Specific Plan (SP-ECR/D) zoning district and within the Downtown (D) sub-district. The site is currently developed with a single-story commercial building and is occupied by several tenants, including Juban Yakiniku House (restaurant) and a computer repair service store. A private surface parking lot is located on the rear half of the site and is currently accessed by driveways on Chestnut Street and Chestnut Lane. The applicant may request an address change during the building permit review process if desired. The final project addressing would be subject to the Fire District and Building Division review and approval. A location map is included as Attachment C.

The subject site is a corner lot with frontages on Santa Cruz Avenue, Chestnut Street and Chestnut Lane, where Santa Cruz Avenue serves as the front and Chestnut Lane serves as the rear. The surrounding properties are likewise part of the SP-ECR/D district, and generally consist of commercial buildings. Using Santa Cruz Avenue in a north-south orientation, the parcel to the west of the project site and across Chestnut Lane is occupied by Axion Learning Center and several small businesses. The parcels across Chestnut Street to the south and Santa Cruz Avenue to the east contain multiple small businesses and restaurants. The parcel to the north of the site is occupied by Ace Hardware and Menlo Church. To the Northwest of the property is City parking plaza #1.

Project description

The applicant is proposing to demolish the existing commercial building and construct a new mixed-use development consisting of two levels of below grade parking, retail space on the first level, nonmedical office space on the second level, and nonmedical office space and four residential units on the third level. The retail space would consist of 12,049 square feet, the office space would consist of 23,454 square feet, and the residential units would consist of a total of 11,405 square feet. The residential units would include four, three-bedroom condominium units. The project plans and the applicant's project description letter are included as Attachments F and G, respectively.

The proposal would meet the Specific Plan's Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. The proposed project would be developed at the maximum permitted base FAR for the zoning district, with a total of 46,908 square feet (2.0 FAR) of gross floor area and a total of 23,454 square feet (1.0 FAR) of office space. The development would have a residential density of 7.4 dwelling units per acre, in compliance with the limit of 25 dwelling units per acre.

The development would be 37.75 feet in height, with the exception of third floor skylights, where 38 feet is the maximum allowed height and would adhere to the façade height limit of 30 feet. The parapets would provide screening for the proposed mechanical equipment. The applicant is requesting a variance for the third floor skylights to exceed the 38-foot maximum height, which is discussed in a following section.

The applicant is proposing a subdivision to create four residential condominium units and one commercial area, with rights reserved to allow up to 10 commercial condominiums. Since the proposal includes five or more condominium units, this is considered a major subdivision and the City Council is the final hearing body for the proposal. As specified by the El Camino Real/Downtown Specific Plan, the development would be required to achieve LEED Silver certification (condition 8b).

Previous Planning Commission review

On December 11, 2017, the Planning Commission reviewed an architectural control request for a mixed-use building containing 13,018 square feet of retail space on the first level, 19,128 square feet of nonmedical office space on the second level, and four residential units totaling 14,762 square feet on the third level. The Commission continued the project with direction to staff to evaluate further the site layout and pedestrian and vehicular safety and access on Chestnut Lane. In addition, the Commission provided feedback to

revise the design to create a building with more character and an intimate, pedestrian scale, which could include the use of different materials and/or changing the building rhythm.

After the Planning Commission meeting, the applicant hired a new architect to prepare a comprehensive redesign of the project that also responded to the Planning Commission's direction. The primary changes included architectural and design style changes to the building facades and relocation of the proposed Chestnut Lane sidewalk within the property.

On September 17, 2018, the Planning Commission reviewed the proposed project at a study session. The Planning Commission indicated general support of the revised garage entry, building design and materials, and the Chestnut Lane sidewalk. They also suggested that the storefront should have a more "Main Street" appearance and were interested in how the signage would be designed and the roof plantings would be maintained.

Subsequently, the applicant made additional refinements to the plans for compliance with the development requirements and to address some of the Commission's comments. No changes were made to the building massing or scale of the storefronts; however, lighting, planter pots, and future signage for each individual tenant would help create pedestrian scale storefronts.

On December 9, 2019, the Planning Commission provided the following recommendations to the City Council on the entitlements:

- Voted (5-1-1, with Commissioner Riggs opposed and Commissioner Tate absent) to recommend that the City Council approve the architectural control for the proposed mixed use building;
- Voted unanimously (6-0-1, with Commissioner Tate absent) to recommend that the City Council approved the vesting tentative map, parking removal and BMR agreement;
- Failed motion for the variance with a split vote (3-3-1, with Commissioners Kahle, Riggs, and Doran opposed and Commissioner Tate absent) to recommend that the City Council approve the variance; and
- Voted unanimously (6-0-1, with Commissioner Tate absent) to recommend that the City Council approve the heritage tree removals with the additional requirement of four more replacement trees (for a total of six replacement trees or 3:1 ratio). The location of the replacement trees would be prioritized in the downtown area and coordinated with city staff and paid for by the applicant.

Commissioner Riggs indicated that he opposed the architectural control because he had concerns with the design of the recessed tower elements in the major modulations on the Santa Cruz Avenue and Chestnut Street elevations. The December 9, 2019 Planning Commission staff report and minutes are available via hyperlinks at Attachment D and E.

Changes since the Planning Commission review

Since the Planning Commission meeting, two conditions of approval have been added to the recommended actions to address the process for making changes to the City Council action. These are standard conditions of approval to outline the process for making changes to the project ranging from more minor changes to larger scale changes. These conditions are included as conditions 7b and 7c in Attachment A.

Additionally, City Council action on the heritage tree permits is not required, and it has been removed from the set of actions and resolutions for the Council's consideration. The City Arborist had previously approved the heritage tree permits and there was no appeal of the decision. Therefore, the heritage tree removal permit actions and resolutions were included in the Planning Commission staff report in error. As a result, the Planning Commission's recommendation for the increased tree replacement ratio cannot be tied to the heritage tree removal permits. While architectural control can consider landscaping, the improvements would be related to on-site improvements rather than offsite trees as suggested by the Planning

Commission. The challenges of additional on-site landscaping are further discussed in the Design and materials section below.

Analysis

The City Council will be reviewing the architectural control, vesting tentative map, variance, on-street parking removal, and BMR agreement for the proposed project. The following sections discuss the various aspects of the proposed project attributes. More detailed analysis for the proposed project can be found in the Planning Commission staff report (Attachment D).

Design and materials

The Specific Plan includes a detailed set of design standards and guidelines. Compliance with the standards and guidelines are evaluated in a Standards and Guidelines Project Compliance work sheet which is included in the Planning Commission staff report (Attachment D). The following provides a brief overview of the building design.

The building would have a contemporary design with glazing accented by dark brown metal window frames. Architectural interest would be provided by the use of varied materials and projecting features, primarily the bay windows with curved canopies and awnings. Along Chestnut Lane, the design responds to neighboring conditions by shifting the garage entry to the Northwest corner of the lot. The garage opening would be set back from the rest of the Chestnut Lane façade, and the colonnade style walkway would allow pedestrians access through to parking in the adjacent city lots. The Santa Cruz Avenue and Chestnut Street frontages would feature large glazed storefronts to activate the ground floor uses. Overall, the forms have been well composed with focal points, material articulation, detailing, and a pleasant street scale on both the Santa Cruz Avenue, Chestnut Lane and Chestnut Street frontages.

The project would exceed the minimum private open space requirement for the residential units. Each residential unit would have a private terrace, the smallest of which would be 178 square feet. On-site landscaping would also include rooftop plantings. Several site constraints limit the ability of additional trees to be planted on-site, including the minimum and maximum zero-foot setback requirement for the building along all property lines. Due to the size of the site, there is also limited ability to create a central courtyard that would allow for on-site tree plantings. Additionally, the building modulations, which can have some setback from the property lines, are insufficient in size to support new trees.

Parking and circulation

The parking would be shared between the retail, office, and residential tenants and the parking spaces would not be designated for a specific use. The Specific Plan allows mixed-use developments to share parking. The proposed project would provide a total of 69 off-street parking spaces, which is consistent with the Specific Plan requirements of 68 parking spaces. Bicycle parking in both short-term and long-term configurations would also be provided for the project. As part of the project, a public access easement would also provide a four-foot wide sidewalk on the property along the rear of the property on Chestnut Lane. The sidewalk would increase pedestrian access and connectivity by providing a path of travel from Chestnut Street to the public parking plaza and the tenants fronting the parking plaza. For more information on the proposed parking and circulation, please see the Planning Commission staff report (Attachment D).

The proposed project also includes the removal of one public parking space on Chestnut Street, closest to the intersection of Chestnut Street and Chestnut Lane, in order to meet the turning radius for the fire truck. At this time, a new public parking space is not proposed and this would result in the loss of one public parking space in the downtown area. During the building permit review phase, staff will explore the

possibility of adding a new public parking space on Chestnut Street depending on the Fire District's access requirements.

Vesting Tentative Map

The applicant is requesting approval of a vesting tentative map for a major subdivision to create four residential condominium units and one commercial area, with rights reserved to allow up to 10 commercial condominiums on the existing shared lot. The potential condominium subdivision would allow the individual residential units and commercial condominiums to be sold separately. The tentative map would give the property owner flexibility to divide the retail and office space into no more than 10 units without requiring an additional tentative map.

State law outlines factors that the City Council may consider in reviewing the request for subdivisions. Specifically, there are five factors for the City Council to consider.

The first consideration is whether the proposed subdivision is in conformance with the City's General Plan. The General Plan land use designation for the subject property is El Camino Real/Downtown Specific Plan, which is consistent with the SP-ECR/D zoning district. The proposed subdivision would be consistent with the Zoning and Subdivision Ordinances and General Plan goals and policies including the following:

- Strengthen Downtown and the El Camino Real Corridor as a vital, competitive shopping area and center for community gathering, while encouraging preservation and enhancement of Downtown's atmosphere and character as well as creativity in development along El Camino Real.
- Implement the El Camino Real/Downtown Specific Plan to ensure a complementary mix of uses with appropriate siting, design, parking, and circulation access for all travel modes.
- Encourage development of a range of housing types in the El Camino Real/Downtown Specific Plan area, consistent with the Specific Plan's standards and guidelines, and the areas near/around the Specific Plan area.

The second factor to consider is whether the site of the subdivision is physically suitable for the proposed type or density of the development. The proposed subdivision would meet all applicable regulations of the Subdivision Ordinance as well as all development regulations pertaining to the D district within the Specific Plan. The existing lot contains one commercial building in a developed area, planned for greater density and intensity, and the proposed subdivision would result in a three-story mixed-use building including retail and office use and four residential units.

The third and fourth factors are concerned with whether the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or serious public health problems. The proposed subdivision is located within a fully developed neighborhood and all necessary utilities are readily available. In addition, the development of the properties would need to adhere to specific conditions of the Engineering Division, all applicable building codes, and requirements of other agencies such as the Sanitary District, Menlo Park Fire Protection District, and other utility companies. Adherence to the recommended conditions of approval, the mitigation monitoring and reporting program, and all applicable codes would eliminate substantial or serious environmental or public health impacts.

The final factor to consider is whether the proposed subdivision would conflict with any public access easements. No public access easements currently exist on the site, so there is no conflict.

Staff has reviewed the vesting tentative map and has found the map to be in compliance with State and City regulations subject to the conditions outlined in Attachment A. All standard and project specific conditions of approval would need to be complied with prior to recordation of the final map. The applicant would need to apply for the final map within two years of the approval date of the vesting tentative map. In order to deny

the proposed subdivision, the City Council would need to make specific findings that would identify conditions or requirements of the State law or the City's ordinance that have not been satisfied.

Variance

As part of this proposal, the applicant is requesting a variance to allow six skylights on the third floor to exceed the 38-foot maximum height limit by approximately three feet, two inches. The required variance findings are evaluated below in succession:

1. That a hardship peculiar to the property and not created by any act of the owner exists. In this context, personal, family or financial difficulties, loss of prospective profits and neighboring violations are not hardships justifying a variance. Further, a previous variance can never have set a precedent, for each case must be considered only on its individual merits;

The applicant states that multiple hardships are presented by the parking requirement to replace the 18 existing spaces on-site and the requirement to incorporate a sidewalk as part of the project. Staff believes that the parking and the sidewalk requirement are not hardships that would affect the total height of the proposed skylights since feasible alternative options exist which would still meet the desired goal of providing 1.0 FAR of office space. The office space could be located over the required sidewalk by an overhang thus allowing more office area on the second level and not limiting the allowable footprint for the office space. The below grade parking also does not directly affect the proposed plate heights since it would be fully below grade. Additionally, the proposed third floor office space can be accommodated without the increased height provided from the skylights. The proposed skylights appear to be primarily motivated by the desire to have taller plate heights for the third floor office space, which is not considered a hardship.

2. *That such variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity and that a variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his/her neighbors;*

The applicant states that the requested variance is necessary to achieve the allowed 1.0 FAR for office space, mitigate the lower plate heights for the third floor office space and make the project financially feasible. Staff believes that there are reasonable alternatives for the enjoyment of property rights relative to other properties in the vicinity. The second floor office space currently has a plate height of 12.5 feet. If the goal is to increase the 10.25-foot plate height for the third floor, the office space on the second floor could be slightly reduced, creating plate heights of 11.4 feet for both floors. Additionally, skylights meeting the height requirement could be proposed that would provide light and the appearance of taller ceilings. The proposed variance is not necessary to achieve the allowed 1.0 FAR of office space. Additionally, permitting the skylights to encroach further into the maximum height limit and effectively increasing the ceiling height above the maximum height requirement could constitute a special privilege.

3. *That the granting of the variance will not be materially detrimental to the public health, safety or welfare, or will not impair an adequate supply of light and air to adjacent property; and*

Although the skylights would affect the maximum height limit, staff believes that the limited size of the encroachment would not be particularly detrimental to the public health, safety and welfare, or impair an adequate supply of light and air to the adjacent properties.

4. *That the conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification.*

The applicant cites the requirement to replace the existing on-site parking and to provide a sidewalk on-site as examples of the uniqueness of this situation. Staff believes that the particular site and development requirements, while presenting some constraints to development, are not particularly unique in this area.

Many properties in the Specific Plan area are required to provide sidewalk improvements and public access easements over portions of the property when redeveloped. Several other parcels in the Specific Plan area are also required to provide replacement parking if they are redeveloped. Additionally, the two-level below grade parking garage does not directly affect the plate heights of the proposed office spaces since it is located below grade. Staff believes that the justifications for this particular variance request would be broadly applicable to other properties in the Specific Plan area.

5. *That the condition upon which the requested variance is based is an unusual factor that was not anticipated or discussed in detail during any applicable Specific Plan process.*

The maximum heights and allowed projections were discussed in detail during the Specific Plan process, and the development regulations reflect what was considered appropriate for the types of development, design, and uses desired for specific areas. Skylights and their relationship to the maximum height limits was not discussed in detail.

Approval of a variance requires that all five findings be made. Staff believes several of the findings cannot be made and recommends denial of the variance request. Findings to this effect are included in the recommended actions, included in Attachment A. Condition 8c allows the project to be revised and continue with administrative approval with the modification of the skylights to conform to all requirements of the Specific Plan. As previously mentioned in this report, the Planning Commission's recommendation for approval failed with a split vote. If the Council supports the variance for the increased height, the Council should provide guidance to staff on the five findings.

Below Market Rate Housing Agreement

The applicant is required to comply with Chapter 16.96 of City's Municipal Code ("BMR Ordinance"), and with the BMR Housing Program Guidelines adopted by the City Council to implement the BMR Ordinance ("BMR Guidelines") as the project would exceed 10,000 square feet of commercial gross floor area. Because the project does not include five or more residential units, there is no BMR requirement that derives from the residential uses themselves. However, the increase in commercial square footage results in a requirement for 1.1 BMR units (either on- or off-site) or the payment of in-lieu fees. The applicant's BMR proposal includes payment of an in-lieu fee of approximately $410,262.48. The actual in-lieu fee is subject to change and would be based on the applicable fees at the time of payment.

The project's BMR proposal was reviewed by the Housing Commission at their meeting on May 1, 2019. The Housing Commission unanimously recommended approval for the payment of an in-lieu fee based on the relatively small number of proposed units, construction costs of the units, and Homeowners Association (HOA) dues that would limit opportunities to incorporate a BMR unit as part of the proposed project. The anticipated high HOA dues affects the purchase price, which makes development almost infeasible for the applicant and can be challenging for future BMR homeowners to pay on an ongoing basis as dues escalate. The BMR agreement is included as Attachment B.

Correspondence

Staff has not received any additional correspondence regarding the proposed project since the Planning Commission meeting on December 9, 2019.

Conclusion

Staff believes the proposed contemporary architectural style of the building would provide well-proportioned massing and facades that are ordered but not too minimal. Forms and façade composition would be supported by varied use of materials, finishes and color. The proposal would adhere to the extensive standards and guidelines established by the Specific Plan. The proposal would meet the Specific Plan's

Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. Vehicular and bicycle parking requirements would be met, and the development would also provide a positive pedestrian experience. New landscaping would be planted throughout the site and the private open space would exceed the minimum standards. Staff believes that there are feasible alternatives to the variance request for the third floor skylights, which can be addressed during the building permit review. Staff recommends that the City Council approve the proposed architectural control, BMR agreement, removal of one on-street parking space, and vesting tentative map, and deny the proposed variance.

Impact on City Resources

The project sponsor is required to pay Planning, Building and Public Works permit fees, based on the City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project. In addition, the proposed development would be subject to payment of Transportation Impact Fee (TIF), Specific Plan Transportation Infrastructure Proportionate Cost-Sharing Fee, and the El Camino Real/Downtown Specific Plan Preparation Fee. These required fees were established to account for projects' proportionate obligations.

Environmental Review

The Specific Plan process included detailed review of projected environmental impacts through a program Environmental Impact Report (EIR), as required by the California Environmental Quality Act (CEQA). The EIR was certified along with the final Plan approvals in June 2012.

As specified in the Specific Plan EIR and the CEQA Guidelines, program EIRs provide the initial framework for review of discrete projects. In particular, projects of the scale of 706-716 Santa Cruz Avenue are required to be analyzed with regard to whether they would have impacts not examined in the Program EIR. The proposed project would not result in greater impacts than were identified for the Program EIR. Relevant mitigation measures have been applied and would be ensured through condition 8a and are included as Attachment H. No new impacts have been identified and no new mitigation measures are required for the proposed project.

<u>Specific Plan Maximum Allowable Development</u>

Per Section G.3, the Specific Plan establishes the maximum allowable net new development as follows:

Residential uses: 680 units; and
Non-residential uses, including retail, office and hotel: 474,000 square feet.

These totals are intended to reflect likely development throughout the Specific Plan area. As noted in the Plan, development in excess of these thresholds will require amending the Specific Plan and conducting additional environmental review.

If the project is approved and implemented, the Specific Plan Maximum Allowable Development would be revised to account for the net changes as follows:

Table 2: Specific Plan Totals	Dwelling Units	Commercial Square Footage
Existing	0	15,175
Proposed	4	35,503
Net Change	4	20,328
% of Maximum Allowable Development	0.6	4.3
Available Units & Commercial SF in SP if Project is Approved	183	63,474
Available Units & Commercial SF in SP if all Pending Projects in SP are Approved	162	19,312

Public Notice

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

Attachments

A. Resolution no. 6535 Approving the Findings and Conditions for the Vesting Tentative Map and Architectural Control and denying Variance
B. Resolution no. 6536 Approving the BMR Agreement
C. Location Map
D. Hyperlink: Planning Commission staff report, December 9, 2019 – menlopark.org/DocumentCenter/View/23693/F2---706-Santa-Cruz
E. Hyperlink: Planning Commission minutes, December 9, 2019 – menlopark.org/AgendaCenter/ViewFile/Minutes/_12092019-3367
F. Project Plans
G. Project Description Letter
H. Mitigation Monitoring and Reporting Program (MMRP)

Disclaimer

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

Exhibits to Be Provided at Meeting

Color and materials board

Report prepared by:
Kaitie Meador, Senior Planner

Report reviewed by:
Deanna Chow, Interim Community Development Director

RESOLUTION NO. 6535

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK APPROVING FINDINGS AND CONDITIONS FOR ARCHITECTURAL CONTROL, REMOVAL OF ONE ON-STREET PARKING SPACE AND A VESTING TENTATIVE SUBDIVISION MAP AND DENYING A VARIANCE FOR THE PROJECT LOCATED AT 706-716 SANTA CRUZ AVENUE

WHEREAS, the City of Menlo Park ("City") has received an application from 706-716 Santa Cruz Ave., LLC ("Applicant"), for an architectural control permit for a three-story, mixed use development with below grade parking, a vesting tentative subdivision map to create four residential condominium units and one commercial area, with rights reserved to allow up to 10 commercial condominiums, removal of one on-street parking space, and a variance to allow third floor skylights to exceed the maximum height located at 706-716 Santa Cruz Avenue ("Project Site");

WHEREAS, the findings and conditions for Architectural Control, removal of one on-street parking space and Vesting Tentative Subdivision Map would ensure that all City requirements are applied consistently and correctly as part of the project's implementation;

WHEREAS, the proposed project meets the El Camino Real/Downtown Specific Plan parking requirements and includes the removal of one on street parking space on Chestnut Street for fire access;

WHEREAS, Applicant has elected to satisfy the BMR requirement for the proposed project by payment of an in-lieu fee in accordance with the City's Below Market Rate Housing Program;

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

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the Planning Commission of the City of Menlo Park on December 9, 2019 whereat all persons interested therein might appear and be heard; and

WHEREAS, the Planning Commission of the City of Menlo Park having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter voted affirmatively to recommend to the City Council of the City of Menlo Park to approve the findings and conditions for Architectural Control and Vesting Tentative Subdivision Map and deny the Variance; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the City Council of the City of Menlo Park on January 28, 2020 whereat all persons interested therein might appear and be heard; and

WHEREAS, the City Council reviewed the project on January 28, 2020, and found the project is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012; and

WHEREAS, the City Council of the City of Menlo Park having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter voted affirmatively to approve the findings and conditions for Architectural Control and Vesting Tentative Subdivision Map and deny the Variance.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Menlo Park hereby approves the findings and conditions for Architectural Control and Vesting Tentative Subdivision Map and denies the Variance attached hereto as Exhibit A and incorporated herein by this reference.

I, Judi Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing Council Resolution was duly and regularly passed and adopted at a meeting by said Council on the twenty eighth day of January, 2020, by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this twenty eighth day of January, 2020

_____
Judi A. Herren, City Clerk

LOCATION: 706-716 Santa Cruz Avenue	**PROJECT NUMBER:** PLN2016-00111	**APPLICANT:** Form 4 Architecture	**OWNER:** 706-716 Santa Cruz Ave, LLC

REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story, mixed use building with below ground parking, retail and parking on the first floor, office on the second floor, and office and four residential units on the third floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project includes a request for a major subdivision to create a vesting tentative map not to exceed four residential condominium units and one commercial area, with rights reserved for up to ten commercial condominium units, and a Below Market Rate (BMR) housing agreement for payment of an in-lieu fee in compliance with the City's below market rate housing program. The project also includes a variance request for skylights on the third floor to exceed the 38-foot height limit. Removal of one on-street parking space on Chestnut Street would be required to meet fire access requirements. As part of the proposed project, two heritage trees would be removed: one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street.

DECISION ENTITY: City Council	**DATE:** TBD	**ACTION:** TBD

VOTE: TBD (Carlton, Combs, Mueller, Nash, Taylor)

ACTION:

1. Make findings with regard to the California Environmental Quality Act (CEQA) that the proposal is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012. Specifically, make findings that:
    a. A checklist has been prepared detailing that no new effects could occur and no new mitigation measures would be required.
    b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment H), which is approved as part of this finding.
    c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 4 residential units and 20,328 square feet of non-residential uses, accounting for the project's net share of the Plan's overall projected development and associated impacts.
2. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval:
    a. The general appearance of the structure is in keeping with the character of the neighborhood. The building will feature a contemporary design style and will meet relevant massing and modulation standards of the El Camino Real/Downtown Specific Plan, which will provide variety and visual interest, as well as avoid long or monotonous facades. The proposed exterior materials and finishes would be high quality in nature and would reinforce the neighborhood compatibility.
    b. The development will not be detrimental to the harmonious and orderly growth of the City. With the exception of the variance request, the project would meet the relevant development and design standards of the El Camino Real/Downtown Specific Plan.
    c. The development will not impair the desirability of investment or occupation in the neighborhood. The proposed project would bring additional housing, retail and jobs to the Downtown area near transit and other services. The construction and ongoing occupation of the site would proceed in accordance with all applicable City requirements and procedures, as verified in these conditions of approval and would not impair the desirability of investment or occupation in the neighborhood.

LOCATION: 706-716 Santa Cruz Avenue	**PROJECT NUMBER:** PLN2016-00111	**APPLICANT:** Form 4 Architecture	**OWNER:** 706-716 Santa Cruz Ave, LLC

REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story, mixed use building with below ground parking, retail and parking on the first floor, office on the second floor, and office and four residential units on the third floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project includes a request for a major subdivision to create a vesting tentative map not to exceed four residential condominium units and one commercial area, with rights reserved for up to ten commercial condominium units, and a Below Market Rate (BMR) housing agreement for payment of an in-lieu fee in compliance with the City's below market rate housing program. The project also includes a variance request for skylights on the third floor to exceed the 38-foot height limit. Removal of one on-street parking space on Chestnut Street would be required to meet fire access requirements. As part of the proposed project, two heritage trees would be removed: one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street.

DECISION ENTITY: City Council	**DATE:** TBD	**ACTION:** TBD

VOTE: TBD (Carlton, Combs, Mueller, Nash, Taylor)

ACTION:

d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking. The proposed project meets the vehicular and bicycle parking requirements.

e. The development is consistent with the El Camino Real/Downtown Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet.

3. Make the findings that the proposed major subdivision is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act.

4. Approve the Below Market Rate Housing In-Lieu Fee Agreement (Exhibit A of Attachment B) in accordance with the City's Below Market Rate Housing Program.

5. Make the following findings as per Section 16.82.340 of the Zoning Ordinance and deny the variance:

a. While the location of the site and the development requirement provide some unique constraints, the required parking and the sidewalk are not hardships that would affect the total height of the proposed skylights since feasible alternative options exist which would still meet the desired goal of providing 1.0 FAR of office space. The office space could be located over the required sidewalk by an overhang thus allowing more office area on the second level and not limiting the allowable footprint for the office space. The below grade parking also does not directly affect the proposed plate heights since it would be fully below grade. Additionally, the proposed third floor office space could be accommodated without the increased height provided from the skylights.

b. There are reasonable alternatives for the enjoyment of property rights relative to other properties in the vicinity. The plate height for the second floor office space could be slightly reduced to increase the foot plate height for the third floor office space. Additionally, skylights meeting the height requirement could be proposed that would provide light and the appearance of taller ceilings. The proposed variance is not necessary to achieve the allowed 1.0 FAR of office space and make the project financial feasible. Additionally, permitting the skylights to encroach further into the maximum height limit and effectively

LOCATION: 706-716 Santa Cruz Avenue	**PROJECT NUMBER:** PLN2016-00111	**APPLICANT:** Form 4 Architecture	**OWNER:** 706-716 Santa Cruz Ave, LLC

REQUEST: Request for architectural control for the demolition of an existing commercial building and the construction of a new three-story, mixed use building with below ground parking, retail and parking on the first floor, office on the second floor, and office and four residential units on the third floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The project includes a request for a major subdivision to create a vesting tentative map not to exceed four residential condominium units and one commercial area, with rights reserved for up to ten commercial condominium units, and a Below Market Rate (BMR) housing agreement for payment of an in-lieu fee in compliance with the City's below market rate housing program. The project also includes a variance request for skylights on the third floor to exceed the 38-foot height limit. Removal of one on-street parking space on Chestnut Street would be required to meet fire access requirements. As part of the proposed project, two heritage trees would be removed: one on-site tree located in the parking lot at the rear of the property and one street tree on Chestnut Street.

DECISION ENTITY: City Council	**DATE:** TBD	**ACTION:** TBD

VOTE: TBD (Carlton, Combs, Mueller, Nash, Taylor)

ACTION:

increasing the ceiling height above the maximum height requirement could constitute a special privilege.

c. Although the skylights would affect the maximum height limit, staff believes that the limited size of the encroachment would not be particularly detrimental to the public health, safety, and welfare, or impair an adequate supply of light and air to the adjacent properties.

d. While the particular site and development requirements present some constraints to development, they are not particularly unique in this area. Many Specific Plan properties are required to provide sidewalk improvements and public access easements over portions of the property when redeveloped. Several other parcels in the specific plan are also required to provide replacement parking if they are redeveloped. Additionally, the two level below grade parking garage does not directly affect the plate heights of the proposed office spaces since it is located below grade. The granting of this variance could be applicable, generally, to other property in the Specific Plan area.

e. While maximum heights and allowed projections were discussed in detail during the Specific Plan process, skylights and their relationship to the maximum height limits was not discussed in detail.

6. Approve the removal of one on-street parking space on Chestnut Street.

7. Approve the architectural control and vesting tentative map subject to the following ***standard*** conditions:

a. Development of the project shall be substantially in conformance with the plans prepared by Form 4 Architecture, consisting of 87 plan sheets, dated on November 25, 2019, approved by the City Council on January 28, 2020, except as modified by the conditions contained herein, subject to review and approval of the Planning Division.

b. Minor modifications to building exteriors and locations, fence styles and locations, signage, and significant landscape features may be approved by the Community Development Director or designee, based on the determination that the proposed modification is consistent with other building and design elements of the approved Architectural Control and will not have an adverse impact on the character and aesthetics of the site.

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DECISION ENTITY: City Council	**DATE:** TBD	**ACTION:** TBD

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c. Minor modifications where the Community Development Director determines the modifications are more substantive than the changes outlined in 7.b. may be approved by the Community Development Director, provided the modifications are determined to be consistent with the building and design elements of the approved project, subject to notification of the Planning Commission. A member of the Planning Commission may request to discuss these modifications on the next agenda.

d. Major modifications to the development plan which involve material changes, or expansion or intensification of development may be allowed subject to obtaining an architectural control permit from the Planning Commission.

e. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

f. Prior to building permit issuance, the applicant shall comply with all Sanitary District, Menlo Park Fire Protection District, California Water Company and utility companies' regulations that are directly applicable to the project.

g. Prior to commencing any work within the right-of-way or public easements, the applicant shall obtain an encroachment permit from the appropriate reviewing jurisdiction.

h. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP). BMP plan sheets are available electronically for inserting into Project plans. The plan is subject to the review and approval of the Engineering Division.

i. Simultaneous with the submittal of a complete building permit application or Final Map approval whichever comes first, the applicant shall submit a plan for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering,

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and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.

j. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, the Applicant shall submit a draft "Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement" with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall be recorded and documentation shall be provided to the City prior to final occupancy.

k. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, the applicant shall submit a Grading and Drainage Plan for review and approval by the Engineering Division. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report will be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be 5% minimum for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3. Discharges from the garage ramp and underground parking areas are not allowed into the storm drain system. Discharge must be treated with an oil/water separator and must connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District.

l. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications & engineers cost estimates), for approval by the Engineering Division, showing the infrastructure necessary to serve the Project. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements. All public improvements shall be designed and constructed to the satisfaction of the Engineering Division. The Off-Site Improvement Plan shall be approved prior to issuance of a building permit or Final Map, whichever comes first.

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m. Prior to building permit issuance or Final Map approval, whichever comes first, the applicant shall submit plans to remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for the review and approval of the Engineering Division.

n. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths recorded on the improvement plans submitted for City review and approval.

o. Prior to building permit issuance or Final Map approval, whichever comes first, and as part of the off-site improvements plan, the applicant shall submit plans for street light design per City standards, at locations approved by the City. All street lights along the project frontages shall be painted Mesa Brown and upgraded with LED fixtures compliant with PG&E standards, and are subject to the review and approval of the Engineering Division.

p. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, the applicant shall provide documentation indicating the amount of irrigated landscaping. If the project proposes more than 500 square feet of irrigated landscaping, it is subject to the City's Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44).

q. Simultaneous with the submittal of a complete building permit application or Final Map, whichever comes first, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of 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.

r. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing

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disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of mulch onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction.

s. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division prior to Final Occupancy.

t. Street trees and heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations of the arborist report prepared by Arbor Resources, dated October 26, 2018. Applicant shall submit a tree preservation plan, detailing the location of and methods for all tree protection measures as part of a complete building permit application and is subject to review and approval by the City prior to building permit issuance.

u. Prior to building permit issuance, the applicant shall pay all Public Works fees. Refer to City of Menlo Park Master Fee Schedule.

v. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a lighting plan, providing the location, architectural details and specifications for all exterior lighting subject to review and approval by the Planning Division.

w. Simultaneous with the submittal of a complete building permit application, a design-level geotechnical investigation report shall be submitted to the Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage.

x. A complete building permit application will be required for any remediation work that requires a building permit. No remediation work that requires approval of a building permit

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shall be initiated until the applicant has received building permit approvals for that work. All building permit applications are subject to the review and approval of the Building Division.

y. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the City. The applicant shall secure adequate parking for any and all construction trades, until the parking podium is available on the project site. Construction parking in the public parking plazas will be subject to City review and approval. The plan shall include construction phasing and anticipated method of traffic handling for each phase.

z. All public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division prior to building permit final inspection.

aa. Within two years from the date of approval of the tentative map, the Applicant shall submit a Final Map for City approval.

bb. Applicant shall adhere to the Subdivision Map Act and Chapter 15 of the City's Municipal Code.

cc. Prior to building permit issuance or Final Map approval, whichever comes first, Applicant shall submit an updated Storm Water Management plan with review of 3rd party engineer's certification.

dd. Prior to building permit issuance or Final Map approval, Applicant shall submit draft Covenants, Conditions and Restrictions (CC&Rs) to the City for review and approval. The CC&Rs shall provide for the maintenance of all infrastructure and utilities within the Project site or constructed to serve the Project. This shall include, but not be limited to, the private open spaces, shared parking spaces, common walkways, common landscaping, and the stormwater drainage and sewer collection systems.

ee. Prior to Final Map approval, the Applicant shall enter into a Subdivision Improvement Agreement and provide a performance bond for the completion of the off-site improvements as shown on the approved project improvement plans. The Applicant shall obtain an

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encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements.

ff. Prior to building permit issuance or Final Map approval, whichever comes first, Applicant shall submit plans to underground the overhead utilities on Chestnut Street and Chestnut Lane consistent with the undergrounding scope indicated in the approved plan set. The scope of the undergrounding will be to the satisfaction of the Fire District, the City of Menlo Park and PG&E. All lateral connections to overhead electric, fiber optic, and communication lines shall be placed in a joint trench.

gg. All agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection.

hh. Street trees shall be from the City-approved street tree species or to the satisfaction of City Arborist. Irrigation within public right of way shall comply with City Standard Details LS-1 through LS-19.

ii. Prior to issuance of the building permit, the Owner/Applicant shall submit designs to demonstrate the proposed shoring tie-back/soil nails system does not adversely affect any existing or future utilities and/or any other City infrastructure, to the satisfaction of the Engineering Division. I-beams and appurtenances associated with the shoring plan, other than tie-back cables/soil nails, cannot be placed in the ROW.

jj. Prior to issuance of the building permit, the Owner/Applicant shall enter into a Tie-Back Agreement with the City and pay the associated fees for the tie-backs encroaching and remaining into the right of way associated with the project in a form approved by the City Attorney, which agreement shall be recorded and shall be binding on future owners of the property. Notarized agreements will be required between the project and the adjacent property owners if the project plans to tie-back encroaching into private properties.

kk. Prior to issuance of the building permit, the Applicant shall install reference elevation/benchmarks to monitor ground movement in the vicinity of the shoring system at the current centerlines of Santa Cruz Avenue, Chestnut Street and Chestnut Lane before, during and after excavations. The benchmarks shall be surveyed by a licensed surveyor and tied to an existing city monument or benchmark. The benchmarks shall be monitored

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for horizontal and vertical displacement of Oak Grove Avenue improvements. Tie-back systems shall comply with the City's Tie-Back Guidelines.

ll. A landscape audit report shall be submitted to the Engineering Division prior to final inspection.

mm. The streets adjoining the project shall receive an asphalt concrete overlay at the completion of improvements. Existing striping, markings, and legends shall be replaced in kind, or as modified by the City Engineer.
   a) Santa Cruz Avenue: Replacement of curb/gutter, sidewalk and 3" grind/overlay from the curb to the median island.
   b) Chestnut Street: Replacement of curb/gutter, sidewalk and 3" grind/overlay from curb to curb.
   c) Chestnut Lane: Construction of a valley gutter and 3" grind/overlay from curb to curb.

8. Approve the architectural control and vesting tentative map subject to the following ***project-specific*** conditions:

   a. The applicant shall address all Mitigation Monitoring and Reporting Program (MMRP) requirements as specified in the MMRP (Attachment H). Failure to meet these requirements may result in delays to the building permit issuance, stop work orders during construction, and/or fines.

   b. Simultaneous with the submittal of a complete building permit application, the applicant shall submit an updated LEED Checklist, subject to review and approval of the Planning Division. The Checklist shall be prepared by a LEED Accredited Professional (LEED AP). The LEED AP should submit a cover letter stating their qualifications, and confirm that they have prepared the Checklist and that the information presented is accurate. Confirmation that the project conceptually achieves LEED Silver certification shall be required before issuance of the building permit. Prior to final inspection of the building permit or as early as the project can be certified by the United States Green Building Council, the project shall submit verification that the development has achieved final LEED Silver certification.

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c. Simultaneous with the submittal of a complete building permit application, the applicant shall submit revised plans with the removal of the skylights that do not conform to current height requirements, subject to Planning Division review and approval.

d. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a full shoring plan subject to review and approval of the Planning and Building Divisions.

e. Chestnut Lane along the property frontage shall not be used as a loading zone. Simultaneous with the submittal of a complete building permit application or Final Map and the off-site improvement plan, the applicant shall provide plans that include a red curb and no stopping signs on Chestnut Lane as part of the off-site improvement plan, subject to the review of the Engineering, Transportation and Planning Divisions.

f. Any nonstandard improvements approved by the City within public right-of-way shall be maintained in perpetuity by the owner. Owner shall execute an Agreement to maintain non-standard sidewalks and planting strips if any. Agreement shall be recorded prior to final occupancy.

g. Prior to issuance of building permits, the applicant shall identify the location of the parking plaza replacement tree. The location, species and size of the proposed tree shall be subject to City Arborist review and approval.

h. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a signed copy of the BMR agreement, subject to review and approval of the Planning and Housing Divisions. The payment of the BMR in-lieu fee must be made prior to issuance of the building permits.

i. Prior to issuance of building permit, the applicant shall submit the El Camino Real/Downtown Specific Plan Preparation Fee, which is established at $1.13/square foot for all net new development. For the subject proposal, the fee is estimated at $22,970.64 ($1.13 x 20,328 net new square feet).

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j. Prior to issuance of building permit, the applicant shall submit all relevant transportation impact fees (TIF), subject to review and approval of the Transportation Division. Such fees include:

   i. The TIF is estimated to be $122,274, which includes a credit for the existing retail square footage. The fee was calculated as follows: ($5.01/s.f. x 24,454 s.f. office) + ($5.01/s.f. x 12,049 s.f. retail) + ($2,083.03/unit x 4 multi-family units). Please note this fee is updated annually on July 1st based on the Engineering News Record Bay Area Construction Cost Index. Fees are due before a building permit is issued.

   ii. The City has adopted a Supplemental Transportation Impact Fee for the infrastructure required as part of the Downtown Specific Plan. The fee is calculated at $398.95 per PM peak hour vehicle trip, with a credit for the existing trips. The proposed project is estimated to generate 75 PM peak hour trips, so the supplemental TIF is estimated to be $10,372. Payment is due before a building permit is issued and the supplemental TIF will be updated annually on July 1st along with the TIF.

k. Prior to Final Map recordation, the applicant shall pay the Recreation In-Lieu Fee (Municipal Code 15.16.020) in effect at the time of payment (currently $78,400 per residential unit, total $313,600).

l. Prior to issuance of each building permit the Applicant shall pay the applicable Building Construction Street Impact Fee in effect at the time of payment to the satisfaction of the Public Works Director. The current fee is calculated by multiplying the valuation of the construction by 0.0058.

m. The parking garage gate shall remain open during retail store hours to allow retail tenants and customers to park in the garage.

n. The building permit submittal shall be consistent with the Standards and Guidelines Compliance Worksheet prepared for the project.

RESOLUTION NO. 6536

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK APPROVING THE BELOW MARKET RATE HOUSING AGREEMENT BETWEEN THE CITY OF MENLO PARK AND 706-716 SANTA CRUZ AVE, LLC, FOR A PROJECT LOCATED AT 706-716 SANTA CRUZ AVENUE

WHEREAS, the City of Menlo Park ("City") has received an application from 706-716 Santa Cruz Ave, LLC ("Applicant"), for an architectural control permit for a three-story, mixed use development with below grade parking and a vesting tentative subdivision map to create four residential condominium units and one commercial area, with rights reserved to allow up to 10 commercial condominiums, located at 706-716 Santa Cruz Avenue ("Project Site"); and

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

WHEREAS, the City Council reviewed the project on January 28, 2020, and found the project is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012; and

WHEREAS, after notice having been lawfully given, a public meeting was scheduled and held before the Housing Commission of the City of Menlo Park on May 1, 2019 to review the initial draft BMR Agreement Term Sheet, for the payment of an in-lieu fee, whereat all persons interested therein might appear and be heard; and

WHEREAS, the Housing Commission of the City of Menlo Park having fully reviewed, and considered and evaluated all the testimony and evidence submitted in this matter voted affirmatively to recommend the Planning Commission of the City of Menlo Park to approve the BMR Agreement; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the Planning Commission of the City of Menlo Park on December 9, 2019 whereat all persons interested therein might appear and be heard; and

WHEREAS, the Planning Commission of the City of Menlo Park having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter voted affirmatively to recommend to the City Council of the City of Menlo Park to approve the BMR Agreement; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the City Council of the City of Menlo Park on January 28, 2020 whereat all persons interested therein might appear and be heard.

WHEREAS, on January 28, 2020 the City Council of the City of Menlo Park approved the architectural control and the vesting tentative map, and denied the variance, and has read and considered that certain BMR Agreement between the City and the Applicant satisfies the requirement that Developer comply with Chapter 16.96 of the City's Municipal Code and with the Below Market Rate Housing Program Guidelines.

NOW, THEREFORE, the City Council of the City does RESOLVE as follows:

1. Public interest and convenience require the City to enter into the Agreement described above and incorporated herein as Exhibit A.

2. The City of Menlo Park hereby approves the Agreement and the City Manager is hereby authorized on behalf of the City to execute the Agreement.

I, Judi Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing Council Resolution was duly and regularly passed and adopted at a meeting by said Council on the twenty eight day of January, 2020, by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this twenty eight day of January, 2020.

_____
Judi A. Herren, City Clerk

VASILE OROS (706-716 SANTA CRUZ AVENUE)
BELOW MARKET RATE HOUSING IN LIEU FEE AGREEMENT

This "Agreement" is made as of this _____ day of _____, 2020 by and between the City of Menlo Park, a California municipality ("City") and Vasile Oros, ("Developer"), with respect to the following:

RECITALS

A. Developer owns certain real property in the City of Menlo Park, County of San Mateo, State of California, commonly known 706-716 Santa Cruz Avenue and consisting of approximately 23,454 square feet, Assessor's Parcel Number 071-102-250 (the "Property"). The Property is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan) which allows for a maximum public benefit bonus level floor area ratio of 110%.

B. The Property currently contains a single-story commercial building and private surface parking lot. The existing gross floor area ("GFA") of the building is 15,175.8 square feet.

C. Developer proposes to demolish the existing commercial building and construct a new mixed use development consisting of two levels of below grade parking, retail space on the first level, non-medical office space on the second level, and non-medical office space and four residential units on the third level on the Property (the "Project"), for a total of 46,908 square feet. Developer has applied to the City for architectural control, variance, major subdivision, heritage tree removal and payment of a Below Market Rate (BMR) in-lieu fee.

E. Developer is required to comply with Chapter 16.96 of City's Municipal Code, ("BMR Ordinance"), and with the BMR Housing Program Guidelines adopted by the City Council to implement the BMR Ordinance ("Guidelines") as the project would exceed 10,000 square feet in gross floor area. The BMR Ordinance requires the applicant to submit a Below Market Rate Housing proposal for review by the Housing Commission. The Housing Commission reviewed and approved the draft BMR Term Sheet proposed by the Developer on November 2, 2016. The BMR Term Sheet is used to prepare the BMR In Lieu Fee Agreement, which is subsequently reviewed and acted on by the Planning Commission along with the main project actions. In order to process its application, the BMR Ordinance requires Developer to execute a BMR In Lieu Fee Agreement. Approval of a BMR In Lieu Fee Agreement is a condition precedent to the approval of the applications and the issuance of a building permit for the Project.

F. Residential use of the property is allowed by the applicable zoning regulations and the applicant is proposing four residential units as part of the proposed project. Financial feasibility limits opportunities to develop on site BMR residential units as part of the proposed project. The applicant does not own any other sites in the city that are available and feasible for construction of sufficient below market rate units to satisfy the requirements of the BMR Ordinance, which in this case is 1.1 unit, rounded to one unit. Based on these facts, staff and the Housing Commission have determined that development of such a unit on-site or off-site in accordance with the requirements of the

BMR Ordinance and Guidelines is not feasible.

G. City has determined not to require Developer to provide below market rate units and, under the terms of the BMR Ordinance and the Guidelines, Developer therefore is required to pay an in-lieu fee as provided in this Agreement. Developer is willing to pay said fee on the terms set forth in this Agreement, which the City has found are consistent with the BMR Ordinance and Guidelines.

NOW, THEREFORE, the parties agree as follows:

1. Developer shall pay the applicable in lieu fee as provided in the BMR Ordinance and Guidelines. The applicable in lieu fee is that which is in effect on the date the payment is made. The method of calculating the fee for the Project consists of multiplying the gross floor area of the net new square footage resulting from the Project (20,328square feet) times the fees for Group A and B uses, which include office and non-office uses. The current Group A use fee, which is subject to escalation each July 1, is $18.69 per square foot and the current Group B use fee, also subject to escalation each July 1, is $10.14 per square foot. The total amount due is $431,024.04 (based on the fee currently in effect, subject to escalation).

2. The fee shall be paid before issuance of a building permit for the project and may be paid at any time after execution of this agreement. If for any reason, a building permit is not issued within a reasonable time of payment of the fee, upon request by Developer, City shall promptly refund the fee, without interest, in which case the building permit shall not be issued until payment of the fee is again made at the rate applicable at the time of payment.

3. This Agreement shall be binding on and inure to the benefit of the parties hereto and their successors and assigns. Each party may assign this Agreement without the consent of the other, provided the assignment is in writing. Execution of this Agreement by Developer shall satisfy the requirements set forth in the BMR Ordinance.

4. If any legal action is commenced to interpret or enforce this Agreement or to collect damages as a result of any breach of this Agreement, the party prevailing shall be entitled to recover all reasonable attorneys' fees and costs incurred in such action from the other party.

5. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

6. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the parties hereto.

7. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between the parties as to the subject matter hereof.

8. Any and all obligations or responsibilities of Developer under this Agreement shall terminate upon the payment of the required fee.

9. To the extent there is any conflict between the terms and provisions of the Guidelines and the terms and provisions of this Agreement, the terms and provisions of this Agreement shall prevail.

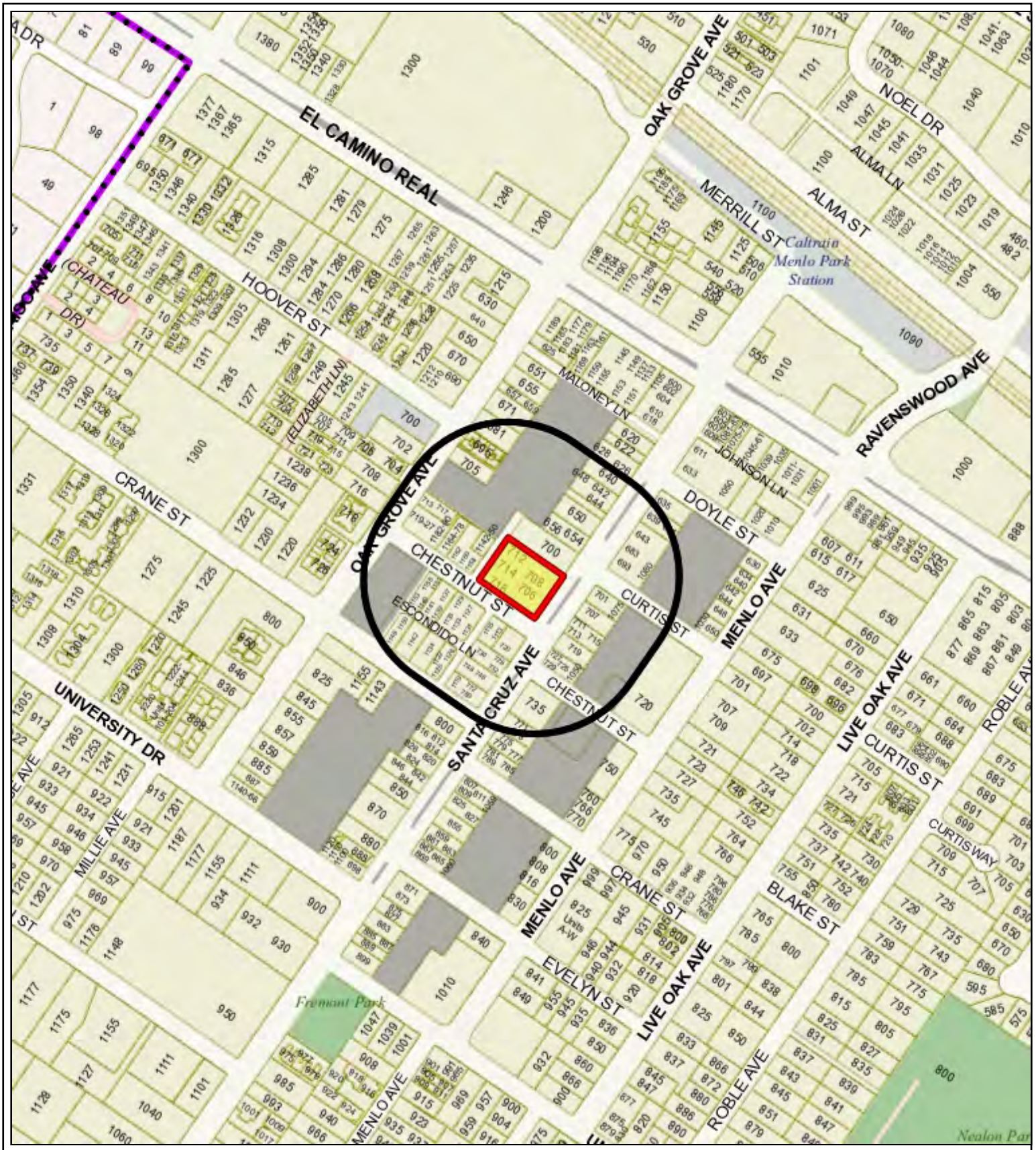
IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

CITY OF MENLO PARK: Vasile Oros

By: _____ _____
Starla Jerome-Robinson,
City Manager

Approved as to form:

_____
City Attorney



City of Menlo Park

Location Map

706 - 716 Santa Cruz Ave

Scale: 1:4,000	Drawn By: KMM	Checked By: CDS	Date: 12/9/2019	Sheet: 1

706 SANTA CRUZ

ARCHITECTURAL REVIEW

706 Santa Cruz Ave., LLC.

FORM4 ARCHITECTURE • THE GUZZARDO PARTNERSHIP • KIER & WRIGHT • ADAPTURE • INTERFACE ENGINEERING

706 SANTA CRUZ AVE. MENLO PARK

Architectural Review

706 Santa Cruz Ave., LLC.

CS 0.0

November 25, 2019

Form4 Architecture

PROJECT DESCRIPTION:

A new three story mixed use building with one and a half levels of below grade parking, ground floor residential and office lobbies, parking & retail; second floor office and balconies; and third floor residential units, office and balconies.

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PROJECT DATA:

CODE & ZONING		
APN	71102250	
ZONING	SP-ECR/D	
CONSTRUCTION TYPE	Type II-b	
OCCUPANCY		
Parking Levels		
Retail Level 1		
Office Level 2 & 3		
Residential Level 3 (4 units)		
SITE AREA	23,454	sf
	0.538	acres

BUILDING AREA NOTES & EXEMPTIONS			
Maximum FAR = 2 FAR	2.0	46,908	*sf allowed*
Allowable Office Area = 1 FAR	1.0	23,454	*sf allowed*
Maximum Residential Density	*25 units per acre*		
Exclusion for covered parking:	*M.P.M.C. section 16.04.325 (C)3*		
Exclusion for Trash & Recycling	*M.P.M.C. section 16.04.325 (C)6*		
Exclusion for Area with No AC or Windows	*M.P.M.C. section 16.04.325 (C)1*		
Exclusion for Area with Noise Generating Equipment	*M.P.M.C. section 16.04.325 (C)2*		
Exclusion for Vent Shafts	*M.P.M.C. section 16.04.325 (C)5*		

BUILDING AREA *(please see sheet CS 1.1 for graphic depiction of data & detailed breakdown)*

	Office	*Retail*	*Residential*	***FAR Subtotal***	*Excluded fm FAR*	*Total Floor*
Parking Level 1	-	-	-	**-**	*22,579*	*22,579*
Parking Level 2	-	-	-	**-**	*7,934*	*7,934*
Ground Floor	914	12,049	1,008	**13,972**	*7,064*	*21,036*
2nd Floor	19,099	-	266	**19,366**	*105*	*19,471*
3rd Floor	3,440	-	10,130	**13,570**	*2,275*	*15,845*
	23,454	12,049	11,405	**46,908**	*39,957*	*86,865*
Percentage of each use:	*50.00%*	*25.69%*	*24.31%*	*100.00%*		
Allowable Exclusion for Area with No AC or Windows	*1,407*	*sf allowable (3% of gross area)*		750	sf proposed	
Allowable Exclusion for Area with Noise Generating Equipment	*469*	*sf allowable (1% of gross area)*		357	sf proposed	

PARKING REQUIRED:			
Exemption from Parking Requirement = 1 FAR	*23,454*	*sf*	
Ground Floor Retail	*-12,049*	*sf*	
Exemption Credit that may be used on 2nd floor:	*11,405*	*sf*	*This is the exemption allowed less the retail area of the ground floor.*
Total Office Area	*23,454*	*sf*	
Less exemption credit	*-11,405*	*sf*	
Office Area to be parked at 3.8 spaces per 1000 sf:	*12,049*	*sf*	
Office Parking Required	*45.79*	*spaces*	
Replace Lost Surface Parking	*18*	*spaces*	
Residential Requirement (1 per unit)	*4*	*spaces*	
Total Parking Required	***67.79***	*spaces*	***round up to 68 spaces required***

PARKING PROVIDED:		
Surface Parking		
Standard	1	
ADA	3	
	4	
Garage Parking	65	
Total Parking Provided	**69**	(68 stalls required)

ELECTRICAL VEHICLE CHARGING		
Conduit for 15% of stalls provided	*10.35*	***round up to 11 spaces required***
Total Standard EV Stalls provided	10	*(5 charging units to 10 stalls at level P1)*
Total Accessible EV Stalls provided	1	*(van accessible stall at level L1)*
Total EV Stalls Provided	***11***	

BICYCLE PARKING REQUIRED:		
Short Term at 1/20k Ofc, 1/5k retail, 1/10 units residen'l	*6*	
Long Term at 1/10k Ofc, 1/20k retail, 1/unit residential	*9*	*(for office & retail a minimum of 2 are required)*
Total Required:	***15***	
BICYCLE PARKING PROVIDED:		
Short Term	12	(provided along Chestnut St. & Santa Cruz Ave)
Long Term	10	(provided at Garage Level 1A)
Total Required:	**22**	

706 Santa Cruz Ave
Garage and Shell Mixed-Use Building

Code Analysis — November 5, 2019

APN #	**071-102-250**
Project Address:	706-716 Santa Cruz Ave Menlo Park, CA 94025
Legal Jurisdiction:	City of Menlo Park, CA
County:	San Mateo County
Building Codes:	2016 California Building Code 2016 California Plumbing Code, 2016 California Mechanical Code, 2016 California Electrical Code, 2016 California Fire Code, 2016 California Green Building Code, 2008 California Energy Code City of Menlo Park Building Codes & Ordinances
Construction Type:	Type II-B Shell Office Building
Sprinkler System:	100% Sprinklered (CBC 903.3 / NFPA 13)
Fire Alarm:	Fire Alarm provided (CBC 907)
Building Occupancy:	A-3 occupancy (CBC 303.4 – assembly) B occupancy (CBC 304 – shell office / business) M occupancy (CBC 309 - mercantile) R-2 occupancy (CBC 310.4 – residential) S-2 occupancy (CBC 311.3 – storage / garage)

Net Building Area:

Basement Level P2:	7,934 sf [S-2]
Basement Level P1:	22,579 sf [S-2]
Total:	**30,513 sf**
Ground Level L1:	20,138 sf [M: 11,817 / S-2: 6,984 sf / B (lobby): 1,400 sf]
Level L2:	20,693 sf [B]
Level L3:	11,844 sf [B: 2,317 sf / R-2: 9,527 sf]
Total:	**54,029** sf
L3 Roof Deck	1,485 sf [A-3]

Building Area:

Allowable Building Area per story (CBC 506):

II-B Construction (separated uses with height increase):

II-B for "A-3" Occupancy (CBC 506):
SM = 9,500 sf (with height increase)

II-B for "B" Occupancy (CBC 506):
SM = 69,000 sf

II-B for "M" Occupancy (CBC 506):
SM = 37,500 sf

II-B for "R-2" Occupancy (CBC 506):
SM = 16,000 sf (with height increase)

II-B for "S-2" Occupancy (CBC 506):
S1 = 104,000 sf & SM = 78,000 sf

Building Height – II-B Construction:

Allowable Building Height (CBC 504).

II-B for "A-3" Occupancy (CBC 506):
Ht = 75 ft / Stories = 3 (height increase from 2 to 3 stories)

II-B for "B" Occupancy (CBC 506):
Ht = 75 ft / Stories = 4

II-B for "M" Occupancy (CBC 506):
Ht = 75 ft / Stories = 3

II-B for "R-2" Occupancy (CBC 506):
Ht = 75 ft / Stories = 5 (without area increase)

II-B for "S-2" Occupancy (CBC 506):
Ht = 75 ft / Stories = 4

Separated Occupancies Allowable Area and Height

Note: No area increase due to frontage considered.

Garage Basement: 29,494 < 104,000, complies (CBC 506.1.3)

First Floor: 6,984/78,000 + 11,817/37,500 = 0.09 + 0.32 = 0.41 < 1.0

Second Floor: 20,693/69,000 = 0.30 < 1.0

Third Floor: 3,035/69,000 + 9,874/16,000 + 1,485/9,500 = 0.03 + 0.60 + 0.16 = 0.79 < 1.0

Sum of all floor ratios = 0.41 + 0.30 + 0.79 = 1.5 < 3.0

The sum of ratios for each story is less than 1.0 (CBC 508.4.2) and the sum of ratios for all floors is less than 3.0 (CBC 506.2.4), therefore, building area is below allowable and complies with requirements. The proposed building is three stories tall with the highest point of the building at 53'-0" above the grade plane. This complies with the code limits listed above.

Wall and Shaft Fire Rating Requirements

Separation by Use (table 508.4):

- S-2 and M — 1 hr
- S-2 and B — 1 hr
- R-2 and B — 1 hr
- R-2 and R-2 — 1 hr (CBC 708)

Per CBC 420, 708 and 711 wall and floor assembly separating dwelling units shall have a fire resistive rating of 1-hr.

Garage & Podium Construction Type: II-B
Per Table 601 any new construction to be:

- Bearing walls- Extr & Intr — 0 hr
- Structural frame — 0 hr
- Partitions (permanent) — 0 hr
- Floors & Roof / Podium — 0 hr
- Shafts >= 4 Stories — 2 hr (CBC 713.4)
- Shafts < 4 Stories — 1 hr (CBC 713.4)

Wall framing at Stair 1 & 2 and elevators 1 & 2 shall have 2-hour fire resistive rating.

Exterior Wall Rating and Openings
Exterior Wall Rating per Table 602:

- Exterior Wall 0 < 5' — 2 hr (M only – table 602)
- Exterior Wall 0 < 10' — 1 hr (5' to 10' at M)
- Exterior Wall 10' to 30' — 0 hr

Exterior Wall Openings
Table 705.8

- Separation 0 - 3' — Not Permitted
- Separation 15 - 20' — 75% (UP, S)
- Separation > 20' — No Limit

Occupant Load and Egress Requirements

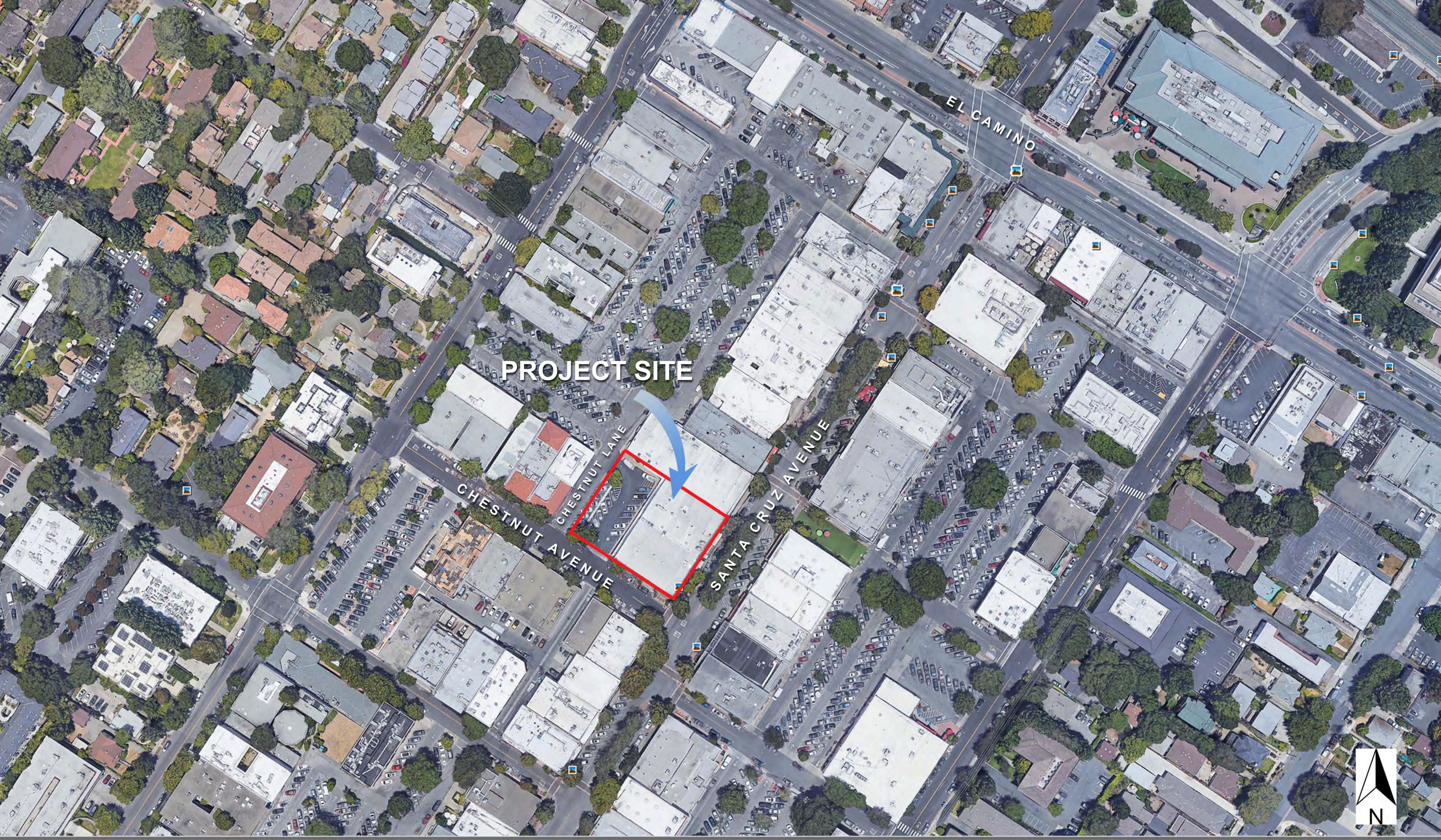
Occupant load per use (table 1004.1.2)

- A-2: Assembly — = 15 sf/occ net
- S-2: Parking Garage — = 200 sf/occ gross
- M: Mercantile — = 60 sf/occ gross
- B: Office — = 100 sf/occ gross
- R-2: Residential — = 200 sf/occ gross

Maximum occupant load assumed at second floor 'B' occupancy with 10% maximum allowed accessory assembly occupancy:
18,674 * 0.1 = 1,868 & 18,674 – 1,868 = 16,806 SF
16,806/100 + 1,868/15 = 169 + 125 = 294 occupants total / 147 per exit
18,674/294 = 63.5 SF / OCC
Stairway minimum width = 147*0.3 = 44.1" & Minimum width of components = 147*0.2 = 30"

Residential Emergency Egress
CBC Section 1030: 44" max. AFF; 5.7 sf min open area; 24" min high, 20" min. wide.

Residential Ventilation Requirements
CBC Section 1203.5: 4% of floor area



706 SANTA CRUZ AVE. MENLO PARK

Architectural Review

706 Santa Cruz Ave., LLC.

VICINITY MAP

MP 0.1

November 25, 2019

Form4 Architecture

4. Santa Crus Ave Proposed Streetscape

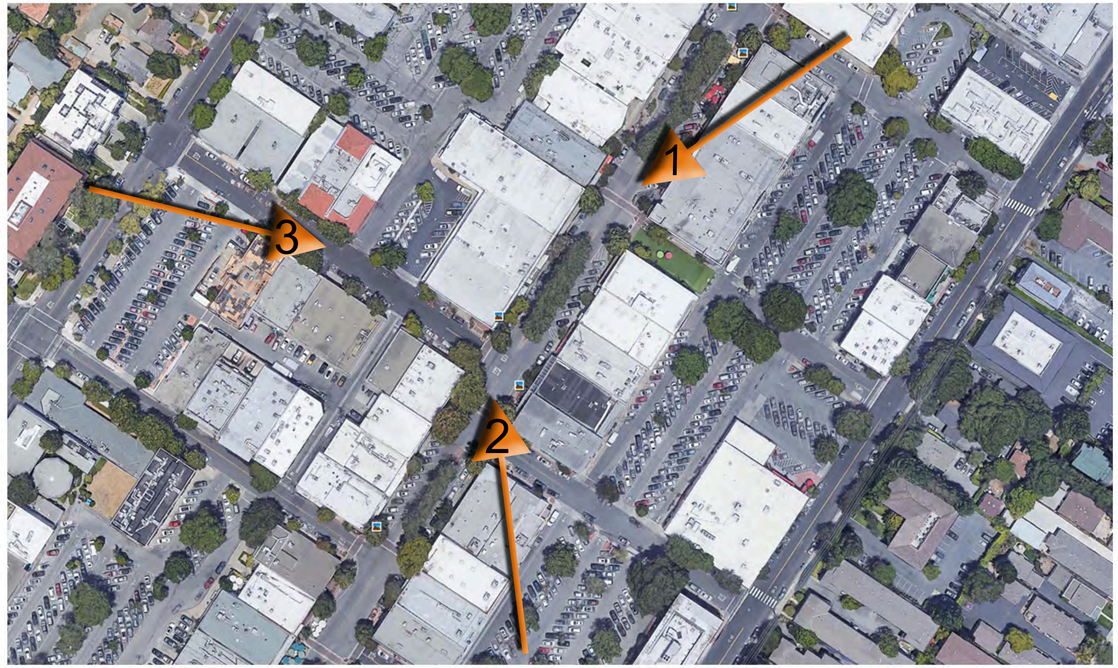
3. Santa Cruz Ave Existing Streetscape

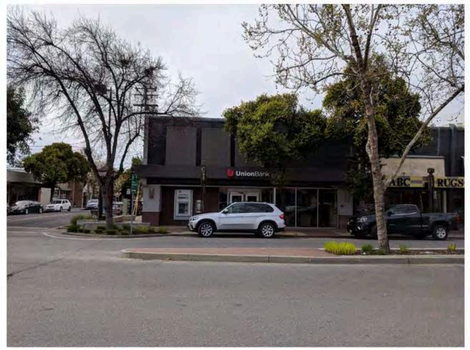
2. Chestnut St. Proposed Streetscape

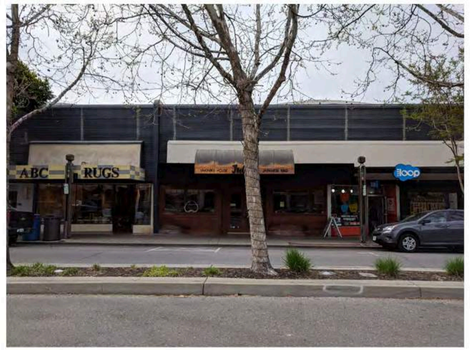
1. Chestnut St. Existing Streetscape

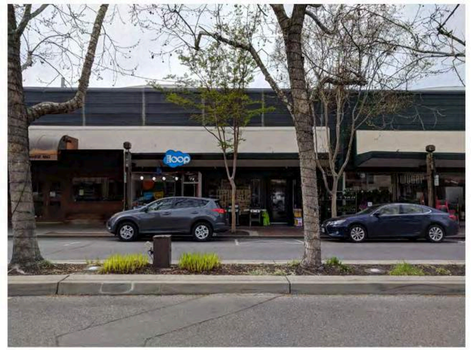
1: View looking Southwest down Santa Cruz Ave

2: View looking North at corner of Santa Cruz Ave & Chestnut St.

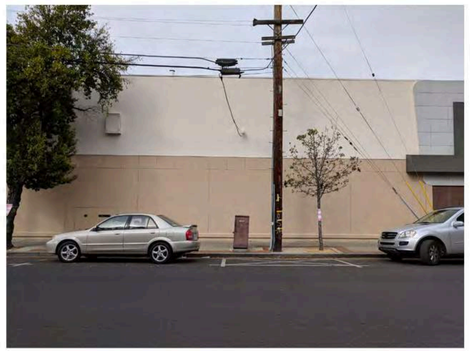


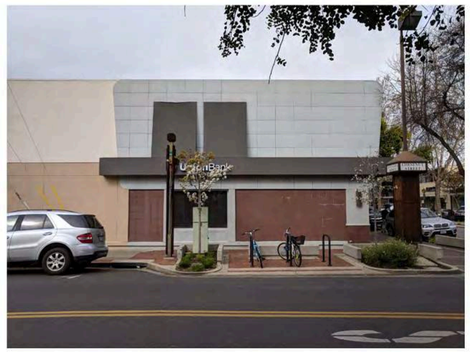




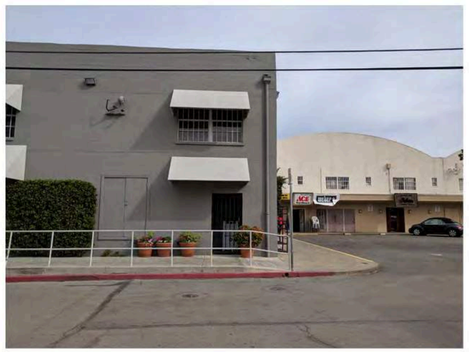


Existing Building East Elevation

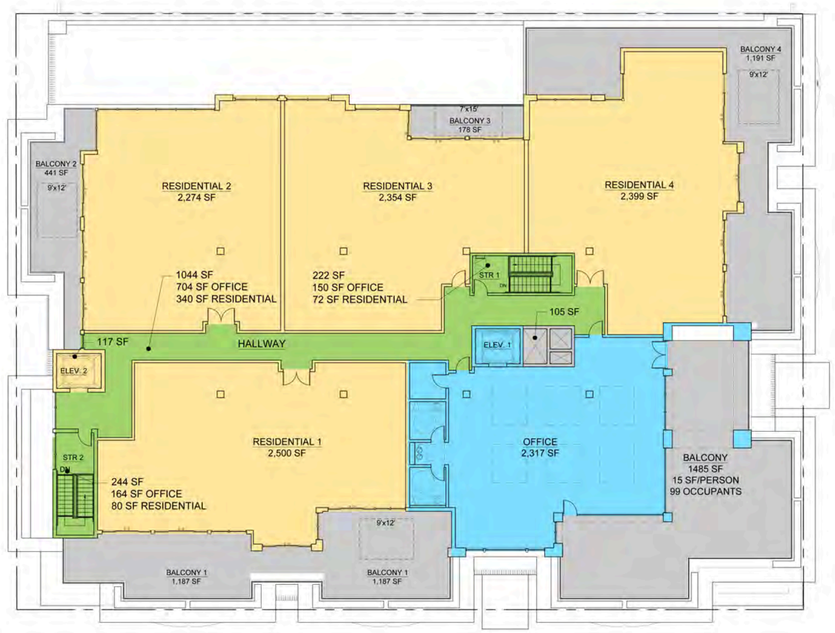




Existing Building South Elevation



Existing Building West Elevation



THIRD FLOOR PLAN

SECOND FLOOR PLAN

LEED v4 for BD+C: Core and Shelll

Project Checklist

Project Name: 706 Santa Cruz
Date: 7/27/18
Zipcode: 94025

DRAFT

Y	?	N				
1			Credit	Integrative Process	1	

8	9	23	Location and Transportation		20
0		20	Credit	LEED for Neighborhood Development Location	20
2			Credit	Sensitive Land Protection	2
		3	Credit	High Priority Site	3
2	4		Credit	Surrounding Density and Diverse Uses	6
2	4		Credit	Access to Quality Transit	6
1			Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

6	3	1	Sustainable Sites		11
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
1			Credit	Site Development - Protect or Restore Habitat	2
		1	Credit	Open Space	1
	3		Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1
1			Credit	Tenant Design and Construction Guidelines	1

6	0	3	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
2			Credit	Outdoor Water Use Reduction	2
4			Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
		1	Credit	Water Metering	1

18	15	0	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3	3		Credit	Enhanced Commissioning	6
10	8		Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
2			Credit	Demand Response	2
	3		Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
2			Credit	Green Power and Carbon Offsets	2

6	5	3	Materials and Resources		14
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
3	3		Credit	Building Life-Cycle Impact Reduction	6
	1	1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1		1	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
	1	1	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

4	6	0	Indoor Environmental Quality		10
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2			Credit	Enhanced Indoor Air Quality Strategies	2
1	2		Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
	3		Credit	Daylight	3
	1		Credit	Quality Views	1

3	3	0	Innovation		6
2	3		Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

3	1	0	Regional Priority		4
1			Credit	Regional Priority: Optimize Energy Performance (10 point)	1
1			Credit	Regional Priority: Building life-cycle impact reduction (3 points)	1
	1		Credit	Regional Priority: BPDO sourcing of raw materials	1
1			Credit	Regional Priority: Indoor water Use Reduction (4 point)	1

55	42	30	TOTALS	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

Note: The points on this scorecard are prliminary and are subject to change as the project develops.

FIRST FLOOR PLAN

AREA LEGEND
- RETAIL
- OFFICE
- RESIDENTIAL
- SHARED
- EXCLUDED
- 1% & 3% EXCLUDED

TRUE NORTH PROJECT NORTH

0 16' 32'

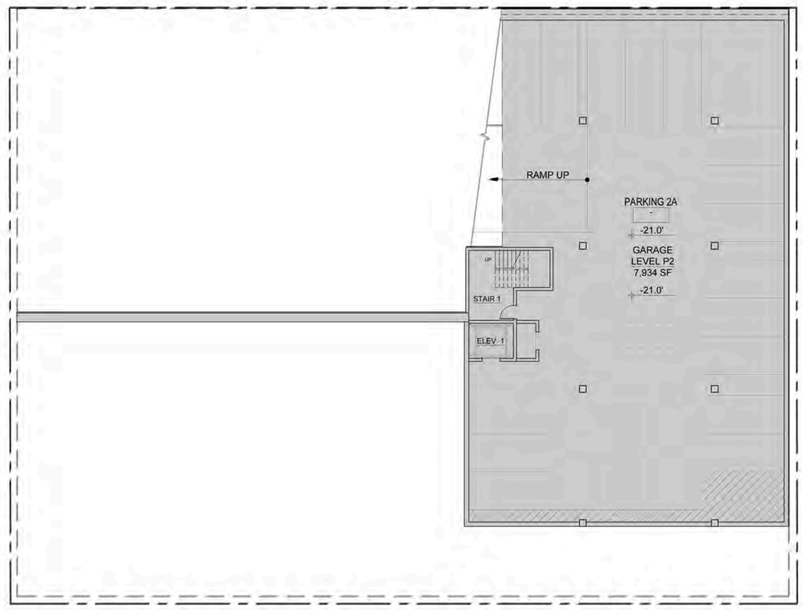
SCALE: 1/16" = 1'-0"

DETAILED AREA SUMMARY

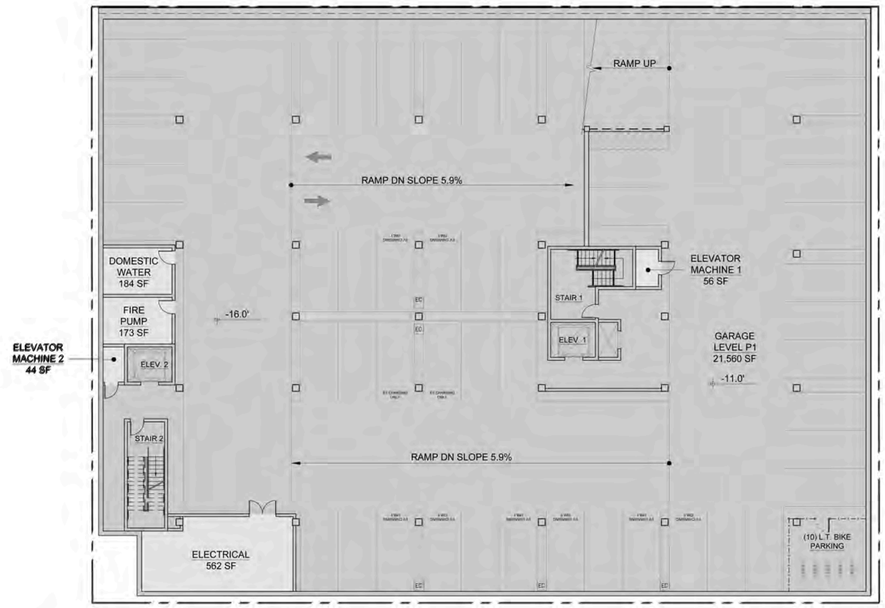
Garage P1 & P2		AREA	Area Classification OFFICE	RETAIL	RESIDENTAIL	EXCLD	EXCLD 3%	EXCLD 1%
	Garage P1	21,560				21,560		
	P1 Domestic Water	184						184
	P1 Fire Pump	173						173
	P1 Electrical Room	562					562	
	P1 Elev. Mach. 1	56					56	
	P1 Elev. Mach. 2	44					44	
	Garage P2	7,934				7,934		
		30,513				29,494	662	357
1st FLOOR								
	Covered Parking	6,495				6,495		
	Trash Enclosure	426				426		
	Mechanical Shaft	55				55		
	MDF Room	63					63	
	Exterior Columns	36	24		12			
	Retail 1/2	7,531		7,531				
	Retail 3	4,286		4,286				
	Lobby 1	634	317	165	152			
	Stair 1	265	179		86			
	Stair 1 Lobby	259	130	67	62			
	Elev 1	104	104					
	Lobby 2	507			507			
	Inaccessible Spaces	25					25	
	Stair 2	239	161		78			
	Elev 2	111			111			
	subtotal:	21,036	914	12,049	1,008	6,976	88	0
2nd FLOOR								
	Office	18,674	18,674					
	North Terrace	2,019				2,019		
	Exterior Columns	18	12		6			
	Inaccessible Spaces	151				151		
	Elev 1	104	104					
	Stair 1	220	148		72			
	Elev 2	111			111			
	Stair 2	239	161		78			
	Mechanical Shaft	105				105		
	subtotal:	21,641	19,099	0	266	2,275	0	0
3rd FLOOR								
	Office	2,317	2,317					
	Balcony 5	1,485				1,485		
	Apt 1	2,500			2,500			
	Balcony 1	1,187				1,187		
	Apt 2	2,274			2,274			
	Balcony 2	441				441		
	Apt 3	2,354			2,354			
	Balcony 3	178				178		
	Apt 4	2,399			2,399			
	Balcony 4	1,191				1,191		
	Hallway	1,044	704		340			
	Mechanical Shaft	105				105		
	Stair 1	222	150		72			
	Elev 1	105	105					
	Stair 2	244	164		80			
	Elev 2	111			111			
	subtotal:	18,157	3,440	0	10,130	4,587	0	0
	total:		23,454	12,049	11,405	43,332	750	357
	FAR Ratio:		0.500	0.257	0.243			
	Weighted Ratio:		0.673	-	0.327			
	total FAR area:		**46,908**					

F.A.R. SUMMARY

Site Area:	23,454	sf
Max. FAR:	2.0	
Allow Building Area:	46,908	sf
Proposed Building Area:	46,908	sf
Max. Office Area:	23,454	sf (max. office area = 1.0 FAR)
Proposed Office Area:	23,454	sf
Allow. Area Excluded at 3%:	1,407	sf
Proposed Excluded at 3%:	750	sf
Alow. Area Excluded at 1%:	469	sf
Proposed Excluded at 1%:	357	sf



GARAGE LEVEL P2



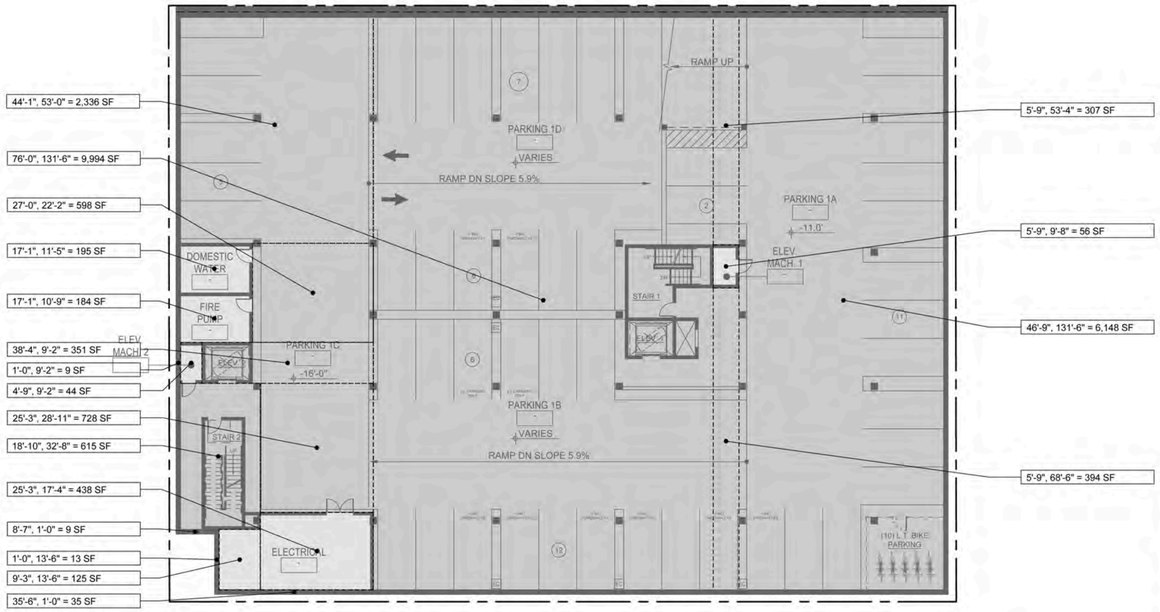
GARAGE LEVEL P1

AREA LEGEND
- RETAIL
- OFFICE
- RESIDENTIAL
- SHARED
- EXCLUDED
- 1% & 3% EXCLUDED

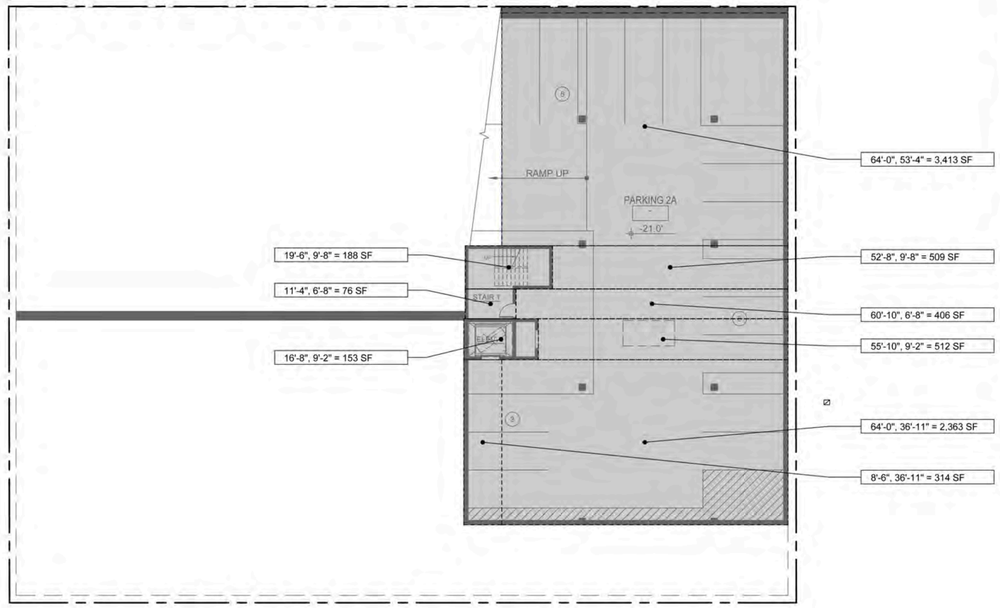
TRUE NORTH PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"



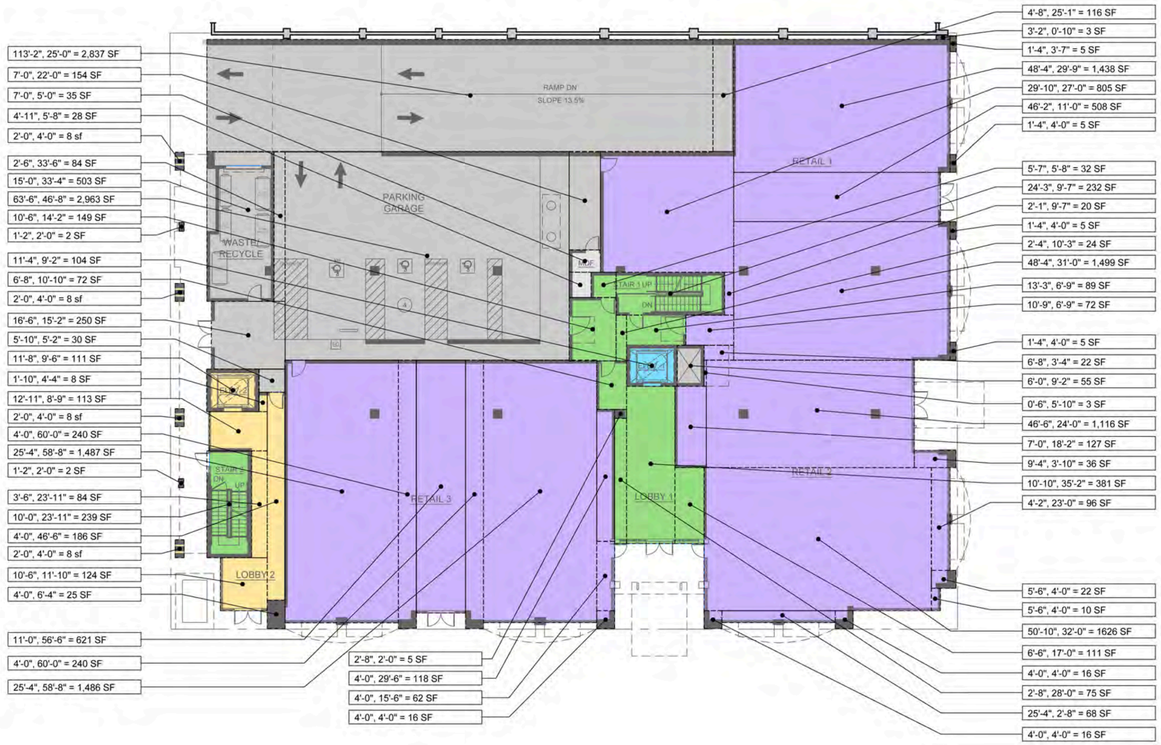
GARAGE LEVEL P1



GARAGE LEVEL P2

AREA LEGEND

- RETAIL
- OFFICE
- RESIDENTIAL
- SHARED
- EXCLUDED
- 1% & 3% EXCLUDED



GROUND FLOOR PLAN

TRUE NORTH PROJECT NORTH

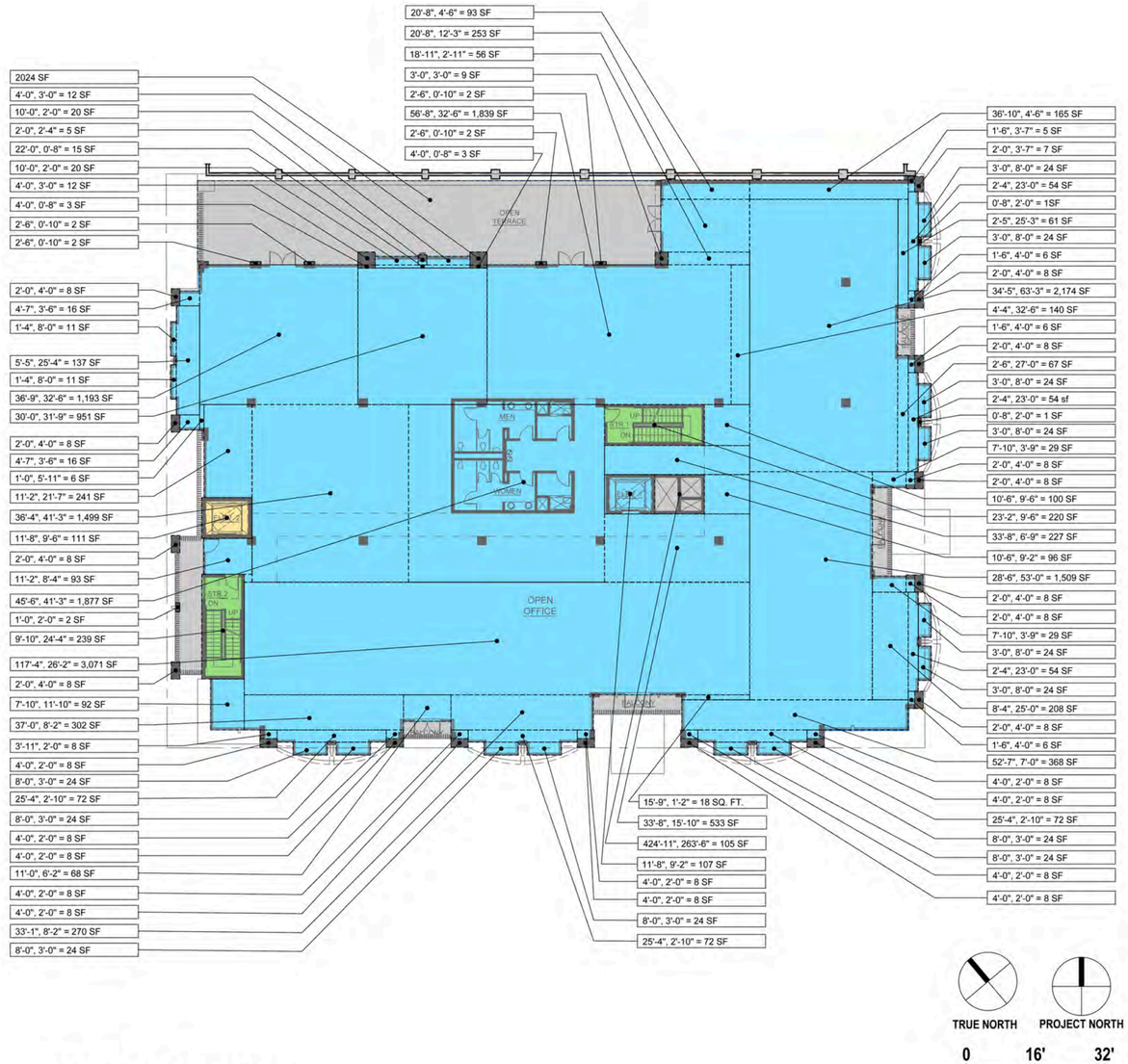
0 16' 32'

SCALE: 1/16" = 1'-0"

AREA LEGEND

- RETAIL
- OFFICE
- RESIDENTIAL
- SHARED
- EXCLUDED
- 1% & 3% EXCLUDED

THIRD FLOOR PLAN

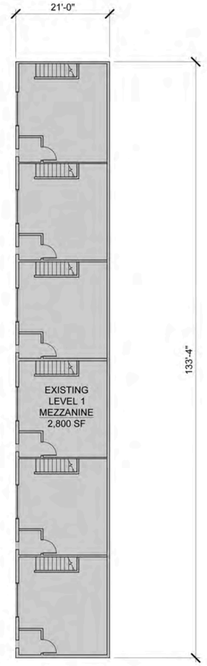


SECOND FLOOR PLAN

TRUE NORTH PROJECT NORTH

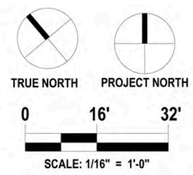
0 16' 32'

SCALE: 1/16" = 1'-0"

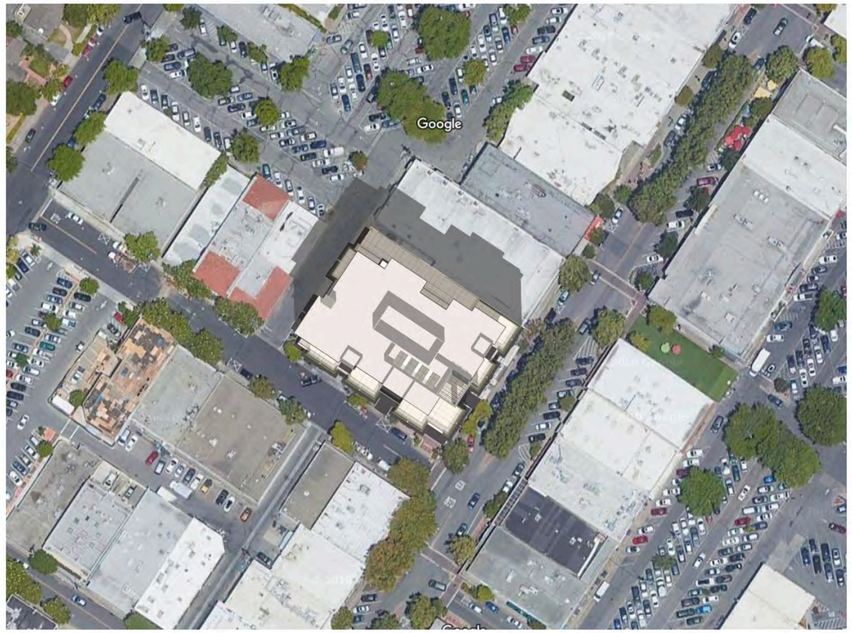


EXISTING FIRST FLOOR MEZZANINE PLAN - 2,800 SF

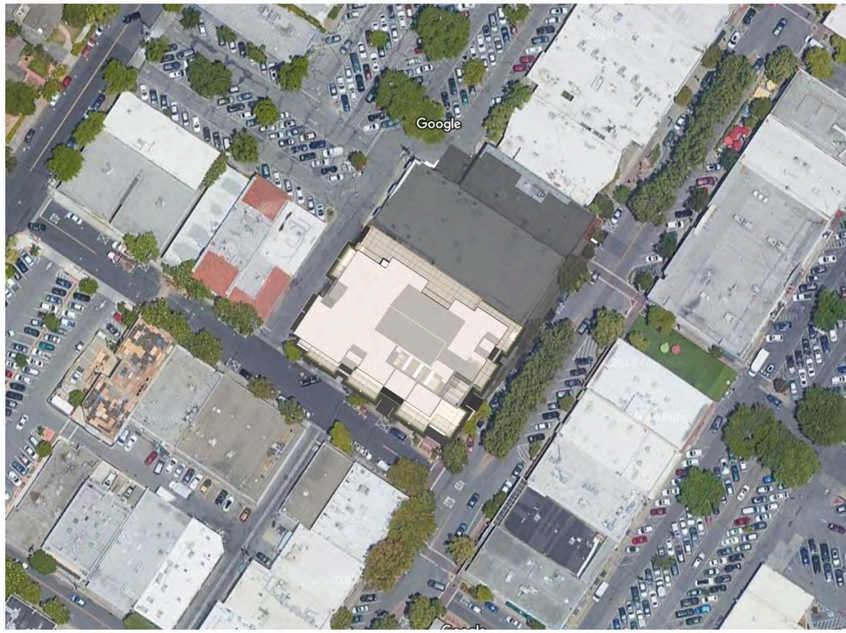
EXISTING FIRST FLOOR PLAN - 12,375 SF



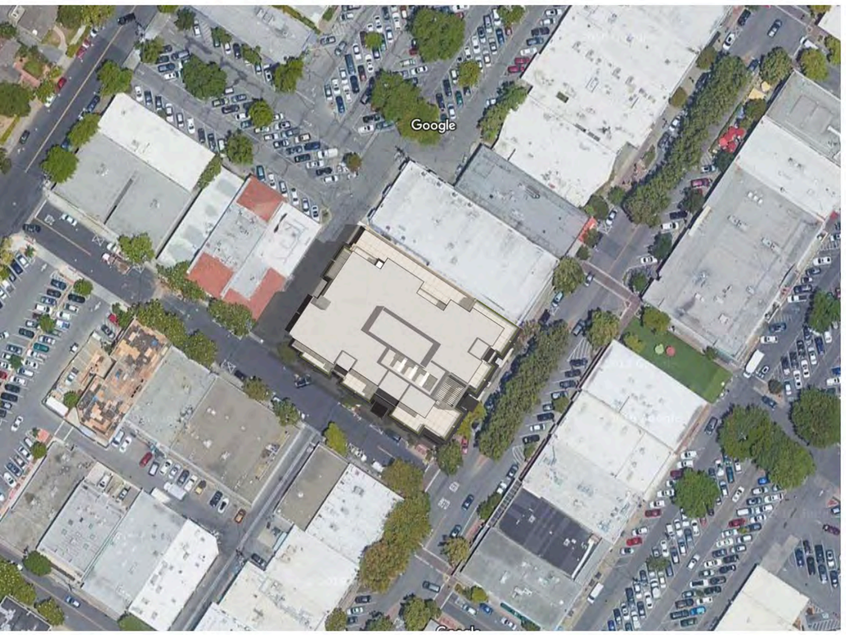
Winter Solstice 9am



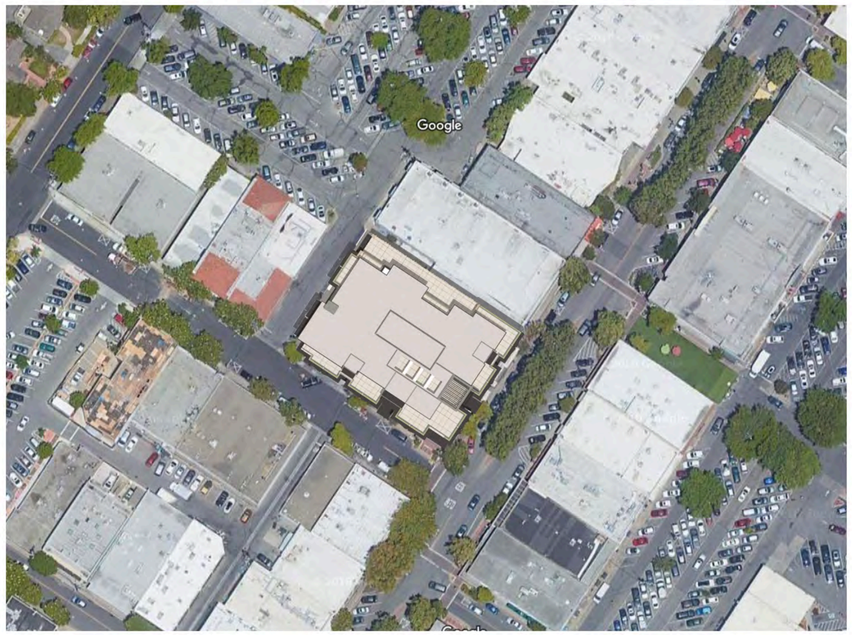
Winter Solstice 12pm



Winter Solstice 3pm

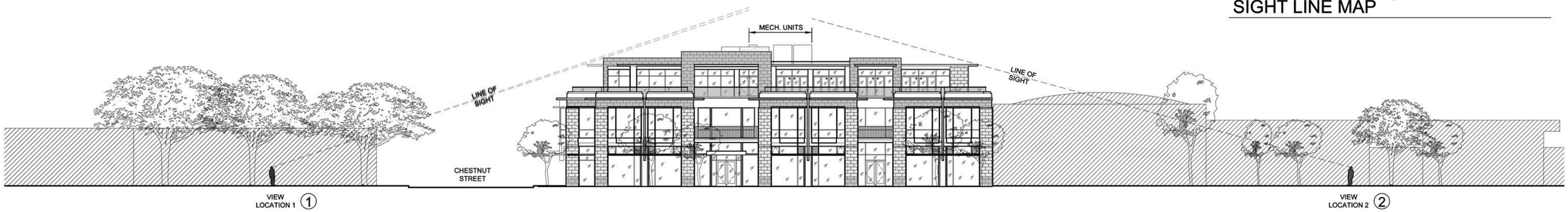


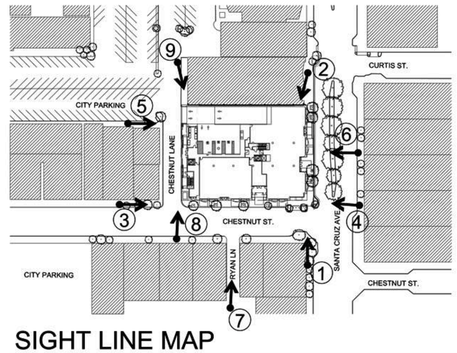
Summer Solstice 9am



Summer Solstice 12pm

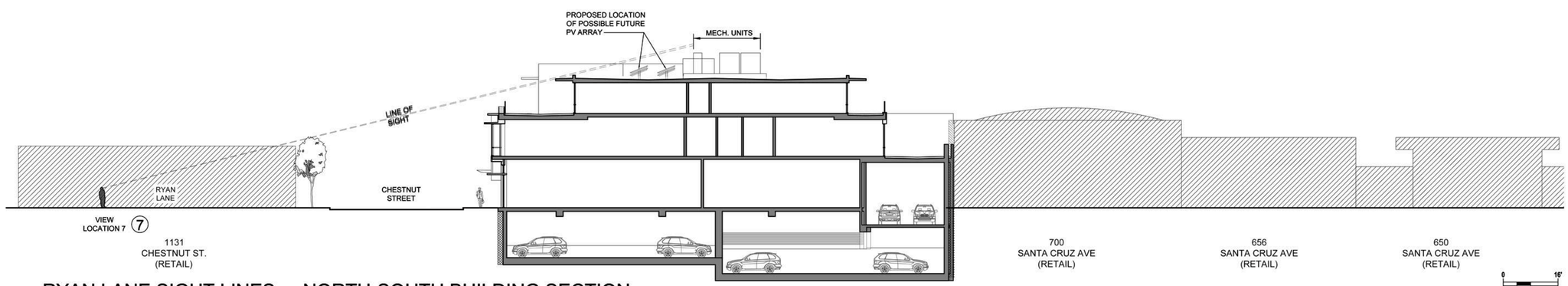
Summer Solstice 3pm



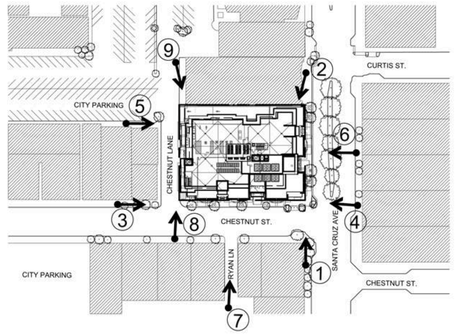


SIGHT LINE MAP

SANTA CRUZ AVENUE SIGHT LINES - EAST ELEVATION

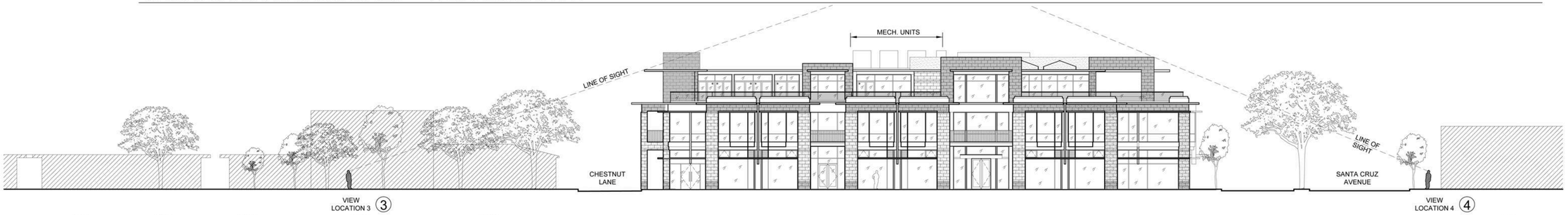


RYAN LANE SIGHT LINES - NORTH-SOUTH BUILDING SECTION

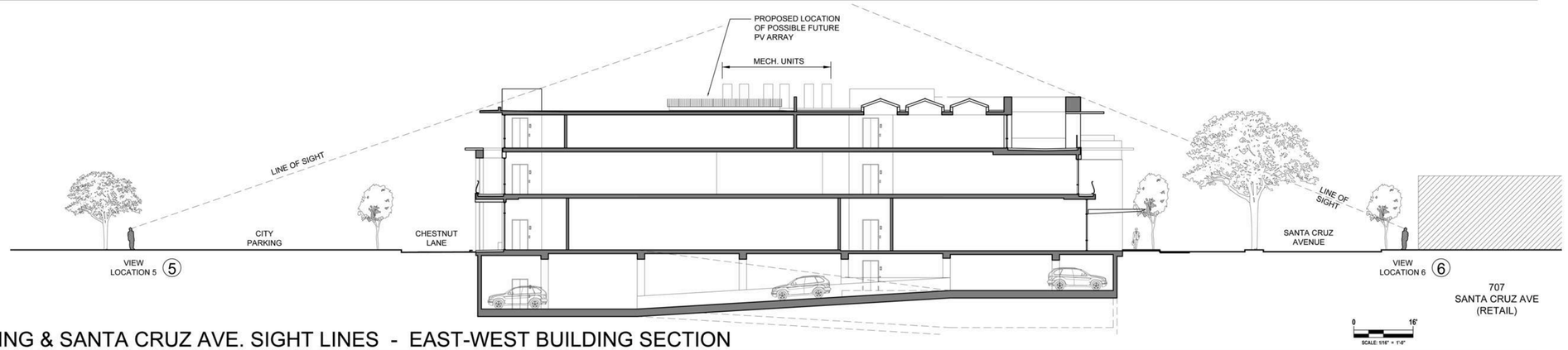


SIGHT LINE MAP

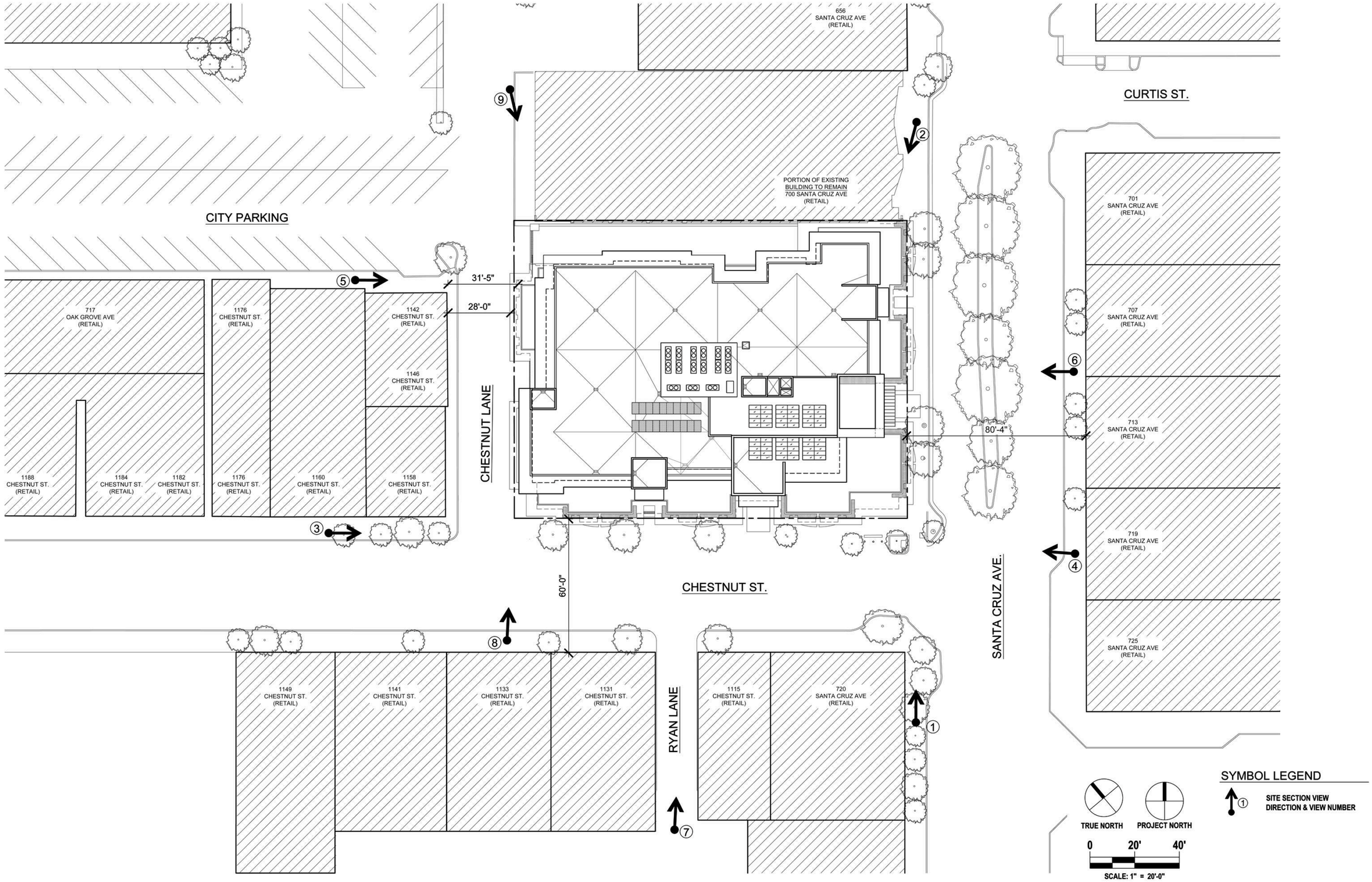
CHESTNUT LANE SIGHT LINES - WEST ELEVATION



CHESTNUT STREET SIGHT LINES - SOUTH ELEVATION



CITY PARKING & SANTA CRUZ AVE. SIGHT LINES - EAST-WEST BUILDING SECTION


656
SANTA CRUZ AVE
(RETAIL)
CURTIS ST.
PORTION OF EXISTING
BUILDING TO REMAIN
700 SANTA CRUZ AVE
(RETAIL)
CITY PARKING
701
SANTA CRUZ AVE
(RETAIL)
707
SANTA CRUZ AVE
(RETAIL)
713
SANTA CRUZ AVE
(RETAIL)
719
SANTA CRUZ AVE
(RETAIL)
725
SANTA CRUZ AVE
(RETAIL)
717
OAK GROVE AVE
(RETAIL)
1176
CHESTNUT ST.
(RETAIL)
1142
CHESTNUT ST.
(RETAIL)
1146
CHESTNUT ST.
(RETAIL)
1188
CHESTNUT ST.
(RETAIL)
1184
CHESTNUT ST.
(RETAIL)
1182
CHESTNUT ST.
(RETAIL)
1176
CHESTNUT ST.
(RETAIL)
1160
CHESTNUT ST.
(RETAIL)
1158
CHESTNUT ST.
(RETAIL)
31'-5"
28'-0"
80'-4"
60'-0"
CHESTNUT LANE
CHESTNUT ST.
SANTA CRUZ AVE.
RYAN LANE
1149
CHESTNUT ST.
(RETAIL)
1141
CHESTNUT ST.
(RETAIL)
1133
CHESTNUT ST.
(RETAIL)
1131
CHESTNUT ST.
(RETAIL)
1115
CHESTNUT ST.
(RETAIL)
720
SANTA CRUZ AVE
(RETAIL)
1
2
3
4
5
6
7
8
9
TRUE NORTH
PROJECT NORTH
0
20'
40'
SCALE: 1" = 20'-0"
SYMBOL LEGEND
1
SITE SECTION VIEW
DIRECTION & VIEW NUMBER

656
SANTA CRUZ AVE
(RETAIL)

CURTIS ST.

701
SANTA CRUZ AVE
(RETAIL)

707
SANTA CRUZ AVE
(RETAIL)

713
SANTA CRUZ AVE
(RETAIL)

719
SANTA CRUZ AVE
(RETAIL)

725
SANTA CRUZ AVE
(RETAIL)

EXISTING BUILDING
TO BE REMAIN

67'-1"

199'-11"

132'-10"

59'-11"

EXISTING TREE
TO BE REMOVED

EXISTING
PARKING LOT TO
BE DEMOLISHED

EXISTING TREE
TO BE RMEOVED

EXISTING
BUILDING TO BE
DEMOLISHED

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

EXISTING PARKING STALL
TO BE REMOVED FOR FIRE
TRUCK ACCESS

CHESTNUT ST.

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

NOTE:
SEE LANDSCAPE AND CIVIL
PLANS FOR ADDITIONAL SITE
INFORMATION

67'-3"

97'-6"

164'-9"

CITY PARKING

CHESTNUT LANE

1176
CHESTNUT ST.
(RETAIL)

1142
CHESTNUT ST.
(RETAIL)

1146
CHESTNUT ST.
(RETAIL)

1182
CHESTNUT ST.
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1160
CHESTNUT ST.
(RETAIL)

1158
CHESTNUT ST.
(RETAIL)

1149
CHESTNUT ST.
(RETAIL)

1141
CHESTNUT ST.
(RETAIL)

1133
CHESTNUT ST.
(RETAIL)

1131
CHESTNUT ST.
(RETAIL)

RYAN LN.

1115
CHESTNUT ST.
(RETAIL)

720
SANTA CRUZ AVE
(RETAIL)

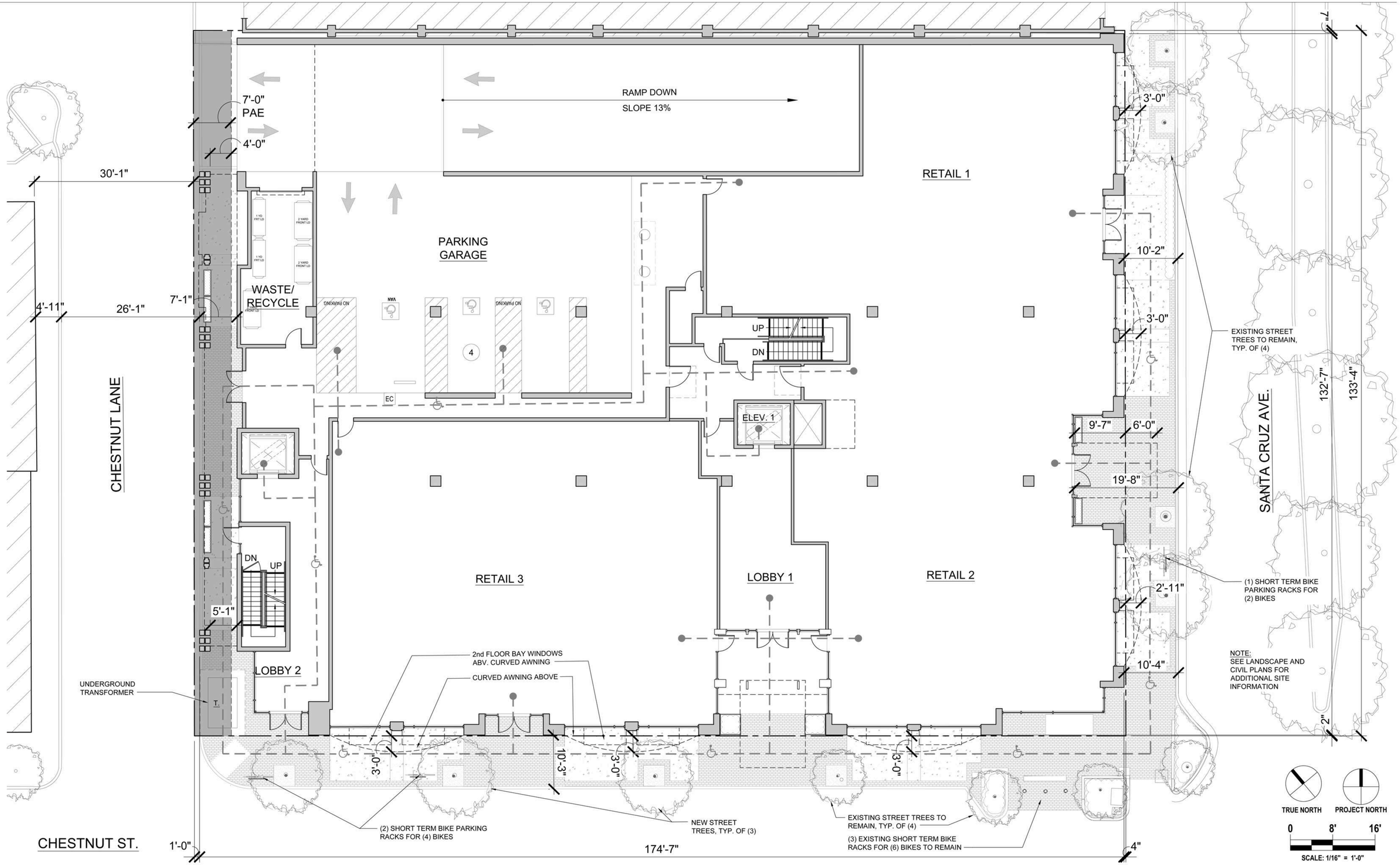
SANTA CRUZ AVE.

TRUE NORTH

PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"


RAMP DOWN
SLOPE 13%
7'-0"
PAE
4'-0"
30'-1"
4'-11"
26'-1"
7'-1"
PARKING
GARAGE
WASTE/
RECYCLE
NO PARKING
VAN
NO PARKING
4
EC
UP
DN
ELEV. 1
RETAIL 1
RETAIL 3
LOBBY 1
RETAIL 2
LOBBY 2
DN
UP
5'-1"
CHESTNUT LANE
SANTA CRUZ AVE.
3'-0"
10'-2"
3'-0"
9'-7"
6'-0"
19'-8"
2'-11"
10'-4"
132'-7"
133'-4"
2"
EXISTING STREET
TREES TO REMAIN,
TYP. OF (4)
(1) SHORT TERM BIKE
PARKING RACKS FOR
(2) BIKES
NOTE:
SEE LANDSCAPE AND
CIVIL PLANS FOR
ADDITIONAL SITE
INFORMATION
UNDERGROUND
TRANSFORMER
T
2nd FLOOR BAY WINDOWS
ABV. CURVED AWNING
CURVED AWNING ABOVE
3'-0"
10'-3"
3'-0"
3'-0"
(2) SHORT TERM BIKE PARKING
RACKS FOR (4) BIKES
NEW STREET
TREES, TYP. OF (3)
EXISTING STREET TREES TO
REMAIN, TYP. OF (4)
(3) EXISTING SHORT TERM BIKE
RACKS FOR (6) BIKES TO REMAIN
CHESTNUT ST.
1'-0"
174'-7"
4"
TRUE NORTH
PROJECT NORTH
0
8'
16'
SCALE: 1/16" = 1'-0"

GARAGE SECURITY GATE. GATE SHALL REMAIN UNLOCKED / OPEN DURING RETAIL OPERATING HOURS TO ALLOW RETAIL TENANTS ACCESS TO GARAGE. GATE FINISH SHALL MATCH COLOR OF WINDOW MULLIONS

GAS METERS

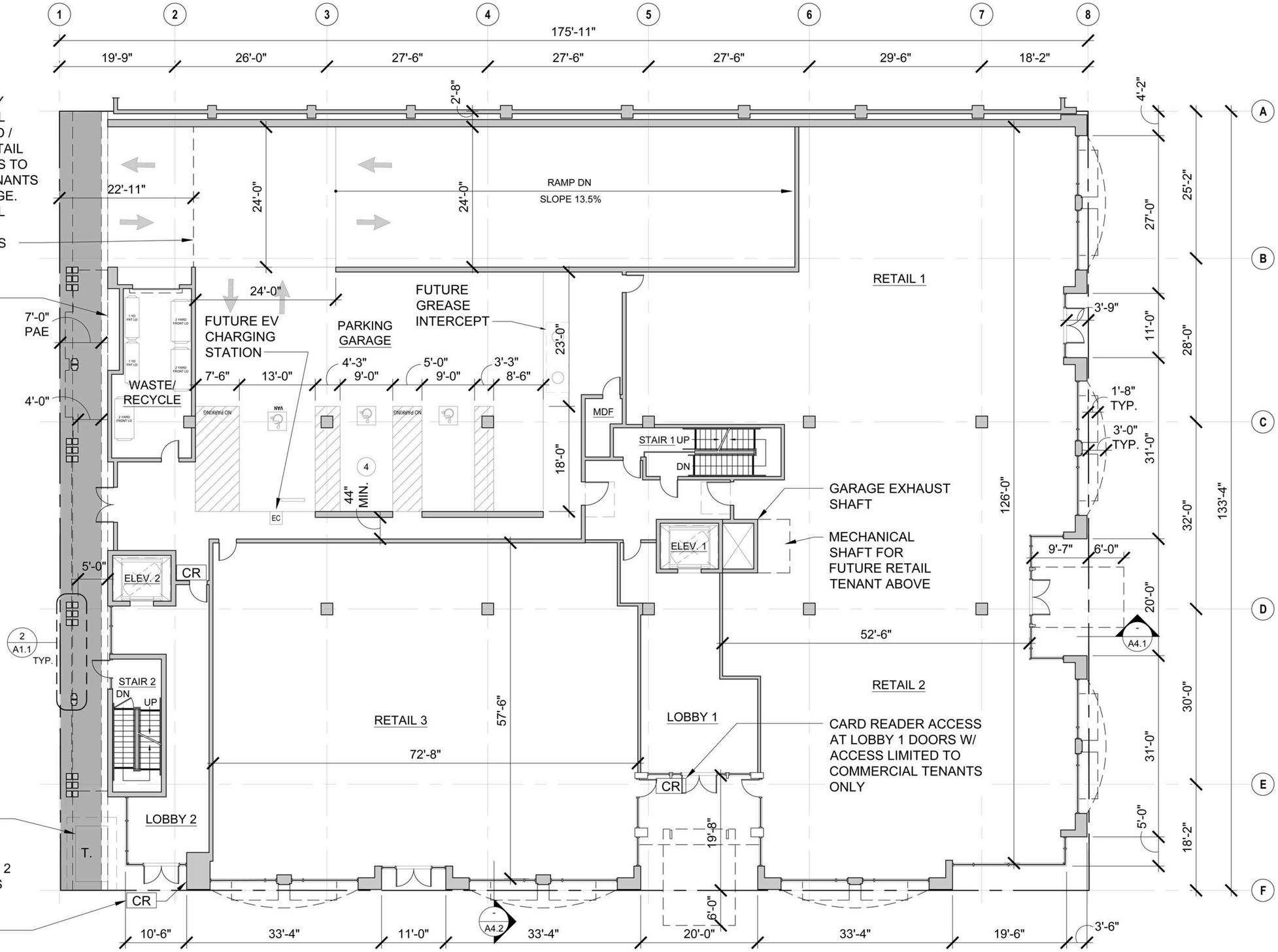
UNDERGROUND TRANSFORMER

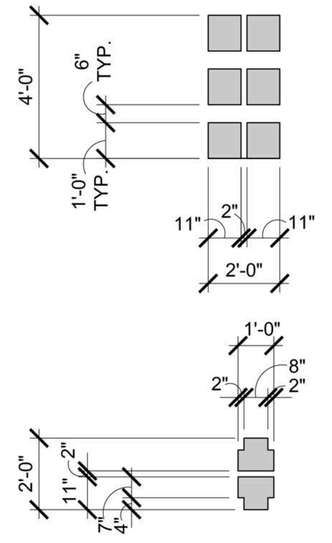
CARD READER ACCESS AT LOBBY 2 DOORS W/ ACCESS LIMITED TO RESIDENTIAL TENANTS ONLY

GARAGE EXHAUST SHAFT

MECHANICAL SHAFT FOR FUTURE RETAIL TENANT ABOVE

CARD READER ACCESS AT LOBBY 1 DOORS W/ ACCESS LIMITED TO COMMERCIAL TENANTS ONLY





ENLARGED CHESTNUT LANE COLUMN PLAN

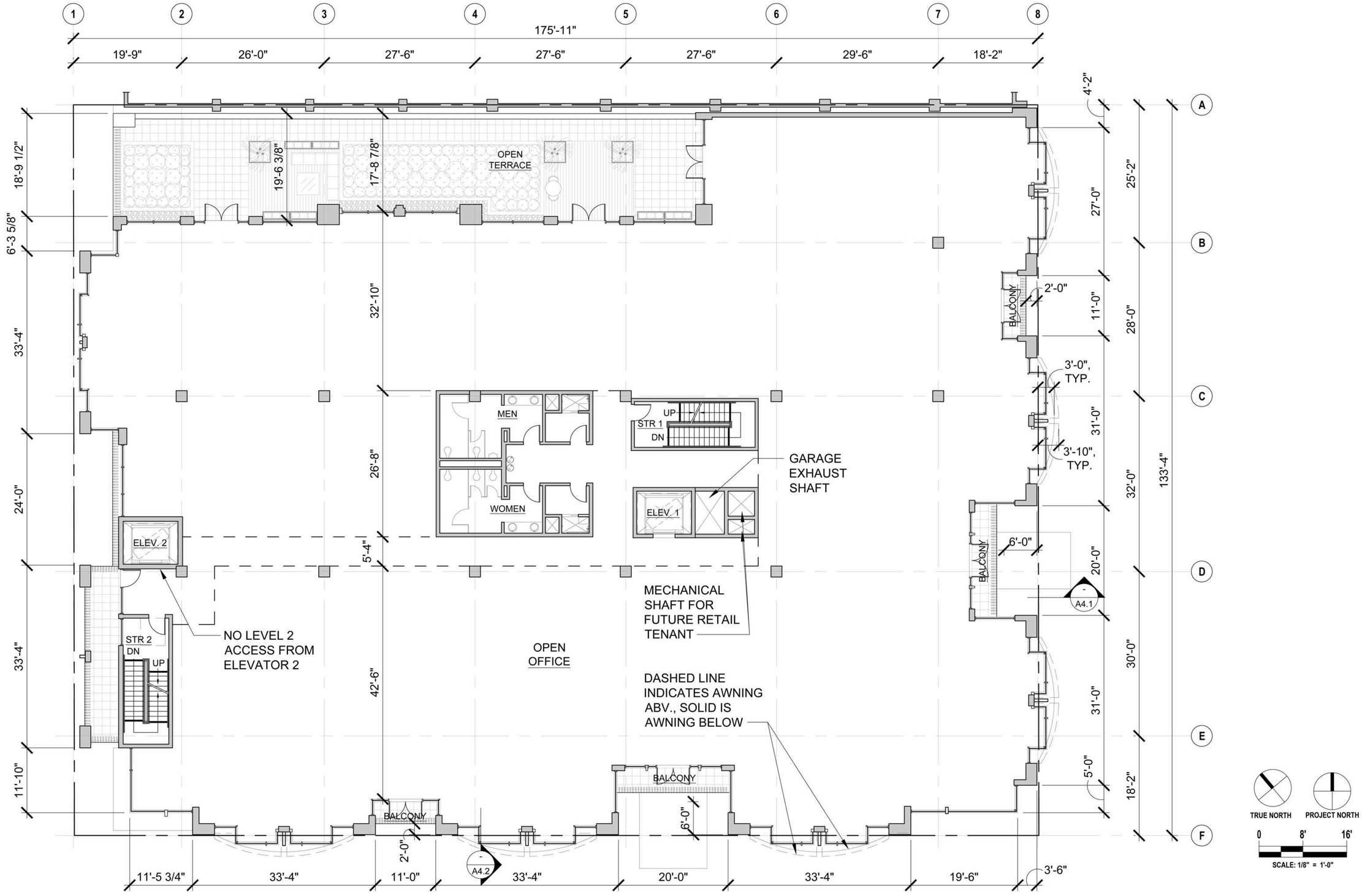
2

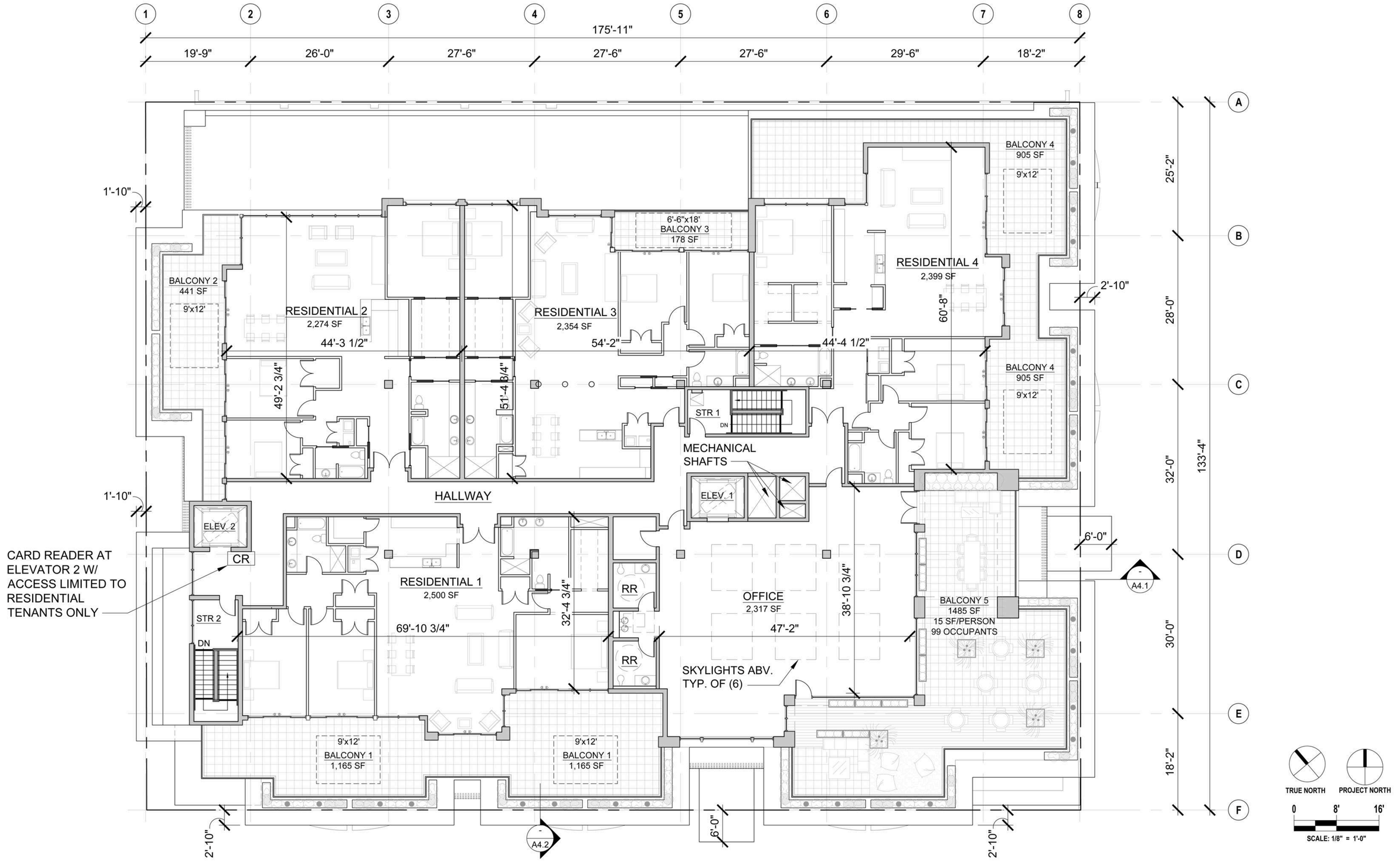
SCALE: 1/2" = 1'-0"

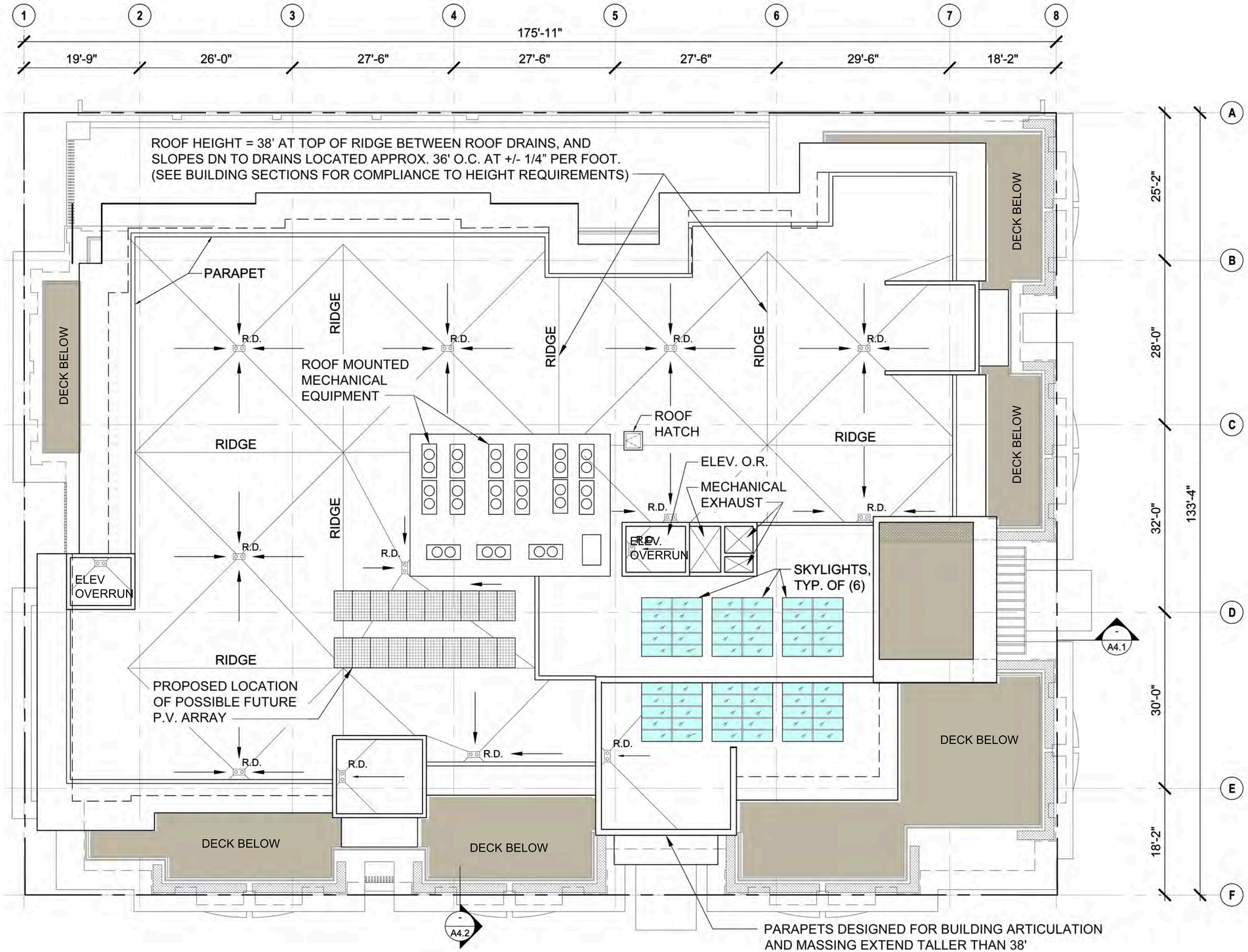
TRUE NORTH PROJECT NORTH

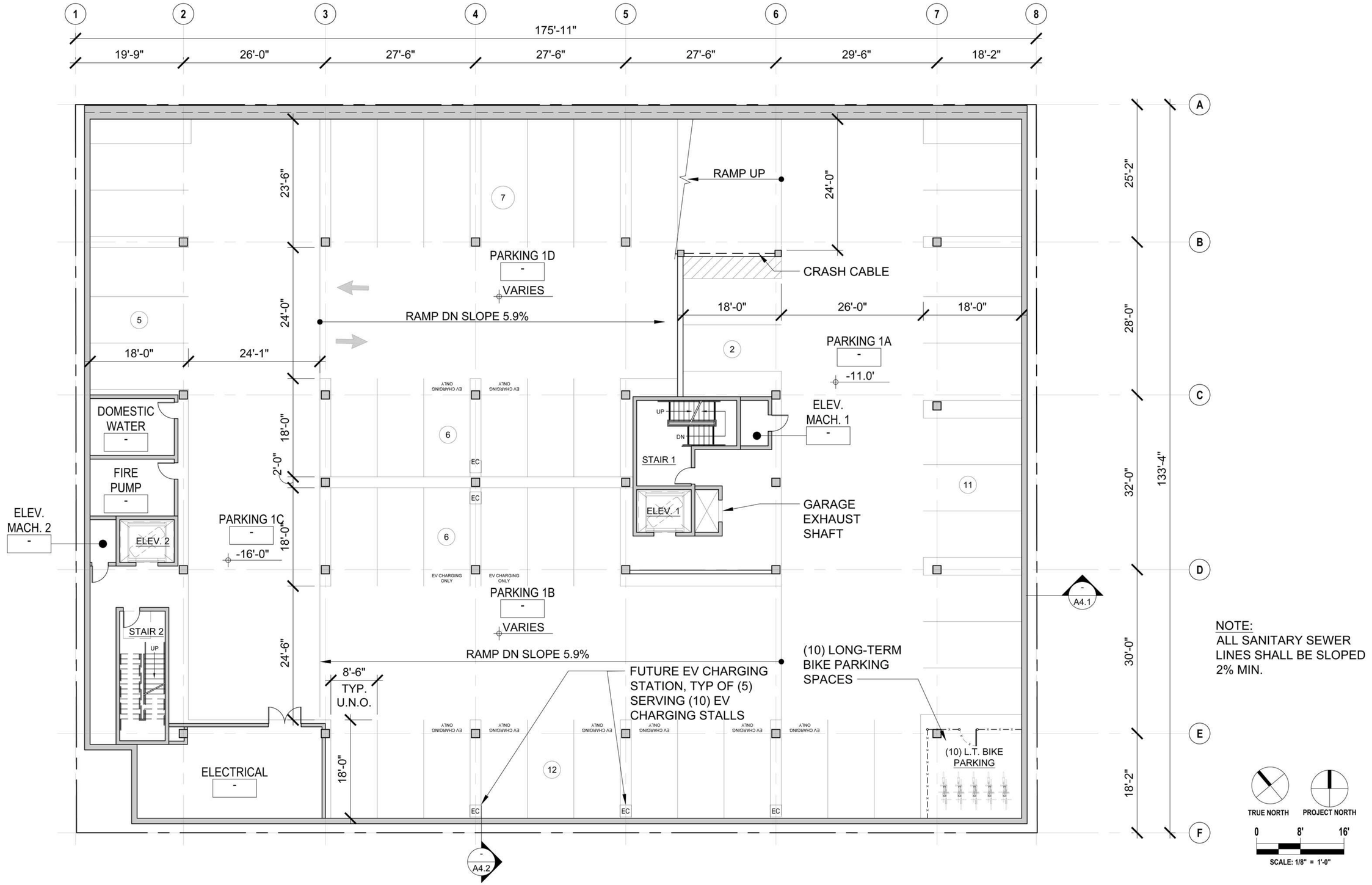
0 8' 16'

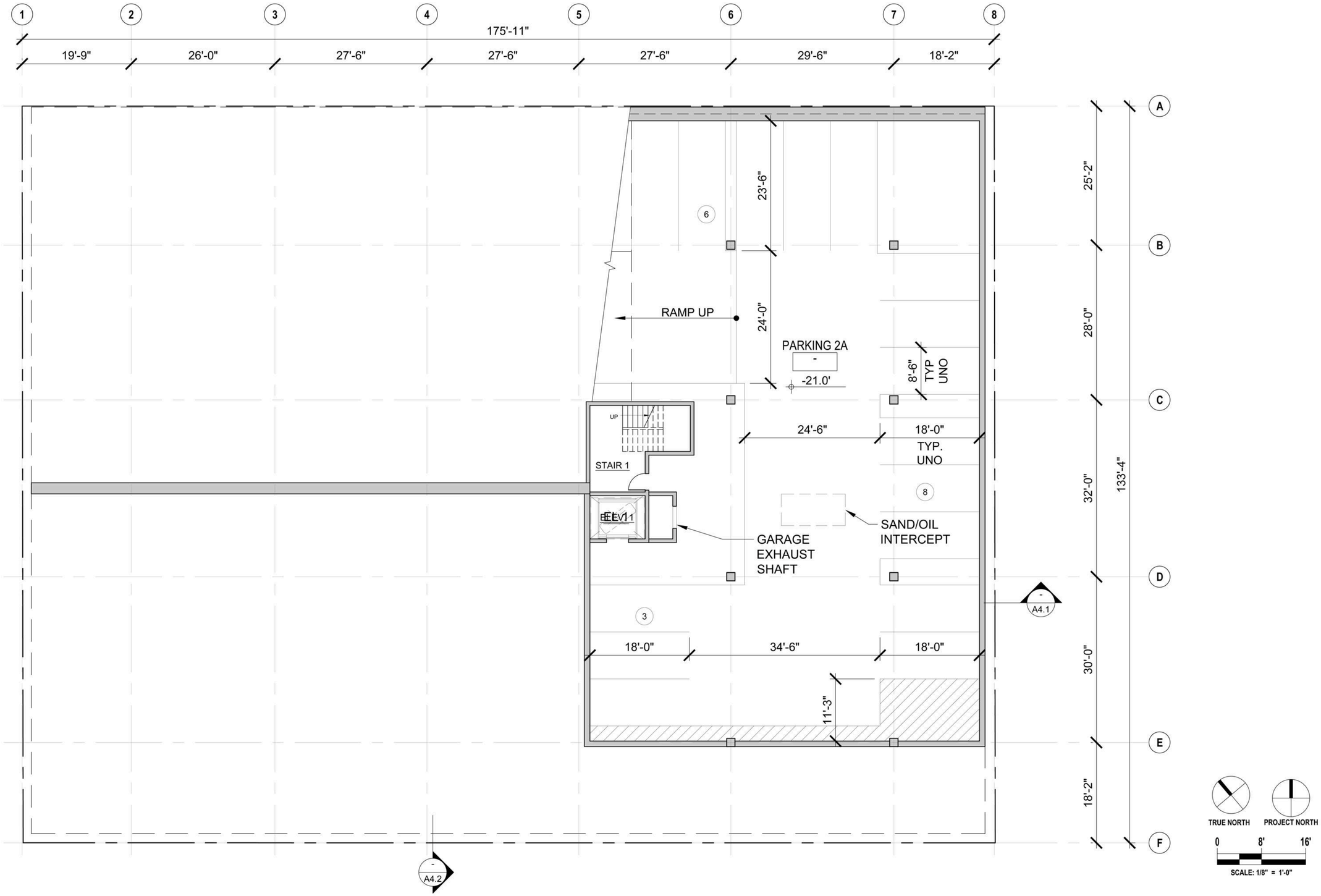
SCALE: 1/8" = 1'-0"


1
2
3
4
5
6
7
8
175'-11"
19'-9"
26'-0"
27'-6"
27'-6"
27'-6"
29'-6"
18'-2"
A
B
C
D
E
F
OPEN TERRACE
19'-6 3/8"
17'-8 7/8"
18'-9 1/2"
6'-3 5/8"
33'-4"
24'-0"
33'-4"
11'-10"
32'-10"
26'-8"
5'-4"
42'-6"
4'-2"
27'-0"
25'-2"
2'-0"
BALCONY
11'-0"
28'-0"
3'-0", TYP.
31'-0"
3'-10", TYP.
32'-0"
133'-4"
6'-0"
20'-0"
A4.1
30'-0"
31'-0"
5'-0"
18'-2"
MEN
WOMEN
UP
STR 1
DN
ELEV. 1
GARAGE EXHAUST SHAFT
ELEV. 2
STR 2
DN
UP
NO LEVEL 2 ACCESS FROM ELEVATOR 2
MECHANICAL SHAFT FOR FUTURE RETAIL TENANT
OPEN OFFICE
DASHED LINE INDICATES AWNING ABV., SOLID IS AWNING BELOW
BALCONY
6'-0"
BALCONY
2'-0"
A4.2
11'-5 3/4"
33'-4"
11'-0"
33'-4"
20'-0"
33'-4"
19'-6"
3'-6"
TRUE NORTH
PROJECT NORTH
0
8'
16'
SCALE: 1/8" = 1'-0"


1
2
3
4
5
6
7
8
175'-11"
19'-9"
26'-0"
27'-6"
27'-6"
27'-6"
29'-6"
18'-2"
A
B
C
D
E
F
25'-2"
28'-0"
32'-0"
133'-4"
1'-10"
1'-10"
BALCONY 2
441 SF
9'x12'
RESIDENTIAL 2
2,274 SF
44'-3 1/2"
49'-2 3/4"
51'-4 3/4"
RESIDENTIAL 3
2,354 SF
54'-2"
6'-6"x18'
BALCONY 3
178 SF
RESIDENTIAL 4
2,399 SF
60'-8"
44'-4 1/2"
2'-10"
BALCONY 4
905 SF
9'x12'
BALCONY 4
905 SF
9'x12'
STR 1
DN
MECHANICAL
SHAFTS
ELEV. 1
HALLWAY
ELEV. 2
CR
CARD READER AT
ELEVATOR 2 W/
ACCESS LIMITED TO
RESIDENTIAL
TENANTS ONLY
STR 2
DN
RESIDENTIAL 1
2,500 SF
32'-4 3/4"
69'-10 3/4"
RR
RR
OFFICE
2,317 SF
47'-2"
38'-10 3/4"
SKYLIGHTS ABV.
TYP. OF (6)
6'-0"
A4.1
BALCONY 5
1485 SF
15 SF/PERSON
99 OCCUPANTS
9'x12'
BALCONY 1
1,165 SF
9'x12'
BALCONY 1
1,165 SF
2'-10"
A4.2
6'-0"
2'-10"
TRUE NORTH
PROJECT NORTH
0
8'
16'
SCALE: 1/8" = 1'-0"


1
2
3
4
5
6
7
8
175'-11"
19'-9"
26'-0"
27'-6"
27'-6"
27'-6"
29'-6"
18'-2"
A
B
C
D
E
F
25'-2"
28'-0"
32'-0"
30'-0"
18'-2"
133'-4"
ROOF HEIGHT = 38' AT TOP OF RIDGE BETWEEN ROOF DRAINS, AND
SLOPES DN TO DRAINS LOCATED APPROX. 36' O.C. AT +/- 1/4" PER FOOT.
(SEE BUILDING SECTIONS FOR COMPLIANCE TO HEIGHT REQUIREMENTS)
PARAPET
RIDGE
R.D.
ROOF MOUNTED
MECHANICAL
EQUIPMENT
ROOF
HATCH
ELEV. O.R.
MECHANICAL
EXHAUST
ELEV.
OVERRUN
SKYLIGHTS,
TYP. OF (6)
DECK BELOW
ELEV
OVERRUN
PROPOSED LOCATION
OF POSSIBLE FUTURE
P.V. ARRAY
A4.1
A4.2
PARAPETS DESIGNED FOR BUILDING ARTICULATION
AND MASSING EXTEND TALLER THAN 38'
TRUE NORTH
PROJECT NORTH
0
8'
SCALE: 1/8" = 1'-0"


1
2
3
4
5
6
7
8
175'-11"
19'-9"
26'-0"
27'-6"
27'-6"
27'-6"
29'-6"
18'-2"
A
B
C
D
E
F
25'-2"
28'-0"
32'-0"
133'-4"
30'-0"
18'-2"
RAMP UP
24'-0"
23'-6"
PARKING 1D
-
VARIES
CRASH CABLE
RAMP DN SLOPE 5.9%
18'-0"
26'-0"
18'-0"
24'-0"
18'-0"
24'-1"
PARKING 1A
-
-11.0'
DOMESTIC WATER
-
FIRE PUMP
-
ELEV. MACH. 2
-
ELEV. 2
PARKING 1C
-
-16'-0"
18'-0"
2'-0"
18'-0"
EV CHARGING ONLY
EC
UP
DN
STAIR 1
ELEV. MACH. 1
-
ELEV. 1
GARAGE EXHAUST SHAFT
PARKING 1B
-
VARIES
STAIR 2
UP
24'-6"
RAMP DN SLOPE 5.9%
8'-6"
TYP.
U.N.O.
FUTURE EV CHARGING STATION, TYP OF (5) SERVING (10) EV CHARGING STALLS
(10) LONG-TERM BIKE PARKING SPACES
(10) L.T. BIKE PARKING
ELECTRICAL
-
18'-0"
A4.1
A4.2
5
6
7
2
11
12
NOTE:
ALL SANITARY SEWER LINES SHALL BE SLOPED 2% MIN.
TRUE NORTH
PROJECT NORTH
0
8'
16'
SCALE: 1/8" = 1'-0"


1
2
3
4
5
6
7
8
175'-11"
19'-9"
26'-0"
27'-6"
27'-6"
27'-6"
29'-6"
18'-2"
A
B
C
D
E
F
25'-2"
28'-0"
32'-0"
133'-4"
30'-0"
18'-2"
23'-6"
24'-0"
RAMP UP
PARKING 2A
-21.0'
8'-6" TYP UNO
24'-6"
18'-0" TYP. UNO
UP
STAIR 1
ELEV 1
GARAGE EXHAUST SHAFT
SAND/OIL INTERCEPT
6
8
3
A4.1
A4.2
18'-0"
34'-6"
18'-0"
11'-3"
TRUE NORTH
PROJECT NORTH
0
8'
16'
SCALE: 1/8" = 1'-0"

706 SANTA CRUZ AVE. MENLO PARK

Architectural Review

706 Santa Cruz Ave., LLC.

SANTA CRUZ RENDERING

A 2.1

November 25, 2019

Form4 Architecture

+ 37'-9" (EL: 113.495')
ROOF HEIGHT
(MPPC E.3.2)

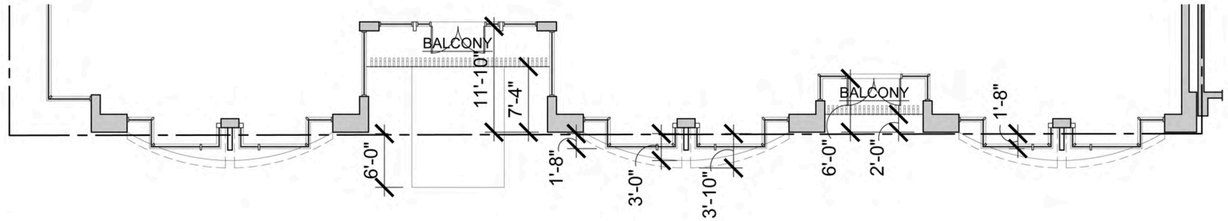
+ 27'-6" (EL: 103.28')
THIRD FLOOR

+ 15'-0" (EL: 90.78')
SECOND FLOOR

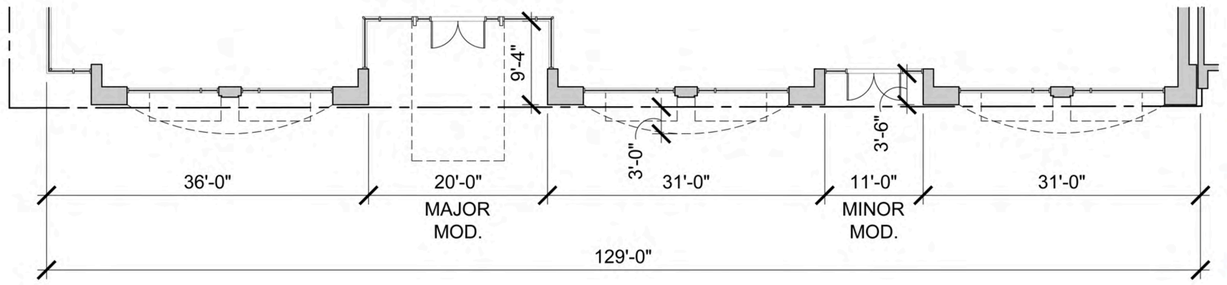
- 0'-3" (EL: 75.54')
FIRST FLOOR
LEVEL 1A

- 0'-3 3/4" (EL: 75.495')
AVERAGE NATURAL
GRADE

EAST ELEVATION



SECOND FLOOR



FIRST FLOOR

0 8' 16'
SCALE: 1/8" = 1'-0"

FORM4 ARCHITECTURE • THE GUZZARDO PARTNERSHIP • KIER & WRIGHT • ADAPTURE • INTERFACE ENGINEERING

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Architectural Review

706 Santa Cruz Ave., LLC.

CHESTNUT STREET RENDERING

A 2.3

November 25, 2019

Form4 Architecture

+ 37'-9" (EL: 113.495')
ROOF HEIGHT
(MPPC E.3.2)

+ 27'-6" (EL: 103.28')
THIRD FLOOR

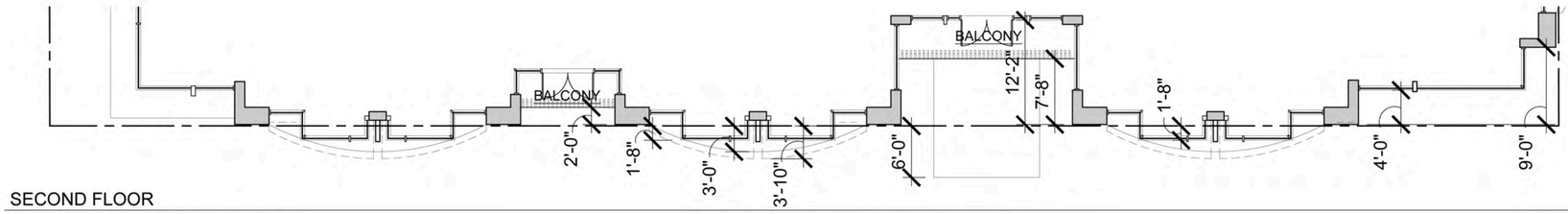
+ 15'-0" (EL: 90.78')
SECOND FLOOR

- 0'-0" (EL: 75.78')
FIRST FLOOR
LEVEL 1B

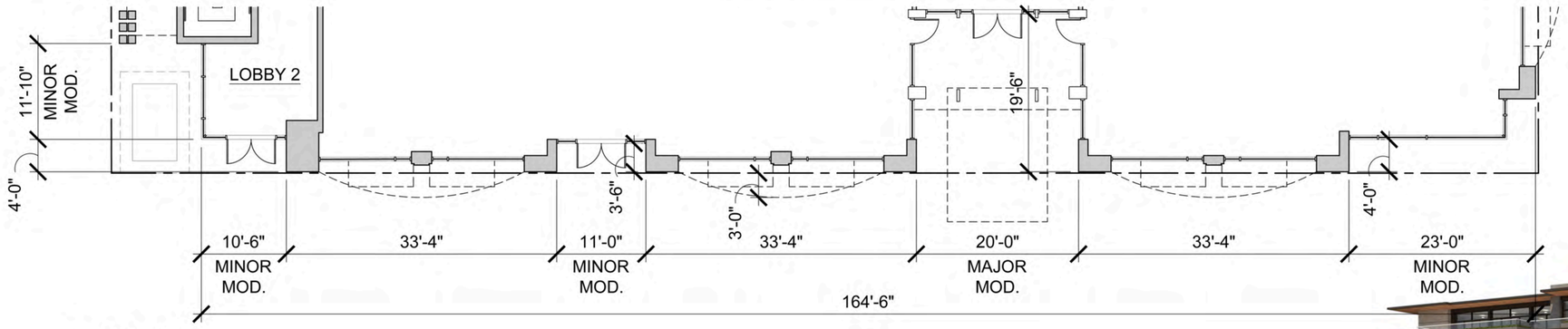
- 0'-3" (EL: 75.54')
FIRST FLOOR
LEVEL 1A

- 0'-3 3/4" (EL: 75.495')
AVERAGE NATURAL
GRADE

SOUTH ELEVATION



SECOND FLOOR



FIRST FLOOR

0 8' 16'
SCALE: 1/8" = 1'-0"

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Architectural Review

706 Santa Cruz Ave., LLC.

CHESTNUT LANE RENDERING

A 2.5

November 25, 2019

Form4 Architecture

+ 37'-9" (EL: 113.495')
ROOF HEIGHT
(MPPC E.3.2)

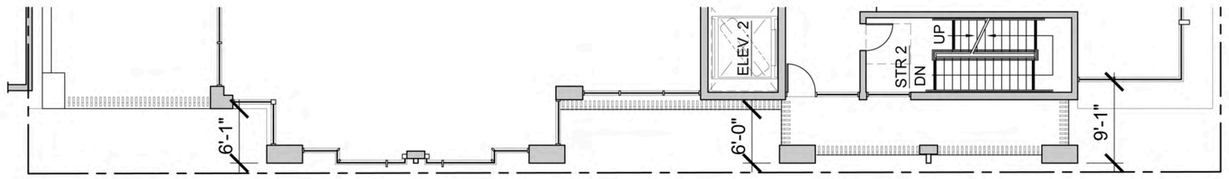
+ 27'-6" (EL: 103.28')
THIRD FLOOR

+ 15'-0" (EL: 90.78')
SECOND FLOOR

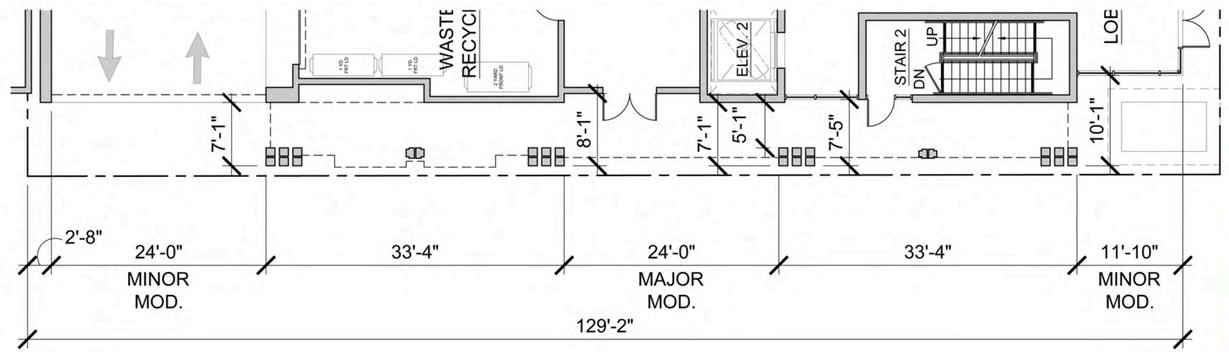
- 0'-0" (EL: 75.78')
FIRST FLOOR
LEVEL 1A

- 0'-3 3/4" (EL: 75.495')
AVERAGE NATURAL
GRADE

WEST ELEVATION



SECOND FLOOR



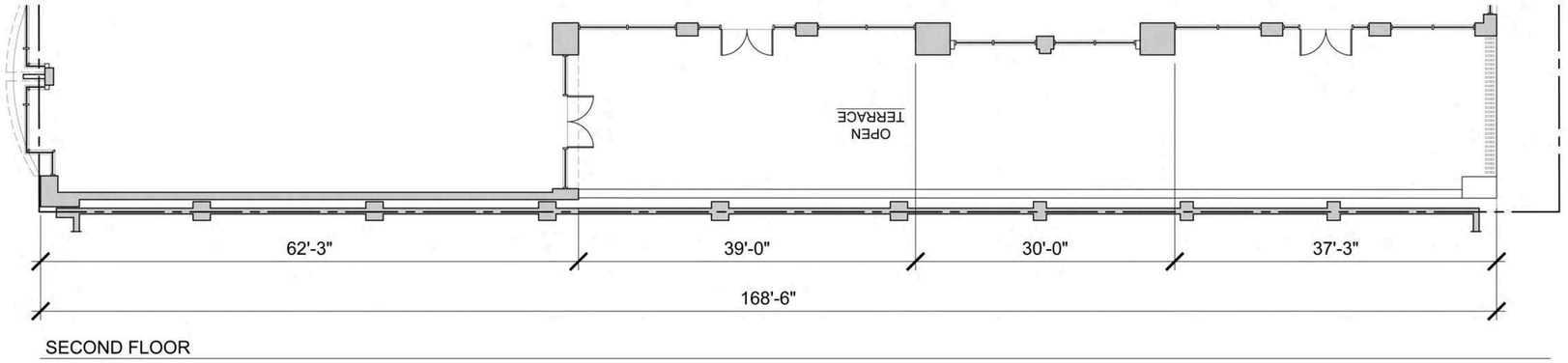
FIRST FLOOR

0 8' 16'
SCALE: 1/8" = 1'-0"

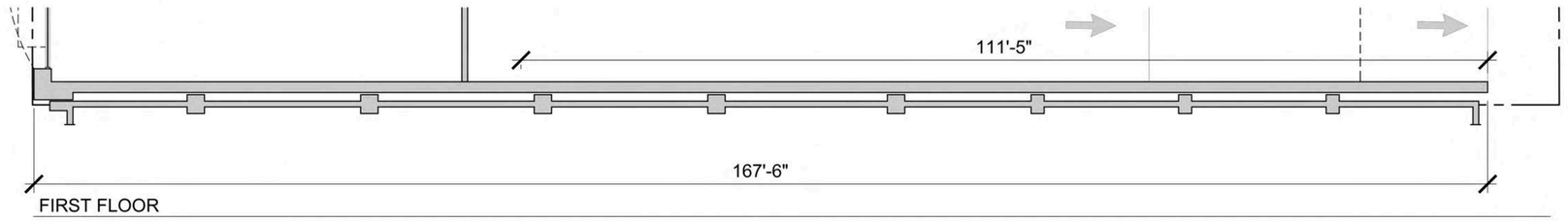
NORTH ELEVATION

0 8' 16'

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



SECOND FLOOR



FIRST FLOOR

CLEAR GLASS GUARDRAIL W/ STAINLESS STEEL TOP RAIL

HIGH-PERFORMANCE CLEAR GLASS

LIGHT BEIGE STONE

WARM GRAY STONE

DARK BROWN METAL PANEL ROOF OVERHANG / SUNSHADE

STAINED WOOD SOFFIT, TYP. AT 3rd FLOOR SOFFITS

DARK GRAY METAL PLANTERS

MEDIUM BEIGE STONE

DARK BROWN METAL GUARDRAIL

DARK BROWN METAL PANEL FASCIA

DARK BROWN MULLIONS & DOORS

MEDIUM BEIGE STONE

EAST ELEVATION

STAINED WOOD SOFFIT, TYP. AT 3rd FLOOR SOFFITS

LIGHT BEIGE STONE

ROLL-UP GARAGE DOOR, DARK BROWN METAL TO MATCH WINDOW MULLIONS

MEDIUM BEIGE STONE

WARM GRAY STONE

CLEAR GLASS GUARDRAIL W/ STAINLESS STEEL TOP RAIL

DARK BROWN METAL PANEL SUNSHADES & FASCIA

DARK BROWN METAL GUARDRAIL

DARK BROWN METAL PANELS

HIGH-PERFORMANCE CLEAR GLASS

DARK BROWN METAL DOORS

WEST ELEVATION

TRUE NORTH PROJECT NORTH

0 8' 16'

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

SOUTH ELEVATION

SOUTH ELEVATION SUMMARY

GROSS SURFACE AREA	2,487 SF
OPAQUE SURFACES	843 SF = 34%
TRANSPARENT SURFACES	1,639 SF = 66%

EAST ELEVATION SUMMARY

GROSS SURFACE AREA	1,995 SF
OPAQUE SURFACES	767 SF = 38%
TRANSPARENT SURFACES	1,288 SF = 62%

WEST ELEVATION SUMMARY

GROSS SURFACE AREA	672 SF
OPAQUE SURFACES	324 SF = 48%
TRANSPARENT SURFACES	348 SF = 52%

FACADE TREATMENT

OPAQUE SURFACES

TRANSPARENT SURFACES

0 10" 20"

SCALE: 1/10" = 1'-0"

EAST ELEVATION

WEST ELEVATION

SOUTH ELEVATION

SOUTH ELEVATION SUMMARY

PRIMARY FACADE AREA	2,038 SF
PROJECTION AREA	662 SF
PERCENT OF FACADE AREA	32.5%

EAST ELEVATION SUMMARY

PRIMARY FACADE AREA	1,919 SF
PROJECTION AREA	646 SF
PERCENT OF FACADE AREA	33.7%

FACADE PROJECTIONS

PRIMARY BUILDING FACADE

FACADE PROJECTION

0 10" 20'

SCALE: 1/10" = 1'-0"

EAST ELEVATION

FORM4 ARCHITECTURE • THE GUZZARDO PARTNERSHIP • KIER & WRIGHT • ADAPTURE • INTERFACE ENGINEERING

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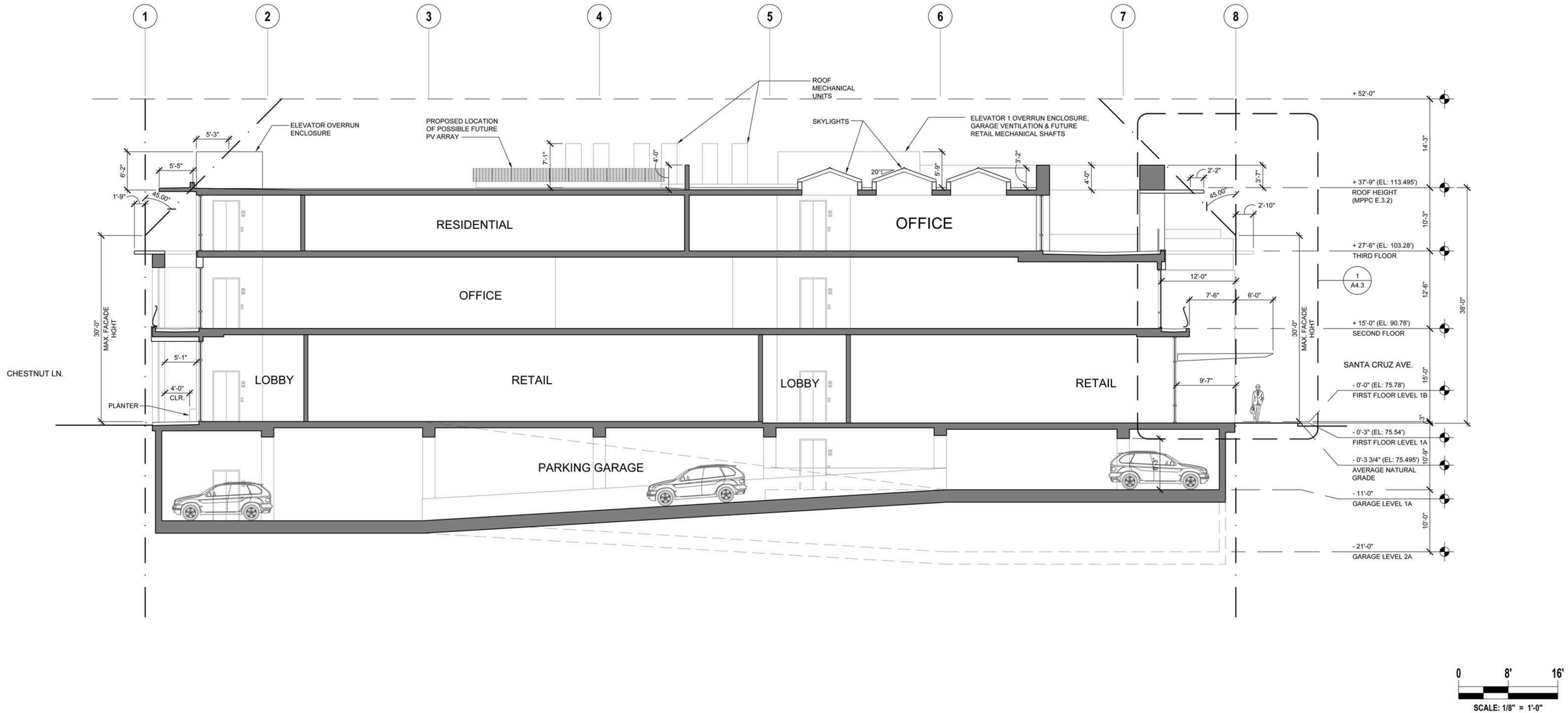
706 Santa Cruz Ave., LLC.

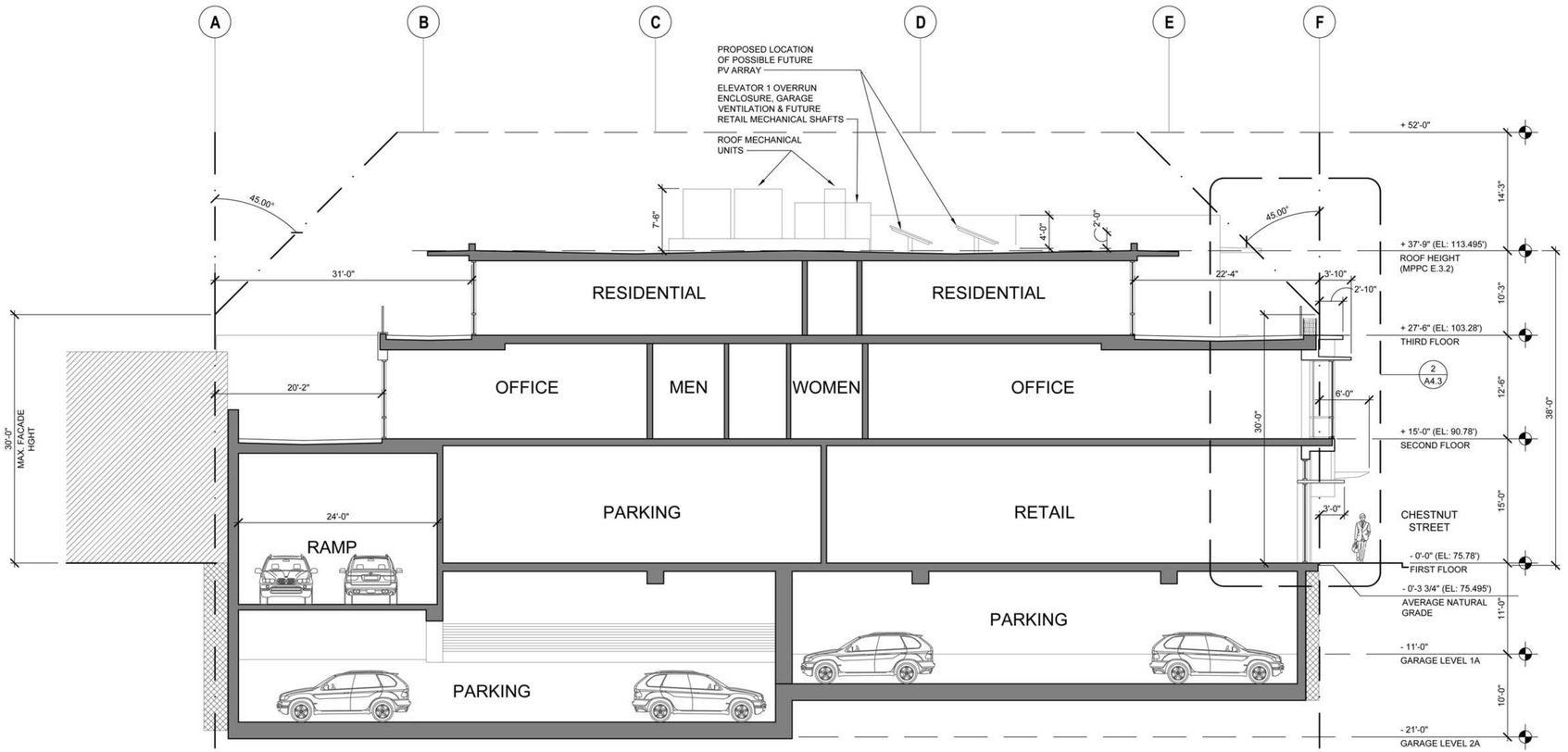
MATERIALS AND COLOR BOARD

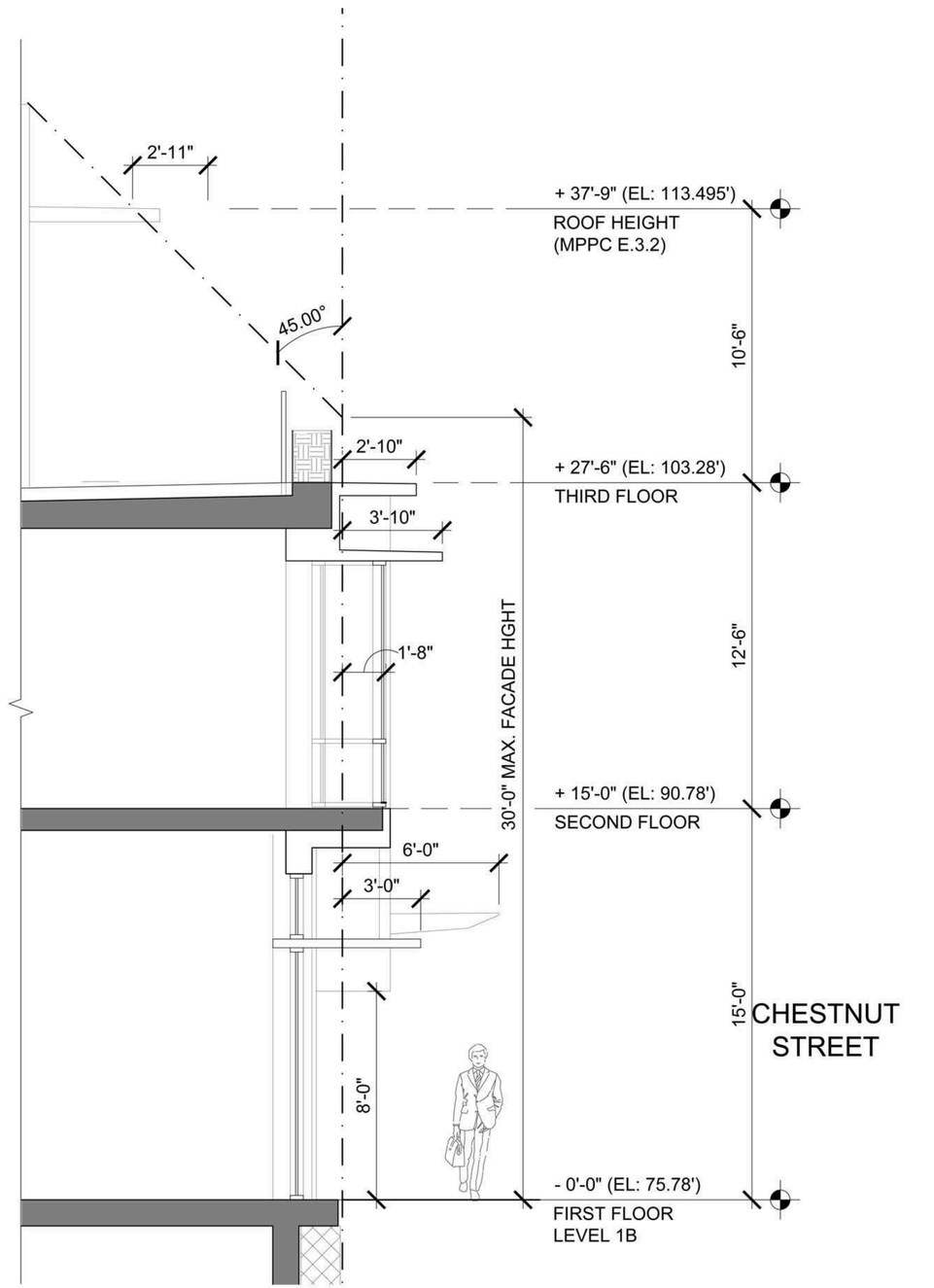
FORM4 ARCHITECTURE • THE GUZZARDO PARTNERSHIP • KIER & WRIGHT • ADAPTURE • INTERFACE ENGINEERING



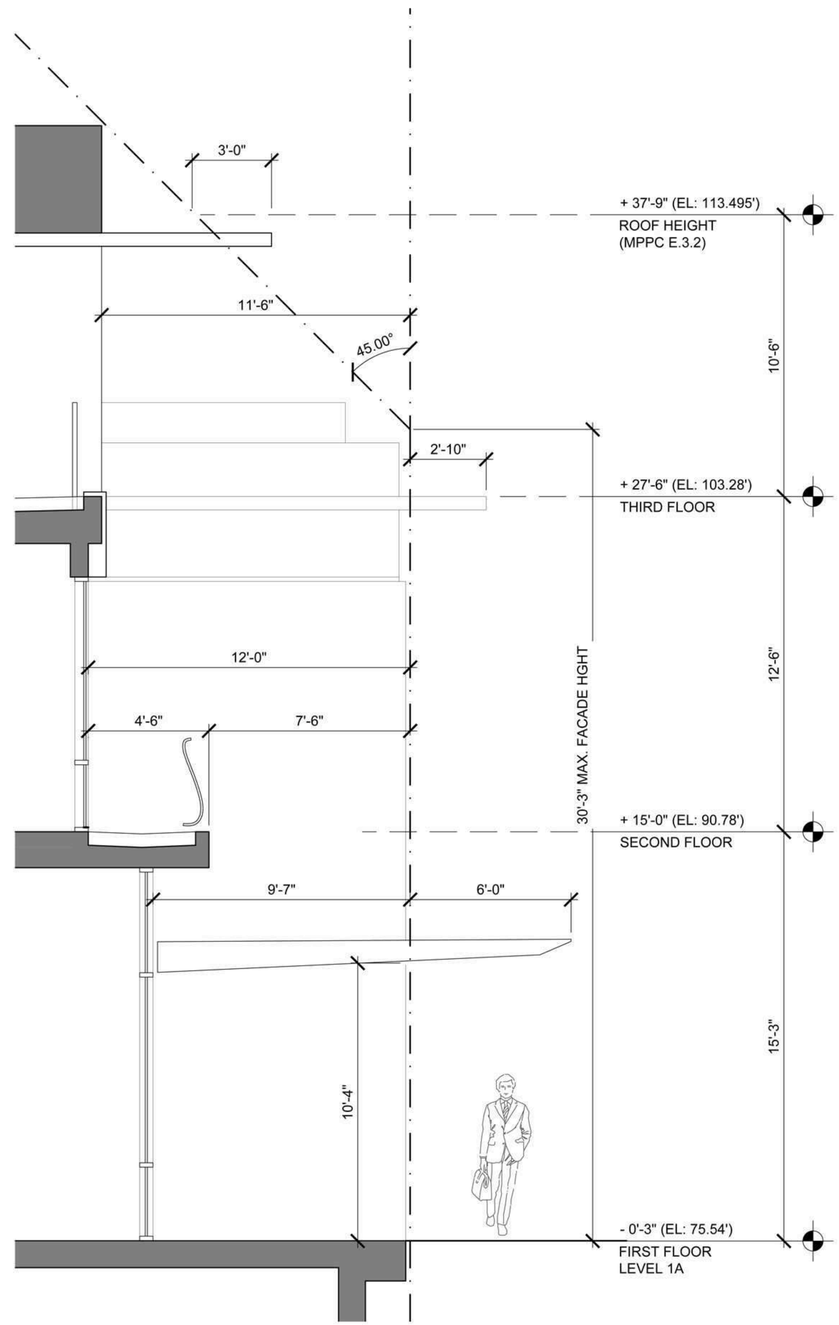
0 8' 16'

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

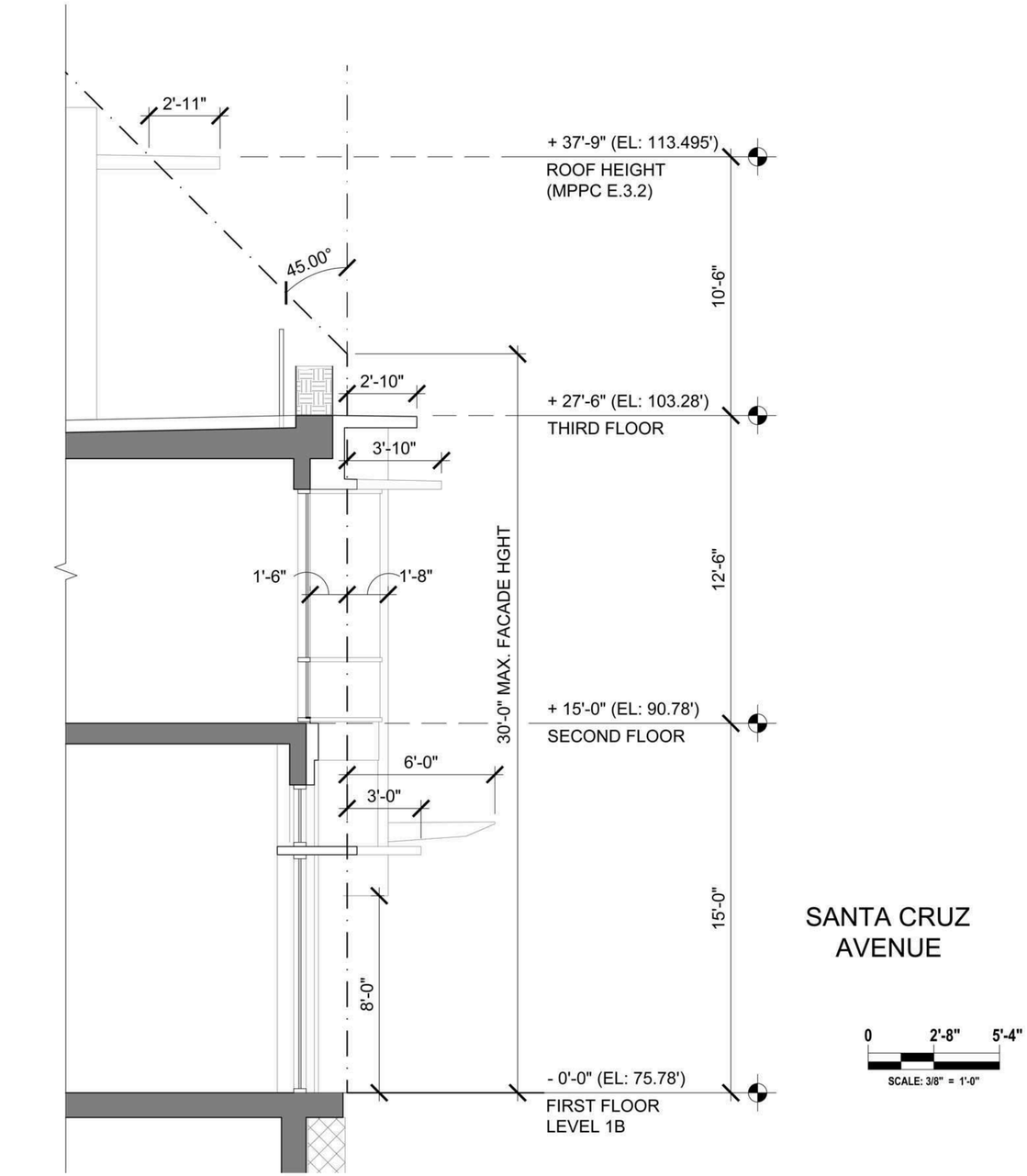

A
B
C
D
E
F
PROPOSED LOCATION OF POSSIBLE FUTURE PV ARRAY
ELEVATOR 1 OVERRUN ENCLOSURE, GARAGE VENTILATION & FUTURE RETAIL MECHANICAL SHAFTS
ROOF MECHANICAL UNITS
7'-6"
4'-0"
2'-0"
45.00°
45.00°
+ 52'-0"
14'-3"
+ 37'-9" (EL: 113.495')
ROOF HEIGHT
(MPPC E.3.2)
10'-3"
31'-0"
22'-4"
3'-10"
2'-10"
RESIDENTIAL
RESIDENTIAL
+ 27'-6" (EL: 103.28')
THIRD FLOOR
2
A4.3
20'-2"
OFFICE
MEN
WOMEN
OFFICE
6'-0"
12'-6"
30'-0"
30'-0"
MAX. FACADE HGHT
+ 15'-0" (EL: 90.78')
SECOND FLOOR
38'-0"
24'-0"
RAMP
PARKING
RETAIL
3'-0"
CHESTNUT STREET
15'-0"
- 0'-0" (EL: 75.78')
FIRST FLOOR
- 0'-3 3/4" (EL: 75.495')
AVERAGE NATURAL GRADE
11'-0"
PARKING
PARKING
- 11'-0"
GARAGE LEVEL 1A
10'-0"
- 21'-0"
GARAGE LEVEL 2A
0
8'
16'
SCALE: 1/8" = 1'-0"



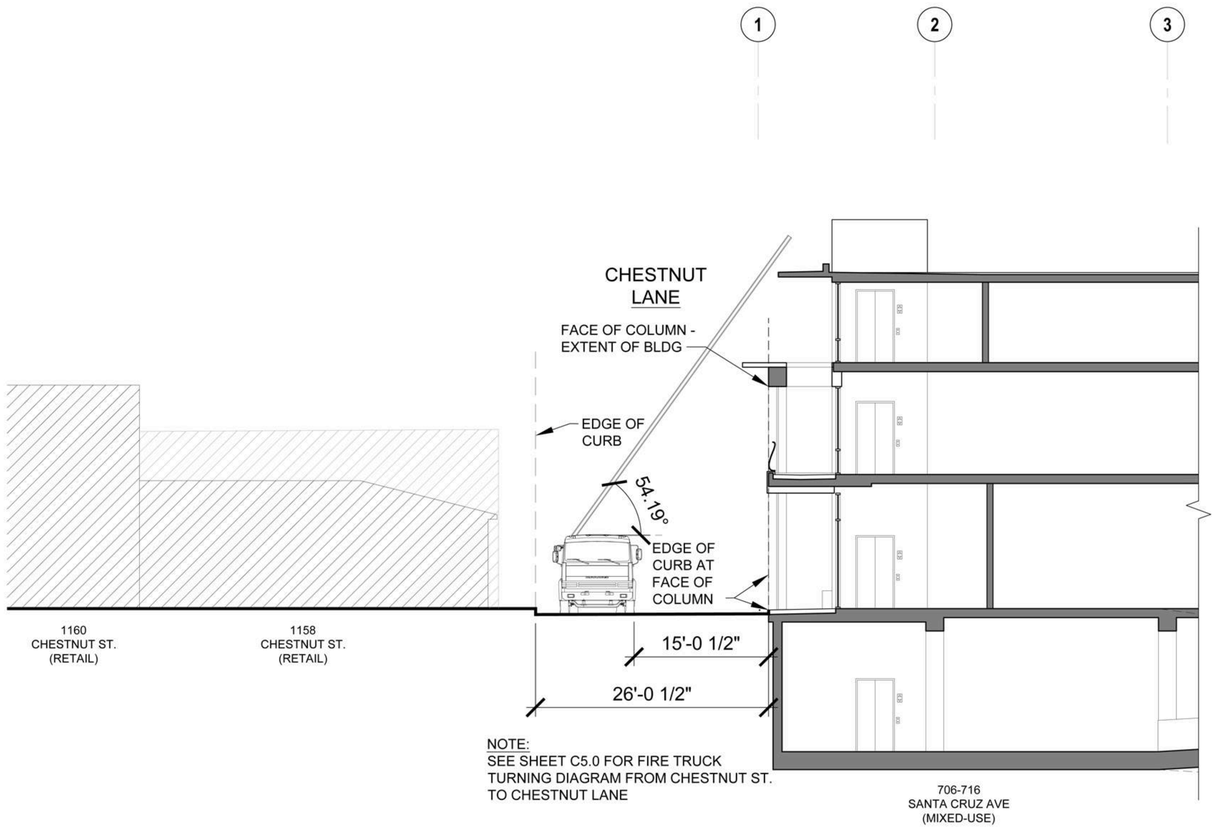
SECTION AT SOUTH ELEVATION BAY WINDOWS 2



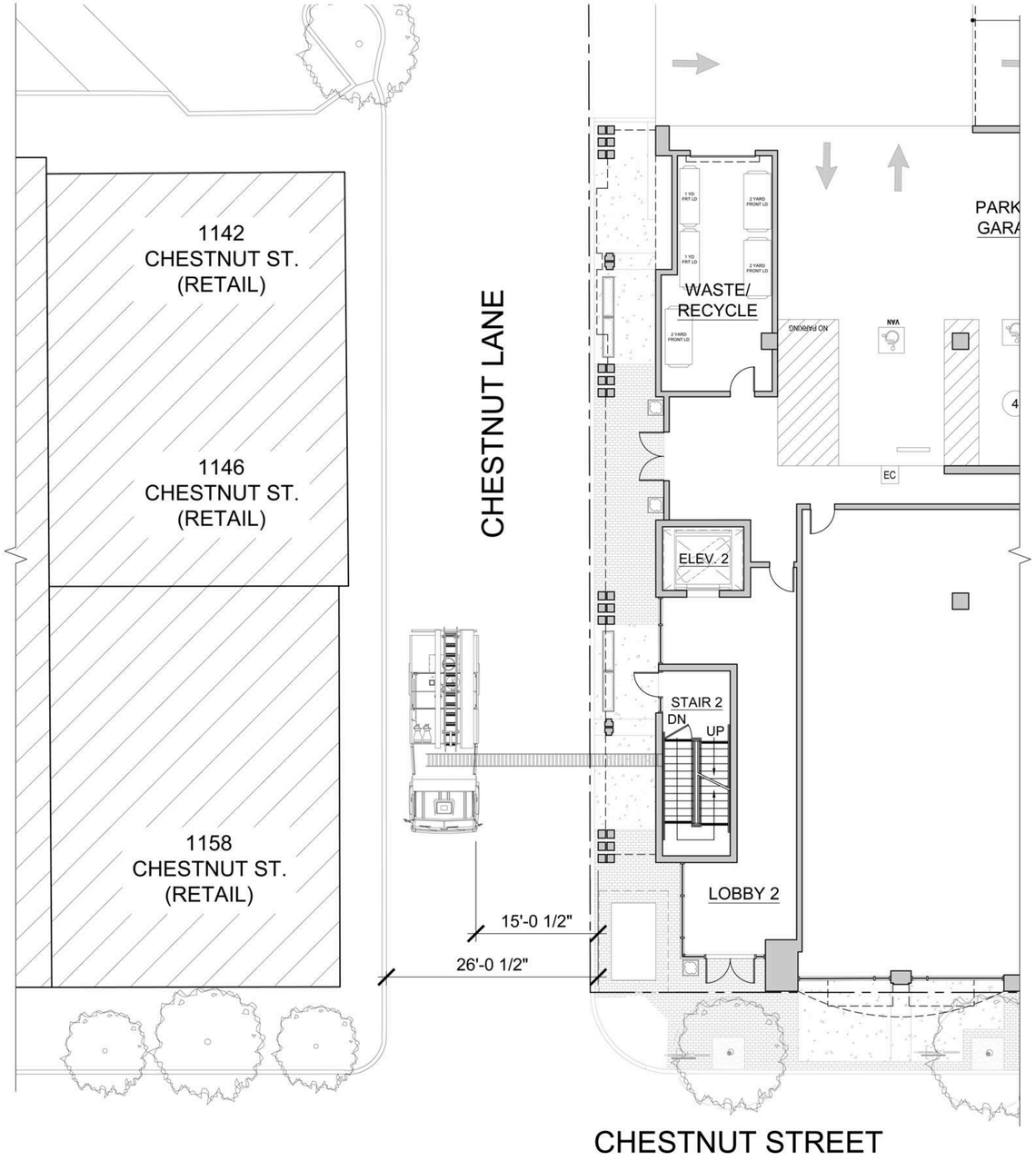
SECTION AT EAST ELEVATION MAJOR MODULATION 1



SECTION AT FACE OF TYPICAL EAST BUILDING WALL 3



CHESTNUT LANE FIRE TRUCK ACCESS DIAGRAM - PARTIAL SECTION



CHESTNUT LANE FIRE TRUCK ACCESS DIAGRAM - PARTIAL SITE PLAN

ELECTRICAL SYMBOL LIST

NOTE: This is a standard symbol list and not all items listed may be used.

Abbreviations

A	AMPERES, AMBER
AFF	ABOVE FINISHED FLOOR
AHJ	AUTHORITY HAVING JURISDICTION
AIC	AVAILABLE INTERRUPTING CAPACITY
AWG	AMERICAN WIRE GAUGE
BAS	BUILDING AUTOMATION SYSTEM
C	CONDUIT, CLOSE, CONTROL
CA	CABLE
CAT	CATEGORY
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED
CFOI	CONTRACTOR FURNISHED OWNER INSTALLED
CLG	CEILING
COORD	COORDINATE
CU	COPPER
DIA	DIAMETER
DIM	DIMENSION
DIV	DIVISION
DN	DOWN
DWG	DRAWING
EA	EACH
EMT	ELECTRICAL METALLIC TUBING
ENT	ELECTRICAL NON-METALLIC TUBING
FA	FIRE ALARM
FT	FOOT, FEET
G, GND	GROUND
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GFI	GROUND FAULT INTERRUPTER
GFP	GROUND FAULT PROTECTION
HH	HANDHOLE
HT	HEIGHT
ID	IDENTIFICATION
IEEE	INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS
IN	INCH, INCHES
KV	KILOVOLT
KVA	KILOVOLT AMPERES
KW	KILOWATT
LED	LIGHT EMITTING DIODE
LV	LOW VOLTAGE
M	MOTOR
MCA	MINIMUM CIRCUIT AMPS
MISC	MISCELLANEOUS
MOCP	MAXIMUM OVERCURRENT PROTECTION
MT, MTD	MOUNT, MOUNTED
N/A	NOT APPLICABLE
NEC	NATIONAL ELECTRIC CODE
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NESC	NATIONAL ELECTRIC SAFETY CODE
NTS	NOT TO SCALE
OC	ON CENTER
OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED, OWNER INSTALLED
PH	PHASE
PVC	POLY-VINYL-CHLORIDE
PWR	POWER
RFI	REQUEST FOR INFORMATION
RM	ROOM
S	SWITCH
SHT	SHEET
STD	STANDARD
TBD	TO BE DETERMINED
TYP	TYPICAL
UL	UNDERWRITERS LABORATORIES
UON	UNLESS OTHERWISE NOTED
V	VOLTS, VOLTAGE
W/	WITH
W/O	WITHOUT
WP	WEATHERPROOF
XFMR	TRANSFORMER

Connections / Equipment

- HEAVY DUTY FUSED DISCONNECT SWITCH
- J OR J — JUNCTION BOX
- WALL-MOUNTED JUNCTION BOX
- MOTOR CONNECTION
- NON-FUSED DISCONNECT SWITCH
- T — TRANSFORMER

General

- X / X — DETAIL NUMBER AND SHEET LOCATION
- XX-X / LOCATION — EQUIPMENT IDENTIFICATION
- 1 — KEYED NOTE

Lighting

- EXIT SIGN CEILING MOUNTED, ARROW(S) INDICATES DIRECTION IF SHOWN
- EXIT SIGN WALL MOUNTED, ARROW(S) INDICATES DIRECTION IF SHOWN
- RECESSED 1' X 4' LUMINAIRE
- RECESSED 1' X 8' LUMINAIRE
- RECESSED 2' X 2' LUMINAIRE
- RECESSED 2' X 4' LUMINAIRE
- RECESSED ADJUSTABLE OR WALL WASH LUMINAIRE
- RECESSED LUMINAIRE
- SURFACE OR PENDANT MOUNTED 1' X 4' LUMINAIRE
- SURFACE OR PENDANT MOUNTED 1' X 8' LUMINAIRE
- SURFACE OR PENDANT MOUNTED LUMINAIRE
- WALL MOUNTED 6" WIDE LUMINAIRE
- WALL MOUNTED LUMINAIRE

Miscellaneous

- #10 / B-27,29,31. — BRANCH CIRCUIT WIRING. ARROW INDICATES HOME RUN TO PANEL WITH CIRCUITS AS NOTED. WIRE SIZE IS #12 AWG MINIMUM UNLESS NOTED OTHERWISE. SHORT TICK MARKS INDICATE PHASE CONDUCTORS. LONG TICK MARKS INDICATE NEUTRAL CONDUCTORS. A SINGLE CURVED TICK MARK INDICATES INSULATED GREEN GROUND CONDUCTOR. SECOND CURVED TICK MARK INDICATES "ISOLATED GROUND" (GREEN INSULATION WITH YELLOW STRIPE) CONDUCTOR.
- BRANCH PANEL
- FLUSH WALL MOUNTED BRANCH PANEL
- GROUNDING POINT
- MAIN DISTRIBUTION PANEL / SUB DISTRIBUTION PANEL

Raceways

- CONDUIT CONCEALED IN WALL OR CEILING SPACE
- CONDUIT ROUTED BELOW FLOOR / GRADE
- CONDUIT ELLED DOWN
- CONDUIT ELLED UP
- CONDUIT/WIRING CONTINUATION
- CONDUIT/WIRING STUBBED OUT WITH END CAP OR INSULATED PLASTIC BUSHING

Switches and Receptacles

- DUPLEX RECEPTACLE (MULTIPLE LETTERS INDICATE MULTIPLE OPTIONS)
  - A = ABOVE COUNTER
  - B = CLOCK HANGER
  - C = FLUSH CEILING MOUNTED
  - E = EMERGENCY
  - F = ARC FAULT PROTECTED BY BREAKER IN PANEL
  - G = GROUND FAULT CIRCUIT INTERRUPTER
  - H = HOSPITAL GRADE
  - K = CHILD RESISTANT COVER
  - L = ISOLATED GROUND
  - P = PENDANT MOUNTED WITH CORD GRIPS. VERIFY PENDANT LENGTH
  - R1 = HALF SWITCHED BY OCCUPANCY SENSOR RELAY
  - R2 = FULLY SWITCHED BY OCCUPANCY SENSOR RELAY
  - S = SPLIT WIRED
  - T = TAMPER RESISTANT SHUTTERED RECEPTACLE
  - W = WEATHERPROOF CONTINUOUS USE COVER, GFCI PROTECTED, WITH WEATHER-RESISTANT RECEPTACLE
- DUPLEX RECEPTACLE, FLUSH FLOOR
- DOUBLE DUPLEX RECEPTACLE. SEE LETTER CODE LIST AT DUPLEX RECEPTACLE FOR OPTIONS
- EQUIPMENT ELECTRICAL CONNECTION
- SPECIAL PURPOSE RECEPTACLE. LETTER CODE DENOTES RECEPTACLE CONFIGURATION
  - LX-XXR = NEMA CONFIGURATION TWIST-LOCK RECEPTACLE
  - X-XXR = NEMA CONFIGURATION STRAIGHT BLADE RECEPTACLE
  - P = PENDANT MOUNT WITH CORD GRIPS. VERIFY PENDANT LENGTH
  - X = COORDINATE RECEPTACLE CONFIGURATION WITH EQUIPMENT BEING SUPPLIED
- OS — CEILING MOUNTED OCCUPANCY SENSOR
  - P = PASSIVE INFRARED
  - D = DUAL TECHNOLOGY
  - U = ULTRASONIC, 360 DEG RANGE
  - H = ULTRASONIC, HALLWAY PATTERN
  - v (LOWERCASE) = VACANCY CONTROL DESIGNATION
- OS — WALL MOUNTED OCCUPANCY SENSOR
  - P = PASSIVE INFRARED
  - D = DUAL TECHNOLOGY
  - v (LOWERCASE) = VACANCY CONTROL DESIGNATION
- SS — WALL MOUNTED OCCUPANCY SENSOR/SWITCH
  - S = PASSIVE INFRARED WITH INTEGRAL "OFF" SWITCH
  - T = DUAL RELAY PASSIVE INFRARED WITH TWO INTEGRAL "OFF" SWITCHES
  - D = PASSIVE INFRARED WITH INTEGRAL DIMMER TO OFF.
  - v (LOWERCASE) = VACANCY CONTROL DESIGNATION
- $ — SINGLE POLE SWITCH
  - 2 = DOUBLE POLE SWITCH
  - 3 = THREE-WAY SWITCH
  - 4 = FOUR-WAY SWITCH
  - a THRU z (LOWERCASE) = LUMINAIRE CONTROL DESIGNATION
  - D = DIMMER
  - F = FAN SPEED CONTROL
  - K = KEY OPERATED SWITCH
  - L = LIGHTED HANDLE
  - M = MANUAL MOTOR STARTER WITH THERMAL OVERLOAD
  - P = SWITCH WITH PILOT LIGHT
  - S = SENTRY SWITCH
  - T = INTERVAL TIMER
  - W = WEATHERPROOF SWITCH
  - V = LOW VOLTAGE SWITCH

GENERAL ELECTRICAL NOTES

A. DO NOT COMMENCE INSTALLATION OF ELECTRICAL SYSTEMS AND EQUIPMENT WITHOUT RELATED SHOP DRAWING APPROVALS.

B. COORDINATE WITH OWNER SO THAT WORK CAN BE SCHEDULED NOT TO INTERRUPT OPERATIONS, NORMAL ACTIVITIES, BUILDING ACCESS, ACCESS TO DIFFERENT AREAS. THE OWNER WILL COOPERATE TO THE BEST OF THEIR ABILITY TO ASSIST IN A COORDINATED SCHEDULE, BUT WILL REMAIN THE FINAL AUTHORITY AS TO TIME OF WORK PERMITTED.

C. COORDINATE THE EXACT LOCATION OF EXISTING UTILITIES AND EQUIPMENT PRIOR TO COMMENCEMENT OF WORK. COMPENSATE THE OWNER FOR DAMAGES CAUSED BY THE FAILURE TO LOCATE AND PRESERVE UTILITIES. REPLACE DAMAGED ITEMS WITH NEW MATERIAL TO MATCH EXISTING.

D. CONCEALED CONDUIT LOCATED IN CONCRETE WALLS OR HARDBOARD CEILING SPACES MAY BE ABANDONED IN PLACE. REMOVE CONDUCTORS AND TAG ABANDONED CONDUITS WITH CORRESPONDING SYSTEM AND TERMINATION POINT. CUT AND CAP ABANDONED CONDUIT. DO NOT EXTEND STUBS ABOVE FINISHED FLOOR.

E. REMOVE ABANDONED WIRING TO LEAVE SITE CLEAN.

F. PROVIDE BLANK COVER PLATE FOR ABANDONED FLUSH OUTLETS.

G. MAINTAIN ACCESS TO EXISTING ELECTRICAL INSTALLATIONS WHICH REMAIN ACTIVE. MODIFY INSTALLATION OR PROVIDE ACCESS PANEL AS APPROPRIATE.

H. OFFER REMOVED LUMINAIRES, WIRING DEVICES, PANELBOARDS AND EQUIPMENT TO THE OWNER. IF OWNER CHOOSES TO RETAIN THESE ITEMS, RETURN SUCH ITEMS TO OWNER. CAREFULLY REMOVE AND DISPOSE OF ITEMS REJECTED BY OWNER FROM PROJECT SITE AND IN A LEGAL MANNER.

I. PROVIDE SUITABLE ANCHORAGE AND SUPPORT FOR ELECTRICAL EQUIPMENT IN RATED WALLS, SLABS AND CEILINGS. MOUNT DEVICES AND RACEWAYS IN ACCORDANCE WITH ESTABLISHED CODES AND SPECIFICATIONS.

J. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

K. DRAWINGS AND SPECIFICATIONS COMPLIMENT EACH OTHER. REQUIREMENT BY EITHER INFERS REQUIREMENT BY BOTH.

L. CONNECT EQUIPMENT AND DEVICES FURNISHED UNDER OTHER DIVISIONS OF THIS CONTRACT, BY OWNER OR BY OTHER CONTRACTS.

M. UNLESS OTHERWISE NOTED, PROVIDE CONCEALED AND FLUSH MOUNTED INSTALLATION OF DEVICES AND EQUIPMENT IN AREAS.

N. PROVIDE SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN 120 VOLT, MULTI-WIRE CIRCUITS.

O. FOR 120 VOLT, 20 AMP CIRCUITS, WHERE CIRCUIT DISTANCE FROM PANELBOARD TO FARTHEST DEVICE/FIXTURE EXCEEDS 75 FEET, PROVIDE #10 SIZE CONDUCTOR.

P. RUN ELECTRICAL CONDUIT CONCEALED AND PARALLEL TO BUILDING LINES. VERIFY WITH ARCHITECT.

Q. RECEPTACLE OUTLETS SHALL COMPLY WITH CEC SECTION 210.7.

R. LIGHTS, SWITCHES AND CONTROL MECHANISMS SHALL COMPLY WITH CEC SECTION 404.

S. BRACE ELECTRICAL EQUIPMENT TO RESIST A HORIZONTAL FORCE THAT ACT IN ANY DIRECTION. COMPLY WITH TITLE 24 REQUIREMENTS.

T. INSTALL COMPLETE SYSTEM OF CONDUCTORS IN RACEWAY SYSTEM THROUGHOUT BUILDING FOR FEEDERS, BRANCH CIRCUITS, ETC.

U. PROVIDE UNSWITCHED HOT CONDUCTOR TO EMERGENCY BALLAST/DRIVER OF SWITCHED LUMINAIRES TO PREVENT SWITCHOVER TO BATTERY OPERATION WHEN LUMINAIRES ARE SWITCHED TO THE OFF POSITION.

V. INSTALLATION OF UTILITY TRANSFORMER, UTILITY SERVICE CONDUITS, VAULTS, GROUNDING, ETC., SHALL BE VERIFIED AND COORDINATED WITH UTILITY COMPANY PRIOR TO INSTALLATION. ALL WORK SHALL CONFORM WITH ALL UTILITY COMPANY RULES, REGULATIONS, AND STANDARDS. THE PROPOSED UTILITY COMPANY TRANSFORMER LOCATION, SERVICE FEEDER ROUTING, VAULT LOCATION AND SIZE ARE SUBJECT TO UTILITY COMPANY ENGINEERING, REVIEW AND APPROVAL. AT THE TIME OF THE ISSUANCE OF THESE DOCUMENTS, THIS ENGINEERING HAS NOT BEEN COMPLETED. CONTRACTOR SHALL COORDINATE AND VERIFY ALL THE NECESSARY UTILITY REQUIREMENTS FOR THIS PROJECT WITH UTILITY COMPANY PRIOR TO COMMENCING WORK.

W. ALL WORK ON SERVICE CONDUCTORS, FEEDERS, AND OTHER SUCH EQUIPMENT SHALL BE DONE ONLY WHEN SUCH CONDUCTORS, FEEDERS, AND EQUIPMENT ARE DE-ENERGIZED. THE CONTRACTOR SHALL HAVE AN "ELECTRICAL SAFETY AND LOCK-OUT/TAG-OUT PROCEDURE" IN PLACE PRIOR TO COMMENCEMENT OF WORK.

X. ELECTRICAL CONTRACTOR SHALL COORDINATE ALL CONDUIT TRENCHING WITH OTHER DISCIPLINES AND THE UTILITY COMPANY TO AVOID CONFLICT.

Y. MINIMUM SIZE FOR EXTERIOR BELOW GRADE CONDUIT SHALL BE 1".

Z. OCCUPANCY SENSOR NOTES:

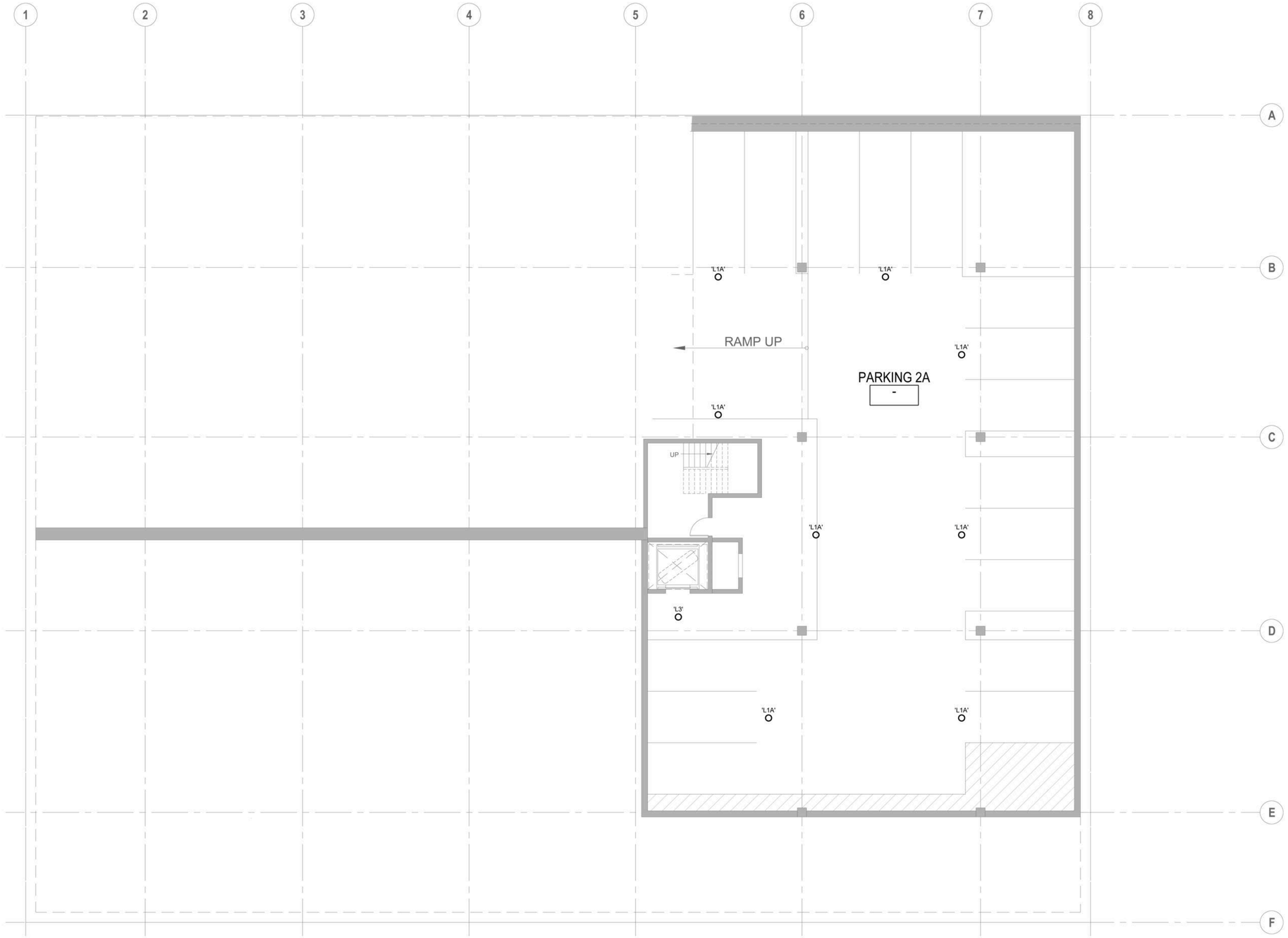
1. WALL SENSORS
   a. SENSOR MUST HAVE CLEAR "VIEW" OF OCCUPANTS. WHERE SENSOR WILL BE BLOCKED, SUBSTITUTE WITH SMALL-ROOM CEILING SENSOR.
2. SEE MANUFACTURER'S SPECIFICATION REGARDING PLACING SENSORS AWAY FROM STRONG AIR-FLOW. INDICATE PRECISE LOCATION OF EACH CEILING SENSOR WHERE DRAWINGS INDICATE AIR SUPPLIES.
3. IN INDIVIDUAL ROOMS WITH CEILING SENSORS AND DUAL-LEVEL LIGHTING, ASSUME TWO TOGGLE SWITCH OVERRIDES PER ROOM.
4. PRIOR TO INSTALLATION, RECEIVE FACTORY-TRAINING AND LAYOUT-ASSISTANCE. IF LOCAL AGENT CHANGES LIGHTING DRAWINGS, CONTACT FACTORY REPRESENTATIVE.

AE. THIS PROJECT IS A DESIGN-BUILD PROJECT. THE ACCOMPANYING DOCUMENTS ARE MEANT TO PORTRAY THE DESIGN INTENT AND QUALITY OF MATERIALS. NOT ALL SYSTEMS ARE SIZED OR DOCUMENTED. IT WILL BE THE RESPONSIBILITY OF EACH TRADE TO TAKE THE DESIGN INTENT, COMPLETE ALL CALCULATIONS FOR LOADS, EQUIPMENT SIZING, DUCT SIZING, AND PIPE SIZING, AND TO CREATE COMPLETE AND COORDINATED CONSTRUCTION DOCUMENTS AND PERMITTING DOCUMENTS. THE CONTRACTOR WILL BE THE ENGINEER OF RECORD FOR THE PROJECT. THE CONTRACTOR WILL BE EXPECTED TO ATTEND ALL REQUIRED COORDINATION AND DESIGN MEETINGS (ON A WEEKLY BASIS OR MORE) AS STIPULATED BY THE ARCHITECT AND OWNER. ALL CONTRACTORS WILL BE REQUIRED TO COORDINATE ROUTING OF ALL THEIR RESPECTIVE UTILITIES AND CREATE COMPOSITE COORDINATED CONSTRUCTION DOCUMENTS TO BE SENT TO THE ARCHITECT FOR REVIEW. PRIOR TO SUBMISSION FOR REVIEW, THE CONTRACTORS SHALL STAMP ALL DRAWINGS AS "COORDINATED WITH ALL TRADES" WITH A SIGNATURE FROM EACH TRADES' PROJECT MANAGER.

SHEET INDEX

E0.1	SYMBOL LIST AND GENERAL NOTES - ELECTRICAL
E2.0	PARKING GARAGE LEVEL 2 FLOOR PLAN - ELECTRICAL
E2.1	PARKING GARAGE LEVEL 1 FLOOR PLAN - ELECTRICAL
E2.2	FIRST FLOOR PLAN - ELECTRICAL
E2.3	SECOND FLOOR PLAN - ELECTRICAL
E2.4	THIRD FLOOR PLAN - ELECTRICAL
E2.5	ROOF FLOOR PLAN - ELECTRICAL
E3.1	SINGLE LINE DIAGRAM

PROJECT 2018-0536
CONTACT
INTERFACE ENGINEERING
135 Main Street
Suite 400
San Francisco, CA 94105
TEL 415.489.7240
FAX 415.489.7289
www.interfaceengineering.com



GENERAL SHEET NOTES

A. COORDINATE EXACT LOCATION AND MOUNTING HEIGHT OF RECEPTACLES, VOICE/DATA OUTLETS AND ELECTRICAL DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.

B. COORDINATE EXACT LOCATION AND POWER REQUIREMENTS OF HVAC UNITS WITH DIVISION 23 PRIOR TO INSTALLATION.

LUMINAIRE SCHEDULE

L1A GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 54 WATTS, 5788 LUMENS, TYPE 5 DISTRIBUTION

L1B GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 54 WATTS, 5371 LUMENS, TYPE 1R DISTRIBUTION

L1C GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 54 WATTS, 5718 LUMENS, TYPE 3 DISTRIBUTION

L2 GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 95 WATTS, 9818 LUMENS, TYPE CD DISTRIBUTION

L3 GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 37 WATTS, 4223 LUMENS, TYPE CD DISTRIBUTION

L4 BEGA "31094" SERIES - 3000K, 5.3 WATTS, 322 LUMENS

1 PARKING LEVEL 2 PLAN - ELECTRICAL

0 4' 8' 16'

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

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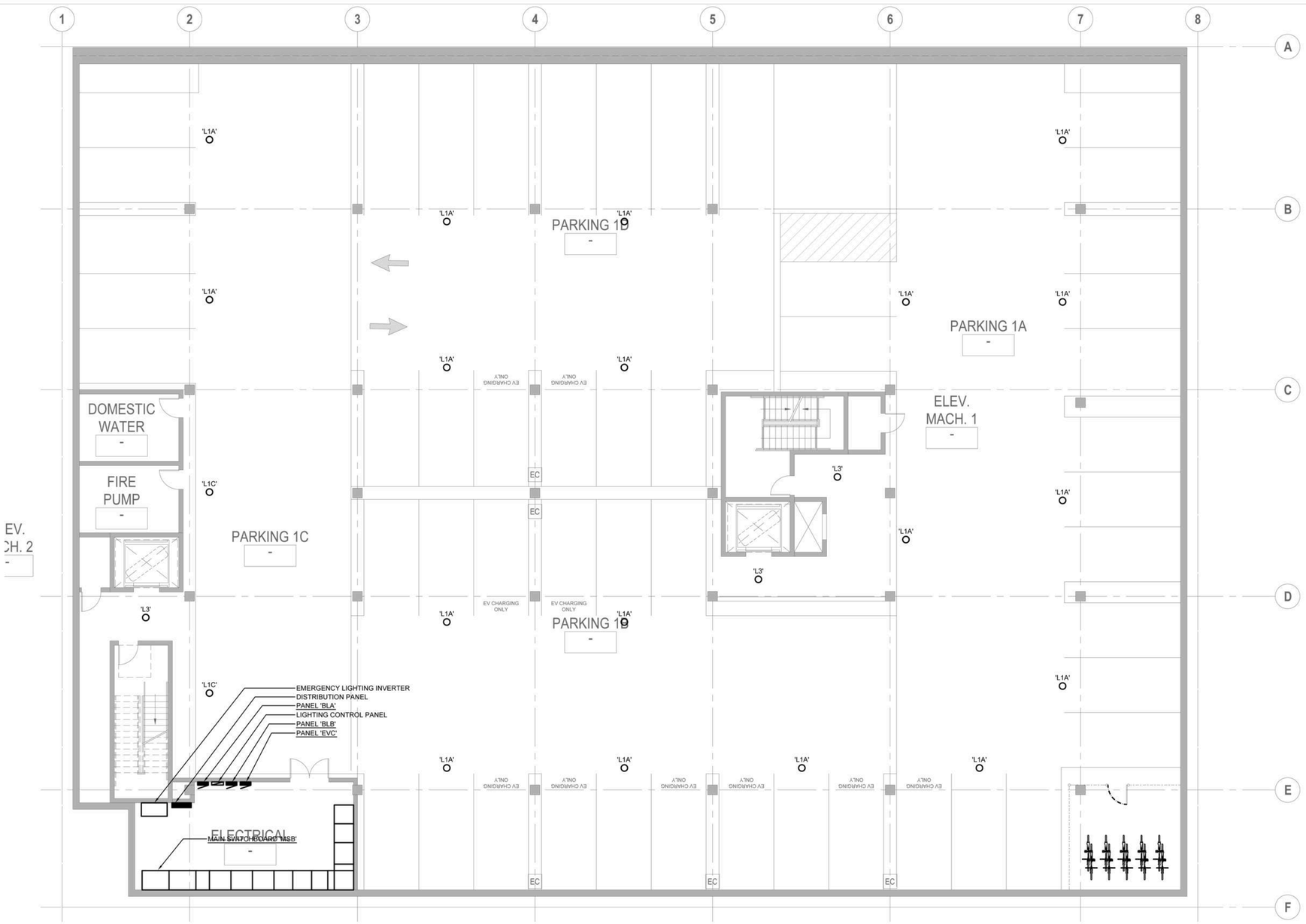

1 BASEMENT PLAN - ELECTRICAL

0 4' 8' 16'

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

GENERAL SHEET NOTES

A. COORDINATE EXACT LOCATION AND MOUNTING HEIGHT OF RECEPTACLES, VOICE/DATA OUTLETS AND ELECTRICAL DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.

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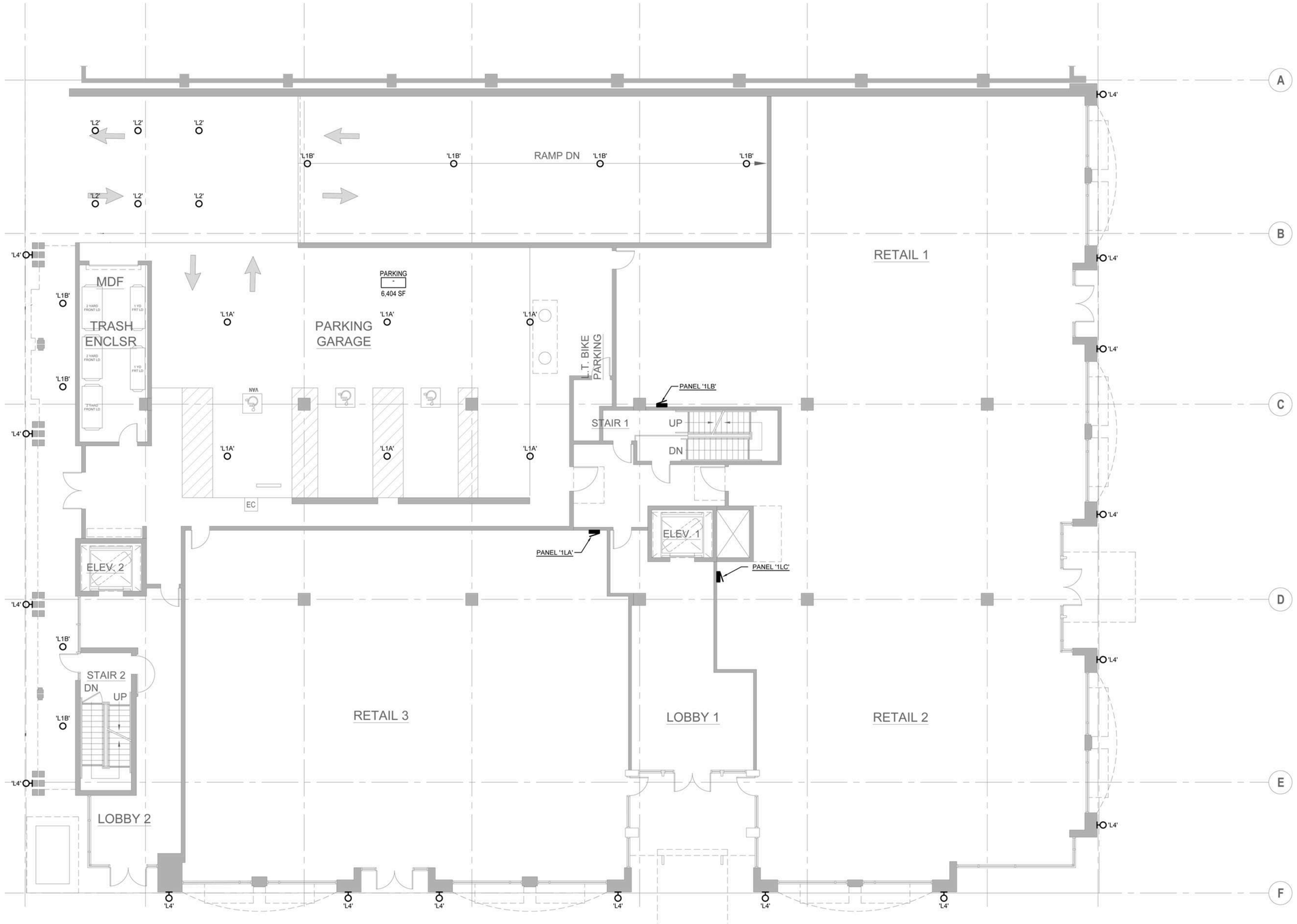

1 FIRST FLOOR PLAN - ELECTRICAL

0 4' 8' 16'

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

GENERAL SHEET NOTES

A. COORDINATE EXACT LOCATION AND MOUNTING HEIGHT OF RECEPTACLES, VOICE/DATA OUTLETS AND ELECTRICAL DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.

B. COORDINATE EXACT LOCATION AND POWER REQUIREMENTS OF HVAC UNITS WITH DIVISION 23 PRIOR TO INSTALLATION.

LUMINAIRE SCHEDULE

L1A GARDCO BY SIGNIFY "SOFTVIEW" SERIES - 3000K, WARM WHITE, 54 WATTS, 5788 LUMENS, TYPE 5 DISTRIBUTION

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L4 BEGA "31094" SERIES - 3000K, 5.3 WATTS, 322 LUMENS

NOTE:
UPLIGHTING NOT ALLOWED IN SPECIFIC PLAN AREA. ADDIITONAL REVIEW OF BUILDING MOUNTED LIGHTS WILL BE REQUIRED AT THE BUILDING PERMIT STAGE.

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INTERFACE ENGINEERING
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San Francisco, CA 94105
TEL 415.489.7240
FAX 415.489.7289
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FIXTURE L1A, L1B, L1C & L2

GARDCO by Signify

Garage & Canopy

SoftView

SVPG with comfort optics

Gardco SoftView LED parking garage luminaires feature edge lit technology, providing visual comfort with minimal glare to enhance the user experience. An added uplight feature reduces the cave effect for an increased sense of security. SoftView features multiple optical distributions, lumen packages and mounting options providing you with the ideal solution for your garage lighting needs. Optional emergency battery backup available for path of egress lighting and is integral to the luminaire.

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

Ordering guide

example: SVPG-140L-2100-NW-G2-SM-S -BL-IMRQ-MGY

Luminaire	Number of LEDs	Drive Current	Color Temperature	Mounting	Distribution	Emergency	Voltage	Options: Dimming controls	Options: Motion sensing	Options: Electrical	Finish
SVPG	140L										
SVPG SoftView Parking Garage	**140L** 140 LEDs (comfort engine)	**450** 450mA **650** 650mA **1200** 1200mA **1675** 1675mA **2100** 2100mA	**WW-G2** Warm White 3000K (70 CRI) Generation 2 **NW-G2** Neutral White 4000K (70 CRI) Generation 2 **CW-G2** Cool White 5000K (70 CRI) Generation 2 **WY-G2** Warm Yellow 2700K (80 CRI) Generation 2[1] **BW-G2** Balanced White 3500K (80 CRI) Generation 2[1]	**SM** Surface / Pendant Mount (pendant and junction box by others) **T**[2] Trunnion Mount (ordered separately; see Accessories) **WM** Wall Mount (ordered separately; see Accessories)	**IR** Type IR Rectangular **3**[3] Type III Asymmetric **5** Type V **CD** Concentrated Downlight	**NONE** Leave Blank **EBP**[4][5][6] Emergency Battery pack **EBPC**[5][6][7] Emergency Battery pack cold-rated	**120** 120V **208** 208V **240** 240V **277** 277V **UNV** Universal 120-277V **347** 347V **480** 480V **HVU** Universal 347-480V	**NONE** Leave Blank **DD**[8][9] 0-10V Dimming external leads (controls by others) **BL**[10] Bi-level with motion sensor **LLC**[10][11] Wireless Controls	**NONE** Leave Blank **IMRQ**[12] Integral Motion Response. #2 lens **IMRS**[12] Integral Motion Response. #5 lens (Factory customizable, contact factory.)	**Fusing** **F1**[13] Single Fuse (120, 277, 347V) **F2**[13] Double Fuse (208, 240, 480V) **F3**[13] Double Fuse Canadian double-pull (208, 240, 480V) **Surge Protection** **Blank** 5kV 10kA SKA standard **SP2** 20kV 10kA (option)	**BZ** Bronze **MGY** Medium Gray **WH** White **OC** Optional Color Specify optional color or RAL: ex: DC-LGP or DC-RAL7024. **SC** Special Color Must supply color chip. Requires factory quote.

1. Choose either **EBP** suitable for 0°C (32°F) to +40°C (+104°F) or **EBPC** suitable for -20°C (-4°F) to +40°C (+104°F).
2. Not available with **347V**, **480V** or **HVU**.
3. Not available with 1200mA, 1675mA or 2100mA.
4. Not available with 2100mA.
5. Extended lead times apply. Contact factory for details.
6. Not available with Emergency options (**EBP**, **EBPC**).
7. Available with **120V**, **208V**, **240V**, **277V** or **UNV** only.
8. Provide specific input voltage.
9. Luminaire includes 0-10V dimming wires for dimming control by others.
10. 0-10V dimming driver standard.
11. Must be combined with Motion Sensing option (**IMRQ** or **IMRS**).
12. Must be combined with Dimming Controls option (**BL** or **LLC**).
13. Not available with Motion Sensing.
14. Not available with other Dimming Controls.
15. Trunnion Mount (**T**) not available with both **DD** and **EBP** or **EBPC** is available with each individually (**DD** or **EBP** or **EPBC**).

PGc-1506SS SoftView SS 12/18 page 1 of 7

FIXTURE L4

LED wall luminaire

Type: L4
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Material: Luminaire housing constructed of copper and brass. Designed for installation directly to a standard 4" octagonal wiring box using mounting plate and wiring box cover.

Glass: Hand-blown, three-ply opal glass with screw neck.

Electrical: 5.3W LED luminaire, 7 total system watts, -20°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. LED color temperature is 3000K with a >80 CRI.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: Natural copper finish with brass. Time and weather factors will create the natural patina of copper.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP44

Weight: 4.4 lbs

Luminaire Lumens: 322

	Lamp	A	B	C	D
31 094	5.3 W LED	3⅞	16⅛	5⅛	3⅛

BEGA-US 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 I

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LAYOUT LEGEND

	Ground Cover	E.J.	Expansion Joint
	Pedestrian Concrete Paving	S.A.D.	See Architect's Drawings
		S.C.D.	See Civil Engineer's Drawings
X / L–X	Detail Number / Sheet Number	S.E.D.	See Electrical Engineer's Drawings
		S.M.D.	See Mechanical Engineer's Drawings
	Property Line	S.P.D.	See Plumbing Engineer's Drawings
	Center Line		
	Align		
▲	Accent Light. S.E.D. See Color and Finish Schedule		
	Wall Light. S.E.D. See Color and Finish Schedule		
	Utility Boxes S.C.D.		
	Below grade utilities as noted. S.C.D.		

CONSTRUCTION NOTES

1.) Existing Sidewalk conditions and Planting on Santa Cruz Ave. and Chestnut Ave. to remain, or where required to be removed to match existing.

COLOR AND FINISH SCHEDULE

NEW CONCRETE PAVING
Natural grey concrete with light broom finish. Sweep perpendicular to path of travel.

NEW BRICK PAVING
To Match Existing

UNIT PAVERS
By Tectura Designs, www.tecturadesigns.com, 707.507.9610
Type 1: Expressions – 24"x24"x2", Pattern to be Stacked,
Colors: (33%) HXP–110, (33%) HXP–50, (33%) HXP–20

WOOD DECKING
By Kebony, www.kebony.com/us, 855.230.5656
MDL: 2522, Kebony Clear RAP 38x140mm Boardwalk Decking w/ Side Slits for Hidden Clip System, Fasten w/ Acid–Proof (A4) Screws or equivalent.

PRE–CAST PLANTERS
By: Tournesol Siteworks, www.tournesol.com, 800.542.2282

Type 1: Wilshire Weathering Steel Planter, MDL: WWR–WS4800, 48"(L) x 48"(W) x 36"(H), Weight: 344 lbs. w/ Full Wall (no toe–kick) WWR–SK
QTY: 11

Type 2: Wilshire Weathering Steel Planter, MDL: WWR–WS2400, 24"(L) x 24"(W) x 24"(H), Weight: 106 lbs. w/ Full Wall (no toe–kick) WWR–SK
QTY: 7

Type 3: Wilshire Weathering Steel Planter, MDL: WWR–WS601824, 60"(L) x 18"(W) x 24"(H), Weight: 177 lbs. w/ Full Wall (no toe–kick) WWR–SK
QTY: 25

BIKE RACK
By Palmer Group, www.bikeparking.com, 415.333.6428
MDL: WCR02–SF–P–SS Welle Circular Rack – 36"(W) x 32"(H), 304 SS Alloy,
Finish: Powder Coated, Color: Black, **QTY: 3**

PLANT PALETTE

TREES					
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
BAM TEX	9	Bambusa textilis gracilis	Graceful Bamboo	24" Box	Low
PIT UND	3	Laurus 'Saratoga'	Saratoga Laurel	48" Box	Low

SHRUBS				
KEY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
AC	Acacia cognata 'Cousin Itt'	Little River Wattle	5gal	Low
AN	Anigozanthus 'Big Red'	Red Kangaroo Paw	1gal	Low
AZ	Alpinia zerumbet 'Variegata'	Variegated Shell ginger	1gal	Medium
BM	Buxus microphylla 'Green Beauty'	Green Beauty Boxwood	5gal	Medium
CE	Carex elata 'Bowles Golden'	Bowles Golden Sedge	5gal	Medium
CF	Carex testacea 'Prarie Fire'	Orange Sedge	5gal	Medium
HH	Hemerocallis Hybrids	Evergreen Daylily	5gal	Medium
LC	Leucospermum cordifolium 'Flame Spike'	Nodding Pincushion	5gal	Low
LD	Lavandula dentata	French Lavender	5gal	Low
MD	Mahonia darwinii	Darwin Barberry	5gal	Low
MR	Muhlenbergia capillaris	Pink Muhly Grass	1gal	Low
PF	Polygala fruticosa 'Petite Butterflies'	Dwarf Sweet Pea Shrub	5gal	Medium
PH	Phormium tenax 'Rainbow Warrior'	New Zealand Flax	5gal	Low
PX	Philodendron xanadu	Winterborn Philodendron	5gal	Medium
RO	Rosa 'Flower Carpet Amber'	Flower Carpet Amber Rose	5gal	Low
SR	Strelitzia reginae	Bird of Paradise	5gal	Medium
TJ	Trachelospermum jasminoides	Star Jasmine	1gal	Medium
TM	Trapaeolum majus	Garden Nasturtium	1gal	Medium

All planted areas are to be watered with an approved automatic underground irrigation system. Potable irrigation water will be delivered by drip irrigation devices. The system shall be designed to make efficient use of water through conservation techniques, and be in compliance with resolution 6261, as required by the State of California.

An application and detailed landscape irrigation plan will be submitted with the building permit submittal package. All planting and irrigation will be in compliance with the city's Water Efficient Landscape Ordinance.

The final construction documents will provide the contractor with an understanding of the design intent for the maintenance of the planting areas regarding care and pruning of the site. The maintenance contractor shall furnish all labor, equipment, materials and supervision required to properly maintain the landscaped areas in an attractive condition and as described in the project maintenance specifications.

IRRIGATION PERFORMANCE SPECIFICATIONS

Project is Design/Build and shall meet Landscape Water Use Ordinance.
All proposals shall meet the requirements of the outline specifications below:

1. Planting Areas and Method of Irrigation

a. Shrub Areas – New trees and shrubs shall be irrigated with drip emitters or bubblers.
b. Lawn Areas – Lawn areasshall be irrigated with small turf spray sprinklers having a radius capacity of 12' to 15' and a 4" pop–height.

2. Irrigation Equipment

a. Point of Connection:
A gate valve shall be provided under work of another section. Irrigation demand is not to exceed sixty (60) gallons per minute. Required pressure is 60 P.S.I. or more.

b. Remote Control Valves:
An electrically activated solenoid control valve shall control each circuit of sprinklers. Size will vary according to gpm demand of circuit. Sizes to be 3/4" through 2". Valves shall be Rainbird ECV series, anti–siphon valves. Valves shall be housed in a plastic valve box set flush with grade. Pea gravel shall be installed below valve, 6" deep. Four bricks shall support the plastic valve box at the base of the box, below grade. Solenoid control wire shall be spliced using epoxy–filled waterproof splice packs.

c. Controller and Wire:
A solid–state controller shall control the operation of the irrigation system. The controller shall be 'Hunter ACC' with Solar Sync and Real–time Flow Monitoring system. The controller shall be mounted outdoors adjacent to existing controller. The housing shall be weatherproof. Each controller station will require an underground AWG–UF 14–1 control wire to the valve location. A common wire AWG–UF 12–1 shall be connected to all valves related to a single controller.

d. Pipe and Fittings
i. Main line (constant pressure): 2" and smaller pipe shall be plastic PVC 1120, Schedule 40 with plastic PVC Schedule 40 solvent weld fittings, buried 18" deep.
ii. Lateral lines (non–constant pressure) to sprinklers: Pipe shall be plastic PVC 1120–200 PSI with plastic Schedule 40 solvent weld fittings, buried 12" deep.

e. Sleeving:
All pipe under paving shall be housed in a PVC plastic pipe sleeve. Sleeving material shall be 1120–200 P.S.I. PVC plastic pipe of size adequate to accommodate necessary pipes and wiring. Sleeves shall extend beyond walk, curb, or edge of paving. Sleeves shall be installed by concrete subcontractor.

f. Wye Strainer:
Wye strainer shall be of plastic construction with 150 mesh PVC screen. Strainer shall be placed in a valve box below grade and connected into the lateral line downstream of the drip irrigation remote control valves.

g. Trim all spray heads to eliminate overspray onto walks and building.

This performance specification is intended as a brief description of the methods of irrigation to be applied to this project. This specification is not intended as a construction document.

SHEET INDEX

L–1	Landscape Notes and Legends
L–2.1	Level 1 – Landscape Plan
L–2.2	Level 2 – Landscape Plan
L–2.3	Level 3 – Landscape Plan
L–3	Landscape Details
L–4	Tree Disposition Plan

OUTDOOR WATER USE EFFICIENCY CHECKLIST

City of Menlo Park Water Efficient Landscape Ordinance
OUTDOOR WATER USE EFFICIENCY CHECKLIST

To Be Completed by Applicant — Page 1 of 2

I certify that the submitted project meets the specified requirements of the Water Conservation in Landscaping Ordinance.

Signature: [signature] Date: 08/01/18

Project Information

☑ New Construction ☐ Rehabilitated ☐ Other:
☐ Single Family ☐ Multi–Family ☑ Commercial ☐ Institutional ☐ Irrigation only ☐ Industrial ☐ Other:
Applicant Name (print): Gary Laymon Contact Phone #: (415) 433-4672 ex. 16
Project Site Address: 706-716 Santa Cruz Ave., Menlo Park, CA 94025
Project Area (sq.ft. or acre): 0.538 acre # of Units: 4 # of Meters: 1 for Irrig.

		Agency Review (Pass)	(Fail)
	Total Landscape Area (sq.ft.): 1,190 sq. ft.	☐	☐
	Turf Irrigated Area (sq.ft.): 0 sq. ft.	☐	☐
	Non-Turf Irrigated Area (sq.ft.): 1,190 sq. ft.	☐	☐
	Irrigated Special Landscape Area (SLA) (sq.ft.): 0 sq. ft.	☐	☐
	Water Feature Surface Area (sq.ft.): N/A		

Landscape Elements	Requirement	Project Compliance		
Plant Material	Low water using plants are installed for at least 75% of plant area	☑ Yes ☐ No, See Special Landscape Area and/or Recycled Water Area	☐	☐
Turf (No turf proposed)	≤ 25% of the landscape area is turf (Residential ONLY)	☐ Yes ☐ No, See Water Budget	☐	☐
	There is no turf in parkways < 10 feet wide	☐ Yes ☐ No, if adjacent to a parking strip	☐	☐
Hydrozones	All turf is planted on slopes ≤ 25%	☑ Yes	☐	☐
Compost	Plants are grouped by Hydrozones	☑ Yes	☐	☐
Mulch	At least 4 cubic yards per 1,000 sq ft to a depth of 6 inches	☑ Yes ☐ No, See Soil Test	☐	☐
Irrigation System	At least 3-inches of mulch on exposed soil surfaces	☑ Yes	☐	☐
	Use of automatic irrigation controllers that use evapotranspiration or soil moisture sensor data and utilize a rain sensor	☑ Yes	☐	☐
	Irrigation controllers do not lose programming data when power source is interrupted	☑ Yes	☐	☐
	Irrigation system includes pressure regulators	☑ Yes	☐	☐
	Manual shut-off valves are installed near the connection to the water supply	☑ Yes	☐	☐
	All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher	☐ Yes No sprinkler heads proposed	☐	☐
	Areas < 10 feet shall be irrigated with subsurface irrigation	☑ Yes ☐ No, but there is no runoff or overspray	☐	☐
Metering	Separate irrigation meter (Residential ONLY)	☐ Yes ☐ No, not required if < 5,000 sq ft.	☐ ☐	☐ ☐
	Separate irrigation submeters for landscape areas ≥ 1,000 sq ft (Commercial ONLY)	☑ Yes	☐	☐
Swimming Pools / Spas	Cover required for new pools and spas	☐ Yes ☑ No, no new pool or spa	☐	☐
Water Features	Recirculating	☐ Yes No Water Features	☐	☐
Documentation (per section 492.3)	Project Information	☑ Yes	☐	☐
	Water Efficient Landscape Worksheet (optional if ≤ 2,500 sq ft of landscape area)	☐ Prepared by professional	☐	☐

OUTDOOR WATER USE EFFICIENCY CHECKLIST

Page 2 of 2

Documentation (per section 492.3) Continued	Soil Management Report (optional if < 2,500 sq ft of landscape area)	☐ Prepared by professional	☐ ☐
	Landscape Design Plan (optional if < 2,500 sq ft of landscape area)	☑ Prepared by professional	☐ ☐
	Irrigation Design Plan (optional if < 2,500 sq ft of landscape area)	☐ Prepared by professional	☐ ☐
	Grading Design Plan (optional if < 2,500 sq ft of landscape area)	☐ Prepared by professional	☐ ☐
Audit	Post-installation audit completed	☐ Completed by professional	☐ ☐

Auditor:
Materials Received and Reviewed:
☐ Project Information
☐ Water Efficient Landscape Worksheet
☐ Residential Outdoor Water Use Efficiency Checklist
☐ Post-Installation Audit
☐ Landscape Design Plan
☐ Soil Management Report
☐ Irrigation Design Plan
☐ Grading Design Plan

Data Reviewed:
☐ Follow up required (explain):

Data Resubmitted:
Data Approved:
Dedicated Irrigation Meter Required:
Meter sizing:

Materials Recommended to Applicant:
☐ Regional Water Efficient Landscape Ordinance
☐ Residential Outdoor Water Use Efficiency Checklist
☐ Water Efficient Landscape Worksheet
☐ Plant List
☐ Other:

Measures Recommended to Applicant:
☐ Drip Irrigation
☐ Plant guilds
☐ Grading
☐ Pool and/or spa cover
☐ Dedicated irrigation meter
☐ Other:

Comments:

Selected Definitions:

ETo: Reference evapotranspiration means the quantity of water evaporated from a large field of four- to seven-inch tall, cool-season grass that is well watered. Reference evapotranspiration is used as the basis of estimating water budgets so that regional differences in climate can be accommodated.

SLA: Special Landscaped Area: includes edible plants, areas irrigated with recycled water, surface water features using recycled water and areas dedicated to active play such as parks, sports fields, golf courses, and where turf provides a playing surface.

Professional: Professional is a "certified professional" or "authorized professional" that is a certified irrigation designer, a certified landscape irrigation auditor, a licensed landscape architect, a licensed landscape contractor, a licensed professional engineer, or any other person authorized by the state to design a landscape, an irrigation system, or authorized to complete a water budget, irrigation survey or irrigation audit.

Water Feature: A design element where open water performs an aesthetic or recreational function. Water features include ponds, lakes, waterfalls, fountains, artificial streams, spas, and swimming pools (where water is artificially supplied).

Maximum Applied Water Allowance Calculations for New and Rehabilitated Landscapes

Enter value in Pale Blue Cells
Tan Cells Show Results
Messages and Warnings

Click on the blue cell on right to Pick City Name	Palo Alto	Name of City
ET_o of City from Appendix A	43.00	ET_o (inches/year)
Enter total landscape including SLA	1,190.00	LA (ft^2)
Enter Special Landscape Area	0.00	SLA (ft^2)
Results:		
MAWA = (ET_o) x (0.62) x [(0.7 x LA)+(0.3 x SLA)]	22,207.78	Gallons
	2,968.76	Cubic Feet
	29.69	HCF
	0.07	Acre-feet
	0.02	Millions of Gallons

MAWA calculation incorporating Effective Precipitation (Optional)

ET_o of City from Appendix A	43.00	ET_o (inches/year)
Landscape Area	1,190.00	LA (ft^2)
Special Landscape Area	0.00	SLA (ft^2)
Enter Effective Precipitation	0.00	Eppt (in/yr)
Results:		
MAWA=(ET_o - Eppt) x (0.62) x [(0.7 x LA)+(0.3 x SLA)]	-	Gallons
	-	Cubic Feet
	-	HCF
	-	Acre-feet
	-	Millions of Gallons

Estimated Total Water Use
Equation:
ETWU = (ET_o) x (0.62) x [(PF x HA/IE) + SLA]

Enter values in Pale Blue Cells
Tan Cells Show Results
Messages and Warnings

Enter Irrigation Efficiency (equal to or greater than 0.71)	0.81
Irrigation Efficiency Default Value	0.71

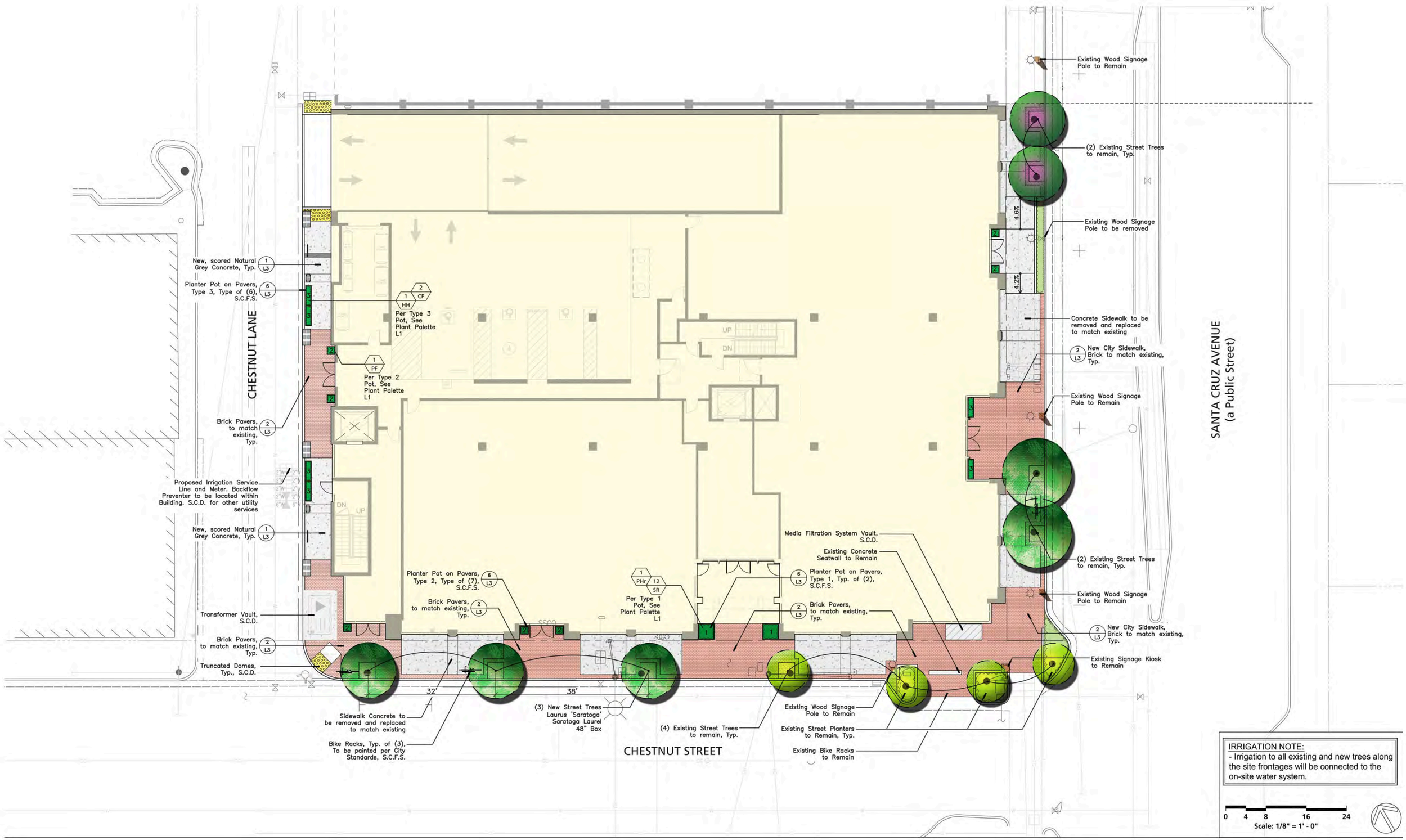
Plant Water Use Type	Plant Factor
Low	0 - 0.3
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1.00

Hydrozone	Plant Water Use Type (s) (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft^2)	PF x HA (ft^2)
1	Low	0.30	100	30
2	Low	0.30	565	170
3	Low	0.30	525	158
				0
				0
				0
				0
				0
				0
				0
				0
				0
	SLA	1	0	0
		Sum	1,190	

Results

MAWA =	22,208	ETWU =	11,256 Gallons
			1,504 Cubic Feet
			15 HCF
			0.04 Acre-feet
			0.01 Millions of Gallons

ETWU complies with MAWA



FORM4 ARCHITECTURE • THE GUZZARDO PARTNERSHIP • KIER & WRIGHT • ADAPTURE • INTERFACE ENGINEERING

706 SANTA CRUZ AVE. MENLO PARK

Architectural Review

706 Santa Cruz Ave., LLC.

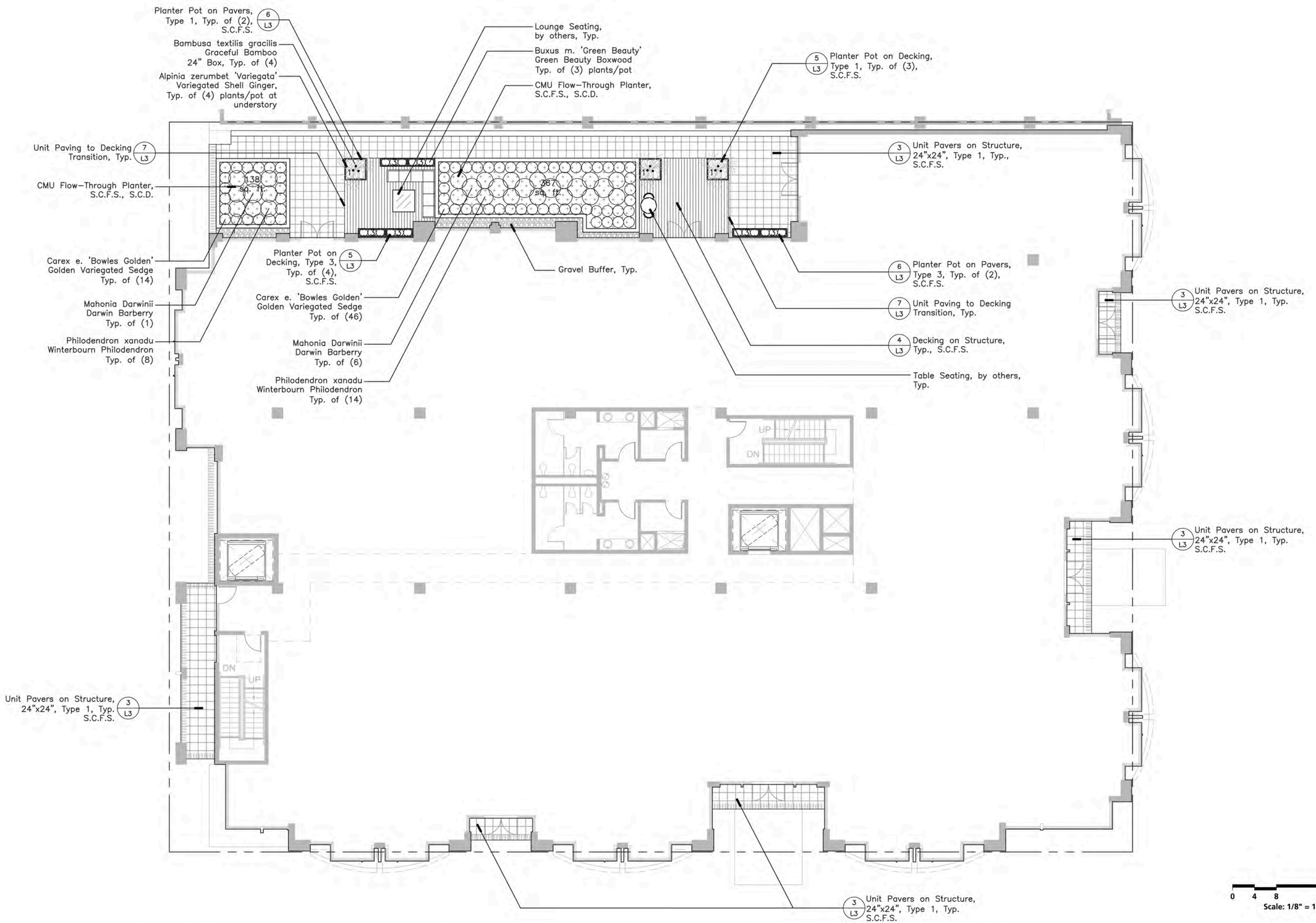
THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners
181 Greenwich Street
San Francisco, CA 94111
T 415 433 4672
F 415 433 5003

LEVEL 1- LANDSCAPE PLAN

L 2.1

November 25, 2019

Form4 Architecture



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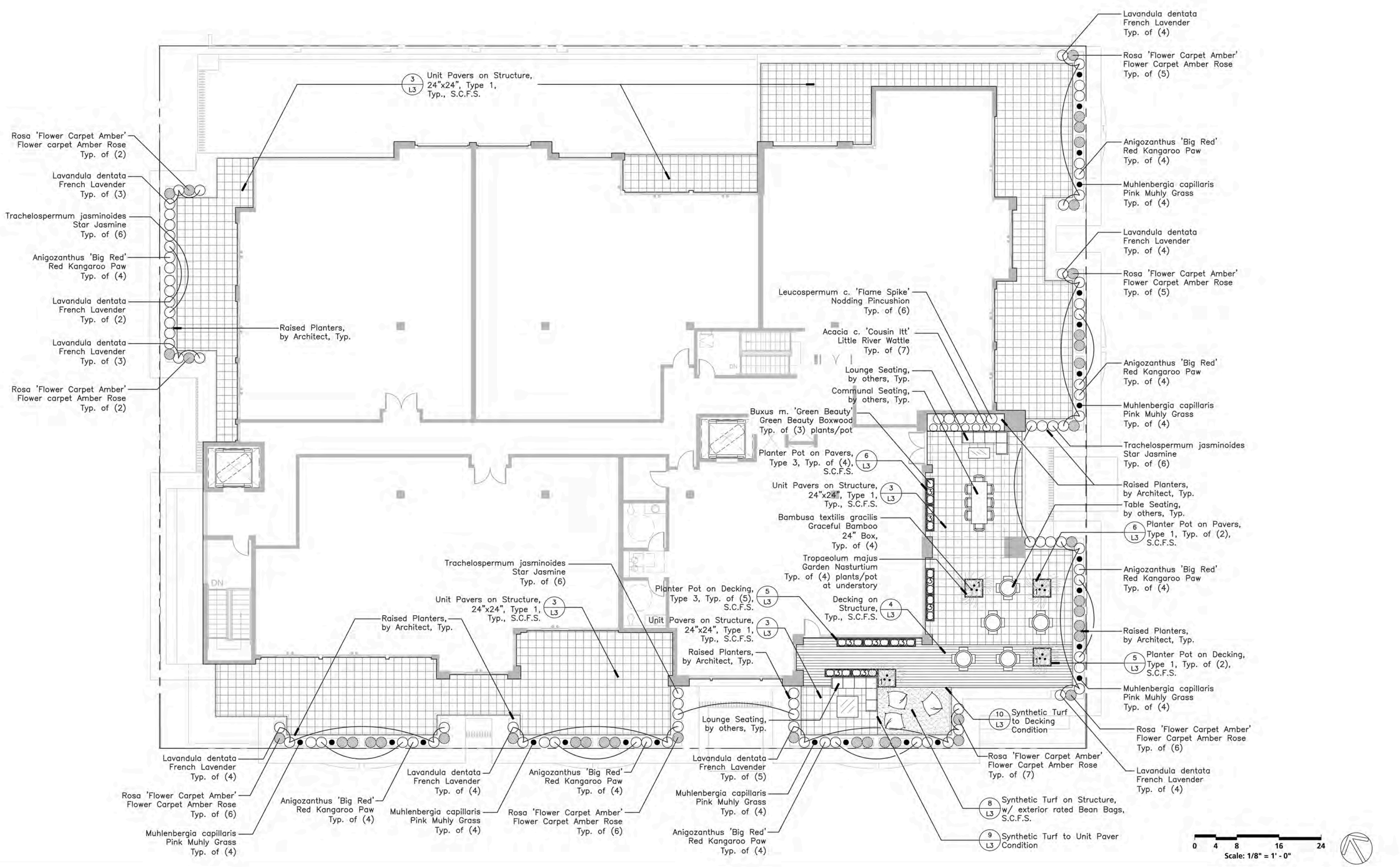
T 415 433 4672
F 415 433 5003

LEVEL 2- LANDSCAPE PLAN



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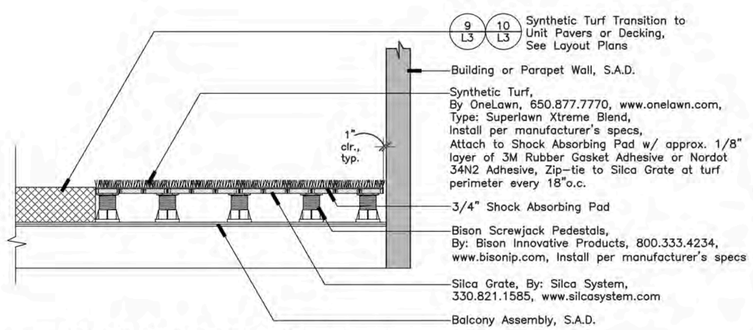
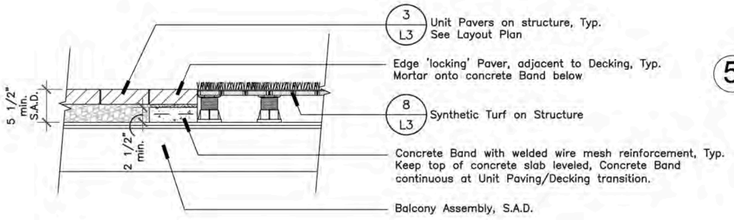
LEVEL 3- LANDSCAPE PLAN



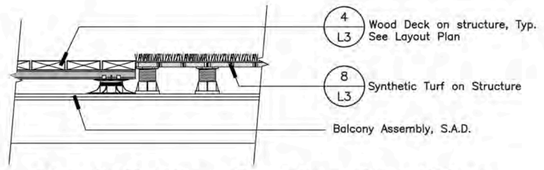
8 Synthetic Turf on Structure

Scale: 1/2" = 1'-0"



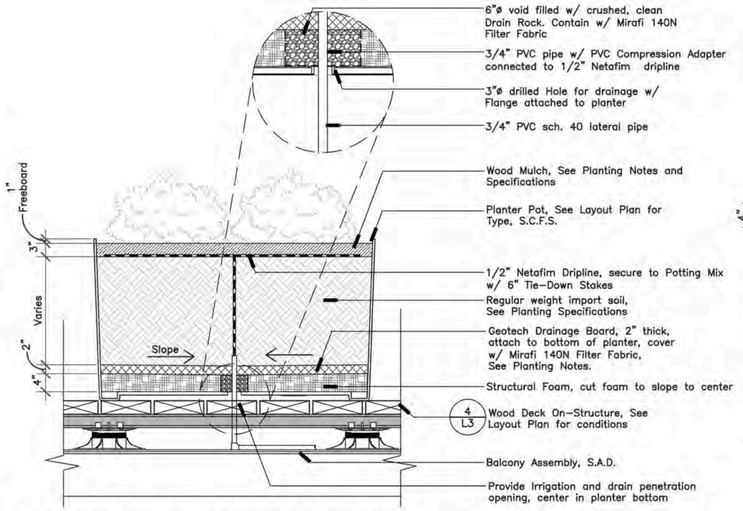
9 Synthetic Turf to Unit Paver Condition

Scale: 1" = 1'-0"



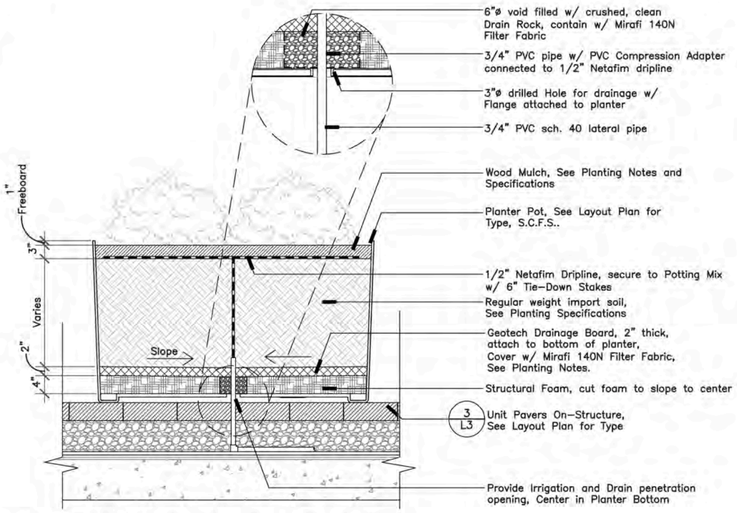
10 Synthetic Turf to Decking Condition

Scale: 1" = 1'-0"



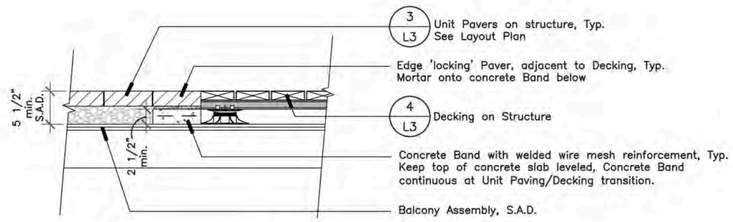
5 Planter Pot on Decking Condition

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



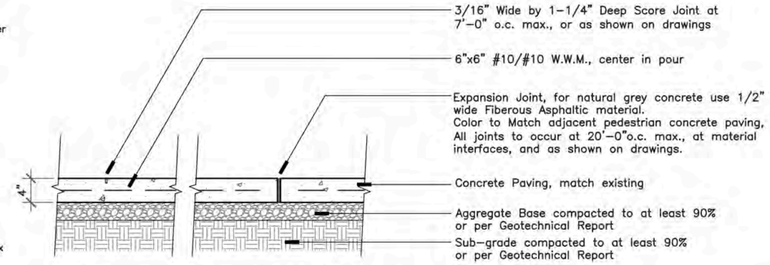
6 Planter Pot on Pavers Condition

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



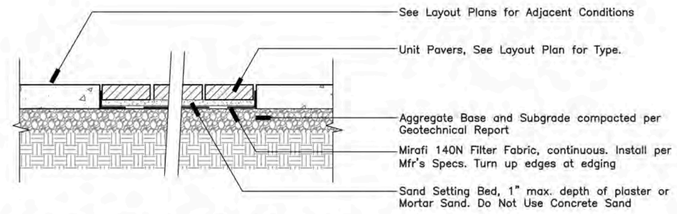
7 Unit Paving to Decking Condition

Scale: 1" = 1'-0"



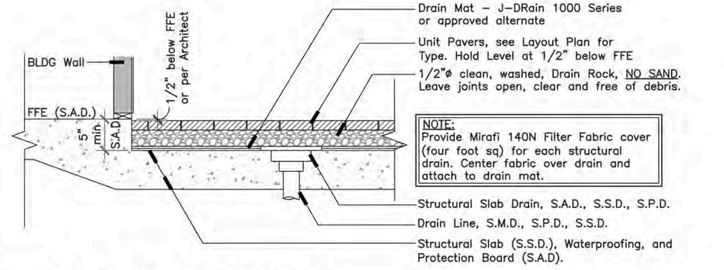
1 Concrete Paving On-Grade

Scale: 1" = 1'-0"



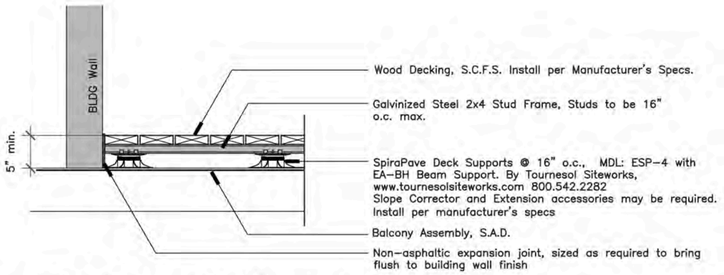
2 Unit Pavers - On Grade

Scale: 1" = 1'-0"



3 Unit Pavers On-Structure

Scale: 1/2" = 1'-0"



4 Wood Deck - On Structure

Scale: 1" = 1'-0"

EXISTING TREE INVENTORY - 11/10/2015

Tag No.	Botanical Name	Common Name	Trunk Diameter (In.)	Remain	Remove
1	Tilia cordata	Littleleaf Linden	18	x	
2	Lagerstroemia indica	Crape Myrtle	7	x	
3	Lagerstroemia indica	Crape Myrtle	5	x	
4	Pittosporum undulatum	Victorian Box	11	x	
5	Pittosporum undulatum	Victorian Box	10	x	
6	Tilia cordata	Littleleaf Linden	12	x	
7	Pyrus calleryana	Flowering Pear	2	x	
8	Pyrus calleryana	Flowering Pear	2	x	
9	Pyrus calleryana	Flowering Pear	3	x	
10	Pittosporum undulatum	Victorian Box	16		x
11	Pittosporum undulatum	Victorian Box	12		x
12	Umbellularia californica	California Bay Tree	29		x
13	Magnolia grandiflora	Southern Magnolia	13		x
14	Ceratonia siliqua	Carob Tree	26	x	
15	Pistacia chinensis	Chinese Pistache	2		x

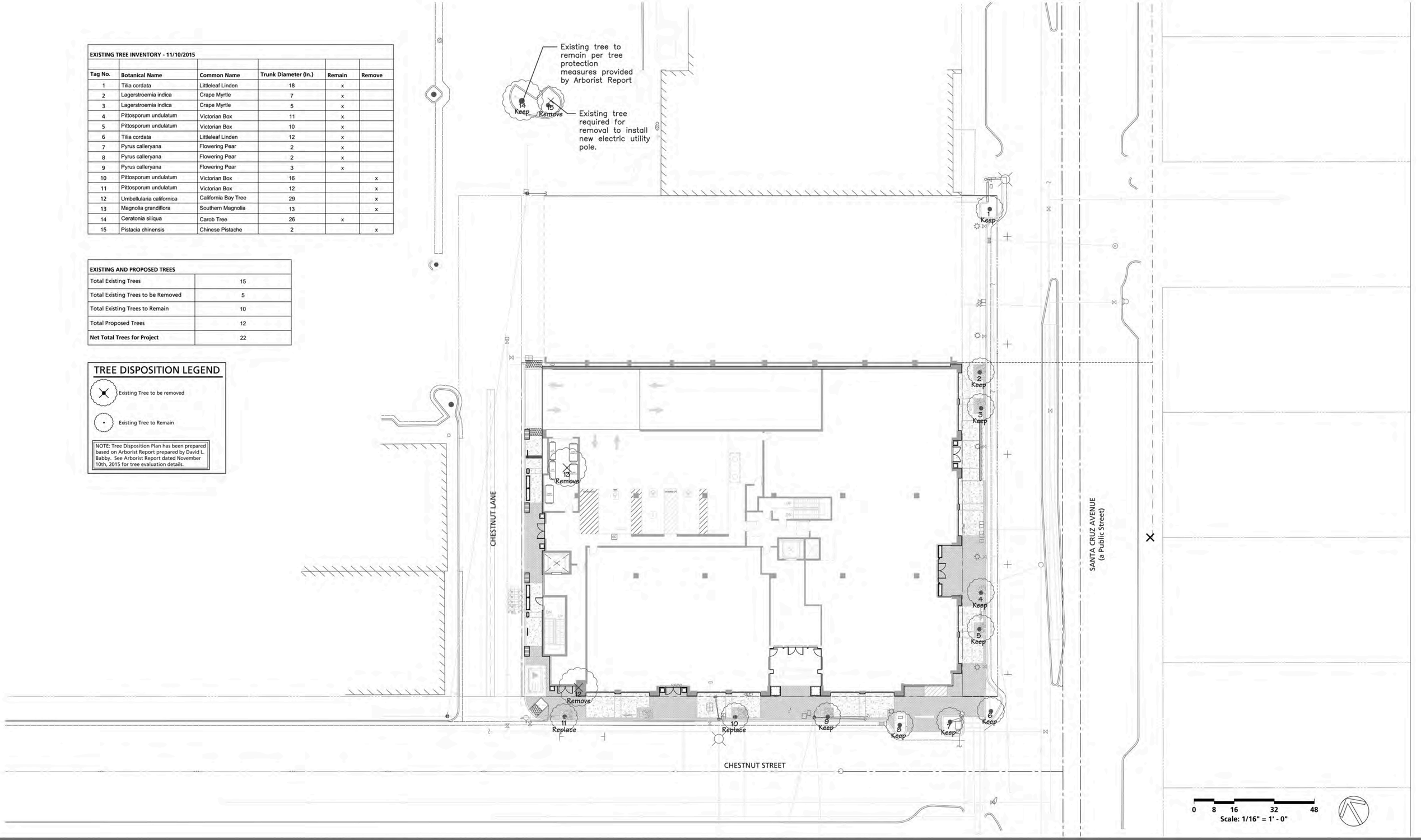
EXISTING AND PROPOSED TREES	
Total Existing Trees	15
Total Existing Trees to be Removed	5
Total Existing Trees to Remain	10
Total Proposed Trees	12
Net Total Trees for Project	22

TREE DISPOSITION LEGEND

Existing Tree to be removed

Existing Tree to Remain

NOTE: Tree Disposition Plan has been prepared based on Arborist Report prepared by David L. Babby. See Arborist Report dated November 10th, 2015 for tree evaluation details.



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LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
CENTERLINE	
MONUMENT LINE	
EASEMENT	
BUILDING LINE WITH DOOR	
BUILDING OVERHANG	
FOUND MONUMENT AS NOTED	
LIGHT	
STREET LIGHT	
FIRE HYDRANT	
MANHOLE	
CLEAN OUT	
GAS METER	
UTILITY POLE W/ GUY WIRE	
VALVE	
CATCH BASIN / DROP INLET	
WATER METER	
FIRE DEPARTMENT CONNECTION	
BACK FLOW PREVENTER	
UTILITY BOX (SIZE VARIES)	
SIGN	
BOLLARD	
FIRE SPRINKLER ALARM	
TREE W/ SIZE AND ELEVATION	10" 100.0
SPOT ELEVATION	100.00
AERIAL SPOT ELEVATION	× 32.1
RECORD INFORMATION	( )
CONTOUR	
INDEX CONTOUR	15
CURB	
CURB & GUTTER	
CONCRETE	
FENCE	x x x
EDGE OF PAVEMENT	
SANITARY SEWER	SS
STORM DRAIN	SD
WATER	W
GAS	G
UNDERGROUND ELECTRIC	E
TELEPHONE	T
OVERHEAD	OH

NOTES

1. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE COMPANY, ORDER NO. 0626025124A-JG, DATED DECEMBER 31, 2014. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE BOUNDARY LINES, EXCEPTIONS, OR EASEMENTS AFFECTING THE PROPERTY.

2. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNKNOWN UNDERGROUND UTILITIES.) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.

3. BENCHMARK UU110:
DISK SET IN MASSIVE STRUCTURE, 0.1 MILE SOUTHWEST OF SOUTHERN PACIFIC COMPANY RAILROAD STATION, AT THE INTERSECTION OF SANTA CRUZ AVENUE AND EL CAMINO REAL, AT THE ELLIOT BUILDING, IN THE TOP PROJECTION OF FOUNDATION.
ELEVATION: 73.85 FEET (DATUM) NAVD 1988

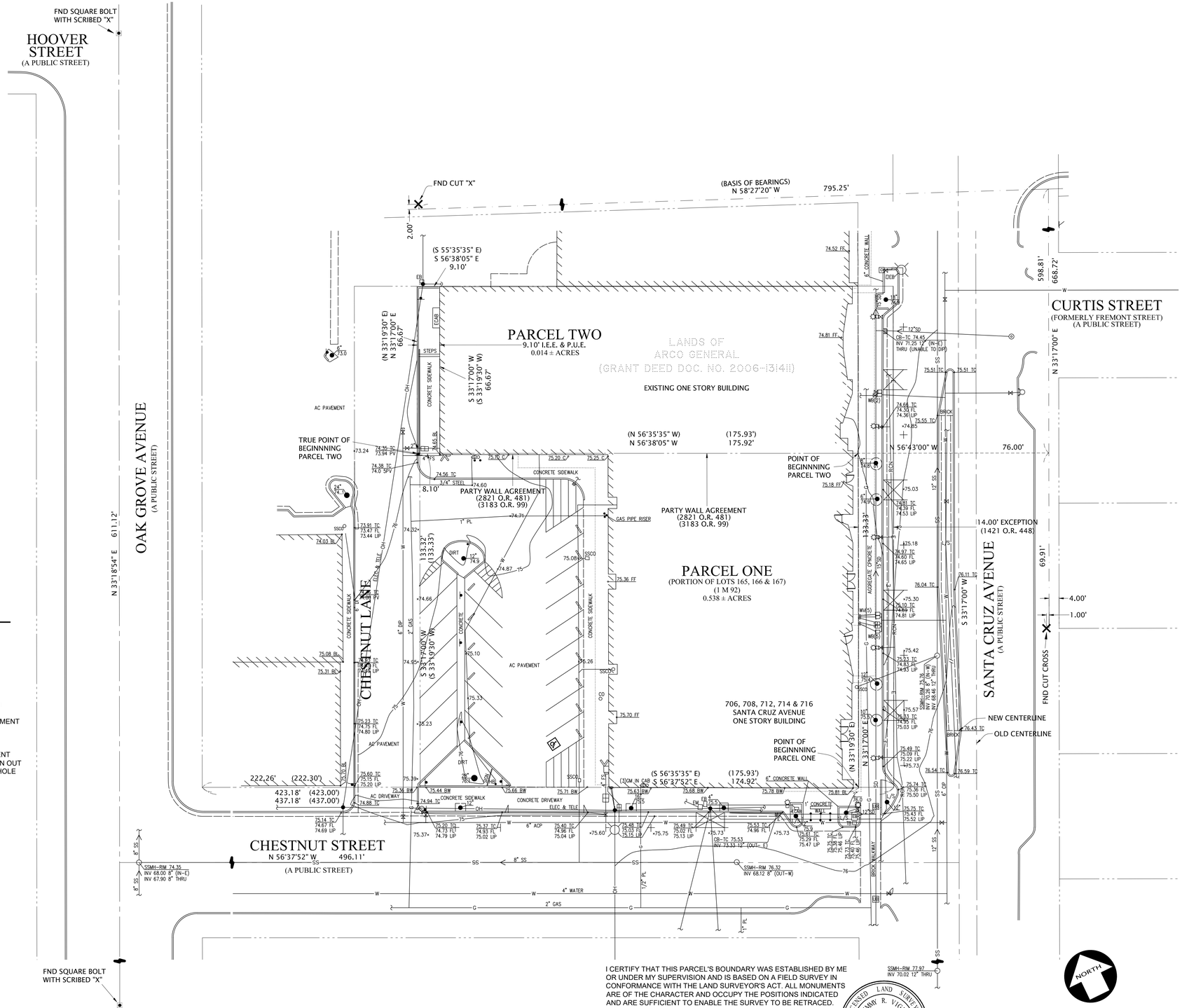
4. A.P.N.: 071-102-250

5. FLOOD ZONE NOTE:
THIS SITE IS IN FLOOD ZONE "X", AREAS OF DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD. PER FLOOD INSURANCE RATE MAP COMMUNITY NO. 060321 0308 E DATED OCTOBER 16, 2012.

6. BASIS OF BEARINGS:
THE BEARING OF NORTH 58°27'20" WEST TAKEN ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 14, 1991 IN BOOK 64 OF PARCEL MAPS AT PAGES 57-58, SAN MATEO COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BL	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
DOC.	DOCUMENT
EB	ELECTRIC BOX
ECAB	ELECTRIC CABINET
FL	FLOW LINE
FND	FOUND
FSA	FIRE SPRINKLER ALARM
HB	HOSEBIB
I.E.E.	INGRESS/EGRESS EASEMENT
LIP	LIP OF GUTTER
NO.	NUMBER
O.R.	OFFICIAL RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TC	TOP OF CURB
WB	WATER BOX



I CERTIFY THAT THIS PARCEL'S BOUNDARY WAS ESTABLISHED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE LAND SURVEYOR'S ACT. ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATE

JIMMY R. VIGIL. L.S. 6256

LICENSED LAND SURVEYOR JIMMY R. VIGIL No. 6256 STATE OF CALIFORNIA

NO.	REVISION	BY

NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796
www.kierwright.com

TOPOGRAPHIC & BOUNDARY SURVEY OF 706 SANTA CRUZ AVE FOR FORM4 ARCHITECTURE

MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C1.0
OF	9 SHEETS

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE
- EASEMENT
- NON-ACCESS
- PUMP (P)
- STORM DRAIN MANHOLE
- CATCH BASIN
- MEDIA FILTRATION SYSTEM (MFS)
- SANITARY SEWER MANHOLE
- FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.
- GATE VALVE
- WATER METER
- POST INDICATOR VALVE
- FIRE DISTRICT CONNECTION
- SPRINKLER SYSTEM RISER
- BACK FLOW PREVENTER
- CHECK VALVE
- REDUCER
- LIGHT
- GAS METER (GM)
- TRANSFORMER
- SPOT ELEVATION 100.00
- HANDICAP STALL
- CURB
- CURB & GUTTER
- RED CURB
- RIDGE — R —
- SANITARY SEWER — SS —
- STORM DRAIN GRAVITY FLOW — SD —
- STORM DRAIN FORCED FLOW — SDFM —
- DOMESTIC WATER SERVICE — DW —
- FORCE MAIN — FM —
- FIRE SERVICE — FS —
- WATER — W —
- ELECTRIC — E —
- GAS — G —
- JOINT TRENCH — JT —
- PCC SIDEWALK
- TRUNCATED DOMES
- BIO-TREATMENT PLANTING
- 3" GRIND & OVERLAY

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH

NOTES

1. ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ALL UTILITIES TO BE UNDERGROUNDED ALONG THE PROJECT FRONTAGE SHALL BE TO THE SATISFACTION OF THE CITY OF MENLO PARK AND THE FIRE DISTRICT.
2. PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
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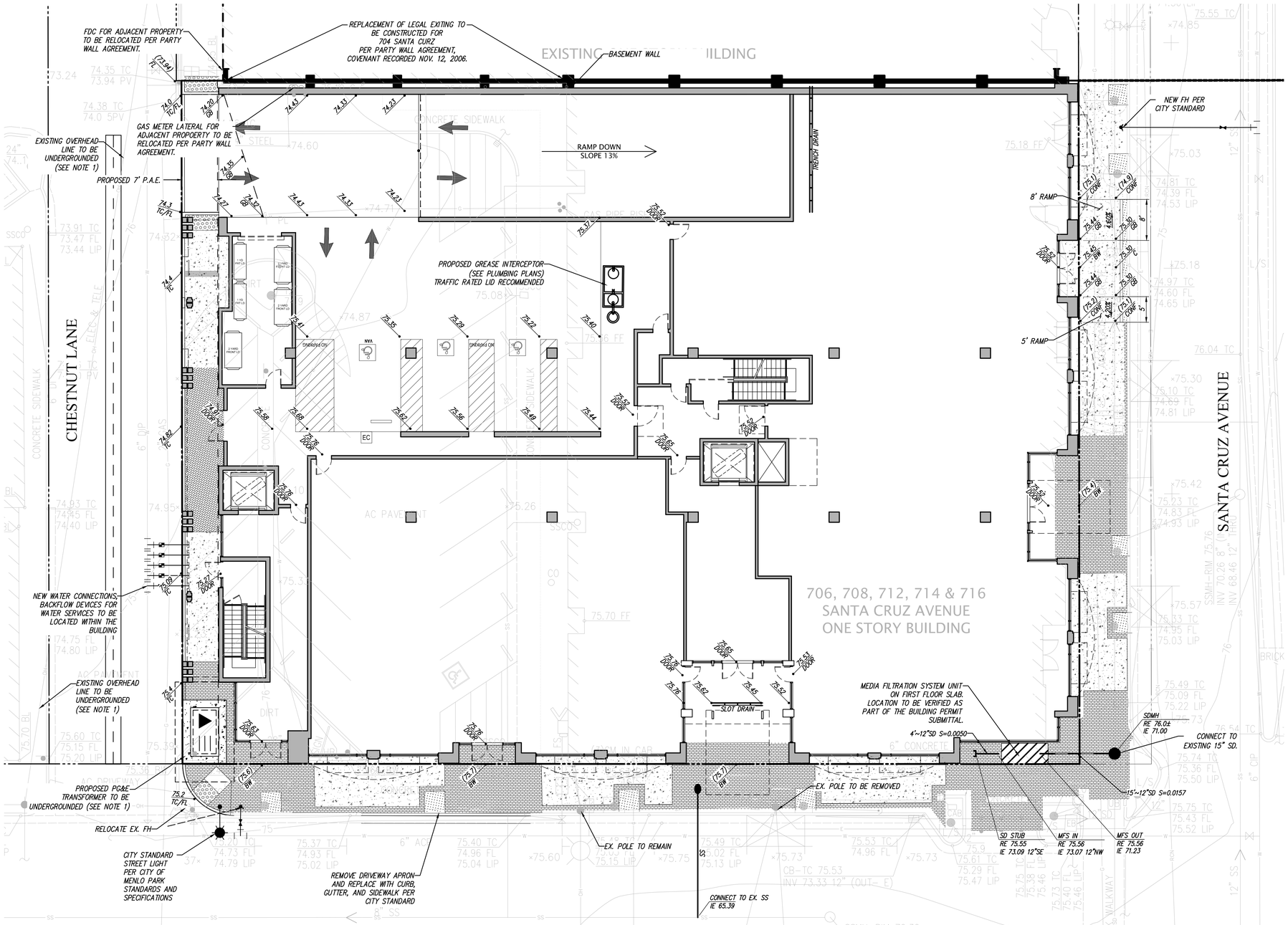
8. IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



NOTES

THE PROJECT WILL UNDERGROUND THE OVERHEAD UTILITIES ON CHESTNUT LANE AND CHESTNUT STREET. THE SCOPE OF THE WORK WILL BE DEFINED PRIOR TO THE APPROVAL OF THE FINAL MAP TO THE SATISFACTION OF THE FIRE DISTRICT AND THE CITY OF MENLO PARK.

NORTH

0 5 10 20 30

Scale 1" = 10'

NO.	BY	REVISION

NO.	BY	REVISION

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road Phone (925) 245-8788
Livermore, California 94551 Fax (925) 245-8796
www.kierwright.com

PRELIMINARY GRADING, DRAINAGE, UTILITY PLAN GROUND FLOOR
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C2.0
OF	9 SHEETS

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE
- EASEMENT
- NON-ACCESS
- PUMP (P)
- STORM DRAIN MANHOLE
- CATCH BASIN
- MEDIA FILTRATION SYSTEM (MFS)
- SANITARY SEWER MANHOLE
- FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.
- GATE VALVE
- WATER METER
- POST INDICATOR VALVE
- FIRE DISTRICT CONNECTION
- SPRINKLER SYSTEM RISER
- BACK FLOW PREVENTER
- CHECK VALVE
- REDUCER
- LIGHT
- GAS METER (GM)
- TRANSFORMER
- SPOT ELEVATION 100.00
- HANDICAP STALL
- CURB
- CURB & GUTTER
- RED CURB
- RIDGE (R)
- SANITARY SEWER (SS)
- STORM DRAIN GRAVITY FLOW (SD)
- STORM DRAIN FORCED FLOW (SDFM)
- DOMESTIC WATER SERVICE (DW)
- FORCE MAIN (FM)
- FIRE SERVICE (FS)
- WATER (W)
- ELECTRIC (E)
- GAS (G)
- JOINT TRENCH (JT)
- PCC SIDEWALK
- TRUNCATED DOMES
- BIO-TREATMENT PLANTING
- 3" GRIND & OVERLAY

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH

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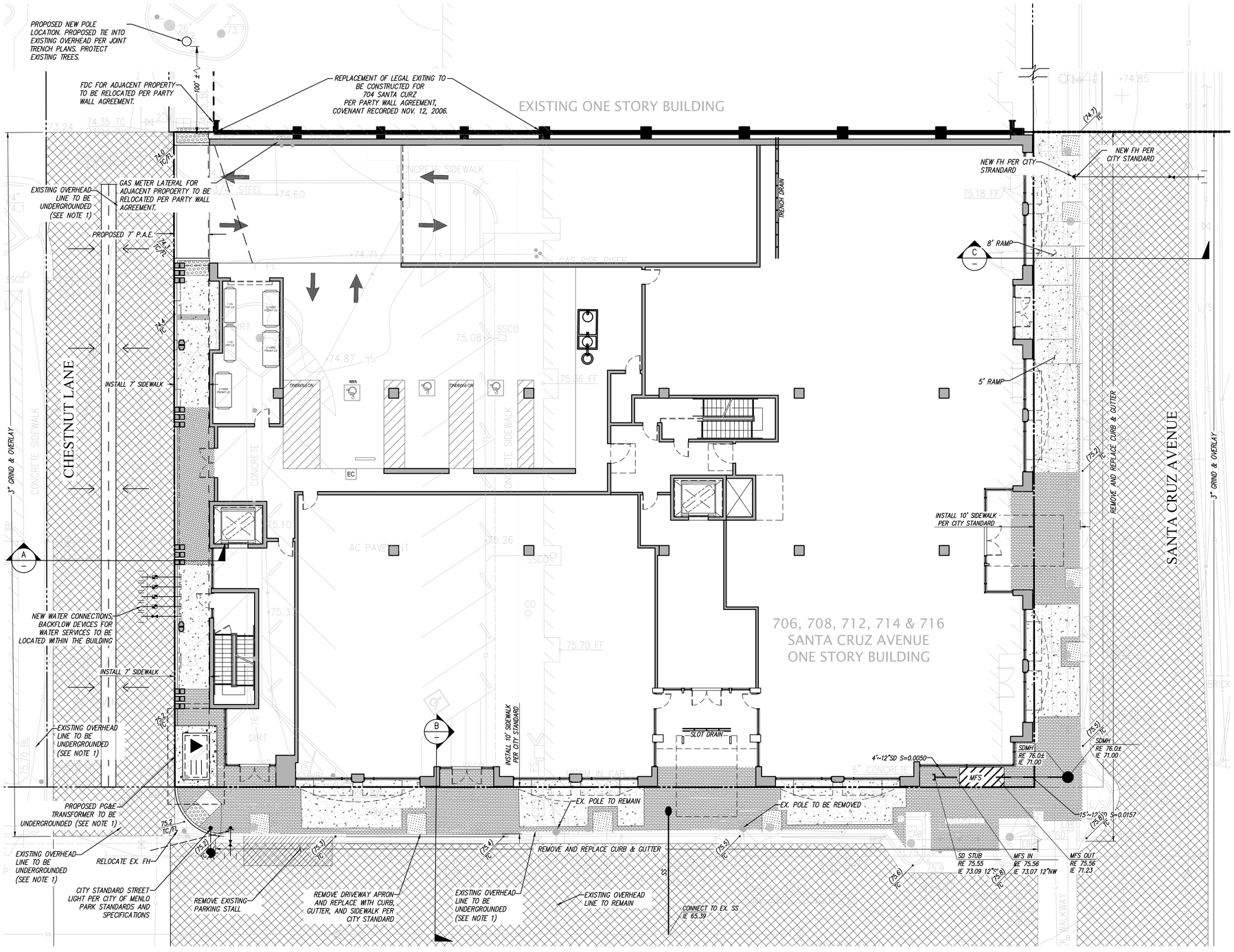
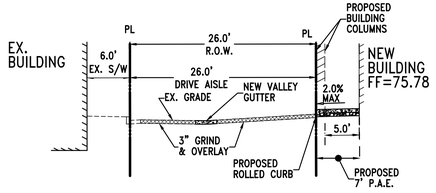
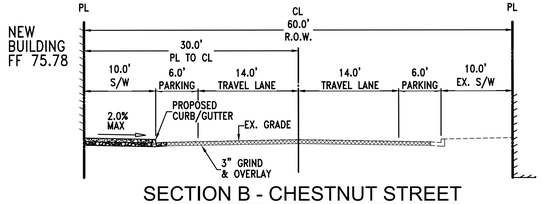




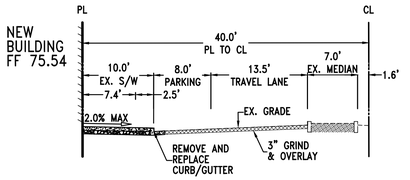
SECTION A - CHESTNUT LANE

NTS



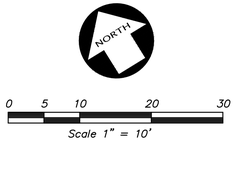
SECTION B - CHESTNUT STREET

NTS



SECTION C - SANTA CRUZ AVENUE

NTS



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Fax (925) 245-8796
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PRELIMINARY OFFSITE IMPROVEMENT PLANS
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C2.1
OF	9 SHEETS

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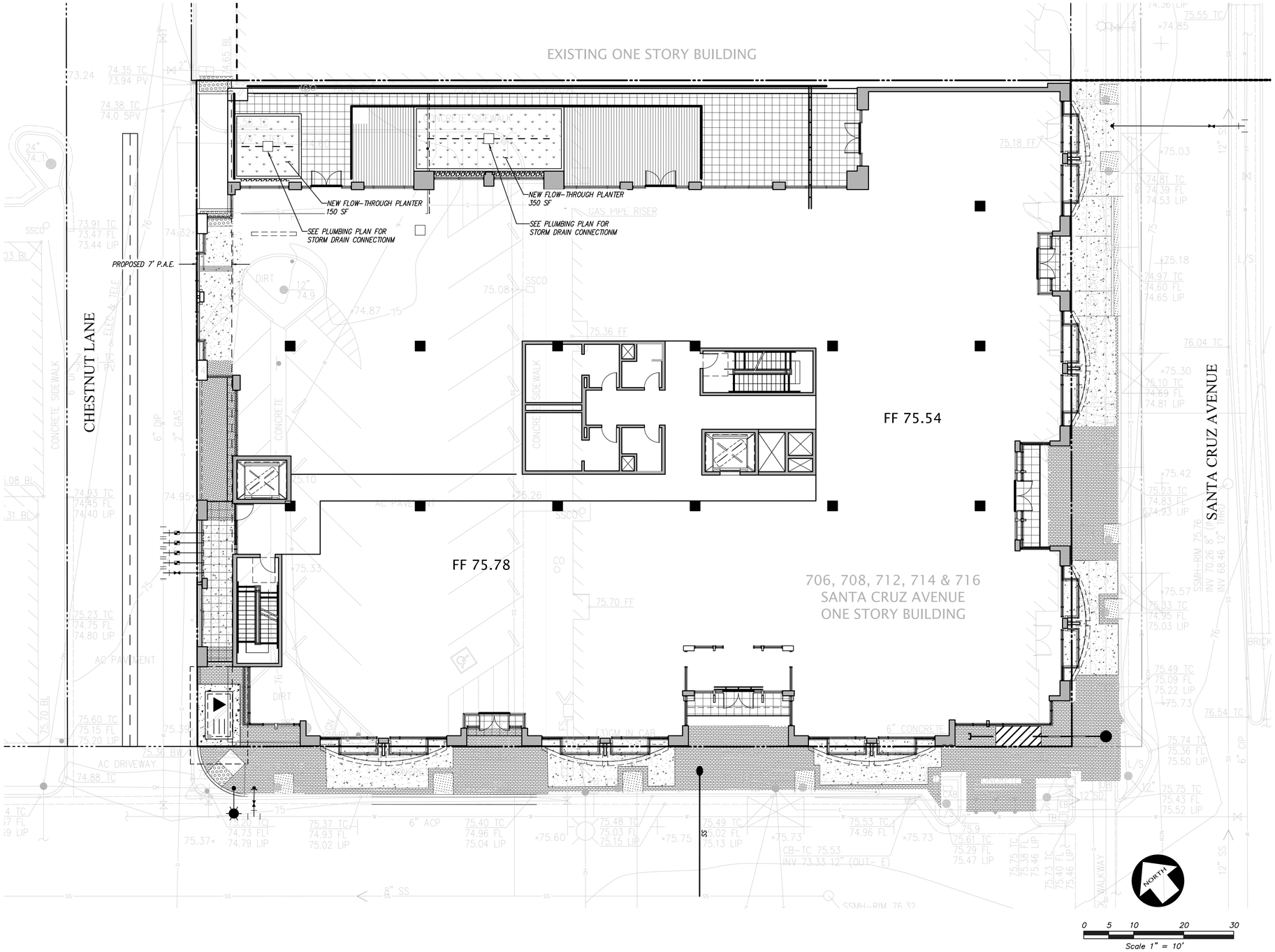

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PRELIMINARY GRADING, DRAINAGE, UTILITY PLAN SCOND FLOOR
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C2.2
OF	9 SHEETS

LEGEND

DRAINAGE MANAGEMENT AREA LIMITS

TREATMENT AREA

IMPERVIOUS ROOF AREA

DRAINAGE MANAGEMENT AREA **DMA**

TREATMENT CONTROL MEASURE **TCM**

IMPERVIOUS/PERVIOUS TABLE

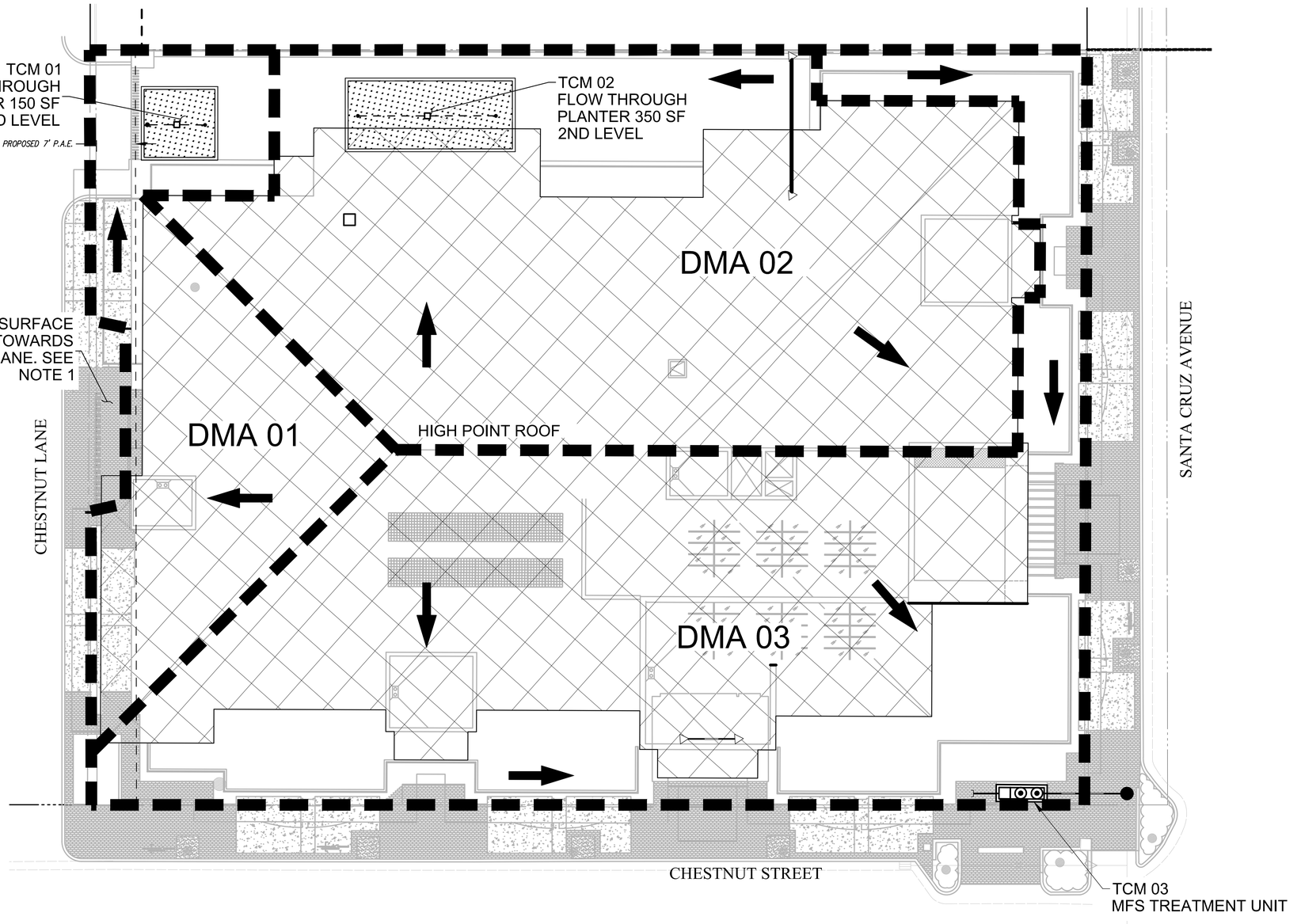
EXISTING SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22966	97.9
PERVIOUS	489	2.1
TOTAL	23455	100.0
C-FACTOR	0.89	
PROPOSED SITE		
	AREA (S.F.)	% TOTAL
IMPERVIOUS	22955	97.9
PERVIOUS	500	2.1
TOTAL	23455	100.0
C-FACTOR	0.89	

NOTES

1. SMALL AREA NEAR MAIN ENTRY TO BUILDING SHALL DRAIN OUT TOWARDS CHESTNUT LANE (~200 SF). THIS AREA WILL BE AFFECTED BY TIRE WASH AND SMALL AMOUNTS OF RAIN THAT FALL UNDER THE 2ND FLOOR TERRACE AREA.

LID TREATMENT REDUCTION CREDIT CALCULATION

Category	Impervious Area Created/Replaced (acres)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
B	0.52	95%	2:1	Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	50
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
C				**Location credit (select one)[6]:**		
				Within ¼ mile of transit hub	50%	
				Within ½ mile of transit hub	25%	
				Within a planned PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	
				Parking credit (select one):		
				≤ 10% at-grade surface parking[7]	10%	
				No surface parking	20%	
				TOTAL TOD CREDIT =		50



NORTH

0 5 10 20 30

Scale 1" = 10'

NO.	REVISION	BY

NO.	REVISION	BY

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PRELIMINARY STORM WATER MANAGEMENT PLAN
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C3.0
OF	9 SHEETS

MFS UNIT CALCULATIONS

MFS TREATED IMPERVIOUS AREA	10,702 S.F.
SITE TREATED IMPERVIOUS AREA	22,755 S.F.
MFS TREATMENT	47%

MEDIA FILTER SIZING

DMA # 3
A= 10702 s.f. A= 0.24568 acre

C Value	Area* (s.f.)	Weighted C Value
0.9	10,702	0.900
0.8	0	
0.7	0	
0.1	0	

Rainfall Intensity (i)
i = 0.2

* Input Values by hand or use Table at the bottom of the spreadsheet.

Q= C x i x A
Q= 0.0442231 cfs

Manufacturer: Kristar/Oldcastle
Cartridge Height: 18 in.
Cartidge Media (if applicable): Perk Filter
G.U.L.D. Cartridge Treatment Flowrate (CTF): 10.2 gpm/cartridge

Cartridges= [Q x (449 gpm/cfs)] / CTF
Cartridges = 1.946685 (round up)
 # Cartridges Required= 2
Treatment Flow Rate Capacity= 0.045434 cfs

NON-LID TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA#	TCM #	TREATMENT TYPE	DRAINAGE AREA (AC)	DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TREATMENT FLOWRATE REQUIRED (CFS)	TREATMENT FLOWRATE CAPACITY (CFS)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)
DMA 03	TCM 03	MFS UNIT	0.25	10,702	10,702	0	0.044	0.045	2	2	PERK FILTER	18"

SITE DESIGN MEASURES

1. PARKING ON TOP OF OR UNDER BUILDING.

SOURCE CONTROL MEASURES

1. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
2. STORM DRAIN LABELING
3. INTERIOR PARKING STRUCTURES

MEDIA FILTER INSPECTION & MAINTENANCE

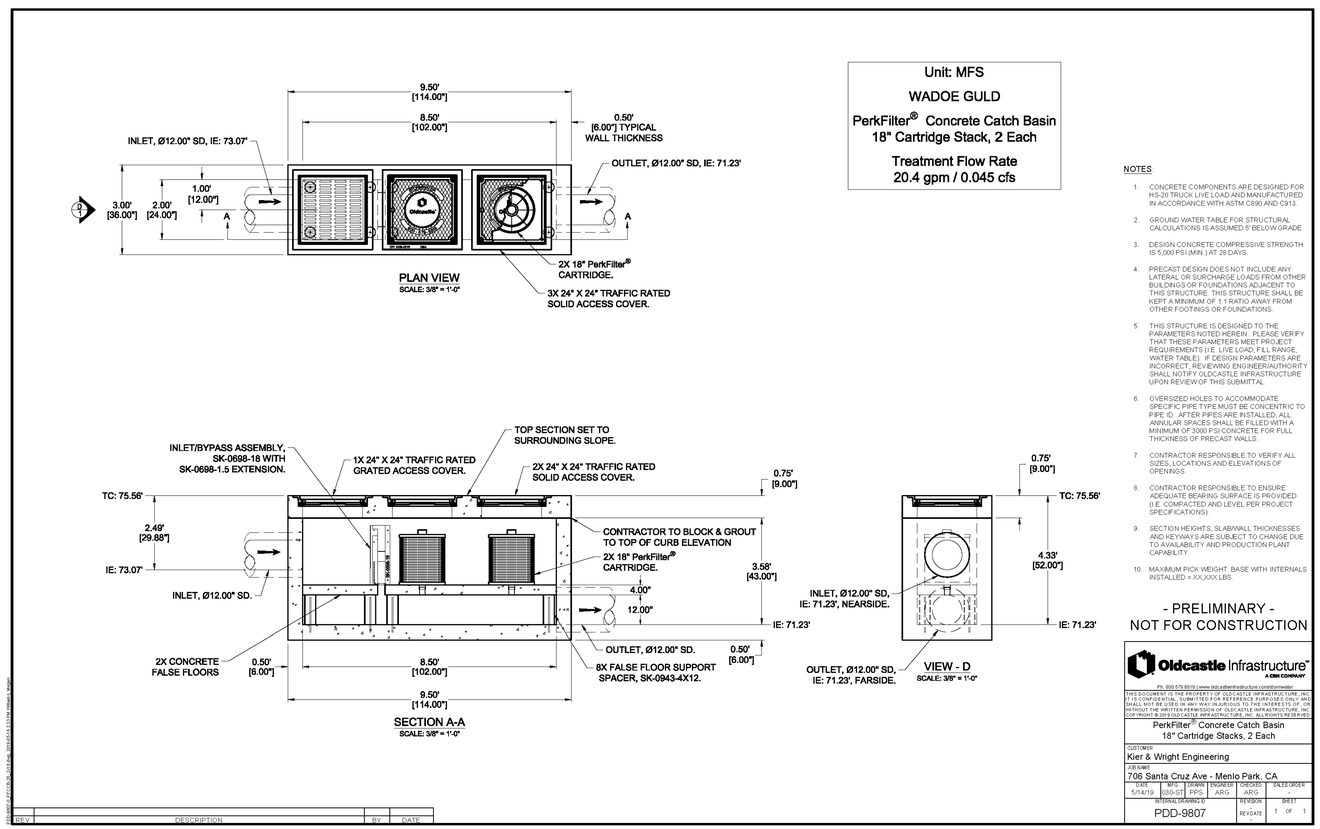
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	INSPECT OUTLETS TO ENSURE PROPER DRAINAGE.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS

LID TREATMENT CALCULATIONS (4% RULE)

TREATMENT CALCULATIONS						
AREA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL (SF)	PERVIOUS AREA * 0.1 (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (4% RULE) (SF)
DMA 01	3,340	150	3,490	15.0	3,355	134
DMA 02	8,713	350	9,063	35.0	8,748	350

FLOW THROUGH INSPECTION & MAINTENANCE

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,



NOTES

1. CONCRETE COMPONENTS ARE DESIGNED FOR HS-20 TRUCK LIVE LOAD AND MANUFACTURED IN ACCORDANCE WITH ASTM C890 AND C913.
2. GROUND WATER TABLE FOR STRUCTURAL CALCULATIONS IS ASSUMED 5' BELOW GRADE.
3. DESIGN CONCRETE COMPRESSIVE STRENGTH IS 5,000 PSI (MIN.) AT 28 DAYS.
4. PRECAST DESIGN DOES NOT INCLUDE ANY LATERAL OR SURCHARGE LOADS FROM OTHER BUILDINGS OR FOUNDATIONS ADJACENT TO THIS STRUCTURE. THIS STRUCTURE SHALL BE KEPT A MINIMUM OF 1:1 RATIO AWAY FROM OTHER FOOTINGS OR FOUNDATIONS.
5. THIS STRUCTURE IS DESIGNED TO THE PARAMETERS NOTED HEREIN. PLEASE VERIFY THAT THESE PARAMETERS MEET PROJECT REQUIREMENTS (I.E. LIVE LOAD, FILL RANGE, WATER TABLE). IF DESIGN PARAMETERS ARE INCORRECT, REVIEWING ENGINEER/AUTHORITY SHALL NOTIFY OLDCASTLE INFRASTRUCTURE UPON REVIEW OF THIS SUBMITTAL.
6. OVERSIZED HOLES TO ACCOMMODATE SPECIFIC PIPE TYPE MUST BE CONCENTRIC TO PIPE ID. AFTER PIPES ARE INSTALLED, ALL ANNULAR SPACES SHALL BE FILLED WITH A MINIMUM OF 3000 PSI CONCRETE FOR FULL THICKNESS OF PRECAST WALLS.
7. CONTRACTOR RESPONSIBLE TO VERIFY ALL SIZES, LOCATIONS AND ELEVATIONS OF OPENINGS.
8. CONTRACTOR RESPONSIBLE TO ENSURE ADEQUATE BEARING SURFACE IS PROVIDED (I.E. COMPACTED AND LEVEL PER PROJECT SPECIFICATIONS).
9. SECTION HEIGHTS, SLAB/WALL THICKNESSES AND KEYWAYS ARE SUBJECT TO CHANGE DUE TO AVAILABILITY AND PRODUCTION PLANT CAPABILITY.
10. MAXIMUM PICK WEIGHT: BASE WITH INTERNALS INSTALLED = XX,XXX LBS.

- PRELIMINARY -
NOT FOR CONSTRUCTION

Oldcastle Infrastructure
A CRH COMPANY
PH: 800.579.6818 | www.oldcastleinfrastructure.com/stormwater

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PerkFilter® Concrete Catch Basin
18" Cartridge Stacks, 2 Each

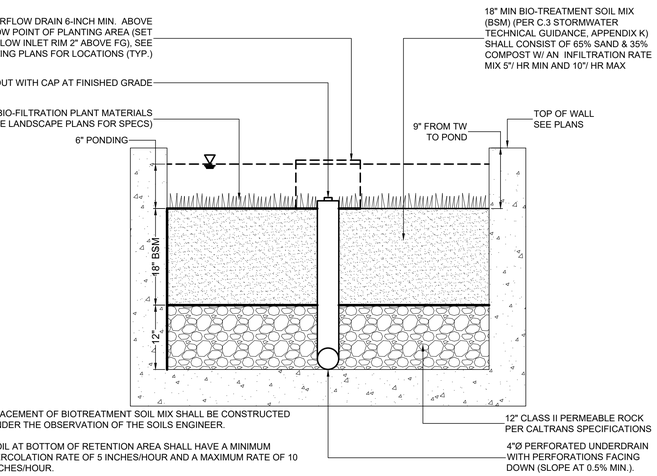
CUSTOMER: Kier & Wright Engineering
JOB NAME: 706 Santa Cruz Ave - Menlo Park, CA

DATE	MFG	DRAWN	ENGINEER	CHECKED	SALES ORDER
5/14/19	530-ST	PPS	ARG	ARG	-

INTERNAL DRAWING #: PDD-9807
REVISION: -
SHEET: 1 OF 1

REV	DESCRIPTION	BY	DATE

MEDIA FILTRATION SYSTEM DETAIL — 1



1. PLACEMENT OF BIOTREATMENT SOIL MIX SHALL BE CONSTRUCTED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
2. SOIL AT BOTTOM OF RETENTION AREA SHALL HAVE A MINIMUM PERCOLATION RATE OF 5 INCHES/HOUR AND A MAXIMUM RATE OF 10 INCHES/HOUR.
3. IN-SITE TESTING SHALL BE PERFORMED BY THE SOILS ENGINEER BEFORE AND AFTER SOIL INSTALLATION TO VERIFY PERCOLATION RATE.
4. SEE STRUCTURAL PLANS FOR PLANTER WALL STRUCTURAL SPECIFICATIONS.

FLOW THROUGH PLANTER DETAIL — 2

NO.	BY	REVISION

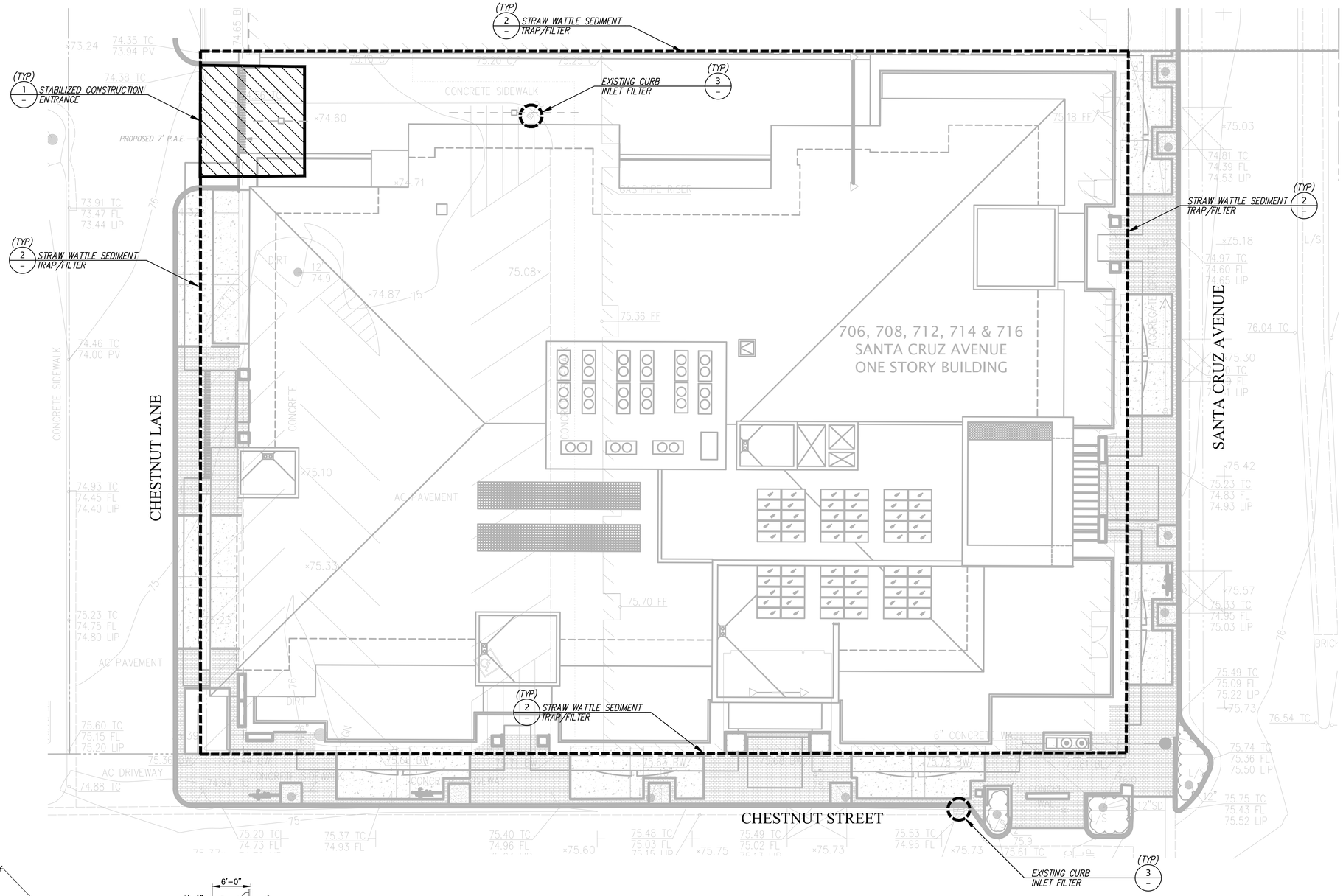
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796
www.kierwright.com

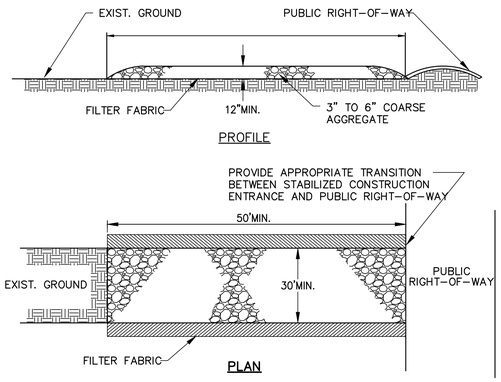
PRELIMINARY STORM WATER MANAGEMENT CALCULATIONS AND DETAILS OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C3.1
OF	9 SHEETS

LEGEND

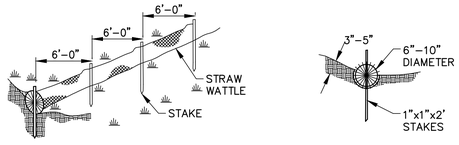
- (1/–) STABILIZED CONSTRUCTION ENTRANCE
- (2/–) STRAW WATTLE SEDIMENT TRAP/FILTER
- (3/–) EXISTING CURB INLET FILTER





STABILIZED CONSTRUCTION ENTRANCE (1)

NOT TO SCALE

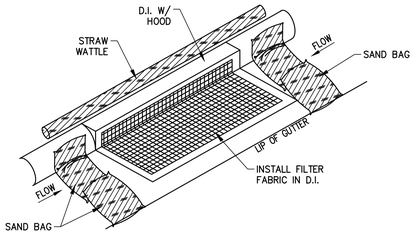


NOTE:

1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/BIO–DEGRADABLE NETTING. THEY ARE APPROX. 6"–10" DIA AND 20–30 FT LONG.
2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET AND HILL EROSION BY REDUCING SLOPE GRADIENT. INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH 3"–5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.

STRAW WATTLE SEDIMENT TRAP/FILTER (2)

NOT TO SCALE



EXISTING CURB INLET FILTER DETAIL (3)

NOT TO SCALE

NORTH

0 5 10 20 30

Scale 1" = 10'

NO.	REVISION	BY

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EROSION CONTROL PLAN
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

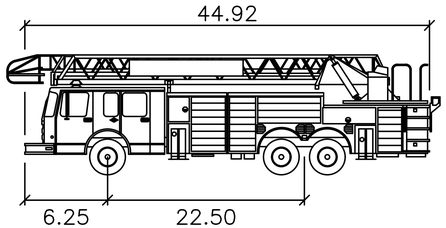
DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C4.0
OF	9 SHEETS

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
CENTERLINE	
EASEMENT	
NON-ACCESS	
PUMP	P
STORM DRAIN MANHOLE	
CATCH BASIN	
MEDIA FILTRATION SYSTEM	MFS
SANITARY SEWER MANHOLE	
FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.	
GATE VALVE	
WATER METER	
POST INDICATOR VALVE	
FIRE DISTRICT CONNECTION	
SPRINKLER SYSTEM RISER	
BACK FLOW PREVENTER	
CHECK VALVE	N
REDUCER	
LIGHT	
GAS METER	GM
TRANSFORMER	
SPOT ELEVATION	100.00
HANDICAP STALL	
CURB	
CURB & GUTTER	
RED CURB	
RIDGE	R
SANITARY SEWER	SS
STORM DRAIN GRAVITY FLOW	SD
STORM DRAIN FORCED FLOW	SDFM
DOMESTIC WATER SERVICE	DW
FORCE MAIN	FM
FIRE SERVICE	FS
WATER	W
ELECTRIC	E
GAS	G
JOINT TRENCH	JT
PCC SIDEWALK	
TRUNCATED DOMES	
BIO-TREATMENT PLANTING	

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH



MENLO PARK FIRE

	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 25.4

NORTH

0 5 10 20 30

Scale 1" = 10'

CHESTNUT LANE

SANTA CRUZ AVENUE

CHESTNUT STREET

PROPOSED 7' P.A.E.

706, 708, 712, 714 & 716
SANTA CRUZ AVENUE
ONE STORY BUILDING

MENLO PARK FIRE
Custom

BY	NO.	REVISION

BY	NO.	REVISION

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Phone (925) 245-8788
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MENLO PARK FIRE TURNING
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

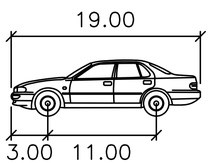
DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C5.0
OF 9	SHEETS

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
CENTERLINE	
EASEMENT	
NON-ACCESS	
PUMP	P
STORM DRAIN MANHOLE	
CATCH BASIN	
MEDIA FILTRATION SYSTEM	MFS
SANITARY SEWER MANHOLE	
FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.	
GATE VALVE	
WATER METER	
POST INDICATOR VALVE	
FIRE DISTRICT CONNECTION	
SPRINKLER SYSTEM RISER	
BACK FLOW PREVENTER	
CHECK VALVE	N
REDUCER	
LIGHT	
GAS METER	GM
TRANSFORMER	
SPOT ELEVATION	100.00
HANDICAP STALL	
CURB	
CURB & GUTTER	
RED CURB	
RIDGE	R
SANITARY SEWER	SS
STORM DRAIN GRAVITY FLOW	SD
STORM DRAIN FORCED FLOW	SDFM
DOMESTIC WATER SERVICE	DW
FORCE MAIN	FM
FIRE SERVICE	FS
WATER	W
ELECTRIC	E
GAS	G
JOINT TRENCH	JT
PCC SIDEWALK	
TRUNCATED DOMES	
BIO-TREATMENT PLANTING	

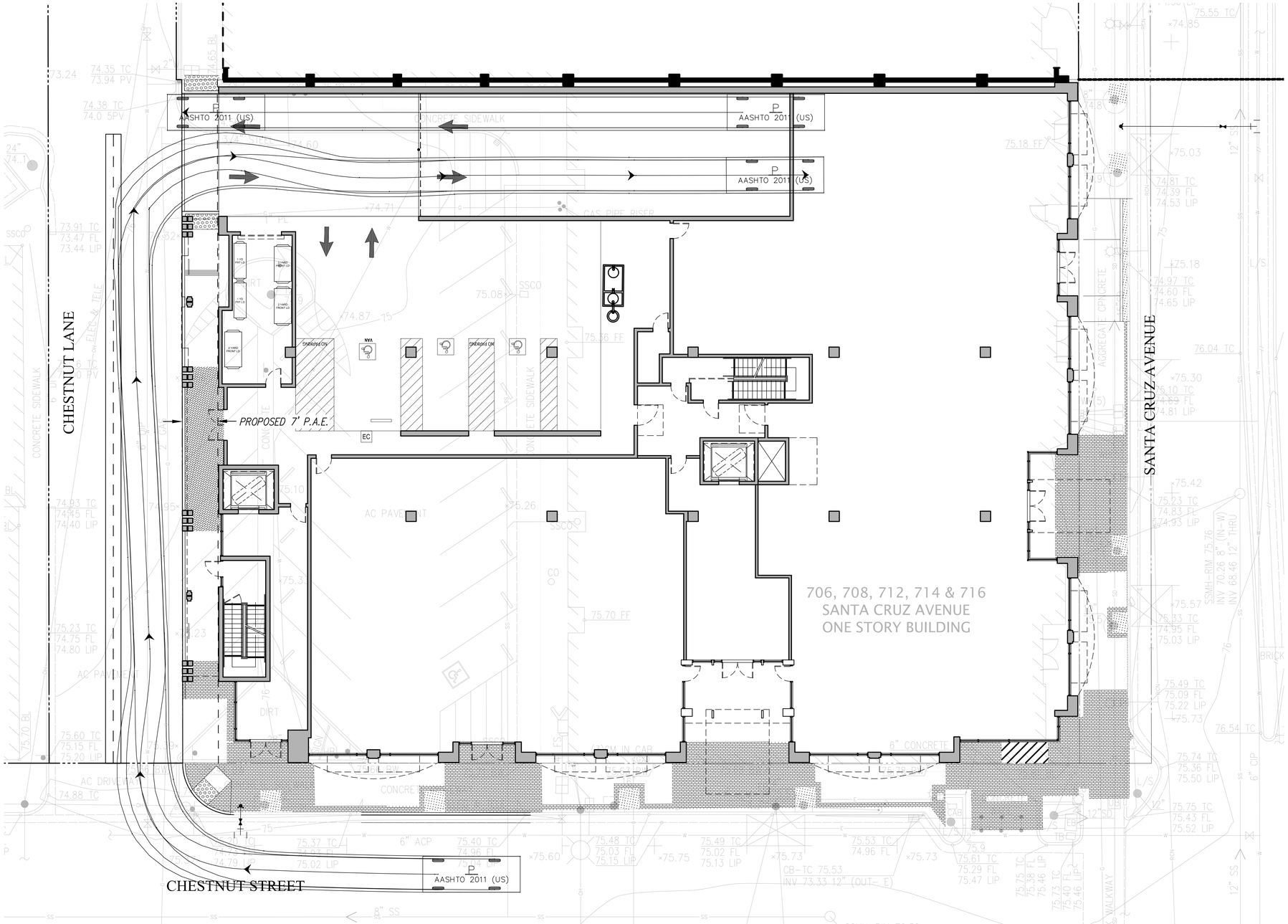
ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



BY	NO.	REVISION

BY	NO.	REVISION

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2850 Collier Canyon Road Phone (925) 245- 8788
Livermore, California 94551 Fax (925) 245- 8796
www.kierwright.com

PASSENGER VEHICLE TURNING
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

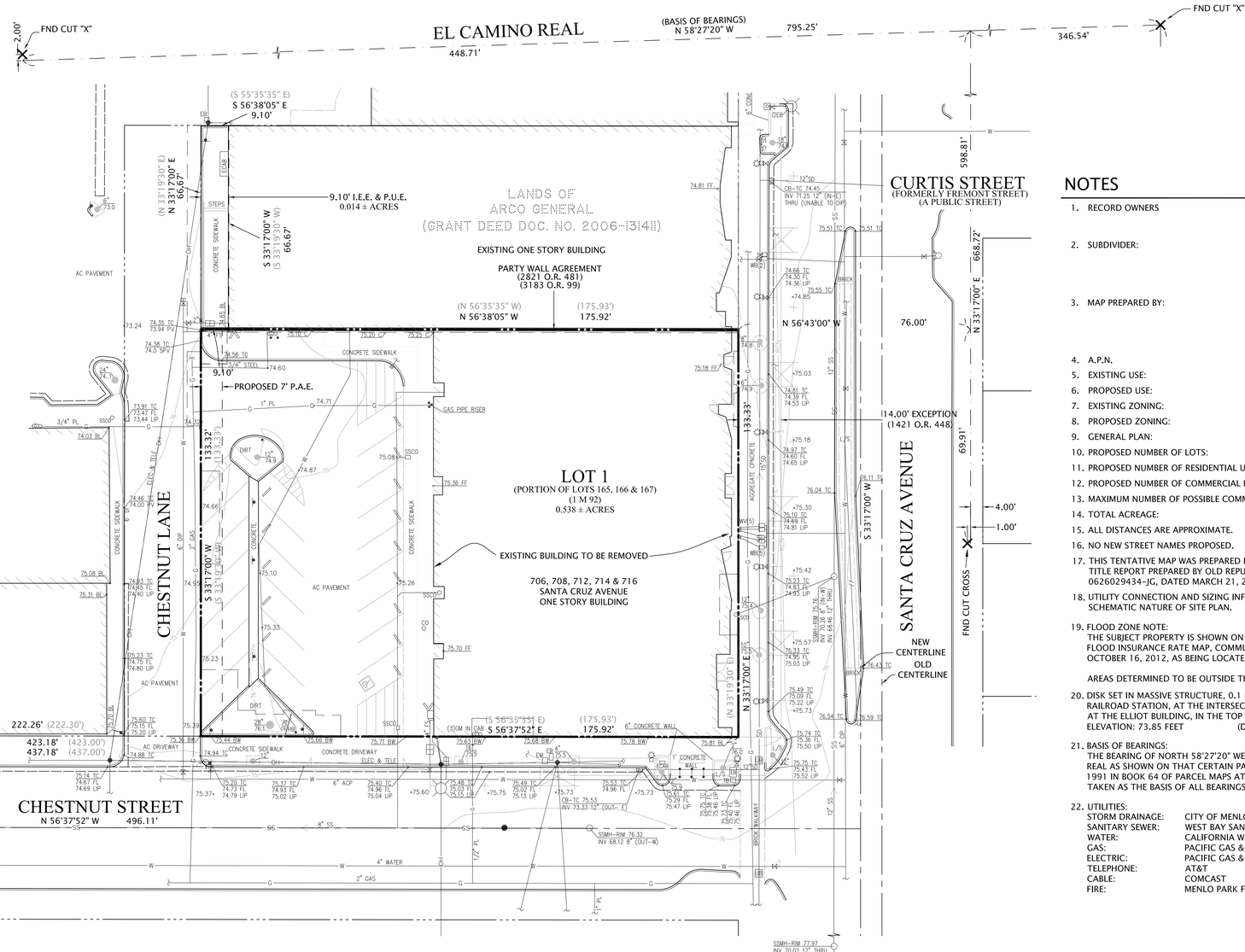
DATE	MAY 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	C5.1
OF	9 SHEETS

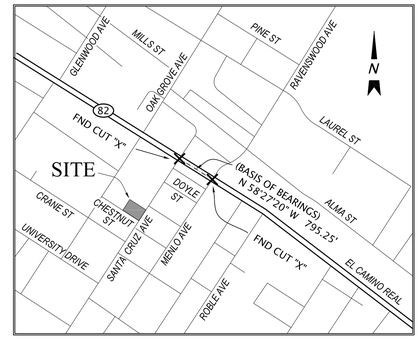
VESTING TENTATIVE MAP

BEING A ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES
FOR NOT TO EXCEED FOUR (4) RESIDENTIAL UNITS AND ONE (1) COMMERCIAL AREA,
WITH THE COMMERCIAL AREA TO BE DIVIDED INTO NOT TO EXCEED TEN (10) COMMERCIAL CONDOMINIUMS
706-716 SANTA CRUZ AVENUE, MENLO PARK, CALIFORNIA

SHEET INDEX

EXISTING CONDITIONS	1
PROPOSED CONDITIONS LOWER LEVEL	2
PROPOSED CONDITIONS GROUND LEVEL	3
CONCEPTUAL GRADING, DRAINAGE & UTILITY PLAN	4
PRELIMINARY STORM WATER MANAGEMENT PLAN	5-6
VEHICLE ACCESS PLAN	7
FIRE ACCESS PLAN	8
CONCEPTUAL EROSION CONTROL PLAN	9





VICINITY MAP
NOT TO SCALE

NOTES

1. RECORD OWNERS	706-716 SANTA CRUZ AVENUE, LLC. 700 SANTA CRUZ AVENUE MENLO PARK, CA 94025
2. SUBDIVIDER:	706-716 SANTA CRUZ AVENUE, LLC. 700 SANTA CRUZ AVENUE MENLO PARK, CA 94025 PHONE: (415) 260-0608 CONTACT: VASILE C. OROS
3. MAP PREPARED BY:	KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. 3350 SCOTT BOULEVARD, BUILDING 22 SANTA CLARA, CA 95054 PHONE: (408) 727-6665 CONTACT: JIMMY R. VIGIL, LS 6256
4. A.P.N.	071-102-250
5. EXISTING USE:	RETAIL
6. PROPOSED USE:	OFFICE/RESIDENTIAL
7. EXISTING ZONING:	SP-ECR/D EL CAMINO REAL/DOWNTOWN SPECIFIC PLAN
8. PROPOSED ZONING:	NO CHANGE
9. GENERAL PLAN:	MIXED-USE
10. PROPOSED NUMBER OF LOTS:	1
11. PROPOSED NUMBER OF RESIDENTIAL UNITS:	NOT TO EXCEED FOUR (4)
12. PROPOSED NUMBER OF COMMERCIAL PARCELS:	NOT TO EXCEED FOUR (4)
13. MAXIMUM NUMBER OF POSSIBLE COMMERCIAL CONDOMINIUM UNITS:	TEN (10)
14. TOTAL ACREAGE:	0.538 ± ACRES

15. ALL DISTANCES ARE APPROXIMATE.
16. NO NEW STREET NAMES PROPOSED.
17. THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT PREPARED BY OLD REPUBLIC TITLE COMPANY, ORDER NUMBER 0626029434-JG, DATED MARCH 21, 2017.
18. UTILITY CONNECTION AND SIZING INFORMATION IS NOT SHOWN AT THIS TIME DUE TO SCHEMATIC NATURE OF SITE PLAN.
19. FLOOD ZONE NOTE:
    THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 060321 0308 E, DATED OCTOBER 16, 2012, AS BEING LOCATED IN FLOOD ZONE "X";

    AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
20. DISK SET IN MASSIVE STRUCTURE, 0.1 MILE SOUTHWEST OF SOUTHERN PACIFIC COMPANY RAILROAD STATION, AT THE INTERSECTION OF SANTA CRUZ AVENUE AND EL CAMINO REAL, AT THE ELLIOT BUILDING, IN THE TOP PROJECTION OF FOUNDATION.
    ELEVATION: 73.85 FEET (DATUM) NAVD 1988
21. BASIS OF BEARINGS:
    THE BEARING OF NORTH 58°27'20" WEST TAKEN ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 14, 1991 IN BOOK 64 OF PARCEL MAPS AT PAGES 57-58, SAN MATEO COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.
22. UTILITIES:

STORM DRAINAGE:	CITY OF MENLO PARK
SANITARY SEWER:	WEST BAY SANITARY DISTRICT
WATER:	CALIFORNIA WATER COMPANY
GAS:	PACIFIC GAS & ELECTRIC COMPANY
ELECTRIC:	PACIFIC GAS & ELECTRIC COMPANY
TELEPHONE:	AT&T
CABLE:	COMCAST
FIRE:	MENLO PARK FIRE PROTECTION DISTRICT

LEGEND

PROPERTY LINE	GAS METER	INDEX CONTOUR	15
ADJACENT PROPERTY LINE	UTILITY POLE W/ GUY WIRE	CURB	
CENTERLINE	VALVE	CURB & GUTTER	
TIE LINE	CATCH BASIN / DROP INLET	CONCRETE	
MONUMENT LINE	WATER METER	SANITARY SEWER	SS
BUILDING LINE WITH DOOR	FIRE DEPARTMENT CONNECTION	STORM DRAIN	SD
BUILDING OVERHANG	UTILITY BOX (SIZE VARIES)	WATER	W
LIGHT	SIGN	RECLAIMED WATER	RW
FIRE HYDRANT	TREE W/ SIZE AND ELEVATION	GAS	G
STORM DRAIN MANHOLE	SPOT ELEVATION	UNDERGROUND ELECTRIC	E
MANHOLE	AERIAL SPOT ELEVATION	OVERHEAD	OH
CLEAN OUT	CONTOUR	LIGHTING CONDUIT	//

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BL	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
DOC.	DOCUMENT
EB	ELECTRIC BOX
ECAB	ELECTRIC CABINET
FL	FLOW LINE
FND	FOUND
FSA	FIRE SPRINKLER ALARM
HB	HOSEBIB
I.E.E.	INGRESS/EGRESS EASEMENT
LIP	LIP OF GUTTER
NO.	NUMBER
O.R.	OFFICIAL RECORD
P.A.E.	PEDESTRIAN ACCESS EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TC	TOP OF CURB
WB	WATER BOX

PREPARED BY: J. R. Vigil
PRINT NAME: JIMMY R. VIGIL PLS 6256
TITLE: ASSOCIATE
DATE: 12-5-2019

LICENSED LAND SURVEYOR JIMMY R. VIGIL No. 6256 STATE OF CALIFORNIA

NORTH
0 20 40 60
Scale 1" = 20 ft

EXISTING CONDITIONS

No.	BY	REVISION

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
3350 Scott Boulevard, Building 22 • (408) 727 6665
Santa Clara, California 95054 • (408) 727 5641

VESTING TENTATIVE MAP
FOR: 706-716 SANTA CRUZ AVENUE, LLC.
706-716 SANTA CRUZ AVENUE
MENLO PARK CALIFORNIA

DATE	DEC., 2019
SCALE	1" = 20'
DESIGNER	JRV
DRAFTER	JF
JOB	A14009-2
SHEET	C1.0
OF	4 SHEETS

LEGEND

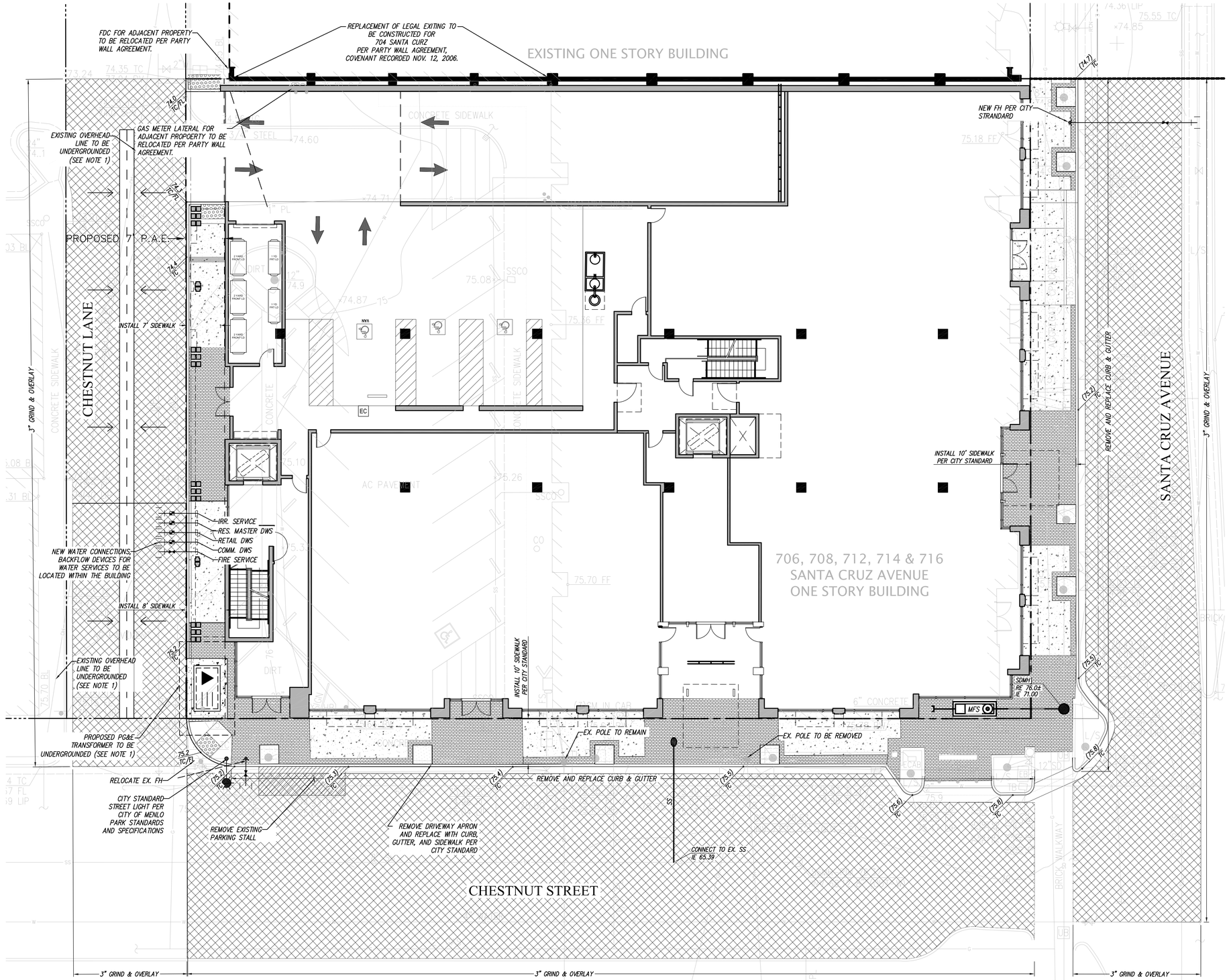
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE
- EASEMENT
- NON-ACCESS
- PUMP (P)
- STORM DRAIN MANHOLE
- CATCH BASIN
- MEDIA FILTRATION SYSTEM (MFS)
- SANITARY SEWER MANHOLE
- FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.
- GATE VALVE
- WATER METER
- POST INDICATOR VALVE
- FIRE DISTRICT CONNECTION
- SPRINKLER SYSTEM RISER
- BACK FLOW PREVENTER
- CHECK VALVE (N)
- REDUCER
- LIGHT
- GAS METER (GM)
- TRANSFORMER
- SPOT ELEVATION (100.00)
- HANDICAP STALL
- CURB
- CURB & GUTTER
- RED CURB
- RIDGE (R)
- SANITARY SEWER (SS)
- STORM DRAIN GRAVITY FLOW (SD)
- STORM DRAIN FORCED FLOW (SDFM)
- DOMESTIC WATER SERVICE (DW)
- FORCE MAIN (FM)
- FIRE SERVICE (FS)
- WATER (W)
- ELECTRIC (E)
- GAS (G)
- JOINT TRENCH (JT)
- PCC SIDEWALK
- TRUNCATED DOMES
- BIO-TREATMENT PLANTING
- 3" GRIND & OVERLAY

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH

NOTES

1. ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ALL UTILITIES TO BE UNDERGROUNDED ALONG THE PROJECT FRONTAGE SHALL BE TO THE SATISFACTION OF THE CITY OF MENLO PARK AND THE FIRE DISTRICT.
2. PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
3. DESIGN AND CONFIGURATION OF THE ALLEY-TYPE DRIVE AISLE ON CHESTNUT LANE SHALL TO BE COORDINATED WITH THE CITY OF MENLO PARK AND ISSUED AS PART OF PERMIT DRAWINGS.
4. EXISTING STREET LIGHTS SHALL BE REFURBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
5. ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
6. BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
7. REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
8. IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



NOTES

THE PROJECT WILL UNDERGROUND THE OVERHEAD UTILITIES ON CHESTNUT LANE AND CHESTNUT STREET. THE SCOPE OF THE WORK WILL BE DEFINED PRIOR TO THE APPROVAL OF THE FINAL MAP TO THE SATISFACTION OF THE FIRE DISTRICT AND THE CITY OF MENLO PARK.

NORTH

0 5 10 20 30

Scale 1" = 10'

NO.	REVISION	BY

NO.	REVISION	BY

KIER & WRIGHT
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Phone (925) 245-8788
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PROPOSED CONDITIONS LOWER LEVEL
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	DECEMBER, 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	2
OF	4 SHEETS

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE
- EASEMENT
- NON-ACCESS
- PUMP (P)
- STORM DRAIN MANHOLE
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- WATER METER
- POST INDICATOR VALVE
- FIRE DISTRICT CONNECTION
- SPRINKLER SYSTEM RISER
- BACK FLOW PREVENTER
- CHECK VALVE (N)
- REDUCER
- LIGHT
- GAS METER (GM)
- TRANSFORMER (A)
- SPOT ELEVATION 100.00
- HANDICAP STALL
- CURB
- CURB & GUTTER
- RED CURB
- RIDGE (R)
- SANITARY SEWER (SS)
- STORM DRAIN GRAVITY FLOW (SD)
- STORM DRAIN FORCED FLOW (SDFM)
- DOMESTIC WATER SERVICE (DW)
- FORCE MAIN (FM)
- FIRE SERVICE (FS)
- WATER (W)
- ELECTRIC (E)
- GAS (G)
- JOINT TRENCH (JT)
- PCC SIDEWALK
- TRUNCATED DOMES
- BIO-TREATMENT PLANTING
- 3" GRIND & OVERLAY

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
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INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH

NOTES

1. ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ALL UTILITIES TO BE UNDERGROUNDED ALONG THE PROJECT FRONTAGE SHALL BE TO THE SATISFACTION OF THE CITY OF MENLO PARK AND THE FIRE DISTRICT.
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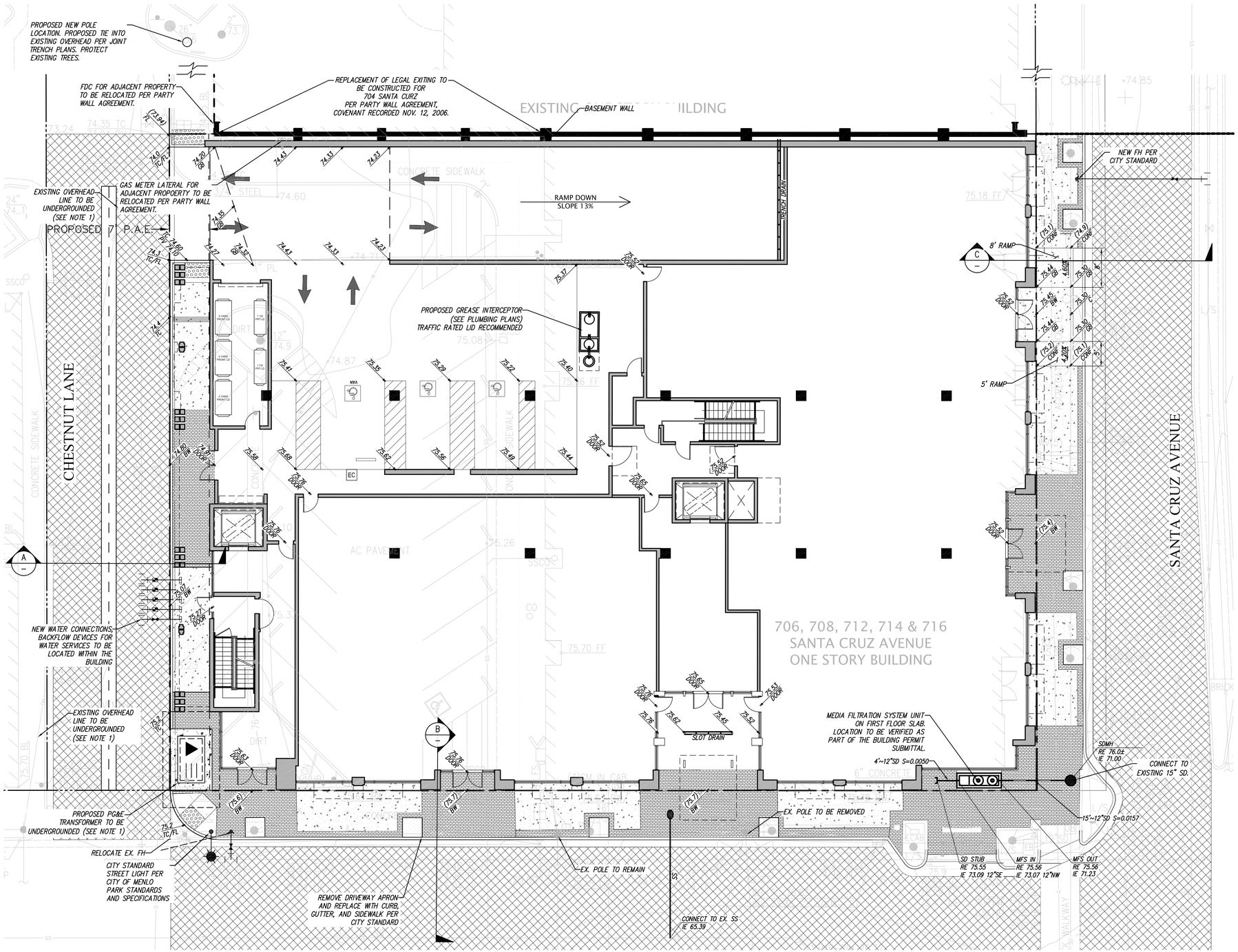
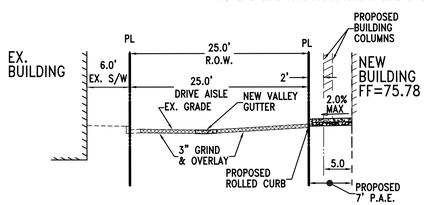
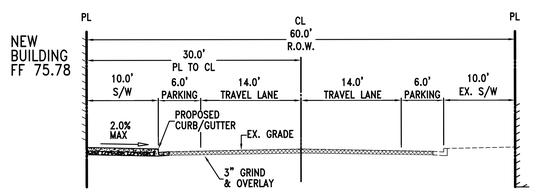
4. EXISTING STREET LIGHTS SHALL BE REFURBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
5. ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
6. BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
7. REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
8. IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.





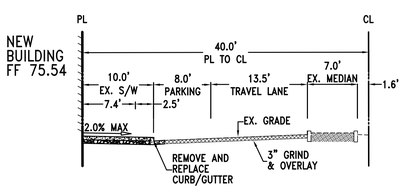
SECTION A - CHESTNUT LANE

NTS



SECTION B - CHESTNUT STREET

NTS



SECTION C - SANTA CRUZ AVENUE

NTS

NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796
www.kierwright.com

PROPOSED CONDITIONS GROUND LEVEL
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	DECEMBER, 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	3
OF	4 SHEETS

LEGEND

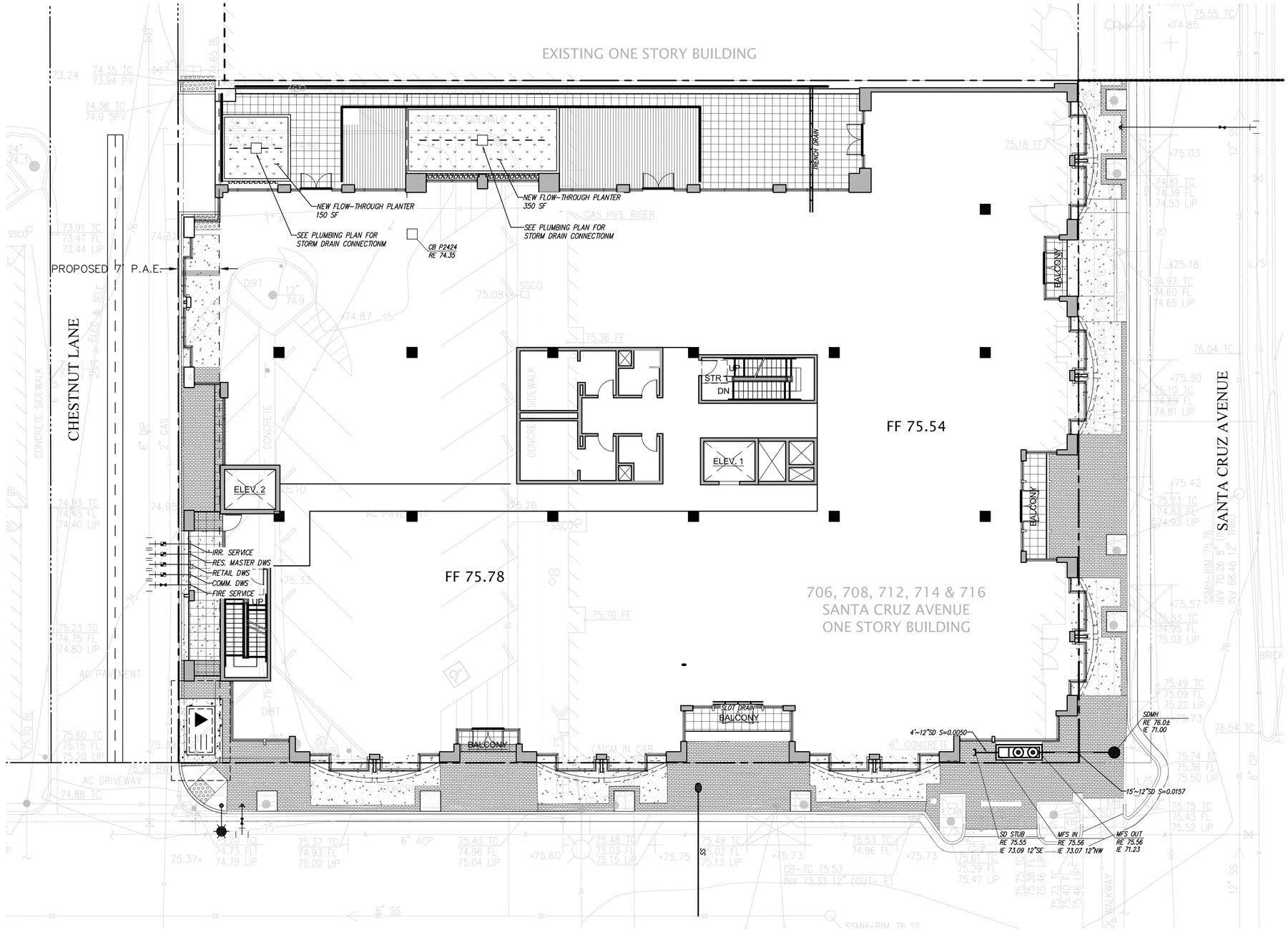
PROPERTY LINE	
ADJACENT PROPERTY LINE	
CENTERLINE	
EASEMENT	
NON-ACCESS	
PUMP	P
STORM DRAIN MANHOLE	
CATCH BASIN	
MEDIA FILTRATION SYSTEM	MFS
SANITARY SEWER MANHOLE	
FIRE HYDRANT/FH(N)-WET BARREL TYPE WITH ONE 4 1/2 INCH CONNECTION AND TWO 2 1/2 INCH CONNECTIONS.	
GATE VALVE	
WATER METER	
POST INDICATOR VALVE	
FIRE DISTRICT CONNECTION	
SPRINKLER SYSTEM RISER	
BACK FLOW PREVENTER	
CHECK VALVE	N
REDUCER	
LIGHT	
GAS METER	GM
TRANSFORMER	
SPOT ELEVATION	100.00
HANDICAP STALL	
CURB	
CURB & GUTTER	
RED CURB	
RIDGE	R
SANITARY SEWER	SS
STORM DRAIN GRAVITY FLOW	SD
STORM DRAIN FORCED FLOW	SDFM
DOMESTIC WATER SERVICE	DW
FORCE MAIN	FM
FIRE SERVICE	FS
WATER	W
ELECTRIC	E
GAS	G
JOINT TRENCH	JT
PCC SIDEWALK	
TRUNCATED DOMES	
BIO-TREATMENT PLANTING	
3" GRIND & OVERLAY	

ABBREVIATIONS

BU	BUBBLE UP
COMM.	COMMERCIAL
DWS	DOMESTIC WATER SERVICE
EX.	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FIRE SERVICE
INV	INVERT ELEVATION
IRR	IRRIGATION
OVD	OVERFLOW DRAIN
R	RIDGE
RES.	RESIDENTIAL
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
TW	TOP OF WALL
VERT.	VERTICAL
W/	WITH

NOTES

1. ALL OVERHEAD COMMUNICATION LINES ARE TO BE UNDERGROUNDED PER CITY AND LOCAL UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ALL UTILITIES TO BE UNDERGROUNDED ALONG THE PROJECT FRONTAGE SHALL BE TO THE SATISFACTION OF THE CITY OF MENLO PARK AND THE FIRE DISTRICT.
2. PUBLIC SIDEWALK ACCESS TO ADJACENT PROPERTY TO BE COORDINATED WITH THE CITY OF MENLO PARK AS PART OF PERMIT DRAWINGS.
3. DESIGN AND CONFIGURATION OF THE ALLEY-TYPE DRIVE AISLE ON CHESTNUT LANE SHALL TO BE COORDINATED WITH THE CITY OF MENLO PARK AND ISSUED AS PART OF PERMIT DRAWINGS.
4. EXISTING STREET LIGHTS SHALL BE REFURBISHED AND PAINTED PER CITY OF MENLO PARK STANDARDS AND SPECIFICATIONS. STREET LIGHTS SHALL BE UPGRADED TO LED FIXTURES.
5. ALL EXISTING UTILITIES WITHIN PUBLIC SIDEWALK SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
6. BACKFLOW DEVICES SHALL BE LOCATED ON THE GARAGE FLOOR ELECTRICAL ROOM.
7. REFER TO SHEET 2.0 FOR ON-SITE DESIGN INFORMATION.
8. IRRIGATION TO ALL EXISTING AND NEW TREES ALONG THE SITE FRONTAGES WILL BE CONNECTED TO THE ON-SITE WATER SYSTEM.



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CONCEPTUAL GRADING, DRAINAGE, UTILITY PLAN
OF
706 SANTA CRUZ AVE
FOR
FORM4 ARCHITECTURE
MENLO PARK, CALIFORNIA

DATE	DECEMBER, 2019
SCALE	AS SHOWN
DESIGNER	ST
DRAFTER	RS
JOB NO.	A14009-2
SHEET	4
OF	4 SHEETS

VICINITY MAP
N. T. S.

WORK RESPONSIBILITY
JOINT TRENCH

	PG&E ELECTRIC	PG&E GAS	TELEPHONE	C.A.T.V.	CONTRACTOR
TRENCHING					
EXCAVATE & BACKFILL	○	○	○	○	●
GAS MATERIAL					
SUPPLY & INSTALL	○	○	○	○	○
*ELECTRIC CABLE					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC TRANSFORMER PADS					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC SWITCHGEAR & TRANSFORMER					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CABLE					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
TELEPHONE S.A.I. PAD					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.A.T.V. CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
C.A.T.V. SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.L.E.C. FIBER CONDUIT ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
C.L.E.C. FIBER SPLICE BOXES ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
DIRECTIONAL DRILL / JACK AND BORE					
SUPPLY & INSTALL CONDUIT	○	○	○	○	○
EXCAVATION	○	○	○	○	○

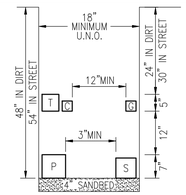
● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.
○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED
* PG&E TO PULL CABLE INTO ENERGIZED ENCLOSURES

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

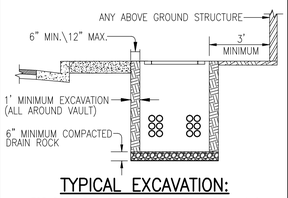
	RECEIVED	APPROVED
CIVIL IMPROVEMENT PLANS/GRADING PLANS	03-18-2018	PRELIMINARY
ARCHITECTURAL ELECTRONIC FILE	08-26-2019	PRELIMINARY
APPLICANT DESIGN (GAS)		
APPLICANT DESIGN (ELECTRIC)		
TELEPHONE		
C.A.T.V.		
LANDSCAPE	08-28-2019	PRELIMINARY
LIGHT LOCATIONS		

VIZION UTILITY PARTNERS is not responsible for any subsequent changes or revisions.

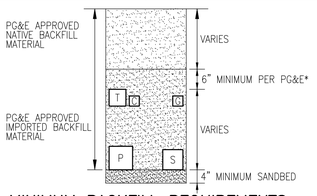
OTHER UTILITIES SHOWN ARE APPROXIMATE AND BASED ON FIELD SURVEY AND AVAILABLE UTILITY INFORMATION. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION AND EXTENT OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. PHYSICAL VERIFICATION OF UTILITY LOCATIONS SHALL BE PERFORMED BY CAREFUL PROBING OR HAND DIGGING IN ACCORDANCE WITH ARTICLE 6 OF THE CAL/OSHA CONSTRUCTION SAFETY ORDERS.



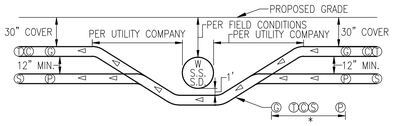
TYPICAL JOINT TRENCH
PER PG&E STANDARD S5453, EXHIBIT B



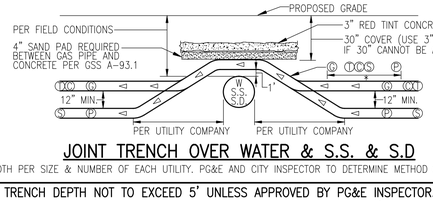
TYPICAL EXCAVATION:
FOR PG&E PRIMARY VAULTS, TRANSFORMERS, U.N.O.



MINIMUM BACKFILL REQUIREMENTS
*CHECK WITH LOCAL GOVERNING AGENCIES FOR POSSIBLE VARIATIONS



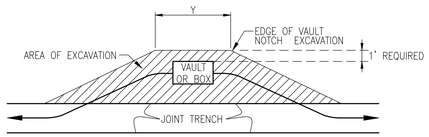
JOINT TRENCH UNDER WATER & S.S. & S.D.
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.



JOINT TRENCH OVER WATER & S.S. & S.D
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.

NOTE: TRENCH DEPTH NOT TO EXCEED 5' UNLESS APPROVED BY PG&E INSPECTOR. IN NO CASE SHOULD PLASTIC GAS PIPE BE INSTALLED AT A DEPTH GREATER THAN 10' UNLESS APPROVED BY PG&E SENIOR GAS ENGINEER.

TRENCHING CONTRACTOR SHALL NOT ASSUME THAT EITHER OF THE ABOVE DETAILS WILL BE ACCEPTABLE TO PG&E. YOU ARE REQUIRED TO CONTACT THE LOCAL PG&E ENGINEERING OFFICE WITH ANY ISSUE RELATING TO COVERS LESS THAN MINIMUM OR COVERS REQUIRING SHORING. CONCRETE CAPPING IS ONLY ACCEPTABLE WHERE NO OTHER SOLUTION IS POSSIBLE AND ONLY WHEN CERTAIN CRITERIA ARE MET AND ONLY WITH PG&E APPROVAL.



PRIMARY BOX SIZE	BOX EXCAVATION "Y"	NOTE:
3' x 5'	7'	DISTANCE VARIES PER FIELD CONDITIONS
4'-6" x 8'-6"	11'	

TYPICAL PG&E PRIMARY BOX
EXCAVATION DETAIL

ELECTRIC CONDUIT MINIMUM BEND RADIUS

CONDUIT DIAMETER	VERTICAL RADIUS	HORIZONTAL RADIUS
2"	24"	36"
3"	24"	36"
4"	36"	36"
5"	36"	60"

NOTE: 315° MAX BENDS IN ANY SECONDARY CONDUIT RUN 200' OR LESS.
300° MAX BENDS IN ANY PRIMARY CONDUIT RUN.

TYPICAL GAS METER REQUIREMENTS*

METER TYPE	LOAD (SCFH)	DELIVERY PRESSURE** (PSIG)	PAD SIZE (INCHES)	MIN. WIDTH REQUIRED FOR METER "X" (INCHES)	DISTANCE FROM RISER TO FINISHED WALL (INCHES)	MIN. HOUSELINE STUB OUT (INCHES)
TYPICAL RESIDENTIAL	0-350	0.25	N/A UNLESS USING FLEX-HOSE METER	24	6 TO 9	4
	0-600	2				
400 TO 1000 CLASS	351-1,400	0.25	N/A UNLESS USING FLEX-HOSE METER	30	6 TO 9	6
	601-2,400	2				
1.5M OR 3M ROTARY	1,401-3,000	APPROVED BY PG&E	40 X 36 X 4	52	20	VARIES
5M OR 7M ROTARY	3,001-7,000	APPROVED BY PG&E	78 X 36 X 4	90	20	VARIES
11M OR 16M ROTARY	7,001-16,000	APPROVED BY PG&E	94 X 36 X 4	106	20	VARIES

*ACTUAL METER-SET CONFIGURATIONS MAY DIFFER DEPENDING ON FIELD CONDITIONS AND RESTRICTIONS. FOR GAS METER DETAILS, SEE SECTION 2 OF CURRENT ***ELECTRIC & GAS SERVICE REQUIREMENTS*** GREENBOOK BY PG&E. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT. SEE NOTE 17 UNDER GENERAL NOTES ON SHEET JT-1.

**DELIVERY PRESSURE TO BE CONFIRMED VIA BUILDING PLUMBING AND MECHANICAL PLANS. PG&E MAINTAINS SOLE AUTHORITY TO DETERMINE IF THE ELEVATED DELIVERY-PRESSURE SERVICE IS AVAILABLE AT A SPECIFIC LOCATION.

X
GM

GENERAL NOTES:

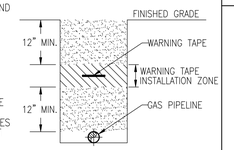
1. THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
2. ALL DEPTHS AND RESULTING COVER REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
3. COVER, CLEARANCES, AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM COVER, CLEARANCE, AND SEPARATION REQUIREMENTS SET FORTH IN GENERAL ORDER 128 AND 49CFR 192.321 49CFR 192.325, AND 49CFR 192.327. ALL FACILITIES SHALL BE ANCHORED IN PLACE PRIOR TO COMPACTION, OR OTHER MEANS SHALL BE TAKEN TO ENSURE NO MOTION OF THE FACILITIES. DIMENSIONAL REQUIREMENTS FOR SHADING, LEVELING, AND BACKFILLING SHALL BE DETERMINED SUBSEQUENT TO COMPACTION.
4. TRENCH DIMENSIONS SHOWN ARE TYPICAL. TRENCH SIZES AND CONFIGURATIONS MAY VARY DEPENDING UPON OCCUPANCY AND/OR FIELD CONDITIONS. TRENCH SIZE AND CONFIGURATION MUST AT ALL TIMES BE CONSTRUCTED IN A MANNER THAT ENSURES PROPER CLEARANCES AND COVER REQUIREMENTS ARE MET. ANY "CHANGE" TO THE TRENCH WIDTH AND CONFIGURATIONS AS SHOWN IN THIS EXHIBIT MUST BE DESIGNED TO ENSURE THIS REQUIREMENT.
5. IT IS PREFERRED TO HAVE NON-PG&E OWNED STREETLIGHTS AT A LEVEL OTHER THAN THE GAS OR ELECTRIC LEVEL. NON-PG&E OWNED STREETLIGHTS MAY BE AT THE ELECTRIC LEVEL OF THE TRENCH AS LONG AS MINIMUM CLEARANCES ARE PROVIDED AND COMPLY WITH ALL SPECIAL NOTES FOR A JOINT TRENCH WITH A SECOND ELECTRIC UTILITY.
6. NON-UTILITY FACILITIES ARE NOT ALLOWED IN ANY JOINT UTILITY TRENCH, E.G., IRRIGATION CONTROL LINES, BUILDING FIRE ALARM SYSTEMS, PRIVATE TELEPHONE SYSTEMS, OUTDOOR ELECTRICAL CABLE, ETC.
7. WHEN COMMUNICATION DUCTS ARE INSTALLED, A MINIMUM OF 12" RADIAL SEPARATION SHALL BE MAINTAINED FROM GAS FACILITIES. EXCEPTION: WITH MUTUAL AGREEMENT, WHEN 4-INCH DIAMETER OR SMALLER GAS PIPE IS INSTALLED, THE SEPARATION MAY BE REDUCED TO NOT LESS THAN 6 INCHES.
8. PROVIDE SEPARATION FROM TRENCH WALL AND OTHER FACILITIES SUFFICIENT TO ENSURE PROPER COMPACTION.
9. MAINTAIN PROPER SEPARATION BETWEEN PG&E FACILITIES AND "WET" UTILITY LINES AS DESCRIBED IN UO STANDARD S5453. THE MINIMUM ALLOWABLE HORIZONTAL SEPARATION BETWEEN COMPANY FACILITIES AND "WET" FACILITIES IS 3' WITH A MINIMUM 1' OF UNDISTURBED EARTH OR THE INSTALLATION OF A SUITABLE BARRIER BETWEEN THE FACILITIES. IF A 3' HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY BE APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO THE SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL. SEPARATIONS OF 1' OR LESS ARE NOT PERMISSIBLE AND WILL NOT BE ALLOWED. THE COMPANY MAY AGREE TO WAIVE THE MINIMUM 3' SEPARATION REQUIREMENT AT THE REQUEST OF AN APPLICANT IF WARRANTED AND THE NEED IS JUSTIFIED. THE REQUEST FOR A WAIVER MUST:
   - BE MADE IN WRITING AND SUBMITTED TO THE COMPANY ADE DURING THE PLANNING AND DESIGN PHASE OF THE PROJECT,
   - CLEARLY DESCRIBE THE CONDITIONS NECESSITATING THE WAIVER,
   - INCLUDE A PROPOSED DESIGN, AND INCLUDE A DESIGN FOR A BARRIER BETWEEN THE "WET" UTILITIES AND COMPANY DRY FACILITIES IN THE EVENT 1' OF UNDISTURBED EARTH CANNOT BE MAINTAINED. NOTE: DRAIN LINES CONNECTED TO DOWNSPOUTS ON BUILDINGS ARE CONSIDERED A "WET" UTILITY FOR THE PURPOSES OF THIS STANDARD.
10. SEPARATIONS SHALL BE MAINTAINED AT ABOVE GROUND TERMINATION POINTS.
11. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING OF PG&E GAS FACILITIES:
   - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
   - THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE.
   - THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING, OR LEVELING MATERIALS.
   - COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE PG&E, FEDERAL, STATE, COUNTY, OR LOCAL REQUIREMENTS.
   - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
   - THE SIEVES AND SCREENS SHALL BE:
     1/2" SIEVE: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
     #4 SCREEN: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
12. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING AT PG&E ELECTRIC FACILITIES:
   - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
   - SHADING MATERIAL CONTAINING LARGE ROCK, PAVING MATERIAL, CINDERS, SHARPLY ANGULAR SUBSTANCES, OR CORROSIVE MATERIAL SHALL NOT BE PLACED IN THE TRENCH WHERE SUCH MATERIAL MAY DAMAGE THE CONDUITS AND/OR PREVENT PROPER COMPACTION OVER OR AROUND THE CONDUITS.
   - NATIVE SOILS CONTAINING CLODS NOT TO EXCEED 6" IN DIAMETER MAY BE INCLUDED IN THE SHADING MATERIAL PROVIDED THE CLODS ARE READILY BREAKABLE BY HAND. NOTE: SOILS CONSISTING PRIMARILY OF ADOBE, HARD COMPACT (DENSE), CLAY, AND BAY MUDS SHALL NOT BE USED AS SHADING MATERIAL.
   - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
   - REFER TO ENGINEERING DOCUMENT 062288, ITEM 13 ON PAGE 2.
13. COMPETENT NATIVE SOILS ARE PREFERRED TO BE USED FOR SHADING, BEDDING, AND BACKFILLING THROUGHOUT THE TRENCH.
   - WHERE NATIVE SOILS EXCEED 1/2" MINUS AND/OR WHERE GAS IS TO BE PLACED AT THE BOTTOM OF A TRENCH IN AREAS THAT EXCEED 1/2" MINUS SOIL CONDITIONS, OR WHERE THE BOTTOM OF A TRENCH IS CONSIDERED TO CONSIST OF HARD PAN, PG&E APPROVED 1/2" MINUS IMPORT MATERIAL SHALL BE USED FOR SHADING AND/OR BEDDING OF GAS FACILITIES.
   - PG&E APPROVED IMPORT MATERIAL IS PER CGT ENGINEERING GUIDELINE 4123.
   - IF A LEVELING COURSE IS REQUIRED FOR GAS FACILITIES, THE USE OF NATIVE SOILS IS PREFERRED, BUT IF 1/2" MINUS CONDITIONS ARE NOT ATTAINABLE WITH THE NATIVE SOILS, THEN THE USE OF PG&E APPROVED IMPORT MATERIALS IS REQUIRED. BEDDING UNDER GAS FACILITIES WILL BE A MINIMUM OF 2" OF COMPACTED 1/2" MINUS NATIVE SOILS OR PG&E APPROVED IMPORT MATERIAL.
   - FOR ELECTRIC FACILITIES, REFER TO NOTE 12. THIS APPLIES TO LEVELING COURSES AS WELL AS SHADING.
   - THE MINIMUM PG&E APPROVED BEDDING MATERIAL MAY BE INCREASED AT THE DISCRETION OF PG&E WHEN WARRANTED BY EXISTING FIELD CONDITIONS (E.G., ROCKY SOILS, HARD PAN, ETC.).
   - THE USE OF ANY IMPORTED MATERIAL FOR BACKFILLING PURPOSES SHALL BE LIMITED TO THOSE SITUATIONS WHEN NATIVE SOILS DO NOT ALLOW FOR REQUIRED COMPACTION.
14. THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF EXCESS SPOIL AND ASSOCIATED COSTS.
15. SEPARATION BETWEEN GAS FACILITIES AND ELECTRIC FACILITIES MAY BE REDUCED TO 6" WHEN CROSSING.
16. SERVICE SADDLES ARE THE PREFERRED SERVICE FITTINGS FOR USE THROUGHOUT THE JOINT TRENCH PROJECT. ALL PROJECTS WILL BE DESIGNED AND ESTIMATED USING SERVICE SADDLES, HOWEVER, SERVICE TEES MAY BE USED IF ALL CLEARANCES, SEPARATION, AND COVERAGE REQUIREMENTS ARE MAINTAINED.
17. CONTRACTOR TO INCREASE METER SPACING AS NECESSARY WHEN EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT ARE REQUIRED. EARTHQUAKE VALVES ARE REQUIRED IN SOME AREAS AND ARE NOT PART OF PG&E/VIZION UTILITY PARTNERS SCOPE. THIS INFORMATION CAN BE FOUND ON BUILDING MECHANICAL ENGINEER'S PLANS. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES.

TRANSFORMER CLEARANCE REQUIREMENTS:

1. ABOVE ANY SINGLE PHASE TRANSFORMER LOCATION, MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.
2. ABOVE ANY THREE PHASE TRANSFORMER LOCATION, MAINTAIN 30' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

1. A WARNING TAPE IS TO BE INSTALLED IN OPEN TRENCH INSTALLATION OVER GAS PIPELINES IN BOTH TRANSMISSION AND DISTRIBUTION FACILITIES. THIS INCLUDES TRENCHES, BELL HOLES, EXCAVATIONS FOR REPAIR PURPOSES AND RISER REPLACEMENTS. THE WARNING TAPE IS INTENDED FOR EXCAVATOR DIGGING IN THE "TOLERANCE ZONE" TO STRIKE THE WARNING TAPE PRIOR THAN THE PIPELINE. WHEN THE WARNING TAPE IS EXPOSED AND GRABBED WITH EXCAVATING EQUIPMENT, IT STRETCHES WITHOUT BREAKING, THUS ALERTING THE EXCAVATOR OF THE GAS FACILITY BELOW.
2. INSTALL 6" WIDE WARNING TAPE ABOVE THE GAS PIPELINE AT LEAST 12" BELOW GRADE, AND NO CLOSER THAN 12" FROM THE PIPE. INSTALLATION SHOULD PROVIDE THE GREATEST DISTANCE BETWEEN THE PIPELINE AND THE TAPE AS POSSIBLE. INSTALL THE TAPE ALONG THE LENGTH OF THE EXCAVATION. ENSURE THAT THE TAPE OVERLAPS WHEN TWO OR MORE PIECES OF TAPE ARE USED. EXCEPTION: WHEN A JOINT TRENCH DESIGN DOES NOT ALLOW FOR INSTALLMENT OF WARNING TAPE WITHIN THE "WARNING TAPE INSTALLATION ZONE", INSTALL THE WARNING TAPE A MINIMUM OF 6" ABOVE THE GAS PIPELINE, AND BELOW THE FACILITY ABOVE THE PIPE.
3. WARNING TAPE SHALL BE BRIGHTLY COLORED YELLOW AND MARKED "CAUTION: GAS LINE BURIED BELOW" OR MARKED WITH A SIMILAR NOTIFICATION.
4. WARNING TAPE SHALL BE STORED IN SUCH A MANNER THAT LIMITS ULTRAVIOLET (UV) EXPOSURE.



TYPICAL DETAIL
GAS PIPELINE UNDERGROUND WARNING TAPE INSTALLATION
(N.T.S.)

PG&E PM#S:
ELECTRIC:
GAS:

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN MUST BE APPROVED BY

PG&E GAS ADE

CONSTRUCTION NOTES:

1. ALL TRENCHING, BACKFILLING AND INSTALLATION BY CONTRACTOR MUST COMPLY WITH PG&E UO STANDARD S5453 (EFFECTIVE DATE 7-5-2006).
2. ALL WORK MUST COMPLY WITH P.G. & E., TELEPHONE, C.A.T.V., STANDARDS AND PRACTICES. ALL WORK MUST BE INSPECTED AND APPROVED BY RESPECTIVE INSPECTORS. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF THREE LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A ½" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND IS TO BE AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE. THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE. THE SOILS MUST NOT CONTAIN CLODS LARGER THAN ½" IF TO BE USED AS SHADING, BEDDING OR LEVELING MATERIALS. COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE P.G.& E. FEDERAL, STATE, COUNTY OR LOCAL REQUIREMENTS. ANY NATIVE SOILS OR IMPORT MATERIALS USED MUST NOT HINDER THOSE EFFORTS.
3. BACKFILL SHALL BE APPROVED BY THE UTILITY COMPANIES AND THE CITY. COMPACTION WILL BE TESTED AND PASSED BY THE SOILS ENGINEER.
4. IF SOIL IS NOT ROCK FREE, ADD 4" DEPTH OF TRENCH FOR SAND BEDDING.
5. VERIFY SPLICE BOX EXCAVATION SIZES WITH SUPPLIER(S).
6. THE TRENCHING CONTRACTOR SHALL COORDINATE THE UTILITY COMPANIES' INSTALLATION. THE TRENCHING CONTRACTOR TO PLACE CONNECTING CONDUIT WITHIN 5' OF BUILDING EXTERIOR WALL.
7. CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
8. IT IS THE TRENCHING CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE ALL EXISTING FACILITIES. NO EXTRA PAYMENT WILL BE CONSIDERED FOR CROSSING OTHER SYSTEMS.
9. VIZION UTILITY PARTNERS ASSUMES NO RESPONSIBILITY FOR THE PROJECT CONDITIONS. THESE DRAWINGS WERE PREPARED USING DATA SUPPLIED BY PG&E, TELEPHONE, C.A.T.V., IMPROVEMENT PLANS AND THE CITY'S VARIOUS "AS BUILT" INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY REVIEW THE PROJECT PRIOR TO SUBMITTING HIS BID.
10. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A., INDUSTRIAL SAFETY ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING NEAR ENERGIZED OR "HOT" EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER. PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY.
11. THE CONTRACTOR SHALL PROTECT CONSTRUCTION STAKING. HE SHALL COORDINATE STAKING WITH THE PROJECT'S CIVIL ENGINEER.
12. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS PRIOR TO START OF WORK.
13. CONTRACTOR SHALL NOTIFY INSPECTORS OF ANY POTENTIAL CONFLICTS PRIOR TO START OF WORK.
14. THIS PLAN IS TO BE USED FOR SOLE PURPOSE OF DIGGING THE JOINT TRENCH. SEE PG&E, AT&T, AND COMCAST PLANS FOR EXACT SIZE AND NUMBER OF CONDUITS INSTALLED IN THE JOINT TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE CORRECT NUMBER, SIZE AND TYPES OF CONDUITS ARE INSTALLED PER THE ENGINEERED PLANS BY EACH UTILITY COMPANY.
15. NOTE PLANS ISSUED AT THE PRE-CONSTRUCTION MEETING MAY BE SUBJECT TO REVISIONS, IF FINAL PLANS FROM EACH UTILITY COMPANY WERE NOT AVAILABLE AT THE START OF CONSTRUCTION.
16. WATER, SEWER, DRAINS, SANITARY WASTE, FUELS (INCLUDING DIESEL AND GASOLINE), OIL, PROPANE AND OTHER VOLATILE HEAVIER THAN AIR GASSES, SPRINKLER, IRRIGATION, STEAM AND OTHER "WET" FACILITIES SHALL MAINTAIN A MINIMUM OF THREE FEET FROM THE NEAREST OUTER SURFACE OF PG&E FACILITIES WITH NO LESS THAN ONE FOOT OF EARTH (SOIL BARRIER) BETWEEN THE ADJACENT SIDES OF THE INDIVIDUAL TRENCHES.
17. IN THE EXTRAORDINARY CASE THAT THE MINIMUM THREE FOOT HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL.
18. ALL METER PANELS: INDIVIDUAL, RESIDENTIAL, OR NONRESIDENTIAL APPLICANTS WITH A METER PANEL RATING OF ANY SIZE, INSTALLED INSIDE A METER ROOM OR OTHER STRUCTURE, MUST FOLLOW ALL OF THE REQUIREMENTS DESCRIBED BELOW.
   A. INSTALL, OWN, AND MAINTAIN A SEPARATE, NOMINAL 2-INCH DIAMETER CONDUIT WITH PULL TAPE INSIDE. THE CONDUIT AND PULL TAPE MUST EXTEND FROM THE OUTSIDE SURFACE OF THE BUILDING AND TERMINATE OUTSIDE THE METER PANEL OR SWITCHBOARD AT THE TOP OF THE METER SECTION.
   B. ENSURE THE 2-INCH DIAMETER CONDUIT AND PULL TAPE EXIT THE OUTSIDE OF THE BUILDING A MINIMUM OF 8 FEET AND A MAXIMUM OF 10 FEET ABOVE GROUND. THE OPEN END OF THE CONDUIT THAT IS EXPOSED TO THE OUTSIDE MUST HAVE A REMOVABLE, TEMPORARY CAP OR PLUG.
   C. DO NOT USE THE CONDUIT. THE CONDUIT IS FOR PG&E'S METERING EQUIPMENT ONLY.
19. THIS JOINT TRENCH PLAN WAS PREPARED BASED ON TOPOGRAPHICAL SURVEY AS PROVIDED BY A CIVIL ENGINEER. THE CONTRACTOR IS CAUTIONED THAT EXPLORATORY WORK IS NECESSARY TO DETERMINE THE ACTUAL LOCATION OF ANY EXISTING UTILITY. VIZION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE ONSET OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS ENGINEER. ALL COSTS TO RELOCATE OR RE-ADJUST BOXES AT A LATER DATE WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR SUPT. VERIFY THE CORRECT GRADE OF ALL ENCLOSURES OR BOXES, AND SIGN AND DATE DRAWING.

THANK YOU

SIGNED _____

DATE _____

UTILITY APPROVALS

UTILITY	APPROVED BY	DATE
PG&E ELECTRIC		
PG&E GAS		
AT&T (PHONE)		
COMCAST (CATV)		
CITY ENGINEER		

FOR VIZION USE ONLY
QA REVIEW

	INITIALS	DATE
INTENT (ELEC.)		
INTENT (GAS)		
COMPOSITE		
PRE-CON		

DEVELOPER:
706-716 SANTA CRUZ AVE LLC
700 SANTA CRUZ AVE
MENLO PARK, CA 94025
VASILE C. OROS
T: 415-260-0608
EMAIL: VOROS11@AOL.COM

SHEET INDEX

JT-1 JOINT TRENCH TITLE SHEET
JT-2 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHEES
No. 26429
Exp. 03-31-20
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION:
DELTA NO:

CALL TOLL FREE BEFORE YOU DIG
811 USA
UNDERGROUND SERVICE ALERT

JOINT TRENCH TITLE SHEET
706 SANTA CRUZ AVENUE
RELOCATION
706-716 SANTA CRUZ AVE LLC
MENLO PARK CALIFORNIA

Vizion Utility PARTNERS
UTILITY ENGINEERS: CONSULTANTS & STREETLIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 225 PLEASANTON, CA 94588
TEL (925) 621-1114 FAX (925) 621-1115

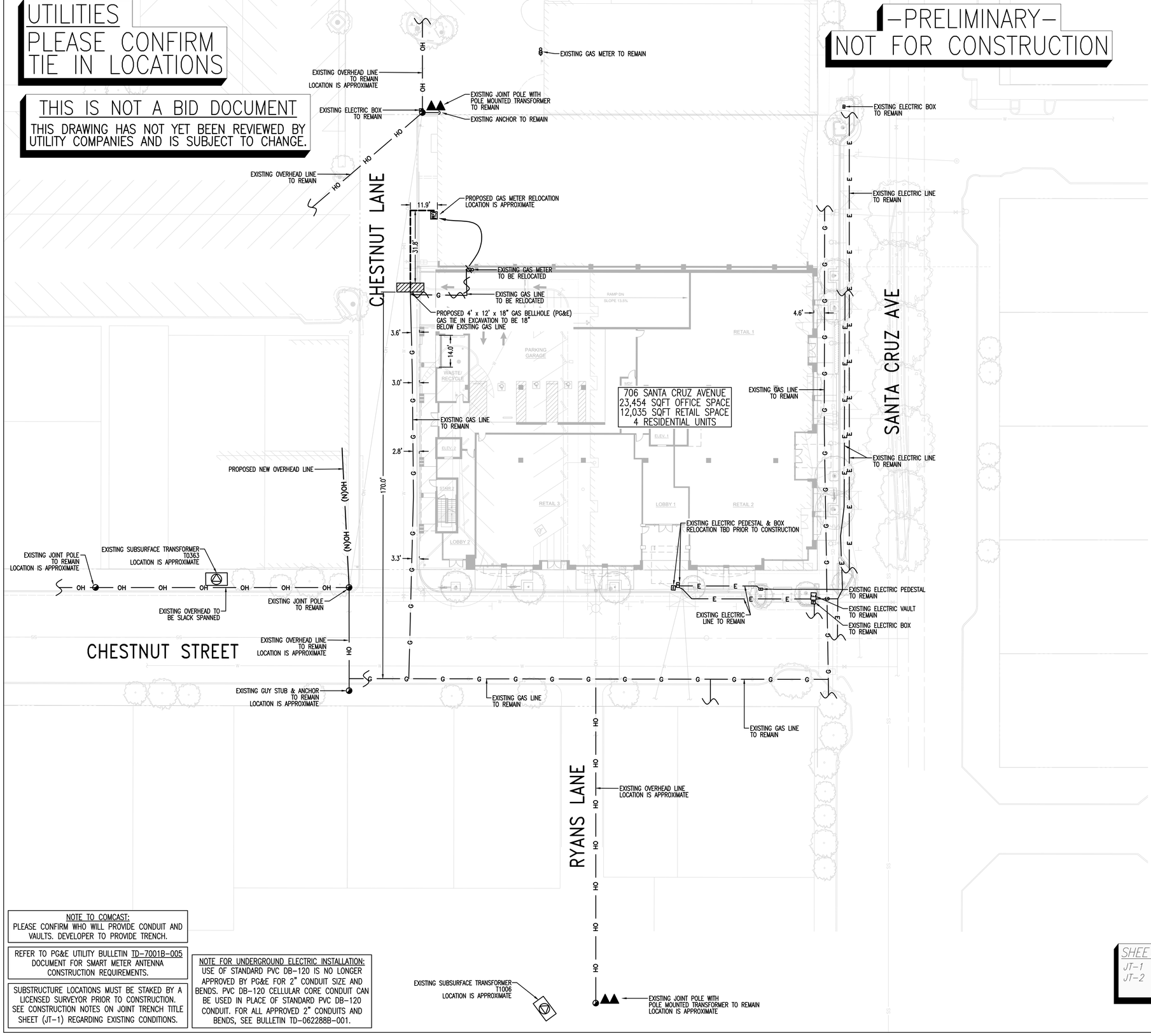
PROJ. NO: 19-969
SCALE: N.T.S.
PM: J. KLEIN
DRAWN BY: J. CAZARES
CHECKED BY:
LAST UPDATED: 09-05-2019
DRAWING NO: JT-1

UTILITIES
PLEASE CONFIRM TIE IN LOCATIONS

THIS IS NOT A BID DOCUMENT

THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.

–PRELIMINARY–
NOT FOR CONSTRUCTION



NOTE TO COMCAST:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND VAULTS. DEVELOPER TO PROVIDE TRENCH.

REFER TO PG&E UTILITY BULLETIN TD-7001B-005 DOCUMENT FOR SMART METER ANTENNA CONSTRUCTION REQUIREMENTS.

SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A LICENSED SURVEYOR PRIOR TO CONSTRUCTION. SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE SHEET (JT-1) REGARDING EXISTING CONDITIONS.

NOTE FOR UNDERGROUND ELECTRIC INSTALLATION:
USE OF STANDARD PVC DB-120 IS NO LONGER APPROVED BY PG&E FOR 2" CONDUIT SIZE AND BENDS. PVC DB-120 CELLULAR CORE CONDUIT CAN BE USED IN PLACE OF STANDARD PVC DB-120 CONDUIT. FOR ALL APPROVED 2" CONDUITS AND BENDS, SEE BULLETIN TD-062288B-001.

NOTE TO CONTRACTOR:
FOR CONTRACTOR'S WORK RESPONSIBILITY, REFER TO JOINT TRENCH TITLE SHEET (JT-1)

LEGEND

- PROPOSED GAS TRENCH
- PROPOSED 4' x 12' x 18" GAS BELLHOLE (PG&E) GAS TIE IN EXCAVATION TO BE 18" BELOW EXISTING GAS LINE
- PROPOSED GAS METER
- E — EXISTING ELECTRIC LINE
- EXISTING JOINT POLE TO REMAIN
- EXISTING POLE MOUNTED TRANSFORMER
- E — EXISTING ELECTRIC VAULT
- EXISTING SUBSURFACE TRANSFORMER
- EXISTING ELECTRIC PEDESTAL
- EXISTING ELECTRIC BOX
- OH — EXISTING OVERHEAD LINE
- G — EXISTING GAS LINE
- G — EXISTING GAS LINE TO BE RELOCATED
- EXISTING GAS METER TO BE RELOCATED

0 10 20 40

SHEET INDEX

JT-1	JOINT TRENCH TITLE SHEET
JT-2	JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03-31-20
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION:
DELTA NO:

CALL 811 BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA

JOINT TRENCH INTENT
706 SANTA CRUZ AVENUE
RELOCATION
706-716 SANTA CRUZ AVE LLC
MENLO PARK CALIFORNIA

Vizion Utility PARTNERS
UTILITY ENGINEERS, CONSULTANTS & STREET LIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 215, PLEASANTON, CA 94588
tel (925) 682-3114

PROJ. NO: 19-969
SCALE: 1" = 20'
PM: J. KLEIN
DRAWN BY: J. CAZARES
CHECKED BY:
LAST UPDATED: 09-05-2019
DRAWING NO: JT-2
SHEET: 2 OF: 2

DRAWING NAME: p:\dropbox\projects\2019\19-969 706 santa cruz avenue, menlo park\cgs work\ms 19-969_jt.dwg
PLOT DATE: Thursday, September 05, 2019 8:29:02 AM
PLOTTED BY: JCAZARES

VICINITY MAP
N. T. S.

WORK RESPONSIBILITY
JOINT TRENCH

	PG&E ELECTRIC	PG&E GAS	TELEPHONE	C.A.T.V.	CONTRACTOR
TRENCHING					
EXCAVATE & BACKFILL	○	○	○	○	●
GAS MATERIAL					
SUPPLY & INSTALL	○	○	○	○	○
*ELECTRIC CABLE					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC TRANSFORMER PADS					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC SWITCHGEAR & TRANSFORMER					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CABLE					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
TELEPHONE S.A.I. PAD					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.A.T.V. CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
C.A.T.V. SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.L.E.C. FIBER CONDUIT ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
C.L.E.C. FIBER SPLICE BOXES ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
DIRECTIONAL DRILL / JACK AND BORE					
SUPPLY & INSTALL CONDUIT	○	○	○	○	○
EXCAVATION	○	○	○	○	○

● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.

○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED

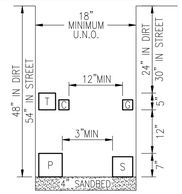
* PG&E TO PULL CABLE INTO ENERGIZED ENCLOSURES

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

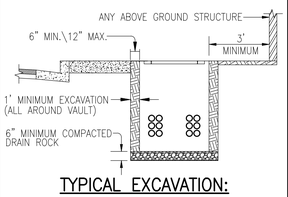
	RECEIVED	APPROVED
CIVIL IMPROVEMENT PLANS/GRADING PLANS	03-18-2018	PRELIMINARY
ARCHITECTURAL ELECTRONIC FILE	10-24-2019	PRELIMINARY
APPLICANT DESIGN (GAS)		
APPLICANT DESIGN (ELECTRIC)		
TELEPHONE		
C.A.T.V.		
LANDSCAPE	08-28-2019	PRELIMINARY
LIGHT LOCATIONS		

VIZION UTILITY PARTNERS is not responsible for any subsequent changes or revisions.

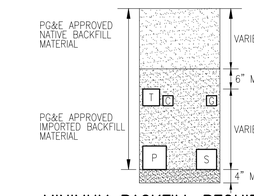
OTHER UTILITIES SHOWN ARE APPROXIMATE AND BASED ON FIELD SURVEY AND AVAILABLE UTILITY INFORMATION. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION AND EXTENT OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. PHYSICAL VERIFICATION OF UTILITY LOCATIONS SHALL BE PERFORMED BY CAREFUL PROBING OR HAND DIGGING IN ACCORDANCE WITH ARTICLE 6 OF THE CAL/OSHA CONSTRUCTION SAFETY ORDERS.



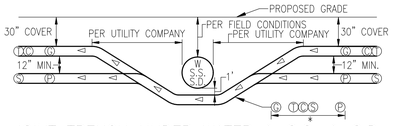
TYPICAL JOINT TRENCH
PER PG&E STANDARD S5453, EXHIBIT B



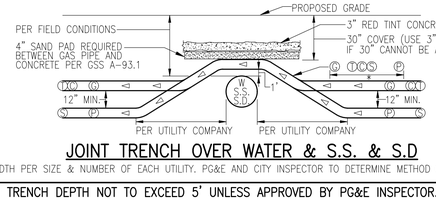
TYPICAL EXCAVATION:
FOR PG&E PRIMARY VAULTS, TRANSFORMERS, U.N.O.



MINIMUM BACKFILL REQUIREMENTS
*CHECK WITH LOCAL GOVERNING AGENCIES FOR POSSIBLE VARIATIONS



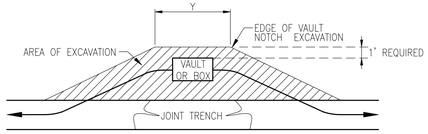
JOINT TRENCH UNDER WATER & S.S. & S.D.
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.



JOINT TRENCH OVER WATER & S.S. & S.D
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.

NOTE: TRENCH DEPTH NOT TO EXCEED 5' UNLESS APPROVED BY PG&E INSPECTOR. IN NO CASE SHOULD PLASTIC GAS PIPE BE INSTALLED AT A DEPTH GREATER THAN 10' UNLESS APPROVED BY PG&E SENIOR GAS ENGINEER.

TRENCHING CONTRACTOR SHALL NOT ASSUME THAT EITHER OF THE ABOVE DETAILS WILL BE ACCEPTABLE TO PG&E. YOU ARE REQUIRED TO CONTACT THE LOCAL PG&E ENGINEERING OFFICE WITH ANY ISSUE RELATING TO COVERS LESS THAN MINIMUM OR COVERS REQUIRING SHORING. CONCRETE CAPPING IS ONLY ACCEPTABLE WHERE NO OTHER SOLUTION IS POSSIBLE AND ONLY WHEN CERTAIN CRITERIA ARE MET AND ONLY WITH PG&E APPROVAL.



PRIMARY BOX SIZE	BOX EXCAVATION "Y"	NOTE:
3' x 5'	7'	DISTANCE VARIES PER FIELD CONDITIONS
4'-6" x 8'-6"	11'	

TYPICAL PG&E PRIMARY BOX
EXCAVATION DETAIL

ELECTRIC CONDUIT MINIMUM BEND RADIUS

CONDUIT DIAMETER	VERTICAL RADIUS	HORIZONTAL RADIUS
2"	24"	36"
3"	24"	36"
4"	36"	36"
5"	36"	60"

NOTE: 315° MAX BENDS IN ANY SECONDARY CONDUIT RUN 200' OR LESS.
300° MAX BENDS IN ANY PRIMARY CONDUIT RUN.

TYPICAL GAS METER REQUIREMENTS*

METER TYPE	LOAD (SCFH)	DELIVERY PRESSURE** (PSIG)	PAD SIZE (INCHES)	MIN. WIDTH REQUIRED FOR METER "X" (INCHES)	DISTANCE FROM RISER TO FINISHED WALL (INCHES)	MIN. HOUSELINE STUB OUT (INCHES)
TYPICAL RESIDENTIAL	0-350	0.25	N/A UNLESS USING FLEX-HOSE METER	24	6 TO 9	4
	0-600	2				
400 TO 1000 CLASS	351-1,400	0.25	N/A UNLESS USING FLEX-HOSE METER	30	6 TO 9	6
	601-2,400	2				
1.5M OR 3M ROTARY	1,401-3,000	APPROVED BY PG&E	40 X 36 X 4	52	20	VARIES
5M OR 7M ROTARY	3,001-7,000	APPROVED BY PG&E	78 X 36 X 4	90	20	VARIES
11M OR 16M ROTARY	7,001-16,000	APPROVED BY PG&E	94 X 36 X 4	106	20	VARIES

*ACTUAL METER-SET CONFIGURATIONS MAY DIFFER DEPENDING ON FIELD CONDITIONS AND RESTRICTIONS. FOR GAS METER DETAILS, SEE SECTION 2 OF CURRENT ***ELECTRIC & GAS SERVICE REQUIREMENTS*** GREENBOOK BY PG&E. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT. SEE NOTE 17 UNDER GENERAL NOTES ON SHEET JT-1.

**DELIVERY PRESSURE TO BE CONFIRMED VIA BUILDING PLUMBING AND MECHANICAL PLANS. PG&E MAINTAINS SOLE AUTHORITY TO DETERMINE IF THE ELEVATED DELIVERY-PRESSURE SERVICE IS AVAILABLE AT A SPECIFIC LOCATION.

X
GM

GENERAL NOTES:

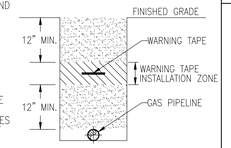
1. THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
2. ALL DEPTHS AND RESULTING COVER REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
3. COVER, CLEARANCES, AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM COVER, CLEARANCE, AND SEPARATION REQUIREMENTS SET FORTH IN GENERAL ORDER 128 AND 49CFR 192.321 49CFR 192.325, AND 49CFR 192.327. ALL FACILITIES SHALL BE ANCHORED IN PLACE PRIOR TO COMPACTION, OR OTHER MEANS SHALL BE TAKEN TO ENSURE NO MOTION OF THE FACILITIES. DIMENSIONAL REQUIREMENTS FOR SHADING, LEVELING, AND BACKFILLING SHALL BE DETERMINED SUBSEQUENT TO COMPACTION.
4. TRENCH DIMENSIONS SHOWN ARE TYPICAL. TRENCH SIZES AND CONFIGURATIONS MAY VARY DEPENDING UPON OCCUPANCY AND/OR FIELD CONDITIONS. TRENCH SIZE AND CONFIGURATION MUST AT ALL TIMES BE CONSTRUCTED IN A MANNER THAT ENSURES PROPER CLEARANCES AND COVER REQUIREMENTS ARE MET. ANY "CHANGE" TO THE TRENCH WIDTH AND CONFIGURATIONS AS SHOWN IN THIS EXHIBIT MUST BE DESIGNED TO ENSURE THIS REQUIREMENT.
5. IT IS PREFERRED TO HAVE NON-PG&E OWNED STREETLIGHTS AT A LEVEL OTHER THAN THE GAS OR ELECTRIC LEVEL. NON-PG&E OWNED STREETLIGHTS MAY BE AT THE ELECTRIC LEVEL OF THE TRENCH AS LONG AS MINIMUM CLEARANCES ARE PROVIDED AND COMPLY WITH ALL SPECIAL NOTES FOR A JOINT TRENCH WITH A SECOND ELECTRIC UTILITY.
6. NON-UTILITY FACILITIES ARE NOT ALLOWED IN ANY JOINT UTILITY TRENCH, E.G., IRRIGATION CONTROL LINES, BUILDING FIRE ALARM SYSTEMS, PRIVATE TELEPHONE SYSTEMS, OUTDOOR ELECTRICAL CABLE, ETC.
7. WHEN COMMUNICATION DUCTS ARE INSTALLED, A MINIMUM OF 12" RADIAL SEPARATION SHALL BE MAINTAINED FROM GAS FACILITIES. EXCEPTION: WITH MUTUAL AGREEMENT, WHEN 4-INCH DIAMETER OR SMALLER GAS PIPE IS INSTALLED, THE SEPARATION MAY BE REDUCED TO NOT LESS THAN 6 INCHES.
8. PROVIDE SEPARATION FROM TRENCH WALL AND OTHER FACILITIES SUFFICIENT TO ENSURE PROPER COMPACTION.
9. MAINTAIN PROPER SEPARATION BETWEEN PG&E FACILITIES AND "WET" UTILITY LINES AS DESCRIBED IN UO STANDARD S5453. THE MINIMUM ALLOWABLE HORIZONTAL SEPARATION BETWEEN COMPANY FACILITIES AND "WET" FACILITIES IS 3' WITH A MINIMUM 1' OF UNDISTURBED EARTH OR THE INSTALLATION OF A SUITABLE BARRIER BETWEEN THE FACILITIES. IF A 3' HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY BE APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO THE SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL. SEPARATIONS OF 1' OR LESS ARE NOT PERMISSIBLE AND WILL NOT BE ALLOWED. THE COMPANY MAY AGREE TO WAIVE THE MINIMUM 3' SEPARATION REQUIREMENT AT THE REQUEST OF AN APPLICANT IF WARRANTED AND THE NEED IS JUSTIFIED. THE REQUEST FOR A WAIVER MUST:
   - BE MADE IN WRITING AND SUBMITTED TO THE COMPANY ADE DURING THE PLANNING AND DESIGN PHASE OF THE PROJECT,
   - CLEARLY DESCRIBE THE CONDITIONS NECESSITATING THE WAIVER,
   - INCLUDE A PROPOSED DESIGN, AND INCLUDE A DESIGN FOR A BARRIER BETWEEN THE "WET" UTILITIES AND COMPANY DRY FACILITIES IN THE EVENT 1' OF UNDISTURBED EARTH CANNOT BE MAINTAINED. NOTE: DRAIN LINES CONNECTED TO DOWNSPOUTS ON BUILDINGS ARE CONSIDERED A "WET" UTILITY FOR THE PURPOSES OF THIS STANDARD.
10. SEPARATIONS SHALL BE MAINTAINED AT ABOVE GROUND TERMINATION POINTS.
11. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING OF PG&E GAS FACILITIES:
    - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
    - THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE.
    - THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING, OR LEVELING MATERIALS.
    - COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE PG&E, FEDERAL, STATE, COUNTY, OR LOCAL REQUIREMENTS.
    - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
    - THE SIEVES AND SCREENS SHALL BE:
      1/2" SIEVE: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
      #4 SCREEN: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
12. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING AT PG&E ELECTRIC FACILITIES:
    - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
    - SHADING MATERIAL CONTAINING LARGE ROCK, PAVING MATERIAL, CINDERS, SHARPLY ANGULAR SUBSTANCES, OR CORROSIVE MATERIAL SHALL NOT BE PLACED IN THE TRENCH WHERE SUCH MATERIAL MAY DAMAGE THE CONDUITS AND/OR PREVENT PROPER COMPACTION OVER OR AROUND THE CONDUITS.
    - NATIVE SOILS CONTAINING CLODS NOT TO EXCEED 6" IN DIAMETER MAY BE INCLUDED IN THE SHADING MATERIAL PROVIDED THE CLODS ARE READILY BREAKABLE BY HAND. NOTE: SOILS CONSISTING PRIMARILY OF ADOBE, HARD COMPACT (DENSE) CLAY, AND BAY MUDS SHALL NOT BE USED AS SHADING MATERIAL.
    - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
    - REFER TO ENGINEERING DOCUMENT 062288, ITEM 13 ON PAGE 2.
13. COMPETENT NATIVE SOILS ARE PREFERRED TO BE USED FOR SHADING, BEDDING, AND BACKFILLING THROUGHOUT THE TRENCH.
    - WHERE NATIVE SOILS EXCEED 1/2" MINUS AND/OR WHERE GAS IS TO BE PLACED AT THE BOTTOM OF A TRENCH IN AREAS THAT EXCEED 1/2" MINUS SOIL CONDITIONS, OR WHERE THE BOTTOM OF A TRENCH IS CONSIDERED TO CONSIST OF HARD PAN, PG&E APPROVED 1/2" MINUS IMPORT MATERIAL SHALL BE USED FOR SHADING AND/OR BEDDING OF GAS FACILITIES.
    - PG&E APPROVED IMPORT MATERIAL IS PER CGT ENGINEERING GUIDELINE 4123.
    - IF A LEVELING COURSE IS REQUIRED FOR GAS FACILITIES, THE USE OF NATIVE SOILS IS PREFERRED, BUT IF 1/2" MINUS CONDITIONS ARE NOT ATTAINABLE WITH THE NATIVE SOILS, THEN THE USE OF PG&E APPROVED IMPORT MATERIALS IS REQUIRED. BEDDING UNDER GAS FACILITIES WILL BE A MINIMUM OF 2" OF COMPACTED 1/2" MINUS NATIVE SOILS OR PG&E APPROVED IMPORT MATERIAL.
    - FOR ELECTRIC FACILITIES, REFER TO NOTE 12. THIS APPLIES TO LEVELING COURSES AS WELL AS SHADING.
    - THE MINIMUM PG&E APPROVED BEDDING MATERIAL MAY BE INCREASED AT THE DISCRETION OF PG&E WHEN WARRANTED BY EXISTING FIELD CONDITIONS (E.G., ROCKY SOILS, HARD PAN, ETC.).
    - THE USE OF ANY IMPORTED MATERIAL FOR BACKFILLING PURPOSES SHALL BE LIMITED TO THOSE SITUATIONS WHEN NATIVE SOILS DO NOT ALLOW FOR REQUIRED COMPACTION.
14. THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF EXCESS SPOIL AND ASSOCIATED COSTS.
15. SEPARATION BETWEEN GAS FACILITIES AND ELECTRIC FACILITIES MAY BE REDUCED TO 6" WHEN CROSSING.
16. SERVICE SADDLES ARE THE PREFERRED SERVICE FITTINGS FOR USE THROUGHOUT THE JOINT TRENCH PROJECT. ALL PROJECTS WILL BE DESIGNED AND ESTIMATED USING SERVICE SADDLES; HOWEVER, SERVICE TEES MAY BE USED IF ALL CLEARANCES, SEPARATION, AND COVERAGE REQUIREMENTS ARE MAINTAINED.
17. CONTRACTOR TO INCREASE METER SPACING AS NECESSARY WHEN EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT ARE REQUIRED. EARTHQUAKE VALVES ARE REQUIRED IN SOME AREAS AND ARE NOT PART OF PG&E/VIZION UTILITY PARTNERS SCOPE. THIS INFORMATION CAN BE FOUND ON BUILDING MECHANICAL ENGINEER'S PLANS. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES.

TRANSFORMER CLEARANCE REQUIREMENTS:

1. ABOVE ANY SINGLE PHASE TRANSFORMER LOCATION, MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.
2. ABOVE ANY THREE PHASE TRANSFORMER LOCATION, MAINTAIN 30' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

1. A WARNING TAPE IS TO BE INSTALLED IN OPEN TRENCH INSTALLATION OVER GAS PIPELINES IN BOTH TRANSMISSION AND DISTRIBUTION FACILITIES. THIS INCLUDES TRENCHES, BELL HOLES, EXCAVATIONS FOR REPAIR PURPOSES AND RISER REPLACEMENTS. THE WARNING TAPE IS INTENDED FOR EXCAVATOR DIGGING IN THE "TOLERANCE ZONE" TO STRIKE THE WARNING TAPE PRIOR THAN THE PIPELINE. WHEN THE WARNING TAPE IS EXPOSED AND GRABBED WITH EXCAVATING EQUIPMENT, IT STRETCHES WITHOUT BREAKING, THUS ALERTING THE EXCAVATOR OF THE GAS FACILITY BELOW.
2. INSTALL 6" WIDE WARNING TAPE ABOVE THE GAS PIPELINE AT LEAST 12" BELOW GRADE, AND NO CLOSER THAN 12" FROM THE PIPE. INSTALLATION SHOULD PROVIDE THE GREATEST DISTANCE BETWEEN THE PIPELINE AND THE TAPE AS POSSIBLE. INSTALL THE TAPE ALONG THE LENGTH OF THE EXCAVATION. ENSURE THAT THE TAPE OVERLAPS WHEN TWO OR MORE PIECES OF TAPE ARE USED. EXCEPTION: WHEN A JOINT TRENCH DESIGN DOES NOT ALLOW FOR INSTALLMENT OF WARNING TAPE WITHIN THE "WARNING TAPE INSTALLATION ZONE", INSTALL THE WARNING TAPE A MINIMUM OF 6" ABOVE THE GAS PIPELINE, AND BELOW THE FACILITY ABOVE THE PIPE.
3. WARNING TAPE SHALL BE BRIGHTLY COLORED YELLOW AND MARKED "CAUTION: GAS LINE BURIED BELOW" OR MARKED WITH A SIMILAR NOTIFICATION.
4. WARNING TAPE SHALL BE STORED IN SUCH A MANNER THAT LIMITS ULTRAVIOLET (UV) EXPOSURE.



TYPICAL DETAIL
GAS PIPELINE UNDERGROUND WARNING TAPE INSTALLATION
(N.T.S.)

PG&E PM#S:
ELECTRIC:
GAS:

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN MUST BE APPROVED BY

_____ _____
PG&E GAS ADE

CONSTRUCTION NOTES:

1. ALL TRENCHING, BACKFILLING AND INSTALLATION BY CONTRACTOR MUST COMPLY WITH PG&E UO STANDARD S5453 (EFFECTIVE DATE 7-5-2006).
2. ALL WORK MUST COMPLY WITH P.G. & E., TELEPHONE, C.A.T.V., STANDARDS AND PRACTICES. ALL WORK MUST BE INSPECTED AND APPROVED BY RESPECTIVE INSPECTORS. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF THREE LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND IS TO BE AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE. THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE. THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING OR LEVELING MATERIALS. COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE P.G.& E. FEDERAL, STATE, COUNTY OR LOCAL REQUIREMENTS. ANY NATIVE SOILS OR IMPORT MATERIALS USED MUST NOT HINDER THOSE EFFORTS.
3. BACKFILL SHALL BE APPROVED BY THE UTILITY COMPANIES AND THE CITY. COMPACTION WILL BE TESTED AND PASSED BY THE SOILS ENGINEER.
4. IF SOIL IS NOT ROCK FREE, ADD 4" DEPTH OF TRENCH FOR SAND BEDDING.
5. VERIFY SPLICE BOX EXCAVATION SIZES WITH SUPPLIER(S).
6. THE TRENCHING CONTRACTOR SHALL COORDINATE THE UTILITY COMPANIES' INSTALLATION. THE TRENCHING CONTRACTOR TO PLACE CONNECTING CONDUIT WITHIN 5' OF BUILDING EXTERIOR WALL.
7. CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
8. IT IS THE TRENCHING CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE ALL EXISTING FACILITIES. NO EXTRA PAYMENT WILL BE CONSIDERED FOR CROSSING OTHER SYSTEMS.
9. VIZION UTILITY PARTNERS ASSUMES NO RESPONSIBILITY FOR THE PROJECT CONDITIONS. THESE DRAWINGS WERE PREPARED USING DATA SUPPLIED BY PG&E, TELEPHONE, C.A.T.V., IMPROVEMENT PLANS AND THE CITY'S VARIOUS "AS BUILT" INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY REVIEW THE PROJECT PRIOR TO SUBMITTING HIS BID.
10. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A., INDUSTRIAL SAFETY ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING NEAR ENERGIZED OR "HOT" EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER. PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY.
11. THE CONTRACTOR SHALL PROTECT CONSTRUCTION STAKING. HE SHALL COORDINATE STAKING WITH THE PROJECT'S CIVIL ENGINEER.
12. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS PRIOR TO START OF WORK.
13. CONTRACTOR SHALL NOTIFY INSPECTORS OF ANY POTENTIAL CONFLICTS PRIOR TO START OF WORK.
14. THIS PLAN IS TO BE USED FOR SOLE PURPOSE OF DIGGING THE JOINT TRENCH. SEE PG&E, AT&T, AND COMCAST PLANS FOR EXACT SIZE AND NUMBER OF CONDUITS INSTALLED IN THE JOINT TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE CORRECT NUMBER, SIZE AND TYPES OF CONDUITS ARE INSTALLED PER THE ENGINEERED PLANS BY EACH UTILITY COMPANY.
15. NOTE PLANS ISSUED AT THE PRE-CONSTRUCTION MEETING MAY BE SUBJECT TO REVISIONS, IF FINAL PLANS FROM EACH UTILITY COMPANY WERE NOT AVAILABLE AT THE START OF CONSTRUCTION.
16. WATER, SEWER, DRAINS, SANITARY WASTE, FUELS (INCLUDING DIESEL AND GASOLINE), OIL, PROPANE AND OTHER VOLATILE HEAVIER THAN AIR GASES, SPRINKLER, IRRIGATION, STEAM AND OTHER "WET" FACILITIES SHALL MAINTAIN A MINIMUM OF THREE FEET FROM THE NEAREST OUTER SURFACE OF PG&E FACILITIES WITH NO LESS THAN ONE FOOT OF EARTH (SOIL BARRIER) BETWEEN THE ADJACENT SIDES OF THE INDIVIDUAL TRENCHES.
17. IN THE EXTRAORDINARY CASE THAT THE MINIMUM THREE FOOT HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL.
18. ALL METER PANELS: INDIVIDUAL, RESIDENTIAL, OR NONRESIDENTIAL APPLICANTS WITH A METER PANEL RATING OF ANY SIZE, INSTALLED INSIDE A METER ROOM OR OTHER STRUCTURE, MUST FOLLOW ALL OF THE REQUIREMENTS DESCRIBED BELOW.
    A. INSTALL, OWN, AND MAINTAIN A SEPARATE, NOMINAL 2-INCH DIAMETER CONDUIT WITH PULL TAPE INSIDE. THE CONDUIT AND PULL TAPE MUST EXTEND FROM THE OUTSIDE SURFACE OF THE BUILDING AND TERMINATE OUTSIDE THE METER PANEL OR SWITCHBOARD AT THE TOP OF THE METER SECTION.
    B. ENSURE THE 2-INCH DIAMETER CONDUIT AND PULL TAPE EXIT THE OUTSIDE OF THE BUILDING A MINIMUM OF 8 FEET AND A MAXIMUM OF 10 FEET ABOVE GROUND. THE OPEN END OF THE CONDUIT THAT IS EXPOSED TO THE OUTSIDE MUST HAVE A REMOVABLE, TEMPORARY CAP OR PLUG.
    C. DO NOT USE THE CONDUIT. THE CONDUIT IS FOR PG&E'S METERING EQUIPMENT ONLY.
19. THIS JOINT TRENCH PLAN WAS PREPARED BASED ON TOPOGRAPHICAL SURVEY AS PROVIDED BY A CIVIL ENGINEER. THE CONTRACTOR IS CAUTIONED THAT EXPLORATORY WORK IS NECESSARY TO DETERMINE THE ACTUAL LOCATION OF ANY EXISTING UTILITY. VIZION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE ONSET OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS ENGINEER. ALL COSTS TO RELOCATE OR RE-ADJUST BOXES AT A LATER DATE WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR SUPT. VERIFY THE CORRECT GRADE OF ALL ENCLOSURES OR BOXES, AND SIGN AND DATE DRAWING.

THANK YOU

SIGNED _____

DATE _____

UTILITY APPROVALS

UTILITY	APPROVED BY	DATE
PG&E ELECTRIC		
PG&E GAS		
AT&T (PHONE)		
COMCAST (CATV)		
CITY ENGINEER		

FOR VIZION USE ONLY
QA REVIEW

	INITIALS	DATE
INTENT (ELEC.)		
INTENT (GAS)		
COMPOSITE		
PRE-CON		

DEVELOPER:
706-716 SANTA CRUZ AVE LLC
700 SANTA CRUZ AVE
MENLO PARK, CA 94025
VASILE C. OROS
T: 415-260-0608
EMAIL: VOROS11@AOL.COM

SHEET INDEX

JT-1 JOINT TRENCH TITLE SHEET
JT-2 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03-31-20
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION:
DELTA NO:

CALL 811 BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT

JOINT TRENCH TITLE SHEET
706 SANTA CRUZ AVENUE
NEW BUSINESS
706-716 SANTA CRUZ AVE LLC
MENLO PARK
CALIFORNIA

Vizion Utility PARTNERS
UTILITY ENGINEERS: CONSULTANTS & STREETLIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 290 PLEASANTON, CA 94588
Tel (925) 852-1114

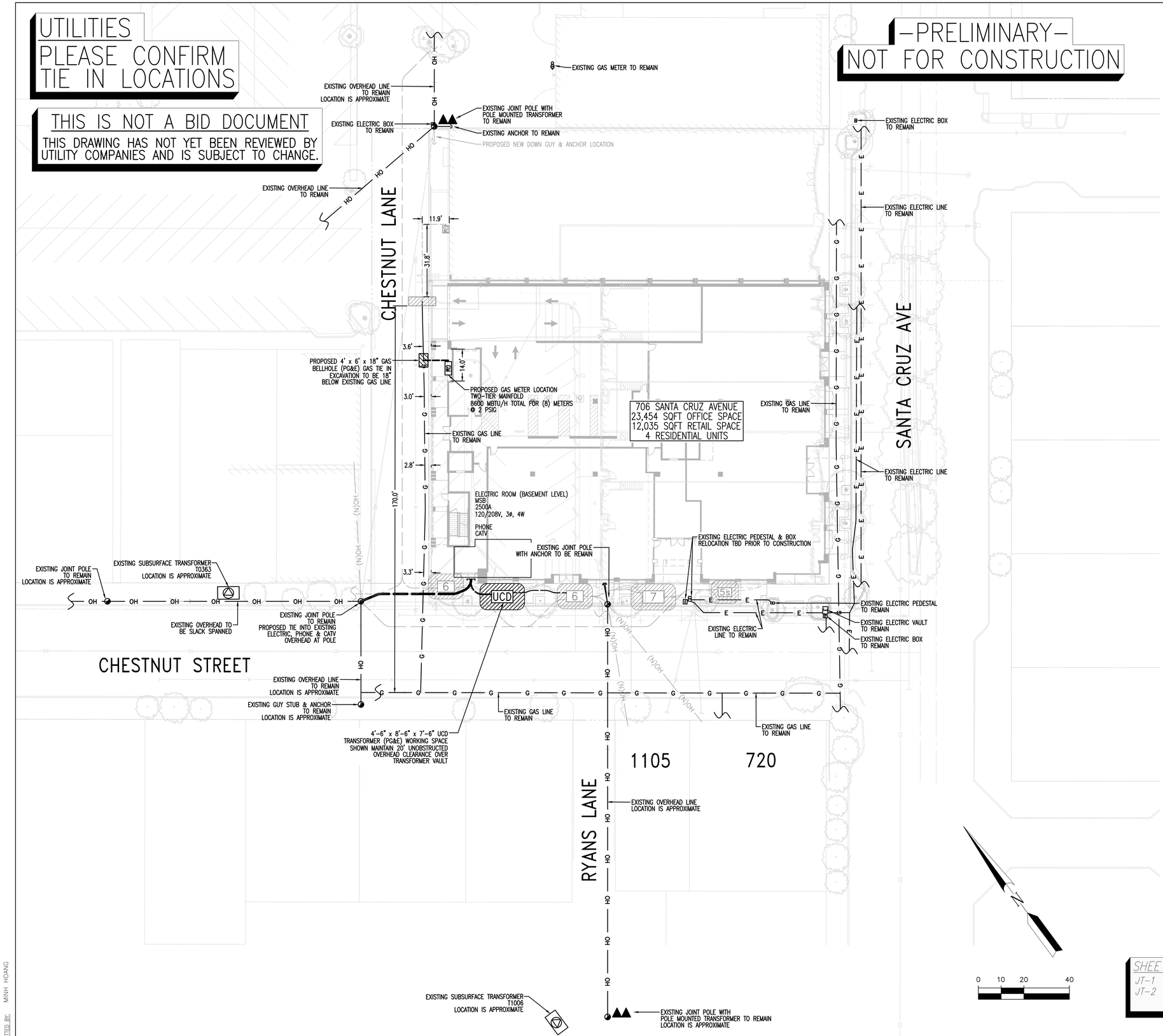
PROJ. NO: 19-969
SCALE: N.T.S.
PM: J. KLEIN
DRAWN BY: M. HOANG
CHECKED BY:
LAST UPDATED: 10-29-2019
DRAWING NO: J

UTILITIES
PLEASE CONFIRM TIE IN LOCATIONS

THIS IS NOT A BID DOCUMENT

THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.

–PRELIMINARY–
NOT FOR CONSTRUCTION



NOTE TO CONTRACTOR:

FOR CONTRACTOR'S WORK RESPONSIBILITY, REFER TO JOINT TRENCH TITLE SHEET (JT–1)

LEGEND

- PROPOSED JOINT TRENCH
- UCD — 4'–6" x 8'–6" x 7'–6" UCD TRANSFORMER (PG&E) WORKING SPACE SHOWN MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT
- PROPOSED 4' x 6' x 18" GAS BELLHOLE (PG&E) GAS TIE IN EXCAVATION TO BE 18" BELOW EXISTING GAS LINE
- GM — PROPOSED GAS METER
- JOINT TRENCH INSTALLED DURING RULE 20 JOB.
- GAS TRENCH INSTALLED DURING RELOCATION JOB.
- (N)OH — NEW OVERHEAD LINE INSTALLED DURING RULE 20 JOB.
- NEW POLE INSTALLED DURING RULE 20 JOB.
- 7 — SPLICE VAULT INSTALLED DURING RULE 20 JOB. 4'–6" x 8'–6" x 6' SPLICE VAULT (PG&E) WORKING SPACE SHOWN MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT
- 6 — SPLICE BOX INSTALLED DURING RULE 20 JOB. 4' x 6'–6" x 5' SPLICE BOX (PG&E) WORKING SPACE SHOWN MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER BOX
- SS — SECONDARY BOX INSTALLED DURING RULE 20 JOB. 36" x 60" x 30" SECONDARY SPLICE BOX (PG&E) WORKING SPACE SHOWN
- GM — GAS METER INSTALLED DURING RELOCATION JOB.
- E — EXISTING ELECTRIC LINE
- EXISTING JOINT POLE TO REMAIN
- EXISTING POLE MOUNTED TRANSFORMER
- E — EXISTING ELECTRIC VAULT
- EXISTING SUBSURFACE TRANSFORMER
- EXISTING ELECTRIC PEDESTAL
- EXISTING ELECTRIC BOX
- OH — EXISTING OVERHEAD LINE
- G — EXISTING GAS LINE

SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A LICENSED SURVEYOR PRIOR TO CONSTRUCTION. SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE SHEET (JT–1) REGARDING EXISTING CONDITIONS.

REFER TO PG&E UTILITY BULLETIN TD–7001B–005 DOCUMENT FOR SMART METER ANTENNA CONSTRUCTION REQUIREMENTS.

NOTE FOR UNDERGROUND ELECTRIC INSTALLATION:
USE OF STANDARD PVC DB–120 IS NO LONGER APPROVED BY PG&E FOR 2" CONDUIT SIZE AND BENDS. PVC DB–120 CELLULAR CORE CONDUIT CAN BE USED IN PLACE OF STANDARD PVC DB–120 CONDUIT. FOR ALL APPROVED 2" CONDUITS AND BENDS, SEE BULLETIN TD–062288B–001.

NOTE TO COMCAST:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND VAULTS. DEVELOPER TO PROVIDE TRENCH.

SHEET INDEX

JT–1 JOINT TRENCH TITLE SHEET
JT–2 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER — DAVID B. VOORHIES — No. 26429 — Exp. 03–31–20 — CIVIL — STATE OF CALIFORNIA

DATE: | REVISION | DELTA NO:

CALL TWO WORKING DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT — USA

JOINT TRENCH INTENT
706 SANTA CRUZ AVENUE
NEW BUSINESS
706-716 SANTA CRUZ AVE LLC
MENLO PARK
CALIFORNIA

Vision Utility Partners
UTILITY ENGINEERS, CONSULTANTS & STREETLIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 210, PLEASANTON, CA 94588
PH (925) 882-1114

PROJ. NO: 19-969
SCALE: 1" = 20'
PM: J. KLEIN
DRAWN BY: M. HOANG
CHECKED BY:
LAST UPDATED: 10-29-2019
DRAWING NO: JT-2
SHEET: 2 OF: 2

DRAWING NAME: \\server\company shared folders\dropbox\projects\2019\19-969 706 santa cruz avenue, menlo park\vpp work\ms 19-969_JT.dwg
PLOT DATE: Tuesday, October 29, 2019 8:36:59 AM
PLOTTED BY: MINH HOANG

VICINITY MAP
N. T. S.

WORK RESPONSIBILITY
JOINT TRENCH

	PG&E ELECTRIC	PG&E GAS	TELEPHONE	C.A.T.V.	CONTRACTOR
TRENCHING					●
EXCAVATE & BACKFILL	○	○	○	○	
GAS MATERIAL					
SUPPLY & INSTALL	○	○	○	○	○
*ELECTRIC CABLE					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
ELECTRIC BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC TRANSFORMER PADS					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
ELECTRIC SWITCHGEAR & TRANSFORMER					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE CABLE					
SUPPLY & INSTALL	○	○	○	○	○
TELEPHONE SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
TELEPHONE S.A.I. PAD					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.A.T.V. CONDUIT					
SUPPLY & INSTALL	○	○	○	○	○
C.A.T.V. SPLICE BOXES					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
C.L.E.C. FIBER CONDUIT ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
C.L.E.C. FIBER SPLICE BOXES ___ACCEPTED ___DECLINED					
SUPPLY & INSTALL	○	○	○	○	○
EXCAVATION	○	○	○	○	○
DIRECTIONAL DRILL / JACK AND BORE					
SUPPLY & INSTALL CONDUIT	○	○	○	○	○
EXCAVATION	○	○	○	○	○

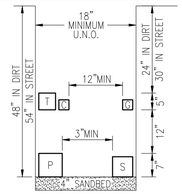
● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.
○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED
* PG&E TO PULL CABLE INTO ENERGIZED ENCLOSURES

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

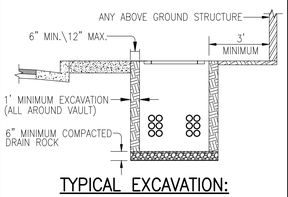
	RECEIVED	APPROVED
CIVIL IMPROVEMENT PLANS/GRADING PLANS	03-18-2018	PRELIMINARY
ARCHITECTURAL ELECTRONIC FILE	10-24-2019	PRELIMINARY
APPLICANT DESIGN (GAS)		
APPLICANT DESIGN (ELECTRIC)		
TELEPHONE		
C.A.T.V.		
LANDSCAPE	08-28-2019	PRELIMINARY
LIGHT LOCATIONS		

VIZION UTILITY PARTNERS is not responsible for any subsequent changes or revisions.

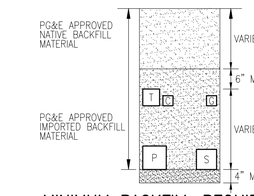
OTHER UTILITIES SHOWN ARE APPROXIMATE AND BASED ON FIELD SURVEY AND AVAILABLE UTILITY INFORMATION. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION AND EXTENT OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. PHYSICAL VERIFICATION OF UTILITY LOCATIONS SHALL BE PERFORMED BY CAREFUL PROBING OR HAND DIGGING IN ACCORDANCE WITH ARTICLE 6 OF THE CAL/OSHA CONSTRUCTION SAFETY ORDERS.



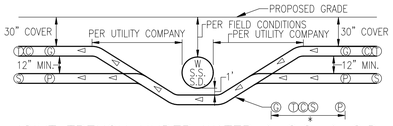
TYPICAL JOINT TRENCH
PER PG&E STANDARD S5453, EXHIBIT B



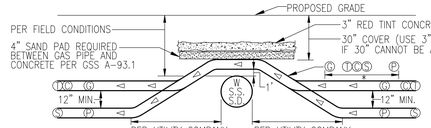
TYPICAL EXCAVATION:
FOR PG&E PRIMARY VAULTS, TRANSFORMERS, U.N.O.



MINIMUM BACKFILL REQUIREMENTS
*CHECK WITH LOCAL GOVERNING AGENCIES FOR POSSIBLE VARIATIONS



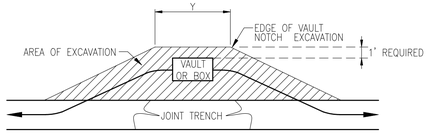
JOINT TRENCH UNDER WATER & S.S. & S.D.
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.



JOINT TRENCH OVER WATER & S.S. & S.D
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.

NOTE: TRENCH DEPTH NOT TO EXCEED 5' UNLESS APPROVED BY PG&E INSPECTOR. IN NO CASE SHOULD PLASTIC GAS PIPE BE INSTALLED AT A DEPTH GREATER THAN 10' UNLESS APPROVED BY PG&E SENIOR GAS ENGINEER.

TRENCHING CONTRACTOR SHALL NOT ASSUME THAT EITHER OF THE ABOVE DETAILS WILL BE ACCEPTABLE TO PG&E. YOU ARE REQUIRED TO CONTACT THE LOCAL PG&E ENGINEERING OFFICE WITH ANY ISSUE RELATING TO COVERS LESS THAN MINIMUM OR COVERS REQUIRING SHORING. CONCRETE CAPPING IS ONLY ACCEPTABLE WHERE NO OTHER SOLUTION IS POSSIBLE AND ONLY WHEN CERTAIN CRITERIA ARE MET AND ONLY WITH PG&E APPROVAL.



PRIMARY BOX SIZE	BOX EXCAVATION "Y"	NOTE:
3' x 5'	7'	DISTANCE VARIES PER FIELD CONDITIONS
4'-6" x 8'-6"	11'	

TYPICAL PG&E PRIMARY BOX
EXCAVATION DETAIL

ELECTRIC CONDUIT MINIMUM BEND RADIUS

CONDUIT DIAMETER	VERTICAL RADIUS	HORIZONTAL RADIUS
2"	24"	36"
3"	24"	36"
4"	36"	36"
5"	36"	60"

NOTE: 315° MAX BENDS IN ANY SECONDARY CONDUIT RUN 200' OR LESS.
300° MAX BENDS IN ANY PRIMARY CONDUIT RUN.

TYPICAL GAS METER REQUIREMENTS*

METER TYPE	LOAD (SCFH)	DELIVERY PRESSURE** (PSIG)	PAD SIZE (INCHES)	MIN. WIDTH REQUIRED FOR METER "X" (INCHES)	DISTANCE FROM RISER TO FINISHED WALL (INCHES)	MIN. HOUSELINE STUB OUT (INCHES)
TYPICAL RESIDENTIAL	0-350	0.25	N/A UNLESS USING FLEX-HOSE METER	24	6 TO 9	4
	0-600	2				
400 TO 1000 CLASS	351-1,400	0.25	N/A UNLESS USING FLEX-HOSE METER	30	6 TO 9	6
	601-2,400	2				
1.5M OR 3M ROTARY	1,401-3,000	APPROVED BY PG&E	40 X 36 X 4	52	20	VARIES
5M OR 7M ROTARY	3,001-7,000	APPROVED BY PG&E	78 X 36 X 4	90	20	VARIES
11M OR 16M ROTARY	7,001-16,000	APPROVED BY PG&E	94 X 36 X 4	106	20	VARIES

*ACTUAL METER-SET CONFIGURATIONS MAY DIFFER DEPENDING ON FIELD CONDITIONS AND RESTRICTIONS. FOR GAS METER DETAILS, SEE SECTION 2 OF CURRENT ***ELECTRIC & GAS SERVICE REQUIREMENTS*** GREENBOOK BY PG&E. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT. SEE NOTE 17 UNDER GENERAL NOTES ON SHEET JT-1.

**DELIVERY PRESSURE TO BE CONFIRMED VIA BUILDING PLUMBING AND MECHANICAL PLANS. PG&E MAINTAINS SOLE AUTHORITY TO DETERMINE IF THE ELEVATED DELIVERY-PRESSURE SERVICE IS AVAILABLE AT A SPECIFIC LOCATION.

X
GM

GENERAL NOTES:

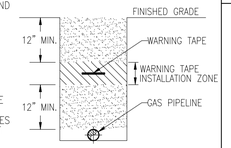
1. THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
2. ALL DEPTHS AND RESULTING COVER REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
3. COVER, CLEARANCES, AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM COVER, CLEARANCE, AND SEPARATION REQUIREMENTS SET FORTH IN GENERAL ORDER 128 AND 49CFR 192.321 49CFR 192.325, AND 49CFR 192.327. ALL FACILITIES SHALL BE ANCHORED IN PLACE PRIOR TO COMPACTION, OR OTHER MEANS SHALL BE TAKEN TO ENSURE NO MOTION OF THE FACILITIES. DIMENSIONAL REQUIREMENTS FOR SHADING, LEVELING, AND BACKFILLING SHALL BE DETERMINED SUBSEQUENT TO COMPACTION.
4. TRENCH DIMENSIONS SHOWN ARE TYPICAL. TRENCH SIZES AND CONFIGURATIONS MAY VARY DEPENDING UPON OCCUPANCY AND/OR FIELD CONDITIONS. TRENCH SIZE AND CONFIGURATION MUST AT ALL TIMES BE CONSTRUCTED IN A MANNER THAT ENSURES PROPER CLEARANCES AND COVER REQUIREMENTS ARE MET. ANY "CHANGE" TO THE TRENCH WIDTH AND CONFIGURATIONS AS SHOWN IN THIS EXHIBIT MUST BE DESIGNED TO ENSURE THIS REQUIREMENT.
5. IT IS PREFERRED TO HAVE NON-PG&E OWNED STREETLIGHTS AT A LEVEL OTHER THAN THE GAS OR ELECTRIC LEVEL. NON-PG&E OWNED STREETLIGHTS MAY BE AT THE ELECTRIC LEVEL OF THE TRENCH AS LONG AS MINIMUM CLEARANCES ARE PROVIDED AND COMPLY WITH ALL SPECIAL NOTES FOR A JOINT TRENCH WITH A SECOND ELECTRIC UTILITY.
6. NON-UTILITY FACILITIES ARE NOT ALLOWED IN ANY JOINT UTILITY TRENCH, E.G., IRRIGATION CONTROL LINES, BUILDING FIRE ALARM SYSTEMS, PRIVATE TELEPHONE SYSTEMS, OUTDOOR ELECTRICAL CABLE, ETC.
7. WHEN COMMUNICATION DUCTS ARE INSTALLED, A MINIMUM OF 12" RADIAL SEPARATION SHALL BE MAINTAINED FROM GAS FACILITIES. EXCEPTION: WITH MUTUAL AGREEMENT, WHEN 4-INCH DIAMETER OR SMALLER GAS PIPE IS INSTALLED, THE SEPARATION MAY BE REDUCED TO NOT LESS THAN 6 INCHES.
8. PROVIDE SEPARATION FROM TRENCH WALL AND OTHER FACILITIES SUFFICIENT TO ENSURE PROPER COMPACTION.
9. MAINTAIN PROPER SEPARATION BETWEEN PG&E FACILITIES AND "WET" UTILITY LINES AS DESCRIBED IN UO STANDARD S5453. THE MINIMUM ALLOWABLE HORIZONTAL SEPARATION BETWEEN COMPANY FACILITIES AND "WET" FACILITIES IS 3' WITH A MINIMUM 1' OF UNDISTURBED EARTH OR THE INSTALLATION OF A SUITABLE BARRIER BETWEEN THE FACILITIES. IF A 3' HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY BE APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO THE SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL. SEPARATIONS OF 1' OR LESS ARE NOT PERMISSIBLE AND WILL NOT BE ALLOWED. THE COMPANY MAY AGREE TO WAIVE THE MINIMUM 3' SEPARATION REQUIREMENT AT THE REQUEST OF AN APPLICANT IF WARRANTED AND THE NEED IS JUSTIFIED. THE REQUEST FOR A WAIVER MUST:
   - BE MADE IN WRITING AND SUBMITTED TO THE COMPANY ADE DURING THE PLANNING AND DESIGN PHASE OF THE PROJECT,
   - CLEARLY DESCRIBE THE CONDITIONS NECESSITATING THE WAIVER,
   - INCLUDE A PROPOSED DESIGN, AND INCLUDE A DESIGN FOR A BARRIER BETWEEN THE "WET" UTILITIES AND COMPANY DRY FACILITIES IN THE EVENT 1' OF UNDISTURBED EARTH CANNOT BE MAINTAINED. NOTE: DRAIN LINES CONNECTED TO DOWNSPOUTS ON BUILDINGS ARE CONSIDERED A "WET" UTILITY FOR THE PURPOSES OF THIS STANDARD.
10. SEPARATIONS SHALL BE MAINTAINED AT ABOVE GROUND TERMINATION POINTS.
11. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING OF PG&E GAS FACILITIES:
   - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A 1/2" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
   - THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE.
   - THE SOILS MUST NOT CONTAIN CLODS LARGER THAN 1/2" IF TO BE USED AS SHADING, BEDDING, OR LEVELING MATERIALS.
   - COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE PG&E, FEDERAL, STATE, COUNTY, OR LOCAL REQUIREMENTS.
   - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
   - THE SIEVES AND SCREENS SHALL BE:
     1/2" SIEVE: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
     #4 SCREEN: 8" DIAMETER BY 2" DEEP, STAINLESS STEEL MESH SCREEN.
12. PROCEDURES FOR APPROVING NATIVE BACKFILL FOR SHADING AT PG&E ELECTRIC FACILITIES:
   - RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF 3 LOCATIONS PER 1,000' OF TRENCH. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND ARE TO BE TAKEN AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE.
   - SHADING MATERIAL CONTAINING LARGE ROCK, PAVING MATERIAL, CINDERS, SHARPLY ANGULAR SUBSTANCES, OR CORROSIVE MATERIAL SHALL NOT BE PLACED IN THE TRENCH WHERE SUCH MATERIAL MAY DAMAGE THE CONDUITS AND/OR PREVENT PROPER COMPACTION OVER OR AROUND THE CONDUITS.
   - NATIVE SOILS CONTAINING CLODS NOT TO EXCEED 6" IN DIAMETER MAY BE INCLUDED IN THE SHADING MATERIAL PROVIDED THE CLODS ARE READILY BREAKABLE BY HAND. NOTE: SOILS CONSISTING PRIMARILY OF ADOBE, HARD COMPACT (DENSE) CLAY, AND BAY MUDS SHALL NOT BE USED AS SHADING MATERIAL.
   - AT NO TIME SHALL THE OVER SATURATION OF NATIVE SOILS BE USED TO ACHIEVE THESE REQUIREMENTS.
   - REFER TO ENGINEERING DOCUMENT 062288, ITEM 13 ON PAGE 2.
13. COMPETENT NATIVE SOILS ARE PREFERRED TO BE USED FOR SHADING, BEDDING, AND BACKFILLING THROUGHOUT THE TRENCH.
   - WHERE NATIVE SOILS EXCEED 1/2" MINUS AND/OR WHERE GAS IS TO BE PLACED AT THE BOTTOM OF A TRENCH IN AREAS THAT EXCEED 1/2" MINUS SOIL CONDITIONS, OR WHERE THE BOTTOM OF A TRENCH IS CONSIDERED TO CONSIST OF HARD PAN, PG&E APPROVED 1/2" MINUS IMPORT MATERIAL SHALL BE USED FOR SHADING AND/OR BEDDING OF GAS FACILITIES.
   - PG&E APPROVED IMPORT MATERIAL IS PER CGT ENGINEERING GUIDELINE 4123.
   - IF A LEVELING COURSE IS REQUIRED FOR GAS FACILITIES, THE USE OF NATIVE SOILS IS PREFERRED, BUT IF 1/2" MINUS CONDITIONS ARE NOT ATTAINABLE WITH THE NATIVE SOILS, THEN THE USE OF PG&E APPROVED IMPORT MATERIALS IS REQUIRED. BEDDING UNDER GAS FACILITIES WILL BE A MINIMUM OF 2" OF COMPACTED 1/2" MINUS NATIVE SOILS OR PG&E APPROVED IMPORT MATERIAL.
   - FOR ELECTRIC FACILITIES, REFER TO NOTE 12. THIS APPLIES TO LEVELING COURSES AS WELL AS SHADING.
   - THE MINIMUM PG&E APPROVED BEDDING MATERIAL MAY BE INCREASED AT THE DISCRETION OF PG&E WHEN WARRANTED BY EXISTING FIELD CONDITIONS (E.G., ROCKY SOILS, HARD PAN, ETC.).
   - THE USE OF ANY IMPORTED MATERIAL FOR BACKFILLING PURPOSES SHALL BE LIMITED TO THOSE SITUATIONS WHEN NATIVE SOILS DO NOT ALLOW FOR REQUIRED COMPACTION.
14. THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF EXCESS SPOIL AND ASSOCIATED COSTS.
15. SEPARATION BETWEEN GAS FACILITIES AND ELECTRIC FACILITIES MAY BE REDUCED TO 6" WHEN CROSSING.
16. SERVICE SADDLES ARE THE PREFERRED SERVICE FITTINGS FOR USE THROUGHOUT THE JOINT TRENCH PROJECT. ALL PROJECTS WILL BE DESIGNED AND ESTIMATED USING SERVICE SADDLES; HOWEVER, SERVICE TEES MAY BE USED IF ALL CLEARANCES, SEPARATION, AND COVERAGE REQUIREMENTS ARE MAINTAINED.
17. CONTRACTOR TO INCREASE METER SPACING AS NECESSARY WHEN EARTHQUAKE VALVES OR OTHER ADDITIONAL SAFETY EQUIPMENT ARE REQUIRED. EARTHQUAKE VALVES ARE REQUIRED IN SOME AREAS AND ARE NOT PART OF PG&E/VIZION UTILITY PARTNERS
    SCOPE. THIS INFORMATION CAN BE FOUND ON BUILDING MECHANICAL ENGINEER'S PLANS. PG&E STANDARD METER SPACING REQUIREMENTS DO NOT INCLUDE CLEARANCE FOR EARTHQUAKE VALVES.

TRANSFORMER CLEARANCE REQUIREMENTS:

1. ABOVE ANY SINGLE PHASE TRANSFORMER LOCATION, MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.
2. ABOVE ANY THREE PHASE TRANSFORMER LOCATION, MAINTAIN 30' UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT/PAD.

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

1. A WARNING TAPE IS TO BE INSTALLED IN OPEN TRENCH INSTALLATION OVER GAS PIPELINES IN BOTH TRANSMISSION AND DISTRIBUTION FACILITIES. THIS INCLUDES TRENCHES, BELL HOLES, EXCAVATIONS FOR REPAIR PURPOSES AND RISER REPLACEMENTS. THE WARNING TAPE IS INTENDED FOR EXCAVATOR DIGGING IN THE "TOLERANCE ZONE" TO STRIKE THE WARNING TAPE PRIOR THAN THE PIPELINE. WHEN THE WARNING TAPE IS EXPOSED AND GRABBED WITH EXCAVATING EQUIPMENT, IT STRETCHES WITHOUT BREAKING, THUS ALERTING THE EXCAVATOR OF THE GAS FACILITY BELOW.
2. INSTALL 6" WIDE WARNING TAPE ABOVE THE GAS PIPELINE AT LEAST 12" BELOW GRADE, AND NO CLOSER THAN 12" FROM THE PIPE. INSTALLATION SHOULD PROVIDE THE GREATEST DISTANCE BETWEEN THE PIPELINE AND THE TAPE AS POSSIBLE. INSTALL THE TAPE ALONG THE LENGTH OF THE EXCAVATION. ENSURE THAT THE TAPE OVERLAPS WHEN TWO OR MORE PIECES OF TAPE ARE USED. EXCEPTION: WHEN A JOINT TRENCH DESIGN DOES NOT ALLOW FOR INSTALLMENT OF WARNING TAPE WITHIN THE "WARNING TAPE INSTALLATION ZONE", INSTALL THE WARNING TAPE A MINIMUM OF 6" ABOVE THE GAS PIPELINE, AND BELOW THE FACILITY ABOVE THE PIPE.
3. WARNING TAPE SHALL BE BRIGHTLY COLORED YELLOW AND MARKED "CAUTION: GAS LINE BURIED BELOW" OR MARKED WITH A SIMILAR NOTIFICATION.
4. WARNING TAPE SHALL BE STORED IN SUCH A MANNER THAT LIMITS ULTRAVIOLET (UV) EXPOSURE.



TYPICAL DETAIL
GAS PIPELINE UNDERGROUND WARNING TAPE INSTALLATION
(N.T.S.)

PG&E PM#S:
ELECTRIC:
GAS:

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN MUST BE APPROVED BY

PG&E GAS ADE

CONSTRUCTION NOTES:

1. ALL TRENCHING, BACKFILLING AND INSTALLATION BY CONTRACTOR MUST COMPLY WITH PG&E UO STANDARD S5453 (EFFECTIVE DATE 7-5-2006).
2. ALL WORK MUST COMPLY WITH P.G. & E., TELEPHONE, C.A.T.V., STANDARDS AND PRACTICES. ALL WORK MUST BE INSPECTED AND APPROVED BY RESPECTIVE INSPECTORS. RANDOM SOIL SAMPLES SHALL BE TAKEN FROM A MINIMUM OF THREE LOCATIONS PER 1,000' OF TRENCH. 100% OF THE SAMPLE MUST PASS THROUGH A ½" SIEVE AND 75% MUST PASS THROUGH A #4 SCREEN. ADDITIONAL SAMPLES MUST BE TAKEN IF EXISTING SOIL CONDITIONS CHANGE AND IS TO BE AT THE DISCRETION OF THE PG&E REPRESENTATIVE ON SITE. THE SOILS MUST NOT CONTAIN ANY ROCKS THAT HAVE SHARP EDGES OR THAT MAY OTHERWISE BE ABRASIVE. THE SOILS MUST NOT CONTAIN CLODS LARGER THAN ½" IF TO BE USED AS SHADING, BEDDING OR LEVELING MATERIALS. COMPACTION REQUIREMENTS MUST MEET ANY APPLICABLE P.G.& E. FEDERAL, STATE, COUNTY OR LOCAL REQUIREMENTS. ANY NATIVE SOILS OR IMPORT MATERIALS USED MUST NOT HINDER THOSE EFFORTS.
3. BACKFILL SHALL BE APPROVED BY THE UTILITY COMPANIES AND THE CITY. COMPACTION WILL BE TESTED AND PASSED BY THE SOILS ENGINEER.
4. IF SOIL IS NOT ROCK FREE, ADD 4" DEPTH OF TRENCH FOR SAND BEDDING.
5. VERIFY SPLICE BOX EXCAVATION SIZES WITH SUPPLIER(S).
6. THE TRENCHING CONTRACTOR SHALL COORDINATE THE UTILITY COMPANIES' INSTALLATION. THE TRENCHING CONTRACTOR TO PLACE CONNECTING CONDUIT WITHIN 5' OF BUILDING EXTERIOR WALL.
7. CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
8. IT IS THE TRENCHING CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE ALL EXISTING FACILITIES. NO EXTRA PAYMENT WILL BE CONSIDERED FOR CROSSING OTHER SYSTEMS.
9. VIZION UTILITY PARTNERS ASSUMES NO RESPONSIBILITY FOR THE PROJECT CONDITIONS. THESE DRAWINGS WERE PREPARED USING DATA SUPPLIED BY PG&E, TELEPHONE, C.A.T.V., IMPROVEMENT PLANS AND THE CITY'S VARIOUS "AS BUILT" INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY REVIEW THE PROJECT PRIOR TO SUBMITTING HIS BID.
10. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A., INDUSTRIAL SAFETY ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING NEAR ENERGIZED OR "HOT" EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER. PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY.
11. THE CONTRACTOR SHALL PROTECT CONSTRUCTION STAKING. HE SHALL COORDINATE STAKING WITH THE PROJECT'S CIVIL ENGINEER.
12. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS PRIOR TO START OF WORK.
13. CONTRACTOR SHALL NOTIFY INSPECTORS OF ANY POTENTIAL CONFLICTS PRIOR TO START OF WORK.
14. THIS PLAN IS TO BE USED FOR SOLE PURPOSE OF DIGGING THE JOINT TRENCH. SEE PG&E, AT&T, AND COMCAST PLANS FOR EXACT SIZE AND NUMBER OF CONDUITS INSTALLED IN THE JOINT TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE CORRECT NUMBER, SIZE AND TYPES OF CONDUITS ARE INSTALLED PER THE ENGINEERED PLANS BY EACH UTILITY COMPANY.
15. NOTE PLANS ISSUED AT THE PRE-CONSTRUCTION MEETING MAY BE SUBJECT TO REVISIONS, IF FINAL PLANS FROM EACH UTILITY COMPANY WERE NOT AVAILABLE AT THE START OF CONSTRUCTION.
16. WATER, SEWER, DRAINS, SANITARY WASTE, FUELS (INCLUDING DIESEL AND GASOLINE), OIL, PROPANE AND OTHER VOLATILE HEAVIER THAN AIR GASES, SPRINKLER, IRRIGATION, STEAM AND OTHER "WET" FACILITIES SHALL MAINTAIN A MINIMUM OF THREE FEET FROM THE NEAREST OUTER SURFACE OF PG&E FACILITIES WITH NO LESS THAN ONE FOOT OF EARTH (SOIL BARRIER) BETWEEN THE ADJACENT SIDES OF THE INDIVIDUAL TRENCHES.
17. IN THE EXTRAORDINARY CASE THAT THE MINIMUM THREE FOOT HORIZONTAL SEPARATION CANNOT BE ATTAINED BETWEEN "WET" UTILITIES AND COMPANY DRY FACILITIES, A VARIANCE MAY APPROVED BY THE LOCAL INSPECTION SUPERVISOR AND SUBMITTED TO SERVICE PLANNING SUPPORT PROGRAM MANAGER FOR APPROVAL.
18. ALL METER PANELS: INDIVIDUAL, RESIDENTIAL, OR NONRESIDENTIAL APPLICANTS WITH A METER PANEL RATING OF ANY SIZE, INSTALLED INSIDE A METER ROOM OR OTHER STRUCTURE, MUST FOLLOW ALL OF THE REQUIREMENTS DESCRIBED BELOW.
   A. INSTALL, OWN, AND MAINTAIN A SEPARATE, NOMINAL 2-INCH DIAMETER CONDUIT WITH PULL TAPE INSIDE. THE CONDUIT AND PULL TAPE MUST EXTEND FROM THE OUTSIDE SURFACE OF THE BUILDING AND TERMINATE OUTSIDE THE METER PANEL OR SWITCHBOARD AT THE TOP OF THE METER SECTION.
   B. ENSURE THE 2-INCH DIAMETER CONDUIT AND PULL TAPE EXIT THE OUTSIDE OF THE BUILDING A MINIMUM OF 8 FEET AND A MAXIMUM OF 10 FEET ABOVE GROUND. THE OPEN END OF THE CONDUIT THAT IS EXPOSED TO THE OUTSIDE MUST HAVE A REMOVABLE, TEMPORARY CAP OR PLUG.
   C. DO NOT USE THE CONDUIT. THE CONDUIT IS FOR PG&E'S METERING EQUIPMENT ONLY.
19. THIS JOINT TRENCH PLAN WAS PREPARED BASED ON TOPOGRAPHICAL SURVEY AS PROVIDED BY A CIVIL ENGINEER. THE CONTRACTOR IS CAUTIONED THAT EXPLORATORY WORK IS NECESSARY TO DETERMINE THE ACTUAL LOCATION OF ANY EXISTING UTILITY. VIZION UTILITY PARTNERS STRONGLY RECOMMENDS THAT ALL UTILITIES BE PHYSICALLY LOCATED ON THE SITE BEFORE THE ONSET OF SITE WORK. SUBSTRUCTURE LOCATIONS MAY REQUIRE FIELD ADJUSTMENT TO COMPENSATE FOR ACTUAL EXISTING UTILITY LOCATIONS.

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS ENGINEER. ALL COSTS TO RELOCATE OR RE-ADJUST BOXES AT A LATER DATE WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR SUPT. VERIFY THE CORRECT GRADE OF ALL ENCLOSURES OR BOXES, AND SIGN AND DATE DRAWING.

THANK YOU

SIGNED _____

DATE _____

UTILITY APPROVALS

UTILITY	APPROVED BY	DATE
PG&E ELECTRIC		
PG&E GAS		
AT&T (PHONE)		
COMCAST (CATV)		
CITY ENGINEER		

FOR VIZION USE ONLY
QA REVIEW

	INITIALS	DATE
INTENT (ELEC.)		
INTENT (GAS)		
COMPOSITE		
PRE-CON		

DEVELOPER:
706-716 SANTA CRUZ AVE LLC
700 SANTA CRUZ AVE
MENLO PARK, CA 94025
VASILE C. OROS
T: 415-260-0608
EMAIL: VOROS11@AOL.COM

SHEET INDEX

JT-1 JOINT TRENCH TITLE SHEET
JT-2 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03-31-20
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION
DELTA NO:

CALL TWO WORKING DAYS BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT

CALIFORNIA

JOINT TRENCH TITLE SHEET
706 SANTA CRUZ AVENUE
WRO
706-716 SANTA CRUZ AVE
MENLO PARK

Vizion Utility PARTNERS
UTILITY ENGINEERS: CONSULTANTS & STREETLIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 290 PLEASANTON, CA 94588
tel (925) 828-2114

PROJ. NO: 19-969
SCALE: N.T.S.
PM: J. KLEIN
DRAWN BY: M. HOANG
CHECKED BY:
LAST UPDATED: 10-28-2019
DRAWING NO: JT-1
SHEET: 1 OF: 2

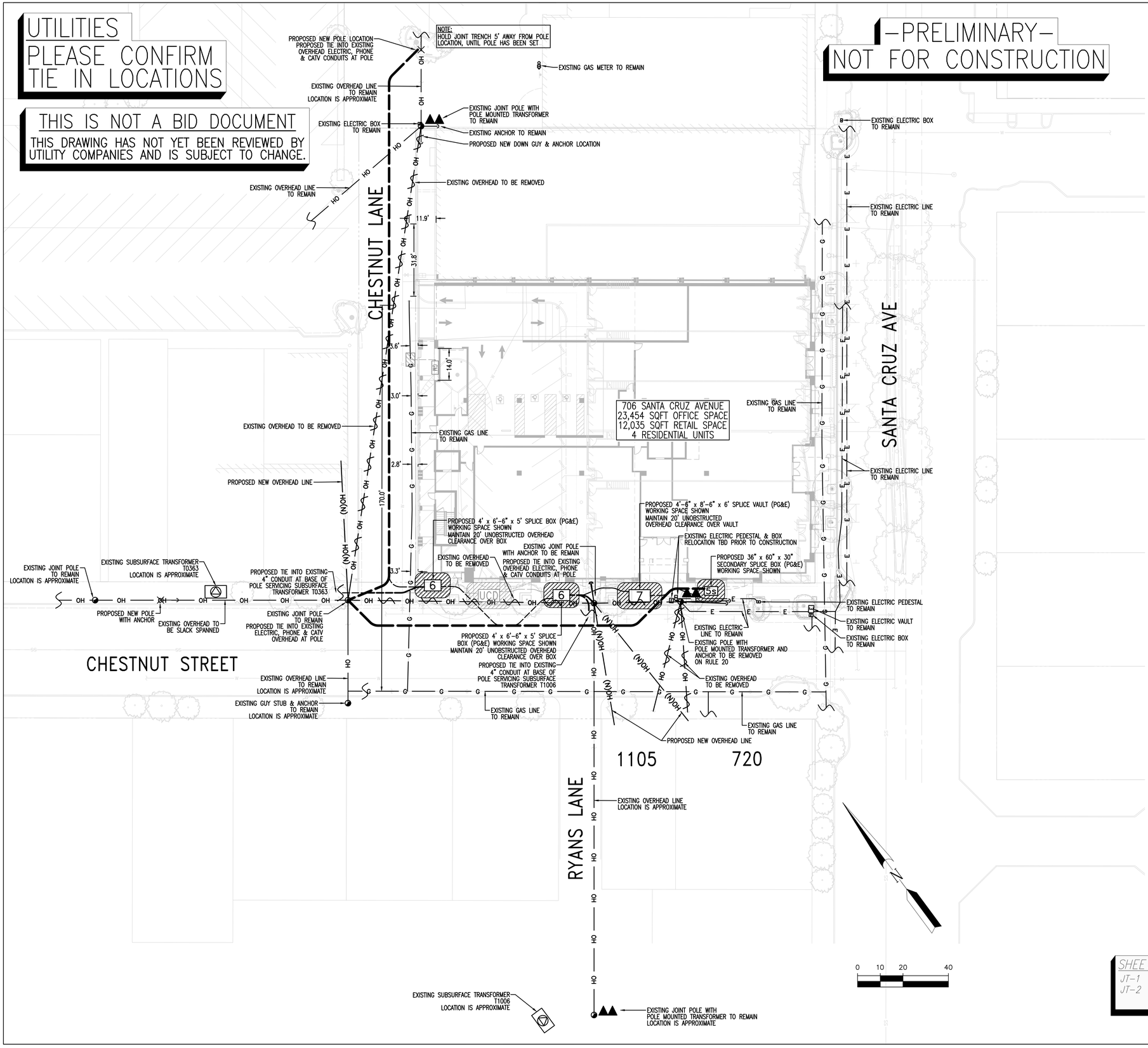
DRAWING NAME: j:\dropbox\projects\2019\19-969 706 santa cruz avenue, menlo park\pg& work\jmt 19-969_1.dwg
PLOT DATE: Tuesday, October 29, 2019 9:50:37 AM
PL

UTILITIES
PLEASE CONFIRM TIE IN LOCATIONS

THIS IS NOT A BID DOCUMENT

THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.

–PRELIMINARY–
NOT FOR CONSTRUCTION



NOTE TO CONTRACTOR:

FOR CONTRACTOR'S WORK RESPONSIBILITY, REFER TO JOINT TRENCH TITLE SHEET (JT–1)

LEGEND

- PROPOSED JOINT TRENCH
- PROPOSED NEW POLE
- PROPOSED 4'–6" x 8'–6" x 6' SPLICE VAULT (PG&E) WORKING SPACE SHOWN MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER VAULT
- PROPOSED 4' x 6'–6" x 5' SPLICE BOX (PG&E) WORKING SPACE SHOWN MAINTAIN 20' UNOBSTRUCTED OVERHEAD CLEARANCE OVER BOX
- PROPOSED 36" x 60" x 30" SECONDARY SPLICE BOX (PG&E) WORKING SPACE SHOWN
- EXISTING ELECTRIC LINE
- EXISTING JOINT POLE TO REMAIN
- EXISTING POLE MOUNTED TRANSFORMER
- EXISTING ELECTRIC VAULT
- EXISTING SUBSURFACE TRANSFORMER
- EXISTING ELECTRIC PEDESTAL
- EXISTING ELECTRIC BOX
- EXISTING OVERHEAD LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD TO BE REMOVED
- EXISTING POLE MOUNTED TRANSFORMER TO BE REMOVED

SUBSTRUCTURE LOCATIONS MUST BE STAKED BY A LICENSED SURVEYOR PRIOR TO CONSTRUCTION. SEE CONSTRUCTION NOTES ON JOINT TRENCH TITLE SHEET (JT–1) REGARDING EXISTING CONDITIONS.

REFER TO PG&E UTILITY BULLETIN TD–7001B–005 DOCUMENT FOR SMART METER ANTENNA CONSTRUCTION REQUIREMENTS.

NOTE TO COMCAST:
PLEASE CONFIRM WHO WILL PROVIDE CONDUIT AND VAULTS. DEVELOPER TO PROVIDE TRENCH.

NOTE FOR UNDERGROUND ELECTRIC INSTALLATION:
USE OF STANDARD PVC DB–120 IS NO LONGER APPROVED BY PG&E FOR 2" CONDUIT SIZE AND BENDS. PVC DB–120 CELLULAR CORE CONDUIT CAN BE USED IN PLACE OF STANDARD PVC DB–120 CONDUIT. FOR ALL APPROVED 2" CONDUITS AND BENDS, SEE BULLETIN TD–062288B–001.

SHEET INDEX

JT–1 JOINT TRENCH TITLE SHEET
JT–2 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03–31–20
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION
DELTA NO:

CALL 811 BEFORE YOU DIG
811 UNDERGROUND SERVICE ALERT

JOINT TRENCH INTENT
706 SANTA CRUZ AVENUE
WRO
706-716 SANTA CRUZ AVE LLC
MENLO PARK CALIFORNIA

Vizion Utility PARTNERS
UTILITY ENGINEERS, CONSULTANTS & STREETLIGHT DESIGN
7901 STONERIDGE DRIVE, SUITE 290, PLEASANTON, CA 94588
TEL: (925) 682-7114

PROJ. NO:	19-969
SCALE:	1" = 20'
PM:	J. KLEIN
DRAWN BY:	M. HOANG
CHECKED BY:	
LAST UPDATED:	10-28-2019
DRAWING NO:	JT-2
SHEET:	2 OF: 2

DRAWING NAME: j:\dropbox\projects\2019\19-969 706 santa cruz avenue, menlo park\cp work\ms 19-969_j.dwg
PLOT DATE: Tuesday, October 29, 2019 9:50:37 AM
PLOTTED BY: MINH HOANG

TEMPORARY EARTH RETENTION SYSTEM
706-716 SANTA CRUZ AVENUE
MENLO PARK , CA

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

FOR:

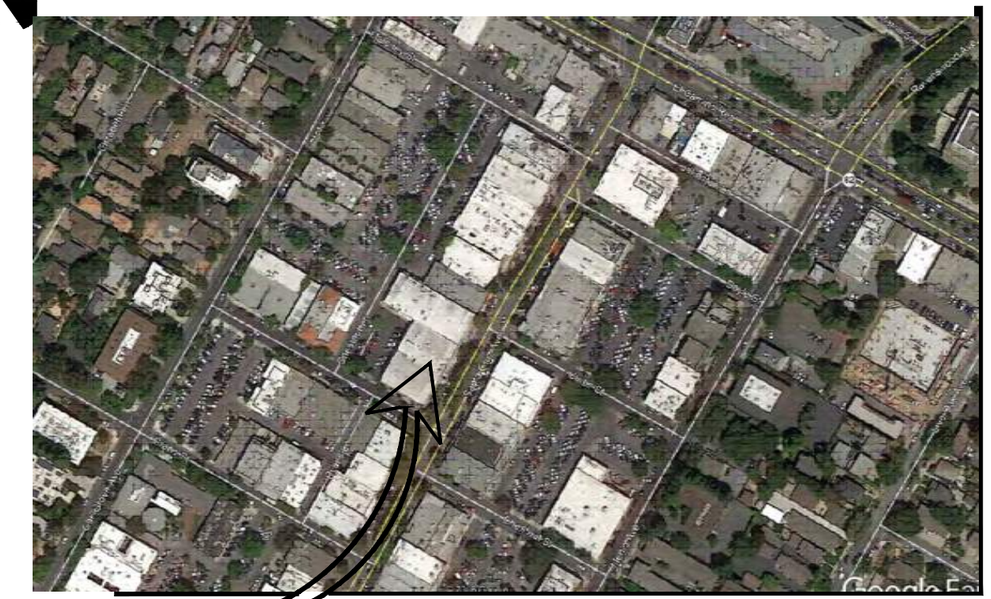
CASE PACIFIC

35 YEARS

PB&A inc.
Structural Engineering
Geo-Structures • Earth Retention

810 5th Ave., Suite 100, San Rafael, CA 94901
TEL: (415) 259-0191
www.pbandainc.com
pba@pbandainc.com

JOB NO. 170401
JUNE 24, 2019



PROJECT LOCATION

SITE LOCATION PLAN

SCOPE OF WORK

AS A PART OF MIXED USE BUILDING 706-716 SANTA CRUZ AVENUE PROJECT IN MENLO PARK, CA, IT IS NECESSARY TO PROVIDE TIEBACK SOLDIER BEAM SHORING WALL WITH UNDERPINNING DESIGN.

GENERAL

1. ALL CONSTRUCTION SHALL CONFORM TO THE GEOTECHNICAL ENGINEERING CIRCULAR NO. 4, PUBLICATION NO. FHWA-IF-99-015 – GROUND ANCHORS AND ANCHORED SYSTEMS PUBLISHED BY FHWA JUNE 1999, CALIFORNIA BUILDING CODE (2016 ED.), AND REGULATIONS OF CITY OF MENLO PARK, CA.
2. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE "TRENCHING AND SHORING MANUAL" PUBLISHED BY OFFICE OF STRUCTURES, CALTRANS.
3. THESE DRAWINGS ARE BASED ON AND MUST BE READ IN CONJUNCTION WITH 706 SANTA CRUZ AVE. MENLO PARK ARCHITECTURAL REVIEW PLAN DATED MAY 13, 2019 BY FORM4 ARCHITECTURE.
4. THE DATA FOR THE ALIGNMENT OF THE WALL, IT'S GEOMETRY AND ELEVATIONS ARE FOR REFERENCE ONLY AND ARE BASED ON THE INFORMATION GIVEN ON FOUNDATION PLANS. THE GENERAL CONTRACTOR IS TO VERIFY ALL DIMENSIONS, OFFSETS, ELEVATIONS AND CONDITIONS AT THE SITE AND REPORT ANY DISCREPANCIES AND LACK OF COORDINATION BETWEEN THESE DRAWINGS AND FOUNDATION PLAN TO THE EARTH RETENTION ENGINEER, PB&A INC., IN A TIMELY MANNER.
5. LINES AND GRADES SHALL BE ESTABLISHED BY THE GENERAL CONTRACTOR TO INSURE PROPER HORIZONTAL ALIGNMENT OF WALL AND LOCATION OF THE SOLDIER BEAMS.
6. THE GENERAL CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES AND OTHER OBSTACLES. ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. GENERAL CONTRACTOR IS RESPONSIBLE TO POTHOLE ALL UTILITIES (AS NEEDED) BEFORE SHORING WALL CONSTRUCTION IS TO BEGIN. GENERAL CONTRACTOR IS TO REPORT ALL INTERFERENCES BETWEEN THE UTILITIES OR OTHER OBSTACLE WITH THE SOLDIER BEAM AND TIEBACKS TO THE SHORING ENG., PB&A IN A TIMELY MANNER.
7. THE SHORING SYSTEM IS DESIGNED FOR A SURCHARGE WHICH INCLUDES REGULAR TRAFFIC LOADING AND LIGHT WEIGHT CONSTRUCTION EQUIPMENT, SUCH AS CONCRETE TRUCKS, ETC. CRANES AND DRILLED RIG EXCLUDED. HEAVY CONSTRUCTION EQUIPMENT IS TO BE KEPT A DISTANCE EQUIVALENT TO THE DEPTH OF THE EXCAVATION AWAY FROM THE EDGE OF THE RETAINING WALL.

DESIGN CRITERIA

THE DESIGN OF THE EARTH RETENTION SYSTEM IS BASED ON THE TEST BORING LOGS AND THE INFORMATION CONTAINED IN THE "GEOTECHNICAL INVESTIGATION FOR MIXED-USE BUILDING 706-716 SANTA CRUZ AVENUE MENLO PARK, CALIFORNIA 94025", DATED DECEMBER, 2015, PREPARED BY ROMIG ENGINEERS, INC.

Ctr. 1-800-227-2600
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UNDERGROUND SERVICE ALERT
Ctr. 1-800-227-2600

DRAWING LISTS

SH1.0	GENERAL NOTES
SH2.0	SHORING KEY PLAN
SH3.0	PLAN & ELEVATION
SH3.1	PLAN & ELEVATION
SH3.2	PLAN & ELEVATION
SH3.3	PLAN & ELEVATION
SH3.4	PLAN & ELEVATION
SH3.5	PLAN & ELEVATION
SH4.0	SECTION

MATERIALS-SOLDIER BEAM, AND TIEBACKS:

1. TIEBACK ANCHORS SHALL BE 0.6" DIA. 7-WIRE, LOW RELAXATION 270 KSI STRAND CONFORMING TO ASTM A416.
2. TIE ROD SHALL BE THREADED BAR TO CONFORM TO ASTM A722 GRADE 150.
3. BAR COUPLERS SHALL DEVELOP THE FULL ULTIMATE TENSILE STRENGTH OF THE BAR AS CERTIFIED BY THE MANUFACTURER.
4. CENTRALIZERS – MANUFACTURED FROM PVC PIPING.
5. STRUCTURAL STEEL FOR WIDE FLANGE SOLDIER BEAMS SHALL CONFORM TO ASTM A36 OR EQUAL GRADE.
6. STRUCTURAL STEEL FOR MISCELLANEOUS ITEMS SUCH AS STIFFENER AND BEARING PLATES PACKING, ANGLES, CONFORM TO THE REQUIREMENTS OF ASTM A36.
7. GROUT USED IN TIEBACKS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 P.S.I. MIN. 6 SACKS OF CEMENT PER CUBIC YARD.
8. ALL WELDING SHALL CONFORM TO A.W.S. STANDARDS AND BE DONE BY CERTIFIED WELDERS HAVING A CURRENT CERTIFICATION & USING E70XX ELECTRODES.
9. LAGGING SHALL BE D.F. #2.
10. LEAN CONCRETE MIX FOR BACKFILLING THE DRILLED HOLE BEAM EMBEDMENT BELOW THE BOTTOM OF THE EXCAVATION IS TO CONTAIN MIN. 2 SACK OF CEMENT PER CU. YD. OF CONCRETE.

CONSTRUCTION PROCEDURE FOR TIEBACK SOLDIER BEAM SHORING

1. DRILL HOLES FOR SOLDIER BEAMS AT THE LOCATION AND TO THE DEPTH AS INDICATED ON THE PLANS.
2. BACKFILL THE DRILLED HOLE BELOW AND ABOVE THE BOTTOM OF THE EXCAVATION WITH LEAN CONCRETE MIX PER NOTE 10 ABOVE.
3. EXCAVATE AND PLACE LAGGING TO PREVENT LOSS OF GROUND. PLACEMENT OF LAGGING BELOW THE DEPTH OF 20' MAY CEASE, W/ WRITTEN PERMISSION FROM THE SHORING ENGINEER IN APPROPRIATE LOCATIONS AND AS GROUND CONDITIONS WARRANT.
4. STEEL PLATE LAGGING MAY BE USED ABOVE TIEBACK LOCATION FOR TIEBACK BEAMS AND FOR THE ENTIRE DEPTH OF EXCAVATION FOR THE CANTILEVER BEAMS.
5. CONTINUE TO EXCAVATE TO NOT MORE THAN 1'-6" BELOW THE LEVEL OF THE TIEBACK OR AS SOIL PERMITS. THEN DRILL HOLE FOR THE TIEBACKS TO THE SUGGESTED DEPTH AS NECESSARY. FILL THE DRILLED HOLE THROUGH OUT WITH GROUT TIEBACKS MAY BE REGROUTED AS NECESSARY TO ASSURE COMPLIANCE WITH THE TESTING SCHEDULE.
6. EXCAVATION IS TO PROCEED IN LIFTS AS SOIL STABILITY ALLOWS, (5' MAX.). AN APPROPRIATE BERM IS TO BE CREATED SO THAT THE DRILL RIG CAN DRILL THE HOLE FOR THE TIEBACKS.
7. TEST TIEBACKS NO EARLIER THAN 3 DAYS AFTER GROUTING ACCORDING TO THE PROCEDURE DESCRIBED ON THIS SHEET.
8. CONTINUE EXCAVATION AND LAG.
9. ANY LOSS OF GROUND FROM BEHIND LAGGING IS TO BE REPLACED WITH LEAN MIX OF CEMENT SAND SLURRY.

TIEBACK TESTING PROCEDURE:

EVERY TIEBACK SHALL BE PROOF TESTED. TESTING SHALL BE PERFORMED BY INCREMENTALLY LOADING THE TIEBACK IN ACCORDANCE WITH THE SCHEDULES SHOWN ON PLANS. AT EACH LOAD INCREMENT THE MOVEMENT OF THE END OF THE TIEBACK SHALL BE RECORDED TO THE NEAREST .001" WITH RESPECT TO AN INDEPENDENT FIXED REFERENCE POINT NOT ATTACHED TO THE SHORING WALL. THE ANCHOR LOAD SHALL BE MEASURED WITH A PRESSURE GAUGE CALIBRATED WITH THE JACK, WHICH SHALL BE ACCURATE ENOUGH TO READ 200 PSI CHANGES IN HYDRAULIC PRESSURE, OR A 4-KIP (4000 POUNDS) DIFFERENTIAL IN FORCE, WHICHEVER IS THE LESSER. THE PUMP SHALL BE CAPABLE OF APPLYING EACH LOAD INCREMENT IN LESS THAN ONE MINUTE, AND SHALL MAINTAIN THE TEST LOAD AS REQUIRED DUE TO CREEP OF THE TIEBACKS AND/OR MOVEMENT OF THE WALL.

FOR EACH PROOF TEST THE FOLLOWING INFORMATION SHALL BE RECORDED:

1. TIEBACK NUMBER AND LOCATION.
2. INSTALLED FREE LENGTH AND BONDED LENGTH OF THE TIEBACK.

DURING TIEBACK TESTING, THE FOLLOWING INFORMATION SHALL BE RECORDED FOR EACH LOAD INCREMENT AND CORRESPONDING OBSERVATION PERIOD:

A. LOAD SEQUENCE NUMBER AND % OF DESIGN LOAD: MAXIMUM LOAD PER SCHEDULE.
B. DIAL PRESSURE AND CORRESPONDING LOAD IN KIPS (200 PSI INCREMENTS).
C. OBSERVATION PERIOD IN MINUTES AND/OR SECONDS FROM THE TIME AT WHICH THE SPECIFIED LOAD IS REACHED.
D. MOVEMENT OF THE END OF THE TIEBACKS TO THE NEAREST .001 INCH. ZERO MOVEMENT SHALL BE ASSUMED AT THE INITIAL ALIGNMENT LOAD (AL), WHICH IS SEQUENCE NUMBER 1.

PROOF TEST

THE PROOF TESTS SHALL BE PERFORMED BY INCREMENTALLY LOADING THE TIEBACKS IN ACCORDANCE WITH THE PROOF TEST SCHEDULE SHOWN ABOVE. AT EACH INCREMENT THE LOAD SHALL BE MAINTAINED UNTIL THE RATE OF TIEBACK MOVEMENT IS CLEARLY APPROACHING ZERO. THE MINIMUM OBSERVATION PERIOD SHALL BE ONE MINUTE. THE 125% DL MAXIMUM TEST LOAD SHALL BE HELD FOR AT LEAST 10 MINUTES, AND AS MUCH AS 60 MINUTES, AS DESCRIBED BELOW. FOR FINAL SEQUENCE MAXIMUM TEST LOAD, THE TIEBACK SHALL BE LOADED TO 125% DESIGN LOAD AND THE TIEBACK MOVEMENT SHALL BE RECORDED FOR OBSERVATION PERIODS OF 1, 2, 3, 4, 5, 7, AND 10 MINUTES. IF THE TOTAL ELONGATION BETWEEN 1 MINUTE AND 10 MINUTES DOES NOT EXCEED .04 INCHES, THEN THE TIEBACK SHALL BE CONSIDERED ACCEPTABLE AND THE TEST MAY BE DISCONTINUED. IF THE ELONGATION BETWEEN 1 MINUTE AND 10 MINUTES EXCEEDS .04 INCHES, THEN MONITORING OF TIEBACK MOVEMENT SHALL CONTINUE FOR AN ADDITIONAL 50 MINUTES, WITH MOVEMENTS RECORDED AT 15, 20, 25, 30, 45 AND 60 MINUTES SO THAT A CREEP CURVE CAN BE PLOTTED. AT THE END OF THE PROOF TEST THE TIEBACK SHALL BE LOCKED OFF AT LOCK-OFF LOAD, AS SPECIFIED IN THE SCHEDULE. THE MAXIMUM 125% DL TEST LOAD ELONGATION IS MEASURED FOR 60 MINUTES, THE TIEBACK WILL BE CONSIDERED ACCEPTABLE IF THE ELONGATION DOES NOT EXCEED 0.08".

PROOF TEST SCHEDULE
LOADING SEQUENCE
ALIGNMENT LOAD
0.25 DESIGN LOAD
0.50 DESIGN LOAD
0.75 DESIGN LOAD
1.00 DESIGN LOAD
1.25 DESIGN LOAD

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

PRELIMINARY DESIGN NOT FOR CONSTRUCTION

PB&A inc
Structural Engineering
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TEMPORARY SHORING PLAN
NOTES

ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS

PREPARED FOR:
CASE PACIFIC

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CHECKED	A. WAGNER	FILE NAME	

DATE	BY	DESCRIPTION
1		
2		
3		

170401
06-24-2019

706-716 SANTA CRUZ AVENUE

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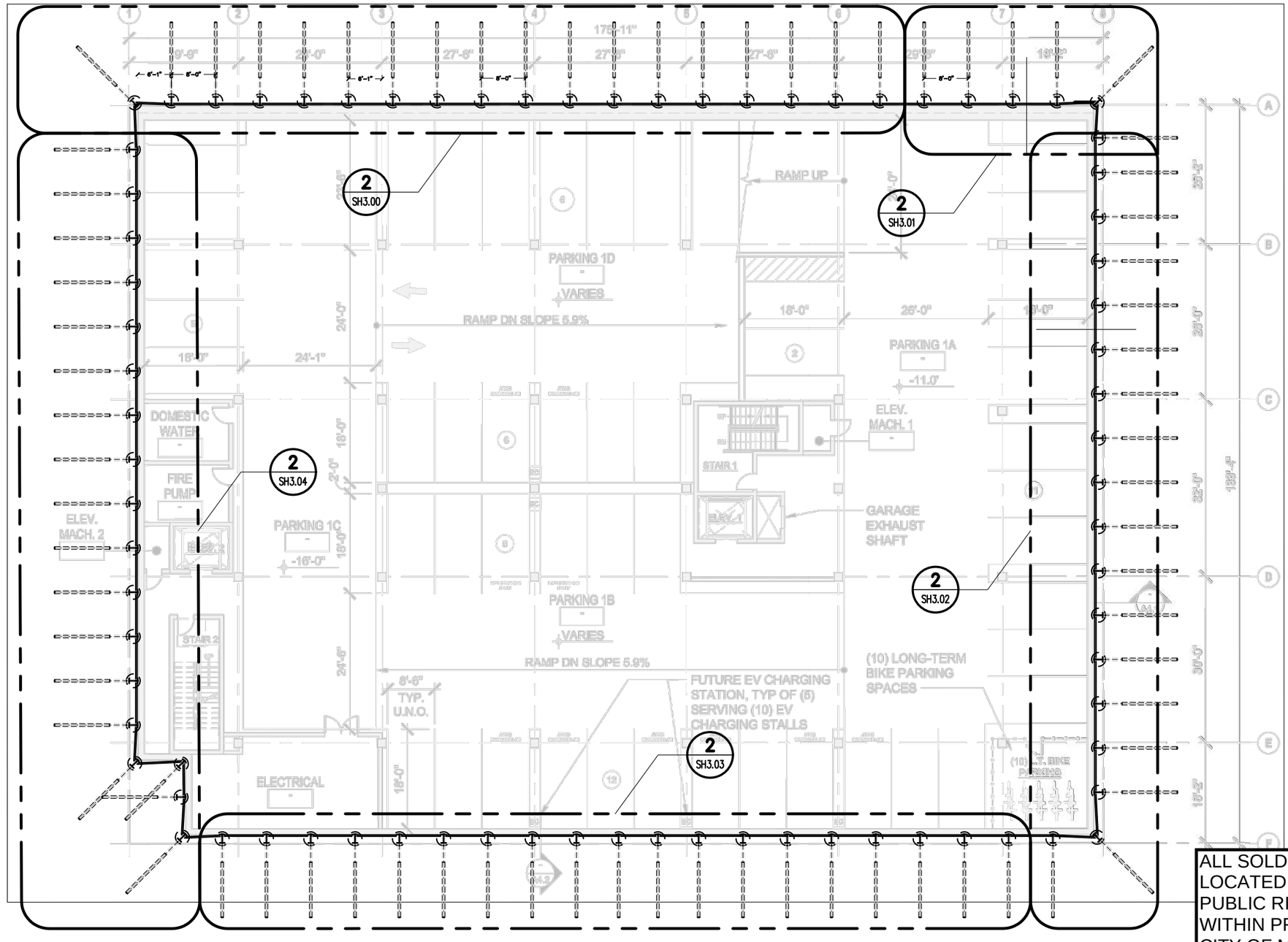
PRINT DATE: 24 JUN 2019 - 4:54PM



1 **PLAN VIEW**
SCALE: 1" = 20'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

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Drawing Title: TEMPORARY SHORING PLAN
PLAN

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APPROVED DATE	06-24-2019		
DRAWN	M. WARNER	PROJ. MGR.	
CHECKED	P. PAGUIO, SHAH	PROJ. ENGR.	
ADDED	M. WARNER	PROJ. ENGR.	

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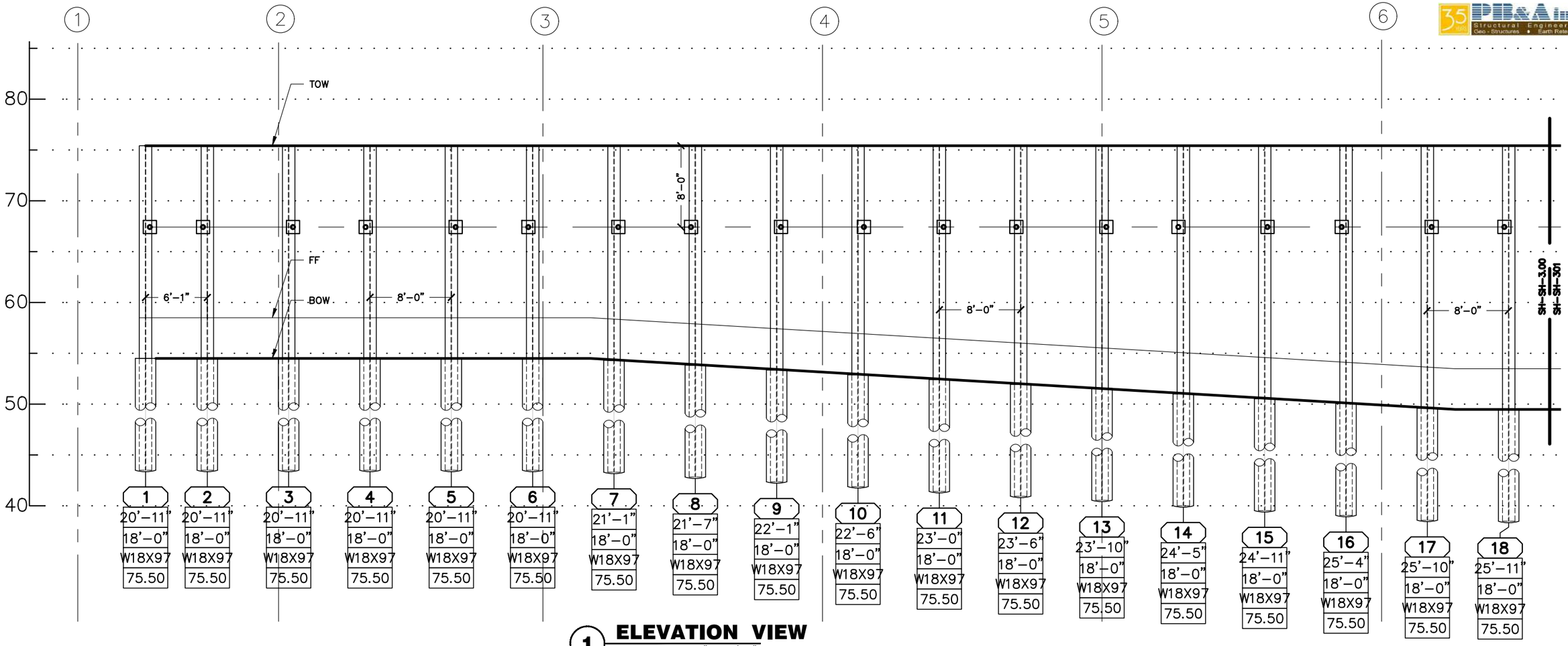

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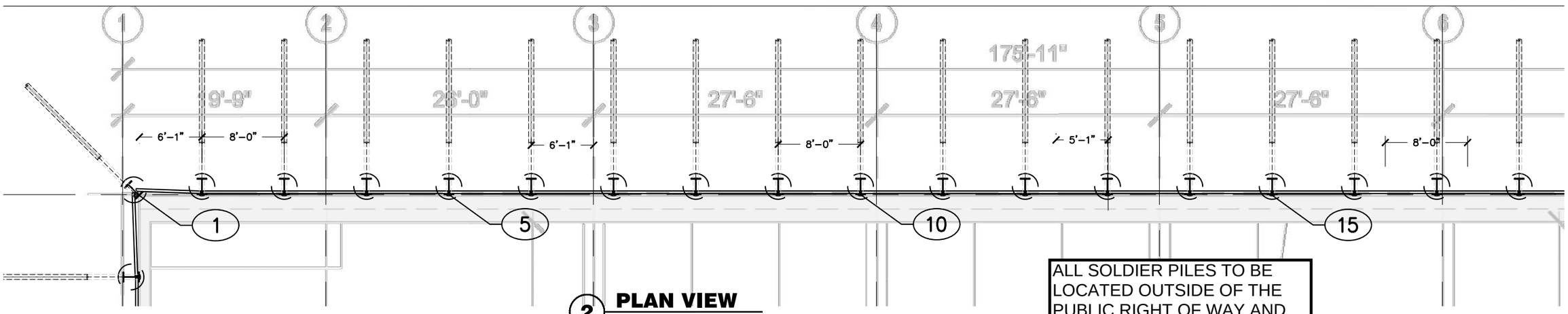
SCALE: 1" = 10'-0"



2 PLAN VIEW
SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

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Drawing Title
TEMPORARY SHORING PLAN
ELEVATION

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SH-3.00			

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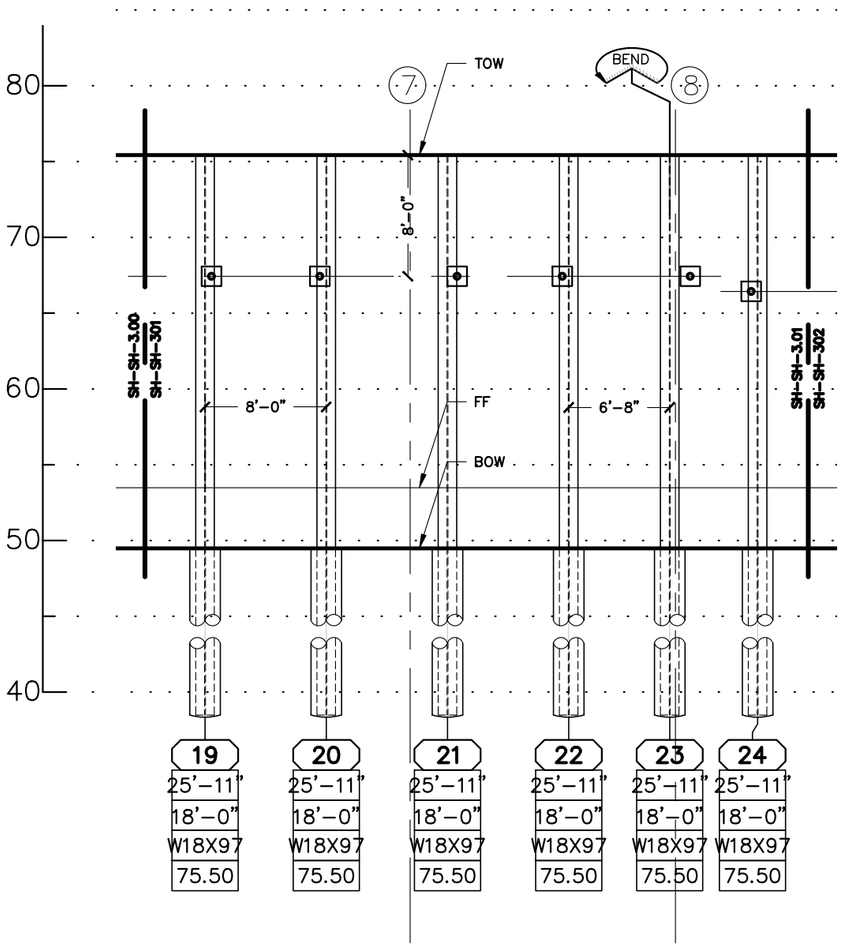

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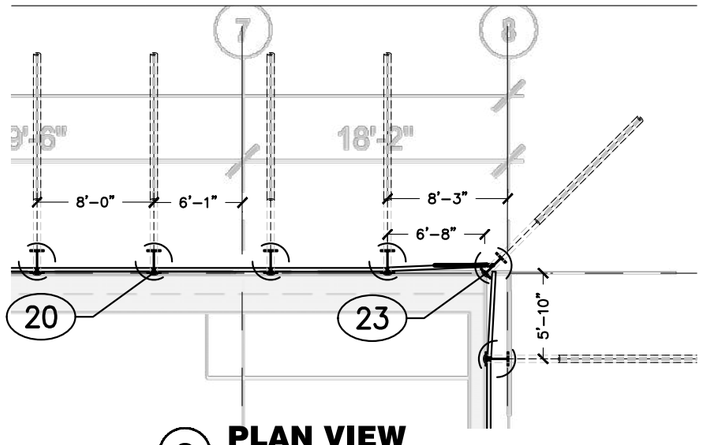

2 PLAN VIEW
SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

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Drawing Title: TEMPORARY SHORING PLAN
ELEVATION

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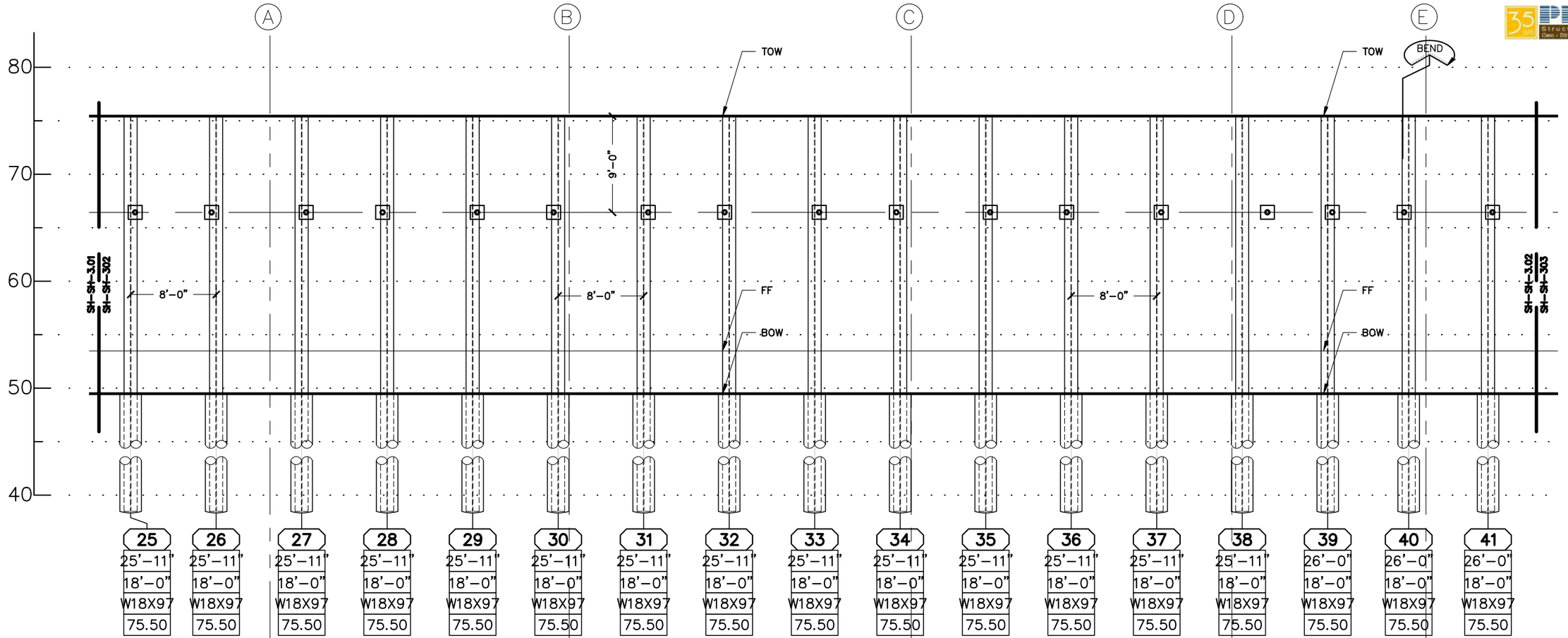

1 ELEVATION VIEW
SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

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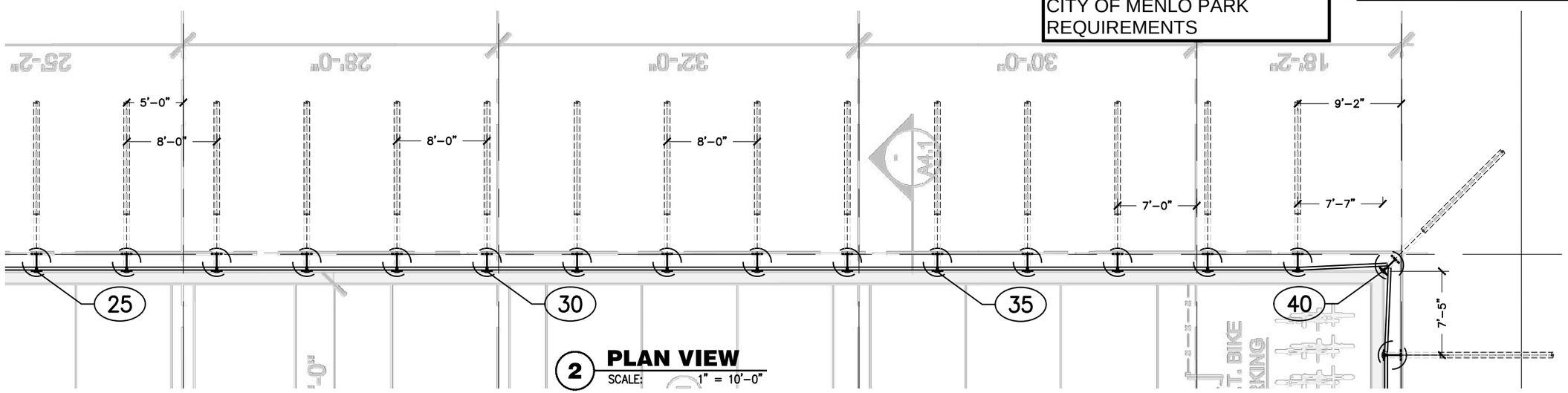

2 PLAN VIEW
SCALE: 1" = 10'-0"

PREPARED FOR:
CASE PACIFIC

TEMPORARY SHORING PLAN
ELEVATION

ORIGINAL SCALE IS IN INCHES
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SH-3.02

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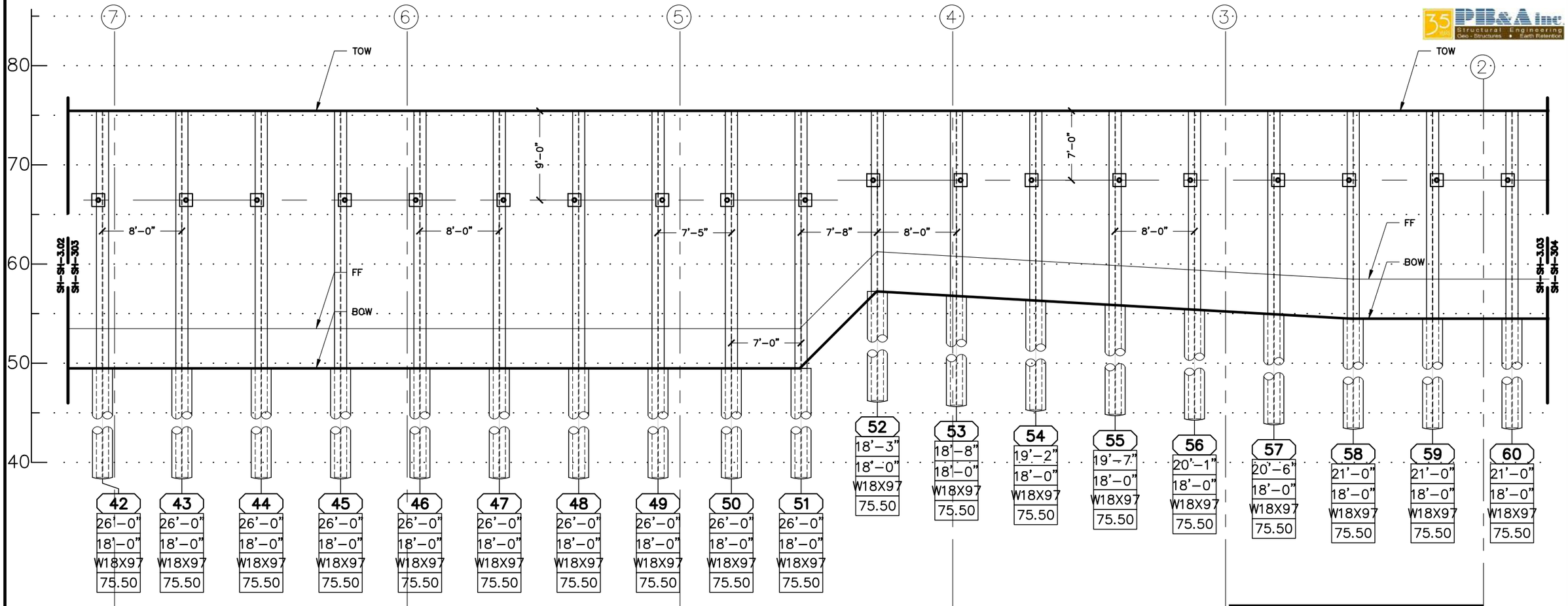

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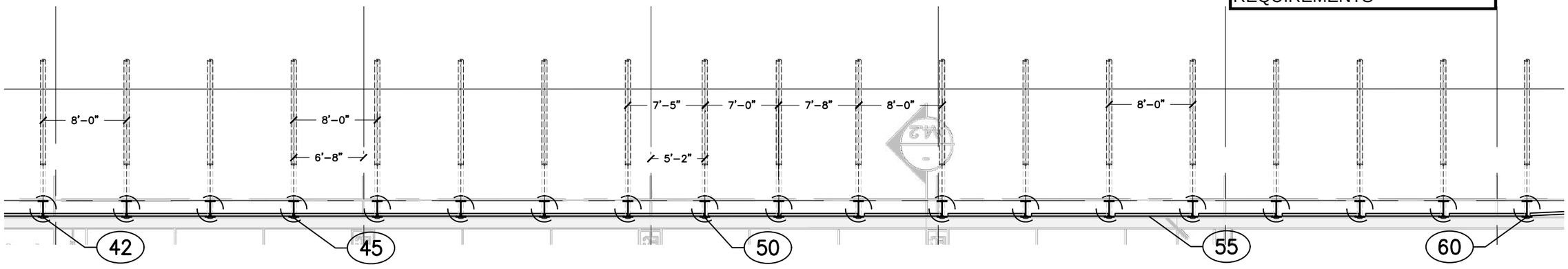
SCALE: 1" = 10'-0"



2 PLAN VIEW
SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

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PB&A Inc. Structural Engineering Geo-Structures • Earth Retention

Drawing Title: TEMPORARY SHORING PLAN ELEVATION

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PROJ. NUMBER	

DRAWN	F. A. WARNER
CHECKED	F. PADGE SHAHIK
DESIGN	F. A. WARNER

NO.	REVISION NOTE	BY

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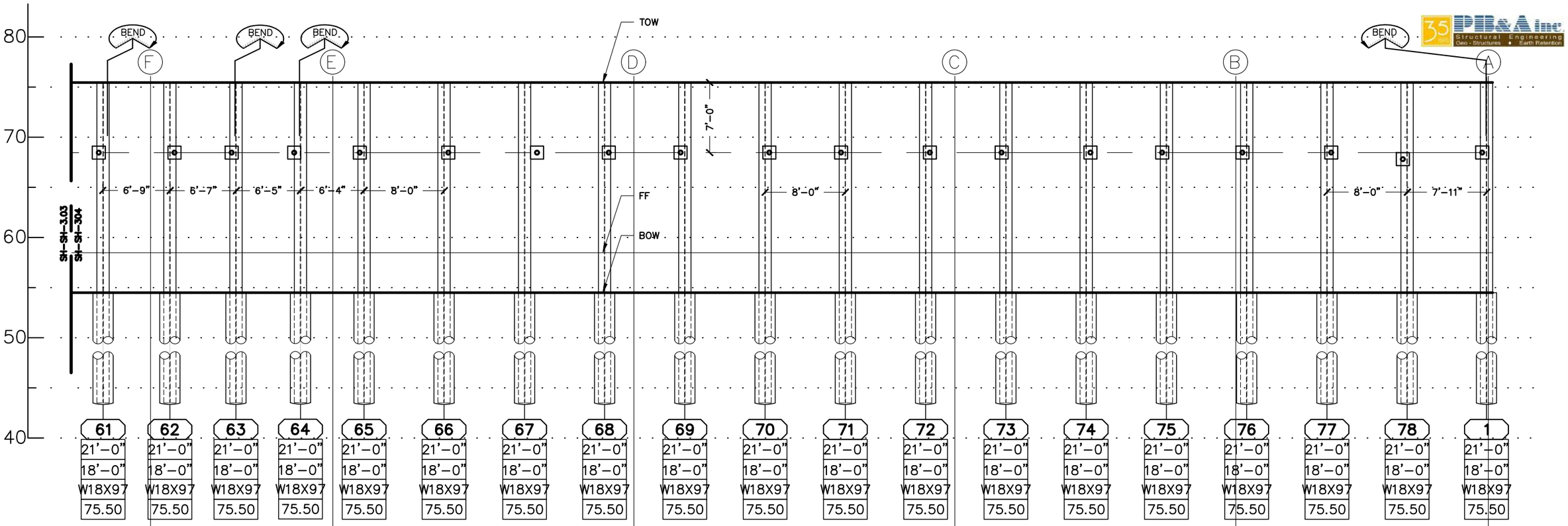
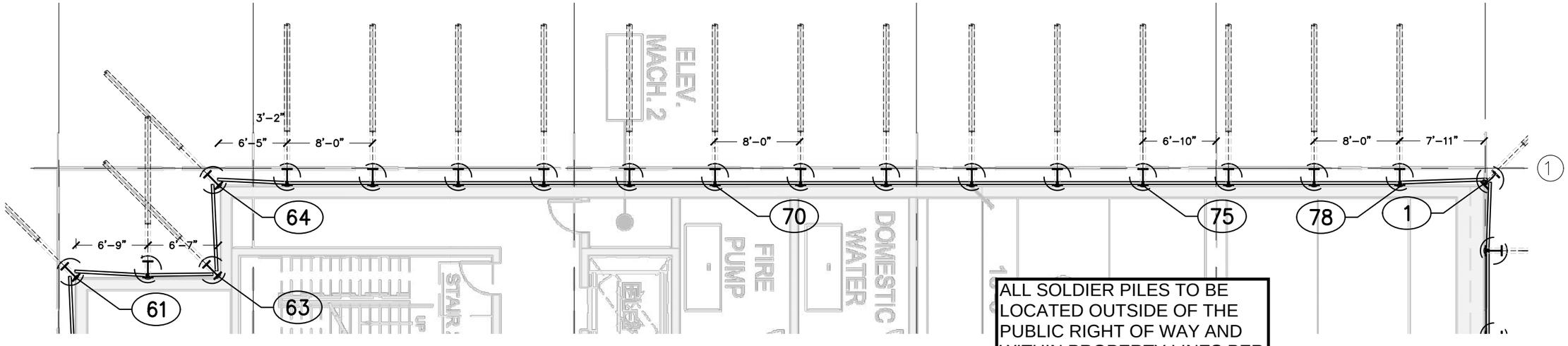


1 ELEVATION VIEW

SCALE: 1" = 10'-0"



2 PLAN VIEW

SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

PRELIMINARY DESIGN NOT FOR CONSTRUCTION

PB&A Inc Structural Engineering Geo-Structures Earth Retention

TEMPORARY SHORING PLAN
ELEVATION

ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS

PREPARED FOR: CASE PACIFIC

706-716 SANTA CRUZ AVENUE

JOB NO.	170401	SHEET NO.	SH-3.04
DATE	06-24-2019	TOTAL SHEET	
DESIGNED	J. WARNER	FILE NAME	
DRAWN	PASQUE SHAW		
CHECKED	J. WARNER		

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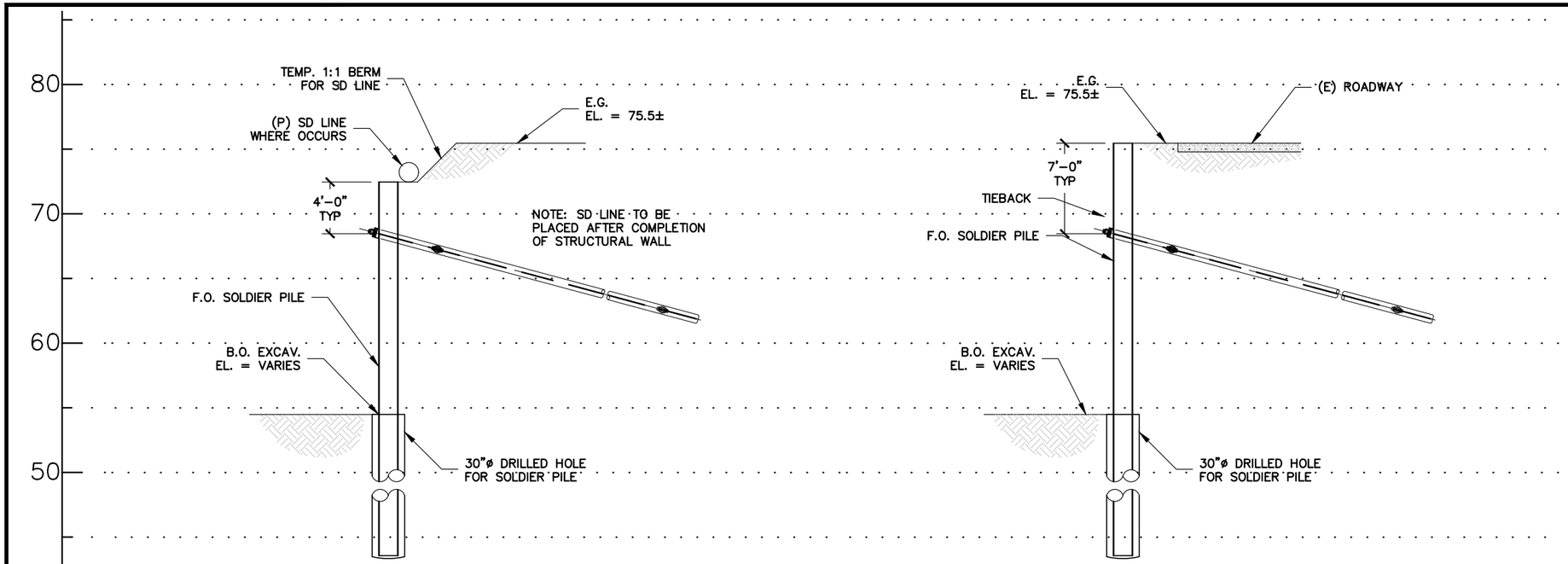
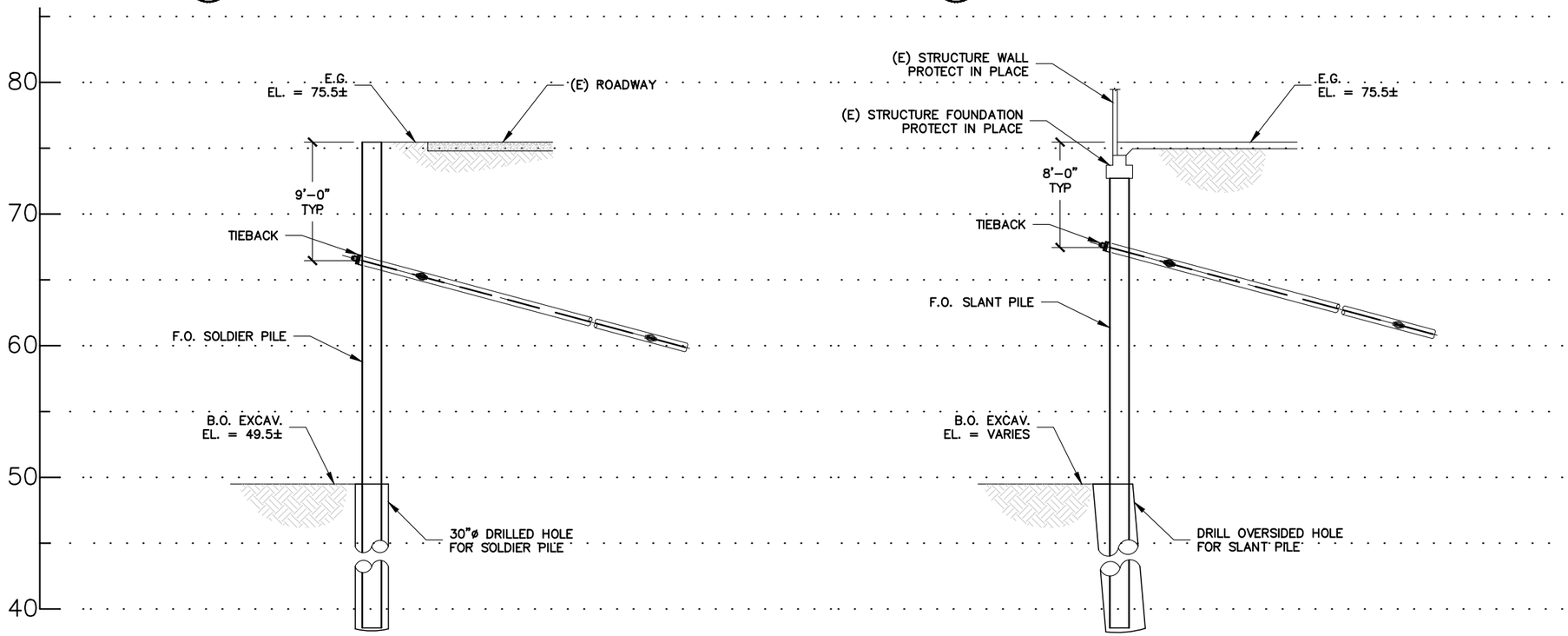
PRINT DATE: 24 JUN 2019 - 4:54PM
J:\JOB\170000-AAA\170400-SANTA CRUZ AVE PRELIM\170401-PRELIM 2\DWGS\170400-PLAN.DWG



1 TYPICAL SECTION-WITH SD
SCALE: 1" = 10'-0"

2 TYPICAL SECTION-21'-0" MAX
SCALE: 1" = 10'-0"



3 TYPICAL SECTION-26'-0" MAX
SCALE: 1" = 10'-0"

4 TYPICAL SECTION-SLANT PILE
SCALE: 1" = 10'-0"

ALL SOLDIER PILES TO BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND WITHIN PROPERTY LINES PER CITY OF MENLO PARK REQUIREMENTS

PRELIMINARY DESIGN NOT FOR CONSTRUCTION

PB&A inc Structural Engineering Geo-Structures Earth Retention

Drawing Title: TEMPORARY SHORING PLAN
SECTION

ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS

PREPARED FOR: CASE PACIFIC

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SHEET NO.	SH-4.00
PROJ. NUMBER	170401
PROJ. MANAGER	
DESIGNED BY	A. VANIER
DRAWN BY	P. PEROZZI SHAHR
CHECKED BY	A. VANIER

706-716 SANTA CRUZ AVENUE

APPROVED DATE	
1	06-24-2019
2	
3	
4	

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PRINT DATE: 24 JUN 2019 - 4:54PM
A:\P\170000-AAA\170400-SANTA CRUZ AVE PRELIM\170401-PRELIM 2\DWGS\170400-SECTION.DWG

SITE ACCESS LOCATION

RAMP DOWN
SLOPE 13%

31'-5"

WASTE/ RECYCLE

PARKING GARAGE

RETAIL 1

5'-1"

25'-2"

8'-2"

UP

DN

EC

ELEV. 1

5'-1"

Tentative crane Location. Final location to be determined during permit approval process.

DN

UP

5'-1"

RETAIL 3

LOBBY 1

RETAIL 2

LOBBY 2

T.

2nd FLOOR BAY WINDOWS ABV. CURVED AWNING

CURVED AWNING ABOVE

3'-1"

10'-3"

3'-1"

3'-1"

3'-1"

10'-1"

2'-11"

Truck Unloading Location

CHESTNUT ST.

1'-0"

NEW STREET TREES, TYP. OF (3)

EXISTING STREET TREES TO REMAIN, TYP. OF (4)

174'-7"

4"

7"

3'-1"

10'-0"

3'-0"

EXISTING STREET TREES TO REMAIN, TYP. OF (4)

6'-0"

18'-1"

SANTA CRUZ AVE.

132'-7"

133'-4"

(1) SHORT TERM BIKE PARKING RACKS FOR (4) BIKES

NOTE:
SEE LANDSCAPE AND CIVIL PLANS FOR ADDITIONAL SITE INFORMATION

2"

TRUE NORTH

PROJECT NORTH

0 8' 16'

SCALE: 1/16" = 1'-0"

706 SANTA CRUZ AVE. MENLO PARK, CA

***ALL MATERIAL TO BE JUST IN TIME DELIVERY UNTIL UNDERGROUND BASEMENT IS CONSTRUCTED WITH WORKING FIRE SPRINKLERS.**

656
SANTA CRUZ AVE
(RETAIL)

CURTIS ST.

EXISTING BUILDING
TO BE REMAIN

67'-1"

199'-11"

132'-10"

CITY PARKING

EXISTING TREE
TO BE REMOVED

**PHASE 1 DEMO
BUILDING & PARKING
LOT**

EXISTIN
PARKING LOT TO
BE DEMOLISHED

EXISTING TREE
TO BE RMEOVED

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

67'-3"

97'-6"

164'-9"

60'-0"

NOTE:
SEE LANDSCAPE AND CIVIL
PLANS FOR ADDITIONAL SITE
INFORMATION

CHESTNUT LANE

1176
CHESTNUT ST.
(RETAIL)

1142
CHESTNUT ST.
(RETAIL)

1146
CHESTNUT ST.
(RETAIL)

1182
CHESTNUT ST.
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1160
CHESTNUT ST.
(RETAIL)

1158
CHESTNUT ST.
(RETAIL)

CHESTNUT ST.

1149
CHESTNUT ST.
(RETAIL)

1141
CHESTNUT ST.
(RETAIL)

1133
CHESTNUT ST.
(RETAIL)

1131
CHESTNUT ST.
(RETAIL)

RYAN LN.

1115
CHESTNUT ST.
(RETAIL)

720
SANTA CRUZ AVE
(RETAIL)

SANTA CRUZ AVE.

701
SANTA CRUZ AVE
(RETAIL)

707
SANTA CRUZ AVE
(RETAIL)

713
SANTA CRUZ AVE
(RETAIL)

719
SANTA CRUZ AVE
(RETAIL)

725
SANTA CRUZ AVE
(RETAIL)

TRUE NORTH

PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"

706 Santa Cruz Ave. Menlo Park, CA

Phase 1 Demo Building & Parking Lot Area

CP-2

656
SANTA CRUZ AVE
(RETAIL)

CURTIS ST.

EXISTING BUILDING
TO BE REMAIN

67'-1"

199'-11"

132'-10"

CITY PARKING

EXISTING TREE
TO BE REMOVED

PHASE 2 SHORING / MASS EXCAVATION

EXISTING
PARKING LOT TO
BE DEMOLISHED

TO BE
DEMOLISHED

EXISTING TREE
TO BE RMEOVED

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

67'-3"

97'-6"

164'-9"

60'-0"

NOTE:
SEE LANDSCAPE AND CIVIL
PLANS FOR ADDITIONAL SITE
INFORMATION

CHESTNUT LANE

RYAN LN.

SANTA CRUZ AVE.

CHESTNUT ST.

1176
CHESTNUT ST.
(RETAIL)

1142
CHESTNUT ST.
(RETAIL)

1146
CHESTNUT ST.
(RETAIL)

1182
CHESTNUT ST.
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1160
CHESTNUT ST.
(RETAIL)

1158
CHESTNUT ST.
(RETAIL)

1149
CHESTNUT ST.
(RETAIL)

1141
CHESTNUT ST.
(RETAIL)

1133
CHESTNUT ST.
(RETAIL)

1131
CHESTNUT ST.
(RETAIL)

1115
CHESTNUT ST.
(RETAIL)

720
SANTA CRUZ AVE
(RETAIL)

701
SANTA CRUZ AVE
(RETAIL)

707
SANTA CRUZ AVE
(RETAIL)

713
SANTA CRUZ AVE
(RETAIL)

719
SANTA CRUZ AVE
(RETAIL)

725
SANTA CRUZ AVE
(RETAIL)

TRUE NORTH

PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"

706 Santa Cruz Ave. Menlo Park, CA

PHASE 2 SHORING AND MASS EXCAVATION

CP-3

656
SANTA CRUZ AVE
(RETAIL)

CURTIS ST.

EXISTING BUILDING
TO BE REMAIN

67'-1"

199'-11"

132'-10"

CITY PARKING

EXISTING TREE
TO BE REMOVED

**PHASE 3
FOOTINGS / SLAB /
PODIUM**

EXISTING
PARKING LOT TO
BE DEMOLISHED

TO BE
DEMOLISHED

EXISTING TREE
TO BE RMEOVED

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

67'-3"

97'-6"

164'-9"

60'-0"

NOTE:
SEE LANDSCAPE AND CIVIL
PLANS FOR ADDITIONAL SITE
INFORMATION

1176
CHESTNUT ST.
(RETAIL)

1142
CHESTNUT ST.
(RETAIL)

1146
CHESTNUT ST.
(RETAIL)

CHESTNUT LANE

1182
CHESTNUT ST.
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1160
CHESTNUT ST.
(RETAIL)

1158
CHESTNUT ST.
(RETAIL)

CHESTNUT ST.

1149
CHESTNUT ST.
(RETAIL)

1141
CHESTNUT ST.
(RETAIL)

1133
CHESTNUT ST.
(RETAIL)

1131
CHESTNUT ST.
(RETAIL)

RYAN LN.

1115
CHESTNUT ST.
(RETAIL)

720
SANTA CRUZ AVE
(RETAIL)

SANTA CRUZ AVE.

701
SANTA CRUZ AVE
(RETAIL)

707
SANTA CRUZ AVE
(RETAIL)

713
SANTA CRUZ AVE
(RETAIL)

719
SANTA CRUZ AVE
(RETAIL)

725
SANTA CRUZ AVE
(RETAIL)

TRUE NORTH

PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"

706 Santa Cruz Ave. Menlo Park, CA

PHASE 3 FOOTINGS / SLAB / PODIUM

CP-4

PHASE 4
ERECT STEEL / METAL STUD
/ ROOF

RAMP DOWN
SLOPE 13%

RETAIL 1

PARKING
GARAGE

WASTE/
RECYCLE

2 YARD FRONT LD
1 YD FAT LD

VAN

4

EC

UP
DN

ELEV. 1

6'-0"
PAE

31'-5"

5'-1"

25'-2"

8'-2"

CHESTNUT LANE

5'-1"

DN
UP

5'-1"

LOBBY 2

RETAIL 3

LOBBY 1

RETAIL 2

3'-1"

10'-0"

3'-0"

6'-0"

1'-1"

11'

10'-1"

7"

EXISTING STREET
TREES TO REMAIN,
TYP. OF (4)

132'-7"

133'-4"

SANTA CRUZ AVE.

(1) SHORT TERM BIKE
PARKING RACKS FOR
(4) BIKES

NOTE:
SEE LANDSCAPE AND
CIVIL PLANS FOR
ADDITIONAL SITE
INFORMATION

2"

UNDERGROUND
TRANSFORMER

T.

2nd FLOOR BAY WINDOWS
ABV. CURVED AWNING

CURVED AWNING ABOVE

3'-1"

10'-3"

3'-1"

3'-1"

(2) SHORT TERM BIKE PARKING
RACKS FOR (4) BIKES

NEW STREET
TREES, TYP. OF (3)

EXISTING STREET TREES TO
REMAIN, TYP. OF (4)

CHESTNUT ST.

1'-0"

174'-7"

4"

TRUE NORTH

PROJECT NORTH

0 8' 16'

SCALE: 1/16" = 1'-0"

706 SANTA CRUZ AVE. MENLO PARK, CA

Phase 4 - Erect Steel / Metal Stud / Roof

PHASE 5
EXTERIOR SKIN / INTERIOR
BUILD-OUT

RAMP DOWN
SLOPE 13%

RETAIL 1

PARKING
GARAGE

WASTE/
RECYCLE

2 YARD FRONT LD
1 YD FAT LD

VAN

4

EC

UP
DN

ELEV. 1

6'-0"
PAE

31'-5"

5'-1"

25'-2"

8'-2"

5'-1"

CHESTNUT LANE

3'-1"

10'-0"

3'-0"

6'-0"

1'-1"

11'

10'-1"

7"

132'-7"

133'-4"

EXISTING STREET
TREES TO REMAIN,
TYP. OF (4)

SANTA CRUZ AVE.

(1) SHORT TERM BIKE
PARKING RACKS FOR
(4) BIKES

NOTE:
SEE LANDSCAPE AND
CIVIL PLANS FOR
ADDITIONAL SITE
INFORMATION

2"

RETAIL 3

LOBBY 1

RETAIL 2

LOBBY 2

T.

UNDERGROUND
TRANSFORMER

2nd FLOOR BAY WINDOWS
ABV. CURVED AWNING

CURVED AWNING ABOVE

3'-1"

10'-3"

3'-1"

3'-1"

(2) SHORT TERM BIKE PARKING
RACKS FOR (4) BIKES

NEW STREET
TREES, TYP. OF (3)

EXISTING STREET TREES TO
REMAIN, TYP. OF (4)

CHESTNUT ST.

1'-0"

174'-7"

4"

TRUE NORTH

PROJECT NORTH

0 8' 16'

SCALE: 1/16" = 1'-0"

706 SANTA CRUZ AVE. MENLO PARK, CA

Phase 5 - Exterior Skin/ / Interior Build-Out

SOUTH BAY CONSTRUCTION
A REPUTATION BUILT ON TRUST.

6/17/2019

Preliminary Parking Management

Overall Notes

The intent of this plan is to address the different phases of parking during the 706 Santa Cruz Ave. project located in Menlo Park, Ca. This is preliminary as details, means, methods and schedule durations are currently being defined as we begin the demolition and construction process.

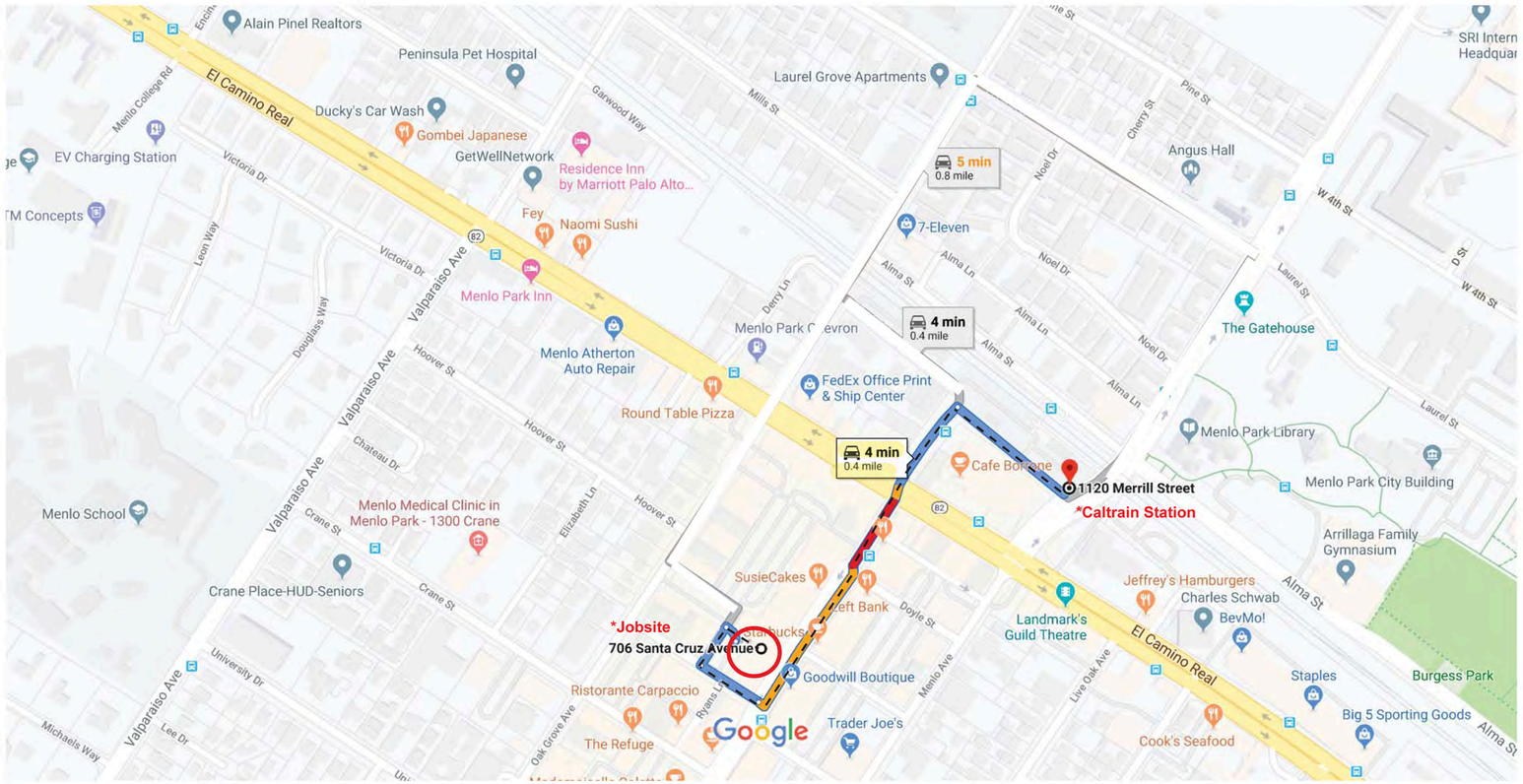
Phase 1 Demo

The phase 1 demo phase of this project, all subcontractors and workers will be encouraged to park offsite at the Cal Trans station which is 0.3 miles from the jobsite. All residential areas will be off limits to our subcontractors. Also, all workers will be encouraged to carpool to the site. Ownership is also researching options / possibilities of renting nearby parking lot spaces.

Pre-Construction and Construction Phase

During the 16-month duration of this project SBC will encourage all workers to park offsite at the Cal Trans station which is 0.3 miles from the jobsite. Notices and maps for the Cal Trans location and fees will be posted in our jobsite trailer and will be conveyed in all SBC / subcontractor meetings. SBC will require the subcontractors to provide a monthly public transit/carpooling fee within their bids. Ownership is also researching options / possibilities of renting nearby parking lot spaces. All residential areas will be off limits. SBC will also encourage subcontractors that will be working on this project to carpool to the site.

706 Santa Cruz Ave, Menlo Park, CA 94025 to 1120 Merrill Street, Menlo Park, CA — Drive 0.4 mile, 4 min



Map data ©2019 Google 200 ft

Project: 706 Santa Cruz Ave. Menlo Park, CA

All parking to be offsite in the Menlo Park Caltrains station parking lot located at 1120 Merrill St. Menlo Park, CA 94025

Jobsite 706 Santa Cruz Ave to Caltrains Station 1120 Merrill St. Menlo Park, CA (0.4 miles)

CP-7

656
SANTA CRUZ AVE
(RETAIL)

CURTIS ST.

EXISTING BUILDING
TO BE REMAIN

67'-1"

CITY PARKING

24'

EXISTING TREE
TO BE REMOVED

199'-11"

701
SANTA CRUZ AVE
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1142
CHESTNUT ST.
(RETAIL)

1146
CHESTNUT ST.
(RETAIL)

CHESTNUT LANE

132'-10"

EXISTING
PARKING LOT TO
BE DEMOLISHED

EXISTING
BUILDING TO BE
DEMOLISHED

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

707
SANTA CRUZ AVE
(RETAIL)

EXISTING TREE
TO BE RMEOVED

24'

1182
CHESTNUT ST.
(RETAIL)

1176
CHESTNUT ST.
(RETAIL)

1160
CHESTNUT ST.
(RETAIL)

1158
CHESTNUT ST.
(RETAIL)

713
SANTA CRUZ AVE
(RETAIL)

67'-5"

66'

164'-9"

EXISTING STREET TREES
TO REMAIN, TYP. OF (4)

719
SANTA CRUZ AVE
(RETAIL)

NOTE:
SEE LANDSCAPE AND CIVIL
PLANS FOR ADDITIONAL SITE
INFORMATION

60'-0"

CHESTNUT ST.

725
SANTA CRUZ AVE
(RETAIL)

1149
CHESTNUT ST.
(RETAIL)

1141
CHESTNUT ST.
(RETAIL)

1133
CHESTNUT ST.
(RETAIL)

1131
CHESTNUT ST.
(RETAIL)

RYAN LN.

1115
CHESTNUT ST.
(RETAIL)

720
SANTA CRUZ AVE
(RETAIL)

SANTA CRUZ AVE.

TRUE NORTH

PROJECT NORTH

0 16' 32'

SCALE: 1/16" = 1'-0"

706 Santa Cruz Ave. Menlo Park, CA

Fencing

Pedestrian/ Scaffold Tunnel

Form4 Architecture

706 Santa Cruz Ave, Menlo Park December 10, 2019
Project Narrative - Planning Commission Hearing

To: The City of Menlo Park Planning Division
Ms. Kaitie Meador

From: 706 Santa Cruz Ave., LLC. and
From4 Architecture, Robert Giannini, Architect

Subject: **706 Santa Cruz Avenue, Menlo Park**
Planning Commission

Dear Kaitie:

It has been a pleasure working with you and the City as we developed a new architectural expression for the 706 Santa Cruz project that extends from the existing Ace Hardware to Chestnut Street on Santa Cruz. We began the new design by meeting with you and other key City staff and learned about the goals for this important site. Our application address the new design, and issues that had been identified in the earlier application. We also participated in a Study Session with the City on September 17, 2018 where we obtained initial comments on the design, all of which have been taken into account with this current submittal.

Following are the primary goals of the Downtown Specific Plan:

Specific Plan Goals:

1) *Encourages infill development of vacant and under-utilized lots along El Camino Real through increased intensities, coupled with strict building modulation and ground-floor setback and building profile requirements that both attenuate the mass and scale of larger buildings and create wider public sidewalks;*
2) *Retains the existing "village" character downtown by keeping buildings low and requiring varied building massing, including through building profile and façade modulation requirements;*
3) *Increases downtown activity, foot traffic and transit use through enhanced public spaces, mixed-use infill projects (including residential uses) and higher intensities of development near the commuter rail station;*
4) *Enhances community life through an integrated network of widened sidewalks, promenades, pocket parks and public gathering spaces; and*
5) *Enhances east-west connectivity across El Camino Real through crosswalk and sidewalk improvements, while accommodating north-south vehicular through-traffic, and across the railroad tracks through grade-separated pedestrian and bicycle connections.*

Of the above goals, items 2 and 3 can be addressed by this project.

To quote the Specific Plan: "Buildings with minimal setbacks have a special relationship with the sidewalk and street. In these cases, buildings frame the street and form a well-defined street edge. Activities within the building, if seen, particularly at ground level, can provide visual interest and a degree of safety to passersby.

above: View from Santa Cruz down Chestnut Avenue - glass corner opens building to the street.

The building is scaled to fit in with the existing context. A strong horizontal cap at the top of the second floor makes the overall building mass appear as two story. Due to sight lines, the third floor is not readily perceived by the public.

a) In keeping with the above aspiration, this project strives to be a welcome neighbor, and a unique and appropriate example of the direction given in the Downtown Plan. Because people will experience it at street level it has an intimate, people level scale.

b) We feel the building should be modern and "of its time," but we are not advocates of stark modernism in this location. The architectural expression is what we call "warm modern." It uses high quality, warm materials; buff color and gray stone & tile, dark brown mullions and clear glass to convey a feeling of transparency, quality, and friendliness.

c) Wood soffits add warmth and fit in with the scale of the street. They make the buff colored limestone feel even warmer.

d) The building is extroverted and becomes part of the street life. It wants to be a welcome participant - not trying to upstage its neighbors, but rather join in the vitality of the street.

- To achieve that goal bay windows protrude to engage the street and add a artistic and interesting top to the storefronts below. This makes the retail presentation special. People in the second floor office become part of the action. Passersby can see activity within, and that adds life and safety to the street.
- The third floor houses a "*residential & office village*" surrounded by deep roof decks edged with flowers. This adds an interesting third dimension where third floor residents have an overview of the street, and people on the street may enjoy activity happening on several levels.
- High quality materials attract retailers and give the street character. The building defines the street and conveys an upscale, welcoming and safe feeling.

From the Specific Plan: "Building massing and modulation consider both vertical and horizontal modulations. The modulation of buildings refers to change or variety across a building plane to provide distinction in the building as well as provide visual interest. Vertical modulation is the introduction of façade articulation that creates a rhythm or pattern across the façade of a building. Horizontal modulation provides visual clarity between ground floors, upper stories and roofs."

e) The design works within the "major and minor" module guidelines of the specific plan as described above. The rhythm the guidelines advocate help organize the street. To add interest we especially focused on the infill of the module.

- Each frame's infill is conceived to be an artistic composition of clear glass, bay windows and sunshades with great attention to detail so that it creates intimate people scale.
- Curves introduced in the composition's sunshades break the rigidness that could be the outcome of strict modulation rules.
- To add variety, the major modulations on Santa Cruz & Chestnut Ave. employ a different color material and scale as required by the Specific Plan. The resulting overlapping composition is a base of buff colored stone & glass wrapped around the *residential & office village"* above. The grey tile of the major modulations hint at and preview what's happening on the third floor above.

Chestnut Lane

An important part of the redesign was to work closely with our neighbors on Chestnut Lane. Following are the concerns and our responses:

1) *The previous design reduced Chestnut Lane by 5'.*
   a) The project has been redesigned to keep the Lane at its current width and also enhance the pedestrian experience and make the Lane more special.
   b) Building columns are located just behind the location of the existing curb. A covered sidewalk is created behind those columns, and much of it is buffered from the road by planters.
2) *Previously the garage entrance was 30 feet in width lined up with neighbor building's storefront.*
   a) The garage entrance was moved to the far edge of our site to minimize any impact (please also see plan view next sheet). It is also set back from the street.
   b) More importantly the geometry is now such that one drives straight down into the garage rather than having to negotiate an "S" turn once you enter. The result is that the garage opening can be City minimum width of 24'.
   c) The simplified geometry also means that cars can more quickly enter the garage and proceed to the parking level minimizing queuing. The motion is simpler, more direct and quicker.
   d) A roll down grill will mitigate the open void of the internal driveway beyond.

Chestnut Lane Elevation

Garage entry shifted to the edge and is narrower than before. The movement is quicker because one drives straight in.

FIRST FLOOR PLAN

Managing Trash & Deliveries

All uses within the building allow for trash and deliveries to be staged in the concealed area behind retail.

1) Trash
   a) All retail spaces open to the covered service area where the trash room is located. Trash is stored there and on trash day the cans will be rolled out of the building and loaded by the self loading trucks. This occurs every morning between 5 and 6 AM when the parking lot is empty.
   b) Office and residential elevators also drop down into the service area where trash may be stored.
   c) To accommodate capacity, multiple pick up days can be arranged and all can be at hours when public activity is minimal.
2) Deliveries
   a) The same common service area offers a direct path for deliveries into all uses in the building.
   b) To accommodate capacity, multiple delivery times can be arranged and all can be at hours when public activity is minimal.

Skylights & 3rd Floor Office

This application includes a variance request to allow skylights on the third floor office. During the Study Session there was a concern from the Commission that ceiling heights could be low. That is true do to the requirements of the Downtown plan. It is most noticeable in the 3rd floor office which was needed in part due to the area lost to the arcade required by the City on Chestnut Lane. Adding skylights to that office are will help mitigate the situation. They protrude above the roof the minimum distance needed for drainage. Due to parapets and sight lines they would not be perceived from the street. Part of this application is that variance request which itemizes the five findings required. we appreciate your consideration.

Signage

It is our desire to address signage once tenants are identified and proper attention can be paid to this important feature of the building. Therefore it is not addressed in this application, and no sign would be allowed until it is reviewed and approved by the City in the future.

Thanks very much for your attention and review of the various design aspects of this project!

Form4 Architecture

Robert Giannini
Architect, President

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
AIR QUALITY				
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-1a : During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.		Measures shown on plans, construction documents and on-going during demolition, excavation and construction.	Project sponsor(s) and contractor(s)	PW/CDD
Basic Controls that Apply to All Construction Sites				
1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.	Exposed surfaces shall be watered twice daily.			
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.	Trucks carrying demolition debris shall be covered.			
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.	Dirt carried from construction areas shall be cleaned daily.			
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.	Speed limit on unpaved roads shall be 15 mph.			
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.			
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.			
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Construction equipment shall be properly tuned and maintained.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Signage will be posted with the appropriate contact information regarding dust complaints.			
Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-2: Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	See Mitigation Measure TR-2.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact AIR-7: Implementation of the Specific Plan would expose sensitive receptors to elevated concentrations of Toxic Air Contaminants (TACs) associated with Caltrain operations which may lead to considerable adverse health effects. (Potentially Significant)				
Mitigation Measure AIR-7: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within approximately 1,095 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or $PM_{2.5}$ concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.	A health risk analysis shall be prepared. If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks Plan developed for ongoing maintenance and disclosure to buyers and/renters.	Simultaneous with a building permit submittal	Project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
BIOLOGICAL RESOURCES				
Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)				
Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered. ***If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:*** no further mitigation is required. ***If active nests of special-status birds are found during the surveys:*** implement Mitigation Measure BIO-1b.	A nesting bird survey shall be prepared if tree or shrub pruning, removal or ground-disturbing activity will commence between February 1 through August 31.	Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.	Qualified wildlife biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by- case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following: 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds.	If active nests are found during survey, the results will be discussed with the California Department of Fish and Game and avoidance procedures adopted. Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.	Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)				
Mitigation Measure BIO-3a: Reduce building lighting from exterior sources. a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid uplighting of rooftop antennae and other tall equipment, as well as of any decorative features; b. Installing motion-sensor lighting, or lighting controlled by timers set to turn off at the earliest practicable hour; c. Utilize minimum wattage fixtures to achieve required lighting levels; d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.	Reduce building lighting from exterior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-3b: Reduce building lighting from interior sources. a. Dim lights in lobbies, perimeter circulation areas, and atria; b. Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October); c. Use gradual or staggered switching to progressively turn on building lights at sunrise. d. Utilize automatic controls (motion sensors, photosensors, etc.) to shut off lights in the evening when no one is present; e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting; f. Schedule nightly maintenance to conclude by 11 p.m.; g. Educate building users about the dangers of night lighting to birds.	Reduce building lighting from interior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)				
Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented. ***If no active roosts present:*** no further action is warranted.	Retain a qualified bat biologist to conduct pre-construction survey for bats and potential roosting sites in vicinity of planned activity. Halt construction if bats are discovered during construction until surveys can be completed and proper mitigation measures implemented.	Prior to tree pruning or removal or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.				
Mitigation Measure BIO-5b: Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the “take” of individuals is prohibited.	If any active nursery or maternity roosts or hibernacula are located, no disturbance buffer zones shall be established during the maternity roost and breeding seasons and hibernacula.	Prior to tree removal or pruning or issuance of demolition, grading or building permits	Qualified bat biologist retained by project sponsor(s)	CDD
Mitigation Measure BIO-5c: Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the “take” of individuals is prohibited.	A qualified bat biologist shall direct the eviction of non-breeding roosts.	Prior to tree removal or pruning or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
CULTURAL RESOURCES				
Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)				
Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards: ***Site-Specific Evaluations:*** In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old. The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.	A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specify treating conforming to Secretary of the Interior's standards, as applicable.	Simultaneously with a project application submittal.	Qualified architectural historian retained by the Project sponsor(s).	CDD STATUS COMPLETE: The historic resource evaluaton, prepared by Preservation Architecture, dated March 10, 2016, concludes the commercial buildings were found not to be historically significant.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Treatment in Accordance with the Secretary of the Interior's Standards. Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.				
Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)				
Mitigation Measure CUL-2a: When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).	A qualified archeologist shall complete a site-specific cultural resources study. If resources are identified and cannot be avoided, treatment plans will be developed to mitigate impacts to less than significant, as specified.	Simultaneously with a project application submittal.	Qualified archaeologist retained by the project sponsor(s).	CDD STATUS COMPLETE: The cultural resource evaluaton, prepared by Basin Research Associates, dated January 29, 2016, concludes that the proposed project will have no impact on cultural resources.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure CUL-2b: Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.	If any archaeological artifacts are discovered during demolition/construction, all ground disturbing activity within 50 feet shall be halted immediately, and the City of Menlo Park Community Development Department shall be notified within 24 hours. A qualified archaeologist shall inspect any archaeological artifacts found during construction and if determined to be a resource shall prepare a plan meeting the specified standards which shall be implemented by the project sponsor(s).	Ongoing during construction.	Qualified archaeologist retained by the project sponsor(s).	CDD
Impact CUL-3: The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)				
Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and	A qualified paleontologist shall conduct training for all construction personnel and field supervisors. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.	Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.	Qualified archaeologist retained by the project sponsor(s).	CDD
Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)				
Mitigation Measure CUL-4: If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows: * In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:	If human remains are discovered during any construction activities, all ground-disturbing activity within the site or any nearby area shall be halted immediately, and the County coroner must be contacted immediately and other specified procedures must be followed as applicable.	On-going during construction	Qualified archeologist retained by the project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b) If the coroner determines the remains to be Native American: 1. The coroner shall contact the Native American Heritage Commission within 24 hours; 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American; 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission. b) The descendant identified fails to make a recommendation; or c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces	Simultaneous with project application submittal	Project sponsor(s)	CDD
Mitigation Measure GHG-2b: The City could implement a pilot program in the Specific Plan area to require mandatory commercial recycling, either at all buildings or, at a minimum, at newly constructed buildings. Such a program, identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan (CAP) as a measure for future study, could reduce GHG emissions in the Plan area and, if successful, could be implemented citywide.	Consider feasibility of pilot program. If pilot or permanent program implemented, require commercial recycling in applicable projects	Consider feasibility of pilot program as outlined in CAP. If adopted, simultaneous with project application submittal and ongoing.	Feasibility study: PW If adopted: Project sponsors(s)	PW PW
HAZARDOUS MATERIALS				
Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)				

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure HAZ-1: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. The City may waive the requirement for a Phase I site assessment for sites under current and recent regulatory oversight with respect to hazardous materials contamination. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.	Prepare a Phase I site assessment. If assessment shows potential for hazardous releases, then a Phase II site assessment shall be conducted. Remediation shall be conducted according to standards of overseeing regulatory agency where previous hazardous releases have occurred. Groundbreaking activities where there is identified or suspected contamination shall be conducted according to a site-specific health and safety plan.	Prior to issuance of any grading or building permit for sites with groundbreaking activity.	Qualified environmental consulting firm and licensed professionals hired by project sponsor(s)	CDD STATUS COMPLETE: An Environmental Site Assessment Phase 1 was prepared by AEI Consultants, dated March 7, 2019, no potential hazardous releases were identified and a Phase II was not required.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)				
Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Implement best management practices to reduce the release of hazardous materials during construction.	Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites	Project sponsor(s) and contractor(s)	CDD
NOISE				
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Potentially Significant)				
Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acousticallyattenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements: * Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;	A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.	Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
* Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and * When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.				
Mitigation Measure NOI-1c: The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.	Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.	Condition shown on plans, construction documents and specifications. When justified complaint received by City.	Project sponsor(s) and contractor(s) for revisions to construction noise control plan.	CDD
Impact NOI-3: The Specific Plan would introduce sensitive receptors to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code. (Potentially Significant)				
Mitigation Measure NOI-3: Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, Ldn. The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.	Interior noise exposure assessed by qualified acoustical engineer and results submitted to City showing conceptual window and wall assemblies necessary to meet City standards.	Simultaneous with submittal for a building permit.	Project sponsors(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
TRANSPORTATION, CIRCULATION AND PARKING				
Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)				
Mitigation Measures TR-1a through TR-1d: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
Mitigation Measure TR-2: New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable: * Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies; * Operating dedicated shuttle service (or buying into a shuttle consortium); * Subsidizing transit tickets; * Preferential parking for carpoolers; * Provide child care services and convenience shopping within new developments; * Van pool programs; * Guaranteed ride home program for those who use alternative modes; * Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit; * Imposing charges for parking rather than providing free parking; * Providing shuttles for customers and visitors; and/or * Car share programs.	Develop a Transportation Demand Management program.	Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.	Project sponsor(s)	PW/CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program - 706 Santa Cruz Avenue				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)				
Mitigation Measures TR-7a through TR-7n: (see EIR for details)	Payment of fair share funding. The fee is calculated at $379.40 per PM peak hour vehicle trip. The supplemental TIF is updated annually.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-8: Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
Mitigation Measure TR-8: Implement TR-2 (TDM Program).	See Mitigation Measure TR-2.			

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CITY OF MENLO PARK

STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-014-CC**

Regular Business: **Resolution of intent for the construction of a new community center and library in the Belle Haven neighborhood**

Recommendation

Accept the recommendation from the City Council ad hoc subcommittee on the new Belle Haven community center and library that the City Council adopt Resolution No. 6537 of intent to collaborate with Facebook, Inc. (Facebook) on the construction of a new public facility for the community. The resolution (Attachment A) provides specific actions and direction and summarized as follows:

1. Accept the proposal from Facebook for the construction of a new community center and library in the Belle Haven neighborhood.
2. Designate the project as a priority project and direct staff to prioritize timely project approvals, plan check and permitting reviews.
3. Direct staff to develop an agreement with Facebook that documents project development details related to design, construction, financing, operations and maintenance.
4. Accept the public engagement outline for the project including the level of public engagement, the role of City Council advisory bodies and the community, as a joint effort with Facebook and led by the City, Attachment C.
5. Revise the scope of work with Noll and Tam for design assistance on the project.
6. Direct staff to identify a project budget and recommend contracting authority modifications specific to this project for items not included in the offer.
7. Amend the fiscal year 2019-20 budget to merge the Belle Haven Branch Library project and the Belle Haven Youth Center improvement project into a single project
8. Direct staff to seek or identify funding for the replacement of the Belle Haven pool for inclusion as part of the project.
9. Direct City staff and the City Council ad hoc subcommittee to develop a process to determine the name of the new multipurpose, multigenerational facility while reflecting history.
10. Direct staff to evaluate and propose specific environmental, sustainability, and resiliency goals for the project.

Policy Issues

This generous offer to build a new public facility in the Belle Haven neighborhood provides an exciting opportunity for the community. In order to meet the timeline outlined in the offer, the City Council will need to establish this project as the City's top priority.

Background

In October 2019, Facebook announced its intent to collaborate with the community and City to build a new multigenerational community center and library on the site of the current Onetta Harris Community Center,

Menlo Park Senior Center and Belle Haven Youth Center located at 100-110 Terminal Avenue.

On December 10, 2019, staff provided an Informational Item staff report to provide an update to City Council while awaiting a written offer. In addition, the City Council appointed city councilmembers Carlton and Taylor to an ad hoc subcommittee on this project.

On December 16, 2019, Facebook submitted an offer letter (Attachment B) for the City Council's consideration. The letter provides some background, as well as an explanation as to why Facebook is making this offer. The letter then outlines a two-phase framework for delivering a new building in 2.5 years, which is extremely accelerated timeline for the construction of a public building. Phase One (outreach, design, space programming and approvals) would occur over six months from January to June 2020. Phase Two (developing construction plans and building) would occur over two years from July 2020 to July 2022, with a goal of starting construction in January 2021. The letter outlines a number of assumptions that will require a concerted, focused effort from Facebook, the community and the City in order to achieve these goals.

Staff met with the City Council subcommittee December 18, 2019, and January 7 to review the offer letter and discuss next steps.

A community meeting was held Saturday, January 11 from 10 a.m. to noon in the Menlo Park Senior Center at 110 Terminal Avenue. The meeting provided an opportunity for people to:

- Learn about Facebook's offer to build a Menlo Park community center and library in the Belle Haven neighborhood
- Provide thoughts and input on the use of the proposed facility
- Understand the process and timeline going forward and how community members can be involved

Approximately 130 people attended the meeting. The slide presentation, poster boards and comments are posted on the project webpage (Attachment H.)

On January 14, staff provided an Informational Item staff report to provide an update to City Council with the written offer attached. In addition, a number of members of the public spoke regarding the naming of the new facility.

Staff met with the City Council subcommittee January 14 and January 21 to debrief on the community meeting and to review recommendations for the City Council meeting of January 28.

On January 22, staff met with Mayor Taylor, Facebook, Hart Howerton, and Noll and Tam to discuss the scope of work for Noll and Tam's involvement with the project.

The City has created a project webpage (Attachment H) to be a central point of information and help keep people informed.

Analysis

This staff report focuses on items requiring City Council direction either January 28 specifically or over the coming months related to this project.

Resolution of intent

The attached resolution of intent serves as an opportunity for the City Council to respond publicly to Facebook's generous offer. The resolution includes a number of recitals (e.g., "whereas" statements) that

reflect the content of the Facebook's offer letter. The resolution then identifies 10 affirmative statements to reflect the City's intent on proceeding with the next steps regarding the offer letter and establishes this project as a high City priority.

The resolution also identifies a subsequent agreement that the City and Facebook would enter into that would memorialize expectations. This agreement would be entered into sometime between the approval of the project and demolition of the existing buildings. The majority of the content of the agreement would be ready for City Council review by the time of project approval (estimated for June 2020,) but some of the very detailed specifics would not be known until after the construction plans and specification are prepared (estimated for late fall 2020.) Staff intends to review the draft agreement with the subcommittee this spring and provide a recommendation to the full City Council this summer.

Public engagement

In June 2019, the City Council adopted the Institute for Local Government's TIERS Public Engagement Framework to guide public engagement efforts in a thoughtful, comprehensive, consistent and inclusive manner. Before TIERS was adopted, extensive public engagement work was completed as part of the Belle Haven library space needs study and the Parks and Recreation Facilities master plan. Due to the rigorous project schedule, and work previously completed, the public engagement for this project is expected to focus on design critical input, future programs and services, and facility naming. The project team expects to receive feedback from the Library and Parks and Recreation commissions, before the Planning Commission and City Council. Throughout the public engagement process, the project team plans to host several public meetings, conversations with both internal and external stakeholders, and regular updates to other commissions/committees and community organizations, including the Belle Haven Neighborhood Association. The proposed public engagement outline is provided in Attachment C.

Revision to Noll and Tam scope

Facebook's offer letter expresses a desire for design assistance especially related to the library aspects of the new facility. To date, the City has received assistance from the firm Noll and Tam, and they are currently under contract with the City for the Belle Haven branch library site analysis, conceptual designs and preliminary cost estimates project. Staff is recommending a revision to their existing scope to continue to provide design assistance to staff and the Facebook design team. Staff believes the work would be within the amount for the existing contract through the end of Phase One. At the end of Phase One, staff would re-evaluate what additional assistance is needed through the Phase Two portion of the project, in particular related to the review of the construction plans and specifications from the perspective or an operator/owner of the facility.

Belle Haven pool

Facebook's offer does include reconstruction of the locker rooms of the existing Belle Haven pool, but the offer does not include the reconstruction of the pools themselves. The offer does express a willingness to consider reconstructing the pools if there were significant cost savings by constructing a smaller overall facility. In addition, the offer expresses a willingness to pursue an integrated design if the City could find other sources of funding to reconstruct the pool. The City Council subcommittee recommends including the reconstruction of the pool as part of the project and finding the necessary funds. The attached memo (Attachment D) provides background into the 2017 Belle Haven pool facility audit and master plan report and provides potential funding options for the City Council's consideration.

Both the Burgess and Belle Haven pools are operated by a contractor (Team Sheeper.) The contract for both pools currently runs through August 31. Staff intends to identify options for the City Council's consideration February 11. As it relates to the Belle Haven pool specifically, it may be prudent to terminate the contract at the end of August or extend the contract for one week through Labor Day or two months

through the end of daylight saving time November 1. One way or the other, the goal would be to close the pool in fall 2020 in order to prepare the site for construction early in 2021.

Sustainability and resiliency

The goal of the project is to achieve high environmental standards, but the specific levels will be determined through the Phase One process. The building will be designed as all-electric in compliance with the City's Energy Reach Codes. The recently adopted Parks and Recreational facilities master plan, identifies a requirement for buildings to be designed to comply with Leadership in Energy and Environmental Design (LEED) Gold or equivalent. The City Council Subcommittee has requested an analysis of whether the operational benefits that could be gained by designing to LEED Platinum could help offset the upfront capital costs. In addition, the City's climate action plan encourages the pursuit of opportunities to reduce greenhouse gas emissions and there is interest by some in the community for the City to pursue carbon neutrality by 2030. As part of this project, staff will explore what would be involved with accomplishing a carbon neutral building. Finally, staff also will explore opportunities for achieving zero waste goals where applicable.

One challenge that must be addressed is the contractual obligations that the City has for existing solar panels installed on the roof of the Onetta Harris Community Center in 2016. The City Council Subcommittee has asked staff to explore options to relocate the existing panels. The City has the option to purchase the solar panels, but not until May 2022, which is more than one year after the target date for demolishing the building. The contract does not specifically contemplate a scenario of relocating the solar panels, but there is a provision for the City to terminate the contract and pay a penalty. Over the coming months, staff will research the options and report to the City Council. One potential option may involve constructing carports on the Kelly Park parking lot in order to relocate the existing solar panels and not pay the early termination penalty.

Concerning resiliency, the subcommittee provided direction to staff to retain the Onetta Harris Community Center's standing as a Red Cross designated emergency evacuation shelter and where possible improve aspects of the facility to serve this function. Aside from the obvious nature of a new building replacing a 50-year-old building concerning seismic standards, the one major improvement would be the inclusion of emergency backup power. The subcommittee is recommending the inclusion of a diesel generator as the most reliable source of power at this time, but staff will also explore options such as a natural gas generator and battery walls. The building is not being designed as an essential services building (e.g., hospital, fire station, emergency operations center, etc.) since this would dramatically increase the cost of construction and greatly exceed the contemplated scope and budget.

Naming

The topic of naming the facility was a major area of interest at the January 11 community meeting and the January 14 City Council meeting. To date, no decisions on naming have been made and any decisions on naming would require City Council action consistent with the City's naming policy adopted in 1986 (Attachment E.) The most recent facility to be named/renamed was Karl E. Clark Park November 14, 2017.

The following table summarizes the names of the five existing facilities that would be combined in this new multigenerational, multipurpose facility along with the information regarding the construction funding source (if readily known and to the best of staff's knowledge) as requested by the subcommittee.

Facility	Timeframes	Construction funding source
Belle Haven Youth Center	Originally built in the 1950-60s. Relocated to its current location in 1971. The building appears to have been named the Belle Haven Youth Center since the early 2000s.	Unknown
Onetta Harris Community Center	Built in 1971 and originally named the Belle Haven Community Center. Renamed by the City Council in honor of Onetta Harris in 1983.	Federal department of housing and urban development and unspecified City funds
Belle Haven Pool	Built in 1972 and consistently named.	Federal Department of housing and urban development and unspecified City funds
Menlo Park Senior Center	Built in 1992 and consistently named.	City redevelopment agency funds
Belle Haven Branch Library	Built in 1999. Referred to as Belle Haven Library, Belle Haven Community Library and Belle Haven Branch Library.	City redevelopment agency funds

In addition, the parking lots for the facility are shared with Joseph B. Kelly Park and Beechwood School. Attachment F shows the locations and signage of the existing facilities.

The City Council subcommittee is recommending the creation of a process to the name the new facility that reflects on history and includes the community. Staff intends to work with the subcommittee and return to the City Council with a recommended process.

Interim services

The Belle Haven branch library can continue operating during construction, but all of the other facilities will need to close during construction. Although it may be technically feasible to keep aspects of the Onetta Harris Community Center open during a portion of the construction, the City Council subcommittee believes it would be best to identify interim services and not prolong the construction timeline. Staff intends to present a plan for interim services in terms of desired level of service and budget implications to the Subcommittee and then the entire City Council February 11 at a study session with final direction February 25. Staff believes City Council needs to make a decision in February regarding the interim service level in order to stay on track for having the necessary services up in running in late 2020 so that the facilities are completely vacant by January 2021.

Project approvals

Staff is anticipating the following required items involving review and recommendations by the Planning Commission and actions by the City Council:

- Environmental review. The project is being designed to meet a categorical exemption from the California Environmental Quality Act as a replacement of existing facilities. This design constraint will limit the overall size of the facility.
- Architectural control of a new building in the public facilities (PF) zoning district. The construction of solar carports on the Kelly Park parking lot described above would also require architectural control.
- Use permit for hazardous materials for back up emergency power generation.
- Vacation and abandonment of right of way. Portions of Kelly Park, the Menlo Park Senior Center building and the Belle Haven Pool are all constructed on the Terminal Avenue right-of-way. It appears

that the right of way established in the 1940 subdivision was never officially vacated and abandoned. The extent of the abandonment is shown in Attachment G. Vacations and abandonments are a multistep process to allow utility companies and the public an opportunity weigh in. The City has already notified utility companies. The next step would be City Council approval of a notice of intent to vacate and abandon by a resolution on the consent calendar, currently targeted for March 10.

- Heritage tree removals. Very preliminary estimates are that 20-30 trees may need to be removed with a majority of them being heritage trees; the project will include on-site replacement trees.

The current target dates for the Planning Commission meeting is Monday, May 18, and the City Council meeting is Tuesday, June 23. Throughout the project approval process, there will be opportunities to comment on aspects such as access and circulation to and through the site by various modes of transportation, construction impacts related to noise, vibration, dust, truck traffic and contractor parking, and other considerations of a typical development project.

Future programming and operations

The Parks and Recreation master plan and the Belle Haven branch library studies call for increased programming at the new facility. An increase in programming will translate into increased costs. For example, if there is a desire to increase the number of hours and/or days of the week that a facility is open, then there is a need for people to operate the facility. There is a hope that with technology and building efficiencies that the increased costs and/or staffing could be minimized. Staff intends to focus on the future programming and operation during the 18 months that the facility is under construction.

Budgeting

The City currently has two funded projects in the capital improvement plan (CIP) budget that cover aspects of this proposal: one is the Belle Haven Branch Library project and the other is the Belle Haven Youth Center improvement project. Staff recommends an amendment to the fiscal year 2019-20 budget to merge these two projects into a single a single new CIP project. With a total of approximately $1.3 million available, staff believes this would be sufficient for any expenditures that would be needed for the remaining five months of this fiscal year. Staff would then identify any anticipated capital costs above and beyond the Facebook offer that could potentially be needed on a fiscal year by fiscal year basis until June 30, 2022. The types of items that may require a City contribution to the project funding include the following: reconstruction of the pool; relocation of the existing solar panels; furniture, fixtures, and equipment above and beyond what Facebook is offering to provide; interim services; and other features identified through the public engagement process associated with Phase One.

Facebook's offer does not include the payment of any fees, plan checks, inspections, etc. Staff is in the process of estimating what those fees would be. In addition, staff will estimate which services would be provided by City staff, for which there would be not outlay, versus service that will be provided by a contractor, which will require adequate budget for contract services.

Impact on City Resources

Staff estimates the value of the offer at approximately $40 million. Staff estimates that the inclusion of funding for the reconstruction of the pool could require approximately $7.4 million in additional funding. Staff is in the process of identifying other costs and funding options for transitional services and furnishings, fixtures and equipment. As part of the City Council's goal setting process, it would be important to consider the magnitude of the staff commitment to deliver this project on the requested timeline.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment. The proposed building is a project under CEQA and staff believes that the project is eligible for a Class 2 exemption for the replacement of existing facilities.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. In addition, the City sent an email January 16, to over 36,000 subscribers to various city email lists alerting them to upcoming meetings and encouraging them to visit the project page and opt in to future project updates.

Attachments

A. Resolution No. 6537 of Intent
B. Offer letter from Facebook, dated December 16, 2019
C. Public engagement outline
D. Pool memo
E. Naming policy
F. Existing plans and photos
G. Abandonment exhibits
H. Hyperlink – project webpage: menlopark.org/bellehaven

Report prepared by:
Justin Murphy, Deputy City Manager

RESOLUTION NO. 6537

RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK TO COLLABORATE WITH FACEBOOK, INC. FOR THE CONSTRUCTION OF A NEW COMMUNITY CENTER AND LIBRARY IN THE BELLE HAVEN NEIGHBORHOOD

WHEREAS, on December 16, 2019, the City Council of the City of Menlo Park received a proposal from Facebook Inc. proposing to explore funding and development of a new multi-generational community center and library located in Menlo Park's Belle Haven neighborhood, replacing existing community center, senior center, youth center, pool house, and library facilities; and

WHEREAS, the proposal outlines a two-phase project schedule, with Phase One occurring over six months, from January to June 2020, and Phase Two occurring over two years, from July 2020 to July 2022, with a goal of starting construction through demolition of existing facilities in January 2021; and

WHEREAS, the proposal requests that the City Council designate this project as a priority project and direct staff to prioritize timely project approvals and plan check / permitting reviews; and

WHEREAS, Phase One would include obtaining the necessary City approvals for the design of the project and the City and Facebook, Inc. entering into an agreement that documents project development details related to design, construction, financing, operations, and maintenance for the project; and

WHEREAS, Phase Two of the proposal would result in the completion of construction documents, permitting, and construction of the building; and

WHEREAS, the intent of the proposal is to design a building to meet the parameters of a California Environmental Quality Act (CEQA) Class 2 categorical exemption as a replacement of existing facilities; and

WHEREAS, the project is anticipated to receive input from the Library Commission and Parks and Recreation Commission and approvals from the Planning Commission and City Council; and

WHEREAS, a community public engagement plan for the project, a joint effort between Facebook, Inc., City staff, and the City Council ad hoc subcommittee, was presented to the City Council on January 28, 2020, outlining the level of public engagement by project component and the role of City Council advisory bodies and community in the project approval process; and

WHEREAS, the proposal outlines that the City will be responsible for relocating existing programs into temporary facilities for the duration of construction and will be responsible for the future programming of the facility; and

WHEREAS, the proposal outlines that the City will be responsible for all costs related to project approvals, permitting, plan checking and inspections, and for all ongoing operations and maintenance costs of the facility; and

WHEREAS, the City entered into an agreement with Noll and Tam Architects for the design of the Belle Haven branch library; and

WHEREAS, the City intends to revise the scope of work with Noll and Tam Architects for design assistance on the project to provide expertise on programmatic requirements, performance criteria, and act as an Owner's representative, as needed; and

WHEREAS, the City intends to seek funding for the replacement of the Belle Haven pool for inclusion as part of the project; and

WHEREAS, the City will retain the right to name the facility and will develop a process to determine the name of the facility.

NOW, THEREFORE BE IT RESOLVED, that the City of Menlo Park, acting by and through its City Council, having considered and been fully advised in the matter and good cause appearing therefore do hereby declare its intent to collaborate with Facebook Inc. for the construction of a new community center and library in the Belle Haven neighborhood with the following clarifications and actions:

1. Accept the proposal from Facebook, Inc. for the construction of a new community center and library in the Belle Haven neighborhood.
2. Designate the project as a priority project and direct staff to prioritize timely project approvals, plan check and permitting reviews.
3. Direct staff to develop a draft agreement with Facebook, Inc. that documents project development details related to design, construction, financing, operations, and maintenance for the City Council's consideration.
4. Accept the public engagement outline for the project presented to the City Council on January 28, 2020 identifying the level of public engagement the role City Council advisory bodies and the community, as a joint effort with Facebook and led by the City.
5. Revise the scope of work with Noll and Tam for design assistance on the project to provide expertise on programmatic requirements, performance criteria, and act as a subject matter expert, as needed up to the current contract amount of $160,000.
6. Direct staff to identify a project budget and recommend contracting authority modifications specific to this project for items not included in the offer.
7. Amend the fiscal year 2019-20 budget to merge the Belle Haven Branch Library project and the Belle Haven Youth Center Improvement project into a single Belle Haven community center and library project.
8. Direct staff to seek or identify funding for the replacement of the Belle Haven pool for inclusion as part of the project for the City Council's consideration.
9. Direct City staff and the City Council ad hoc subcommittee to develop a community process to determine the name of the new multipurpose, multigenerational facility while reflecting history.
10. Direct staff to evaluate and propose specific environmental, sustainability, and resiliency goals for the project in order to understand project cost implications and tradeoffs.

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the twenty-eighth day of January, 2020, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this twenty-eighth day of January, 2020.

_____

Judi A. Herren, City Clerk

December 16, 2019

City Council
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

Re: Multi-Generational Community Center and Library in Belle Haven

Dear Mayor Mueller and Honorable Members of the City Council:

On behalf of Facebook, I am honored to submit our proposal to explore funding and the development of a new multi-generational community center and library for Menlo Park's Belle Haven neighborhood. This is an incredibly exciting project that will bring vitality and vibrancy to Belle Haven, and ties back to the long-term vision that we share for our surrounding community.

As you know, we have a long history of partnering with the City – dating back to the 2011 Belle Haven & Willow Business Area Design Charrette that we initiated when we moved to Menlo Park. That was the catalyst for our collaboration with the community to realize our shared goals and create a sense of place. Eight years after making Menlo Park our home, our commitment has not wavered, and we are in a strong position to make this donation.

Today, we are presenting the City an opportunity to continue our work together and move these important efforts forward. The purpose of this letter is to suggest a framework for completing the Belle Haven Senior Center and Onetta Harris Community Center as quickly as possible – a project that we know from listening to residents has been a long-desired wish of the community.

Before getting into the framework, I want to address why we're making this significant philanthropic commitment and clarify that the Community Center should be treated as a standalone endeavor that is not connected to any other Facebook project. By providing updated facilities, our goal is to give residents a welcoming place to gather, celebrate and reinforce the social fabric that makes this neighborhood special.

This is an ambitious undertaking but fortunately, we have a head start. Through the City's development of the Parks and Recreation Facilities Master Plan and Belle Haven Branch Library studies – as well as our own engagement – we have direct input from the community, City staff and City Council. We want to thank Mayor ProTem Cecilia Taylor, whose leadership enabled us to begin working with architect Hart Howerton to develop preliminary space/site plans and a conceptual design for the project. We hope our proposal will go a long way in meeting the City and community's desired goals of redeveloping the existing facilities.

facebook

Address: 1 Hacker Way
Menlo Park, CA 94025

With Facebook's bias for action, we can quickly turn this vision into a reality – and we think it's feasible to do so within 2.5 years. This expedited schedule is contingent upon leveraging existing information and achieving consensus among key stakeholders, including community members, City staff and City leadership.

With the above in mind, we propose that the project proceed in two phases as outlined below:

Phase One – Outreach, Design, Space Programming and Approvals

As mentioned above, we have developed a preliminary space plan and building design concept. As a first step in conjunction with the city, we plan to present the concept and preliminary space plan at a community meeting in Belle Haven in mid-January and at a City Council meeting in late January. These meetings will give the city council, community and stakeholders the opportunity to share initial feedback and discuss the types of activities and programs the community would like to have in the new facility.

In February and March, we will hold additional meetings with the community and operations staff to further define the space needs. In January, we'll provide additional information on the community engagement plan and give specific details on the meetings to be held. We envision the meetings will provide additional data on the types of programs the community would like to see run in the new facilities. Facebook will not decide what programs will be operated in the facility, as that will be for the City to determine.

After those meetings, we will consider all the feedback and work with the architect to further refine the floor plans and building design. The updated design will then be presented to the Planning Commission and City Council for approval in the summer of 2020. While the design will need to be refined through the process outlined above, we plan to study the following:

- New youth facilities and a new senior center;
- Health & fitness facilities (gymnasium);
- Incorporation of the proposed Belle Haven Library program into the facility;
- Renovated amenities near the existing swimming pools, such as new locker rooms and additional areas for picnics and gatherings. At this time, Facebook is not offering to pay for a complete reconstruction of the swimming pools; however, we are willing to work with the City to understand what improvements can be accommodated within the budget for the project. Facebook is open to building new pools if additional funding sources are identified by the City or third parties.
- Improved access to Kelly Park by extending pedestrian access through a breezeway in the new building and by better orienting new communal spaces to the park; and
- Additional amenities, such as a new arrival area and improvements to the parking lot, circulation and drop-off zones.

During this phase. we would also complete the following steps:

1. Gather information to ensure that our proposal will meet Menlo Park's existing zoning and building requirements. To keep the project on track, we intend to design a building to meet the parameters of a categorical exemption to satisfy the environmental review – Class 2 replacement of existing facilities.
2. Conduct due diligence on the site to ensure we understand its condition and whether there is anything that may affect the feasibility of the different redevelopment options or inform the design. This involves understanding the parameters for geotechnical conditions, site easements and location of existing site conditions and utilities.
3. Our team will work with the City Manager and the City Attorney to develop an agreement that documents project development details related to design, construction, financing, operations and maintenance.
4. We anticipate that Facebook would act in the capacity of a master developer and be responsible for design and construction, with the scope of our funding commitment contingent on the outcome of the design process. If there are additional items the City would like to see included that are not a part of the fixed budget, such as replacement of the swimming pool, then those items would need to be funded with contributions from the City.

Our interest in this project is driven in large part by our desire to deliver benefits to the community in a relatively short duration. If this initial phase takes more than 6 months, we will reassess whether the project is feasible under the goals we have outlined in this letter.

Phase Two – Developing Construction Plans & Building

During the second phase, we will finalize the technical requirements of the project, develop plans for construction, submit plans to the City for permit and ultimately demolish the existing facilities and construct the facility.

Details related to construction phasing, timing, community notifications and progress reporting would also be developed during this phase. We optimistically believe that we can complete construction within 18 months after receiving the building permit.

Further Clarifications

1. Facebook is proposing that Hart Howerton be the lead project planner and designer and that the City retain a consultant to help guide requirements.
2. While the site plan that we have developed does allow for some of the existing facilities to remain open during construction, it does add risk to the project schedule, and we would need to ensure the public can safely access facilities given the proximity to the new construction. Facebook's preference would be to relocate all existing programs with the expectations of the requirements to maintain access for Beechwood and the soccer fields.

3. The project is expected to be phased, and Facebook will not be responsible for providing temporary facilities during the construction period.
4. We ask that the City Council designate this project as a priority project and direct staff to prioritize timely project approvals and plan check / permitting reviews. Currently, permits can take up to 8 months after projects are approved, and our request for this project is that permits be issued within 2 months of submittal. This will lead to an expedited completion date and ultimately benefit the residents of Menlo Park.
5. We are also requesting that the City cover all costs related to processing of the project approvals, permitting, plan checking and building department inspections.
6. Facebook is not responsible for developing or funding the activities and programs that will be run from the new facility.
7. The City will be responsible for all ongoing operations and maintenance costs associated with operating the facility. Facebook will, however, assign the City any construction warranties it receives.
8. Formal roles and responsibilities between Facebook and the City will need to be established so expectations and lines of communication are clear for all parties. In order to move quickly, communication will need to be streamlined.

Next Steps

As for immediate next steps, we anticipate working with the community and the City to schedule the community outreach and engagement meetings and, with City Council support, proceeding with the tasks outlined in phase one above.

This project is an exciting opportunity to provide a tremendous neighborhood resource that will serve as a community gathering place in Menlo Park, the place we consider home. Thank you for this opportunity, and we look forward to working closely with you, Menlo Park's Belle Haven residents and City staff on this important initiative.

Sincerely,

John Tenanes

cc: Starla Jerome-Robinson, City Manager
William McClure, City Attorney
Deanna Chow, Interim Community Development Director

facebook

Address: 1 Hacker Way
Menlo Park, CA 94025

New Belle Haven community center and library project

Public engagement outline
January 2020

Background
In October 2019, Facebook announced its intent to collaborate with the community and City to build a new multigenerational community center and library on the site of the current Onetta Harris Community Center, Menlo Park Senior Center and Belle Haven Youth Center located at 100-110 Terminal Ave.

On December 10, 2019, the City Council appointed councilmembers Carlton and Taylor to an ad hoc subcommittee for this project.

On December 16, 2019, Facebook submitted its written proposal for exploring the funding and development of a new multigenerational community center and library at the current Onetta Harris Community Center, Menlo Park Senior Center and Belle Haven Youth Center, near Kelly Park. The letter provided some background, as well as an explanation as to why Facebook is making this offer. The letter then outlines a two-phase framework for delivering a new building in 2.5 years, which is extremely accelerated timeline for the construction of a public building. Phase One (Outreach, Design, Space Programming and Approvals) would occur over six months from January to June 2020. Phase Two (Developing Construction Plans and Building) would occur over two years from July 2020 to July 2022, with a goal of starting construction in January 2021. The letter outlined a number of assumptions that require a concerted, focused effort from Facebook, the community and the City in order to achieve these goals.

The City of Menlo Park issued a press release December 19, 2019, acknowledging Facebook's generous offer and outlining the process for consideration by the City Council. City staff immediately began work to develop a potential project timeline, milestones and recommendations for the City Council.

On January 11, 2020, a community meeting was held at the Menlo Park Senior Center to introduce the project and report on due diligence work that had been completed to date. Hart Howerton, the project architect, presented on potential concepts that would be a part of the proposed new facility. Attendees asked questions and provided feedback on several concept boards, renderings and a small model that was displayed. In addition, many questions were raised about the naming of the new facility. At the meeting, the City Manager announced, as is the case with all city facilities, the naming is ultimately up to the City Council.

On January 14, 2020, the City Council received an informational item staff report that included a recap of Facebook's offer and outlined the staff work needed to prepare the January 28, 2020, report to the City Council. During public comment on the item, several people spoke about naming of the facility. A representative from Facebook spoke to confirm that any discussion of naming will be up to the City and the community. Mayor Taylor assured the public that the community will be part of the naming process.

On January 28, 2020, the City Council will consider an action item report that is expected to include, among other items, an outline of the public engagement process.

Overview
The planned public engagement process aims to provide authentic engagement that is inclusive, deliberate, dialogue-centric and culturally competent.

It intends to capitalize on previous resident input on the vision for the community, the work on previous studies including the Belle Haven Library Space Needs Study and the Parks and Recreation Facilities Master Plan, and implement new targeted outreach to community stakeholders, user groups and neighborhood residents.

In June 2019, the City Council adopted the Institute for Local Government's TIERS Public Engagement Framework to guide public engagement efforts in a thoughtful, comprehensive, consistent and inclusive manner. Due to the rigorous project schedule, and work previously completed, the public engagement for this project is somewhat time-constrained and focused on design critical input, interim and future programs/services, and facility naming.

The project team expects to receive feedback from the Library and Parks and Recreation commissions, before the project goes to the Planning Commission and City Council.

The public engagement process aims to:
- Involve a range of approaches to meet the diverse needs of individuals and populations;
- Convey to community members and other stakeholders how they can most effectively contribute at each stage of the project;
- Provide opportunities to increase awareness of the project and future programming.

This public engagement outline is a working document. As the process progresses, specific outreach approaches and formats will be finalized and other updates will be made as necessary.

Communications strategy

The project will rely on a broad range of approaches to "get the word out" regarding community events and input opportunities, and build involvement throughout the course of the project. The public engagement effort is based on a multifaceted communications strategy:

Communication methods	
Type	**Objective and timing**
Website	The project website (menlopark.org/bellehaven) will serve as the central hub for project information available for the community and other stakeholders to access general project information, meeting notices and upcoming events, recaps of public meetings and the feedback received. The website will also provide ways for interested parties, or others unable to attend community meetings, to request project updates and make comments. The website is live and will be updated continuously. The anticipated frequency is no more than 1 update every 1-2 weeks.
Email blasts	Emails, sent to subscribers of the project-specific email list, will provide broad coverage for brief notifications of upcoming meetings and events and generate interest and activity to support online engagement opportunities. Subscribers to the list will be maintained and updated using requests received from "Sign-up" feature on the website and email addresses collected from community meeting sign-in sheets. Email blasts will be sent, as early as possible, before each community meeting or event, and as needed when updated information is available. The anticipated frequency is no more than 1 email per week.
SMS text messages	Short text messages, sent to opt-in subscribers, will provide brief notifications of project updates and upcoming meetings and events. Messages will generally link to additional information on the website. Subscribers to the list will be maintained and updated using requests received from users who text BELLEHAVEN to 650-338-1450 or from the "Sign-up" feature on the website. This number can also be used to ask questions or request additional information. Text messages will be sent, as early as possible, before each community meeting or event, and as needed when updated information is available. The anticipated frequency is no more than 1 text per week.
Flyers	Printed flyers, distributed throughout the immediate neighborhood at city facilities, community gathering points and door-to-door if feasible, seek to improve communication of events and process for those less inclined to use web/social media outlets. The intention is to provide content in both English and Spanish. The goal is to distribute flyers at least 1 week before each community meeting or participation opportunity. This may not be feasible in all instances and stakeholders are encouraged to help spread the word to anyone who is not also connected via email/web/social media. The anticipated frequency depends on the community meeting frequency.

Community meetings	Community meetings, providing in-person and real-time involvement, will be used both for targeted stakeholder groups and broad public engagement. They will present project information, provide for questions and answers, and capture necessary information to inform the project's success. Information presented and feedback received will be compiled and posted to the project website afterward to inform those who were unable to attend. The proposed meeting schedule is tentative, but focused on the identified stakeholder groups with the ability to expand to others as needed, with upcoming public meetings and events posted to the website. The anticipated frequency of targeted stakeholder meetings will vary, but likely include several per month. The anticipated frequency of broader public meetings will also vary, but likely include at least 1 meeting per month.
Informational card	An informational card, providing a simple way to encourage visits to the website and how to subscribe to email and/or text updates, will be created and made available for distribution by all project staff, at city facilities and to community stakeholders upon request. The project team will create and prepare business cards with this information and make copies available. Informational cards will be ready for distribution no later than the Feb. 9 community meeting and will be reordered as needed.
Social media	Social media posts (shared to the City's Facebook, Twitter, Instagram, Medium and Nextdoor accounts) will expand awareness of the project and upcoming public meetings and events. These posts will direct participants to the website for additional input opportunities and to sign up for future updates. Social media updates will begin no later than the Jan. 28 City Council meeting. Anticipated posting frequency will vary by social media platform but will provide both generic awareness posts several times a month and specific project update posts as needed when updated information is available.

Groups involved in the process and community stakeholders
Groups of both formal, established groups and identified community stakeholders will play a key role in the public engagement process. Project staff will attend meetings with community stakeholder groups upon request or as appropriate to increase awareness of and participation in the project. This tentative list represents a broad spectrum of interests in the community, but is not intended to be all-encompassing and is subject to change.

City Council
At key points during the process, the City Council will be requested to receive input from the community at large, discuss potential changes to city policy, staffing, programming and operations, provide direction and final project approval. The target date for bringing this project to the City Council for approval is June 23, 2020.

City Council Subcommittee
The City Council's ad hoc subcommittee of Mayor Taylor and Councilmember Carlton will receive community input and provide project guidance and consultation on preliminary recommendations to the full City Council.

Community Working Group
Staff recommends the City Council authorize the ad hoc subcommittee to establish a community working group of engaged community members to provide resident perspectives and support for the overall project. The community working group members would be determined by the City Council subcommittee and tasked with making recommendations to the City Council subcommittee. In addition to providing strategic input, members would also serve as "ambassadors" and advocates of the project in the community, helping to spread the word about the project and expanding the reach of the project communications mentioned previously.

Project Team
The Project Team (consisting of both Facebook and city staff, as well as additional consultants from each) will work closely to support this public engagement effort as part of the project process. It also includes subject matter experts and representatives from various departments, as needed, to seek input on interim programs and services, identify opportunities for collaboration/efficiency and ensure the project is completed on time and produces an outcome that aligns with the City's operational and programming plans for the new facility.

Planning Commission
The Planning Commission will need to review the project for architectural control, certain necessary permits, vacation/abandonment of public right of way, etc. The target date for bringing this project to the Planning Commission is May 18, 2020.

Parks and Recreation Commission
The Parks and Recreation Commission would review the project before the Planning Commission, likely in April 2020.

Library Commission
The Library Commission would review the project before the Planning Commission, likely in April 2020.

Additional community stakeholders

Arts, culture and local community stakeholders
- Belle Haven Neighborhood Association
- Belle Haven Community Development Fund
- Menlo Park Public Art (new nonprofit)
- Menlo Park Historical Association
- Library Foundation

City of Menlo Park advisory commissions and committees
- Complete Streets Commission
- Environmental Quality Commission
- Library Commission
- Parks and Recreation Commission
- Planning Commission
- Finance and Audit Committee
- Transportation Master Plan Oversight and Outreach Committee

Education stakeholders
- Beechwood School administration
- Beechwood Parent Advisory Group
- Belle Haven Elementary School
- Ravenswood City School District administration

Environmental sustainability stakeholders
- Menlo Spark
- Others

Special populations
- Youth
- After-school care participants
- Seniors, nutrition program and other limited access populations
- Spanish and other non-native English speakers
- Haven Avenue residents

Facility user groups
- Library card holders
- Recreation class participants
- Pool and field users
- Special events participants
- Senior center social activities participants
- Facility rental users – internal, private parties, nonprofits

Social service user groups
- Second Harvest Food Bank, mobile farmers market
- Others

Transportation stakeholders
- Menlo Park shuttles
- SamTrans
- Parents for Safe Routes

Public engagement milestones, meetings and events
A list of past milestones, as well as a future tentative schedule of events and milestones is outlined below. Specifics will be confirmed and posted on the project website as details emerge.

Event/milestone	Time/date/location	Objective/notes
Offer received	Dec. 16, 2019	Facebook outlines its offer
City press release	Dec. 19, 2019	City acknowledges offer receipt
City Hall holiday closure	Dec. 23-27, 2019	No work during this time
Internal staff project meeting	Dec. 30, 2019	Staff begins work on recommendations to City Council
City Council ad hoc subcommittee meeting	Jan. 7, 2020	Update on work and prep for Jan. 14 City Council meeting
Community meeting	Jan. 11, 2020, Menlo Park Senior Center	Project team to presented on the Facebook offer and unveiled preliminary concepts for public feedback
City Council ad hoc subcommittee meeting	Jan. 14, 2020	Recap of Jan. 11 community meeting and prep for Jan. 14 City Council meeting
Project website launched	Jan. 14, 2020	menlopark.org/bellehaven
First large email blast	Jan. 16. 2020	Email update sent to subscribers of existing email lists and signups from the Jan. 11 community meeting (>36,000 recipients)
City Council ad hoc subcommittee meeting	Jan. 21, 2020	Prep for Jan. 24 public meeting and Jan. 28 City Council meeting
Email and texts reminding of Jan. 24 subcommittee meeting and link to the Jan. 28 agenda	Jan. 23, 2020	Email and text update sent to project subscribers
City Council ad hoc subcommittee meeting with public participation	Jan. 24, 2020 Menlo Park Senior Center	Review the staff report published Jan. 23 ahead of the Jan. 28 City Council meeting
City Council meeting	Jan. 28, 2020 City Council Chambers	Resolution of intent to construct a new multigenerational community center and library in partnership with Facebook, Inc.
Belle Haven Neighborhood Association meeting	TBD	Present a project update
Community meeting	Feb. 9, 2020, Menlo Park Senior Center	Project team to present on feedback from the last community meeting
Beechwood School Parent Advisory Group	February 2020	
Belle Haven Elementary School	TBD	
Parks and Recreation/Library commissions	April 2020	
Planning Commission	May 18, 2020*	
City Council	June 23, 2020*	

*Target dates

CITY OF MENLO PARK

MEMORANDUM

Date: 1/23/2020
To: Justin Murphy, Deputy City Manager
From: Derek Schweigart, Community Services Director
Re: Direction to pursue funding options for reconstruction of the Belle Haven pool

Background

The Belle Haven Pool is located at 100 Terminal Avenue in Menlo Park adjacent to the Onetta Harris Community Center, the Menlo Park Senior Center, the Belle Haven Youth Center, and the Kelly Park playing fields. The entire facility occupies approximately 20,000 square feet and includes the main pool, wading pool, decking, and Pool House. The main pool is a 25-meter outdoor swimming pool with shallow and deep ends. In addition, there is a separate wading pool with its own adjacent mechanical building. The existing Pool House is a 1,760 square foot single story structure containing a staff office, men's and women's locker rooms with showers, and the main pool mechanical room and chemical storage area.

The facility began operations in the early 1970s and has been repaired and modified over the years. Traditionally, the pool was operated seasonally for 8-10 weeks in the summer months but began operating year-round in FY 2012-13 when the City's pool operator, Team Sheeper, Inc. (formerly Menlo Swim & Sport), expanded programming and pool usage. Since then, the Belle Haven Pool has seen increased demand and usage as a result of the expanded programming. Usage is anticipated to increase further due to new development in the vicinity.

Given that the age and condition of the pool's infrastructure is inadequate to support the long term impacts of a year round operation or to meet future demand, the City issued the Belle Haven Pool Facility Audit and Master Plan Request for Proposals (RFP) for a comprehensive study to determine what was needed to keep the pool viable in its current configuration and to explore the potential for a new or remodeled facility meeting future demand. Jeff Katz Architecture (JKA) was selected as the most qualified consultant based upon their expertise in similar projects and their understanding of the project scope.

Following nearly a year-long process which included a thorough audit and review of every pool component, its current condition and remaining lifespan, JKA provided three options for the City's consideration:

1. Code Upgrade - Improvements needed to meet current health and safety codes.
2. Option A - Provides upgrades to the facility to bring it up to code and industry standards and allow the facility to operate for the next 10-15 years without another significant investment and utilizing the existing facility footprint.
3. Option B - A new aquatic facility on the existing site, with increased programming potential to meet the City's programmatic goals and expected future demands for the next 25-30 years.

The plan options were presented to residents of the Belle Haven Neighborhood Association at their regular meeting on August 2, 2017. Approximately twenty-five members of the community attended the meeting. Residents were generally supportive of the proposed improvements which would model the Belle Haven pool after the Burgess Pool complex. Later the Parks and Recreation Commission was presented with the three options and after public feedback voted to approve a recommendation to the City Council which accepted the overall draft master plan and selected Option B, a full reconstruction of the pool complex noting that they liked the option for two pool temperatures to serve a broad population of users, extended wading area for improved access serving the diverse population, improved viewing areas like Burgess Pool and a spray feature to help attract more people to the pool.

The City Council voted to accept the recommendation of the Parks and Recreation Commission and accepted the Belle Haven Pool Audit and Master Plan at their meeting on November 7, 2017.

Analysis

Facebook Offer

On December 16, 2019, Facebook presented the City with an offer to explore funding and the development of a new Belle Haven Community Center and Library that would replace the current facilities including the Onetta Harris Community Center, Menlo Park Senior Center, Belle Haven Youth Center and Branch Library located at Belle Haven School. The offer did not include the Belle Haven Pool as part of the project but Facebook offered to renovate the amenities near the existing swimming pools such as new locker rooms, and additional areas for picnics and gathering places that complement the renovated complex. Facebook is open to building new pools if additional funding sources were identified by the City or third parties. Additionally, Facebook committed to design a new arrival area and parking lot, circulation and drop-off zones which could potentially impact the current footprint of the swimming pools.

The conceptual designs of the new complex were presented at a community meeting on January 11, 2020 at the Menlo Park Senior Center. In those designs, some changes were suggested to the current Belle Haven Pool that would consolidate locker rooms and changing areas in the proposed Gymnasium wing of the new facility, reducing the size of the existing pool house and mechanical room while adding picnic and other gathering places to the complex.

Pool Design Options

Given Facebook's offer to build new pools if the City could identify the necessary funding, City staff engaged JKA to develop a possible third option for the redesign of the pools that would maintain the desired components of Option B that the community desired and the Council previously recommended that would also meet the environmental review requirements of the overall project. These features include:

1. Option for two pool temperatures to serve a broad population of users including one for learn-to-swim programs and one for more experienced swimmers and competition

2. Extended wading area for improved access serving the diverse population
3. Improved viewing areas like Burgess Pool
4. Spray feature to help attract more people to the pool.
5. Places for people to gather and recreate
6. Ability to construct a pool covering that would allow year-round programming

Funding
Option B which included a new aquatic facility on the existing site, which involved the demolition of the existing pool house and youth center, as well as the removal of the lap pool and wading pool. A new facility would include a new pool house, a lap pool as well as a warm activity pool with beach entry adequate for additional programming. The plan explored the addition of recreational elements and gathering places appropriate for rentals. The estimated cost when the master plan was accepted in 2017 was approximately $8 million.

Option C is estimated to be $6.6 million in construction costs and an additional $800k in soft costs (design, permitting, etc.) for a total project cost of $7.4 million.

If Council directs staff, options for funding include a potential issuance of a 3rd phase of bonds from Measure T that is estimated to generate approximately 14 million for parks and recreation facilities. Additionally, the City currently receives Rec-In-Lieu Fees from residential development projects to support parks and recreation facilities which has an approximate fund balance of $3.6 million. Alternatively, the City may also pursue funding from potential 3rd parties interested in supporting the project.

Recommendation
City staff recommends that Council authorize the City Manager to pursue funding options for the construction of a new Belle Haven pool and present them to the Council for consideration prior to the approval of the new Belle Haven Community Center and Library project.

City of Menlo Park

City Council Policy

Department City Council	Page 1 of 1	Effective Date February 25, 1986
Subject Naming and/or Changing the Name of Facilities	**Approved by** Department Head City Manager	**Procedure #** CC-86-

PURPOSE AND SCOPE

From time to time the City has the opportunity to name a new facility, or is requested to change the name of a previously designated park, playground, building or other unit under the City's jurisdiction.

In order to formalize the City's consideration of these requests, and to provide better guidelines to the public, the City does hereby adopt the following policy guidelines for the naming of facilities.

1. It shall be the policy of the City not to change the name of any existing recreation and park facility, particularly one whose name has City or national significance, unless there is the most extraordinary circumstances of City or National interest and no other new facility can so be designated.

2. The existing place names within Menlo Park shall be deemed to have historic significance to the City. The City will modify existing names only with the greatest reluctance and only to commemorate a person or persons who have made major, overriding contributions to the City and whose distinctions are as yet unrecognized.

3. The Park and Recreation Commission, after considering inputs from the community, will recommend to the City Council names for new parks, playgrounds, athletic fields, paths, tennis courts, flower beds, buildings and miscellaneous facilities. The naming will recognize:
A deceased person (no sooner than five years after death, ethnic or other national or community groups not yet honored in some fashion, who have made significant contributions to the City and/or the Park and Recreation and have not been previously honored in a meaningful way by the City.

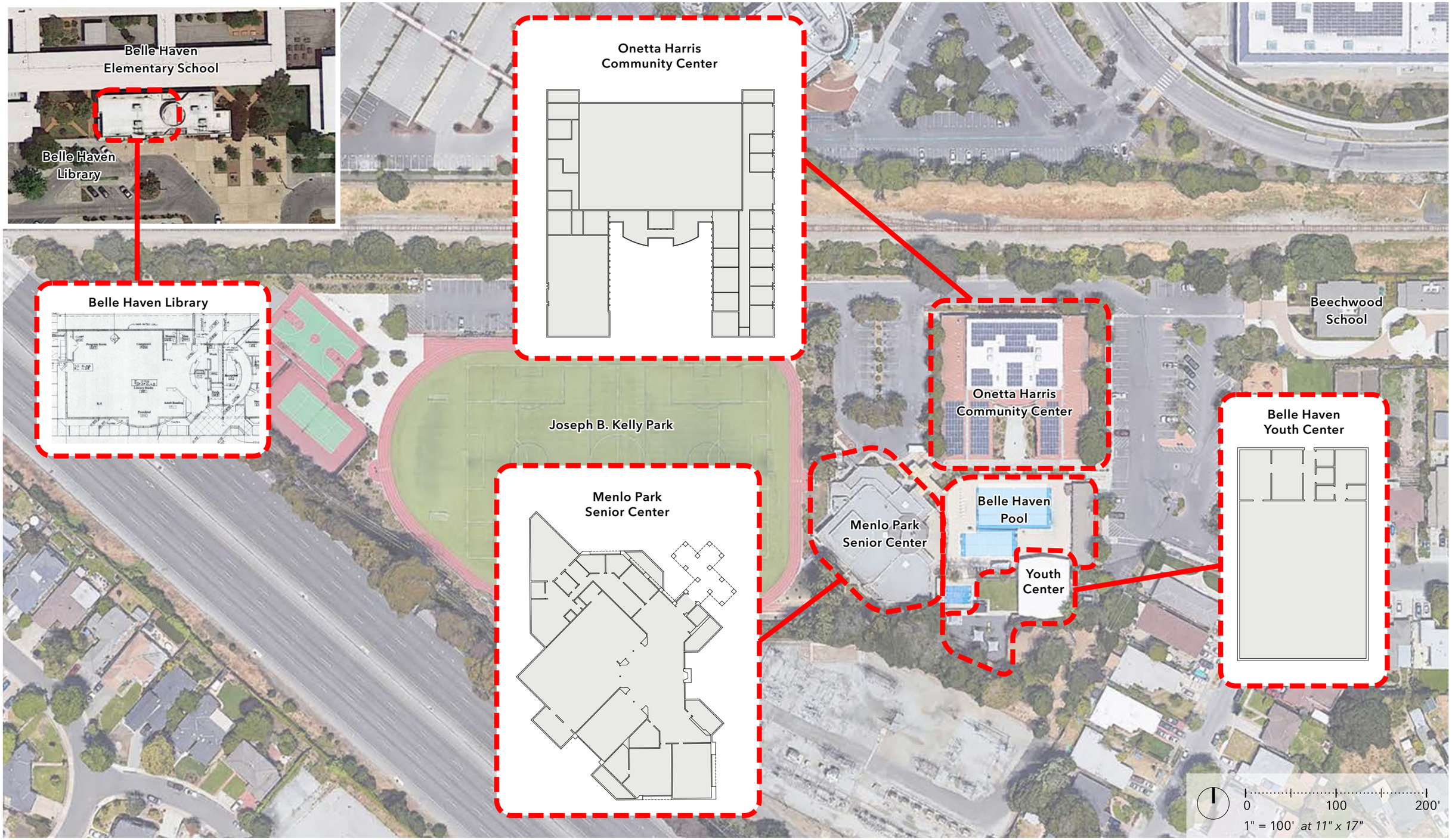
4. It shall be the policy of the City generally to encourage plaques commemorating donations including tree memorials, horticultural collections or plant materials.

5. Where appropriate to the facility, the City encourages the donation of memorial benches.

6. At those facilities having recreation buildings, the City from time to time may authorize placing of a memorial plaque inside a building when that facility is closely identified with a person or group, but the policy of the City is to retain the historic name of the facility.

7. For other than naming a new facility, it is the policy of the City to take no action until at least six months from the receipt of a suggested name change or the adoption of these policies.

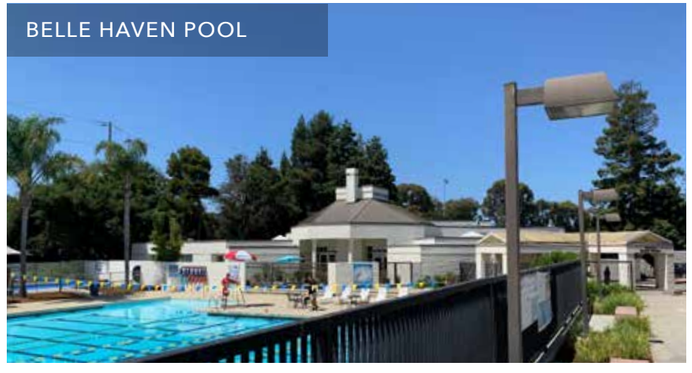
(Council took a look at this policy again on Jan. 27, 1998 with no changes)



Aerial - Existing Conditions

© January 23, 2020

BELLE HAVEN POOL



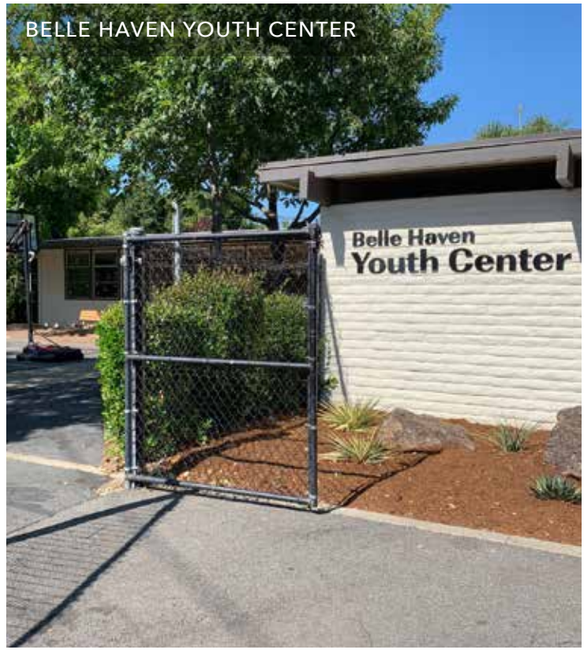
ONETTA HARRIS COMMUNITY CENTER

JOSEPH B. KELLY PARK

BELLE HAVEN LIBRARY

MENLO PARK SENIOR CENTER

BELLE HAVEN YOUTH CENTER



FACILITY ENTRANCE

Existing Conditions | Site Photos

© January 23, 2020

City of Menlo Park

Legend

- Street Names Large Scale
- Sphere Of Influence
- City Limits
- Parcels

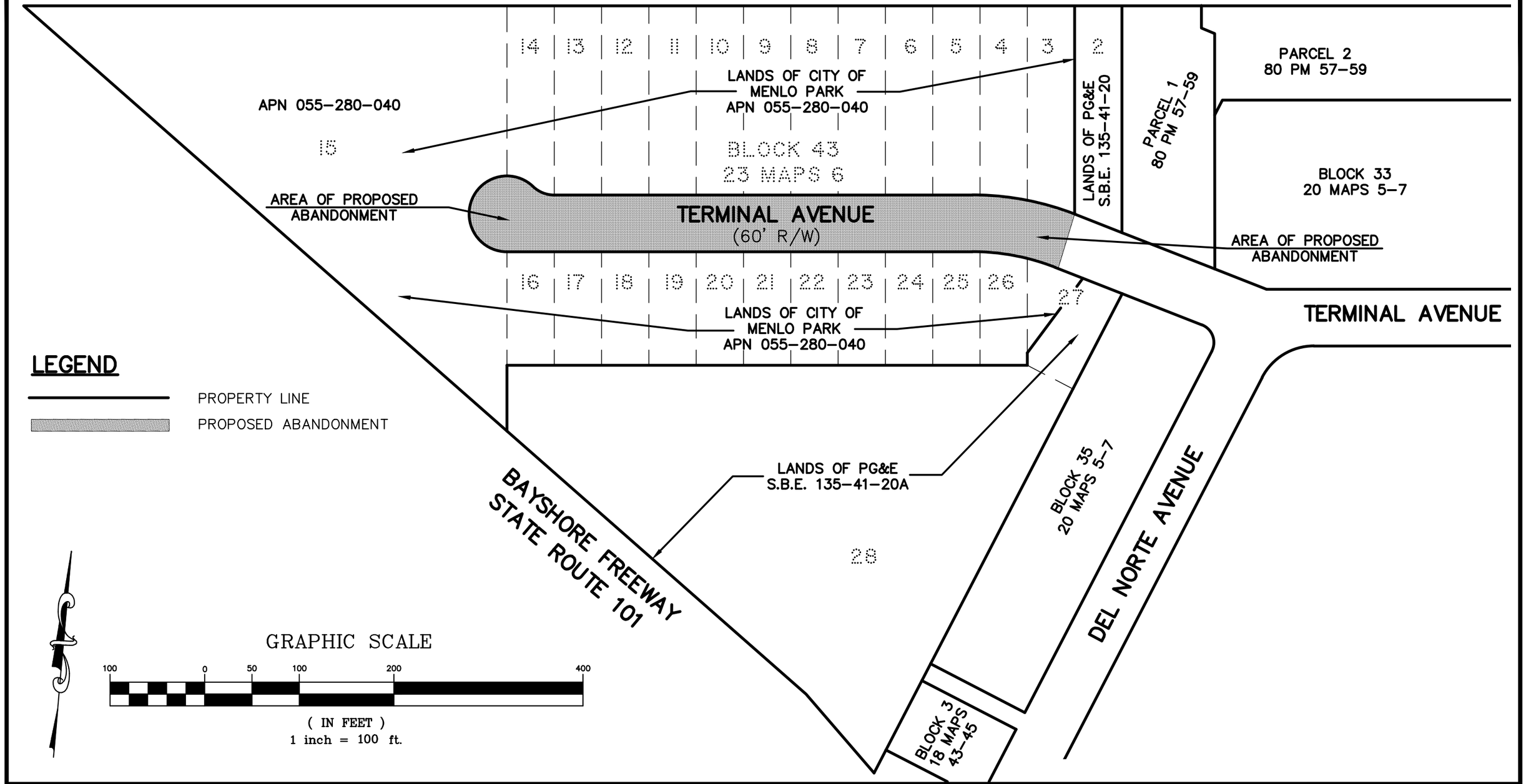
1: 1,000

166.7 0 83.33 166.7 Feet

NAD_1983_StatePlane_California_III_FIPS_0403_Feet
City of Menlo Park GIS

This map is for reference purposes only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. The City of Menlo Park and its staff shall not be held responsible for errors or omissions. Please contact City staff for the most current information.

Notes



MACLEOD AND ASSOCIATES

CIVIL ENGINEERING • LAND SURVEYING

965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

RIGHT-OF-WAY ABANDONMENT EXHIBIT

FOR PROPOSED ABANDONMENT OF

PORTION OF TERMINAL AVENUE

MENLO PARK SAN MATEO COUNTY CALIFORNIA

LICENSED LAND SURVEYOR
DANIEL G. MacLEOD
No. 5304
STATE OF CALIFORNIA

PREPARED FOR:	MENLO PARK PUBLIC WORKS DEPARTMENT		
DRAWN BY:	DJK	DESIGNED BY:	---
CHECKED BY:	DGM	DATE:	11-15-19
SCALE:	1"=100'	DRAWING NO.	4705-ROW

STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-015-CC**

Regular Business: **Authorize the city manager to execute an agreement with MidPen Housing for transportation improvements to support their affordable housing and sustainable communities funding application**

Recommendation

Staff recommends the City Council authorize the city manager to execute an agreement affirming the City's commitment to prioritize and complete specific transportation, pedestrian and bike improvements to support MidPen's Affordable Housing and Sustainable Communities (AHSC) grant application for their development at 1317-1385 Willow Road.

Policy Issues

This affordable housing project is consistent with the housing production objectives established in the Menlo Park housing element as well as the intent of the R-4-S (high-density residential – special) zoning district and the affordable housing overlay (AHO.) With the addition of this development project and the net new 58 units, lower income households that currently live or work in Menlo Park will have greater access to affordable housing. MidPen is requesting the City's partnership to access gap financing necessary to complete the project, which includes a grant application that would provide the potential funding to support the project development as well as funds to support certain specific transportation, pedestrian and bike improvements within Menlo Park.

Background

In early 2019, the City approved MidPen's proposed 140-unit, 100-percent below market rate (BMR) multifamily housing development at 1317-1385 Willow Road. Also in early 2019, City Council approved a loan of $6.7 million to MidPen from its below market rate fund (BMR Fund) to support the construction of the project and approved a proposed vacation of the public right-of-way and public utility easements located on the 1300 block of Willow Road. More information on these prior approvals are available in attachments A, B and C of this staff report.

On September 24, 2019, the City Council approved a commitment letter in support of MidPen's application for AHSC grant funding, a promising source of funds for gap financing needed to construct the project. Submittal of an application for AHSC funds requires the City's partnership, in identifying and agreeing to complete related transportation, pedestrian and bike improvements. The AHSC program funds both affordable housing and transportation projects that reduce greenhouse gas (GHG) emissions, however, the anticipated carbon offset of the transportation related projects is the highest merit of applications. MidPen is preparing to submit an application to support their affordable housing development, sustainable transportation infrastructure and City sponsored transportation related improvements. More information on

the AHSC program, MidPen's application and the potential City transportation related projects are available in the September 24, 2019 City Council staff report, included as attachment D.

Analysis

Since the City Council provided direction to pursue this grant opportunity September 24, 2019, City staff have continued to engage with the MidPen team in the process of identifying transportation, pedestrian and bike improvements identified in the City's transportation master plan that would score competitively on the AHSC grant application. The AHSC program supports transit, pedestrian and bicycle projects that improve connectivity, safety and encourage greenhouse gas reductions. The improvements proposed as part of the grant include a new express bus (route 2 in Samtrans countywide express bus study) to be operated by SamTrans and pedestrian and bicycle improvements near the project. Those improvements (attachment E) include:

1. Widening sidewalks on Newbridge Street between Market Place and Carlton Avenue
2. Sidewalk improvements along the 1317-1385 Willow Road project frontage
3. Intersection improvements at Willow Road intersections with Ivy Drive, O'Brien Drive and Newbridge Street
4. Installation of Class IV separated bike lanes on eastbound Willow Road between the Dumbarton Rail crossing and US 101
5. Installation of two bus shelters to support the new express bus route proposed by Samtrans (specific location on Willow Road to be determined once the route and stop locations are finalized by Samtrans)

The improvements on Willow Road (items 3 and 4 above) are within the jurisdiction of Caltrans and require coordination and support from Caltrans to pursue these improvements as part of the AHSC grant. While the City has secured preliminary support from Caltrans as shown in the letter in attachment F, the grant program requires additional commitment from Caltrans as part of the application package to obtain funding for these improvements. Staff and the MidPen team are continuing to work with Caltrans to secure the necessary documentation for these projects as part of the grant application materials.

However, if staff cannot secure the additional documentation from Caltrans before the grant submittal deadline, staff recommends replacing the proposed Willow Road separated bicycle lane with other spot-safety improvements for bicyclists on streets controlled by the City of Menlo Park, such as improvements at Van Buren Avenue and Ringwood Avenue near the U.S. 101/Ringwood Avenue overcrossing to improve the connection for children walking or bicycling to Menlo-Atherton High School from the Belle Haven neighborhood.

The AHSC application requires the applicant (MidPen) to submit an executed agreement with City to affirm the partnership and the City's commitment to complete proposed transportation improvements if awarded funds. Staff recommends the City Council authorize the city manager to enter into such an agreement.

Next steps

If the City Council supports the scope of the improvements and authorizes the agreement with MidPen, staff will complete the AHSC application materials for submittal by the grant deadline February 20. Grant award notifications are expected in summer of 2020. If the project is successful in securing AHSC funds, staff would program the funds into the City's annual capital improvement program at the next possible opportunity following announcement of the award, likely the fiscal year 2020-21 midyear budget in order to begin more detailed design and construction work on the improvements. Community engagement on the

proposed improvements would begin after this funding is available.

The grant requires a five-year performance deadline, so construction would need to be completed by 2025. To meet these deadlines, staff will need to prioritize the implementation of these improvements over other transportation work initiatives, including:

- El Camino Real crossing improvements
- Middlefield Road and Linfield Drive-Santa Monica Avenue crossing improvements
- Oak Grove, University, Crane bicycle improvement project extension
- Willows neighborhood complete streets study

Impact on City Resources

Staff time was used to prepare, coordinate and participate in meetings with various agencies to explore the AHSC grant opportunity and to obtain commitments for potential Menlo Park transportation, pedestrian and bike improvements. Additional staff time will be utilized to support MidPen with the grant application preparation and to plan transportation improvements. There may be additional expenses if consultants are needed by the City. The total potential grant award for the projects proposed by the City is approximately $1.9m.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it is will not result in any direct or indirect physical change in the environment

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Hyperlink – R-4-S compliance review, March 11, 2019, Planning Commission staff report menlopark.org/DocumentCenter/View/20824/G1---1345-Willow-Road-R4S?bidId=
B. Hyperlink – BMR funding, March 26, 2019, City Council staff report menlopark.org/DocumentCenter/View/21089/I1-20190326-Mid-Pen-1300-Willow-fund-CC?bidId=
C. Hyperlink – right of way abandonment, March 26, 2019, City Council staff report menlopark.org/DocumentCenter/View/21088/H1-20190326-1345-Willow-Road-Aband-CC?bidId=
D. Hyperlink – AHSC-MidPen application support commitment, September 24, 2019 City Council staff report: menlopark.org/DocumentCenter/View/22932/K2---20190924-AHSC-MidPen-CC
E. Conceptual drawings of proposed improvements
F. Caltrans letter of support

Report prepared by:

Rhonda Coffman, Deputy Community Development Director – Housing
Kristiann Choy, Acting Transportation Manager

Reviewed by:
Deanna Chow, Interim Community Development Director
Nicole H. Nagaya, Interim Public Works Director

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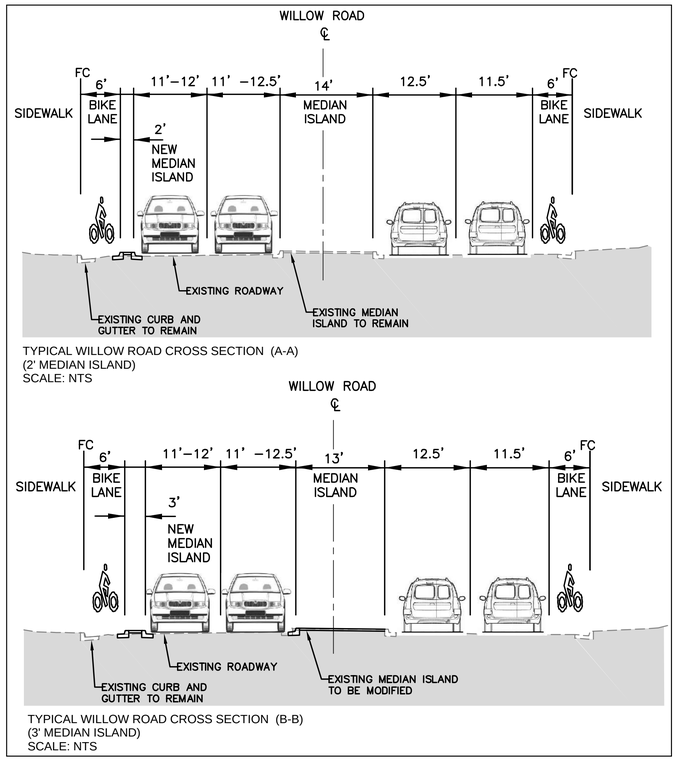
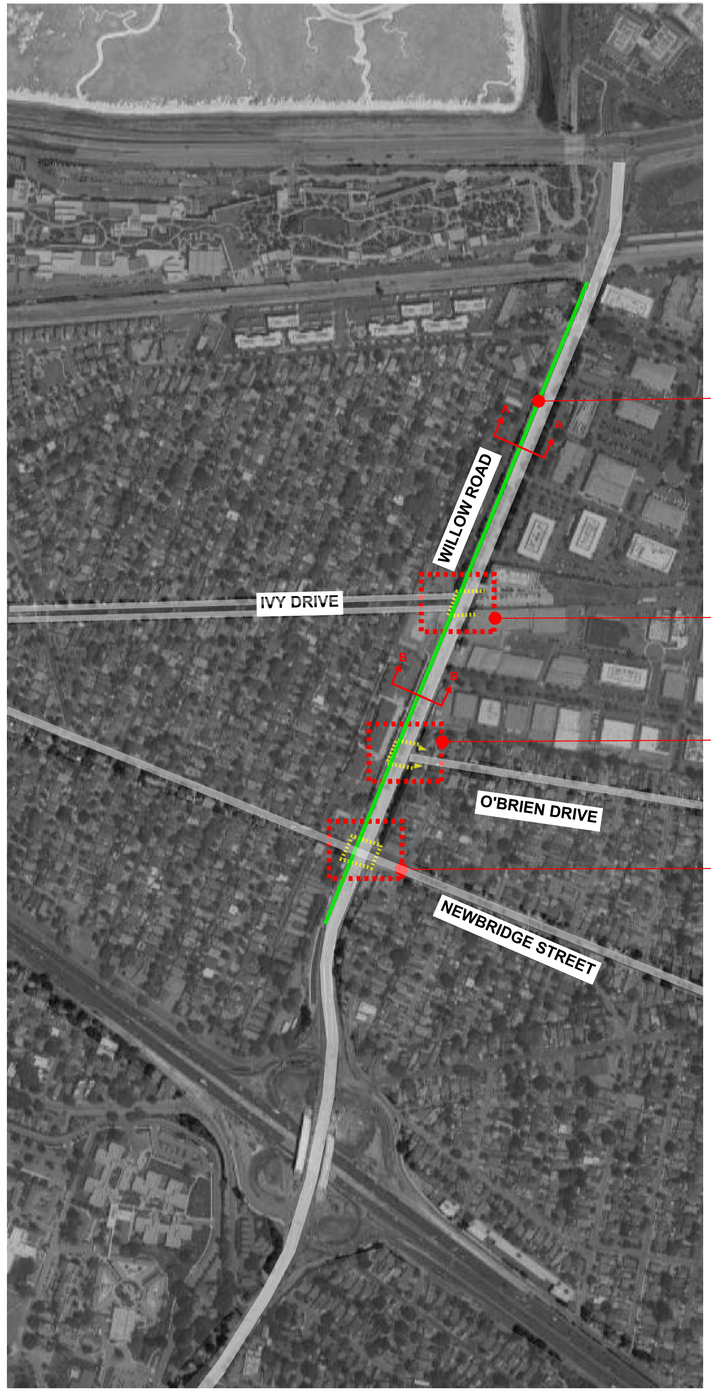
AREA PLAN



WILLOW ROAD CROSS SECTIONS



KEY PLAN

SCOPE OF WORK

WILLOW RD

1. INSTALL WESTBOUND ONE-WAY CLASS IV SEPARATED BIKEWAY BETWEEN DUMBARTON RAIL CORRIDOR AND US 101 WILLOW RD INTERCHANGE

WILLOW RD / IVY DR

2.1. INSTALL RIGHT-TURN OVERLAP ON SOUTHBOUND IVY DR AND RESTRICT EASTBOUND WILLOW RD U-TURNS
2.2. EXTEND PEDESTRIAN CROSSING TIMES
3. WIDEN PEDESTRIAN REFUGE ISLAND TO MATCH CROSSWALK WIDTH ON EAST WILLOW RD LEG
4. CONVERT EXISTING CROSSWALKS TO HIGH-VISIBILITY CROSSWALKS

WILLOW RD/O'BRIEN DR:

5. ADD PEDESTRIAN SGNALS TO NEW CROSSWALKS
6. INSTALL BULB-OUTS INTO O'BRIEN DR ON NORTHEAST AND SOUTHEAST CORNERS
7. INSTALL HIGH-VISIBILITY CROSSWALKS ON ALL LEGS (INCLUDING NEW CROSSWALKS CROSSING WILLOW RD)
8. INSTALL CURB RAMPS AT ALL CORNERS OF INTERSECTION

WILLOW RD/NEWBRIDGE ST:

9. CONVERT EXISTING CROSSWALKS TO HIGH-VISIBILITY CROSSWALKS
10. MODIFY SIGNAL TIMING TO LEAD-LAG OPERATION ON NEWBRIDGE ST WITH THE LEADING LEFT-TURN PHASE ON THE SOUTHBOUND NEWBRIDGE ST APPROACH AND LAGGING LEFT-TURN PHASE ON THE NORTHBOUND NEWBRIDGE ST APPROACH

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GATEWAY FAMILY HOUSING
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AREA PLAN & KEY PLAN

MENLO PARK — SAN MATEO COUNTY, CA

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1 OF 4

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PLOT DATE: Jan 23, 2020
PLOT TIME: 10:27am
PLOTTED BY: Kyle Ng

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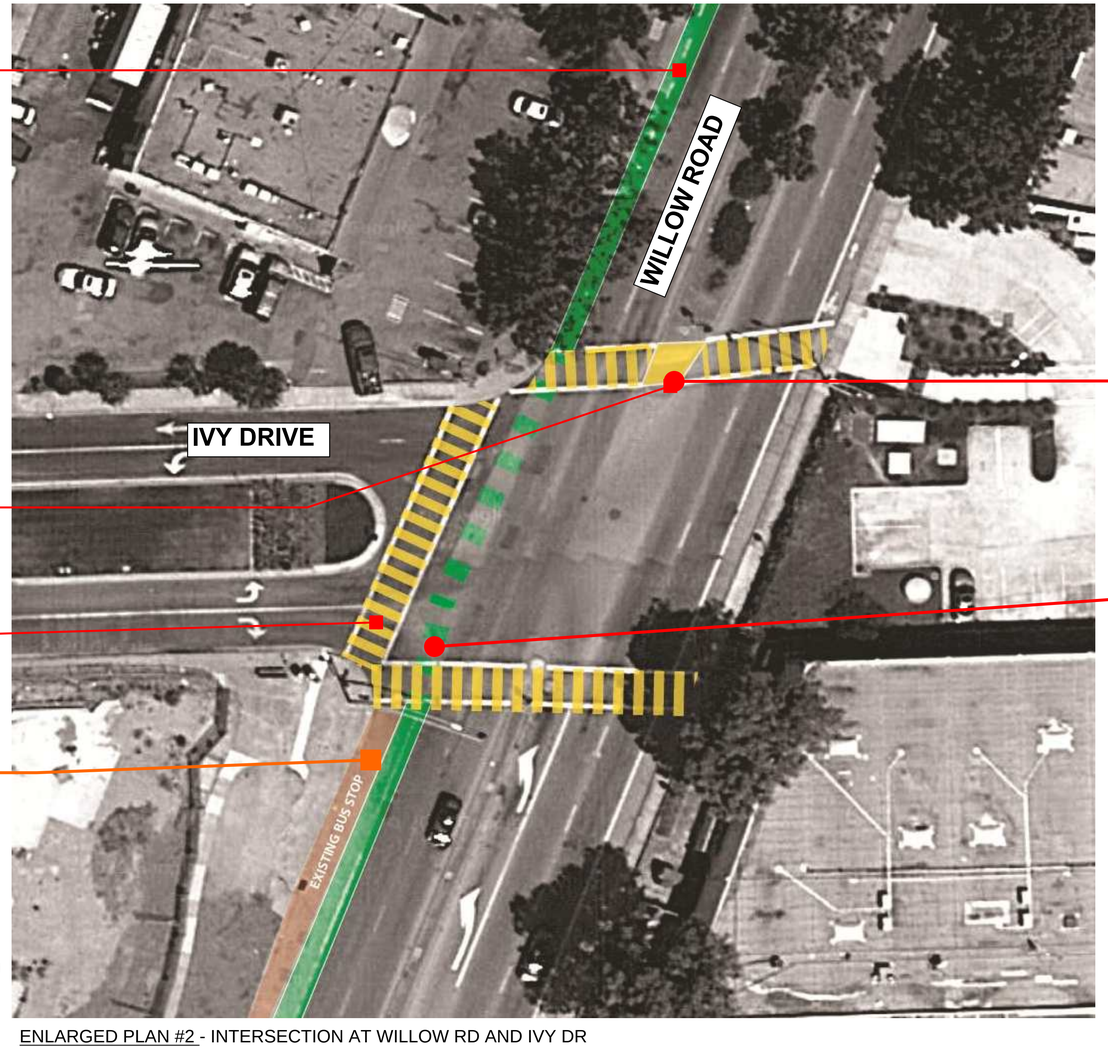
IMPROVEMENT #1: INSTALL WESTBOUND ONE-WAY CLASS IV SEPERATED BIKEWAY BETWEEN DUMBARTON RAIL CORRIDOR AND US 101 WILLOW ROAD INTERCHANGE

IMPROVEMENT #2:
TRAFFIC SIGNAL MODIFICATIONS:
2.1: INSTALL RIGHT-TURN OVERLAP ON SOUTH BOUND IVY DRIVE TO RESTRICT EASTBOUND WILLOW ROAD U-TURNS.
2.2: EXTEND PEDESTRIAN CROSSING TIMES

IMPROVEMENT #3: WIDEN PEDESTRIAN REFUGE ISLAND TO MATCH CROSSWALK WIDTH ON EAST WILLOW ROAD LEG

IMPROVEMENT #4: CONVERT EXISTING CROSSWALKS TO HIGH-VISIBLITY CROSSWALKS. COLOR OF CROSSWALKS TO BE DETERMINED BY LOCATON AND CONTEXT.

DESIGN CONSIDERATION #1: BUS STOP AND BUS PAD COORDINATION FOR ONE-WAY CLASS IV SEPERATED BIKEWAY



ENLARGED PLAN #2 - INTERSECTION AT WILLOW RD AND IVY DR

IMPROVEMENTS #3 & #4
VIEW OF WILLOW RD MEDIAN LOOKING EAST

IMPROVEMENTS #1 & #4
VIEW OF IVY RD & WILLOW RD MEDIAN LOOKING SOUTH TOWARD BUS STOP.

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WILLOW ROAD & IVY DRIVE INTERSECTION
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IMPROVEMENT #5:
TRAFFIC SIGNAL MODIFICATIONS:
- ADD PEDESTRIAN SIGNALS TO NEW CROSSWALKS

IMPROVEMENT #6:
INSTALL BULB OUTS INTO O'BRIEN DRIVE ON NORTHEAST AND SOUTH EAST CORNERS

IMPROVEMENT #7: INSTALL HIGH VISIBILITY CROSSWALKS ON ALL LEGS

IMPROVEMENT #8: INSTALL CURB RAMPS AT ALL CORNERS OF INTERSECTION

IMPROVEMENT #7: INSTALL HIGH VISIBILITY CROSSWALKS ON ALL LEGS

DESIGN CONSIDERATION #2: MODIFY LANDSCAPING AND IRRIGATION FOR NEW CROSS WALKS AND RAMPS

DESIGN CONSIDERATION #3: ANALYZE FLOW LINE DRAINAGE PATTERN FOR NEW BULB OUTS

IMPROVEMENT #1: INSTALL WESTBOUND ONE-WAY CLASS IV SEPERATED BIKEWAY BETWEEN DUMBARTON RAIL CORRIDOR AND US 101 WILLOW ROAD INTERCHANGE

DESIGN CONSIDERATION #4:
4.1: MODIFY EXISTING TRAFFIC SIGNAL SYSTEM TO ACCOMODATE FOR NEW PEDESTRIAN LIGHTS.
4.2: TRUCK TURN ANALYSIS FOR BULB OUTS

ENLARGED PLAN #3 - INTERSECTION AT WILLOW RD AND O'BRIEN DR

DESIGN CONSIDERATION #5: IMPACT TO DUAL RIGHT AND LEFT TURN LANE

IMPROVEMENTS #6 & #7
VIEW OF O'BRIAN DR INTERSECTION LOOKING EAST

DESIGN CONSIDERATION #6: SITE TRIANGLE ANALYSIS FOR EXISTING DRIVEWAY

IMPROVEMENTS #1, #7 & #8
VIEW OF WILLOW RD MEDIAN LOOKING SOUTH AT O'BRIAN DR INTERSECTION

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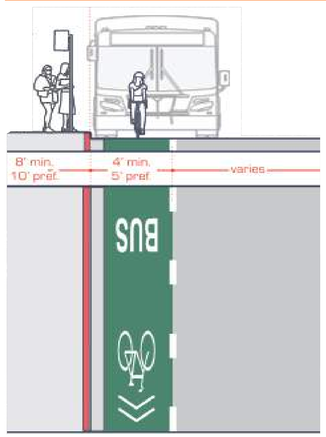
IMPROVEMENT #1: INSTALL WESTBOUND ONE-WAY CLASS IV SEPERATED BIKEWAY BETWEEN DUMBARTON RAIL CORRIDOR AND US 101 WILLOW ROAD INTERCHANGE

IMPROVEMENT #9: CONVERT ALL EXISTING CROSSWALKS TO HIGH-VISIBILITY CROSSWALKS. COLOR OF CROSSWALKS TO BE DETERMINED BY LOCATION AND CONTEXT.

IMPROVEMENT #10:
TRAFFIC SIGNAL MODIFICATIONS: MODIFY SIGNAL TIMING TO:
10.1: LEAD-LAG OPERATION ON NEWBRIDGE STREET WITH LEADING LEFT-TURN PHASE ON THE SOUTHBOUND NEWBRIDGE STREET APPROACH
10.2: LAGGING LEFT-TURN PHASE ON THE NORTHBOUND NEW BRIDGE STREET APPROACH.

DESIGN CONSIDERATION #7: STUDY ALTERNATE BIKE PATH ROUTE ON ONE-WAY PORTION OF WILLOW RD, TO AVOID OVERLAP WITH EXISTING BUS STOP.



DESIGN CONSIDERATION #7
POTENTIAL COMBINED BIKE LANE AND BUS PAD

ENLARGED PLAN #4 - INTERSECTION AT WILLOW RD AND NEWBRIDGE ST

IMPROVEMENTS #1 & #9
VIEW OF WILLOW RD WEST MEDIAN LOOKING SOUTHWEST

DESIGN CONSIDERATION #8:
TRAFFIC ANALYSIS FOR MODIFYING SIGNAL TIMING.

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PLOT SCALE: 1=1
PLOT DATE: 01-23-20
PLOTTED BY:

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS–1A
OAKLAND, CA 94623-0660
PHONE (510) 286-6196
FAX (510) 286-6301
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

December 9, 2019

Starla Jerome-Robinson
City Manager
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94204

Dear Ms. Jerome-Robinson:

We understand that the City of Menlo Park (City) is applying for Affordable Housing and Sustainable Communities (AHSC) grant funding on behalf of Midpen Housing (MidPen) for a development at 1317-1385 Willow Road in Menlo Park and that the City intends to include in the scope of the grant application pedestrian, bicycle, and transit improvements on Willow Road, State Route 114, within California Department of Transportation (Caltrans) right of way.

Multi-modal improvements such as those included in the potential grant application project list dated Sept. 24th, 2019 are consistent with Caltrans' Strategic Management Plan goals regarding safety, health, sustainability, and livability. We look forward to working with the City to further refine and develop these potential improvements, should they be funded.

Should you have any questions regarding this letter, please contact Sergio Ruiz at (510) 622-5773 or sergio.ruiz@dot.ca.gov.

Sincerely,

JEAN C.R. FINNEY
Deputy District Director
Transportation Planning and Local Assistance

c: Justin Murphy, City of Menlo Park
Nicole H. Nagaya. City of Menlo Park

STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-018-CC**

Regular Business: **Certify the project environmental documents, approve the 30 percent project plans, and authorize the city manager to enter into all necessary agreements and amendments with the Peninsula Joint Powers Board (Caltrain) for the Middle Avenue pedestrian and bicycle rail crossing project**

Recommendation

Staff recommends that the City Council take the following actions related to the Middle Avenue pedestrian and bicycle rail crossing project:

1. Certify the project environmental document, an Addendum to the El Camino Real and Downtown Specific Plan Environmental Impact Report
2. Approve the 30 percent project plans
3. Authorize the City Manager to enter into all necessary agreements and amendments with the Peninsula Joint Powers Board (Caltrain) within the City Council-approved project budget

Policy Issues

The City Council identified the Middle Avenue pedestrian and bicycle rail crossing project (project) as a high priority project in the 2019 work plan on March 12, 2019. The project is consistent with policies stated in the 2016 General Plan Circulation Element, the El Camino Real and Downtown Specific Plan and is included in the City's capital improvement program (CIP). These policies seek to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout Menlo Park.

City Council action is required to approve the plans and certify the environmental document needed to complete this phase of work and allow the City to be eligible for reimbursement of grant funds for the project.

Background

On July 20, 2016, the San Mateo County Transportation Authority (TA) programmed funds for the project from the Measure A Grade Pedestrian and Bicycle Program in the amount of $490,000 with a 30 percent local match of $210,000 for the project. The scope of work results in the completion of the preliminary engineering & environmental clearance phases.

On March 14, 2017, the City Council authorized the City Manager to enter into an agreement with AECOM for the project and authorized the City Manager to enter into all necessary agreements and contract amendments without changes to the budget for this project. The consultant's scope of work consisted of preparation of the 30 percent design documents, environmental analysis and community engagement.

The project began in 2017 and the first community meeting was held on May 4, 2017, to present high-level options for an over and undercrossing of the railroad tracks near Middle Avenue. The feedback gathered at that meeting showed community consensus for an undercrossing, and staff proceeded to refine the undercrossing alternatives, before placing the project on hold to address other urgent priorities at the time including development proposals for the Center for Academic Medicine and General Use Permit update at Stanford University and construction at the US 101/Willow Road interchange.

In early 2019, the City Council's identified this project as a high priority, and staff resumed work and re-initiated coordination with Caltrain on design and construction options. At that time, construction to electrify Caltrain service was underway. Electrification construction generally consists of the installation of poles, foundations, and catenary wires along the existing railroad tracks. As summarized in staff reports to the City Council and Rail Subcommittee meetings in April 2019, staff explored advancing the tunnel design and utility investigations to attempt to construct the undercrossing in phases starting in November 2019, before Caltrain's installation of catenary wires in Menlo Park which was expected in early 2020 at the time. Due to the time constraints, necessary permissions, available resources, required utility work and permit acquisitions, the idea of phasing tunnel construction was not feasible; however, these efforts are still applicable to a non-phased approach and will continue to help meet the targeted project completion schedule. Ultimately, opening the crossing to the public by completion of Middle Plaza development (Stanford's project at 200-500 El Camino Real) is still the project's goal.

A second project community meeting was held on May 13, 2019, to discuss three (3) undercrossing concepts for the project. Approximately 25 people attended the meeting and provided feedback on the preferred crossing concept, preference of stair and ramp types, safety and security concerns, clarifications on designs and coordination with other projects. This feedback was incorporated into a preferred alternative.

On August 27, 2019, the City Council unanimously passed a motion to select concept 3 (Attachment A) as the preferred alternative for the Middle Avenue pedestrian and bicycle rail crossing. The project is an undercrossing approximately 10-12 feet below the street/plaza elevation that aligns with a proposed raised crosswalk on Alma Street and is offset from the plaza at 500 El Camino Real (Middle Plaza). The crossing location is outside of the existing Caltrain crossover tracks, and therefore, was required by Caltrain for constructability and maintenance reasons. Following City Council's selection of a preferred alternative, staff advanced the engineering design and took steps to complete the scope of work as funded by the TA grant, which must be completed by February 2020, as described further below.

Analysis

Environmental document and 30 percent plans, specifications and cost estimates

Upon selection of concept 3 as the preferred alternative by the City Council, the project team proceeded with finalizing the environmental studies (Attachment B) and the 30 percent design plans (Attachment C) and has now completed these tasks. The environmental study prepared is in the form of an Addendum to the Menlo Park El Camino Real and Downtown Specific Plan Environmental Impact Report. The addendum analyzed potential impacts from the implementation of the project as provided under Section 15164 of the California Environmental Quality Act (CEQA) guidelines. With this Addendum, the City has determined that the project would not have a significant effect on the environment. The design measures, standard construction measures, and mitigation measures already adopted in the Menlo Park El Camino Real and Downtown Specific Plan EIR would reduce any impacts to a less-than-significant level.

The 30 percent plans show the project layout, utility installation and relocations, potential tree impacts and preliminary construction details. The project is expected to remove approximately 50 trees in the project area, and staff plans to post the potentially impacted heritage trees for removal later this spring. Trees would be replaced according to City requirements in the heritage tree ordinance and a conceptual planting plan would be developed for the project prior to removal. The plans would continue to be refined before the project being constructed and tree impacts will be minimized to the extent feasible.

Staff recommends that City Council approve the 30 percent completed plans and certify the project's environmental document.

Project delivery method

Staff recommends delivering the project through a design-build (D-B) contracting method using a single contract with a qualified designer/builder, rather than the traditional design-bid-build contract using different designer and contractor. With D-B contracting, the contractor can start earlier, reducing the overall project delivery time, from inception to completion. Also, D-B contracting has the potential to reduce overall project cost because the contractor performing the design has a better understanding of the scope of work and potential various alternatives, thus providing a design that is more efficient and ultimately less expensive to construct. Given construction windows for this project are limited and significant consequences to Caltrain service operations exist if unexpected issues arise that impact timely completion, staff recommends that a D-B approach would provide better project delivery. However, a detailed Request for Proposal, including all technical data must be prepared to ensure receipt of a competitive and desirable proposal for the Project. This is achievable since the design work is 30 percent complete and the construction scope of work is well-defined.

Staff has discussed the proposed D-B process with the City Attorney's office and they have concurred using this approach is suitable for this project. Staff will bring a recommended D-B contract to the City Council for award once a qualified design/builder is identified, expected in mid to late-2020.

Caltrain agreement

As described above, as part of Caltrain's electrification, poles, foundations and catenary wires will be installed along the railroad tracks; construction of this work is underway. The undercrossing location was identified in collaboration with Caltrain to avoid crossover equipment that allows trains to change tracks. Despite coordination on the Middle project with electrification since 2015, Caltrain has informed staff that two poles and foundations are proposed that would conflict with location of the Middle Avenue undercrossing and an existing Menlo Park Municipal Water line. Consequently, these poles need to be relocated to accommodate the undercrossing. Caltrain estimated the cost of the relocation of these poles as well as installation of a new pole to maintain the structurally-required spacing between poles at $172,000. Caltrain requires the City to fund the portion of this work related to the undercrossing; Caltrain would fund the portion of relocation costs associated with the presence of the existing water line. The amount to relocate the poles now is anticipated to be less than the increased cost if the work were deferred until the undercrossing construction would occur. Staff recommends that the City Council authorize the City Manager to enter into an agreement with the Peninsula Joint Powers Board (Caltrain) for this work. The agreement may be amended in the future as part of negotiations with Caltrain to construct ramps within their right of way, Caltrain's construction support, utility relocations and allowable work windows.

Next steps

The key milestones for the project are summarized in Table 1 below.

Table 1: Key project milestones	
Coordination with Caltrain	On-going since 2015
Negotiations to acquire right of way	On-going since August 20, 2019
City Council selects preferred crossing tunnel alignment and layout	August 27, 2019
Completion of environmental documents and 30% design plans (grant scope)	January 28, 2020
Complete design and obtain heritage tree removal permits	Summer 2020
Identify funds for construction	Fiscal year 2020-21 budget
Obtain other regulatory agency permits (Caltrain, CPUC, etc.)	Mid-2021
Construction	Mid-2021 to mid-2022
Goal for undercrossing opening	Concurrent with Middle Plaza occupancy, mid-2022

The above schedule to complete the project is contingent upon progress for Caltrain's electrification project. Caltrain initially indicated no construction work may be allowed within its corridor while its contractor is working on the electrification project. Staff will continue coordination with Caltrain to complete the project as soon as reasonably possible.

Impact on City Resources

The City Council's approved budget for fiscal year 2019-20 includes $6.5 million in the Capital Improvement Program to advance this project. Through the Measure A pedestrian and bicycle program grant awarded for this project, the TA will reimburse the City up to $490,000. As part of the 500 El Camino Real (Middle Plaza) development agreement, Stanford is required to contribute $5 million toward the project.

The project is anticipated to have a construction cost estimate in the range of $15-20 million, including right of way acquisition and utility relocations. The cost of the Caltrain agreement described above is within in this total project cost.

For the remainder of the final design and construction costs, the City is exploring a combination of strategies to fund the project, including reducing the cost of the project through value engineering, contributing local funds from the City general fund and transportation impact fee program, and tracking grant opportunities that could supplement local City contributions to keep the project on the schedule above. Staff expects to need to identify remaining funding needs through development of the fiscal year 2020-21 budget and capital improvement program development to keep the project on schedule.

Table 2: Project budget	
Preliminary project cost	$15-20m
SMCTA grant	$0.490m
City contribution (budgeted)	$6.5m
Stanford University required contribution	$5m
Funds needed	$8.5m[1]
[1] Assuming $20m project budget.	

Environmental Review

An addendum (Attachment B) to the Menlo Park El Camino Real and downtown specific plan Environmental Impact Report (Specific Plan EIR) has been prepared to analyze potential impacts from the implementation of the Middle Avenue pedestrian and bicycle rail crossing project as provided for under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. With this Addendum, the City has determined that the project would not have a significant effect on the environment. The design measures, standard construction measures, and mitigation measures already adopted in the Specific Plan EIR would reduce any impacts to less than significant. Therefore, this addendum, which considers the incremental effects of the project, is consistent with the Specific Plan EIR which was adopted by the City of Menlo Park in 2012.

Public Notice

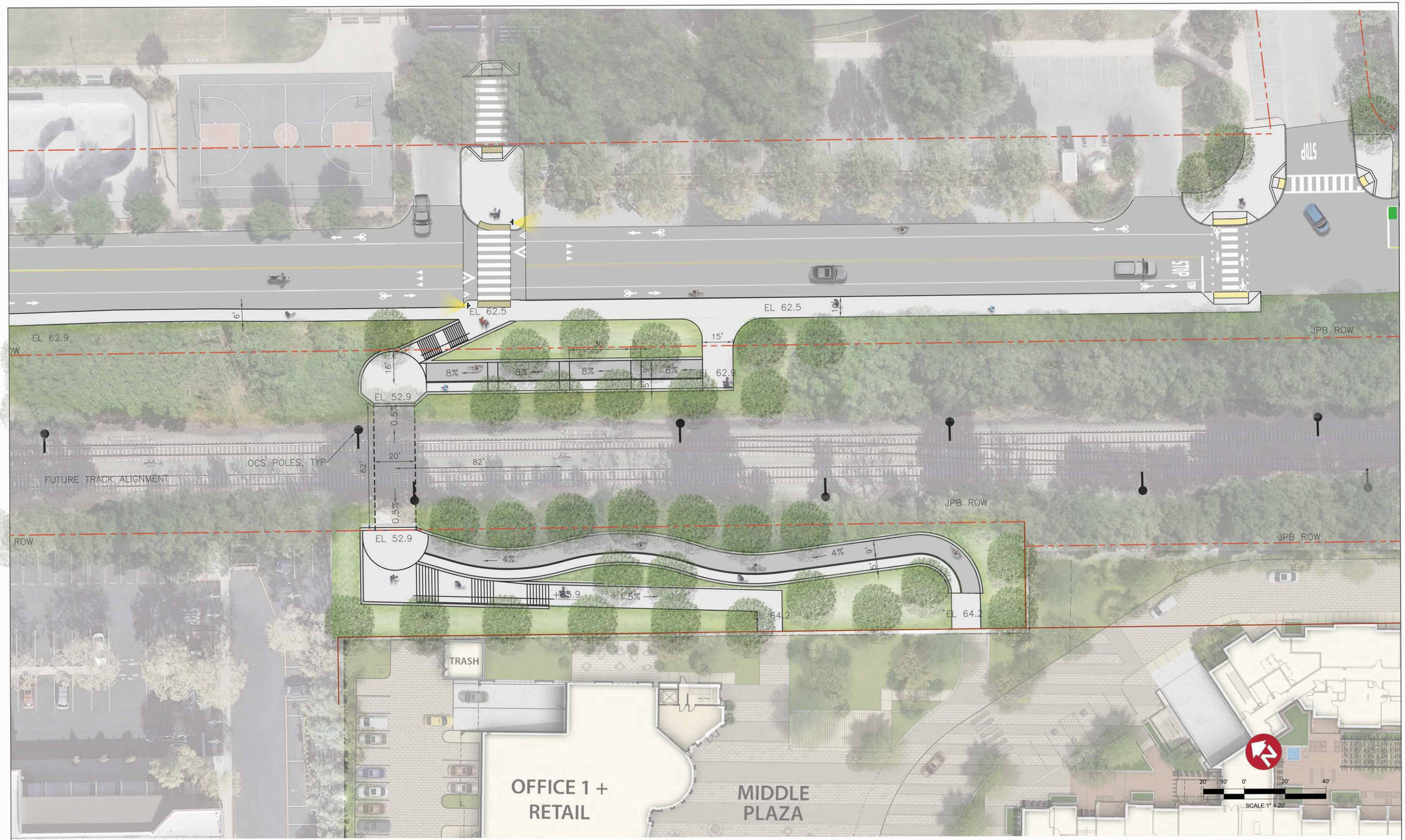
Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Additionally, an email notification was sent to the Public Works projects interest list to notify the public about this agenda item.

Attachments

A. Preferred Design Alternative
B. Project Environmental Documents
C. 30 percent Complete Project Plans

Report prepared by:
Rene Baile, Associate Transportation Engineer
Morad Fakhrai, Senior Project Manager

Report reviewed by:
Nicole H. Nagaya, Interim Public Works Director



DRAFT

Middle Avenue Bicycle & Pedestrian Rail Crossing

CONCEPT 3

City of Menlo Park

Middle Avenue Pedestrian & Bicycle Rail Crossing Study Project

Addendum to the Menlo Park El Camino Real/Downtown Specific Plan Environmental Impact Report

Prepared for

City of Menlo Park

November 2019

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City of Menlo Park
Middle Avenue Pedestrian & Bicycle Rail Crossing Study Project
Environmental Impact Report Addendum

1. Introduction

The City of Menlo Park (City) has prepared an Addendum to the Menlo Park El Camino Real/Downtown Specific Plan Environmental Impact Report (Specific Plan EIR) to analyze potential impacts from the implementation of the Middle Avenue Pedestrian & Bicycle Rail Crossing Study Project (project) as provided for under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines.

1.1 Background

The City certified the EIR and adopted the Menlo Park El Camino Real/Downtown Specific Plan (Specific Plan or Plan) in June 2012. The Specific Plan EIR analyzed the physical and land use changes that could occur with adoption of the Specific Plan (and the goals, objectives, development standards, design guidelines therein), and maximum potential development that could occur consistent with the Specific Plan. The Plan Area is approximately 130 acres and is composed of the El Camino Real corridor, the downtown area (Santa Cruz Avenue between El Camino Real and University Drive), and the rail station area on Alma Street between Oak Grove and Ravenswood Avenues. The Specific Plan establishes the intensity and character of commercial and residential development, the location and character of streetscape and public space improvements, and the circulation pattern and parking strategy to support development and east-west connectivity. The Specific Plan established guidelines for an expansive promenade along El Camino Real and several east-west linkages, including a pedestrian/bicycle connection across the rail tracks between Middle Avenue and Burgess Park.

One of the improvements anticipated in the Specific Plan is the development of a grade-separated pedestrian/bicycle linkage across the railroad tracks to Burgess Park and Alma Street at Middle Avenue, as shown in Figure 1 (Plan Area). The new linkage would serve as a connection between the western neighborhoods with Burgess Park and neighborhoods to the east (referred to as the "Burgess Park Linkage" in the EIR and Specific Plan). The Burgess Park Linkage as described in the EIR and Specific Plan is the proposed Middle Avenue Pedestrian & Bicycle Rail Crossing Study Project (hereafter, the project).

1.2 Requirements for Preparation of an Addendum

CEQA Guidelines (Section 15164) describes the conditions under which an addendum to a previously adopted EIR or negative declaration may be prepared. Section 15164(a) states, "[t]he lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

Section 15162(a) of the CEQA Guidelines requires preparation of a subsequent EIR or negative declaration under the following circumstances:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. CEQA Guidelines § 15162.

If none of the aforementioned conditions have been met, then preparation of a Subsequent or Supplemental EIR is not required. Rather, the Lead Agency or Responsible Agency may:

- Decide that no further environmental documentation is necessary; or,
- Require that an addendum be prepared.

1.3 Decision to Prepare an Addendum

The City evaluated the Specific Plan EIR and found that its analysis covers the geographic area of the project and any potentially significant effects would be avoided or mitigated. In accordance with CEQA Sections 15162 and 15163, the project-specific impacts have been assessed in this document to determine if the project would have any environmental impacts beyond those analyzed in the Specific Plan EIR.

As shown in the analysis below, the project would not result in any new significant impacts not discussed in the Specific Plan EIR, or any substantial increase in the severity of impacts identified in the EIR. Therefore, no supplemental analysis is required for the project. This addendum sets forth the analysis in support of that conclusion.

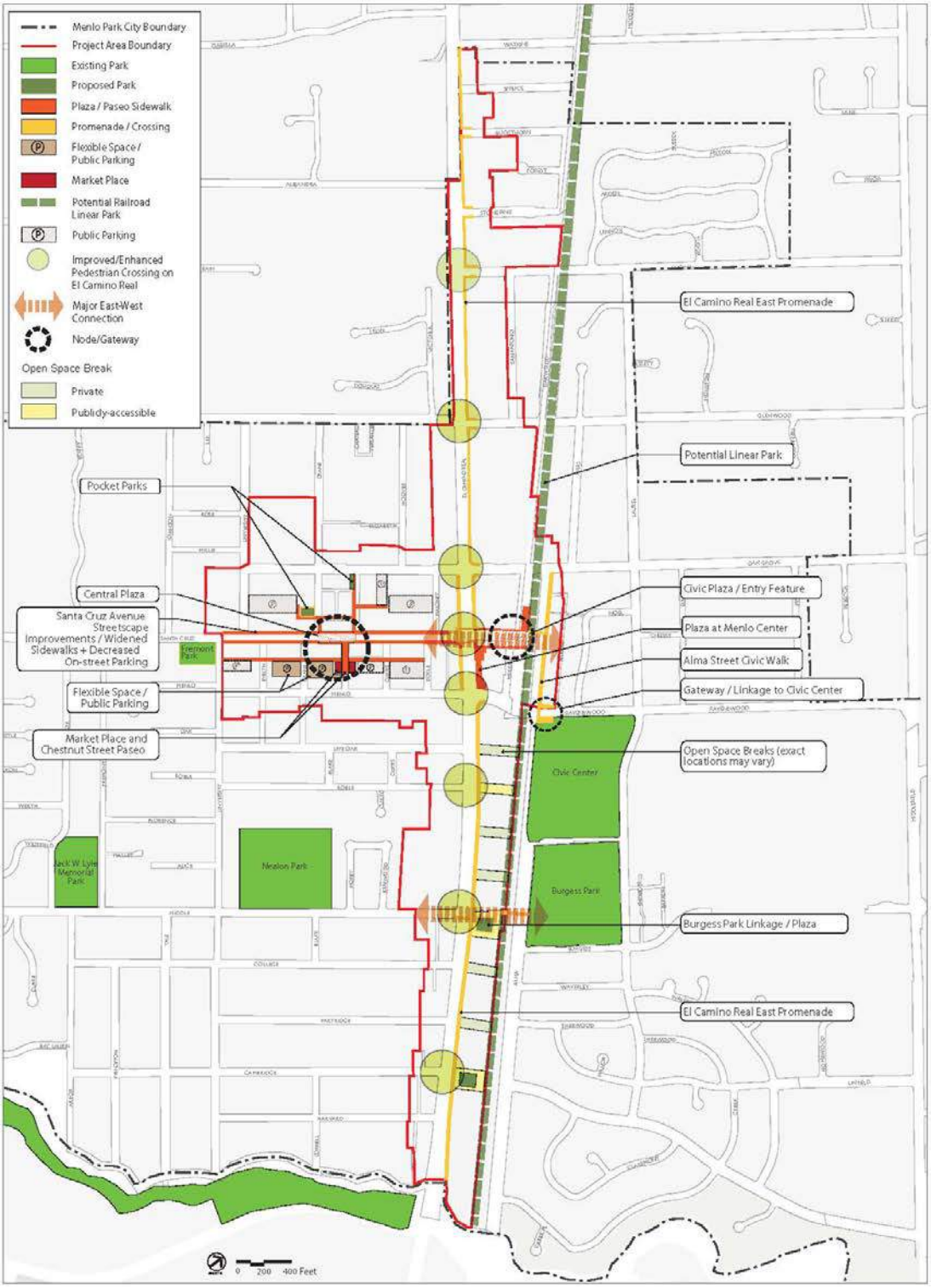

Figure 1. Plan Area[1]

[1] Figure 1 is from the Specific Plan EIR, Figure 3-3: Public Space Plan (City of Menlo Park 2012a).

2. Project Description

2.1 Background

The City of Menlo Park is a pedestrian and bicycle-friendly community where all modes of travel – cyclists, pedestrians, and motorists – are valued. With the relatively high volumes of traffic on Ravenswood Avenue and the limited railroad crossings south of Ravenswood, it is challenging for pedestrians and bicyclists to connect from the Civic Center to downtown and other destinations in Menlo Park. The City planned to enhance the east-west connectivity by constructing a bicycle and pedestrian rail crossing. To further this effort, in 2009, the City completed a rail crossing location study, in which Middle Avenue was selected as the preferred location. In 2012, the City adopted the Specific Plan EIR for the approved Specific Plan, which establishes a framework for private and public improvements on El Camino Real, in the Caltrain station area, and in downtown Menlo Park for the next several decades. The City has since undertaken advanced planning, environmental, and engineering activities for the Plan implementation.

The proposed pedestrian and bicycle path undercrossing would meet the Class I Bikeway (Bike Path) criteria. A Class I Bikeway is defined in the Final Specific Plan – Circulation Element as, "a completely separate right-of-way designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized" (City of Menlo Park 2012b).

The purpose of the project is to enhance bicycle and pedestrian connections between El Camino Real and Alma Street, connecting the downtown and residential neighborhoods west of El Camino Real with the Menlo Park Caltrain station, Burgess Park, the Menlo Park Civic Center complex, and the north-south bicycle lanes on Alma Street. The project would result in (1) improved mobility, by reducing travel times and improving connectivity across the Caltrain railroad tracks; and (2) enhanced safety, by providing an alternative to busy streets.

2.2 Project Location

The project is located approximately 300 feet north of Middle Avenue and extends from the northernmost edge of the Middle Plaza at 500 El Camino Real Project (currently under construction) across the Caltrain rail system, to Alma Street near Burgess Park. The southern connection point for the rail crossing at Middle Avenue is the location for the open space plaza proposed as part of the Middle Plaza at 500 El Camino Real Project (City of Menlo Park 2017a, 2017b), a planned mixed-use development (see Figures 1 and 2 [Middle Avenue Bicycle & Pedestrian Rail Crossing]). The surrounding area is fully developed with residential neighborhoods west of El Camino Real and the Menlo Park Caltrain station, Burgess Park, and the Menlo Park Civic Center complex to the east. According to the City's Land Use Map, the west/southwest side of the Caltrain rail is designated for the "Specific Plan Area" and the east/northeast side is designated Public/Quasi-Public (City of Menlo Park 2016).

2.3 Project Components

The City of Menlo Park proposes to construct the Middle Avenue undercrossing, which would include the following components:

- **Pedestrian and Bicycle Undercrossing Facility.**
    - Tunnel: The tunnel would start approximately 300 feet from the northeast end of Middle Avenue, crossing under the Caltrain railway and ending at Alma Street, and be

completely within the Caltrain right-of-way. The tunnel would be composed of precast concrete box segments. The overall dimensions of the tunnel would be 62 feet long by 20 feet wide (clear width) by 10 feet deep (headroom at the center of the tunnel).

- Ramps: The pedestrian/bike ramps would be 14 feet wide (minimum) with a concrete surface. The overall length would be about 420 feet.
- Retaining Walls: The retaining walls would be cast-in-place concrete. There are 4 walls with an average length of 80 feet and an average height of 8-9 feet.
- Stairway: There would be 1 stairway that would be 10 feet high and 10 feet wide.
- Drainage: A trench drain system would be provided at each entrance to the tunnel. To prevent localized stormwater ponding or flooding, a sump (pit) with a submersible electric pump would be provided at the low point of the facility on the east side of the tunnel. The pump would drain the sump to the City's storm drain line in Alma Street.

- **Other pedestrian improvements.** The City is also proposing pedestrian and bicycle improvements on Alma Street. Improvements could include a 10-foot-wide by 360-foot-long sidewalk, 4 new crosswalks, and bike lane striping.
- **Utilities**. A new sewer line and water main would be added as part of the project. Relocation of gas line, sewer line, fiber optic lines, and under- and above-ground electrical lines may be required prior to construction of the tunnel.

While the majority of the work would occur within the Caltrain right-of-way, on the west side of the tunnel, a portion of the Cortana (Big 5) property would be acquired for the project (Assessor Parcel Number 071333200). Construction access would be provided from El Camino Real via the Cortana property. Some landscape vegetation and/or tree cover within the project area may need to be trimmed or removed.

2.4 Construction

The City is planning to construct the project in a single phase. The construction period would last 12 to 18 months.

Consistent with the City's construction policies, project construction activities would be limited to the hours of eight (8) a.m. and six (6) p.m. Monday through Friday (City of Menlo Park 2019). However, the actual tunnel construction is planned to take place over a 4-day holiday weekend to minimize disruption to Caltrain service. Installation of the tunnel section would require cutting into the Caltrain embankment and temporarily disconnecting the Caltrain tracks and associated facilities. Therefore, train service would be suspended through the work area during tunnel construction. This work may involve nighttime construction due to the accelerated construction schedule for this component.

Access to the construction site would be from both sides of the railroad (Alma Street and the proposed Plaza). (A portion of the Cortana property would be acquired for this project.) On the west side, construction access would be provided from El Camino Real via the remainder of the Cortana property.

2.4.1 Pedestrian and Bicycle Undercrossing Facility Construction

The construction of the tunnel and associated ramps, stairways, and other improvements is estimated to take approximately 9 to 12 months. Excavation depth for the undercrossing is expected to reach 20

feet below the top of the rail. The maximum groundwater elevations in the project area are approximately 15 to 20 feet below the bottom of the tunnel, therefore groundwater would not be encountered during construction.

As stated above, the tunnel construction may be a 24/7 operation, possibly over a 4-day holiday weekend, to minimize the extent of the outage of Caltrain's tracks.

Construction would include typical earth-moving equipment such as excavators, haul trucks, and a crane. Approximately 2,000 cubic yards earth material would be removed with excavators and placed on haul trucks to be hauled off-site. All wood, concrete, and metals would be recycled to the maximum extent practicable, minimizing consumption of landfill space.

2.4.2 Utilities

A sewer line would be placed inside the Cortana property as part of this project. In addition, the City plans to place a water main next to (just north of) the undercrossing structure under the railroad tracks. This new water main is not needed to serve the pedestrian and bicycle crossing; however, the City plans to use the open excavation under the railroad tracks as an opportunity to place a new water main.

The project may require utility relocations, which would take place in advance of the undercrossing construction. The construction for the utility relocation is estimated to take approximately 3 to 6 months. Utilities anticipated for relocation could include:

- A gas line on the west side of the tracks,
- a sewer line, water line, and (possibly) underground electrical lines on the east (Alma Street) side of the tracks, and
- two fiber optic lines and a signal (electrical) line inside the Caltrain right-of-way.

A backhoe would be used to place the excavated soil that is not backfilled into a dump truck to haul away for disposal off-site at an appropriately licensed waste facility. Temporary one-way traffic control (single lane closure) is anticipated along and adjacent to Alma street. Full closures on Alma Street may also be needed on a temporary basis.

Utility relocations may require short-term, limited scheduled interruptions of service. However, no significant or long-term interruptions to existing PG&E electrical services is anticipated during the relocation of any utilities, because PG&E would put customer loads on alternate lines until the electrical connections are re-established or perform the cutover to relocated facilities after customer business hours.

Prior to construction, coordination with utility service providers would take place to minimize conflicts and implement construction procedures to minimize adverse impacts to existing utilities and traffic during construction and relocation.

2.2.4 Staging Areas

Project construction would require two temporary staging areas. The staging areas would be located on both sides of the railroad (Alma Street and the proposed Plaza side). The staging areas would be used as a location for workers to gather for tailgate meetings and for equipment and material storage. The staging areas may house construction trailers for construction personnel.

In addition, construction worker parking would be on both sides of Burgess Park and the area identified as a temporary construction easement (TCE) on Cortana property.

2.2.6 Construction Workforce and Equipment

The anticipated equipment types for project construction are summarized in Table 2-1 (Construction – Typical Equipment Use). For a detailed list of construction equipment, time and duration of usage, and horsepower, refer to Appendix C (Construction Emissions Calculations). The City anticipates a total of up to 40 construction personnel working on any given day.

Table 2-1. Construction – Typical Equipment Use

Equipment	Use	Amount	Usage Hours
Generator sets	Site preparation	1	8
Graders	Site preparation	1	8
Pumps	Site preparation	1	8
Tractors/loaders/backhoes	Site preparation	1	8
Concrete/industrial saws	Grading	1	8
Generator sets	Grading	1	8
Pumps	Grading	1	8
Rubber tired dozers	Grading	1	1
Tractors/loaders/backhoes	Grading	2	6
Cranes	Construction	1	24
Forklifts	Construction	2	24
Generator sets	Construction	1	24
Pumps	Construction	1	24
Tractors/loaders/backhoes	Construction	2	24
Cement and mortar mixers	Paving	4	6
Generator sets	Paving	1	8
Pavers	Paving	1	7
Pumps	Paving	1	8
Rollers	Paving	1	7
Tractors/loaders/backhoes	Paving	1	7
Air compressors	Architectural coating	1	6
Generator sets	Utility relocation	1	8
Graders	Utility relocation	1	8
Pumps	Utility relocation	1	8
Tractors/loaders/backhoes	Utility relocation	1	8

2.5 Operations and Maintenance

The project would not require new operational staff. Light fixtures, trash receptacles, and landscaping would be maintained by existing City maintenance staff.

2.6 Permits

Table 2-2 summarizes the permits from other State and local agencies that may be needed for the project.

Table 2-2. Permits that May Be Required

Agency	Jurisdiction	Requirements
FEDERAL / STATE AGENCIES		
California Public Utilities Commission (CPUC)	Rail crossing projects	Formal application for new rail crossing
LOCAL / REGIONAL AGENCIES		
City of Menlo Park	Removal or heavy pruning to heritage trees	Heritage Tree Removal Application Permit

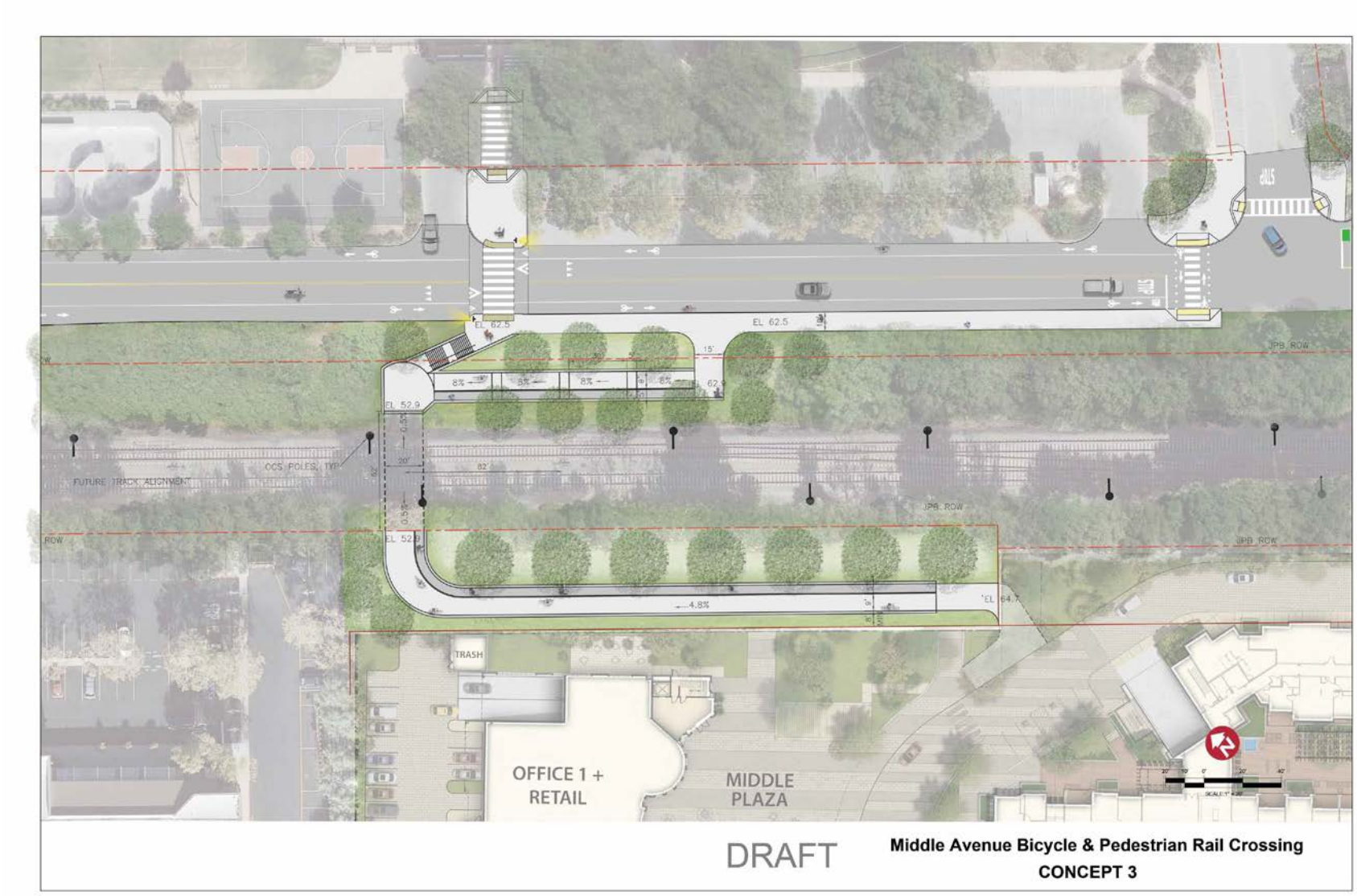

Figure 2. Project Area: Concept 3 (Preferred Alternative)

3. Environmental Impact Evaluation

This section evaluates the environmental effects of the project based on Appendix G of the CEQA Guidelines. The Specific Plan EIR was adopted in 2012, prior to the latest CEQA Guidelines update, which were published January 1, 2019. The significance criteria language in the Appendix G Environmental Checklist Form was updated and two environmental issue areas were added: Energy and Wildfire. The project-specific analyses below are representative of the updated 2019 checklist, with any substantial changes from the 2012 checklist noted, where applicable. The two additional issue areas are also included in this section. Full text of the 2012 Appendix G Environmental Checklist Form criteria thresholds for significance with tracked changes for the updated 2019 text (as published in the 2019 CEQA Statute and Guidelines) can be found in Appendix A.

The project area is encompassed within and remains unchanged from the environmental and regulatory setting for the Specific Plan EIR (City of Menlo Park 2012a).

The full text of applicable mitigation measures is provided in Appendix B, the Specific Plan EIR Mitigation, Monitoring, and Reporting Program.

3.1 Aesthetics

AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒

Prior Environmental Analysis

The Plan area is located in the City of Menlo Park in a developed urban area along El Camino Real between Watkins Avenue to the north and San Francisquito Creek to the south. The general vicinity surrounding the Plan area contains medium- and low-density residential uses. The visual character of the Plan area is fully urbanized and characterized by a mix of residential, commercial retail, hotel, service, and office buildings along the roadway that vary in terms of age and architectural style. The

Caltrain right-of-way creates a physical barrier to east-west travel in the area between Menlo/Ravenswood Avenues and San Francisquito Creek.

The City of Menlo Park does not have any officially designated scenic views or vistas (criterion a). There are no scenic highways in or near the Plan area; therefore, the Specific Plan would not result in substantial adverse impacts to scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway (criterion b).

Although the Specific Plan EIR found that Plan implementation would change the visual character of the Plan area, it would occur within the context of the existing urban environment and would not substantially degrade the existing visual character or quality of the Plan area and its surroundings. The Plan would be aesthetically compatible with the surrounding land uses, would not conflict with zoning and regulations governing scenic quality (criterion c). Plan implementation would result in newly constructed buildings with exterior and interior lighting, which could increase levels of nighttime and daytime light and glare; however, the Specific Plan includes several guidelines and building features that would reduce this impact to less than significant (criterion d).

In addition to the CEQA Appendix G Guidelines checklist, the City elected to consider the potential effects of shadow cast. Although the Specific Plan would allow for increased heights in buildings, Plan implementation would not result in shading of outdoor recreation facilities, other public open spaces, historic buildings, or a substantial number of properties to an extent that would substantially affect, in an adverse manner, their use. Overall impacts to aesthetic resources were found to be less than significant, and no mitigation measures were required.

Impact Assessment

As stated in the Specific Plan EIR, there are no officially designated scenic views or vistas or scenic highways in or near the Plan area (criteria a and b).

Given that the project area is predominately flat and urbanized, mid- and long-range views of distinctive features are limited. The undercrossing's new access points may be visible from points in the surrounding area. Views of the project area, and the Caltrain corridor in particular, are currently blocked by trees along both east and west sides. Project construction is anticipated to require removal of approximately 10 to 20 trees to the west and 20 to 30 trees to the east of the Caltrain tracks to accommodate the undercrossing tunnel and ramps. Additional trees may need to be trimmed to allow for construction access. This may create a gap in the vegetation screen along the Caltrain right-of-way. Travelers along Alma Street would potentially have direct views through the break in tree screening. Tree removal along the west side of the Caltrain right-of-way may open a gap in vegetation for the proposed Middle Plaza, although there are fewer trees along the west side. The project would adhere to the City of Menlo Park Municipal Code Chapter 13.24 Heritage Trees, the Specific Plan guidelines, and Tree Protection Specification measures. The project design would be aesthetically compatible with the surrounding land uses, would not conflict with zoning and regulations governing scenic quality, and would maintain a similar visual character to the existing development on the project site. The overall project would not result in any new adverse effects on the character of the area; on the contrary, they would encourage pedestrian activity and create new spaces for public enjoyment that would complement the existing and planned mixed-use nature of the area (criterion c).

It is expected that new nighttime lighting sources would be added for visibility and safety but would not involve high glare lighting and would follow the design guideline standards in the Specific Plan. As such, even though the project would introduce new sources of nighttime lighting in the project area, the

project would be consistent with the existing and surrounding land uses and the impact would remain less than significant (criterion d).

Temporary construction-level disruptions to visual resources may include the presence of construction workers and vehicles and temporary disruptions to existing groundcover. If construction occurs at nighttime, the site would be properly lit to ensure safety of construction workers and to allow operation of construction equipment.

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified and analyzed in the Specific Plan EIR. As concluded in the EIR, impacts on aesthetic resources would be less than significant, with no mitigation measures required.

Mitigation Measures

No existing or new mitigation is required.

3.2 Agriculture and Forestry Resources

AGRICULTURE AND FORESTRY RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)),	☐	☐	☒

	timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒

Prior Environmental Analysis

The Specific Plan EIR determined agricultural and forestry resources would not be directly relevant to the Plan and was excluded from discussion in the EIR. It was briefly addressed in Section 6.5, Effects Found Not to Be Significant (City of Menlo Park 2012a).

The Specific Plan EIR concluded that the Plan area is designated by the California Department of Conservation's (DOC) Important Farmland in California Map (2006) as urban and built-up land. Therefore, the Plan would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; would not conflict with existing zoning for agricultural use, or a Williamson Act contract; and would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use. The Plan was found to have no impact on agricultural resources (criteria a through e).

Likewise, the Plan would not cause rezoning of forest land, timberland, or land zoned for Timberland Production. The Plan would not result in the loss of forest land or convert forest land to non-forest use.

Impact Assessment

The project area is part of the Specific Plan Area and is designated as such on the City's Land Use Map (City of Menlo Park 2016). The area consists of residential homes and commercial and retail uses and is not used for any type of agricultural activities (criteria a through e). As such, the project would not impact agricultural and forestry resources, consistent with the finding in the Specific Plan EIR.

Conclusion

The project would not create any impacts on agricultural or forestry resources. No standard conditions and no mitigation measures were adopted with the EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation is required.

3.3 Air Quality

AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard?	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒

The updated Appendix G Environmental Checklist Form (2019) deleted criterion b, "Violate any air quality standard or contribute substantially to an existing or projected air quality violation."

Prior Environmental Analysis

The Specific Plan area is located in the San Francisco Bay Area Air Basin (Basin). The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county region located in the Basin. At the time of the Specific Plan EIR, the Basin was classified as non-attainment for the one-hour State ozone standard as well as non-attainment for the federal and State eight-hour standards. Additionally, the Basin was classified as non-attainment for State 24-hour and annual arithmetic mean for inhalable particulate matter (PM) with diameters that are generally 10 micrometers and smaller (PM_{10}) standards and unclassified for the federal 24-hour PM_{10} standard. The Basin was classified as nonattainment for the State annual arithmetic mean $PM_{2.5}$ standard and non-attainment for both the federal 24-hour and annual arithmetic mean $PM_{2.5}$ standards. The Basin was unclassified or classified as attainment for all other pollutant standards (BAAQMD 2010).

At the time of the Specific Plan EIR, the most recent adopted air quality plan for the Basin was the *2010 Clean Air Plan* (CAP). Implementation of the Plan would result in the rate of increase in vehicle miles traveled (VMT) to be more than the rate of increase in population and would be considered inconsistent with the population and VMT assumptions of the CAP. The CAP also requires implementation of its applicable control measures and strategies, and the Specific Plan would be consistent with the control strategies contained in therein. Inconsistency with the CAP regarding population growth and VMT would make this impact significant (criterion a).

Although no longer included in the CEQA Appendix G Environmental Checklist Form, the Specific Plan EIR analyzed whether the Plan would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The Specific Plan EIR found that Specific Plan implementation would result in increased long-term emissions of criteria pollutants associated with construction activities and increased vehicle traffic and on-site area sources that could contribute substantially to air

quality violations. These impacts were reduced with Mitigation Measures AIR-1a and AIR-1b but were found to be significant and unavoidable (2012 criterion b).

Cumulative risk for diesel particulate matter (DPM) would not exceed the BAAQMD recommended thresholds. No cumulative health risk in the Plan area would not require mitigation. However, implementation of Mitigation Measures AIR-5 and AIR-7 would be required to reduce risk from traffic-generated pollutants to a less than significant level. BAAQMD data indicate that there are no stationary sources of toxic air contaminants (TACs) within or proximate to the Plan area that generate TAC concentrations in excess of BAAQMD thresholds. The SRI International facility approximately 800 feet from the Plan area is the nearest facility with sources of TACs. Although cumulative impacts are not likely, implementation of Mitigation Measure AIR-10 would ensure that potential cumulative health risks would be less than significant. Major sources of $PM_{2.5}$ in the Plan area include Caltrain locomotives as well as vehicle traffic traveling along roadways within the Plan area. Implementation of the Specific Plan would locate new sensitive receptors near sources of $PM_{2.5}$ which may lead to cumulatively considerable adverse health effects. Annual concentrations of $PM_{2.5}$ from Caltrain operations and vehicle traffic on El Camino Real would not exceed the BAAQMD recommended threshold. Mitigation Measures AIR-5 and AIR-7 would further reduce the impacts, and they would be considerably less than the cumulative threshold (2012 criterion c).

Specific Plan implementation would locate new residential receptors near high volume roadways that would have a percentage of diesel truck traffic. The Specific Plan would also potentially locate new residential receptors near El Camino Real, which is a source of DPM. Plan implementation would locate new sensitive receptors in an area of elevated concentrations of $PM_{2.5}$ associated with roadway traffic which may lead to considerable adverse health effects. Implementation of Mitigation Measure AIR-5; however, would reduce the impacts of health risks to a less than significant level. Specific Plan implementation would expose sensitive receptors to elevated concentrations of TACs associated with Caltrain operations, which may lead to considerable adverse health effects. Mitigation Measure AIR-7 would be implemented for residential uses west of and within approximately 1,095 feet of the edge of the railroad right-of-way (2012 criterion d).

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. Given that the Specific Plan would not permit these types of facilities and would not locate sensitive receptors within close proximity to these types of facilities outside the Plan area, it can be assumed that no odor impact would occur (2012 criterion e).

The BAAQMD CEQA Guidelines do not include a threshold of significance for evaluating construction related impacts at the Plan level. Instead, subsequent individual development projects in the Plan area would be required to meet thresholds of significance for criteria pollutant emissions associated with construction equipment exhaust. The project-specific construction thresholds identified in the EIR are 54 pounds per day of reactive organic gases, nitrogen oxides, and $PM_{2.5}$ (exhaust only) and 82 pounds per day for PM_{10} (exhaust only). Projects would also be required to include all "Basic Construction Mitigation Measures" as defined in the BAAQMD proposed guidelines. As shown in Table 4.2-3 of the Specific Plan EIR, BAAQMD has construction-related screening criteria that would allow projects under the screening criteria constructed under the Specific Plan to be deemed to have less than significant construction emissions without a detailed air quality analysis.

Impact Assessment

Although the project area is encompassed within the Specific Plan Area discussed in the Specific Plan EIR (see Section 4.2 – Air Quality in City of Menlo Park, 2012a), the following discussion updates the air quality environmental and regulatory setting based on updated ambient air quality standards and recent monitoring data. Table 3.3-1 presents a recent five-year (2013-2017) summary of air quality monitoring data in the project area (criterion b).

Table 3.3-1 Air Quality Data Summary (2013–2017) for the Plan Area

		Monitoring Data by Year				
Pollutant	**Standard**	**2013**	**2014**	**2015**	**2016**	**2017**
Ozone						
Highest One-Hour Average (ppm) [a]	0.09	0.083	0.086	0.086	0.075	0.0115
Days over State Standard	-	0	0	0	0	2
Highest Eight-Hour Average (ppm)[a]	-	0.075	0.065	0.071	0.061	0.087
Days over State Standard	0.070	1	0	1	0	2
Days over National Standard	0.070	1	0	1	0	2
Respirable Particulate Matter (PM_{10}) [b]						
Highest 24-Hour Average ($\mu g/m^3$)[a]	50	58.1	61.3	58.8	40.0	95.3
Estimated Days over State Standard	150	15.2	12.8	3.0	0	25.8
Estimated Days over National Standard[b]	-	0	0	0	0	0
Annual Average [a]	20	22.2	20.0	21.9	18.3	2.1
Fine Particulate Matter ($PM_{2.5}$)						
Highest 24-Hour Average ($\mu g/m^3$)[c] Estimated	35	39.0	35.0	34.6	19.5	60.8
Days over National Standard[b]	-	3.2	0	0	0	6
Annual Average	12	10.7	7.1	5.7	8.3	9.0

NOTES: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter

[a] Statistics shown represent State statistics and are based on California approved samplers. These may differ from national statistics which are based on different samplers.

[b] Statistics shown represent regional San Francisco Bay Area Air Basin data; PM10 monitoring data is no longer collected for San Mateo County at the Redwood City monitoring station.

[c] Statistics shown represent national statistics and are based on samplers using federal reference or equivalent methods. National statistics are presented for $PM_{2.5}$ rather than State statistics as there is no 24-hour State $PM_{2.5}$ standard.

SOURCE: CARB, 2019.

The most recent BAAQMD CEQA Guidelines were adopted in May 2017. The 2017 BAAQMD CEQA Guidelines may inform environmental review for development projects in the Bay Area, but do not commit local governments or the BAAQMD to any specific course of regulatory action. The BAAQMD CEQA Air Quality Guidelines are for informational purposes only and should be followed by local governments at their own discretion (BAAQMD 2017a). Similar to the 2010 BAAQMD CEQA Guidelines, the 2017 BAAQMD CEQA Guidelines provide a construction-related screening criteria table that would allow for projects constructed under the Specific Plan to be deemed to have less than significant construction emissions without a detailed air quality analysis. Although bike and pedestrian improvements such as this project are not identified as a land use type in the BAAQMD CEQA Guidelines screening criteria, the project would be below the screening criteria for a city park, the land use type most similar to the project. Under the screening criteria for a city park, construction impacts would be

considered less than significant, resulting in an impact of less severity than previously identified in the 2012 Specific Plan EIR. However, since the BAAQMD CEQA Guidelines do not identify screening criteria for bike and pedestrian improvements or linear projects, this analysis quantitatively estimated emissions associated with construction of the project for comparison to BAAQMD significance thresholds for additional information.

Construction-related emissions associated with typical construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod allows the user to enter project-specific construction information, such as construction schedule, haul truck trips, and construction equipment. It was assumed that approximately 2,000 cubic yards of material would be exported and approximately 1,000 cubic yards of concrete would be poured onsite. Additional modeling assumptions and details are provided in Appendix C.

As shown in Table 3.3-2, average daily emissions would be below the BAAQMD thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), PM_{10} (exhaust), and $PM_{2.5}$ (exhaust). In addition, the project would implement Mitigation Measure AIR-1a, which requires implementation of standard fugitive dust control measures in order to ensure that impacts from fugitive dust would be less than significant. As such, construction impacts associated with the project would be less than significant, resulting in an impact of less severity than previously identified in the 2012 Specific Plan EIR (criterion d).

Table 3.3-2 Construction-Related Emissions from the Project

Emissions	ROG	NO_X	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)
Total Emissions (tons)	0.30	2.80	0.14	0.14
Average Daily Emissions (lb/day) [a]	1.52	14.13	0.71	0.69
Thresholds of Significance (lb/day) [b]	54	54	82	54
Exceeds Thresholds?	No	No	No	No

Notes: lb/day = pounds per day

[a] Average daily emissions are calculated based on 22 working days per month over an 18-month construction period.

[b] BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017a).

After construction, the project would not result in increased long-term emissions of criteria pollutants. In addition, the purpose of the project is to enhance bicycle and pedestrian access between El Camino Real and Alma Street, connecting the downtown and residential neighborhoods west of El Camino Real with the Menlo Park Caltrain station, Burgess Park, the Menlo Park Civic Center complex, and the north-south bicycle lanes on Alma Street. Since the time of the 2010 Specific Plan EIR, the BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate (BAAQMD 2017b). The BAAQMD 2017 Clean Air Plan includes strategies to encourage planning for bicycle and pedestrian facilities in local plans and provide safe and convenient bicycle and pedestrian access to shopping and services. Since the project would result in (1) improved mobility, by reducing travel times and improving connectivity across the Caltrain railroad tracks; and (2) enhanced safety, the project is consistent with the most recent BAAQMD Clean Air Plan (criterion a).

The greatest potential for TAC emissions during construction of the proposed project would be related to diesel PM emissions generated by heavy-duty construction equipment. The nearest sensitive receptors to the project site are multi-family residential units located approximately 130 feet northeast of the tunnel construction area. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments that determine the health risks associated with exposure of residential receptors to TAC emissions should be based on a 30-year exposure period (OEHHA 2015). However,

health risk assessments should be limited to the period or duration of emissions-generating activity. The duration for project construction would be approximately 12 to 18 months, which would be less than five percent of the required exposure period for health risk assessments. Emissions would occur intermittently throughout the construction period and would not occur as a constant plume of emissions from the project site. Given the construction schedule, varying buffer distances to the nearest sensitive receptors as construction moves across the project site, and the highly dispersive nature of diesel PM emissions, construction of the project would not expose sensitive receptors to substantial TAC concentrations. In addition, implementation of the "Basic Construction Mitigation Measures," which is recommended for all proposed projects, would also reduce diesel PM emissions during construction (criterion c).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan have been previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Air Quality Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure AIR-1a	During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement measures required as part of BAAQMD's basic dust control procedures	Yes; under the measure, all projects are required to implement basic controls for construction sites in order to ensure that impacts from fugitive dust would be less than significant.
Mitigation Measure AIR-1b	Development projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan	No; this project does not exceed the screening criteria and would not exceed the BAAQMD thresholds of significance.
Mitigation Measure AIR-5	Development projects within specific boundaries of the Plan area undergo a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds	No; this project does not include sensitive receptors and would not have any associated operational emissions.
Mitigation Measure AIR-7	Development projects that include sensitive receptors located within approximately	No; this project does not include sensitive receptors and would not have any associated

Air Quality Mitigation Measures		
Name	**Summary**	**Applicable to project?**
	1,095 feet of the edge of the Caltrain right-of-way shall undergo a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds	operational emissions.
Mitigation Measure AIR-10	Development projects that include sensitive receptors located within approximately 1,000 feet around SRI International campus shall undergo a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds	No; this project does not include sensitive receptors and would not have any associated operational emissions.

3.4 Biological Resources

BIOLOGICAL RESOURCES Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool,	☐	☐	☒

	coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☒

Prior Environmental Analysis

The Plan area is located in the City of Menlo Park on the east side of the San Francisco Peninsula, approximately two miles west of San Francisco Bay. Much of the natural habitat on the San Francisco Peninsula, including Menlo Park, has been converted or fragmented due to urban development. A field survey of the Plan area was conducted in July 2009 to identify biological resources within the Plan area as well as potential habitat for special-status species.

The Plan area is bounded on the northwest by Atherton Channel (also referred to as Atherton Creek) and the southeast by San Francisquito Creek. Although outside of the Plan area, San Francisquito Creek and its associated riparian vegetation (Creeks and Riparian habitat) were included in the Specific Plan EIR analysis due to potential indirect impacts. Both of these creeks run perpendicular to El Camino Real and eventually drain into the southern San Francisco Bay. San Francisquito Creek is designated as critical habitat for the Central California Coast steelhead. In addition to functioning as a critical migration corridor for steelhead, it may also function as a movement corridor for other wildlife species, such as western pond turtles, raccoons, and bats. Nonetheless, the only habitat types found within the Plan area at the time of the Specific Plan EIR are Urban/Landscaped. Due to this manicured and maintained environment with frequent human activity, there is a relatively low diversity of wildlife and no potential for rare plants to occur (criteria b through d).

Based on the site conditions and the established significance criteria at the time of the Specific Plan EIR, the Specific Plan was found to have the potential to adversely impact special-status birds, special-status bat species, and steelhead, as well as conflict with the local tree ordinance by removing heritage trees. However, adherence to City tree ordinance for heritage trees (Menlo Park Municipal Code Chapter 13.24 Heritage Trees) and the implementation of the Specific Plan standards and guidelines and Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-6a would reduce these impacts to less than significant (criteria a and e).

The Plan area does not lie within the planning area for any adopted or proposed habitat conservation or natural community plans (criterion f).

Impact Analysis

The area around the project site is primarily in an urban environment with Caltrain railroad tracks, paved roads, and planted ornamental vegetation in the immediate surrounding area. San Francisquito Creek is approximately 0.35 mile southeast of project area. No work would be conducted in or near the creek.

A desktop data search for biological resources in the project area was conducted in June 2019. The databases consulted were the U.S. Fish and Wildlife Information for Planning and Consultation (IPaC) resource list and the California Natural Diversity Database (CNDDB). Additional species were identified in the project area's U.S. Geological Survey quadrangle that were not included in the Specific Plan EIR: Bald eagle, two-fork clover, marbled murrelet, yellow billed cuckoo, green sea turtle, Delta smelt, Marin dwarf-flax, and showy Indian clover. However, all of these species have low potential to occur in the project area, and due to the location and nature of the project, no impact is anticipated. With adherence to previously adopted Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-6a, the impact to biological resources would remain less than significant (criteria a through d).

A tree survey of the project area was conducted on May 13, 2019. Project construction is anticipated to require removal of approximately 10 to 20 trees to the west and 20 to 30 trees to the east of the Caltrain tracks to accommodate the undercrossing tunnel and ramps (also described in Section 3.1, Aesthetics). Additional trees may need to be trimmed to allow for construction access. If any of the trees planned for heavy pruning or removal qualify as heritage trees, the project would adhere to the City's tree ordinance (Menlo Park Municipal Code Chapter 13.24 Heritage Trees)[2] and the impact would remain less than significant (criterion e).

As stated in the Specific Plan EIR, since the project is within the Plan area, the project does not lie within the planning area for any adopted or proposed habitat conservation or natural community plans (criterion f).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan were previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce project impacts.

[2] Per the Menlo Park Heritage Tree ordinance, "Applicants are required to submit a site plan with the Heritage Tree Removal Application Permit even if they have submitted a site plan to the City for a planning or building permit. The site plan facilitates the review by the city arborist. Also for removals of two or more trees, applicants shall be required to submit a planting plan indicating the species, size and location of the proposed replacement trees on a site plan. Heritage Tree Permits related to Construction will also be charged for City-retained arborist expenses." [online]: https://www.menlopark.org/205/Heritage-tree-protections. (City of Menlo park 2019c). Accessed June 18, 2019.

Mitigation Measures

Biological Resources Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure BIO-1a	Requirements for pre-Construction Special-Status Avian Surveys	Yes; only if the construction period is within the breeding season (February 1 through August 31).
Mitigation Measure BIO-1b	Avoidance of active nests	Yes; only if active nests of special-status birds are found during the surveys required from MM BIO-1a.
Mitigation Measure BIO-3a	Reduce building lighting from exterior sources	Yes; lighting is planned for the project on the exterior for safety.
Mitigation Measure BIO-3b	Measures to reduce building lighting from interior sources	No; the project does not include a building with interior light sources.
Mitigation Measure BIO-5a	Preconstruction surveys for special-status bats	Yes; to identify if any active nursery or maternity roosts or hibernacula of special-status bats are located in the trees needing to be trimmed or removed.
Mitigation Measure BIO-5b	Avoidance of any active nursery or maternity roosts or hibernacula of special-status bats	Yes; only if any active nursery or maternity roosts or hibernacula of special-status bats are located during surveys from MM BIO-5a.
Mitigation Measure BIO-5c	Safely evict non-breeding roosts of special-status bats	Yes; only if any active nursery or maternity roosts or hibernacula of special-status bats are located during surveys from MM BIO-5a.
Mitigation Measure BIO 6a	Measures to mitigate the effects of the project on special-status amphibians and reptiles for any construction that takes place within 100 feet of the riparian corridor of San Francisquito Creek	No; project and construction sites are not within 100 feet of the San Francisquito Creek.

3.5 Cultural Resources

CULTURAL RESOURCES Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒

At the time of the Specific Plan EIR, paleontological resources were analyzed under Cultural Resources in criterion c. This threshold has since been deleted and moved to geological resources per the CEQA Appendix G Environmental Checklist Form update (2019). The analysis provided in the Specific Plan for paleontological resources will be addressed in Section 3.7, Geology and Soils.

Prior Environmental Analysis

A records search was conducted at the Northwest Information Center of the California Historical Resources Information System (NWIC) at Sonoma State University on April 23, 2009 (File No. 08-1300) for the preparation of the Specific Plan EIR. Several historic resources as defined by CEQA are located within the Plan area, one of which is listed on the National Register – the Southern Pacific Railroad Station. The Specific Plan recognizes the Plan area as the historic core of Menlo Park and contains policies designed to protect historic structures within the Specific Plan area. Specific Plan implementation could result in the demolition or alteration of historical resources, which would be considered a significant impact. Implementation of the Specific Plan could also result in the demolition or alteration of unidentified historical resources, which would be considered a significant impact. Mitigation Measure CUL-1 would reduce these potential impacts to historic architectural resources to a less than significant level (criterion a).

The review of records and literature on file at the NWIC indicated that no prehistoric or historic-period archaeological resources have been previously recorded within the Plan area; however, numerous archaeological sites have been discovered along the San Francisquito Creek corridor just outside of the Plan area. Since no site-specific archaeological studies were completed in the Plan area and there is a high potential for obscured or deeply buried archaeological resources, the Specific Plan could impact currently unknown archaeological resources. Implementation of Mitigation Measure CUL-2a and Mitigation Measure CUL-2b would reduce potential impacts to archaeological resources to a less than significant level (criterion b).

Based upon the records search, no human remains are known to exist within the Plan area; however, the potential exists that construction could result in the disturbance of human remains, including those interred outside of formal cemeteries. Implementation of Mitigation Measure CUL-4 would be required to reduce impacts to human remains to a less than significant level (2012 criterion d).

Impact Analysis

Pursuant to Mitigation Measure CUL-2a, a site-specific cultural resources study was performed by a qualified archaeologist and included an updated records search, pedestrian survey of the project area, development of a historic context, and preparation of a technical memo. The Cultural Resources Memo is attached as Appendix D.

No historical resources have been identified within or adjacent to the project area. No historic-period buildings are in the project area. Construction of the proposed project would not include any direct or indirect effects to any historical resources. Construction of the proposed project would remain a less than significant impact on historical resources (criterion a).

No evidence of prehistoric resources was identified within the project area. However, the potential for accidental discovery of archaeological resources such as a minor prehistoric archaeological site or isolated artifact during construction of the proposed project cannot be completely discounted. The project area is within 0.5 mile of a previously recorded archaeological resource and San Francisquito Creek, which has been identified as sensitive for prehistoric archaeological resources that contain human burials. Therefore, a program of subsurface coring was undertaken as a good-faith effort to identify obscured or buried archaeological resources that could be affected by project construction. No cultural resources were found during the testing.

A significant impact would occur if the project would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource. Given the proximity to sensitive prehistoric archaeological resources that contain human burials, and the compressed timeline for completion of the undercrossing portion of the project—the tunnel construction would take place over a short four-day period—Mitigation Measures CUL-2a, 2b, and 4 would be implemented. As part of the mitigation measures, a qualified archeologist would serve as monitor during project construction and would prepare a resource recovery plan. With implementation of the mitigation measures, project impact would be less than significant to archaeological resources (criterion b).

No known burial sites were identified in the project area or in the immediate vicinity. The potential exists, however, for previously unknown human remains to be discovered during construction. Damage to or destruction of human remains would constitute a significant impact. However, implementation of Mitigation Measure CUL- 4 of the Specific Plan EIR and the requirements established in a treatment plan would ensure that if an inadvertent discovery of previously unknown human remains is made, that appropriate steps will be taken to determine the significance of the find and pursue appropriate management. With implementation of the existing mitigation measure, this impact would be reduced to a less-than-significant level (criterion c).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan have been previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Cultural Resources Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure CUL-1	Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards	No; project is not proposed at or near buildings that are at least 50 years old.
Mitigation Measure CUL-2a	Requirements for site-specific cultural resources study. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed	Yes, site-specific cultural resources study is required for all projects that involve ground disturbing activity. Cultural Resources Memo for this project is provided in Appendix D.
Mitigation Measure CUL-2b	If any archaeological artifacts are found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. Construction can recommence when impacts on the resources are mitigated as described in Mitigation Measure CUL-2a	Yes; under the measure, all projects under the Specific Plan must implement CUL-2a for any previously unidentified archaeological artifacts be found during construction.
Mitigation Measure CUL-4	Previously unidentified human remains discovered during construction	Yes; under this measure, all projects under the Specific Plan shall follow CEQA Guidelines 15064.5(e)(1) if human remains are found during construction.

3.6 Energy

ENERGY Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒

Energy was added to the CEQA Guidelines Appendix G checklist in 2019, after the Specific Plan EIR was written and certified in 2012. However, information on energy and energy conservation was known when the Specific Plan EIR was certified and is not new information as specifically defined under CEQA.

Prior Environmental Analysis

Although energy was not specifically addressed in the EIR as a resource area, it was included in the EIR within the Aesthetics (lighting), Air Quality (renewable energy and energy efficiency), Greenhouse Gas Emissions (energy efficiency), and Public Services and Utilities (energy generation and consumption) environmental analyses. A number of sustainable strategies regarding energy efficiency and the use of renewable energy sources are also included in the discussion of Sustainable Practices as part of the project description for the Plan (City of Menlo Park 2012a). Further, several design guidelines included in the Specific Plan's standards, guidelines, and policies promote energy efficiency and the use of renewable energy sources wherever feasible.

Overall, the standards, guidelines, and mitigation measures in the Specific Plan EIR illustrate the Plan's commitment to avoiding wasteful, inefficient, or unnecessary consumption of energy resources during Plan implementation. Specific Plan implementation would have a less than significant impact.

The environmental setting and regulatory sections of the above stated environmental issue area analyses include descriptions of applicable plans for renewable energy or energy efficiency, including the Recommended Strategies of Menlo Park Climate Action Plan and City of Menlo Park General Plan that the Plan would adhere to.

Impact Assessment

The project would connect the proposed Middle Plaza at 500 El Camino Real and western neighborhoods with Burgess Park and neighborhoods to the east for pedestrians and bicyclists. The project would enhance connectivity and not encourage any new vehicle trips; therefore, it would be consistent with the Plan Bay Area 2040 land use strategy, which seeks to reduce per capita VMT. The project would adhere to the Specific Plan guidelines, policies, and standards where applicable (criteria a and b).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Specific Plan standards, guidelines, and policies identified in the Plan that were previously adopted and found to reduce impacts would continue to be enforced through the project. No mitigation measures are required to reduce project impacts.

Mitigation Measures

No existing or new mitigation is required.

3.7 Geology/Soils

GEOLOGY AND SOILS Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒
ii. Strong seismic groundshaking?	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒
iv. Landslides?	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒

*Geology and Soils question (d) reflects the current 2016 California Building Code (CBC), which is based on the International Building Code (2015), effective January 1, 2017. The CBC is updated every three years.

At the time of the Specific Plan EIR, paleontological resources were analyzed under Cultural Resources in criterion c. The threshold was moved to geological resources criterion f per the CEQA Appendix G Environmental Checklist Form update (2019).

Prior Environmental Analysis

No active faults run through or adjacent to the Plan area; however, the Specific Plan lies within an area that contains many active and potentially active faults and is considered to be an area of high seismic activity.

The nearest active fault to the Plan area is the San Andreas fault, which is located approximately seven miles to the southwest. Although damage and injury cannot be completely avoided during a major seismic event, adherence to building code requirements would reduce the potential damage and

personal injury to what is generally recognized to be an acceptable level; therefore, this would be a less than significant impact (criterion a).

Specific Plan implementation would result in soil erosion and loss of topsoil. As such, the Specific Plan EIR found that with incorporation of existing Best Management Practices (BMPs), the impacts would be less than significant without further mitigation (criterion b).

For potential geologic hazards including landslide, lateral spreading, subsidence, liquefaction, or collapse, the use of standard geotechnical practices through a required geotechnical investigation and implementation of building code requirements are proven means of mitigation. The impact would be less than significant, and no further mitigation was required (criterion c). Likewise, the identification of expansive soils is standard practice for a geotechnical investigation which would be required for all new construction within the Plan area. Implementation of standard geotechnical engineering practices and building code requirements would reduce potential impacts from expansive soils to less than significant levels (criterion d).

The Plan area is located within a developed area that is currently serviced by a centralized sanitary sewer collection system. All proposed development and redevelopment would tie into this existing system and would not require septic tanks or any alternative wastewater disposal system. Therefore, there would be no impact related to the capability of soils to support the use of such systems (criterion e).

The Specific EIR found that while no information exists to refute or confirm the presence of fossils beneath the Plan area, because the majority of the Plan area is underlain by a geologic unit (Pleistocene alluvium) with high paleontological potential, subsurface excavations beyond previously disturbed soils could disturb or destroy paleontological resources. Therefore, impacts to paleontological resources would be potentially significant. Mitigation Measure CUL-3 would reduce this impact to less than significant (2012 criterion c, Cultural Resources).

Impact Analysis

There are no active faults at the project site; however, the project is within the San Francisco Bay Area, an area that contains many active and potentially active faults and considered to be an area of high seismic activity. Significant earthquakes occurring in the San Francisco Bay Area are generally associated with crustal movement along well-defined, active fault zones of the San Andreas Fault system. The San Andreas fault is a historically active fault, approximately 6 miles west of the project. Seismic ground shaking can be expected during the design life of structures built on the project site due to the high seismic activity of the general area. The project would be designed and constructed in accordance with standard engineering practices and requirements. A site-specific geotechnical report that contains recommendations to reduce seismic, geologic, and soils hazards is required for the project and would inform the engineering/design of the project. Adherence to building code requirements would ensure the project would not result in exposure of the public or workers to any significant adverse effects associated with seismicity. Therefore, this impact would remain less than significant (criterion a).

Project construction activities, including grading and excavation, could disturb on-site soils, temporarily exposing them to wind and water erosion. However, the project would be designed and constructed in accordance with standard engineering practices. Further, a project-specific geotechnical report is being prepared, which contains recommendations to reduce seismic, geologic, and soils hazards, including soil erosion. The project would follow Best Management Practices (BMPs) that are specifically designed to reduce construction-related erosion. Construction techniques that could be implemented to reduce the

potential for stormwater runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas (criterion b).

Potential geologic hazards including landslide, lateral spreading, subsidence, liquefaction, or collapse are not anticipated for the project area. The project area is relatively flat, therefore there would be no risk of landslides. The site is not in danger of resulting in lateral spreading or liquefaction due to there being no shallow water or saturated soils at the project site; the average depth to groundwater in the project area is anticipated to be around 30 feet. Further, the project-specific geotechnical report would inform the design of the undercrossing, ensuring the project would be designed and constructed in accordance with standard engineering practices specific for the type soil and geologic setting of the project site (criteria c and d).

No septic tanks or alternative wastewater disposal systems are included in the project (criterion e).

The project area, as outlined in the Specific Plan EIR, is underlain by a geologic unit with high paleontological potential; therefore, subsurface excavations beyond previously disturbed soils could disturb or destroy paleontological resources. Mitigation Measure CUL-3 would be required to reduce potential impacts to paleontological resources to a less-than-significant level (criterion f).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan have been previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Geology/Soils Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure CUL-3	Training on paleontological resources for construction workers	Yes; training on paleontological resources is required for all project that include subsurface excavations that would extend beyond previously disturbed soils.

3.8 Greenhouse Gas Emissions

GREENHOUSE GAS EMISSIONS Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Generate greenhouse gas emissions,	☐	☐	☒

	either directly or indirectly, that may have a significant impact on the environment?			
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒

Prior Environmental Analysis

At the time of the Specific Plan EIR, the BAAQMD had not adopted a threshold of significance for construction related greenhouse gas (GHG) emissions for either projects or plans. Projects constructed within the Plan area would be required to implement Mitigation Measure AIR-1b (see Section 4.2, Air Quality). Moreover, construction-related GHG impacts may be further reduced through implementation of BMPs during construction, as recommended by the BAAQMD. Plan implementation would exceed the BAAQMD adopted threshold of 4.6 metric tons per service population per year. Even with Mitigation Measure GHG-1, emissions would exceed the BAAQMD adopted threshold. Therefore, Plan implementation would have a significant and unavoidable impact resulting from GHG emissions (criterion a).

The Specific Plan is guided by several plans and policies regarding emissions.

- Menlo Park Climate Action Plan
- California Air Resources Board GHG reduction strategies
- AB 32 and its Climate Change Scoping Plan
- City of Menlo Park General Plan (agency adopted for the purpose of reducing the emissions of greenhouse gases; a number of goals and policies in the General Plan would play a role in planning efforts to reduce GHG emissions)

The Specific Plan would not conflict with implementation of the Climate Action Plan; in fact, many sustainability strategies set forth in the Specific Plan would be consistent with the Climate Action Plan. Mitigation Measures GHG-2a and GHG-2b would complete the Specific Plan's implementation of strategies identified in the Climate Action Plan. Implementation of Mitigation Measure GHG-1 would also reduce the effect of this impact. The Specific Plan does not pose any explicit conflict with the applicable list of California Air Resources Board GHG reduction strategies. The Specific Plan would implement development guidelines that are consistent with, and would not conflict with, applicable General Plan policies. However, because the Specific Plan would emit GHGs greater than the service population-based efficiency thresholds of the BAAQMD which were derived based on AB 32 attainment goals, implementation of the Specific Plan would therefore conflict with AB 32 and its associated planning efforts. Even with mitigation, given that the Specific Plan would conflict with implementation of AB 32, impacts would be significant and unavoidable (criterion b).

Impact Analysis

Since the time of the Specific Plan EIR, the state legislature passed Senate Bill (SB) 32, which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels. In response to SB 32 and the companion legislation of AB 197, the California Air Resources Board (CARB) approved the Final 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target in November 2017 (CARB 2017). The 2017 Scoping Plan draws from the previous plans to present strategies to reaching California's 2030 GHG reduction target. In addition, the City of Menlo Park released a Climate Action

Plan Update and Status Report in October 2015, with minor amendments in May 2018 (City of Menlo Park 2018). The most recent Climate Action Plan updates Menlo Park's GHG inventories between 2005 and 2013 and also provides GHG strategies beyond 2020.

Project-related GHG impacts would be related to the emissions from construction. Off-road equipment, materials transport, and worker commutes during construction of the project would generate GHG emissions. Total project construction GHG emissions were estimated using the methodology discussed earlier under Section 3.3, Air Quality. The total estimated construction-related emissions would be approximately 437 metric tons carbon dioxide equivalents (MT CO_2e) with the maximum emissions of 254 MT CO_2e in 2021. Additional modeling assumptions and details are provided in Appendix C.

BAAQMD has not adopted thresholds for evaluating GHG emissions from construction activities. However, BAAQMD recommends that the lead agency quantify and disclose GHG emissions that would occur during construction and make a determination on the significance of these construction-generated GHG emission impacts in relation to meeting Assembly Bill (AB) 32 GHG reduction goals (BAAQMD 2017a). As discussed in the Specific Plan EIR, construction-related emissions may be amortized over the lifetime of the project (anticipated 40-year lifespan) and included in the individual project inventory for comparison to project-level GHG thresholds. As such, the project's amortized construction-related GHG emissions would be approximately 11 MT CO_2e per year. As stated in the Specific Plan EIR, construction-related GHG impacts may be further reduced through implementation of BMPs during construction, as recommended by the BAAQMD.

Project operations would not generate GHG emissions and instead would encourage sustainable forms of transportation. In addition, the project would be consistent with BAAQMD-identified GHG Mitigation Measure for Plan Land Use Elements (as identified in Specific Plan EIR Table 4.6-5) to create and enhance landscaped greenway, trail, and sidewalk connections between neighborhoods, commercial areas, activity centers, and parks. Further, the project would also be consistent with BAAQMD's most recent Clean Air Plan, which calls for strategies to encourage planning for bicycle and pedestrian facilities in local plans and provide safe and convenient bicycle and pedestrian access to shopping and services (BAAQMD 2017b). Emissions would be limited to construction activities and implementation of the project would encourage sustainable forms of transportation. The project would be consistent with California's 2017 Climate Change Scoping Plan, BAAQMD Clean Air Plan, City of Menlo Park Climate Action Plan, and Specific Plan goals to reduce automobile dependence by improving bicycle and pedestrian infrastructure. Construction-related emissions and impacts associated with the proposed project would be result in an impact of less severity than previously identified in the 2012 Specific Plan EIR (criteria a and b).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan have been previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Greenhouse Gas Emissions Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure GHG-1	Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments.	Yes; all projects under the Specific Plan should follow BAAQMD available mitigation measures, as applicable.
Mitigation Measure GHG-2a	LEED certification requirements for residential and/or mixed use developments	No; this project is not a residential and/or mixed use development project.
Mitigation Measure GHG-2b	City could implement a pilot program identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan to reduce GHG emissions	No; this project would not have operational emissions and would not generate GHG emissions from waste.

3.9 Hazards and Hazardous Materials

HAZARDS AND HAZARDOUS MATERIALS Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has	☐	☐	☒

	not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒

At the time of the Specific Plan EIR, Hazards and Hazardous Materials included a significance threshold criterion f for projects within the vicinity of a private airstrip. This significance criterion was deleted per the CEQA Appendix G Environmental Checklist Form update (2019).

Prior Environmental Analysis

Based on the age of some of the structures within the Plan area, some of the existing buildings in area may contain asbestos, lead-based paint, and/or polychlorinated biphenyls (PCBs). Mitigation Measure HAZ-1 requires a Phase I Site Assessment be performed prior to issuance of any building permit for sites where ground breaking activities would occur to assess if current or historical property uses have impacted the soil or groundwater beneath the property and could pose a threat to the environment and/or human health. Implementation of Mitigation Measure HAZ-1 would therefore minimize the potential exposure to workers, the public, and the environment. The Specific Plan EIR found that with adherence to the regulatory requirements that apply to hazardous building materials, the potential impacts from disturbance of these materials during demolition activities would be reduced to less than significant levels (criterion a).

Any future construction activities would require the use of certain hazardous materials, such as fuels, oils, lubricants, solvents, and glues. Hazardous materials used on any individual site during construction activities could be released to the environment through improper handling or storage. Implementation of Mitigation Measure HAZ-3 requires the use of construction Best Management Practices (BMPs) for all development and redevelopment projects, which would reduce the impacts to a less-than-significant level. Development and redevelopment in the Plan area would include commercial/retail, and residential uses that may handle, store, and transport various hazardous materials and consequently generate hazardous wastes. Future development would include land uses that would handle various commercial, transportation, and household hazardous materials in a range of quantities and could cause an adverse effect on the environment through accidental upset; however, this impact would be less than significant (criterion b).

Although portions of the Plan area would be within one-quarter mile of a school (such as Menlo School, Nativity School, and St. Raymond's School), hazardous materials use would be limited to either small quantities or emergency generator fuel that has been reviewed and approved by relevant agencies for adequate protections. As a result, the impact on nearby schools would be less than significant (criterion c).

At the time of the Specific Plan EIR, leaking underground storage tanks or spills, leaks, investigations and cleanup databases sites were present within the Plan area. These sites have had identified releases of

hazardous materials that impacted the subsurface soil or groundwater or both. These sites are in varying stages of investigation and cleanup with some having already received site closure. Implementation of Mitigation Measure HAZ-1 would reduce the impact to less than significant (criterion d).

The Plan is not located within an airport land use plan and is not within a two-mile radius of a private airstrip or airport. Development within the Plan area would not impair or interfere with any emergency response or emergency evacuation plans. There would be no impact for these topics and therefore they were not further analyzed in the Specific Plan EIR (2012 criteria e, f, and g).

Impact Analysis

Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. As stated in the Specific Plan EIR, implementation of Mitigation Measure HAZ-1 would minimize the potential exposure to workers, the public, and the environment. As such, a Phase I Environmental Site Assessment is being prepared for this project (criteria a and b).

The project site is not within one quarter of a mile of a school or a planned school; therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (criterion c).

The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities (DTSC 2019). According to GeoTracker, hazardous materials sites near the project area include (Geotracker 2019):

- Closed Leaking Underground Storage Tank (LUST) cleanup site approximately 200 feet southwest of project site (550 El Camino Real, Menlo Park, CA 94025)
- 2 Closed LUST cleanup sites at Shell Gas Station approximately 350 feet southeast of the project (495 El Camino Real, Menlo Park, CA 94025)
- Closed LUST cleanup site approximately 500 feet east of the project (444 El Camino Real, Menlo Park, CA 94025)

Per the site records, the sites are considered closed. Therefore, it is unlikely for contaminated soil to be encountered during project construction. In case contaminated soil would be encountered, the project would implement Mitigation Measure HAZ-3, which includes BMPs that relate to handling of contaminated soil.

The project would include a project-specific soil management plan (SMP) that would outline soil management practices if unknow hazardous materials are encountered at the site. The SMP would outline screening levels for soils and vapors and outline response actions if those screening levels are exceeded. Additionally, the SMP would outline appropriate personal protective equipment for workers and dust and vapor management practices to minimize impacts to the surrounding community (criterion d).

As stated in the Specific Plan EIR, the project is not located with an airport land use plan or within 2 miles of a public airport; therefore, no impact would occur (criterion e). The project would not impair or

interfere with any emergency response or emergency evacuation plans and would not result in impacts (criterion f).

The project is not mapped within or near a Very High Fire Hazard Severity Zone within the Local Responsibility Area (CAL FIRE 2008); therefore, no impact regarding wildland fires would occur (criterion g).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures from the EIR and standards, guidelines, and policies identified in the Plan were previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce project impacts.

Mitigation Measures

Hazardous Resources Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure HAZ-1	Requirements for Phase I and Phase II site assessment	Yes; a Phase I Environmental Site Assessment is being completed for this project.
Mitigation Measure HAZ-3	Best Management Practices	Yes; all development and redevelopment shall require the use of construction BMPs.

3.10 Hydrology and Water Quality

HYDROLOGY AND WATER QUALITY Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒

i. result in substantial erosion or siltation on- or off-site	☐	☐	☒
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite	☐	☐	☒
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒

At the time of the Specific Plan EIR, the Appendix G Environmental Checklist Form significance threshold criterion c was broken down into criteria d and e, and criteria f was combined with criteria a. The 2012 criteria g, h, i, and j are now combined into criterion d.

The updated Appendix G Environmental Checklist Form (2019) also added a new significance threshold, included in criterion e, for consistency with water quality control or sustainable groundwater plans. Information on water regulatory plans was known when the Specific Plan EIR was certified and is not new information as specifically defined under CEQA.

Prior Environmental Analysis

The Plan area lies within the San Francisco Bay hydrologic region. The Plan area is bounded on the northwest by Atherton Channel and the southeast by San Francisquito Creek. Both of these creeks run perpendicular to El Camino Real and eventually drain into the southern San Francisco Bay. The site topography is generally flat to gently sloping, and stormwater is collected via the street network and conveyed to two storm drains along El Camino Real.

Specific Plan implementation would include subsequent construction activities that could adversely affect water quality and drainage patterns in the short term due to erosion and sedimentation. Specific Plan implementation could adversely affect water resources in the long term by reducing permeable surfaces, which could degrade water quality in receiving waters, increase runoff volume and associated downstream flood potential, decrease groundwater recharge, or alter drainage patterns. All projects that would disturb one acre or more are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), in accordance with the State Water Resources Control Board's General Construction Permit. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction project disturbing 500 square feet or more. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation on water resources to less than significant (2012 criteria a through f).

The Plan area is not located near an enclosed body of water capable of producing seiche waves and is too far inland to be at risk for tsunami hazards. The relatively flat topography of the Plan area is also not in an area susceptible to mudflows. No impact related to seiche, tsunami, or mudflow would occur. The

only Plan area in a FEMA-designated flood zone (Zone A) is contained entirely within the channel of San Francisquito Creek, in which construction is not likely to be allowed. Implementation of the Specific Plan would not expose people or structures to a significant risk of loss, injury or death involving flooding and would not place housing or other structures that would impede or redirect flood flows within a 100-year flood zone. The impact was less than significant (2012 criteria g, h, i, and j).

Impact Analysis

The maximum (highest) groundwater elevations are about 15-20 feet below the bottom of the tunnel. The handling of groundwater during construction is not anticipated. Project construction would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. As stated in the Specific Plan EIR, incorporation of these requirements would reduce the impact of erosion and sedimentation on water resources to a less-than-significant level (criteria a and b).

The project would include a trench drain system at each entrance to the tunnel and a pump at the low point of the tunnel entrance. The system would convey stormwater to a storm drain line to prevent localized ponding or flooding. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation on water resources to less than significant (criterion c).

As stated in the Specific Plan EIR, the Plan area, and therefore the project area, is not located near an enclosed body of water capable of producing seiche waves and is too far inland to be at risk for tsunami hazards. The relatively flat topography of the project area is also not in an area susceptible to mudflows. The project is not within the Federal Emergency Management Agency (FEMA)-designated flood zone of San Francisquito Creek; therefore, no flood hazard would occur, and the impact would remain less than significant (criterion d).

Water quality in stormwater runoff is regulated locally by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), the municipal storm water requirements set by the Regional Water Quality Control Board. Other plans the Plan would adhere to include the City's Hydrology Report requirements and City's Grading and Drainage Guidelines. The project would adhere to and be consistent with all water quality and water management plans for the region, as well as the Specific Plan Guidelines, as discussed in the Specific Plan EIR. Since the adoption of the Specific Plan EIR, the City Council also adopted the 2015 Urban Water Management Plan. Due to the small nature of the project and implementation of project design features and compliance with all regulations and water-related plans, the impact would remain less than significant (criterion e).

Conclusion

The project would not create any new significant impacts related to hydrology and water quality that were not identified in the Specific Plan EIR. No mitigation measures were adopted with the EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation is required.

3.11 Land Use

LAND USE Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Physically divide an established community?	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒

At the time of the Specific Plan EIR, the Appendix G Environmental Checklist Form also included a significance threshold relating to conflicts with habitat conservation or natural community conservation plans. The updated Appendix G Environmental Checklist Form (2019) deleted this criterion due to its redundancy with criteria under biological resources.

Prior Environmental Analysis

Specific Plan implementation would not alter the existing street grid, and therefore would not create a new physical barrier that would divide the community. In particular, the Plan's improvements to pedestrian and bicycle travel, including widened sidewalks, street crossings, public plaza space and bicycle facilities, would serve to enhance connections both within the Plan area and to the neighborhoods east of the Plan area. Therefore, the Specific Plan would enhance connectivity in, rather than physically divide, the community and the impact would be less than significant (criterion a).

In line with the identified guiding principles, the Plan created several new land uses. By implementing the Specific Plan standards and guidelines, all impacts would be less than significant (criterion b).

The Specific Plan area does not lie within the planning area for any adopted or proposed habitat conservation or natural community plans; therefore, there would be no impact (2012 criterion c).

Impact Analysis

The project would encourage access to community resources such as the downtown area and the proposed Middle Plaza west of El Camino Real and the Menlo Park Caltrain station, Burgess Park, the Menlo Park Civic Center complex to the east, which are currently separated by the Caltrain railroad tracks. Because the project would eliminate this division for pedestrians and bicyclists, it would enhance connectivity in, rather than physically divide, the community and the impact would remain less than significant (criterion a).

The project would meet the goals of the Specific Plan and be consistent with the design features put forth in the Specific Plan EIR for the project (criterion b).

- D.4.12 Visually extend Middle Avenue.
- D.4.13 Allow for seating and informal gatherings.
- D.4.14 Provide green space and shaded areas.

- D.4.15 Integrate with vehicular access needs and associated development.
- D.4.16 Provide a pedestrian and bicycle linkage between El Camino Real, the new open space and Burgess Park at Middle Avenue; this linkage would involve a grade separated crossing if tracks remain at grade.
- D.4.17 Emphasize safety and comfort for all users.

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, in the Specific Plan EIR. No existing or new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation measures are required.

3.12 Mineral Resources

MINERAL RESOURCES Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒

Prior Environmental Analysis

The Specific Plan EIR determined mineral resources to not be directly relevant to the Plan and was excluded from discussion in the EIR. It was briefly addressed in Section 6.5, Effects Found Not to Be Significant (City of Menlo Park 2012a).

The Plan area is mapped by the California Department of Mines and Geology as Mineral Resource Zone (MRZ)-1, an area where adequate information indicates a low likelihood of significant mineral resources. Therefore, Plan implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Implementation of the Specific Plan would have no impact on mineral resources (criteria a and b).

Impact Analysis

The project area is encompassed within the Specific Plan area and remains unchanged from the setting for mineral resources discussed in the Specific Plan EIR. As such, the project study area is also mapped as MRZ-1 and there would be no impact (criteria a and b).

Conclusion

The project would not create any new significant impacts. No standard conditions and no mitigation measures were adopted with the EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation required.

3.13 Noise

NOISE Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒

The updated Appendix G Environmental Checklist Form (2019) deleted criteria c and d for whether the project would permanently or temporarily increase the ambient noise levels above levels existing without the project. Criterion f was also combined with new criterion c in the updated Appendix G Environmental Checklist Form (2019).

Prior Environmental Analysis

The main contributors to the noise environment in the El Camino Real/Downtown Specific Plan area include roadway noise and noise associated with the nearby Caltrain line. The Specific Plan area includes and is surrounded by a number of residential receptors.

Construction activities associated with Specific Plan implementation would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area and in excess of

standards established in the local general plan or noise ordinance. Implementation of Mitigation Measures NOI-1a and NOI-1b are identified to ensure that potential impacts to sensitive receptors within and adjacent to the Specific Plan area would be reduced to less-than-significant levels. Most of the noise generated through Plan implementation would be traffic-generated noise. Increased traffic from Specific Plan implementation would not result in a substantial permanent increase in ambient noise levels in the Plan vicinity (criterion a).

The main source of groundborne vibration in the Plan area is Caltrain. Implementation of the Plan would not generate excessive groundborne vibration or groundborne noise levels; therefore, no impact would occur (criterion b).

Plan implementation would contribute to an increase in local traffic volumes, resulting in higher noise levels along local roadways; however, increased traffic would not result in a substantial permanent increase in ambient noise levels in the Plan vicinity above levels existing without Plan implementation (2012 criteria c and d).

The nearest airport to the Specific Plan area is the Palo Alto Airport of Santa Clara County. This airport is located over three miles east of the Specific Plan area, therefore Plan implementation would not expose people working or residing in the area to excessive noise levels associated with airport operations. Additionally, there are no private airstrips within the vicinity of the Specific Plan and therefore no impact would occur (2012 criteria e and criteria f).

The Specific Plan EIR also assessed whether Plan implementation would introduce sensitive receptors to a noise levels in excess of standards considered acceptable, or to excessive groundborne vibration or groundborne noise levels. Plan implementation would allow for new residences near the Caltrain station and mainline tracks, thereby exposing sensitive receptors to excessive noise levels associated with rail noise. Adherence to Mitigation Measure NOI-3 and NOI-4 was found to reduce that impact to less than significant.

Impact Analysis

General construction noise, such as excavation for the undercrossing, is anticipated to generate the most noise for the project. Per the City of Menlo Park noise ordinance (ordinance no. 8.06), construction activities cannot exceed 85 dBA for sensitive receptors between 8 a.m. and 6 p.m. or 60 dBA between 7 a.m. and 10 p.m., Monday through Friday, unless otherwise approved by the City (City of Menlo Park 2019a; 2019b). Construction of the tunnel may be outside of the approved daytime hours and may require construction activities over a 24-hour period during a holiday weekend to minimize disruption to Caltrain. According to Menlo Park's Noise ordinance, the project would qualify for an exemption to the noise limits in accordance with ordinance no. 8.06.050(d).[3] Further, implementation of Mitigation Measures NOI-1a and NOI-1b are identified to ensure that potential impacts to sensitive receptors within and adjacent to the Specific Plan area would be reduced to remain at less-than-significant levels. Operation of the undercrossing would not produce any noise; therefore, no permanent noise impacts would occur (criterion a).

The project is an undercrossing for pedestrian and bicycle use; therefore, it would not add any sources generating excessive groundborne vibration or groundborne noise levels. Consistent with the Specific Plan EIR, no impact would occur (criterion b).

[3] According to Menlo Park Municipal Code, this project would qualify for the exemption under 8.06.050(d). https://www.codepublishing.com/CA/MenloPark/?MenloPark08/MenloPark0806.html&?f

Since the project is within the Specific Plan area, and according to the Specific Plan EIR the nearest airport is located over three miles east of the Specific Plan area, the project would not expose people working or residing in the area to excessive noise levels associated with airport operations. Additionally, there are no private airstrips within the vicinity of the project and, consistent with the Specific Plan EIR, no impact would occur (criterion c).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the EIR. No new standard conditions or mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Noise Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure NOI-1a	Development projects shall utilize the best available noise control techniques when within 400 feet of sensitive receptor locations and shall prepares a construction noise control plan	Yes; the project is within 400 of sensitive receptors (Burgess Park and residences).
Mitigation Measure NOI-1b	Noise Control Measures for Pile Driving	No; only if the project includes pile driving.
Mitigation Measure NOI-1c	City shall condition approval of projects near receptors sensitive to construction noise	Yes; under the measure the City should do this for all projects near sensitive receptors.
Mitigation Measure NOI-3	Interior noise exposure within new home developments	No; the project is not a housing development.
Mitigation Measure NOI-4	Detailed vibration design study for development within 200 feet of the mainline track.	No; the project is not a development project.
Mitigation Measure NOI-5	City to use rubberized asphalt in paving projects if it will significantly reduce noise levels and is feasible given cost and durability	No; the project would not benefit from rubberized asphalt as footsteps and bike tires don't create enough noise to require reduction measures.

3.14 Population and Housing

POPULATION AND HOUSING Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒

Prior Environmental Analysis

The Specific Plan at full build-out would add 680 new housing units and 1,537 new residents. Total future employment growth associated with the Plan's proposed new retail, commercial, and hotel development is estimated to be 1,357. Overall, the Specific Plan is not expected to induce growth in excess of current projections either directly or indirectly. Consequently, the Specific Plan would have a less-than-significant impact on the City of Menlo Park's population and housing (criterion a).

The rate and type of development would be primarily determined by the private sector and would occur predominantly as market demand and individual property owners choose to sell or redevelop their properties. If existing housing units are removed, subsequent redevelopment under the Specific Plan would likely include new residential development that would replace any lost units and add additional housing in the Plan area. The Specific Plan would not cause growth elsewhere from the displacement of existing residents within the Plan area. Therefore, the Specific Plan would have a less-than-significant effect in requiring construction of replacement facilities outside the Plan area (criterion b).

Impact Analysis

The undercrossing project would enhance connectivity between neighborhoods, recreation areas, and retail space on either side of the Caltrain railway and would be used by the existing population. By nature of the project, it would not generate a permanent increase in population levels nor a decrease in available housing different from what was already considered for the Plan (criterion a).

The undercrossing would start at the boundary of what is now a vacant parking lot (planned development for the Middle Plaza at 500 El Camino Real), pass under the Caltrain railway tracks, and terminate at Alma Street. No housing exists on the site; therefore, no displacement or replacement of housing would take place (criterion b).

Conclusion

The project would not create any new significant impacts on population and housing. No standard conditions and no mitigation measures were adopted with the EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation measures are required.

3.15 Public Services

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Fire Protection?	☐	☐	☒
b. Police protection?	☐	☐	☒
c. Schools?	☐	☐	☒
d. Parks?	☐	☐	☒
e. Other public facilities?	☐	☐	☒

Public Service and Utilities and Service Systems were combined for analysis in the Specific Plan EIR. Other public facilities analyzed in the Specific Plan EIR under this section included water and wastewater treatment facilities and landfills and solid waste. Following the updated Appendix G Checklist Form (2019), these resources are described under Section 3.19, Utilities and Service Systems.

Prior Environmental Analysis

Specific Plan implementation would lead to an increase in population. Population growth would result in increased demand for fire and police services, as well as for school facilities and parks. Nonetheless, based on the availability of existing services as well as payment on development fees, the Specific Plan EIR found impacts related to public services would be less than significant (criteria a through e).

Impact Analysis

The project is a pedestrian and bicycle path for east-west connectivity and would therefore not require new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, for police or other public service protection. The facility would include nighttime lighting for safety and security. The users of the new facility are anticipated to be existing community members; therefore, the project would not induce growth in the project area or result in a need for new or

expanded police, fire, school, recreation, or other public facilities. The impact would remain less than significant (criteria a through e).

Conclusion

The project would not create any new significant impacts or any substantial increase in severity of previously identified significant impacts on public services. No standard conditions and no mitigation measures were adopted with the Specific Plan EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation measures are required.

3.16 Recreation

RECREATION	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒

The Specific Plan EIR analyzed impacts to recreation in Public Services as it analyzed parks. The analysis is separated out here per the updated Appendix G Environmental Checklist Form (2019).

Prior Environmental Analysis

Even with implementation of the Plan, the City would exceed the park-to-person ratio goal. Further, development within the Plan area would include the creation of additional open space areas in the form of plazas, pocket parks, and private open space. Given the availability of City-maintained parks, in addition to regional parks and the public-school resources for which there is a joint use agreement, population growth related to development under the Specific Plan is not anticipated to increase the use of recreational resources such that substantial physical deterioration would occur or necessitate new or expanded recreational facilities; therefore, the impact would be less than significant (2012 criterion d, Public Services).

Impact Analysis

The project would provide a new pedestrian and bicycle connection across the Caltrain tracks to recreational facilities at Burgess Park and other parks in the project area. The project would serve the

local population and would not increase the use of recreational resources such as Burgess Park, Burgess Pool, Burgess Recreation Center, Arillaga Family Gymnasium, Burgess Gymnastics Center, and Burgess Skate Park (City of Menlo Park 2012a) (criteria a and b).

Conclusion

The project would not create any new significant impacts or any substantial increase in severity of previously identified significant impacts on recreation. No standard conditions and no mitigation measures were adopted with the EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation measures are required.

3.17 Transportation

TRANSPORTATION Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☒

As allowed by the CEQA Guidelines, the Specific Plan EIR did not strictly follow the Appendix G Environmental Checklist Form to analyze impacts for Transportation. In addition, the CEQA Appendix G thresholds were updated in 2019 to emphasize VMT and de-emphasize level of service and parking impacts.

Prior Environmental Analysis

Specific Plan implementation would not alter the existing street grid; however, it would result in significant unavoidable traffic impacts to intersection operations and local roadway segments. Mitigation Measures TR-1a, TR-1b, TR-1c, and TR-1d would require project applicants to contribute funding toward intersection improvements for these areas. However, because funding is not in the City's Transportation Impact Fees (TIF), impacts were found to be significant and unavoidable. Mitigation Measures TR-2 requires new developments within the Specific Plan area to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments; however, because the effectiveness of a TDM program cannot be

guaranteed, the impact to roadway segments is considered to be significant and unavoidable. Specific Plan implementation was found to have a less-than-significant impact on freeway segment and transit operations. Specific Plan implementation would provide for new and enhanced pedestrian and bicycle facilities that would provide improved connectivity within the Plan area and outward to other neighborhoods. The Plan did not contain design aspects that would cause an increased potential for bicycle/vehicle conflicts. Development under the Plan area would affect parking supply in the downtown but would not result in inadequate parking capacity.

Overall, future development would not impede emergency access routes and would continue to maintain the existing city grid systems. Additionally, the Plan would not result in permanent road closures that would physically interfere with emergency response or evacuation plans. Therefore, development within the Plan area would not impair or interfere with any emergency response or emergency evacuation plans and no impact would occur.

Impact Analysis

The project is included in the transportation planning documents for the City, including the City's *Comprehensive Bicycle Development Plan*. The project is consistent with the transportation goals of the region, which is to reduce vehicle miles traveled, enhance connectivity, and encourage alternative modes of transportation, such as walking and bicycling (criterion a).

According to CEQA Guidelines Section 15064.3, subdivision (b), "transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact." Other than temporary vehicle trips from construction workers, the operation of the project would not include any vehicle trips and would reduce the vehicle miles traveled by creating a new connection in the community with the opportunity to bike or walk (criterion b).

As discussed in the EIR, the full build-out of the Plan would have significant unavoidable traffic impacts to some of the operation of intersections as well as some local roadway segments. However, the project would not be in the areas adversely affected by the Plan and would not add any traffic impacts. The project would encourage walking and biking as alternative modes of transportation. Although project construction would generate additional vehicle trips on the local roadways as workers commute and equipment and materials are transported to/from the project area, construction would take place over 12 to 18 months and would be coordinated to minimize impacts to street traffic.

Construction activities could require one-way traffic control (single lane closure) for various activities on or adjacent to Alma Street (utility relocations, tree removals, crosswalk placement, pavement markings, etc.). Full closures on Alma Street may be needed on a temporary basis. Construction activities would require the temporary closure of the Caltrain tracks in the project vicinity; however, the tunnel construction is proposed during a holiday weekend to minimize disruption to the system. Project construction and operation would require no long-term change in Caltrain's existing operations or maintenance activities (criterion c).

As discussed in the Specific Plan EIR, implementation of the Plan would not impede emergency access routes or interfere with emergency response or evacuation plans (criterion d).

Conclusion

The project would not create any new significant impacts or any substantial increase in severity of previously identified significant impacts. No new standard conditions and no mitigation measures are required to reduce impacts of the project.

Mitigation Measures

Traffic Mitigation Measures		
Name	**Summary**	**Applicable to project?**
Mitigation Measure TR-1a through TR-7n	Fair share funding for impacted roadways.	No; the project would not generate any new vehicle trips therefore would not contribute to any project specific or cumulative impacts.
Mitigation Measure TR-2	TDM program for new developments within the Specific Plan area	No; this project is not a development project.

3.18 Tribal Cultural Resources

TRIBAL CULTURAL RESOURCES	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?			
a. listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒
b. resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	☐	☐	☒

The Specific Plan EIR analyzed Tribal Cultural Resources impacts under Cultural Resources (Section 4.4 in City of Menlo Park 2016a).

Prior Environmental Analysis

The 2009 review of the records and literature on file at the Northwest Information Center (NWIC) indicated that no historic or prehistoric archaeological resources have been recorded within the Plan area. However, numerous prehistoric archaeological sites have been recorded along the San Francisquito Creek corridor just outside of the Plan area. Implementation of Mitigation Measures CUL-2a and CUL-2b would reduce potential impacts to archaeological resources to less than significant. Based upon the 2009 records search, no human remains are known to exist within the Plan area. However, the potential exists that construction could result in the disturbance of human remains, including those interred outside of formal cemeteries. If human remains are discovered during construction, Mitigation Measure CUL-4 requires CEQA Guidelines 15064.5(e)(1) be followed.

In accordance with Senate Bill 18, the City completed outreach in January 2011 and invited Native American tribes and individuals to consult on the Specific Plan EIR. No tribes contacted the City for consultation.

Impact Analysis

A site-specific records search and survey were performed for this project pursuant to the Specific Plan EIR Mitigation Measure CUL-2a. See Appendix D, Cultural Resources Memo.

On April 29, 2019, the Native American Heritage Commission (NAHC) was contacted to conduct a Sacred Lands File (SLF) search. The NAHC replied on April 30, 2019 that the search was negative for sensitive cultural resources. The NAHC also included a list of Native American tribes for AB 52 consultation. Since no cultural resources were identified in the NWIC records search or in the NAHC SLF search, and because consultation is not required when preparing an addendum to an existing EIR, consultation was not conducted. No tribal cultural resources were identified within or near the project area. Therefore, the proposed project would not result in a substantial adverse change to any tribal cultural resources, and no impact would occur (criterion a).

No prehistoric resources or tribal cultural resources were identified within or near the project area. Therefore, the proposed project would not result in a substantial adverse change to any tribal cultural resources and no impact would occur (criterion b).

Conclusion

The project would not result in new significant or cumulative impacts beyond those previously identified, analyzed, and mitigated in the Specific Plan EIR. Mitigation measures identified in the Plan have been previously adopted and found to substantially mitigate the impacts and would continue to be enforced through the project. No new mitigation measures are required to reduce impacts of the project.

Mitigation Measures

See Section 3.5, Cultural Resources for applicable mitigation measures.

3.19 Utilities and Service Systems

UTILITIES AND SERVICE SYSTEMS Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒

The Specific Plan EIR analyzed Utilities and Service Systems under Public Services. Per the updated Appendix G Checklist Form (2019), these resources are separately described here, under Section 3.19, Utilities and Service Systems.

Prior Environmental Analysis

Specific Plan implementation would result in an increase in population that would generate additional needs for utilities and service. The Specific Plan EIR found that through implementation of conservation measures as outlined in Title 24 of the California Building Code and conservation measures included on the City's General Plan, Specific Plan implementation would have a less-than-significant effect on water supply; wastewater treatment; storm water drainage; and electric power, natural gas, and telecommunications facilities.

Specific Plan implementation would increase the amount of development in the Plan area, thereby increasing the generation of solid waste. San Carlos Transfer Station and the Ox Mountain Sanitary Landfill have the capacity able to accommodate the approximate 1.3 tons per day of additional solid waste (at buildout) from the development under the Specific Plan. As a result, the Specific Plan would have a less-than-significant impact on landfill capacities and would not violate solid waste goals or regulations. Individual

future projects under the Specific Plan would be required to comply with the City's Construction and Demolition Recycling Ordinance, which requires salvage or recycling of at least 60 percent of construction-related solid waste generation. Construction and demolition waste would not result in a significant impact.

Impact Analysis

The project site would be within existing public services areas. The project would require relocation of utilities, including a gas line on the west side of the tracks, a sewer line and (possibly) underground electrical lines on the east (Alma Street) side of the tracks, and two fiber optic lines and a signal (electrical) line inside the Caltrain right-of-way. As part of the project, the City also plans to add a sewer line inside the Cortana property and a new water main next to the undercrossing structure beneath the railroad tracks. The Specific Plan EIR anticipated the need for additional utilities and found that through implementation of conservation measures outlined the California Building Code and the City's General Plan, the impact would be less than significant. Therefore, this impact would remain less than significant (criteria a through c).

Project construction would generate solid waste that would require disposal at an off-site licensed waste facility. All wood, concrete, and metals would be recycled to the maximum extent practicable, minimizing consumption of landfill space. The project would be required to comply with the City's Construction and Demolition Recycling Ordinance, which requires salvage or recycling of at least 60 percent of construction-related solid waste generation. As stated in the Specific Plan EIR, waste facilities have ample capacity to handle the expected increase. The project impact would remain less than significant on landfill capacities and would not violate solid waste goals or regulations (criteria d and e).

Conclusion

The project would not have any potential impacts on utilities and service systems. It would not create any new significant impacts or any substantial increase in severity of previously identified in the Specific Plan EIR. No standard conditions and no mitigation measures were adopted with the Specific Plan EIR and none are required to reduce impacts of the project.

Mitigation Measures

No existing or new mitigation measures are required.

3.20 Wildfire

WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	Equal or Less Severity of Impact Previously Identified in the 2012 FEIR
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire	☐	☐	☒

or the uncontrolled spread of a wildfire?			
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒

Prior Environmental Analysis

Wildfire was added to the CEQA Guidelines Appendix G checklist in 2019, after the Specific Plan EIR was written and certified in 2012. Wildfire was mentioned in Section 4.6, Greenhouse Gas Emissions, as it was relating to effects of global warming. The Plan area was found not to be in a high fire hazard area that could be affected by climate-change-related drought.

Impact Analysis

The project is not mapped within or near a Very High Fire Hazard Severity Zone within the Local Responsibility Area (CAL FIRE 2008); therefore, there would be no impact regarding wildfires and no mitigation is required.

Conclusion

The project is not mapped within or near a Very High Fire Hazard Severity Zone within the Local Responsibility Area; therefore, no further analysis is warranted. No impact regarding wildfires would occur and no mitigation is required.

Mitigation Measures

No existing or new mitigation is proposed.

4. Conclusions

The City of Menlo Park has determined that the Middle Avenue Pedestrian & Bicycle Rail Crossing Study Project would not have a significant effect on the environment. The design measures, standard construction measures, and mitigation measures already adopted in the Menlo Park El Camino Real/Downtown Specific Plan EIR would reduce any impacts to less than significant. Therefore, this addendum, which considers the incremental effects of the project, is consistent with the EIR adopted by the City of Menlo Park in 2012.

1/10/2020

NAME NICOLE H. NAGAYA
TITLE INTERIM PUBLIC WORKS DIRECTOR

Date

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6. List of Preparers

City of Menlo Park

Morad Fakhrai, P.E. ..... Senior Project Manager
Angela Obeso, P.E. ..... Senior Transportation Engineer
Nicole Nagaya, P.E. ..... Interim Public Works Director
Justin Murphy ..... Deputy City Manager

AECOM

Peter DeStefano, P.E. ..... Transportation Project Manager
Millette Litzinger, P.E. ..... Senior Project Manager
Joyce Lin ..... Project Engineer
Lynn McIntyre ..... Senior Environmental Planner
Florentina Craciun ..... Environmental Planner
Teresa O'Grady ..... Environmental Planner
Paola Pena ..... Air Quality/Greenhouse Gas Emissions Specialist
Natalie Greer ..... Biologist
Jay Rehor, RPA ..... Senior Geoarchaeologist
Karin Beck, RPA ..... Senior Archaeologist
Katherine Kubal, RPA ..... Senior Archaeologist
Deborah Jew ..... Document Specialist

Appendix A: 2012 Appendix G Environmental Checklist Form

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APPENDIX G:
ENVIRONMENTAL CHECKLIST FORM

NOTE: The following is a sample form ~~and~~that may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. Project title: _____
2. Lead agency name and address:
   _____
   _____
   _____
3. Contact person and phone number: _____
4. Project location: _____
5. Project sponsor's name and address:
   _____
   _____
   _____
6. General plan designation: _____ 7. Zoning: _____
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
   _____
   _____
   _____
9. Surrounding land uses and setting: Briefly describe the project's surroundings:
   _____
   _____
   _____
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
    _____
    _____
    _____
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, ~~has consultation begun~~ is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? _____

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section ~~21083~~21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of

Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology /Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation~~/Traffic~~	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance

SAMPLE QUESTION

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, w~~W~~ould the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐
c) ~~In non-urbanized areas, s~~Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management distict or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐
~~b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?~~	~~☐~~	~~☐~~	~~☐~~	~~☐~~
~~e~~b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard ~~(including releasing emissions which exceed quantitative thresholds for ozone precursors)~~?	☐	☐	☐	☐
~~e~~d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐
~~d~~e) ~~Create objectionable~~ Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☐

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Have a substantial adverse effect on state or federally protected wetlands ~~as defined by Section 404 of the Clean Water Act~~ (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource ~~as defined in~~ pursuant to § 15064.5?	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☐
~~c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?~~	☐	☐	☐	☐
~~d~~c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐
VII. GEOLOGY AND SOILS. Would the project:				
a) ~~Expose people or structures to~~ Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐
iv) Landslides?	☐	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
waste water disposal systems where sewers are not available for the disposal of waste water?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐
~~VII~~IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☐
~~f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?~~	☐	☐	☐	☐
~~g~~f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐
~~h~~g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires~~, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands~~?	☐	☐	☐	☐
~~I~~X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☐
b) Substantially ~~deplete~~decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin~~ there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)~~?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☐
~~d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?~~	☐	☐	☐	☐
~~e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?~~	☐	☐	☐	☐
~~f) Otherwise substantially degrade water quality?~~	☐	☐	☐	☐
~~g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?~~	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
~~h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?~~	☒	☒	☒	☒
~~i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?~~	☒	☒	☒	☒
~~j) Inundation by seiche, tsunami, or mudflow?~~	☒	☒	☒	☒
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☐
b) Cause a significant environmental impact due to a conflict with any ~~applicable~~ land use plan, policy, or regulation ~~of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance)~~ adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐
~~c) Conflict with any applicable habitat conservation plan or natural community conservation plan?~~	☒	☒	☒	☒
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐
XIII. NOISE. Would the project result in:				
a) ~~Exposure of persons to or g~~Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) ~~Exposure of persons to or g~~Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐
~~c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?~~	☐	☐	☐	☐
~~d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?~~	☐	☐	☐	☐
~~e~~c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐
~~f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?~~	☐	☐	☐	☐
XIV~~II~~. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐
~~c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?~~	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☐
Fire protection?	☐	☐	☐	☐
Police protection?	☐	☐	☐	☐
Schools?	☐	☐	☐	☐
Parks?	☐	☐	☐	☐
Other public facilities?	☐	☐	☐	☐
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION~~/TRAFFIC~~. Would the project:				
a) Conflict with a~~n applicable~~ program, plan, ordinance or policy ~~establishing measures of effectiveness for the performance of~~ addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ~~taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?~~	☐	☐	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?~~Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?~~	☐	☐	☐	☐
~~c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?~~	☐	☐	☐	☐
~~d~~c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐
~~e~~d) Result in inadequate emergency access?	☐	☐	☐	☐
~~f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?~~	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☐
XIX~~VIII~~. UTILITIES AND SERVICE SYSTEMS. Would the project:				
~~a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?~~	☐	☐	☐	☐
~~b~~a) Require or result in the relocation or construction of new or expanded water, ~~or~~ wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities ~~or expansion of existing facilities~~, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☐
~~c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?~~	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
~~d~~b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ~~from existing entitlements and resources, or are new or expanded entitlements needed?~~	☐	☐	☐	☐
~~e~~c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐
~~f~~d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ~~Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?~~	☐	☐	☐	☐
~~g~~e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☐
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐
XXI~~VIV~~. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino,*(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors,* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2016
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

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Appendix B: 2012 Specific Plan EIR MMRP

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TABLE 2-1
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
Air Quality		
Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)	**Mitigation Measure AIR-1a:** During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls. ***Basic Controls that Apply to All Construction Sites*** 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as	Significant and Unavoidable

Impact AIR-1 (cont.)	soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. ***Additional Measures for Development Projects that Exceed Significance Criteria*** 1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.	

Impact AIR-1 (cont.)	3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. 8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 9. Minimizing the idling time of diesel powered construction equipment to two minutes. 10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide	

Impact AIR-1 (cont.)	fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. 11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings). 12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter. 13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines. **Mitigation Measure AIR-1b:** Each applicant for development projects to be implemented under the Specific Plan for projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan outlining how construction exhaust emissions will be controlled during construction activities. These plans shall be submitted to the City for review and approval and shall be distributed to all employees and construction contractors prior to	

Impact AIR-1 (cont.)	commencement of construction activities. The plan shall describe all feasible control measures that will be implemented during construction activities. Feasible control measures may include, but not be limited to, those identified in Mitigation Measure AIR-1a.	
Biological Resources		
Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)	**Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys.** No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre- construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered. **If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied**: no further mitigation is required.	Less than Significant

Impact BIO-1 (cont.)	**If active nests of special-status birds are found during the surveys:** implement Mitigation Measure BIO-1b. **Mitigation Measure BIO-1b: Avoidance of active nests.** If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following: 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds	

Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)	**Mitigation Measure BIO-3a: Reduce building lighting from exterior sources.** a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; b. Installing motion-sensor lighting; c. Utilize minimum wattage fixtures to achieve required lighting levels; d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting; **e.** Use cutoff shields on streetlight and external lights to prevent upwards lighting	Less than Significant
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)	**Mitigation Measure BIO-5a: Preconstruction surveys.** Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in	Less than Significant

Impact BIO-5 (cont.)	diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented. ***If no active roosts present*:** no further action is warranted. ***If roosts or hibernacula are present*:** implement Mitigation Measures BIO-2b through 2e. **Mitigation Measure BIO-5b: Avoidance.** If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and	

Impact BIO-5 (cont.)	Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the "take" of individuals is prohibited **Mitigation Measure BIO-5c: Safely evict non-breeding roosts.** Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the "take" of individuals is prohibited.	
Cultural Resources		
Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)	**Mitigation Measure CUL-2a:** When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an	Less than Significant

Impact CUL-2 (cont.)	updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site). **Mitigation Measure CUL-2b:** Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.	

Impact CUL-3: The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)	**Mitigation Measure CUL-3:** Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP),[1] who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.	Less than Significant
Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)	**Mitigation Measure CUL-4:** If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows: • In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby	Less than Significant

Impact CUL-4 (cont.)	area reasonably suspected to overlie adjacent human remains until a. The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours; ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American; iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.	

Impact CUL-4 (cont.)	a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission. b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.	
Greenhouse Gases		
Impact GHG-1: The Specific Plan would generate GHG emissions, both directly and indirectly, that would have a significant impact on the environment. (Significant)	**Mitigation Measure GHG-1: Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments.** BAAQMD has identified a menu of over 100 available mitigation measures for the purposes of addressing significant air quality impacts, including GHG impacts that arise from implementation of plans including Specific Plans. Many of the GHG reduction measures are already part of the proposed Specific Plan and discussed in the Project Description. Several BAAQMD identified mitigation measures are not applicable to a Specific Plan as they are correlated to specific elements of a general plan. As an example, Table 4.6-5 presents the mitigation measures contained in the BAAQMD CEQA Guidelines related to Land Use elements and either correlates each to a	Significant and Unavoidable

Impact GHG-1 (cont.)	specific element of the project, explains why it is inapplicable to the proposed project or identifies it as a mitigation measure to be implemented by the proposed project. This method was used in consideration of all BAAQMD identified GHG mitigation measures for plans to develop the following list of available mitigation measures (with BAAQMD-identified category) for the proposed Specific Plan: • Facilitate lot consolidation that promotes integrated development with improved pedestrian and vehicular access (Land Use Element: Compact Development); Ensure that new development finances the full cost of expanding public infrastructure and services to provide an economic incentive for incremental expansion (Land Use Element: Compact Development); • Ensure new construction complies with California green Building Code Standards and local green building ordinances (Land Use Element: Sustainable Development); • Provide permitting incentives for energy efficient and solar building projects (Land Use Element: Sustainable Development); • Support the use of electric vehicles; where appropriate. Provide electric recharging facilities (Circulation Element: Local Circulation; see also Mitigation Measure GHG-2 below). • Allow developers to reach agreements with auto-oriented shopping center owners to use commercial parking lots as park-and-ride lots and multi-modal	

Impact GHG-1 (cont.)	transfer sites (Circulation Element: Regional Circulation); • Eliminate [or reduce] parking requirements for new development in the Specific Plan area (Circulation Element: Parking); • Encourage developers to agree to parking sharing between different land uses (Circulation Element: Parking); • Require developers to provide preferential parking for low emissions and carpool vehicles (Circulation Element: Parking); • Minimize impervious surfaces in new development and reuse project in the Specific Plan area (Conservation Element: Water Conservation); • Require fireplaces installed in residential development to be energy efficient in lieu of open hearth. Prohibit the installation of wood burning devices (Conservation Element: Energy Conservation); and • Sealing of HVAC ducts. This is a project level BAAQMD measure that requires the developer to obtain third party HVAC commissioning to ensure proper sealing of ducts and optimal heating and cooling efficiencies. BAAQMD estimated that this measure reduces air conditioning electrical demand by 30 percent. The California Energy commission estimates that air conditioning electrical demand represents approximately 20 percent of total demand for a single family residence and this measure would reduce electrical-related GHG emissions by approximately 100 metric tons/year	

Impact GHG-1 (cont.)	of CO_2e. Additionally, the City of Menlo Park is planning its own amendments to the CALGreen building code (California Green Building Standards Code, Title 24, Part 11). These amendments will be designed to require a further 15 percent reduction over baseline Title 24 green building standards requirements for all new development in the City, as well as mandatory duct testing (discussed above) and cool roof materials. As these amendments are only in the planning stages, they are identified here as further mitigation. Reductions in GHG emissions from these amendments were calculated using the mitigations tab in the BGM model. While BAAQMD also identifies use of cool roof materials as a potential GHG mitigation measure, per CAPCOA3, reflective roofs are covered under Title 24 Part 6 and the electricity savings is therefore incorporated in savings due to Title 24 (CALGreen) and no further reduction was taken for this measure as reductions up to 15 percent beyond Title	
Hazards and Hazardous Materials		
Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)	**Mitigation Measure HAZ-3:** All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building	Less than Significant

Impact HAZ-3 (cont.)	specifications and approved of by the City Building Department prior to issuance of a building permit.	
Noise		
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Potentially Significant)	**Mitigation Measure NOI-1a:** Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements: • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever	Less than Significant

Impact NOI-1 (cont.)	feasible; • Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and • When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems. **Mitigation Measure NOI-1c:** The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction	

Impact NOI-1 (cont.)	control noise plan to address complaints.	

Source: City of Menlo Park El Camino Real and Downtown Specific Plan EIR, Section 2.2, Environmental Impacts and Mitigation Measures (City of Menlo Park 2012a)

Note: This table only lists applicable mitigation measures

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Appendix C: Construction Emissions Calculations

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Construction Emissions Summary

Annual Construction Emissions											
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Year	tons/year										MT/year
2020	0.13	1.31	1.02	0.00	0.05	0.06	0.12	0.01	0.06	0.07	182.3544
2021	0.17	1.49	1.68	0.00	0.02	0.08	0.10	0.01	0.08	0.08	254.7063
Total Emissions (tons)	0.30	2.80	2.70	0.01	0.08	0.14	0.22	0.01	0.14	0.15	437.06

Notes: ROG = reactive organic gases; NOx = nitrogen oxides; CO = carbon monoxide; SO2 = sulfur dioxide; PM10 = particulate matter equal or less than 10 micrometers in diameter; PM2.5 = particulate matter equal or less than 2.5 micrometers in diameter

Average Daily Construction Emissions										
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Annual Emissions	0.30	2.80	2.70	0.01	0.08	0.14	0.22	0.01	0.14	0.15
Average Daily Emissions (pounds/day)[1]	1.52	14.13	13.64	0.03	0.38	0.71	1.09	0.07	0.69	0.76
Threshold[2]	54	54				82			54	
Exceed Threshold?	No	No				No			No	

Notes:
[1] Average daily emissions are calculated based on 22 working days per month over an 18-month construction period.
[2] Thresholds from Table 2-1 of the BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017)
ROG = reactive organic gases; NOx = nitrogen oxides; CO = carbon monoxide; SO2 = sulfur dioxide; PM10 = particulate matter equal or less than 10 micrometers in diameter; PM2.5 = particulate matter equal or less than 2.5 micrometers in diameter

Total Months of Construction	18
Working Days/Month	22
lb/ton	2000

Construction-Related Greenhouse Gas Emissions	
Year	MT CO2e
2020	182.35
2021	254.71
Total GHG Emissions	437.06
Amortized GHG Emissions[1]	10.93

Notes:
[1] Amortized construction GHG emissions calculated assuming 40-year project lifetime, consistent with Specific Plan EIR analysis.
CO2e = carbon dioxide equivalents; MT = metric tons

Middle Avenue Undercrossing Project

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	0.21	Acre	0.21	9,239.99	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	70
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only run.

Land Use - Other non-asphalt surfaces land use and associated acreage based on project specific details to account for tunnel, ped/bike improvements, retaining walls, and stairways.

Construction Phase - Utilties relocation to occur in 2020 for 3-6 months. Main construction to occur in 2021 for 9-12 months. Default CalEEMod schedule scaled up to account for project specific details and 4-day tunnel construction period.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment with additional pump and generator.

Off-road Equipment - Default equipment with additional pump and generator.

Off-road Equipment - Default equipment with additional pump and generator.

Off-road Equipment - Default equipment with additional pump and generator.

Off-road Equipment - Default equipment with additional pump and generator.

Trips and VMT - Default worker trips. Haul truck trips during building construction to account for delivery of pre-cast tunnel segments. Haul trucks during the paving phase to account for poured cement trucks. Vehicle class for hauling changed to match vendor vehicle class: HHDT, MHDT.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	NumDays	100.00	4.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	5.00	232.00
tblConstructionPhase	NumDays	1.00	132.00
tblConstructionPhase	NumDays	1.00	3.00
tblGrading	AcresOfGrading	1.50	0.50
tblGrading	MaterialExported	0.00	2,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Utility Relocation
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Utility Relocation
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	UsageHours	4.00	24.00
tblOffRoadEquipment	UsageHours	6.00	24.00
tblOffRoadEquipment	UsageHours	8.00	24.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	HaulingTripNumber	0.00	202.00
tblTripsAndVMT	HaulingVehicleClass	HHDT	HDT_Mix
tblTripsAndVMT	VendorTripNumber	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1294	1.3118	1.0249	2.0700e-003	0.0532	0.0627	0.1160	8.1800e-003	0.0604	0.0686	0.0000	181.6053	181.6053	0.0300	0.0000	182.3544
2021	0.1723	1.4854	1.6764	2.9700e-003	0.0219	0.0783	0.1002	5.8700e-003	0.0755	0.0814	0.0000	253.7584	253.7584	0.0379	0.0000	254.7063
Maximum	**0.1723**	**1.4854**	**1.6764**	**2.9700e-003**	**0.0532**	**0.0783**	**0.1160**	**8.1800e-003**	**0.0755**	**0.0814**	**0.0000**	**253.7584**	**253.7584**	**0.0379**	**0.0000**	**254.7063**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1294	1.3118	1.0249	2.0700e-003	0.0295	0.0627	0.0923	5.1600e-003	0.0604	0.0656	0.0000	181.6051	181.6051	0.0300	0.0000	182.3542
2021	0.1723	1.4854	1.6764	2.9700e-003	0.0219	0.0783	0.1002	5.8700e-003	0.0755	0.0814	0.0000	253.7581	253.7581	0.0379	0.0000	254.7060
Maximum	**0.1723**	**1.4854**	**1.6764**	**2.9700e-003**	**0.0295**	**0.0783**	**0.1002**	**5.8700e-003**	**0.0755**	**0.0814**	**0.0000**	**253.7581**	**253.7581**	**0.0379**	**0.0000**	**254.7060**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**31.54**	**0.00**	**10.96**	**21.49**	**0.00**	**2.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2020	8-31-2020	0.5582	0.5582
2	9-1-2020	11-30-2020	0.5523	0.5523
3	12-1-2020	2-28-2021	0.6288	0.6288
4	3-1-2021	5-31-2021	0.4870	0.4870
5	6-1-2021	8-31-2021	0.4868	0.4868
6	9-1-2021	9-30-2021	0.1587	0.1587
		Highest	0.6288	0.6288

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.9000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.9000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/9/2021	11/24/2021	5	12	
2	Utility Relocation	Site Preparation	6/1/2020	12/1/2020	5	132	
3	Building Construction	Building Construction	12/12/2020	12/17/2020	5	4	
4	Paving	Paving	12/18/2020	11/8/2021	5	232	
5	Site Preparation	Site Preparation	12/2/2020	12/4/2020	5	3	
6	Grading	Grading	12/5/2020	12/11/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.21

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 549 (Architectural Coating – sqft)

OffRoad Equipment

Middle Avenue Undercrossing Project - San Mateo County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Pumps	1	8.00	84	0.74
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Generator Sets	1	8.00	84	0.74
Grading	Pumps	1	8.00	84	0.74
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	24.00	231	0.29
Building Construction	Forklifts	2	24.00	89	0.20
Building Construction	Generator Sets	1	24.00	84	0.74
Building Construction	Pumps	1	24.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	24.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Generator Sets	1	8.00	84	0.74
Paving	Pavers	1	7.00	130	0.42
Paving	Pumps	1	8.00	84	0.74
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Utility Relocation	Generator Sets	1	8.00	84	0.74
Utility Relocation	Graders	1	8.00	187	0.41
Utility Relocation	Pumps	1	8.00	84	0.74
Utility Relocation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	250.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	0.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	9	23.00	0.00	202.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDT_Mix
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Utility Relocation	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	9.1600e-003	0.0109	2.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	1.5320	1.5320	1.1000e-004	0.0000	1.5346
Total	**3.2200e-003**	**9.1600e-003**	**0.0109**	**2.0000e-005**		**5.6000e-004**	**5.6000e-004**		**5.6000e-004**	**5.6000e-004**	**0.0000**	**1.5320**	**1.5320**	**1.1000e-004**	**0.0000**	**1.5346**

3.2 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0379	0.0379	0.0000	0.0000	0.0380
Total	**2.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0379**	**0.0379**	**0.0000**	**0.0000**	**0.0380**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	9.1600e-003	0.0109	2.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	1.5320	1.5320	1.1000e-004	0.0000	1.5346
Total	**3.2200e-003**	**9.1600e-003**	**0.0109**	**2.0000e-005**		**5.6000e-004**	**5.6000e-004**		**5.6000e-004**	**5.6000e-004**	**0.0000**	**1.5320**	**1.5320**	**1.1000e-004**	**0.0000**	**1.5346**

3.2 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0379	0.0379	0.0000	0.0000	0.0380
Total	**2.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0379**	**0.0379**	**0.0000**	**0.0000**	**0.0380**

3.3 Utility Relocation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0408	0.0000	0.0408	4.4100e-003	0.0000	4.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0995	1.0189	0.7631	1.5100e-003		0.0488	0.0488		0.0470	0.0470	0.0000	131.0979	131.0979	0.0226	0.0000	131.6630
Total	**0.0995**	**1.0189**	**0.7631**	**1.5100e-003**	**0.0408**	**0.0488**	**0.0896**	**4.4100e-003**	**0.0470**	**0.0514**	**0.0000**	**131.0979**	**131.0979**	**0.0226**	**0.0000**	**131.6630**

3.3 Utility Relocation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.2200e-003	0.0128	5.0000e-005	5.2000e-003	3.0000e-005	5.2300e-003	1.3800e-003	3.0000e-005	1.4100e-003	0.0000	4.3265	4.3265	8.0000e-005	0.0000	4.3286
Total	**1.8000e-003**	**1.2200e-003**	**0.0128**	**5.0000e-005**	**5.2000e-003**	**3.0000e-005**	**5.2300e-003**	**1.3800e-003**	**3.0000e-005**	**1.4100e-003**	**0.0000**	**4.3265**	**4.3265**	**8.0000e-005**	**0.0000**	**4.3286**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0184	0.0000	0.0184	1.9800e-003	0.0000	1.9800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0995	1.0189	0.7631	1.5100e-003		0.0488	0.0488		0.0470	0.0470	0.0000	131.0978	131.0978	0.0226	0.0000	131.6628
Total	**0.0995**	**1.0189**	**0.7631**	**1.5100e-003**	**0.0184**	**0.0488**	**0.0671**	**1.9800e-003**	**0.0470**	**0.0490**	**0.0000**	**131.0978**	**131.0978**	**0.0226**	**0.0000**	**131.6628**

3.3 Utility Relocation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.2200e-003	0.0128	5.0000e-005	5.2000e-003	3.0000e-005	5.2300e-003	1.3800e-003	3.0000e-005	1.4100e-003	0.0000	4.3265	4.3265	8.0000e-005	0.0000	4.3286
Total	**1.8000e-003**	**1.2200e-003**	**0.0128**	**5.0000e-005**	**5.2000e-003**	**3.0000e-005**	**5.2300e-003**	**1.3800e-003**	**3.0000e-005**	**1.4100e-003**	**0.0000**	**4.3265**	**4.3265**	**8.0000e-005**	**0.0000**	**4.3286**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1152	0.0990	1.7000e-004		6.5100e-003	6.5100e-003		6.1800e-003	6.1800e-003	0.0000	14.7098	14.7098	2.9600e-003	0.0000	14.7837
Total	**0.0119**	**0.1152**	**0.0990**	**1.7000e-004**		**6.5100e-003**	**6.5100e-003**		**6.1800e-003**	**6.1800e-003**	**0.0000**	**14.7098**	**14.7098**	**2.9600e-003**	**0.0000**	**14.7837**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.2300e-003	1.3500e-003	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8353	0.8353	1.0000e-004	0.0000	0.8379
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0524	0.0524	0.0000	0.0000	0.0525
Total	**1.1000e-004**	**3.2400e-003**	**1.5100e-003**	**1.0000e-005**	**2.3000e-004**	**1.0000e-005**	**2.4000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.8878**	**0.8878**	**1.0000e-004**	**0.0000**	**0.8904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1152	0.0990	1.7000e-004		6.5100e-003	6.5100e-003		6.1800e-003	6.1800e-003	0.0000	14.7098	14.7098	2.9600e-003	0.0000	14.7837
Total	**0.0119**	**0.1152**	**0.0990**	**1.7000e-004**		**6.5100e-003**	**6.5100e-003**		**6.1800e-003**	**6.1800e-003**	**0.0000**	**14.7098**	**14.7098**	**2.9600e-003**	**0.0000**	**14.7837**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.2300e-003	1.3500e-003	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.8353	0.8353	1.0000e-004	0.0000	0.8379
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0524	0.0524	0.0000	0.0000	0.0525
Total	**1.1000e-004**	**3.2400e-003**	**1.5100e-003**	**1.0000e-005**	**2.3000e-004**	**1.0000e-005**	**2.4000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.8878**	**0.8878**	**1.0000e-004**	**0.0000**	**0.8904**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9700e-003	0.0712	0.0729	1.2000e-004		3.9900e-003	3.9900e-003		3.8500e-003	3.8500e-003	0.0000	10.3485	10.3485	1.7000e-003	0.0000	10.3909
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9700e-003**	**0.0712**	**0.0729**	**1.2000e-004**		**3.9900e-003**	**3.9900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**10.3485**	**10.3485**	**1.7000e-003**	**0.0000**	**10.3909**

3.5 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	9.6000e-004	3.9000e-004	0.0000	1.2900e-003	1.0000e-005	1.3000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.2879	0.2879	2.0000e-005	0.0000	0.2885
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7539	0.7539	1.0000e-005	0.0000	0.7542
Total	**3.5000e-004**	**1.1700e-003**	**2.6300e-003**	**1.0000e-005**	**2.2000e-003**	**2.0000e-005**	**2.2100e-003**	**5.6000e-004**	**2.0000e-005**	**5.8000e-004**	**0.0000**	**1.0418**	**1.0418**	**3.0000e-005**	**0.0000**	**1.0428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9700e-003	0.0712	0.0729	1.2000e-004		3.9900e-003	3.9900e-003		3.8500e-003	3.8500e-003	0.0000	10.3485	10.3485	1.7000e-003	0.0000	10.3909
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9700e-003**	**0.0712**	**0.0729**	**1.2000e-004**		**3.9900e-003**	**3.9900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**10.3485**	**10.3485**	**1.7000e-003**	**0.0000**	**10.3909**

3.5 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	9.6000e-004	3.9000e-004	0.0000	1.2900e-003	1.0000e-005	1.3000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.2879	0.2879	2.0000e-005	0.0000	0.2885
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7539	0.7539	1.0000e-005	0.0000	0.7542
Total	**3.5000e-004**	**1.1700e-003**	**2.6300e-003**	**1.0000e-005**	**2.2000e-003**	**2.0000e-005**	**2.2100e-003**	**5.6000e-004**	**2.0000e-005**	**5.8000e-004**	**0.0000**	**1.0418**	**1.0418**	**3.0000e-005**	**0.0000**	**1.0428**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1620	1.4534	1.6112	2.7100e-003		0.0776	0.0776		0.0748	0.0748	0.0000	229.7326	229.7326	0.0370	0.0000	230.6574
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1620**	**1.4534**	**1.6112**	**2.7100e-003**		**0.0776**	**0.0776**		**0.0748**	**0.0748**	**0.0000**	**229.7326**	**229.7326**	**0.0370**	**0.0000**	**230.6574**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	0.0186	8.3600e-003	6.0000e-005	1.7800e-003	6.0000e-005	1.8300e-003	5.1000e-004	5.0000e-005	5.7000e-004	0.0000	6.3156	6.3156	5.3000e-004	0.0000	6.3287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5100e-003	4.2300e-003	0.0459	1.8000e-004	0.0201	1.2000e-004	0.0202	5.3500e-003	1.1000e-004	5.4600e-003	0.0000	16.1403	16.1403	2.9000e-004	0.0000	16.1477
Total	**7.1300e-003**	**0.0228**	**0.0542**	**2.4000e-004**	**0.0219**	**1.8000e-004**	**0.0221**	**5.8600e-003**	**1.6000e-004**	**6.0300e-003**	**0.0000**	**22.4559**	**22.4559**	**8.2000e-004**	**0.0000**	**22.4764**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1620	1.4534	1.6112	2.7100e-003		0.0776	0.0776		0.0748	0.0748	0.0000	229.7323	229.7323	0.0370	0.0000	230.6571
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1620**	**1.4534**	**1.6112**	**2.7100e-003**		**0.0776**	**0.0776**		**0.0748**	**0.0748**	**0.0000**	**229.7323**	**229.7323**	**0.0370**	**0.0000**	**230.6571**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	0.0186	8.3600e-003	6.0000e-005	1.7800e-003	6.0000e-005	1.8300e-003	5.1000e-004	5.0000e-005	5.7000e-004	0.0000	6.3156	6.3156	5.3000e-004	0.0000	6.3287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5100e-003	4.2300e-003	0.0459	1.8000e-004	0.0201	1.2000e-004	0.0202	5.3500e-003	1.1000e-004	5.4600e-003	0.0000	16.1403	16.1403	2.9000e-004	0.0000	16.1477
Total	**7.1300e-003**	**0.0228**	**0.0542**	**2.4000e-004**	**0.0219**	**1.8000e-004**	**0.0221**	**5.8600e-003**	**1.6000e-004**	**6.0300e-003**	**0.0000**	**22.4559**	**22.4559**	**8.2000e-004**	**0.0000**	**22.4764**

3.6 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8000e-004	0.0000	3.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2600e-003	0.0232	0.0173	3.0000e-005		1.1100e-003	1.1100e-003		1.0700e-003	1.0700e-003	0.0000	2.9795	2.9795	5.1000e-004	0.0000	2.9923
Total	**2.2600e-003**	**0.0232**	**0.0173**	**3.0000e-005**	**3.8000e-004**	**1.1100e-003**	**1.4900e-003**	**5.0000e-005**	**1.0700e-003**	**1.1200e-003**	**0.0000**	**2.9795**	**2.9795**	**5.1000e-004**	**0.0000**	**2.9923**

3.6 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1100e-003	0.0403	0.0168	1.0000e-004	2.0900e-003	1.3000e-004	2.2200e-003	5.7000e-004	1.2000e-004	6.9000e-004	0.0000	10.4414	10.4414	1.3000e-003	0.0000	10.4740
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0983	0.0983	0.0000	0.0000	0.0984
Total	**1.1500e-003**	**0.0404**	**0.0171**	**1.0000e-004**	**2.2100e-003**	**1.3000e-004**	**2.3400e-003**	**6.0000e-004**	**1.2000e-004**	**7.2000e-004**	**0.0000**	**10.5398**	**10.5398**	**1.3000e-003**	**0.0000**	**10.5724**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7000e-004	0.0000	1.7000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2600e-003	0.0232	0.0173	3.0000e-005		1.1100e-003	1.1100e-003		1.0700e-003	1.0700e-003	0.0000	2.9795	2.9795	5.1000e-004	0.0000	2.9923
Total	**2.2600e-003**	**0.0232**	**0.0173**	**3.0000e-005**	**1.7000e-004**	**1.1100e-003**	**1.2800e-003**	**2.0000e-005**	**1.0700e-003**	**1.0900e-003**	**0.0000**	**2.9795**	**2.9795**	**5.1000e-004**	**0.0000**	**2.9923**

3.6 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1100e-003	0.0403	0.0168	1.0000e-004	2.0900e-003	1.3000e-004	2.2200e-003	5.7000e-004	1.2000e-004	6.9000e-004	0.0000	10.4414	10.4414	1.3000e-003	0.0000	10.4740
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.9000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0983	0.0983	0.0000	0.0000	0.0984
Total	**1.1500e-003**	**0.0404**	**0.0171**	**1.0000e-004**	**2.2100e-003**	**1.3000e-004**	**2.3400e-003**	**6.0000e-004**	**1.2000e-004**	**7.2000e-004**	**0.0000**	**10.5398**	**10.5398**	**1.3000e-003**	**0.0000**	**10.5724**

3.7 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2200e-003	0.0372	0.0377	6.0000e-005		2.1800e-003	2.1800e-003		2.1200e-003	2.1200e-003	0.0000	5.4279	5.4279	6.6000e-004	0.0000	5.4443
Total	**4.2200e-003**	**0.0372**	**0.0377**	**6.0000e-005**	**1.8800e-003**	**2.1800e-003**	**4.0600e-003**	**1.0300e-003**	**2.1200e-003**	**3.1500e-003**	**0.0000**	**5.4279**	**5.4279**	**6.6000e-004**	**0.0000**	**5.4443**

3.7 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	7.3000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2458	0.2458	0.0000	0.0000	0.2459
Total	**1.0000e-004**	**7.0000e-005**	**7.3000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2458**	**0.2458**	**0.0000**	**0.0000**	**0.2459**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.5000e-004	0.0000	8.5000e-004	4.7000e-004	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2200e-003	0.0372	0.0377	6.0000e-005		2.1800e-003	2.1800e-003		2.1200e-003	2.1200e-003	0.0000	5.4279	5.4279	6.6000e-004	0.0000	5.4443
Total	**4.2200e-003**	**0.0372**	**0.0377**	**6.0000e-005**	**8.5000e-004**	**2.1800e-003**	**3.0300e-003**	**4.7000e-004**	**2.1200e-003**	**2.5900e-003**	**0.0000**	**5.4279**	**5.4279**	**6.6000e-004**	**0.0000**	**5.4443**

3.7 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	7.3000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2458	0.2458	0.0000	0.0000	0.2459
Total	**1.0000e-004**	**7.0000e-005**	**7.3000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2458**	**0.2458**	**0.0000**	**0.0000**	**0.2459**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.476244	0.050164	0.262181	0.139658	0.017521	0.006864	0.023236	0.006525	0.004137	0.003158	0.009064	0.000471	0.000777

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.9000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	7.9000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.9000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Appendix D: Cultural Resources Memo

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AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612
aecom.com

Project name:
EIR Addendum: Middle Avenue Undercrossing Project, Menlo Park, San Mateo County, California

To:
Morad Fakhrai, Project Manager

From:
Karin G. Beck, RPA, RPH

Date:
August 30, 2019

Memo

Subject: Results of Cultural Resources Analysis

This memorandum documents the results of a cultural resources inventory and analysis of potential impacts from the implementation of the Middle Avenue Pedestrian and Bicycle Rail Crossing Project (project) for an Addendum to the Menlo Park El Camino Real and Downtown Specific Plan Environment Impact Report (EIR), which was certified in June 2012. The study was conducted to meet the requirements of the California Environmental Quality Act (CEQA) and ensure that no significant impacts would occur to historical resources, unique archaeological resources, or tribal cultural resources because of the proposed construction.

The cultural resources study consisted of two record searches at the Northwest Information Center (NWIC) of the California Historical Resources Information System, as well as a literature review and historic map analysis; a pedestrian survey; subsurface geoarchaeological testing; and a search of the California Native American Heritage Commission's (NAHC) Sacred Land File (SLF). In addition, the studies documented in this memorandum are being used to inform an addendum to an existing EIR for which Native American consultation has already been completed.

PROJECT LOCATION AND DESCRIPTION

The project is located approximately 300 feet north of Middle Avenue and extends from the northern most edge of what is now a vacant parking lot across the Caltrain rail system, to Alma Street near Burgess Park in the City of Menlo Park, San Mateo County, California. The southern connection point for the rail crossing at Middle Avenue is the location for the open space plaza proposed as part of Stanford University's development at 500 El Camino Real (Middle Plaza at 500 El Camino Real Project), a planned mixed-use development. The project would construct a pedestrian and bicycle path undercrossing that would consist of a 62-foot-long by 20-foot-wide tunnel, with ramps and retaining walls. The tunnel would be excavated to a maximum depth of 25 feet below Caltrain track level, or 20 feet below ground surface. Construction of the tunnel would take place over an extended weekend with the complete shutdown of the Caltrain through the area and the removal of tracks to install the concrete tunnel. The pedestrian/bike ramps would be 10 feet wide (minimum) with a concrete surface; overall ramp length would be about 350 feet. The maximum depth of disturbance for the ramps is 12 feet below ground surface. There are eight retaining walls with an average length of 80 feet and an average height of 6 to 8 feet.

While most of the work would occur within the Caltrain right-of-way, a portion of the Cortana property (Big 5; Assessor's Parcel Number 071333200) on the west side of the tunnel, would be acquired for this project.

ENVIRONMENTAL AND HISTORICAL SETTING

People have resided in the San Francisco Bay Area for at least 10,000 years (Milliken et al. 2007:114). Ethnographic literature indicates that the project area is in the traditional territory of the Ohlone, a linguistically-related group comprised of eight separate languages (Levy 1978:485). *Ramaytush* Ohlone speakers resided in present day San Francisco and San Mateo counties; the nearest tribelet to the project area was *lamšin* (Las Pulgas), north of San Francisquito Creek (Milliken 1995: 246-247; Levy 1978:485).

The project area is located on the *Rancho Las Pulgas* land grant, near its border with the *Rancho Rinconada del Arroyo de San Francisquito* Mexican land grant; a 1700-acre portion of the former being sold off to two Irish immigrants in 1851. Three years later, these immigrants, Dennis J. Oliver and his brother-in-law D.C. McGlynn, erected an arched, wooden gate with the inscription “Menlo Park” (after Menlough, the name of their Irish hometown) at the entrance to their property. A decade later, the San Francisco and San Jose Railroad began running trains between San Francisco to Menlo Park, providing the wealthy barons of San Francisco a speedy means of transportation to their country estates (City of Menlo Park 2019). The City was permanently incorporated in 1927.

REGULATORY CONTEXT

California law provides for the protection of cultural resources by requiring evaluations of the significance of prehistoric and historic-period resources identified in documents prepared consistent with the California Environmental Quality Act (CEQA). The CEQA Statute is contained in Public Resources Code (PRC) 21000 to 21177 and the CEQA Guidelines are contained in California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Sections 15000 to 15387.

Under CEQA, a cultural resource is considered a “historical resource” if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. Under CEQA, the lead agency determines whether projects may have a significant effect on archaeological and historical resources. CEQA Guidelines Section 15064.5 defines what constitutes a historical resource, including 1) a resource determined by the State Historical Resources Commission to be eligible for the California Register of Historical Resources (CRHR) (including all properties on the National Register of Historic Places [NRHP]); 2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k); 3) a resource identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or 4) any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered historically significant if it meets the criteria for listing on the California Register.

If the lead agency determines that a project may have a significant effect on a historical resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. However, no further environmental review needs to be completed if, under the qualifying criteria, a cultural resource is not found to be a historical resource or unique archaeological resource.

Public Resources Code Section 5097.5

California Public Resources Code (PRC) Section 0597.5 prohibits “knowing and willful” excavation or removal of any “archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands.” Public lands are defined to include lands owned by or under the jurisdiction of the State, or any city, county, district, authority, or public corporation, or any agency thereof.

Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with CCR Section 15064.5(e) (CEQA), PRC Section 5097.98, California Health and Safety Code (CHSC) Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the CHSC states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner’s authority.

If the human remains are determined to be of Native American origin, the county coroner must contact the NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on non-federal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

Assembly Bill 52

Assembly Bill (AB) 52 sets a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. Projects subject to AB 52 are those that file a Notice of Preparation for an Environmental Impact Report or Notice of Intent to adopt a negative or mitigated negative declaration on or after July 1, 2015. AB 52 adds Tribal Cultural Resources (TCR) to the specific cultural resources protected under CEQA. Under AB 52, a TCR is defined as a site, feature, place, cultural landscape (must be geographically defined in terms of size and scope), sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register, or included in a local register of historical resources. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB 52 also mandates lead agencies to consult with tribes, if requested by the tribe, and sets the principles for conducting and concluding consultation.

The current project is an addendum to an existing EIR, which was certified in June 2012, and as such, AB 52 does not apply.

City of Menlo Park

The City of Menlo Park General Plan (City of Menlo Park 2016) identifies goals and policies intended to preserve documented and unrecorded historical and prehistoric cultural resources within the City:

- Policy LU-7.8: Cultural Resource Preservation. Promote preservation of buildings, objects, and sites with historic and/or cultural significance.
- Goal OSC-3: Protect and enhance historic resources.
- Policy OSC-3.6: Identification of Potential Historic Resources. Identify historic resources for the historic district in the Zoning Ordinance and require design review of proposals affecting historic buildings.

RECORD SEARCHES

A cultural resources records search of the project area, including a 0.25-mile buffer, was conducted at the NWIC on April 2, 2019, to identify previous cultural resources studies and recorded resources in the area (NWIC File Number 18-1883). A second search was conducted on August 2, 2019, after the tunnel was relocated further north due to design constraints (NWIC File Number 19-0228). The NRHP, the CRHR, and the Office of Historic Preservation (OHP) Historic Properties Directory data files were also reviewed. Five previous studies (Alonso et al. 2017; Carrico et al. 2000; Hatoff et al. 1995; JRP 2002; Nelson et al. 2002) were conducted within portions of the project area. No archaeological sites have been previously recorded within or adjacent to the project area. However, prehistoric archaeological site CA-SMA-424 is located approximately 0.5-mile southeast of the project area along the Caltrain right-of-way, and the area of San Francisquito Creek (0.5-mile south of the project area) was identified by numerous studies as sensitive for prehistoric archaeological resources (including CA-SCL-609) that contain human burials.

CA-SMA-424 was identified and tested in 2010 (Martinez), again in 2017 (Alonso et al.) and recommended as eligible for the NRHP under Criterion D (although the site was not formally evaluated under Section 106 of the NHPA or CEQA). At the time of identification, CA-SMA-424 had no surface evidenced, but instead was identified in soil samples extracted by mechanical bores.

CA-SCL-609 is located approximately 0.75-mile southeast of the project area adjacent to San Francisquito Creek, in neighboring Santa Clara County. CA-SCL-609 was first identified in 1987 (Bocek), then later in 2014 (Conway 2016), numerous burials were identified.

The NRHP-listed Barron-Latham-Hopkins Gate Lodge/House is the nearest built environment resource identified during the record searches (OHP 2012:18). The resource is located on Ravenswood Avenue and is not visible from the project area; therefore, this resource will not be considered further.

LITERATURE AND MAP REVIEW

A review of historical topographic quadrangle maps and aerial photographs depict the railroad and surrounding streets, but no buildings or other structures on or near the project area, just open space or farmland (NETR 1948; USGS 1899, 1953). It was not until 1968 that the area surrounding the project began to be developed (NETR 1968).

A review of *Five Views – An Ethnic Historic Site Survey for California* (OHP 1988) was negative. Likewise, Caltrans' *Research Design and Treatment Plan for Native American Archaeological Resources in the San Francisco Bay-Delta Region* (Byrd, Whitaker, and Mikkelsen 2016), which contains a geoarchaeological sensitivity assessment, was reviewed and it was concluded that the potential sensitivity for surface archaeological resources is moderate while the sensitivity for buried archaeological resources in the project area is low.

NATIVE AMERICAN CONSULTATION

On April 29, 2019, the NAHC was contacted to conduct a SLF search. The NAHC replied on April 30, 2019, that the search was negative for sensitive cultural resources. A list of Native American tribes was also included for AB 52 consultation; however, consultation is not required when preparing an addendum to an existing EIR. Furthermore, no tribes have contacted the City of Menlo Park to request consultation under AB 52. However, a letter will be sent to the Native American tribes on the NAHC list to notify them of the project and the efforts made to rule out archaeological resources in the project area.

FIELD METHODS & RESULTS

A cultural resources survey was conducted by AECOM archaeologist Karin G. Beck on April 15, 2019. Visibility of the ground surface ranged from fair to good due to the vegetation covering it. No cultural resources were identified during the survey. However, due to the presence of prehistoric archaeological site CA-SMA-424, and the area of San Francisquito Creek being identified as sensitive for prehistoric archaeological resources that contain human burials all within 0.5-mile of the project area, the decision was made (prior to the relocation of the tunnel) to conduct subsurface Geoprobe boring to identify if buried cultural resources are present within the original tunnel location proposed beneath the Caltrain corridor. The tunnel originally located approximately 200 feet northwest of the northern edge of Burgess Drive at its intersection with Alma Street.

On May 20, 2019, AECOM geoarchaeologist Jay Rehor conducted boring at both sides of the undercrossing to a maximum depth of disturbance (up to 25 feet). Four bores were excavated with a direct-push ("Geoprobe") drill rig. Two sediment samples were collected and submitted to a laboratory for radiocarbon dating to constrain the timing of initiation and/or cessation of deposition. The dates of the two samples (the shallower of the samples retrieved from about 19 feet) were almost identical at approximately 26,250 years Before Present, indicating that these sediments were buried during the late Pleistocene, and have no potential for buried archaeological resources.

No archaeological resources were observed in any of the bores. The subsurface profile observed in the four Geoprobe bores was generally consistent throughout the project area. This profile consisted of a cumulic profile of alluvial sediment (likely originating from San Francisquito Creek) with no distinct buried soils (paleosols). This is indicative of more-or-less continual alluvial deposition over time, with only brief periods of landscape stability. Several indistinct weak color and structural subsurface soil horizons were observed which may be indicative of weak paleosols and brief breaks in deposition. Given this geomorphic regime, it is unlikely that a large stratified archaeological site would have developed. However, the possibility of a minor prehistoric archaeological site or isolated artifact cannot be completely ruled out within the project footprint.

The updated tunnel location was surveyed during the original site visit on April 15, 2019, with negative results.

DISCUSSION OF IMPACTS

Cultural Resources

a) Cause a substantial adverse change in the significance of a historical resource as defined by §15064.5?

Less-than-Significant Impact. No historical resources have been identified within or adjacent to the project area. No historic-period buildings are in the project area. Construction of the proposed project would not include any direct or indirect effects to any historical resources. Construction of the proposed project would have a **Less than Significant Impact** on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less-than-Significant Impact with Mitigation. No evidence of prehistoric resources was identified within the project area. However, the potential for accidental discovery of archaeological resources during construction of the proposed project cannot be completely discounted. A significant impact would occur if the project would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource. Given the proximity to sensitive prehistoric archaeological resources that contain human burials, and the compressed timeline for completion of the undercrossing portion of the project and need to address any unanticipated archaeological resources in a timely and efficient manner, archaeological monitoring during construction is warranted.

In addition to requiring an archaeological monitor, a treatment plan should be prepared prior to construction activities that contains: a brief research design that discusses the nature of archaeological sites in the vicinity and resource types which may reasonably be expected to occur within the project area; decision thresholds for assessing a resources' significance; procedures for notifying interested parties; and a schedule for completing these tasks. The treatment plan should also establish a notification list and plan of action if human remains are discovered, starting with contacting the NAHC prior to the start of construction to designate a Most Likely Descendant (MLD) for the project. Likewise, the County Coroner's office should be notified so that no delays occur in the management of inadvertent discovery of human remains. Mitigation Measure CUL-2a and -2b of the Specific Plan EIR would reduce to a less than significant level the potential impacts of construction of the undercrossing on as-yet unidentified archaeological resources.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant with Mitigation. No known burial sites were identified in the project area or in the immediate vicinity. The potential exists, however, for previously unknown human remains to be discovered during construction. Damage to or destruction of human remains would constitute a significant impact. However, implementation of Mitigation Measure CUL-4 of the Specific Plan EIR and the requirements established in a treatment plan would ensure that if an inadvertent discovery of previously unknown human remains is made, that appropriate steps will be taken to determine the significance of the find and pursue appropriate management. With implementation of the existing mitigation measure, this impact would be reduced to less than significant.

SUMMARY

Based on the two record searches, background research which included a geoarchaeological review of the project area that concluded a low likelihood for encountering buried archaeological resources due to the age of the landform and a moderate likelihood for surface sensitivity, a negative archaeological survey, and a negative Geoprobe testing investigation approximately 200 feet south of the updated location, no resources were identified within the project area. Although it is anticipated that there is a low likelihood for encountering buried archaeological resources, the potential for discover on unknown resources cannot be discounted. As such, avoidance and minimization efforts included in the Specific Plan EIR would be implemented to address potential effects to unanticipated resources. Therefore, the project is not anticipated to cause a substantial adverse effect to any known historical resources, unique archaeological resources, or tribal cultural resources beyond what was analyzed in the Specific Plan EIR.

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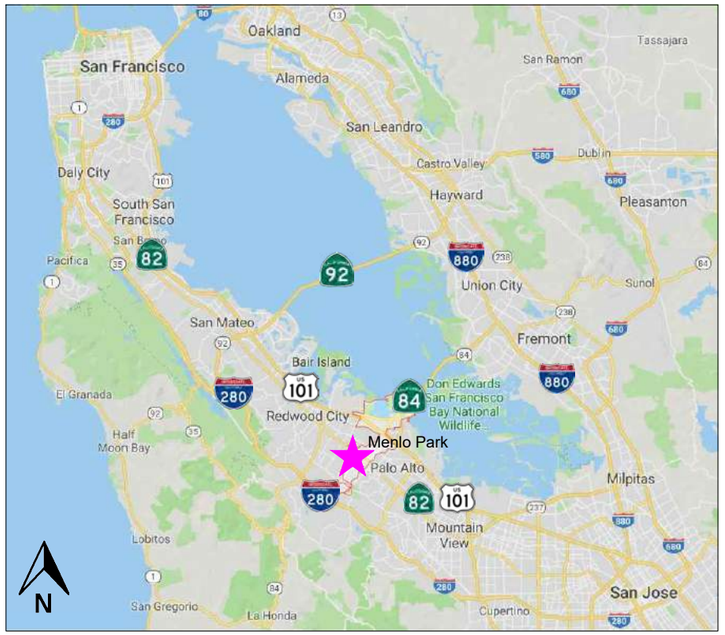
ATTACHMENT C

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT

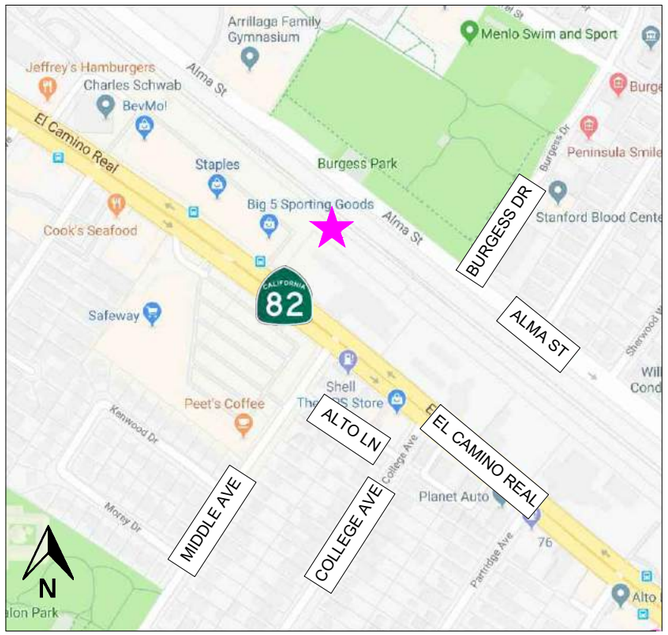
CITY PROJECT NO. 70-101

CITY OF MENLO PARK, CALIFORNIA



VICINITY MAP

NO SCALE



LOCATION MAP

NO SCALE

SHEET INDEX

SHEET #	SHEET NAME
1	COVER SHEET
2	NOTES, LEGEND AND ABBREVIATIONS
3	TYPICAL SECTIONS
4	PROJECT CONTROL AND MONUMENTATION
5	SITE PLAN
6	TRACK REMOVAL PLAN & DETAILS
7	PROFILE
8	CONTOUR GRADING PLAN
9	DRAINAGE PLAN & DETAILS
10	UTILITY PLAN
11	UNDERGROUND ELECTRICAL PLAN
12	PAVEMENT DELINEATION & SIGN PLAN
13	TREE REMOVAL PLAN
14	TREE REMOVAL PLAN DETAILS
15	ELECTRICAL PLAN
16	TUNNEL GENERAL PLAN
17	CONSTRUCTION SEQUENCE
18	RETAINING WALL NO. 1 GENERAL PLAN
19	RETAINING WALL NO. 2 GENERAL PLAN
20	RETAINING WALL NO. 3 GENERAL PLAN
21	RETAINING WALL NO. 4 GENERAL PLAN
22	RETAINING WALL NO. 5 GENERAL PLAN
23	STAGE CONSTRUCTION

ENGINEER'S STATEMENT

THESE IMPROVEMENT PLANS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

NICOLE H. NAGAYA, P.E. #76085
INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

PETER DESTEFANO, PROJECT MANAGER — DATE
P.E. #50630
AECOM

JAN HUESER, CIVIL ENGINEER — DATE
P.E. #50215
AECOM

30% FINAL - JANUARY 9, 2020

DATE:
SCALE:
DRAWN BY:
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE — 76085 R.C.E. #

NO.	BY	DATE	REVISIONS

CITY OF MENLO PARK
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
COVER SHEET

SHEET 1 OF 23 SHEETS
PROJ. NAME

XREFS:

GENERAL NOTES:

1. GENERAL NOTES ARE APPLICABLE TO ALL WORK, UNLESS NOTED OTHERWISE.
2. ACCESS TO THE PROJECT IS LIMITED TO ALMA STREET AND EL CAMINO REAL.
3. SEE PROJECT CONTROL AND MONUMENTATION SHEET FOR INFORMATION REGARDING ELEVATION DATA AND THE PROJECT'S COORDINATE SYSTEM.
4. CONTRACTOR SHALL COMPLY WITH ALL WPC BEST MANAGEMENT PRACTICES (BMPs) AND MUST BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL, INCLUDING SWEEPING OF PAVEMENT AT ALL PUBLIC ACCESS ROAD INGRESS AND EGRESS POINTS.
5. EROSION CONTROL FENCING AND OTHER BMPs ARE NOT SHOWN ON THE PLANS; HOWEVER, CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF THE QUALIFIED WPC PRACTIONER AND/OR QUALIFIED WPC DEVELOPER.
6. FOR GEOTECHNICAL DESIGN INFORMATION, REFER TO THE DRAFT PRELIMINARY GEOTECHNICAL TECHNICAL MEMORANDUM PREPARED BY AECOM DATED DECEMBER 16, 2019.
7. CONTRACTOR SHALL OBTAIN THE REQUIRED PERMITS FROM CITY OF MENLO PARK AND CALTRAIN FOR ACCESS FROM ALMA STREET AND EL CAMINO REAL.
8. THESE PLANS TO BE SUPPLEMENTED BY THE CITY'S STANDARD DETAILS AND CALTRANS STANDARD PLANS, DATED 2018.

LEGEND:

2:1	SLOPE (HORIZONTAL:VERTICAL)
65	CONTOUR LINE WITH ELEVATION
C	CUT LINE
	MONUMENT POINT
#	DRAINAGE SYSTEM No
	BALLAST
	SUB-BALLAST
	HMA (TYPE A)
	TRACK REMOVAL
X X X	CABLE RAILING
	WELDED WIRE MESH FENCE
	PEDESTRIAN BARRICADE

ABBREVIATIONS:

AB	AGGREGATE BASE
APC	ALTERNATIVE PIPE CULVERT
Beg.	BEGINNING
BC	BEGIN CURVE
BVC	BEGIN VERTICAL CURVE
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CALWATER	CALIFORNIA WATER SERVICE
CAMUTCD	CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
CITY	CITY OF MENLO PARK
Conc	CONCRETE
CVIN	CENTRAL VALLEY INDEPENDENT NETWORK
Elev	ELEVATION
ETW	EDGE OF TRAVELED WAY
EC	END CURVE
EVC	END VERTICAL CURVE
Exist	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FO	FIBER OPTIC
FT	FEET
HMA	HOT MIX ASPHALT
HP	HINGE POINT
IN.	INCHES
JPB	PENINSULA CORRIDOR JOINT POWERS BOARD
LOL	LAYOUT LINE
Lt	LEFT
Max	MAXIMUM
Min	MINIMUM
NB	NORTHBOUND
No.	NUMBER
OCS	OVERHEAD CONTACT SYSTEM
OG	ORIGINAL GROUND
PCC	PORTLAND CEMENT CONCRETE
PG	PROFILE GRADE
PG&E	PACIFIC GAS AND ELECTRIC
PI	POINT OF INTERSECTION
POT	POINT OF TANGENT
RR	RAILROAD
RRFD	RECTANGULAR RAPID FLASHING BEACONS
Rt	RIGHT
RW	RETAINING WALL
R/W	RIGHT OF WAY
SB	SOUTHBOUND
SS	SANITARY SEWER
Sta	STATION

ABBREVIATIONS (CONTINUED):

TG	TOP OF GRATE
Typ	TYPICAL
WBSD	WEST BAY SANITARY DISTRICT
WPC	WATER POLLUTION CONTROL

30% FINAL - JANUARY 9, 2020

DATE:
SCALE:
DRAWN BY:
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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CITY OF MENLO PARK
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
NOTES, LEGEND AND ABBREVIATIONS

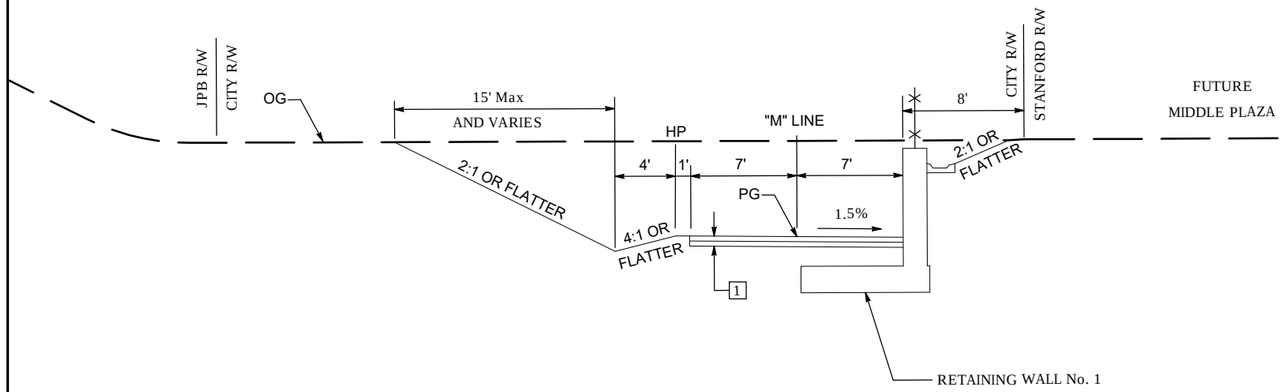
SHEET 2 OF 23 SHEETS
PROJ. NAME

XREFs:

PROPOSED PAVEMENT
STRUCTURE SECTION

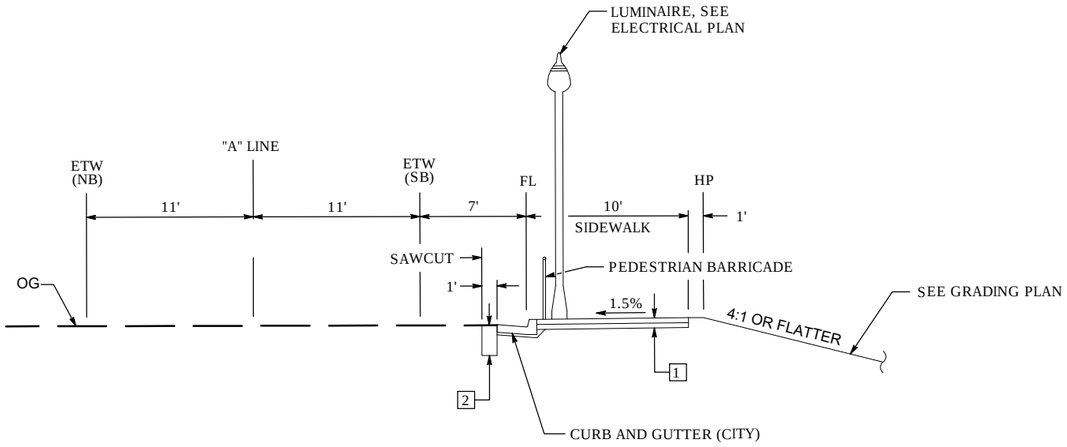
[1] 0.33' PCC
0.33' CLASS 2 AB

[2] 2.00' HMA (TYPE A)



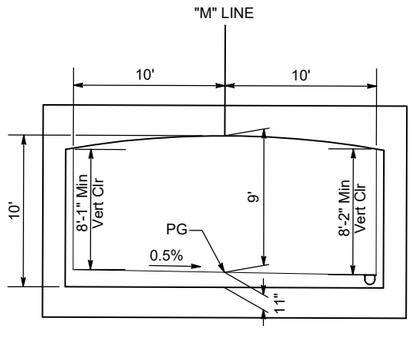
"M" LINE Sta 11+00 to 12+37

SCALE: 1" = 5'-0"



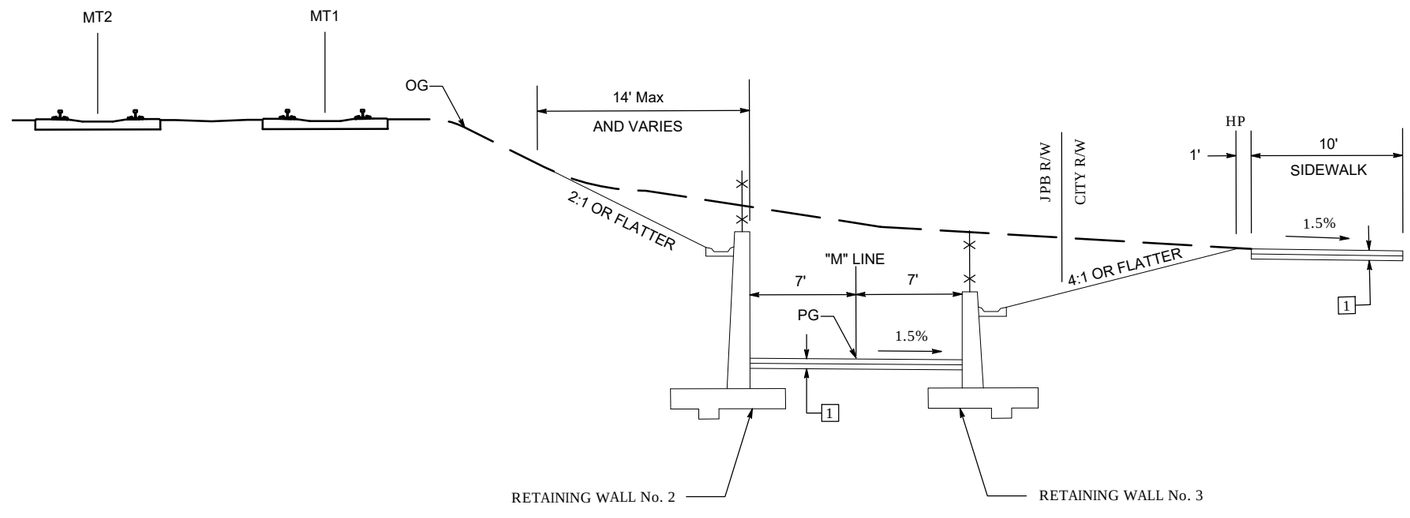
"A" LINE Sta 6+93 to 10+34

SCALE: 1" = 5'-0"



"M" LINE Sta 9+38 to 10+00

SCALE: 1" = 5'-0"



"M" LINE Sta 8+32 to 9+15

SCALE: 1" = 5'-0"

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: AS NOTED
DRAWN BY: J. LIN
DRAWING NAME:
DESIGNED BY:
CHECKED BY: P. DESTEFANO
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE
RAIL CROSSING PROJECT
TYPICAL SECTIONS

SHEET 3 OF 23 SHEETS
PROJ. NAME

NOTES:

1. COORDINATES, DISTANCES AND BEARINGS SHOWN ARE BASED ON CALIFORNIA COORDINATE SYSTEM ZONE 3 US FEET. THE HORIZONTAL DATUM IS NAD83 (2011) 2010.00 EPOCH.
2. ELEVATIONS FOR THIS PROJECT ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

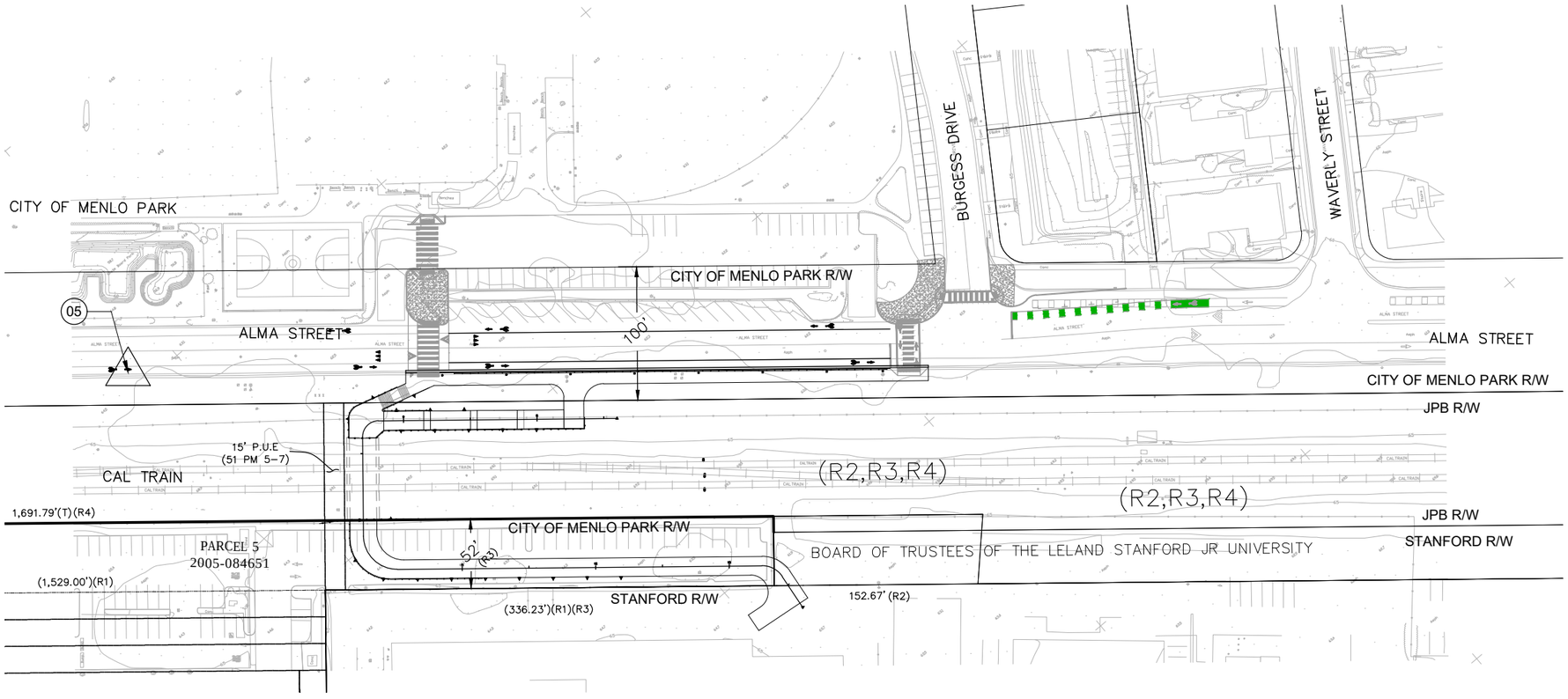
DISTANCE STATEMENT:

ALL COORDINATES, DISTANCES, AND ELEVATIONS SHOWN HEREON ARE GROUND DISTANCES.
TO OBTAIN GRID DISTANCES, MULTIPLY BY THE SCALE FACTOR OF 0.99994277.

01

02

N



04

CONTROL FOR DESIGN AND CONSTRUCTION

No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1991819.30	6074811.97	65.17	CUT X, FLIGHT CROSS
2	1991146.97	6075684.52	58.87	MAG NAIL & TOWILL TAG, FLIGHT CROSS
3	1990520.82	6075219.29	64.69	CUT X, FLIGHT CROSS IN MEDIAN
4	1991264.17	6074398.15	66.27	CUT X, FLIGHT CROSS
5	1991413.80	6074763.68	62.46	MAG & TT

03

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS ACT ON _____, 20__.

FRANK A. BORGES,
PLS 7922

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=50'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

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R.C.E. #

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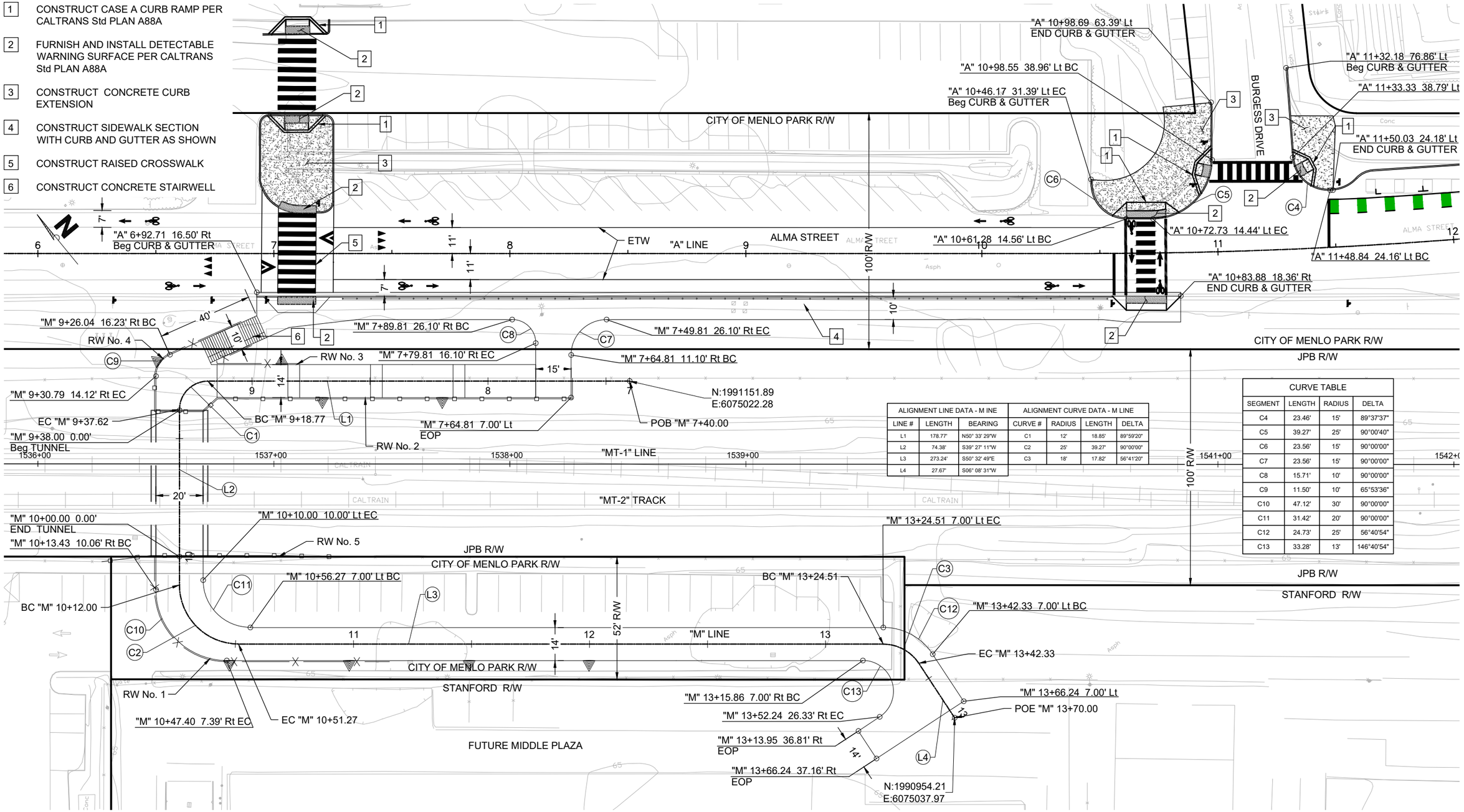
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
PROJECT CONTROL & MONUMENTATION

SHEET 4 OF 23 SHEETS
PROJ. NAME

XREFS:

CONSTRUCTION NOTES:

1. CONSTRUCT CASE A CURB RAMP PER CALTRANS Std PLAN A88A
2. FURNISH AND INSTALL DETECTABLE WARNING SURFACE PER CALTRANS Std PLAN A88A
3. CONSTRUCT CONCRETE CURB EXTENSION
4. CONSTRUCT SIDEWALK SECTION WITH CURB AND GUTTER AS SHOWN
5. CONSTRUCT RAISED CROSSWALK
6. CONSTRUCT CONCRETE STAIRWELL



ALIGNMENT LINE DATA - M INE		
LINE #	LENGTH	BEARING
L1	178.77'	N50° 33' 29"W
L2	74.38'	S39° 27' 11"W
L3	273.24'	S50° 32' 49"E
L4	27.67'	S06° 08' 31"W

ALIGNMENT CURVE DATA - M LINE			
CURVE #	RADIUS	LENGTH	DELTA
C1	12'	18.85'	89°59'20"
C2	25'	39.27'	90°00'00"
C3	18'	17.82'	56°41'20"

CURVE TABLE			
SEGMENT	LENGTH	RADIUS	DELTA
C4	23.46'	15'	89°37'37"
C5	39.27'	25'	90°00'40"
C6	23.56'	15'	90°00'00"
C7	23.56'	15'	90°00'00"
C8	15.71'	10'	90°00'00"
C9	11.50'	10'	65°53'36"
C10	47.12'	30'	90°00'00"
C11	31.42'	20'	90°00'00"
C12	24.73'	25'	56°40'54"
C13	33.28'	13'	146°40'54"

GENERAL NOTES (THIS SHEET ONLY)

1. SEE SHEET 11 FOR "A" LINE INFORMATION AND PAVEMENT DELINEATION AND SIGNING.
2. UTILITY LINES NOT SHOWN FOR CLARITY.

30% FINAL - JANUARY 9, 2020

DATE:
SCALE:
DRAWN BY:
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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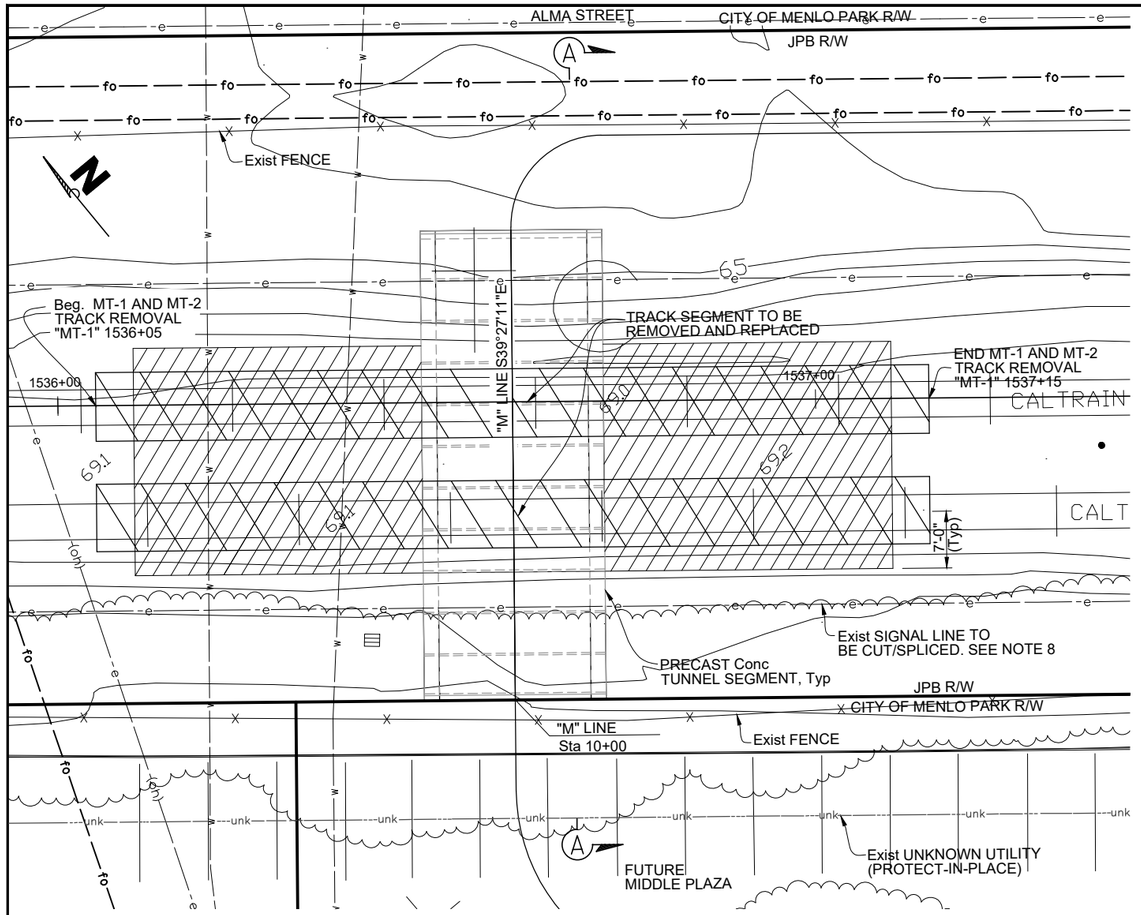
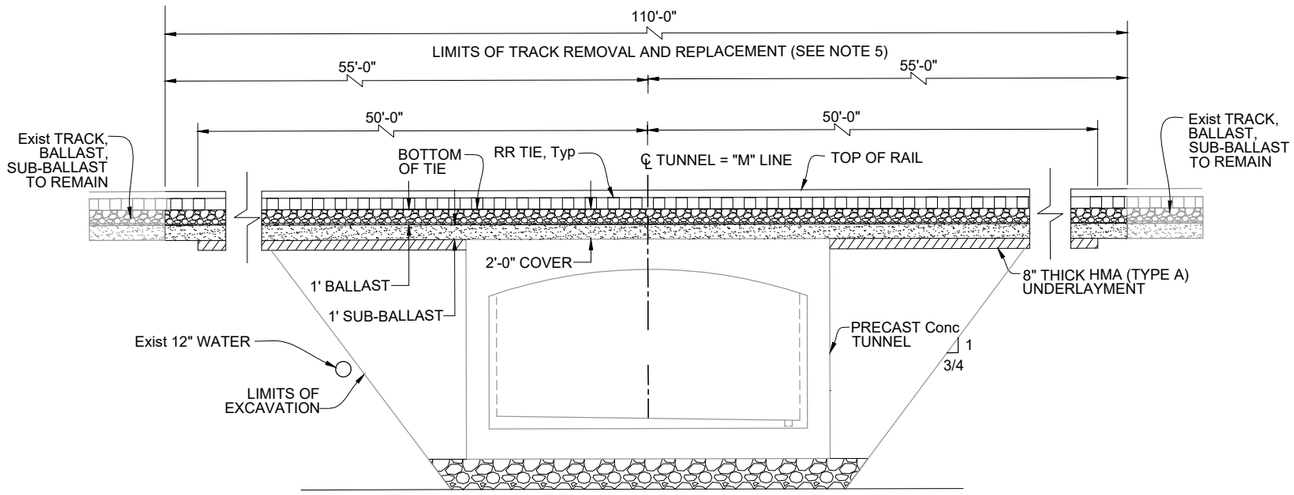
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
SITE PLAN

SHEET 5 OF 23 SHEETS
PROJ. NAME

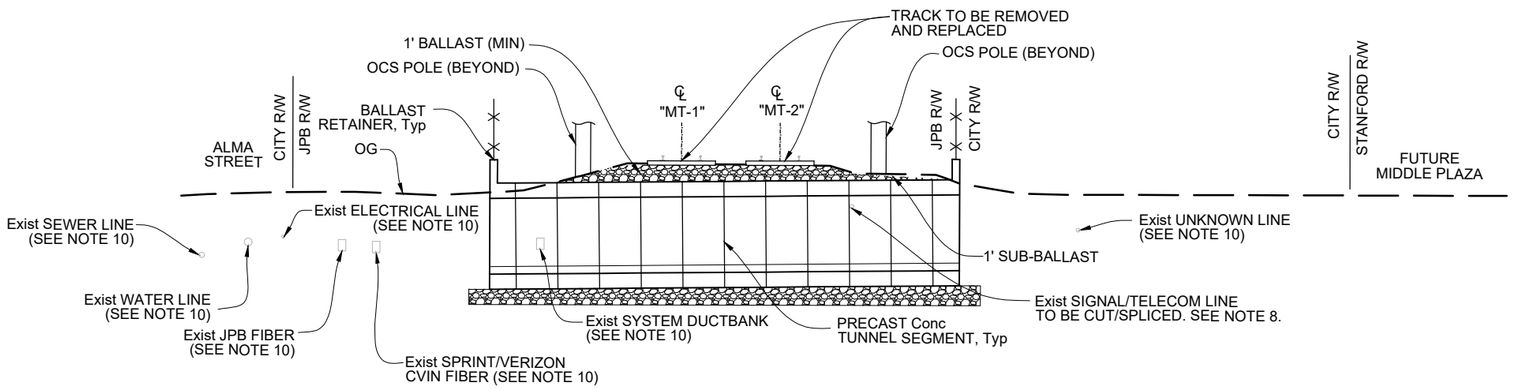
XREFS:



PLAN
SCALE: 1" = 10'-0"



TYPICAL SECTION
SCALE: 1" = 5'-0"



SECTION A-A
LONGITUDINAL SECTION
SCALE: 1" = 10'-0"

GENERAL NOTES:

1. DESIGN IS IN CONFORMANCE WITH:
   a) AREMA "MANUAL FOR RAILWAY ENGINEERING", 2014
   b) BNSF/UPRR "GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS" MAY 2016.
2. FOR CONSTRUCTION STAGING DETAILS, SEE "CONSTRUCTION SEQUENCE" DRAWINGS.
3. FOR STRUCTURAL DETAILS, SEE STRUCTURAL DRAWINGS.
4. ALL DEMOLITION WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATION SHALL COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.
5. TRACK REMOVAL LIMITS ARE APPROXIMATE AND MAY BE ADJUSTED AT THE CONTRACTOR'S OPTION AND CALTRAIN APPROVAL. CONTRACTOR TO SURVEY THE LOCATION AND ELEVATION OF THE EXISTING RAILS. STAGGER THE RAIL CUTS TWO TIE SPACING IN LENGTH AND CUT BETWEEN TIES. RELEASE THE RAIL FROM THE TIES, LABEL AND REMOVE THE RAIL. REMOVE TIES. AFTER PRECAST CONCRETE TUNNEL INSTALLATION, REPLACE THE TIES ON BALLAST, ATTACH THE RAILS TO THE TIES AND WELD TO THE EXISTING RAIL UTILIZING THE THERMITE WELDING METHOD. SURFACE AND ALIGN RAIL TO THE ORIGINAL LINE AND ELEVATION.
6. CALTRAIN WILL REMOVE EXISTING TRAIN CONTROL DIODES AND INSTALL NEW DIODES IN ACCORDANCE WITH CALTRAIN STANDARDS.
7. DURING CONSTRUCTION, INSTALLATION OF SIGNAL BONDS ON ALL BOLTED RAIL JOINTS SHALL BE PERFORMED BY CALTRAIN.
8. CALTRAIN WILL PERFORM THE SIGNAL WORK BY CUTTING THE LINE PRIOR TO EXCAVATION. DURING CONSTRUCTION, PROTECT THE LINE IN PLACE. SPLICE THE LINE AND PUT BACK IN PLACE ON TOP OF THE BOX AFTER INSTALLATION OF STRUCTURAL BOX HAS BEEN FINISHED.
9. DURING CONSTRUCTION, PROTECT EXISTING YARD LEAD TURNOUT AND EXISTING TRACKS.
10. SOME UTILITIES TO BE RELOCATED PRIOR TO TRACK REMOVAL AND PLACEMENT OF PRECAST CONCRETE SEGMENTS. SEE UTILITY PLAN FOR DETAILS.

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: AS NOTED
DRAWN BY: D.LEE
DRAWING NAME:
DESIGNED BY: E.WONG
CHECKED BY: J. MAHER
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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ENGINEERING DIVISION
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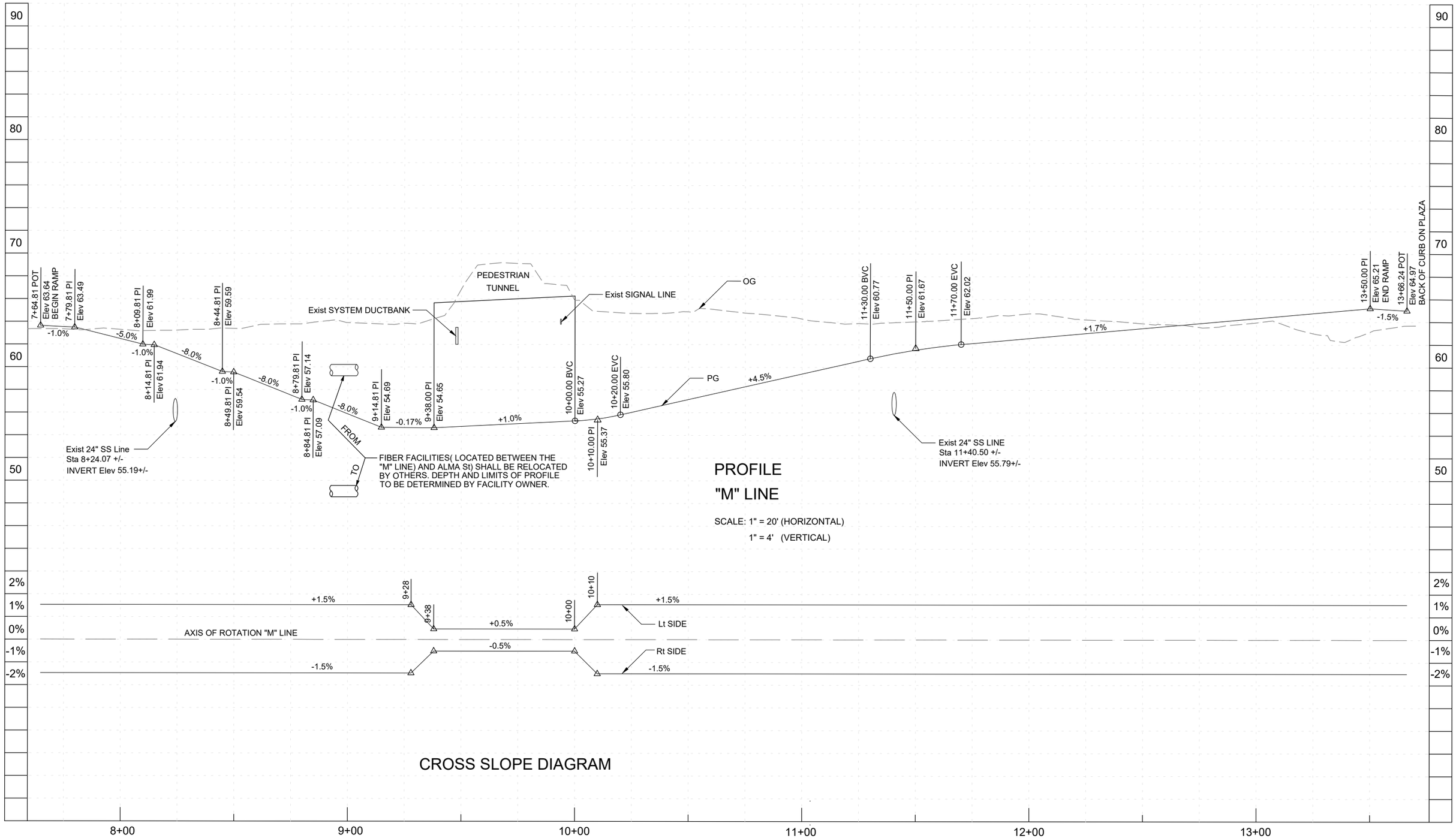
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
TRACK REMOVAL PLAN & DETAILS

SHEET 6 OF 23 SHEETS
PROJ. NAME



PROFILE
"M" LINE

SCALE: 1" = 20' (HORIZONTAL)
1" = 4' (VERTICAL)

CROSS SLOPE DIAGRAM

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 20'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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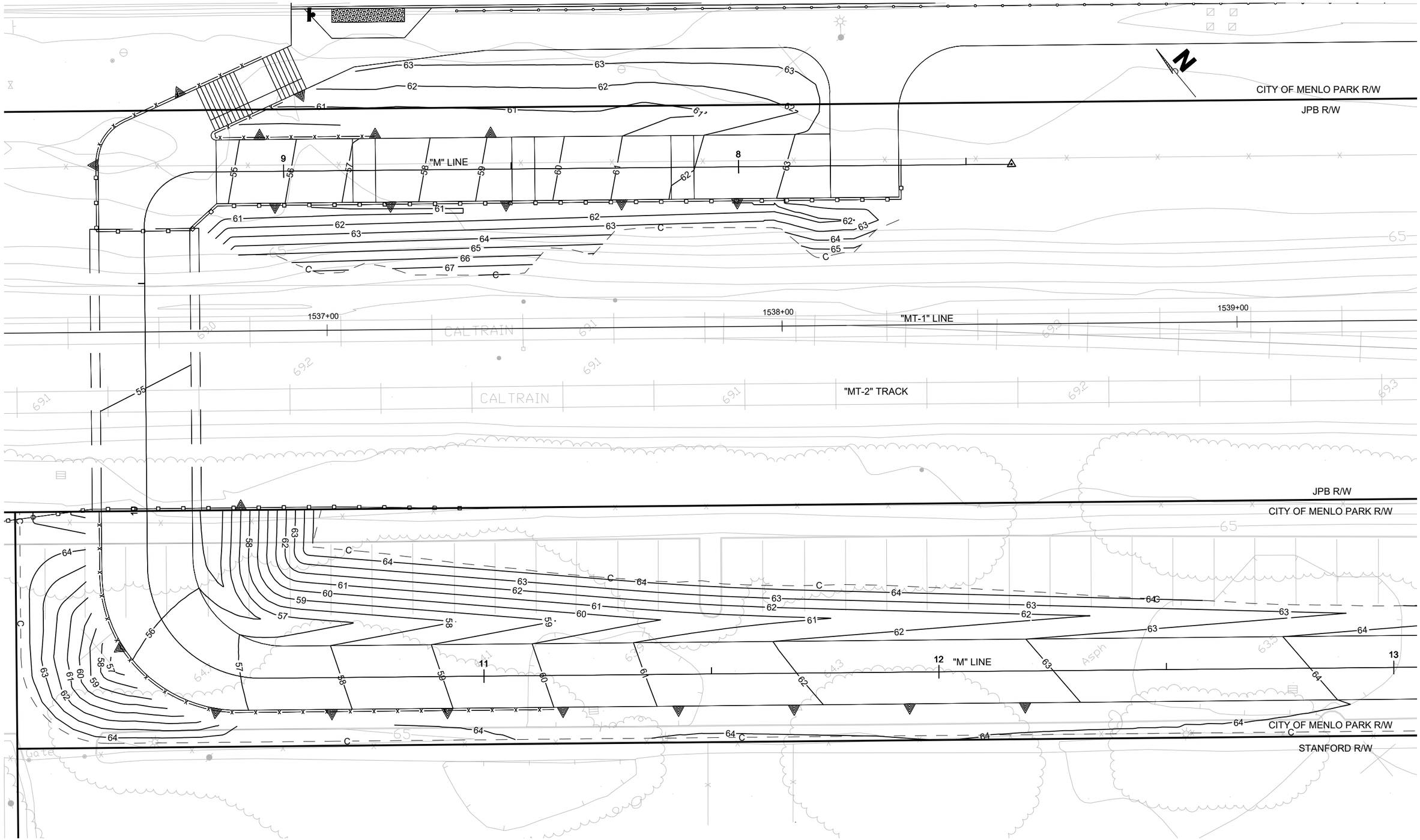
MIDDLE AVENUE PEDESTRIAN & BICYCLE
RAIL CROSSING PROJECT
PROFILE

SHEET 7 OF 23 SHEETS
PROJ. NAME

XREFS:



30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: DH
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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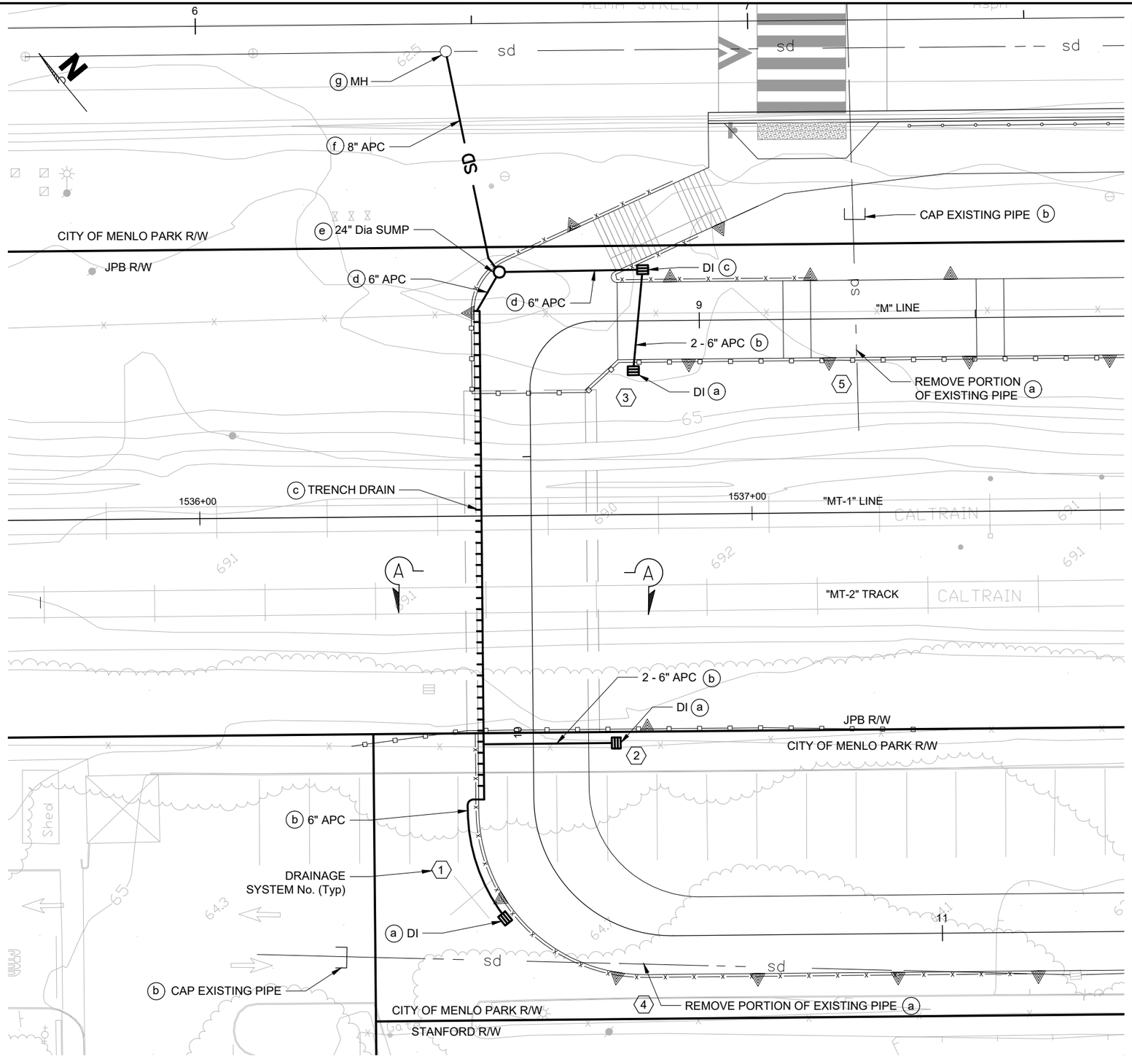
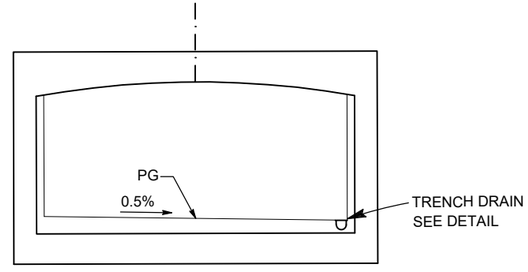
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
CONTOUR GRADING PLAN

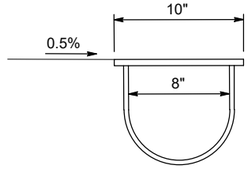
SHEET 8 OF 23 SHEETS
PROJ. NAME



DRAINAGE SYSTEM No	DRAINAGE UNIT	NOTES
1	a	DRAINAGE INLET (TYPE G1 Mod); TG Elev 57.00
	b	6" APC; Beg Inv Elev 55.50, END Inv Elev 54.74
	c	TRENCH DRAIN; Beg Inv Elev 54.69, END Inv Elev 53.60
	d	6" APC; Beg Inv Elev 53.65, END Inv Elev 53.40
	e	24" Dia SUMP; TG Elev 54.20
	f	8" APC; Beg Inv Elev 52.50, END Inv Elev 59.00
	g	CITY STORM DRAIN MANHOLE; RIM Elev 62.50
2	a	DRAINAGE INLET (TYPE G1 Mod); TG Elev 54.60
	b	2 - 6" APC; Beg Inv Elev 54.10, END Inv Elev 53.98
3	a	DRAINAGE INLET (TYPE G1 Mod); TG Elev 60.80
	b	6" APC; Beg Inv Elev 53.50, END Inv Elev 53.20
	c	DRAINAGE INLET (TYPE G1 Mod); TG Elev 59.90
	d	6" APC; Beg Inv Elev 53.20, END Inv Elev 52.70
4	a	REMOVE PORTION OF EXISTING PIPE
	b	CAP EXISTING PIPE
5	a	REMOVE PORTION OF EXISTING PIPE
	b	CAP EXISTING PIPE



SECTION A-A
LONGITUDINAL SECTION
SCALE: 1" = 5'-0"



TRENCH DRAIN DETAIL
SCALE: 2" = 1'-0"

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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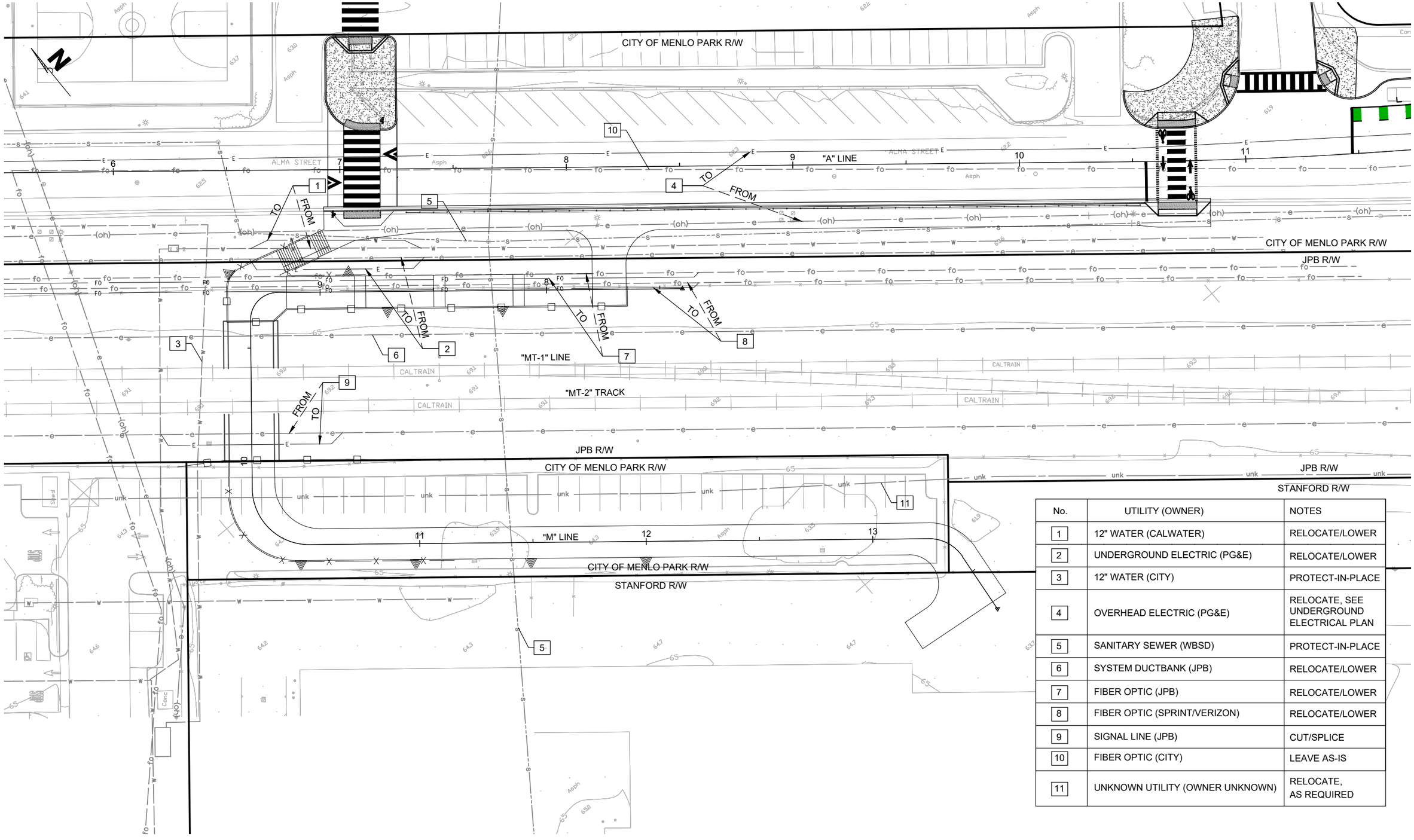
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
DRAINAGE PLAN

SHEET 9 OF 23 SHEETS
PROJ. NAME

XREFS:



No.	UTILITY (OWNER)	NOTES
1	12" WATER (CALWATER)	RELOCATE/LOWER
2	UNDERGROUND ELECTRIC (PG&E)	RELOCATE/LOWER
3	12" WATER (CITY)	PROTECT-IN-PLACE
4	OVERHEAD ELECTRIC (PG&E)	RELOCATE, SEE UNDERGROUND ELECTRICAL PLAN
5	SANITARY SEWER (WBSD)	PROTECT-IN-PLACE
6	SYSTEM DUCTBANK (JPB)	RELOCATE/LOWER
7	FIBER OPTIC (JPB)	RELOCATE/LOWER
8	FIBER OPTIC (SPRINT/VERIZON)	RELOCATE/LOWER
9	SIGNAL LINE (JPB)	CUT/SPLICE
10	FIBER OPTIC (CITY)	LEAVE AS-IS
11	UNKNOWN UTILITY (OWNER UNKNOWN)	RELOCATE, AS REQUIRED

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 20'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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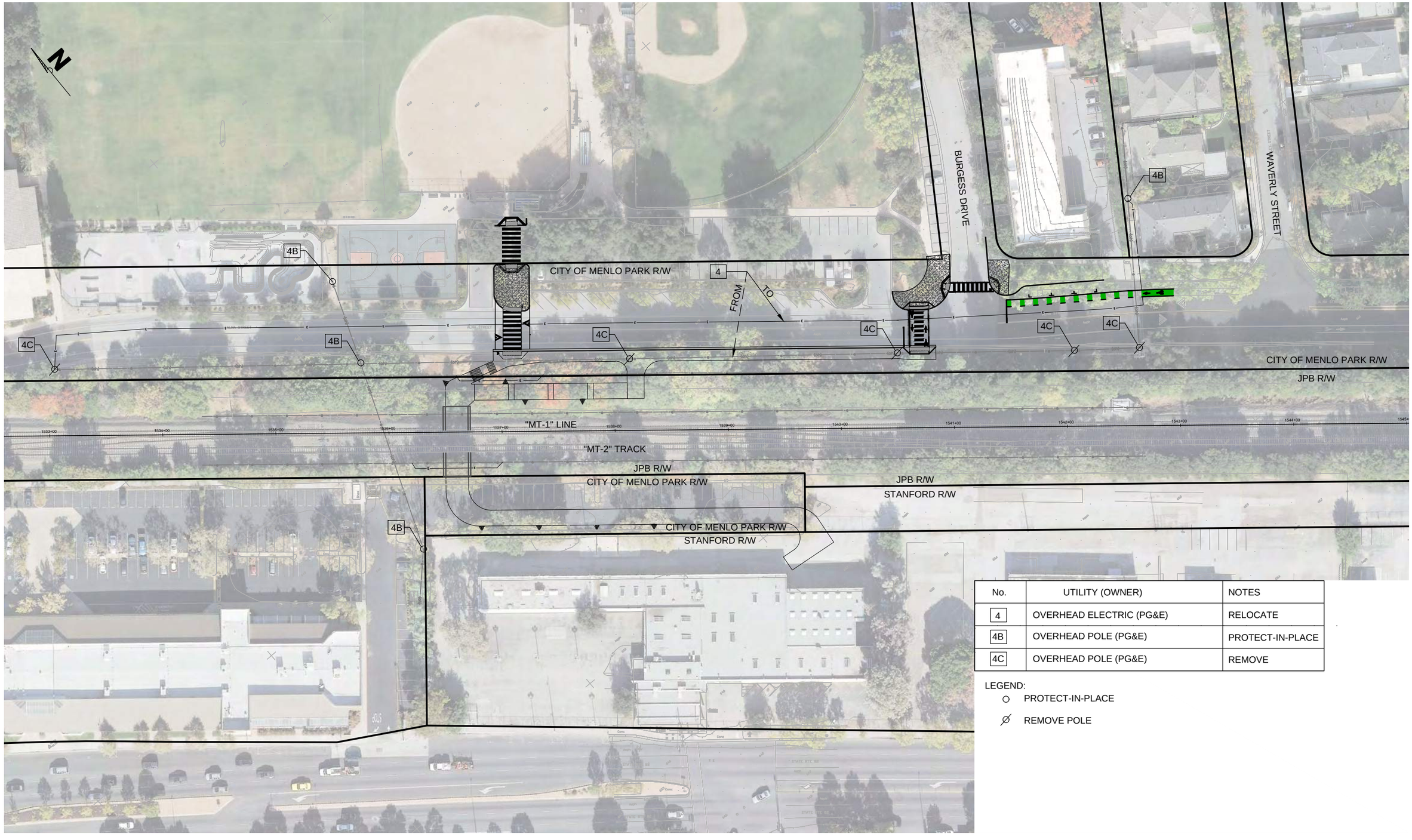
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
UTILITY PLAN

SHEET 10 OF 23 SHEETS
PROJ. NAME

XREFS:



No.	UTILITY (OWNER)	NOTES
4	OVERHEAD ELECTRIC (PG&E)	RELOCATE
4B	OVERHEAD POLE (PG&E)	PROTECT-IN-PLACE
4C	OVERHEAD POLE (PG&E)	REMOVE

LEGEND:

○ PROTECT-IN-PLACE

⊘ REMOVE POLE

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 40'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

NO.	BY	DATE	REVISIONS

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PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
UNDERGROUND ELECTRICAL PLAN

SHEET 11 OF 23 SHEETS
PROJ. NAME

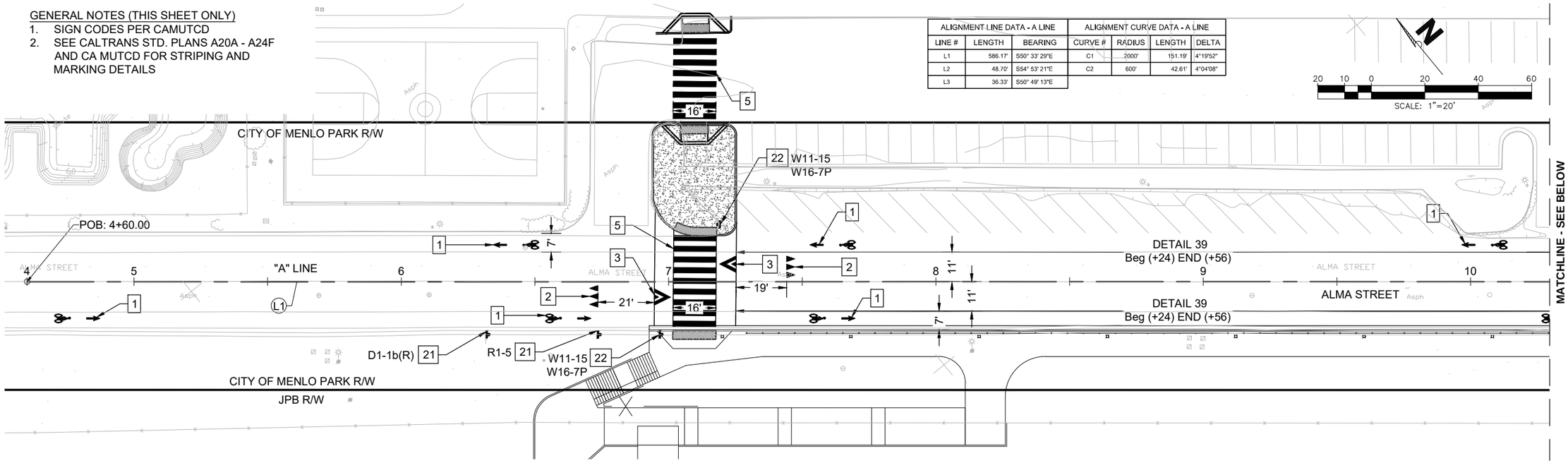
XREFs:

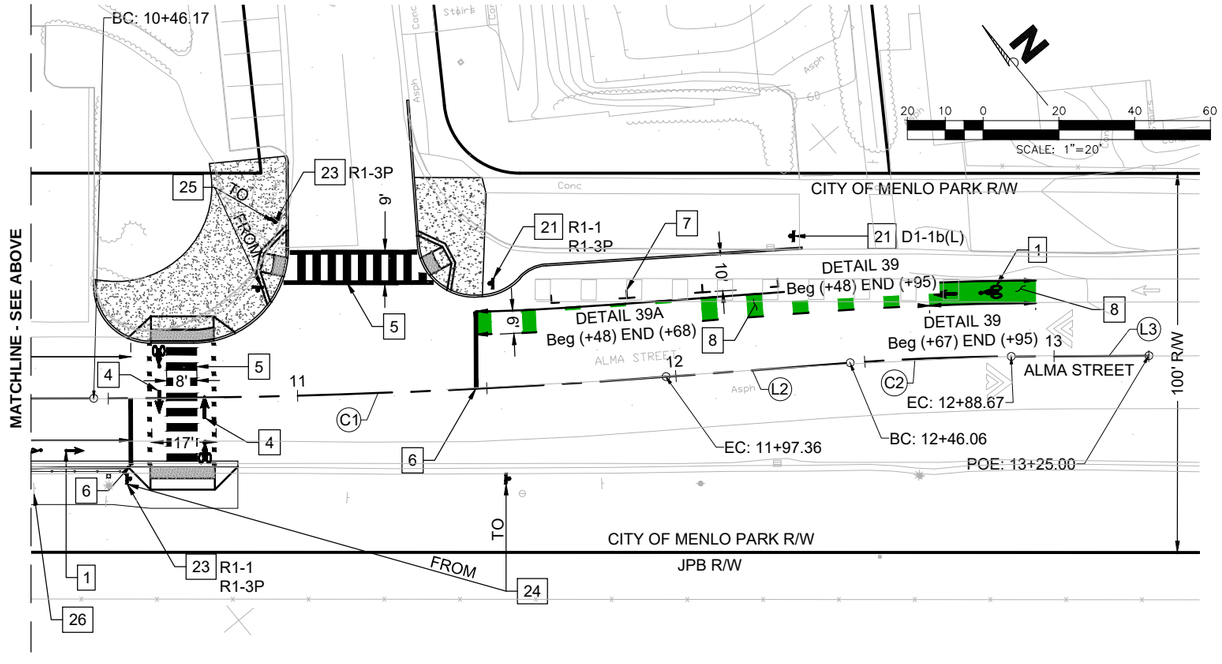
GENERAL NOTES (THIS SHEET ONLY)

1. SIGN CODES PER CAMUTCD
2. SEE CALTRANS STD. PLANS A20A - A24F AND CA MUTCD FOR STRIPING AND MARKING DETAILS

ALIGNMENT LINE DATA - A LINE		
LINE #	LENGTH	BEARING
L1	586.17'	S50° 33' 29"E
L2	48.70'	S54° 53' 21"E
L3	36.33'	S50° 49' 13"E

ALIGNMENT CURVE DATA - A LINE			
CURVE #	RADIUS	LENGTH	DELTA
C1	2000'	151.19'	4°19'52"
C2	600'	42.61'	4°04'08"

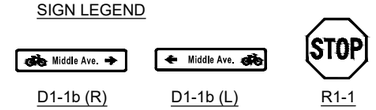




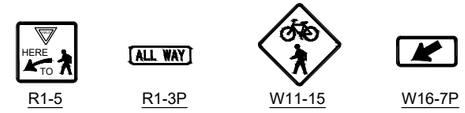
STRIPING NOTES (THIS SHEET ONLY):

1. INSTALL BICYCLE LANE SYMBOL
2. INSTALL YIELD LINE
3. INSTALL SPEED HUMP PAVEMENT MARKING
4. INSTALL BICYCLE TRAIL CROSSING MARKINGS
5. INSTALL HIGH VISIBILITY CROSSWALK - 2 FT WHITE STRIPES @ 2 FT O.C.
6. INSTALL 12" LIMIT LINE
7. INSTALL PARALLEL PARKING STALL MARKINGS ('T's AND 'L's)
8. INSTALL GREEN BICYCLE CONFLICT MARKINGS

SIGN LEGEND



D1-1b (R) D1-1b (L) R1-1



R1-5 R1-3P W11-15 W16-7P

SIGNING NOTES (THIS SHEET ONLY):

21. FURNISH AND INSTALL NEW SIGN AND POST, PER SIGN LEGEND
22. FURNISH AND INSTALL NEW SIGN AND POLE, WITH ACTUATED, WIRELESS RRFB SYSTEM, PER SIGN LEGEND
23. FURNISH AND INSTALL NEW SIGN ON EXISTING POST, PER SIGN LEGEND
24. RELOCATE EXISTING SIGNS TO NEW POST
25. RELOCATE EXISTING SIGN AND POST
26. EXISTING TO REMAIN

30% FINAL - JANUARY 9, 2020

DATE:
SCALE:
DRAWN BY:
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

NO.	BY	DATE	REVISIONS

CITY OF MENLO PARK
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
PAVEMENT DELINEATION & SIGNING

SHEET 12 OF 23 SHEETS
PROJ. NAME

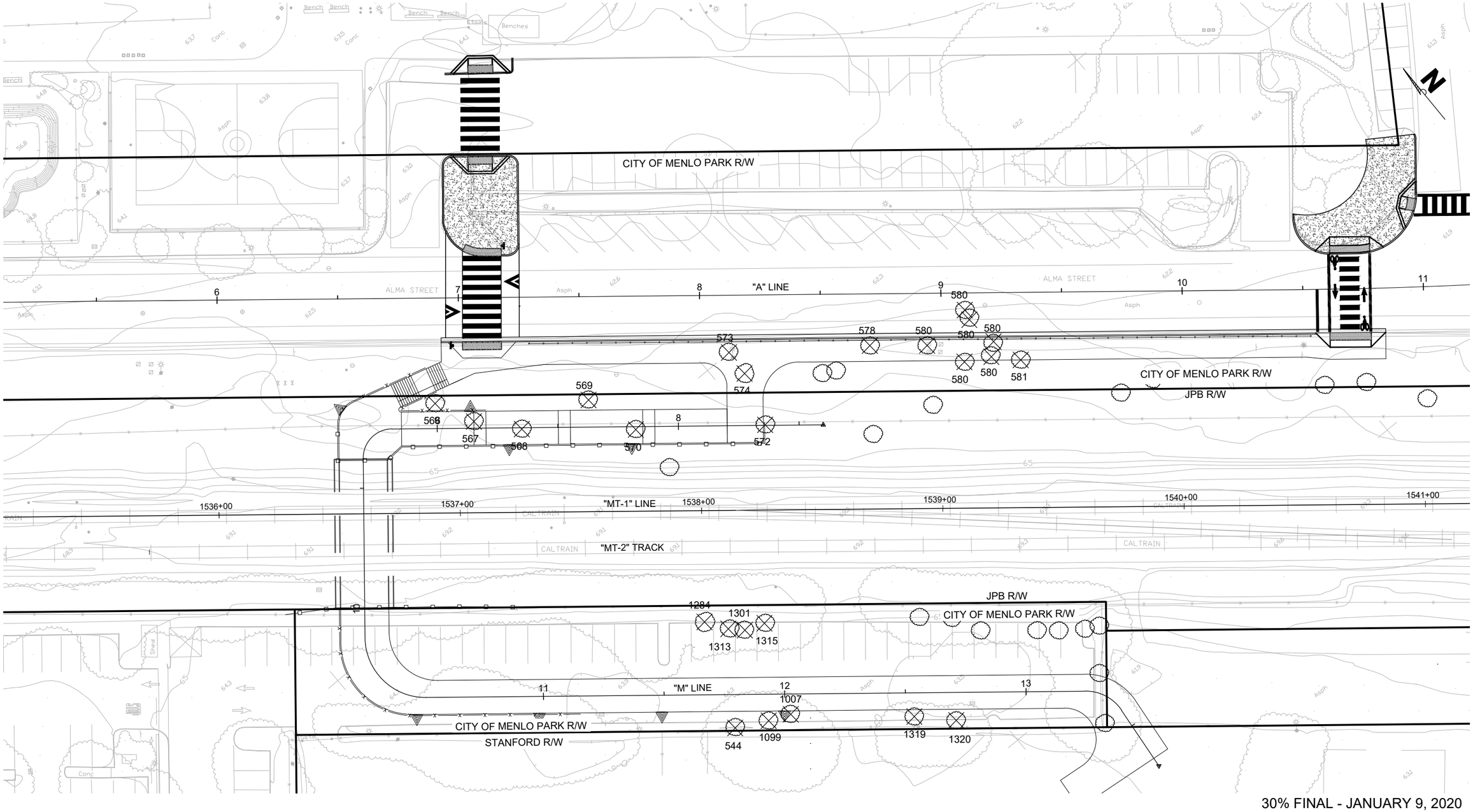
GENERAL NOTES:

1. OBTAIN ENGINEER'S WRITTEN APPROVAL FOR THE REMOVAL OF ANY TREE.
2. PLACE TEMPORARY FENCE (TYPE ESA) AROUND TREES DESIGNATED TO REMAIN.
3. THIS PLAN TO BE SUPPLEMENTED WITH ADDITIONAL TREE SURVEYS DURING FINAL DESIGN.

LEGEND:

REMOVE TREE

TREE TO REMAIN



30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 20'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

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MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
TREE REMOVAL PLAN

SHEET 13 OF 23 SHEETS
PROJ. NAME

XREFS:

TREE SIZE AND SPECIES SUMMARY

TREE ID	CALIPER SIZE (DIAMETER AT BREAST HEIGHT) (in)	SPECIES/DESCRIPTION
544	13	LONDON PLANE TREE
566	12	CHINESE PISTACHE
567	13	CHINESE PISTACHE
568	14	CHINESE PISTACHE
569	10,14	CHINESE PISTACHE
570	13	CHINESE PISTACHE
572	28	COAST REDWOOD
573	6,7	TREE OF HEAVEN
574	19	COAST REDWOOD
578	11	CHINESE PISTACHE
580	15 STEMS > 4 to < 8	TREE OF HEAVEN
581	23	COAST LIVE OAK
1007	14	LONDON PLANE TREE
1099	8	LONDON PLANE TREE
1284	8	LONDON PLANE TREE
1301	21	COAST REDWOOD
1313	22	COAST REDWOOD
1315	24	COAST REDWOOD
1319	30	COAST REDWOOD
1320	4,3,2,2,2,2	PRUNE TREE

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: NO SCALE
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

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MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
TREE REMOVAL PLAN DETAILS

SHEET 14 OF 23 SHEETS
PROJ. NAME

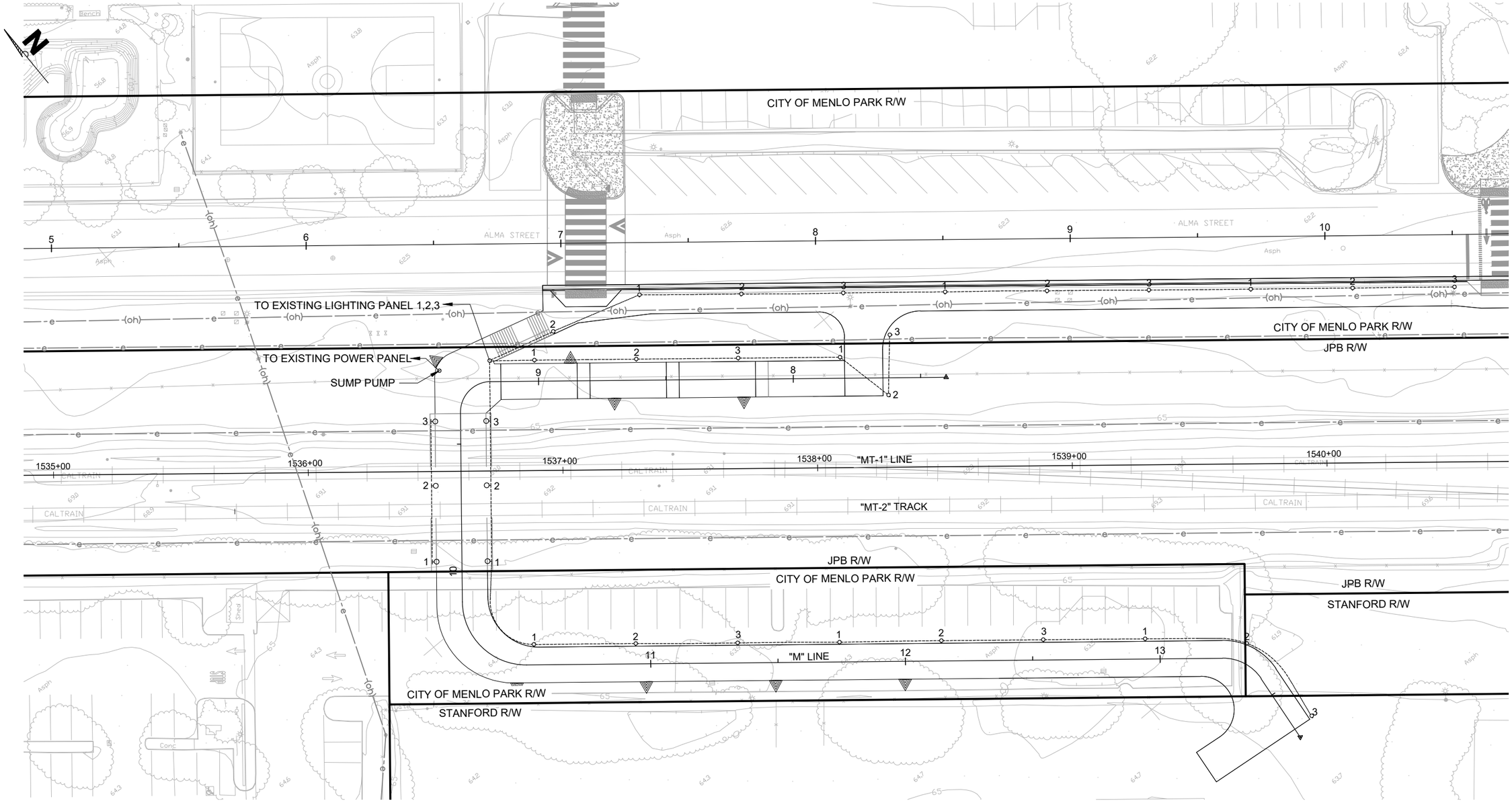
XREFS:

GENERAL NOTES:

1. CONTRACTOR SHALL ENSURE EXISTING UTILITIES NOT TO BE DAMAGED DURING CONSTRUCTION.
2. CONTRACTOR SHALL PROVIDE LED FIXTURES FOR POLE AND WALL MOUNT LIGHTING FIXTURES SIMILAR TO EXISTING WALKWAY INSTALLATION.
3. PROVIDE ELECTRICAL CIRCUIT WHICH INCLUDE BOXES, CONDUIT BODIES, CONDUIT/ACCESSORIES, COPPER CONDUCTORS, MOUNTING SUPPORTS AND NECESSARY APPURTENANCES FROM EXISTING POWER PANEL TO SUMP PUMP, PROVIDED WITH MANUAL TRANSFER SWITCH.
4. CONNECT CIRCUIT 1, 2, AND 3 TO EXISTING LIGHTING PANEL. EXTEND THE WIRE AND CONDUIT AS NECESSARY.
5. ONLY OVERHEAD AND UNDERGROUND ELECTRICAL LINES ARE SHOWN ON THIS PLAN. ALL OTHER UNDERGROUND UTILITY LINES ARE NOT SHOWN FOR CLARITY.

LEGEND:

- WALL LIGHT FIXTURE - NUMBER DENOTES CIRCUIT No. (1,2,3)
- POLE LIGHT FIXTURE - NUMBER DENOTES CIRCUIT No. (1,2,3)
- BELOW GROUND CONDUIT OR EMBEDDED IN CONCRETE
- ABOVE GROUND CONDUIT



30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 20'
DRAWN BY: J. LIN
DRAWING NAME:
DESIGNED BY: A. TANJOCO
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

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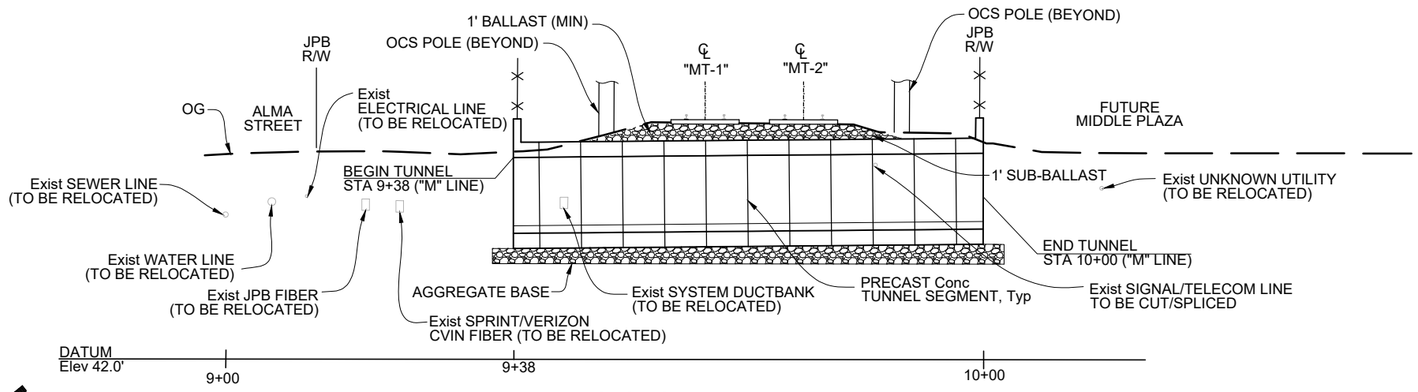
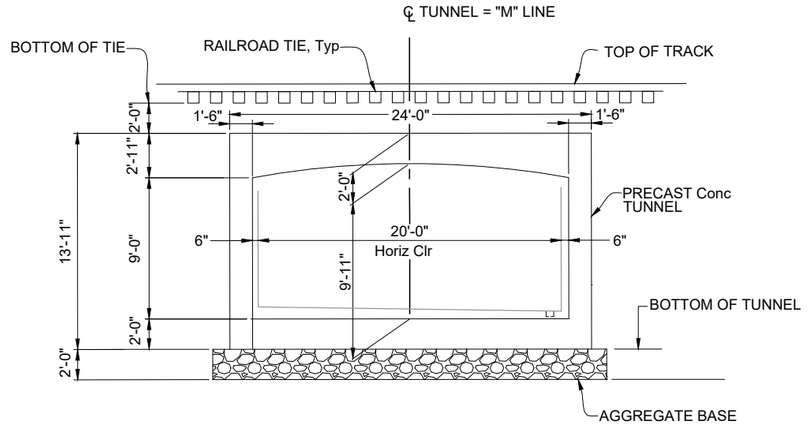
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
ELECTRICAL PLAN

SHEET 15 OF 23 SHEETS
PROJ. NAME

XREFS:



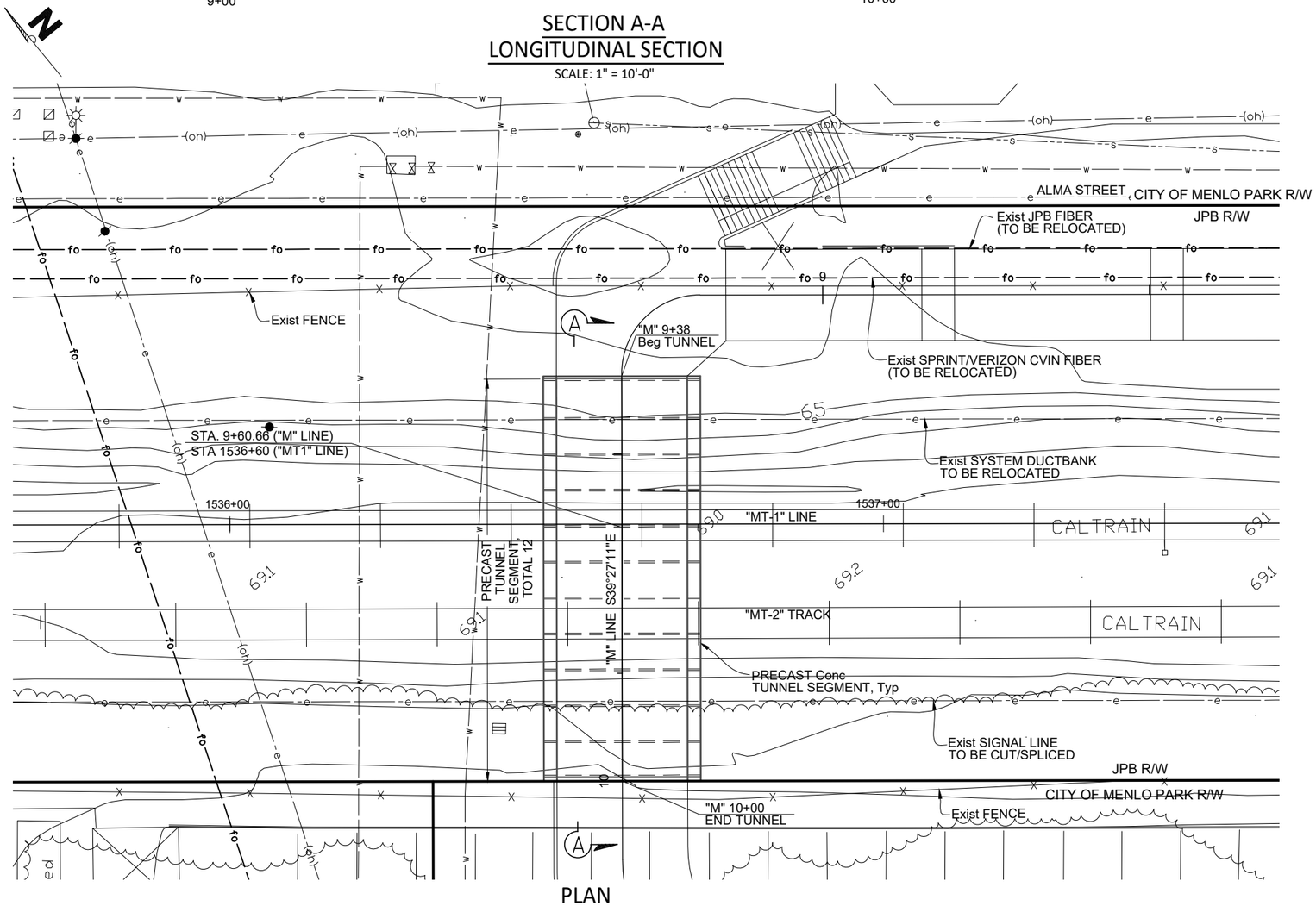


TYPICAL SECTION

SCALE: 1" = 5'-0"

SECTION A-A LONGITUDINAL SECTION

SCALE: 1" = 10'-0"



PLAN

SCALE: 1" = 10'-0"

GENERAL NOTES:

1. DESIGN IS IN CONFORMANCE WITH:
   a) AREMA "MANUAL FOR RAILWAY ENGINEERING", 2019
   b) BNSF/UPRR "GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS" MAY 2016.
2. DESIGN LOADING: COOPER E80
3. DESIGN IS BASED ON MINIMUM 8'-6" TIES.
4. PEDESTRIAN TUNNEL DESIGN LOADS:
   DEAD LOAD: SELF WEIGHT, BALLAST, TIES, AND RAIL
   LIVE LOAD: COOPER E80, PLUS IMPACT OR 100 PSF PEDESTRIAN LOAD
   EARTH FORCES: PER GEOTECHNICAL REPORT BY AECOM (INCLUDING SEISMIC AND RAILROAD SURCHARGE)
   BUOYANCY: FACTOR-OF-SAFETY = 1.50 MIN

   THE GENERAL PLAN TO REFER TO THE DRAFT PRELIMINARY GEOTECHNICAL TECHNICAL MEMORANDUM PREPARED BY AECOM DATED DECEMBER 16, 2019.
5. FOUNDATION DESIGN IS BASED ON THE PRELIMINARY GEOTECHNICAL PARAMETERS PRESENTED IN THE DRAFT PRELIMINARY GEOTECHNICAL MEMORANDUM BY AECOM (2019).
6. FOR CONSTRUCTION STAGING DETAILS, SEE "CONSTRUCTION SEQUENCE" DRAWINGS.
7. ALL TEMPORARY SHORING SYSTEMS THAT IMPACT RAILROAD OPERATIONS AND/OR SUPPORT THE RAILROAD EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER THE CURRENT VERSION OF THE BNSF/UPRR GUIDELINES FOR TEMPORARY SHORING.
8. ALL DEMOLITION WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATION SHALL COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.
9. THE ASSUMED ELEVATION OF EXISTING TOP OF RAIL (69.3') SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION.
10. THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD PRIOR TO BEGINNING ANY GRADING ON THE PROJECT SITE.
11. FOR RAILROAD COORDINATION PLEASE REFER TO THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
12. PRECAST CONCRETE:
    COMPRESSIVE STRENGTH - MIN 6000 PSI AT 28 DAYS
    REINFORCING STEEL: Fy = 60,000 PSI

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: AS SHOWN
DRAWN BY: C. TU
DRAWING NAME:
DESIGNED BY: D. NGUYEN
CHECKED BY: A. ABDEL-KARIM
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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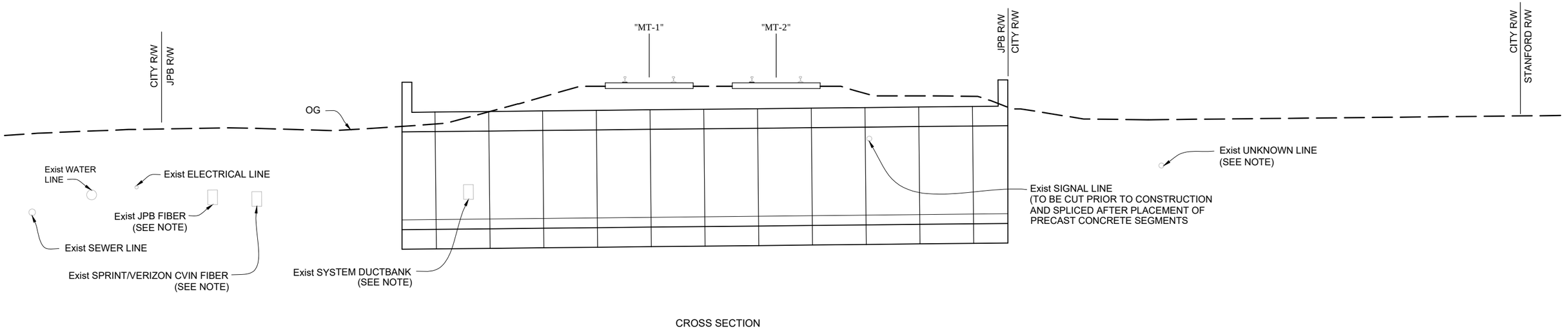
CITY OF MENLO PARK
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
TUNNEL GENERAL PLAN

SHEET 16 OF 23 SHEETS
PROJ. NAME

XREFS:



CROSS SECTION

NOTE:

ALL CONFLICTING UTILITIES TO BE RELOCATED PRIOR TO PLACEMENT OF PRECAST CONCRETE SEGMENTS, SEE UTILITY PLAN.

CONSTRUCTION SEQUENCE

1. MOBILIZE EXCAVATION EQUIPMENT AND CRANE (OR SIMILAR HEAVY-LIFTING DEVICE).
2. STAGE PEDESTRIAN TUNNEL SEGMENTS.
3. DURING WEEKEND CLOSURE OF TRAIN SERVICE:
   a. PROTECT-IN-PLACE THE OCS POLES AND WIRES.
   b. EXCAVATE TO BOTTOM OF EXCAVATION AND ENSURE DRY CONDITIONS.
   c. PLACE AGGREGATE BASE, WATERPROOFING AND PROTECTION BOARDS.
   d. INSTALL PRECAST CONCRETE SEGMENTS.
   e. COMPLETE WATERPROOFING INSTALLATION.
   f. PLACE BACKFILL AROUND AND ABOVE PEDESTRIAN TUNNEL.
   g. PLACE BALLAST AND RESTORE EXISTING TRACKS.

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: AS SHOWN
DRAWN BY: J. LIN
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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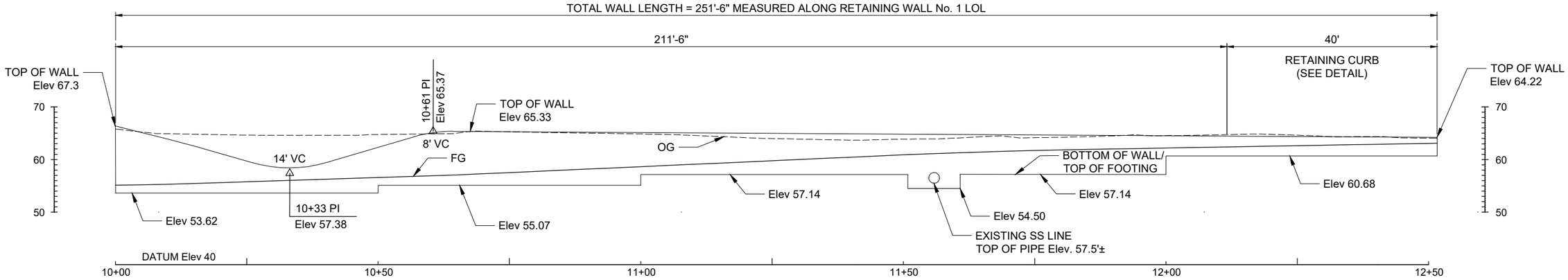
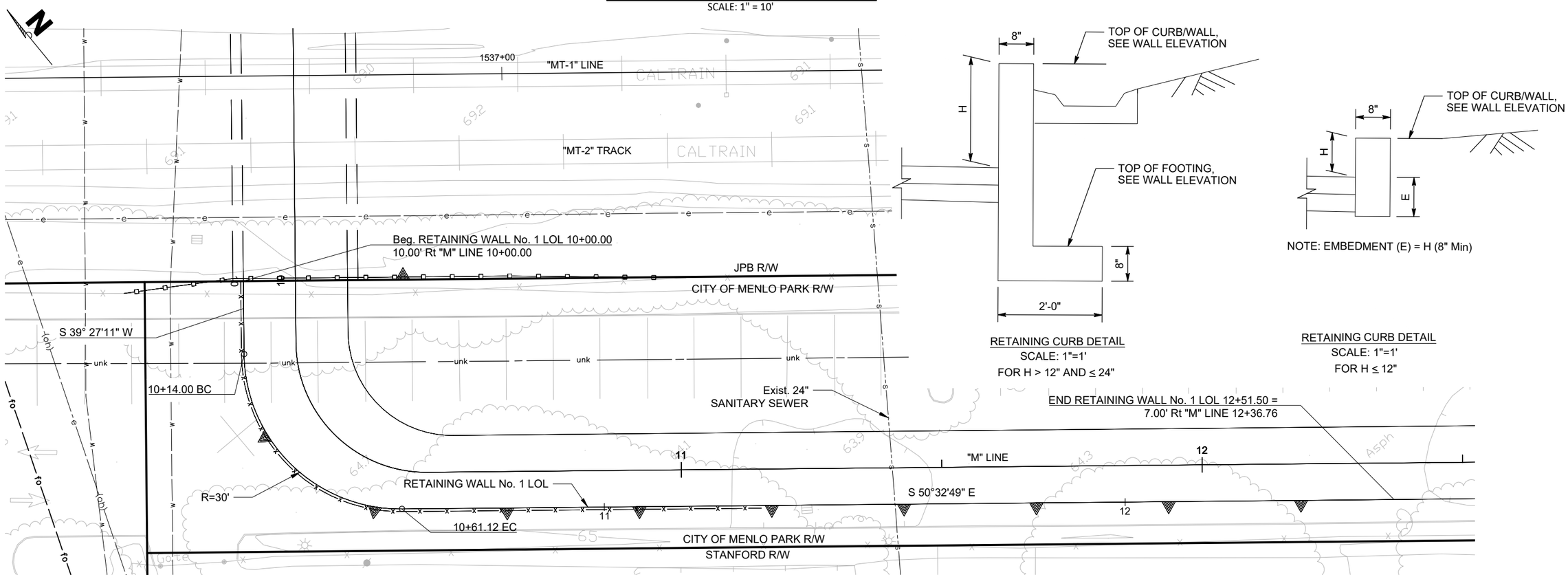
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
CONSTRUCTION SEQUENCE

SHEET 17 OF 23 SHEETS
PROJ. NAME



DEVELOPED MIRRORED ELEVATION

SCALE: 1" = 10'



RETAINING CURB DETAIL
SCALE: 1"=1'
FOR H > 12" AND ≤ 24"

NOTE: EMBEDMENT (E) = H (8" Min)

RETAINING CURB DETAIL
SCALE: 1"=1'
FOR H ≤ 12"

PLAN

SCALE: 1" = 10'

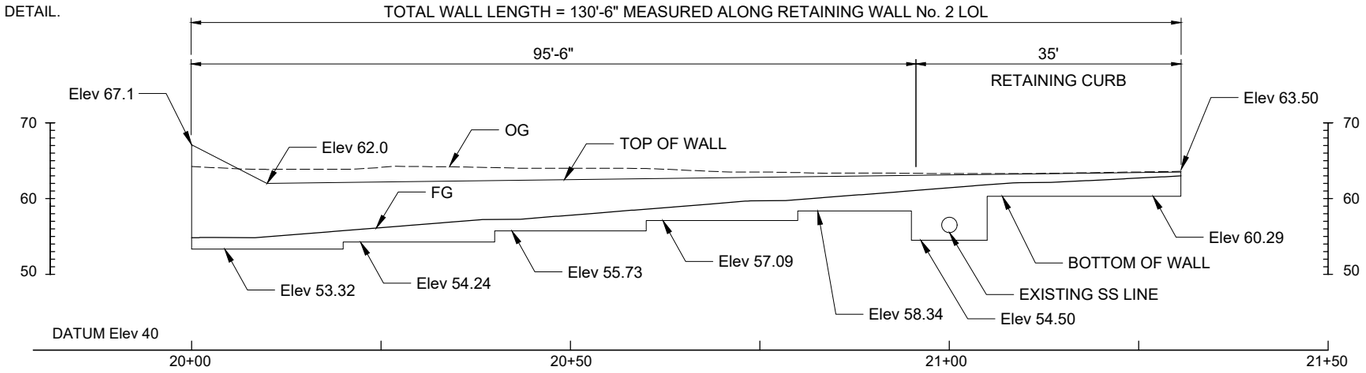
30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020	APPROVED:	CITY OF MENLO PARK ENGINEERING DIVISION	MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
SCALE: 1"=10'	NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR, CITY OF MENLO PARK	701 LAUREL STREET, MENLO PARK, CA 94025-3483	RETAINING WALL No. 1 GENERAL PLAN
DRAWN BY: DH	DATE / 76085 R.C.E. #	PHONE (650) 330-6740 FAX (650) 327-5497	SHEET 18 OF 23 SHEETS
DRAWING NAME:	NO. BY DATE REVISIONS	CITY OF MENLO PARK	PROJ. NAME
DESIGNED BY:			
CHECKED BY:			
SURVEYED BY:			

XREFS:

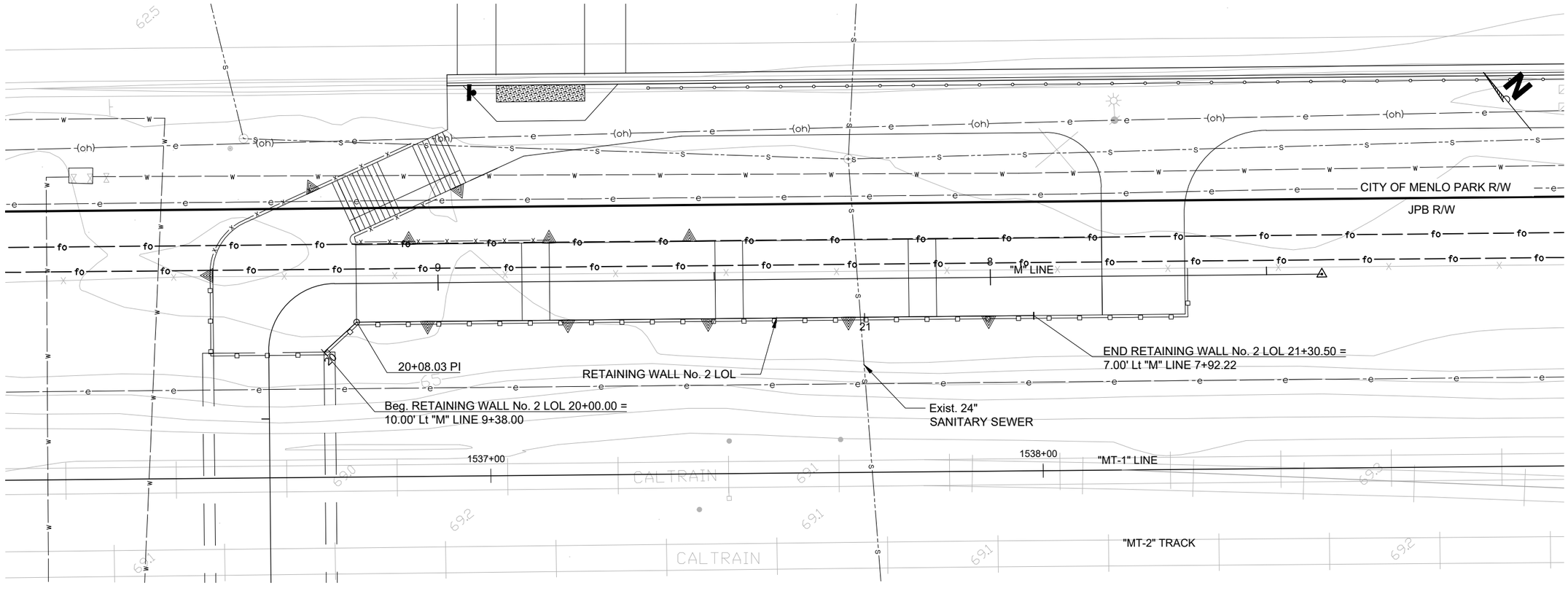
NOTE:

SEE RETAINING WALL No. 1 GENERAL PLAN FOR RETAINING CURB DETAIL.



DEVELOPED MIRRORED ELEVATION

SCALE: 1" = 10'



PLAN

SCALE: 1" = 10'

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

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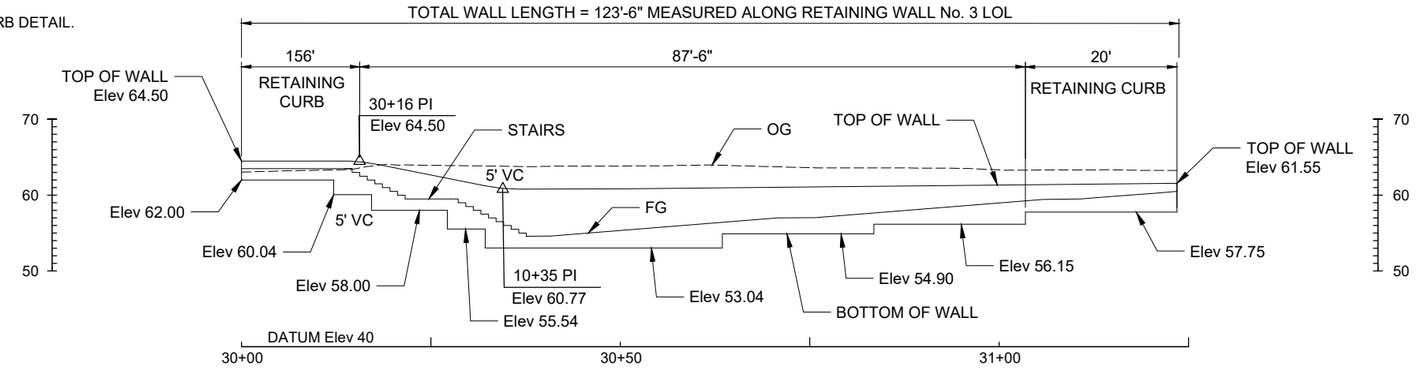
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
RETAINING WALL No. 2 GENERAL PLAN

SHEET 19 OF 23 SHEETS
PROJ. NAME

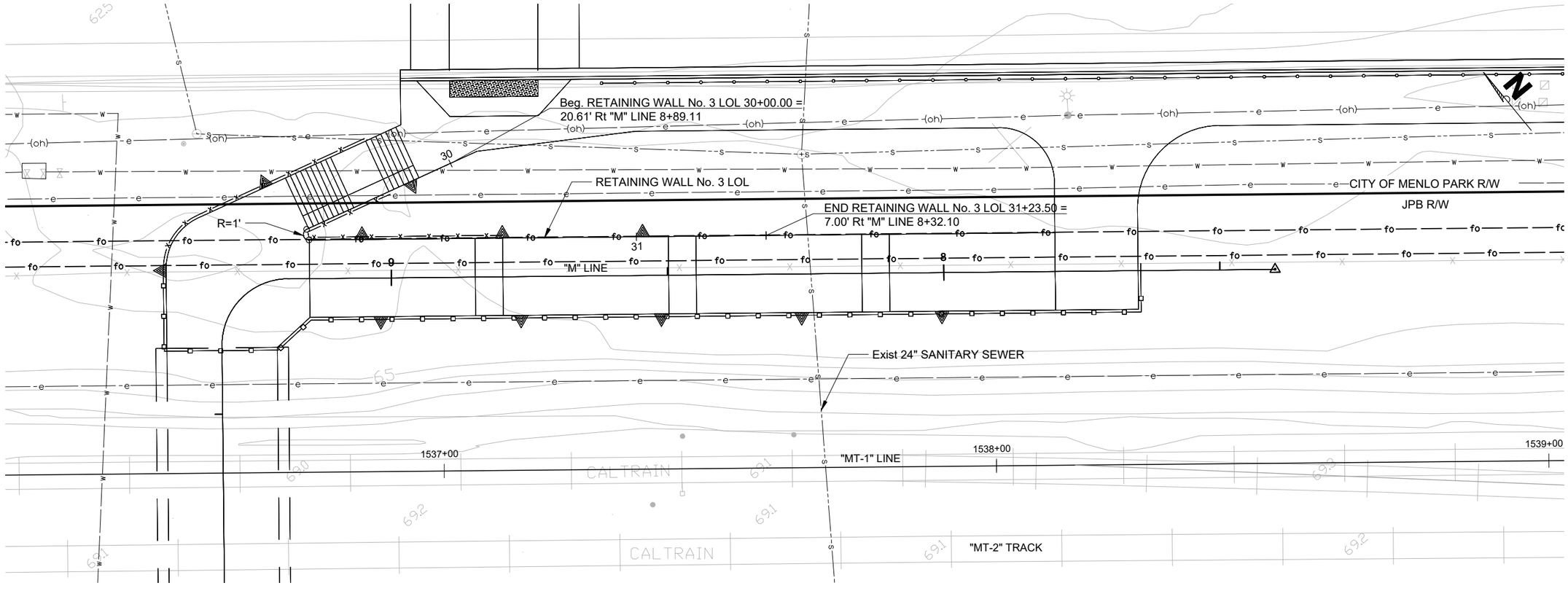
NOTE:

SEE RETAINING WALL No. 1 GENERAL PLAN FOR RETAINING CURB DETAIL.



DEVELOPED ELEVATION

SCALE: 1" = 10'



PLAN

SCALE: 1" = 10'

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

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R.C.E. #

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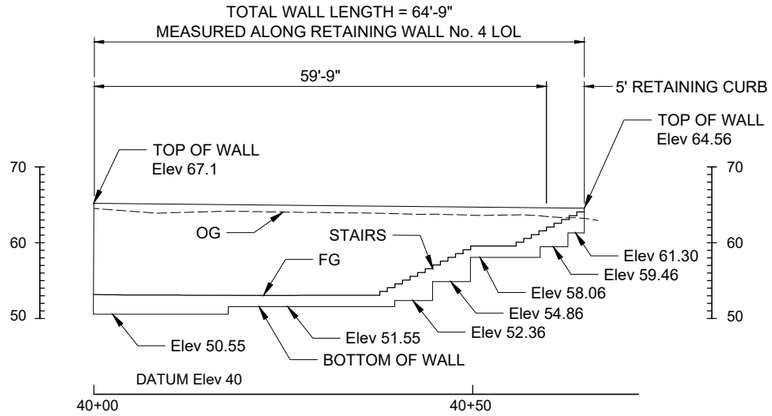
MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
RETAINING WALL No. 3 GENERAL PLAN

SHEET 20 OF 23 SHEETS
PROJ. NAME

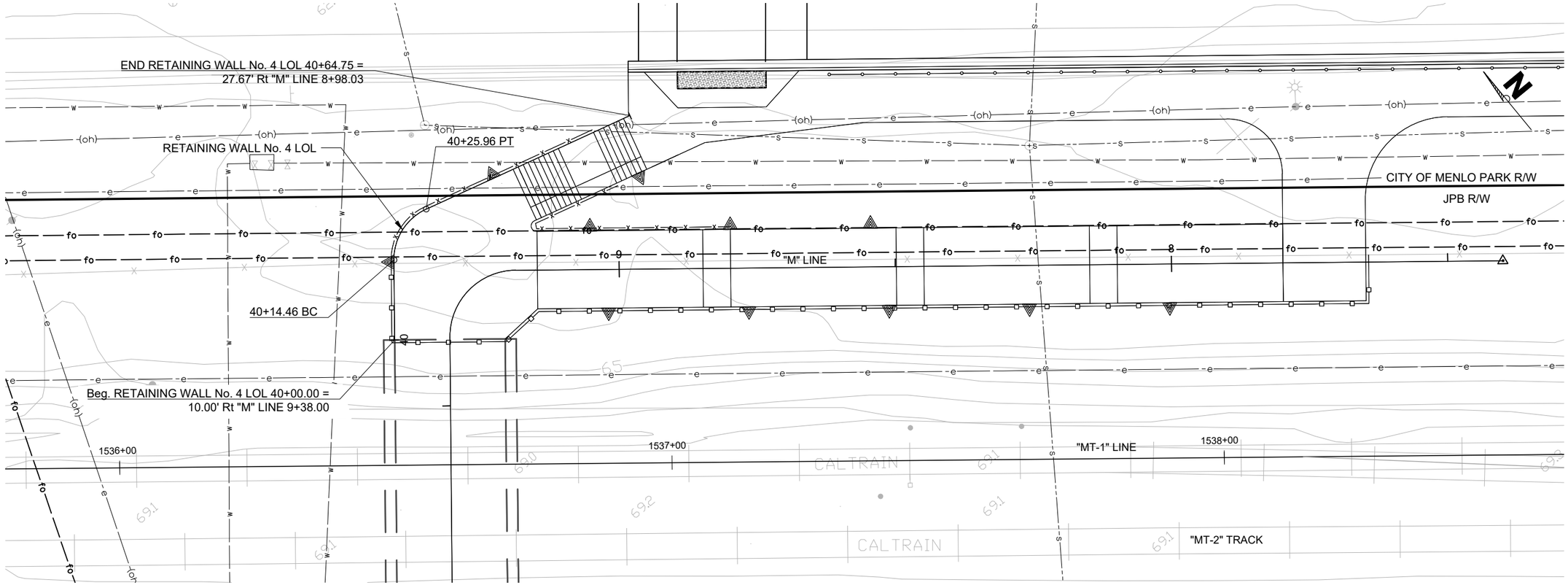
NOTE:

SEE RETAINING WALL No. 1 GENERAL PLAN FOR RETAINING CURB DETAIL.



DEVELOPED ELEVATION

SCALE: 1" = 10'



PLAN

SCALE: 1" = 10'

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

NO.	BY	DATE	REVISIONS

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ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

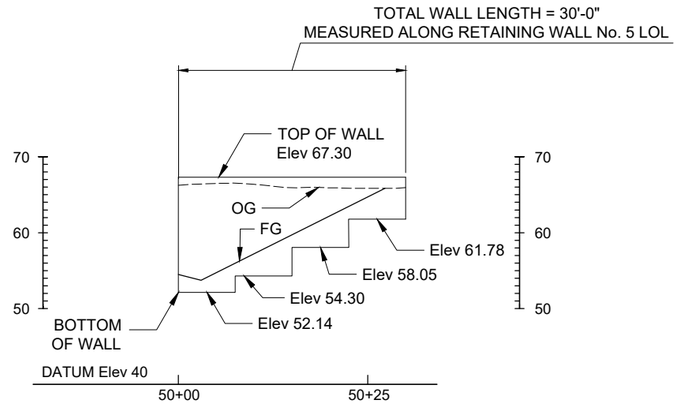
MIDDLE AVENUE PEDESTRIAN & BICYCLE
RAIL CROSSING PROJECT
RETAINING WALL No. 4 GENERAL PLAN

SHEET 21 OF 23 SHEETS
PROJ. NAME

XREFS:

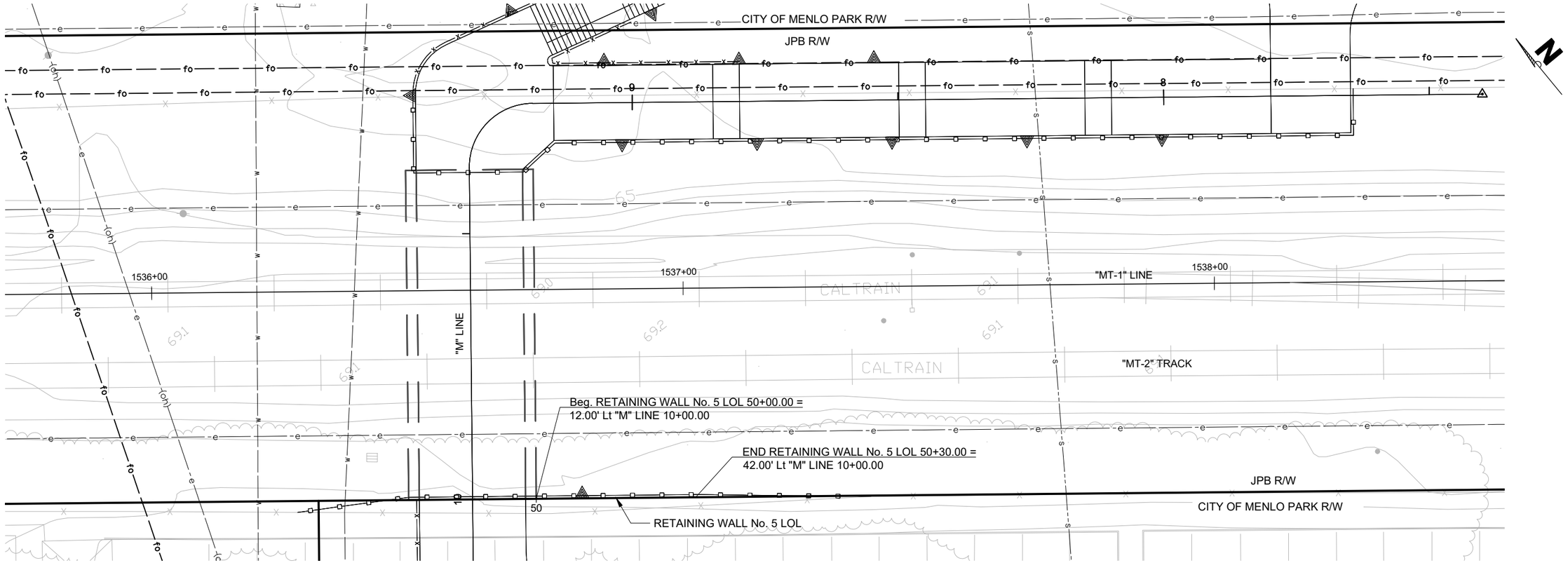
NOTE:

SEE RETAINING WALL No. 1 GENERAL PLAN FOR RETAINING CURB DETAIL.



DEVELOPED ELEVATION

SCALE: 1" = 10'



PLAN

SCALE: 1" = 10'

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1"=10'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

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ENGINEERING DIVISION
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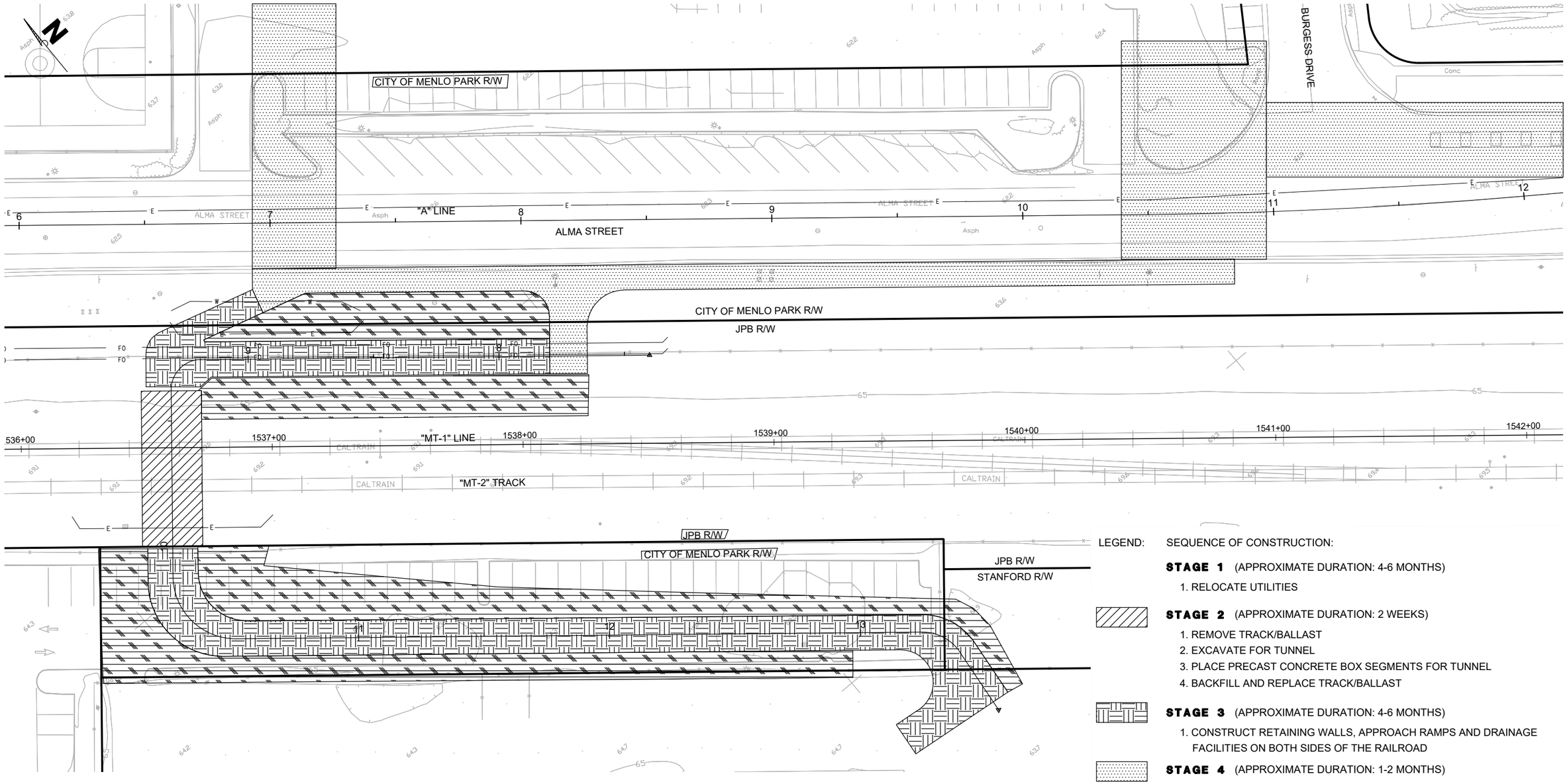
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE
RAIL CROSSING PROJECT
RETAINING WALL No. 5 GENERAL PLAN

SHEET 22 OF 23 SHEETS
PROJ. NAME

XREFS: 1/9/2020



LEGEND:

SEQUENCE OF CONSTRUCTION:

STAGE 1 (APPROXIMATE DURATION: 4-6 MONTHS)

1. RELOCATE UTILITIES

STAGE 2 (APPROXIMATE DURATION: 2 WEEKS)

1. REMOVE TRACK/BALLAST
2. EXCAVATE FOR TUNNEL
3. PLACE PRECAST CONCRETE BOX SEGMENTS FOR TUNNEL
4. BACKFILL AND REPLACE TRACK/BALLAST

STAGE 3 (APPROXIMATE DURATION: 4-6 MONTHS)

1. CONSTRUCT RETAINING WALLS, APPROACH RAMPS AND DRAINAGE FACILITIES ON BOTH SIDES OF THE RAILROAD

STAGE 4 (APPROXIMATE DURATION: 1-2 MONTHS)

1. CONSTRUCT SIDEWALKS AND LANDINGS ADJACENT TO ALMA ST
2. CONSTRUCT FEATURES ON ALMA ST (CROSSWALKS, SIGNING, ETC)

STAGE 5 (APPROXIMATE DURATION: 1-2 MONTHS)

1. CONSTRUCT INCIDENTAL INFRASTRUCTURE ELEMENTS (LUMINAIRES, LANDSCAPING, ETC)

NOTE:

SEQUENCE OF CONSTRUCTION SHOWN IS RECOMMENDED. CONTRACTOR MAY MODIFY THE SEQUENCE, IF DESIRED, AND IF APPROVED BY THE CITY.

30% FINAL - JANUARY 9, 2020

DATE: 1/9/2020
SCALE: 1" = 20'
DRAWN BY: JL
DRAWING NAME:
DESIGNED BY:
CHECKED BY:
SURVEYED BY:

APPROVED:

NICOLE H. NAGAYA, INTERIM PUBLIC WORKS DIRECTOR
CITY OF MENLO PARK

DATE

76085
R.C.E. #

NO.	BY	DATE	REVISIONS

CITY OF MENLO PARK
ENGINEERING DIVISION
701 LAUREL STREET, MENLO PARK, CA 94025-3483
PHONE (650) 330-6740 FAX (650) 327-5497

MIDDLE AVENUE PEDESTRIAN & BICYCLE RAIL CROSSING PROJECT
STAGE CONSTRUCTION

SHEET 23 OF 23 SHEETS
PROJ. NAME

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STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-022-CC**

Regular Business: **Receive subcommittee report on staff vacancies and provide direction to the city manager**

Recommendation

The recommendation is that the City Council consider recommendations identified by the City Council ad hoc subcommittee on staff vacancies and provide direction to the city manager. Staff strongly recommends that the City Council select one of the three options outlined in the analysis to provide clarity on resource planning.

Policy Issues

The City Council maintains control over the number of authorized full-time equivalent (FTE) personnel to provide services and projects as determined by the City Council. A periodic review of staff allocations is an ordinary course of business conducted by the City Council. Such reviews can help to ensure that resources are aligned to fulfill the City Council's priorities and service delivery expectations.

Background

At their January 14 meeting, the City Council received a staff report and presentation on resource capacity for 2020. The report intended to provide the City Council with a preview of concerns management is evaluating as we enter the goal-setting process. Through the course of their discussion, the City Council appointed an ad hoc subcommittee (Mueller and Nash) to meet with staff and identify how current vacancies might be reorganized to achieve two goals. First, to provide the organization with the resources necessary in the near term to deliver the City Council's priorities. Second, to give the organization and public assurances that staffing decisions made in the past several years are necessary to meet the long-term objectives of the City Council.

Analysis

On January 22, the City Council ad hoc subcommittee on staff vacancies met to discuss the status of authorized positions that are currently vacant. Staff provided the subcommittee with a document titled "position control," Attachment A. The position control is an internal document that is updated at least weekly to track staff changes (e.g., new hires, resignations, promotions, etc.) Additionally, the position control ensures that staff does not inadvertently hire more FTEs than authorized through the budget process. In their discussion of the position control, the subcommittee reviewed vacant positions for which a job offer has yet to be extended.

After their review of the position control, the subcommittee reaffirmed their intent to provide the resources necessary to meet City Council priorities and maintain services to the community. The subcommittee debated, however, whether a more in-depth review of vacant positions is advantageous at this time, given

the fact that the City Council has not determined its priorities for 2020. Additionally, the subcommittee discussed the uncertainty resulting from City Council direction January 14 to temporarily hold new recruitments while the City Council subcommittee performs its review of vacancies. After much discussion, the subcommittee members recommend that the City Council take action on one of the following options:

City Councilmember Mueller:
Direct management to identify opportunities where appropriate, to transition*, up to 11 of the vacant authorized FTEs from the current total city FTE headcount, as of January 14, to limited-term, provisional FTEs for terms not to exceed five fiscal years. If the City Council provides this direction, staff will execute the following:

- Return to business as usual with active recruitment of vacant positions, without exception, and strive to retain and recruit the highest quality employees.
- As the City extends offers to new hires, the city manager and management will weigh whether transitioning the vacant regular FTE to a five year provisional FTE is appropriate and if so, will extend a limited-term provisional offer of employment, not to exceed five years.
- Management will devote resources necessary to identify some portion, if any, up to 11 FTE vacancies that can be converted to limited-term provisional employees and return to the City Council in April 2020. Thereafter the city manager will return to City Council periodically when opportunities are identified until the goal of 11 is reached.
- The city manager may at any time the city manager deems appropriate, before the end of the provisional FTE five-year term period, bring before the City Council an agenda item containing the city manager's reasoning, for consideration and approval, to convert any provisional FTE back to non-provisional FTE status.

City Councilmember Nash:
- Return to business as usual with active recruitment of vacant positions and strive to recruit and retain the highest quality employees.
- Direct management, following completion of City Council goal-setting, to identify positions* that could be classified as limited-term FTE (term not to exceed five years) when the positions become vacant. Management would then report their findings to City Council in the 2020-21 budget preparation process.
- As part of the annual budget process thereafter, staff will provide an update on the status of implementation to evaluate effectiveness and potential modifications.

*Note: If the City Council directs management to explore conversion of vacant authorized FTEs to limited-term provisional status, the City will meet and confer in good faith with affected labor groups, as required by the Meyers-Milias-Brown Act.

Alternative
Another option is to return to business as usual and defer action on this matter to a later date.

Impact on City Resources
There is no immediate fiscal impact of either City Councilmember recommendation, and a firm implementation timeline cannot be determined due to the City's intent to meet and confer in good faith with affected bargaining units on all matters subject to the Meyers-Milias-Brown Act. If the City Council votes to move forward with either City Councilmember's recommendation, staff will require direction from City

Council in closed session to meet and confer in good faith with applicable labor units. Meeting with labor units impacts resources in Administrative services, the city manager's office, city attorney's office and contract labor attorney.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Position control – vacancies as of January 21

Report prepared by:
Nick Pegueros, Assistant City Manager

ATTACHMENT A

	Name	Authorized & Vacant	Dept/Division	Recruitment Status
1	Building Inspector	1.00	CDD-Building	1-Dept evaluating needs
2	Assistant Community Development Director - Planning	1.00	CDD-Planning	1-Dept evaluating needs
3	Senior Planner	1.00	CDD-Planning	1-Dept evaluating needs
4	Building Custodian	1.00	PW-Facilities	1-Dept evaluating needs
5	Building Custodian	1.00	PW-Facilities	1-Dept evaluating needs
6	Assistant Public Works Director - Transportation	1.00	PW-Transportation	1-Dept evaluating needs
7	Water System Operator I/II	1.00	PW-Water	1-Dept evaluating needs
8	Plan Check Engineer	1.00	CDD-Building	2-Recruitment plan in devel.
9	Recreation Coordinator	1.00	CSD-Childcare	2-Recruitment plan in devel.
10	Child Care Teacher I	0.75	CSD-Childcare	2-Recruitment plan in devel.
11	Senior Communications Dispatcher	1.00	PD	2-Recruitment plan in devel.
12	Associate Civil Engineer	1.00	PW-Engineering	2-Recruitment plan in devel.
13	Senior Transportation Engineer	1.00	PW-Transportation	2-Recruitment plan in devel.
14	Junior Engineer	1.00	PW-Transportation	2-Recruitment plan in devel.
15	Police Officer	1.00	PD	3-Application period open
16	Police Officer	1.00	PD	3-Application period open
17	Police Officer	1.00	PD	3-Application period open
18	Police Officer	1.00	PD	3-Application period open
19	Management Analyst I/II	1.00	ASD-HR	5-Selection process underway
20	Management Analyst I/II/Sr	1.00	CMO	5-Selection process underway
21	Management Analyst I/II/Sr	1.00	CMO	5-Selection process underway
22	Management Analyst I/II	1.00	CSD-Childcare	5-Selection process underway
23	Parking Enforcement Officer	0.50	PD	5-Selection process underway
24	Administrative Assistant	1.00	PW-Admin	5-Selection process underway
25	Administrative Assistant	1.00	PW-Admin	5-Selection process underway
26	Building Inspector	1.00	CDD-Building	7-Background process
27	Communications Training Dispatcher	1.00	PD	7-Background process
28	Communications Dispatcher	1.00	PD	7-Background process
29	Police Records Specialist	1.00	PD	7-Background process
30	Accounting Assistant I/II	0.75	ASD-Finance	8-Offer extended
31	Accounting Assistant I/II	0.75	ASD-Finance	8-Offer extended
	Total	**29.75**		

STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-019-CC**

Informational Item: **Short-term rental regulation – community engagement and outreach summary, overview and next steps**

Recommendation

This is an informational item and does not require City Council action.

Policy Issues

The policy decisions related to short-term rental regulation will have both housing and revenue implications and the issue needs to be reviewed comprehensively with input from community stakeholders, a recommendation by the Housing Commission, and action by the City Council for any formal adoption of short-term rental regulations in the City.

Background

On January 10, 2017, the City Council held a study session and considered 15 enhanced housing policies to address the local housing crisis. Staff presented potential policies that have been commonly used or considered in other cities and at that time, and the City Council referred these to the Housing Commission. One of the proposals included adoption of an ordinance to regulate short-term lodging/vacation rentals. The City Council identified a Short-Term Rental Ordinance as a project of importance in their 2019 work plan, and the Housing Commission initiated work on this item in June 2019.

A short-term residential rental typically refers to:

- a furnished dwelling unit or a furnished bedroom in a dwelling unit
- rented for a short duration such as one night or one week
- almost always for 30 days or less

In most cases, short-term rental hosts rent out rooms within a dwelling or an entire house, apartment or secondary dwelling unit to guests. Common names used for these rentals include vacation home rental, short-term vacation rental, short-term rental (STR), executive suites and apartment hotel. They are most commonly advertised through online vacation property rental applications such as Airbnb, Vacation Rentals by Owners (VRBO) and Booking.com. These types of short-term rentals generally accommodate visitors or temporary residents as opposed to permanent residents. They are different from hotels in that they usually occur in buildings designed and approved for residential purposes.

In Menlo Park, the number of active short-term rentals has ranged between 400-500 units during the last two quarters of 2019. Recent data obtained from AirDNA, a short-term rental metrics data firm, indicated that most short-term rentals were entire “unhosted” homes, versus a “hosted” rental such as a bedroom within an occupied home.

The City currently has a transient occupancy tax (TOT) ordinance, Chapter 3.16 of the municipal code, which includes a definition of short-term rentals and registration and remittance requirements for TOT. Although required by the ordinance, staff estimates only about 10 percent of TOT from STR's are remitted. The City currently does not have any established criteria to regulate and enforce short-term rentals in the City.

Analysis

In the summer of 2019, the Housing Commission initiated the study, analysis and community outreach process for considering a short-term rental regulation. The process commenced with a short-term rental overview presentation provided by staff at the July 10, 2019, Housing Commission meeting. A copy of the presentation is attached to this staff report in Attachment A. The overview included a summary of regional short-term rental regulations and ordinances, rental market data including Menlo Park short-term rental information, common key short-term rental issues, enforcement methods, regulatory options and a general timeline for this work item. The Housing Commission housing policy subcommittee was assigned to work with staff to plan a community outreach strategy and conduct additional research and analysis of short-term rental data.

Staff and the subcommittee met in July to conduct a preliminary analysis of the problems related to short-term rentals and to determine the appropriate community engagement and outreach process necessary to obtain comprehensive stakeholder input. An initial list of stakeholders was identified and a set of specific questions were prepared to obtain input on the type and methods of community engagement and outreach recommended for short-term rentals. The initial questions were intended to primarily solicit input that would help determine the best approach to conducting community outreach on short-term rentals.

In addition to internal City stakeholders, which includes Finance, Police, Community Development, City Manager and the City Attorney, the initial list of external community stakeholders included:

- People who rent out a room and rely on STR's for living expenses (bridging income)
- Short term renters/guests (e.g., various types such as entry level tech workers that rent a room)
- Businesses that provide support services to STR's
- Community based organizations and nonprofits
- Large businesses in or near Menlo Park
- Corporate lease apartments operators
- Developers
- Travel agents
- Owners of permitted secondary dwelling units (SDUs), also known as accessory dwelling units (ADU's)
- Single family homeowners
- Rental property owners and managers
- Property/Real estate organizations
- Tenants of rental properties
- Apartment, real estate and homeowner associations
- Local hotel operators

During the latter part of July and early August 2019, initial stakeholder outreach was conducted through direct contact and conversations with organizations, businesses, groups and individuals. All but a few stakeholders initially contacted were willing to provide input on outreach and on short-term rentals. Some of the organizations, businesses and groups that provided input included the Housing Leadership Council, Nuestra Casa, HIP Housing, EPA Can Do, Stanford Graduate School of Business, Legacy Partners,

California Apartment Association, Bay Area Chapter of the Institute of Real Estate Management and the Bay Area Homeowners Network. Additionally, individuals that were short-term rental hosts and guests were contacted. While most that were contacted were more than willing to share their perspectives and recommendations, hotel operators contacted did not respond.

On August 7, 2019, the Housing Commission received an update from the housing policy subcommittee on their progress, including findings, information and stakeholder input on short-term rental regulations. There were several community members that also provided public comment on this agenda item and comments that were received through email in advance of the meeting were shared with the Commission.

The majority of the comments and input received indicated that there was a strong preference that there be no limitations placed in any way to restrict or limit short-term rentals. However, there were also some comments that were in favor of regulation that would increase the amount of long-term rental units by prohibiting any short-term rentals, and regulating short-term rentals in large, multifamily apartment buildings, including regulation for corporately leased units.

On September 25, 2019, the Housing Commission approved the conclusion of the short-term rental outreach, based on the input received. Based on the public comments and stakeholder input provided, two primary areas of concern with short-term rentals were identified. The two common short-term rental related concerns identified by stakeholders and staff in Menlo Park included rental housing availability for residents and collection of transient occupancy tax (TOT). Other common concerns with short-term rentals can include noise, safety, garbage and parking, however, these concerns were not identified as issues in Menlo Park.

There are approximately 14,037 dwelling units in Menlo Park, and based on data from AirDNA for 2019, active rentals range between 400-500, including hosted (e.g., room in a house) and unhosted (e.g., entire unit) units. Some of these rentals may be double counted, as the same rental may be listed on two or more short-term rental websites, however the active rentals range from 2.8 percent to 3.5 percent of the total housing inventory in Menlo Park. Approximately 70 percent or 280-350 of rentals are unhosted, entire homes or apartments units, with an average nightly rate of $247. The balance of the rentals, approximately 30 percent or 120-150 are hosted private rooms within a house or apartment with an average nightly rate of $100. The average occupancy rate is 70 percent overall.

The City also obtained information that indicates there are a significant number of newer multifamily rental units that are corporately leased. Commonly, in the Bay Area, employee recruitment firms hold corporate leases, to offer units to prospective employees. Some units that are under corporate lease are rented on a short-term basis, during periods of vacancy. Based on information the City has confirmed with property management during the last six months from at least two of the newer, high-density multifamily residential properties, approximately 25 percent to 35 percent of units are under corporate leases. Corporately leased units remove rental units from the market and this concern was identified as another potential area that the City may want to investigate and analyze further to determine if some type of separate regulation should be considered. Recently, San Francisco initiated a study to consider regulating corporate leases, as this is a fairly new and growing trend that is affecting housing availability.

Several new state laws, including AB 881, SB 13 and AB 68, took effect January 1, 2020, prohibiting cities from allowing short-term rentals of interior or ADU's attached to a primary dwelling, in detached ADU's up to 800 square feet or ADU's permitted in multifamily buildings. The requirements of these new laws would be included in a short-term rental ordinance, should the Housing Commission recommend one to the City Council. These new laws aim to increase the availability of rental housing that might otherwise be used as short-term rentals.

The second and most significant area of concern identified was the transient occupancy tax that is not currently being remitted to the City as required by current City ordinance. The estimated amount of TOT is significant based on the estimated nightly rental and occupancy rates data. While the City does currently receive some TOT remittances for short-term rentals, there is a substantial amount that is not being remitted, based on the data described above. Although remittal of TOT is required by City ordinance, the City does not have the staff capacity to track and monitor short-term rentals, other than hotels operators, to enforce payment.

The common theme in almost every discussion or conversation held during the outreach on short-term rental regulation was that there was no desire for additional regulation that would place any controls or limits on short-term rentals. All indicated they agreed the TOT should be collected from short-term rentals through some type of enforcement mechanism, such as a regulation, policy or other means.

Staff have been working to obtain information on the scope of services and costs from firms that provide short-term rental compliance services, such as host registration, tax collection and detailed metric reports. Staff will provide this additional information to the Housing Commission on these services to consider before making a recommendation to City Council in April 2020.

Impact on City Resources

Staff time is currently the only financial resource involved in this effort. The potential short-term rental TOT revenue, based on the AirDNA data, which is unconfirmed, is approximately $1 to $1.5 million, including the voluntary amounts currently remitted. This range is substantial since the data are based on several fluctuating factors including short-term rental availability, occupancy and nightly rental rates.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it is will not result in any direct or indirect physical change in the environment

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Short-term rentals Presentation PowerPoint Presentation – Introduction and Overview

Report prepared by:

Rhonda Coffman, Deputy Community Development Director – Housing

Reviewed by:

Deanna Chow, Interim Community Development Director

SHORT TERM RENTAL REGULATION

Introduction & Overview

OUTLINE

- City Council Initiative – Work Plan Item
- Housing Commission Role & Community Engagement
- Summary of Regional Regulations & Ordinances
- Short Term Rental Market
- Key Issues
- Regulation & Enforcement Methods
- Next Steps

CITY COUNCIL INITIATIVE

- City Council identified Short Term Rental ordinance as a project of importance in the 2019 work plan
- City Council referred item to the Housing Commission
- “Project on a Page”

HOUSING COMMISSION

- Role
  - Make an informed recommendation to City Council on a Short Term Rental Ordinance
- Subcommittee
  - Community engagement planning and process
  - Review and analyze data and best practices
  - Summarize key findings and make recommendations to Housing Commission
- Community Engagement
  - Outreach
  - Host community meetings and/or workshops
  - Conduct survey/s
- Staff
  - Support HC and staff the subcommittee
  - Provide data resources and conduct analysis
  - If directed, draft ordinance

PROJECT ON A PAGE - TIMELINE

Phase I – Project scoping and data collection (1st-2nd Quarter 2019)

- Determine the scope of the project
- Gather data on existing units (residence and building type, operator presence, length of each stay, number of total stays, transient occupancy tax and business license requirements, zoning considerations, etc.)

Phase II - (2nd – 3rd Quarter 2019)

- Draft a shared definition for short-term rentals and identify potential impacts to consider in any regulation
- Conduct outreach to community stakeholders and hold community meetings
- Prepare a draft ordinance

Phase III - (4th Quarter 2019)

- Proposed draft ordinance for City Council consideration

REGULATORY STRATEGIES

- Don’t regulate at this time
- Tax only
- Regulate lightly (few rules)
- Regulate heavily
- Ban

SHORT TERM RENTAL TRADE OFFS

Advantages of Short Term Rentals

- Hotel tax revenue (TOT)
- Extra spending on local goods and services
- Additional income for homeowners (if they rent an extra bedroom occasionally)

Concerns / Disadvantages

- Loss of housing stock
- Effects on hotel industry
- Incompatibility with residential neighborhoods/loss of community character
- Other – disability access, safety

COMMON CONCERNS WITH STR'S

- Reduce noise, parking, traffic and trash problems
- Eliminate house parties
- Reduce STR's impact on neighborhood character
- Ensure building safety
- Improve City's responsiveness to neighbor complaints
- **Stem STR's negative impact on housing availability**
- Improve permit and **tax compliance to increase tax revenue**
- Ensure a level playing field between law abiding traditional lodging providers and illegal short-term rentals
- Reduce tension between short-term rental property owners and their neighbors
- Other?

LOCAL ORDINANCES AND TRENDS

Short Term Rental Ordinances

- Millbrae (eff. 8/29/18)
- Pacifica (eff. 7/10/18)
- Redwood City (eff. 5/1/19)
- South San Francisco (adopted 6/26/19)
- San Mateo County (eff. 6/2017)
  - Coastal Zone only

Ordinances Currently Under Review for Adoption

- Brisbane
- San Bruno

REGULATORY OPTIONS

- Prohibition
- Applicability (e.g. single family residence, ADU's)
- Quantitative restrictions
- Geographic restrictions
- Concentration
- Operational requirements
- Rental period
- Owner occupancy requirements
- Permitting
- Enforcement

SHORT TERM RENTAL MARKET

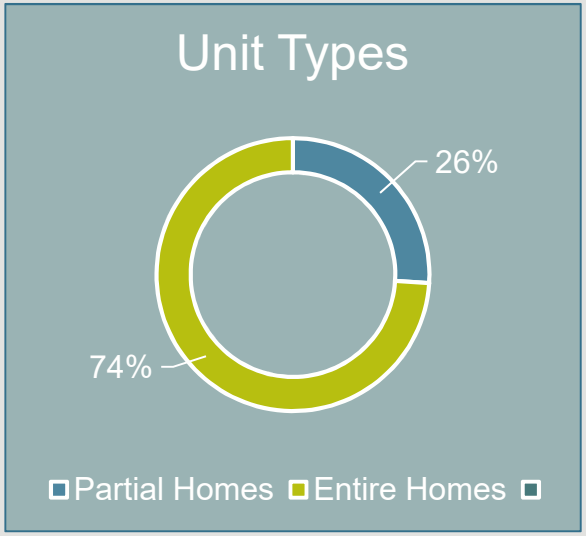
- Industry Market Context
  - 800% growth since 2011 (approx. 8MM)
  - Airbnb 4.5MM, HomeAway 1.5MM, Booking.com 1.2M, TripAdvisor 0.8M
  - Over 200 web platforms

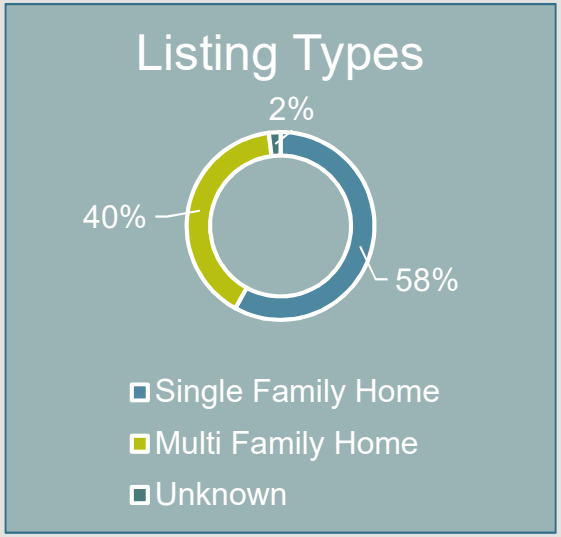
- Approximately 396-524 short term rental listings in Menlo Park as of February 2019
  - Approx. 3-4% of total housing stock

- Transit occupancy tax – revenue that could potentially be used to support other city services or affordable housing programs

MENLO PARK DATA

Median Nightly Rate (USD) - $172





Source: Host Compliance data as of 2/2019

REGULATION & ENFORCEMENT

- Generally less than 10% of STR owners voluntarily get a permit and pay all of their hotel taxes
  - Menlo Park has some STR owners that voluntarily remit taxes
- Manual compliance and monitoring is ineffective and prohibitively expensive
  - Listings on 100's of websites
  - Monitoring listings nearly impossible as listings are changed, added or removed
  - Address data hidden making it difficult to identify owners
  - Difficult to collect taxes as there is no way to verify how often properties are rented and for how much

NEXT STEPS

- July 2019: STR Subcommittee to plan community engagement process, review data and conduct analysis
- August & September 2019: Conduct community outreach and engagement
- October 2019: Return to Housing Commission with recommendations
- November 2019: Housing Commission recommendations to City Council

REGULATORY STRATEGIES

- Don’t regulate at this time
- **Tax only**
- **Regulate lightly (few rules)**
- **Regulate heavily**
- Ban

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STAFF REPORT

City Council
Meeting Date: **1/28/2020**
Staff Report Number: **20-012-CC**

Informational Item: **City Council agenda topics: February 2020 to March 2020**

Recommendation

The purpose of this informational item is to provide the City Council and members of the public access to the anticipated agenda items that will be presented to the City Council. The mayor and city manager set the City Council agenda so there is no action required of the City Council as a result of this informational item.

Policy Issues

In accordance with the City Council procedures manual, the mayor and city manager set the agenda for City Council meetings.

Analysis

In an effort to provide greater access to the City Council's future agenda items, staff has compiled a listing of anticipated agenda items, Attachment A, through March 24. The topics are arranged by department to help identify the work group most impacted by the agenda item.

Specific dates are not provided in the attachment due to a number of factors that influence the City Council agenda preparation process. In their agenda management, the mayor and city manager strive to compile an agenda that is most responsive to the City Council's adopted priorities and work plan while also balancing the business needs of the organization. Certain agenda items, such as appeals or State mandated reporting, must be scheduled by a certain date to ensure compliance. In addition, the meeting agendas are managed to allow the greatest opportunity for public input while also allowing the meeting to conclude around 11 p.m. Every effort is made to avoid scheduling two matters that may be contentious to allow the City Council sufficient time to fully discuss the matter before the City Council.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. City Council agenda topics: February 2020 to March 2020

Report prepared by:
Judi A. Herren, City Clerk

Tentative City Council Agenda

#	*Title*	*Department*	*Item type*
1	Appoint Interim City Attorney		Closed Session
2	2019-20 budget amendment, service level enhancements re-visit, resolution adoptions	ASD	Regular
3	Approve revisions to City Council Policy #CC-01-1996 as recommended by the City Council Community Funding sub-committee	ASD	Consent
4	328 Trenton Way - PC Appeal	CDD	Public Hearing
5	661-687 Partridge Ave. - Major Subdivision & BMR agreement for nine new Single-family homes	CDD	Regular
6	Amendment to conditional development permit for CitizenM Hotel	CDD	Public Hearing
7	Newsrack regulations ordinance, first reading	CDD	Regular
8	Mayor and Sister City Committee honor scouts for assistance with the Bizen delegation	CMO	Presentation
9	Review commission/committee attendance report	CMO	Consent
10	Sister City Committee recommendation to upgrade Bizen, Japan to full Sister City status	CMO	Consent
11	Sister City Committee update	CMO	Committee Report
12	Update on zero waste plan progress	CMO	Regular
13	Adoption of budget, City Council policies - workplan	CMO	Regular
14	Regular meeting schedule ordinance, first reading	CMO, CA	Regular
15	Term of lease for pool operations	CSD	Study Session
16	"My Community" Youth Poster Exhibition	LIB	Presentation
17	Receive and file an update on the Transportation Management Association Feasibility Study	PW	Consent
18	Utility undergrounding district formation	PW	Informational
19	Utility undergrounding district formation, adopt resolution	PW	Regular

ASD-Administrative Services
CMO- City Manager's Office
CD-Community Development
CSD-Community Services
PD-Police
PW-Public Works