PLANNING COMMISSION
AGENDA

Regular Meeting
May 18, 2015 at 7:00 p.m.
City Council Chambers
701 Laurel Street, Menlo Park, CA 94025

CALL TO ORDER – 7:00 p.m.

ROLL CALL – Bressler, Combs, Eiref (Chair), Ferrick, Kadvany, Onken (Vice Chair), Strehl

INTRODUCTION OF STAFF – Deanna Chow, Senior Planner; Jean Lin, Associate Planner; Arnold Mammarella, Contract Planner; Stephen O'Connell, Contract Planner; Tom Smith, Associate Planner; Thomas Rogers, Senior Planner

A. REPORTS AND ANNOUNCEMENTS

Under "Reports and Announcements," staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

A1. Update on Pending Planning Items
a. Planning Commission Appointments – City Council – May 5, 2015
b. ConnectMenlo Workshop – May 2 and 7, 2015

B. PUBLIC COMMENTS #1 (Limited to 30 minutes)

Under "Public Comments #1," the public may address the Commission on any subject not listed on the agenda within the jurisdiction of the Commission and items listed under Consent. When you do so, please state your name and city or political jurisdiction in which you live for the record. The Commission cannot respond to non-agendized items other than to receive testimony and/or provide general information.

C. CONSENT

Items on the consent calendar are considered routine in nature, require no further discussion by the Planning Commission, and may be acted on in one motion unless a member of the Planning Commission or staff requests a separate discussion on an item.

C1. Approval of minutes from the April 20, 2015 Planning Commission meeting *(Attachment)*

D. PUBLIC HEARING

D1. Use Permit/Natalie Hylund/810 University Drive: Request for a use permit to demolish an existing single-story, single-family residence and detached accessory buildings, and construct a new two-story, single-family residence on a substandard lot with regard to lot width and lot area in the R-3 (Apartment) zoning district. The project was previously reviewed and continued by the Planning Commission on March 9, 2015. The project has since been revised, with changes including a hipped roof and additional wall variation on the second level. *(Attachment)*

D2. Use Permit/Garrett Belmont/4020 Campbell Avenue: Request for a use permit to allow the storage and use of hazardous materials (diesel fuel) for an emergency generator associated with a data and control center located in the M-2 (General Industrial) zoning district. *(Attachment)*

D3. Use Permit, Architectural Control, and Sign Review/German-American International School/475 Pope Street: Request for use permit, architectural control, and sign review to allow a private school to operate on an approximately 3.9-acre portion of an existing public school site in the P-F (Public Facilities) zoning district. The proposed educational program would include pre-school through 12th grade, where the high school program (grades 9 through 12) would be phased in over a four-year period. The applicant is also proposing a student enrollment of up to 400 students, with an enrollment of up to 315 students during the first school year and increases in enrollment of up to 400 students phased in over a multi-year period. The proposed site improvements include six new portable buildings, new play areas, storage sheds, and a new freestanding sign. *(Attachment)*

D4. Right-of-Way and Public Utility Easement Abandonment/MidPen Housing/1221-1275 Willow Road: Consideration of an abandonment of public right-of-way (ROW), sidewalk easement, and public utility easements (PUE) to determine whether the proposed abandonments are consistent with the City's General Plan. The request is associated with the development of a new 90-unit senior residential complex at the site. *(Attachment)*

D5. Use Permit/MidPen Housing/1221-1275 Willow Road: Request for a use permit to increase the fence height from four feet to seven feet within the required five-foot front setback along Willow Road. The request is associated with the development of a new 90-unit senior residential complex at the site. *(Attachment)*

E. STUDY SESSION

E1. R-4-S Compliance Review/MidPen Housing/1221-1275 Willow Road: Request for R-4-S(AHO) study session to review a new 90-unit affordable senior housing development relative to the development regulations and design standards of the R-4-S (High Density Residential, Special - Affordable Housing Overlay) zoning district. The Planning Commission's review is advisory only and will be taken into consideration as part of the Community Development Director's determination of whether the proposal is in compliance with the R-4-S (AHO) development regulations and design standards. The proposal includes application of the Affordable Housing Overlay, which provides a density bonus for providing on-site affordable units and allows modifications to development standards, a request for abandonment of a portion of Willow Road public right-of-way and public utility easements, and the removal of 21 heritage size trees, in generally good condition, where the majority would conflict with the proposed development. *(Attachment)*

E2. Study Session/650 Live Oak LLC/650-660 Live Oak Ave: Request for a study session for the Public Benefit Bonus proposal associated with the architectural control request to demolish an existing commercial building and two dwelling units and construct a new mixed-use project with office and residential uses on two sites in the SP-ECR/D (El Camino Real/Downtown Specific Plan) and R-3 (Apartment) zoning districts. The proposed development would be at the public benefit bonus level, which would exceed the Base level floor area ratio (FAR). The public benefit bonus proposal includes a community garden and gathering space, as well as the provision of a full Below Market Rate (BMR) housing unit, where only a partial unit is required. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the proposal and to provide initial feedback on the applicability of the Public Benefit Bonus. *(Attachment)*

E3. Study Session/Lane Partners/1020 Alma Street: Request for a study session for the Public Benefit Bonus proposal associated with the architectural control request to demolish two existing commercial buildings and construct a new three-story office building with two underground parking levels on a site (currently addressed 1010-1026 Alma Street) in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed development would be at the public benefit bonus level, which would exceed the Base level floor area ratio (FAR) for office uses on the subject site. The public benefit bonus proposal includes the provision of public plazas along Alma Street, a small pavilion for a cafe, and a financial contribution to the City. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the proposal and to provide initial feedback on the applicability of the Public Benefit Bonus. *(Attachment)*

F. REGULAR BUSINESS

F1. Selection of Planning Commission Chair and Vice Chair for May 2015 through April 2016 *(Attachment)*

G. COMMISSION BUSINESS – None

H. INFORMATION ITEMS – None

ADJOURNMENT

Future Planning Commission Meeting Schedule

Regular Meeting	June 8, 2015
Regular Meeting	June 22, 2015
Regular Meeting	July 13, 2015
Regular Meeting	July 20, 2015
Regular Meeting	August 3, 2015
Regular Meeting	August 17, 2015

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At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designed by the Chair, either before or during consideration of the item.

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PLANNING COMMISSION
Agenda and Meeting Information

The Planning Commission welcomes your attendance at and participation in this meeting. The City supports the rights of the public to be informed about meetings and to participate in the business of the City.

ASSISTANCE FOR PERSONS WITH DISABILITIES: Person with disabilities who require auxiliary aids or services in attending or participating in Planning Commission meetings, may call the Planning Division office at (650) 330-6702 prior to the meeting.

COMMISSION MEETING AGENDA AND REPORTS: Copies of the agenda and the staff reports with their respective plans are available prior to the meeting at the Planning Division counter in the Administration Building, and on the table at the rear of the meeting room during the Commission meeting. Members of the public can view or subscribe to receive future weekly agendas and staff reports in advance by e-mail by accessing the City website at http://www.menlopark.org.

MEETING TIME & LOCATION: Unless otherwise posted, the starting time of regular and study meetings is 7:00 p.m. in the City Council Chambers. Meetings will end no later than 11:30 p.m. unless extended at 10:30 p.m. by a three-fourths vote of the Commission.

PUBLIC TESTIMONY: Members of the public may directly address the Planning Commission on items of interest to the public that are within the subject matter jurisdiction of the Planning Commission. The City prefers that such matters be presented in writing at the earliest possible opportunity or by fax at (650) 327-1653, e-mail at planning.commission@menlopark.org, or hand delivery by 4:00 p.m. on the day of the meeting.

Speaker Request Cards: All members of the public, including project applicants, who wish to speak before the Planning Commission must complete a Speaker Request Card. The cards shall be completed and submitted to the Staff Liaison prior to the completion of the applicant's presentation on the particular agenda item. The cards can be found on the table at the rear of the meeting room.

Time Limit: Members of the public will have **three** minutes and applicants will have **five** minutes to address an item. Please present your comments clearly and concisely. Exceptions to the time limits shall be at the discretion of the Chair.

Use of Microphone: When you are recognized by the Chair, please move to the closest microphone, state your name and address, whom you represent, if not yourself, and the subject of your remarks.

DISORDERLY CONDUCT: Any person using profane, vulgar, loud or boisterous language at any meeting, or otherwise interrupting the proceedings, and who refuses to be seated or keep quiet when ordered to do so by the Chair or the Vice Chair is guilty of a misdemeanor. It shall be the duty of the Chief of Police or his/her designee, upon order of the presiding officer, to eject any person from the meeting room.

RESTROOMS: The entrance to the men's restroom is located outside the northeast corner of the Chamber. The women's restroom is located at the southeast corner of the Chamber.

If you have further questions about the Planning Commission meetings, please contact the Planning Division Office (650-330-6702) located in the Administration Building.

Revised: 4/11/07

PLANNING COMMISSION DRAFT MINUTES

Regular Meeting
April 20, 2015 at 7:00 p.m.
City Council Chambers
701 Laurel Street, Menlo Park, CA 94025

CALL TO ORDER – 7:01 p.m.

ROLL CALL – Bressler, Combs (absent), Eiref (Chair), Ferrick, Kadvany, Onken (Vice Chair), Strehl

INTRODUCTION OF STAFF – Michele Morris, Assistant Planner; Nicole Nagaya, Transportation Manager; Stephen O'Connell, Contract Planner; Thomas Rogers, Senior Planner; Corinna Sandmeier, Associate Planner

A. REPORTS AND ANNOUNCEMENTS

A1. Update on Pending Planning Items

a. ConnectMenlo (General Plan Update) – Schedule Update – City Council - April 14, 2015

Senior Planner Rogers said the City Council at its April 14 meeting considered an extended timeline for the General Plan Update to allow for more outreach, particularly to the Belle Haven neighborhood.

b. Public Benefit Study Session – City Council – April 14, 2015

Senior Planner Rogers said also at their April 14 meeting, the Council conducted a study session on public benefit in general and specific to zoning districts. He said the consultant provided a presentation on what other cities have been doing and what the current model was in Menlo Park.

c. Planning Commission Appointments – City Council – May 5, 2015

Senior Planner Rogers noted that the Council would make three Planning Commission appointments at its May 5 meeting, noting that Commissioner Onken had reapplied.

Senior Planner Rogers said that there would be annual commissioner training and appreciation event on May 12 with training from 4 to 6 p.m. and a reception afterwards.

B. PUBLIC COMMENTS #1 (Limited to 30 minutes)

There was none.

C. CONSENT

C1. Approval of minutes from the March 23, 2015 Planning Commission meeting *(Attachment)*

Chair Eiref noted he was absent from the March 23 meeting. Commissioner Strehl indicated she was also absent. Chair Eiref continued the minutes until the next meeting.

Commission Action**:** Minutes continued.

D. PUBLIC HEARING

D1. Use Permit Revision/Kpish Goyal/957 Rose Avenue: Request for a use permit revision to add an approximately 1,457 square foot basement to previously approved two-story, single-family residence on a substandard lot with regard to lot width and lot area in the R-1-U (Single-Family Urban Residential) zoning district. The previous use permit was approved by the Planning Commission on August 18, 2014. *(Attachment)*

Staff Comment: Contract Planner O'Connell said there were no additions to the staff report.

Public Comment: Mr. Kpish Goyal, applicant, said their project for a two-story, single-story residence had been approved by the Planning Commission on August 18, 2014. He said that he and his wife had reconsidered their project to provide more space for their immediate and extended family, and were now requesting a basement addition.

Commissioner Strehl asked if the original design was the same. Mr. Goyal said everything was the same except for one light well that would require decreasing the size of the bathroom for the first floor bedroom to accommodate.

Commissioner Onken said the arborist report was confusing regarding the heritage oak as it both said the tree would be safe during construction and to remove the tree. Contract Planner O'Connell said the arborist had two recommendations and that was to keep the tree or to remove it.

Mr. Goyal said the oak tree was on the adjacent property and a branch extended into his property. He said the arborist said one option was to remove the tree or the other option was to take preservation efforts to protect the tree, which was what they were intending.

Chair Eiref closed the public hearing.

Commission Comment: Commissioner Onken said the excavation for a basement might impact the tree roots. He confirmed with Contract Planner O'Connell that the basement excavation would require stitch piling in front of the oak tree and to follow the arborist's instructions for basement construction to protect the oak tree. He moved to approve the project revision. Commissioner Strehl seconded the motion.

Commission Action: M/S Onken/Strehl to approve the item as recommended in the staff report with the following modification.

1. Make a finding that the project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current CEQA Guidelines.

2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.

3. Approve the use permit subject to the following ***standard*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by Chris Spaulding Architect, consisting of ten plan sheets, dated received March 30, 2015 and approved by the Planning Commission on April 20, 2015, except as modified by the conditions contained herein, subject to review and approval by the Planning Division.

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

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

    d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

    e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.

    f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.

    g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

Motion carried 6-0 with Commissioner Combs absent.

D2. Use Permit/Malika Junaid/1121 Carlton Avenue: Request for a use permit to allow construction of a second story on an existing single-story, single-family residence on a substandard lot with regard to lot width and area, in the R-1-U (Single-Family Urban Residential) zoning district. The proposal, which includes expansion of the existing first floor, would exceed 50 percent of the existing floor area and is considered equivalent to a new structure. *(Attachment)*

Staff Comment: Planner Sandmeier said there were no changes or additions to the staff report.

Public Comment: Ms. Pushpinder Lubana, property owner, introduced her fiancée Mr. Nathan Henderson, and said they were planning a revision to her home to allow for a merger of their two families including three children and aging parents.

Mr. Nathan Henderson said that in starting this project they reached out to their neighbors, sent out flyers with basic project drawings, and invited neighbors to review the plans. He said their rear neighbors had concerns with construction noise and asked them to observe City codes for construction. He said they assured them they would.

Ms. Malika Junaid, project applicant, said she was the architect for the project. She said the addition was done to create more privacy for the master bedroom and more separate and private rooms for the other age groups in the merged family.

Chair Eiref closed the public hearing.

Commission Comment: Commissioner Onken said the design was only a partial second story, which was appreciated. He said also the design controlled side facing windows, which could be a problem. He said the project was a good design and a nice addition to the neighborhood. He moved to approve as recommended in the staff report. Commissioner Eiref seconded the motion.

Commission Action**:** M/S Onken/Eiref to approve the item as recommended in the staff report.

1. Make a finding that the project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current CEQA Guidelines.
2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.
3. Approve the use permit subject to the following ***standard*** conditions:
    a. Development of the project shall be substantially in conformance with the plans prepared by M-Designs Architects, consisting of 14 plan sheets, dated received March 26, 2015, and approved by the Planning Commission on April 20, 2015, except as modified by the conditions contained herein, subject to review and approval by the Planning Division.
    b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
    c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
    d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened

by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.

f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.

g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

Motion carried 6-0 with Commissioner Combs absent.

D3. Use Permit/Matt Nejasmich/629 Harvard Avenue: Request to demolish two existing single-story, single-family residences and construct one new two-story, single-family residence and one new single-story, single-family residence on a substandard lot with regard to lot width in the R-2 (Low Density Apartment) zoning district. The following three heritage trees are proposed for removal: a 16-inch tulip, a 28-inch silver maple, and a 58-inch Monterey pine. ***Continued to a future meeting.***

E. REGULAR BUSINESS

E1. Architectural Control/Eric Peterson/718 Oak Grove Avenue: Request for architectural control to modify the exterior of an existing three-story mixed-use building in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The changes include repairing the existing stucco finish, replacing existing decorative trim and materials with new neutral-colored cast stone banding and stone cladding, adding new non-structural columns, new cornice and window trim at the roof parapet and along the front elevation and select portions of the side elevation windows, new metal balcony railings, and a new double entry front door. *(Attachment)*

Staff Comment: Planner Morris noted a correction to the first paragraph of the proposal in the last sentence of the paragraph: "…..and a new ~~double~~ entry front door.'' to remove the word "double" before "entry front door".

Public Comment: Mr. Eric Peterson, applicant, said he was an architect and senior associate with Pacific Peninsula Architecture, and the proposal was to modernize the subject building's exterior. He said that there was a color and materials board for their review.

Chair Eiref closed the public hearing.

Commission Comment: Chair Eiref said the building was already nice looking and thought the proposed improvements would work well. Commissioner Kadvany confirmed with the applicant that his company had done a new building with stone work next to the Fire District. He noted

that this stone work was more continuous in its application and an improvement over the stone wrap around look application on the other building.

Commission Action**:** M/S Eiref/Ferrick to approve the item as recommended in the staff report.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current CEQA Guidelines.

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.

    b. The development will not be detrimental to the harmonious and orderly growth of the City.

    c. The development will not impair the desirability of investment or occupation in the neighborhood.

    d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking.

    e. The development is consistent with the El Camino Real/Downtown Specific Plan. The exterior changes would comply with relevant design standards and guidelines for commercial ground floor windows and the building entry would remain oriented to the public street.

3. Approve the architectural control request subject to the following ***standard*** conditions of approval:

    a. Development of the project shall be substantially in conformance with the plans prepared by Pacific Peninsula Architecture, Inc., dated received April 1, 2015, consisting of twenty plan sheets and approved by the Planning Commission on April 20, 2015 except as modified by the conditions contained herein, subject to review and approval of the Planning Division.

    b. The applicant shall comply with all West Bay Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.

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

    d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. Landscaping shall properly screen all utility equipment that is installed outside of a building and that cannot be placed underground. The plan shall show exact locations of all meters, back flow

prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

e. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

Motion carried 6-0 with Commissioner Combs absent.

F. COMMISSION BUSINESS

F1. El Camino Corridor Study: Potential reconsideration of Planning Commission recommendation from April 6, 2015 meeting. *(Attachment)*

Staff Comment: Senior Planner Rogers said the Commission had received comments on their group email about its April 6 recommendation on the El Camino Real Corridor study. He noted that some of those who had made comments were present this evening. He said under Roberts Rules of Order that decisions and recommendations could be reconsidered if a commissioner that voted with the majority made the motion to reconsider. He said the Commission's vote on the recommendation at the April 6 meeting was unanimous so any of the Commissioners could vote to reconsider. He said that Commissioner Kadvany had requested reconsideration in writing.

Commission Action: M/S Kadvany/Strehl to reconsider the previous Planning Commission recommendation.

Motion carried 6-0 with Commissioner Combs absent.

Commissioner Kadvany said he had received emails with strong opinions from those who wanted the six-lane option and others, including a prominent bicyclist, who said Alternative 2 was not a good idea without greater protection for cyclists. He said if they decided to do bike lanes it did not have to choose Alternative 2 exactly as presented. He questioned whether the City has a vision of what it wanted for El Camino Real, noting it was auto centric, and people were asking for more than a California highway. He said for those who supported bike lanes that there had to be more emphasis on safe design and that might require stricter speed limits on El Camino Real. He said the Specific Plan recommended Class 2 Bicycle Lanes. He said the General Plan has some parameters about speed on El Camino Real and perhaps those have to be reexamined. He said that at the last meeting Commissioner Onken commented about narrow sidewalks and there was no incentive for property owners to redevelop and widen sidewalks. He said they needed to look at that too within the design of El Camino Real. He said they also had not discussed doing pilot implementations and perhaps they could do pilots for intersection changes, for instance, striping and intersection timing, and perhaps those could be separate from lane changes. He said there was a perception that El Camino Real was different when considering safety but speed limits were greater on sections of Sand Hill Road and Willow Road in places. He said the Urban Street Guidelines by the National Association of Transportation Officials looks at multi-modal issues in design and have a concept of design speed for the roadway. He said their approach was what speed was appropriate for what the designers were trying to accomplish. He suggested the Council familiarize themselves with concepts of design speed, design vehicles, what the vehicles and the conditions were in other

times of the day beside peak traffic times. He said there were bicyclists currently using El Camino Real and either it should be made safer for them or bicycling should not be allowed.

Commissioner Strehl asked if the Specific Plan recommended Class 2 Bicycle Lane for El Camino Real or offered it as a suggestion. Senior Planner Rogers said the original draft Specific Plan carried over the Bicycle Plan recommendation which was for a Class 3 bicycle route. He said when the Specific Plan was reviewed, the Bicycle Commission made a recommendation to the City Council that the City pursue a Class 2 Bicycle Lane on El Camino Real. He said in the final negotiations with the public, the Council set the Class 2 Bicycle Lane as the goal of the Plan but acknowledged constraints such as parking and right-of-way could dictate that Class 3 would be the outcome in the short-term. He said the Specific Plan stated that Class 2 Bicycle Lane was the long-term objective, but that Class 3 minimum could be permitted in the near term.

Public Comment: Ms. Shirley Chu, Sharon Heights, asked the Commission to reconsider its recommendation to add a bicycle lane on El Camino Real. She said she liked the intention to get people out of cars and reduce carbon emission but El Camino Real was not the place for bicycle riding noting traffic there included cars, buses, trucks, 92-year old drivers, and aggressive drivers. She said it was not a safe place for bicyclists, and if they had to add a bicycle lane they needed to design for more protection for bicyclists.

Mr. Richard Li, Sharon Heights, said a bicyclist choosing to ride recreationally would choose Sand Hill Road or Foothill Expressway as although traffic moved much faster on those roads, there was more visibility and less cross traffic. He said very few people use El Camino to ride bikes noting its one-mile length through Menlo Park has an estimated 60 curb cuts, or about one every 90 feet. He said he had heard that the Greenheart and Stanford projects would add a bike lane parallel to El Camino Real which he thought was better.

Ms. Lee Duboc, Menlo Park, noted that people had difficulty getting onto the survey link and that they felt they were unable to express their thoughts. She said some people did not want their names to be made public. She thanked the Commission for reconsidering the recommendation for the El Camino Real corridor. She said that more consideration had to be given to the study.

Ms. Mickie Winkler, Menlo Park, said she was a veteran biker and implored the Commission to change their recommendation to the City Council. She said she would like the Council to work on safe bicycle routes before establishing a bicycle path on El Camino Real. She said with all the curb cuts and intersections, she did not think there was anything that could be done to make El Camino Real safe for bicyclists. She said alternative bicycle routes had been neglected and that the alternatives shown on page 9 did not include some good options such as the end of Willow Place bike bridge that nearly connects to the bike boulevard in Palo Alto. She said there was a bike path that crosses the creek at Alma Street and closely connects to the bike boulevard in Palo Alto. She said there were County bicycle maps that show more alternatives than what was in the Commission's packet. She said El Camino Real was unsafe for bicyclists and there were alternatives to be pursued

Chief Harold Schapelhouman, Menlo Park Fire District, said he was pleased they were reconsidering the recommendation. He said his letter which they just received this evening listed reasons why the Fire District thought this was something that needed to be tabled or looked at as part of the General Plan circulation element. He said the study never

acknowledged the designated emergency routes for the Fire District, noting that El Camino Real was one of those. He said it made no mention that Stanford Hospital was a primary medical emergency facility and Class 1 trauma center. He said no one really looked at the emergency aid agreements among the District, Palo Alto and Redwood City. He said he spoke with the County's ambulance service and they were completely unaware of this study. He said this item should be tabled and research should be done on alternatives for bicycle routes.

Mr. Rex Ianson, Menlo Park resident and member of the Menlo Park Fire Protection District Board, said the Commission should take a look at a comprehensive bicycle plan. He said he was a bicyclist who would not use El Camino Real.

Mr. Peter Carpenter said he also was on the Menlo Park Fire Protection District Board but was not representing the Board. He said he previously served on the Planning Commission for the City of Palo Alto, and that during his tenure they rewrote the General Plan. He said the two things he learned was that a General Plan update was a challenge to do but once it was done it provided a framework to make decisions in a structured and reasonable way. He said the state law on general plans had changed to require that the circulation element include the complete street perspective, and part of that language was very clear about having City bike routes. He said if there was an updated circulation element to the City's General Plan the conversation being held tonight would be much easier. He said that this bicycle lane goal was mentioned in the Specific Plan was to a large degree irrelevant as General Plan required you go to the outermost geographical boundaries. He suggested the Commission recommend tabling the action, finish the General Plan circulation element update, and then start looking at specific issues.

Mr. Henry Riggs, Menlo Park, thanked the Commission for reconsidering this item. He said he did not think the Commission and Council could subtract the core transportation analysis of the EIR prepared for the Specific Plan. He said following the Specific Plan, the Planning Commission was careful to edit the formatted, prewritten Complete Streets Agreement put forward by the County for all cities to sign under the threat of losing transportation funding. He said the Commission edited that agreement to insure the City would not be required to put bicycle lanes on El Camino Real and defined a safe bike route instead. He said if bicyclists were encouraged to use El Camino Real, the City might be inviting an undesired conflict. He asked the Commission to use their inner best judgment and allow El Camino Real to safely serve the population of Menlo Park.

Ms. Honor Huntington, Menlo Park, said she had served on the Budget Advisory Committee, and has tried to avoid partisan politics in Menlo Park. She said she was pleased they were reconsidering the item. She said she went to one of the study sessions and found it was flawed. She said they did not look at impacts on other streets and intersections such as Middle Avenue. She said the Commission should not put a stamp of approval on this study at all, and suggested they table the item and ask for more information. She said if there were recommendations that the City should try experimental things in increments.

Mr. Robert Cronin, Menlo Park, said it was important to make El Camino Real a complete street not just for cars but also for people so that it would accommodate bicyclists safely. He said he supported the idea of buffered bicycle lanes and if it was done in Menlo Park then it would be done on El Camino Real by Palo Alto, Atherton, and Redwood City.

Ms. Adina Levin, Menlo Park, Transportation Commission, said she was representing herself. She thanked the Commission for considering this item at their last meeting and urged them to maintain the recommendation they made at that time. She said considering the counter-intuitive results that were mentioned that often when more traffic lanes were added that attracted more drivers resulting in traffic slowing down. She said consultants found that keeping traffic lanes and adding a bicycle lane would improve traffic flow. She said alternative bicycle routes had been mentioned. She said in the survey it was asked what people use El Camino Real for whether they were drivers or bicyclists. She said alternative routes might help bicyclists get to Palo Alto or Redwood City but not the use of El Camino Real to run ordinary errands locally. She said regarding the idea that young or older people might be encouraged to ride their bicycles on El Camino Real if there was a bike lane that judgment calls were made all the time by parents about where it was safe for their children ride. She said it was important to improve safety for pedestrians and bicyclists along El Camino Real.

Ms. Cindy Wilson, Menlo Park Bicycle Commission, said she liked the Commission's recommendation that they made at their last meeting. She said the only way to mitigate transportation was to enable other modes of transportation. She said people already ride bicycles on El Camino Real. She said the City has a duty to improve safety for those users. She said the City needed to coordinate with neighboring jurisdictions and prepare a holistic plan to get people out of their cars and ride bicycles or walk. She said improvements on the corridor would also help east-west circulation. She said having a buffered space for bicyclists would create a much different retail experience noting in other areas it improved retail experience.

Chair Eiref closed public comment period.

Commission Comment: Chair Eiref asked which of the alternatives would remove traffic capacity from El Camino Real. Transportation Manager Nagaya said there were currently three lanes in each direction on El Camino Real south of Robles and two lanes north of Robles. She said 10 or more years prior there had been three lanes in both directions. She said one option was to not reduce the number of lanes. She said Alternative 3 proposed a slight change to the right hand turn pocket at core downtown intersections: Santa Cruz, Oak Grove, Glenwood and Valparaiso Avenues. She said where there were dedicated turn pockets currently that could potentially be removed, which would have very small capacity reduction. She said no through lane removals were proposed.

Recognized by the Chair, Mr. Dana Hendrickson, *Re-Imagine Menlo Park* website editor, said whether lanes were added or removed did not address the fundamental issue of whether traffic could get through the existing lanes. He said with 60 turnoffs on El Camino Real and the addition of bicycles, drivers would have to wait until the bicyclists clear the bike lane to go into any of the retail establishments along the corridor and that would impact traffic flow.

Chair Eiref said regarding the model and data there had been comments that the model could not be trusted. He said whether one was a resident or not what mattered was how long it took to get from one end to the other of town. He asked if there was data to support the model. Transportation Manager Nagaya said a two-step process was used to derive the study results. She said first was an estimate of travel demand. She said they needed to know how to get from land use projections to travel demand projections. She said they used the countywide model that was both maintained for Santa Clara and San Mateo Counties in detail and spans the nine-county Bay Area region. She said the Metropolitan Transportation Commission maintains this

model. She said they look at the land use projections assumed to occur in all the different cities in the region, including in Menlo Park, any projects that were either approved or expected to occur on a regional scale in any of the included nine counties. She said that tool was used to estimate how much traffic and how much travel demand would occur both under the existing conditions as well as in future years. She said here they were looking at 2035 build out of the region. She said that provided the demand side of the equation and that model was calibrated both regionally and locally to give assurance that when a change was made it was reasonably predicting the relative differences between different alternatives and that was how they were using it. She said it tells them relative between different alternatives what they could expect in terms of changes across those options. She said once they have the travel demand projections they moved into an operational model so those volume estimates were plugged into a micro-simulation model that broke down the individual user experience. She said it looked at individual vehicles, individual pedestrians, and individual buses and estimates the amount of delay interaction that occurs between them and accounts for those different variables as part of the interaction. She said it was not the same type of analysis they do for every traffic stud. She said El Camino Real was unique and when it was brought up in the Specific Plan previously there were many questions around how it could operate within different scenarios. She said they specifically included that type of modeling in this study, which was why the cost was higher than a study in which they didn't use those types of tools. She said it was much more sophisticated and would help them understand the dynamics both between different users on the street and the interaction in the region of how different options interacted, and to really understand the land use traffic interaction as well.

Commissioner Strehl asked if any lanes would be removed south of Robles to put in a bicycle lane. Transportation Manager Nagaya said that on street parking spaces would be eliminated to allow for a bicycle lane with a painted buffer or the protected separated curb, and lanes might be narrowed but not removed. Commissioner Strehl asked if their projects included the estimated 3,500 cars expected from a large development on El Camino Real. Transportation Manager Nagaya said that the land use projections built into that first countywide model do include build out of everything within the Specific Plan area and account for those additional uses as well as regional growth outside of Menlo Park. Commissioner Strehl asked where those vehicles would go. Transportation Manager Nagaya said that was why they wanted to use the countywide model so they could look at both the impacts to potential parallel routes as well as to shift modes. Commissioner Strehl asked with more constrained lanes and more cars whether more cars would go through the neighborhoods. Transportation Manager Nagaya said what they were proposing was not to provide any more confinement to El Camino Real. She said the traffic that could come as result of development proposals could do different things. She said in the model they saw a mode shift that either existing traffic or future traffic chooses a different mode based on the competitive travel time of taking transit, riding a bicycle, walking or whatever their transit choices were. She said the other place they would go were parallel routes and that could be Middlefield Road or Alameda de las Pulgas, Hwy. 101 or Hwy. 280. She said for trips destined for other places in Menlo Park there could be other parallel streets that were more local serving such as Laurel Street or University. Commissioner Strehl said potentially those cars would go through neighborhood streets. Transportation Manager Nagaya said potentially but giving people options was an advantage. She said the more networks people have to move around the City gave them a better ability to make choices to see what works and enables them to move around the City best. Commissioner Strehl said it was indicated that increasing the through lanes to six lanes increased vehicle demand. She asked if the study showed where those cars were coming from, for example from Middlefield Road, the

neighborhoods or Alameda de las Pulgas. Transportation Manager Nagaya said that was part of the investigation. She said in the summary report a summary showed the change on Middlefield Road. She said based on the Commission's questions at the May 6 meeting, the consultant was directed to expand that analysis and make sure they thoroughly addressed the question before moving this forward to the City Council. Commissioner Strehl asked if they had the results of the last survey. Transportation Manager Nagaya said they did and would have the results published in next few weeks. She said they had 406 responses to the second survey. She said at this point the Alternatives 2 and 3 for a buffered bike lane or protected bike lane outranked Alternative 1 for the continuous three lanes.

Commissioner Strehl said she had discussed her concerns with Transportation Manager Nagaya that the Planning Commission's original packet had not included the letters received and more thorough analysis of the outcome of the study sessions as that was important data for a commission to have.

Commissioner Bressler said this was a deeply political issue and he was not in favor of adding more lanes to El Camino Real to support traffic from large developments. He said there was technology not being used and capacity would be added through different transit options. He said expanding El Camino Real to three continuous lanes both ways did not lend itself to a friendly street face. He said Alternative 2 involved some striping and adding some lanes; there were no bulb outs and could be reversed without too much expense if it proved not to work.

Commissioner Onken said there had been mention of a countywide dedicated bus lane on El Camino Real but that was not considered in this study. Transportation Manager Nagaya said the City had been communicating and coordinating with SamTrans. She said that agency has studies underway to improve transit on El Camino Real, one of which was to create a dedicated bus lane. She said the City understands that SamTrans does not consider Menlo Park to have the ridership and interest to justify a dedicated bus lane on its portion of El Camino Real. She said as the City only has three lanes on El Camino Real in the downtown today that dedicating one of those to transit would be potentially more problematic than cities that have wider cross sections. She said they included transit questions with the survey as well as bus improvement options in the workshops, which got very little public support. She said they did not see a dedicated bus lane alternative as SamTrans was not pursuing it within Menlo Park and residents' feedback did not support that type of improvement.

Commissioner Onken said that this consideration might be better done within the broader perspective of the General Plan circulation element update and in the context of everything that was occurring on El Camino Real. He said he felt the overriding concern was that this study was being done out of context.

Chair Eiref said he felt the matter was becoming a referendum on bicycles and their safety on El Camino Real. He said the study was intended to provide feedback to the City Council on El Camino Real as a transportation corridor. He said the three alternatives resulted in options for bicycles but he did not think it was intended to be a study on bicycle circulation. He asked about the origin of the work and the intention.

Transportation Manager Nagaya said the Specific Plan treated El Camino Real in particular as it related to circulation. She said coming out of the Specific Plan there was disagreement and two entrained schools of thought on what the vision should be for El Camino Real. She said part of

that was related to bicycles and part of it was related to congestion traffic patterns through the corridor, the pedestrian experience, and how that related to potential economics in the retail experience along the corridor. She said all of those questions related to transportation were summed up and scoped out in the Capital Improvement Program as the El Camino Real Lane Reconfiguration Study as well as the design work specifically for the Ravenswood intersection.

Commissioner Kadvany said in reference to questions about the validity of the model used that he had become familiar with the induced demand concept a number of years ago. He said it was a very well known concept and very standard in the transportation world. He said if they had so many bicyclists using a bicycle lane along El Camino Real that cars and emergency access was blocked they would deal with it. He said he agreed in not adding more capacity noting Sand Hill Road traffic slowdown at peak times. He said whatever they did, there were already bicyclists on El Camino Real. He said they should take responsibility to improve El Camino Real appearance and safety.

Commissioner Ferrick said they were making a recommendation on a preferred alternative. She said in essence they were generally indicating an aspiration to have some buffered bicycle lanes and to protect the trees on the Cornerstone property. She said the chart from the staff report provided a rating of changes to traffic and those were generally neutral whatever the alternative. She said it showed that Alternative 2 the Commission chose to recommend last time would improve the experience for bicycles and pedestrians, was neutral on transit, and would improve aesthetic opportunities as opposed to six continuous lanes that actually would make all those elements worse. She said she would support the separated bicycle facility if it was feasible but she understood the Fire District's valid concern to not create obstacles and gridlock, and also did not want the City to invest in rigid infrastructure that might not work. She said based on the ratings that Alternative 2 seemed the logical and preferred choice as it would improve traffic flow on El Camino Real. She said they did not know what Greenheart or Stanford would propose as part of their projects' development, but she was comfortable with their recommendation to the Council for bicycle lanes.

Chair Eiref said he thought the spirit of reconsidering this item was to be creative and consider different ways, and not be prescriptive so that their recommendations were exactly any one of the alternatives. He said he supported mixing and matching. He said he did not know if they needed to amend their motion to get that message to Council. He said to some degree he heard support for a "do-nothing" option or do something and make it safer for bicyclists from speakers. He said whatever alternative he did not want to slow down traffic on El Camino Real and the table in the report indicated that adding capacity slowed down traffic. He said they have wasted space on El Camino Real noting the expanse across from the Stanford Park Hotel. He said he looked at bicycle lane improvements occurring in New York City. He said one idea was to create two lanes side by side rather than on opposite sides. He said if there was more space on one side of El Camino Real than the other they could consider such a doubling up of lanes for bicyclists. He said regarding safety that people were in charge of their own decision where they would ride bicycles. He said it was cheap to put paint on the street and they could experiment, noting in New York City they got paint from a federal program.

Commissioner Bressler said the large developments along El Camino Real should fund improvements and that the City should not be sacrificed to provide continuous three lanes in each direction.

Commissioner Onken said there was visioning to consider and accommodation, and that he was much more interested in a vision for El Camino Real. He said that buffered bike lanes would not work to make bicyclists' use of El Camino Real safer. He said they should this study and put it back into the context of the circulation element in their General Plan Update, and that he was open to all of the possibilities. He noted that no business owners had expressed opposition to the on street parking being eliminated. He said he would prefer sidewalks and trees in the area where the on street parking was proposed for removal. He said he would like to amend their original motion to recommend Alternative 2 to include that the Council not act upon the Alternative but fold it into the General Plan update circulation element.

Chair Eiref asked staff about the General Plan Update and the circulation element. Senior Planner Rogers said the General Plan Update was proceeding with a land use focus on the M2 area. He said the circulation element would be looked at citywide. Transportation Manager Nagaya said the circulation element was citywide. She said several of the public speakers brought up the 2008 Complete Streets Act. She said that law required that the next update to the circulation element had to really address complete streets principles. She said they were underway in data gathering and analysis for that update but there were many steps to take before getting to a completed circulation element.

Commissioner Strehl said she did not think any of the alternatives improved the pedestrian experience. She said when they considered this item previously she had indicated she was not happy with the report, but had seconded the motion for Alternative 2. She said in supporting reconsideration she was not interested in mixing and matching their recommendation. She said they had heard from a number of people, whom she felt had thought through their comments thoroughly. She said they did not really know what the Greenheart and Stanford projects would do and she did not think they should do anything for bicyclists along El Camino Real until they knew. She said she had been with representatives from nearby cities over the weekend and had not heard anything from them about plans for bicycle lanes along El Camino Real. She moved to table and rescind their previously made recommendation, and to keep changes to El Camino Real open for more study and information.

Commissioner Ferrick said it was anticipated that retail would increase based on the Specific Plan and the early previews of the kind of projects they had seen over the last few years. She said that could actually make retail successful and having bike lanes there made a lot of sense in making the pedestrian experience that much nicer even if the sidewalk was slightly restricted in certain parts.

Commission Kadvany said the Council should get the best cases for redesigning El Camino Real with goals of safety, enhancement of the business corridor and general experience, and consideration of various tradeoffs such as having or not having future capacity. He said at a certain point there were costs and costs might be in cars or dollars. He said he thought the Council needed something new, a creative vision as to how to make this corridor work.

Chair Eiref said he recalled mention there was a budget to do something particularly for the intersection at Ravenswood. He said they might need to push it out for General Plan circulation element consideration, and perhaps they wanted to recommend doing do something in the future.

Commissioner Ferrick said the bicycle lanes had been in the Specific Plan for years and she did not think another level of study was needed for them. Commissioner Strehl said it was a goal or aspiration of the Plan. Commissioner Kadvany said it was a recommendation along with other recommendations on page F12 of the Plan. Transportation Manager Nagaya said that was correct. She said the map on page F11 showed all the recommended bike lanes in the vicinity and El Camino Real was shown as a future Class 2/minimum Class 3 bicycle path. She said since then there had been studies that indicated that Class 3 was not a good treatment for a road such as El Camino Real. She said the separated bicycle lane was not a known treatment at the time of the Specific Plan. She said the Plan did analysis on keeping parking and adding bike lanes. She said in a lot of cases they have the width to maintain parking and add four to five foot bicycle lanes without removing travel lanes except the need to treat right turn pockets. She said however parked cars were a safety hazard for bicyclists and they did not think it a good recommendation to put the two together in a tight span of 12 to 13 feet.

Commissioner Onken said in their recommendation last time they were saying that a protected bike lane with separated curb was not preferred for reasons of luring people into the bicycle lane with a false sense of safety that should not be there and issues of emergency vehicles and reducing the capacity of El Camino Real. He said they also did not recommend increasing lanes. He said regarding the motion on the table he would suggest amending it to indicate a preference for those options but not as a formal recommendation. Commissioner Strehl said her motion was to table the recommendation and since she did not hear support, she would withdraw her motion. She recommended that the Council do some inexpensive experiments to see how options would work such as was suggested with putting traffic cones to get some empirical information.

Chair Eiref said he felt they were supporting their previous recommendation.

Commissioner Strehl said she was withdrawing her support for Alternative 2. She said before they did anything along El Camino Real for bicyclists that they needed to have a discussion on the circulation element of the General Plan and the El Camino Real projects, which she expected would move forward in some months.

Commissioner Ferrick said she was happy when she heard this item was put back on the agenda for greater discussion. She said they did not want to slow down traffic on El Camino Real and Alternative 2 did not do that. She said it would also vastly improve the bicyclist and pedestrian experience along El Camino Real. She said the data really mattered as it helped to make the best recommendation. She said she agreed with Commissioner Strehl about the upcoming development projects. She said she did not think the Alternative 2 recommendation would be implemented before the discussions for those projects occurred. She moved to recommend Alternative 2 as the preferred alternative including preserving the trees on the Cornerstone property. Chair Eiref seconded the motion.

Transportation Manager Nagaya asked if her motion also included the previous motion's bullets to include preservation of the heritage trees on the corner of El Camino Real at Ravenswood Avenue, as well as ensuring the best possible safety outcomes, including appropriate design of the intersections, driveway curb cuts, San Francisquito Creek Bridge, and Ravenswood Avenue.

Commissioner Ferrick said she did not think they should put in a lot of different things and was glad to confirm that Alternative 2 would not eliminate traffic lanes. She said also Alternative 2

was the best public safety option as it had the ability to give cars space when emergency vehicles.

Commissioner Onken said he would abstain as he thought this should be considered in the wider context of the General Plan circulation element update.

Commissioner Bressler said he would support as there were already people on El Camino Real bicycling and this would improve safety.

Chair Eiref said that there had been time and money already spent and he did not like the idea of extending the discussion.

Commissioner Ferrick said she chose Alternative 2 as it addressed public safety concerns.

Transportation Manager Nagaya said that whatever alternative was recommended there would be multiple steps to design the plan and implement.

Commission Action: M/S Ferrick/Eiref to recommend the following.

The Commission recommends that the Council adopt Alternative 2 (Buffered Bike Lanes) as the preferred alternative, but with preservation of the heritage trees on the corner of El Camino Real at Ravenswood Avenue and El Camino Real.

Motion carried 4-1with Commissioner Strehl opposed, Commissioner Onken abstaining, and Commissioner Combs absent.

G. STUDY SESSION

There was none.

H. INFORMATION ITEMS

There were none.

ADJOURNMENT

The meeting adjourned at 9:59 p.m.

Staff Liaison: Thomas Rogers, Senior Planner

Recording Secretary: Brenda Bennett

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM D1

LOCATION:	**810 University Drive**	**APPLICANT:**	**Natalie Hyland**
EXISTING USE:	**Single-Family Residence**	**OWNER:**	**DGB Investment**
PROPOSED USE:	**Single-Family Residence**	**APPLICATION:**	**Use Permit**
ZONING:	**R-3 (Apartment)**		

	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	5,060.0 sf	5,060.0 sf	7,000.0 sf min.
Lot width	50.0 ft.	50.0 ft.	70.0 ft. min.
Lot depth	101.2 ft.	101.2 ft.	100.0 ft. min.
Setbacks			
Front	23.0 ft.	30 ft.	20.0 ft. min.
Rear	28.5 ft.	32.5 ft.	15.0 ft. min.
Side (left)	10.0 ft.	7.0 ft.	10.0 ft. min.
Side (right)	10.0 ft.	0.5 ft.	10.0 ft. min.
Building coverage	1,435.0 sf 28.4 %	1,452.0 sf 29.0 %	2,100.0 sf max. 30.0 % max.
FAR (Floor Area Ratio)	2,237.0 sf 44.0 %	2,427.0 sf 48.0 %	2,277.0 sf max. 45.0 % max.
Square footage by floor	0 sf/basement 1,192.0 sf/1st 1,045.0 sf/2nd 216.0 sf/att. garage 0 sf/acc. str. 27.0 sf/porch 0 sf/fireplaces	1,045.0 sf/basement 1,047.0 sf/1st 0 sf/2nd 290.0 sf/att. garage 166.0 sf/acc. str. 45.0 sf/porch 9.0 sf/fireplaces	
Square footage of building	2,280.0 sf	2,602.0 sf	
Building height	24.8 ft.	17.0 ft.	35.0 ft. max.
Parking	1 covered/1 uncovered	1 covered/1 uncovered	1 covered/1 uncovered
Note: Areas shown highlighted indicate a nonconforming or substandard situation.			

Trees	Heritage trees	1*	Non-Heritage trees	4	New Trees 3
	Heritage trees proposed for removal	0	Non-Heritage trees proposed for removal	2	Total Number of Trees 6
*Located on the adjacent right side property					

PROPOSAL

The applicant is requesting a use permit to demolish an existing single-story, single-family residence and detached accessory buildings, and construct a new two-story, single-family residence on a substandard lot with regard to lot width and lot area in the R-3 (Apartment) zoning district. The project was previously reviewed and continued by the Planning Commission on March 9, 2015. The project has since been revised after receiving direction from the Planning Commission.

BACKGROUND

On March 9, 2015, the Planning Commission reviewed an initial version of the proposal for the subject property. The Planning Commission continued the use permit application with direction for redesign including more consistency with the design of existing homes in the vicinity, especially in regards to massing. The original plans and project description letter are provided for reference as Attachments D and E, respectively.

The revised proposal has been redesigned in more of a bungalow style. The proposed second floor has been recessed above the first floor. There are additional windows and a greater amount of articulation of wall planes. The stucco and horizontal wood siding previously proposed would remain but be redistributed in a composition more compatible with the revised style of the house. A shingled, hipped roof has replaced the previously proposed flat roof for compatibility with the architectural style and neighborhood character. The revised proposal includes approximately the same floor area, building coverage, and overall height as the original proposal.

ANALYSIS

Site Location

The subject site is located at 810 University Drive between Live Oak Avenue and Roble Avenue. The subject parcel is surrounded by other residences that are also in the R-3 zoning district. Some of the properties are developed with single-family homes and some are developed with multi-family units. There is a mix of single-story and two-story structures in the vicinity of the subject site. There are a variety of architectural styles in the greater neighborhood, although the immediately adjacent structures are one-story and bungalow style.

Project Description

The applicants are proposing to remove the existing single-story, single-family house with attached garage and accessory structures and construct a new two-story residence with an attached one-car garage. A conforming uncovered parking space would be located behind the house. There is an existing basement, which would be filled in as part of the proposal. The lot is substandard with regard to lot width and lot area and the proposed project requires approval of a use permit.

The proposed residence would have a floor area of 2,237 square feet where 2,277 is the floor area ratio (FAR) maximum. Building coverage would be 28.4 percent where 30 percent is the maximum permitted. The proposed residence would have four bedrooms and 2.5 bathrooms with three of the bedrooms and two full bathrooms on the second floor. The first floor would have a guest bedroom and a half bathroom. The house is proposed to be 24.8 feet in height, below the maximum permissible height of 35 feet. The proposed structure would comply with setback requirements. The existing side setbacks and FAR are currently non-conforming. The proposed project would bring the property into compliance.

The applicant has submitted a revised project description statement, Attachment C, which discusses the proposal in more detail, including how the Planning Commission direction was addressed, along with neighborhood context photos.

Design and Materials

The proposed residence would retain many of the materials and finishes of the previous design. It would have a stucco plaster finish with stained, horizontal redwood siding. The windows and doors would be aluminum clad with true divided lights. The garage door would be aluminum clad with obscured glass windows. There would be a combination of casement and double-hung windows.

While the initial proposal was for a two-story residence with a flat roof, the revised proposal includes a hipped roof, which is more in keeping with the bungalow style. Although the roofline has changed, the proposed structure would still be over 10 feet lower than the 35-foot maximum limit. It would also have a front setback three feet greater than the allowed minimum 20 foot. The additional setback would assist in the perception of a slightly smaller house as viewed from the street, while also allowing additional landscaping to soften the house.

Although the project would be a two-story residence, the applicant has taken measures to set the second floor in on both sides and the front, and proposes varying projections and articulations to reduce the massing. These revisions help to alleviate the somewhat boxy appearance the Commission wished to see altered.

The design attempts to limit the privacy impacts of the second floor windows. On the second floor left side elevation, there would be three narrow casement windows. Two would have sill heights of two feet; one would have a sill height of three feet, six inches. There would also be a window at the staircase that would not lend itself to casual viewing of the neighboring property. On the right side elevation, there would be five windows. Two casement windows would be at the master bedroom at the rear of the house, each with sill heights of three feet, six inches. There would be a casement window above the master bedroom tub also with a sill height of three feet, six inches. A window above another tub would have a sill height of six feet. A casement window in the bedroom at the front of the house would have a sill height of two feet.

Staff believes that the scale, materials, and style of the redesigned proposal are compatible with the neighborhood, and that the changes address the Planning Commission's direction.

Trees and Landscaping

There are no Heritage trees on the project site. There is a 34-inch Heritage pine tree on the property to the right. Its canopy and roots encroach into the project site. The existing and proposed driveway is over the roots of the tree. An arborist report has been submitted detailing construction methods to be used to protect the health of the tree during and after construction (Attachment F).

A six-foot-tall stained wood fence is proposed along the rear property line and along the allowed portions of the side property lines.

Correspondence

There has been no correspondence regarding the revised proposal.

Conclusion

Staff believes that the scale, materials, and style of the revised residence are compatible with those of the greater neighborhood. The revised proposal includes a hipped roof, which is more in keeping with nearby bungalow styles, and greater variation of the wall planes, in particular on the second story. Staff recommends that the Planning Commission approve the proposed project.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION

1. Make a finding that the project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current CEQA Guidelines.

2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.

3. Approve the use permit subject to the following ***standard*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by Hyland Design Group, consisting of eight plan sheets, dated received April 30, 2015, and approved by the Planning Commission on May 18, 2015, except as modified by the conditions contained herein, subject to review and approval by the Planning Division.

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

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

    d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.

    e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.

    f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.

    g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

Report prepared by:
Stephen O'Connell
Contract Planner

Report reviewed by:
Thomas Rogers
Senior Planner

PUBLIC NOTICE & APPEAL PERIOD

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property. Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

ATTACHMENTS

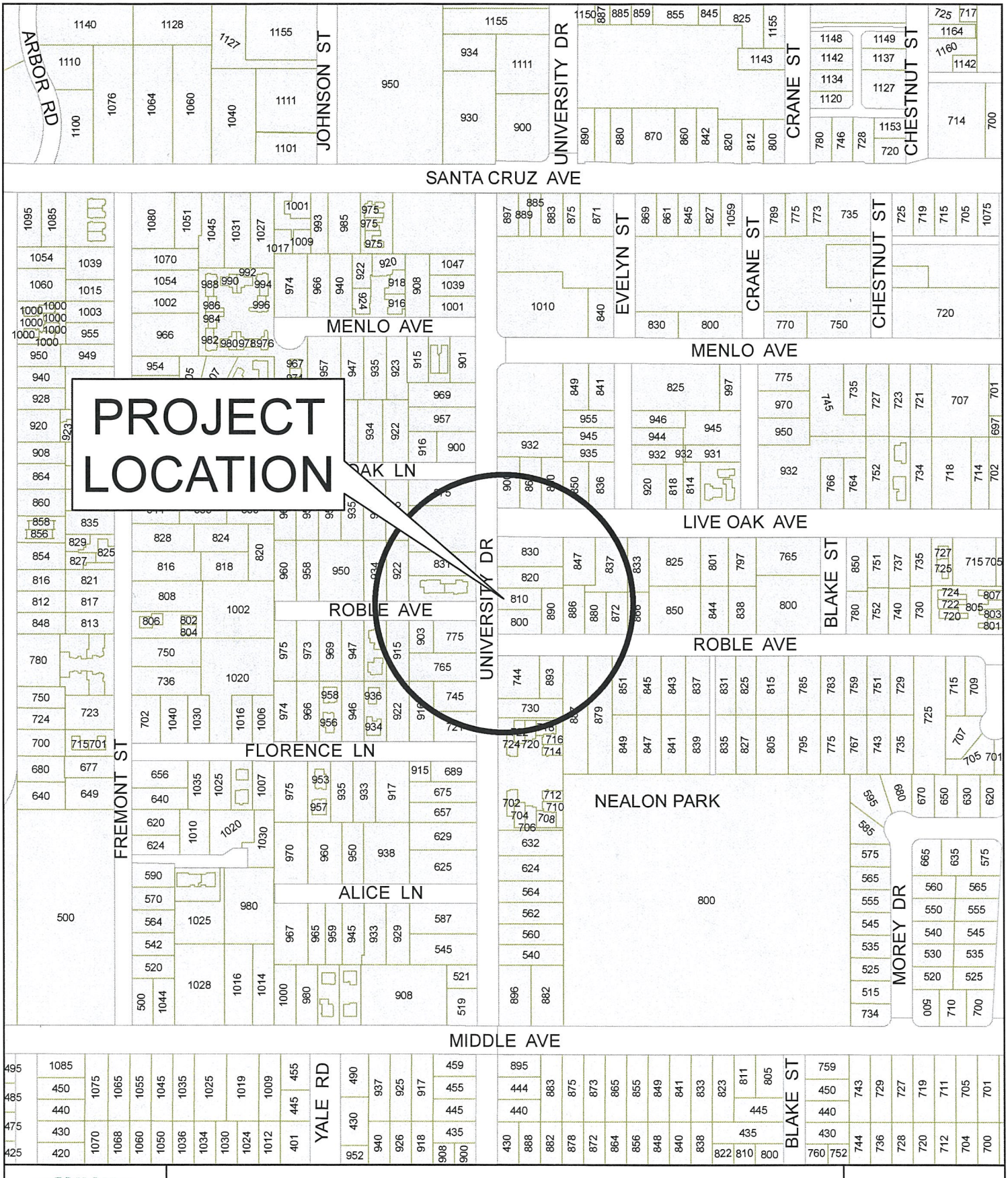
A. Location Map
B. Project Plans
C. Project Description Letter
D. Original Project Plans
E. Original Project Description Letter
F. Arborist Report, prepared by Kielty Arborist Services, dated July 23, 2014

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

EXHIBITS TO BE PROVIDED AT MEETING

None

V:\STAFFRPT\PC\2015\051815 - 810 University Dr.doc



CITY OF MENLO PARK

LOCATION MAP

810 UNIVERSITY DRIVE

A1

DRAWN: THR CHECKED: THR DATE: 05/18/15 SCALE: 1" = 300' SHEET: 1

B1

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE
MENLO PARK, CA 94025

GENERAL NOTES

- All work shall comply with applicable codes and trade standards which govern each phase of work, including, but not limited to: 2013 California Residential Code (CRC), 2013 California Plumbing Code (CPC), 2013 California Mechanical Code (CMC), 2013 California Electrical Code (CEC), 2010 California Energy Code, 2013 California Fire Code (CFC) and all other applicable Municipal and local ordinances and regulations.

- The contractor shall carefully inspect all excavation work for compliance to requirements of the prevailing building code. Should any conditions appear questionable due to excessive dampness, granular composition, shifting, softness or other defect, the contractor shall contact the engineer or designer.

- All information pertaining to the site shall be, and shall remain, the owner's responsibility. This information shall include legal description, deed restrictions, easements, site survey, topographic survey, position of existing improvements, soils report and all related data. These documents have been prepared on the information available to the designer.

- It is the responsibility of the contractor and all subcontractors to check and verify all dimensions and conditions indicated on these drawings and make known any discrepancies prior to commencing their work.

- These drawings are intended for use in a negotiated construction contract and, therefore, may not specifically detail or specify materials and/or manufacturers. The contractor shall provide all samples and/or cuts as required to assist owner or his agent in making material selections.

- No guarantee for quality of construction is implied or intended by the architectural documents and the contractor shall assume full responsibility for any or all construction deficiencies.

- The developer and/or general contractor shall hold harmless, indemnify and defend the designer from any action initiated by the initial owner or any subsequent owners for construction deficiencies, modifications or such conditions which may be beyond the control of the designer.

- All dimensions shown take precedence over scaled dimensions.

- Contractor shall coordinate with owner prior to ordering any fixtures, equipment, cabinetry, etc. for owner's approval.

- Sheet metal contractor shall provide owner with heating duct & register location prior to installation for owner's approval.

- All dimensions to face of stud unless otherwise noted.

- Electrical contractor to verify with owner type and locations of all electrical fixtures, outlets, switches and subpanels prior to installation.

- Plumbing contractor to verify with owner type and locations of all plumbing fixtures, faucets, etc. prior to installation.

INDEX TO DRAWINGS

A0	COVER , CONDITIONS OF APPROVAL
A1	SITE PLAN
A2	EXISTING FLOOR PLAN
A3	PROPOSED LOWER FLOOR
A4	PROPOSED UPPER FLOOR
A5 -6	EXTERIOR ELEVATIONS
A7	SECTIONS "A-A"

VICINITY MAP

ALL GRADES TO REMAIN NATURAL

ENGINEERING DIVISION NOTES:
1. If the project creates more than 2,500 sf of irrigated landscaping, it is subject to the City's Water Efficient Landscape Ordinance (MC 12.44). An application and detailed landscape plan will be required concurrently with the building permit submittal package.

2. Frontage Improvements: Any frontage improvements which are damaged or deteriorated (existing condition or as a result of construction) will be required to be replaced. An encroachment permit is required to construct any facilities within the public right-of-way. The encroachment permit is separate from the Building permit. The Driveway should be 10' away from the power pole. It is recommended that all electric utilities to be placed underground.

3. At the submittal of the Building Permit, the grading and drainage plans and utility plans must be submitted. The applicant is responsible for coordination with outside utility companies (PG+E, West Bay Sanitary District, Cal Water, etc.) The engineer can obtain a copy of the City's "Grading and Drainage Design Guidelines and Checklist" online.

4. One 24" box street tree is required.

5. Coordination:
   a. The water provider is California Water Company. Coordinate appropriately to determine sufficiency of size of the existing service lateral.

   b. The sanitary sewer provider is West Bay Sanitary Sewer District - coordinate as necessary.

CONSULTANTS

PLANNING & BUILDING DATA

A.P.N.:	071-311-190
ZONE.:	R-3
LOT AREA:	5,060 ±
BUILDING AREA:	
EXISTING (TO BE REMOVED):	
LIVING -	
MAIN LEVEL -	1,041 SF
BASEMENT LEVEL -	1,045 SF
GARAGE -	280 SF
COVERED PORCH -	45 SF
PROPOSED:	
LIVING -	
LOWER LEVEL -	1,164 SF
UPPER LEVEL -	1,045 SF
GARAGE -	28 SF
(Exempt from F.A.R.) -	216 SF
COVERED PORCH -	21 SF
CANTILEVER -	11 SF
TOTAL F.A.R.:	2231 SF (44%)
ALLOWED F.A.R.:	2277 SF (45%)
TOTAL BUILDING COV.:	1,452 SF (29%)
ALLOWED BUILDING COV.:	1518 SF (30%)
OCCUPANCY:	R3/U
TYPE OF CONSTRUCTION:	V-B
LAND COVERED BY:	
STRUCTURES:	1,452 SF (29%)
LANDSCAPING:	2,880 SF (56.9%)
IRRIGATED LANDSCAPING:	2,139 SF (42.3%)
PAVED SURFACE:	741 SF (14.6%)
PARKING SPACE:	1 COV. / 1 UNCOV.

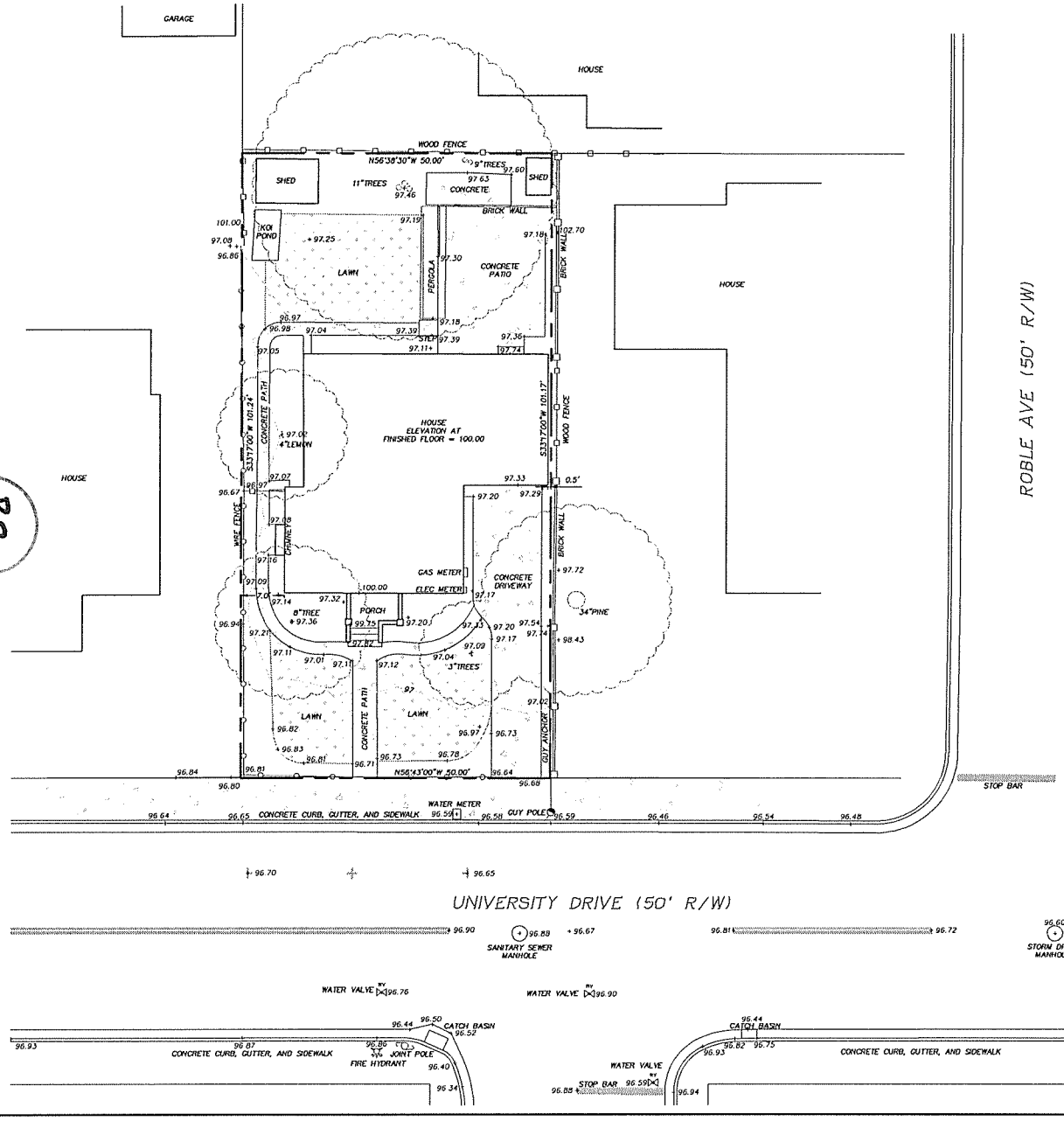
REVISIONS	BY

HYLAND DESIGN GROUP
Office 650.701.1690 Fax 650.257.5070
550 Quarry Road San Carlos CA 94070
www.hyllanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
COVER

Date: 04.03.15
Scale: 1/8"=1'-0" U.O.N.
Designed: NH
Drawn: RC/RT
Job No.: 1422
Sheet No.
A0
Of 9 Sheets



B2

TOPOGRAPHIC AND BOUNDARY SURVEY

810 UNIVERSITY DRIVE
CITY OF MENLO PARK

SAN MATEO COUNTY – CALIFORNIA
SCALE: 1 INCH = 8 FEET JUNE 2014

GRAPHIC SCALE

(IN FEET)
1 inch = 8 ft.

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A TOPOGRAPHIC AND BOUNDARY SURVEY MADE BY ME OR UNDER MY DIRECTION AT THE REQUEST OF:

MIKE FEDORCA IN: MAY 2014

I HEREBY STATE THAT THE TOPOGRAPHY AND BOUNDARIES SHOWN ON THIS MAP IS BASED UPON A SURVEY MADE BY ME, DYLAN M. GONSALVES, PLS 8475

ON JUNE 2, 2014

I FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

DYLAN M. GONSALVES 6-9-2014 DATE

LICENSED LAND SURVEYOR DYLAN M. GONSALVES NO. 8475 STATE OF CALIFORNIA

NOTES:

1. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
2. BASIS OF ELEVATION: ELEVATIONS SHOWN ARE BASED UPON AN ASSUMED DATUM. ELEVATION TAKEN AT FINISHED FLOOR = 100.00
3. NO TITLE REPORT WAS FURNISHED IN THE COURSE OF THIS SURVEY, THEREFORE NO EASEMENTS HAVE BEEN PLOTTED.
4. 2' CONTOUR INTERVAL.

LEGAL DESCRIPTION

A PORTION OF LOT 29, AS SHOWN UPON THAT CERTAIN MAP KNOWN AS "MAP OF, STANFORD PARK ANNEX, MENLO PARK SAN MATEO COUNTY, CALIFORNIA" FILED OCTOBER 17, 1913, IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, IN MAP BOOK 9, PAGE 9, AND MORE PARTICULARLY DESCRIBED IN THE GRANT DEED TO DCB INVESTMENTS, DOCUMENT NO. 2014-44783, SAN MATEO COUNTY, OFFICIAL RECORDS.

ASSESSOR PARCEL NUMBER:

071-311-190

LOT AREA:

5,060± SQUARE FEET

DMG ENGINEERING, Inc.
30 OAKVUE COURT
PLEASANT HILL, CA 94523
PHONE: (925) 787-0463
FAX: (925) 287-8503

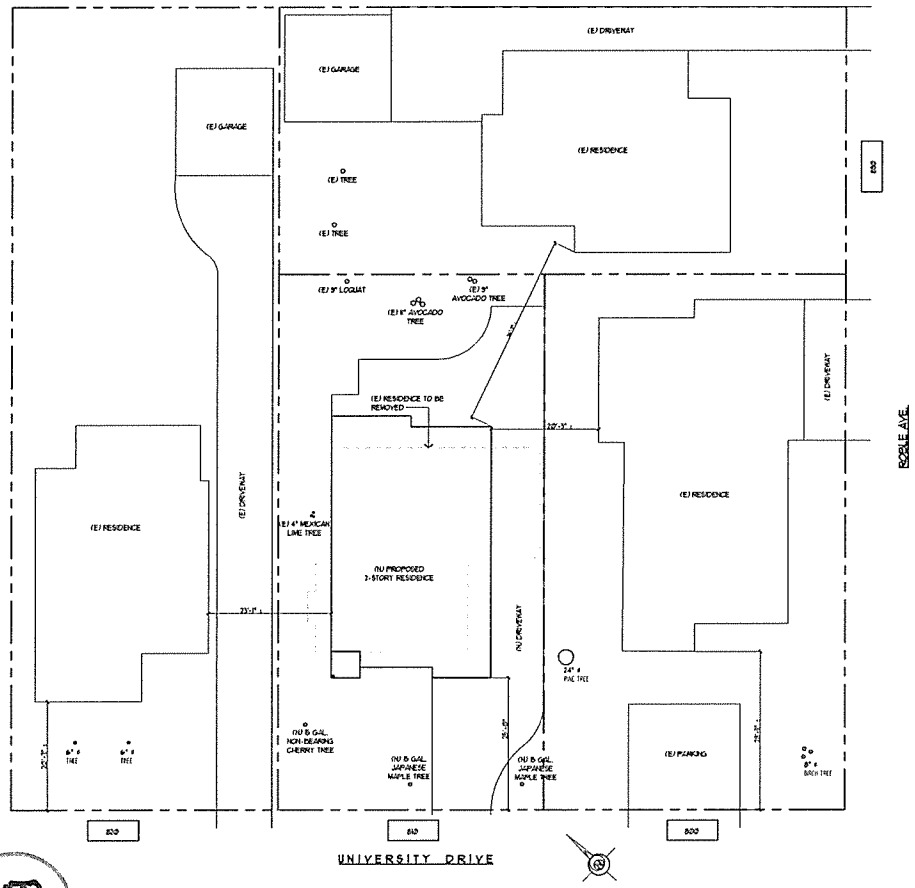
DMG ENGINEERING, Inc.
RESTRICTED ENGINEERING DRAWINGS
The information, plans, designs, notes and arrangements shown on this drawing are confidential and may not be reproduced in whole or in part without the expressed written permission of DMG ENGINEERING, Inc. Therefore noted as Preliminary/schematic and/or concept contain information that is conceptual subject to verification and/or change. The engineer makes no claim for accuracy or completeness of information or of information supplied by others.

REVISIONS

NO.	DATE	DESCRIPTION	BY

TOPOGRAPHIC AND BOUNDARY SURVEY
810 UNIVERSITY DRIVE
CITY OF MENLO PARK – CALIFORNIA
SCALE: 1 INCH = 8 FEET JUNE 2014

SHEET 1
OF 1 SHEETS
ORIG.DWG: 6-6-2014
REV.DWG:
JOB: 14-76



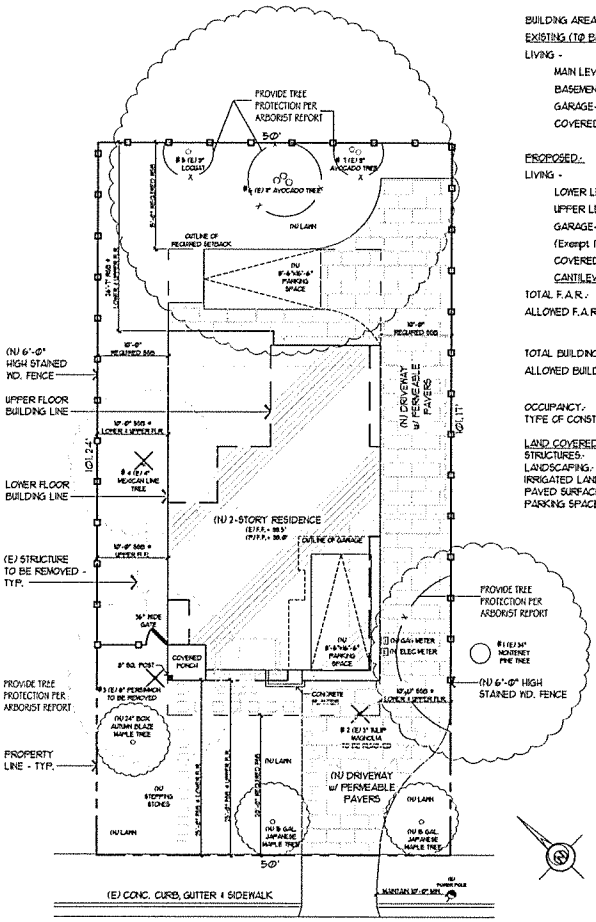
AREA PLAN

SCALE: 1" = 30'-0"

B3

STREETSCAPE

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



UNIVERSITY DRIVE

CENTERLINE OF STREET
(50' RIGHT-OF-WAY)

SITE PLAN

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

NOTE:
PROVIDE PROTECTIVE FENCING AROUND ALL EXISTING TREES TO REMAIN PER THE ARBORIST'S REPORT.

LEGEND
LOWER FLOOR
UPPER FLOOR
TO BE REMOVED

PLANNING & BUILDING DATA

A.P.N.:	071-38-190
ZONE.:	R-3
LOT AREA:	5,060 ±
BUILDING AREA:	
EXISTING (TO BE REMOVED):	
LIVING -	
MAIN LEVEL-	1,041 SF
BASEMENT LEVEL-	1,045 SF
GARAGE-	290 SF
COVERED PORCH-	45 SF
PROPOSED:	
LIVING -	
LOWER LEVEL-	1,164 SF
UPPER LEVEL-	1,045 SF
GARAGE-	28 SF
(Exempt from F.A.R.)-	216 SF
COVERED PORCH-	21 SF
CANTILEVER-	11 SF
TOTAL F.A.R.:	2,231 SF (44%)
ALLOWED F.A.R.:	2,277 SF (45%)
TOTAL BUILDING COV.:	1,452 SF (29%)
ALLOWED BUILDING COV.:	1,518 SF (30%)
OCCUPANCY.:	R3/U
TYPE OF CONSTRUCTION:	V-B
LAND COVERED BY:	
STRUCTURES:	1,452 SF (29%)
LANDSCAPING:	2,880 SF (56.9%)
IRRIGATED LANDSCAPING:	2,139 SF (42.3%)
PAVED SURFACE:	741 SF (14.6%)
PARKING SPACE:	1 COV. / 1 UNCOV.

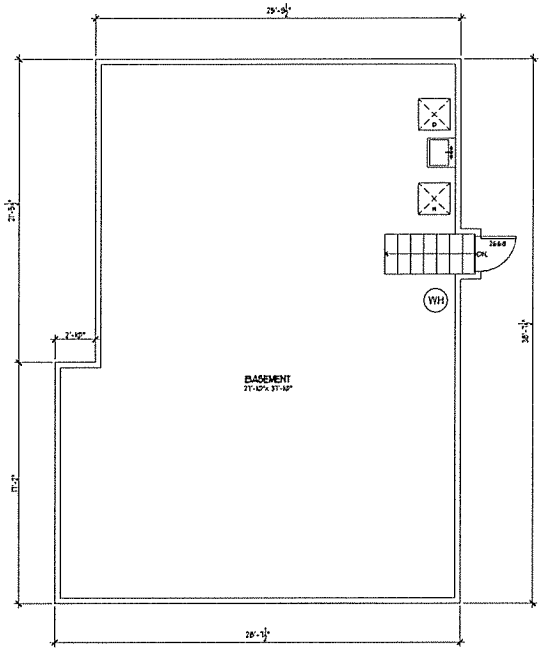
REVISIONS	BY

HYLAND DESIGN GROUP
Office: 650.330.1869 Fax: 650.237.570
350 Gary Road Suite 1 Oakland, CA 94610
www.hylanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
SITE PLAN
AREA PLAN
STREETSCAPE

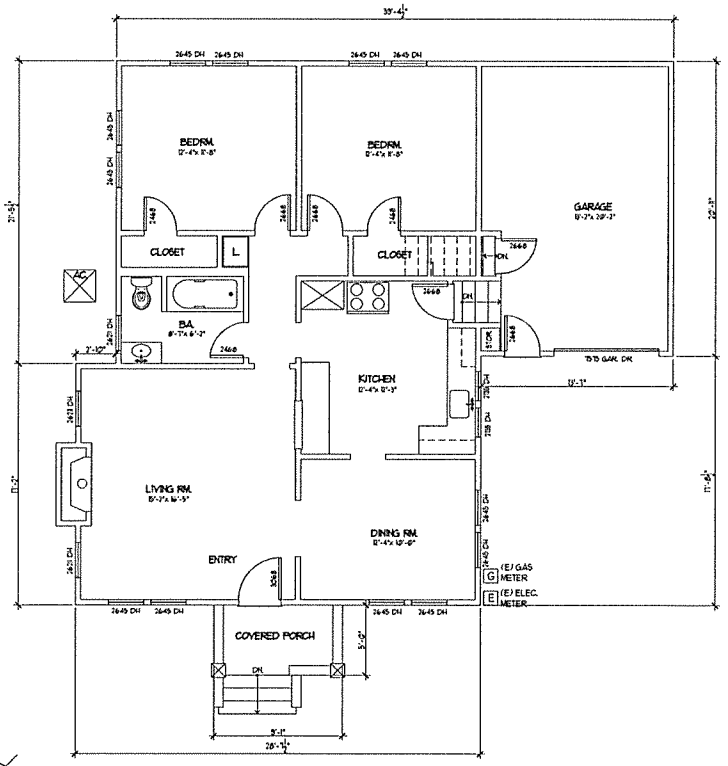
Date: 04.03.15
Scale: 1/8"=1'-0" U.O.N.
Designed: NH
Drawn: RG
Job No.: 1422
Sheet No.: A1
Of Sheets



EXISITNG BASEMENT FLOOR PLAN

SCALE: ¼" = 1'-0"

BASEMENT - 1,045 SF



EXISITNG FLOOR PLAN

SCALE: ¼" = 1'-0"

BAR SCALE

LIVING - 1,041 SF
GARAGE - 290 SF
COVERED PORCH - 45 SF

REVISIONS	BY

HYLAND DESIGN GROUP

Office (650) 331-5109 Fax (650) 837-9370
555 Quarry Road San Carlos CA 94070
www.hyllanddg.com

NEW RESIDENCE FOR
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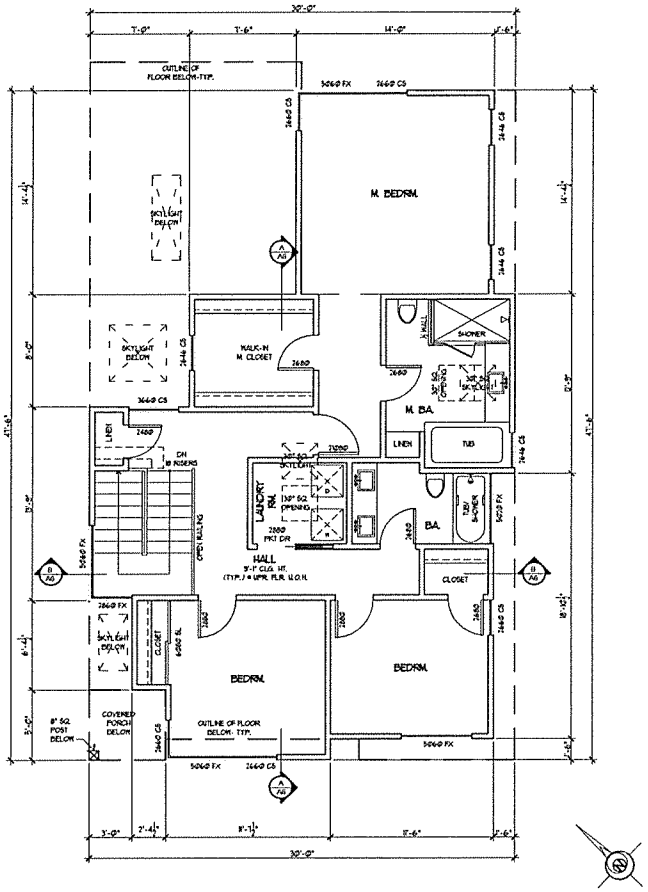
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
EXISTING FLOOR PLANS

Date: 04.03.15
Scale: 1/4"=1'-0"
Designed: NH
Drawn: RC
Job No.: 1422
Sheet No.
A2
Of Sheets

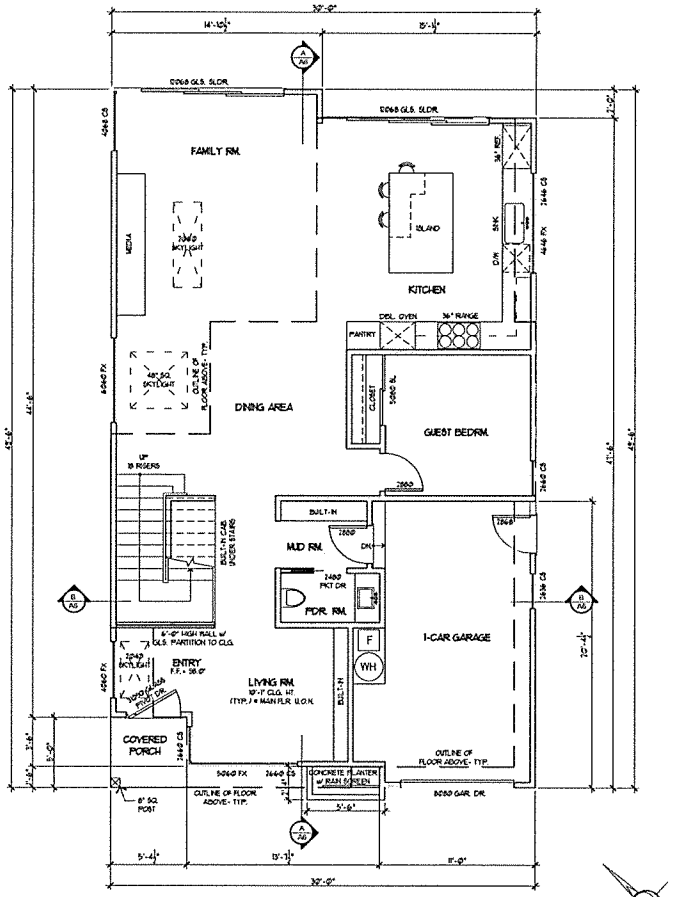


PROPOSED UPPER FLOOR PLAN

SCALE: ¼" = 1'-0"

LIVING INCL. STAIRS= 1,045 SF

BAR SCALE



PROPOSED LOWER FLOOR PLAN

SCALE: ¼" = 1'-0"

LIVING INCL. STAIRS= 1,164 SF

GAR.= 244 SF

COVERED PORCH= 27 SF

BAR SCALE

B5

REVISIONS	BY

HYLAND DESIGN GROUP

Office 650.341.1070 Fax 650.637.1070

515 Quarry Road San Carlos CA 94070

www.hyllanddg.com

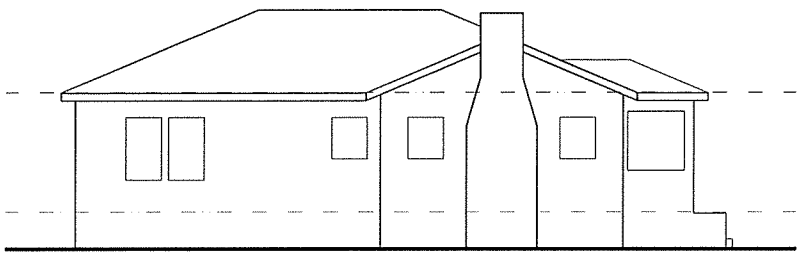
NEW RESIDENCE FOR DGB INVESTMENTS

810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

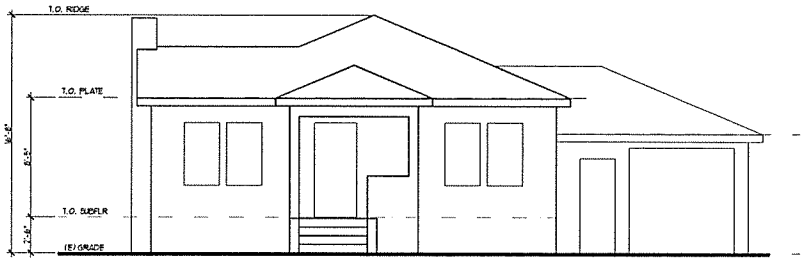
Sheet Title

PROPOSED FLOOR PLANS

Date:	04.03.15
Scale:	1/4"=1'-0"
Designed:	NH
Drawn:	RC
Job No.:	1422
Sheet No.	A3
Of	Sheets

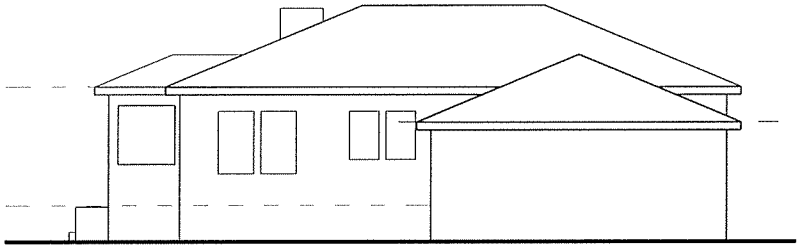


EXISTING LEFT SIDE ELEVATION (NORTHWEST)
SCALE: ¼" = 1'-0"

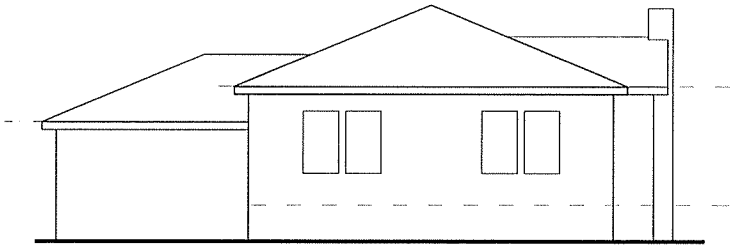


EXISTING FRONT ELEVATION (SOUTHWEST)
SCALE: ¼" = 1'-0"

B6



EXISTING RIGHT SIDE ELEVATION (SOUTHEAST)
SCALE: ¼" = 1'-0"



EXISTING REAR ELEVATION (NORTHEAST)
SCALE: ¼" = 1'-0"

BAR SCALE
0' 4' 8' 16'

REVISIONS	BY

HDG
HYLAND DESIGN GROUP
Office 650.321.1409 Fax 650.321.5270
555 Quarry Road San Carlos CA 94070
www.hyllanddg.com

NEW RESIDENCE FOR
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810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
EXISTING ELEVATIONS

Date:	04.03.15
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Dsgn'd:	NH
Drawn:	RC
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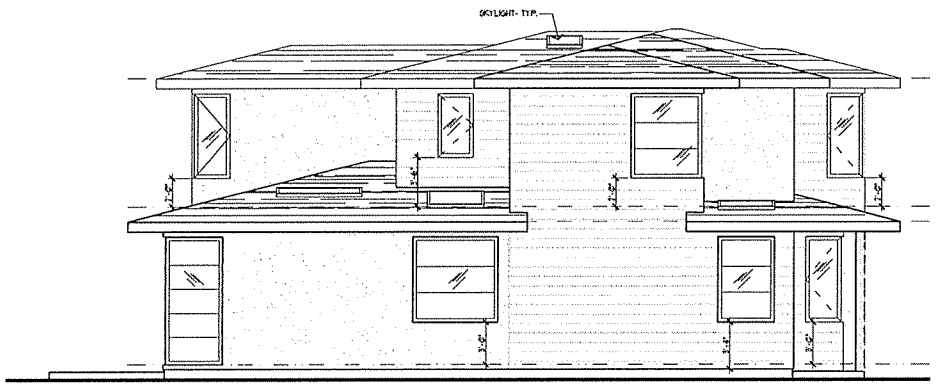
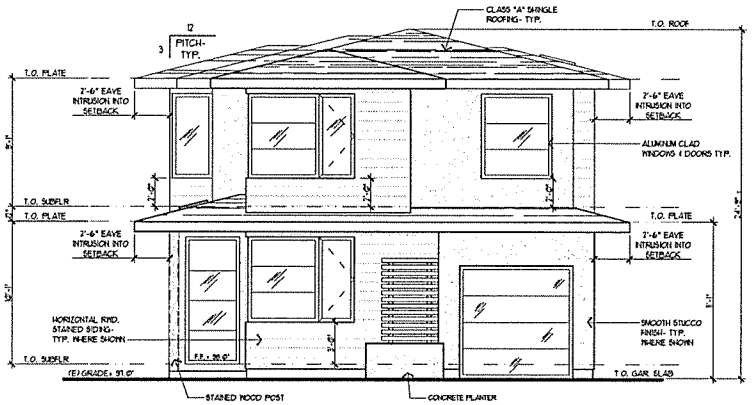
Sheet No.	A4
Of	Sheets

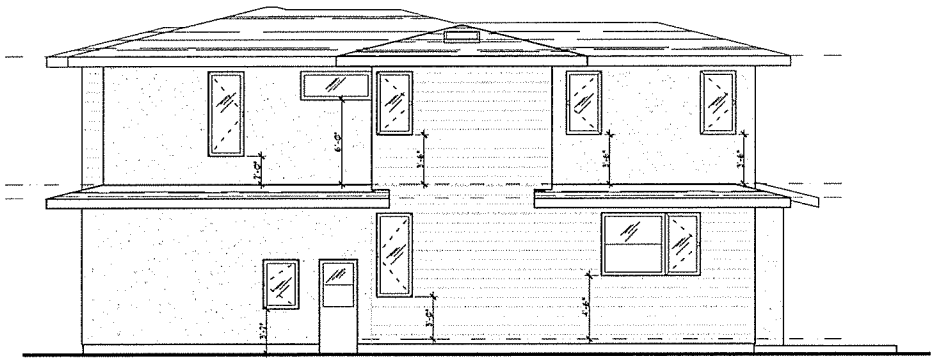


LEFT SIDE ELEVATION (NORTHWEST)
SCALE: ¼" = 1'-0"

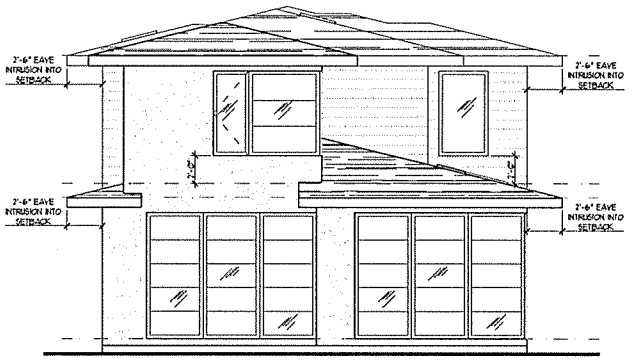


FRONT ELEVATION (SOUTHWEST)
SCALE: ¼" = 1'-0"

B7



RIGHT SIDE ELEVATION (SOUTHEAST)
SCALE: ¼" = 1'-0"



REAR ELEVATION (NORTHEAST)
SCALE: ¼" = 1'-0"

BAR SCALE
0" 4" 8" 16"

REVISIONS	BY

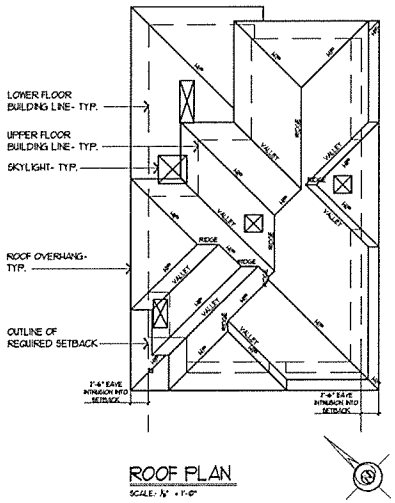
HYLAND DESIGN GROUP
Office 650.701.1616 Fax 650.631.1670
555 Quarry Road San Carlos CA 94070
www.hylanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
PROPOSED ELEVATIONS

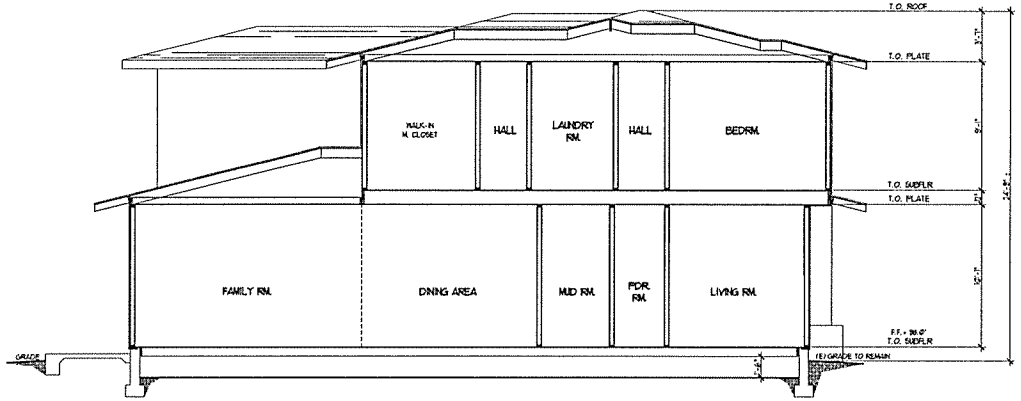
Date:	04.03.15
Scale:	1/4"=1'-0"
Designed:	NH
Drawn:	RC
Job No.:	1422
Sheet No.	A5
Of	Sheets

89



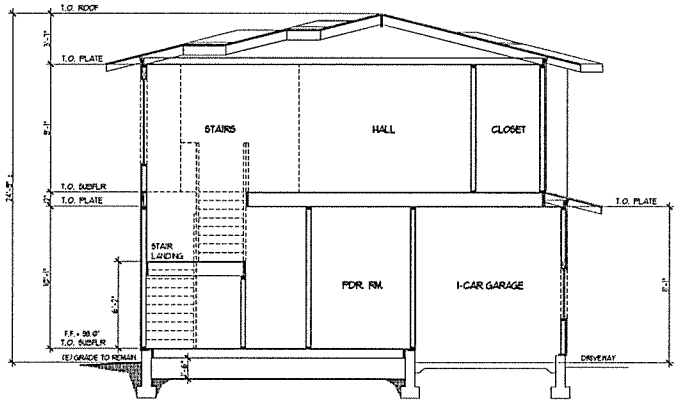
ROOF PLAN

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



SECTION "A-A"

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



SECTION "B-B"

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

BAR SCALE

0" 4" 8" 16"

REVISIONS	BY

HYLAND DESIGN GROUP
Office (650) 321-1474 Fax (650) 321-3275
555 Quarry Road San Carlos CA 94070
www.hylanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
ROOF PLAN
SECTIONS

Date:	04.03.15
Scale:	1/4"=1'-0" U.O.N.
Dwg check:	NH
Drawn:	RC
Job No.:	1422
Sheet No.	A6
Of	Sheets

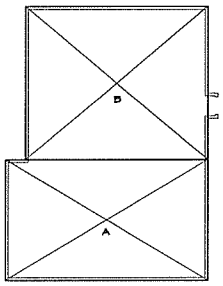
B9

SITE PLAN SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	BUILDING COVERAGE	PARKING/ DRIVEWAY	OPEN SPACE/ IRRIGATED LANDSCAPING
A	30'-0" x 42'-6"	1,275.00		
B	11'-0" x 5'-0"	55.00		
C	13'-7" x 3'-6"	48.00		
D	14'-10" x 2'-0"	30.00		
E	5'-4" x 5'-0"	27.00		
F	11'-6" x 1'-6"	17.00 (Upr. Flr. Cantilever)		17.00
G	21'-0" x 23'-0" ±		409.00	
H	10'-0" x 41'-6"		415.00	
I	23'-2" x 6'-0"		151.00	
J	14'-10" x 4'-0"		60.00	
K	53'-0" x 7'-7"		266.00	
L	10'-0" x 10'-0" ±		21.00	
M	10'-0" x 10'-0"		100.00	
N	10'-0" x 10'-0" ±			79.00
O	20'-0" x 5'-0"			100.00
P	15'-0" x 15'-0"			225.00
Q	15'-0" x 22'-7"			339.00
R	10'-0" x 78'-6"			785.00
S	19'-0" x 25'-0"			475.00
T	2'-0" x 1'-6"			3.00
U	10'-0" x 21'-0" ±			116.00
	TOTAL SQ. FT.	1,452.00 (29%)	1,452.00/ 2= 741.00 (14.6%)	2,134.00+741.00= 2,880 (56.4%)

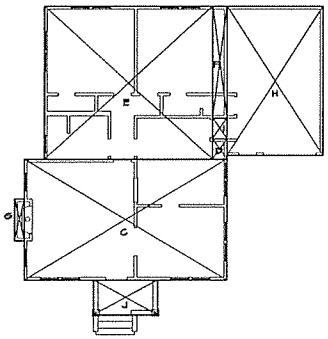
EXISTING SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
A	28'-8" x 17'-2"	492.00		Basement
B	25'-10" x 21'-5"	553.00		Basement
C	26'-8" x 17'-2"	442.00	442.00	
D	2'-0" x 2'-11"	6.00	6.00	
E	25'-10" x 21'-5"	510.00	510.00	
F	2'-0" x 15'-8"	31.00	31.00	
G	1'-4" x 5'-11"	8.00	8.00	Fireplace
H	15'-7" x 20'-11"	284.00	284.00	Garage
I	2'-0" x 2'-11"	6.00	6.00	Garage
J	9'-11" x 5'-0"		49.00	Covered Porch
	TOTAL SQ. FT.	2,582	1382	

LOWER LEVEL SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
A	11'-8" x 3'-6"	41.00	41.00	
B	11'-2" x 6'-5"	109.00	109.00	
C	19'-4" x 4'-3"	82.00	82.00	
D	16'-5" x 4'-9"	87.00	87.00	
E	30'-0" x 21'-2"	815.00	815.00	
F	14'-10" x 2'-0"	30.00	30.00	
G	0'-5" x 1'-6"	1.00	1.00	Garage
H	2'-3" x 9'-10"	22.00	22.00	Garage
I	0'-11" x 4'-9"	5.00	5.00	Garage
J	10'-7" x 20'-3"		216.00	Garage (Exempt from F.A.L.)
K	5'-4" x 5'-0"		27.00	Covered Porch
L	11'-8" x 1'-6"		17.00	Upr. Flr. Cantilever
	TOTAL SQ. FT.	1,192	1,452	

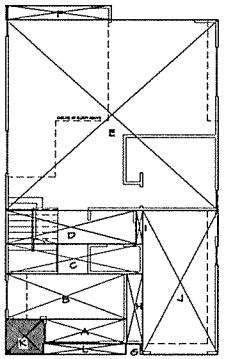
UPPER LEVEL SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
M	2'-5" x 6'-4"	16.00		
N	11'-8" x 11'-4"	137.00		
O	11'-6" x 18'-11"	217.00		
P	10'-0" x 6'-7"	66.00		
Q	3'-0" x 13'-4"	41.00		
R	4'-0" x 13'-4"	54.00		
S	23'-0" x 12'-4"	283.00		
T	14'-0" x 14'-5"	201.00		
	TOTAL SQ. FT.	1,045		



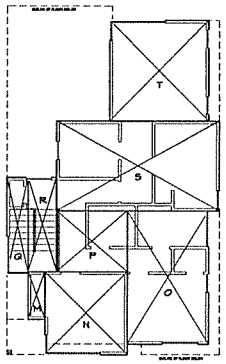
EXISTING BASEMENT
SQ. FT. CALCULATIONS
SCALE: ⅛" = 1'-0"



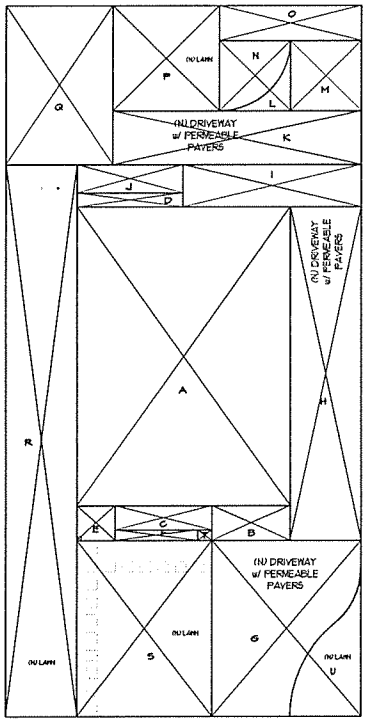
EXISTING MAIN FLOOR
SQ. FT. CALCULATIONS
SCALE: ⅛" = 1'-0"



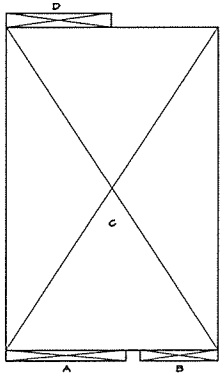
LOWER FLOOR SQ.
FT. CALCULATIONS
SCALE: ⅛" = 1'-0"



UPPER FLOOR SQ.
FT. CALCULATIONS
SCALE: ⅛" = 1'-0"



SITE PLAN SQ. FTG. CALCULATION
SCALE: ⅛" = 1'-0"



BUILDING COVERAGE
SQ. FTG. CALCULATION
SCALE: ⅛" = 1'-0"

BUILDING COVERAGE SQUARE FEET CALCULATIONS		
AREA	DIMENSIONS	BUILDING COVERAGE
A	17'-0" x 1'-6"	25.00
B	11'-0" x 1'-6"	16.00
C	30'-0" x 46'-0"	1380.00
D	14'-10" x 2'-0"	30.00
	TOTAL SQ. FT.	1,452.00 (29%)

REVISIONS	BY

HYLAND DESIGN GROUP
Office (650) 331-1287 Fax (925) 837-3370
555 Quarry Road San Carlos, CA 94070
www.hylandg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
810 UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
SQUARE FEET CALCULATIONS

Date:	04.03.15
Scale:	1/8"=1'-0"
Designed:	NH
Drawn:	RG
Job No.:	1422
Sheet No.	A7
Of	Sheets

HYLAND DESIGN GROUP

office 650.331.1870 fax 650.637.9270
585 quarry road san carlos ca 94070
www.hyllanddg.com

RECEIVED
APR 30 2015
CITY OF MENLO PARK
BUILDING

April 30, 2015

PROJECT DESCRIPTION LETTER

Dear Staff and Planning Commission Members,

On March 9th, 2015 I presented a new Single Family Residence to the City of Menlo Park Planning Commission for a Use Permit. There were two comments from the neighbors regarding style of our proposed project and a mixture of comments from the members of the committee.

My interpretation of the feedback was that the contemporary proposed style was not 100% accepted in the Menlo Park Community and particularly in this neighborhood which is dominated by "bungalow" style homes. However, because Menlo Park does not have specific design guidelines there could not be prejudice towards the contemporary style of architecture that we have chosen. At that point the conversation moved more specifically to the design with comments like "it does not matter if you get punched in the face or the stomach, either way it is bad and this design is bad" furthermore, "this design is vanilla, off the shelf as if you purchased it at Costco".

With consideration of all comments I began to look for ways to improve the design. I started with a larger canvas of the neighborhood and found that although the block of University our project is located on has many small bungalow homes the 3 buildings directly across the street and down the adjacent streets of Live Oak Avenue and Robles Avenue are larger multi-family homes. See enclosed photos. Keeping the neighbors in mind though I looked for ways to get more of a "bungalow style" while keeping with the Modern elements that my client requested. While looking to find key architectural features that would join the two together, I found the hip roof.

So, the first and largest change to the design was revising the flat roof and making it a hip. I think it immediately transformed the style of the home. Giving it more style, better balance, less mass and more similar to the other modern projects that the commission has approved in the past (see attached photos).

C1

The second change was to articulate the upper floor by bringing in the upper right side so that from the street the house does not have such a top heavy contemporary feel but more of an articulated bungalow style.

The left side elevation was always set in at the upper floor. We continued to break up walls and roof lines throughout the other elevations. Below is a complete list of revisions.

I hope you find these revisions to be more suitable to the Menlo Park Community I sure am happy with the new direction the project has gone.

Sincerely,

Natalie Hyland
LEED DESIGNER

Revision for 810 University Ave.

1) Sheet A1 Site Plan

- Brought right side wall in at Upper Floor Bedroom, closet, bath and Master Bedroom 2 feet.
- Pushed Upper Front wall back - all to allow for more of an "upper floor setback and not so much of a heavy stacked massive look"
- Roof overhangs are 2'-6" instead of 3'-0"
- Pushed Family room out
- Pulled Living room and Entry out

2) Sheet A2 Proposed Floor Plans

- Same comments as site plan
- Added windows at Family room
- moved master bath window to stack guest bedrm window below
- Reduced width and centered front right upper bedroom to align with garage door below
- Added windows to Master Bedroom

3) Sheet A5 Proposed Exterior Elevations

- Incorporated all wall and window adjustments per Site Plan and Floor Plan
- Changed flat roof to Hip
- Standing Steam Metal Roof
- Add rain screen at planter
- Mixed the Stained wood siding and stucco for a better "bungalow look" less contemporary and less massive.
- Divided Family Room and Kitchen sliding doors

HOUSES DIRECTLY ACROSS THE STREET FROM 810 UNIVERSTIY

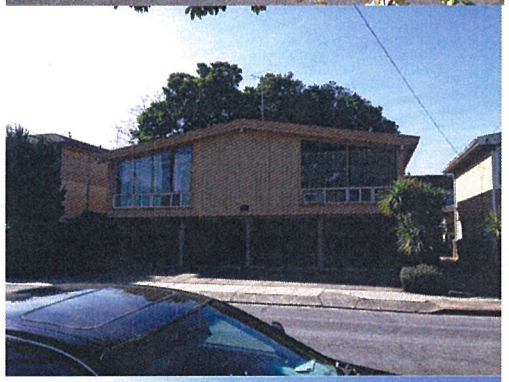
C3

C4

810 University Drive Neighborhood Study - Live Oak Avenue Block

C5

Roble Avenue Block



Approved Menlo Park Planning Commission Residences

C7

MODERN STYLE ARCHITECTURE ON LIVE OAK AVE.

C10

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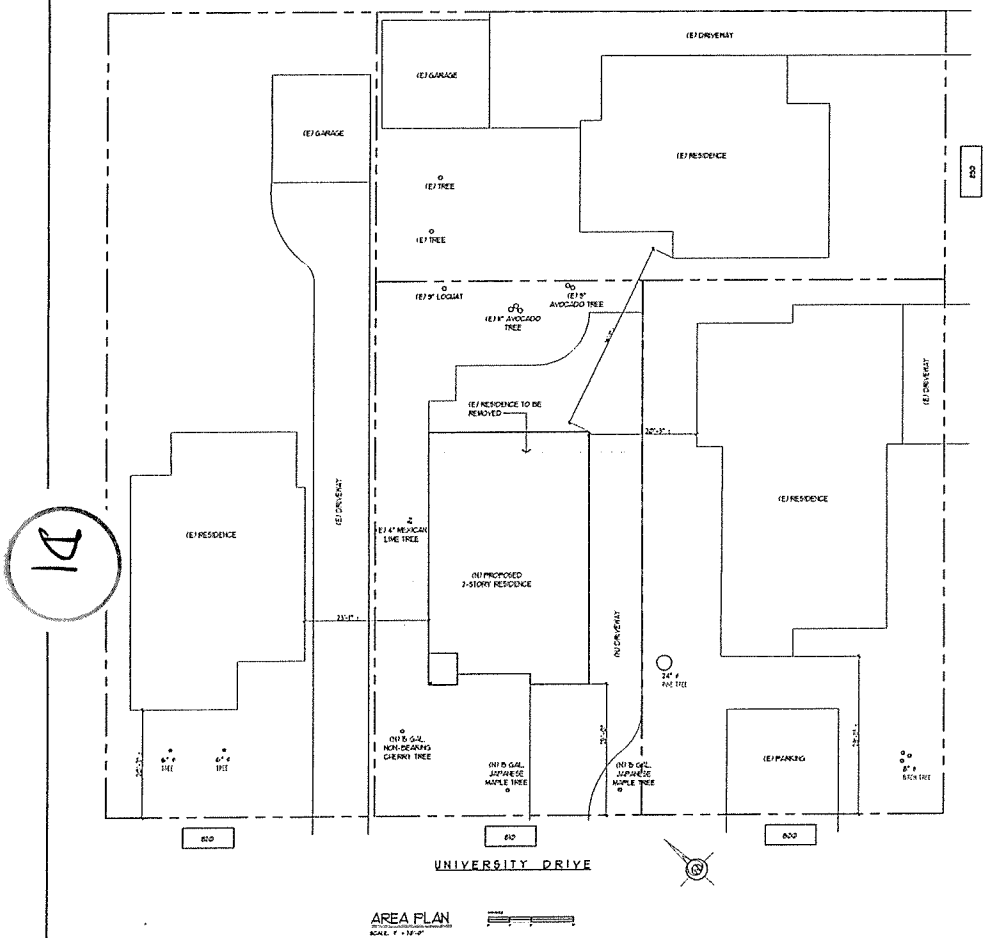
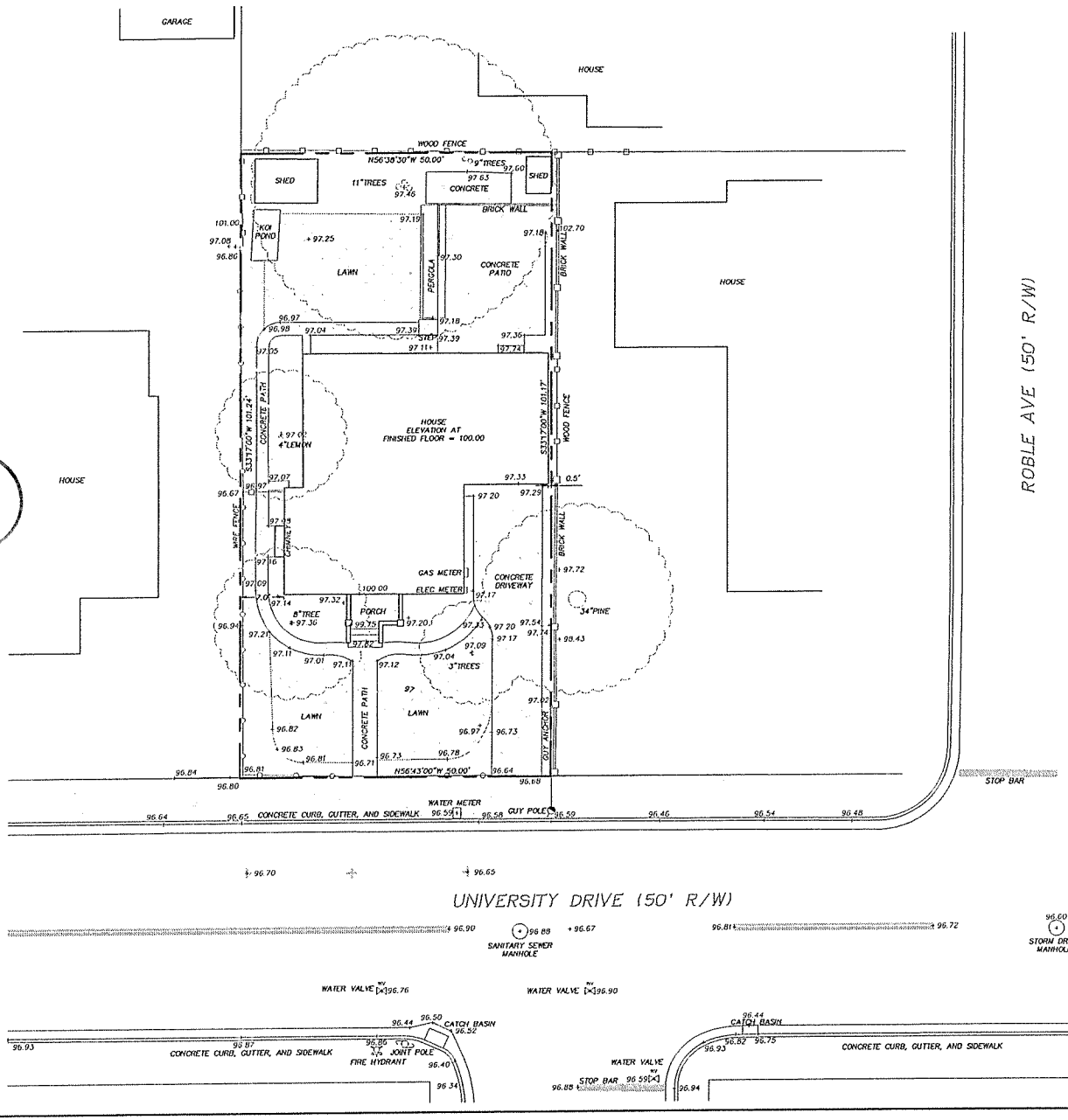
FEB 24 2015
CITY OF MENLO PARK
BUILDING


(E) DRIVEWAY
(E) GARAGE
(E) GARAGE
(E) RESIDENCE
(E) TREE
(E) TREE
(E) 5' LOQUAT
(E) 8" AVOCADO TREE
(E) 8" AVOCADO TREE
(E) RESIDENCE TO BE REMOVED
(E) RESIDENCE
(E) RESIDENCE
(E) 4" MEXICAN LIME TREE
(N) PROPOSED 2-STORY RESIDENCE
(N) DRIVEWAY
(E) DRIVEWAY
24" PINE TREE
(N) 15 GAL. NON-BEARING CHERRY TREE
(N) 15 GAL. JAPANESE MAPLE TREE
(N) 15 GAL. JAPANESE MAPLE TREE
(E) PLANTING
6" TREE
6" TREE
8" MEXICAN LIME TREE
20'-0"
20'-0"
20'-0"



TOPOGRAPHIC AND BOUNDARY SURVEY

810 UNIVERSITY DRIVE
CITY OF MENLO PARK

SAN MATEO COUNTY – CALIFORNIA
SCALE: 1 INCH = 8 FEET JUNE 2014

GRAPHIC SCALE

(IN FEET)
1 inch = 8 ft.

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A TOPOGRAPHIC AND BOUNDARY SURVEY MADE BY ME OR UNDER MY DIRECTION AT THE REQUEST OF:

MIKE FEDORCA IN: MAY 2014

I HEREBY STATE THAT THE TOPOGRAPHY AND BOUNDARIES SHOWN ON THIS MAP IS BASED UPON A SURVEY MADE BY ME, DYLAN M. GONSALVES, PLS 8475

ON JUNE 2, 2014

I FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

DYLAN M. GONSALVES 6-9-2014 DATE

LICENSED LAND SURVEYOR DYLAN M. GONSALVES NO 8475 STATE OF CALIFORNIA

NOTES:

1. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
2. BASIS OF ELEVATION: ELEVATIONS SHOWN ARE BASED UPON AN ASSUMED DATUM. ELEVATION TAKEN AT FINISHED FLOOR = 100.00
3. NO TITLE REPORT WAS FURNISHED IN THE COURSE OF THIS SURVEY, THEREFORE NO EASEMENTS HAVE BEEN PLOTTED.
4. 2' CONTOUR INTERVAL.

LEGAL DESCRIPTION

A PORTION OF LOT 29, AS SHOWN UPON THAT CERTAIN MAP KNOWN AS "MAP OF, STANFORD PARK ANNEX, MENLO PARK SAN MATEO COUNTY, CALIFORNIA" FILED OCTOBER 17, 1913, IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, IN MAP BOOK 9, PAGE 9, AND MORE PARTICULARLY DESCRIBED IN THE GRANT DEED TO DGB INVESTMENTS, DOCUMENT NO. 2014-44783, SAN MATEO COUNTY, OFFICIAL RECORDS.

ASSESSOR PARCEL NUMBER:

071-311-190

LOT AREA:

5,060± SQUARE FEET

DMG ENGINEERING, Inc.
30 OAKVUE COURT
PLEASANT HILL, CA 94523
PHONE: (925) 787-0463
FAX: (925) 287-8503

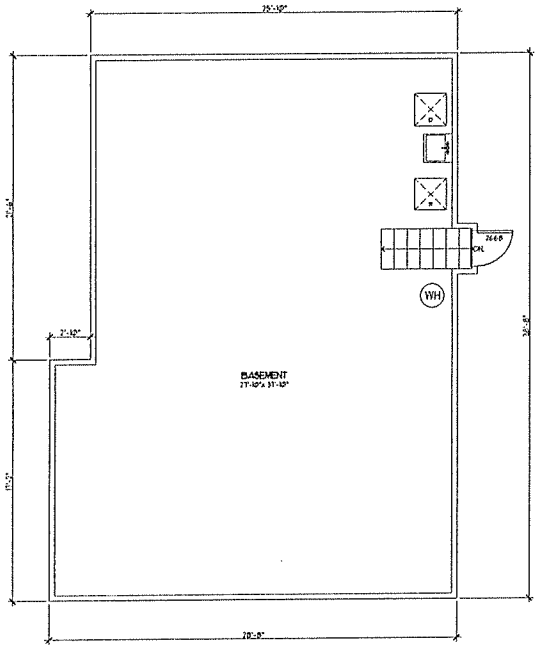
DMG ENGINEERING, Inc.
RESTRICTED ENGINEERING DRAWINGS
The information, plans, designs, notes and arrangements shown on this drawing are confidential and may not be reproduced, copied, disclosed or used without the written permission of DMG ENGINEERING, Inc. Drawings noted as Preliminary/Schematic and/or concept contain information that is subject to change without notice and/or analysis. The engineer makes no claim for accuracy of conceptual information or of information supplied by others.

NO.	DATE	REVISIONS DESCRIPTION	BY

TOPOGRAPHIC AND BOUNDARY SURVEY
810 UNIVERSITY DRIVE
CITY OF MENLO PARK – CALIFORNIA
SCALE: 1 INCH = 8 FEET JUNE 2014

SHEET 1
OF 1 SHEETS
ORIG.DWG: 6-6-2014
REV.DWG:
JOB: 14-76

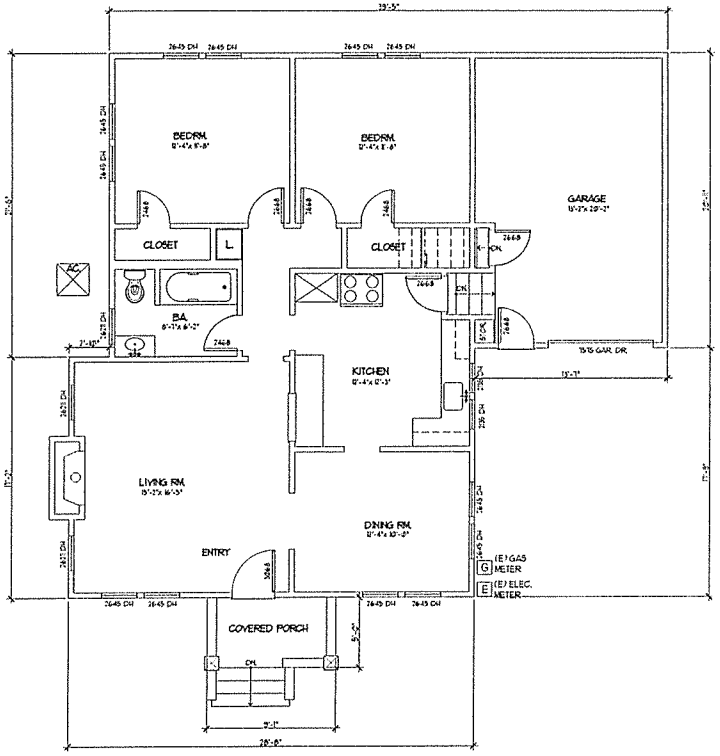
D3



EXISITNG BASEMENT FLOOR PLAN

SCALE: ¼" = 1'-0"

BASEMENT- 1Ø45 SF



EXISITNG FLOOR PLAN

SCALE: ¼" = 1'-0"

BAR SCALE

LIVING-	1,Ø47 SF
GARAGE-	29Ø SF
COVERED PORCH-	45 SF

REVISIONS	BY

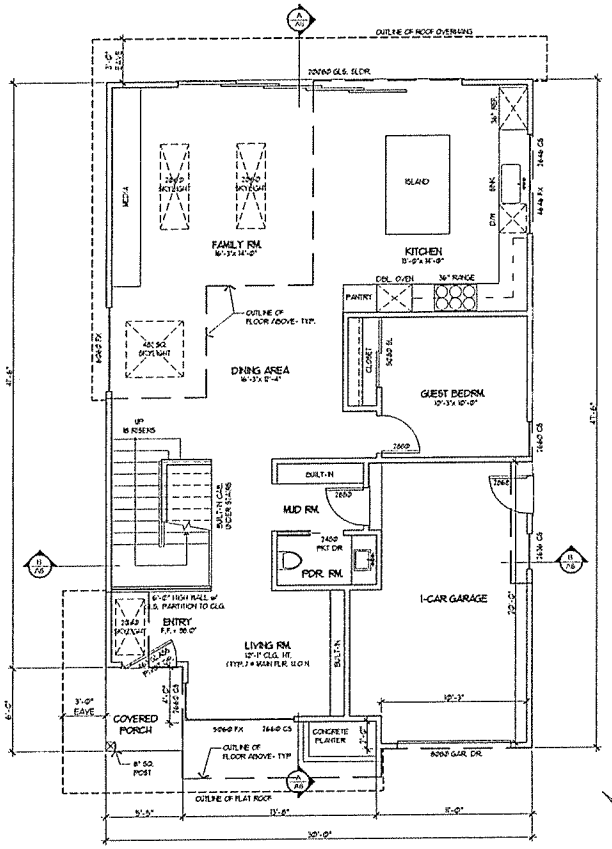
HYLAND DESIGN GROUP
www.hyllanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
IVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
EXISTING FLOOR PLANS

Date:	12.10.14
Scale:	1/4"=1'-0"
Designed:	NH
Drawn:	HDG
Job No.:	1422
Sheet No.	A2

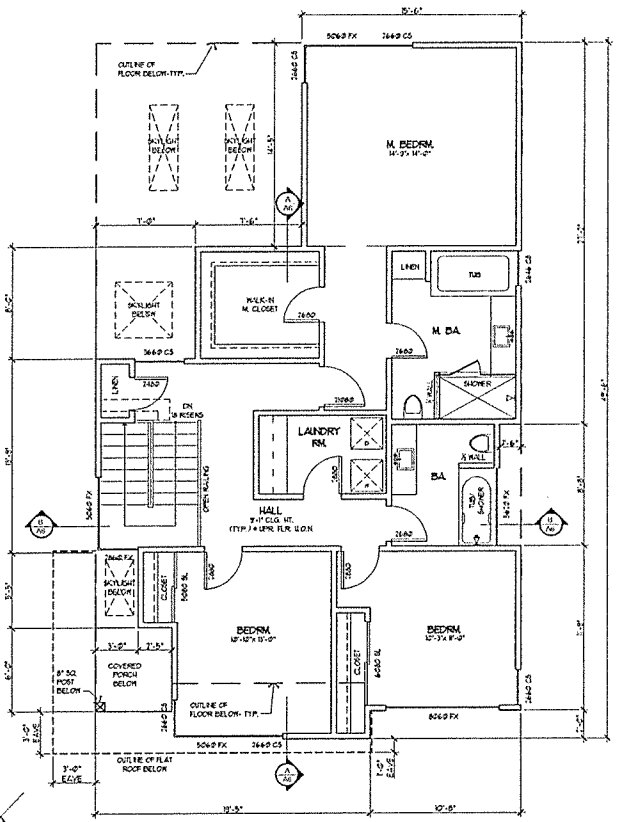
of 7 Sheets



PROPOSED LOWER FLOOR PLAN

SCALE: ¼" = 1'-0"

LIVING INCL. STAIRS= 1,123 SF
GAR.= 243 SF
COVERED PORCH= 32 SF



PROPOSED UPPER FLOOR PLAN

SCALE: ¼" = 1'-0"

LIVING INCL. STAIRS= 1,127 SF

BAR SCALE

FLOOR PLAN LEGEND

NEW 2 x STUDS @ 16" O.C. STUD WALLS UNLESS OTHERWISE NOTED

REVISIONS	BY

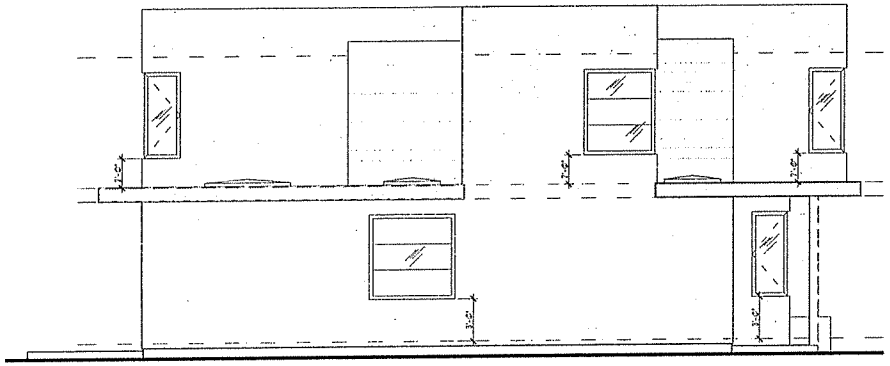
HDG
HYLAND DESIGN GROUP
tel: (650) 327-1917 fax: (650) 327-1920
560 quarry road san carlos, ca 94070
www.hyllandddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
VERSITY DRIVE MENLO PARK, CA. 94025

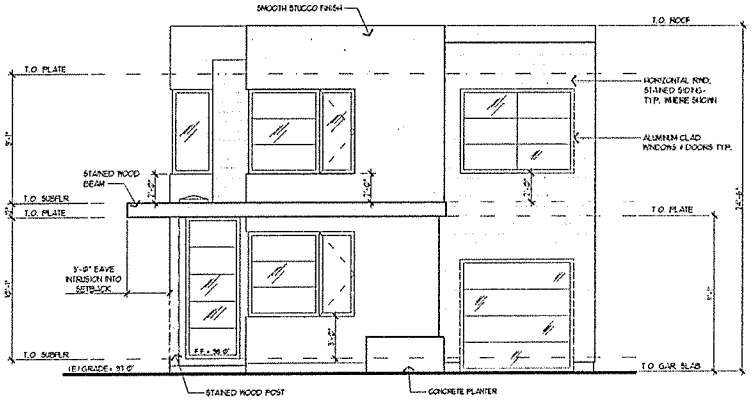
Sheet Title
PROPOSED FLOOR PLANS

Date:	12.10.14
Scale:	1/4"=1'-0"
Designed:	NH
Drawn:	HDG
Job No.:	1422
Sheet No:	A3

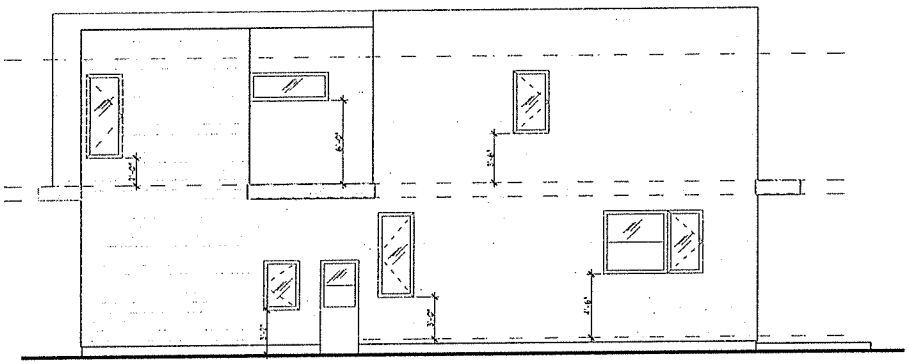
of 7 Sheets



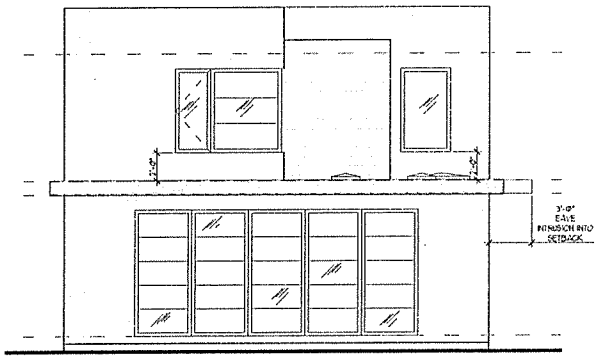
LEFT SIDE ELEVATION (NORTHWEST)
SCALE: 1/4" = 1'-0"



FRONT ELEVATION (SOUTHWEST)
SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION (SOUTHEAST)
SCALE: 1/4" = 1'-0"



REAR ELEVATION (NORTHEAST)
SCALE: 1/4" = 1'-0"

BAR SCALE
0" 4" 8" 16"

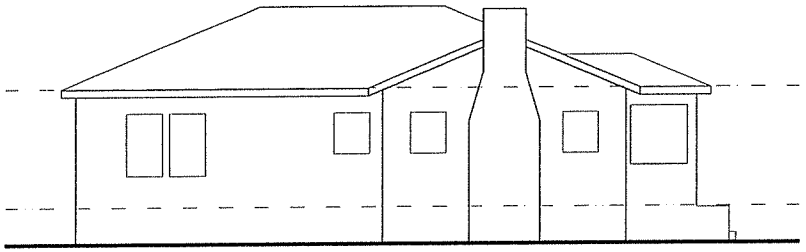
REVISIONS	BY

HYLAND DESIGN GROUP
www.hyllanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS
MENLO PARK, CA. 94025
UNIVERSITY DRIVE

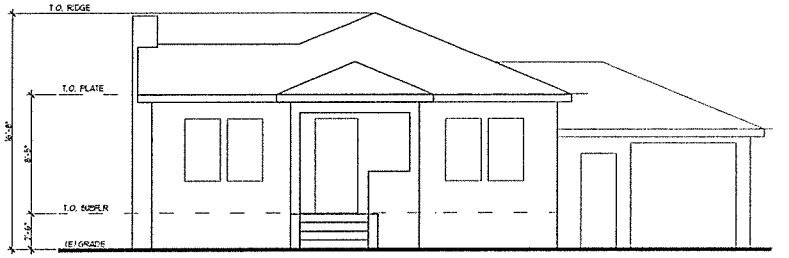
Sheet Title
PROPOSED ELEVATIONS

Date: 12.10.14
Scale: 1/4"=1'-0"
Designed: NI
Drawn: HDG
Job No.: 1422
Sheet No.
A4
Of 7 Sheets



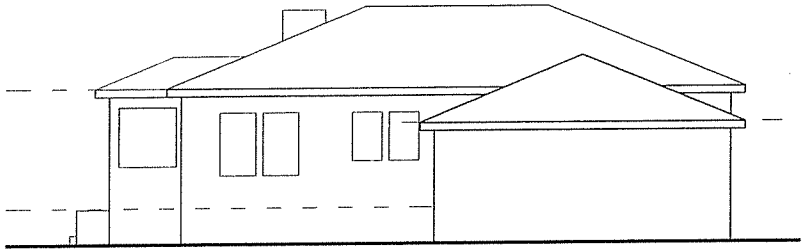
EXISTING LEFT SIDE ELEVATION (NORTHWEST)

SCALE: ¼" = 1'-0"



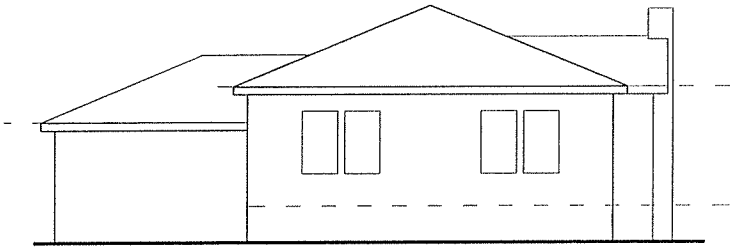
EXISTING FRONT ELEVATION (SOUTHWEST)

SCALE: ¼" = 1'-0"



EXISTING RIGHT SIDE ELEVATION (SOUTHEAST)

SCALE: ¼" = 1'-0"



EXISTING REAR ELEVATION (NORTHEAST)

SCALE: ¼" = 1'-0"

BAR SCALE

0" 4" 8" 16"

REVISIONS	BY

HYLAND DESIGN GROUP
[illegible]
[illegible]
www.hyllanddg.com

NEW RESIDENCE FOR
DGB INVESTMENTS

[illegible] DENSITY DRIVE MENLO PARK, CA. 94025

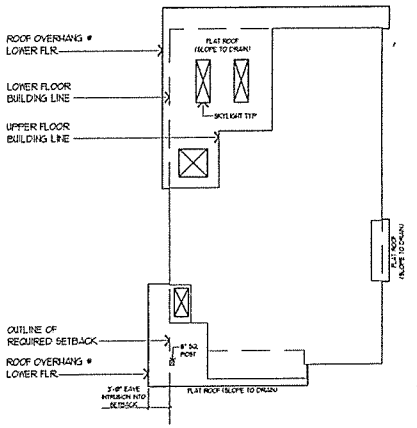
Sheet Title

EXISTING ELEVATIONS

Date: 12.12.14
Scale: 1/4"=1'-0"
Designed: HH
Drawn: HDG
Job No.: H22
Sheet No.

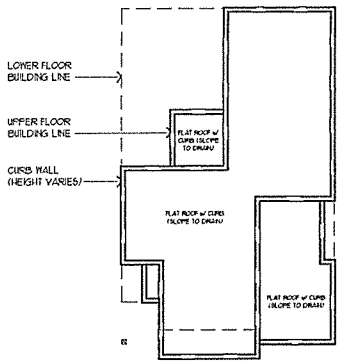
A5

OF 7 Sheets



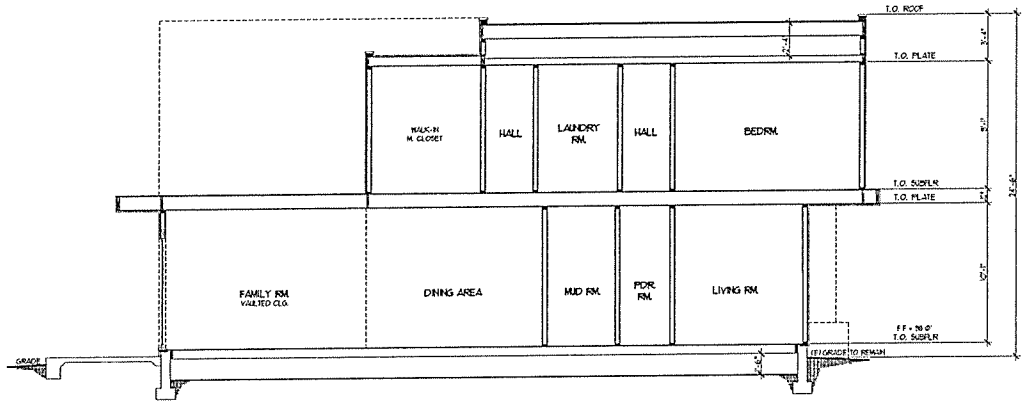
LOWER ROOF PLAN

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



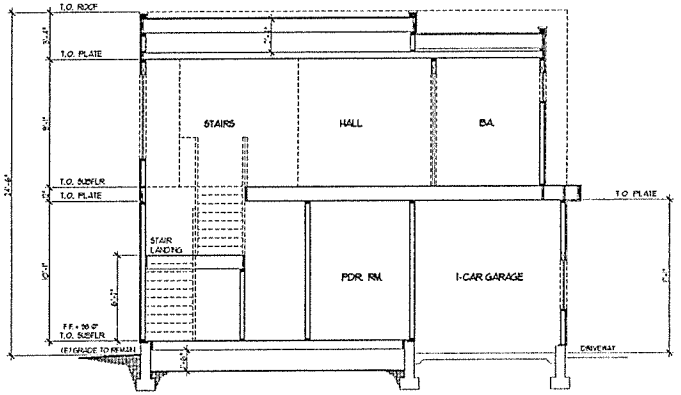
UPPER ROOF PLAN

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



SECTION "A-A"

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



SECTION "B-B"

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

BAR SCALE

0" 4" 8" 16"

REVISIONS	BY

HYLAND DESIGN GROUP

NEW RESIDENCE FOR DGB INVESTMENTS

UNIVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title

ROOF PLANS SECTIONS

Date: 12.10.14

Scale: 1/4"=1'-0" U.O.N.

Designed: RH

Drawn: HDG

Job No.: 1422

Sheet No.

A6

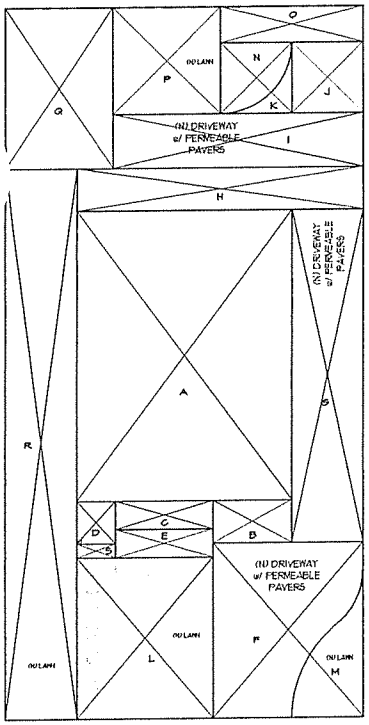
of 7 Sheets

SITE PLAN SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	BUILDING COVERAGE	PARKING/ DRIVEWAY	OPEN SPACE/ IRRIGATED LANDSCAPING
A	50'-0" x 41'-6"	1,245.00		
B	11'-0" x 6'-0"	66.00		
C	13'-7" x 4'-0"	55.00		
D	5'-5" x 6'-0"	32.00		
E	13'-7" x 4'-0"	55.00 (Upper Floor Cantilever)		55.00
F	21'-0" x 35'-0" ±		464.00	
G	10'-0" x 41'-6"		415.00	
H	40'-0" x 6'-0"		240.00	
I	35'-0" x 7'-7"		266.00	
J	10'-0" x 10'-0"		100.00	
K	10'-0" x 10'-0" ±		21.00	
L	19'-0" x 23'-0"			437.00
M	10'-0" x 21'-0" ±			116.00
N	10'-0" x 10'-0" ±			74.00
O	20'-0" x 5'-0"			100.00
P	15'-0" x 15'-0"			225.00
Q	15'-0" x 22'-7"			339.00
R	10'-0" x 78'-6"			785.00
S	5'-5" x 2'-0"			11.00
	TOTAL SQ. FT.	1,453.00 (28.7%)	1,511.00/ 2= 755.5 (14.9%)	2,147.00 + 755.5= 2,902.5 (57.3%)

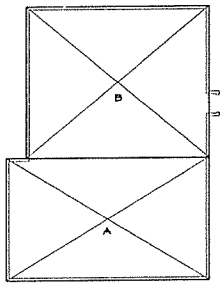
EXISTING SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
A	26'-8" x 17'-2"	442.00		Basement
B	25'-10" x 21'-5"	553.00		Basement
C	26'-8" x 17'-2"	442.00	442.00	
D	2'-0" x 2'-11"	6.00	6.00	
E	23'-10" x 21'-5"	510.00	510.00	
F	2'-0" x 15'-5"	31.00	31.00	
G	1'-4" x 5'-11"	8.00	8.00	Fireplace
H	13'-7" x 20'-11"	284.00	284.00	Garage
I	2'-0" x 2'-11"	6.00	6.00	Garage
J	9'-1" x 5'-0"		45.00	Covered Porch
	TOTAL SQ. FT.	2582	1552	

LOWER LEVEL SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
A	11'-8" x 4'-0"	47.00	47.00	
B	17'-2" x 5'-5"	92.00	92.00	
C	14'-4" x 4'-3"	62.00	62.00	
D	18'-5" x 4'-4"	81.00	81.00	
E	50'-0" x 27'-2"	815.00	815.00	
F	10'-7" x 20'-5"		216.00	Garage (Exempt from F.A.L.)
G	0'-5" x 2'-0"	1.00	1.00	Garage
H	2'-5" x 9'-5"	21.00	21.00	Garage
I	0'-11" x 4'-4"	5.00	5.00	Garage
J	5'-4" x 6'-0"		32.00	Covered Porch
K	13'-7" x 4'-0"		55.00	Upr. Flr. Cantilever
	TOTAL SQ. FT.	1,150	1,455	

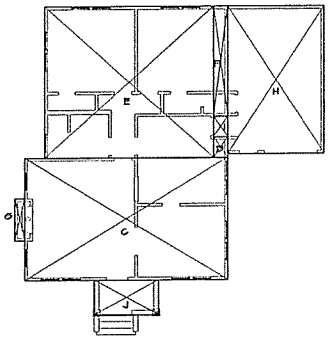
UPPER LEVEL SQUARE FEET CALCULATIONS				
AREA	DIMENSIONS	F.A.L.	LOT. COV.	NOTES
L	2'-5" x 5'-4"	14.00		
M	14'-0" x 13'-4"	192.00		
N	10'-7" x 11'-4"	125.00		
O	21'-6" x 8'-5"	185.00		
P	4'-0" x 13'-4"	54.00		
Q	3'-0" x 13'-4"	41.00		
R	23'-0" x 12'-4"	283.00		
S	15'-6" x 14'-4"	223.00		
	TOTAL SQ. FT.	1127		



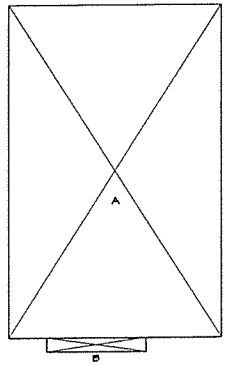
SITE PLAN SQ. FTG. CALCULATION
SCALE: 1/8" = 1'-0"



EXISTING BASEMENT SQ. FT. CALCULATIONS
SCALE: 1/8" = 1'-0"

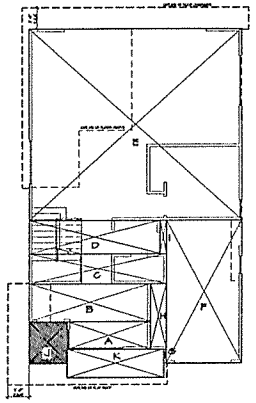


EXISTING MAIN FLOOR SQ. FT. CALCULATIONS
SCALE: 1/8" = 1'-0"

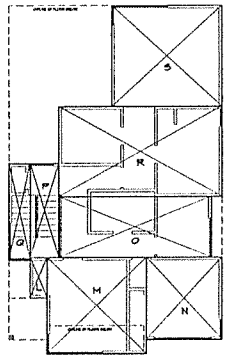


BUILDING COVERAGE SQ. FTG. CALCULATION
SCALE: 1/8" = 1'-0"

BUILDING COVERAGE SQUARE FEET CALCULATIONS		
AREA	DIMENSIONS	BUILDING COVERAGE
A	50'-0" x 41'-6"	1,425.00
B	14'-0" x 2'-0"	28.00
	TOTAL SQ. FT.	1,453.00 (28.7%)



LOWER FLOOR SQ. FT. CALCULATIONS
SCALE: 1/8" = 1'-0"



UPPER FLOOR SQ. FT. CALCULATIONS
SCALE: 1/8" = 1'-0"

REVISIONS	BY

HYLAND DESIGN GROUP

NEW RESIDENCE FOR DGB INVESTMENTS
JVERSITY DRIVE MENLO PARK, CA. 94025

Sheet Title
SQUARE FEET CALCULATIONS

Date: 12.10.14
Scale: 1/8"=1'-0"
Designed: NI
Drawn: HDG
Job No.: 1422
Sheet No.
A7
Of 7 Sheets

HYLAND
DESIGN GROUP

Project Description Letter:
For 810 University Avenue

We are proposing a new two-story single family dwelling with attached one-car garage. The architectural style is Contemporary and includes 2250 square feet of living, 216 square foot garage and a Front Covered Porch.

Due to the fact that this property is zoned R-3 and part of the downtown Menlo Park Area we thought it appropriate to design a more Urban Modern style Home.

We coordinated with the city planner, Stephen O'Connell on form, windows and exterior materials. There is a mixed media of materials, stucco and stained siding and it has a flat roof.

We believe it has good form and mass for this style of architecture.

Kielty Arborist Services
Certified Arborist WE#0476A
P.O. Box 6187
San Mateo, CA 94403
650- 515- 9783

RECEIVED
2014
CITY OF MENLO PARK
PLANNING

July 23, 2014

Fedorca Investments, LLC
PO Box 52128
Palo Alto, CA 94303

Site: 810 University Drive, Menlo Park, CA

Dear Mr. Fedorca,

As requested on Wednesday, July 24, 2014, I visited the above site for the purpose of inspecting and commenting on the trees. A new home is planned for this site and as required by the City of Menlo Park a survey of the trees and a tree protection plan will be included.

Method:
The significant trees on this site were located on a map provided by you. Each tree was given an identification number. This number was inscribed on a metal foil tag and nailed to the trees at eye level. The trees were then measured for diameter at 54 inches above ground level (DBH or diameter at breast height). Each tree was assigned a condition rating from 1 to 100 for form and vitality using the following scale;

1	-	29	Very Poor
30	-	49	Poor
50	-	69	Fair
70	-	89	Good
90	-	100	Excellent

The height of each tree was estimated and the spread was paced off. Lastly, a comments section is provided.

Survey:

Tree#	Species	DBH	CON	HT/SP	Comments
1	Monterey pine *(Pinus radiata)*	33.9	50	45/50	Fair vigor, fair form, roots have lifted wall and driveway
2*	Tulip magnolia *(Magnolia x solangeana)*	5.8@base	60	10/8	Good vigor, poor-fair form multi leader at base of tree.

F1

Tree#	Species	DBH	CON	HT/SP	Comments
3*	Persimmon *(Diospyros kaki)*	7.2	60	15/15	Good vigor, fair form, leans to the south, 4 feet from existing house.
4*	Mexican lime tree *(Citrus x aurantiifolia)*	6.4@ 1'	60	10/10	Good vigor, fair form, multi leader at 2 feet.
5	Loquat *(Eriobotrya japonica)*	12@base	60	20/15	Good vigor, fair form, poor location, multi leader at base.
6	Avocado *(Persea americana)*	20.3	65	30/35	Fair vigor, fair form, heavy lean to the south, abundance of fruit
7	Avocado *(Persea americana)*	15est.	55	30/20	Poor to fair vigor, poor form, codominant at base, freeze damage

*indicates tree to be removed

Summary:
The property at 810 University has only imported tree species most of them are fruiting trees. The trees are in poor to fair condition. The proposed house is near the same footprint as the existing house and with the exception of Tree #2, #3 and #4. The proposed home will not greatly affect the protected trees. Trees #2,#3,#4 are all very close the existing house and will have to be removed. The following tree protection plan will help to insure the health of the trees to be retained.

Tree Protection Plan:
Tree protection zones should be established and maintained throughout the entire length of the project. Fencing for the protection zones should be 6 foot tall metal chain link type supported my 2 inch metal poles pounded into the ground by no less than 2 feet. The support poles should be spaced no more than 10 feet apart on center. The location for the protection fencing should be as close to the dripline as possible still allowing room for construction to safely continue. Signs should be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment should be stored or cleaned inside the tree protection zones.

Areas outside the fencing but still beneath the dripline of protected trees, where foot traffic is expected to be heavy, should be mulched with 4 to 6 inches of chipper chips.

FZ

Any roots to be cut should be monitored and documented. Large roots or large masses of roots to be cut should be inspected by the site arborist. The site arborist may recommend fertilizing or irrigation if root cutting is significant. Cut all roots clean with a saw or loppers. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist. The site arborist will be on site for the excavation the foundation.

Trenching for irrigation, electrical, drainage or any other reason should be hand dug when beneath the driplines of protected trees. Hand digging and carefully laying pipes below or beside protected roots will dramatically reduce root loss of desired trees thus reducing trauma to the entire tree. Trenches should be backfilled as soon as possible with native material and compacted to near its original level. Trenches that must be left exposed for a period of time should also be covered with layers of burlap and kept moist. Plywood over the top of the trench will also help protect exposed roots below.

Normal irrigation should be maintained throughout the entire length of the project. The imported trees on this site will require irrigation during the warm season months. Some irrigation may be required during the winter months depending on the seasonal rainfall. During the summer months the trees on this site should receive heavy flood type irrigation 2 times a month. During the fall and winter 1 time a month should suffice. Mulching the root zone of protected trees will help the soil retain moisture, thus reducing water consumption.

During the demolition process all tree protection must be in place. An inspection prior to the start of the demolition is required. A pre-demolition meeting with the site arborist may be required. All vehicles must remain on paved surfaces if possible. If vehicles are to stray from paved surfaces, 4 to 6 inches of chips shall be spread and plywood laid over the mulch layer. This type of landscape buffer will help reduce compaction of desired trees. Parking will not be allowed off the paved surfaces. The removal of foundation materials, when inside the driplines of protected trees, should be carried out with care. Hand excavation may be required in areas of heavy rooting. Exposed or damaged roots should be repaired and covered with native soil. Six inches of chipper chip mulch will be spread beneath the driplines of all protected trees . The mulch laver will be kept 12 inches from the trunk of protected trees, protection fencing may need to be moved after the demolition. The site arborist should be notified and the relocated fence should be inspected. A pre-construction fencing inspection is required.

This information should be kept on site at all times. The information included in this report is believed to be true and based on sound arboricultural principles and practices.

Sincerely,

Kevin R. Kielty
Certified Arborist We#0476A

#3

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM D2

LOCATION:	**4020 Campbell Avenue**	**APPLICANT:**	**Garrett Belmont**
EXISTING USE:	**Non-Medical Office**	**OWNER:**	**4020 Amber, LLC**
PROPOSED USE:	**Non-Medical Office and Diesel Emergency Generator**	**APPLICATION:**	**Use Permit**
ZONING:	**M-2 (General Industrial)**		

PROPOSAL

The applicant is requesting a use permit for the storage and use of hazardous materials (diesel fuel) for an emergency generator associated with a data and control center. The proposed generator would be located at the south (right) side of the property, within an area enclosed by a vinyl-coated chain link fence with vinyl strip infill along Campbell Avenue in the M-2 (General Industrial) zoning district.

ANALYSIS

Site Location

The subject property is located on the east side of Campbell Avenue in the M-2 zoning district. The tenant occupies the entire building with a data and control center. The immediately adjacent parcels along Campbell Avenue are also part of the M-2 zoning district and are occupied by a variety of warehouse, light manufacturing, research and development (R&D), and office uses. The nearest residential parcels are located over 275 feet south of the project site in the Lorelei Manor neighborhood. These residential parcels are separated from the M-2 zoning district by Bohannon Drive, the Dumbarton Rail corridor, and a line of fences and vegetation that serve as screening between the residential and commercial/industrial uses. Other properties in the vicinity of the subject parcel maintain emergency diesel generators, such as 3885 Bohannon Drive and 4500 Bohannon Drive.

Project Description

The applicant is requesting approval to use hazardous materials in association with an outdoor emergency generator. The generator would run on diesel fuel and would include a 333 gallon tank located within the generator enclosure. In the event of a power outage, the generator would allow critical operations at the data and control center to continue for approximately two hours. Outside of emergency uses, the generator would typically be tested once a month for two hours or less to ensure ongoing and dependable performance. The project plans, included as Attachment B, show the location of the generator on the site. The applicant provided a project description letter that describes the proposal in more detail (Attachment C).

The applicant is proposing to place the generator along the south (right) side of the building, across from the existing trash enclosure toward the front half of the parcel. The proposed location would allow the applicant to avoid displacing parking spaces and would utilize the existing walls of the building to help screen the generator along its north and east sides. The generator would be screened from public view by a new vinyl-coated chain link fence with vinyl strip infill. The fence would have a height of approximately eight feet, seven inches above grade, which would match the height of the generator at its tallest point. The proposed generator would be housed within a sound-attenuated enclosure to reduce any noise impacts from its operation.

Since the unit is ground-mounted, the Noise Ordinance limits the maximum noise level during testing to 50 dB(A) at the nearest residential property line during the evening hours and 60 dB(A) during the daytime hours. At 50 feet, the proposed generator's noise rating would be 71.6 dB(A). With the nearest residential parcels being over 275 feet from the proposed generator, sound impacts to residential properties in the area would likely be limited.

Proposed Hazardous Materials

The existing office building does not currently utilize hazardous materials in association with the business, and an emergency generator has not previously been used at the site. Diesel fuel for the generator would be the only hazardous material stored on-site. The proposed generator tank can hold up to 333 gallons of fuel. The proposed generator would have a double-contained tank with low level and leak detector switches. In addition, the generator would contain an overfill prevention valve and five gallon spill containment basin, as described in the generator specification sheet included as Attachment D.

Agency Review

The Menlo Park Fire Protection District (MPFPD), City of Menlo Park Building Division, West Bay Sanitary District, and San Mateo County Environmental Health Services Division were contacted regarding the proposed use and storage of hazardous materials on the project site. Each entity found the proposal to be in compliance with all

applicable standards and approved the proposal. Their correspondence has been included as Attachment E.

Correspondence

Staff has not received any correspondence from neighboring property owners or the general public regarding this project.

Conclusion

Staff believes that the proposed emergency diesel generator would comply with all industry standard precautions to protect personnel and the environment. The proposed use and quantities of hazardous materials would be consistent with other emergency generators located within general office complexes. In addition, the proposed generator would be screened by fencing and located within a sound attenuating enclosure. Staff has not received any letters of opposition to the project, and it has been reviewed by the relevant agencies to ensure compliance with all applicable standards. Staff recommends that the Planning Commission approve the proposed project.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines.

2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.

3. Approve the use permit subject to the following ***standard*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by Parsons, consisting of five plan sheets, dated received March 12, 2015, and approved by the Planning Commission on May 18, 2015 except as modified by the conditions contained herein, subject to review and approval by the Planning Division.

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

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

d. If there is an increase in the quantity of hazardous materials on the project site, a change in the location of the storage of the hazardous materials, or the use of additional hazardous materials after this use permit is granted, the applicant shall apply for a revision to the use permit.

e. Any citation or notification of violation by the Menlo Park Fire Protection District, San Mateo County Environmental Health Department, West Bay Sanitary District, Menlo Park Building Division or other agency having responsibility to assure public health and safety for the use of hazardous materials will be grounds for considering revocation of the use permit.

f. If the business discontinues operations at the premises, the use permit for hazardous materials shall expire unless a new business submits a new hazardous materials business plan to the Planning Division for review by the applicable agencies to determine whether the new hazardous materials business plan is in substantial compliance with the use permit.

Report prepared by:
Tom Smith
Associate Planner

Report reviewed by:
Thomas Rogers
Senior Planner

PUBLIC NOTICE & APPEAL PERIOD
Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 1,320-foot radius of the subject property. Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

ATTACHMENTS
A. Location Map
B. Project Plans
C. Project Description Letter
D. Generator Specification Sheet

E. Hazardous Materials Agency Referral Forms:
- Menlo Park Fire Protection District
- San Mateo County Environmental Health Department
- West Bay Sanitary District

- Menlo Park Building Division

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

EXHIBITS TO BE PROVIDED AT MEETING
None

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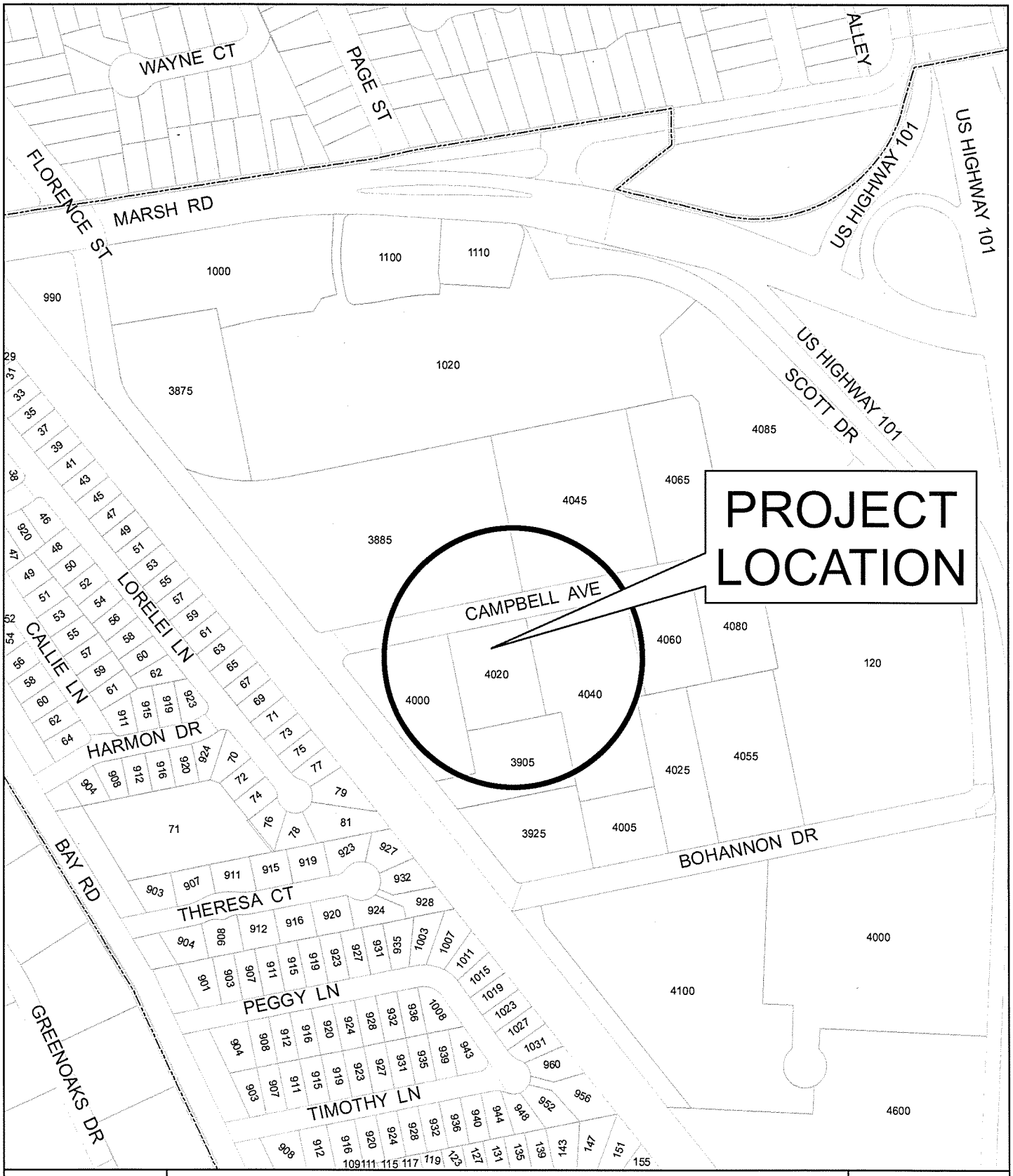


CITY OF MENLO PARK

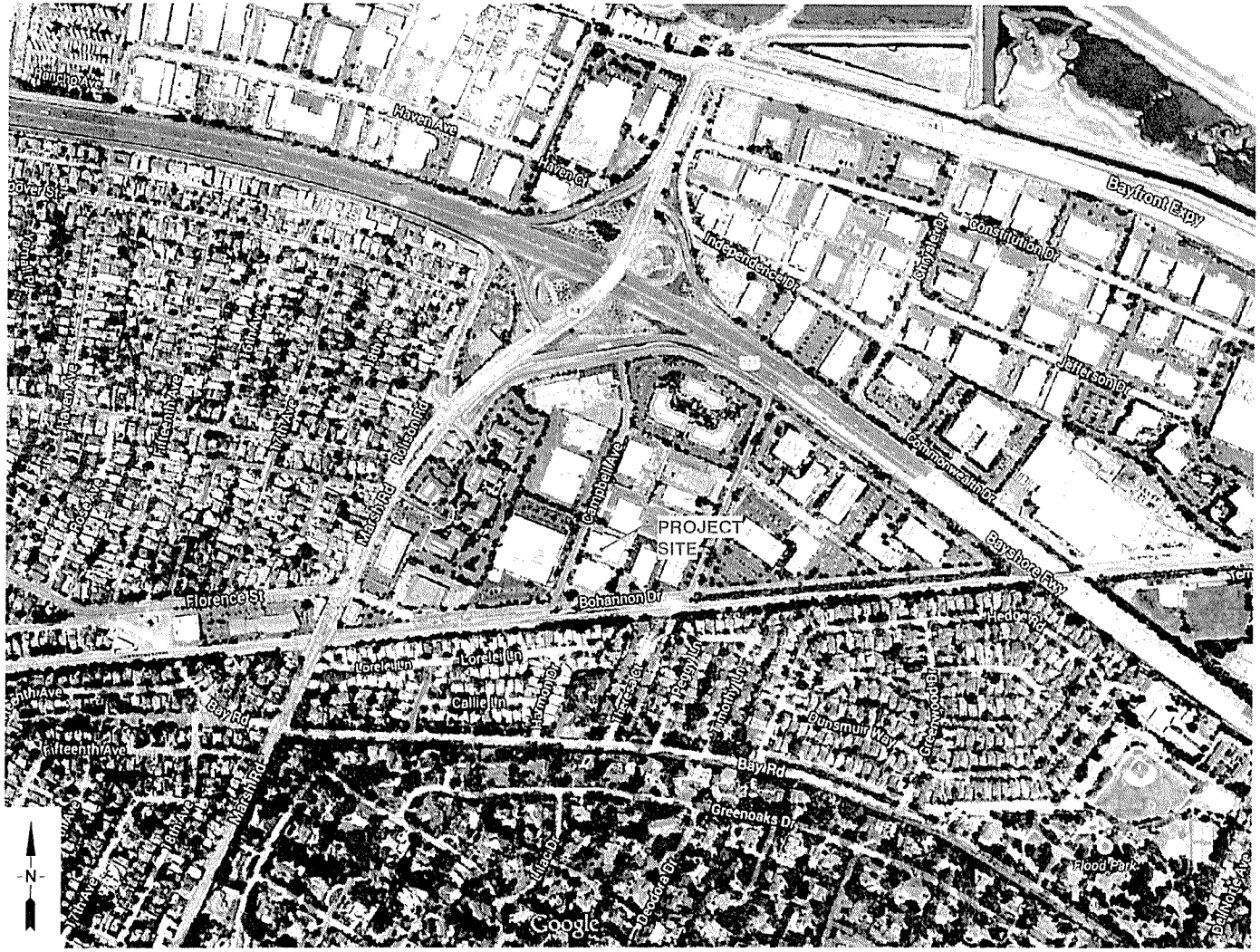
LOCATION MAP

4020 CAMPBELL AVENUE

DRAWN: TAS CHECKED: TAS DATE: 05/18/15 SCALE: 1" = 300' SHEET: 1

A1

B1



4020 CAMPBELL

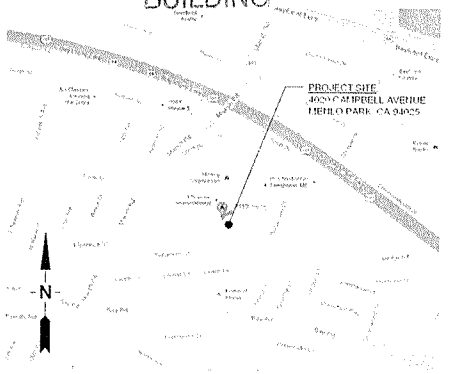
PLANNING COMMISSION REVIEW

MENLO PARK, CA

FEBRUARY 2015

SHEET INDEX			
DWG NO	REV NO	DATE	TITLE
001	1	FEB 2015	COVER SHEET
002	0	FEB 2015	SITE PLAN
003	0	FEB 2015	ELEVATIONS
004	0	FEB 2015	PHOTOGRAPH - EXISTING CONDITIONS

RECEIVED
MAR 12 2015
CITY OF MENLO PARK
BUILDING



DESIGNED	RG	FEB 2015	DATE
DRAWN	GB	FEB 2015	DATE
CHECKED	PG	FEB 2015	DATE
APPROVED		FEB 2015	DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS		
DATE	BY	DESCRIPTION

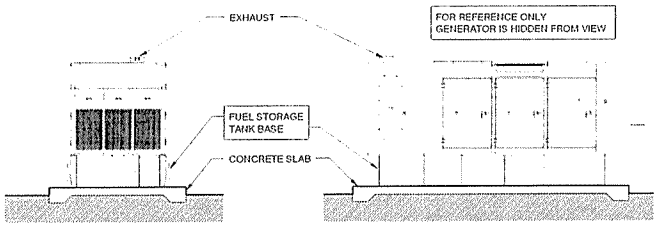
PARSONS
50 FREMONT STREET
SAN FRANCISCO, CA 94105

4020 CAMPBELL AVENUE

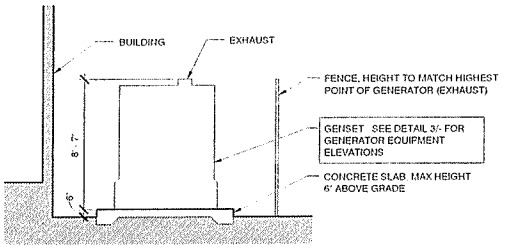
COVER SHEET

SCALE	DRAWING NO.	SHEET 1 OF 4
NONE	001	

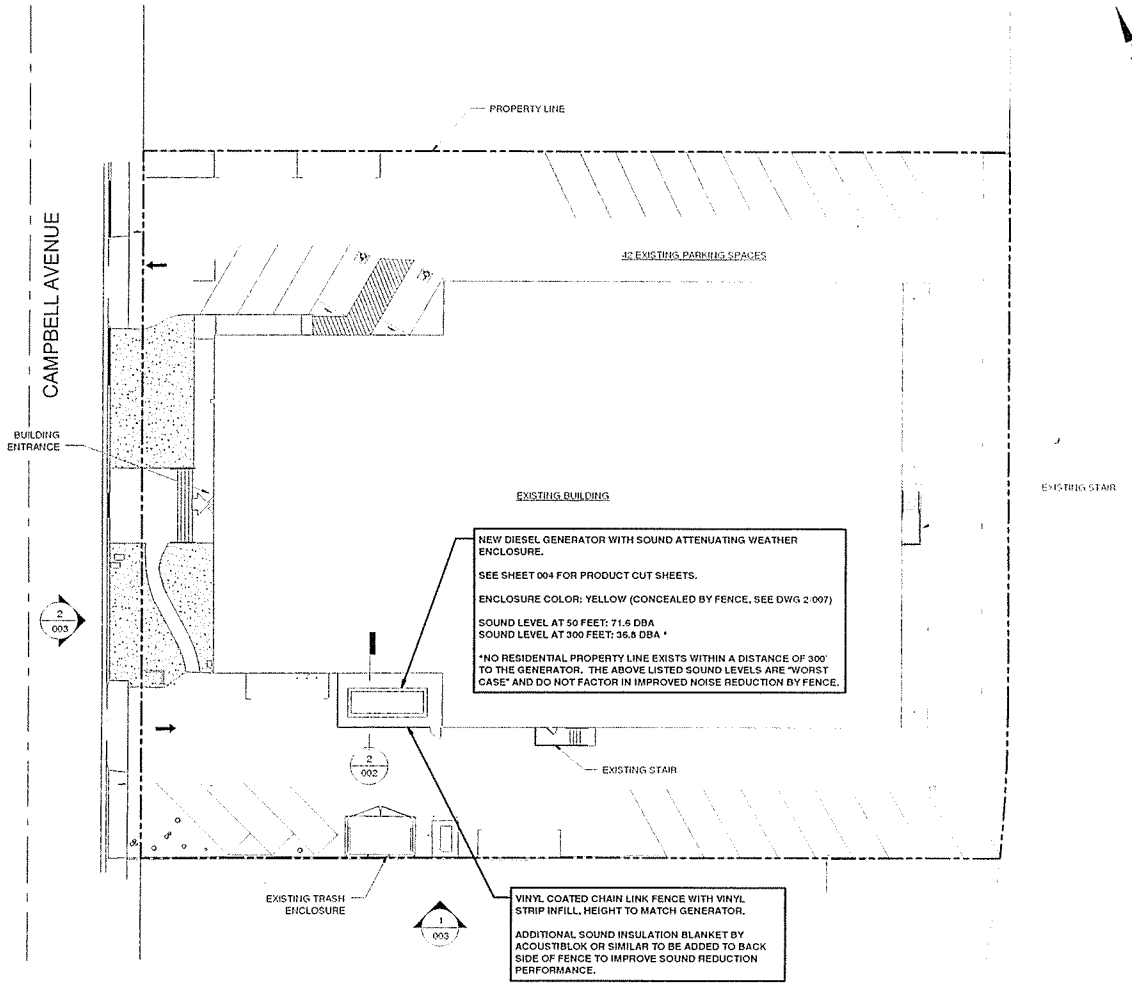
B2



3 / 002 GENSET ELEVATIONS
1/4" = 1'-0"



2 / 002 GENSET CROSS SECTION
1/4" = 1'-0"



1 / 002 SITE PLAN
1/16" = 1'-0"

GRAPHIC SCALE 16 8 0 16 32

DESIGNED RG	FEB 2015	
DRAWN GB	FEB 2015	
CHECKED PG	FEB 2015	
APPROVED	FEB 2015	

REFERENCE DRAWINGS

NUMBER	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION

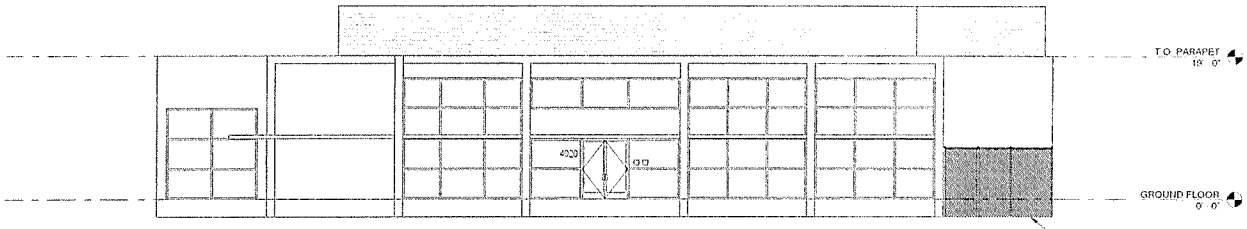
PARSONS
50 FREMONT STREET
SAN FRANCISCO, CA 94105

4020 CAMPBELL AVENUE

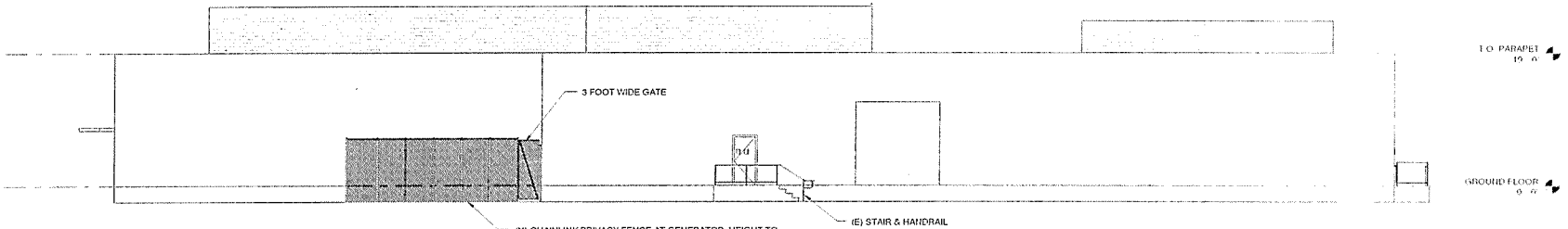
SITE PLAN

SCALE	DRAWING NO.	SHEET
AS NOTED	002	SHEET 2 OF 4

B3



2 / 003 WEST BUILDING ELEVATION
1/8" = 1'-0"



1 / 003 SOUTH BUILDING ELEVATION
1/8" = 1'-0"

DESIGNED	RG	FEB 2015	DATE
DRAWN	GB	FEB 2015	DATE
CHECKED	PG	FEB 2015	DATE
APPROVED		FEB 2015	DATE

REFERENCE DRAWINGS

NUMBER	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION

PARSONS
50 FREMONT STREET
SAN FRANCISCO, CA 94105

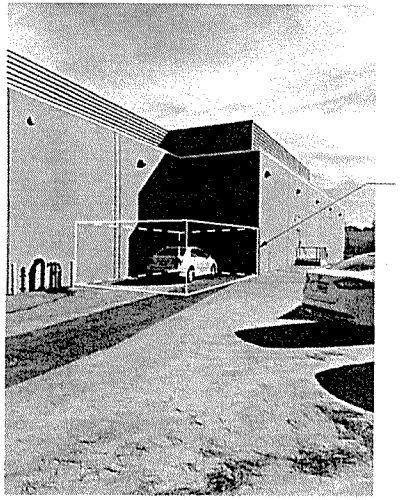
4020 CAMPBELL AVENUE

ELEVATIONS

SCALE	DRAWING NO.	SHEET 3 OF 4
1/8" = 1'-0"	003	

B4

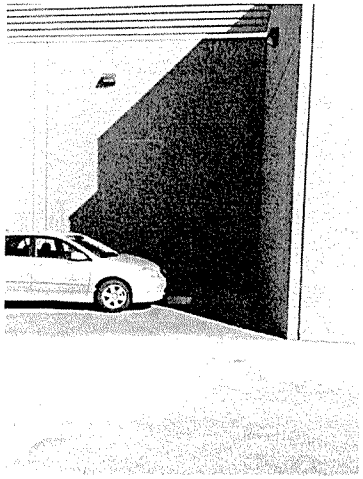
VIEW OF THE EXISTING BUILDING FROM CAMPBELL AVENUE



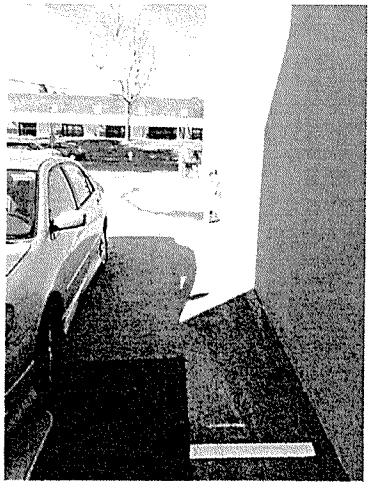
AREA OF GENERATOR AND FENCE SHOWN AS WHITE OUTLINE

NOTE: CAR SHOWN FOR SCALE. NOT A PARKING SPACE

DETAIL, VIEW FROM FRONT OF PROPERTY



DETAIL, SIDE



DETAIL, VIEW TO STREET

NOTES:
1. CAR SHOWN FOR SCALE. NO PARKING SPACES ARE TO BE REMOVED BY GENERATOR INSTALLATION.

DESIGNED	RG	FEB 2015	DATE
DRAWN	GB	FEB 2015	DATE
CHECKED	DJ	FEB 2015	DATE
APPROVED		FEB 2015	DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

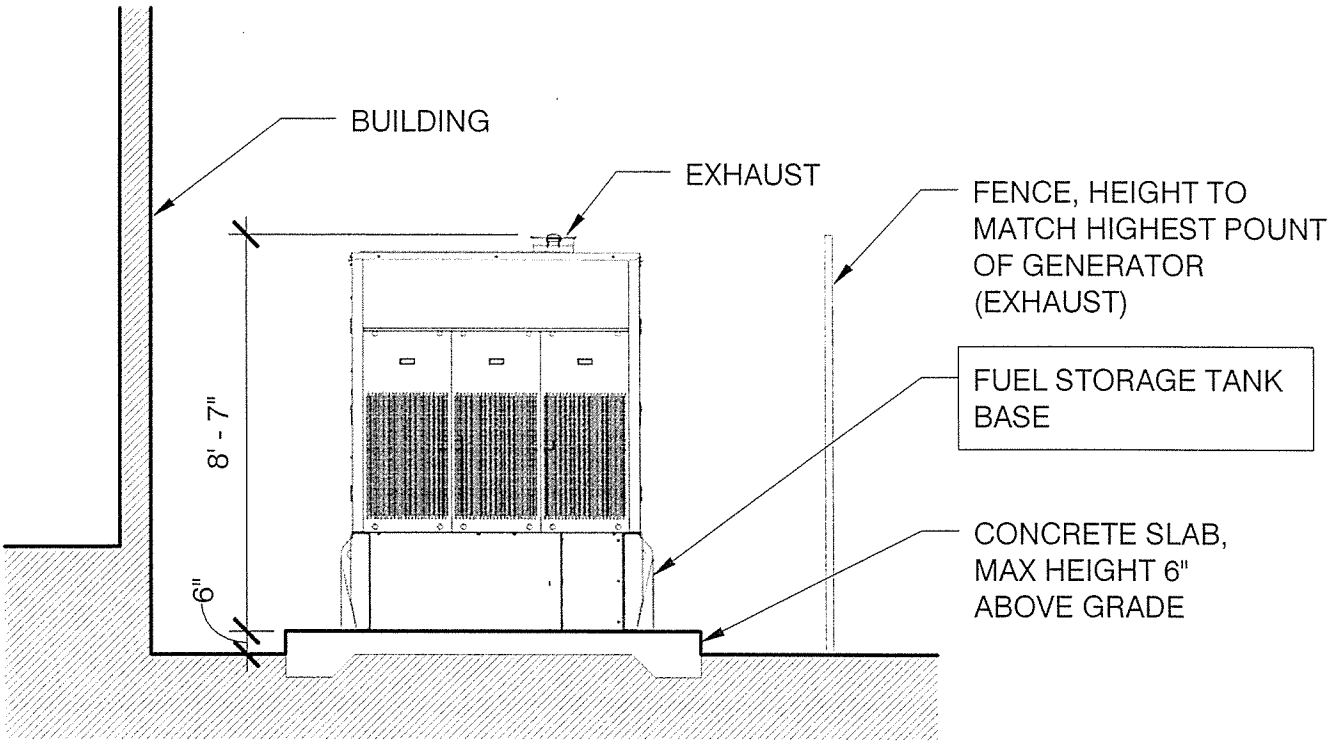
REVISIONS		
DATE	BY	DESCRIPTION

PARSONS
50 FREMONT STREET
SAN FRANCISCO, CA 94105

4020 CAMPBELL AVENUE

PHOTOGRAPHY - EXISTING CONDITIONS

SCALE	DRAWING NO.	SHEET 4 OF 4
12" = 1'-0"	004	



GENERATOR CROSS SECTION

Date	10/27/14	4
Drawn by	GB	
Checked by	DJ	Scale 1/4" = 1'-0"

PARSONS

799 7th Street • San Francisco, California 94107 • 415.796.9810 • www.parsons.com

April 17, 2015

Kyle Perata
Planning Division
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Subject: Request for consideration of stand-by generator installation.

Reference: Use Permit for BCCF at 4020 Campbell Avenue, Menlo Park, CA 94025

Dear Mr. Perata,

This letter is intended to provide information to you in support of our request to consider permitting the installation of a stand-by diesel generator intended for emergency uses only.

The proposed project location is along the south side of the existing building at 4020 Campbell Avenue, currently used as a data and control center. The adjacent structures at the north, south, east and west are office and light industrial uses. The nearest residential property is 400 feet from the proposed generator installation.

The proposed project consists of a diesel stand-by generator and a screened fence to conceal the generator. In the event of a power outage, the generator would provide approximately 2 hours of stand-by power necessary for continued critical operations at the data and control center.

A vinyl coated chain link fence with vinyl strip infill conceals the generator from public view. Access to the generator is through a man-gate at the side, with aesthetic and functional properties similar to the fence.

The generator would undergo regular maintenance involving monthly tests of 2 hours or less. Refueling would be infrequent, approximately every 2 years.

Should you have any questions or require additional information, please do not hesitate to contact me directly at garrett.belmont@parsons.com.

Sincerely,

Garrett Belmont

Garrett Belmont
Project Architect, Parsons

C1

RECEIVED
MAR 1 2 2015
CITY OF MENLO PARK
BUILDING

DIESEL GENERATOR SET

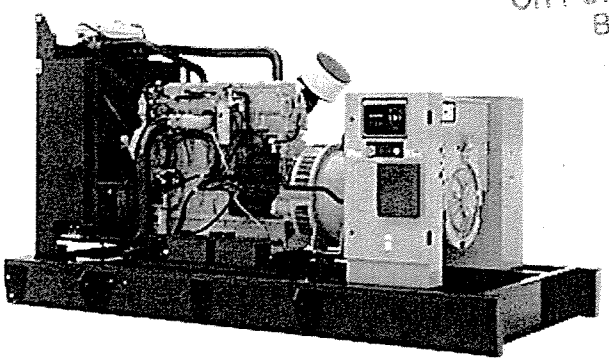


Image shown may not reflect actual package.

STANDBY
400 ekW 500 kVA
60 Hz 1800 rpm 480 Volts

Caterpillar is leading the power generation marketplace with Power Solutions engineered to deliver unmatched flexibility, expandability, reliability, and cost-effectiveness.

FEATURES

FUEL/EMISSIONS STRATEGY

- EPA Certified for Stationary Emergency Application (EPA Tier 3 emissions levels)

DESIGN CRITERIA

- The generator set accepts 100% rated load in one step per NFPA 110 and meets ISO 8528-5 transient response

UL 2200 / CSA – Optional

- UL 2200 Listed packages
- CSA Certified

Certain restrictions may apply.

Consult with your Cat® Dealer.

FULL RANGE OF ATTACHMENTS

- Wide range of bolt-on system expansion attachments, factory designed and tested
- Flexible packaging options for easy and cost effective installation

SINGLE-SOURCE SUPPLIER

- Fully prototype tested with certified torsional vibration analysis available

WORLDWIDE PRODUCT SUPPORT

- Cat dealers provide extensive post sale support including maintenance and repair agreements
- Cat dealers have over 1,800 dealer branch stores operating in 200 countries
- The Cat S•O•S℠ program cost effectively detects internal engine component condition, even the presence of unwanted fluids and combustion by-products

CAT C15 ATAAC DIESEL ENGINE

- Utilizes ACERT™ Technology
- Reliable, rugged, durable design
- Field-proven in thousands of applications worldwide
- Four-stroke-cycle diesel engine combines consistent performance and excellent fuel economy with minimum weight
- Electronic controlled governor

CAT GENERATOR

- Matched to the performance and output characteristics of Cat engines
- UL 1446 Recognized Class H insulation
- CSA Certified

CAT EMCP 4 CONTROL PANELS

- Simple user friendly interface and navigation
- Scalable system to meet a wide range of customer needs
- Integrated Control System and Communications Gateway
- Integrated Voltage Regulation

SEISMIC CERTIFICATION

- Seismic Certification available
- Anchoring details are site specific, and are dependent on many factors such as generator set size, weight, and concrete strength.

  IBC Certification requires that the anchoring system used is reviewed and approved by a Professional Engineer
- Seismic Certification per Applicable Building Codes: IBC 2000, IBC 2003, IBC 2006, IBC 2009, IBC 2012, CBC 2007, CBC 2010

STANDBY 400 ekW 500 kVA
60 Hz 1800 rpm 480 Volts

FACTORY INSTALLED STANDARD & OPTIONAL EQUIPMENT

System	Standard	Optional
Air Inlet	• Disposable air filter	[ ] Canister type, dual element [ ] Heavy duty air cleaner
Cooling	• Package mounted radiator	
Exhaust	• Exhaust flange outlet	[ ] Industrial [ ] Residential / Critical
Fuel	• Primary fuel filter with integral water separator • Secondary fuel filters • Fuel priming pump	
Generator	• Matched to the performance and output characteristics of Cat engines • IP23 Protection	[ ] Permanent magnet excitation (PMG) [ ] Anti-condensation space heater [ ] Internal excitation (IE) [ ] Coastal insulation protection
Power Termination	• Power terminal strips	[ ] Circuit breakers – 100% rated assembly, UL Listed [ ] SUSE (Suitable for use as service equipment)
Control Panels	• EMCP 4.2	[ ] EMCP 4.3 [ ] EMCP 4.4 [ ] Local and remote annuniciator modules [ ] Remote monitoring software
Mounting	• Rubber vibration isolators	
Starting/Charging	• 24 volt starting motor & charging alternator • Batteries	[ ] Battery chargers [ ] Oversize batteries [ ] Jacket water heater
General	• Paint - Caterpillar Yellow except rails and radiators gloss black • Narrow skid base	The following options are based on regional and product configuration: [ ] Seismic Certification per Applicable Building Codes: IBC 2000, IBC 2003, IBC 2006, IBC 2009, IBC 2012, CBC 2007, CBC 2010 [ ] UL 2200 Listed package [ ] CSA Certified [ ] Wide skid base [ ] Sound attenuated enclosure [ ] Weather protective enclosure [ ] Integral dual wall UL Listed 8 hr fuel tank [ ] Sub-base dual wall UL Listed 24 hr fuel tank [ ] Sub-base dual wall UL Listed 48 hr fuel tank

STANDBY 400 ekW 500 kVA
60 Hz 1800 rpm 480 Volts

SPECIFICATIONS

STANDARD CAT GENERATOR	
Frame size	LC6114B
Excitation	Self Excitation
Pitch	0.6667
Number of poles	4
Number of bearings	Single bearing
Number of leads	12
Insulation	UL 1446 Recognized Class H with tropicalization and antiabrasion
IP Rating	IP23
Alignment	Pilot shaft
Overspeed capability (%)	125
Wave form deviation (%)	2
Voltage regulator	Three phase sensing
Voltage regulation	+/- 0.25% (steady state)
– Consult your Cat dealer for other available voltages	
CAT DIESEL ENGINE	
C15 ATAAC, I-6, 4-Stroke Water-cooled Diesel	
Bore	137.20 mm (5.4 in)
Stroke	171.40 mm (6.75 in)
Displacement	15.20 L (927.56 in^3)
Compression ratio	16.1:1
Aspiration	Air-to-air aftercooled
Fuel system	MEUI
Governor type	Caterpillar ADEM control system

CAT EMCP 4 SERIES CONTROLS

EMCP 4 controls including:
- Run / Auto / Stop Control
- Speed and Voltage Adjust
- Engine Cycle Crank
- 24-volt DC operation
- Environmental sealed front face
- Text alarm/event descriptions

Digital indication for:
- RPM
- DC volts
- Operating hours
- Oil pressure (psi, kPa or bar)
- Coolant temperature
- Volts (L-L & L-N), frequency (Hz)
- Amps (per phase & average)
- ekW, kVA, kVAR, kW-hr, %kW, PF (4.2 only)

Warning/shutdown with common LED indication of:
- Low oil pressure
- High coolant temperature
- Overspeed
- Emergency stop
- Failure to start (overcrank)
- Low coolant temperature
- Low coolant level

Programmable protective relaying functions:
- Generator phase sequence
- Over/Under voltage (27/59)
- Over/Under Frequency (81 o/u)
- Reverse Power (kW) (32) (4.2 only)
- Reverse reactive power (kVAr) (32RV)
- Overcurrent (50/51)

Communications:
- Four digital inputs (4.1)
- Six digital inputs (4.2 only)
- Four relay outputs (Form A)
- Two relay outputs (Form C)
- Two digital outputs
- Customer data link (Modbus RTU) (4.2 only)
- Accessory module data link (4.2 only)
- Serial annunciator module data link (4.2 only)
- Emergency stop pushbutton

Compatible with the following:
- Digital I/O module
- Local Annunciator
- Remote CAN annunciator
- Remote serial annunciator

TECHNICAL DATA

Open Generator Set - - 1800 rpm/60 Hz/480 Volts	DM8151	
EPA Certified for Stationary Emergency Application (EPA Tier 3 emissions levels)		
Generator Set Package Performance		
Genset power rating @ 0.8 pf	500 kVA	
Genset power rating with fan	400 ekW	
Fuel Consumption		
100% load with fan	120.6 L/hr	31.9 gal/hr
75% load with fan	97.5 L/hr	25.8 gal/hr
50% load with fan	72.0 L/hr	19.0 gal/hr
Cooling System[1]		
Air flow restriction (system)	0.12 kPa	0.48 in. water
Air flow (max @ rated speed for radiator arrangement)	639 m³/min	22566 cfm
Engine Coolant capacity with radiator/exp. tank	50.3L	13.3 gal
Engine coolant capacity	20.8 L	5.5 gal
Radiator coolant capacity	29.5 L	7.8 gal
Inlet Air		
Combustion air inlet flow rate	38.8 m³/min	1370.2 cfm
Exhaust System		
Exhaust stack gas temperature	487.7°C	909.9°F
Exhaust gas flow rate	103.5 m³/min	3655.1 cfm
Exhaust flange size (internal diameter)	152.4 mm	6.0 in
Exhaust system backpressure (maximum allowable)	10.0 kPa	40.2 in. water
Heat Rejection		
Heat rejection to coolant (total)	165 kW	9384 Btu/min
Heat rejection to exhaust (total)	463 kW	26331 Btu/min
Heat rejection to aftercooler	111 kW	6312 Btu/min
Heat rejection to atmosphere from engine	81.0 kW	4606 Btu/min
Heat rejection to atmosphere from generator	29.2 kW	1660.6 Btu/min
Alternator[2]		
Motor starting capability @ 30% voltage dip	880 skVA	
Frame	LC6114B	
Temperature rise	150°C	270°F
Lubrication System		
Sump refill with filter	60.0 L	15.9 gal
Emissions (Nominal)[3]		
NOx g/hp-hr	3.49 g/hp-hr	
CO g/hp-hr	0.35 g/hp-hr	
HC g/hp-hr	0.04 g/hp-hr	
PM g/hp-hr	0.034 g/hp-hr	

[1] For ambient and altitude capabilities consult your Cat dealer. Air flow restriction (system) is added to existing restriction from factory.

[2] Generator temperature rise is based on a 40° C (104° F) ambient per NEMA MG1-32. Some packages may have oversized generators with a different temperature rise and motor starting characteristics.

[3] Emissions data measurement procedures are consistent with those described in EPA CFR 40 Part 89, Subpart D & E and ISO8178-1 for measuring HC, CO, PM, NOx. Data shown is based on steady state operating conditions of 77°F, 28.42 in HG and number 2 diesel fuel with 35° API and LHV of 18,390 btu/lb. The nominal emissions data shown is subject to instrumentation, measurement, facility and engine to engine variations. Emissions data is based on 100% load and thus cannot be used to compare to EPA regulations which use values based on a weighted cycle.

RATING DEFINITIONS AND CONDITIONS

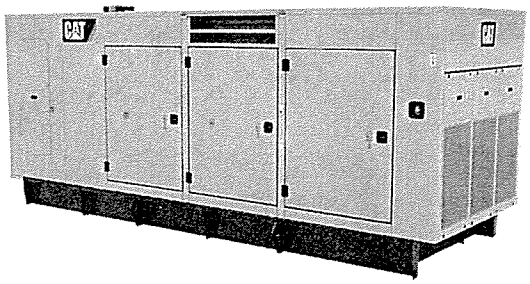
Applicable Codes and Standards:
AS1359, CSA C22.2 No100-04, UL142,UL489, UL869, UL2200, NFPA37, NFPA70, NFPA99, NFPA110, IBC, IEC60034-1, ISO3046, ISO8528, NEMA MG1-22,NEMA MG1-33, 72/23/EEC, 98/37/EC, 2004/108/EC.

Standby – Output available with varying load for the duration of the interruption of the normal source power. Average power output is 70% of the standby power rating. Typical operation is 200 hours per year, with maximum expected usage of 500 hours per year.

Ratings are based on SAE J1349 standard conditions. These ratings also apply at ISO3046 standard conditions.

Fuel Rates are based on fuel oil of 35° API (16°C or 60°F) gravity having an LHV of 42 780 kJ/kg (18,390 Btu/lb) when used at 29°C (85°F) and weighing 838.9 g/liter (7.001 lbs/U.S. gal.).

Additional Ratings may be available for specific customer requirements. Consult your Cat representative for details.



Picture shown may not reflect actual package.

C15 SOUND ATTENUATED ENCLOSURES

US Sourced 60 Hz

FEATURES

ROBUST / HIGHLY CORROSION RESISTANT CONSTRUCTION

- Factory installed on skid base
- Environmentally friendly, polyester powder baked paint
- 14 gauge steel
- Zinc plated or stainless steel fasteners
- Internally mounted super critical exhaust silencing system
- Designed and tested to comply with UL 2200 Listed generator set package
- Compression door latches providing solid door seal

EXCELLENT ACCESS

- Large cable entry area for installation ease
- Accommodates side mounted single or multiple breakers
- Three doors on both sides
- Vertically hinged allow 180° opening rotation and retention with door stays
- Lube oil and coolant drains piped to the exterior of the enclosure base
- Radiator fill cover

SECURITY AND SAFETY

- Lockable access doors which give full access to control panel and breaker
- Cooling fan and battery charging alternator fully guarded
- Fuel fill, oil fill, and battery can only be reached via lockable access
- Externally mounted emergency stop button
- Designed for spreader bar lifting to ensure safety
- Stub-up area is rodent proof

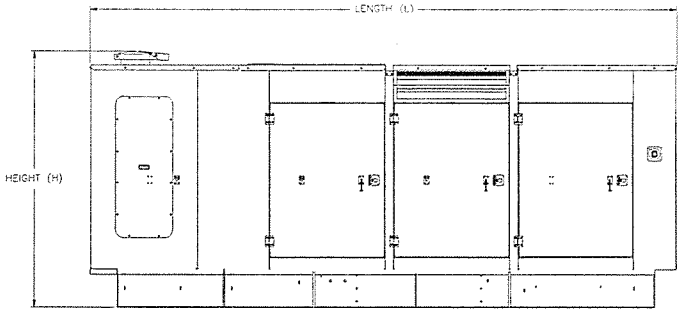
TRANSPORTABILITY

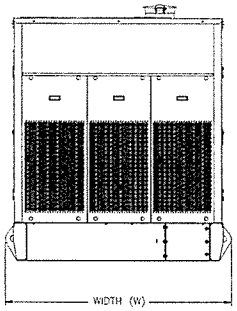
These enclosures are of extremely rugged construction to withstand outdoor exposure and rough handling common on many construction sites.

OPTIONS

- Caterpillar yellow or white paint
- Control panel viewing window
- UL Listed 8 hour integral fuel tank
- UL Listed 24 or 48 hour sub base fuel tanks
- Seismic certification per applicable building codes: IBC 2000, IBC 2003, IBC 2006, IBC 2009, IBC 2012, CBC 2007, CBC 2010
- IBC Certification for 90 mph wind loading
- Anchoring details are site specific and are dependent on many factors such as generator set size, weight, and concrete strength. IBC Certification requires that the anchoring system used is reviewed and approved by a professional engineer.

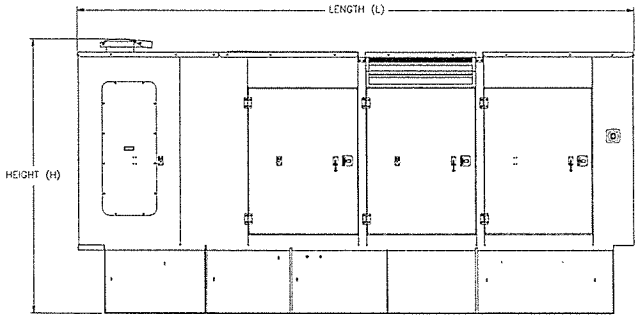
Sound Attenuated Enclosure Weights and Dimensions

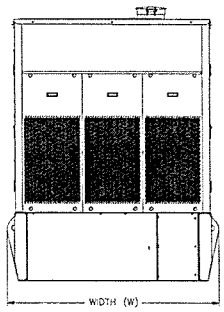




~~Sound Attenuated on Skid Base~~

Model	Rating ekW	Length "L" mm	Length "L" in	Width "W" mm	Width "W" in	Height "H" mm	Height "H" in	Weight kg	Weight lb
C15	350	4948	194.8	2014	79.3	2320	91.3	4842	10675
	400								
	450								
	500								
C18	550	5194	204.5	2014	79.3	2262	89.1	5367	11832
	600								





Sound Attenuated on a UL Listed Integral Fuel Tank Base

Model	Rating ekW	Length "L" mm	Length "L" in	Width "W" mm	Width "W" in	Height "H" mm	Height "H" in	Weight kg	Weight lb
C15	350	4948	194.8	2014	79.3	2619	103.1	5857	12912
	400								
	450								
	500								
C18	550	5194	204.5	2014	79.3	2557	100.7	6427	14169
	600								

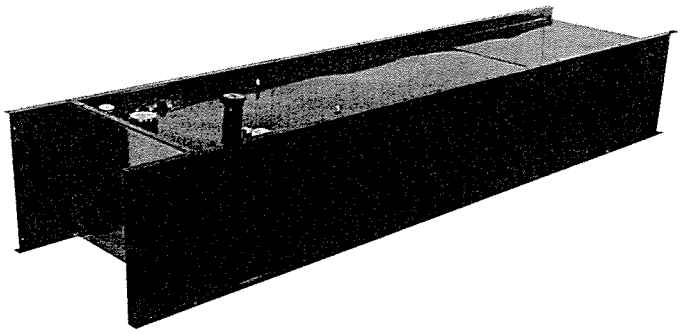


Image shown may not reflect actual package.

C15 / C18 Integral and Sub-Base Fuel Tanks

US Sourced Diesel Generator Set 320 – 600 kW 60 Hz

FEATURES

- UL listed for United States (UL 142) and Canada (ULC S601)
- Compliant with NFPA 30, 37 & 110 and CSA C282-09 & B139-09 standards.
- Dual wall
- Lockable fuel fill cap, 4" (101.6mm) NPT
- Fuel fill drop tube with in 6" (152mm) from bottom of tank
- Low fuel level warning standard, customer configurable warning or shutdown
- Primary tank leak detection switch in containment basin
- Tank design provides capacity for thermal expansion of fuel
- Fuel supply dip tube is positioned so as not to pick up fuel sediment
- Fuel return and supply dip tube is separated by an internal baffle to prevent immediate re-supply of heated return fuel
- Pressure washed with an iron phosphate solution
- Interior tank surfaces coated with a solvent-based thin-film rust preventative
- Heavy guage steel gussets with internal lifting rings
- Primary and secondary tanks are leak tested at 20.7 kPa (3 psi) minimum
- Compatible with open packages and enclosures
- Gloss black polyester alkyd enamel exterior paint
- Welded steel containment basin (minimum of 110% of primary tank capacity)
- Direct reading fuel gauge with variable electrical output
- Emergency vents on primary and secondary tanks are sized in accordance with NFPA 30

DESCRIPTION – Sub Base

- The sub-base fuel tank mounts below the generator set wide base

DESCRIPTION – Integral

- Integral diesel fuel tank is incorporated into the generator set base frame
- Robust base design includes linear vibtration isolators between tank base and engine generator

OPTIONS

- Audio/visual fuel level alarm panel
- 5 gal (18.9 L) spill containment
- Overfill prevention valve

~~INTEGRAL & SUB-BASE FUEL TANK BASE USEABLE CAPACITIES with Fuel Tank Dimensions & Weights~~
Integral – Width (W) 2014 mm (79.3 in)
Sub-base – Width (W) 2056 mm (81 in)
~~OPEN SET & WEATHER PROTECTIVE ENCLOSURE~~

C15 Tank Design	Minimum Run Time (100% Load)	Total Capacity		Useable Capacity		Feature Code	TANK ONLY						TANK AND PACKAGE			
							Dry Weight		Height 'H'		Length 'L'		Open Pgs Height		Enc. Pgs Height	
		Liter	Gallon	Liter	Gallon		kg	lb	mm	in	mm	in	mm	in	mm	in
Integral	8hr	1261	333	1215	321	FTDW002_I	1015	2,237	635	25	3814	150.1	2426	95.5	3200	126.0
Sub-Base	24hr	3922	1036	3793	1002	FTDW005_I	1659	3,657	635	25	5550	218.5	2766	108.9	3537	139.3
Sub-Base	48hr	7192	1900	7022	1855	FTDW006_I	1875	4134	889	35	6184	243.5	3020	118.9	3793	149.3

C18 Tank Design	Minimum Run Time (100% Load)	Total Capacity		Useable Capacity		Feature Code	TANK ONLY						TANK AND PACKAGE			
							Dry Weight		Height 'H'		Length 'L'		Open Pgs Height		Enc. Pgs Height	
		Liter	Gallon	Liter	Gallon		kg	lb	mm	in	mm	in	mm	in	mm	in
Integral	8hr	1457	385	1401	370	FTDW004_I	1060	2,337	635	25	3814	150.1	2400	94.5	3200	126.0
Sub-Base	24hr	3922	1036	3793	1002	FTDW005_I	1659	3,657	635	25	5550	218.5	2740	107.9	3537	139.3
Sub-Base	48hr	8385	2215	8177	2160	FTDW007_I	2150	4740	889	35	7073	278	2994	117.9	3793	149.3

INTEGRAL & SUB-BASE FUEL TANK BASE USEABLE CAPACITIES with Fuel Tank Dimensions & Weights
Integral – Width (W) 2014 mm (79.3 in)
Sub-base – Width (W) 2056 mm (81 in)
SOUND ATTENUATED ENCLOSURE

C15 Tank Design	Minimum Run Time (100% Load)	Total Capacity		Useable Capacity		Feature Code	TANK ONLY						TANK AND PACKAGE			
							Dry Weight		Height 'H'		Length 'L'		Open Pgs Height		Enc. Pgs Height	
		Liter	Gallon	Liter	Gallon		kg	lb	mm	in	mm	in	mm	in	mm	in
Integral	8hr	1261	333	1215	321	FTDW001_I	1015	2,237	635	25	4753	187	NA	NA	2619	103.1
Sub-Base	24hr	3922	1036	3793	1002	FTDW005_I	1659	3,657	635	25	5550	218.5	NA	NA	2955	116.3
Sub-Base	48hr	7192	1900	7022	1855	FTDW006_I	1875	4134	889	35	6184	243	NA	NA	3209	126.3

~~C18 Tank Design~~	Minimum Run Time (100% Load)	Total Capacity		Useable Capacity		Feature Code	TANK ONLY						TANK AND PACKAGE			
							Dry Weight		Height 'H'		Length 'L'		Open Pgs Height		Enc. Pgs Height	
		Liter	Gallon	Liter	Gallon		kg	lb	mm	in	mm	in	mm	in	mm	in
~~Integral~~	~~8hr~~	1457	385	1401	370	FTDW003_I	1060	2,337	635	25	4753	187	NA	NA	2557	100.7
~~Sub-Base~~	~~24hr~~	3922	1036	3793	1002	FTDW005_I	1659	3,657	635	25	5550	218.5	NA	NA	2897	114.1
~~Sub-Base~~	~~48hr~~	8385	2215	8177	2160	FTDW007_I	2150	4740	889	35	7073	278	NA	NA	3151	124.1

DEVELOPMENT SERVICES
PLANNING DIVISION
Contact: Tom Smith 650-330- 6730 or
tasmith@menlopark.org
701 Laurel Street
Menlo Park, CA 94025
PHONE (650) 330-6702
FAX (650) 327-1653

AGENCY REFERRAL FORM
RETURN DUE DATE: Wednesday, April 8, 2015

DATE: March 25, 2015

TO: **MENLO PARK FIRE PROTECTION DISTRICT**
~~Ron Keefer~~ Jon Johnston
170 Middlefield Road
Menlo Park, CA 94025
(650) 323-2407

Applicant	Garrett Belmont for 4020 Amber, LLC
Applicant's Address	100 West Walnut Street, Pasadena, CA 91124
Telephone/FAX	Tel: 626-440-2574
Contact Person	Garrett Belmont (Project Architect, Parsons)
Business Name	Caltrain
Type of Business	Data and control center for major transit provider.
Project Address	4020 Campbell Avenue, Menlo Park, CA 94025

FOR OFFICE USE ONLY

☐ The hazardous materials listed are not of sufficient quantity to require approval by this agency.

☑ The Fire District has reviewed the applicant's plans and use of listed hazardous materials/chemicals and has found the proposal to be in compliance with all applicable Fire Codes.

☐ The Fire District has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures to be made a part of the City's Use Permit approval (please list the suggested conditions and mitigation measures).

The applicant's proposal has been reviewed by the Menlo Park Fire Protection District by:

Signature/Date	Name/Title (printed)
5/12/2015	Jon Johnston - Fire Marshal
Comments:	

E1

DEVELOPMENT SERVICES
PLANNING DIVISION
Contact: Tom Smith 650-330- 6730 or
tasmith@menlopark.org
701 Laurel Street
Menlo Park, CA 94025
PHONE (650) 330-6702
FAX (650) 327-1653

AGENCY REFERRAL FORM
RETURN DUE DATE: Wednesday, April 8, 2015

DATE: March 25, 2015

TO: SAN MATEO COUNTY ENVIRONMENTAL HEALTH SERVICES DIVISION
Dan Romf, Hazardous Materials Specialist
San Mateo County Environmental Health
2000 Alameda de las Pulgas, Ste 100
San Mateo, CA 94403
(650) 372-6235

Applicant	Garrett Belmont for 4020 Amber, LLC
Applicant's Address	100 West Walnut Street, Pasadena, CA 91124
Telephone/FAX	Tel: 626-440-2574
Contact Person	Garrett Belmont (Project Architect, Parsons)
Business Name	Caltrain
Type of Business	Data and control center for major transit provider.
Project Address	4020 Campbell Avenue, Menlo Park, CA 94025

FOR OFFICE USE ONLY

☐ The hazardous materials listed are not of sufficient quantity to require approval by this agency.

☒ The Health Department has reviewed the applicant's plans and use of listed hazardous materials/chemicals and has found the proposal to be in compliance with all applicable Codes.

☐ The Health Department has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures to be made a part of the City's Use Permit approval (please list the suggested conditions and mitigation measures). The Health Department will inspect the facility once it is in operation to assure compliance with applicable laws and regulations.

The applicant's proposal has been reviewed by the San Mateo County Environmental Health Services Division by:

Signature/Date Darrell A. Cullen Digitally signed by Darrell A. Cullen DN: cn=Darrell A. Cullen, o=Environmental Health Services, ou=San Mateo County, email=dacullen@smcgov.org, c=US Date: 2015.04.07 16:14:09 -07'00' Name/Title (printed)

Comments:
Remember to update your electronic HMBP

E2

CITY OF MENLO PARK

DEVELOPMENT SERVICES
PLANNING DIVISION
701 Laurel Street
Menlo Park, CA 94025
PHONE (650) 858-3400
FAX (650) 327-5497

AGENCY REFERRAL FORM

DATE: **March 27th, 2015**

TO: **WEST BAY SANITARY DISTRICT**
500 Laurel Street
Menlo Park, CA 94025
(650) 321-0384

Applicant	Garrett Belmont for 4020 Amber, LLC
Applicant's Address	100 West Walnut Street, Pasadena, CA 91124
Telephone/FAX	Tel: 626-440-2574
Contact Person	Garrett Belmont (Project Architect, Parsons)
Business Name	Caltrain
Type of Business	Data and control center for major transit provider.
Project Address	4020 Campbell Avenue, Menlo Park, CA 94025

FOR OFFICE USE ONLY

☐ The hazardous materials listed are not of sufficient quantity to require approval by this agency.

✓ The Sanitary District has reviewed the applicant's proposed plans and use of listed hazardous materials/chemicals and has found that the proposal meets all applicable Code requirements.

☐ The Sanitary District has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures to be made a part of the City's Use Permit approval (please list the suggested conditions and mitigation measures).

The applicant's proposal has been reviewed by the West Bay Sanitary District by: Jed Beyer
Inspector

Signature/Date	Name/Title (printed)
3-30-15	John Simonetti, Regulatory Compliance

Comments:

E3

DEVELOPMENT SERVICES
PLANNING DIVISION
Contact: Tom Smith 650-330- 6730 or
tasmith@menlopark.org
701 Laurel Street
Menlo Park, CA 94025
PHONE (650) 330-6702
FAX (650) 327-1653

AGENCY REFERRAL FORM
RETURN DUE DATE: Wednesday, April 8, 2015

DATE: March 25, 2015

TO: CITY OF MENLO PARK BUILDING DIVISION
701 Laurel Street
Menlo Park, CA 94025
(650) 330-6704

Applicant	Garrett Belmont for 4020 Amber, LLC
Applicant's Address	100 West Walnut Street, Pasadena, CA 91124
Telephone/FAX	Tel: 626-440-2574
Contact Person	Garrett Belmont (Project Architect, Parsons)
Business Name	Caltrain
Type of Business	Data and control center for major transit provider.
Project Address	4020 Campbell Avenue, Menlo Park, CA 94025

FOR OFFICE USE ONLY

☐ The hazardous materials listed are not of sufficient quantity to require approval by this Division.

☑ The Building Division has reviewed the applicant's plans and listed hazardous materials/chemicals and has found that the proposal meets all applicable California Building Code requirements.

☐ The Building Division has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures to be made a part of the City's Use Permit approval (please list the suggested conditions and mitigation measures).

The applicant's proposal has been reviewed by the City of Menlo Park's Building Division by:

Signature/Date	Name/Title (printed)
Ron LaFrance 4/15/15	Ron LaFrance, Building Official

Comments:

E4

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM D3

LOCATION:	**475 Pope Street**	**APPLICANT:**	**German-American International School**
EXISTING USE:	**Public School**	**PROPERTY OWNER:**	**Ravenswood City School District**
PROPOSED USE:	**Private School**	**APPLICATION:**	**Use Permit, Architectural Control, and Sign Review**
ZONING:	**P-F (Public Facilities)**		

PROPOSAL

The applicant is requesting a use permit, architectural control, and sign review to allow a private school to operate on an approximately 3.9-acre portion of an existing public school site. The proposed educational program would include pre-school through 12th grade, with a student enrollment of up to 400 students. The proposed site improvements include six new portable buildings, new play areas, storage sheds, and a new freestanding sign. The project is located in the P-F (Public Facilities) zoning district, which allows the use of public school land for private schools through approval of a use permit.

BACKGROUND

The German-American International School (GAIS) is a private school that offers international, bilingual education, and currently offers programs for students ranging from pre-school to eighth grade. Since 1991, GAIS has been operating at 275 Elliott Drive, the former O'Connor School site owned by the Menlo Park City School District. The Menlo Park City School District will be re-occupying the O'Connor School site with a new public elementary school (Laurel Upper School) to meet its own projected enrollment, which has resulted in the need for GAIS to vacate the site by May 2015.

The subject site at 475 Pope Street is approximately 3.9-acre and has been occupied by public schools since its construction in 1955. Originally the Menlo Oaks Elementary School, the site was most recently occupied by the East Palo Alto Academy, a charter high school that vacated the site in 2014. Earlier this year, GAIS entered into a two-year lease with the Ravenswood City School District for use of the campus.

Due to time constraints in getting the site ready in time for the upcoming school year, the applicant has requested permission to make certain improvements to the subject site, including interior renovations to building B, painting, installation of fencing, repair of fire alarms, and installation of a fire hydrant. These improvements are currently under construction. These improvements are considered minor and are not specific to GAIS's occupation of the site, nor is the issuance of permits to implement these improvements an indication of approval, either implicitly or explicitly, for the proposed private school use. The applicant has accepted the associated risks of undertaking these improvements should the proposed discretionary requests be denied.

ANALYSIS

Site Location

The subject site is located at 475 Pope Street, on the east side of Willow Road and at the western terminus of Elm Street, in the P-F (Public Facilities) zoning district. The subject site consists of approximately 3.9 acres, and is located on the southeastern portion of a larger 15.8-acre parcel that is shared with the Willow Oaks Elementary School, in the Willows neighborhood. Willow Oaks Elementary School occupies approximately the northern half of the larger parcel, and playing fields are located in the southwestern portion.

Uses surrounding the subject parcel include single-family residences to the north, single-family residences to the east, single-family residences and Willow Oaks Park to the south, and multi-family residences, a gas station, and medical offices to the west. The VA Medical Center is located to the northwest of the subject site, on the west side of Willow Road.

Project Description

The applicant is requesting a use permit, architectural control, and sign review to allow GAIS to operate a private school on the subject site. The proposed educational program would include pre-school through 12th grade, with the high school program (grades nine through 12) phased in over a four-year period. The applicant is also proposing a student enrollment up to 400 students, with an enrollment of up to 315 students during the first school year and subsequent increases phased in over a multi-year period. The proposed site improvements include six new portable buildings, new play areas, storage sheds, and a new freestanding sign. The applicant's project description letter provides a detailed description of the proposed project, and is included in Attachment C.

The project is located in the P-F (Public Facilities) zoning district, which allows the use of public school land for private schools through approval of a use permit. Except for floor area ratio (FAR), all other development regulations in the P-F zoning district are established through the use permit process. The proposed portable buildings and storage sheds would comprise approximately 7,832 square feet. With the proposed portable buildings and storage sheds, the FAR for the overall parcel, including all buildings on the Willow Oaks Elementary School campus, would increase from 11.2 to 12.3 percent, where the maximum permitted is 30 percent. Likewise, the building coverage would also increase.

Educational Program and Student Enrollment

The GAIS's current educational program at the O'Connor School site includes pre-school through eighth grade, with a maximum allowable student enrollment of 315 students. The applicant is proposing to expand the school's educational program to include high school. The high school program would be phased in with one new grade per year, with the ninth grade class starting in the upcoming 2015-2016 school year. Each high school class would have approximately 15 students, for a total of up to 60 high school students. The applicant is also proposing a total enrollment of up to 400 students, which represents an overall increase from the 315 students permitted at their current campus. The enrollment increase would be phased in over a multi-year period, starting with 315 students in the upcoming 2015-2016 school year, and achieving an enrollment of up to 400 students in the 2019-2020 school year. The proposed student enrollment phasing is summarized in the following table:

Proposed Student Enrollment Phasing

Grade Level	School Year					
	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Pre-school	70	80	80	80	80	80
Kindergarten	30	35	35	35	40	40
Elementary	100	105	110	120	120	120
Middle School	80	80	85	90	100	100
High School	0	15	20	30	45	60
Total Students	**280**	**315**	**330**	**355**	**385**	**400**

The maximum enrollment of 400 students may only be achieved if the applicant has demonstrated compliance with the daily trip cap and parking demand is effectively managed on the subject site, as is discussed later in this report.

The applicant proposes to continue its current hours of operation, with its academic programs operating from 8:20 a.m. to 3:00 p.m., Monday through Friday. The school schedule would continue to be staggered to help reduce vehicular congestion, as follows:

GAIS Schedule

Grades	Start and End Times
Pre-school	9:00 a.m. to 1:45 p.m.
Kindergarten	8:45 a.m. to 1:55 p.m.
Elementary	8:20 a.m. to 2:00 p.m. (to 3:00 p.m. on Mondays and Tuesdays)
Middle and High School	8:20 a.m. to 3:00 p.m.

Extracurricular activities after school would run until 6:00 p.m. School events and ancillary educational programs operated by GAIS's sublessors are described in detail below.

School Events

The GAIS holds several recurring events throughout the year. The following table provides information pertaining to existing and anticipated recurring events at the school:

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School Events

Event	Frequency/ Day(s)	Hours	Anticipated Attendance
Open Classrooms	Annually in August	10:00 a.m. to 3:00 p.m.	50 people, staggered
Parents Evening (kindergarten to 4th grades)	Annually in September	5:00 p.m. to 9:00 p.m.	80 people, staggered
Parents Evening (5th to 8th grades)	Annually in September	5:00 p.m. to 9:00 p.m.	80 people, staggered
Community Meeting	Annually in September	7:30 p.m. to 9:30 p.m.	60 people
PS Game Night	Annually in October	5:00 p.m. to 9:00 p.m.	30 people
St. Martin's Parade	Annually in November	5:30 p.m. to 9:00 p.m.	200 people
Open House	Annually in November	1:00 p.m. to 5:00 p.m.	50 people, staggered
Winter Fest	Annually in December	2:00 p.m. to 5:00 p.m.	200 people
Open House	Annually in January	1:00 p.m. to 5:00 p.m.	50 people, staggered
Pizza and Game Night	Annually in April	6:00 p.m. to 8:00 p.m.	30 people
Community Meeting	Annually in May	7:30 p.m. to 9:30 p.m.	60 people
Summer Fest	Annually in June	3:00 p.m. to 7:00 p.m.	200 people
Dance	Twice a year in January and May	6:00 p.m. to 8:00 p.m.	60 people
Graduation	Annually in June, not anticipated until 2021	Evening	TBD

Staff believes that the proposed set of events is consistent with activities that typically occur in conjunction with a school use.

Sub-Leases

The GAIS has two sublessors who provide additional educational programming at their current O'Connor School site, the German American School of Palo Alto (GASPA) and the Palo Alto French Education Association (PAFEA). With GAIS's relocation to the subject site, both GASPA and PAFEA would also relocate and continue their operations on the subject site. The proposed sublease of the campus would be an ancillary use to the main school. The operating times of the sublessors would not overlap with GAIS's use of the campus, which helps minimize potential traffic and parking usage at the site.

The specific hours of operation and student enrollment caps for both GASPA and PAFEA are summarized in the table below:

Hours of Operation and Student Enrollment Caps for GAIS and Sublessors

Operator	Days of Week	Months of Year	Hours of Operation	Maximum Student Enrollment
German-American International School	Monday through Friday	August to June	8:20 a.m. to 3:00 p.m.	400
German-American School of Palo Alto	Saturdays	September to June	9:00 a.m. to 12:00 p.m.	110
	Monday through Friday	Mid-June to Mid-August	9:00 a.m. to 2:00 p.m.	90
			2:00 p.m. to 6:00 p.m.	20
Palo Alto French Education Association	Tuesdays and Thursdays	September to June	4:00 p.m. to 6:00 p.m.	40

Site Layout and Design

The subject site is served by a primary driveway located on Elm Street at the intersection of Pope Street, which leads to a parking lot at the western terminus of Elm Street. The circular, one-way drive aisle in the parking lot would funnel vehicular traffic in a counter-clockwise direction, with student drop-off and pick-up loading zones along the curbs of the drive aisle. The one-way traffic flow would allow efficient use of the drive aisle for the stacking of waiting vehicles, thus minimizing overflow into neighboring streets during peak drop-off and pick-up times. A secondary driveway is accessed through Beacon Street to northeast of the subject site, and provides access to Willow Oaks Elementary School and the rear of the proposed GAIS campus. The secondary driveway would provide access for emergency vehicles and garbage trucks, as well as access to the proposed staff parking spaces described in the parking section below.

The subject site contains four existing permanent buildings (Buildings A, B, C, and D) and two existing portable classroom buildings (portable classrooms A and B). Permanent buildings A and B are located adjacent to the parking lot, and are connected by a covered breezeway that serves as the primary entry point to the central portion of the subject campus. Buildings C and D, a gymnasium and storage shed, respectively, are located along the east property line. Portable classrooms A and B are located in the western portion of the campus, adjacent to the playing fields. The proposed site layout, included as Attachment B, shows the location of the existing buildings, as well as the locations of proposed structures and site improvements. Portable classrooms C and D, located within close proximity to the proposed GAIS campus, would continue to be used by Willow Oaks Elementary School.

Portable Buildings

A total of six pre-fabricated, portable buildings would be constructed on the site, including five buildings to house up to nine classrooms and one restroom building. All six buildings would be located on existing paved areas in the central portion of the campus and arranged around proposed play areas. Each portable classroom building would be approximately 960 to 1,440 square feet, and would contain one or two classrooms. The restroom building would be 480 square feet, and would provide facilities for both girls and boys. Each portable building would be clad in wood vertical siding with wood trims, and would have flat roofs with deep overhangs at the building entrances. The overall height of each portable building would be approximately 13 feet. These buildings would be comparable in their overall design with the existing portable classroom buildings on the site. Since all of the proposed portable buildings would be located on the central part of the campus, they would be minimally visible from other properties or the public streets.

Storage Sheds

The applicant proposes to install nine new storage sheds throughout the site. The sheds are intended to be used for the storage of play gear, theater, after school, and maintenance materials. All of the sheds would be relocated from GAIS's current campus. Six of the sheds are corrugated metal containers measuring eight feet in height, and range from 64 to 320 square feet in area. Three of the sheds are wood storage sheds that are each 10 feet, five inches in height and 168 square feet in area. The majority of the storage sheds would be clustered either at the eastern property line adjacent to the existing single-family residences, or in the western portion of the campus adjacent to the playing field.

Play Areas and Structures

The applicant is requesting to add new playground areas and install four new play structures throughout the site. The play areas would include existing paved areas in the central portion of the site, where a new basketball court and soccer field would be installed. Play areas for the pre-school would be located adjacent to building B, and would be fenced off. All of the play structures would be relocated from the school's current campus onto the subject site, and include a swing, a climbing dome, and two play structures. The overall heights of the play structures range from five- to 15-feet, with three of the structures located near permanent building B on the eastern portion of the campus, and one structure located north of permanent building A in the central portion of the campus.

Outdoor Lockers

To accommodate storage for students, the applicant is requesting to install metal lockers on the exterior of proposed portable classroom E. The lockers would be

approximately one foot, seven inches in depth, and would be used on a daily basis and provide a convenience for the older students who have more school materials.

Building Color

The color scheme for the existing permanent and portable buildings include tan walls, tan or white trims, and dark green doors. Some of the buildings have murals, while others have been tagged with graffiti. The applicant is proposing to repaint the existing buildings and paint the proposed new buildings with a color scheme that is substantially similar to the existing color scheme. The proposed building colors include tan walls and roof trims, white window trims, and blue doors. Since all of the buildings would match each other, the revised scheme would continue to provide an aesthetically cohesive appearance for the campus.

Playing Fields

The playing fields to the west of the proposed campus contain a baseball diamond and a soccer field. In 2001, the Ravenswood City School District entered into a Joint Use Agreement with the City that allows the City to use the fields outside of normal school hours. The City maintains and manages the use of the fields during non-school hours. The fields are used by several local sports groups (i.e., Little League, Menlo Atherton Adult Soccer League, Alpine Strikers, American Youth Soccer Organization, Menlo Atherton Youth Lacrosse). The applicant proposes to use the playing field during normal school hours, and condition 7l would ensure that the applicant complies with the applicable provisions of the Joint Use Agreement.

Trash Enclosure

There is an existing seven-foot tall concrete block trash enclosure to the north of proposed portable classroom building H. The trash enclosure would be used by both GAIS and Willow Oaks Elementary School. Recology has reviewed the trash enclosure's sizing and accessibility by collection trucks. As part of the proposed project, a cover would need to be constructed for the trash enclosure in order to prevent runoff from being contaminated by material in the metal bins, and is included as condition 6a.

Trees and Landscaping

The subject site contains several heritage trees, most of which are located along the property lines and in the parking lot. The proposed portable buildings and relocated storage sheds would all be located on existing paved areas, and would not result in the removal of any trees.

<u>Sign Review</u>

The applicant is proposing to install a new freestanding sign that allows changeable copy to publicize upcoming school events, school holidays, and other announcements.

The type of signage and the changeable letters are discouraged features in the City's Design Guidelines. Additionally, approximately one-third of the sign contains yellow, which is a sensitive color in the Sign Design Guidelines, and therefore, the proposed sign requires Planning Commission review and approval.

The proposed sign would be relocated from the O'Connor School site, and is approximately four feet tall by eight feet wide and would be installed on a base that is approximately three and one-half feet in height. The face of the sign would not be illuminated, and would include the name of the school and logo with the remaining two-thirds of the sign available for copy. The letters would be six inches in height and protected by a clear cover.

The proposed sign would be located in an existing landscape planter area in the parking lot. The proposed sign would be in a position where parents would be able to read about important school dates when they drop-off and pick-up their children. Although the signage would be visible for parents to see while on campus, it would be minimally visible by neighbors on Pope Street. Staff believes that this type of signage is common in school settings and is appropriate given the proposed location on site.

Transportation and Traffic

Trip Cap

As a condition of GAIS's current use permit at the O'Connor School site, the applicant is required to comply with a trip cap of 920 vehicular trips per day through implementation of a transportation demand management (TDM) program, and to continue parking enforcement and traffic speed control measures in neighborhood streets. The TDM program and traffic control measures have been successfully implemented at the O'Connor School site to the extent that the applicant has consistently demonstrated compliance with the trip cap since it was implemented in 2012, and the City has not received any complaints related to school traffic. The applicant is proposing to carry over these conditions to the subject site.

In order to comply with the daily trip cap in conjunction with the proposed increase in student enrollment, the applicant is proposing additional measures to their TDM program than those currently in place. The table below summarizes the traffic and TDM measures that are currently in place at the O'Connor School site, and provides a comparison for traffic and TDM measures proposed for the 475 Pope Street site:

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Comparison of Existing and Proposed Traffic and TDM Measures

Existing measures at O'Connor School Site	Proposed measures at 475 Pope Street
Daily Trip Cap: • The maximum number of vehicular trips shall not exceed 920 trips per day.	Daily Trip Cap: • The maximum number of vehicular trips shall not exceed 920 trips per day.
Trip Monitoring: • Monitor traffic counts at the site's entrance on Elliott Drive on a 24-hour basis with an hourly breakdown of traffic volumes. The data from the traffic counts shall be conducted on a three consecutive day period, excluding holiday periods, in October and April of each school year, and shall be submitted to the City of Menlo Park Transportation Division in a report for review and approval.	Trip Monitoring: • Monitor the driveways accessing the site (i.e., primary driveway on Elm Street, and secondary driveway leading to GAIS campus from Willow Oaks Elementary School's rear parking lot) over three (3) weekdays (Tuesday, Wednesday, or Thursday) in October and March of each school year, excluding holiday periods. The daily trip count shall be the average of the three weekday counts. The data from the traffic counts shall be submitted to the City of Menlo Park Transportation Division in a report for review. The City may also choose to conduct its own monitoring if desired. If the monitoring shows that the trip cap is exceeded, then the applicant will have 60 days to prepare a revised Transportation Demand Management (TDM) program that incorporates additional TDM measures, and an additional 60 days to implement the revised TDM program in order to bring the site into compliance with the daily trip cap. A subsequent monitoring will be conducted by the City after 60 days. If the subsequent monitoring indicates that the site still exceeds the daily trip cap, then the applicant will not be allowed to increase student enrollment for the subsequent school year and may also need to reduce student enrollment accordingly to bring the site into compliance with the daily trip cap.

Traffic Monitoring: • Monitor to ensure that school traffic abides by the 15 mph speed limit on Elliott Drive, and 5mph limit on the school's parking lot. (Note: The 15 mph speed limit is lower than the 25 mph speed limit on residential streets, and was agreed upon between GAIS and the neighbors.) • Maintain a staggered schedule in order to reduce vehicular congestion on the site at any one time.	Traffic Monitoring: • Monitor to ensure that school traffic abides by the 15 mph speed limit on Pope Street, and 5 mph limit on the school's parking lot. (Note: The applicant is proposing a lower speed limit than the 25 mph speed limit on residential streets.) • Maintain a staggered schedule in order to reduce vehicular congestion on the site at any one time.
TDM Program: • Encourage and facilitate families to participate in carpools. • Reward carpooling families with preferred parking spaces in the parking lot.	TDM Program: • Encourage and facilitate families to participate in carpools. • Provide incentives for families to carpool, such as carpool-parking placards or volunteer hours credit. • Implement a cash-out parking program for school staff by providing cash payment for those who do not use a parking space. • Participate in Caltrain's Go Pass, where staff would be eligible for an annual transit pass on Caltrain.

Stop Sign

The intersection of Elm Street and Pope Street currently only has stop signs along Pope Street in the north and southbound directions. There historically has been a stop sign on Elm Street in the eastbound direction, but this sign has since disappeared and the street markings are faint, and as a result, vehicles are prone to drive through without stopping. As part of the proposed project, the applicant would be required to install a stop sign on eastbound Elm Street at this intersection, and is included as condition 6b.

Parking

The existing parking lot provides a total of 46 parking spaces, including two accessible parking spaces. The applicant is proposing to add nine staff parking spaces, where six spaces would be located to the north of the proposed portable buildings H and J, and three spaces would be located to the east of the existing gym (building C). These nine additional spaces would take access from an existing driveway off of Beacon Street via the Willow Oaks Elementary School campus. In order to meet disabled access requirements, the applicant is proposing to remove one regular parking space in the parking lot in order to provide one additional accessible parking space. The resulting

parking count on the site would consist of a total of 54 spaces, including three accessible parking spaces and nine staff parking spaces.

The subject site currently has a bicycle rack that can accommodate up to 16 bicycles. The applicant is proposing to install additional bicycle racks that can accommodate up to 26 bicycles, for a total of 42 bicycle parking spaces on the site. The bicycle racks would be located near the existing parking lot. The provision of bicycle parking facilities would facilitate the use of alternative modes of transportation.

The City has no established parking requirements in the P-F district, nor are there established parking rates for a private school use. A traffic study prepared by TJKM Transportation Consultants in January 2012 determined that the parking demand rate at GAIS is 0.19 vehicles per student. Based on this rate, the 54 proposed parking spaces would accommodate the enrollment of 284 students. Given that the proposed student enrollment exceeds the 284 students that can be accommodated by the proposed parking spaces, the applicant is proposing the following measures, which are in addition to the TDM measures described above, to help manage the level of parking demand on the site:

- Six parking spaces will be designated for car/vanpool and clean air/electric vehicles.
- Students, including high school students of driving age with valid driver's licenses, would be prohibited from driving to and parking at the school or in the surrounding neighborhood.
- Parents would be encouraged to drop their children along the designated drop-off area in front of the school instead of parking and walking their children into school.
- When dropping off children in the designated drop-off area, parents shall pull up as far as possible along the curb so as not to block incoming cars.
- Parents may not park or leave their cars in the drop-off area, even for a few minutes.
- Parents may not park in the school parking lot from 7:50 a.m. to 9:00 a.m. unless they carry pre-school or kindergarten students or are in a carpool with at least two families or four or more students.
- Parking on Pope Street and surrounding neighborhood streets would be prohibited during normal operation of the school. For special events, GAIS will allow and encourage parking on the school's paved areas in order to minimize parking overflow into the neighborhood.
- Families registered with GAIS for carpools receive carpool-parking placards that entitle them to preferential parking in the school parking lot from 7:50 a.m. to 8:20 a.m.
- Charge a monthly fee for single occupancy vehicle (SOV) parking placards for families that are unable to participate in carpools, with a limited number of such placards.
- Restrict SOVs to non-carpool parking spaces and restrict parking from 7:50 a.m. to 8:20 a.m.

Staff believes that the proposed implementation of the trip cap requirement, TDM program, and parking demand measures have the potential to limit traffic and parking impacts in the neighborhood to a level that is substantially the same as those of GAIS's operation at the O'Connor School site. Furthermore, staff observations and resident complaints will be used to determine if parking is impacting the neighborhood. Condition 7e specifies when the trip monitoring would be implemented, opportunities to address any violations, and the potential ineligibility to increase student enrollment with the discretion to bring the project back to the Planning Commission for review due to noncompliance. A similar condition addressing parking demand management is included in condition 7f.

Correspondence

The applicant has held two neighborhood outreach meetings, on the evenings of March 5, 2015 and April 27, 2015, as summarized in Attachment C. The feedback received at these meetings include requests to prohibit parking or idling on Pope Street, install a stop sign at Pope Street, increase physical security of the campus, limit Wi-Fi range, limit amplified sounds, keep the site clean, and resurface the hardscape area with impervious material. According to the applicant, those in attendance expressed support for the proposed use, and the applicant has indicated that they would implement all of the suggestions, with the exception of repaving the hardscape area. The applicant has also had email correspondence with neighbors regarding tree trimming and site security, with two neighbors expressing support for the proposed project.

Staff has received three pieces of correspondence regarding the proposed project, included in Attachment D and summarized below.

Jason Watson and Shannon Thoke, residents at 116 O'Connor Street, expressed concerns over neighborhood traffic congestion generated by GAIS and the proposed Laurel Upper School. They request that the Planning Commission deny the use permit and architectural control application until a detailed traffic impact study is prepared to evaluate the anticipated traffic impacts of both Upper Laurel School and GAIS.

Tricia Barr expressed concerns over potential traffic impacts, and suggested a city-imposed trip cap for the site. She further suggested that no structures be added on the playing field at the site.

Stacy Keller, a resident on O'Connor Street, expressed concerns over neighborhood traffic congestion generated by GAIS and the proposed Laurel Upper School. She requests that a traffic study be prepared to evaluate the traffic impacts.

With respect to the traffic concerns raised by these neighbors, staff has evaluated the proposed project and determined that a formal traffic study is not warranted for the following reasons:

- The applicant is proposing to carry over the daily trip cap from their current site, and the recommended conditions of approval provides a mechanism to assess

traffic through monitoring and reporting requirements to ensure that GAIS does not exceed the trip cap. Overall, the recommended conditions for GAIS at the proposed campus would put in place more stringent requirements for traffic management as compared with the conditions in place at the O'Connor School campus.

- Re-occupancy of the O'Connor School site by Laurel Upper School was studied by the Menlo Park City School District prior to finalizing their plans, and included a study of many of the streets in the Willows neighborhood. The study had accounted for the occupancy of the subject site by East Palo Alto Academy at the time, when both school sites were in operation. The study showed that all neighborhood intersections would operate at or above the City's standards with both schools in place.
- As noted below, the proposed project is eligible for a categorical exemption in accordance with the California Environmental Quality Act, and therefore, a traffic study is not warranted.

Conclusion

Staff believes that the proposed private school use would be comparable to the previous public school use of the subject site, and would be compatible with existing surrounding uses. The applicant is taking proactive measures to manage the number of trips that would be generated with the proposed enrollment of up to 400 students, and has agreed to the conditions of approval pertaining to the allowable daily trip cap and parking management requirements to minimize impacts to the surrounding neighborhood.

Staff believes that the portable buildings and the additional parking spaces would be an enhancement to the school's facilities and would allow the school to improve its site operations as well as educational programming for its students. Additionally, staff believes the proposed sign is consistent with the use of the property for a school. Staff recommends that the Planning Commission approve the proposed use permit, architectural control review, and sign review subject to the conditions of approval.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Class 14 (Section 15314, "Minor Additions to Schools") of the current California Environmental Quality Act (CEQA) Guidelines. This categorical exemption allows minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25 percent or ten classrooms, whichever is less. The original student capacity is 532 students, which is greater than the proposed maximum enrollment of 400 students, and the proposed project would increase the number of classrooms by nine classrooms. Therefore, the proposed project is eligible for a categorical exemption under Class 14.

RECOMMENDATION

1. Make a finding that the project is categorically exempt under Class 14 (Section 15314, “Minor Additions to Schools”) of the current CEQA Guidelines.

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.

    b. The development will not be detrimental to the harmonious and orderly growth of the City.

    c. The development will not impair the desirability of investment or occupation in the neighborhood.

    d. The development provides adequate parking as required in all applicable City Ordinances and has made adequate provisions for access to such parking.

    e. The property is not within any Specific Plan area, and as such no finding regarding consistency is required to be made.

3. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.

4. Make a finding that the sign is appropriate and compatible with the use as a school, and is consistent with the Design Guidelines for Signs.

5. Approve the architectural control and use permit, subject to the following ***standard, construction-related*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by DES Architects + Engineers, consisting of 13 plan sheets, dated received on May 11, 2015, and approved by the Planning Commission on May 18, 2015 except as modified by the conditions contained herein, subject to review and approval of the Planning Division.

    b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies’ regulations that are directly applicable to the project.

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

d. Prior to building permit issuance, 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.

e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.

f. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans for any off-site improvements. The plans shall be submitted for review and approval of the Engineering Division, and the improvements must be completed prior to the start of the 2015-2016 school year.

g. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

6. Approve the architectural control and use permit subject to the following ***project-specific*** conditions:

a. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans for a covered roof structure for the existing trash enclosure/dumpster area, subject to review of the Planning, Building, and Engineering Divisions.

b. A stop sign shall be installed on eastbound Elm Street at the intersection of Pope Street, subject to review of the Transportation and Engineering Divisions, and the improvements must be completed prior to the start of the 2015-2016 school year.

c. Prior to building permit issuance, the applicant shall pay the transportation impact fee (TIF) per the direction of the Transportation Division in compliance with Chapter 13.26 of the Municipal Code. The current estimated transportation impact fee for all nine proposed classrooms is $91,756.28, although the final fee shall be the fee in effect at the time of payment. The TIF can be paid in installments based on the timing of the construction of the classrooms, calculated at 3.44 peak hour trips per classroom.

7. Approve the use permit revision subject to the following ***ongoing, project-specific*** conditions:

   a. All student instruction and regular school activities shall be allowed to operate within the parameters identified in the table below:

Operator	Days of Week	Months of Year	Hours of Operation	Maximum Student Enrollment
German-American International School	Monday through Friday	August to June	8:20 a.m. to 3:00 p.m.	400*
German-American School of Palo Alto	Saturdays	September to June	9:00 a.m. to 12:00 p.m.	110
	Monday through Friday	Mid-June to Mid-August	9:00 a.m. to 2:00 p.m.	90
			2:00 p.m. to 6:00 p.m.	20
Palo Alto French Education Association	Tuesdays and Thursdays	September to June	4:00 p.m. to 6:00 p.m.	40

*Note: The maximum enrollment of 400 students shall follow the enrollment phasing schedule outlined below, provided that the applicant has demonstrated compliance with the daily trip cap and parking demand is effectively managed on the subject site, as specified in conditions 7e and 7f below, prior to embarking onto the subsequent enrollment phase.

	Enrollment Phasing					
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
Total Students	**280**	**315**	**330**	**355**	**385**	**400**

Any increase in student enrollment and/or changes to the hours of operation shall require approval of a use permit revision by the Planning Commission.

   b. Activities held during the hours of operation on a school day are permitted and are not considered special events regulated by this permit. The following school activities are allowed to occur outside of normal school hours and days, and shall end by 10:00 p.m.:

Event	Frequency/ Day(s)	Hours	Anticipated Attendance
Open Classrooms	Annually in August	10:00 a.m. to 3:00 p.m.	50 people, staggered
Parents Evening (kindergarten to 4th grades)	Annually in September	5:00 p.m. to 9:00 p.m.	80 people, staggered
Parents Evening (5th to 8th grades)	Annually in September	5:00 p.m. to 9:00 p.m.	80 people, staggered
Community Meeting	Annually in September	7:30 p.m. to 9:30 p.m.	60 people
PS Game Night	Annually in October	5:00 p.m. to 9:00 p.m.	30 people
St. Martin's Parade	Annually in November	5:30 p.m. to 9:00 p.m.	200 people
Open House	Annually in November	1:00 p.m. to 5:00 p.m.	50 people, staggered
Winter Fest	Annually in December	2:00 p.m. to 5:00 p.m.	200 people
Open House	Annually in January	1:00 p.m. to 5:00 p.m.	50 people, staggered
Pizza and Game Night	Annually in April	6:00 p.m. to 8:00 p.m.	30 people
Community Meeting	Annually in May	7:30 p.m. to 9:30 p.m.	60 people
Summer Fest	Annually in June	3:00 p.m. to 7:00 p.m.	200 people
Dance	Twice a year, in January and May	6:00 p.m. to 8:00 p.m.	60 people
Graduation	Annually in June, not anticipated until 2021	Evening	TBD

The applicant must obtain a Special Event permit for any major events that are not listed above.

c. The applicant shall submit a copy of the student enrollment roster to the Planning Division for the purposes of verifying the student enrollment. The roster shall be submitted annually three months from the first day of the school year. The Planning Division shall return the roster to the school after completion of review. The City shall not make copies of the roster or disseminate any information from the roster to the public to the extent allowed by law.

d. To the greatest extent possible, GAIS shall continue to promote and encourage families to carpool to school. GAIS shall implement the carpool program and monitor its progress.

e. Normal operation of the school shall not exceed 920 daily trips. The applicant shall monitor the driveways accessing the site (i.e., primary driveway on Elm Street, and secondary driveway leading to GAIS campus from Willow Oaks Elementary School's rear parking lot) over three (3) weekdays (Tuesday, Wednesday, or Thursday) in October and March of each school year, excluding holiday periods. The daily trip count shall be the average of the three weekday counts. The data from the traffic counts shall be submitted to the City of Menlo Park Transportation Division in a report for review. The City may also choose to conduct its own monitoring if desired. If the monitoring shows that the trip cap is exceeded, then the applicant will have 60 days to prepare a revised Transportation Demand Management (TDM) program that incorporates additional TDM measures, and an additional 60 days to implement the revised TDM program in order to bring the site into compliance with the daily trip cap. A subsequent monitoring will be conducted by the City after 60 days. If the subsequent monitoring indicates that the site still exceeds the daily trip cap, then the applicant will not be allowed to increase student enrollment for the subsequent school year and may also need to reduce student enrollment accordingly to bring the site into compliance with the daily trip cap. Non-compliance may also result in review of the use permit by the Planning Commission. Any proposed changes to the daily trip cap and/or enrollment cap will require a revision to the use permit.

f. Based on the limited parking supply, the applicant shall manage the parking demand so that the parking of school-related vehicles will not overflow into the surrounding neighborhood. Staff observations and resident complaints will be used to determine if parking is impacting the neighborhood. If an overflow of parking is found to occur in the neighborhood, then the applicant will have 30 days to implement measures to reduce the school's parking demand and prevent parking in the neighborhood. If overflow parking continues to occur in the neighborhood after the 30 days, the applicant will not be allowed to increase student enrollment and may also need to reduce student enrollment in order to reduce the parking demand. Non-compliance may also result in review of the use permit by the Planning Commission.

g. The existing pedestrian path from Willow Road to Pope Street that traverses through the subject site's parking lot shall continue to remain open and unobstructed.

h. During normal operation of the school, school-related vehicles are not permitted to park on any public street or the Willow Oaks Park parking lot. During school events, the applicant shall minimize any parking overflow into the surrounding neighborhood.

i. All student drop-off and pick-up shall occur within the subject site's parking lot. No students shall be dropped off or picked up along any public streets or the Willow Oaks Park parking lot.

j. No outdoor sound amplification shall be directed towards the adjacent residences.

k. The Community Development Director shall review any complaints received by the City regarding operation of the German-American International School or its sublessors. The Community Development Director and her/his designee shall work with the applicant and the neighbors to try to resolve such complaints, when possible. The Community Development Director shall have the discretion to bring complaints to the Planning Commission for review.

l. The applicant shall comply with the relevant provisions of the Joint Use Agreement between the City and the Ravenswood City School District regarding the use of the playing fields.

Report prepared by:
Jean Lin
Associate Planner

Report reviewed by:
Thomas Rogers
Senior Planner

PUBLIC NOTICE & APPEAL PERIOD

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property. Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

ATTACHMENTS

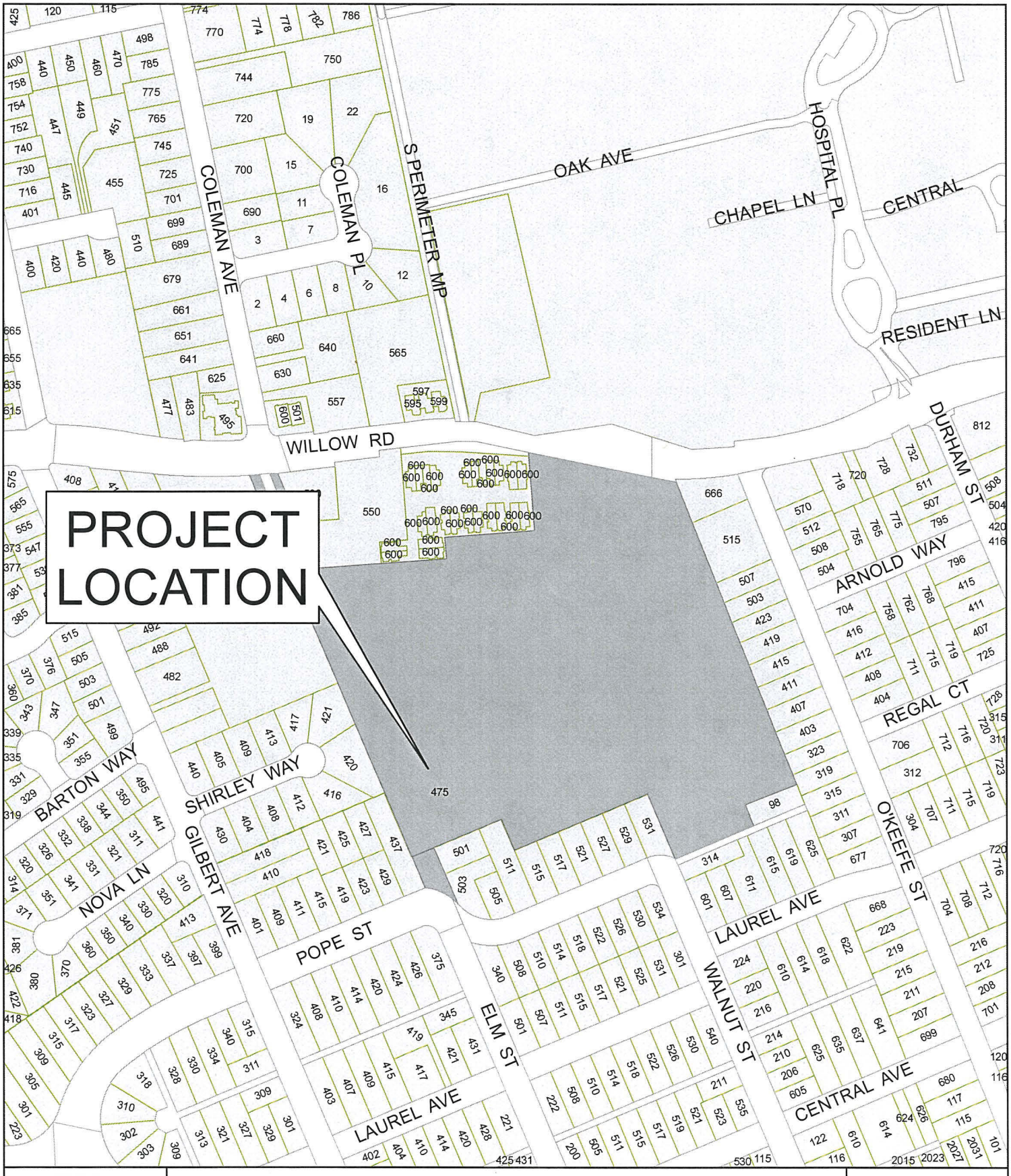
A. Location Map
B. Project Plans
C. Project Description Letter
D. Correspondence
    - Email from Jason Watson and Shannon Thoke, dated March 5, 2015
    - Email from Tricia Barr, dated March 11, 2015
    - Email from Stacy Keller, dated April 20, 2015

EXHIBITS TO BE PROVIDED AT MEETING

Color chips

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

V:\STAFFRPT\PC\2015\051815 - 475 Pope Street (GAIS).doc



CITY OF MENLO PARK

LOCATION MAP

475 POPE STREET

DRAWN: KTP CHECKED: KTP DATE: 05/18/15 SCALE: 1" = 300' SHEET: 1

GERMAN AMERICAN INTERNATIONAL SCHOOL

475 POPE STREET

MENLO PARK, CA 94025

RECEIVED
MAY 11 2015
CITY OF MENLO PARK
BUILDING

CUP AND ARCHITECTURAL CONTROL SUBMITTAL

SYMBOL LEGEND

ROOM 101 — ROOM SYMBOL, ROOM NAME & NO.

101 — DOOR SYMBOL, DOOR NUMBER

1 — WINDOW SYMBOL, WINDOW NUMBER

F-1 — FINISH SYMBOL, FINISH NUMBER

1 — NOTE SYMBOL, KEYNOTE NUMBER

10 / S3 — SECTION CUT SYMBOL, SECTION ID, SHEET NUMBER

10 / S3 — DETAIL SYMBOL, DETAIL ID, SHEET NUMBER

REVISION SYMBOL, ADDENDUM LETTER, S.I. NUMBER, REVISION CLOUD

1A / 1D / A01 / 1B / 1C — INT. ELEV. SYMBOL, ELEVATION ID, SHEET NUMBER

N — NORTH ARROW

±14'-0 5/16" — HEIGHT NOTATION

1 — WALL SYMBOL, WALLTYPE

PROJECT TEAM

CLIENT: GERMAN AMERICAN INTERNATIONAL SCHOOL
275 ELLIOTT DRIVE
MENLO PARK, CA 94025
PHONE: 650.324.8817
FAX: 650.324.9548
CONTACT: DOMINIC LIECHTI

ARCHITECT: DES ARCHITECTS + ENGINEERS
399 BRADFORD STREET
REDWOOD CITY, CA 94063
PHONE: 650.364.6453
FAX: 650.364.2818
CONTACT: CHI-WING WONG

GAIS PROJECT MANAGER: KNIGHT CONSULTING
1821 S. BASCOM AVE #140
CAMPBELL, CA 95008
PHONE: 650-704-0502
CONTACT: PAUL FRIESEN

CIVIL ENGINEER: DES ARCHITECTS + ENGINEERS
399 BRADFORD STREET
REDWOOD CITY, CA 94063
PHONE: 650.364.6453
FAX: 650.364.2818
CONTACT: CHRIS BOYLE

PROJECT DATA

THE INTENT OF THE CONSTRUCTION DOCUMENTS IS TO DOCUMENT THE PROJECT IN ACCORDANCE WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS. SHOULD ANY CONDITIONS DEVELOP NOT COVERED BY THE CONSTRUCTION DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS, A CHANGE ORDER OR CONSTRUCTION CHANGE DOCUMENT (CCD) DETAILING AND SPECIFYING THE REQUIRED WORK SHALL BE SUBMITTED TO AND APPROVED BY DSA BEFORE PROCEEDING WITH THE WORK. THE ABOVE IS REQUIRED BY PART 1, TITLE 24, CALIFORNIA CODE OF REGULATIONS, SECTION 118

2013 CALIFORNIA ADMINISTRATIVE CODE (CAC)
PART 1, TITLE 24, CALIFORNIA CODE OF REGULATIONS (CCR)

2013 CALIFORNIA BUILDING CODE (CBC)
PART 2, TITLE 24, CCR
BASED ON THE 2012 INTERNATIONAL BUILDING CODE (IBC)

2013 CALIFORNIA ELECTRICAL CODE (CEC)
PART 3, TITLE 24, CCR
BASED ON THE 2011 NATIONAL ELECTRICAL CODE (NEC)

2013 CALIFORNIA MECHANICAL CODE (CMC)
PART 4, TITLE 24, CCR
BASED ON THE 2012 UNIFORM MECHANICAL CODE (UMC)

2013 CALIFORNIA PLUMBING CODE (CPC)
PART 5, TITLE 24, CCR
BASED ON THE 2012 UNIFORM PLUMBING CODE (UPC)

2013 CALIFORNIA FIRE CODE (CFC)
PART 9, TITLE 24, CCR
BASED ON THE 2012 INTERNATIONAL FIRE CODE (IFC)

CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 22 – SOCIAL SECURITY, DIV. 5 – LICENSING AND CERTIFICATION OF HEALTH FACILITIES, HOM HEALTH AGENCIES, CLINICS, AND REFERRAL AGENCIES (INCLUDING LATEST AMENDMENTS).

CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 8 – INDUSTRIAL RELATIONS, SUBCHAPTER 4, CONSTRUCTION SAFETY ORDERS.

CALIFORNIA CODE OF REGULATIONS (CCR): TITLE 19 – PUBLIC SAFETY VOLUME 25, ARTICLE 14, SECTION 18958, HEALTH AND SAFETY CODE.

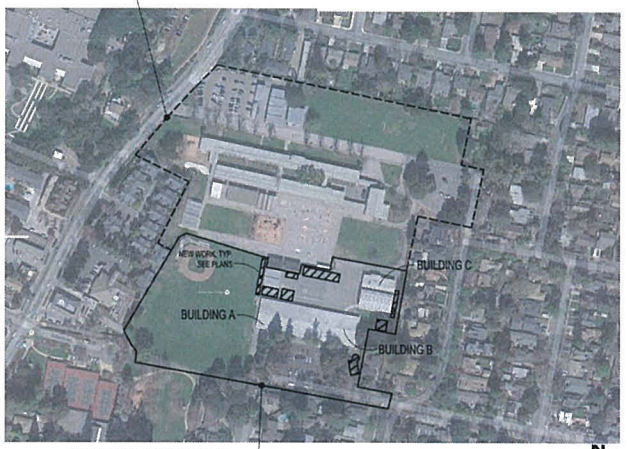
FIRE PROTECTION MUST BE PROVIDED ON ALL CONSTRUCTION SITES AS REQUIRED BY APPLICABLE SECTIONS OF NFPA 241 SAFEGUARDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.

AUTHORITIES HAVING JURISDICTION:
CITY OF MENLO PARK
LOCAL FIRE MARSHALL

THE CONTRACTOR IS REQUIRED TO COMPLY WITH THE ABOVE CODES AND REGULATIONS AND ALL OTHER CODES OR ZONING REQUIREMENTS. ADVISE ARCHITECT OF ANY NON-COMPLIANCE IN THE CONSTRUCTION DOCUMENTS PRIOR TO PROCEEDING WITH WORK.

SCHOOL DISTRICT:	RAVENSWOOD CITY SCHOOL DISTRICT, USED TO BE MENLO OAKS SCHOOOL
PLANNING ZONE:	P-F APN: 062370400
CONSTRUCTION TYPE:	V-B (EXISTING BUILDINGS)
BUILDING OCCUPANCY:	E
FIRE PROTECTION:	SEE SITE PLAN ON G1.01
SITE AREA:	704,727 SF
AREA OF IMPROVEMENT:	6,240 SF (RELOCATABLE BUILDINGS) 3,3,30 SF (PLAY STRUCTURES AND MISC SITE)
(E)PARKING PROVIDED:	(E) STANDARD = 44 SPACES (E) VAN H.C. ACCESSIBLE = 1 SPACE (E) H.C. ACCESSIBLE= 1 SPACE TOTAL = 46 SPACES
PROPOSED PARKING PROVIDED:	(E) STANDARD = 42 SPACES (E) VAN H.C. ACCESSIBLE = 1 SPACE (E) H.C. ACCESSIBLE = 1 SPACE (N) H.C. ACCESSIBLE = 1 SPACE (N) STAFF ONLY = 9 SPACES TOTAL = 54 SPACES
FIRE SPRINKLER:	BUILDING A – NON SPRINKLER BUILDING B – NON SPRINKLER BUILDING C – SPRINKLER IN MECH. ROOM

LOCATION MAP



1 LOCATION MAP
SCALE: N.T.S.

SHEET INDEX

GENERAL
G0.01 TITLE SHEET

TOPOGRAPHIC SURVEY
SHEET 1 OF 1 TOPOGRAPHIC SURVEY

CIVIL
C2.1 IMPERVIOUS AREA PLAN

ARCHITECTURAL
A1.00 SITE PLAN
A1.01 PROPOSED CAMPUS AND BUILDING, BUILDING CODE COMPLIANCE ANALYSIS
A1.02 PROPOSED SITE PLAN AND SCOPE OF WORK
A1.03 AREA PLAN– SQUARE FOOTAGE CALCS AND DIAGRAM
A3.01 EXTERIOR ELEVATIONS – PORTABLE CLASSROOMS (FOR PREFERENCE ONLY)
A3.02 EXTERIOR ELEVATIONS – PORTABLE RESTROOMS (FOR PREFERENCE ONLY)
A5.01 EXTERIOR ELEVATIONS
A8.01 RENDERINGS
A8.02 RENDERING AND EXISTING PHOTOS
A8.03 EXISTING PHOTO

FIRE DEPARTMENT NOTE

FIRE APPROVAL PC#150163

ACCESS & WATER SUPPLY:
FIRE APPARATUS ACCESS IS PROVIDED TO THE PROPOSED NEW BUILDINGS AND THE NEW HYDRANT BEING INSTALLED ADJACENT TO THE GYM BUILDING UNDER AN APPROVED UNDERGROUND FIRE SERVICE MAIN CONSTRICTION PERMIT MEET MPFD REQUIREMENTS FOR ACCESS AND WATER SUPPLY.

NEW BUILDINGS:
1. FIRE SPRINKLER SYSTEM. AN APPROVED FIRE SPRINKLER SYSTEM SHALL BE INSTALLED THROUGHOUT EACH STRUCTURE. FIRE SPRINKLER SYSTEM TO COMPLY WITH NFPA 13 2013 EDITION AND MENLO PARK FIRE PROTECTION DISTRICT STANDARDS. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS.
   A. MPFD FIRE MARSHAL IS PERMITTED A WAIVER FOR THE INSTALLATION OF THE REQUIRED FIRE SPRINKLER SYSTEM FOR A PERIOD OF TIME NO GREATER THAN 3 YEARS OR THREE SCHOOL YEARS STARTING FALL OF 2015. THIS SHALL RESULT IN INSTALLATION OF A FIRE SPRINKLER PRIOR TO STARTING OF SCHOOL IN THE FALL OF 2019.
2. FIRE ALARM SYSTEM. AN APPROVED MANUAL AND AUTOMATIC FIRE ALARM SYSTEM IS REQUIRED PURSUANT TO CFC SECTION 907.2.3. A MINIMUM OF TWO SETS OF PLANS, SPECIFICATIONS AND OTHER INFORMATION PERTINENT TO THE SYSTEM MUST BE SUBMITTED TO THE MENLO PARK FIRE PROTECTION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS.
   A. FIRE ALARM SYSTEMS SHALL BE U.L. CERTIFICATED, CERTIFICATE OF COMPLETION AND OTHER DOCUMENTATION LISTED THE NATIONAL FIRE ALARM CODE SHALL BE PROVIDED FOR ALL NEW FIRE ALARM SYSTEM INSTALLATIONS.
3. EXIT SIGNS, EMERGENCY LIGHTING, ADDRESS POSTING, FIRE LANE, MARKING, FIRE EXTINGUISHERS AND KNOX BOX LOCATION TO BE FIELD VERIFIED BY FIRE INSPECTOR.
4. VERIFICATION OF AN APPROVED ADDRESSES PLACED AT AN APPROVED LOCATION ON THE EXISTING BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND.
5. A MINIMUM 2A 10BC RATED FIRE EXTINGUISHER SHALL BE LOCATED AT OR NEAR EXITS AND SHALL BE PLACED SO THAT THE TRAVEL DISTANCE TO A FIRE EXTINGUISHER SHALL NOT TO EXCEED 75 FEET. VERIFY WITH FIRE INSPECTOR AT TIME OF ROUGH INSPECTION TO ASSIST WITH PLACEMENT OF EXTINGUISHER(S)
6. EXIT SIGNS, EMERGENCY LIGHTING, ADDRESS POSTING, FIRE LANE, MARKING, TIRE EXTINGUISHERS AND KNOX BOX LOCATION TO BE FIELD VERIFIED BY FIRE INSPECTOR.
7. APPROVED PLANS AND APPROVAL LETTER MUST BE ON SITE AT THE TIME OF INSPECTION.
8. FINAL ACCEPTANCE OF THIS PROJECT IS SUBJECT TO FIELD INSPECTION.

SCOPE OF WORK

PHASE 1: PRE-SCHOOL TENANT IMPROVEMENT (CITY PERMIT# 15-257 & FIRE PERMIT# 150255)
- ADD 6' TALL CHAIN LINK FENCE TO SECURE THE PRE-SCHOOL
- ADD 1 FIRE HYDRANT
- INSTALL NEW SINKS AND CABINETS IN BLDG B
- UPGRADE ADA RESTROOMS IN BLDG B
- UPGRADE ADA PATH OF TRAVEL

PHASE 2: SITE IMPROVEMENT
- ADD 5 PORTABLE CLASSROOMS, 1 PORTABLE RESTROOM, 2 PLAY STRUCTURES
- ADD 6' TALL CHAIN LINK FENCE TO SECURE THE CAMPUS
- ADD 3 WOOD PRE-MANUFACTURED SHEDS AND 6 METAL CONTAINERS
- REPLACE THE NON-ILLUMINATED SIGN AT ENTRY WITH NON-ILLUMINATED SIGN/MESSAGE BOARD
- UPGRADE ACCESSIBLE PATH OF TRAVEL
- NEW FIRE LANE
- NEW TRASH ENCLOSURE ROOF
- LOCKER WITH AWNING

PLANNING DEPARTMENT NOTE

1. HERITAGE TREES IN THE VICINITY OF THE CONSTRUCTION PROJECT SHALL BE PROTECTED PURSUANT TO THE HERITAGE TREE ORDINANCE. PRIOR TO THE BUILDING PERMIT ISSUANCE, THE APPLICANT SHALL IMPLEMENT THE TREE PROTECTION PLAN AND TECHNIQUE RECOMMENDATIONS IN THE ARBORIST REPORT FOR ALL APPLICABLE HERITAGE TREES.

HYDROLOGY REPORT

ANTICIPATED NOT BEING NEEDED. THE PROPOSED IMPROVEMENTS FOR THIS CAMPUS WILL NOT SIGNIFICANTLY ALTER THE EXISTING DRAINAGE PATTERNS, INCREASE THE SURFACE RUNOFF OR IMPACT THE LANDS OF THE ADJACENT SCHOOL AND /OR HOMEOWNERS.

THE AREA OF NEW IMPERVIOUS SURFACE WILL ONLY INCREASE BY APPROXIMATELY 1700 SF TO ACCOMODATE A FEW ADDITIONAL PROPOSED PARKING STALLS ALONG THE SOUTH PROPERTY LINE. THIS AREA IS PRESENTLY LANDSCAPED WITH GROUND COVER AND TREES. SURFACE RUNOFF FROM THESE PARKING SPACES WILL DRAIN INTO AN ADJACENT EXISTING VALLEY GUTTER.

THE EXISTING TOPOGRAPHY, LOCATION OF TREES, AND THE CONCERN OF IMPACTING ROOTS IS NOT CONDUCIVE TO GRADING AND DRAINING THE RUNOFF INTO VEGETATED AREAS. SIMILARLY, A PERMEABLE PAVEMENT AND SUB-DRAIN INSTALLATION AT THIS LOCATION IS ALSO NOT RECOMMENDED BY THE ARBORIST BECAUSE OF THE DEEPER PAVEMENT SECTION NEEDED, EARTHWORK INVOLVED, AND PROXIMITY TO POTENTIAL TREE ROOTS. THEREFORE, WE BELIEVE THAT TRYING TO "TREAT" THIS RUNOFF VIA THE USE OF PERMEABLE PAVEMENT WOULD BE MORE DETRIMENTAL THAN BENEFICIAL, AND WOULD PROPOSE NOT TO DO SO.

DES ARCHITECTS ENGINEERS
399 Bradford Street, Redwood City, CA 94063
Tel: (650) 364-6453
Fax: (650) 364-2618
www.des-ae.com

GERMAN AMERICAN INTERNATIONAL SCHOOL
275 Elliott Drive
Menlo Park, CA 94025

CAMPUS RELOCATION

GERMAN AMERICAN INTERNATIONAL SCHOOL
475 Pope Street
Menlo Park, CA 94025

TITLE SHEET

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
1	04/06/15	CUP RESUBMITTAL
2	04/29/15	CUP RESUBMITTAL
3	5/11/15	CUP RESUBMITTAL

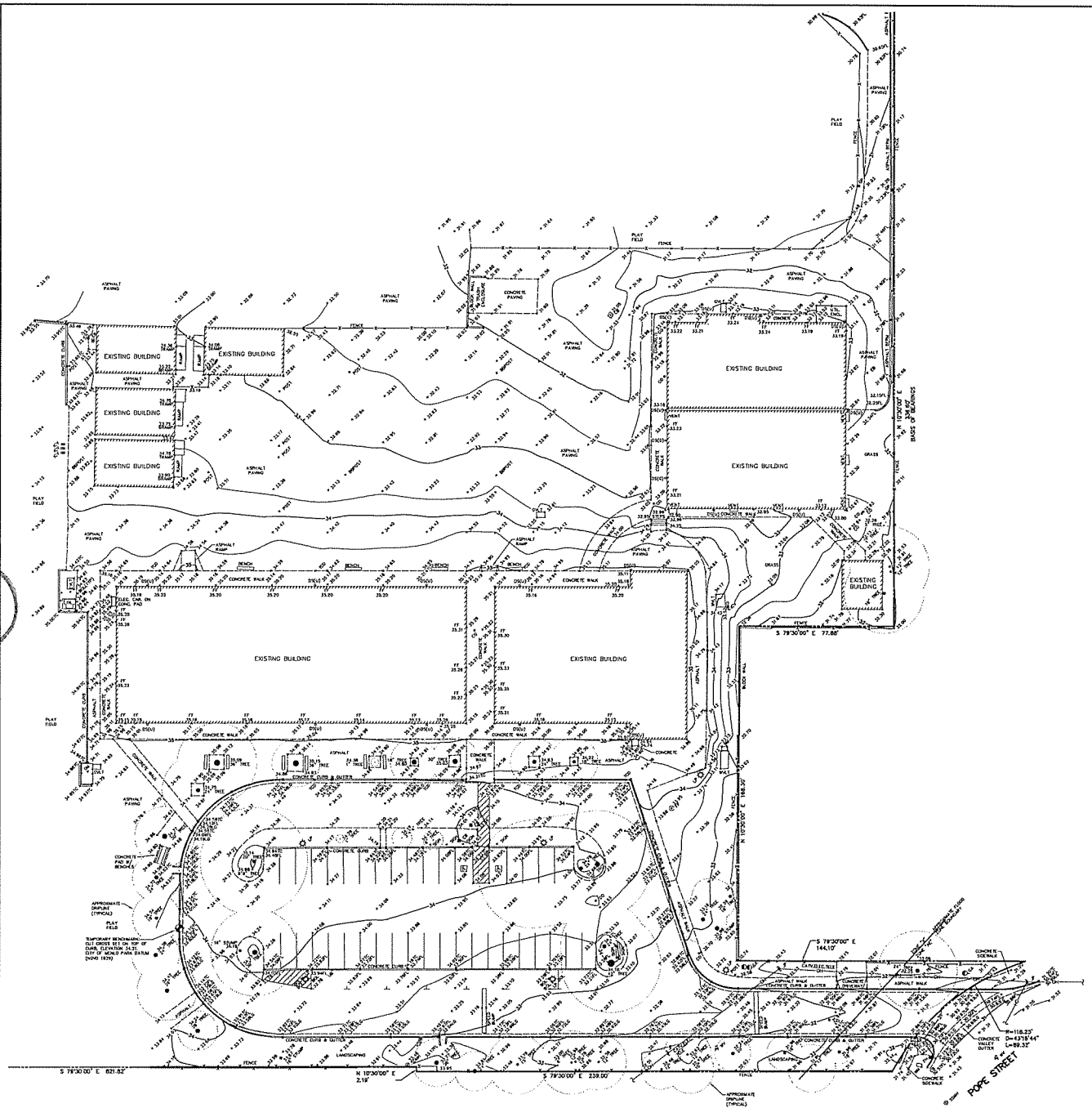
DRAWN BY: AH
REVIEWED BY: CWW
APPROVED BY: SM
DES PROJECT NO.: 9999.001

© 2015

G0.01
SHEET NO.

B1

May 08, 2015 - 9:33am CWong P:\GAIS\Plans\G0.01 - CUP LSE.dwg



B2

LEGEND

———————	PROPERTY LINE
AR	ACCESS RAMP
BBPOST	BASKETBALL POST
BOL	BOLLARD
BRAMP	BOTTOM OF RAMP
CATV	CABLE TELEVISION
CB	CATCH BASIN
CO	CLEAN OUT
DS(C)	DOWNSPOUT (DISCHARGE AT GRADE)
DS(U)	DOWNSPOUT (DISCHARGE UNDERGROUND)
ELEC	ELECTRIC
EVLT	ELECTRIC VAULT
FF	FINISH FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE
GA	GUY ANCHOR
GM	GAS METER
GP	GATE POST
GVLT	GAS VAULT
ICV	IRRIGATION CONTROL VALVE
JP	JOINT UTILITY POLE
LG	LIP OF GUTTER
LP	LIGHT POST
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TCD	THRU CURB DRAIN
TELE	TELEPHONE
TR	TRANSFORMER
TRAMP	TOP OF RAMP
UB	UTILITY BOX
WM	WATER METER
WV	WATER VALVE
WVLT	WATER VAULT
12" TREE	TREE W/ SIZE
—X—X—	FENCE
—OH—OH—	OVERHEAD LINE

BASIS OF BEARINGS:

THE BEARING OF NORTH 10°30'00" EAST, TAKEN ON THE WESTERLY LINE OF LOTS 13 THROUGH 18, BLOCK 6, AS SHOWN ON THAT CERTAIN MAP FILED IN VOLUME 5 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF SAN MATEO COUNTY WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY IS CITY OF MENLO PARK BENCHMARK "X150", TAKEN AS 29.85 (NGVD 1929). BENCHMARK HAS SINCE BEEN DESTROYED. SEE TEMPORARY BENCHMARK SET ON-SITE, AS SHOWN.

FLOOD ZONE NOTE:

THE SUBJECT PROPERTY LIES PARTIALLY WITHIN FLOOD ZONES "X" AND "AE", BASED ON FLOOD INSURANCE RATE MAPS 06081C0308E AND 06081C0309E, DATED OCTOBER 18, 2012.

BOUNDARY NOTE:

THE PROPERTY LINES AND PROPERTY LINE DATA ARE BASED UPON RECORD DATA AND ARE APPROXIMATE.

EASEMENT NOTE:

EASEMENTS, IF ANY, ARE NOT INDICATED HEREON.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

REV.	DESCRIPTION	BY	DATE

LICENSED LAND SURVEYOR
No. 8827
STATE OF CALIFORNIA

DAINS LAND SURVEYING
(650) 743-0831

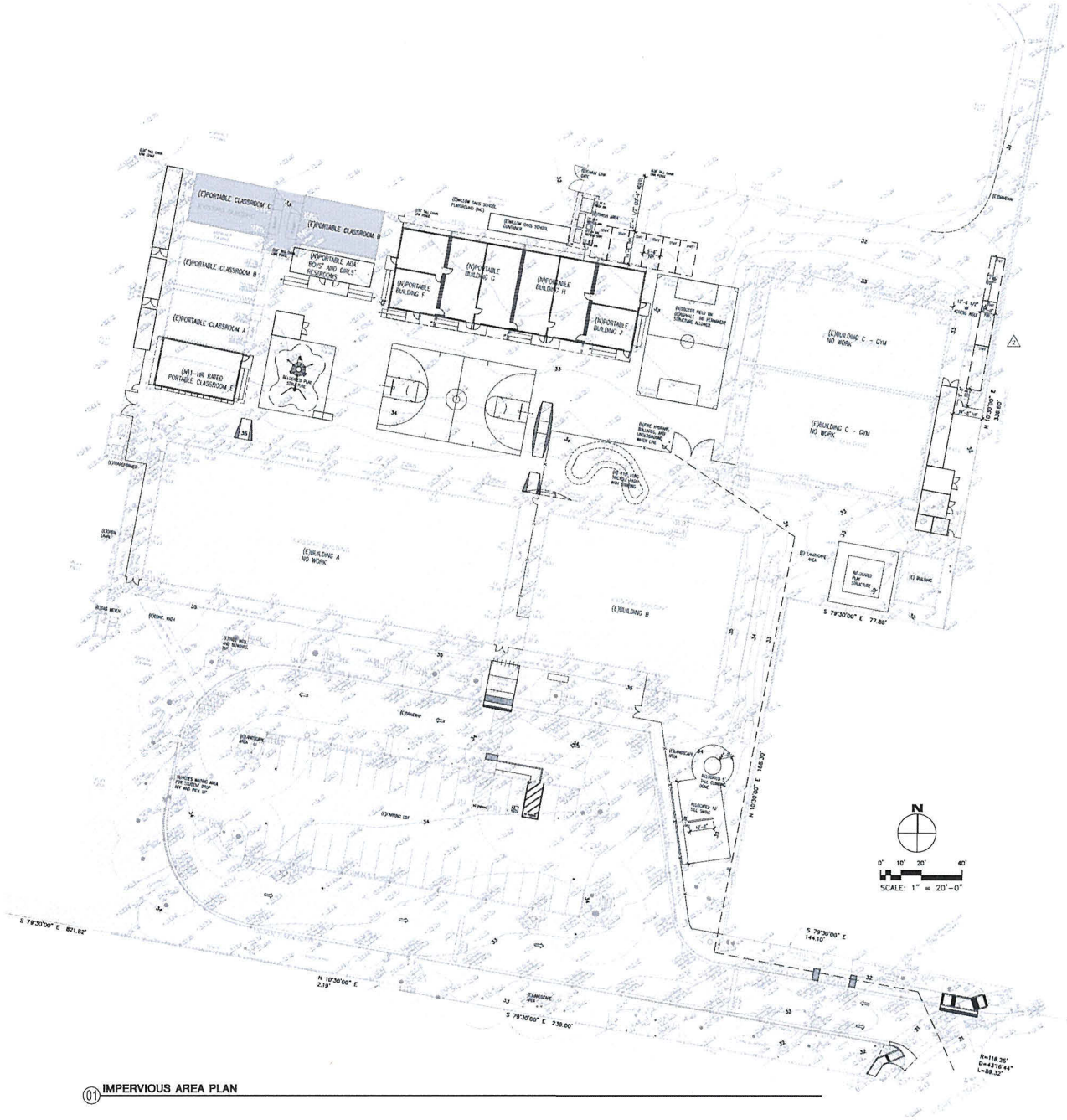
PREPARED FOR:
DES ARCHITECTS & ENGINEERS

TOPOGRAPHIC SURVEY PLAN

475 POPE STREET
A.P.N. 062-370-400
SAN MATEO COUNTY
CALIFORNIA
CITY OF MENLO PARK

DRAWN BY:	R.D
DESIGNED BY:	----
CHECKED BY:	R.D
SCALE:	1"=20'
DATE:	12/13/14
DRAWING NO.	14-510
SHEET	1 OF 1

B3



01 IMPERVIOUS AREA PLAN

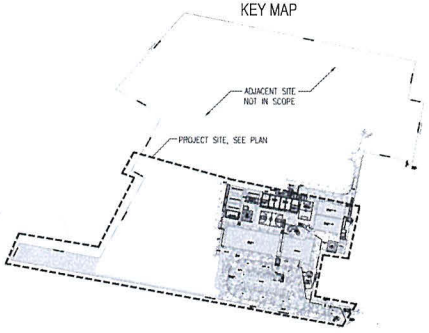
LEGEND

(E) IMPERVIOUS AREA
NO NEW IMPERVIOUS AREA

(N) UNDERGROUND FIRE WATER LINE, APPROVED BY MENLO FIRE PC# 150183

STAFF MARKED STAFF ONLY PARKING. FOR THOSE PARKING SPACES IN FRONT OF THE TRASH ENCLOSURE, NO PARKING IS ALLOWED BEFORE TRASH TRUCK PICK UP

KEY MAP



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399 Bradford Street, Redwood City, CA 94063
Tel: (650) 364-6453
Fax: (650) 364-2618
www.des-ae.com

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275 Elliott Drive
Menlo Park, CA 94025

CAMPUS RELOCATION

GERMAN AMERICAN INTERNATIONAL SCHOOL
475 Pope Street
Menlo Park, CA 94025

IMPERVIOUS AREA PLAN

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
	04/09/15	CUP RESUBMITTAL
2	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

DRAWN BY:	AH
REVIEWED BY:	CWW
APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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SHEET NO.

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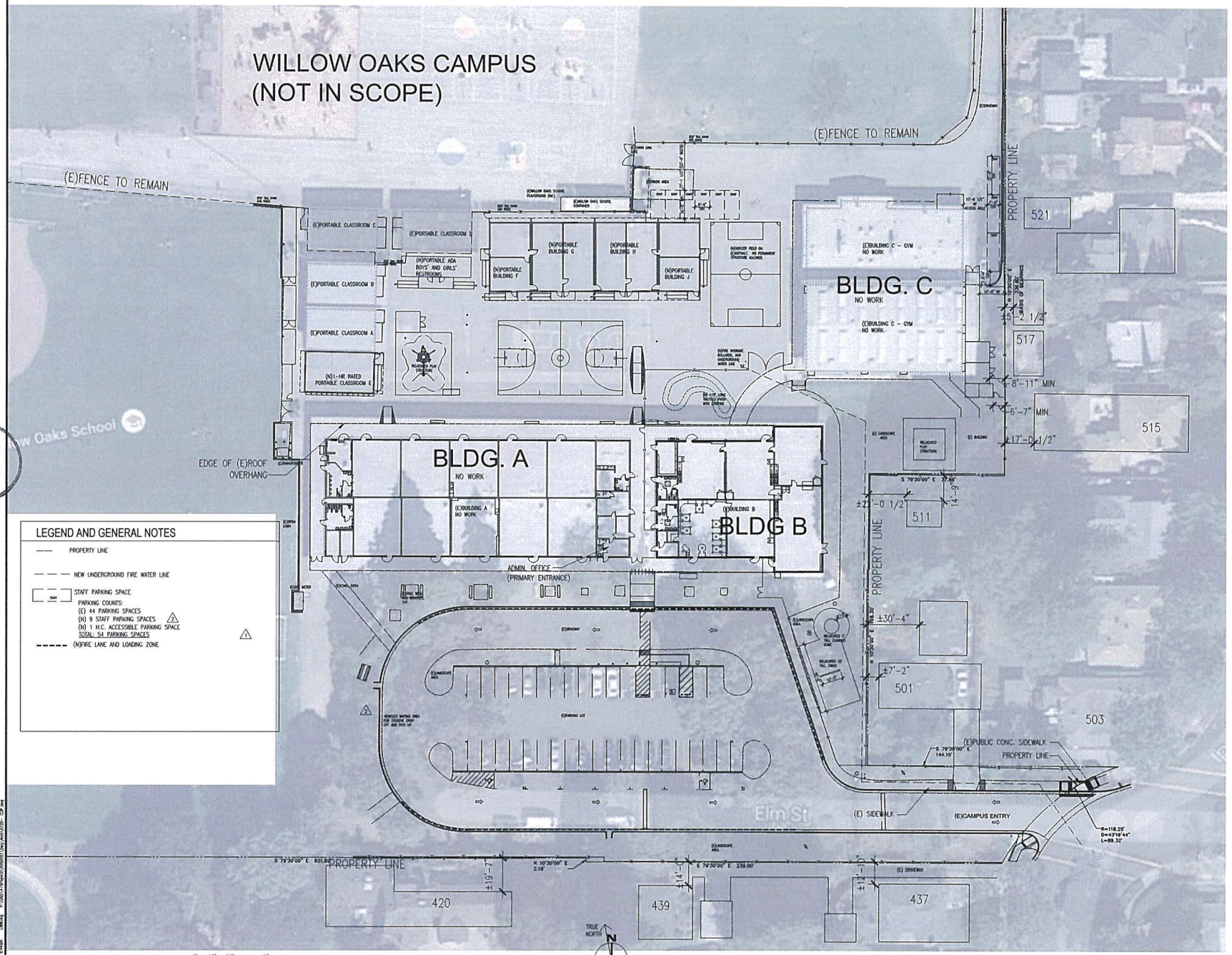

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LEGEND AND GENERAL NOTES

- PROPERTY LINE
- NEW UNDERGROUND FIRE WATER LINE
- STAFF PARKING SPACE
  - PARKING COUNTS:
  - (E) 44 PARKING SPACES
  - (N) 9 STAFF PARKING SPACES (2)
  - (N) 1 H.C. ACCESSIBLE PARKING SPACE
  - TOTAL: 54 PARKING SPACES
- (N)FIRE LANE AND LOADING ZONE

(1)

0' 10' 20' 40'
SCALE: 1" = 20'-0"

1 OVERALL CAMPUS PLAN
1" = 20'-0"

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SITE PLAN

ISSUE.	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
1	04/09/15	CUP RESUBMITTAL
2	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

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APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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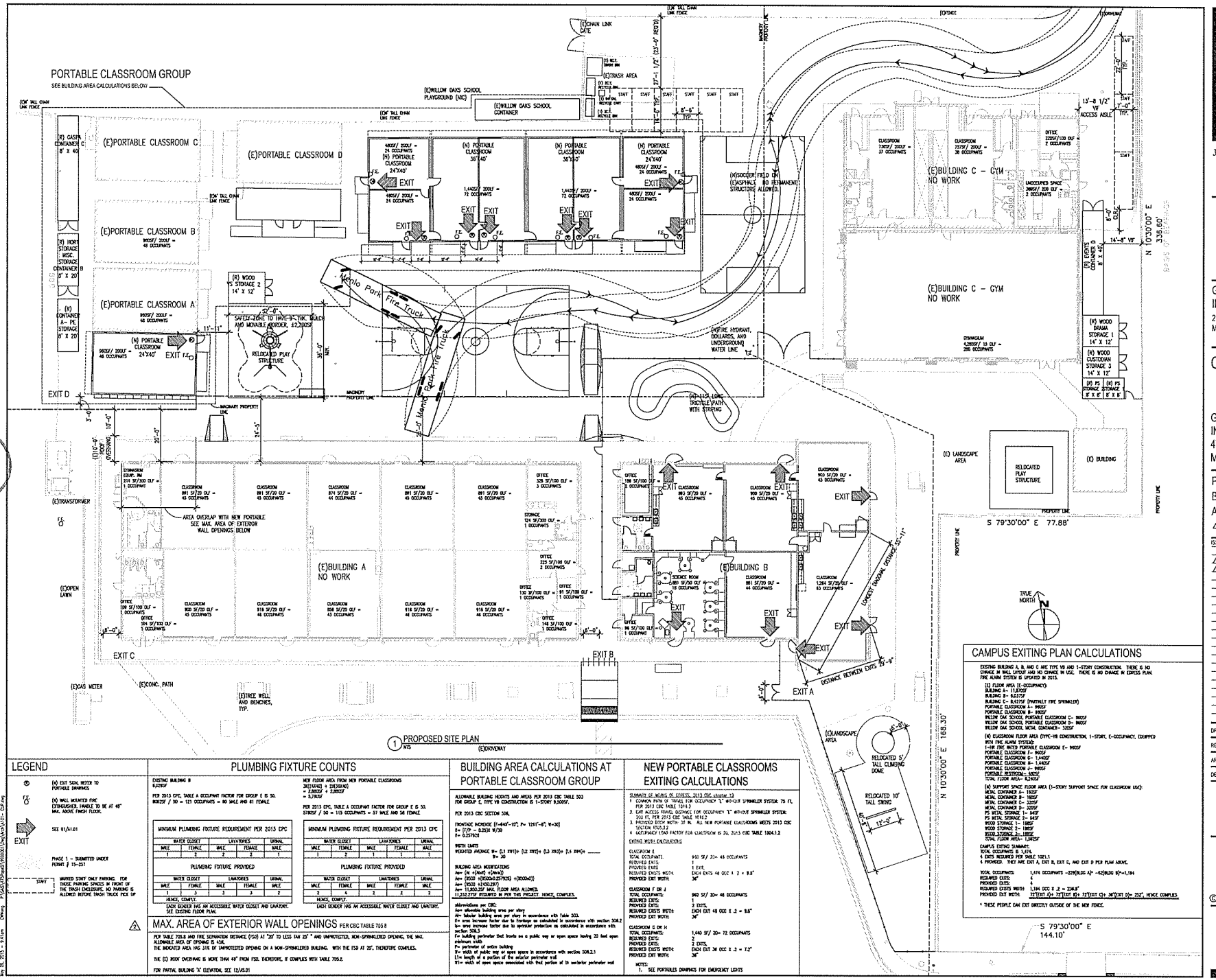

1 PROPOSED SITE PLAN
NTS

LEGEND

- (N) EXIT SIGN, REFER TO PORTABLE DRAWINGS
- (N) WALL MOUNTED FIRE EXTINGUISHER, FAMILIE TO BE AT 48" MAX. ABOVE FINISH FLOOR.
- SEE 01/A1.01
- EXIT
- PHASE 1 – SUBMITTED UNDER PERMIT # 15-257
- START — MARKED STAFF ONLY PARKING. FOR THOSE PARKING SPACES IN FRONT OF THE TRASH ENCLOSURE, NO PARKING IS ALLOWED BEFORE TRASH TRUCK PICK UP

PLUMBING FIXTURE COUNTS

EXISTING BUILDING B
8,026SF

PER 2013 CPC, TABLE A OCCUPANT FACTOR FOR GROUP E IS 50.
WOMEN' / 50 = 121 OCCUPANTS = 80 MALE AND 81 FEMALE

MEN FLOOR AREA FROM NEW PORTABLE CLASSROOMS
3(1744SF) + 2(1836SF)
= 2,880SF + 2,880SF
= 5,760SF

PER 2013 CPC, TABLE A OCCUPANT FACTOR FOR GROUP E IS 50.
5760SF / 50 = 115 OCCUPANTS = 57 MALE AND 58 FEMALE

MINIMUM PLUMBING FIXTURE REQUIREMENT PER 2013 CPC

WATER CLOSET		LAVATORIES		URINAL
MALE	FEMALE	MALE	FEMALE	MALE
1	2	1	1	1

PLUMBING FIXTURE PROVIDED

WATER CLOSET		LAVATORIES		URINAL
MALE	FEMALE	MALE	FEMALE	MALE
1	3	3	3	2

HENCE, COMPLY.
EACH GENDER HAS AN ACCESSIBLE WATER CLOSET AND LAVATORY.
SEE EXISTING FLOOR PLAN.

MINIMUM PLUMBING FIXTURE REQUIREMENT PER 2013 CPC

WATER CLOSET		LAVATORIES		URINAL
MALE	FEMALE	MALE	FEMALE	MALE
1	2	1	1	1

PLUMBING FIXTURE PROVIDED

WATER CLOSET		LAVATORIES		URINAL
MALE	FEMALE	MALE	FEMALE	MALE
2	4	2	2	2

HENCE, COMPLY.
EACH GENDER HAS AN ACCESSIBLE WATER CLOSET AND LAVATORY.

MAX. AREA OF EXTERIOR WALL OPENINGS PER CBC TABLE 705.8

PER TABLE 705.8 AND FIRE SEPARATION DISTANCE (FSD) AT 20' TO LESS THAN 25' * AND UNPROTECTED, NON-SPRINKLERED OPENING, THE MAX. ALLOWABLE AREA OF OPENING IS 45%.
THE INDICATED AREA HAS 31% OF UNPROTECTED OPENING ON A NON-SPRINKLERED BUILDING. WITH THE FSD AT 20', THEREFORE COMPLIES.

THE (E) ROOF OVERHANG IS MORE THAN 48" FROM FSD. THEREFORE, IT COMPLIES WITH TABLE 705.2.

FOR PARTIAL BUILDING 'A' ELEVATION, SEE 12/A5.01

BUILDING AREA CALCULATIONS AT PORTABLE CLASSROOM GROUP

ALLOWABLE BUILDING HEIGHTS AND AREAS PER 2013 CBC TABLE 503
FOR GROUP E, TYPE V-B CONSTRUCTION IS 1-STORY 9,000SF.

PER 2013 CBC SECTION 506,

FRONTAGE INCREASE (I=447'-10", P= 1291'-8", W=30)
I= [(P – 0.25)] W/30
I= 0.579762

WIDTH LIMITS
WEIGHTED AVERAGE W= (L1 XW1)+ (L2 XW2)+ (L3 XW3)+ (L4 XW4)+ ——
S= 30

BUILDING AREA MODIFICATIONS
Aa= (N +(Na/f) +(Aa/s))
Aa= (9000 +(9000x0.579762) +(9000x0))
Aa= (9000 +5400.287)
Aa= 11,900.35SF MAX. FLOOR AREA ALLOWED.
11,232.27SF PROVIDED IN PER THIS PROJECT. HENCE, COMPLIES.

abbreviations per CBC:
Aa= allowable building area per story
At= tabular building area per story in accordance with Table 503.
I= area increase factor due to frontage as calculated in accordance with section 506.2
Is= area increase factor due to sprinkler protection as calculated in accordance with section 506.3
F= building perimeter that fronts on a public way or open space having 20 feet open minimum width
P= perimeter of entire building
W= width of public way or open space in accordance with section 506.2.1
L1= length of a portion of the exterior perimeter wall
W1= width of open space associated with that portion of th exterior perimeter wall

NEW PORTABLE CLASSROOMS EXITING CALCULATIONS

SUMMARY OF MEANS OF EGRESS, 2013 CBC chapter 13
1. COMMON PATH OF TRAVEL FOR OCCUPANCY "E" WITH FULLY SPRINKLER SYSTEM: 75 FT. PER 2013 CBC TABLE 1014.3
2. EXIT ACCESS TRAVEL DISTANCE FOR OCCUPANCY "E" WITHOUT SPRINKLER SYSTEM: 200 FT. PER 2013 CBC TABLE 1016.2
3. PROVIDED DOOR WIDTH: 36 IN. ALL NEW PORTABLE CLASSROOMS MEETS 2013 CBC SECTION 1003.3.1
4. OCCUPANCY LOAD FACTOR FOR CLASSROOM IS 20, 2013 CBC TABLE 1004.1.2

EXISTING MODEL CALCULATIONS

CLASSROOM F
TOTAL OCCUPANTS: 960 SF/ 20= 48 OCCUPANTS
REQUIRED EXITS: 1
PROVIDED EXITS: 1 EXIT.
REQUIRED EXITS WIDTH: EACH EXITS 48 OCC X .2 = 9.6"
PROVIDED EXIT WIDTH: 36"

CLASSROOM F OR J
TOTAL OCCUPANTS: 960 SF/ 20= 48 OCCUPANTS
REQUIRED EXITS: 1
PROVIDED EXITS: 2 EXITS.
REQUIRED EXITS WIDTH: EACH EXIT 48 OCC X .2 = 9.6"
PROVIDED EXIT WIDTH: 36"

CLASSROOM G OR H
TOTAL OCCUPANTS: 1,440 SF/ 20= 72 OCCUPANTS
REQUIRED EXITS: 2
PROVIDED EXITS: 2 EXITS.
REQUIRED EXITS WIDTH: EACH EXIT 36 OCC X .2 = 7.2"
PROVIDED EXIT WIDTH: 36"

NOTES:
1. SEE PORTABLES DRAWINGS FOR EMERGENCY LIGHTS

CAMPUS EXITING PLAN CALCULATIONS

EXISTING BUILDING A, B, AND C ARE TYPE VB AND 1-STORY CONSTRUCTION. THERE IS NO CHANGE IN WALL LAYOUT AND NO CHANGE IN USE. THERE IS NO CHANGE IN EXISTING PLAN. FIRE ALARM SYSTEM IS UPDATED IN 2015.

(E) FLOOR AREA (E-OCCUPANCY):
BUILDING A= 11,870SF
BUILDING B= 8,026SF
BUILDING C= 8,650SF (PARTIALLY FIRE SPRINKLER)
PORTABLE CLASSROOM A= 960SF
PORTABLE CLASSROOM B= 960SF
WILLOW OAK SCHOOL PORTABLE CLASSROOM C= 960SF
WILLOW OAK SCHOOL PORTABLE CLASSROOM D= 960SF
WILLOW OAK SCHOOL METAL CONTAINER= 320SF

(N) CLASSROOM FLOOR AREA (TYPE-VB CONSTRUCTION, 1-STORY, E-OCCUPANCY, EQUIPPED WITH FIRE ALARM SYSTEM):
1-NEW FIRE RATED PORTABLE CLASSROOM E= 960SF
PORTABLE CLASSROOM F= 960SF
PORTABLE CLASSROOM G= 1,440SF
PORTABLE CLASSROOM H= 1,440SF
PORTABLE CLASSROOM J= 960SF
PORTABLE RESTROOM= 480SF
TOTAL FLOOR AREA= 8,240SF

(N) SUPPORT SPACE FLOOR AREA (1-STORY SUPPORT SPACE FOR CLASSROOM USE):
METAL CONTAINER A= 192SF
METAL CONTAINER B= 192SF
METAL CONTAINER C= 320SF
METAL CONTAINER D= 320SF
PS METAL STORAGE 1= 64SF
PS METAL STORAGE 2= 64SF
WOOD STORAGE 1= 168SF
WOOD STORAGE 2= 168SF
WOOD STORAGE 3= 168SF
TOTAL FLOOR AREA= 1,792SF

CAMPUS EXITING SUMMARY:
TOTAL OCCUPANTS @ 1,474.
4 EXITS REQUIRED PER TABLE 1021.1
4 PROVIDED. THEY ARE EXIT A, EXIT B, EXIT C, AND EXIT D PER PLAN ABOVE.

TOTAL OCCUPANTS: 1,474 OCCUPANTS –229(KILOG A)= 42(KILOG B)=1,194
REQUIRED EXITS: 4
PROVIDED EXITS: 4
REQUIRED EXITS WIDTH: 1,194 OCC X .2 = 238.8"
PROVIDED EXIT WIDTH: 72"(EXIT A)+ 72"(EXIT B)+ 72"(EXIT C)+ 36"(EXIT D)= 252", HENCE COMPLIES.

* THESE PEOPLE CAN EXIT DIRECTLY OUTSIDE OF THE NEW FENCE.

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399 Bradford Street, Redwood City, CA 94063
Tel: (650) 364-6453
Fax: (650) 364-2618
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275 Elliott Drive
Menlo Park, CA 94025

CAMPUS RELOCATION

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PROPOSED CAMPUS & BUILDING
BUILDING CODE COMPLIANCE ANALYSIS
1

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
1	04/09/15	CUP RESUBMITTAL
1	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

DRAWN BY:	AH
REVIEWED BY:	CWW
APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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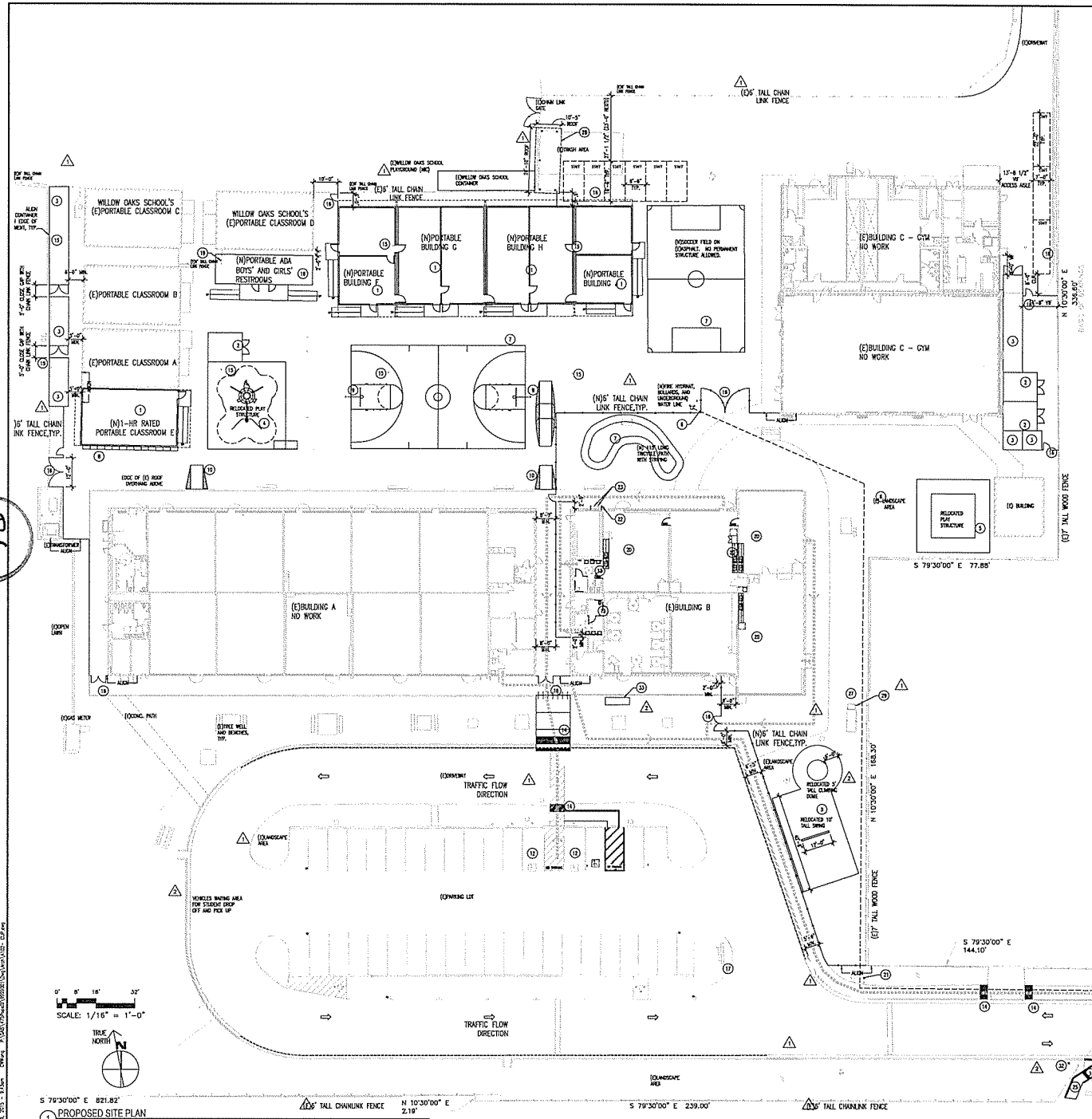

1 PROPOSED SITE PLAN
1/16"=1'-0"

GENERAL NOTES

1. AN ENCROACHMENT PERMIT FROM THE ENGINEERING DIVISION IS REQUIRED PRIOR TO ANY CONSTRUCTION ACTIVITIES IN THE PUBLIC RIGHT OF WAY. A LIST OF REQUIREMENTS FOR ENCROACHMENT PERMIT SUBMITTAL CAN BE FOUND ON THE CITY'S WEBPAGE AT: HTTP://WWW.MENLOPARK.ORG/202/ENCROACHMENT-PERMITS.

SITE PLAN KEY NOTES

1. (N) TEMPORARY PORTABLE CLASSROOMS WITH ADA RAMPS TO BE PROVIDED BY VENDOR. SEE ELEVATION A3.01.
2. (N)WOOD STORAGE SHED TO SUPPORT CLASSROOM FUNCTION. PER ELEVATIONS (14/A6.01)
3. (N)METAL CONTAINER AS STORAGE TO SUPPORT CLASSROOM FUNCTION. FRONT AND REAR (01/A6.01) ELEVATIONS (6'8"H'W', OTHERS ARE SIMILAR)
4. (N)6' TALL MIDDLE SCHOOL PLAYSTRUCTURE WITH MIN. 9" THK. MULCH ON (E)ASPHALT WITH ADA RAMP. SEE RAMP AT (3/A3.01)
5. (N)15' TALL PRE-SCHOOL PLAYSTRUCTURE WITH MIN. 9" THK. MULCH ON (E)ASPHALT AT PRE-SCHOOL PLAY YARD
6. (N)FIRE HYDRANT AND UNDERGROUND FIRE WATER LINE FROM (E)HYDRANT
7. (N)PAINT STRIPING ON (E)ASPHALT
8. (N)LOCKERS ON CONC. PAD WITH AWNING AS COVER (02/A6.01)
9. (N)BASKETBALL POST
10. REMOVE (E) NON-COMPLIANCE RAMP. PROVIDE (N)MAX. 8' LONG ADA RAMP.
11. NOT USED
12. (E)ADA PARKING SPACE WITH UNLOADING AREA AND SIGNAGE
13. (E)BOYS' AND GIRLS' RESTROOM WILL BE UPGRADED TO MEET ACCESSIBILITY REQUIREMENT
14. (N)SURFACE MOUNTED TRUNCATED DOMES
15. REMOVE (E)METAL POST – BASKET BALL HOOD, ETC. PATCH HOLE ON GROUND WITH NON-SHRINK GROUT TO BE LEVEL WITH ADJACENT SURFACE.
16. (N)6' TALL CHAIN LINK FENCE WITH CHAIN LINK DOUBLE OR SINGLE GATE.
17. (N) SCHOOL SIGN– MANUAL MESSAGE BOARD. SEE ELEVATIONS AND DETAILS (15/A6.01)
18. (N)PORTABLE ACCESSIBLE RESTROOM WITH NEW SEWAGE LINE CONNECT TO (E)SEWAGE LINE. SEE ELEVATION A3.02
19. RECONFIGURE EXISTING CHAIN LINK FENCE TO ACCOMMODATE NEW PORTABLE RESTROOM
20. NEW COUNTER AND SINKS UNDER PHASE 1
21. PROVIDE NEW UNAUTHORIZED PARKING SIGN
22. PROVIDE NEW GUARDRAILS FOR (E)ADA DRINKING FOUNTAIN
23. REPAIR THE FRONT-APPROACH PUSH BUTTON ON (E)DRINKING FOUNTAIN TO MEET 5 LBS MAX. OPERATING FORCE PER 2013 CBC 118-402.3
24. NEW ACCESSIBLE CURB RAMP
25. AT POPE STREET ENTRANCE, REMOVE AND REPLACE ANY CRACKED, DEPRESSED, UPLIFTED, OR OTHERWISE DAMAGED IMPROVEMENTS (I.E. CURB, GUTTER, SIDEWALK AND DRIVEWAY).
26. REPAVING OF POPE STREET RELATED TO UTILITIES WORK SHALL COMPLY WITH CITY STANDARD DETAILS ST-9A AND SLURRY PER ST-9A, ST-9B AND ST-1A. SEE CITY WEBSITE: HTTP://MENLOPARK.ORG/211/STANDARD-DETAILS.
27. (E)WATER METER AND VAULT TO REMAIN. THERE IS A PRESSURE REGULATING VALVE AND BACKFLOW PREVENTION DEVICE INSIDE THE VAULT. BACKFLOW PREVENTOR SHALL BE TESTED UPON INSTALLATION AND ANNUALLY THEREAFTER BY A PERSON CERTIFIED BY MENLO PARK MUNICIPAL WATER DISTRICT. A COPY OF THE TEST REPORT SHALL BE FORWARDED TO MENLO PARK WATER DISTRICT IMMEDIATELY. DATA SHOWING THE MONTH AND YEAR OF TESTING SHALL BE AFFIXED TO THE DEVICE.
28. PROVIDE NEW ROOF MADE OF NON-COMBUSTIBLE MATERIAL AT EXISTING CONCRETE TRASH ENCLOSURE. THE METAL DECK ROOF ON STEEL POST ON (E) 3' TALL CONC. WALL SHOULD EXTEND PASS THE ENCLOSURE WALL BY 12" AND 12" ABOVE CONC. WALL.
29. (E)WATER METER #01328419 AND PRESSURE REGULATING DEVICE WILL BE ABANDONED IN PLACE.
30. NEW WATER METER, PRESSURE REGULATING VALVE, AND BACKFLOW ASSEMBLY TO BE RELOCATED HERE. FINAL LOCATION TO BE COORDINATED IN FIELD.
31. NEW ACCESSIBLE CURB RAMP PER CITY DETAIL CG-20 CASE F.
32. NEW STOP SIGN WILL BE PROVIDED PER CITY DETAIL ST-12.
33. NEW BIKE RACK FOR 26 BIKES

SITE PLAN LEGEND

- [10'6" TALL CHAIN LINK FENCE, TYP.
- [W]FIRE LANE AND LOADING ZONE
- STAFF — MARKED STAFF ONLY PARKING. FOR THOSE PARKING SPACES IN FRONT OF THE TRASH ENCLOSURE, NO PARKING IS ALLOWED BEFORE TRASH TRUCK PICK UP
- ACCESSIBLE PATH OF TRAVEL SHALL HAVE SLOPE NOT STEEPER THAN 1:20(5%) WITH CROSS SLOPE NOT STEEPER THAN 1:48(2%) 2013 CBC 118-402.2 AND 118-403.3

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PROPOSED SITE PLAN AND SCOPE OF WORK

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
1	04/09/15	CUP RESUBMITAL
2	04/29/15	CUP RESUBMITAL
	5/11/15	CUP RESUBMITAL

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APPROVED BY: SM
DES PROJECT NO.: 9999.001

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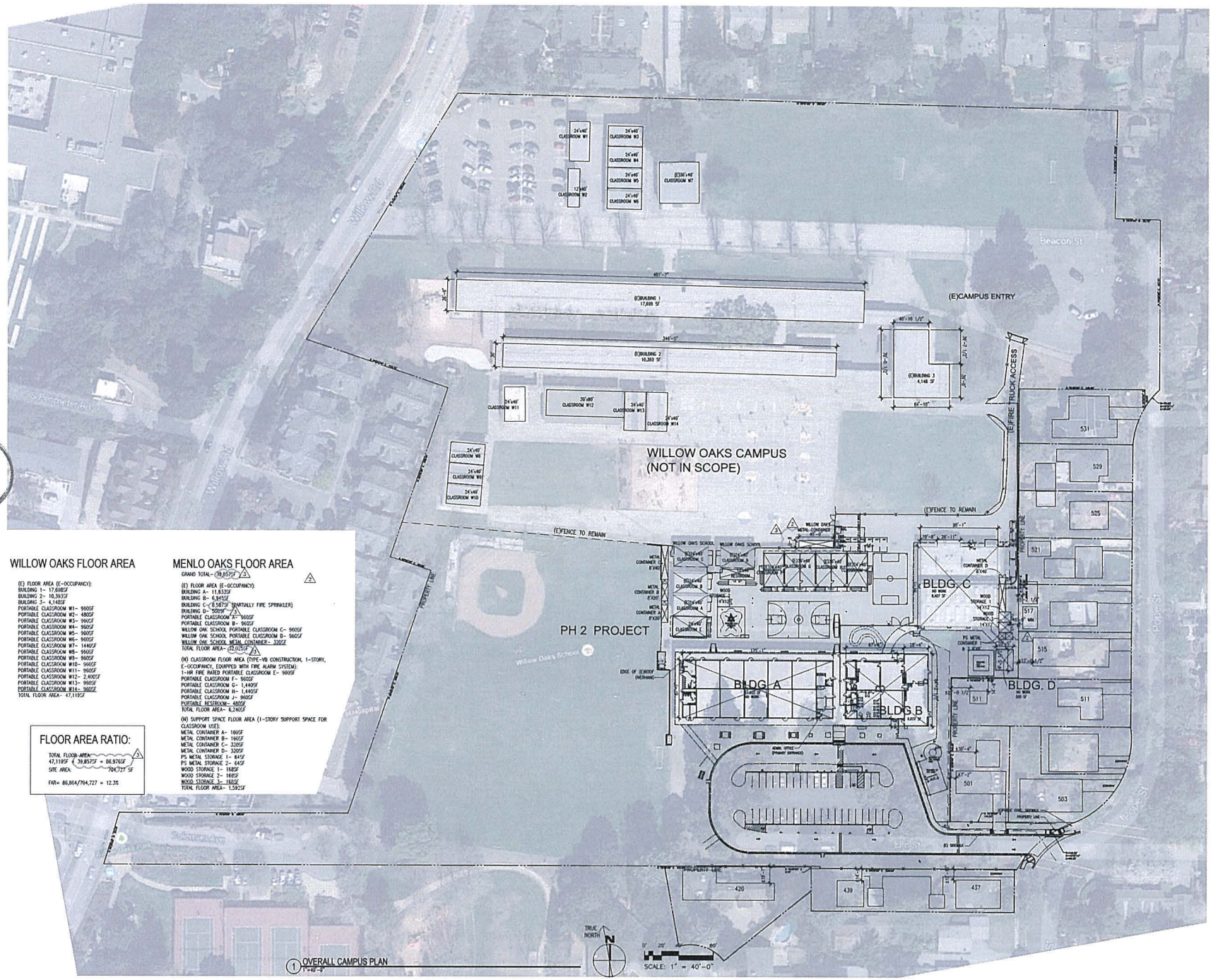

1 OVERALL CAMPUS PLAN
1"=40'-0"

WILLOW OAKS FLOOR AREA

(E) FLOOR AREA (E-OCCUPANCY):
BUILDING 1- 17,608SF
BUILDING 2- 10,393SF
BUILDING 3- 4,148SF
PORTABLE CLASSROOM W1- 960SF
PORTABLE CLASSROOM W2- 480SF
PORTABLE CLASSROOM W3- 960SF
PORTABLE CLASSROOM W4- 960SF
PORTABLE CLASSROOM W5- 960SF
PORTABLE CLASSROOM W6- 960SF
PORTABLE CLASSROOM W7- 1440SF
PORTABLE CLASSROOM W8- 960SF
PORTABLE CLASSROOM W9- 960SF
PORTABLE CLASSROOM W10- 960SF
PORTABLE CLASSROOM W11- 960SF
PORTABLE CLASSROOM W12- 2,400SF
PORTABLE CLASSROOM W13- 960SF
PORTABLE CLASSROOM W14- 960SF
TOTAL FLOOR AREA- 47,119SF

MENLO OAKS FLOOR AREA

GRAND TOTAL- 39,857SF

(E) FLOOR AREA (E-OCCUPANCY):
BUILDING A- 11,833SF
BUILDING B- 6,945SF
BUILDING C- 8,587SF (PARTIALLY FIRE SPRINKLER)
BUILDING D- 5005F
PORTABLE CLASSROOM A- 960SF
PORTABLE CLASSROOM B- 960SF
WILLOW OAK SCHOOL PORTABLE CLASSROOM C- 960SF
WILLOW OAK SCHOOL PORTABLE CLASSROOM D- 960SF
WILLOW OAK SCHOOL METAL CONTAINER- 320SF
TOTAL FLOOR AREA- 37,025SF

(N) CLASSROOM FLOOR AREA (TYPE-VB CONSTRUCTION, 1-STORY, E-OCCUPANCY, EXMPPED WITH FIRE ALARM SYSTEM):
1-HR FIRE RATED PORTABLE CLASSROOM E- 960SF
PORTABLE CLASSROOM F- 960SF
PORTABLE CLASSROOM G- 1,440SF
PORTABLE CLASSROOM H- 1,440SF
PORTABLE CLASSROOM J- 960SF
PORTABLE RESTROOM- 480SF
TOTAL FLOOR AREA- 6,240SF

(N) SUPPORT SPACE FLOOR AREA (1-STORY SUPPORT SPACE FOR CLASSROOM USE):
METAL CONTAINER A- 160SF
METAL CONTAINER B- 160SF
METAL CONTAINER C- 320SF
METAL CONTAINER D- 320SF
PS METAL STORAGE 1- 64SF
PS METAL STORAGE 2- 64SF
WOOD STORAGE 1- 168SF
WOOD STORAGE 2- 168SF
WOOD STORAGE 3- 168SF
TOTAL FLOOR AREA- 1,592SF

FLOOR AREA RATIO:

TOTAL FLOOR AREA:
47,119SF + 39,857SF = 86,976SF
SITE AREA: 704,727 SF

FAR= 86,864/704,727 = 12.3%

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Fax: (650) 364-2618
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AREA PLAN -
SQUARE FOORTAGE CALCS
& DIAGRAM

ISSUE	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
	04/09/15	CUP RESUBMITTAL
1	04/29/15	CUP RESUBMITTAL
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REVIEWED BY: CWW
APPROVED BY: SM
DES PROJECT NO.: 9999.001

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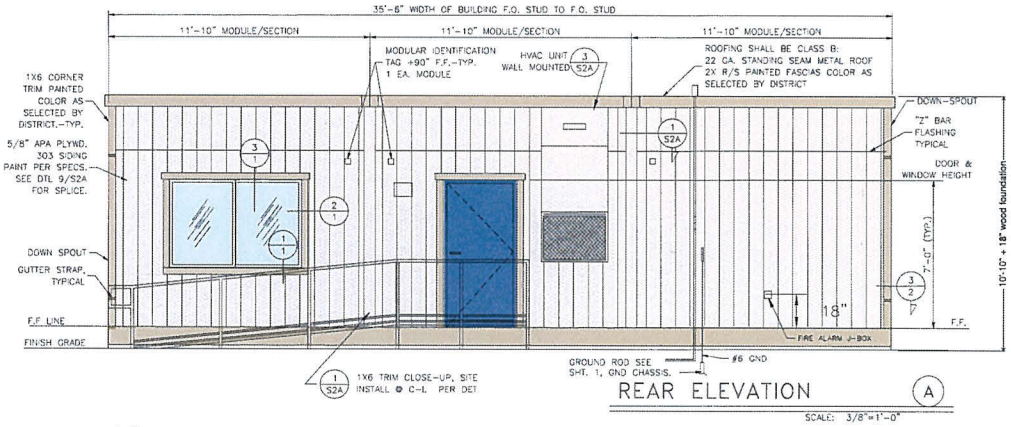
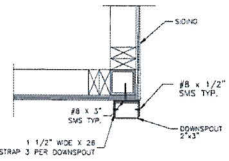
SHEET NO.

B7



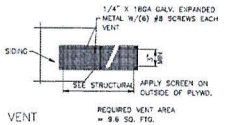
REAR ELEVATION (A)

SCALE: 3/8"=1'-0"



3/2 DOWNSPOUT DETAIL

1 1/2"=1'-0"



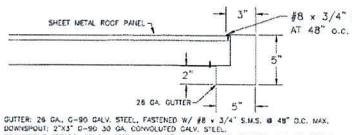
VENT DETAIL

NO SCALE

SEE SHT. S1A, S1B OR S1C FOR NUMBER OF VENTS AND LOCATIONS. THIS DETAIL IS FOR WOOD FOUNDATIONS ONLY.

1/4" X 180A GALV. EXPANDED METAL W/(6) #8 SCREWS EACH VENT. ALSO SEE SHT. S1A
APPLY SCREEN ON OUTSIDE OF PLYWD.
REQUIRED VENT AREA = 9.6 SQ. FTG.

UNDER FLOOR VENTING



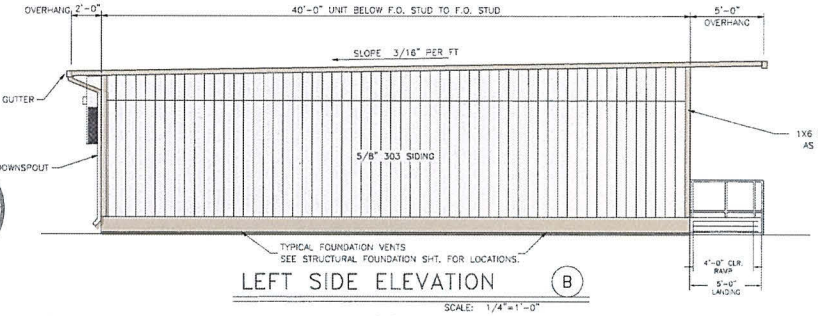
GUTTER: 26 GA., G-90 GALV. STEEL, FASTENED W/ #8 x 3/4" S.M.S. @ 48" O.C. MAX.
DOWNSPOUT: 2"x3" G-90 30 GA. CORRUGATED GALV. STEEL.
DOWNSPOUT STRAPS: 28 GA. STEEL X 1 1/2" WIDE ATTACHED TO BLDG. MAX 8'-0" O.C.

GUTTER AT OVERHANG DETAIL 2/2

ROOM ID SIGNAGE — SEE SHEET 4 DETAILS E/4 & I/4

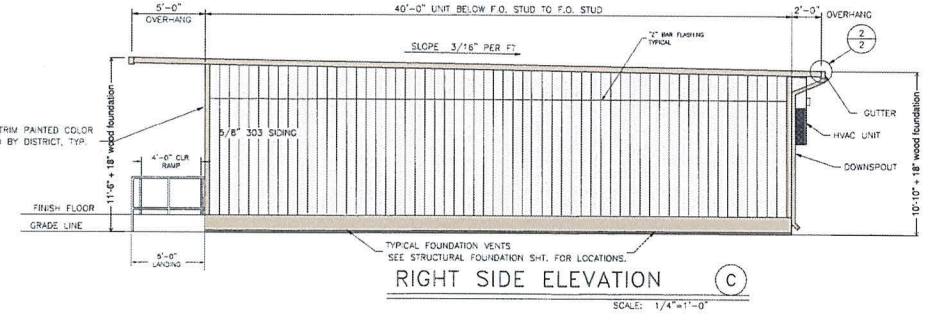
NOT A PART OF THIS CONTRACT (NOT PROVIDED BY A.M.S.)

NOTE:
WHERE PERMANENT IDENTIFICATION IS PROVIDED FOR ROOMS OR SPACES, RAISED LETTERS SHALL BE PROVIDED AND SHALL BE ACCOMPANIED BY BRAILLE IN CONFORMANCE WITH THE FOLLOWING: CONTRACTED GRADE 2 BRAILLE SHALL BE USED. DOTS SHALL BE 1/10 INCH ON CENTER IN EACH CELL WITH 2/10 INCH SPACE BETWEEN CELLS. DOTS SHALL BE RAISED A MINIMUM 1/40 INCH ABOVE BACKGROUND. SIGNS SHALL BE INSTALLED ON WALL ADJACENT TO LATCH OUTSIDE OF DOOR. WHERE THERE IS NO SPACE ON THE LATCH SIDE, SIGNS SHALL BE PLACED ON THE NEAREST ADJACENT WALL, PREFERABLY ON THE RIGHT. MOUNTING HEIGHT SHALL BE 60" ABOVE THE FINISH FLOOR TO THE CENTER OF THE SIGN.



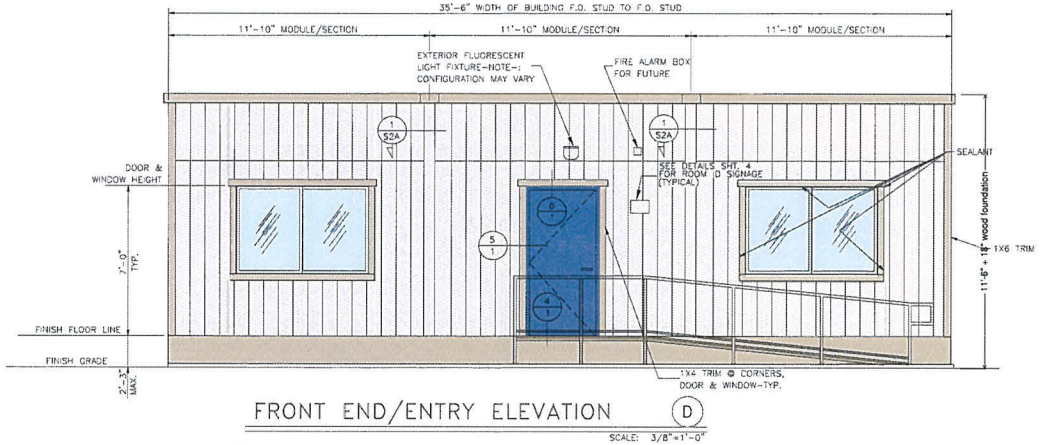
LEFT SIDE ELEVATION (B)

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



RIGHT SIDE ELEVATION (C)

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



FRONT END/ENTRY ELEVATION (D)

SCALE: 3/8"=1'-0"

Typical Elevations of 36x40 portable classroom G and H

COLOR LEGEND

COLOR-1 Kelly Moore 302 Mission Tan	P1	
COLOR-2 Kelly Moore 23 Swiss Coffee	P2	
COLOR-3 Kelly Moore KM4966-3 Vinca	P3	

For Reference Only

FILE NO.PC
IDENTIFICATION STAMP OF THE STATE ARCHITECT OFFICE OF REGULATION SERVICES
PC 02-104925
AC VIC FLS
DATE

36X40 PC
RELOCATABLE
CLASSROOM

AMS
American Modular Systems Inc.
787 Spreckels Ave. Manteca, CA 95336
(209)825-1921 Fax (209)825-7018
americanmodular.com

CUSTOMER:
MOBILE MODULAR MANAGEMENT #352 THRU #367 & #383-#384

EXTERIOR ELEVATIONS

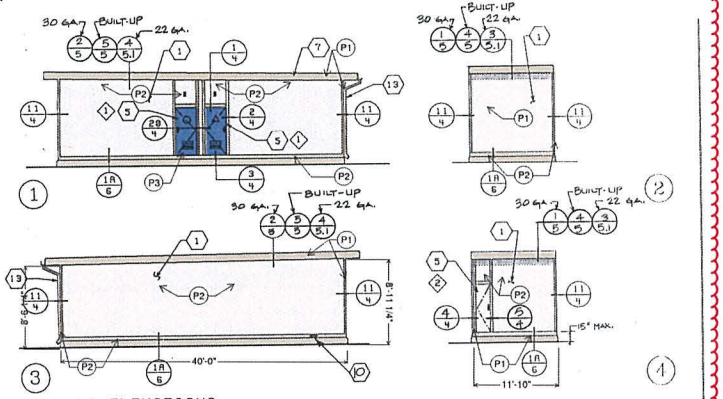
DATE: 08-07-03
SCALE: NONE
DRAWN BY: Y.A.
CHECKED BY:
CHECKED BY:
SERIAL NO.

REVISIONS

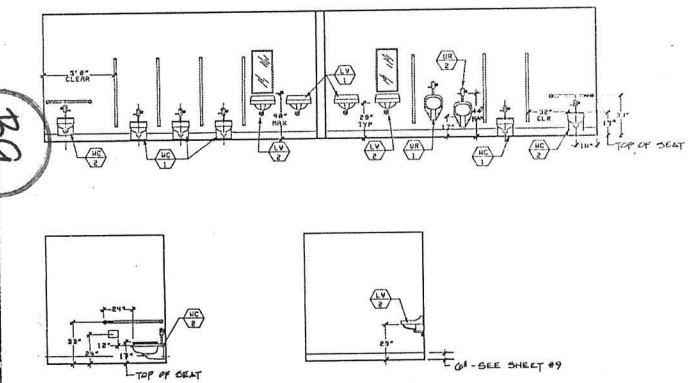
NO	DATE	DESCRIPTION	NO	DATE	DESCRIPTION

PROJECT No.

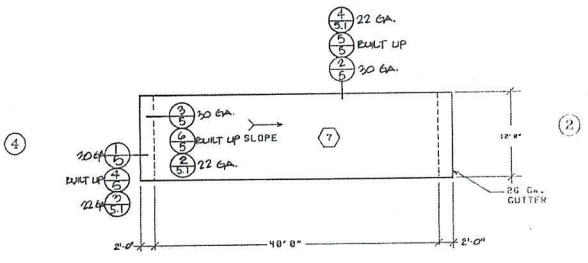
SHEET No.
A3.01



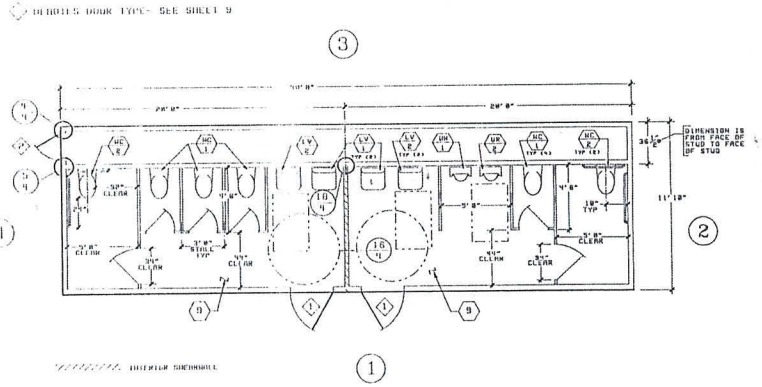
EXTERIOR ELEVATIONS 1/8"=1'-0"



INTERIOR ELEVATIONS 1/4"=1'-0"



ROOF PLAN 1/8"=1'-0"



FLOOR PLAN 1/4"=1'-0"

Elevations of portable restroom

1. TYPICAL EXTERIOR FINISH- SEE SHEET 9
2. TYPICAL INTERIOR WALL FINISH- SEE SHEET 9
3. TYPICAL CEILING FINISH- SEE SHEET 9
4. ELECTRICAL PANEL- SEE SHEET 8
5. EXTERIOR DOOR- SEE SHEET 9
6. SIGNAGE- INSTALL ON EACH TOILET ROOM DOOR; BOYS- 12" EQUILATERAL TRIANGLE SIGN "BOYS" GIRLS- 12" DIAMETER CIRCLE SIGN "GIRLS"
7. ROOFING- 30 Ga. GALVANIED STEEL INTERLOCKING ROOF PANELS WITH CONCEALED FASTENERS.
8. FIBERGLASS INSULATION- R-19 IN ROOF, R-11 IN WALLS; FLAME SPREAD 0-25, SMOKE DEVELOPED, FUEL CONTRIBUTED 0-50.
9. TYPICAL FINISH FLOOR- SEE SHEET 9
10. METAL TAG ON ALL MODULES MECHANICALLY ATTACHED TO EXTERIOR OF REAR FRAME WITH OSA APPLICATION NUMBER, MANUFACTURERS NAME & UNIT SERIAL NUMBER.
11. INTERIOR SHEARWALL- SEE SHEET 3
12. GRAB BARS- 1-1/4" DIA.x 42" LONG @ SIDE AND 36" LONG AT REAR. SET @ +33" A.F.F.
13. 2A Ga. DOWNSPOUTS

WC-1 WATER CLOSET- 'KOHLER' K-4430-ET VITREOUS CHINA WALL HTD SIPHON JET W/ 'ZURN' #1203-S CARRIER, 'BENEKE' #523 ELONGATED OPEN FRONT SEAT, 'SLOAN' ROYAL #110 FLUSH VALVE.

LV-1 LAVATORY-'KOHLER' #2030 18"x 20" WALL MOUNTED VITREOUS CHINA LAVATORY W/ CONCEALED ARM CARRIER, 'KOHLER' K-7304 PUSH BUTTON SELF CLOSING FAUCET, LOOSE KEY ANGLE STOPS W/ 1/2" FLEX SUPPLY & WALL ESCUTCHEON; 1-1/4"x 1-1/2" CHROME PLATED P-TRAP. (FAUCET TO REMAIN OPEN OPEN 10 SECOND MIN.)

LV-2 LAVATORY-'HANDICAP'; SAME LV-1 EXCEPT INSTALLED IN COMPLIANCE WITH THE STATE OF CALIFORNIA REGULATIONS FOR THE PHYSICALLY HANDICAPPED.

UR-1 URINAL- 'KOHLER' K-5014-T VIT. CHINA WALL HUNG SIPHON JET W/ 'ZURN' #1221 CARRIER, 'SLOAN' ROYAL #186 FLUSH VALVE.

UR-2 URINAL- 'HANDICAP'; SAME AS UR-1 EXCEPT INSTALLED IN COMPLIANCE WITH THE STATE OF CALIFORNIA REGULATIONS FOR THE PHYSICALLY HANDICAPPED. (17" TO TOP OF RIM)

WASTE & VENT PIPING- SCHEDULE 40 ABS DRAIN PIPE. PIPE SHALL SLOPE MIN. 1/4"/FT AND SHALL HAVE A CLEANOUT AT UPPER TERMINAL END AND AT EACH BRANCH EXCEEDING 5'0" IN LENGTH.

SUPPLY PIPING- TYPE 'L' HARD DRAWN COPPER WITH FITTINGS AND JOINTS SOLDERED WITH 95/5 SOLDER.

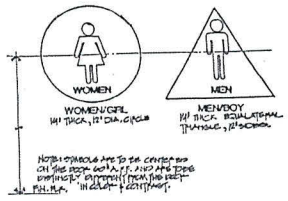
TOILET STALLS- 'SANYACRYLIC' (BAKED ENAMEL) AS MANUFACTURED BY SANYMETAL.

MIRRORS- 'BOBRICK' B-165 18"x 30"

GRAB BARS- 1-1/4" DIA. STAINLESS STEEL MOUNTED AT 33" ABOVE FIN. FLR. 36" GRAB BAR AT REAR OF STALL, 42" BAR AT SIDE OF STALL AS INDICATED ON DRAWINGS.

COLOR LEGEND

COLOR-1 Kelly Moore 302 Mission Tan	P1	
COLOR-2 Kelly Moore 23 Swiss Coffee	P2	
COLOR-3 Kelly Moore KM4966-3 Vinca	P3	



TOILET ROOM SIGNAGE (TYPICAL)

OSA

ACS

PCI 29 JUL 18 90

FIRE MARSHAL

APPROVED FIRE AND PANIC ONLY
JUL 31 1990
STATE FIRE MARSHAL SOUTHERN REGION

LICENSE EXPIRES 12-31-92

AURORA MODULAR INDUSTRIES
1320 W. Olander Ave. Perris, California 92370 Phone (714) 943-2011

For Reference Only

FLOOR PLAN, ROOF PLAN, BUILDING ELEVATIONS

By Date

SHEET

A3.02

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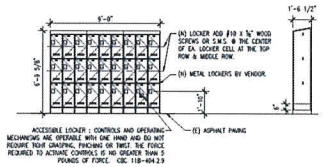
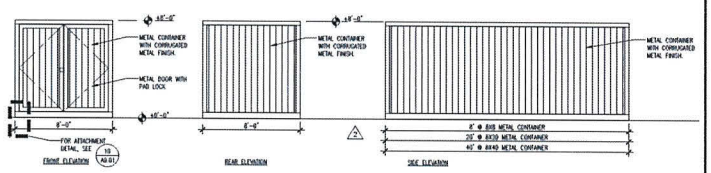
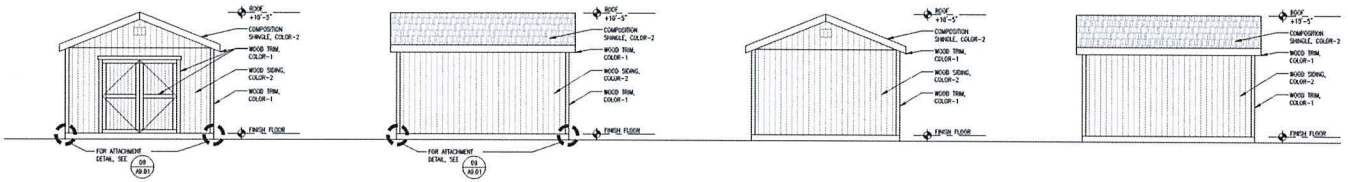
PC/CP



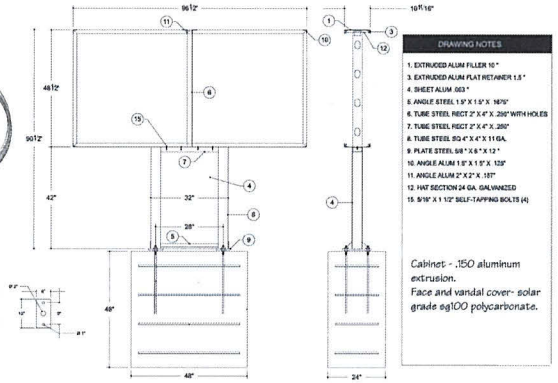
09 LOCKERS ELEVATIONS
1/4" = 1'-0"



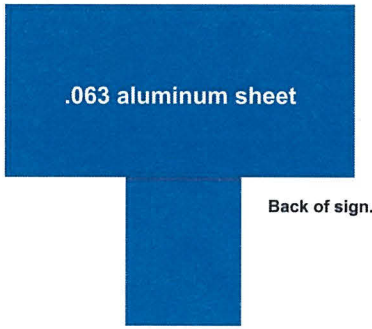
01 8' or 20' or 40' METAL CONTAINERS ELEVATIONS
1/4" = 1'-0"

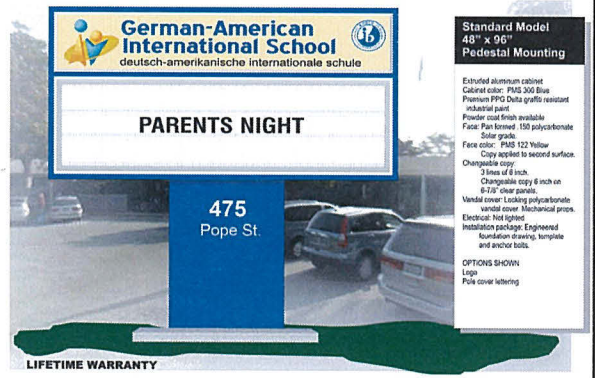


14 WOOD SHED ELEVATIONS
1/4" = 1'-0"

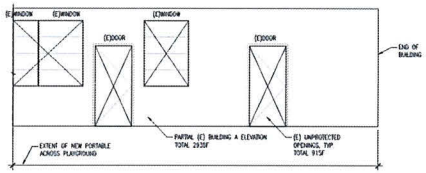


ENGINEERED FOUNDATION DRAWING 120 MPH WINDLOAD





15 SCHOOL MESSAGE BOARD / SIGN (NOT ILLUMINATED) (FOR REFERENCE ONLY)
NTS



12 MAXIMUM AREA OF EXTERIOR WALL OPENING
1/4" = 1'-0"

04 ADA RAMP SYSTEM
N.T.S.

DES ARCHITECTS ENGINEERS
399 Bradford Street, Redwood City, CA 94063
Tel: (650) 364-6453
Fax: (650) 364-2618
www.des-ae.com

GERMAN AMERICAN INTERNATIONAL SCHOOL
275 Elliott Drive
Menlo Park, CA 94025

CAMPUS RELOCATION

GERMAN AMERICAN INTERNATIONAL SCHOOL
475 Pope Street
Menlo Park, CA 94025

EXTERIOR ELEVATIONS

ISSUE	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
	04/09/15	CUP RESUBMITTAL
2	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

DRAWN BY:	AH
REVIEWED BY:	CWW
APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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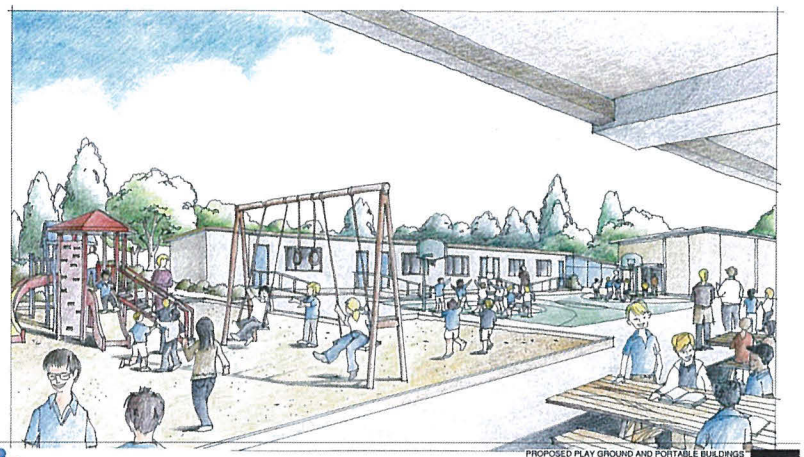
SHEET NO.

B10

May 08, 2015 - 9:45am P:\GAIS\CP\Dwg\CUP\9999001\Dwg\ARCH\A501 dwg.dwg

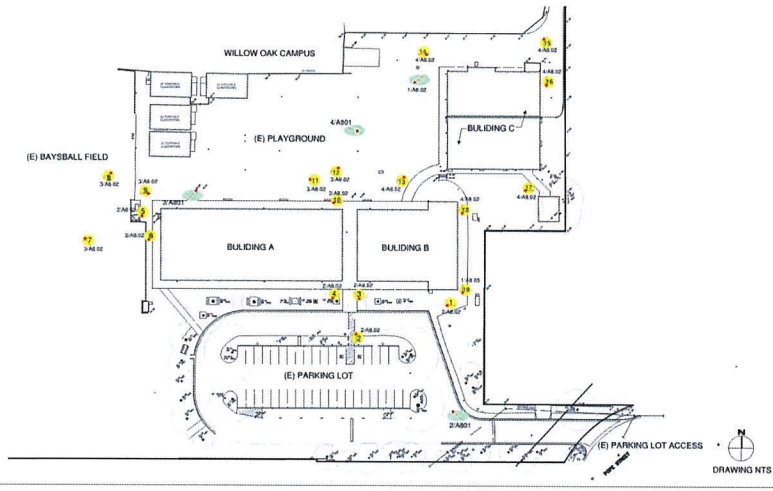


PROPOSED PLAY GROUND AND PORTABLE BUILDINGS

German-American International School
The International Middle School at GAIS

04/09/15 CUP resubmittal
9999.001

3 PLAYGROUND RENDERING
NOT TO SCALE



German-American International School
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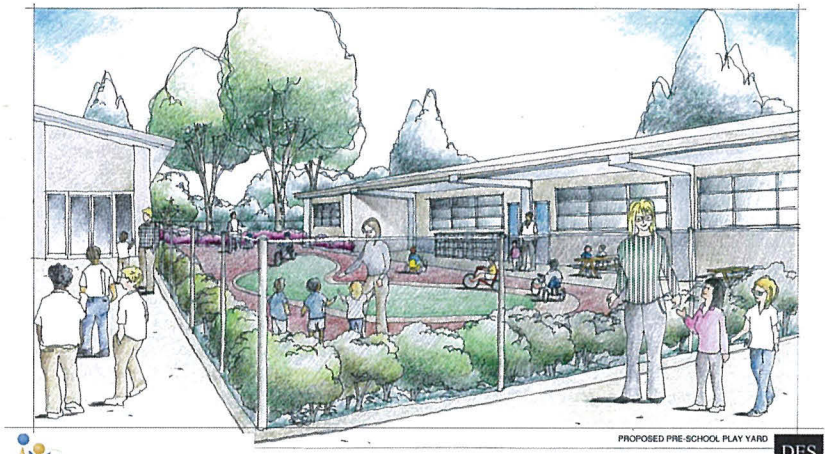
Conditional Use Permit
475 Pope St., Menlo Park

KEY PLAN

04/09/15 CUP resubmittal
9999.001

1 KEY MAP
NOT TO SCALE



PROPOSED PRE-SCHOOL PLAY YARD

German-American International School
The International Middle School at GAIS

04/09/15 CUP resubmittal
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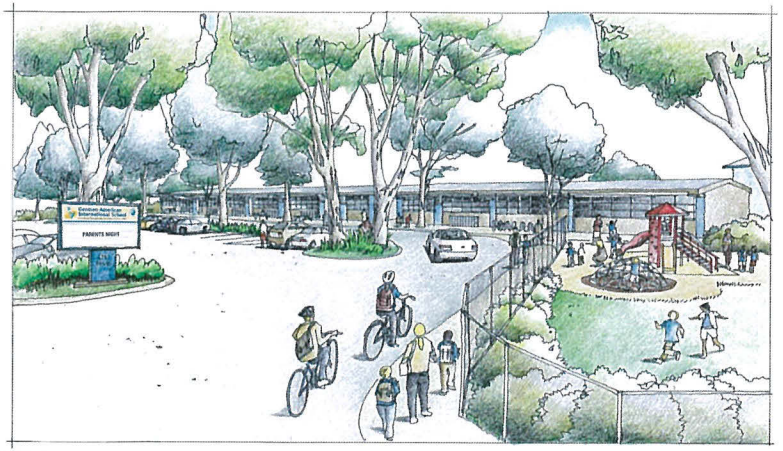
4 PRE=SCHOOL PLAYYARD RENDERING
NOT TO SCALE



German-American International School
The International Middle School at GAIS

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475 Pope St., Menlo Park

PROPOSED SCHOOL ENTRY

04/09/15 CUP resubmittal
9999.001

2 ENTRY RENDERING
NOT TO SCALE

(B11)

DES
ARCHITECTS
ENGINEERS

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275 Elliott Drive
Menlo Park, CA 94025

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475 Pope Street
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RENDERINGS

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
	04/09/15	CUP RESUBMITTAL
1	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

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REVIEWED BY:	CWW
APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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May 08, 2015 - 9:45am DMcKee P:\GAIS\Projects\9999001\Arch\A801 - CUP.dwg

7. View of baseball field and Willow Oak portable classrooms

8. View of Menlo portable classrooms

9. View of building A North elevation from playground

10. View from entrance along building A North elevation

11. View of portable classrooms across playground

12. View of playground and building C

German-American International School
The International Middle School at GAIS

Conditional Use Permit
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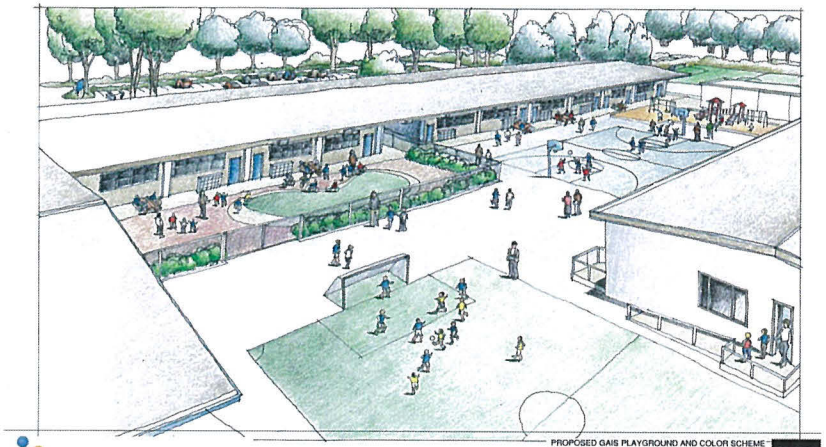
SITE PHOTOS

04/09/15 CUP resubmittal
9999.001

DES ARCHITECTS ENGINEERS

3 EXISTING PHOTOS
NOT TO SCALE



PROPOSED GAIS PLAYGROUND AND COLOR SCHEME

German-American International School
The International Middle School at GAIS

04/09/15 CUP resubmittal
9999.001

DES ARCHITECTS ENGINEERS

1 AERIAL VIEW
NOT TO SCALE

13. West elevation of building C

14. North elevation of building C

15. View of back driveway

16. East elevation of building C

17. View along building C South elevation

18. View along building B East elevation

German-American International School
The International Middle School at GAIS

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SITE PHOTOS

04/09/15 CUP resubmittal
9999.001

DES ARCHITECTS ENGINEERS

4 EXISTING PHOTOS
NOT TO SCALE

1. View from main entrance along building B

2. View toward parking lot access

3. Campus entrance

4. View of parking lot from buildings A and B entrance

5. View of building A West elevation

6. View along building A West elevation

German-American International School
The International Middle School at GAIS

Conditional Use Permit
475 Pope St., Menlo Park

SITE PHOTOS

04/09/15 CUP resubmittal
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DES ARCHITECTS ENGINEERS

2 EXISTING PHOTOS
NOT TO SCALE

B12

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Menlo Park, CA 94025

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Menlo Park, CA 94025

RENDERING AND EXISTING PHOTOS

ISSUE:	DATE:	DESCRIPTION:
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	04/09/15	CUP RESUBMITTAL
1	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

DRAWN BY:	AH
REVIEWED BY:	CWW
APPROVED BY:	SM
DES PROJECT NO.:	9999.001

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SHEET NO.

May 08, 2015 - 9:44am CMB.reg P:\DES\475Pope\9999001\Dwg\Arch\ASD2 - CUP.dwg

19. View of parking lot access from building B

German-American International School
The International Middle School at GAIS

Conditional Use Permit
475 Pope St., Menlo Park

SITE PHOTOS

04/09/15 CUP resubmittal
9999.001

1 EXISTING PHOTOS
NOT TO SCALE

B13

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475 Pope Street
Menlo Park, CA 94025

EXISTING PHOTO

ISSUE:	DATE:	DESCRIPTION:
	02/10/15	CUP PERMIT SUBMITTAL
	04/09/15	CUP RESUBMITTAL
1	04/29/15	CUP RESUBMITTAL
	5/11/15	CUP RESUBMITTAL

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REVIEWED BY:	CWW
APPROVED BY:	SM
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May 08, 2015 - 8:44am DWang P:\DES\CP\Proj\9999001\Dwg\Arch\A8.03 - CUP.dwg

Monday, May 11, 15

Jean Lin, Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: 475 Pope Street, Menlo Park (formerly Menlo Oaks School) -- German-American International School Use Permit Application

Dear Ms. Lin,

The German-American International School (GAIS) is pleased to present the enclosed application for a Use Permit to relocate our school to the nearby Ravenswood City School District surplus school site located at 475 Pope Street, Menlo Park (the "Menlo Oaks Site"). As you know, GAIS has until May of 2015 to vacate our existing school campus located at 275 Elliot Drive (the "O'Connor Site") where we have operated for more than twenty years. GAIS' relocation will necessitate the installation of five portable classrooms (to accommodate our low teacher/student ratio) a new play space, additional storage and certain parking, circulation and fire improvements to improve the overall safety and function of the site.

GAIS OVERVIEW AND BACKGROUND

The German-American International School (GAIS) is a bilingual International Baccalaureate (IB) world school located in Menlo Park. The GAIS mission is to provide an outstanding international, bilingual education focused on inquiry-based learning with the goal to foster confident, creative, responsible learners and global thinkers.

GAIS is a certified IB school in the Primary Years Program (grades preK- 4th) and Middle School Years Program (grades 5-10th) and would like the ability to offer an IB Diploma Program (grades 11 and 12) as part of its curriculum at the Menlo Oaks Site. GAIS is the only independent IB school on the mid-Peninsula and one of the few in the Bay Area.

GAIS is also accredited by The Western Association of Schools and Colleges (WASC). GAIS students graduate from the Primary Years Program fluent in both English and German. Middle School students must also take a third foreign language, either Spanish or French.

GAIS serves over 300 students and represents over 40 nationalities, with the majority of its families residing in Redwood City, Menlo Park and Palo Alto. Given GAIS's unique educational offering, GAIS families are committed to the school. Many families have been part of the GAIS community for five, ten or more years. Having many families and staff already live within the Willows' Area and many others plan to purchase homes and relocate to the Willows community.

GAIS was founded by a group of Stanford-connected parents and started in three small rooms rented from another school in 1988, before it moved to its current location in the Willows, Menlo Park. GAIS is currently located at 275 Elliot in Menlo Park, on the former O'Connor school site, which it has leased from the Menlo Park City School District (MPCSD) for over 20 years. The lease will terminate effective in May, 2015 so that the District can construct a new facility on the O'Connor site to meet its own projected increasing enrollment.

EXISTING MENLO OAKS SITE

The Menlo Oaks Site is an approximately 3.9 acre existing school site being all of San Mateo County APN # 062-370-090 and a portion of San Mateo County APN# 063-370-400. The Menlo Oaks Site is owned by the Ravenswood City School District and has been declared a surplus school site. The school site was most recently occupied from 2001 through August of 2014 by the Stanford University-sponsored East Palo Alto Academy, a charter high school of the Sequoia Union High School District, which according to the Ravenswood City School District, had a projected enrollment of 583 high school students. Prior to that, the school site served as the District's Menlo Oaks Elementary School. The site is improved with approximately 30,238 square feet of buildings. The buildings include 17 permanent classrooms, 2 portable classrooms, a multi-purpose/cafeteria room, administration offices, staff offices and a faculty lounge. Based on a 28-student class size per California Education Code (EC) Section 41374, the existing capacity of the 19-classroom school is 532 students.

CAMPUS SELECTION

After searching for years for a suitable relocation site and a recent unsuccessful attempt to secure and entitle a nearby site in San Mateo County, GAIS is pleased to have entered into a Use Agreement with the Ravenswood City School District that allows GAIS to use the Menlo Oaks Site for its school through June of 2017. GAIS expects to have the opportunity to bid on a long term lease of the Menlo Oaks Site the end of March, 2015, which if successful, would allow GAIS to continue use of the site for at least another ten years.

The Menlo Oaks Site is an ideal site for GAIS because it is an existing school campus that is located in the same neighborhood as GAIS' current school campus. This allows GAIS to reuse an existing campus while continuing to serve its local students, live up to its positive reputation in the neighborhood, and support the same nearby small businesses that have served GAIS parents, teachers and students for decades.

The site is also ideal because it has two accesses. The main access is at Pope and Elm St. With a 45-car parking lot and 26' wide drive aisle, it will provide a safe drop-off location and allow for parent drop-off queuing within the site. Please see attached proposed site plan for proposed drop-off route. The second access from Beacon St is for maintenance vehicle and/or Fire apparatus equipment.

PROPOSED IMPROVEMENTS TO MENLO OAKS SITE

As depicted in the enclosed Site Plans, and in order to maintain our low student-teacher ratio and improve the safety and function of the campus for our use, GAIS proposes to add five additional portable buildings (which will be divided into eight classrooms and one teacher prep room), an additional portable restroom, two new play spaces, additional storage areas, and a new fire hydrant. We will also add nine additional staff parking spaces for a total of 54 parking spaces, and make minor modifications to circulation in order to improve flow during school drop off and pick up. We have obtained Menlo Fire's approval for the fire hydrant and their preliminary approval for the portable classrooms. We will replace the existing signs in the parking lot with our own existing school signs, to be relocated from the O'Connor Site.

EXPEDITED TIMELINE

Due to the fact that we are required to vacate our existing campus in May, GAIS respectfully requests that this Use Permit application be expedited to the extent possible. The construction will begin immediately following approval from the Planning Commission and Building and Fire Department as we must have the work completed in time to open school doors in August, 2015. The construction will occur per City of Menlo Park allowed construction schedule.

ENROLLMENT OVERVIEW

GAIS student enrollment is currently capped at 315 students under our existing Use Permit to operate at the O'Connor Site. In order to meet the ever-increasing

demand for the diverse international community in Menlo Park and the surrounding cities, GAIS proposes to expand its enrollment to 400 students at the Menlo Oaks Site.

In 2012, GAIS implemented the Middle Years Program (MYP) of the International Baccalaureate to complement our Primary Years Program. Based on the success of the Middle Years Program, and demand from our families for a small high quality international high school program, GAIS proposes to offer the world renowned IB Diploma Program. As shown in the table projections below, the IB Diploma Program would be phased in gradually over time with a ninth grade class starting in 2015/2016, a tenth grade class starting in 2016/2017, an eleventh grade class starting in 2017/2018, and a twelfth grade class starting in 2018/2019. Each high school class would be approximately 15 students for a total enrollment of 60 high school students in the IB Diploma Program.

Given that many of our students live locally and are increasingly choosing to remain at GAIS for their middle school years, GAIS' relocation and proposed minor expansion will help reduce the pressure on already crowded local middle and high schools that would otherwise have to accommodate these students.

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
PS	**70**	**80**	**80**	**80**	**80**	**80**
K	**30**	**35**	**35**	**35**	**40**	**40**
ES	**100**	**105**	**110**	**120**	**120**	**120**
IMS	**80**	**80**	**85**	**90**	**100**	**100**
HS	**-**	**15**	**20**	**30**	**45**	**60**
Total	**280**	**315**	**330**	**355**	**385**	**400**

The above table shows GAIS' projected enrollment figures.

HOURS OF OPERATION

GAIS proposes to continue its existing hours of operation. GAIS' academic program runs from 8:20am until 3:00 pm Monday to Friday. Extracurricular after school activities run until 6:00 pm. GAIS' child-care program, which runs from 2:00 pm to 6:00 pm, will remain at the O'Connor Site.

A Saturday school program for approximately 110 students runs from 9:00 am to 12:00pm from September through June. From mid-June through mid –August, Monday through Friday, a summer camp for approximately 100 campers runs from

9:00 am to 2:00pm with an after-care program from 2:00pm to 6:00pm for approximately 20 campers.

GAIS also has various special activities outside of the normal school day, which involve the use of the campus. The following are events organized at the GAIS campus outside of regular school hours. Similar events will be organized in 2015-16 with exact dates to be determined.

Event	Date	Time	Attendees	Location
Open Classrooms	August 21	10:00am-3:00pm	**50,** staggered	Classrooms
Parents Evening K-4	September 1	5:00pm-9:00pm	**80,** staggered	Classrooms
Parents Evening 5-8	September 7	5:00pm-9:00pm	**80,** staggered	Classrooms
Community Meeting	September 29	7:30pm-9:30pm	**60**	Library
PS Game Night	October 7	5:00pm-9:00pm	**30**	Classrooms
St. Martin's Parade	November 11	5:30pm-9:00pm	**200,** overflow parking is used	Playground and Neighborhood
Open House	November 20	1:00pm-5:00pm	**50,** staggered	Classrooms
Winter Fest	December 4	2:00pm-5:00pm	**200,** overflow parking is used	Campus
Open House	January 12	1:00pm-5:00pm	**50,** staggered	School Classrooms & Campus
Pizza & Game Night (V-7)	April tbd	6:00pm-8:00pm	**30**	Library
Community Meeting	May 11	7:30pm-9:30pm	**60**	Library
Summer Fest	June 4	3:00pm-7:00pm	**200,** overflow parking is used	Preschool & School Playground
Dance	January and May	6:00pm-8:00pm	**60**	TBD

GAIS will also likely host a graduation for its graduating high school seniors on a Friday evening the first or second week of June once it has a graduating class, which is not anticipated until June of 2021.

SUB-LESSORS

GAIS has allowed third-party vendors, including the German American School of Palo Alto and the Palo Alto French Education Association, to use its existing O'Connor campus for school-related activities during the hours of operation proposed above. GAIS proposes to continue this practice at the Menlo Oaks Site.

TRAFFIC and PARKING

As noted above, GAIS will add nine additional staff parking spaces for a total of 55 parking spaces, and make minor modifications to circulation in order to improve flow during school drop off and pick up. In accordance with the conditions of GAIS' existing Use Permit to operate at the O'Connor Site, GAIS is required to limit daily vehicle trips to 920, submit a report to the City in October and April of each school year documenting GAIS' compliance with the daily trip cap, and institute and implement a Traffic and Parking Policy which consists of a combination of transportation demand management and monitoring measures, to reduce vehicle traffic to / from the school and minimize congestion on neighborhood streets.

As part of its proposal to relocate to the nearby Menlo Oaks Site, GAIS will continue to abide by the 920 daily trip cap and reporting requirements, despite its proposed increase in enrollment. To accomplish and ensure that its proposed increase in enrollment does not exceed the daily trip cap, GAIS proposes to continue and expand its Parking and Traffic Policy by implementing the following transportation demand management measures which families will be required to follow as a condition of their children's enrollment at GAIS:

Student Carpooling:

- All parents or adult students who want to drive to the campus on a regular basis to drop off or pick up their children or to attend a class shall, whenever possible, participate in carpools.
- GAIS families must set up their carpools by October 1st of each school year on our carpool website.
- A student directory is distributed to all GAIS families by email
- A carpool website is provided to facilitate carpool matching.

- GAIS will designate a staff member as the Carpool Coordinator
- GAIS families may set up their own carpools by directly contacting families in their neighborhood or submit an online Carpool Offer / Request Form to the GAIS Carpool Coordinator, who will match families to existing carpools or create a new carpool.
- GAIS may award credit volunteer hours to families who drive others' children outside a shared carpool.
- For families whose students typically walk or bike to school, the GAIS Carpool Coordinator will form "rainy day carpools" to reduce vehicle traffic that might increase in bad weather.
- Families who register with GAIS for carpools receive carpool-parking placards that entitles them to preferential parking in the school parking lot on Monday through Friday from 7:50-8:20 a.m.

Buy-out Option:

- Those families unable to set up carpools must register for single occupancy vehicle (SOV) parking placards for a monthly fee of $200 / month or annual fee of $2300; however, this doesn't give a guarantee for a parking spot.
- Only 20 placards will be made available.
- SOVs must park in non-carpool parking spaces and are not eligible to park during the 7:50 – 8:20a.m. period.

Staff Alternative Transportation Incentives:

- **Cash-Out Parking Program** – GAIS will initiate and implement a cash-out parking program to teachers and staff, giving them a choice to park at the Menlo Oaks Site, or to accept a cash payment and give up the parking space. Cash-out programs are one of the most effective ways to encourage employees not to drive to work.
- **Staff Caltrain Go Pass Program** – GAIS will participate in the Caltrain Go Pass program which allows employers and residential complexes to purchase annual unlimited-ride passes for all eligible employees or residents. The Go Pass is good for travel on Caltrain between all zones, seven days a week, for one low annual cost per employee/resident.

Increased Education Campaign: GAIS will increase publicity about parking and commute alternatives, including bicycling, walking, transit, carpooling, park and ride

locations, and safe routes to school by preparing and disseminating maps and literature containing this information to all new and returning students and the beginning of each school year and providing this information on its website.

Bicycle Parking: The existing bicycle rack at the Menlo Oaks Site can accommodate 16 bicycles. To encourage more bicycling, GAIS will install a second bicycle rack with 26 stalls (to be relocated from the O'Connor Site).

Designated Parking: 6 parking spaces will be designated for car/van pool and Clean Air/EV vehicles.

Parking Enforcement:

- Students, including high school students of driving age with valid licenses will be prohibited from driving to and parking at the school or in the surrounding neighborhood.
- Parents are encouraged to drop their children along the designated drop off area in front of the school (instead of parking and walking their children into school).
- When dropping off children in the designated drop-off area, parents shall pull up as far as possible along the curb so as not to block incoming cars.
- Parents may not park or leave their cars in the drop-off area, even for a few minutes.
- Parents may not park their cars in the school parking lots from 7:50 to 9:00am unless they carry preschool or kindergarten students or are in a carpool with at least two families or four or more students.
- Parking on Pope Street and surrounding neighborhood streets will be prohibited during normal operation of the school. For special events, GAIS will allow and encourage parking on the school's black top areas in order to minimize overflow into the neighborhood.

Staggered Schedule: Implementing the following staggered school schedule will help reduce the number of vehicular trips at any one time to the school site:

- Preschool: 9:00a.m. – 1:45p.m.
- Kindergarten: 8:45a.m. – 1:55p.m.

- Elementary: 8:20a.m. – 2:00p.m. (3:00p.m. on Mondays and Tuesdays)
- Middle School, Junior High: 8:20a.m. – 3:00p.m.

Speed Limit: The speed limit for cars inside the school parking and drop-off areas is 5 mph. Every parent or adult student shall drive less than 15 mph on Pope Street when driving to and from the school. A parent or adult student who exceeds the 15 mph speed limit will be subject to the following set of escalating consequences:

- A parent or adult student will receive a written warning the first time that school driver has been reported as speeding (driving more than 15 mph) on Pope Street.
- After receiving a second written warning for speeding, the driver will be required to sign up for an additional traffic-monitoring assignment.
- After receiving a third warning for speeding, the driver will no longer be allowed to use Pope Street during school hours or for special events for the remainder of the school year.
- Any subsequent speeding infraction will result in removal from the GAIS program with no refund of tuition.
-

Monitoring: GAIS shall provide traffic monitors daily between 8:05 a.m. to 8:35 a.m. and 1:40 a.m. to 2:10 p.m. The purpose of the monitoring is to assure that the speed limit of 15 mph isn't exceeded and school parking does not occur on Pope Street. The key elements of traffic monitoring are listed below:

- During all monitoring times, at least one monitor will be positioned in the 90-degree turn of Pope Street. This position allows the monitor to see all of Pope Street.
- All monitors will receive written instructions as to their duties and safety issues by the school.
- Speed and parking violations (including the corresponding license plates) shall be noted in the monitoring book.
- Other measures will be used periodically when monitoring isn't scheduled, such as placing cones in the street with "15 MPH" signs or speed trailers.

- Each GAIS family that drives students to the school must sign up for and complete four traffic-monitoring slots during the year. Alternatively, parents may pay a fee of $200 for not completing this duty. Sign-ups for traffic monitoring are done in the school office.
- Parents with children or adult students who walk or bike to school are exempt from traffic monitoring duties.
- Parents or adult students may ask to be excused of their obligations contained in the Parking and Traffic policy due to extenuating circumstances. Parents or adult students should direct such requests in writing to the GAIS Board.

Joint Community Committee: A joint traffic committee consisting of the Managing Director and a designated Willows resident shall meet as needed, doing so at least quarterly during the school year. The objective of these meetings is to address traffic-related issues that may arise between the local community and GAIS. It shall be the responsibility of the GAIS Board to ensure that these meetings take place.

Outreach Meeting / Outreach E-Mail

GAIS has conducted two neighborhood outreach meetings, one on the evening of March 5, 2015 and one on the evening of April 27, 2015. Mailed notices of both meetings were sent to all neighbors within a 300 foot radius of the Menlo Oaks Site. Six people attended the first meeting and five people attended the second meeting.

Overall, the attendees commended GAIS's traffic demand management measures and were excited about GAIS plans to revitalize and clean up the Menlo Oaks Site, thereby enhancing the safety of the neighborhood. The second outreach meeting included a tour of the Menlo Oaks campus. Those in attendance expressed support of our move to the Menlo Oaks campus and were appreciative of our outreach efforts. The following requests were also raised:

- Ensure that the WiFi radius does not reach neighbors
- Prohibit parking on Pope
- Increase physical security (through cameras and fences)
- Re-surface hardscape with impervious material
- Implement a no-idling policy at the stop sign at Pope St.
- No amplified sound or disturbing sounds from student cars

- Hire an ongoing service to clean up the site

In response, GAIS has incorporated all of the above-mentioned suggestions into our plans with the exception of the resurfacing material.

In addition, we are committed to host a community meeting with the neighbors twice a year , to air and respond to any concerns that may come up.

To date, we have received several positive and supporting e-mails from residents of the neighborhood which we have forwarded on to the City.

CONCLUSION

GAIS feels very fortunate to have found a new site within the same beloved Willows neighborhood it has called home for more than 20 years – and just in the nick of time before our current lease ends in May, 2015. To sustain our school and thrive we need the ability to offer the IB Diploma Program to grades 9-12 and grow to a sustainable enrollment large enough to support sufficient social and extracurricular opportunities for the students. The requested five additional portable classrooms will ensure that we maintain our low student-teacher ratio and the new play space, additional storage areas, new fire hydrant, additional parking spaces and minor circulation modifications will improve the overall safety and function of the campus for our students. GAIS and appreciates your time and effort in reviewing our application and we look forward to working with you to address your questions and concerns in the months ahead.

Sincerely yours,

Dominic Liechti
Managing Director

German-American International School
International Baccalaureate School of Silicon Valley

Wednesday, February 18, 2015

Dear Neighbor—

On behalf of our students, parents, teachers, staff and Board of Directors, I would like to say "hello" and introduce the German-American International School as your new neighbor. We will be relocating to the Ravenswood City School District site at 475 Pope Street, the former East Palo Alto Charter School and, before that, Menlo Oaks School.

As you may know, the Menlo Park City School District (our landlord) needs to take back our current campus at 275 Elliott Drive (formerly O'Connor Elementary School) this May, to accommodate increasing enrollment numbers.

Nevertheless, we are excited that we can remain in the Willow Oaks neighborhood, having enjoyed a great partnership with the community over the course of 20 years.

In case you are unfamiliar with our school, here is a little bit about us:

- We are a small private Pre-School through Grade 8 school with plans to start a Grade 9 in the Fall, which is a natural evolution of our academic offering.
- Despite our name, we have over 40 nationalities represented in our student body and students in Grade 5 and up have the option to learn in English, German, Spanish or French.
- We offer an International Baccalaureate (IB) education, which is unique in that students learn to inquire and think globally rather than memorize facts and prepare for standardized tests.
- For more information, please visit www.gais.org

As you may have seen, we have begun preparing for the 2015-16 school year and will continue our preparations through the Spring and Summer. Preparations include general tenant improvements, security and fire upgrades, some additional portables, paint, carpet and a bunch of boxes! If you would like to learn more about the move and our plans, please have at the relocation section of our website at: http://www.gais.org/relocation/ . This site will be updated on a regular basis.

We will be hosting a "meet and greet" on **Thursday, March 5 at 7:30pm** at our current campus at 275 Elliott Drive. This will be a great opportunity to meet one another and also provide you with more information about our school and campus move. We hope to see you there!

Once again, we are excited to join the neighborhood and we look forward to meeting you. If you should have any questions about our school or our move, please do not hesitate to contact me at (650) 324-8617 or dliechti@gais.org .

Best regards,

Dominic Liechti
Managing Director

275 Elliott Drive Menlo Park, CA 94025 (650) 324-8617 www.gais.org info@gais.org

C12

German-American International School
International Baccalaureate School of Silicon Valley

April 16, 2015

Dear Neighbor,

Following up on my letter dated February 18, 2015, and our neighborhood meeting on March 5th, I would again like to say "hello" on behalf of our students, parents, teachers, staff and Board of Directors, and introduce the German-American International School (GAIS) as your new neighbor at 475 Pope Street. Most recently this site has been used by East Palo Alto Academy as a charter high school, and before that, as Ravenswood City School District's Menlo Oaks School.

Our mission at GAIS is to provide an outstanding international, bilingual education focused on inquiry-based learning with the goal to foster confident, creative, responsible learners and global thinkers. We have over 40 nationalities represented in our student body and offer not only German, but Spanish, French and English.

As many of you know, we will be relocating from our current campus at 275 Elliot Drive, just a few blocks away, where we have enjoyed a great partnership with the Willow Oaks community for over 20 years. Currently our enrollment is capped at 315 preschool through grade 8 students. To sustain our school and thrive academically, we plan to increase our current enrollment cap to 400 students and phase in an International Baccalaureate (IB) high school program over a four year period.

To avoid any impact of this increased enrollment on the neighborhood, GAIS proposes to continue to adhere to our current cap of 920 daily vehicle trips, as regulated and enforced by the City of Menlo Park. To accomplish this, GAIS proposes to continue to implement and expand upon its highly successful Parking and Traffic Policy with the following transportation demand management measures:

- Prohibit parking on neighborhood streets during drop off and pick up times
- Prohibit GAIS high school students —from driving to school
- Mandatory student carpooling facilitated by carpool website and carpool coordinator, Teacher and staff alternative transportation incentives
- Staggered school drop off and pick up schedule
- Increase bicycle parking
- 15 mph speed limit

Families will be required to follow these measures as a condition of their children's enrollment at GAIS. These measures will be enforced by daily monitoring, bi-annual reporting to the City, financial penalties, and expulsion. GAIS will also continue to meet

regularly with designated Willows resident to address any traffic-related issues that may arise.

We are excited to remain in the Willow Oaks neighborhood as your neighbor. As you may have seen, we have begun to prepare for the 2015-16 school year and will continue our preparations through the spring and summer. Preparations include general tenant improvements, security and fire upgrades, some additional portables, paint, carpet, landscaping and a lot of moving boxes!

If you would like to learn more about the move and our plans, please join us for a **site tour for neighbors on Monday, April 27 at 6:00 p.m., at our new location, 475 Pope Street.** We'll be on hand with information and answers to your questions and we look forward to the opportunity to get to know you. You can also take a look at the relocation section of our web site at http://www.gais.org/relocation/. The site will be updated on a regular basis. For general information about our school please visit www.gais.org.

We are grateful for the opportunity to be part of the neighborhood and look forward to meeting you if we haven't already. Should you have any questions about our school or move, please contact me at (650) 324-8617 or dliechti@gais.org.

Best regards,

Dominic Liechti
Managing Director

Lin, Jean P

From: Dominic Liechti - GAIS <dliechti@gais.org>
Sent: Wednesday, March 11, 2015 9:05 AM
To: Steve Taffee
Subject: Re: Pleasure Meeting You

Dear Steve,

Thank you very much for your e-mail and great ideas. It was also nice to meeting you at the outreach meeting.

Please keep me in the loop about any neighbor concern along this process.

At the beginning of the school year in August, the principals should sit together with you to synch with your neighborhood emergency plan to revise our emergency and preparedness plan. I will reach out to you again to schedule this.

Again, it was a pleasure meeting you.

Best regards,

Dominic

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

On Mar 9, 2015, at 7:26 PM, Steve Taffee <steve.taffee@gmail.com> wrote:

Hi Dominic -

C 15

It was a pleasure meeting you last week. Please let me know if I can be of any help to you and your school in my capacity with CERT, or simply a resident in the Willows.

By way of review, here are the concerns I raised about your impending move to your new location.

1. Physical Security. Sounds like you are on top of it with security cameras and a fenced area for the pre-schoolers. Consider better lighting for the parking lot. This is a hangout for youth who like to smoke or cell weed or perhaps other things.
2. Right-of-Way. I'm pleased that residents will be able to continue to walk along the drive to get from Willow Oaks Park to Pope. You may wish to consider a project in which students adopt the area along the fenceline as rehabilitate it into a sustainable garden. I bet members of the neighborhood would turn out to assist if you take this on.
3. Environmental concerns. Consider replace areas of hardscape with grass or permeable concrete. This will reduce the heat in the area surrounding the school and help water percolate through to the water table rather than run into storm sewers. You may also wish to consider taking the run-off from your roofs and diverting it to garden areas.
4. Consider choosing a living building design for your temporary classrooms, similar to those use by Perkins Elementary School in Seattle, WA. See this file: http://theperkinsschool.org/wp-content/uploads/2013/10/Stapled-Info-on-SEED-Classroom.pdf The building will cost more initially, but will be immediately healthier and save money over time.
5. Traffic. I am not concerned about an uptick in traffic. However, a no-idling policy might be a nice addition during pick-up times.

Regards,

s

Steve Taffee
Neighborhood Coordinator & District Advisory Committee, Menlo Park CERT
m:415-613-6684 | e:steve.taffee@gmail.com

Do you really need to print this email?

C16

Lin, Jean P

From: Dominic Liechti - GAIS <dliechti@gais.org>
Sent: Wednesday, March 11, 2015 3:22 PM
To: Saul Zevada; Lin, Jean P
Subject: Fwd: Willow Oaks/GAIS Storage Shed/Pope St trees

FYI.

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

Begin forwarded message:

From: Maurier Michael <mmaurier@pubpow.com>
Subject: Re: Willow Oaks/GAIS Storage Shed/Pope St trees
Date: March 11, 2015 at 3:18:22 PM PDT
To: Dominic Liechti - GAIS <dliechti@gais.org>

Hi Dominic:

That is all deeply appreciated.

Like I said, I'm not full of answers on how to deal with the security issues posed by the shed.
Or the back of the gym...which I realize poses much the same kind for problem although it is a little more open.
As you say, they're blind spot problems.
Especially the shed.
Closing off of the back of the shed area its surely a good idea...
Though I have drawn a blank on how to do it.

And your video measures sound like a great start to me.

C17

We'll do our best to keep an eye on the space.
And keep you informed o anything untoward.
But its tough to do so effectively given its location.

I'll wait to hear from you and/or Kevin re the tree situation.
I as much a fan of big oak trees as the next guy.
More so, probably.
But the light has disappeared in our backyard entirely and the oaks, much as I love 'em, have the disadvantage of steadily getting bigger and bigger as they go along,,,and being constant heavy debris generators while they do so.

Many, many thanks,

Michel Maurier
Pope St
Menlo Park
65-493-4407h

On Mar 11, 2015, at 2:36 PM, Dominic Liechti - GAIS <dliechti@gais.org> wrote:

Hi Michael,

Thank you very much for your e-mail.

We have cleaned the entire back area and will continue to do so. Also we'll look into closing the back of the shed.

Furthermore, please note in order to increase safety and security we have installed at the back of the gym video surveillance. It's capturing this blind spot of the school. If we would see any further vandalism we'll send the recordings to the police.

That being said, if you see or hear something suspicious, please let me know and we can check the activities.

In regards to the tree, I will work with Kevin on viable solutions.

Best regards,

Dominic

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617

Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

On Mar 6, 2015, at 11:08 AM, Maurier Michael <mmaurier@pubpow.com> wrote:

That is ***much*** appreciated, Kevin.

I think of that little L-shaped area behind the storage shed, the "Uh-Oh Corner."

Looks like someone has recently cleared out the junk, old paint and wood and a lot of the ivy and shrubbery behind the shed.
Which is sort of a mixed blessing, I guess.
The more gnarly and uninviting it was back there, the less folks seemed inclined to retreat to it for whatever activities they didn't want observed.
Which were startlingly varied… ranging from charmless graffiti to drinking, to smoking whatever, to entertainment involving syringes, to occasional habitation and sanitation issues.
Attempts to fence it off with wooden closures didn't really do the trick, were soon easily broken/otherwise compromised/climbed over, and actually added to the undesirable seclusion.

I dunno what to suggest, actually.
The space has long struck me as an invitation the eventual exercise of pretty bad energy.
Much of it by adults or semi-adults.
And I keep my fingers crossed that nothing more serious happens there.
If it hasn't already.
Maybe a good stout, high cyclone fence topped with barbed or razor wire might slow down the traffic.
Or filling the space with barbed wire…
Though that would make it difficult to maintain/keep the weed/fire hazards in check.

In the immediate moment, the issue for us is the continuing overgrowth of the oak trees between our shed and our back yard.
Which have pretty much blocked all but a couple of hours of early morning light and quickly bury the yard in oak debris.

Best,
Michael Maurier
515 Pope St.
Menlo Park
650-493-4407h

On Mar 6, 2015, at 10:09 AM, Kevin Sved <ksved@ravenswoodschools.org> wrote:

From: Maurier Michael [mailto:mmaurier@pubpow.com]
Sent: Thursday, March 05, 2015 3:49 PM
To: Lin, Jean P
Subject: pe St trees

C21

Lin, Jean P

From: Dominic Liechti - GAIS <dliechti@gais.org>
Sent: Monday, March 30, 2015 9:08 AM
To: Lin, Jean P
Subject: Fwd: O'Connor School

FYI.

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

Begin forwarded message:

From: Maurier Michael <mmaurier@pubpow.com>
Subject: Re: O'Connor School
Date: March 28, 2015 at 9:31:54 AM PDT
To: Dominic Liechti - GAIS <dliechti@gais.org>

That's great news.
I always regret having to trim trees back…or cut 'em down.
But eventually it comes to that, it seems.
Many thanks, Dominic!

Michael

On Mar 27, 2015, at 3:45 PM, Dominic Liechti - GAIS <dliechti@gais.org> wrote:

Dear Michael,

C22

We had today the inspection with our arborist and he will start the latest end of next week to trim yours and Mike Fischer's trees back. He will make sure that he will comply with City requirements.

Please keep me in the loop once he has started. We'll foot the bill for this.

Have a great weekend.

Best regards,

Dominic

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

> On Mar 24, 2015, at 8:03 AM, Dominic Liechti - GAIS <dliechti@gais.org> wrote:
>
> Dear Michael,
>
> Thank you very much for your e-mail.
>
> I have talked to Tim Farris, my custodian and we are scheduling an arborist inspection very soon. I'll keep you posted.
>
> Thanks also for your support. Much appreciated.
>
> Best regards,
>
> Dominic
>
> ---
>
> German American International School
>
> Liechti Dominic
> Managing Director

C23

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

On Mar 23, 2015, at 6:47 PM, Maurier Michael <mmaurier@pubpow.com> wrote:

Dominic:

Nice meeting you the other day.
I figure its always better to give someone a face and personality to build a relationship on.
Especially if they're likely to be close neighbors for the foreseeable future.

I took your suggestion and DID go over and have a look at the O'Connor School.
It'd been years and years since I last saw it.
Way back when it was vacant and collecting broken windows while the fate of the Willows school jurisdiction was being decided amidst a rather bitter and confusing fight.

All I can say is…Wow!
And Wow! again.
Didn't even have to get our of the car to realize that it became a place where folks plainly care and work hard at making it a place where kids might actually ***want*** to be.
And I'd be predisposed to bet that there was even some education going on there that matched the setting.
Good on ya!

I grew up and went to school in Palo Alto.
Which wasn't bad….
But the schools certainly didn't reflect the nearly care and warmth O'Connor did.

I reckon its gonna be a bit of a wrench to leave O'Connor.
Not to mention a bit more of a wrench to bring the new site up to a similar level and effect.

But I surely look forward to having you folks as neighbors.

Best,

C24

Michael Maurier, Ph. D. (...and a bunch of other alphabet soup reflecting too many years in too many schools)
515 Pope St.
Menlo Park, CA

C25

Lin, Jean P

From: Dominic Liechti - GAIS <dliechti@gais.org>
Sent: Friday, April 03, 2015 8:51 AM
To: Kelly Blythe
Subject: Re: New Campus at 475 Pope Street

Dear Kelly,

Thank you very much for your great support and we are looking forward to collaborating with you.

Please keep me in the loop about any concern and we are so happy to be still a part of the Willow's community.

Thanks again and have a great weekend.

Best regards,

Dominic

German American International School

Liechti Dominic
Managing Director

275 Elliott Drive
Menlo Park, 94025, CA, USA

Office: +1 650 324 8617
Cell: +1 650 504 0116

dliechti@gais.org
www.gais.org

On Apr 2, 2015, at 10:53 AM, Kelly Blythe <krblythe@sbcglobal.net> wrote:

Dominic

Received your letter to residents about your pending move to Pope Street - thank you for the information.

C26

As a neighbor adjacent to the new GAIS campus, I look forward to your moving in. We had very few issues with the prior school and know that you will be even a better neighbor.

Welcome to the neighborhood!

Kelly and Julianne Blythe
707-290-8448 mobile

C27

Lin, Jean P

From:	thedocwat@gmail.com on behalf of Jason O. Watson <jason@jasonowatson.com>
Sent:	Thursday, March 05, 2015 3:28 PM
To:	Lin, Jean P
Cc:	Shannon Thoke
Subject:	Re: Use Permit and Architectural Control/German-American International School/475 Pope Street

Ms. Lin,

We are writing to express concern about the Use Permit and Architectural Control application for the Willow Oaks campus at 475 Pope Street submitted by the new tenant the German-American International School (GAIS).

A key aspect of the GAIS proposal that appears to be overlooked is the impact upon traffic in the Willows, especially in light of the upcoming building expansion of the O'Connor site (Upper Laurel School) by the Menlo Park City School District (MPCSD).

Nowhere in the very detailed traffic study for the new Upper Laurel School (reports provided on the MPCSD website at http://district.mpcsd.org/modules/cms/pages.phtml?pageid=304267&SID) was it contemplated that a second school (with expanding enrollment) would now be operating blocks away in the Willows neighborhood. In fact, the assumptions for the Upper Laurel School traffic study assumed that all traffic from the GAIS would be removed from the Willows streets and thus MPCSD was able to make the claim of a net traffic reduction and/or break even in traffic on the Willows neighborhood.

Clearly, if the GAIS plans for enrollment and grade expansion are approved, school-related traffic in the Willows neighborhood will increase significantly. While we applaud the applicant's declaration to use carpooling and traffic reduction programs, we submit that their current efforts are neither "highly successful" nor go far enough. Currently, on the 100 block of O'Connor Street, GAIS-related traffic, particularly on school day mornings around 8AM, is very heavy in both directions, often backing up at the intersection of Menalto Ave. If the application is allowed to proceed without detailed traffic study and mitigation efforts, the resulting impact upon the Willows neighborhood streets if both schools are operating with expanded enrollment could be extremely negative.

We ask that this Use Permit and Architectural Control application be denied until such time as a detailed traffic impact study is completed in conjunction and coordination with the anticipated traffic changes for the Upper Laurel School. We further request that such findings be presented to the public for comments and feedback, much as has been done by MPCSD with proposed changes related to the Upper Laurel School project.

Finally, if possible, we ask to please be included on all future public notices regarding this site and application.

Sincerely,

Jason O. Watson and Shannon Thoke
116 O'Connor Street
Menlo Park, CA 94025

D1

Lin, Jean P

From: Tricia Barr <tricia.tjernlund@gmail.com>
Sent: Wednesday, March 11, 2015 11:22 PM
To: Lin, Jean P
Subject: German-American International School

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jean,

I sent this comment to our NextDoor list, but thought I would send to you, too, since you'll be reviewing questions and comments:

Tim (or others who may know), how many students have been at the Willow Oaks School site with other schools? Four hundred students there sounds like a lot. I think GAIS currently has 315 students on the current ~6 acre campus, and it sounds like they are planning 400 students on ~4 acres? How will they keep the traffic to the same levels they've had with 315 students, which sounds like the goal? Will that be a city-imposed # of cars like there is at GAIS? It would be good for the # to continue to be city-imposed vs just a goal. I'm glad GAIS found a location so close to the current one! Thanks!

Also, (and this wasn't in my comment on NextDoor, but just thinking more about it), I would hope that GAIS could not add any structures onto the current grassy field, now or in the future. Jean, do you know if the field is protected space?

Tricia Barr

Lin, Jean P

From: Nagaya, Nicole H
Sent: Wednesday, May 13, 2015 2:44 PM
To: Lin, Jean P
Cc: Choy, Kristiann M
Subject: FW: School traffic

Nicole H. Nagaya, P.E.
Transportation Manager
City of Menlo Park
P: 650.330.6781
e: nhnagaya@menlopark.org

From: Ray Mueller [mailto:menlo.mueller@gmail.com]
Sent: Tuesday, April 21, 2015 5:38 AM
To: Stacy Keller; McIntyre, Alex D
Subject: Re: School traffic

Hi Stacy,

Thank you for your email. Copied on this reply is Alex McIntyre, Menlo Park's City Manager. I personally have not studied the GAIS relocation, nor the traffic impacts associated with it. Mr. McIntyre will be able to provide you with the appropriate information. Thank you for bringing the matter to my attention. I also will look into it.

With best regards,

Ray Mueller
650-776-8995

On Apr 20, 2015, at 9:50 PM, Stacy Keller <susanstacykeller@hotmail.com> wrote:

> Hi Ray,
> I met you at Cafe Zoe last Sunday. I live in the Willows on O'Connor Street and I am concerned about the addition of an extra school generating a ton of traffic, especially on our already hectic street. Of course our 31 homes are not in the MPCSD so we have to drive our children to private schools in all different directions.
> When MPCSD was taking over their school site I didn't have a lot of concern because basically the same number of children will be in attendance and many will be local so they can walk/ride bikes.
> But now I've learned that the GAIS is moving into the RCSD building at the end of Elm Street. How can they do this without a traffic study?
> This is going to double the traffic on our street.
> All the very same traffic that we currently experience will continue and on top of that we will have the added Laurel:Upper Campus traffic. It is going to be a zoo around here.
> Please tell me you have studied this and have a plan!!

D3

Thank you,
Stacy Keller
650-208-2728

PS. and what about construction vehicles for the new campus? often times huge trucks idle up and down our street waiting their turn to be called to the job.

D4

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM D4

LOCATION:	**1221-1275 Willow Road**	**APPLICANT:**	**MidPen Housing**
		OWNER:	**Menlo Gateway Inc. (an entity of MidPen Housing)**

APPLICATION: **Planning Commission Review for Consistency with the General Plan Related to the Proposed Abandonment of Right-of-Way, Sidewalk Easement, and Public Utility Easements**

PROPOSAL

The applicant has applied for the abandonment and vacation of public right-of-way along Willow Road and a swath of land perpendicular to the alley access from Newbridge Street, and multiple public utility easements (PUE) located at 1221-1275 Willow Road. The proposed abandonment of the right-of-way and easements is necessary to facilitate the development of a new 90-unit affordable, senior residential development.

ANALYSIS

Site Location

The subject site is located mid-block between Newbridge Street and Ivy Drive in the Belle Haven neighborhood at 1221-1275 Willow Road. The site is surrounded by a commercial vacant lot to the north, a mix of single-family residential and commercial uses in the City of East Palo Alto as well as a mix of commercial, institutional, office and research and development in the City of Menlo Park's M-2 zoning district across the street on the east side of Willow Road, a neighborhood market to the south at the corner of Newbridge Street, and R-1-U zoned single-family residential uses to the west.

The site was recently rezoned R-4-S (AHO) (High Density Residential, Special with the Affordable Housing Overlay) in 2013 when it was identified as a housing opportunity

site as part of the Housing Element process. The 2.7-acre site was formerly zoned R-3 (Apartment) and contains 48 apartment units within multiple one-story buildings.

At the May 18, 2015 meeting, the Planning Commission will also be conducting a study session on the proposed residential development as part of the R-4-S compliance review process. The study session will provide an opportunity for members of the Commission and public to provide feedback on the proposal's compliance with the R-4-S development regulations and design standards. There is no formal action by the Planning Commission on the R-4-S compliance review. Following the study session and review of the comments received, the Community Development Director will make a determination the proposed residential development's compliance with the R-4-S zoning district requirements. The proposed development has been designed with the intent that the right-of-way and PUEs would be abandoned.

Previous Right-of-Way Abandonments

The subject site is located between two properties where right-of-way along Willow Road has already been abandoned. The first property is located at the corner of Willow Road and Newbridge Street. The City abandoned a portion of the right-of-way in 2001. The proposed abandonment discussed below would match the same right-of-way alignment. The second property on the 1200 block of Willow Road with a right-of-way abandonment is located at the corner of Willow Road and Ivy Drive. In 2004, the City abandoned all of the right-of-way up to the curb line of Willow Road, a greater abandonment than proposed at the subject property.

Project Description

The applicant, also the current property owner, wishes to comprehensively redevelop the site with a new 90-unit senior residential complex. MidPen proposes to redevelop the site to address both physical and functional needs, and this represents the first step of a process to revitalize the entire Menlo Gateway Apartments (also located on the 1300 block of Willow Road). The proposed right-of-way and PUE abandonment addresses specific concerns regarding site access, pedestrian and vehicular circulation, and safety. The abandonment would formalize the existing circulation and parking at site, which is currently located in the public right-of-way, and more clearly delineate what is public versus private property. Overall, the proposed project would increase the supply of affordable housing in Menlo Park given the scarcity and high cost of available land. All of the units, except one for the manager's unit, will be deed restricted for extremely low and low-income residents for a period of not less than 55 years. The City Council, in September 2014, adopted a resolution to authorize a loan for up to $3.2 to assist with the development of the proposed project.

From the existing curb at Willow Road to the existing property line at 1221-1275 Willow Road, there is an additional 59 feet, 3 inches of public right-of-way. This area currently contains a median and a frontage road with a parking lot used by residents of MidPen's apartments. A decorative block wall with metal railing, mostly covered with plantings, is

located in the median and separates Willow Road from the frontage road. The frontage road is only accessible via the alleyways from Newbridge Street or Ivy Drive.

To facilitate the proposed 90-unit affordable senior development, the applicant is proposing to abandon two different portions of right-of-way. The first section is a partial vacation of a frontage road along Willow Road. The applicant proposes to vacate 34 feet of right-of-way, leaving 25 feet, 3 inches of right-of-way adjacent to the roadway curb on Willow Road. The width of the proposed abandonment was a compromise between the City and the applicant, and allows MidPen to achieve on-site circulation and parking while allowing the City to maintain flexibility for future improvements to Willow Road. The proposed right-of-way abandonment would align with the adjacent right-of-way of the property to the south of the site in front of the market. The second proposed right-of-way abandonment is located perpendicular to the alley entrance from Newbridge Street and the frontage road. The area of land is approximately 37 feet by 93 feet, and is located directly adjacent to the southern (left) property line of the subject site. In addition to the right-of-way abandonment, the applicant is seeking to abandon several PUEs on the property as well as a public sidewalk easement.

The property contains a PUE along the rear of the property line, which is proposed to remain. In conjunction with the abandonment, the applicant is proposing to establish a new 30-foot PUE for the entire width of the property and a smaller 20-foot by 20-foot PUE for a portion of the frontage road that connects between the alleyway and the existing PUE at the rear of the property. The proposed 30-foot PUE would begin four feet back from the front property line. Within this four-foot deep area, the applicant will also establish a new 20-foot wide PUE, approximately one-third into the property from Newbridge Street, for the benefit of the City of East Palo Alto who maintains a water line in this area. The proposed fence along the front property line will need to be coordinated with the location of the PUEs so the two do not conflict.

A summary of the location, type and size of the easements proposed to be abandoned is shown in the table below and a comprehensive exhibit of the right-of way and PUEs are shown in Attachment B.

Right-of-Way and Easement Location	Abandonment Type	Size
Portion of frontage road located perpendicular to alley entrance from Newbridge Street	ROW	37.11’ x 93.94’
Portion of frontage road located between the existing front property line and Willow Road	ROW	34’ x 720.11’
Along the existing front property line for a depth of 8 feet	PUE and Sidewalk Easement	8’ x 683.09’

Right-of-Way and Easement Location	Abandonment Type	Size
Portion of private property along the front property line near the intersection of the two frontage roads at the lower left corner of the site	PUE	10’ x 10’
Portion of private property along the front property line, approximately 200 feet north lower left corner of the site	PUE	5’ x 10’

All of the utility companies with an interest in the PUEs have been notified. All of the companies, except for Comcast who has yet to respond, have no objections to the proposed abandonments, subject to certain criteria noted below. Pacific Gas and Electric (PG&E) has indicated that they are presently operating and maintaining utility facilities within the frontage road area to be abandoned. Therefore, PG&E is requesting a permanent easement to benefit PG&E to allow access to the site to construct, operate, repair and/or to conduct other operations of their facilities. The applicant’s proposed 30-foot PUE along the property frontage should address this issue. In addition, PG&E has indicated that they are also operating and maintaining utility facilities within the smaller PUEs within the existing property boundaries. After all of the facilities are removed, PG&E would not have any objection to the abandoning of the easements. The City of East Palo Alto also contains water facilities within the proposed abandonment area. Therefore, a new 20-foot by 4-foot PUE to benefit the City of East Palo will be established.

Abandonment Procedure

The three step process for abandonment of the right-of-way and PUEs is as follows:

1) The City Council considers adopting a Resolution of Intention to Abandon the Easement, sets dates for the Public Hearings and refers it to the Planning Commission.
2) The Planning Commission considers the proposed abandonment for consistency with the General Plan. The Planning Commission’s recommendation and input, if any, received from utilities and/or affected parties is submitted to City Council (included in the staff report to Council) for the Public Hearing.
3) A Public Hearing is set where the City Council will consider the Planning Commission’s recommendation and adopts a Resolution Ordering the Abandonment of the PUE and EAE.

The City Council reviewed and approved a Resolution of Intention to abandon the easements at its May 5, 2015 meeting. The resolution established the Planning Commission public hearing date for May 18, 2015 and the final City Council hearing date for June 16, 2015.

The purpose of the Planning Commission review is to determine whether the proposed abandonment is consistent with the General Plan, as discussed in more detail in the

following section. The Planning Commission's determination is forwarded to the City Council for consideration. Prior to the City Council's public hearing, staff will post at least three notices regarding the proposed abandonment in conspicuous places on the subject property. At the June 16, 2015 meeting, the Council will consider the Commission's recommendation, as well as other comments from the public, prior to taking final action on the request.

General Plan Consistency

The Land Use and Circulation Elements of the General Plan does not contain specific goals or policies that directly address the proposed right-of-way and PUE abandonment. The proposed abandonments also would not appear to conflict with existing General Plan philosophy, which generally promotes orderly development, the maintenance of the City's economic vitality and fiscal health, the protection of people and property from exposure to health and safety hazards, and the minimization of adverse impacts of development to the City's public facilities and services. The City is currently undergoing an update of the City's Land Use Element of the General Plan. Future plans for the larger M-2 Area and Willow Road have not yet been determined, but the proposed right-of-way abandonment would still provide flexibility for public improvements for the remaining 25 feet of right-of-way adjacent to the existing curb of Willow Road. The proposed abandonment is consistent with the right-of-way on the adjacent property to the south.

As noted earlier, the City has contacted the affected utility agencies about the proposed abandonments, and there have been no objections to the proposal since alternate easements have been established for PG&E and the City of East Palo Alto. The removal of the sidewalk easement on private property would be replaced with a new sidewalk located in the public right-of-way. The proposed abandonment of the easements would not negatively impact other properties, and would allow for the comprehensive redevelopment of the site with a 90-unit, affordable senior development. Staff believes the proposal is consistent with the General Plan.

Action on this item is in the form of a recommendation to the City Council. The Planning Commission's recommendation is submitted to the Council in the form of a resolution, included as Attachment C.

Correspondence

Staff has not received any correspondence regarding the proposal.

Conclusion

The proposed abandonments would not conflict with the General Plan land use and circulation goals and policies. The proposed abandonments would not negatively impact other properties and would benefit the subject site by allowing redevelopment of underutilized land. Easements for specific utilities have been created and coordinated with the respective agencies, and there have been no objections to abandon the right-of-way and PUEs. Staff recommends that the Planning Commission find that the proposed right-of-way and PUE abandonments are consistent with the General Plan.

ENVIRONMENTAL REVIEW

The proposed plan line abandonment is categorically exempt under Class 5 (Section 15305, "Minor Alterations in Land Use Limitations") of the current California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION

1. Make a finding that the proposed abandonment is categorically exempt under Class 5 (Section 15305, "Minor Alterations in Land Use Limitations") of the current California Environmental Quality Act (CEQA) Guidelines.

2. Adopt Resolution No. 2015-01 determining that abandonment of the public utility easements and emergency access easement on 1221-1275 Hamilton Avenue is consistent with the General Plan (Attachment C).

Report prepared by:
Deanna Chow
Senior Planner

Report reviewed by:
Justin Murphy
Assistant Community Development Director

PUBLIC NOTICE & APPEAL PERIOD

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject properties. Planning Commission action will be in the form of a recommendation to the City Council.

ATTACHMENTS

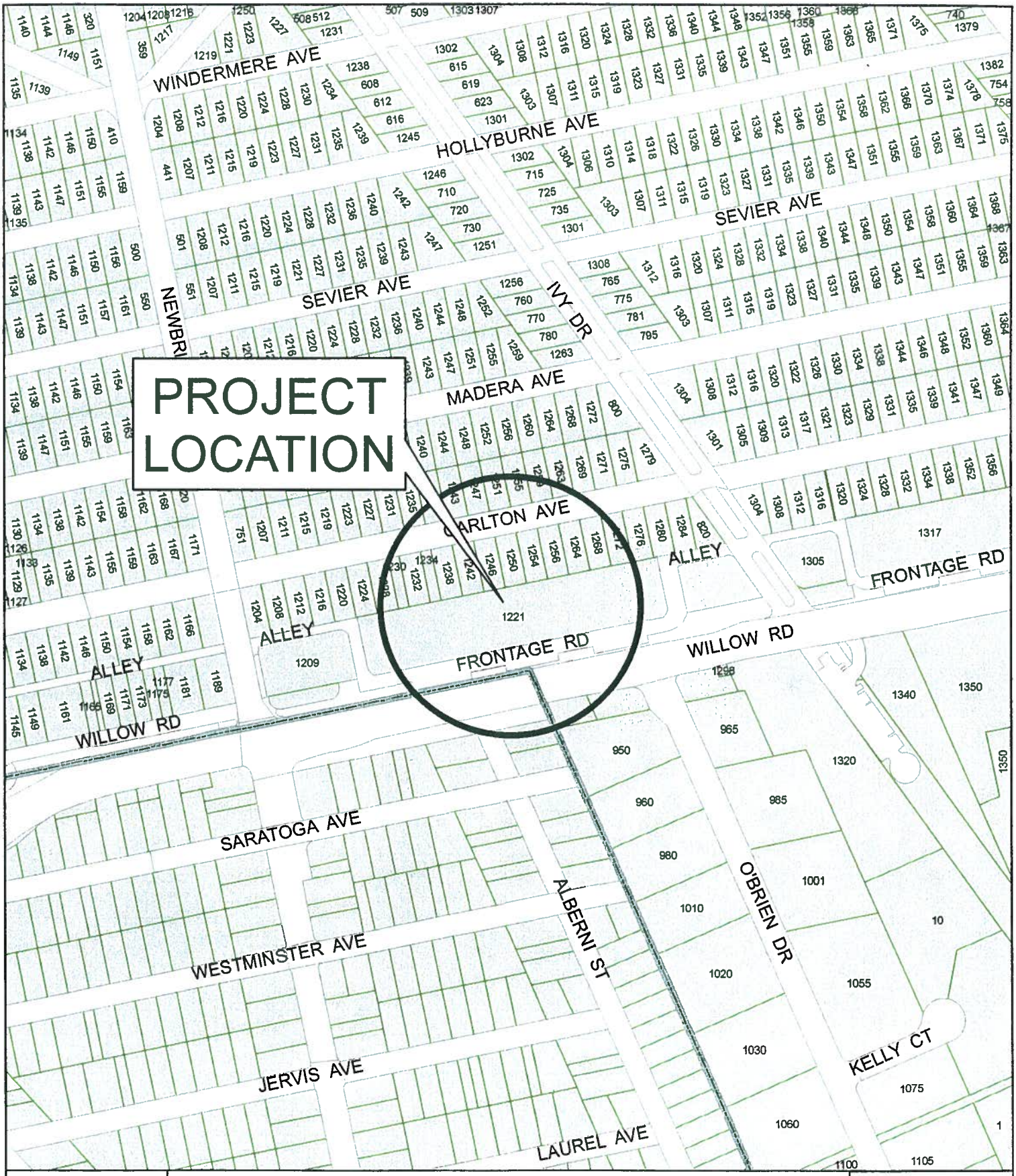
A. Location Map
B. Exhibit of Proposed Abandonment Areas
C. Draft Resolution of the Planning Commission of the City of Menlo Park Determining that Abandonment of the Public-Right-Way and Public Utility Easements on 1221-1275 Willow Road is Consistent with the General Plan

Note: 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 Public Works Department.

EXHIBITS TO BE PROVIDED AT MEETING

None

V:\STAFFRPT\PC\2015\051815 - 1221 Willow Road - ROW and PUE abandonment.doc



CITY OF MENLO PARK

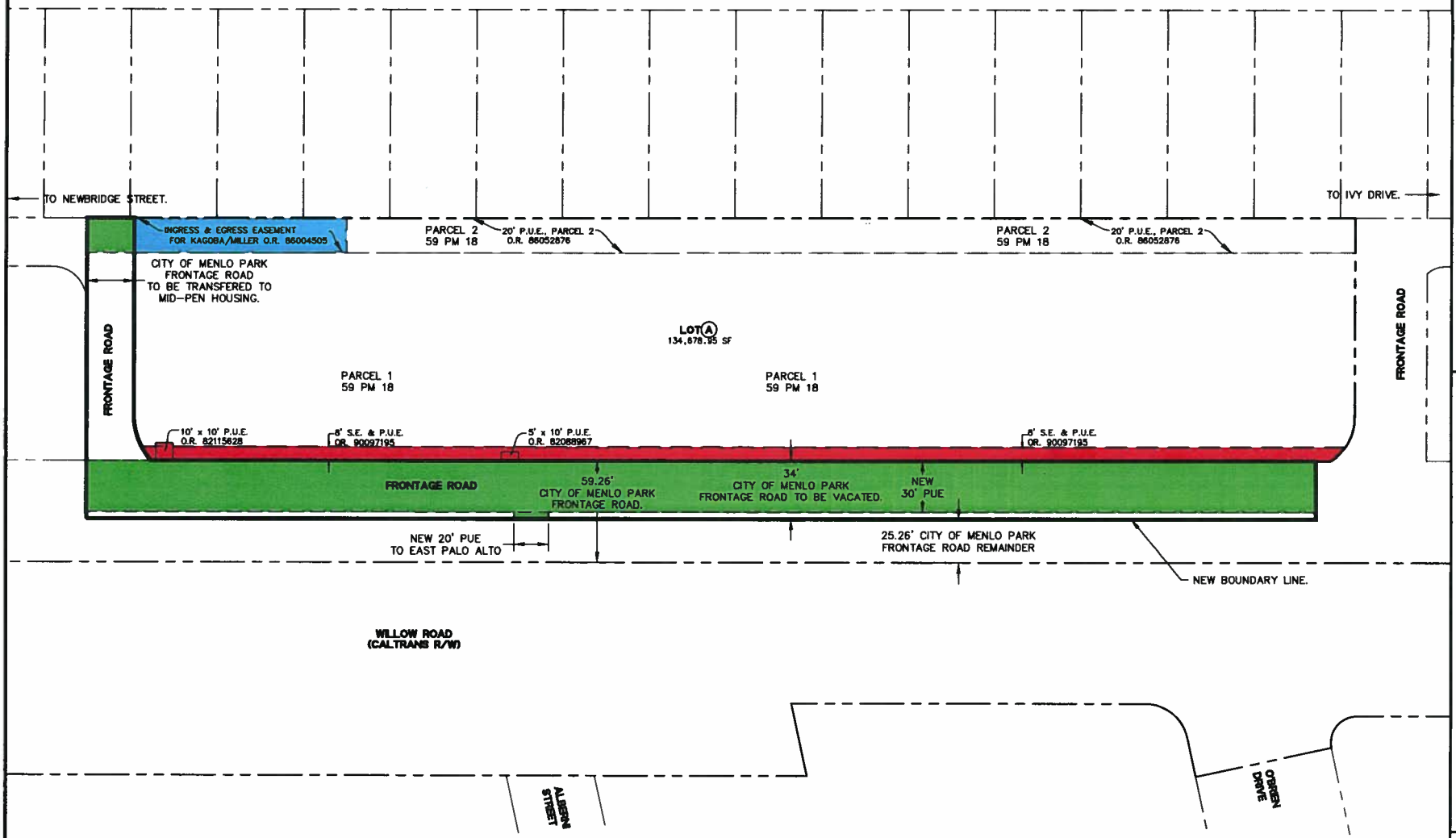
LOCATION MAP

1221 WILLOW ROAD

A1

DRAWN: KTP CHECKED: KTP DATE: 05/19/15 SCALE: 1" = 300' SHEET: 1

© BKF ENGINEERS



LEGEND

- EASEMENT TO BE QUITCLAIMED
- EASEMENT TO BE ABANDONED
- FRONTAGE ROAD TO BE VACATED
- NEW PUE TO COVER EXISTING MAINS
- PROJECT BOUNDARY
- CALTRANS RIGHT-OF-WAY
- ADJACENT PARCEL LINES
- OLD LOT LINES
- EXISTING EASEMENT LINE
- PARCEL/RIGHT-OF-WAY LINES TO BE REMOVED
- PROPOSED EASEMENT LINE
- STREET CENTER LINE
- MONUMENT LINE

ABBREVIATIONS

D	=	DELTA ANGLE
E	=	EAST
L	=	LENGTH
N	=	NORTH
O.R.	=	OFFICIAL RECORD
PM	=	PARCEL MAP
PUE	=	PUBLIC UTILITY EASEMENT
R	=	RADIUS
R/W	=	RIGHT-OF-WAY
ROS	=	RECORD OF SURVEY
RTE	=	ROUTE
S	=	SOUTH
S.E.	=	SIDEWALK EASEMENT
W	=	WEST

NORTH

GRAPHIC SCALE
40 0 40 80

BKF Engineers | Surveyors | Planners
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

FRONTAGE ROAD VACATION EXHIBIT
MIDPEN GATEWAY SENIOR HOUSING
1221 WILLOW ROAD
MENLO PARK SAN MATEO CALIFORNIA

R1

No.	Revisions

Date: 04.30.15
Scale: 1" = 30'
Design: FCG
Drawn: FCG
Approved: JN
Job No: 20136051

Drawing Number:
EX1

1 OF 1

DRAFT RESOLUTION NO. 2015-01

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK DETERMINING THAT ABANDONMENT OF THE RIGHT-OF-WAY AND PUBLIC UTILITY EASEMENTS ON 1221-1275 WILLOW ROAD IS CONSISTENT WITH THE GENERAL PLAN

WHEREAS, the Planning Commission of the City of Menlo Park has considered the abandonment of right-of-way and public utility easements at 1221-1275 Willow Road as required for the development of a 90-unit, affordable senior residential development located in the R-4-S (AHO) zoning district; and

WHEREAS, the Planning Commission has held a public meeting on this subject on May 18, 2015, as required by law, having provided public notification by publishing a legal notice in the local newspaper and notification of property owners and occupants within a 300-foot radius of the subject property;

WHEREAS, the Planning Commission of the City of Menlo Park has determined that said abandonments are consistent with the General Plan in that alternate easements for specific utility companies have been provided and there has been no objections to the abandonment proposal; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Menlo Park hereby recommends that the proposed right-of-way and public utility easements at 1221-1275 Willow Road, as shown in attached Exhibit, to be abandoned as proposed.

I, Arlinda Heineck, do hereby certify that the above and foregoing Resolution was duly and regularly passed and adopted by a majority of the total voting members of the Planning Commission of the City of Menlo Park at a meeting held by said Commission on the 18th day of May, 2015, by the following vote:

AYES:	Commissioners:
NOES:	Commissioners:
ABSTAIN:	Commissioners:
ABSENT:	Commissioners:

I further certify that the foregoing copy is a true and correct copy of the original of said resolution on file in the office of the Community Development Department, City Hall, Menlo Park, California.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City this __ day of May, 2015.

_____

Arlinda Heineck
Community Development Director
City of Menlo Park

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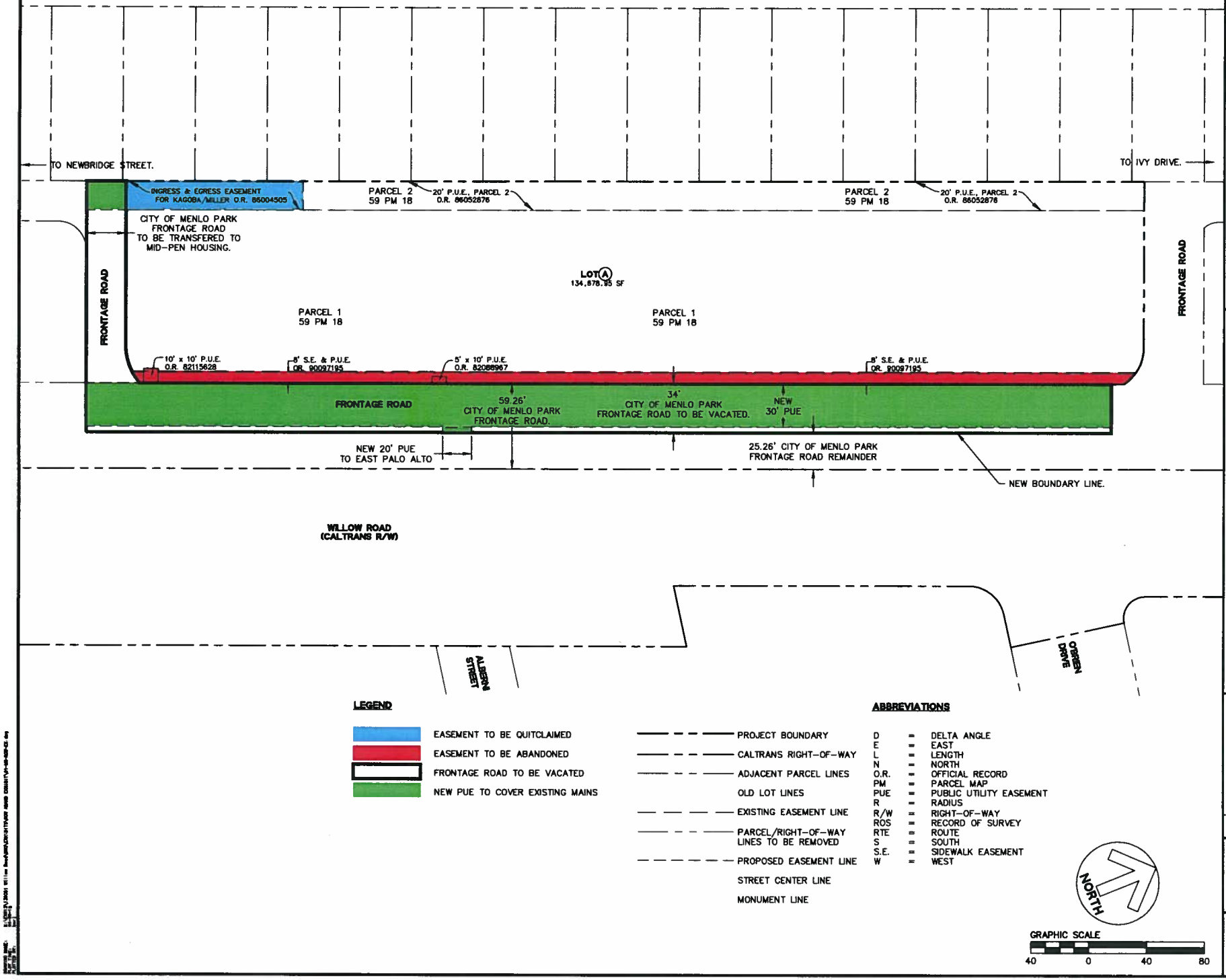

LEGEND

- EASEMENT TO BE QUITCLAIMED
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- NEW PUE TO COVER EXISTING MAINS
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- PROPOSED EASEMENT LINE
- STREET CENTER LINE
- MONUMENT LINE

ABBREVIATIONS

D	=	DELTA ANGLE
E	=	EAST
L	=	LENGTH
N	=	NORTH
O.R.	=	OFFICIAL RECORD
PM	=	PARCEL MAP
PUE	=	PUBLIC UTILITY EASEMENT
R	=	RADIUS
R/W	=	RIGHT-OF-WAY
ROS	=	RECORD OF SURVEY
RTE	=	ROUTE
S	=	SOUTH
S.E.	=	SIDEWALK EASEMENT
W	=	WEST

NORTH

GRAPHIC SCALE
40 0 40 80

BKF Engineers / Surveyors / Planners
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

FRONTAGE ROAD VACATION EXHIBIT
MIDPEN GATEWAY SENIOR HOUSING
1221 WILLOW ROAD
MENLO PARK SAN MATEO CALIFORNIA

C2

No.	Revisions

Date: 04.30.15
Scale: 1" = 30'
Design: FCG
Drawn: FCG
Approved: JN
Job No: 20136051

Drawing Number:
EX1
1 OF 1

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM D5

LOCATION:	**1221-1275 Willow Road**	**APPLICANT:**	**Kirsten Belt of Mithun for Mid-Pen Housing**
EXISTING USE:	**Multi-Family Residential Apartments**	**OWNER:**	**Menlo Gateway, Inc. (an entity of MidPen Housing)**
PROPOSED USE:	**Multi-Family Residential Apartments with Seven Foot Tall Fence Located within the Front Setback**	**APPLICATION:**	**Use Permit**
ZONING:	**R-4-S (AHO) - High Density Residential, Special (Affordable Housing Overlay)**		

PROPOSAL

The applicant is requesting a use permit to construct a seven foot tall fence within the required five-foot front yard setback along Willow Road. The fence is in conjunction with the development of a 90-unit, multi-family, affordable senior housing development at 1221 Willow Road.

A study session to review the proposed residential development, Gateway Senior Housing, relative to the development regulations and design standards of the R-4-S (AHO) (High Density Residential – Special with Affordable Housing Overlay) zoning district is a separate agenda item on May 18, 2015.

BACKGROUND

The applicant is proposing to comprehensively redevelop the site with a new 90-unit residential senior development and is seeking a number of requests from the City, including the R-4-S compliance review, the abandonment of public right-of-way, a sidewalk easement, and public utility easements, and heritage tree permits. Details about the

proposed new residential development are included in this staff report for context purposes only. The purpose of this staff report is to review the use permit request for an increased fence height within the front setback adjacent to Willow Road.

Chapter 16.64 of the Zoning Ordinance regulates fences, walls, trees, and hedges and states that the maximum height of fences within the required front setback in residential zoning districts is four feet. Outside of front yard setbacks fences are permitted a maximum height of seven feet. The Ordinance further states that the maximum heights may be exceeded upon the granting of a use permit.

The subject site is zoned R-4-S (AHO). The R-4-S zoning district includes development regulations as well as design standards specific to the zoning district. Multiple family dwelling units are permitted uses and not subject to discretionary review if all of the development regulations and design standards are met. Instead, the project is reviewed for compliance with a determination made by the Community Development Director. The R-4-S zoning district does not provide fence regulations or standards separately from regulations provided in Chapter 16.64 of the Zoning Ordinance; therefore, the applicant is pursuing a separate use permit for review and approval of the proposed fence.

ANALYSIS

Site Location

The subject site is located on Willow Road, mid-block between Newbridge Street and Ivy Drive on the west side of Willow Road as represented on the project documents. (Note: west is the most accurate description based on true north, but this location is commonly referred to as the north side of Willow Road). The shape of the subject property is wide and shallow, with approximately 700 linear feet of frontage along Willow Road.

Existing and Proposed Site Conditions

The subject site is currently developed with 48 residential units within multiple one-story buildings. The site's vehicular access is via public alleys from both Ivy Drive and Newbridge Street. A frontage road continues adjacent to the subject property and connects the two alleyways. The frontage road is technically public right-of-way, but primarily functions as circulation and a private parking lot for the residential development at the subject site. The frontage road is separated from Willow Road by an approximate seven-foot tall masonry wall with periodic sections where the wall is lower and topped with a metal railing. Therefore, the subject site has limited visibility to and from Willow Road. The wall was built in the mid-1990s for the purposes of coordinating with a similar masonry wall along the 1300 block of Willow Road. The wall spans the width of the property and is recessed approximately 15 feet in three locations with varying lengths from 60-86 feet, which creates variation in the design and helps break the massing of the wall. Most of the wall is currently covered in foliage.

As a part of the overall site development, Mid-Peninsula Housing is requesting that the City abandon a portion of the frontage road adjacent to Willow Road and a small swath of

land to the south of the property that connects to the alleyway from Newbridge Street. The right-of-way abandonment would be coupled with an abandonment of a sidewalk easement and multiple public utility easements. The function of this area would remain generally the same with on-site circulation and a parking lot to serve the residents, but the area would become private property and secured with vehicular and pedestrian gates. A new sidewalk would be created in the remaining public right-of-way along Willow Road.

Project Description

The applicant wishes to provide a secured site for its residents. As such and in conjunction with the redevelopment of the project site, the applicant is proposing to demolish the existing masonry wall and replace it with a seven-foot tall perforated metal panel fence. The fence would generally be located along the proposed front property line, which would be 25 feet, 3 inches from the edge of Willow Road and approximately 20 feet back from the existing wall location. The new fence would be located within the required five foot front setback for the property, thereby requiring use permit approval to exceed the maximum four foot height restriction. The applicant proposes to enhance the streetscape with a comprehensive landscaping plan in the right-of-way, in front of the proposed fence. Like the project itself, the relocation of the fence is dependent upon approval of the proposed right-of-way abandonment. If the abandonment is approved, the new fence would generally coincide with MidPen's new front property boundary and would be located on private property rather than within the right-of-way. Should there be changes to the location of the right-of-way the use permit may be subject to additional review and approval by the Planning Commission. The plans are included as Attachment B.

The proposed location of the fencing within the front setback is primarily due to site constraints. As mentioned earlier, the subject site is fairly shallow. Furthermore, the lot is encumbered with two public utility easements, a 30-foot easement along the frontage and a 20-foot easement along the rear property line. Given other programming needs such as parking, open space and the footprint of the building, the fence is proposed within the front setback area.

Design and Materials

The main entry to the building faces Willow Road. Access to the entry lobby is either from the side streets through access alleys into two parking lots for occupants or visitors arriving by car, or from a gate at the proposed fence along Willow Road for visitors or occupants taking transit or walking along Willow Road.

Similar to the existing wall, the proposed fence will have variation, with intermittent recessed areas. Around 420 feet of linear fence, or about 60 percent of the fence frontage, is located on the front property line. About 280 linear feet of fence is setback four feet from the front lot line. There are seven places where the fence is set back along the frontage and they vary in width from about 20 feet to 90 feet. One of the set back sections of the fence has the entry gate off the Willow Road sidewalk. The entry gate is directly forward of the main building lobby.

There is no height variation in the proposed fence along the width of the front setback. The preliminary landscape plans show an eight-foot deep landscape zone between the back of sidewalk and the fence where the fence is at the front lot line. At these locations, four feet of landscape is shown behind the fence. Where the fence is recessed, the landscape zone deepens to12 feet in front of the fence. The proposed landscaping is a combination of low plantings not to exceed 3 feet in height and trees that sit behind the fence line for most of the fence or forward of the fence where planting pockets are created. The specific landscape choices are suggested in the rendering, but a detailed landscape plan will be submitted as part of the R-4-S zoning compliance review by staff.

At the intersection of the front and side lot lines, the fence continues down the side lot lines. These sections of fencing would be visible from the street. The applicant intends to continue the proposed fence design and material along the side property lines, but has not yet completed final cost estimates and would like to maintain flexibility in design and materials. A condition has been included that would require the side fences to be compatible with the fence along Willow Road, as determined through the R-4-S compliance review by staff. The existing block wall along the rear property line is proposed to remain.

The proposed fence along Willow Road would have perforated metal panels anchored to 4x4 tube steel posts. The tube steel posts would be set behind the fence as seen from the street and the fence panels would be attached to the outside face of the tube steel posts. The posts would likely be visible but not as visible as if the post location were reversed.

The most distinctive aspect of the panels is the vertical slot-like perforations cut into the panels that vary in number and width, and that create a rhythmic pattern of openings. The panel's perforations are based on Bok Modern's pattern #21. The perforations allow for some transparency into the property. The images suggest approximately 50 percent of the fence will be open. The vertical slots are coursed from the bottom to top of the fence to create a sense of horizontal secondary lines. The courses appear to be about eight inches high.

The fence is powder coat painted so that sections can be repainted if graffiti occurs. The perforation pattern and level of transparency are intended to discourage graffiti and the perforations are small and sharp edged to make it difficult to climb the fence. The color of the fence panels is slate grey and intends to be similar to the main building wall color.

In regards to lighting near the fencing, there are two pole lights in each parking area adjacent to the fence. The lights would not illuminate the fence directly, but rather provide general lighting. There are no other lighting fixtures proposed on either side of the fence for the sections of the fence adjacent to the parking lots.

For the area of fencing in front of the center section of the building, including the entry gate, there is one 12-foot pole light for ambient lighting located just inside the entry gate. There are also five three-foot tall path finding light bollards with downward directed light inside the fence. There are no light fixtures on the street side of the fence near the Willow Road gate or elsewhere.

Issues for Consideration

The applicant's stated purpose for the fence is to secure the property and help provide a clear delineation between the public and private realms along Willow Road. The proposed project is a senior community and the applicant wishes to provide a high level of security for residents with the help of a tall fence.

The Zoning Ordinance height requirement for a maximum of four feet is generally intended to allow for visibility into properties and to let building facades define public space rather than site walls. The low fence height at front yards could be seen as seeking to soften the delineation between the public and private realms. The fence height regulation is also likely intended to help improve the pedestrian experience along sidewalks and the overall neighborhood character.

Given the four-foot height, it is unlikely that the Zoning Ordinance views a front yard fence as providing a direct means to security for the occupants of residential properties. Also, there are alternative viewpoints on neighborhood safety, such as that safety is enhanced by defensible space concepts. These concepts encourage direct visibility from buildings to streets and other public spaces to encourage community and a sense that there are eyes on the public space.

The existing mostly solid wall along the street affects the overall character of Willow Road and the streetscape experience and the interruption in the urban fabric. The proposed fence is similar in height to the existing wall, but introduces materials with transparency and decorative effect as well as landscape variety to make the street environment more pleasant. Offsets in the fence alignment also help enhance the 700-foot length of the fenced frontage.

With the proposed fence, the perception is that pedestrians would experience some transparency from the public sidewalk into the property. Likewise, residents will be able to view outwards and see activity on the street. The level of transparency experienced by occupants of passing cars, however, could be reduced given the viewer's movement, distance, and angle of view.

The proposed fence is trying to balance aesthetics and security. Other factors besides height may contribute to a sense of security for the residents. For example, the fence design has narrow vertical slots, which makes it difficult to climb. To get over the fence a person would have to pull oneself over the fence, or have assistance. In either case, it would depend on the ability and motivation of the person seeking to climb over the fence. The primary aspect of the fence's security, even at seven feet, is that it is a deterrent rather than an actual barrier to some people. Staff believes that fencing taller than eye level offers a significant deterrent. In addition, the proposed landscaping between the sidewalk and fence adds another layer to deter someone from accessing the site. The type of landscaping can also discourage unwanted activity. As the applicant is suggesting in the planting palette, the low plantings will provide an attractive streetscape, but not serve as a good place for someone to hide.

Additionally, the Planning Commission's evaluation could consider other places in the Zoning Ordinance that permit fencing in the front setback taller than four feet. Along Santa Cruz Avenue an administrative permit can be achieved for fencing ranging from over four feet to up to seven feet when meeting specific design criteria. Specifically, the criteria suggest a relationship between fence height and setback, such that heights may increase with greater setback distances. Increased fence heights for properties on Santa Cruz Avenue have been recognized given the nature of how Santa Cruz Avenue functions as an arterial street. The subject site along Willow Road could make a similar case given the volume of cars along the roadway.

Lastly, consideration could be given to common fence heights in similar communities along arterials. In Palo Alto, for example, the fence height for residential properties is limited to four feet from the front lot line to 16 feet into the property and six feet in height for street facing fencing beyond 16 feet from the front lot line. Along University Avenue, however, six-foot tall fencing is permitted at the front lot line.

Given the interest in security, additional lighting could assist with visibility. Part of the evaluation may be whether to increase lighting on the surface of the fence from the street side for general illumination, visual effect, and/or security. Given the length of the fence and limited lighting overall, additional lighting would help with both pedestrian and resident safety as well as enhance the streetscape. Enhanced use of lighting could be an alternative to taller fencing.

Correspondence

Staff has not received any correspondence regarding the proposed project.

Conclusions

As shown in the plans, the fence has an attractive and interesting design with transparency that provides visual character and screening of the parking lots while allowing views into the property, and a color that blends well with both the building and landscape. The modulation in the fence plane helps to break-up the fence's length along the property frontage.

While the design and materials of the fence are attractive and would serve to provide some transparency, staff believes that a seven foot tall fence close to the front property line could create a visual barrier given the length of the property frontage. Staff believes a six foot tall fence would take resident security into consideration but balance it with other factors such as the character of the neighborhood, streetscape and the overall pedestrian experience. Heights between six and seven feet at strategic locations along the fence, including around the entry, could be appropriate design features and serve as focal points. Additionally, other elements such as proper landscaping and lighting would supplement the height of the fence to provide the desired site security.

Staff has discussed the recommendation for a six-foot height with the applicants. Although safety remains a primary concern, the applicants have said they would consider a possible height reduction. Staff also believes that the proposal could benefit from further

consideration of additional lighting, and has included a condition that as part of the R-4-S compliance review, staff will work with the applicants to develop an updated lighting plan. Additional lighting could include a light on the street side at the entry gate and a few landscape lights at the base of the fence or near feature landscape. This would help to illuminate the pedestrian way on the street and fence line, improving security at night.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION

1. Make a finding that the project is categorically exempt under Class 3 (Section 15303, "New Construction or Conversion of Small Structures") of the current CEQA Guidelines.

2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City as modified by conditions of approval.

3. Approve the use permit subject to the following ***standard*** conditions:

    a. Development of the project shall be substantially in conformance with the plans prepared by Mithun and approved by the Planning Commission on May 18, 2015, except as modified by the conditions contained herein, subject to review and approval by the Planning Division.

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

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

    d. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

4. Approve the use permit subject to the following ***project-specific*** conditions:

    a. Concurrent with the submittal for a building permit, the applicant shall revise the plans to reduce the maximum height of the fence to six feet within the front setback. Some height variation, up to a maximum height of seven feet, may be allowed around the front entry gate and other strategic and/or focal points.

b. The design of the fences along the side property lines shall be compatible in design and materials with the fence along the frontage of the property, as determined through the R-4-S compliance review by staff.

c. An updated lighting plan to enhance the aesthetics and security of the property shall be considered during the R-4-S compliance review by staff.

d. The subject fence may only be installed if the associated project right-of-way and easements are abandoned, and a lot merger is recorded.

Report prepared by:
Arnold Mammarella,
Planning Consultant

Report reviewed by:
Deanna Chow,
Senior Planner

PUBLIC NOTICE

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property. Planning Commission action will be effective after 15 days unless the action is appealed to the City Council, in which case the outcome of the application shall be determined by the City Council.

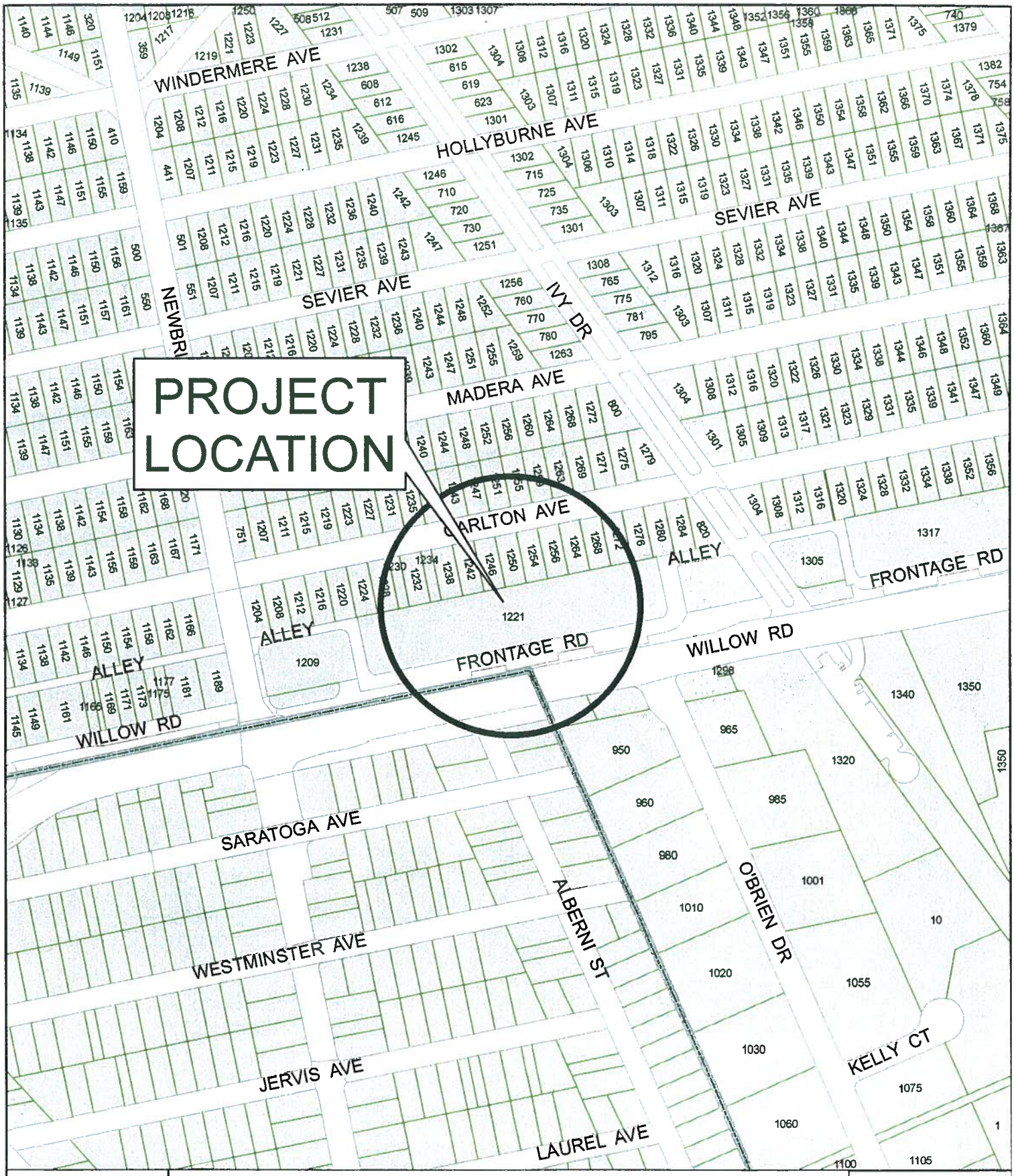
ATTACHMENTS

A. Location Map
B. Project Plans

Note: 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

Fence Panel Sample



CITY OF MENLO PARK

LOCATION MAP

1221 WILLOW ROAD

A1

DRAWN: KTP CHECKED: KTP DATE: 05/19/15 SCALE: 1" = 300' SHEET: 1

B1

GATEWAY SENIOR HOUSING

1221 WILLOW ROAD, MENLO PARK, CA

MAY 6, 2015

PROPERTY BOUNDARY FENCE - USE PERMIT

MITHŪN

Project Directory

Owner / Developer:
MidPen Housing Corp.
303 Vintage Park Drive, Suite 250
Foster City, CA 94404
tel: (650) 356 - 2958
attn: Lillian Lew-Hailer, Victoria Wong

Architect:
Mithun | Solomon
660 Market Street, Suite 300
San Francisco, CA 94104
tel: (415) 956 - 0688
attn: Kristen Belt, Antonio Pares, Johnny Lemoine, Anne Torney

Acoustical Engineer:
W. David Seidel
1516 Lombard Street, Suite 5
San Francisco, CA 94123
tel: (415) 269 - 3879
attn: David Seidel

Civil Engineer:
BKF Engineers
255 Shoreline Drive
Redwood City, CA 94065
tel: (408) 467 - 9100
attn: Cole Gaumnitz, Jacob Nguyen

Landscape Architect:
Gates + Associates
2671 Crow Canyon Road
San Ramon, CA 94583
tel: (928) 736 - 8176
attn: Linda Gates

M.E.P.:
Emerald City Engineers, Inc.
6505 216th Street SW, Suite 200
Mountlake Terrace, WA 98043
tel: (425) 741 - 1200
attn: John D. Toman (Mech/Plumbing)
Adam French (Elec)

Lighting Designer:
illuminosa
931 Pardee Street
Berkeley, CA
tel: (510) 525 - 3670
attn: Alice Prussin

Structural Engineer:
Peoples Associates Structural Engineers
1996 Tarob Court
Milpitas, CA 95035
tel: (408) 838-7170
attn: Christopher S. Taplin

Waterproofing:
Gale Associates
2570 W. El Camino Real, Suite 320
Mountain View, CA 94040
tel: (650) 941 - 1112
attn: Alan E. Burnett

Vicinity Map

Description of Scope for Use Permit Application

We are seeking a Use Permit to construct a 7' tall property boundary fence within the front setback at 1221 Willow Rd. The 7' height will provide a secured perimeter for the Gateway Senior Housing development. The site has several unusual characteristics that make it advisable to provide a secured property boundary without the Use Permit, including a 30' wide P.U.E. at the edge of the proposed fence. In response to comments from City Staff, the fence is designed to discourage climbing and vandalism, and provides sufficient transparency to allow for a continuous visual connection between the property and the public Right of Way. The Right of Way adjacent to the fence is designed with landscaped areas on both sides of a new public sidewalk, providing a public benefit for pedestrians along Willow Rd.

Sheet Index

G0.00 Cover
G0.01.1 Project Information
G0.06 Project Information

A1.01 Site Plan
A2.08 Property Boundary Fence - Plans and Elevations
A2.09 Property Boundary Fence - Enlarged Plans and Sections

Design Narrative

The property boundary fence will serve to secure the Gateway property and help provide a clear delineation between the public and private realms along Willow Rd. As with the design of the building itself, a represented rhythm is used as a primary tool to break down the scale of the fence and provide visual interest along the extensive length of the site. Irregular undulations in plan provide pockets for plantings on both sides of the fence, allowing for variety in the landscaping. The staggered perforations in the metal panels provide irregular glimpses into the site (or out from the site).

Safety and durability are also primary considerations in the design of the fence. The perforations in the metal are too small to get a foot hold, and the metal edges are sharp enough to discourage grasping. The panels have sufficient openings to allow a clear visual connection between the site and the public right of way for the entire length of the frontage. The number of perforations in the panels discourage graffiti, and the panels are painted to allow easy cleaning or re-painting, should graffiti occur. The panels will be mounted onto a tube steel frame, set in concrete footings to provide a strong, stable framework for the fence.

MITHUN

SEATTLE | Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 / 206-623-3344

SAN FRANCISCO | 660 Market Street, #300
San Francisco, CA 94104 / 415-956-0688

PROJECT
1221 WILLOW RD.
GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

PROPERTY BOUNDARY FENCE USE PERMIT

AT
KB
AP
JL MT

Project Information

1325800
MAY 6, 2015

G0.01.1
PROPERTY BOUNDARY FENCE USE PERMIT

AERIAL VIEW

89

TYPICAL EXISTING STRUCTURES ON SITE

FRONTAGE RD. IN FRONT OF HOUSING UNITS

FRONTAGE RD. SHOWING PARKING CONDITION

EXISTING WALL BETWEEN WILLOW RD. AND FRONTAGE RD., AS SEEN FROM WILLOW RD.

MITHŪN

SEATTLE

PROJECT
1221 WILLOW RD.:
GATEWAY SENIOR
HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

PROPERTY BOUNDARY
FENCE USE PERMIT

AT
KB
AP
JL,MT

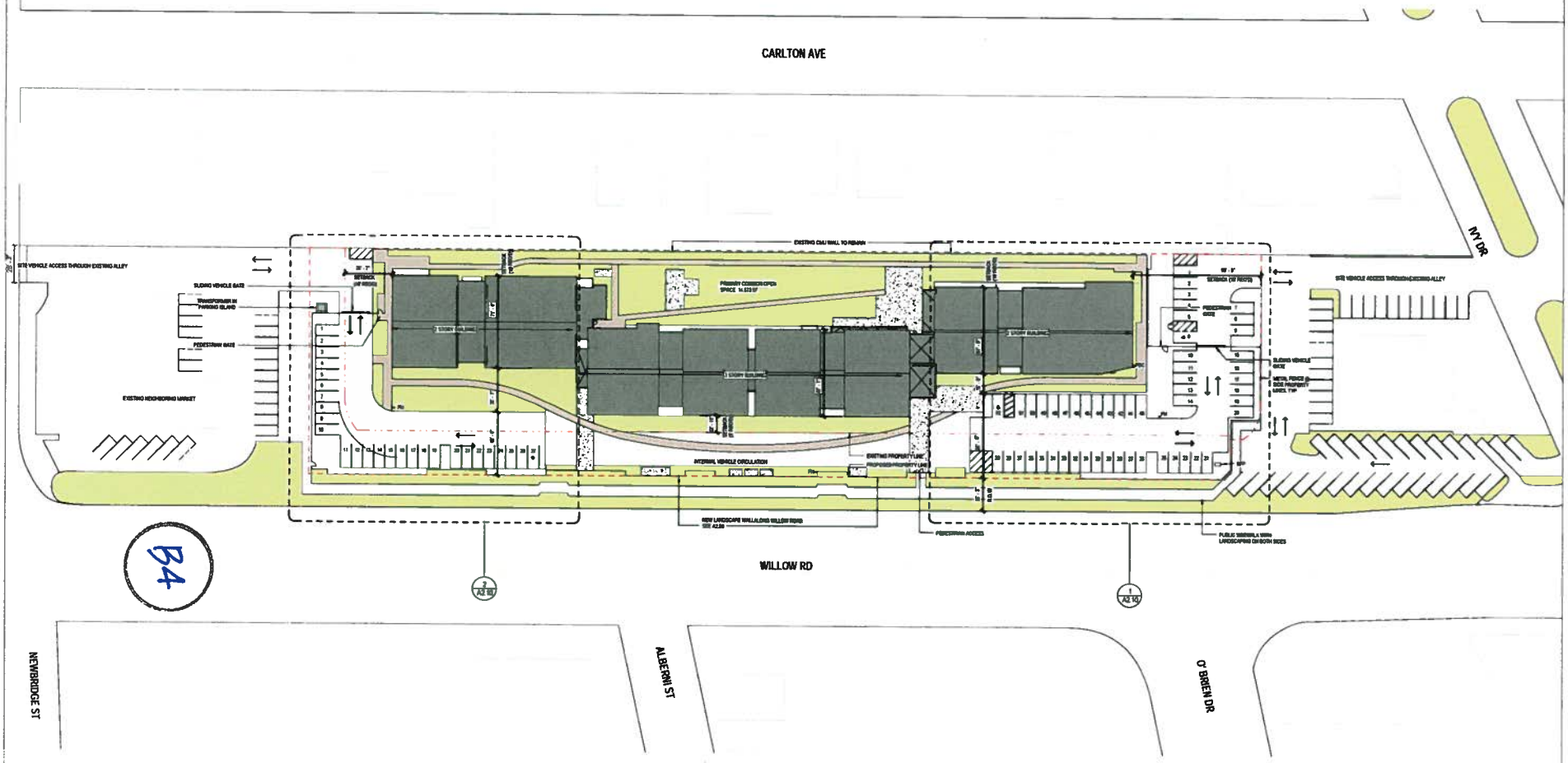
EXISTING SITE PHOTOS

1225800

MAY 6, 2015

G0.06

PROPERTY BOUNDARY
FENCE USE PERMIT



1 SITE PLAN
1/32" = 1'-0"

NOTE: GATEWAY PROJECT TEAM WILL CONTINUE TO WORK WITH THE CITY REGARDING FEASIBILITY OF EXTENDING SIDEWALK TO CORNER OF NEWBRIDGE.

MITHŪN

PROJECT
1221 WILLOW RD.
GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

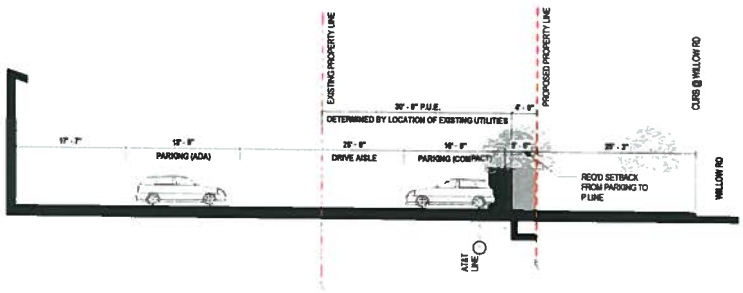
AT
KS
AP
JL, MT

SITE PLAN

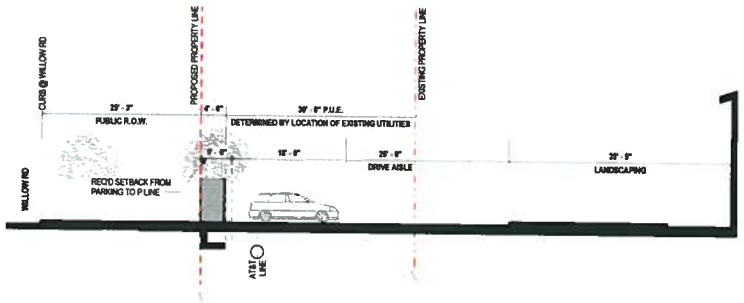
1325800
MAY 6, 2015

0' 16' 32' 64'

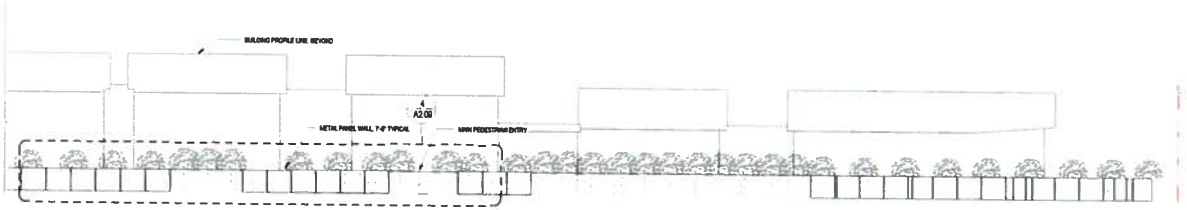
A1.01
PROPERTY BOUNDARY FENCE USE PERMIT



1 PROPERTY BOUNDARY FENCE - SECTION - NORTH
1/8" = 1'-0"

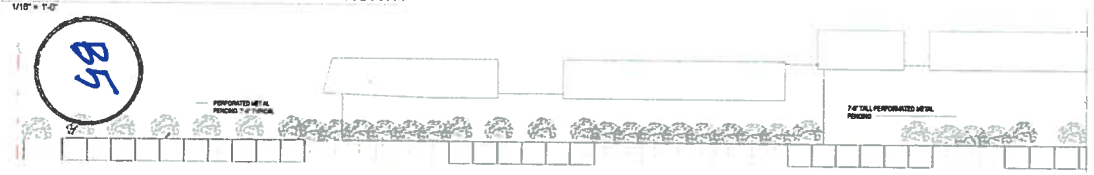


2 PROPERTY BOUNDARY FENCE - SECTION - SOUTH
1/8" = 1'-0"

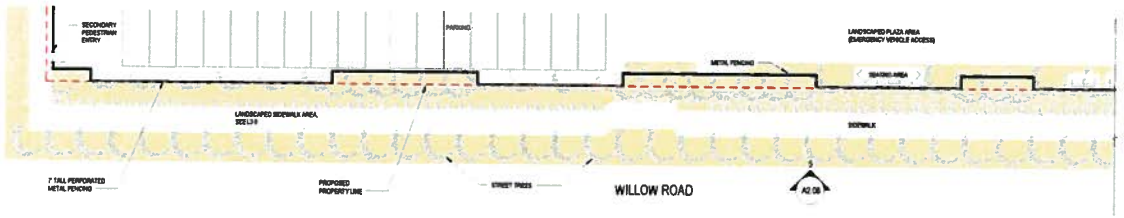


3 PROPERTY BOUNDARY FENCE - EAST ELEVATION - NORTH
1/16" = 1'-0"

4 PROPERTY BOUNDARY FENCE - PLAN - NORTH
1/16" = 1'-0"



5 PROPERTY BOUNDARY FENCE - EAST ELEVATION - SOUTH
1/16" = 1'-0"



6 PROPERTY BOUNDARY FENCE - PLAN - SOUTH EAST
1/16" = 1'-0"

MITHŪN

PROJECT
1221 WILLOW RD.
GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

AT
KS
AP
JL, MT

PROPERTY BOUNDARY WALL

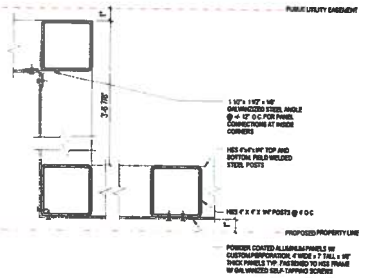
1223000

MAY 5, 2015

0' 8' 16' 32'

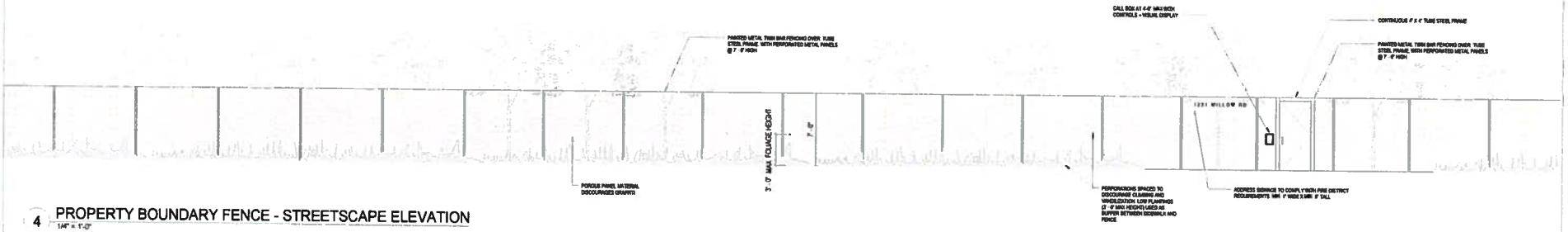
A2.08
PROPERTY BOUNDARY FENCE USE PERMIT

1 PROPERTY BOUNDARY FENCE - RENDERING
1 1/2" = 1'-0"

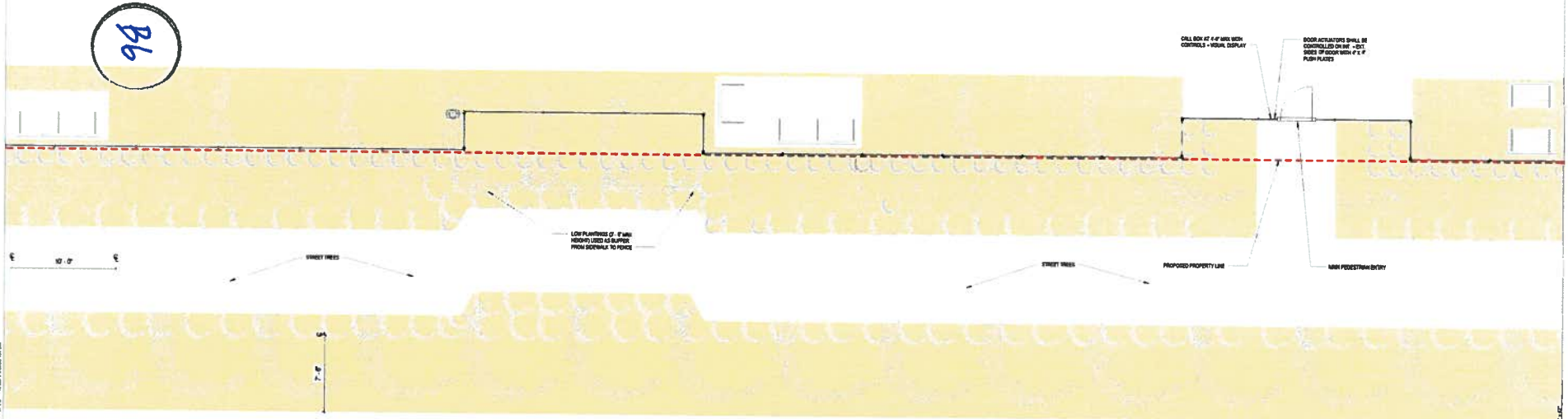


2 PROPERTY BOUNDARY FENCE DETAIL- PLAN
3/4" = 1'-0"

3 PERFORATED METAL PANEL PATTERN
1 1/2" = 1'-0"



4 PROPERTY BOUNDARY FENCE - STREETSCAPE ELEVATION
1/4" = 1'-0"



5 PROPERTY BOUNDARY FENCE - STREETSCAPE PLAN
1/4" = 1'-0"

WILLOW ROAD

MITHŪN

PROJECT
1221 WILLOW RD.
GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

AT
KS
AP
JL MT

PROPERTY BOUNDARY WALL
1225000
MAY 6, 2015

A2.09
PROPERTY BOUNDARY FENCE USE PERMIT

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM E1

LOCATION:	**1221-1275 Willow Road**	**APPLICANT:**	**Kirsten Belt of Mithun for MidPen Housing**
EXISTING USE:	**Multi-Family Residential Apartment Complex**	**OWNER:**	**Menlo Gateway Inc. (an entity of MidPen Housing)**
PROPOSED USE:	**Senior Residential Apartment Complex**	**APPLICATION:**	**Study Session for Compliance with the R-4-S (AHO) Development Regulations and Design Standards and Guidelines**
ZONING:	**R-4-S (AHO) - High Density Residential, Special (Affordable Housing Overlay)**		

PROPOSAL

The applicant is requesting a study session as part of the R-4-S compliance review process for a 90-unit multi-family, affordable senior housing development located at 1221-1275 Willow Road. The purpose of the study session is to review the proposed residential development relative to the development regulations and design standards of the R-4-S (AHO) (High Density Residential, Special with Affordable Housing Overlay) zoning district.

The study session will provide the Planning Commission and members of the public an opportunity to provide feedback on the proposal's compliance with the R-4-S design standards, which are mandatory as well as the design guidelines, which serve to encourage features and principles of good design, but are more qualitative in nature and are not mandatory. The Planning Commission's review is advisory only and will be taken into consideration as part of the Community Development Director's determination of whether the proposal is in compliance with the R-4-S development regulations and design standards.

Following the study session, the applicant and staff will take into consideration the comments provided by the Planning Commission and members of the public, and the plans may be adjusted to address comments. Unless there are substantial changes to the architectural design of the building, the plans would not return to the Planning Commission for additional review. The R-4-S compliance determination of the Community Development Director is final and not subject to appeal.

BACKGROUND

On May 21, 2013, the City Council adopted the Housing Element of the City's General Plan for the planning period between 2007-2014. To implement the Housing Element and create housing opportunities for all income levels, the City Council also adopted a new residential zoning district called R-4-S (High Density Residential – Special) and a new overlay zoning designation called Affordable Housing Overlay (AHO). The subject site is one of four sites rezoned with the new R-4-S zoning and one of three R-4-S sites zoned with the AHO designation.

The R-4-S zoning district includes development regulations as well as design standards specific to the zoning district. Multiple family dwelling units are permitted uses and not subject to discretionary review if all of the development regulations and design standards are met. Instead, the project is reviewed for compliance with a determination made by the Community Development Director. As indicated previously, the purpose of the May 18, 2015 study session is to provide the Planning Commission and members of the public a forum to provide input prior to the compliance determination.

The Planning Commission has previously conducted three study sessions for new residential developments located within the R-4-S zoning district. These projects, two on Haven Avenue and one on Hamilton Avenue, are in varying stages of the building permit review and construction process, and are anticipated to be completed in mid-2016. The proposal before the Planning Commission, however, is the first to utilize the AHO provisions, which were established to further encourage the development of affordable residential units in exchange for density beyond what would be allowed under the applicable zoning district, as well as provide other incentives such as reduced setbacks, lower parking ratios, and fee waivers.

ANALYSIS

Site Location

The subject site is located at 1221-1275 Willow Road in the Belle Haven neighborhood and is currently approximately 2.27 acres in area. The property is mid-block between Newbridge Street and Ivy Drive on the west side of Willow Road, as represented on the project documents. (Note: west is the most accurate description based on true north, but this location could commonly be known as the north side of Willow Road).

As viewed from Willow Road, the subject site is a wide and shallow lot with 48 housing units in 13 small one-story structures. It is abutted by a neighborhood market zoned C-2-B

on the south (left) towards Newbridge Street, by a vacant commercial lot also zoned C-2-B on the north (right) side by Ivy Drive, and by single-family houses across Willow Road in the City of East Palo Alto. In addition, a mix of commercial, institutional, office, and research and development uses are located across Willow Road in the City of Menlo Park and reflect the greater M-2 zoned area. To the rear of the subject site are R-1-U zoned, single-family homes along Carlton Avenue. The existing site has alley access from both Ivy Drive and Newbridge Street. These alleys connect to a frontage road between the subject site's existing front lot line and Willow Road. The frontage road provides vehicular access and parking for the site, but is not within the existing property boundaries. A block wall designed with interspersed metal railing separates the frontage road from Willow Road.

Project Description

The proposed project, as shown in Attachment B, is comprised of a 90-unit affordable senior housing complex consisting of primarily one-bedroom units with a few two-bedroom units, and a variety of common open space and on-site amenities for the residents, including a large community room, a separate lounge, an exercise room, a meeting room, and a large laundry room, all on the first floor. There is also a computer lab room and a smaller laundry room on the second floor. All units have full kitchens, large private decks, and are designed for accessibility. The proposed development results in a net increase of 42 affordable dwelling units to the City's housing stock. Below is a summary of the mix of unit types and the range of square footages.

Unit Type Mix Summary		
Number of Bedrooms	Number of Units	Square Footage Range
One Bedroom	86	522-549 sf
Two Bedroom	4	767 sf

The existing development would be demolished and all of the residents would be relocated. The applicant has outlined a draft relocation plan to assist the existing tenants. The existing senior residents on-site will be temporarily relocated off-site for no more than 12 months. Non-senior residents will be permanently relocated and provided options for relocation, which include the choice to relocate to the Gateway Family Apartments at the 1300 block of Willow Road or another property operated by Mid-Peninsula Housing, or be offered Section 8 tenant based vouchers.

To facilitate the proposed development, the applicant is seeking the following items from the City. The various components are needed to make MidPen's project feasible and will be reviewed in separate, but concurrent review processes.

- R-4-S compliance determination from the Community Development Director following a study session by the Planning Commission on May 18, 2015. The Community Development Director's decision is final.
- Abandonment of a portion of right-of-way along Willow Road, sidewalk easement, and public utility easements (PUE) to address current circulation and access challenges, and the establishment of a new public utility easement within the property boundary. With the proposed abandonment, the existing right-of-way from the western edge of Willow Road would be reduced from 59 feet, 3 inches to 25 feet, 3 inches. The right-of-way, sidewalk easements, and PUE abandonments would be reviewed through a three-step process, requiring 1) notification of intent to abandon the right-of-way and PUEs by the City Council, 2) review by the Planning Commission for General Plan consistency, and 3) the adoption of a resolution to abandon the right-of-way and PUEs by the City Council. The City Council adopted a resolution of intention to abandon the right-of-way and PUEs at its May 5, 2015 meeting. The Planning Commission will be reviewing the proposed abandonments, and providing a recommendation on its General Plan consistency as a separate item at the May 18, 2015 Planning Commission meeting.
- Use permit for a seven foot tall fence located within the required five-foot front setback to create distinct public and secured private areas. The proposed fence, however, would require a conditional use permit to increase the maximum height from four feet to seven feet within the front setback. Approval of the proposed fence would be subject to findings of a conditional use permit.
- Heritage tree removal permits for the removal of 22 heritage trees due to health and site constraints for placement of the new building.
- As part of the City's 2013-14 Notice of Funding Availability (NOFA) process, MidPen Housing was selected as the recipient for up to $3.2 million from the City's below market rate (BMR) housing funds for the proposed development. The City Council adopted a resolution for the funding in September 2014.

As part of the project, the applicant is proposing to apply the Affordable Housing Overlay (AHO), which is outlined in Chapter 16.98 of the Zoning Ordinance. Use of the AHO results in a density bonus and other modifications to the development standards in exchange for the provision of affordable housing units. The modifications are permitted per the AHO regulations, subject to meeting specific affordability criteria, and shall not be interpreted to require a discretionary approval. For example, in this case, the development is 100 percent affordable to extremely-low and very low-income residents. With the proposed affordability levels, the project is eligible for a 60 percent density bonus or a maximum density of 48 dwelling units per acre (du/ac) where 30 du/ac would otherwise be the maximum permitted. The increased density bonus is just one of the incentives in the AHO. Other project modifications, as permitted through the use of the AHO, are identified later in the report. The proposed development would be deed restricted for extremely-low and very low-income senior (age 62 years and older) households. Per the AHO

regulations, the applicant shall execute an agreement with the City to ensure that continued affordability for a period not less than 55 years.

The table below shows the mix of affordability by unit type.

	Extremely Low-Income (up to 30% of Area Median Income)	Very-Low Income (31% to 50% of the Area Median Income)	Non-Restricted
One-bedroom Unit	8	78	
Two-bedroom Unit	1	2	1*
Total	9	80	1
*Manager's Unit			

The data table on the next page compares the proposed project with the development regulations of the R-4-S zoning district. Density bonuses and other zoning modifications pursuant to the Affordable Housing Overlay (Chapter 16.98) are used on this project as permitted for properties zoned R-4-S (AHO). Density is based on the existing net property size prior to changes in the City right-of-way.

The project has been designed to meet all the development regulations and would not trigger additional use permit review for a modification to a development standard of the R-4-S zone with the AHO. Both the R-4-S and the AHO standards are noted in the chart. Where the applicant is proposing to use the AHO standard, the item is highlighted for ease of reference. In addition to compliance with the applicable design standards, the proposed development meets many of the design guidelines established in the R-4-S zoning district. Information and evaluation relative to the R-4-S zone's standards and guidelines are further discussed within this project description section of the report.

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		R-4-S Regulation[1]	Proposed Project Development
Minimum Lot Area		20,000 sf	98,733 sf; (2.27acres) Existing Lot
Minimum Lot Width		100 ft.	Approx. 700 ft.
Minimum Lot Depth		100 ft.	Approx. 140 ft. (existing lot)
Density	**minimum**	20 du/ac	90 units (39.6 du/ac); based on existing lot area
	maximum	30 du/ac (48 du/ac with AHO 60% bonus)	
Minimum Yards	**Front**	10 ft. (5 ft. with AHO)	12 ft., 11 in.
	Interior Side	10 ft., except may be reduced to 5 ft. abutting a private access easement	Left – 36 ft., 7 in. Right – 98 ft., 9 in.
	Corner Side	10 ft.	N/A
	Rear	10 ft.	20 ft., 2 in.
Maximum Floor Area Ratio		Increase on an even gradient from 60% for 20 du/ac to 90% for 30 du/ac (155% AHO)	80% (79,096 sf)
Maximum Building Coverage		40% (45% AHO)	37% (36,780 sf)
Minimum Open Space (Landscaping)		25% (15% AHO)	36% (35,650 sf)
Height	**Maximum building height**	40 ft. (48 ft. with AHO)	44 ft.
Building Profile		Starting at a height of 25 feet (32 feet with AHO), a 45-degree building profile shall be set at the minimum setback line contiguous with a public right-of-way or single-family zoned property.	Complies
Parking	**Vehicular**	2 spaces for units w/ 2 or more bedrooms; 1.5 spaces for 1 bedroom unit; 1 space per studio. Spaces cannot be located in required front yard setbacks or in tandem (Requirement reduced to 0.8 per dwelling unit per AHO for Senior housing; 72 total spaces required).	79 spaces
	Electric Vehicle	A minimum of 3 percent of the required number of parking spaces shall provide dedicated electric vehicle/plug-in hybrid electric charging stations (1.5% or 2 spaces with AHO) and a minimum of 2 percent of the required number of parking spaces shall be pre-wired for such equipment (1.0% or 1 space with AHO).	Dedicated charging stations – 2 spaces Pre-wired charging stations – 1 spaces
	Bicycle	Long term – 1 space per unit where a private garage (per unit) is not provided (reduced to 0.5 spaces per unit with AHO; 45 required) Short term (visitor) – 1 space per every 10 units (9 required)	Long term – 45 spaces Short term (visitor) – 9 spaces

[1]A development regulation, except for floor area ratio and density, may be modified subject to a use permit established in Chapter 16.82.

Site Layout and Design

The site is very wide and shallow, which influences the orientation of the proposed building. The building program has been broken into three volumes—a center 3-story volume closer to Willow Road and two two-story wings set back about 30 feet from the front of the center volume. The building's modulation reduces the long corridor effect and also reduces the perceived width of the building from the street. Because the two-story building wings are offset from the 3-story portion of the building, the two wings visually terminate at the community open space adjacent to lobbies and community rooms. All units are accessed from interior hallways and are arranged off of double loaded interior corridors. All units have living rooms, bedrooms, and balconies facing either Willow Road or the rear property line.

The three-story center portion of the building is located setback approximately 60 feet from the adjacent single-family residential uses to the rear of the site and setback approximately 47 feet from the proposed new property line along Willow Road. The height of the three-story portion of the building is 44 feet tall at the ridgeline and reduces to 36 feet, 4 inches for the two-story portions of the building. The eaves are about 32 feet above grade, giving the structure some prominence on the street for the three-story portion. The eaves are about 23 feet above grade facing the rear lot line and single-family residences beyond. Shadow studies were provided with the plan set on sheets A1.07 and A1.08. However, the shadow studies will need to be revised and resubmitted for further staff review as the shadows are shown with the same shadow direction and length over the course of the day and for different times of the year in the examples. The height, massing and location of the structures suggest, however, that shadows on the residential property to the rear will be modest due to the taller building being set closer to the street and the low pitch roof absent of cross gables or similar projections above the eave on the rear side of the buildings. Staff will ensure that the updated shade and shadow studies comply with Section 16.23.070(10)(a)(1) in the R-4-S standards.

Architecturally, the buildings have traditional gable forms rendered in simple modern manner to articulate solid and void patterns and horizontal lines at roof edges and materials. Roof eaves and ridges run parallel to Willow Road. The wide facades are modulated with breaks in the walls and roof form. The sections of façade at the taller roof forms are repetitive, but at the wall face shows variation in façade treatment. Stucco is used at these locations to accentuate order and proportion on the wall face as well as to create material and color contrast on the façade. To achieve this, strong rectangular, stucco-clad wall planes about three-quarters the height of the façade are placed forward on the elevation. These planes have large rectangular openings and are painted white to contrast with the darker color siding and roof shingles.

The stucco is stated to be a 30/30 fine sand texture, and a 2-foot by 2-foot sample is to be provided for review at the Planning Commission study session. A 30/30 fine sand texture would not be as smooth as a smooth steel trowel finish, but would comply with the R-4-S design standard. In this instance, stucco is used as an accent material on the façade and the primary wall surface is smooth surface fiber cement lap siding with an 8-inch vertical exposure painted a medium grey-brown. Recessed wall planes use a secondary siding. This is a smooth surface fiber cement lap siding with a 4-inch vertical exposure painted

almost brick red. Deck railings have 1x3 stained cedar horizontal slats in a medium brown that relate to the horizontal pattern of the siding. The proposed roof color and material are medium grey asphalt shingles. The proposed variation in colors and materials provide visual interest to the building.

Windows are white vinyl with no grills or muntin bars on the apartment units and are clear anodized aluminum at lobby entrances. Windows are recessed from the face of the stucco wall or siding 2 inches as required in the R-4-S standards. Where windows are on walls with horizontal siding a cedar trim is used around the window and at the sill. At stucco walls, the windows are recessed with no trim.

The color scheme is based on variations of grey, brown, red and white. Colors and materials are used well on the façade to demonstrate vertical or horizontal proportion and to achieve deliberate but not harsh contrast, except for at the white stucco walls where the contrast appears intentional.

Parking and Site Circulation

Vehicular access to the site is via two existing alleys from either Newbrdige Street or Ivy Drive. The site's internal circulation and parking surrounds the property on three sides, excluding the rear. The majority of the proposed parking is located in front of the building adjacent to Willow Road, and is divided into north and south parking lots connected by decorative paving.

Sliding vehicle gates are provided at each access point. The gates are not visible from the public street. Vehicular access for guests is from the existing alley off of Ivy Drive. There are nine parking spaces, including one disabled space, located outside of the secured parking area. There is also a pedestrian gate at the sidewalk next to the vehicular gate. Short-term bicycle parking is within the secured area next to the building entries. Long-term parking for residents' bicycles is within the building in storage rooms.

Guests arriving by car walk from the visitor parking area around the front of the building to the main entrance. The main building entrance is also accessible for pedestrians or public transit users via a secure entry gate off the Willow Road sidewalk. The entry gate is directly forward of the entry with defined paving and visible through the proposed perforated metal fencing.

A total of 79 parking spaces are proposed, which exceeds the AHO parking requirement of 0.8 spaces per unit by seven parking spaces. All parking spaces are proposed to be uncovered and located at-grade in the parking lot.

Open Space, Common Areas, and Landscaping

Open space requirements are met by a combination of private decks and community open space. All the units are intended to have private decks/balconies sized to meet the R-4-S private open space requirement, which requires a minimum of 80 square feet and minimum dimensions of six feet by six feet per design standard 7(a)(1). However, adjustments to the balconies may be needed to comply with the setback requirement

adjacent to single-family residences at the rear of the property. If these balconies need to be reduced in size or eliminated, the proposal continues to appear to meet the minimum open space requirements. The site layout includes the primary common open space at the back of the building. This space is 240 feet wide by 60 feet deep and a mixture of landscape and hardscape. The landscape plan shows two separate sitting or activity areas. There is also an outdoor seating area next to the main entrance, and a vegetable garden in front of the building next to the south parking lot.

Landscape, including sidewalks and similar paving, account for 36 percent of the site area, with 25 percent being the minimum R-4-S requirement. Most of the landscaped area is around the perimeter of the site, but the main community open space accounts for almost 15 percent of the site area. There is also the paved area between the parking lots that can be used informally as outdoor space, but is not included towards meeting the minimum landscape and open space requirements.

The proposed landscape plan shows new street trees along Willow Road as well as enhanced landscaping both forward of the fence line where the fence is set back from the front lot line and behind the fence where it is located on the front lot line. To discourage graffiti, the applicant is proposing low plantings between the back of sidewalk and property line along Willow Road. The planting area is fairly deep and landscape is layered to make access to the fence less convenient. The exact location, size and species of the plantings and street trees will be coordinated between the City and the applicant who will be completing the work. In addition, the applicant proposes a comprehensive on-site landscaping plan, in conjunction with the work in the right-of-way. A plant list is provided on sheet L2.01, but the specific quantities, size and species have not yet been finalized, and the landscape plan showing the placement of the trees and plants is also evolving. Staff will ensure that landscape plan complies with the R-4-S standard to include a minimum number of trees along the perimeter of the property and that the plan includes a variety of landscaping to enhance the site.

The plans show a new seven-foot fence within the front setback along Willow Road, which is taller than permitted without approval of a use permit. Since the fence regulations are distinct from the R-4-S standards, the review of the fence will be discussed by the Planning Commission as a separate action item from the R-4-S study session.

Heritage Tree Removals

The applicant is requesting to remove 22 of the 28 heritage trees on the subject site. The trees are generally in good condition and are primarily raywood ash and white alder. Due to the location of a proposed 30-foot PUE along the front property line and a 20-foot PUE along the rear property line, there are potential site constraints to where a building can be sited and to the number of replacement trees that can properly fit on the site. Staff will continue to coordinate with the City Arborist and the applicant on the proposed heritage tree removals, replacement trees and revised landscape plan.

Correspondence

Staff has not received any correspondence regarding the proposed project.

Compliance Review and Next Steps

Based on staff's initial review of the plans, the proposed development generally complies with the R-4-S requirements subject to final review of the project data, and clarifications to the shadow studies, submittal of a revised landscape plan with total tree counts for heritage replacement trees and street trees, and other landscape clarifications related to the resolution of the right-of-way depth on Willow Road.

Following the Planning Commission's study session on the proposed development, the Community Development Director and the applicant will take the comments into consideration and make changes, if appropriate. Following a final review of an updated and coordinated plan set, it is the intent of the Community Development Director to issue the compliance review letter. The decision of the Community Development Director will be final. The proposed fence will be reviewed and acted upon separately by the Planning Commission and the public right-of-way and easement abandonments will be acted upon by the City Council.

During the building permit stage, minor design and/or material changes are often requested to accommodate building code requirements, changes in market demand, availability of materials, and/or preference. Unless the changes comprehensively modify the scale or look of the proposal, the changes would be reviewed at a staff level only and not return to the Planning Commission.

The purpose of the study session is to receive input on the proposal's compliance relative to the R-4-S (AHO) development regulations, design standards, and guidelines. At the meeting, no formal action will be taken by the Planning Commission. The Planning Commission's review is advisory only and will be taken into consideration as part of the Community Development Director's compliance determination.

ENVIRONMENTAL REVIEW

The proposed project was analyzed in the Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments Environmental Assessment, certified by the City Council on May 21, 2013. Because the compliance review process is a non-discretionary process, ministerial items, such as the R-4-S compliance review, are exempt from the requirements of the California Environmental Quality Act (CEQA).

RECOMMENDED MEETING PROCEDURE

Staff recommends that the meeting be conducted as follows:

1. Project Presentation by Applicant
2. Commission Questions on Project Proposal

3. Public Comment on Project Proposal
4. Commission Comments on Project Proposal

Report prepared by:
Arnold Mammarella,
Planning Consultant

Report reviewed by:
Deanna Chow,
Senior Planner

PUBLIC NOTICE

Public notification consisted of publishing a courtesy notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property. No action will be taken at the meeting. The Community Development Director shall make the determination on the Compliance Review and the determination is final.

ATTACHMENTS

A. Location Map
B. Project Plans

Note: 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

- Colors and Materials Board
- 2' x 2' Stucco Sample

GATEWAY SENIOR HOUSING

1221 WILLOW ROAD, MENLO PARK

MARCH 20, 2015

R4S ZONING SUBMITTAL

MITHŪN

Project Directory

Owner / Developer:
MidPen Housing Corp.
303 Vintage Park Drive, Suite 250
Foster City, CA 94404
tel: (650) 356 - 2958
attn: Lillian Lew-Hailer, Victoria Wong

Architect:
Mithun | Solomon
660 Market Street, Suite 300
San Francisco, CA 94104
tel: (415) 956 - 0688
attn: Kristen Belt, Antonio Pares,
Johnny Lemoine, Anne Torney

Acoustical Engineer:
W. David Seidel
1516 Lombard Street, Suite 5
San Francisco, CA 94123
tel: (415) 269 - 3879
attn: David Seidel

Civil Engineer:
BKF Engineers
255 Shoreline Drive
Redwood City, CA 94065
tel: (408) 467 - 9100
attn: Cole Gaumnitz, Jacob Nguyen

Landscape Architect:
Gates + Associates
2671 Crow Canyon Road
San Ramon, CA 94583
tel: (928) 736 - 8176
attn: Linda Gates

M.E.P.:
Emerald City Engineers, Inc.
6505 216th Street SW, Suite 200
Mountlake Terrace, WA 98043
tel: (425) 741 - 1200
attn: John D. Toman (Mech/Plumbing)
Adam French (Elec)

Lighting Designer:
illuminosa
931 Pardee Street
Berkeley, CA
tel: (510) 525 - 3670
attn: Alice Prussin

Structural Engineer:
Peoples Associates Structural Engineers
1996 Tarob Court
Milpitas, CA 95035
tel: (408) 838-7170
attn: Christopher S. Taplin

Waterproofing:
Gale Associates
2570 W. El Camino Real, Suite 320
Mountain View, CA 94040
tel: (650) 941 - 1112
attn: Alan E. Burnett

Vicinity Map

SHEET INDEX	
GENERAL	
G0.00	COVER
G0.01	PROJECT INFORMATION
G0.02	PROJECT INFORMATION
G0.03	PERSPECTIVES
G0.04	PERSPECTIVES
CIVIL	
C1.01	EXISTING CONDITIONS
C1.02	EXISTING CONDITIONS
ARCHITECTURAL	
A1.01	SITE PLAN
A1.02	SITE DIAGRAMS
A1.03	FIRE ACCESS DIAGRAM
A1.05	MODULATION EXHIBIT 1
A1.06	MODULATION EXHIBIT 2
A1.07	SHADOW STUDY - FEB /APR
A1.08	SHADOW STUDIES - OCT /DEC
A1.09	GROSS BUILDING CALCULATIONS
A1.10	GROSS BUILDING CALCULATIONS
A1.11	GROSS BUILDING COVERAGE CALCULATIONS
A1.12	LANDSCAPE AREA CALCULATIONS
A2.01	LEVEL 01 / LEVEL 02 - PLANS
A2.02	LEVEL 03 / LEVEL 04 - PLANS
A2.03	LEVEL 01 - FLOOR PLAN - SOUTH
A2.04	LEVEL 01 - FLOOR PLAN - NORTH
A2.05	LEVEL 02 - FLOOR PLAN - SOUTH
A2.06	LEVEL 02 - FLOOR PLAN - NORTH
A2.07	LEVEL 03 - FLOOR PLAN - CENTRAL
A2.08	PROPERTY BOUNDARY WALL
A2.09	PROPERTY BOUNDARY WALL
A2.10	PARKING PLANS
A3.01	ELEVATIONS
A3.02	EAST ELEVATIONS
A3.03	WEST ELEVATIONS
A3.04	SOUTH / NORTH ELEVATIONS
A3.05	STUCCO EXHIBIT
A3.10	BUILDING SECTIONS
A5.10	TYPICAL EXTERIOR DETAILS
A6.01	UNIT PLANS
LANDSCAPE	

SHEET INDEX	
L0.01	LANDSCAPE COVER
L0.02	PLANTING NOTES AND LEGEND
L0.03	TREE MITIGATION PLANS
L0.04	TREE MITIGATION PLANS
L1.01	LANDSCAPE LAYOUT PLAN
L1.02	LANDSCAPE ENLARGEMENTS
L1.03	SCHEMATIC FENCING PLAN
L2.01	PRELIMINARY HYDROZONE PLAN AND PLANT LIST
L3.01	SITE FURNISHINGS
L3.02	PLANT PALETTE
CIVIL	
C2.01	CONCEPTUAL SITE PLAN
C2.02	CONCEPTUAL SITE PLAN
C2.03	CONCEPTUAL FIRE ACCESS PLAN
C2.04	CONCEPTUAL FIRE ACCESS PLAN
C3.01	CONCEPTUAL GRADING AND DRAINAGE PLAN
C3.02	CONCEPTUAL GRADING AND DRAINAGE PLAN
C4.01	CONCEPTUAL UTILITY PLAN
C4.02	CONCEPTUAL UTILITY PLAN
C5.01	CONCEPTUAL STORMWATER CONTROL PLAN
C5.02	CONCEPTUAL STORMWATER CONTROL PLAN
C6.01	CONSTRUCTION DETAILS
C6.02	CONSTRUCTION DETAILS
DRY UTILITIES	
JT-1	JOINT TRENCH DIAGRAM
ELECTRICAL	
E1.00	SITE - ELECTRICAL PLAN
LIGHTING	
AL1.01	SITE LIGHTING PLAN - NORTH
AL1.02	SITE LIGHTING PLAN - SOUTH

MITHUN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

PROJECT INFORMATION

1325800
MARCH 20, 2015

G0.01
R4S ZONING SUBMITTAL

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Zoning Notes

Project Address:	1221 Willow Rd
Project Legal Address:	APN 062-103-610
Project Description:	90 units of affordable senior housing and associated common spaces, with on-grade parking and open space
Zoning:	R-4-S high density residential
Easements:	20' P.U.E. along west edge of site (rear yard), 8' P.U.E. along eastern edge of existing property boundary (front yard)
Other:	Requested abandonment of Frontage Rd. along east and south edges of site, to be incorporated into existing property boundary. See site diagrams of A1.03 for more information
Site Area:	98,733.5 s.f. (within existing property boundary) 130,150 s.f. (proposed property boundary- existing property plus a portion of Frontage Rd., as described in drawings)

UNIT MIX:

(86)	1BR UNITS
(4)	2BR UNITS
90	TOTAL UNITS

	Allowable/ Required	Proposed
Building Height: *per AMO Section 16.98.040(1)*	4 stories 48 ft. maximum	3 and 3 stories 44' (@ ridge of 3 story portion)
Density: *Assumes 60% density bonus, per AMO 16.98.030 (D,C)* *100% of units will be designated for very low income or extremely low income*	48 du/ac	39.65 du/ac (90/2.27 ac)
Lot Coverage:	39,493.4 s.f. max (40%)	36,780 s.f. (37%)
Floor-Area Ratio:	90%	80% (79,096 g.s.f./ 98,733.5 s.f.)
Setbacks:		
Front	5' min *per AMO Section 16.98.040(1)*	5'
Side	10' min	70'
Rear	10' min	20'
Open Space: (Landscaping)	24,683.4 s.f. min (25% of 98,733.5 s.f.)	35,650 s.f. common open space (36%) In addition, all units include a private deck or patio, 60 s.f. typical
Parking:		
Vehicular	72 spaces (0.8x90 units) *per AMO Section 16.98.040(C.3)*	79 spaces (33 parking spaces are within the existing property boundary, 46 parking spaces are within the Frontage Rd. similar to existing condition)
Electric Vehicles *per AMO 16.98.040 (C.1)*	2 EV charging stations & 1 space pre wired for charging station OR 4 car share spaces (5%x72 spaces)	2 EV charging stations & 1 space pre wired for charging station
Bike Parking	45 long term and 9 short term spaces *per AMO Section 16.98.040(C.6)*	45 long term and 9 short term spaces (all bike parking within the existing property boundary)

B3

Building Department Notes

Demolition	Demolition of 12 buildings containing 48 apartments and one community room required
Construction Type	Type V-A, sprinklered
Occupancy Groups	Predominately R-2, with a small amount of A-3 and B occupancies
Occupancy Separations	R-2 to B 1 hr R-2 to A-3 1 hr A-3 to B 1 hr R-2 to U 1 hr

	Allowable/ Required	Proposed
Building Height	70 ft. max (per Table 503 & section 504.2)	45 ft. max. (top of roof ridge)
Number of Stories	4 stories (per Table 503 & section 504.2)	3 stories
Allowable Area	43,800 s.f. per floor 87,600 s.f. total per bldg	33,863 s.f. max. per floor 80,765 s.f. building total

Area Increase Calculation	(12,000 + [12,000 x .65] + [12,000 x 2])= 43,800
Egress	Egress plans to be submitted with Building Permit Set
Rescue Windows	Provided to all sleeping rooms
Accessibility	100% of the units are adaptable and comply with 2013 CBC Chapter 11A 5% of the units (5 total) have added mobility features per 2010 ADA and FHA guidelines 2% of the units (2 total) have added communication features per 2010 ADA and FHA guidelines Units with mobility features T.B.D Units with communication features T.B.D

Building Areas

Level 1	32,967 g.s.f.
Level 2	31,768 g.s.f.
Level 3	13,730 g.s.f.
Total	79,096 g.s.f.

FIRE DEPARTMENT NOTES

Fire Sprinkler System	NFPA 13, designed to .15 GPM/1500 S.F. of coverage area Dedicated sprinkler riser for each floor level, located at or near stairwell, with control valves accessible at ground level
Fire Alarm System	UL Certificated fire alarm system, manual and automatic, to be provided Provide certificate of completion and other documentation listed in the national fire alarm code
Elevators	To meet requirements listed in section 607 of CBC 2013 Sized to accomodate (1) gurney (24"X84") and 3 attendants
Fire Extinguishers	Cabinets to be located at or near exits, and placed so that the maximum distance to an FEC is not more than 75'-0"

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PROJECT
1221 WILLOW RD. :
GATEWAY SENIOR
HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
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MidPen HOUSING

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PROPERTY BOUNDARY
FENCE USE PERMIT

AT
KB
AP
JL, MT

PROJECT INFORMATION

1325800

MAY 6, 2015

G0.02

PROPERTY BOUNDARY
FENCE USE PERMIT

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VIEW OF MAIN LOBBY FROM WILLOW RD. SIDE OF PROPERTY

B4

VIEW OF PROPERTY BOUNDARY FENCE FROM NEW PUBLIC SIDEWALK ALONG WILLOW RD.

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1221 WILLOW RD. :
GATEWAY SENIOR
HOUSING

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SUBMISSION

PROPERTY BOUNDARY
FENCE USE PERMIT

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PERSPECTIVES

1325800

MAY 6, 2015

G0.03
PROPERTY BOUNDARY
FENCE USE PERMIT

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ORIGINAL SHEET SIZE: 30" x 42"

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VIEW OF COMMUNITY ROOM FROM REAR COURTYARD

VIEW INSIDE MAIN LOBBY

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G0.04

PROPERTY BOUNDARY
FENCE USE PERMIT

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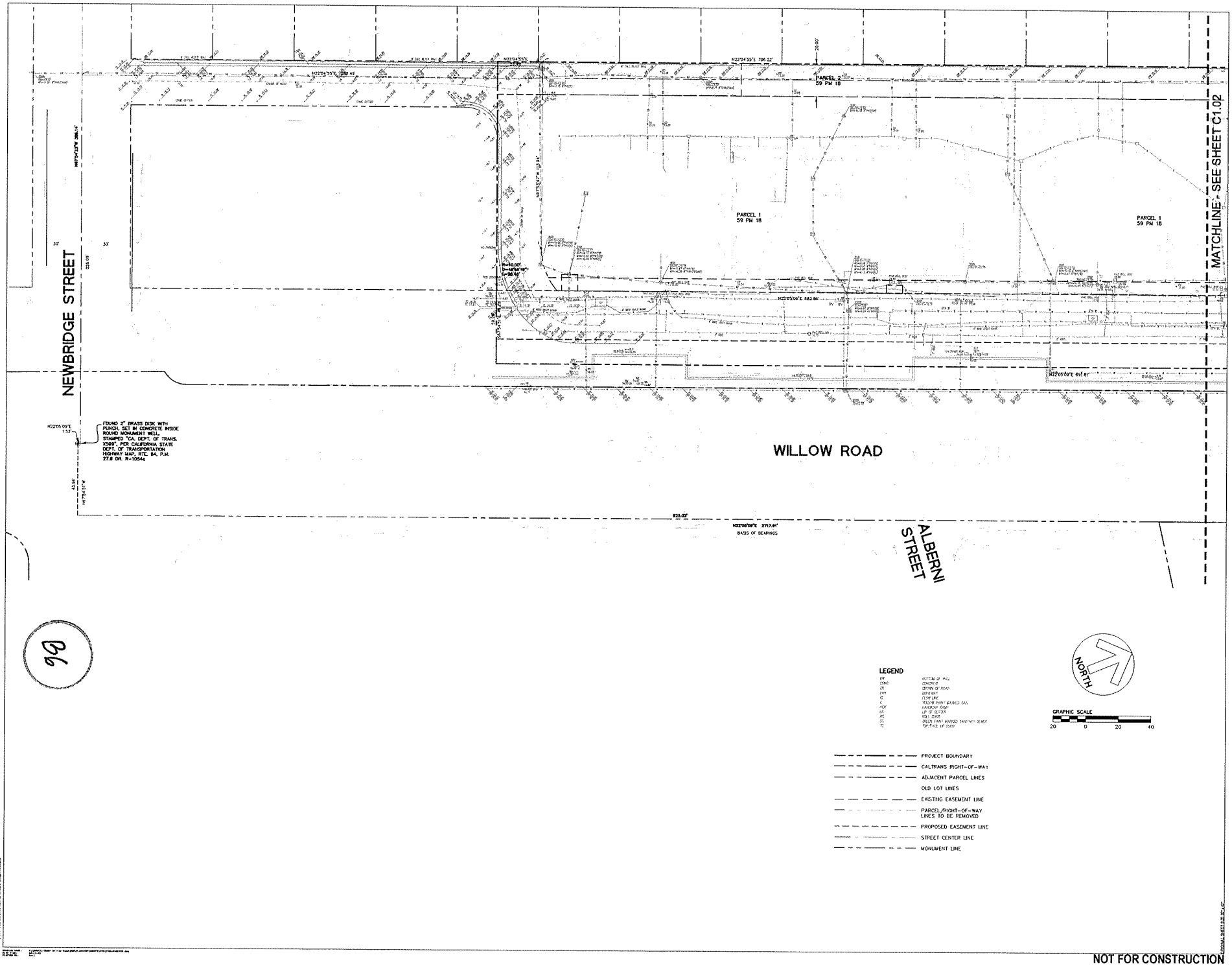

19

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BkF

1650 TECHNOLOGY DRIVE
SUITE 450
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

EXISTING CONDITIONS

20130051

MARCH 13, 2015

C1.01

50% DD

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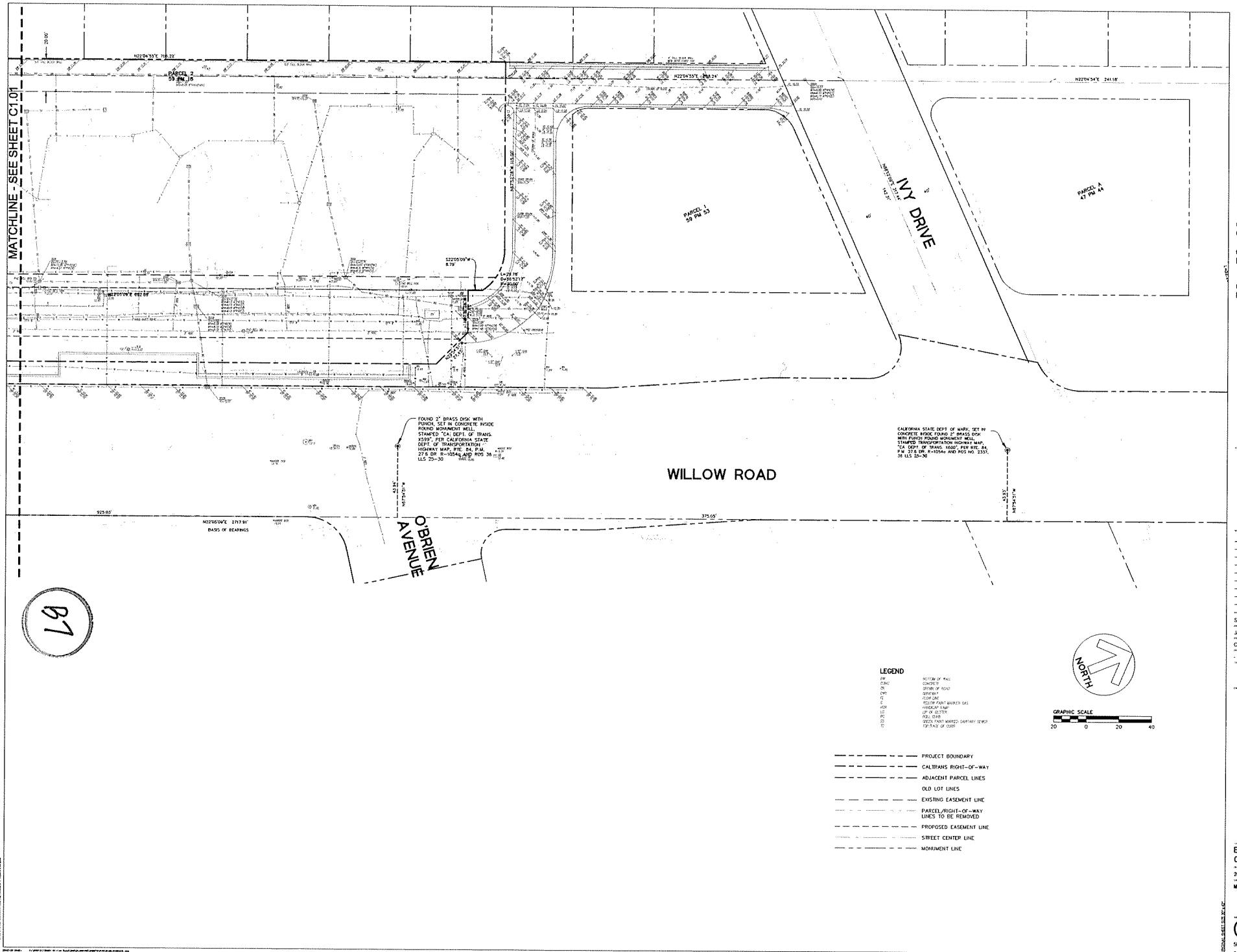

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1950 TECHNOLOGY DRIVE
SUITE 450
SAN JOSE, CA 95110
408-487-9100
408-487-9190 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
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MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUNNITZ

EXISTING CONDITIONS

20136051

MARCH 13, 2015

C1.02

50% DD

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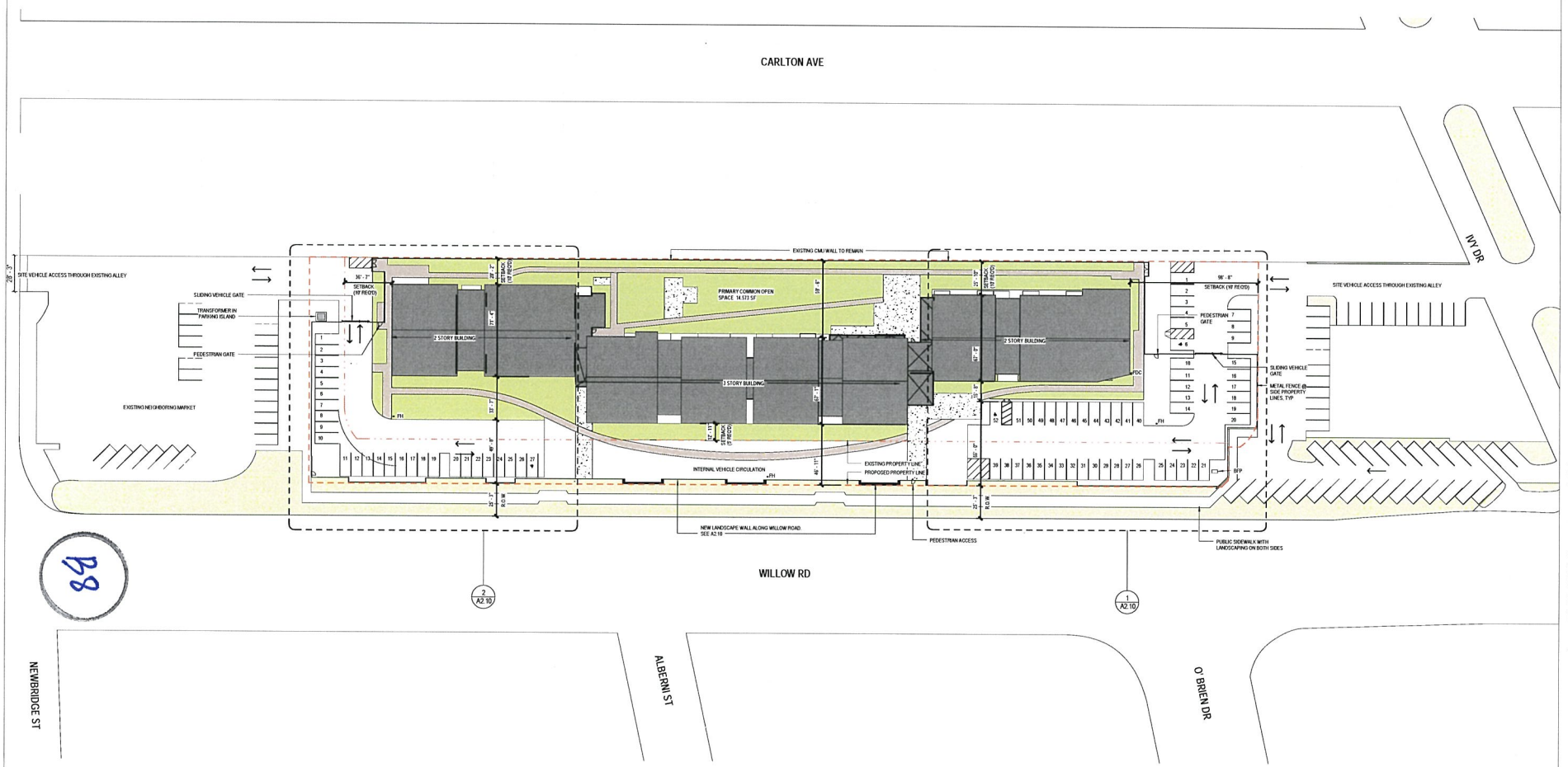

84

1 SITE PLAN
1/32" = 1'-0"

NOTE: GATEWAY PROJECT TEAM WILL CONTINUE TO WORK WITH THE CITY REGARDING FEASIBILITY OF EXTENDING SIDEWALK TO CORNER OF NEWBRIDGE.

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1221 WILLOW RD. : GATEWAY SENIOR HOUSING
Menlo Park, CA

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R4S ZONING RE-SUBMITTAL

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SITE PLAN

1325800

MAY 1, 2015

0' 16' 32' 64'

A1.01
R4S ZONING RE-SUBMITTAL

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ORIGINAL SHEET SIZE: 30" x 42"

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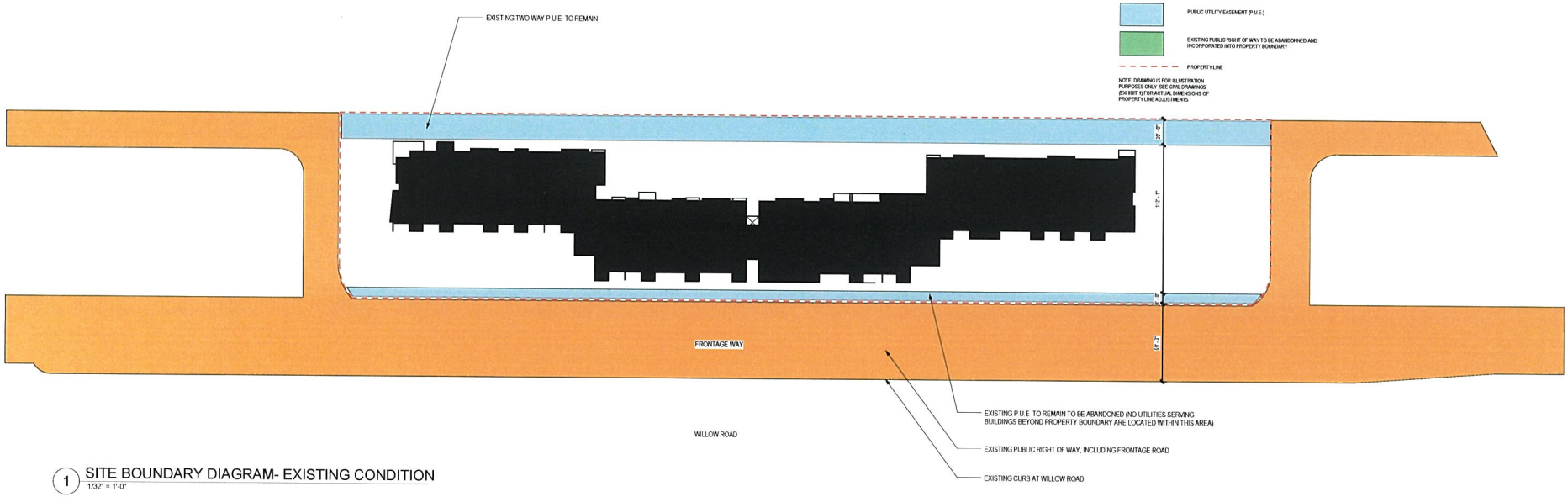
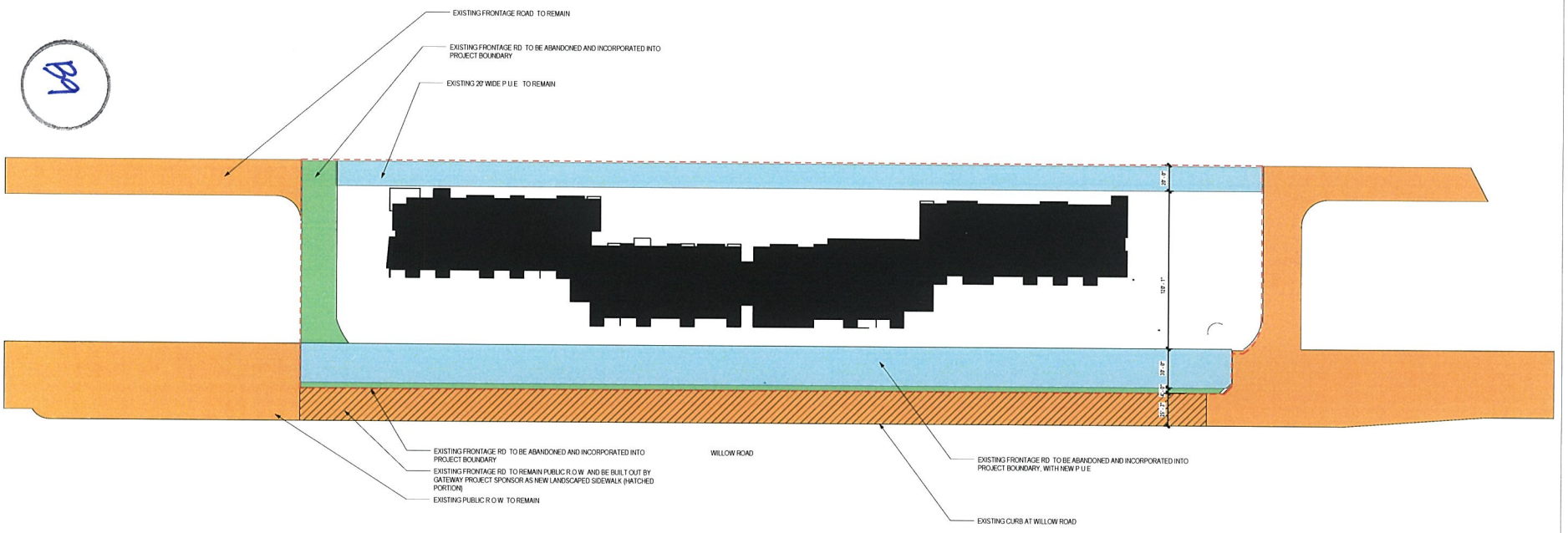


1 SITE BOUNDARY DIAGRAM- EXISTING CONDITION
1/32" = 1'-0"



2 SITE BOUNDARY DIAGRAM- PROPOSED CONDITION
1/32" = 1'-0"

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TITLE
SITE DIAGRAMS

1325800
MAY 1, 2015

0' 16' 32' 64'

A1.02
R4S ZONING RE-SUBMITTAL

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ORIGINAL SHEET SIZE: 24" x 36"

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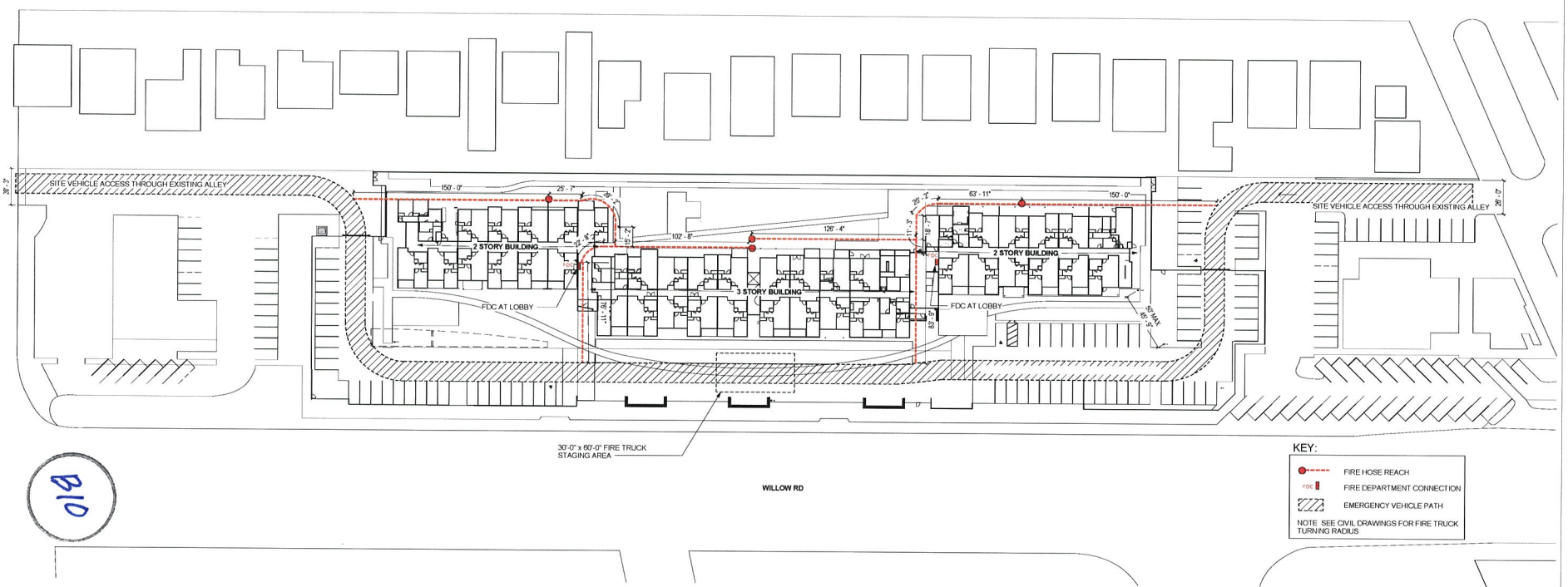

1 SITE PLAN - FIRE ACCESS DIAGRAM
1/32" = 1'-0"

NOT FOR CONSTRUCTION

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Gateway Senior Housing

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TITLE
FIRE ACCESS DIAGRAM

1325800
MARCH 20, 2015

0' 16' 32' 64'

A1.03
R4S ZONING SUBMITTAL

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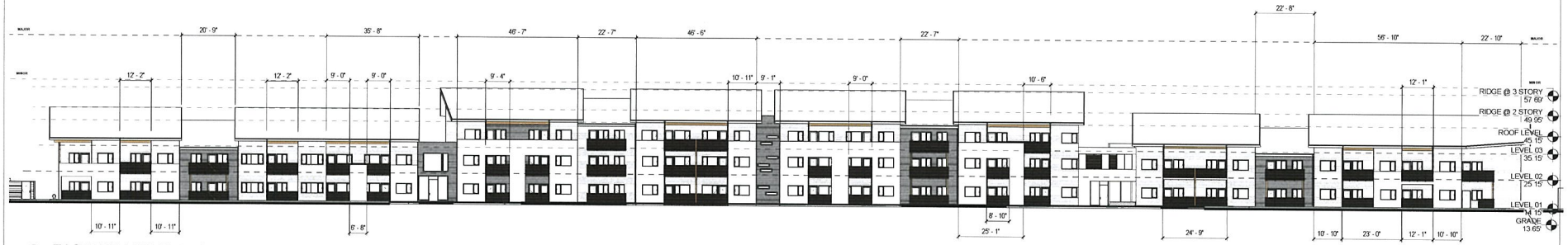
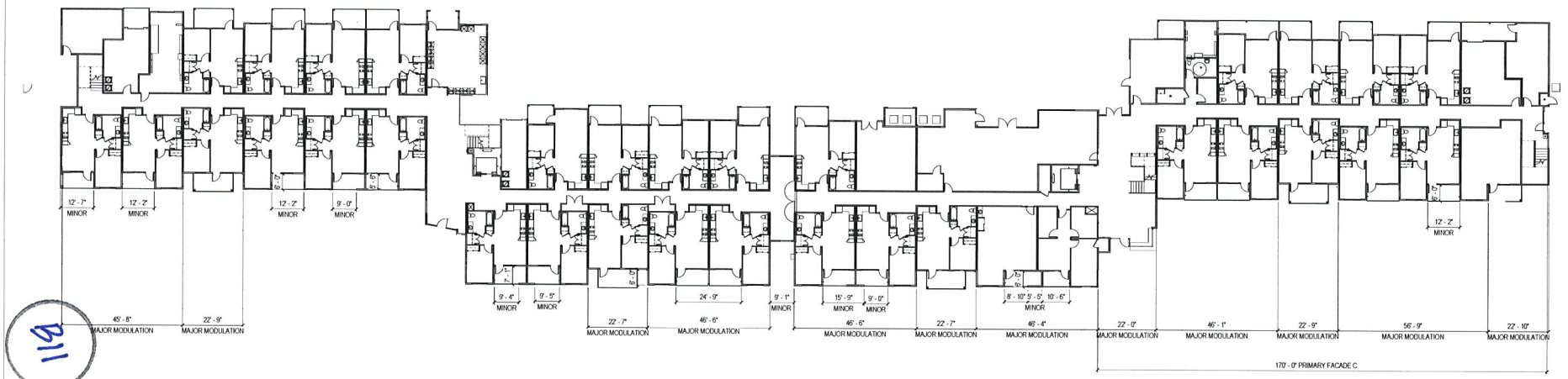
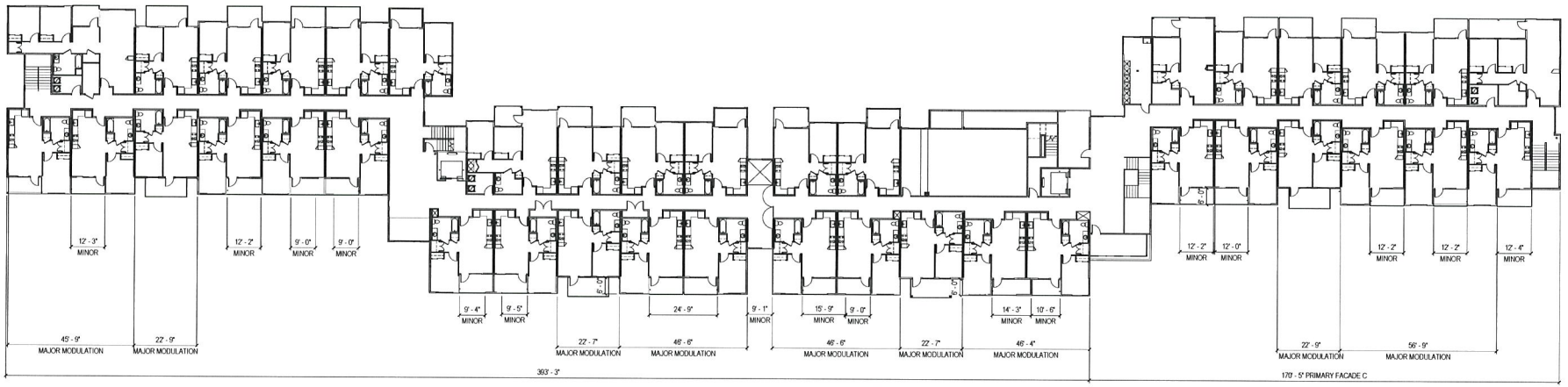
ORIGINAL SHEET SIZE 30" x 42"



1 EAST ELV MODULATION DIAGRAM
1/16" = 1'-0"



2 LEVEL 01 - BUILDING MODULATION
1/16" = 1'-0"



3 LEVEL 02 - BUILDING MODULATION
1/16" = 1'-0"

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SEATTLE | Pier 56 | 1201 Alaskan Way, #200 | Seattle, WA 98101 | 206.623.1104

SAN FRANCISCO | 1180 Market Street, #300 | San Francisco, CA 94102 | 415.358.3900

PROJECT
Gateway Senior Housing

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TITLE
MODULATION EXHIBIT 1

1325800
MARCH 20, 2015

0' 8' 16' 32'

SHEET NUMBER
A1.05
R4S ZONING SUBMITTAL

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ORIGINAL SHEET SIZE 24" x 36"

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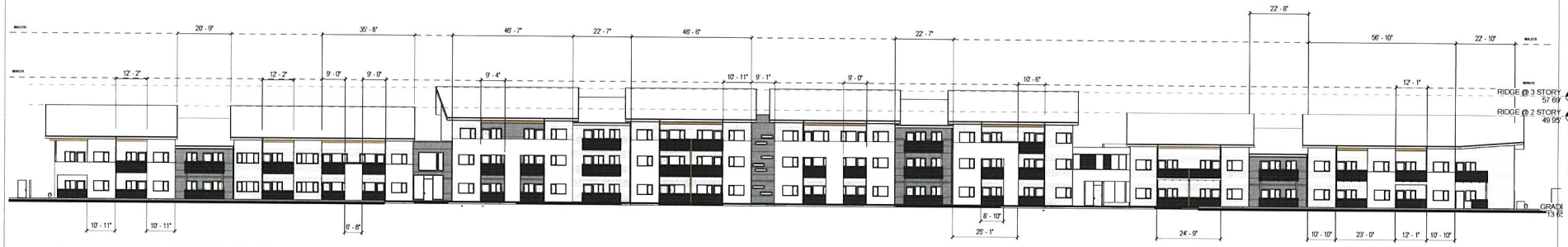
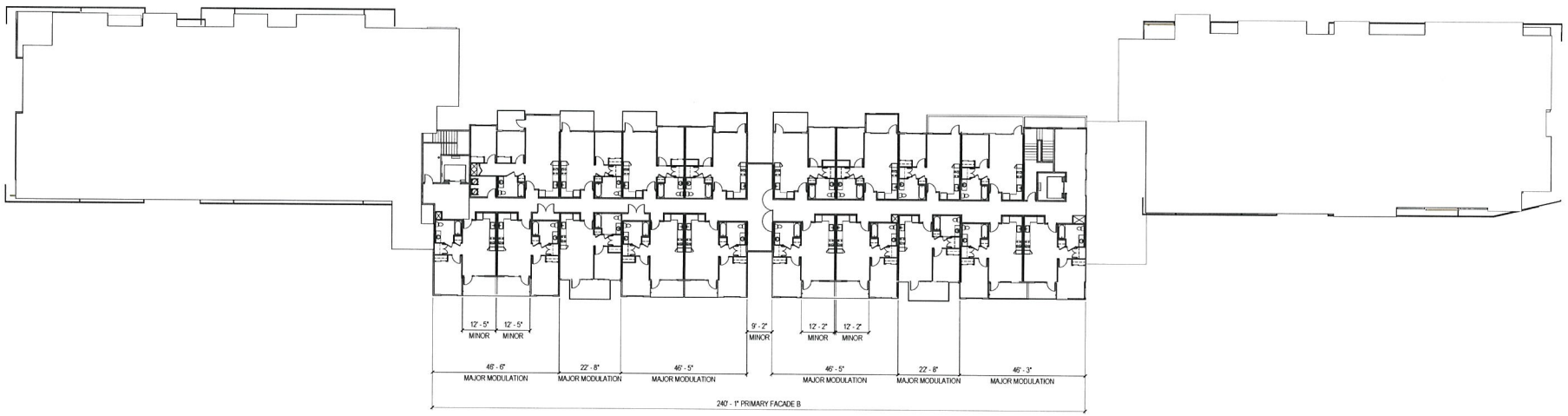


1 EAST ELV MODULATION DIAGRAM -2
1/16" = 1'-0"

219



2 LEVEL 03 - BUILDING MODULATION
1/16" = 1'-0"

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MODULATION EXHIBIT 2

1325800
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0' 8' 16' 32'

A1.06
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ORIGINAL SHEET SIZE 30" X 42"

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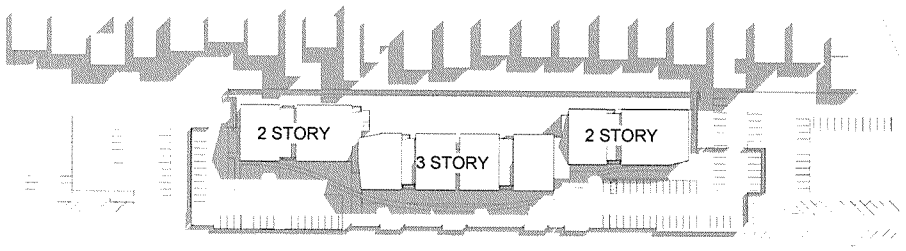
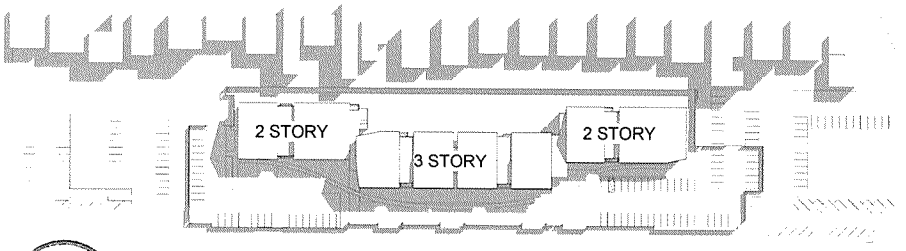
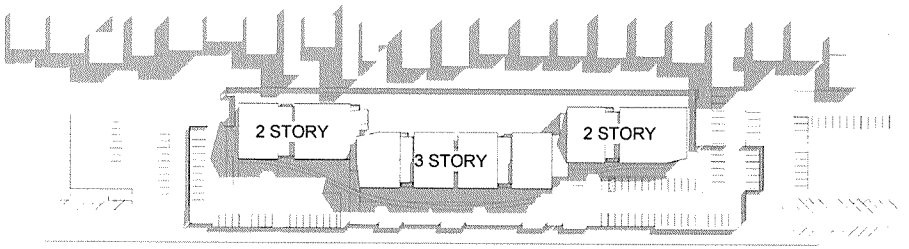


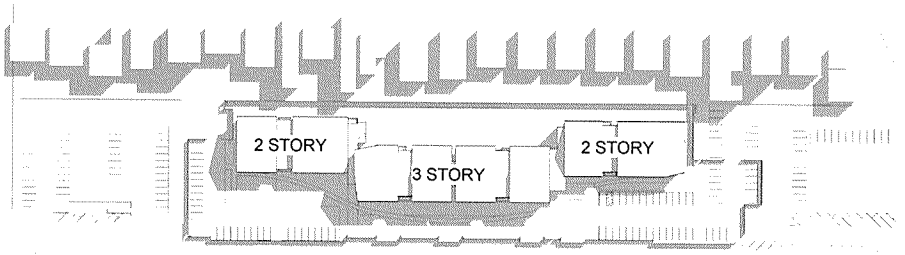
1 SHADOW STUDY- FEB 21- 9AM
1/64" = 1'-0"



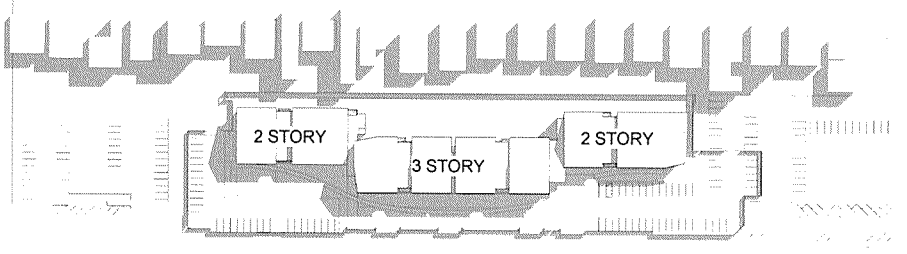
2 SHADOW STUDY- FEB 21- 12PM
1/64" = 1'-0"



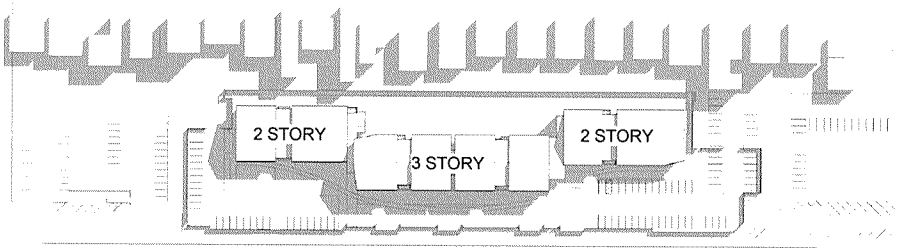
3 SHADOW STUDY- FEB 21- 3PM
1/64" = 1'-0"



4 SHADOW STUDY- APR 21- 9AM
1/64" = 1'-0"



5 SHADOW STUDY- APR 21- 12PM
1/64" = 1'-0"



6 SHADOW STUDY- APR 21- 3PM
1/64" = 1'-0"

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SHADOW STUDY - FEB./APR.

1225800

MARCH 20, 2015

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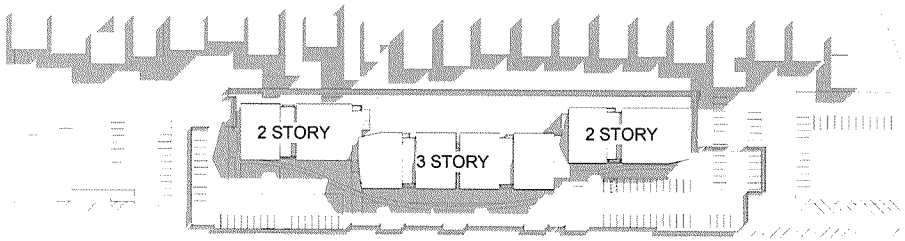
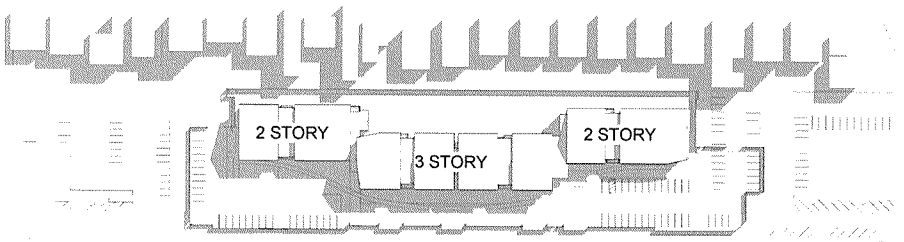
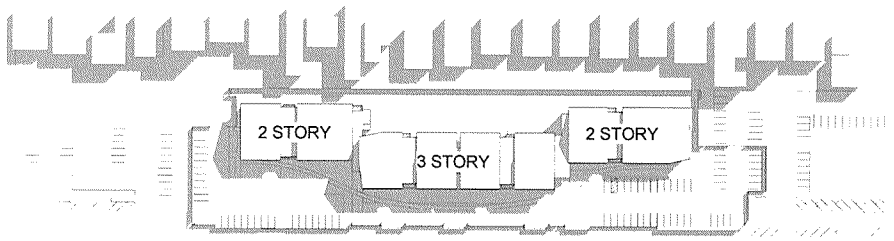


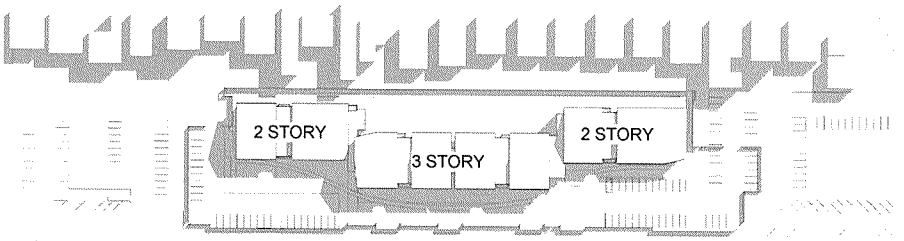
1 SHADOW STUDY- OCT 21- 9AM
1/64" = 1'-0"



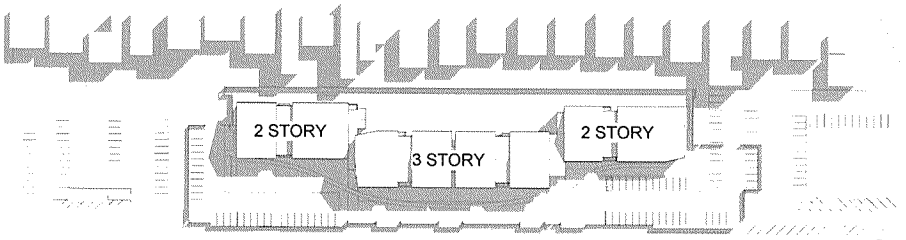
2 SHADOW STUDY- OCT 21- 12PM
1/64" = 1'-0"



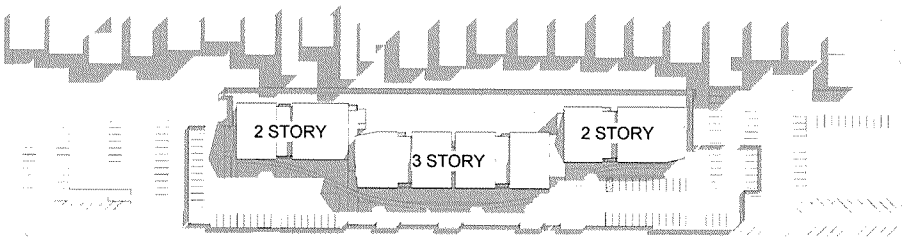
3 SHADOW STUDY- OCT 21- 3PM
1/64" = 1'-0"



4 SHADOW STUDY- DEC 21- 9AM
1/64" = 1'-0"



5 SHADOW STUDY- DEC 21- 12PM
1/64" = 1'-0"



6 SHADOW STUDY- DEC 21- 3PM
1/64" = 1'-0"

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SHADOW STUDIES - OCT./DEC.

1325800
MARCH 20, 2015

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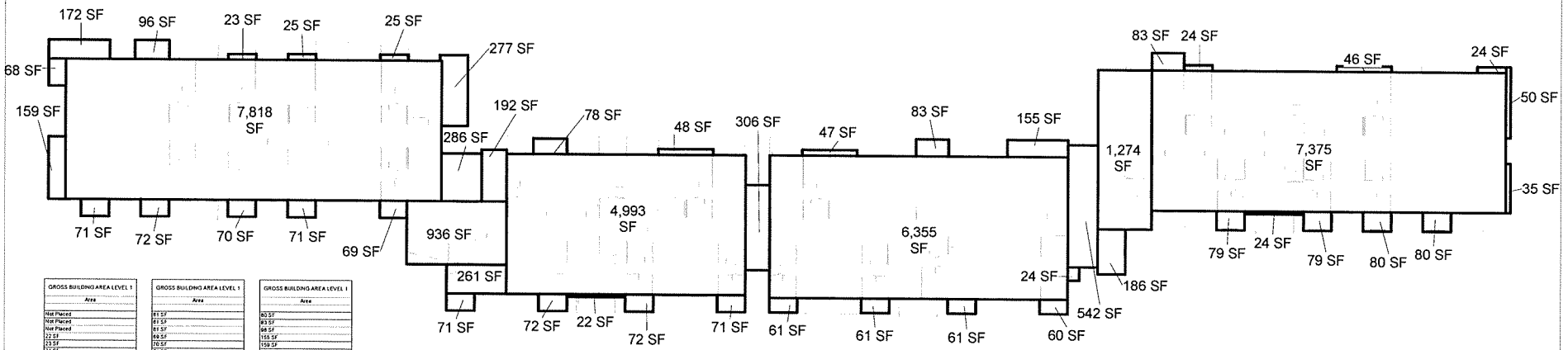
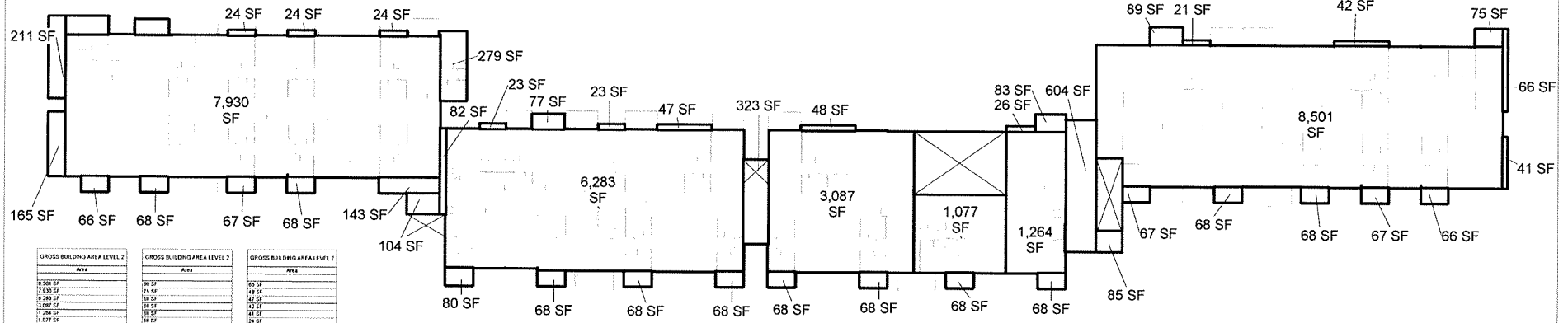


GROSS BUILDING AREA LEVEL 1
Area
Not Placed
Not Placed
Not Placed
22 SF
23 SF
24 SF
24 SF
24 SF
25 SF
25 SF
35 SF
46 SF
47 SF
48 SF
50 SF
60 SF

GROSS BUILDING AREA LEVEL 1
Area
61 SF
61 SF
61 SF
69 SF
70 SF
71 SF
71 SF
71 SF
71 SF
72 SF
72 SF
72 SF
78 SF
78 SF
79 SF
80 SF

GROSS BUILDING AREA LEVEL 1
Area
80 SF
83 SF
86 SF
155 SF
159 SF
186 SF
192 SF
261 SF
277 SF
286 SF
306 SF
542 SF
936 SF
1,274 SF
4,993 SF
6,355 SF
7,375 SF
7,818 SF
37,947 SF

1 LEVEL 01 GROSS AREA CALCULATIONS
1/16" = 1'-0"



GROSS BUILDING AREA LEVEL 2
Area
8,501 SF
7,930 SF
6,283 SF
3,087 SF
1,264 SF
1,077 SF
604 SF
323 SF
279 SF
211 SF
165 SF
143 SF
104 SF
85 SF
83 SF
82 SF

GROSS BUILDING AREA LEVEL 2
Area
80 SF
75 SF
68 SF
68 SF
68 SF
68 SF
68 SF
68 SF
68 SF
68 SF
67 SF
67 SF
67 SF
66 SF
66 SF

GROSS BUILDING AREA LEVEL 2
Area
66 SF
48 SF
47 SF
42 SF
41 SF
24 SF
24 SF
24 SF
23 SF
23 SF
21 SF
37,771 SF

2 LEVEL 02 GROSS BUILDING CALCULATIONS
1/16" = 1'-0"

NOT FOR CONSTRUCTION

MITHUN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

GROSS BUILDING CALCULATIONS

1325800

MARCH 20, 2015

0' 8' 16' 32'

A1.09

R4S ZONING SUBMITTAL

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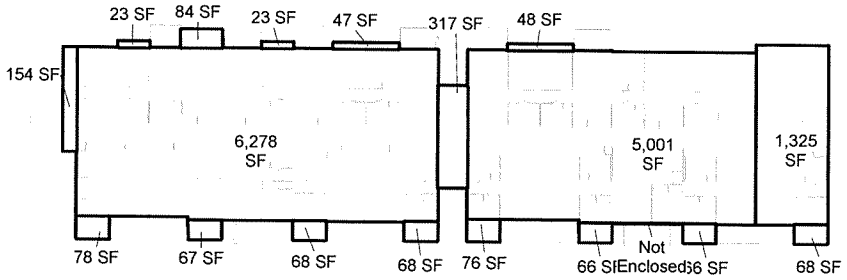
GROSS BUILDING AREA LEVEL 3
Area
6,278 SF
5,001 SF
1,325 SF
317 SF
154 SF
78 SF
76 SF
68 SF
68 SF
68 SF
67 SF
66 SF
66 SF
48 SF
47 SF
23 SF
23 SF
Not Placed
Not Enclosed
13,774 SF



1 LEVEL 03 GROSS BUILDING CALCULATIONS
1/16" = 1'-0"

916

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
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MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

GROSS BUILDING CALCULATIONS

1325800

MARCH 20, 2015

0' 8' 16' 32'

A1.10

R4S ZONING SUBMITTAL

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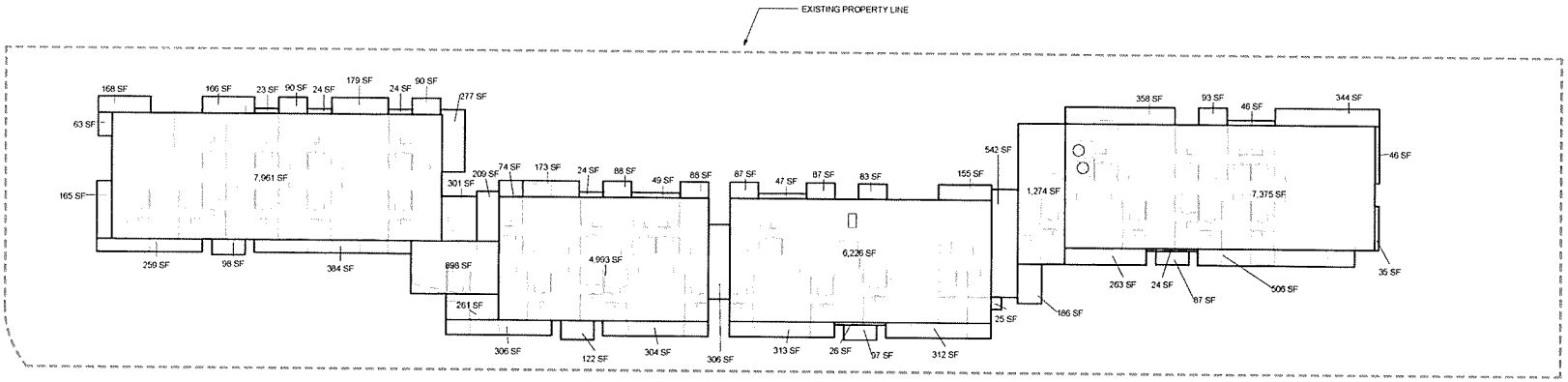
NOT FOR CONSTRUCTION



GROSS BUILDING COVERAGE
Area
7,961 SF
7,375 SF
6,226 SF
4,993 SF
1,274 SF
898 SF
542 SF
506 SF
384 SF
358 SF
344 SF
313 SF
312 SF
306 SF
306 SF
304 SF
301 SF
277 SF
263 SF

GROSS BUILDING COVERAGE
Area
261 SF
259 SF
209 SF
186 SF
179 SF
173 SF
166 SF
165 SF
155 SF
122 SF
98 SF
97 SF
93 SF
90 SF
90 SF
88 SF
88 SF
87 SF

GROSS BUILDING COVERAGE
Area
87 SF
87 SF
83 SF
74 SF
63 SF
49 SF
47 SF
46 SF
35 SF
25 SF
24 SF
24 SF
24 SF
24 SF
23 SF
36,780 SF

EXISTING PROPERTY AREA = 98,734 SF
PROPOSED BUILDING COVERAGE= 36,780 SF

1 LEVEL 01
3/64" = 1'-0"

L19

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
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GROSS BUILDING COVERAGE CALCULATIONS
1325800

MARCH 20, 2015

A1.11
R4S ZONING SUBMITTAL

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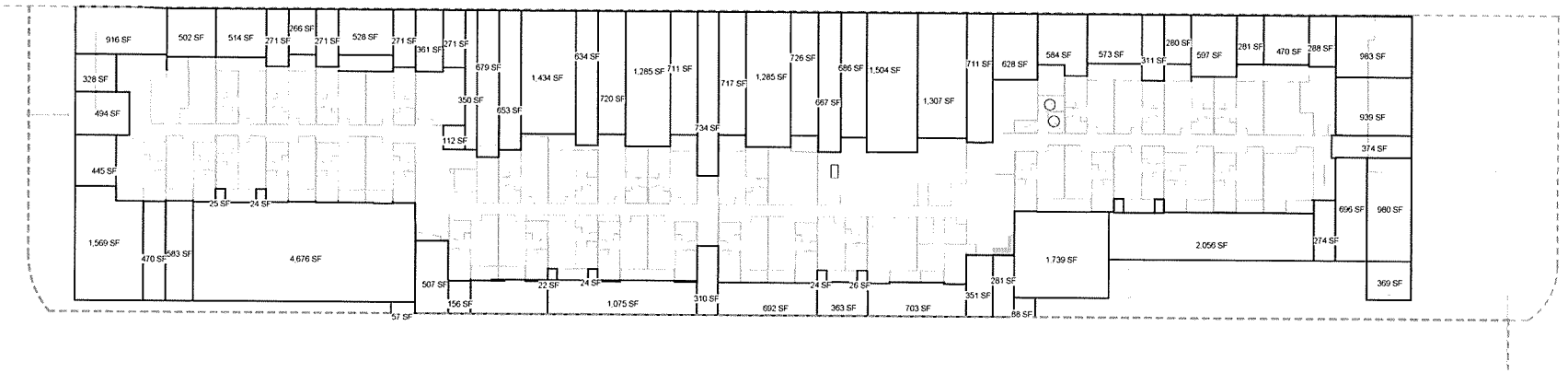

LANDSCAPE AREA CALCULATIONS	LANDSCAPE AREA CALCULATIONS	LANDSCAPE AREA CALCULATIONS	LANDSCAPE AREA CALCULATIONS
Area	Area	Area	Area
4,676 SF	711 SF	470 SF	271 SF
2,056 SF	703 SF	470 SF	271 SF
1,739 SF	696 SF	445 SF	268 SF
1,569 SF	692 SF	374 SF	156 SF
1,504 SF	686 SF	369 SF	112 SF
1,434 SF	678 SF	363 SF	69 SF
1,307 SF	667 SF	361 SF	57 SF
1,285 SF	653 SF	351 SF	26 SF
1,285 SF	634 SF	350 SF	25 SF
1,075 SF	628 SF	328 SF	24 SF
983 SF	597 SF	311 SF	24 SF
980 SF	584 SF	310 SF	24 SF
939 SF	583 SF	288 SF	22 SF
916 SF	573 SF	281 SF	44,788 SF
734 SF	528 SF	281 SF	
726 SF	514 SF	280 SF	
720 SF	507 SF	274 SF	
717 SF	502 SF	271 SF	
711 SF	494 SF	271 SF	

1 LANDSCAPE AREA CALCULATIONS
3/64" = 1'-0"

819

MITHUN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

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LANDSCAPE AREA CALCULATIONS

1323800

MARCH 20, 2015

A1.12

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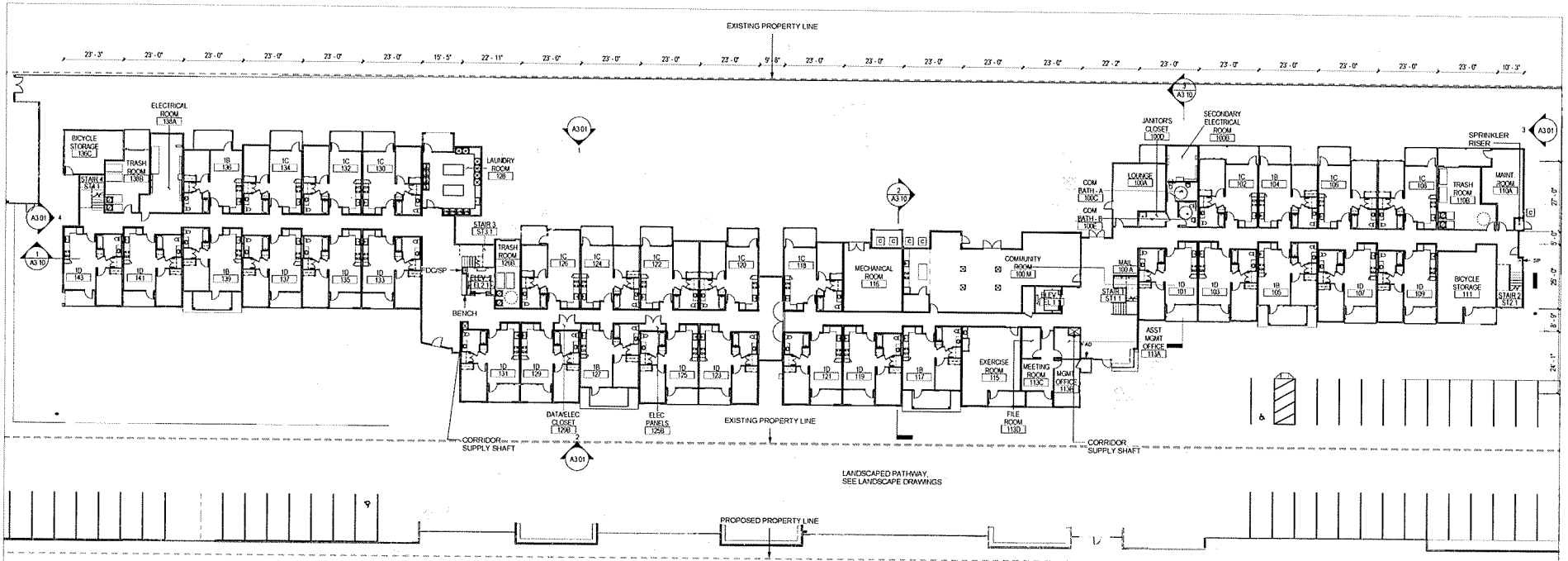
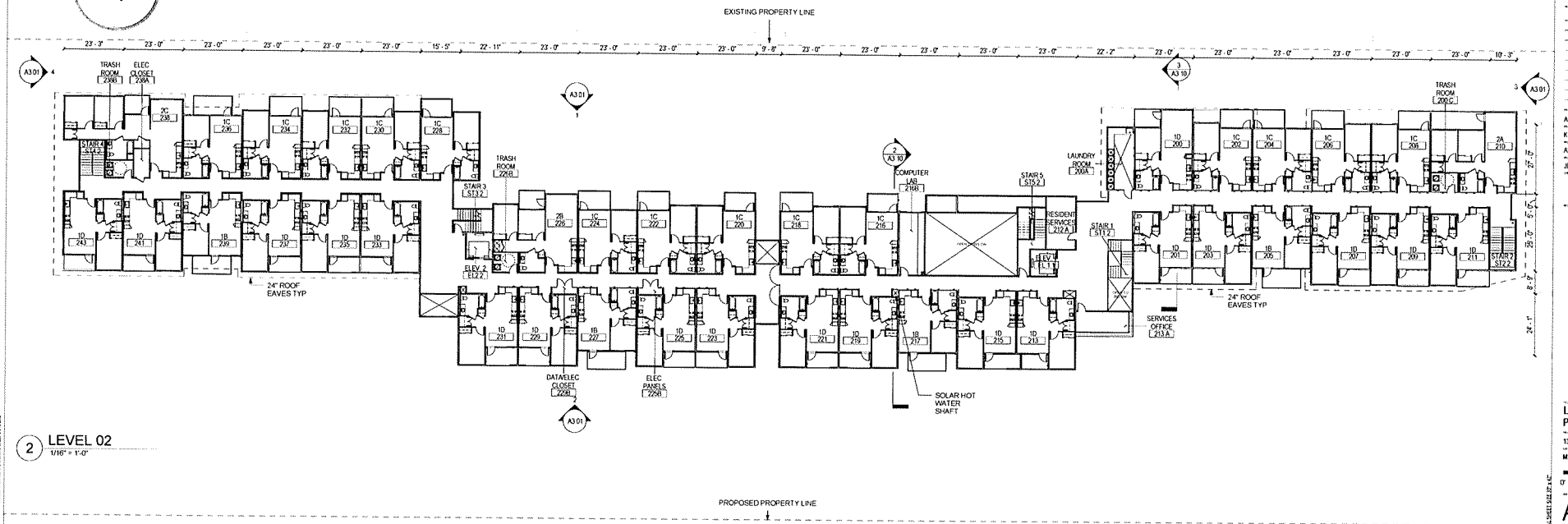


1 LEVEL 01
1/16" = 1'-0"



2 LEVEL 02
1/16" = 1'-0"

MITHUN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL MT

LEVEL 01 / LEVEL 02 - PLANS
1325800
MARCH 20, 2015

0' 8' 16' 32'

A2.01
R4S ZONING SUBMITTAL

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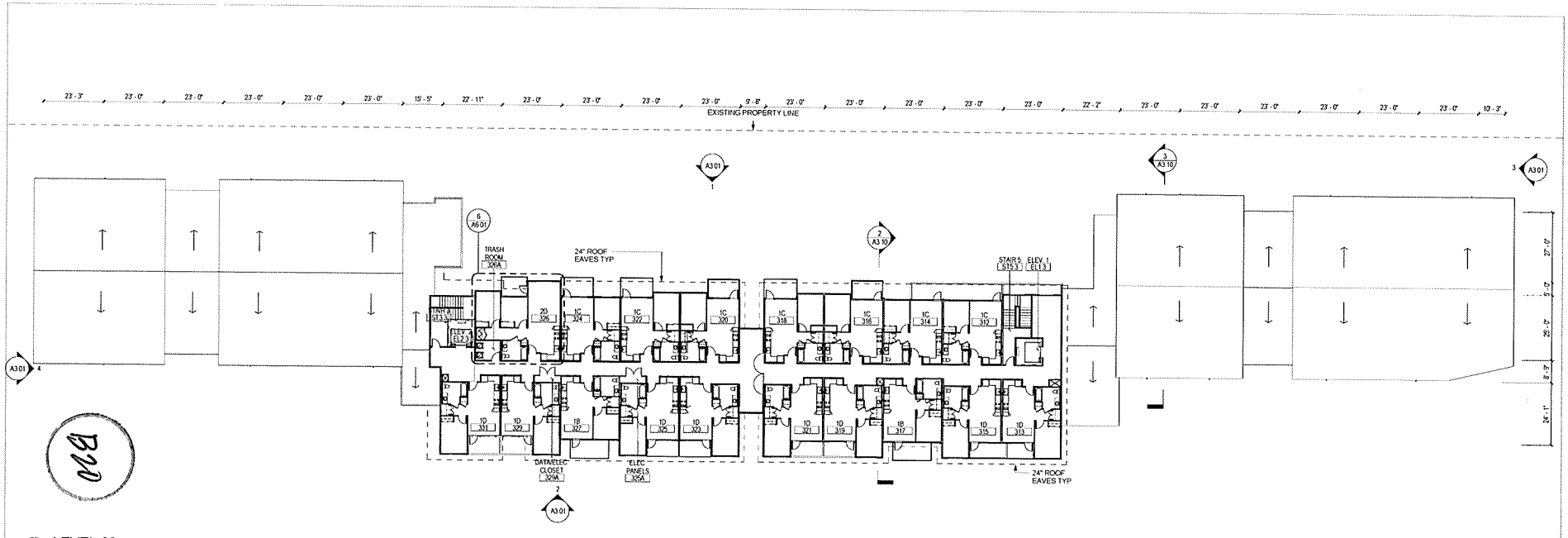
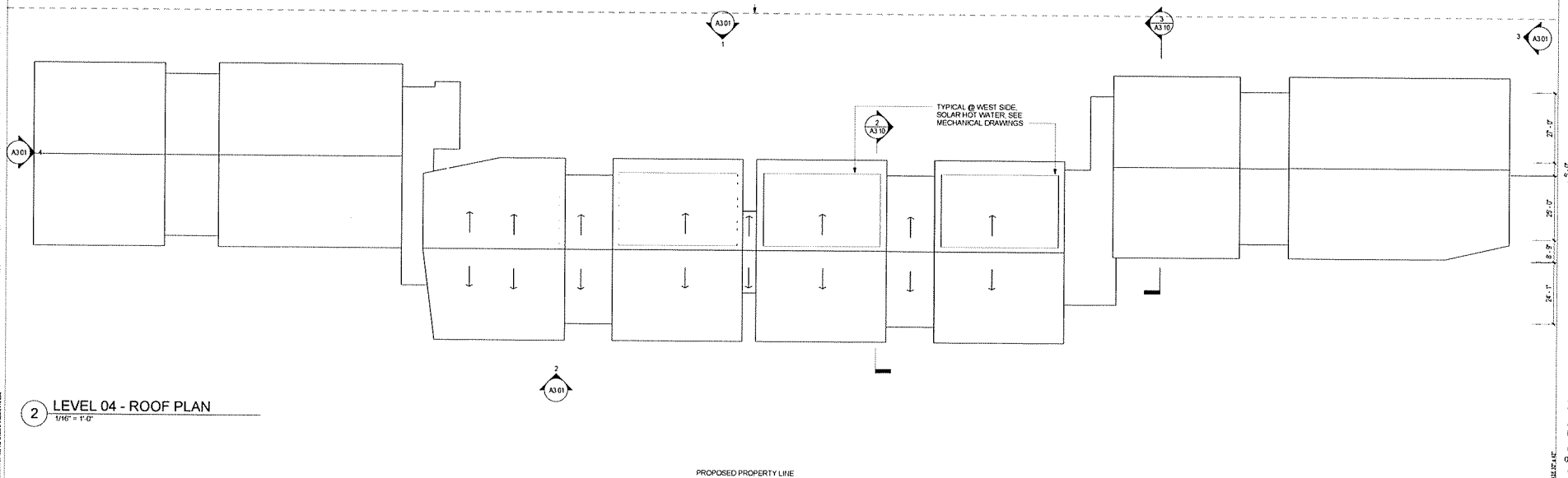


1 LEVEL 03
1/16" = 1'-0"



2 LEVEL 04 - ROOF PLAN
1/16" = 1'-0"

MITHUN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
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AP
JL, MT

LEVEL 03 / LEVEL 04 - PLANS
1325800
MARCH 20, 2015

0' 8' 16' 32'

A2.02
R4S ZONING SUBMITTAL

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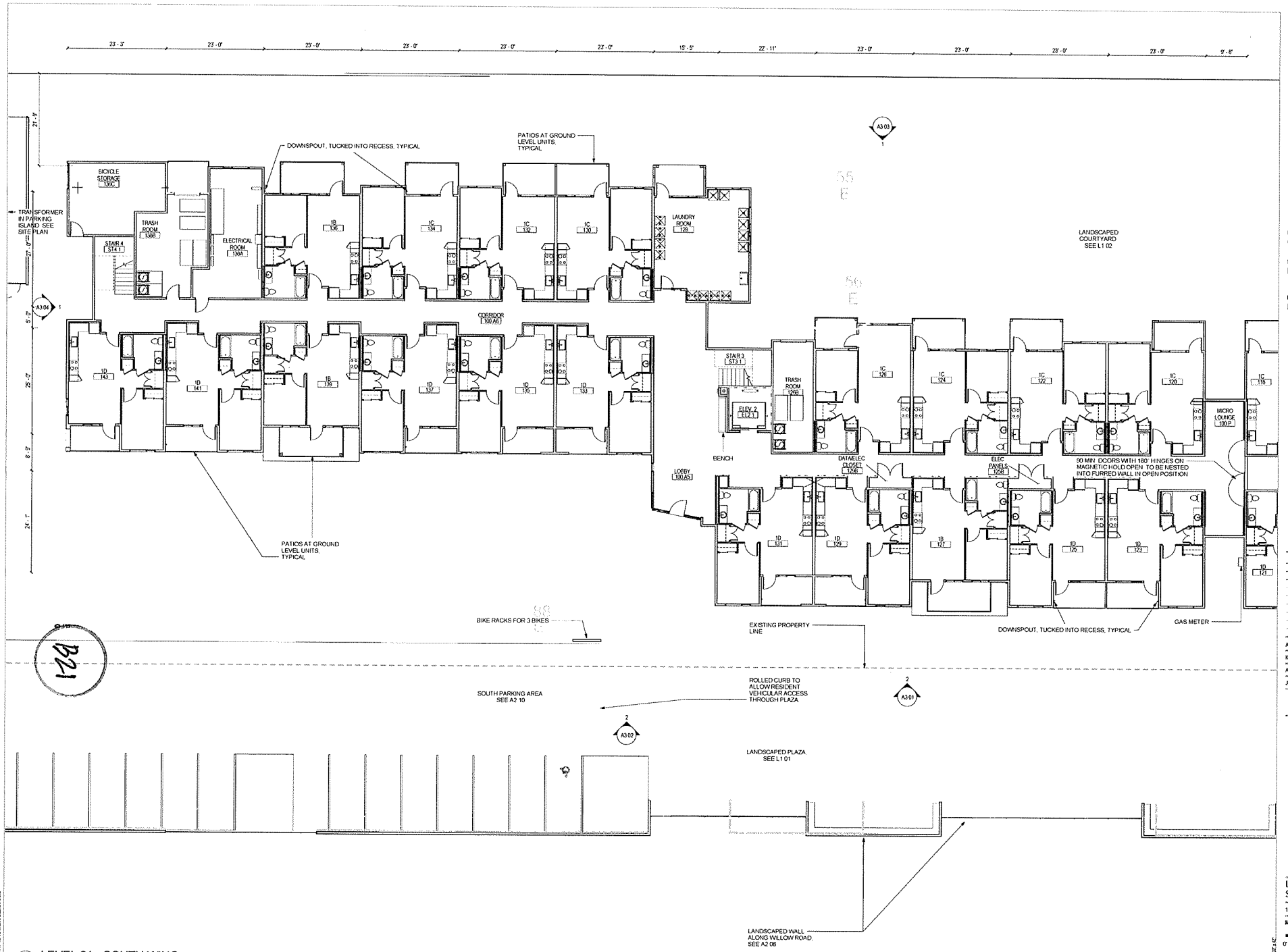

1 LEVEL 01 - SOUTH WING
1/8" = 1'-0"

NOT FOR CONSTRUCTION

MITHŪN

SEATTLE

SAN FRANCISCO

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

LEVEL 01 - FLOOR PLAN SOUTH

1325800

MARCH 20, 2015

0' 4' 8' 16'

A2.03

R4S ZONING SUBMITTAL

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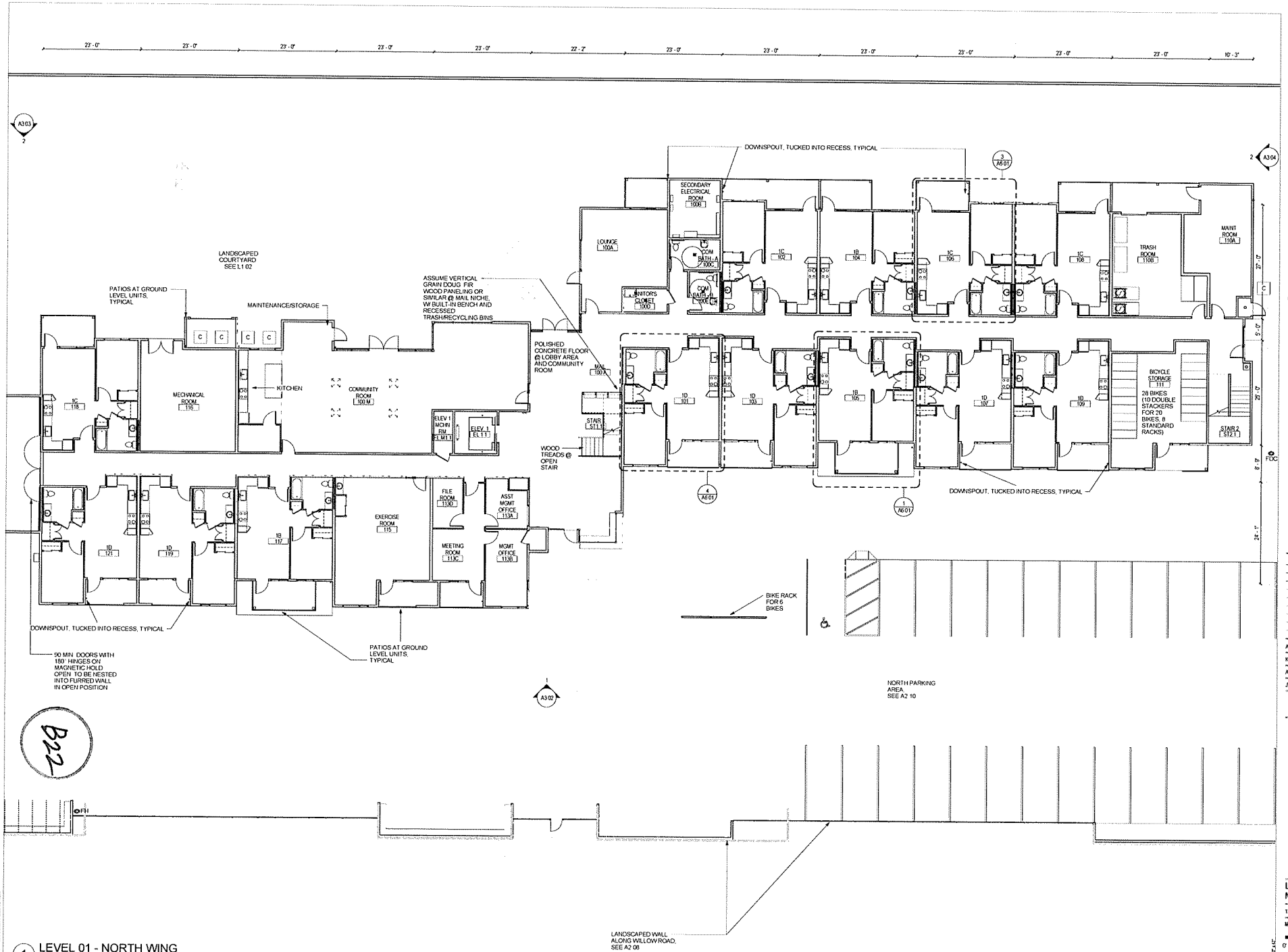
ORIGINAL SHEET SIZE 24" x 36"



1 LEVEL 01 - NORTH WING
1/8" = 1'-0"

MITHUN

SEATTLE

SAN FRANCISCO

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

LEVEL 01 - FLOOR PLAN NORTH

1375800

MARCH 20, 2015

0' 4' 8' 16'

A2.04

R4S ZONING SUBMITTAL

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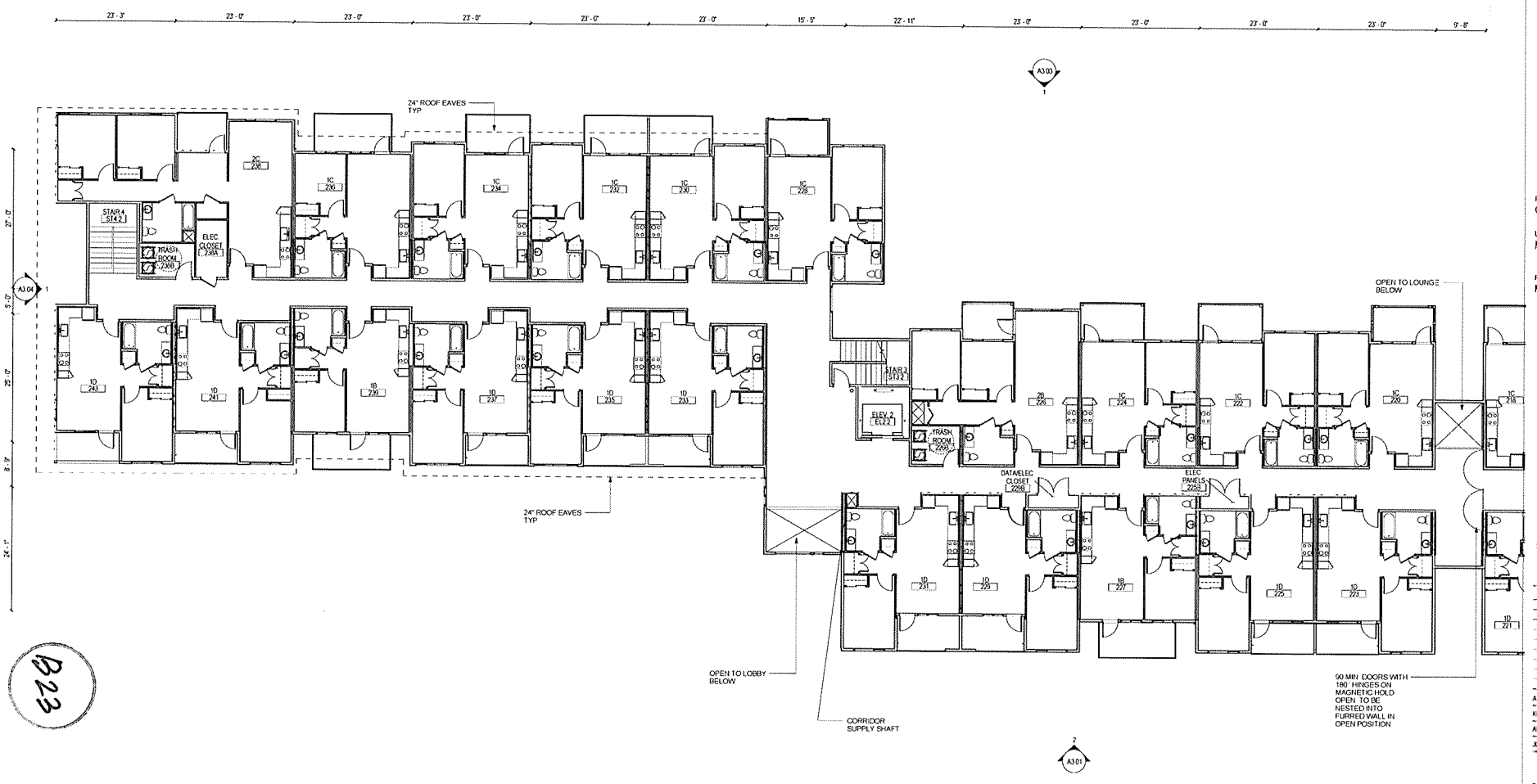
ORIGINAL SHEET SIZE 24" x 36"

NOT FOR CONSTRUCTION



B23

1 LEVEL 02 - SOUTH WING
1/8" = 1'-0"

NOT FOR CONSTRUCTION

MITHUN

SEATTLE

SAN FRANCISCO

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

LEVEL 02 - FLOOR PLAN SOUTH

1325800

MARCH 20, 2015

0' 4' 8' 16'

A2.05

R4S ZONING SUBMITTAL

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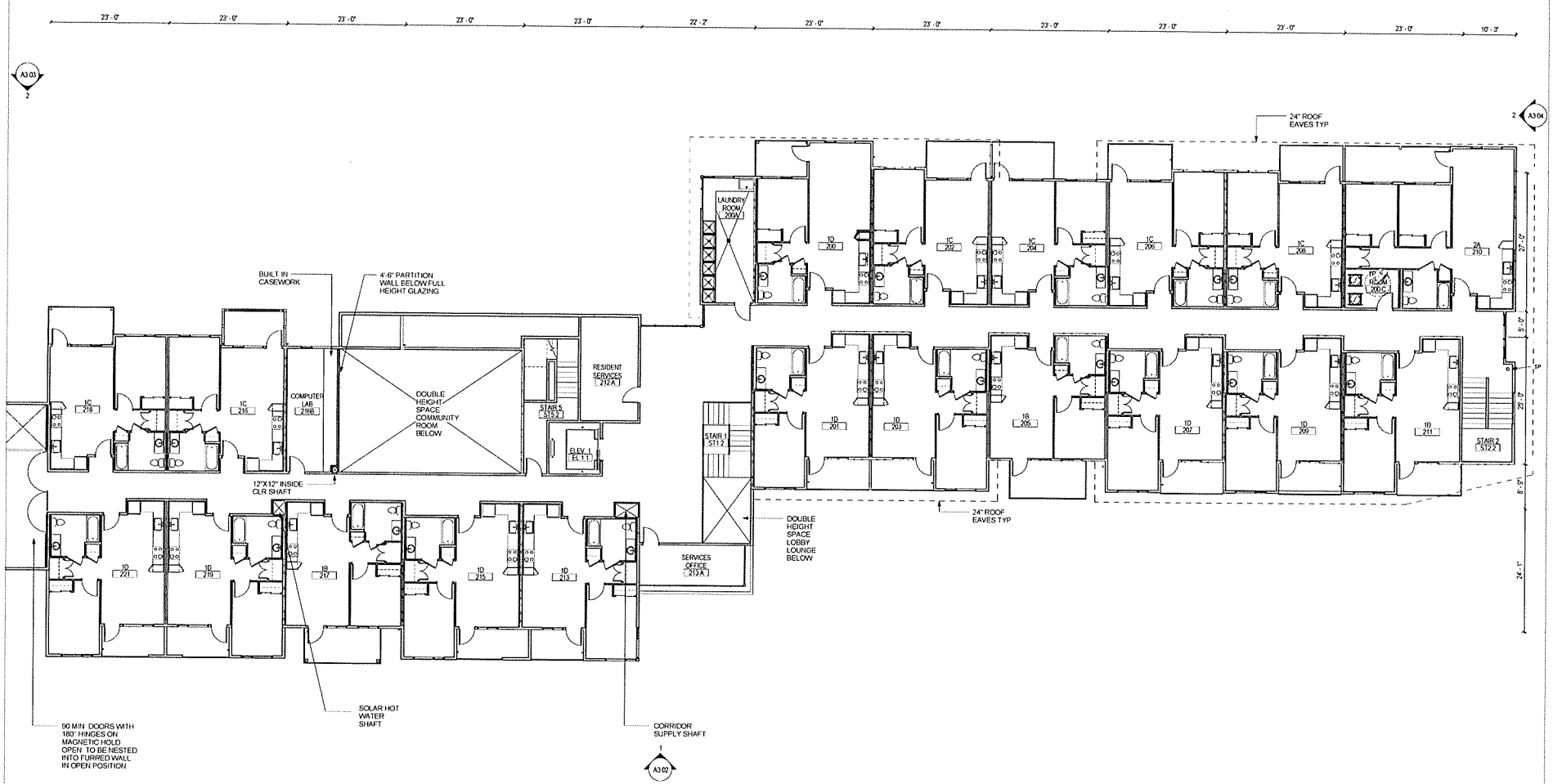

B24

1 LEVEL 02 - NORTH WING
1/8" = 1'-0"

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

LEVEL 02 - FLOOR PLAN NORTH
1325800
MARCH 20, 2015

0' 4' 8' 16'

A2.06
R4S ZONING SUBMITTAL
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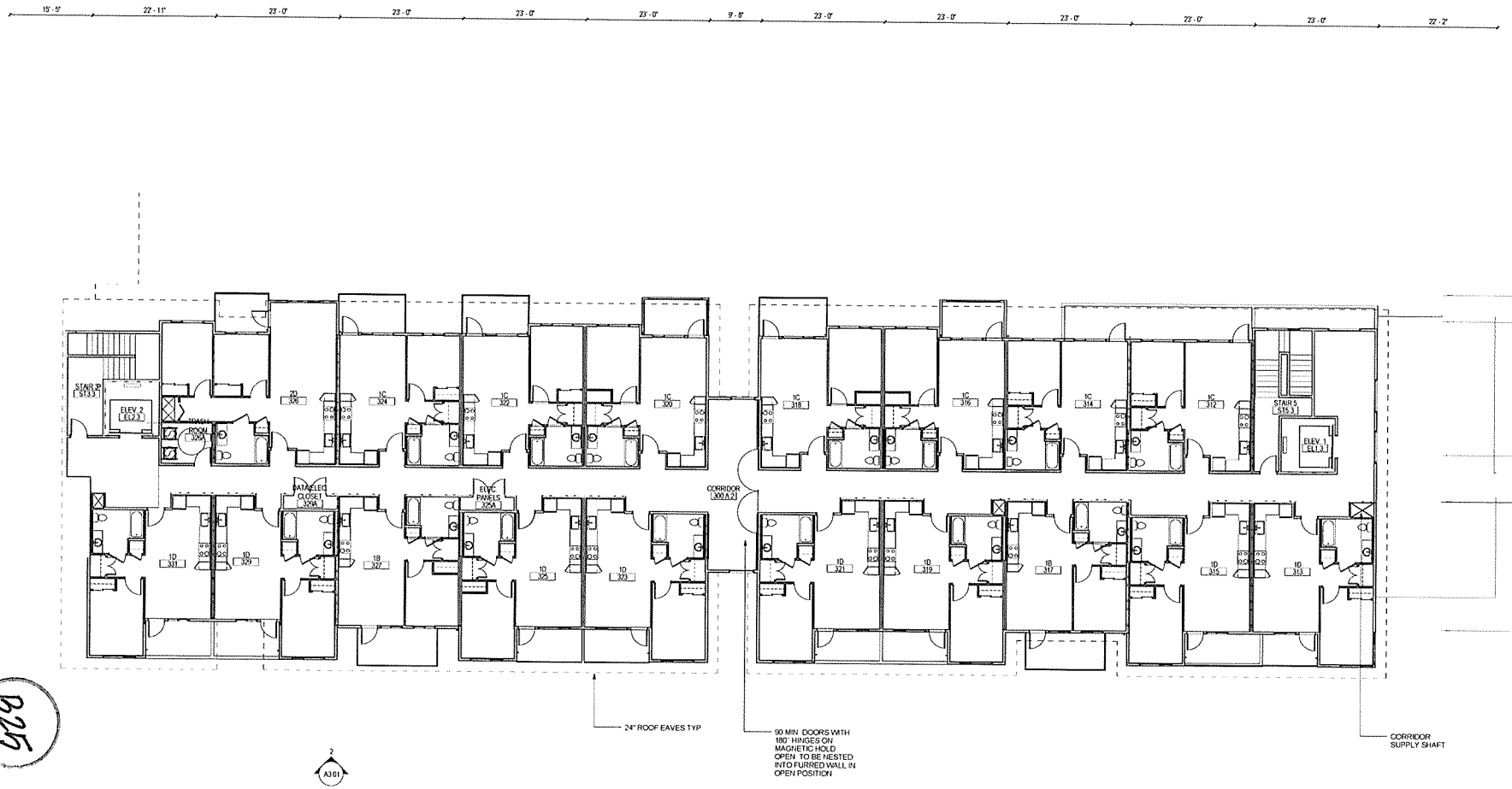
NOT FOR CONSTRUCTION



929

1 LEVEL 03 - CENTRAL WING
1/8" = 1'-0"

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

R4S ZONING SUBMITTAL

AT
KB
AP
JL MT

LEVEL 03 - FLOOR PLAN
CENTRAL

1325800

MARCH 20, 2015

0' 4' 8' 16'

A2.07

R4S ZONING SUBMITTAL

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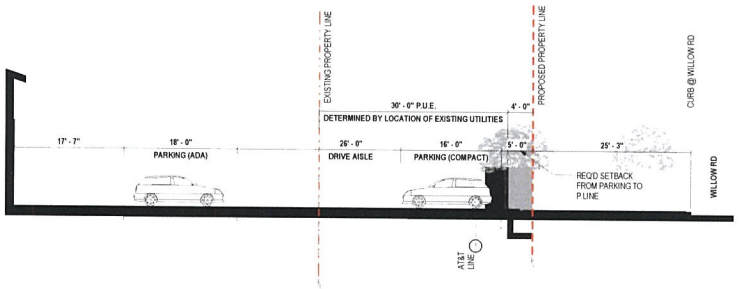
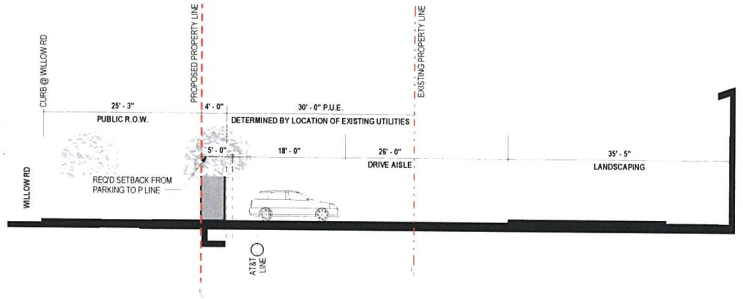
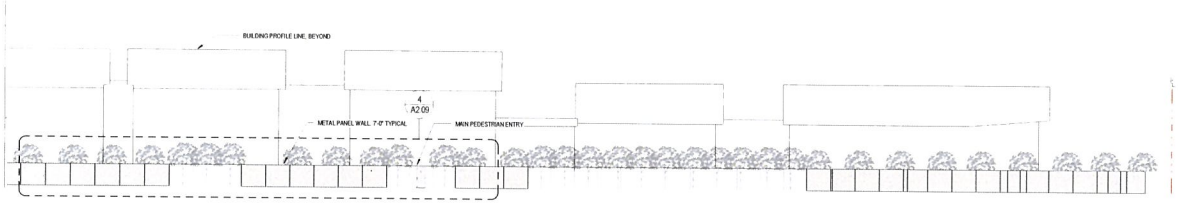


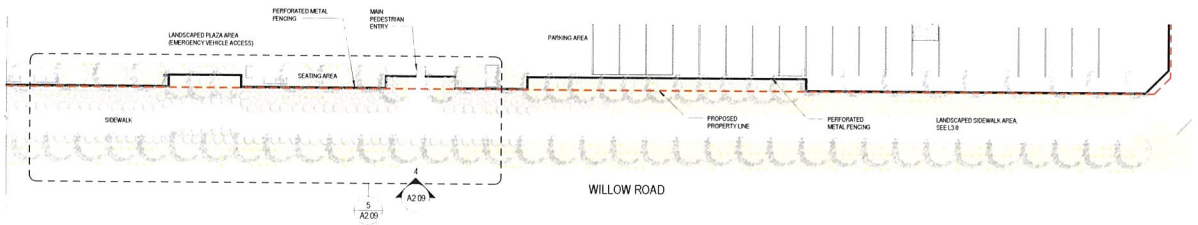
1 PROPERTY BOUNDARY FENCE - SECTION - NORTH
1/8" = 1'-0"



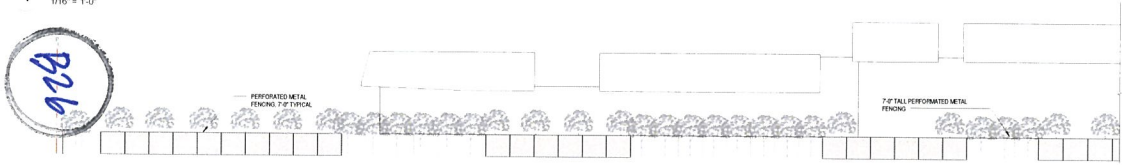
2 PROPERTY BOUNDARY FENCE - SECTION - SOUTH
1/8" = 1'-0"



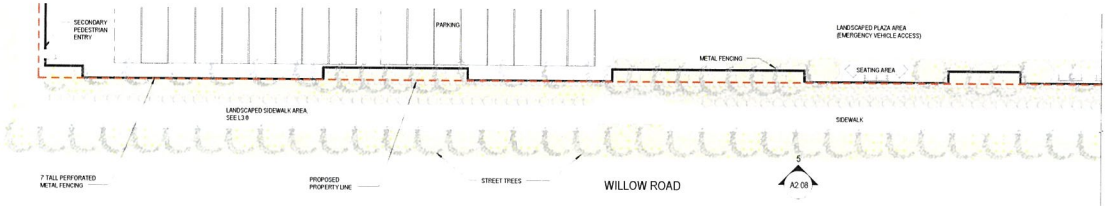
3 PROPERTY BOUNDARY FENCE - EAST ELEVATION - NORTH
1/16" = 1'-0"



4 PROPERTY BOUNDARY FENCE - PLAN - NORTH
1/16" = 1'-0"



5 PROPERTY BOUNDARY FENCE - EAST ELEVATION - SOUTH
1/16" = 1'-0"



6 PROPERTY BOUNDARY FENCE - PLAN - SOUTH EAST
1/16" = 1'-0"

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SEATTLE
SAN FRANCISCO

PROJECT
1221 WILLOW RD. :
GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

AT
KB
AP
JL, MT

PROPERTY BOUNDARY WALL

1325800

MAY 6, 2015

0' 8' 16' 32'

A2.08
PROPERTY BOUNDARY FENCE USE PERMIT

NOT FOR CONSTRUCTION

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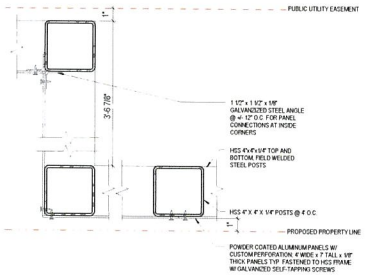
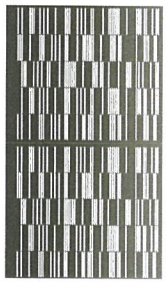
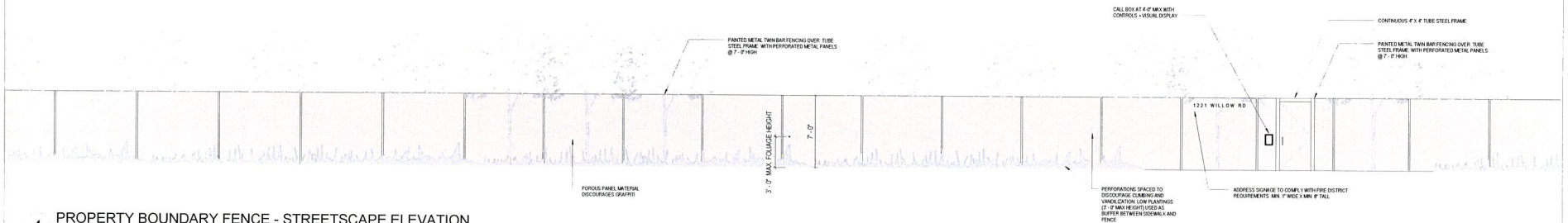
1 PROPERTY BOUNDARY FENCE - RENDERING
1 1/2" = 1'-0"



2 PROPERTY BOUNDARY FENCE DETAIL- PLAN
3" = 1'-0"

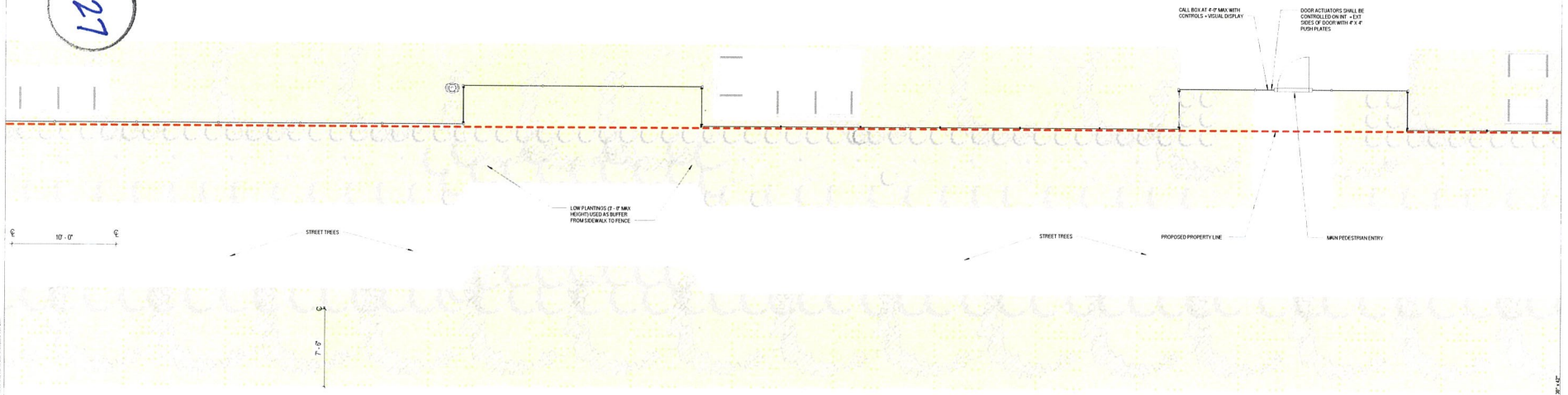


3 PERFORATED METAL PANEL PATTERN
1 1/2" = 1'-0"



4 PROPERTY BOUNDARY FENCE - STREETSCAPE ELEVATION
1/4" = 1'-0"

L17



5 PROPERTY BOUNDARY FENCE - STREETSCAPE PLAN
1/4" = 1'-0"

WILLOW ROAD

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SAN FRANCISCO

PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

AT
KB
AP
JL, MT

PROPERTY BOUNDARY WALL
1325800
MAY 6, 2015

A2.09
PROPERTY BOUNDARY FENCE USE PERMIT

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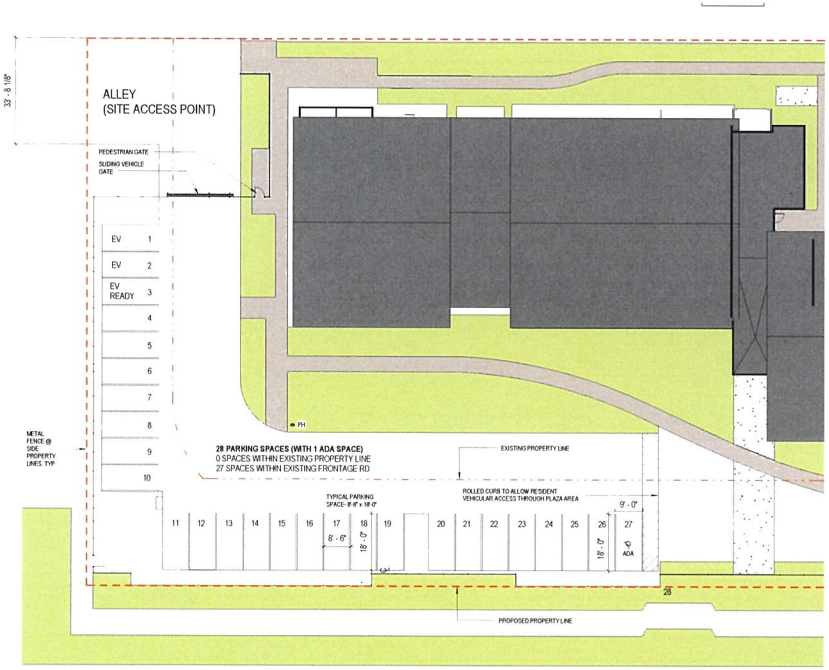
PARKING SUMMARY

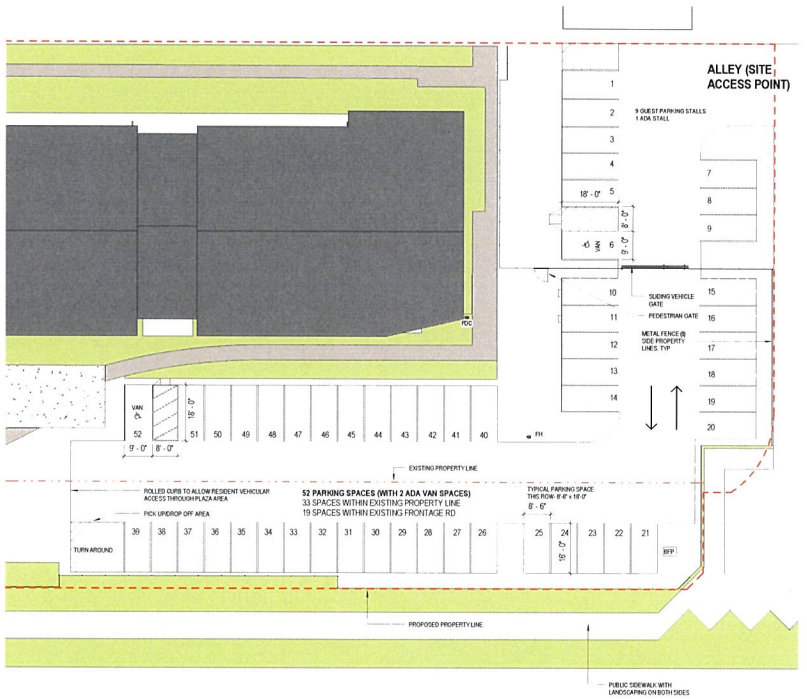
NORTH PARKING: 10 GUEST PARKING STALLS
42 STANDARD PARKING STALLS
2 ADA STALLS (2 VAN ACCESSIBLE)
54 TOTAL STALLS

SOUTH PARKING: 0 GUEST PARKING STALLS
27 STANDARD PARKING STALLS
1 ADA STALLS
28 TOTAL STALLS:

TOTAL PARKING: 10 GUEST PARKING STALLS
69 STANDARD PARKING STALLS
3 ADA STALLS (2 VAN ACCESSIBLE)
82 TOTAL STALLS:



2 SOUTH PARKING PLAN
1/16" = 1'-0"



1 NORTH PARKING PLAN
1/16" = 1'-0"

819

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PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
PROPERTY BOUNDARY FENCE USE PERMIT

AT
KB
AP
JL, MT

PARKING PLANS

1325800
MAY 6, 2015

0' 8' 16' 32'

A2.10
PROPERTY BOUNDARY FENCE USE PERMIT

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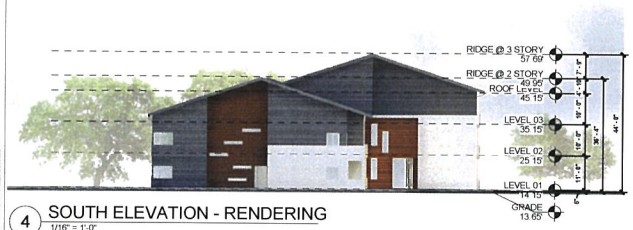
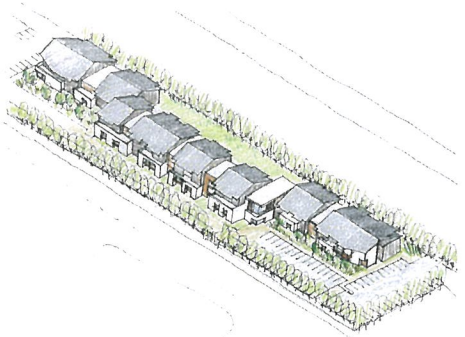
1 WEST ELEVATION - RENDERING
1/16" = 1'-0"

2 EAST ELEVATION - RENDERING
1/16" = 1'-0"

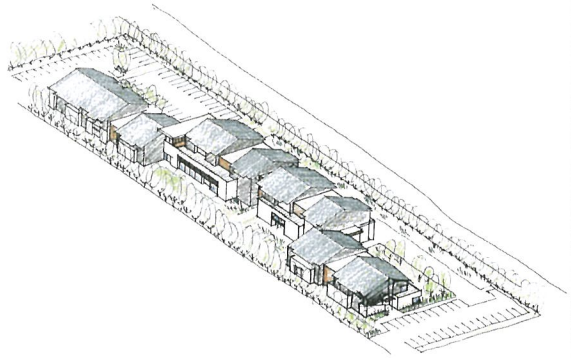
3 NORTH ELEVATION - RENDERING
1/16" = 1'-0"



4 SOUTH ELEVATION - RENDERING
1/16" = 1'-0"



CONCEPTUAL EAST AXONOMETRIC, N.T.S.



CONCEPTUAL WEST AXONOMETRIC, N.T.S.

MITHŪN

SEATTLE | (Part 9) 1201 Alaskan Way, #200
Seattle, WA 98101 | 206.623.1244

SAN FRANCISCO | 100 Market Street, #300
San Francisco, CA 94111 | 415.362.3600

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

NO.	DATE	BY

AT
KB
AP
JL, MT

TITLE
ELEVATIONS

1325800
MARCH 20, 2015

0' 8' 16' 32'

SHEET NUMBER
A3.01
R4S ZONING SUBMITTAL

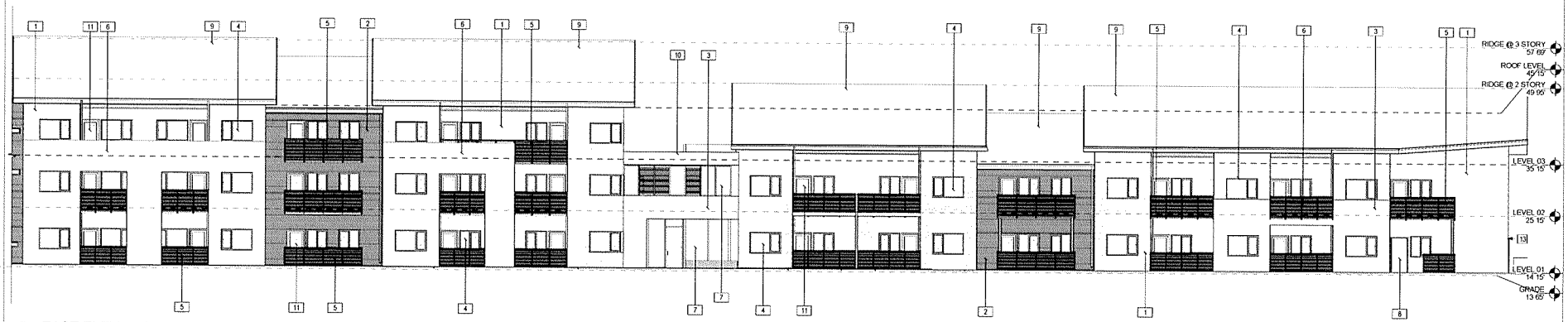
© 2014 MITHUN, INC

ORIGINAL SHEET SIZE: 24" x 42"

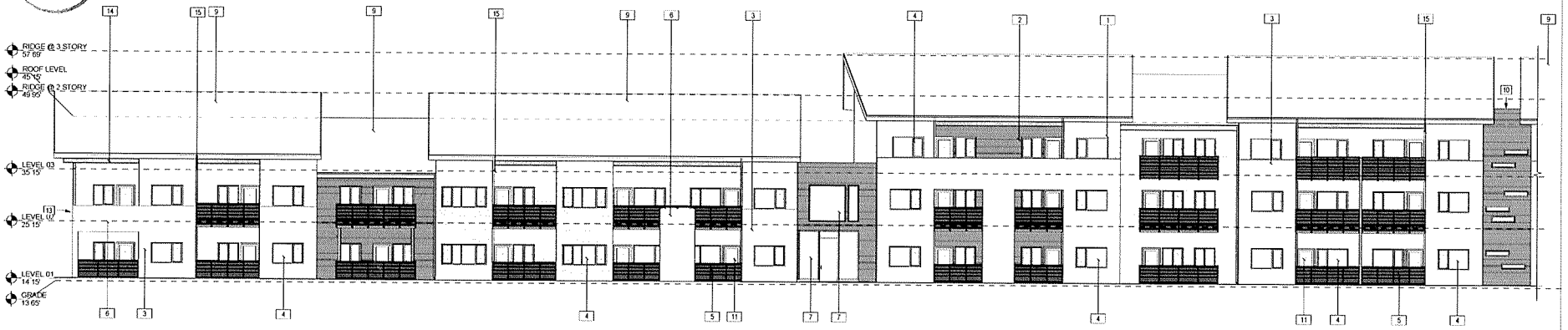
NOT FOR CONSTRUCTION

MATERIAL LEGEND:

1 Fiber Cement Lap Siding, 8" reveal
2 Fiber Cement Lap Siding, 4" reveal
3 Painted stucco with smooth sand finish
4 White vinyl window in 2" recess
5 Stained wood slat patio/deck railing with powder coated steel angle vertical supports @ +/- 4'-0" O.C.
6 Stucco parapet wall for deck railing
7 Aluminum storefront system
8 Hollow metal door with glazing
9 Asphalt shingle roofing
10 Low parapet @ flat roof
11 Fiberglass patio door
12 Metal roll-up door
13 Reveal outside corner reglet (for example see Tamlyn Xtreme Trim Reveal Outside Corner) @ all outside cement board corners, typ
14 Stained cedar fascia to match railings
15 4" GSM downspout tucked into recess of building



1 EAST ELEVATION - NORTH - ENLARGED
1/8" = 1'-0"



2 EAST ELEVATION - SOUTH - ENLARGED
1/8" = 1'-0"

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

EAST ELEVATIONS

1325800
MARCH 20, 2015

0' 4' 8' 16'

A3.02
R4S ZONING SUBMITTAL
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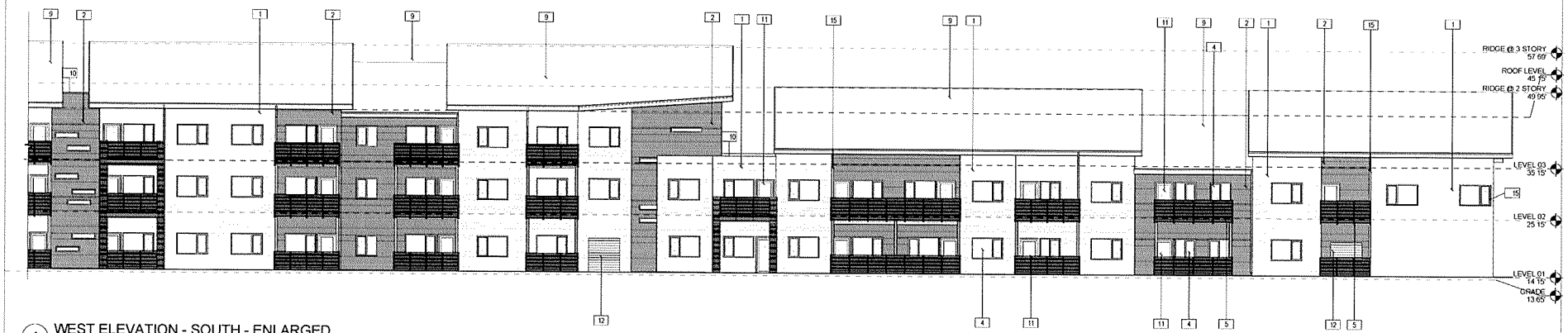
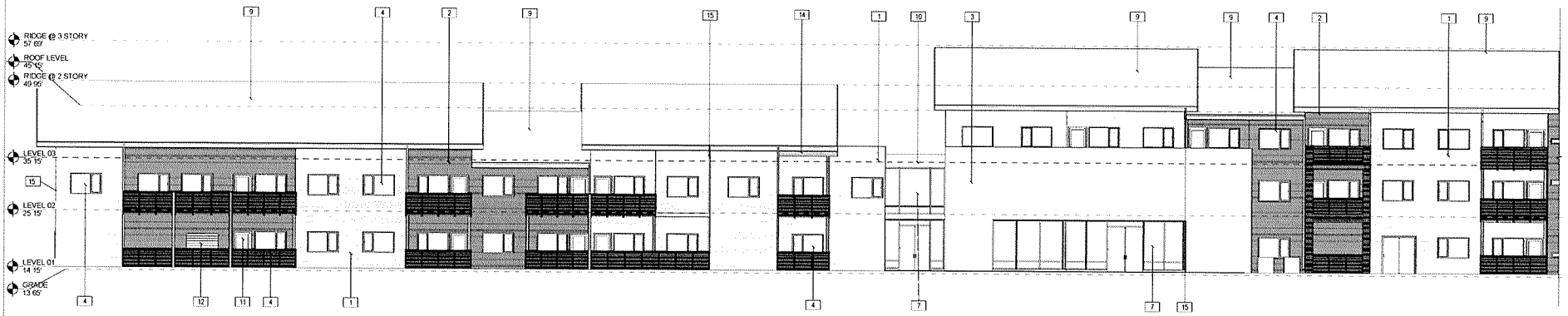
NOT FOR CONSTRUCTION

MATERIAL LEGEND:

1 Fiber Cement Lap Siding, 8" reveal
2 Fiber Cement Lap Siding, 4" reveal
3 Painted stucco with smooth sand finish
4 White vinyl window in 2" recess
5 Stained wood slat patio/deck railing with powder coated steel angle vertical supports @ +/- 4'-0" O C
6 Stucco parapet wall for deck railing
7 Aluminum storefront system
8 Hollow metal door with glazing
9 Asphalt shingle roofing
10 Low parapet @ flat roof
11 Fiberglass patio door
12 Metal roll-up door
13 Reveal outside corner reglet (for example see Tamlyn Xtreme Trim Reveal Outside Corner) @ all outside cement board corners, typ
14 Stained cedar fascia to match railings
15 4" GSM downspout tucked into recess of building



1 WEST ELEVATION - SOUTH - ENLARGED
1/8" = 1'-0"



2 WEST ELEVATION - NORTH - ENLARGED
1/8" = 1'-0"

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

WEST ELEVATIONS

1325800
MARCH 20, 2015

0' 4' 8' 16'

A3.03
R4S ZONING SUBMITTAL

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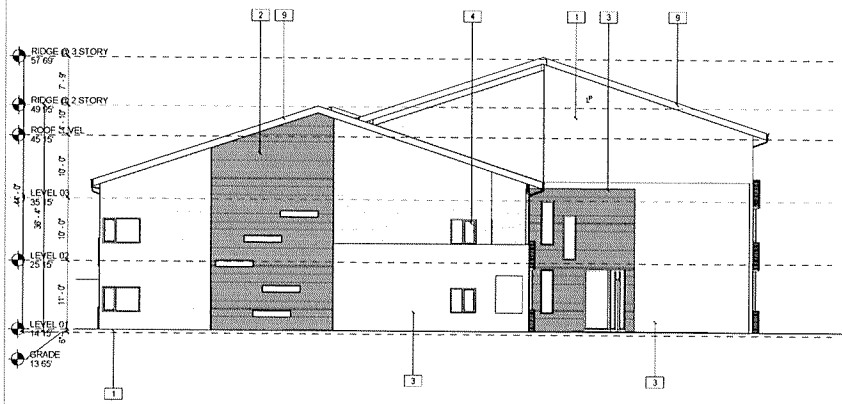
ORIGINAL SHEET SIZE 22" x 34"

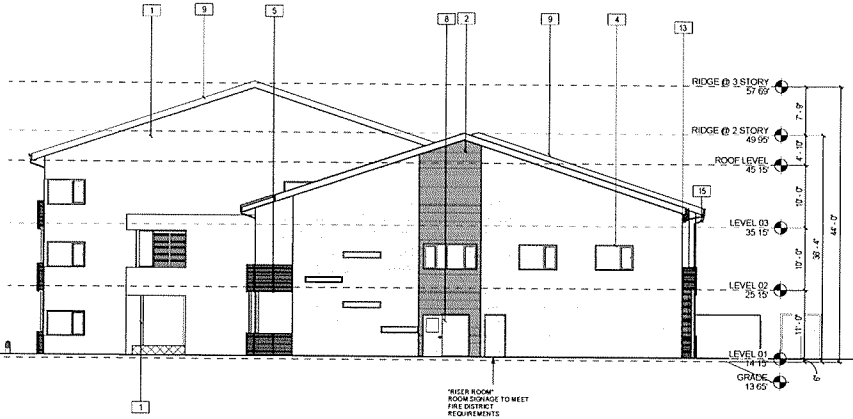
NOT FOR CONSTRUCTION

MATERIAL LEGEND:

1 Fiber Cement Lap Siding, 8" reveal
2 Fiber Cement Lap Siding, 4" reveal
3 Painted stucco with smooth sand finish
4 White vinyl window in 2" recess
5 Stained wood slat paling/deck railing with powder coated steel angle vertical supports @ +/- 4'-0" O.C.
6 Stucco parapet wall for deck railing
7 Aluminum storefront system
8 Hollow metal door with glazing
9 Asphalt shingle roofing
10 Low parapet @ flat roof
11 Fiberglass patio door
12 Metal roll-up door
13 Reveal outside corner reglet (for example see Tamlyn Xtreme Trim Reveal Outside Corner) @ all outside cement board corners, typ
14 Stained cedar fascia to match railings
15 4" GSM downspout tucked into recess of building



1 SOUTH ELEVATION - ENLARGED
1/8" = 1'-0"



2 NORTH ELEVATION - ENLARGED
1/8" = 1'-0"

140

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING SUBMITTAL

AT
KB
AP
JL, MT

SOUTH / NORTH ELEVATIONS

1325800

MARCH 20, 2015

0' 4' 8' 16'

A3.04

R4S ZONING SUBMITTAL

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NOT FOR CONSTRUCTION

1 EAST ELEVATION (FRONT) STUCCO PERCENTAGE

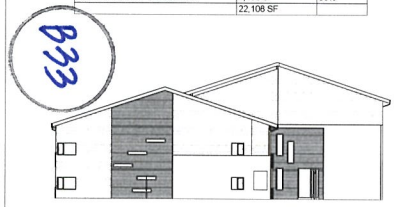
1/16" = 1'-0"

Type	Material Area	%
W1 EXTERIOR 6 5" STUCCO	5,045 SF	22%
W1 EXTERIOR 6 5" STUCCO PARAPET	1,225 SF	5%
W2 EXTERIOR 10 75" LAP SIDING	13,218 SF	57%
W3 EXTERIOR 6" LAP SIDING	3,870 SF	17%
	23,358 SF	

2 WEST ELEVATION (BACK) STUCCO PERCENTAGE

1/16" = 1'-0"

Type	Material Area	%
W1 EXTERIOR 6 5" STUCCO	2,236 SF	10%
W2 EXTERIOR 10 75" LAP SIDING	11,390 SF	52%
W3 EXTERIOR 6" LAP SIDING	8,482 SF	38%
	22,108 SF	



3 SOUTH ELEVATION STUCCO PERCENTAGE

1/16" = 1'-0"

Type	Material Area	%
W1 EXTERIOR 6 5" STUCCO	2,633 SF	25%
W2 EXTERIOR 10 75" LAP SIDING	6,023 SF	58%
W3 EXTERIOR 6" LAP SIDING	1,805 SF	17%
	10,461 SF	

4 NORTH ELEVATION STUCCO PERCENTAGE

1/16" = 1'-0"

Type	Material Area	%
W1 EXTERIOR 6 5" STUCCO	286 SF	7%
W2 EXTERIOR 10 75" LAP SIDING	3,397 SF	80%
W3 EXTERIOR 6" LAP SIDING	564 SF	13%
	4,247 SF	

MITHUN

SEATTLE | Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 | 206.623.3344

SAN FRANCISCO | 1001 Market Street, #300
San Francisco, CA 94103 | 415.392.0600

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

R4S ZONING SUBMITTAL

NO	DATE	BY

AT
KB
AP
JL, MT

STUCCO EXHIBIT

1325800
MARCH 20, 2015

0' 8' 16' 32'

A3.05
R4S ZONING SUBMITTAL

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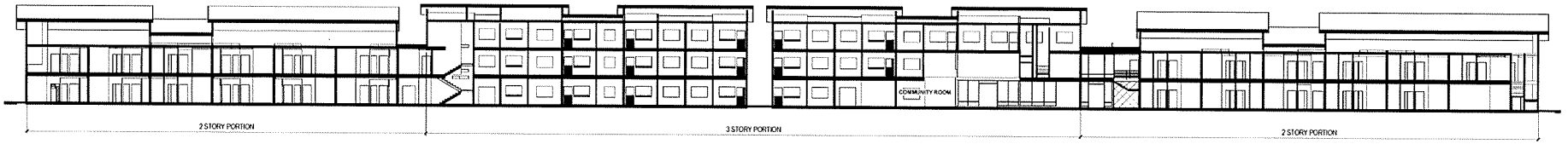
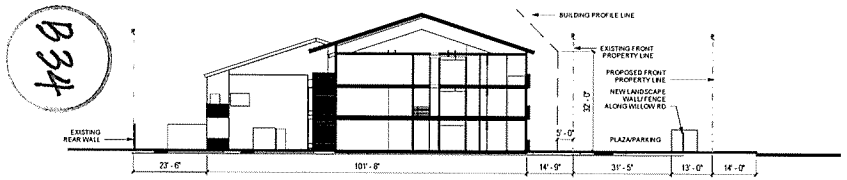
ORIGINAL SHEET SIZE 36" x 42"

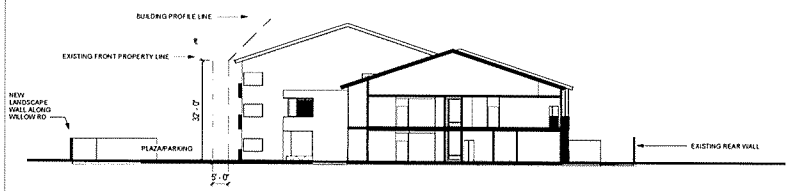
NOT FOR CONSTRUCTION



1 BUILDING SECTION - EAST THROUGH WHOLE BUILDING
1/16" = 1'-0"



2 BUILDING SECTION - NORTH
1/16" = 1'-0"



3 BUILDING SECTION - SOUTH
1/16" = 1'-0"

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SEATTLE

SAN FRANCISCO

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

R4S ZONING SUBMITTAL

AT

KB

AP

JL, MT

BUILDING SECTIONS

1325800

MARCH 20, 2015

0' 8' 16' 32'

A3.10

R4S ZONING SUBMITTAL

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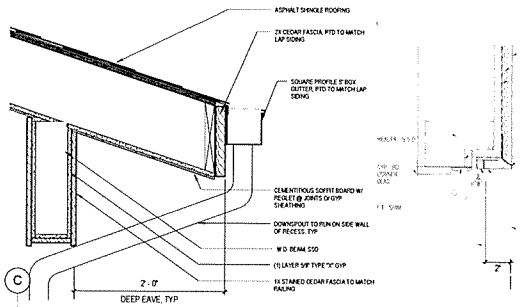
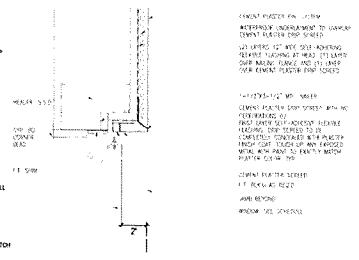
ORIGINAL SHEET SIZE 22" x 34"

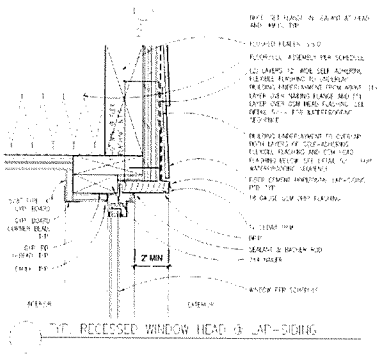
NOT FOR CONSTRUCTION



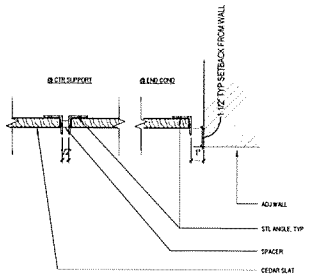
8 EAVE AT BALCONY
1 1/2" = 1'-0"



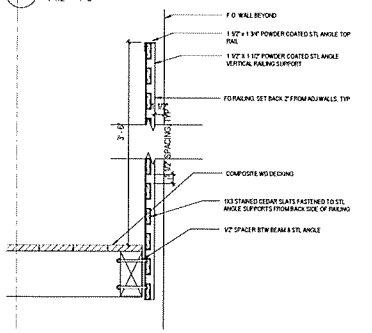
HEAD @ RECESSED WINDOW @ CEMENT PLASTER



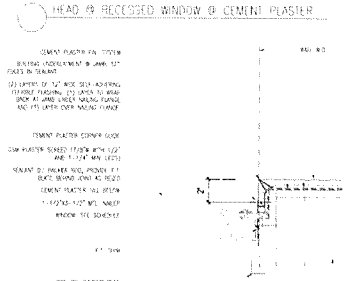
2" RECESSED WINDOW HEAD @ LAP-SIDING



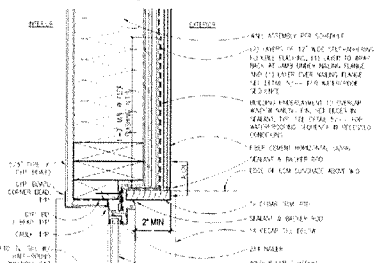
12 BALCONY RAIL - PLAN DETAIL
3" = 1'-0"



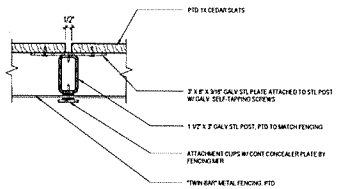
13 BALCONY RAIL
1 1/2" = 1'-0"



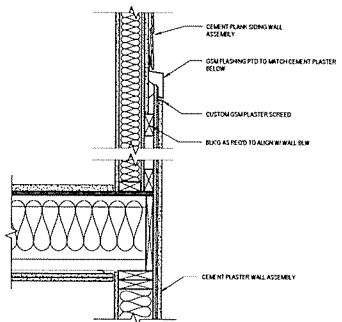
JAMB @ RECESSED WINDOW @ CEMENT PLASTER



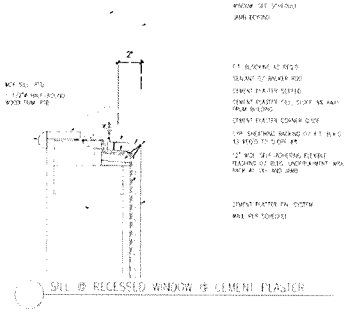
2" RECESSED WINDOW JAMB @ LAP SIDING



17 FENCE DETAIL
3" = 1'-0"

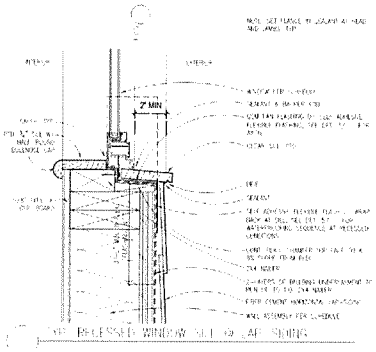


18 CEMENT PLASTER / LAP-SIDING TRANS.
1 1/2" = 1'-0"



SILL @ RECESSED WINDOW @ CEMENT PLASTER

19 WINDOW DETAILS - CEMENT PLASTER
3" = 1'-0"



2" RECESSED WINDOW SILL @ LAP SIDING

20 WINDOW DETAILS - LAP SIDING
3" = 1'-0"

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PROJECT
1221 WILLOW RD. :
GATEWAY SENIOR HOUSING
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING RE-SUBMITTAL

AT
KB
AP
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TYPICAL EXTERIOR DETAILS
1325800
MAY 1, 2015

A5.10
R4S ZONING RE-SUBMITTAL

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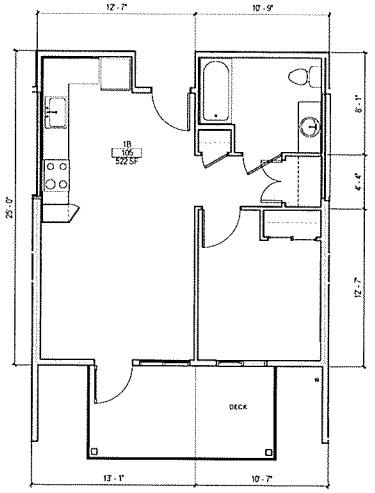
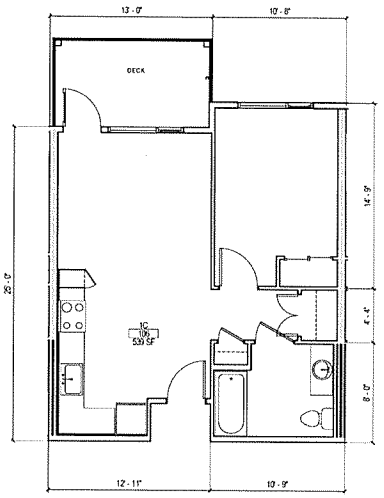
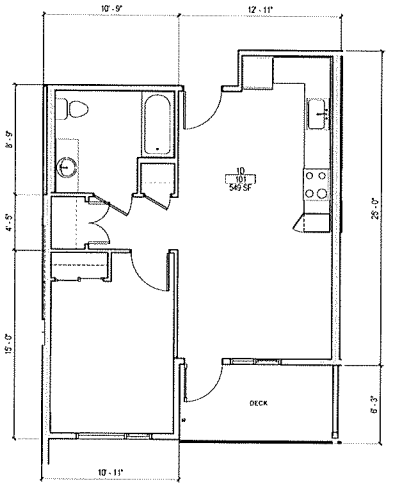


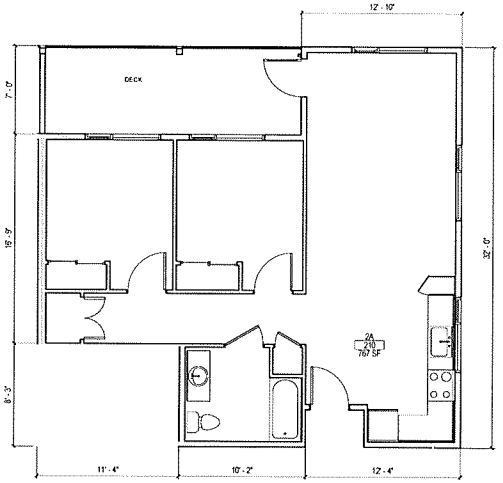
1 UNIT TYPE 1B
1/4" = 1'-0"



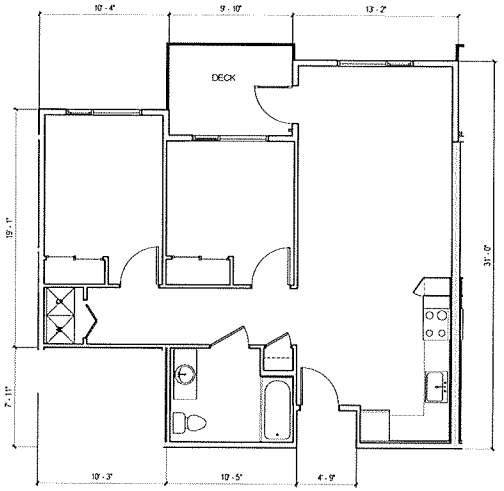
3 UNIT TYPE 1C
1/4" = 1'-0"



4 UNIT TYPE 1D
1/4" = 1'-0"



5 UNIT TYPE 2A
1/4" = 1'-0"



6 UNIT TYPE 2B
1/4" = 1'-0"

NOT FOR CONSTRUCTION

MITHŪN

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

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UNIT PLANS

1325800
MARCH 20, 2015

0' 2' 4' 8'

A6.01
R4S ZONING SUBMITTAL

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GATEWAY SENIOR HOUSING

MENLO PARK, CA

GENERAL NOTES

1. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXEMPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF ENGINEER.

2. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM A LACK OF ADEQUATE SHORING, BRACING AND SHEETING, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A CONDUIT TRENCH, AND/OR STRUCTURE IS FIVE FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL PROVIDE ADEQUATE SHEETING, SHORING AND BRACING OR EQUIVALENT METHOD, FOR THE PROTECTION OF LIFE, OR LIMB, WHICH SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL ALWAYS COMPLY WITH OSHA REQUIREMENTS.

3. ALL APPLICABLE REQUIREMENTS OF THE CALIFORNIA CONSTRUCTION AND GENERAL INDUSTRY SAFETY ORDERS, THE OCCUPATIONAL SAFETY AND HEALTH ACT AND THE CONSTRUCTION SAFETY ACT SHALL BE MET.

4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN PERMITS NECESSARY TO PERFORM THE WORK SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCIES.

5. THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM HIS FAILURE TO DO SO.

6. THE CONTRACTOR MUST PROVIDE FOR SAFE ACCESSIBLE INGRESS AND EGRESS FOR ADJACENT PROPERTY OWNERS AND EVA THROUGHOUT THE PERIOD OF CONSTRUCTION. TEMPORARY THROUGH ACCESS FOR THE GENERAL PUBLIC DUE TO CONSTRUCTION STAGING OR LIMITATIONS MUST BE FULLY REVIEWED AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. ALL ACCESS MUST BE SAFE, SECURED, FLAGGED, SIGNED, AND ACCESSIBLE PER THE APPROVED SITE ACCESS PLAN SUBMITTED BY THE CONTRACTOR AND REQUIRED BY THE OWNER.

7. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR EMERGENCY VEHICLE ACCESS, PUBLIC SAFETY AND SAFETY OF EXISTING STRUCTURES. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, FENCING, BARRICADES, TRAFFIC CONTROLS, FLAGGERS, SHORINGS, BRACING AND GUYS OR OTHER DEVICES NECESSARY TO PROVIDE FOR SAFETY IN ACCORDANCE WITH ALL NATIONAL, STATE SPECS AND LOCAL SAFETY ORDINANCES.

8. THE CONTRACTOR SHALL POST EMERGENCY TELEPHONE NUMBERS FOR POLICE, FIRE, AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF JOB SITE.

9. ALL EXISTING UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST THREE (3) WORKING DAYS IN ADVANCE OF CONSTRUCTION TO FIELD LOCATE UTILITIES. CALL UNDERGROUND SERVICE ALERT (U.S.A.) AT 800-227-2600. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THOSE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED AND MERGED IN THE CONTRACT UNIT PRICE.

10. ALL EXISTING UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION MUST BE COMPLETELY RESTORED TO THE SATISFACTION OF THE CITY OF MENLO PARK ENGINEER OR UTILITY AGENCY REPRESENTATIVE, AT THE CONTRACTOR'S SOLE EXPENSE.

11. ANY RELOCATION OF PUBLIC UTILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH ANY AND ALL REQUIREMENTS OF THE UTILITY COMPANY REPRESENTATIVE INCLUDING FEES, BONDS, PERMITS AND WORKING CONDITIONS, ETC. THIS WORK SHALL BE DONE AT NO EXPENSE TO THE UTILITY COMPANY. THE OWNER SHALL PAY THE COST OF ALL SUCH RELOCATION WORK INCLUDING FEES, BONDS, PERMITS, ETC.

12. THE CONSTRUCTION OF ALL GRAVITY UNDERGROUND LINES (STORM DRAINS) SHALL BEGIN AT THE MOST DOWNSTREAM END, UNLESS OTHERWISE SPECIFICALLY APPROVED BY ENGINEER OR BY THE OWNER.

13. IF ARCHEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK WITHIN 50 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY (SOPA) HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF THEY ARE DEEMED NECESSARY.

14. THE USE OR INSTALLATION OF ANY MATERIAL OR EQUIPMENT WHICH IS MADE FROM, OR WHICH CONTAINS ASBESTOS FOR USE IN THE CONSTRUCTION OF THESE IMPROVEMENTS, IS NEITHER SPECIFIED NOR RECOMMENDED. ANY PARTY INSTALLING OR USING ANY PARTY SUCH MATERIALS OR EQUIPMENT SHALL BE SOLELY RESPONSIBLE FOR ALL INJURIES, DAMAGES, OR LIABILITIES OF ANY KIND, CAUSED BY THE USE OF SUCH MATERIALS OR EQUIPMENT.

15. THE CONTRACTOR MUST MEET AND IMPLEMENT ALL NPDES, SWPPP, AND EROSION CONTROL REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.

16. SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT GATES & ASSOCIATES AT (925) 736-8176 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

TREE PROTECTION NOTES:

1. PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITY IN THE AREA, INCLUDING GRADING, TEMPORARY PROTECTIVE FENCING SHALL BE INSTALLED AT EACH SITE TREE. FENCING SHALL BE LOCATED AT OR BEYOND THE CANOPY DRIP LINE SO THAT 100% OF THE DRIP LINE WILL BE PROTECTED BY FENCING. TO REDUCE SOIL CAMPACTION FROM EQUIPMENT

2. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE AND ATTEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES AS NEEDED PER ARBORIST'S RECOMMENDATIONS TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD. SIX FEET DIAMETER, MINIMUM, BY SIX INCH TALL EARTH BERMS SHALL BE CONSTRUCTED AT THE BASE OF EACH TREE TO FUNCTION AS TEMPORARY WATERING BASINS DURING THE CONSTRUCTION PERIOD. TREES SHALL BE WATERED ACCORDING TO WEATHER AND TREE REQUIREMENTS. APPROVED MULCH OF 1-3 INCH SIZED WOOD CHIPS SHALL BE PLACED AT A DEPTH OF 4 INCHES WHERE NO EXCAVATION IS TO OCCUR IN THE VICINITY OF THE TREES TO BE PROTECTED.

3. THE TREE PROTECTION FENCE SHALL BE 6' HIGH SNOW FENCE WITH IMMOVABLE POSTS. THE FENCING SHALL FORM A CONTINUOUS BARRIER WITHOUT ENTRY POINTS AROUND EACH TREE. ANY ENCROACHMENT INTO THE DRIP LINE FOR FENCING OR CONSTRUCTION PURPOSES SHALL NOT BE PERMITTED.

4. LOW HANGING LIMBS OF SAVED TREES SHALL BE PRUNED PRIOR TO GRADING, OR ANY EQUIPMENT MOBILIZATION ON SITE. THE PURPOSE OF THIS REQUIREMENT IS TO AVOID TEARING LIMBS BY HEAVY EQUIPMENT. ALL LIMBS TO BE PRUNED SHALL BE SUPERVISED BY THE ARBORIST OF RECORD FOR THE JOB.

5. THIS FENCING SHALL SERVE AS A BARRIER TO PREVENT DRIP LINE ENCROACHMENT OF ANY TYPE OF CONSTRUCTION ACTIVITIES AND EQUIPMENT. NO OIL, GAS, CHEMICALS, LIQUID WASTE, SOLID WASTE CONSTRUCTION MACHINERY OR CONSTRUCTION MATERIALS SHALL BE STORED OR ALLOWED TO STAND FOR ANY PERIOD OF TIME WITHIN THE DRIP LINE OF THE TREE. FURTHER, NO ONE SHALL ENTER THE FENCE PERIMETER FOR ANY REASON EXCEPT FOR THE PURPOSE OF MONITORING THE HEALTH OF THE TREE. ACCIDENTAL DAMAGE TO BARK, ROOT CROWN, OR LIMBS MAY INCREASE POTENTIAL FOR FUTURE DECLINE.

6. CONTRACTORS AND SUBCONTRACTORS SHALL DIRECT ALL EQUIPMENT AND PERSONNEL TO REMAIN OUTSIDE THE FENCED AREA AND AT ALL TIMES UNTIL PROJECT IS COMPLETE, AND SHALL INSTRUCT EMPLOYEES AS TO THE PURPOSE AND IMPORTANCE OF FENCING.

7. A TREE PROTECTION ZONE SIGN SHALL BE POSTED AT EACH TREE INDICATING THE PURPOSE OF THE FENCING.

8. THE ARBORIST OF RECORD FOR THE JOB OR THE CITY OF MENLO PARK ARBORIST SHALL BE RESPONSIBLE FOR INSPECTION AND APPROVAL OF THE FENCING PRIOR TO ANY GRADING OPERATIONS.

9. FENCING MUST REMAIN IN PLACE AND SHALL NOT BE REMOVED UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETED. THIS SHALL INCLUDE GRADING AND COMPACTION ACTIVITIES, INSTALLATION OF UNDERGROUND, ALL CONSTRUCTION ACTIVITIES AND ANY OTHER CONSTRUCTION OR ACTIVITY WHICH IS SCHEDULED PRIOR OR LANDSCAPE INSTALLATION.

10. ROOTS OF SINGLE STANDING TREES OFTEN EXTEND UP TO THREE TIMES THE DISTANCE OF THE ACTUAL DRIP LINE AND FUNCTION PRIMARILY IN THEY UPTAKE OF NUTRIENTS AND WATER. THE DRIP LINE IS ARBITRARILY ESTABLISHED AS THE MINIMUM ROOT AREA GENERALLY REQUIRED TO PRESERVE TREE HEALTH. AS MUCH AREA AROUND THE CIRCUMFERENCE OF THE TREE SHOULD HAVE MINIMUM INTRUSION TO FURTHER INSURE TREE SURVIVAL AND HEALTH.

11. UNAUTHORIZED TREE REMOVAL IS SUBJECT TO IN-KIND REPLACEMENT EQUAL TO THE VALUE OF THE MATURE RESOURCE LOST, AS DETERMINED BY THE CITY OF MENLO PARK.

12. NO MECHANICAL TRENCHING SHALL OCCUR WITHIN THE TREE PROTECTION ZONE. ANY EXCAVATION IF REQUIRED SHALL BE BY HAND, AIR SPADE OR BY VACUUM. CUTTING OF ANY ROOTS OVER 3" DIA SHALL BE REVIEWED BY AN ARBORIST.

13. SEE TREE PRESERVATION SPECIFICTIONS FOR ADDITIONAL INFORMATION.

14. THE CONTRACTOR SHALL CONTRACT WITH AN ARBORIST AS REQUIRED TO ENSURE PROPER TREE HEALTH.

ABBREVIATIONS

AC	ASPHALT CONCRETE	INV	INVERT
A.F.F	ABOVE FINISHED GRADE	IC	IRRIGATION CONTROL
APN	ASSESSOR'S PARCEL NUMBER	IRR	IRRIGATION
BGS	BELOW GRADE SURFACE	JB	JUNCTION BOX
BOW	BACK OF WALK	MFR	MANUFACTURER
BW	BOTH WAYS	MIN	MINIMUM
CONC	CONCRETE	(N)	NEW
CP	CONTROL POINT	NIC	NOT IN CONTRACT
CTRL	CONTROL	NO	NUMBER
(E), EXIST	EXISTING	NTS	NOT TO SCALE
E	ELECTRICAL	O.C.	ON CENTER
E.W	EACH WAY	PA	PLANTING AREA
EA	EACH	PR	PROPOSED
EL	ELEVATION	(R)	RELOCATED
EQ	EQUAL	R	RADIUS
ES	EQUAL SPACES	S.A.D	SEE ARCHITECTURAL DRAWINGS
EX	EXISTING	S.C.D	SEE CIVIL DRAWINGS
(F), FUT	FUTURE	S.E.D	SEE ELECTRICAL DRAWINGS
FC	FACE OF CURB	S.S.D	SEE STRUCTURAL DRAWINGS
FH	FIRE HYDRANT	SP	SPACING
FL	FLOW LINE	SS	SANITARY SEWER
(G), GRD	GROUND	SW	SIDEWALK
G	GAS	TBD	TO BE DETERMINE
HC	HANDICAP FACILITY	TYP	TYPICAL
HT	HEIGHT	UNO	UNLESS OTHERWISE NOTED
		WP	WATERPROOF

EJ — EXPANSION JOINT. LOCATE AS SHOWN, AT ALL JOINTS BETWEEN PAVING & WALLS, AND AT ALL CHANGES IN PAVING MATERIAL.

SCORELINE

CENTER LINE

POINT OF BEGINNING

ALIGN

LAYOUT LEGEND

AC PAVING (S.C.D.)

PEDESTRAIN CONCRETE PAVING
FINISH: MEDIUM BROOM
COLOR: STANDARD GREY

CONCRETE WITH SPECIAL SCORE JOINT PATTEAN
FINISH: HEAVY BROOM
COLOR: DAVIS COLOR - TBD

ACCENT PAVING
FINISH: --
COLOR: --

VEHICULAR CONCRETE PAVING, S.C.D.
FINISH: MEDIUM BROOM
COLOR: STANDARD GREY

VEHICULAR CONCRETE WITH S.C.D.
SPECIAL SCORE JOINT PATTERN
FINISH: HEAVY BROOM
COLOR: DAVIS COLOR - TBD

VEHICULAR ACCENT PAVING, S.C.D.
FINISH: --
COLOR: --

DECOMPOSED GRANITE PAVING - UNSTABALIZED
COLOR: SIERRA GOLD

DECOMPOSED GRANITE PAVING - STABILIZED
COLOR: SIERRA GOLD

6' DECORATIVE TUBULAR METAL FENCE AND GATE
ORNAMETAL IRON
COLOR/FINISH: BLACK POWDERCOATED

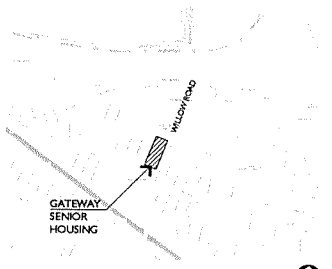
FENCE PANEL, S.A.D.
SEE SHEET A2.08 AND A2.09

6' PRIVACY WALL, S.A.D.
SEE SHEET A2.08 AND A2.09

VEHICULAR GATE, S.A.D.
SEE SHEET A2.08 AND A2.09

PEDESTRIAN TUBULAR METAL GATE
ORNAMENTAL IRON
COLOR/FINISH: BLACK POWDERCOATED

LOCATION MAP



SCALE: N.T.S.

LANDSCAPE SHEET INDEX

L 0.01	LANDSCAPE COVER
L0.02	PLANTING NOTES
L0.03	TREE MITIGATION PLANS
L0.04	EXISTING TREE PLAN WITH NEW BUILDING PLAN
L 1.01	LANDSCAPE LAYOUT PLAN
L 1.02	LANDSCAPE ENLARGEMENTS
L1.03	SCHEMATIC FENCING PLAN
L 2.01	PRELIMINARY HYDROZONE PLAN AND PLANT LIST
L 3.01	SITE FURNISHINGS
L3.02	PLANT PALETTE

SITE FURNITURE

PICNIC TABLE
MFR: COUNTRY CASUAL
MODEL: LAROMONT PICNIC TABLE

TABLE & CHAIRS
MFR: COUNTRY CASUAL
MODEL: SENECA EXTENSION 48" ROUND WITH CHAIR

COMMUNITY TABLE
MFR: COUNTRY CASUAL
MODEL: PALISADE EXTENSION TABLE WITH PALISADE CHAIRS

TABLE
MFR: COUNTRY CASUAL
MODEL: CALYPSO 39" SQUARE

CHAIR
MFR: COUNTRY CASUAL
MODEL: SENECA CHAIR

TRASH RECEPTACLE
MFR: DUMOR
MODEL: RECEPTACLE 474

57" BENCH
MFR: THE WOODEN DUCK
MODEL: MISSION BENCH
FINISH WOOD: NATURAL

BIKE RACK
S.A.D.

STORAGE SHED
S.A.D.

TABLE TENNIS
MFR: STONE AGE CONCRETE
MODEL: CONCRETE TABLE TENNIS TABLE WITH METAL NET
FINISH: NATURAL

UMBRELLA
MFR: COUNTRY CASUAL
MODEL: TEAK UMBRELLA - 8' OCTAGON WITH SS HARDWARE
COLOR: TBD

NOT FOR CONSTRUCTION

MITHŪN
SEATTLE
SAN FRANCISCO

GATE +ASSOCIAT

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
75% DD SUBMITTAL

AT
KB
AP
JS

TITLE
LANDSCAPE COVER

PROJECT #
1325800

DATE
MARCH 23, 2015

SHEET NUMBER
L 0.01

75% DD SUBMITTAL

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PLANTING NOTES

GENERAL

1 ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.

2 ALL QUANTITIES AND PLANT COUNTS ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.

3 THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO MAKE SUBSTITUTIONS, ADDITIONS, AND DELETIONS IN THE PLANTING SCHEME AS THEY FEEL NECESSARY WHILE WORK IS IN PROGRESS UPON APPROVAL BY THE OWNER. SUCH CHANGES ARE TO BE ACCOMPANIED BY EQUITABLE ADJUSTMENTS IN THE CONTRACT PRICE IF WHEN NECESSARY.

4 PLANT MATERIAL LOCATIONS SHOWN ARE DIAGRAMMATIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE LANDSCAPE ARCHITECT. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO SCREEN UTILITIES BUT NOT TO BLOCK WINDOWS, SIGNS NOR IMEDE ACCESS.

5 THE DESIGN INTENT OF THE PLANTING PLAN IS TO ESTABLISH AN ATTRACTIVE MATURE LANDSCAPE APPEARANCE. FUTURE PLANT GROWTH WILL NECESSITATE TRIMMING, SHAPING, AND IN SOME CASE REMOVAL OF TREES AND SHRUBS AS AN ON-GOING MAINTENANCE PROCEDURE.

6 ALL PLANTING AREA MUST BE IRRIGATED WITH AUTOMATIC IRRIGATION SYSTEM. IRRIGATION SYSTEM SHALL BE FULLY AUTOMATED AND OPERATIONAL WITH FULL COVERAGE PRIOR TO PLANTING.

7 CONTRACTOR TO REVIEW ALL EXISTING, PROPOSED, & AS BUILT UTILITY PLANS PRIOR TO CONSTRUCTION. CONTRACTOR TO TAKE PRECAUTIONS IN EXCAVATION OF ALL TREE PLANTING PITS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS FOUND DURING CONSTRUCTION.

8 CONTRACTOR MUST REVIEW ALL PLANS PRIOR TO THE BEGINNING OF CONSTRUCTION AND MAINTAIN THE FOLLOWING CLEARANCES FOR ALL TREE PLANTINGS. CONTRACTOR TO TAKE PRECAUTION IN ALL EXCAVATION ACTIVITY. NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS PRIOR TO INSTALLATION.
- FIRE HYDRANTS AND FIVS 3 MINIMUM
- LIGHT POLES 10 MINIMUM
- UTILITIES 3 MINIMUM
- BUILDING ROOF EDGE 5 MINIMUM

9 CONTRACTOR TO PROVIDE AND ARRANGE FOR PLANT MATERIAL THRU CONTRACT GROW, PLANT BROKERS, OR DIRECT PURCHASE AS REQUIRED FOR THE FULL IMPLEMENTATION OF THE PROJECTS PLANTING PLAN. CONTRACTOR MUST SUBMIT WITHIN 30 DAYS AFTER AWARD OF A BID A DETAILED NURSERY LIST OF SECURED PLANT MATERIAL, CONTRACT GROW PLANT MATERIAL, AND ANY SUBSTITUTION REQUESTS. CONTRACTOR SHALL ARRANGE AND SECURE ALL PLANT MATERIAL WITHIN 30 DAYS OF BID. UPON DELIVERY, PLANT MATERIAL THAT DOES NOT MEET NURSERY STANDARDS, IS ROOTBOUND, OF POOR QUALITY & HEALTH, SUBSTANDARD SIZE, AND / OR IS NOT APPROVED BY THE LANDSCAPE ARCHITECT SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. MATERIAL WHICH IS NOT SECURED AND IS UNAVAILABLE IN THE SIZE SPECIFIED SHALL BE UP-SIZED IF AVAILABLE. ALL REPLACEMENT MATERIAL, SUBSTITUTIONS OR UP-SIZED PLANT MATERIAL MUST BE COMPLETED AS REQUIRED FOR THE FULL IMPLEMENTATION OF THE PLANTING PLAN AT NO ADDITIONAL COST TO THE CONTRACT AND OWNER.

10 THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS REQUIRED FOR DAMAGE TO THE WATERPROOF MEMBRANES, DRAINAGE COURSE, AND PROTECTION BOARD CAUSED BY HIS OPERATIONS TO THE SATISFACTION OF THE OWNERS REPRESENTATIVE WITHOUT ANY ADDITIONAL CHARGE.

EXISTING PLANT MATERIAL

1 ALL EXISTING PLANT MATERIAL, TREES, OR LAWN TO REMAIN MUST BE PROTECTED AND MAINTAINED IN PLACE BY THE CONTRACTOR.

2 ANY DAMAGED MATERIAL MUST BE FULLY REPLACED TO MATCH EXISTING BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT AND OWNER.

3 CONTRACTOR MUST MAINTAIN ANY EXISTING IRRIGATION SYSTEMS OR PROVIDE TEMPORARY IRRIGATION SYSTEMS AS REQUIRED TO ALL EXISTING PLANTING AREAS TO REMAIN.

SOILS

1 THE CONTRACTOR MUST PROVIDE AN AGRICULTURAL SUITABILITIES ANALYSIS FOR ALL SOILS EXISTING AND IMPORTED INCLUDING BUT NOT LIMITED TO EXISTING ON SITE SOILS, IMPORTED TOPSOIL, LIME TREATED AREAS, AND ALL AMMENDMENTS. RECOMMENDATIONS FOR AMENDMENTS CONTAINED IN THIS ANALYSIS ARE TO BE CARRIED OUT BEFORE PLANTING OCCURS. PROVIDE 2 TESTS AT 6" DEPTH AND 2 TESTS AT 24" DEPTH THROUGHOUT THE SITE. PROVIDE ADDITIONAL TESTING ZONE 6" AND ONE 24" DEPTH TEST PER 25,000 SF FOR AREAS WHICH WERE LIME TREATED. EACH TEST SAMPLE SHALL CONTAIN 3 REPRESENTATIVE SOIL SAMPLES. ALL LIME TREATED PLANTING AREAS SHALL BE REMOVED AND REPLACED WITH IMPORT TOP SOIL AT NO COST TO THE OWNER. ALL TESTING SHALL BE PAID FOR BY THE CONTRACTOR.
FOR BID PURPOSES AMEND ALL SOIL WITH 6 YARDS OMRI COMPOST 50LBS GYPSUM AND 100LBS OF GRO-POWER PLUS 5-3-1 W M PER 1000SF
CONTRACTOR TO SUBMIT ALL DELIVERY TICKETS FOR COMPOST AND FERTILIZERS FOR VERIFICATION.

2 ALL SOILS IMPORTED ONTO THE SITE FOR ANY PURPOSE SUCH AS GRADING, NON EXPANSIVE FILL, FILL OR FOR ANY GENERAL PURPOSE MUST BE TESTED FOR PLANT SUITABILITY PRIOR TO PLACEMENT. ALL IMPORT SOILS SHALL BE NON-DETRIMENTAL TO PLANT MATERIAL AND SOILS ANALYSIS SUBMITTED TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL. PROVIDE 1 TEST PER 500 CY OF MATERIAL.

3 SOIL IS TO BE AMENDED, AT THE RATE INDICATED BY THE SOIL ANALYSIS, TO BRING THE SOIL ORGANIC MATTER CONTENT TO A MINIMUM OF 3.5% BY DRY WEIGHT, AND A MINIMUM OF 2" OF QUALITY RECYCLED COMPOST, ON ALL PLANTING AREAS.

4 ALL PLANTERS IN AREAS WHICH HAVE BEEN COMPACTED, SUCH AS ADJACENT TO BUILDINGS AND IN PARKING LOTS, SHALL BE CROSS RIPPED TO THE FOLLOWING DEPTHS. PLANTERS LESS THAN THREE (3) FEET WIDE SHALL HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF TWENTY-FOUR (24) INCHES BELOW SUBGRADE. PLANTERS THREE TO TEN (3-10) FEET WIDE MUST HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF 18" BELOW SUBGRADE. PLANTERS MORE THAN 10 WIDE SHALL HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF 12" BELOW SUBGRADE. AREAS SHALL BE PROTECTED AFTER DECOMPACTION.

5 CONTRACTOR SHALL PERFORM A PERCOLATION TEST AT THE BEGINNING OF CONSTRUCTION AT 1 LOCTION PER ACRE (MAX OF 4) TO DETERMINE THE DRAINAGE CAPACITY OF THE EXISTING SITE SOIL FOR TREE HEALTH. NOTIFY THE LANDSCAPE ARCHITECT IF DRAINAGE IS LESS THAN 2" PER HOUR.

TREES

1 ALL TREES SHALL BE STANDARDS UNLESS SPECIFICALLY NOTED.

2 ALL TREES ARE TO BE STAKED AS SHOWN ON THE TREE STAKING/GUYING DIAGRAMS. BRANCHING HEIGHT OF TREES SHALL BE 6-0" MINIMUM ABOVE FINISH GRADE. ALL TREES IN A FORMAL GROUP PLANTING MUST BE MATCHING IN SIZE AND SHAPE. ALL STREET TREES TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE OWNER. LANDSCAPE ARCHITECT SHALL BE CONSULTED REGARDING ORIENTATION OF TREES PRIOR TO PLANTING AND/OR BACKFILLING.

3 PLANT TREES 3'-0" MINIMUM FROM FACE OF CURB AT PARKING, AND FROM EDGES OF PAVING. ALL TREES WITHIN 6' OF PAVING AREAS AND BUILDINGS MUST HAVE ROOT BARRIERS INSTALLED. SEE ROOT BARRIER DETAIL. DEEP ROOT BARRIER MODEL NO. UB 24-2 (415) 366-1464. INSTALL PER MANUFACTURERS SPECIFICATIONS. WHERE WATER BARRIERS AND ROOT BARRIERS ARE REQUIRED, USE CENTURY PRODUCTS DUAL PURPOSE WATER/ ROOT BARRIER CR-PE24-20 (714)632-7081, S C D FOR LOCATIONS OF WATER BARRIER.

4 PROVIDE 4" BERM AROUND TREE FOR WATER BASIN. SEE TREE STAKING DETAIL. BERM TO BE REMOVED IN LAWN AREA AFTER INITIAL MAINTENANCE PERIOD. MULCH TREE WELL WITH 3" LAYER OF RECYCLED CHIPPED MULCH. KEEP MULCH AWAY FROM TREE TRUNK. HOLD LAWN AND HYDROSEED 2' CLEAR FROM TRUNKS. TYP.

5 TREES MUST HAVE AN UNCUT LEADER THAT HAS A UNIFORM TAPER FROM BASE TO TIP. TREES MUST MEET AT LEAST NORMAL CALIPER AND HEIGHT FOR CONTAINER SIZE. OVERGROWN OR ROOT BOUND TREES ARE NOT ACCEPTABLE.

6 FOR ALL TREES IN STORMWATER INFILTRATION ZONES HOLD FG OF ROOTBALL 6" ABOVE FG OF FLOWLINE. ADJUST ADJACENT GRADE OF SOIL TO BLEND UNIFORMALY AROUND ROOTBALL AND ALLOW UNIMPEDED FLOW OF WATER.

SHRUBS, GROUNDCOVER, & VINES

1 GROUNDCOVER MUST BE PLANTED AS SHOWN ON THE PLAN, INCLUDING UNDER SHRUBS AND IN TREE WATERING BASINS.

2 SHRUBS AND PERENNIALS MUST HAVE ADEQUATE SETBACK FROM THE ADJACENT SIDEWALK AND EDGES OF PARKING LOT CURBS. NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION IF PLANT MATERIAL MAY PROTRUDE INTO THE PATH OF TRAVEL.

3 THE CONTRACTOR IS TO SECURE ALL VINES TO TRELLISES WITH APPROVED FASTENERS, ALLOWING FOR TWO (2) YEARS GROWTH. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT.

ACCESSORIES

1 ALL PLANTING NOT BOUNDED BY CONCRETE OR A HARDSCAPE EDGE SHALL BE COMPLETELY SURROUNDED BY HEADERS. ALL ASPHALT AND DECOMPOSED GRANITE AREAS TO BE COMPLETELY SURROUNDED BY HEADERS OR ADJACENT CONCRETE WORK.

2 ALL PLANTING AREAS MUST BE TOP-DRESSED WITH 3" LAYER OF RECYCLED CHIPPED MULCH. COLOR BROWN. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING.

3 ALL MULCH WITHIN STORMWATER PLANTING AREAS MUST BE 3" OF WASHED PEA GRAVEL. SUBMIT SAMPLE.

4 ALL STORMWATER CURB CUTS MUST BE REINFORCED WITH A MINIMUM 12" WIDE x18" LONG x 6" DEEP BAND OF COBBLE. COBBLE SHALL BE 40% 4"-6" AND 60% 2"-3" NOYO COBBLE. PROVIDE 24" WIDE BY 6" DEPTH OF COBBLE AROUND ALL CATCH BASINS LOCATED IN DRAINAGE AREAS. SUBMIT SAMPLE FOR REVIEW AND APPROVAL.

5 ALL RAINWATER LEADERS DISCHARGING INTO LANDSCAPE AREAS MUST HAVE SPLASH BLOCKS. MODEL: CDI 16X24" COLOR: TO MATCH PAVING (800) 279-2278.

6 ALL SLOPES GREATER THAN 2:1 MUST BE COVERED WITH EROSION CONTROL NETTING PER THE MANUFACTURER'S SPECIFICATIONS. OVERLAP ALL EDGES A MINIMUM OF 12" AND SECURE AS REQUIRED WITH METAL STAPLES. EROSION CONTROL NETTING TO BE WESTERN EXCELSIOR, EXCEL CS-3 OR APPROVED EQUAL. AVAILABLE FROM REED & GRAHAM 800.591-0900.

7 THE LANDSCAPE CONTRACTOR SHALL AS A PART OF THIS BID PROVIDE FOR A PLANTING ALLOWANCE FOR THE AMOUNT OF $3,000.00 (THREE THOUSAND DOLLARS), TO BE USED FOR SUPPLYING AND INSTALLING ADDITIONAL PLANT MATERIAL AS DIRECTED BY THE LANDSCAPE ARCHITECT AND APPROVED BY THE OWNER IN WRITING. THE UNUSED PORTION OF THE ALLOWANCE SHALL BE RETURNED TO THE OWNER AT THE BEGINNING OF THE MAINTENANCE PERIOD.

8 SEE SPECIFICATIONS FOR ALL FERTILIZER REQUIREMENTS.

SUBMITTALS

1 CONTRACTOR MUST SUBMIT ALL TESTS, PRODUCTS, ACCESSORIES, CUT SHEETS OF ALL ITEMS SPECIFIED FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

2 ALL PLANT MATERIAL MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY. CONTRACTOR SHALL SUBMIT PHOTOS OF ALL SHRUBS, GROUND COVERS, VINES, AND TREES FOR PRELIMINARY REVIEW AND APPROVAL.

3 PLANT MATERIAL NOT APPROVED BY THE LANDSCAPE ARCHITECT MAY BE SUBJECT TO REMOVAL AND REPLACEMENT WITH APPROVED PLANT MATERIAL AT NO ADDITIONAL COST TO THE CONTRACT OR OWNER.

INSPECTION REQUIREMENTS

1 ALL PLANT MATERIAL TO BE INSPECTED & APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

2 CONTACT THE PROJECT LANDSCAPE ARCHITECT FOR FINAL INSPECTION OF LANDSCAPE AND IRRIGATION PRIOR TO RELEASE OF BUILDING FOR OCCUPANCY. THE PROJECT LANDSCAPE ARCHITECT WILL SUBMIT A LETTER TO THE CITY OF MENLO PARK, CERTIFYING THE PLANTING AND IRRIGATION HAS BEEN INSTALLED IN CONFORMANCE WITH THE APPROVED PLANTING AND IRRIGATION PLANS, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY OF MENLO PARK LANDSCAPE ARCHITECT. SECURITIES IN LIEU OF INSTALLATION WILL NOT BE ACCEPTED.

3 DURING THE INSTALLATION OF LANDSCAPING AND INSTALLATION AND PRIOR TO THE ISSUANCE OF A BUILDING OCCUPANCY PERMIT, THE LANDSCAPE ARCHITECT MUST INSPECT TO VERIFY CONFORMANCE TO THESE PLANS. ONCE APPROVED, THE LANDSCAPE ARCHITECT SHALL PROVIDE A WRITTEN LETTER TO DEPARTMENT OF PLANNING AND DEVELOPMENT STATING COMPLIANCE WITH THE APPROVED PLANS.

BAY FRIENDLY NOTES

1 COMPACTED SOILS SHALL BE CROSS RIPPED TO A 12" DEPTH BEFORE PLANTING, FOR ALL LANDSCAPE AREAS THAT CANNOT BE PROTECTED DURING CONSTRUCTION.

2 FERTILIZERS AND SOIL AMENDMENTS PROHIBITED BY OMRI SHALL NOT BE ALLOWED.

3 ROLLED CARDBOARD SHEET MULCHING SHALL BE USED FOR WEED CONTROL IN ALL PLANTING/ MULCH AREAS AND INSTALLED PER STOPWASTE ORG STANDARDS.

4 SYNTHETIC CHEMICAL PRE-EMERGENTS SHALL BE PROHIBITED.

5 100 % OF PURCHASED COMPOST AND OR MULCH SHALL BE RECYCLED AND COME FROM LOCALLY PRODUCED ORGANIC MATERIALS.

6 INTEGRATED PEST MANAGMENT IS REQUIRED FOR THIS PROJECT.

7 PESTICIDES PROHIBITED BY OMRI SHALL NOT BE ALLOWED.

8 ON GOING MAINTENANCE REQUIRES THAT LEAVES AND PLANT DEBRIS LESS THAT 4" BE ADDED TO THE LANDSCAPE AS MULCH AND COMPOST IN AREAS NOT IMPACTED BY STORMWATER.

9 IF PLANT WASTE IS TO BE REMOVED FROM THE SITE, THEN IT SHALL BE SEPARATED FROM OTHER REFUSE AND SENT TO A FACILITY WHERE IT WILL BE USED TO CREATE COMPOST OR MULCH.

10 ON GOING MAINTENANCE REQUIRES REGULAR MULCHING TO MAINTAIN A DEPTH OF 3".

11 ON GOING MAINTENANCE INCLUDES A SCHEDULE FOR READING THE DEDICATED METER AND REPORTING WATER USE.

12 AT COMPLETION OF THE INSTALLATION, THE CONTRACTOR SHALL PROVIDE THE PROPERTY OWNER WITH 1. PRECIPITATION RATE FOR EACH VALVE ZONE, 2. AREA CALCULATIONS FOR EACH IRRIGATION ZONE AND THE IRRIGATION PLANS, WHICH INCLUDE THE LOCATION OF THE IRRIGATION SUPPLY SHUT OFF, 3. INTERNET ADDRESS FOR WATERING INDEX INFORMATION.

13 ON GOING MAINTENANCE INCLUDES REGULAR CHECKING OF IRRIGATN EQUIPMENT AND OR CHECKING SOIL MOISTURE CONTENT BEFORE WATERING AND/OR IMMEDIATE REPLACEMENT OF BROKEN EQUIPMENT WITH EQUAL OR SUPERIOR MATERIALS.

14 ON GOING MAINTENANCE INCLUDES INTEGRATED PEST MANAGEMENT AND AT LEAST ONE LANDSCAPING STAFF MEMBER OR CONTRACTOR IS TRAINED IN THE USE OF IPM OR IS A BAY FRIENDLY QUALIFIED PROFESSIONAL.

15 A MINIMUM OF 50% OF LANDSCAPE CONSTRUCTION AND DEMOLITION WASTE IS TO BE DIVERTED FROM THE WASTE STREAM.

16 CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR ANY CONFLICTS BETWEEN BAY FRIENDLY REQUIREMENTS AND THE CITY OF MENLO PARK STANDARD DETAILS AND SPECIFICATIONS.

WATER CONSERVATION CONCEPT STATEMENT

1 THE PLANT LIST IS PRELIMINARY IN NATURE. SPECIES SHALL BE ADDED AND SUBTRACTED TO FULFILL THE DESIGN AND HORTICULTURAL REQUIREMENTS AS NECESSARY.

2 THE IRRIGATION SYSTEM SHALL BE DESIGNED WITH WATER CONSERVATION IN MIND WHILE ACHIEVING THE GOAL OF EFFECTIVELY AND EFFICIENTLY PROVIDING THE LANDSCAPE WITH WATER BY MEANS OF SPRAY IRRIGATION TO THE SHRUBS/GROUNDCOVER AREAS AND BUBBLERS TO THE TREES.

3 THE SPRAY SYSTEM SHALL BE SUBSURFACE IRRIGATION, DRIP IRRIGATION, BUBBLERS, AND/ OR TORO SPRAY HEADS WITH PRESSURE COMPENSATING NOZZLES IN A HEAD TO HEAD LAYOUT TO ACHIEVE AN EVEN LEVEL OF PRECIPITATION THROUGHOUT THE IRRIGATION SYSTEM.

4 A STATE-OF-THE-ART IRRIGATION CONTROLLER SHALL BE SPECIFIED FOR THIS PROJECT TO CONTROL THE WATER ALLOCATED TO EACH VALVE GROUPED PER INDIVIDUAL HYDROZONE (BASED ON PLANT TYPE AND EXPOSURE).

PLANTING LEGEND

LAWN	OAKRIDGE SUN & SHADE MIX. MFR: PACIFIC SOD TYPE: MEDALLION PLUS
	VINE SYMBOL
	GROUNDCOVER
HDR	HEADER - SEE DETAIL
XX / XX	TREE NAME / QUANTITY — SEE PLANT LIST FOR ADDT'L INFO
XX / XX	SHRUB NAME / QUANTITY — SEE PLANT LIST FOR ADDT'L INFO
XX / -	GROUNDCOVER / QUANTITY — SEE PLANT LIST FOR ADDT'L INFO
XX / V	VINE NAME / QUANTITY — SEE PLANT LIST FOR ADDT'L INFO

BW8

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PLANTING NOTES AND LEGEND

1325800

MARCH 23, 2015

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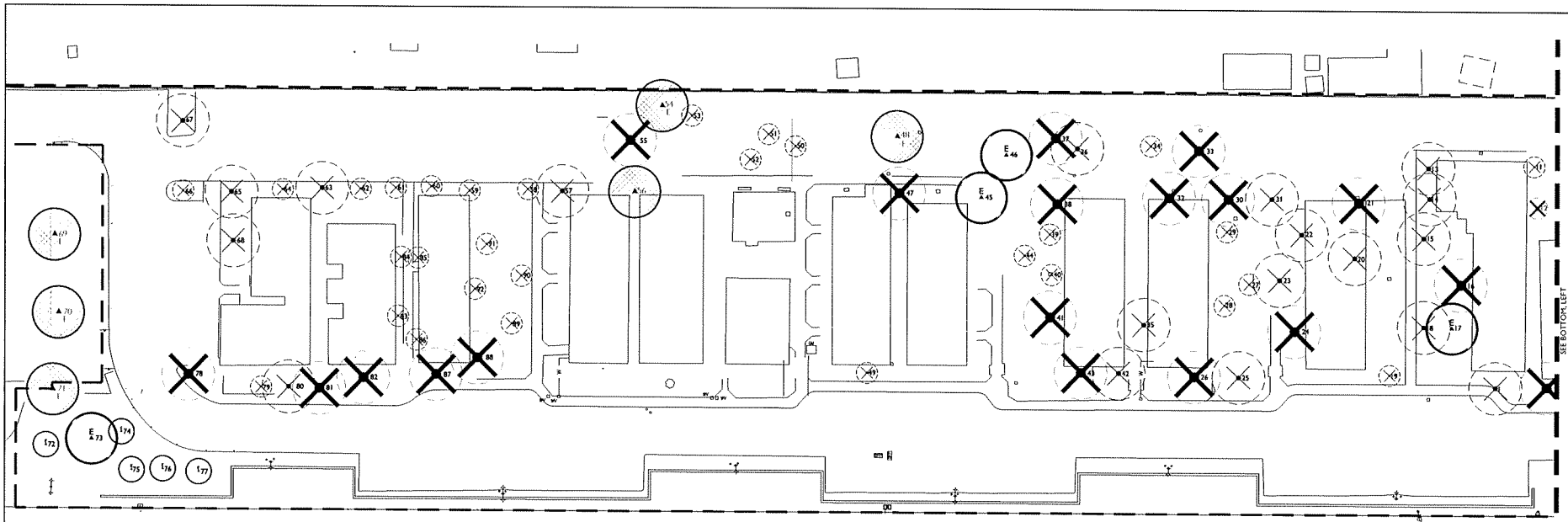


B39

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
1	Raywood Ash		No	14"	
2	Mulberry		Yes	14",8"	Fair
3	Raywood Ash		Yes	15"	Very Good
4	Raywood Ash		No	13"	
5	Raywood Ash		No	9"	
6	Raywood Ash		Yes	15"	Fair
7	Raywood Ash		No	12"	
8	Raywood Ash		No	14"	
9	Raywood Ash		No	13"	
10	Raywood Ash		No	12"	
11	Raywood Ash		No	13"	
12	Raywood Ash		Yes	17"	Very good
13	Raywood Ash		No	12"	
14	Raywood Ash		No	10"	
15	Mulberry		No	12"	
16	Callery Pear		Yes	17"	Very good
17	Sweetgum	Yes	No	12"	
18	Mulberry		No	12"	
19	Sweetgum		No	7",6"	
20	Purple Leaf Plum		No	7"	
21	Raywood Ash		Yes	16"	Fair
22	Raywood Ash		No	13"	
23	Callery Pear		No	14"	
24	Callery Pear		Yes	16"	Very Good
25	Raywood Ash		No	12"	
26	Raywood Ash		Yes	16"	Good
27	Callery Pear		No	9"	
28	Purple Leaf Plum		No	7"	
29	Purple Leaf Plum		No	5"	
30	Raywood Ash		Yes	17"	Good
31	Raywood Ash		No	14"	
32	White Alder		Yes	21"	Very Good
33	White Alder		Yes	25"	Very good
34	Callery Pear		No	9"	
35	Callery Pear		No	14"	
36	White Alder		No	14"	
37	White Alder		Yes	22"	Very Good
38	White Alder		Yes	21"	Very Good
39	Purple Leaf Plum		No	5"	
40	Purple Leaf Plum		No	5"	
41	Mulberry		Yes	15"	Good
42	Raywood Ash		No	12"	
43	Raywood Ash		Yes	17"	Poor
44	Callery Pear		No	9"	
45	Callery Pear	Yes	No	10"	

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
46	Callery Pear	Yes	No	10"	
47	White Alder		Yes	19"	Good
48	White Alder	Yes	Yes	31"	Very Good
49	Raywood Ash		No	7"	
50	Callery Pear		No	9"	
51	Callery Pear		No	9"	
52	Callery Pear		No	9"	
53	Avocado		No	6"	
54	Coast Redwood	Yes	Yes	17"	Good
55	White Alder		Yes	19"	Fair
56	White Alder	Yes	Yes	21"	Very Good
57	Raywood Ash		No	13"	
58	Raywood Ash		No	6"	
59	Raywood Ash		No	9"	
60	Raywood Ash		No	8"	
61	Raywood Ash		No	9"	
62	Raywood Ash		No	9"	
63	Raywood Ash		No	10"	
64	Raywood Ash		No	8"	
65	Raywood Ash		No	14"	
66	Raywood Ash		No	5"	
67	Raywood Ash		No	14"	
68	Callery Pear		No	10"	
69	Carob	Yes	Yes	24"	Good
70	Carob	Yes	Yes	17"	Good
71	London Plane	Yes	Yes	29"	Excellent
72	Water Gum	Yes	No	9"	
73	Water Gum	Yes	No	11"	
74	Water Gum	Yes	No	8"	
75	London Plane	Yes	No	4"	
76	Water Gum	Yes	No	8",5",4"	
77	Water Gum	Yes	No	8"	
78	Raywood Ash		Yes	17"	Fair
79	Raywood Ash		No	9"	
80	Raywood Ash		No	13"	
81	Raywood Ash		Yes	15"	Good
82	London Plane		Yes	17"	Very Good
83	Purple Leaf Plum		No	7"	
84	Purple Leaf Plum		No	6"	
85	Purple Leaf Plum		No	7"	
86	Purple Leaf Plum		No	5"	
87	London Plane		Yes	22"	Very Good
88	Silk Oak		Yes	27"	Good
89	Callery Pear		No	9"	
90	Callery Pear		No	6"	

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
91	Purple Leaf Plum		No	0'-6"	
92	Purple Leaf Plum		No	0'-5"	

*SEE TREE REPORT DATED MAY 2014 FOR MORE INFORMATION

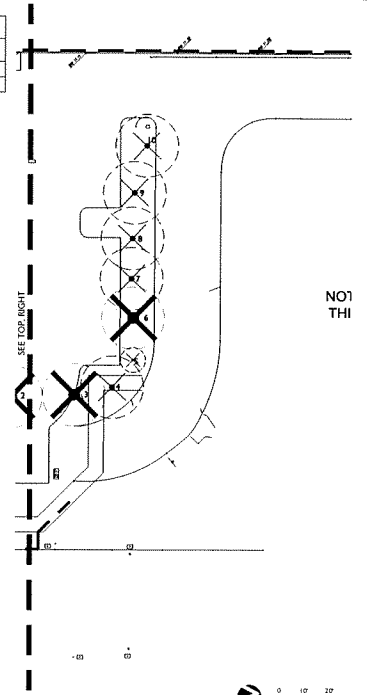
TREE DEMOLITION LEGEND

(E) TREE TO BE REMOVED & TREE NUMBER

(E) TREE TO REMAIN PRESERVE AND PROTECT & TREE NUMBER

(E) HERITAGE TREE TO BE REMOVED & TREE NUMBER

(E) HERITAGE TREE TO REMAIN PRESERVE AND PROTECT & TREE NUMBER



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PROJECT
Gateway Senior Housing

LOCATION
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TREE DEMOLITION PLAN

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MARCH 23, 2015

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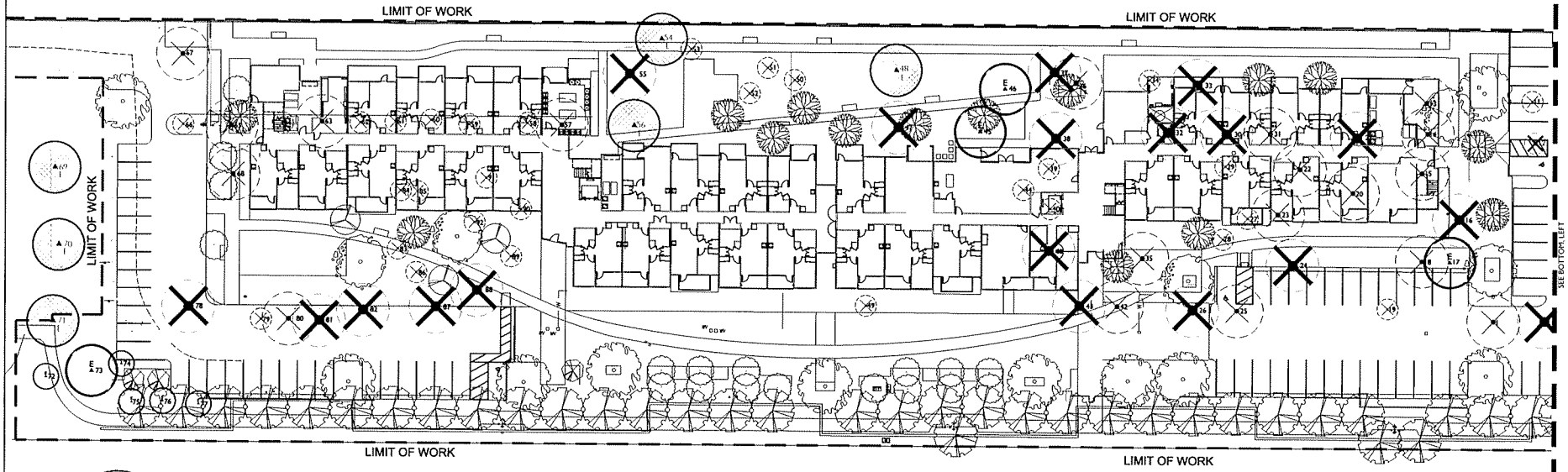

B4D

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
1	Raywood Ash		No	14"	
2	Mulberry		Yes	14" 8"	Fair
3	Raywood Ash		Yes	15"	Very Good
4	Raywood Ash		No	13"	
5	Raywood Ash		No	9"	
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7	Raywood Ash		No	12"	
8	Raywood Ash		No	14"	
9	Raywood Ash		No	13"	
10	Raywood Ash		No	12"	
11	Raywood Ash		No	13"	
12	Raywood Ash		Yes	17"	Very good
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14	Raywood Ash		No	10"	
15	Mulberry		No	12"	
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17	Sweetgum	Yes	No	12"	
18	Mulberry		No	12"	
19	Sweetgum		No	7" 6"	
20	Purple Leaf Plum		No	7"	
21	Raywood Ash		Yes	16"	Fair
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23	Callery Pear		No	14"	
24	Callery Pear		Yes	16"	Very Good
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31	Raywood Ash		No	14"	
32	White Alder		Yes	21"	Very Good
33	White Alder		Yes	25"	Very good
34	Callery Pear		No	9"	
35	Callery Pear		No	14"	
36	White Alder		No	14"	
37	White Alder		Yes	22"	Very Good
38	White Alder		Yes	21"	Very Good
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40	Purple Leaf Plum		No	5"	
41	Mulberry		Yes	15"	Good
42	Raywood Ash		No	12"	
43	Raywood Ash		Yes	17"	Poor
44	Callery Pear		No	9"	
45	Callery Pear	Yes	No	10"	

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
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75	London Plane	Yes	No	4"	
76	Water Gum	Yes	No	8" 5" 4"	
77	Water Gum	Yes	No	8"	
78	Raywood Ash		Yes	17"	Fair
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88	Silk Oak		Yes	27"	Good
89	Callery Pear		No	9"	
90	Callery Pear		No	6"	

TREE ASSESSMENT*

NO	SPECIES	TO REMAIN	HERITAGE	DIA	CONDITION
91	Purple Leaf Plum		No	0'-6"	
92	Purple Leaf Plum		No	0'-5"	

*SEE TREE REPORT DATED MAY 2014 FOR MORE INFORMATION

TREE DEMOLITION LEGEND

(E) TREE TO BE REMOVED & TREE NUMBER

(E) TREE TO REMAIN PRESERVE AND PROTECT & TREE NUMBER

(E) HERITAGE TREE TO BE REMOVED & TREE NUMBER

(E) HERITAGE TREE TO REMAIN PRESERVE AND PROTECT & TREE NUMBER

PROPOSED NEW TREES

TREE REMOVAL
Total # existing trees on site: 92
Trees to be removed: 77
Trees to preserve and protect: 15

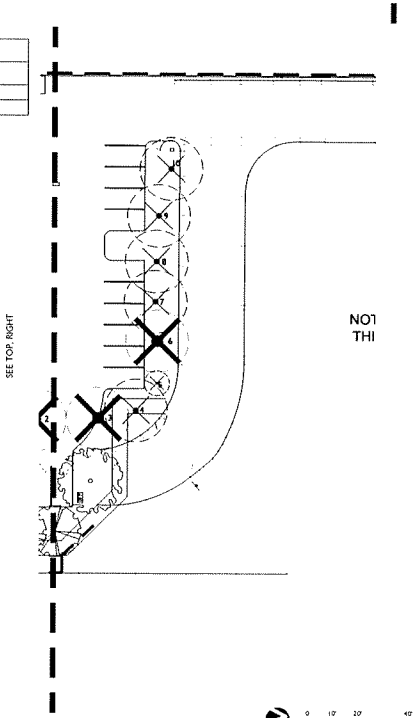
Out of the 77 trees to be removed
Heritage trees = 22
Non heritage trees = 55

MITIGATION
Heritage trees (replace at a rate of 2:1) - 22x2 = 44 trees, 15 Gal
Non-heritage trees (replace at a rate of 0.5:1) - 55x0.5 = 28 trees, 15 Gal

# of trees needed for mitigation: 72 trees

TREE TOTALS
Existing non-heritage trees to remain: 9
Existing heritage trees to remain: 6
New trees on frontage road to be abandoned: 25
New trees to be planted on frontage road that will remain public row: 36
New trees elsewhere on site: 30

Total number of trees on site: 106



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TREE MITIGATION PLAN
1325800
MARCH 23, 2015

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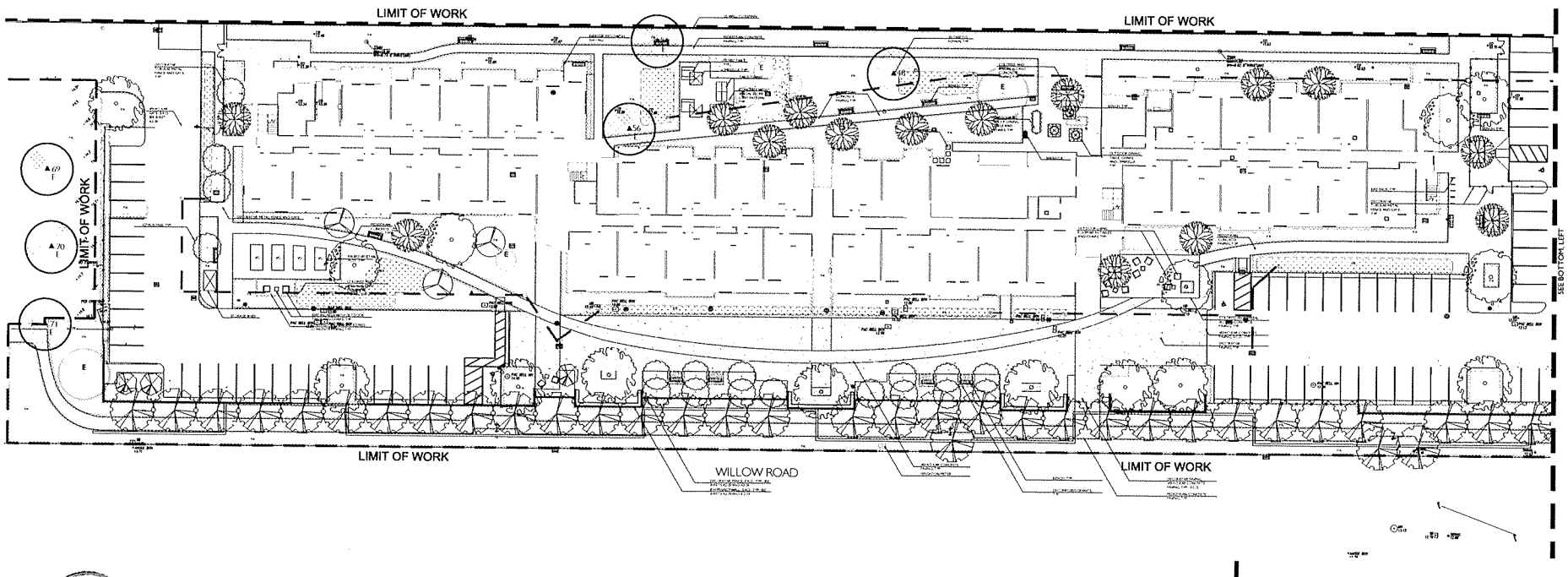
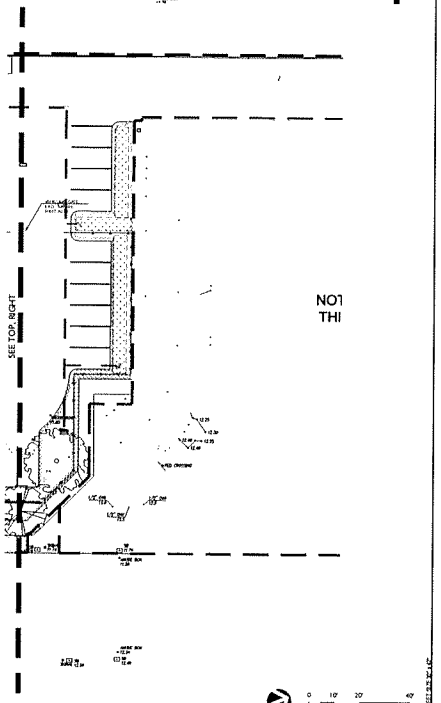


B41



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LANDSCAPE LAYOUT PLAN

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MARCH 23, 2015

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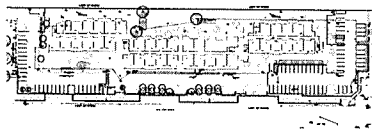
KEY MAP



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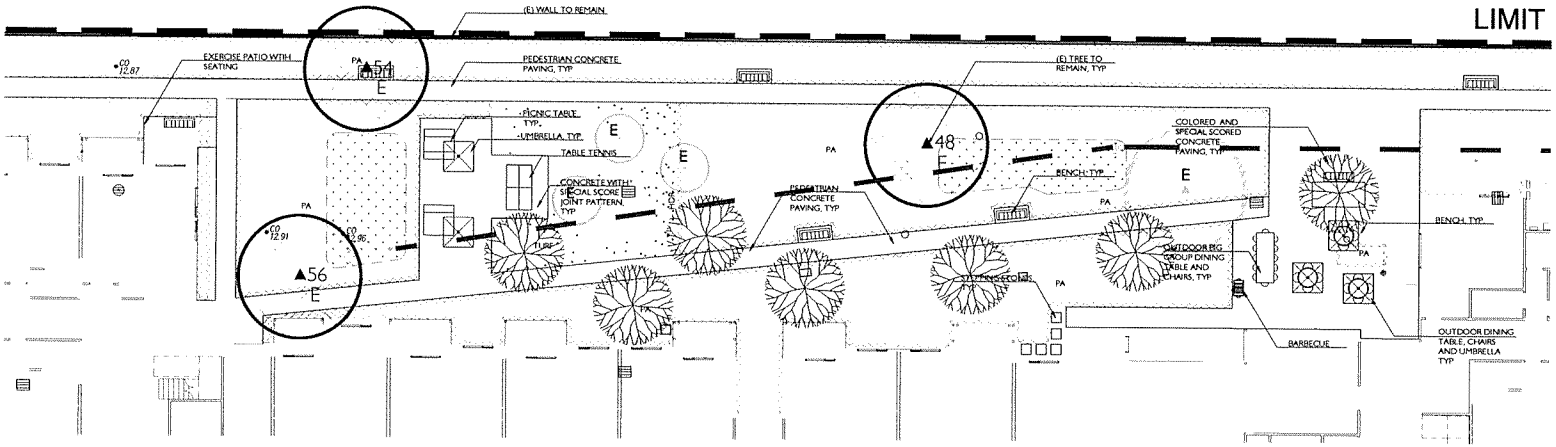
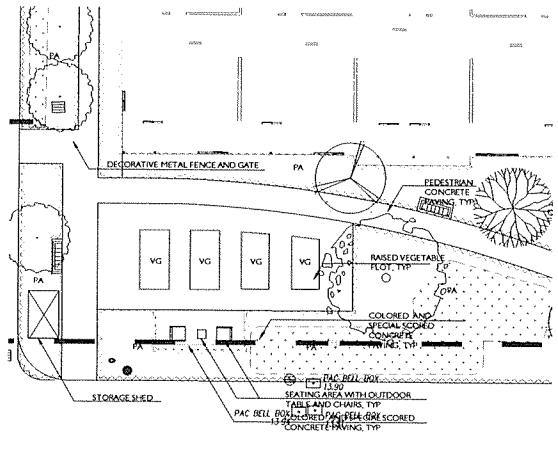
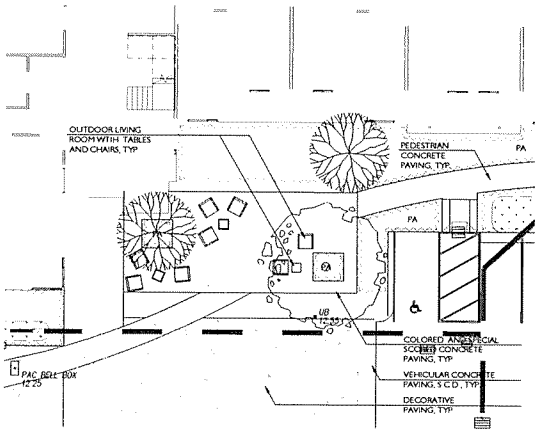


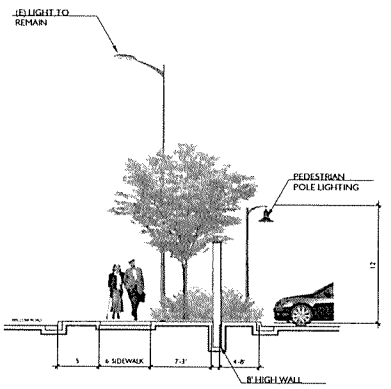
1 OUTDOOR DINING AREA AND RESERVABLE BBQ AREA



2 TOOL SHED AND VEGETABLE GARDENS



3 OUTDOOR LIVING ROOM AT FRONT ENTRANCE



4 SECTION AT WILLOW ROAD
NTS

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SCHEMATIC LANDSCAPE ENLARGEMENTS

1325800

MARCH 23, 2015

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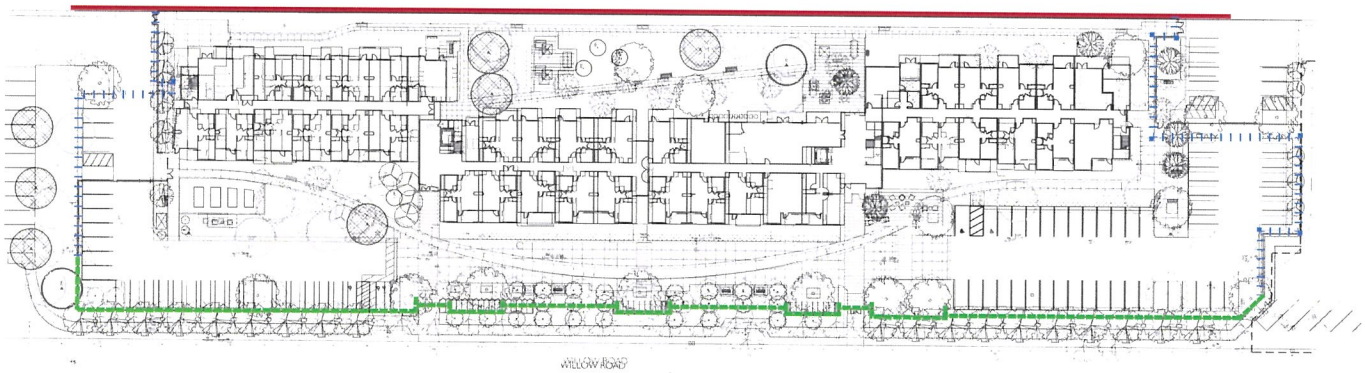

LEGEND

- EXISTING WALL TO REMAIN
- 6' DECORATIVE METAL FENCE AND GATE
- FENCE PANEL, S.A.D.

B43

0 15 30 60

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FENCE PLAN

1325800

MAY 12, 2015

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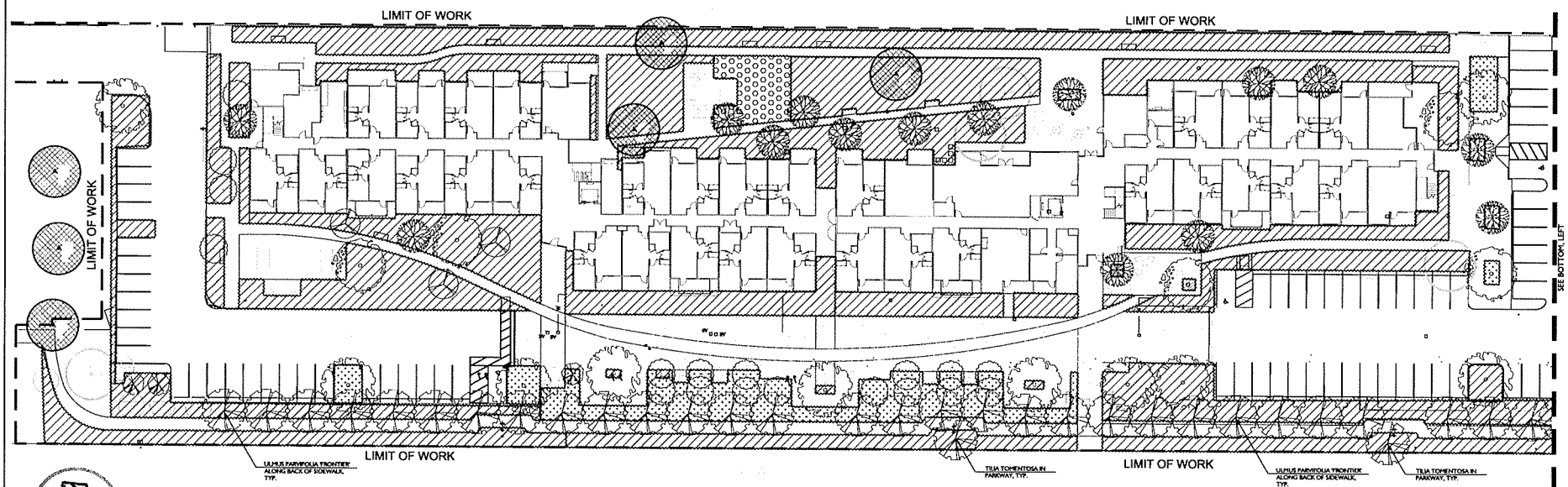


B44

NOTE: THESE ARE PRELIMINARY SPECIES SELECTIONS TO ILLUSTRATE DESIGN INTENT ONLY. ACTUAL SPECIES SELECTION AND LOCATION MAY CHANGE AS CONSTRUCTION DOCUMENTS PROGRESS.

PLANT LIST

SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AM	Arbutus menziesii	Madrone	24" Box/15 Gal	AS SHOWN	LOW
CC	Cercis canadensis	Eastern Redbud	24" Box/15 Gal	AS SHOWN	MOD
LA	Lagerstroemia 'Muskogee'	Muskogee Crape Myrtle	24" Box/15 Gal	AS SHOWN	LOW
QA	Quercus agrifolia	Coast Live Oak	24" Box	AS SHOWN	LOW
QR	Quercus robur	English Oak	24" Box	AS SHOWN	MOD

SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AB	Abutilon 'Moonchimes'	Flowering Maple	5 Gallon	6'-0" o.c.	MOD
AM	Acanthus mollis	Bear's Breech	5 Gallon	3'-0" o.c.	MOD
AP	Adiantum pedatum	Maidenhair fern	1 Gallon	1'-6" o.c.	LOW
AH	Anigozanthos hybrids	Kangaroo Paw	1 Gallon	3'-0" o.c.	LOW
AD	Arctostaphylos densiflora 'Howard McMinn'	Manzanita	5 Gallon	6'-0" o.c.	LOW
AM	Armeria maritima	Sea Thrift	1 Gallon	12" o.c.	LOW
BV	Berberis thunbergii	Japanese Barberry	5 Gallon	5'-0" o.c.	MOD
CD	Carex Dirulsa	Berkeley Sedge	1 Gallon	18" o.c.	LOW
CU	Cistus 'Crispus'	Rockrose	5 Gallon	5'-0" o.c.	LOW
CY	Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point Ceanothus	5 Gallon	4'-0" o.c.	LOW
CP	Coleonema pulchellum 'Sunset Gold'	Breath of Heaven	5 Gallon	6'-0" o.c.	MOD
EG	Erigeron glauca	Seaside Daisy	1 Gallon	1'-6" o.c.	LOW
EC	Eriogonum crocatum	Saffron Buckwheat	1 Gallon	2'-0" o.c.	LOW
HE	Heba 'Coed'	NCN	1 Gallon	2'-6" o.c.	MOD
HS	Helictotrichon sempervirens	Blue Oat Grass	1 Gallon	2'-0" o.c.	LOW
LP	Limonium perezii	Sea Lavender	1 Gallon	2'-0" o.c.	LOW
PR	Phormium hybrid 'Red Heart'	New Zealand Flax	1 Gallon	3'-0" o.c.	LOW
PA	Phormium 'Maori Maiden'	New Zealand Flax	5 Gallon	4'-0" o.c.	LOW
PD	Phormium tenax 'Dark Delight'	New Zealand Flax	5 Gallon	6' o.c.	LOW
PJ	Phormium tenax 'Jack Spratt'	New Zealand Flax	1 Gallon	2' o.c.	LOW
VT	Viburnum plicatum	Viburnum	5 Gallon	6'-0" o.c.	MOD

BIORETENTION

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
CT	Chondropetalum tectorum 'El Campo'	Cape Rush	1 Gallon	3'-0" o.c.	LOW
FI	Festuca idahoensis 'Siskiyou Blue'	Idaho Fescue	1 Gallon	2'-0" o.c.	LOW
LE	Leymus condensatus 'Canyon Prince'	Wild Rye	5 Gallon	4'-0" o.c.	LOW
LL	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 Gallon	2'-6" o.c.	LOW
MA	Mimulus aurantiacus	Sticky Monkey Flower	1 Gallon	4'-0" o.c.	LOW
MC	Mimulus cardinalis	Sticky Monkey Flower	1 Gallon	2'-6" o.c.	-
JP	Juncus patens	California Grey Rush	1 Gallon	2'-0" o.c.	LOW
SS	Salvia spathacea	Hummingbird Sage	1 Gallon	3'-6" o.c.	LOW

NOTE: THESE ARE PRELIMINARY SPECIES SELECTIONS TO ILLUSTRATE DESIGN INTENT ONLY. ACTUAL SPECIES SELECTION AND LOCATION MAY CHANGE AS CONSTRUCTION DOCUMENTS PROGRESS.

STREET PLANTING LIST (ALONG PARKWAY AND BACK OF WALK)

TREES

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
TT	Tilia tomentosa	Silver Linden	24" Box	AS SHOWN	LOW
UP	Ulmus parvifolia 'Frondor'	Chinese Elm	24" Box	AS SHOWN	LOW

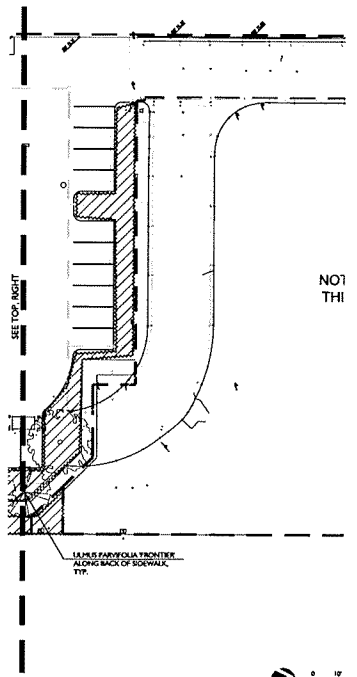
SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AG	Agave 'Blue Glow'	Blue Glow Agave	5 Gallon	3'-0" o.c.	LOW
CP	Coleonema pulchellum 'Sunset Gold'	Sunset Golden Breath of Heaven	5 Gallon	4'-0" o.c.	MOD
LP	Limonium perezii	Sea Lavender	5 Gallon	2'-0" o.c.	LOW
PS	Pennisetum setaceum 'Eaton Canyon'	Dwarf Red Fountain Grass	5 Gallon	1'-6" o.c.	LOW

WATER USE ZONES - PRELIMINARY

	LOW WATER USE	37,315 S.F.
	MODERATE WATER USE	5,000 S.F.
	HIGH WATER USE	70 S.F.
	TURF	1040 S.F.
	TOTAL PLANTING AREA	43,425 S.F.

WATER USE ZONES ARE DETERMINED BY WATER USE OF PLANT SPECIES PLANTINGED IN SPECIFIC HYDROZONE AREA. SEE PLANT LIST FOR PLANT AND WATER USE R EQUIREMENTS.



MITHŪ

GATE +ASSOCIA

PROJECT
Galeway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPe HOUSIN

SUBMISSION
RAS ZONING COMPLIANCE COMISSION

AT
KB
AP
JS

PRELIMINARY HYDROZONE PLAN AND PLANT LIST
1325800
MAY 1, 2015

L 2.01
RAS ZONING COMPLIANCE COMISS

© 2015 MITHUN, INC.

NOT FOR CONSTRUCTION

PROPOSED SITE FURNITURE -- SITE FURNISHING IS ILLUSTRATIVE OF THE TYPES OF SITE FURNISHING THAT SHALL BE INSTALLED AT THE PROJECT SITE

SITE FURNISHINGS

Bench

EXERCISE EQUIPMENT

Exercise Station

Table Tennis

OUTDOOR DINING

Reusable Outdoor Dining Area

Community Outdoor Dining

Table with Umbrella

OUTDOOR LIVING ROOM

Seating, Tables and Chairs

OUTDOOR GARDENING

Raised Vegetable Beds

MITHUN

SEATTLE

SAN FRANCISCO

GATES +ASSOCIATE

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
75% DD SUBMITTAL

AT
KB
AP
JS

SITE FURNISHING

1325800

MARCH 23, 2015

L3.01

75% DD SUBMITTAL

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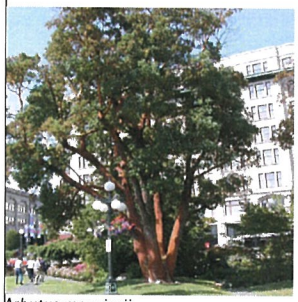
NOT FOR CONSTRUCTION

PROPOSED PLANT PALETTE - PLANT TYPES ARE REPRESENTATIVE OF THE TYPES OF TREES, SHRUBS AND GROUNDCOVERS THAT SHALL BE USED ON SITE.

TREES

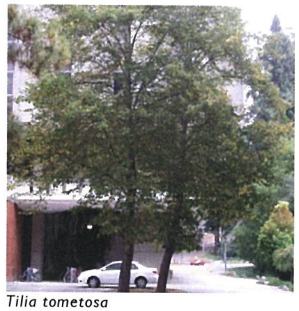


Arbutus menziesii
Madrone

Cercis canadensis
Eastern Redbud

Lagerstroemia
Crape Myrtle

Quercus robur
English Oak



Tilia tometosa
Silver Linden

Ulmus parvifolia
Chinese Pistache

SHRUBS

Anigozanthos
Kangaroo Paw

Coleonema p. 'Sunset Gold'
Gold Breathe of Heaven

Hemerocallis
Day Lily

Hebe 'Coed'
Hebe

Limonium perezii
Sea Lavender

Phormium
New Zealand Flax

GRASSES

Carex divulsa
Berkeley Sedge

Festuca idahoensis
Idaho Festuca

Juncus patens
California Gray Rush

Helictotrichon sempervirens
Blue Oat Grass

Leymus condensatus
Wild Rye

Lomandra longifolia
Mat Rush

MITHUN
SEATTLE
SAN FRANCISCO
GATES +ASSOCIATE

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
75% DD SUBMITTAL

AT
KB
AP
JS

PLANT PALETTE

1325800
MARCH 23, 2015

L3.02
75% DD SUBMITTAL

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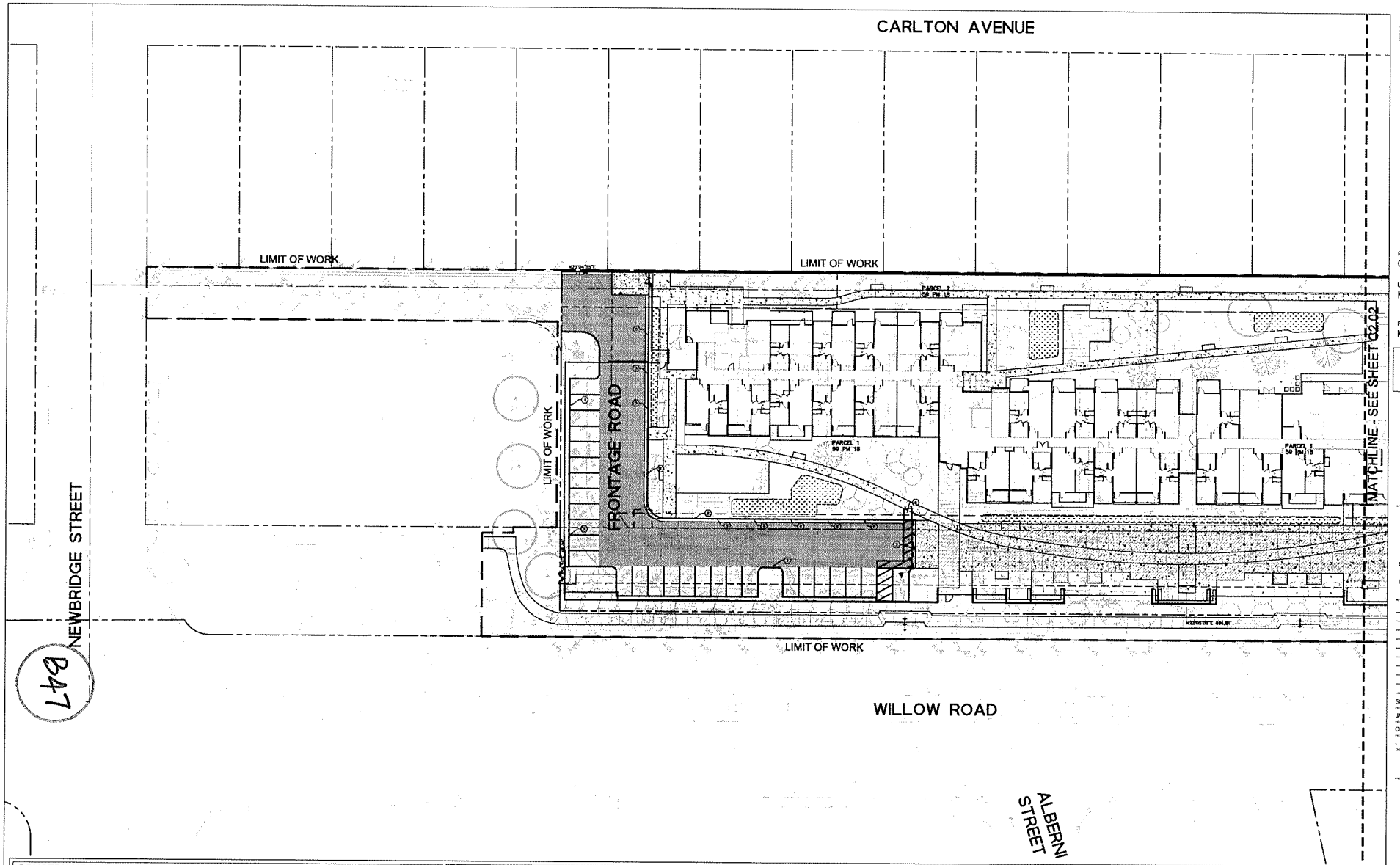
NOT FOR CONSTRUCTION



647

CONSTRUCTION KEY NOTES

1. 6" VERTICAL CURB PER DETAIL 1, SHEET C6.01.
2. 6" VERTICAL CURB AND GUTTER PER DETAIL 2, SHEET C6.01
3. ROLLED CURB AND GUTTER PER DETAIL 3, SHEET C6.01
4. 36" WIDE CONCRETE VALLEY GUTTER PER DETAIL 4, SHEET C6.01
5. CURB CUT PER DETAIL 7, SHEET C6.02
6. ADA CURB RAMP PER DETAIL 12, SHEET C6.02

SHEET NOTES

1. SEE LANDSCAPE PLANS FOR ALL FENCE, GATE, AND WALL DETAILS. SEE LANDSCAPE PLANS FOR ALL PLANTING INFORMATION

LEGEND

- PROJECT BOUNDARY
- CALTRANS RIGHT-OF-WAY
- ADJACENT PARCEL LINES
- OLD LOT LINES
- EXISTING EASEMENT LINE
- PARCEL/RIGHT-OF-WAY LINES TO BE REMOVED
- PROPOSED EASEMENT LINE
- STREET CENTER LINE
- MONUMENT LINE
- CURB AND GUTTER PER DETAIL 2, SHEET C6.01
- 6" VERTICAL CURB PER DETAIL 1, SHEET C6.01
- ROLLED CURB AND GUTTER PER DETAIL 3, SHEET C6.01
- CONCRETE VALLEY GUTTER PER DETAIL 4, SHEET C6.01
- SAWCUT LINE
- BIORETENTION BASIN
- AC PAVEMENT PER DETAIL 5, SHEET C6.01
- AC PAVEMENT IN FIRE LANE PER DETAIL 6, SHEET C6.01
- PEDESTRIAN CONCRETE PER DETAIL 7, SHEET C6.01
- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHŪN

BkF
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R45 ZONING COMPLIANCE

NO.	DATE	BY

DRAWN BY
SCOTT SCHORK
PROJECT MANAGER
JACOB NGUYEN
PROJECT ENGINEER
COLE GAUMNITZ

TITLE
CONCEPTUAL SITE PLAN

PROJECT NO.
20130051

DATE
MARCH 13, 2015

SHEET NUMBER
C2.01

50% DD

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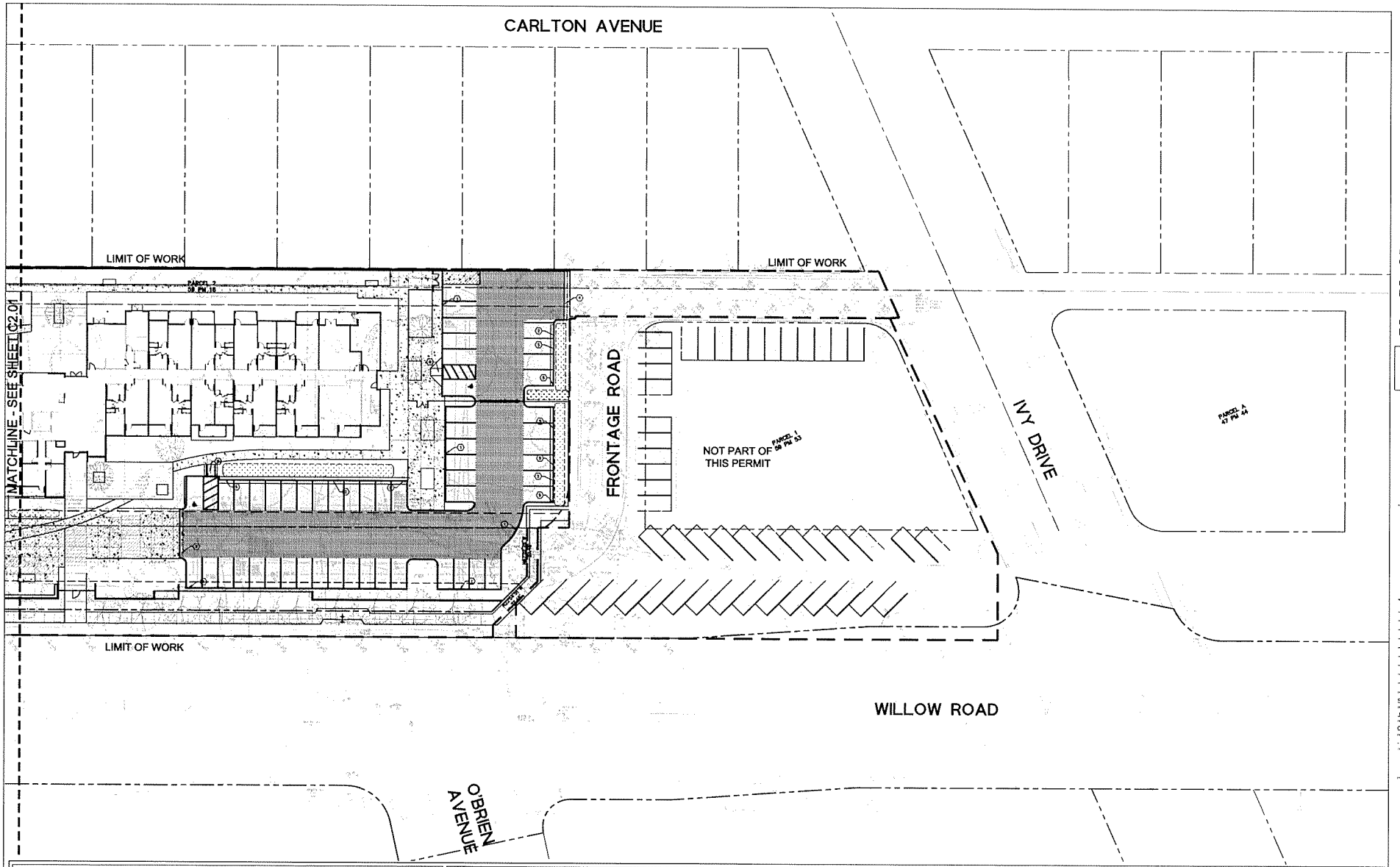

CONSTRUCTION KEY NOTES

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B48

SHEET NOTES

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LEGEND

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- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHŪN

BkF Engineers | Surveyors | Planners
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL SITE PLAN

20136051

MARCH 13, 2015

C2.02

50% DD

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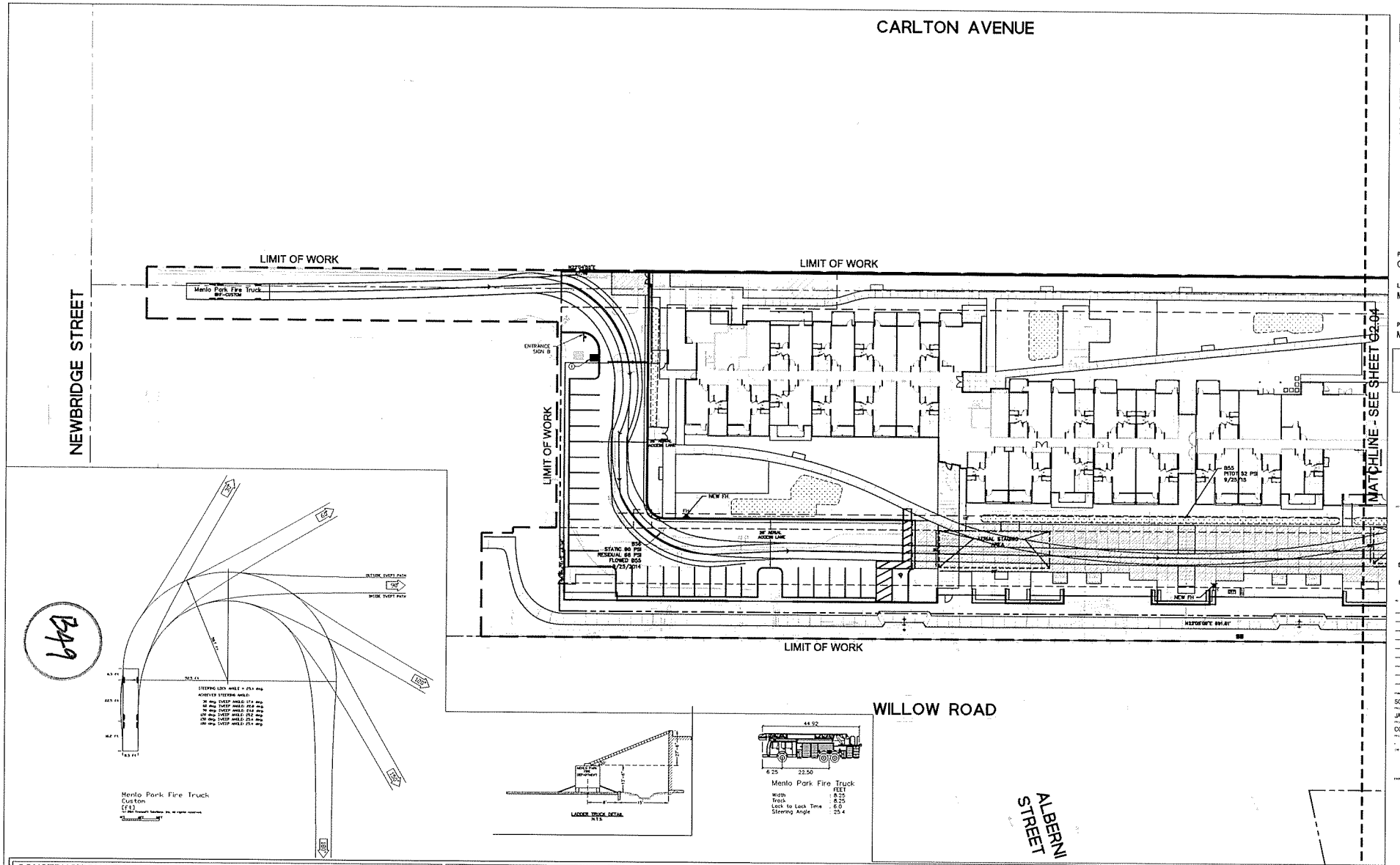

CONSTRUCTION KEY NOTES

① KNOX OVERRIDE KEY SWITCH

SHEET NOTES

1. FIRE APPARATUS ROADWAYS SHALL BE CAPABLE OF SUPPORTING THE IMPOSED WEIGHT OF A 75,000 POUND FIRE APPARATUS AND SHALL BE PROVIDED WITH AN ALL WEATHER DRIVING SURFACE. ONLY PAVED OR CONCRETE SURFACES ARE CONSIDERED TO BE ALL WEATHER DRIVING SURFACES. CALIFORNIA FIRE CODE (CFC) 2013, APPENDIX D.
2. ROADWAY WIDTH FOR PROJECT SHALL BE NO LESS THAN 26 FEET WIDE AND SHALL REQUIRE RED CURB STRIPING WITH NO PARKING SIGNAGE AS PER MENLO PARK FIRE DEPARTMENT (MPFD) STANDARD.
3. REQUIRED NO PARKING SIGNAGE INSTALLED AT AN APPROVED LOCATION AT ENTRANCES.
4. FIRE APPARATUS ROADWAYS, INCLUDING PUBLIC OR PRIVATE STREETS OR ROADS USED FOR VEHICLE ACCESS SHALL BE INSTALLED AND IN SERVICE PRIOR TO CONSTRUCTION. FIRE PROTECTION WATER SERVING ALL HYDRANTS SHALL BE PROVIDED AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
5. PRIOR TO COMBUSTIBLE MATERIAL ARRIVING ON THE SITE, CONTACT THE MENLO PARK FIRE PROTECTION DISTRICT TO SCHEDULE AN INSPECTION OF ROADWAYS AND FIRE HYDRANTS. CFC 2013.
6. ALL FIRE HYDRANTS SHALL BE WET BARREL STANDARD STEAMER TYPE WITH 1-4½" AND 2-2½" OUTLETS. MPFD CVC SECTION 507.5.1 APPENDIX C.
7. FIRE HYDRANT SHALL BE NO GREATER THAN 50 FEET FROM FIRE DEPARTMENT CONNECTION SERVING FIRE SUPPRESSION SYSTEM.

LEGEND

- PROJECT BOUNDARY
- CALTRANS RIGHT-OF-WAY
- ADJACENT PARCEL LINES
- OLD LOT LINES
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- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHUN
1420 FIFTH AVENUE SUITE 400 SEATTLE, WA 98101 (206) 623-3344
ENTRANCE: 250 Montgomery Street #700 San Francisco, CA 94104 (415) 362-3600

BKF
Engineers | Surveyors | Planners
1650 TECHNOLOGY DRIVE SUITE 650 SAN JOSE, CA 95110 408-467-9100 408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL FIRE ACCESS PLAN

20136051

MARCH 13, 2015

C2.03

50% DD

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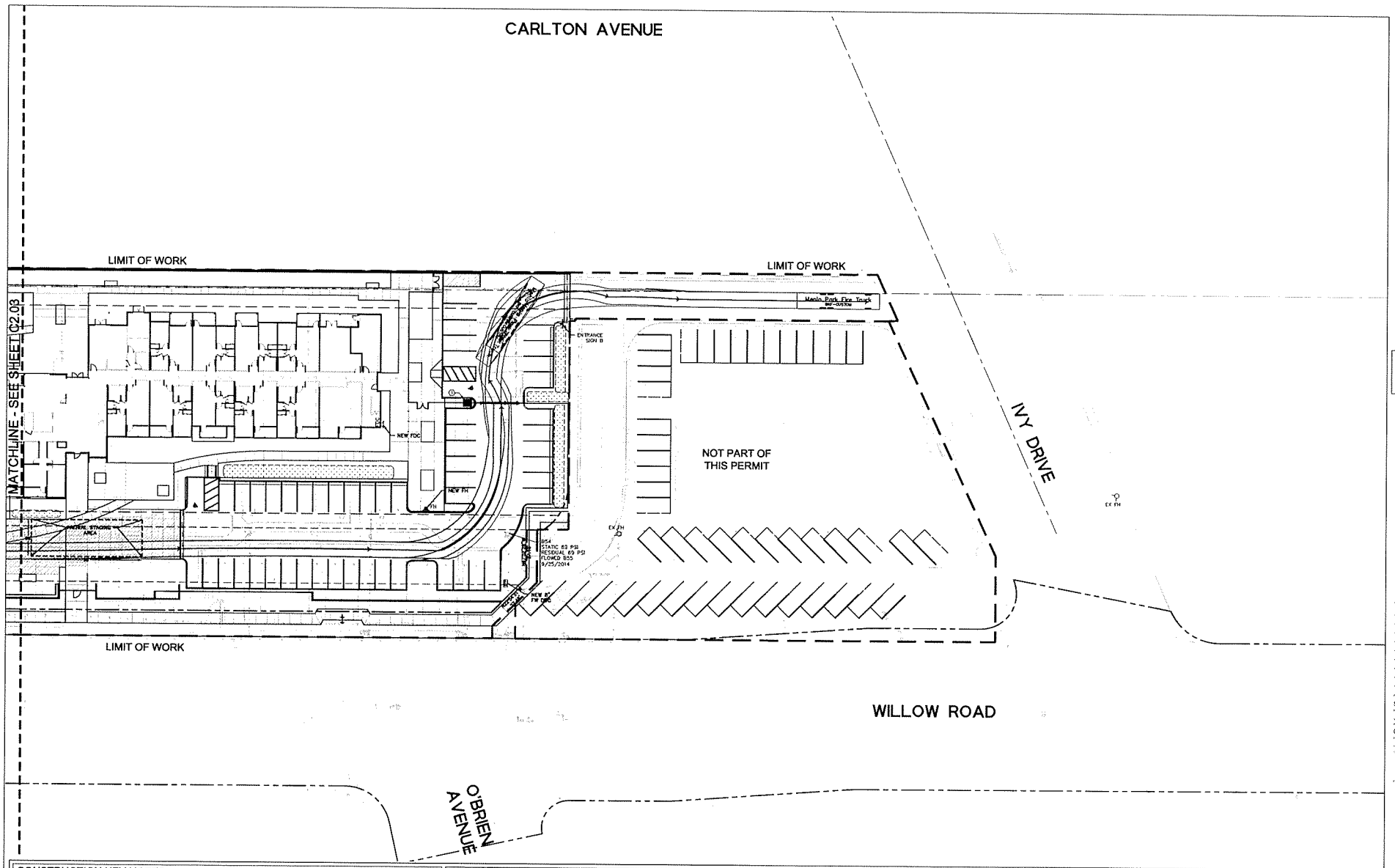

CONSTRUCTION KEY NOTES

① KNOX OVERRIDE KEY SWITCH

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LEGEND

- PROJECT BOUNDARY
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TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHŪN

BkF
Engineers | Surveyors | Planners
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL FIRE ACCESS PLAN

20130051
MARCH 13, 2015

C2.04
50% DD

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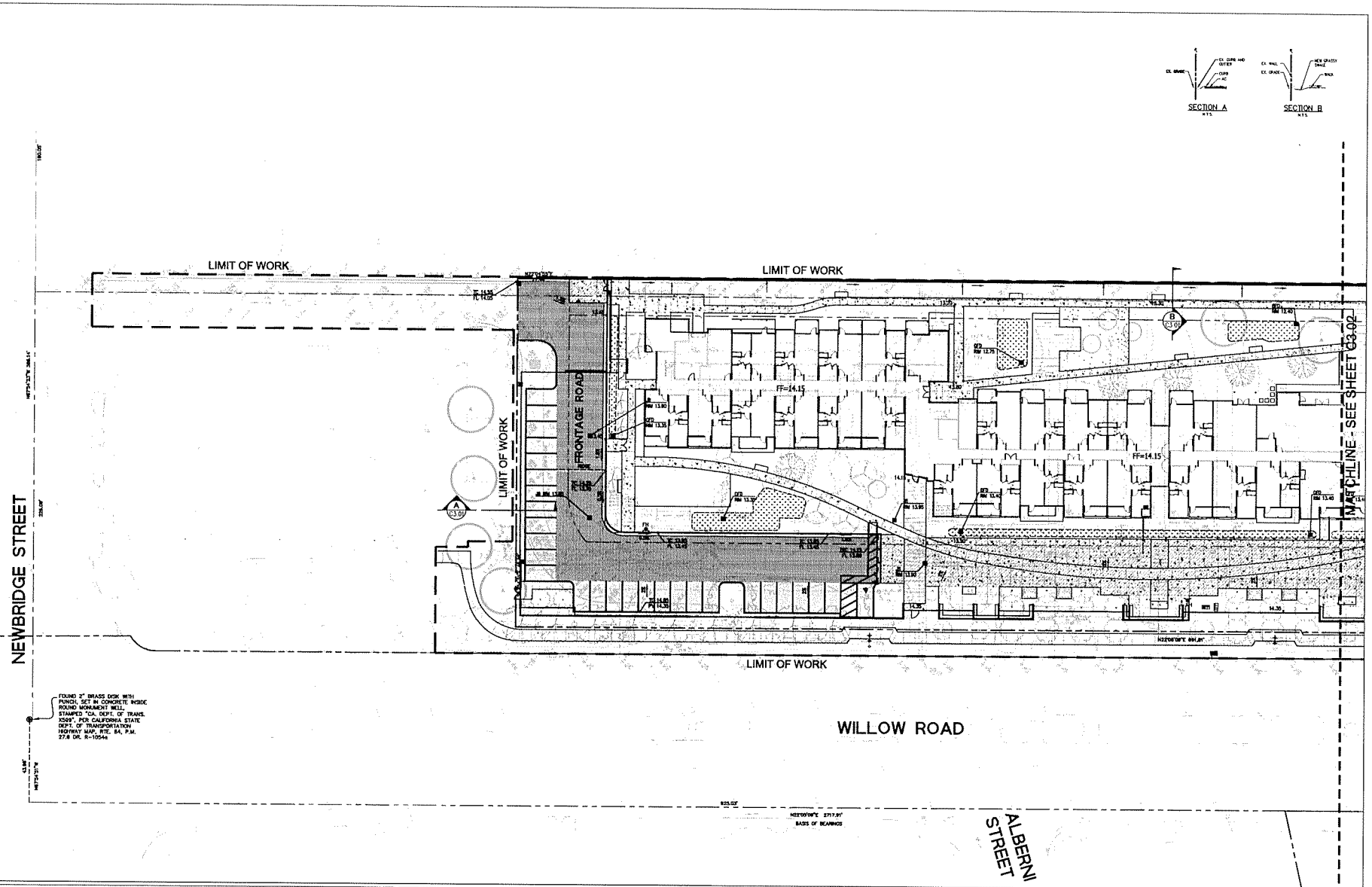

CONSTRUCTION KEY NOTES

198

SHEET NOTES

1. PER CALIFORNIA BUILDING CODE (CBC) §1804.4.3 REQUIRES A MINIMUM 5% SLOPE ON PERVIOUS SURFACES, AND 2% SLOPE ON IMPERVIOUS SURFACES WITHIN 10 FEET OF THE STRUCTURE UNLESS INTERCEPTED BY A SWALE.
2. ALL PAVED AREAS ARE TO SLOPE A MINIMUM OF 0.5% AND MAXIMUM OF 8%. ACCESSIBLE STALLS AND LOADING ZONES ARE TO SLOPE AT A MAXIMUM OF 2% IN ALL DIRECTIONS. ACCESSIBLE PATHWAYS ARE TO SLOPE AT A MAXIMUM OF 5% IN THE DIRECTION OF TRAVEL AND THE SLOPE CROSSWAYS TO THE DIRECTION OF TRAVEL SHALL BE AT A MAXIMUM OF 2%. ANY AREAS ON THE SITE NOT CONFORMING TO THESE BASIC RULES DUE TO EXISTING CONDITIONS OR DISCREPANCIES IN THE DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER/ARCHITECT PRIOR TO PROCEEDING WITH PLACEMENT OF BASE ROCK, FORM WORK AND/OR FLATWORK.

LEGEND

- PROJECT BOUNDARY
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TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHŪN
SEATTLE
SAN FRANCISCO
BKF
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHOFIX
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL GRADING AND DRAINAGE PLAN

20136051

MARCH 13, 2015

C3.01

50% DD

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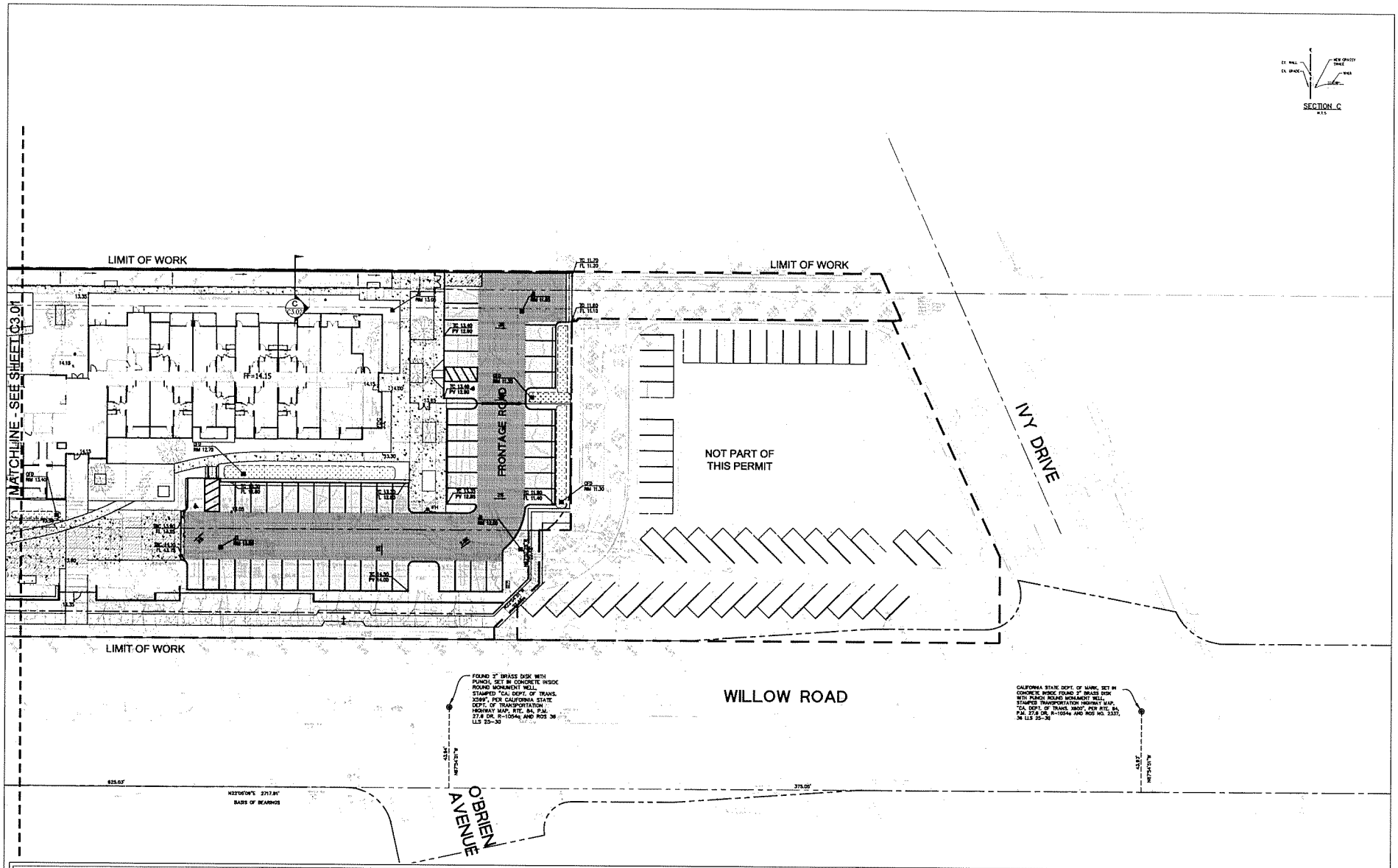

CONSTRUCTION KEY NOTES

B52

SHEET NOTES

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2. ALL PAVED AREAS ARE TO SLOPE A MINIMUM OF 0.5% AND MAXIMUM OF 8%. ACCESSIBLE STALLS AND LOADING ZONES ARE TO SLOPE AT A MAXIMUM OF 2% IN ALL DIRECTIONS. ACCESSIBLE PATHWAYS ARE TO SLOPE AT A MAXIMUM OF 5% IN THE DIRECTION OF TRAVEL AND THE SLOPE CROSSWAYS TO THE DIRECTION OF TRAVEL SHALL BE AT A MAXIMUM OF 2%. ANY AREAS ON THE SITE NOT CONFORMING TO THESE BASIC RULES DUE TO EXISTING CONDITIONS OR DISCREPANCIES IN THE DOCUMENTS ARE TO BE REPORTED TO THE ENGINEER/ARCHITECT PRIOR TO PROCEEDING WITH PLACEMENT OF BASE ROCK, FORM WORK AND/OR FLATWORK.

LEGEND

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TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHUN
SEATTLE
SAN FRANCISCO

BKF
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL GRADING AND DRAINAGE PLAN

20136051

MARCH 13, 2015

C3.02

50% DD

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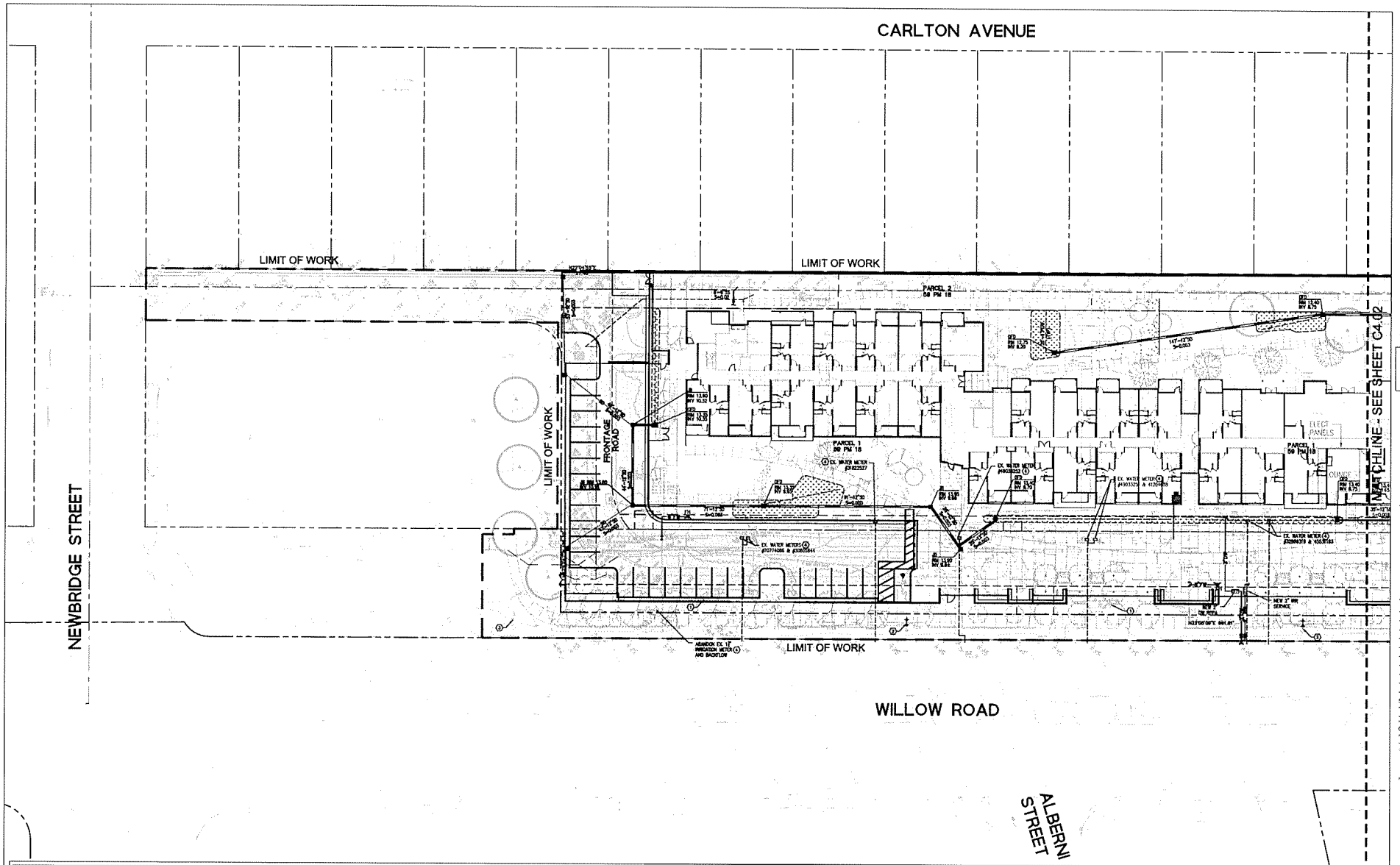

CONSTRUCTION KEY NOTES

1. EX. STREET LIGHT AND ASSOCIATED FOOTING, WIRING, CONDUIT & BOX TO BE REMOVED.
2. EX. DUAL ARM STREET LIGHT TO REMAIN. UPGRADE HEADS TO SINGLE ARM TO LIGHT NEW PUBLIC WALK ONLY. STREET LIGHTING TO CONFORM TO CITY OF MENLO PARK STREET LIGHT STANDARDS.
3. EX. DUAL ARM STREET LIGHT TO REMAIN.
4. WATER METERS TO BE REMOVED AND SERVICE LINES ABANDONED PER MPWD STD.

SHEET NOTES

1. ONSITE SANITARY SEWER SEWER MAIN IS OWNED BY WEST BAY SANITATION DISTRICT. STORM DRAIN SYSTEMS AND LATERALS ARE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER AS WELL AS WATER LINES AND APPURTENANCES DOWNSTREAM OF DOMESTIC METERS AND FIRE BACKFLOWS. THE WATER MAIN, FIRE HYDRANTS, FIRE BACKFLOW DEVICES AND WATER METERS ARE OWNED AND MAINTAINED BY MENLO PARK MUNICIPAL WATER DISTRICT (MPMWD).
2. FIRE WATER, TELEPHONE/COMMUNICATION, GAS, ELECTRICAL AND STREET LIGHT LINES & STRUCTURES ARE SHOWN FOR COORDINATION PURPOSES ONLY. SEE ELECTRICAL, FIRE PROTECTION, PLUMBING, AND POBE PLANS FOR MORE INFORMATION.
3. SEE LANDSCAPE PLANS FOR LANDSCAPE AREA DRAINS AND IRRIGATION LINES.
4. CONTRACTOR SHALL MAINTAIN 12" VERTICAL CLEARANCE ABOVE OR BELOW EXISTING AND NEW UTILITIES CROSSING.
5. HORIZONTAL DIMENSIONS ARE TAKEN FROM CENTER OF PIPE TO CENTER OF PIPE. RIM ELEVATION ARE SPECIFIED AT THE CENTER OF THE FRAME.
6. TRENCHES :
   A) UTILITY TRENCHES PER GEOTECHNICAL REPORT.
7. PIPE MATERIAL:
   A) PRIVATE SD: PVC SDR-26, UNLESS OTHERWISE NOTED
   B) PUBLIC SD: RCP CLASS 3
   C) PRIVATE SS: PVC SDR-26
   E) WATER (PUBLIC & PRIVATE): PVC AWWA C900, DR 14, CLASS 350 PER MPMWD.

LEGEND

- PROJECT BOUNDARY
- CALTRANS RIGHT-OF-WAY
- ADJACENT PARCEL LINES
- OLD LOT LINES
- EXISTING EASEMENT LINE
- PARCEL/RIGHT-OF-WAY LINES TO BE REMOVED
- PROPOSED EASEMENT LINE
- STREET CENTER LINE
- MONUMENT LINE
- CURB AND GUTTER PER DETAIL 2, SHEET C6.01
- 6" VERTICAL CURB PER DETAIL 1, SHEET C6.01
- ROLLED CURB AND GUTTER PER DETAIL 3, SHEET C6.01
- CONCRETE VALLEY GUTTER PER DETAIL 4, SHEET C6.01
- SAWCUT LINE
- BIORETENTION BASIN
- AC PAVEMENT PER DETAIL 5, SHEET C6.01
- AC PAVEMENT IN FIRE LANE PER DETAIL 6, SHEET 6.01.
- PEDESTRIAN CONCRETE PER DETAIL 7, SHEET C6.01.
- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01.

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHUN
SEATTLE
BAY FRANCISCO

BKF
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL UTILITY PLAN

20136051

MAY 1, 2015

C4.01

R4S ZONING COMPLIANCE RESUBMITTAL

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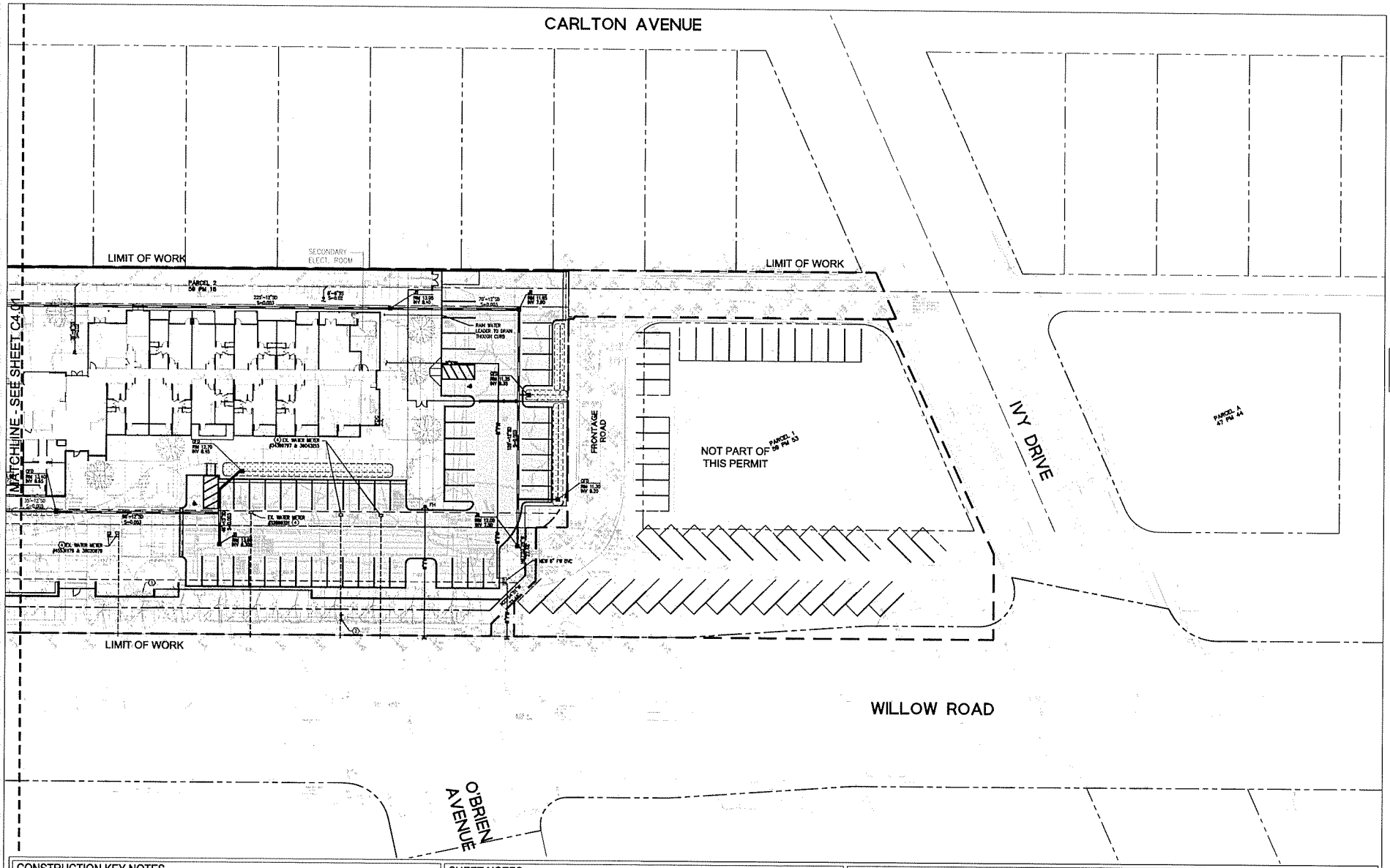

CONSTRUCTION KEY NOTES

1. EX. STREET LIGHT AND ASSOCIATED FOOTING, WIRING, CONDUIT & BOX TO BE REMOVED.
2. EX. DUAL ARM STREET LIGHT TO REMAIN. UPGRADE HEADS TO SINGLE ARM TO LIGHT NEW PUBLIC WALK ONLY. STREET LIGHTING TO CONFORM TO CITY OF MENLO PARK STREET LIGHT STANDARDS.
3. EX. DUAL ARM STREET LIGHT TO REMAIN.
4. WATER METERS TO BE REMOVED AND SERVICE LINES ABANDONED PER MPWD STD.

B54

SHEET NOTES

1. ONSITE SANITARY SEWER SEWER MAIN IS OWNED BY WEST BAY SANITATION DISTRICT. STORM DRAIN SYSTEMS AND LATERALS ARE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER AS WELL AS WATER LINES AND APPURTENANCES DOWNSTREAM OF DOMESTIC METERS AND FIRE BACKFLOWS. THE WATER MAIN, FIRE HYDRANTS, FIRE BACKFLOW DEVICES AND WATER METERS ARE OWNED AND MAINTAINED BY MENLO PARK MUNICIPAL WATER DISTRICT (MPMWD).
2. FIRE WATER, TELEPHONE/COMMUNICATION, GAS, ELECTRICAL, AND STREET LIGHT LINES & STRUCTURES ARE SHOWN FOR COORDINATION PURPOSES ONLY. SEE ELECTRICAL, FIRE PROTECTION, PLUMBING, AND PG&E PLANS FOR MORE INFORMATION.
3. SEE LANDSCAPE PLANS FOR LANDSCAPE AREA DRAINS AND IRRIGATION LINES.
4. CONTRACTOR SHALL MAINTAIN 12" VERTICAL CLEARANCE ABOVE OR BELOW EXISTING AND NEW UTILITIES CROSSING.
5. HORIZONTAL DIMENSIONS ARE TAKEN FROM CENTER OF PIPE TO CENTER OF PIPE. RIM ELEVATION ARE SPECIFIED AT THE CENTER OF THE FRAME.
6. TRENCHES :
   A) UTILITY TRENCHES PER GEOTECHNICAL REPORT.
7. PIPE MATERIAL:
   A) PRIVATE SD: PVC SDR-26, UNLESS OTHERWISE NOTED
   B) PUBLIC SD: RCP CLASS 3
   C) PRIVATE SS: PVC SDR-26
   E) WATER (PUBLIC & PRIVATE): PVC AWWA C900, DR 14, CLASS 350 PER MPMWD.

LEGEND

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TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHUN
SEATTLE
SAN FRANCISCO

BKF ENGINEERS | SURVEYORS | PLANNERS
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
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PROJECT
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LOCATION
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PREPARED FOR
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MidPen HOUSING

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JACOB NGUYEN
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CONCEPTUAL UTILITY PLAN
20136051
MAY 1, 2015

C4.02
R4S ZONING COMPLIANCE RESUBMITTAL
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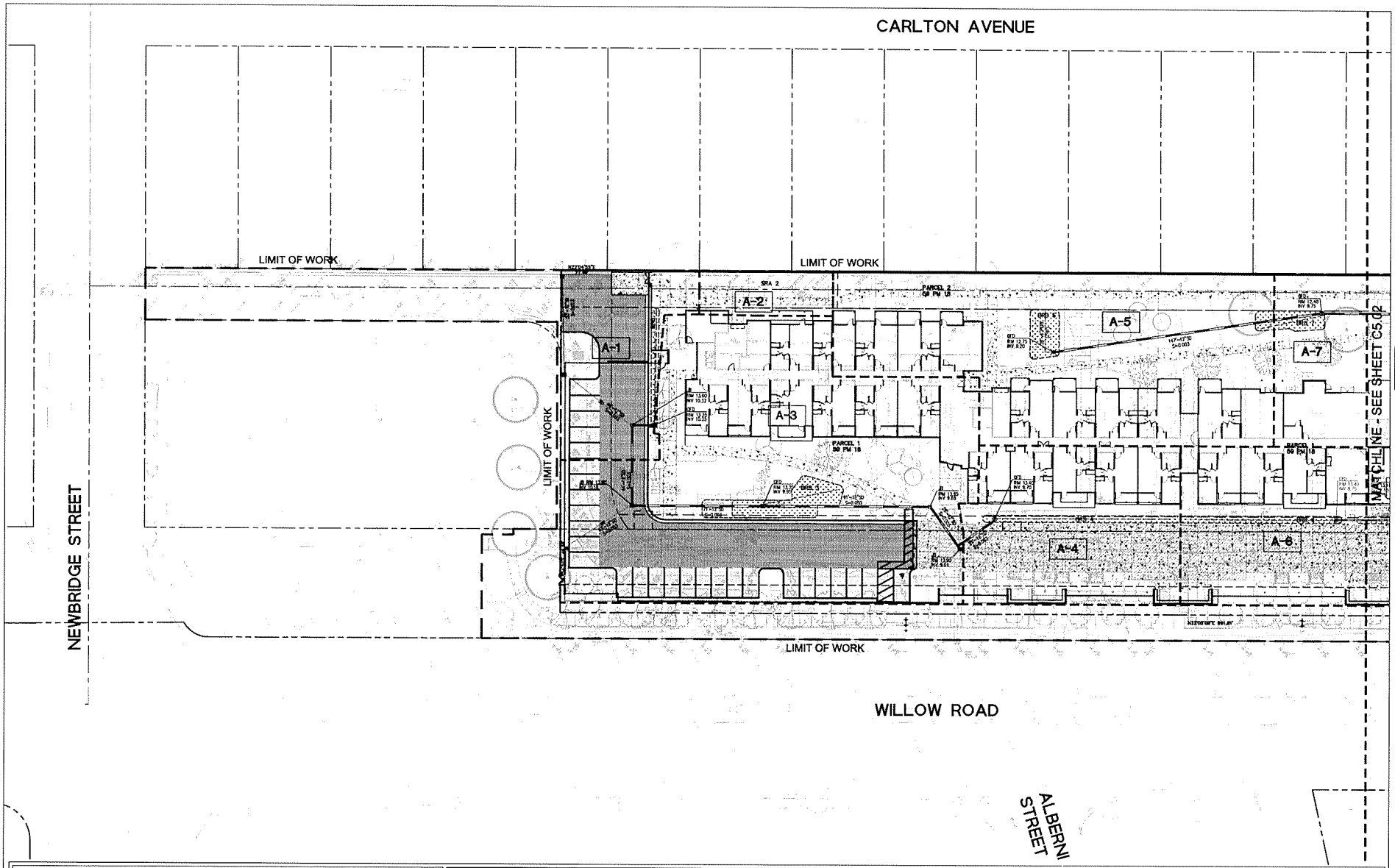

CONSTRUCTION KEY NOTES	SHEET NOTES	LEGEND	TRUE NORTH
8 15		PROJECT BOUNDARY CALTRANS RIGHT-OF-WAY ADJACENT PARCEL LINES OLD LOT LINES EXISTING EASEMENT LINE PARCEL/RIGHT-OF-WAY LINES TO BE REMOVED PROPOSED EASEMENT LINE STREET CENTER LINE A-X DRAINAGE AREA BOUNDARY BIORETENTION BASIN AC PAVEMENT PER DETAIL 5, SHEET C6.01 AC PAVEMENT IN FIRE LANE PER DETAIL 6, SHEET 6.01 PEDESTRIAN CONCRETE PER DETAIL 7, SHEET C6.01 VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01	GRAPHIC SCALE GRAPHIC SCALE 20 0 20 40 SCALE: 1"=20'

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COLE GAUMNITZ

CONCEPTUAL STORMWATER CONTROL PLAN

20130051

MARCH 13, 2015

C5.01

50% DD

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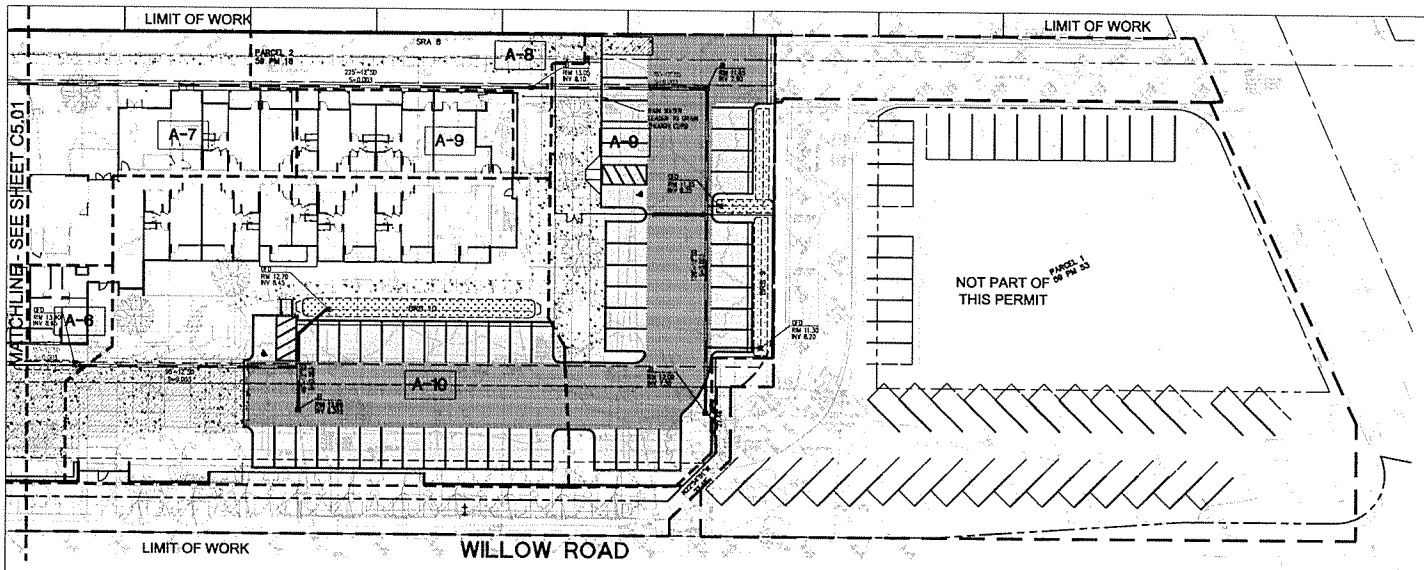

TREATMENT CONTROL MEASURE SUMMARY

DRAINAGE AREAS	DRAINAGE AREA SIZE (SQ FT)	PERVIOUS SURFACE (SQ FT)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SQ FT)	TYPE OF IMPERVIOUS SURFACE	TREATMENT AREA (BIORETENTION AT 4% OF IMPERVIOUS AREA) SELF-RETAINING (1/2 OF IMPERVIOUS AREA) REQUIRED (SF)	PROVIDED (SF)	TREATMENT CONTROL	CONFORMS TO SIZE STANDARD?
A-1	5,975	1,375	LANDSCAPE	4,600	ASPHALT CONCRETE D.G	185	190	BIORETENTION BASIN (BRB) 1	YES
A-2	1,730	1,125	LANDSCAPE	605	CONCRETE	N/A	N/A	SELF-RETAINING AREA(SRA) 2	YES
A-3	28,170	6,905	LANDSCAPE	21,265	CONCRETE D.G. ROOF	850	850	BRB 3	YES
A-4	9,960	2,460	LANDSCAPE	7,500	CONCRETE D.G. ROOF	300	300	BRB 4	YES
A-5	19,440	9,100	LANDSCAPE	10,340	CONCRETE ROOF	415	415	BIORETENTION BASIN 5	YES
A-6	10,770	2,725	LANDSCAPE	8,045	CONCRETE D.G. ROOF	320	325	BIORETENTION BASIN 6	YES
A-7	11,645	3,810	LANDSCAPE	7,835	CONCRETE D.G. ROOF	315	315	BIORETENTION BASIN 7	YES
A-8	3,400	2,220	LANDSCAPE	1,180	CONCRETE	N/A	N/A	SELF-RETAINING AREA 8	YES
A-9	17,125	2,600	LANDSCAPE	14,525	ASPHALT CONCRETE ROOF	580	580	BIORETENTION BASIN 9	YES
A-10	22,550	5,590	LANDSCAPE	16,960	ASPHALT CONCRETE D.G. - ROOF	680	680	BIORETENTION BASIN 10	YES

*PROJECT REPLACES >50% OF EXISTING IMPERVIOUS SURFACE. THEREFORE ONLY NEWLY REPLACED AND OR CREATED IMPERVIOUS SURFACES NEED TO BE TREATED. SEE PROJECT C.3 DATA FORM AND INFILTRATION/HARVESTING AND USE FEASIBILITY SCREENING WORKSHEET ON FILE WITH CITY OF MENLO PARK

CONSTRUCTION KEY NOTES

SHEET NOTES

LEGEND

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TRUE NORTH

GRAPHIC SCALE

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SCALE: 1"=20'

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BkF ENGINEERS

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SUITE 200
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CONCEPTUAL STORMWATER CONTROL PLAN

20130051

MARCH 13, 2015

C5.02

50% DD

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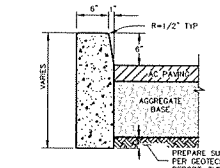
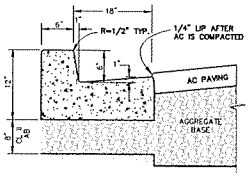
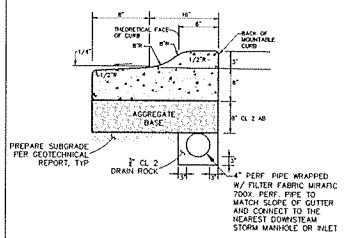


857

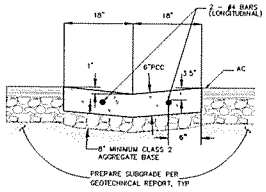
1 PRIVATE VERTICAL CURB



2 PRIVATE VERTICAL CURB AND GUTTER

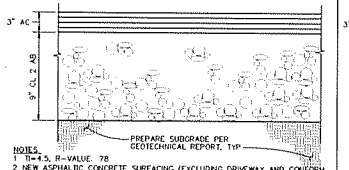


3 SPILL ROLLED CURB & GUTTER



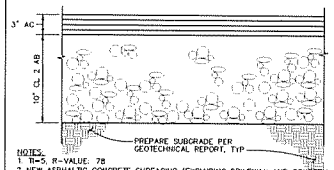
EXPANSION JOINTS WITH 1/2" x 12" SLIP DOWELS AT 20 FEET INTERVALS. EXPANSION JOINTS SHALL BE 1/4"

4 PRIVATE VALLEY GUTTER



NOTES:
1. TI=4.5, R-VALUE: 78
2. NEW ASPHALTIC CONCRETE SURFACING (EXCLUDING DRIVEWAY AND CONFORM PAVING) SHALL BE SLURRY SEALED.
3. CLASS 2 AGGREGATE BASE SHALL BE 95% RELATIVE COMPACTED AND PER CALTRANS STANDARDS.
4. SUBGRADE SHALL BE 95% RELATIVE COMPACTED AND PER GEOTECHNICAL REPORT

5 PRIVATE ASPHALT CONCRETE SECTION



NOTES:
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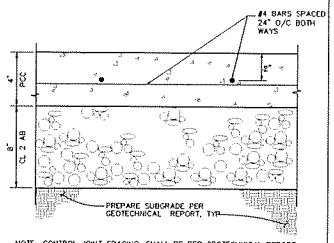
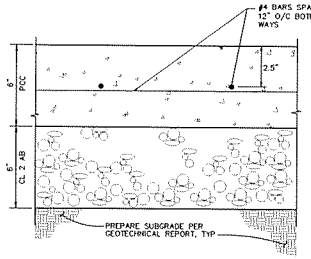
2. NEW ASPHALTIC CONCRETE SURFACING (EXCLUDING DRIVEWAY AND CONFORM PAVING) SHALL BE SLURRY SEALED.
3. CLASS 2 AGGREGATE BASE SHALL BE 95% RELATIVE COMPACTED AND PER CALTRANS STANDARDS.
4. SUBGRADE SHALL BE 95% RELATIVE COMPACTED AND PER GEOTECHNICAL REPORT

6 PRIVATE ASPHALT CONCRETE IN FIRE LANE



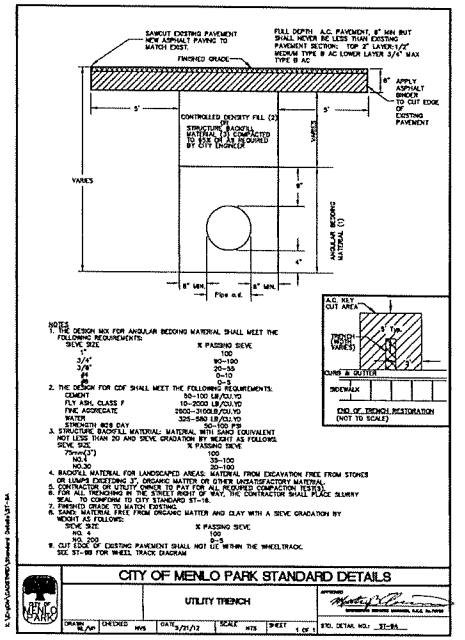
NOTE: CONTROL JOINT SPACING, SHALL BE PER GEOTECHNICAL REPORT

7 PRIVATE EXTERIOR CONCRETE FLATWORK



NOTE: CONTROL JOINT SPACING, SHALL BE PER GEOGRAPHICAL REPORT

8 PRIVATE CONCRETE SECTION FIRE LANE



NOTES
1. THE DESIGN MIX FOR ANGULAR BEDDING MATERIAL SHALL MEET THE FOLLOWING REQUIREMENTS:

SIEVE SIZE	% PASSING SIEVE
1"	100
3/4"	90-100
3/8"	20-55
#4	0-10
#8	0-5

2. THE DESIGN FOR CDF SHALL MEET THE FOLLOWING REQUIREMENTS:

CEMENT	50-100 LB/CU YD
FLY ASH, CLASS F	1000-2000 LB/CU YD
FINE AGGREGATE	1900-3000 LB/CU YD
WATER	325-580 LB/CU YD
STRENGTH @28 DAY	50-100 PSI

3. STRUCTURE BACKFILL MATERIAL WITH SAND EQUIVALENT NOT LESS THAN 20 AND SIEVE GRADATION BY WEIGHT AS FOLLOWS:

SIEVE SIZE	% PASSING SIEVE
1"	100
3/4"	90-100
#4	35-100
#30	20-100

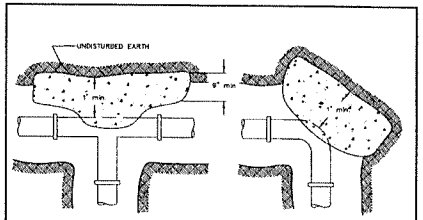
4. BACKFILL MATERIAL FOR LANDSCAPED AREAS: MATERIAL FROM EXCAVATION FREE FROM STONES OR LUMPS EXISTING 3" ORGANIC MATTER OR OTHER UNSATISFACTORY MATERIAL
5. CONTRACTOR OR UTILITY OWNER TO WATER TEST ALL REQUIRED COMPACTION TESTS.
6. FOR ALL TRENCHING IN THE STREET PORT OF WAY, THE TRENCH SHALL BE PLACE SLURRY SEAL TO CONFORM TO CITY STANDARD ST-16.
7. FINISHED GRADE TO MATCH EXISTING
8. SAND MATERIAL FREE FROM ORGANIC MATTER AND CLAY WITH A SIEVE GRADATION BY WEIGHT AS FOLLOWS:

SIEVE SIZE	% PASSING SIEVE
NO. 4	100
NO. 200	0-5

9. CUT EDGE OF EXISTING PAVEMENT SHALL NOT LIE WITHIN THE WHEELTRACK. SEE ST-98 FOR WHEEL TRACK DIAGRAM

CITY OF MENLO PARK STANDARD DETAILS
UTILITY TRENCH
DRAWN: M_AH | CHECKED: MWS | DATE: 5/31/12 | SCALE: NTS | SHEET: 1 OF 1
STD. DETAIL NO.: ST-98

9 UTILITY TRENCH DETAIL

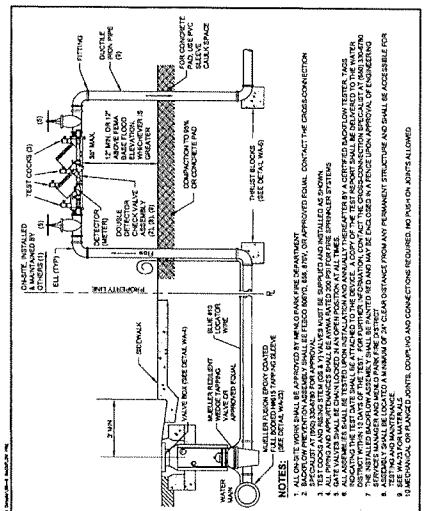


SIZE OF BRANCH PIPE	MINIMUM REQUIRED BEARING AREAS – in square feet									
	TYPICAL CLAY SOIL (1000 psf)					CLEAN GRANULAR SOIL (2500 psf)				
	11¼°	22½°	45°	90°	Tee	11¼°	22½°	45°	90°	Tee
4"					2.5					
6"	2.0	2.0	3.0	5.5	4.0	2.0	2.0	2.0	2.0	2.0
8"	2.0	2.5	5.0	9.5	6.5	2.0	2.0	2.0	4.0	3.0
12"	3.0	6.0	11.5	21.5	15.5	2.0	2.5	5.0	9.0	6.0
16"	5.0	10.5	20.5	38.0	27.0	2.0	4.0	8.0	15.0	11.0

NOTES:
1. ALL NUTS, BOLTS AND COUPLINGS SHALL BE KEPT CLEAR OF CONCRETE.
2. ALL BLOCKS MUST BEAR AGAINST UNDISTURBED EARTH.
3. REINFORCING STEEL, #@12" O.C. REQUIRED FOR BLOCKS LARGER THAN 5 SQ.FT. OR AS DIRECTED BY THE CITY ENGINEERING SERVICE MANAGER.
4. CONCRETE FOR THRUST BLOCK SHALL BE CLASS B (5 SACKS)@ 2500psi MIN
5. SEE DETAIL WA-23 FOR PIPE COVERING REQUIREMENTS.
6. MECHANICAL OR FLANGED JOINTS, COUPLINGS AND CONNECTIONS REQUIRED (NO PUSH ON JOINTS ALLOWED)

CITY OF MENLO PARK STANDARD DETAILS
THRUST BLOCKING FOR TEES AND BENDS
DRAWN: T.E | CHECKED: MP | DATE: 3/24/03 | SCALE: NTS | SHEET: 1 OF 1
STD. DETAIL No.: WA-3

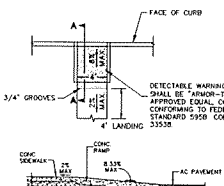
10 THRUST BLOCK



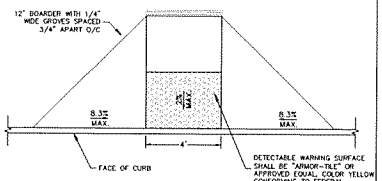
NOTES:
1. ALL ON-SITE WORK SHALL BE APPROVED BY MENLO PARK FIRE DEPARTMENT.
2. BACKFLOW PREVENTER ASSEMBLY SHALL BE FEDDO 8887D, 888, 875Y, OR APPROVED EQUAL. CONTACT THE CROSS-CONNECTION SPECIALIST AT (650) 330-6740 FOR INSPECTION AND TESTING.
3. TEST COCKS AND RISING STEM OS & Y VALVES MUST BE SUPPLIED AND INSTALLED AS SHOWN
4. ALL VALVES SHALL BE OPERATED BY THE OWNER ONLY. CONTACT THE OWNER FOR ACCESS.
5. GATE VALVES SHALL BE OPEN LOCKED IN AN OPEN POSITION AT ALL TIMES.
6. THE BACKFLOW PREVENTER SHALL BE TESTED BY A CERTIFIED BACKFLOW TESTER PRIOR TO REQUESTING THE TEST DATE SHALL BE ATTACHED TO THE DEVICE. A COPY OF THE TEST REPORT SHALL BE DELIVERED TO THE WATER DISTRICT WITHIN 15 DAYS OF THE TEST. FAILURE TO PERFORM THE TEST AND SUBMIT A REPORT WITHIN THE TIME LIMIT MAY RESULT IN THE WATER SERVICE BEING TURNED OFF. IN FACT, THE CROSS-CONNECTION SPECIALIST AT (650) 330-6740
7. THE INSTALLATION OF THE TEST PORT SHALL BE PERFORMED BY A LICENSED PLUMBER AND SHALL BE APPROVED BY THE SERVICE MANAGER AND MENLO PARK FIRE DISTRICT.
8. THE BACKFLOW PREVENTER SHALL BE TESTED ANNUALLY AND AFTER ANY REPAIR OR ALTERATION.
9. THE BACKFLOW PREVENTER SHALL BE LOCATED A MINIMUM OF 4FT CLEAR DISTANCE FROM ANY PERMANENT STRUCTURE AND SHALL BE ACCESSIBLE FOR TESTING AND MAINTENANCE.
10. MECHANICAL OR FLANGED JOINTS, COUPLINGS AND CONNECTIONS REQUIRED. NO PUSH-ON JOINTS ALLOWED

CITY OF MENLO PARK STANDARD DETAILS
BACKFLOW PREVENTION INSTALLATION FOR ON-SITE FIRE SERVICE
DRAWN: T.E | CHECKED: MP | DATE: 3/24/03 | SCALE: NTS | SHEET: 1 OF 1
STD. DETAIL No.: WA-8

11 PRIVATE BACKFLOW PREVENTER



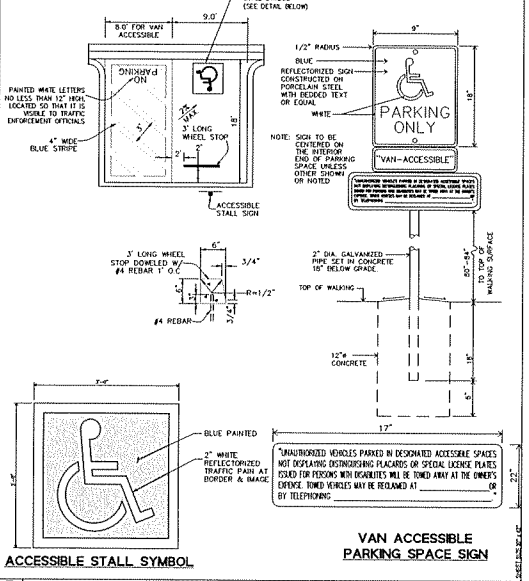
CURB RAMP (TYPE 1)



CURB RAMP (TYPE 2)

12 ADA CURB RAMP

NOTE:
1. ACCESSIBLE PARKING FACILITIES SHALL COMPLY WITH CBC 1129 A.
2. BLANK SPACES SHALL BE FILLED IN W/ APPROPRIATE INFORMATION AS A PERMANENT PART OF SIGN.
3. LETTERING SHALL BE AT LEAST 1" IN HEIGHT
4. ACCESSIBLE PARKING SIGNS SHALL CONFORM WITH CURRENT ADA AND CALIFORNIA ACCESSIBLE TITLE-24 CODES AND REGULATIONS CBC 1109 A.
5. 2% MAX SLOPE AT ACCESSIBLE STALL IN ANY DIRECTION



ACCESSIBLE STALL SYMBOL

VAN ACCESSIBLE PARKING SPACE SIGN

13 ADA PARKING STALL

NOT FOR CONSTRUCTION

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SEATTLE
SAN FRANCISCO

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R4S ZONING COMPLIANCE RESUBMITTAL

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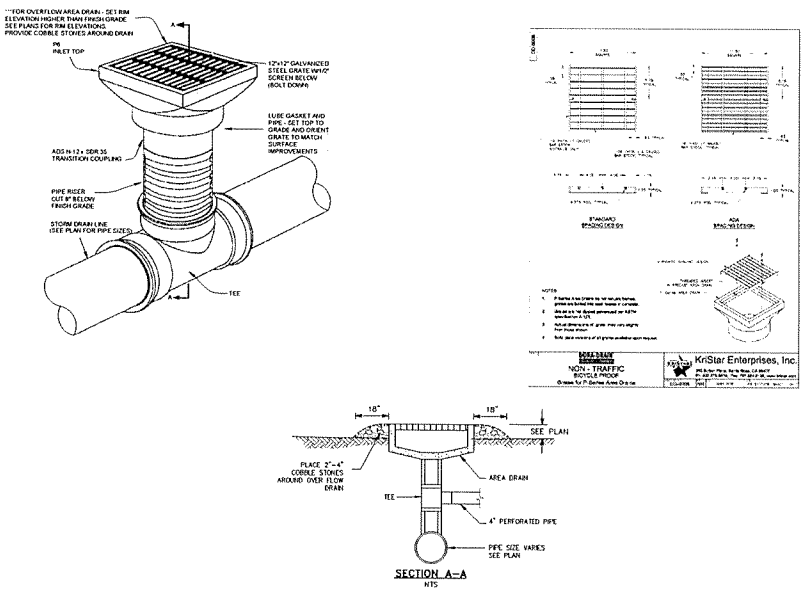
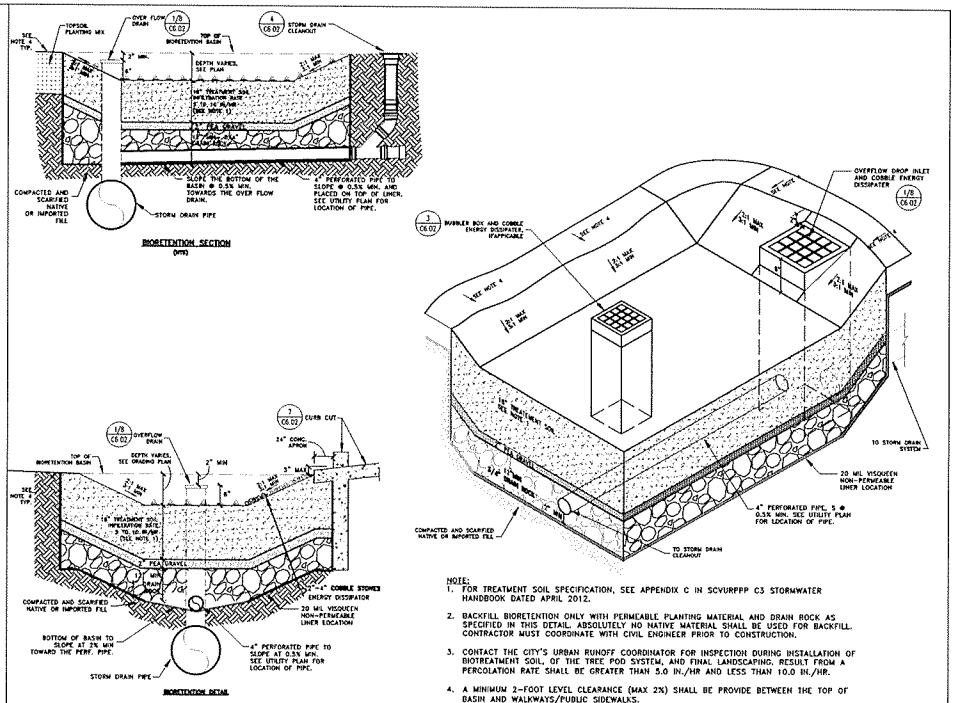
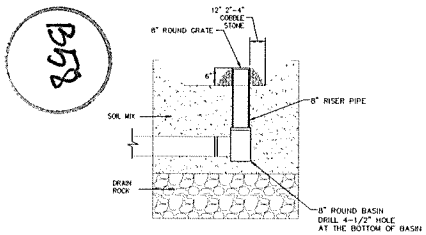


1 PRIVATE OVERFLOW DRAIN (TYPE 1)

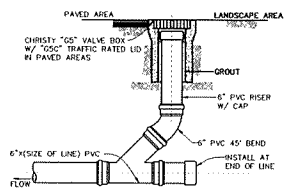


NOTE:
1. FOR TREATMENT SOIL SPECIFICATION, SEE APPENDIX C IN SCVURPPP C3 STORMWATER HANDBOOK DATED APRIL 2012.
2. BACKFILL BIORETENTION ONLY WITH PERMEABLE PLANTING MATERIAL AND DRAIN ROCK AS SPECIFIED IN THIS DETAIL. ABSOLUTELY NO NATIVE MATERIAL SHALL BE USED FOR BACKFILL. CONTRACTOR MUST COORDINATE WITH CIVIL ENGINEER PRIOR TO CONSTRUCTION.
3. CONTACT THE CITY'S URBAN RUNOFF COORDINATOR FOR INSPECTION DURING INSTALLATION OF BIOTREATMENT SOIL, OF THE TREE POD SYSTEM, AND FINAL LANDSCAPING. RESULT FROM A PERCOLATION RATE SHALL BE GREATER THAN 5.0 IN./HR AND LESS THAN 10.0 IN./HR.
4. A MINIMUM 2-FOOT LEVEL CLEARANCE (MAX 2%) SHALL BE PROVIDE BETWEEN THE TOP OF BASIN AND WALKWAYS/PUBLIC SIDEWALKS.

2 PRIVATE BIORETENTION BASIN

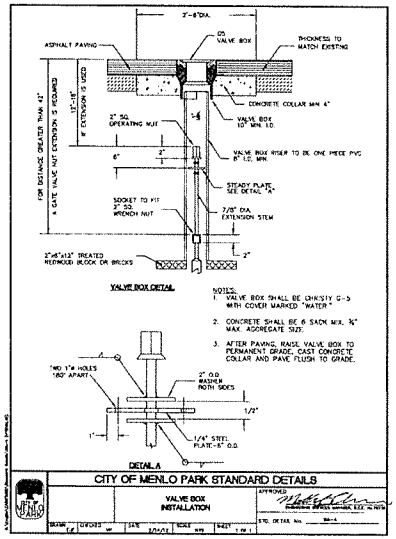


3 PRIVATE BUBBLE-UP BOX

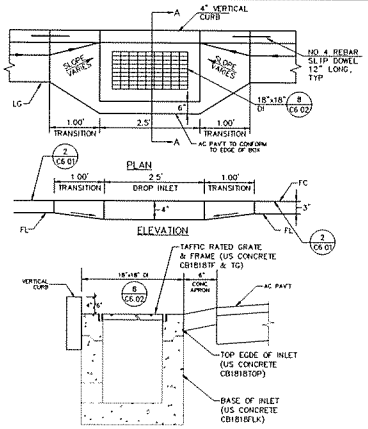


NOTES:
1. ALL PVC PIPE TO BE SDR 35.
2. LIDS SHALL BE MARKED "SD" FOR STORM DRAIN & "SS" FOR SANITARY SEWER.
3. INSTALL H20 TRAFFIC LOADING FRAME & COVER WHEN CLEAN-OUTS ARE SUBJECT TO VEHICULAR TRAFFIC

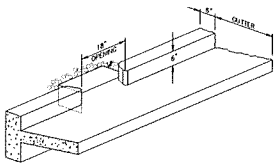
4 STORM DRAIN CLEAN OUT



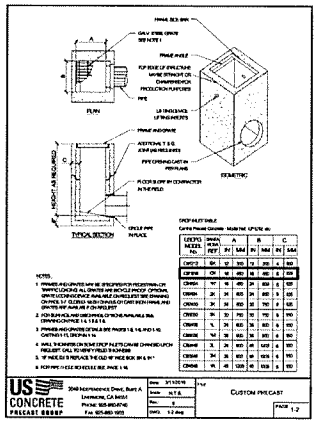
5 WATER VALVE BOX



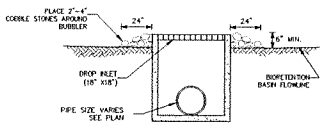
6 PRIVATE CATCH BASIN



7 PRIVATE CURB CUT



8 PRIVATE OVERFLOW DRAIN (TYPE 2)/JUNCTION BOX



NOT FOR CONSTRUCTION

MITHŪN
SEATTLE
SAN FRANCISCO
BKF
1650 TECHNOLOGY DRIVE SUITE 650 SAN JOSE, CA 95110 408-467-9100 408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

NO	DATE	BY

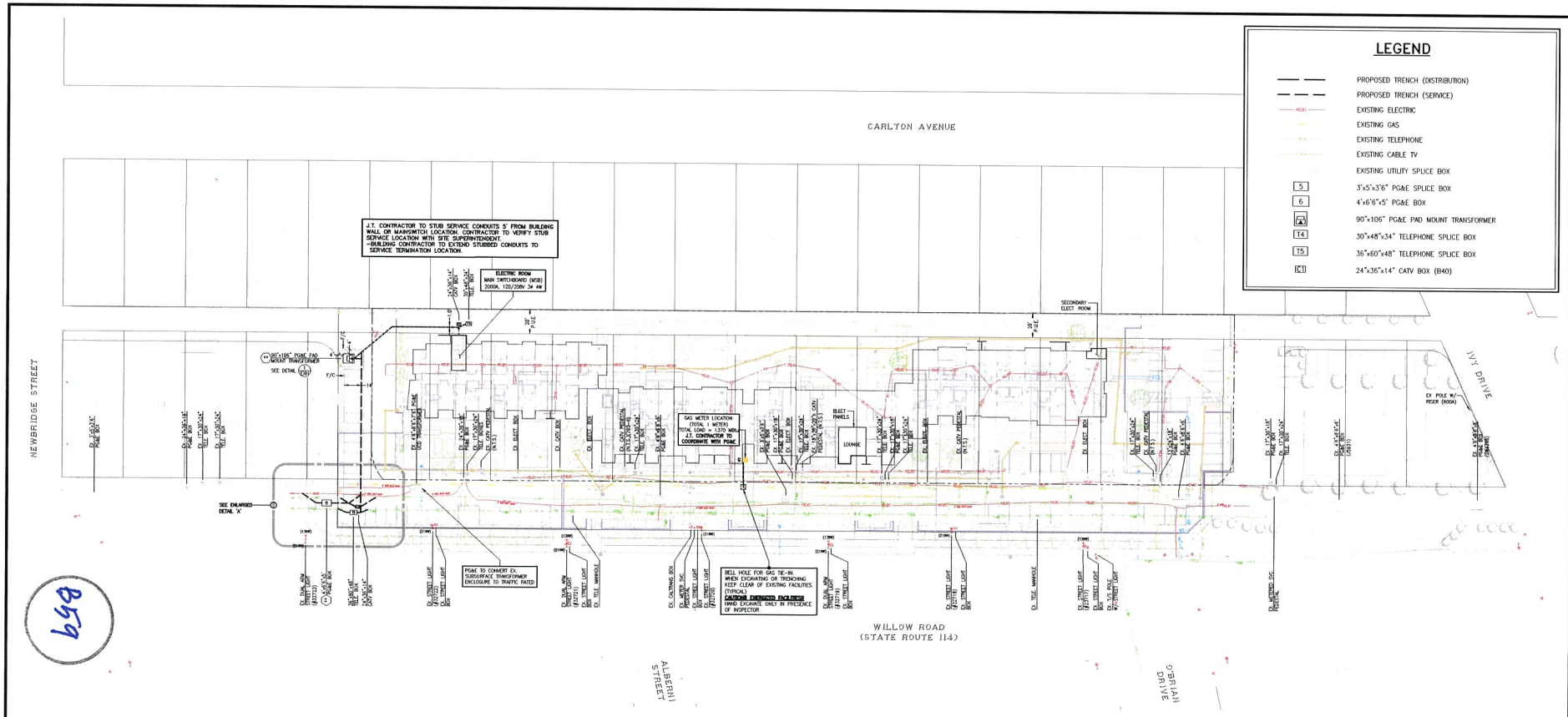
SCOTT SCHORK
PROJECT MANAGER
JACOB NGUYEN
PROJECT ARCHITECT
COLE GAUNNITZ
PROJECT MANAGEMENT

DRAWN BY

TITLE
CONSTRUCTION DETAIL

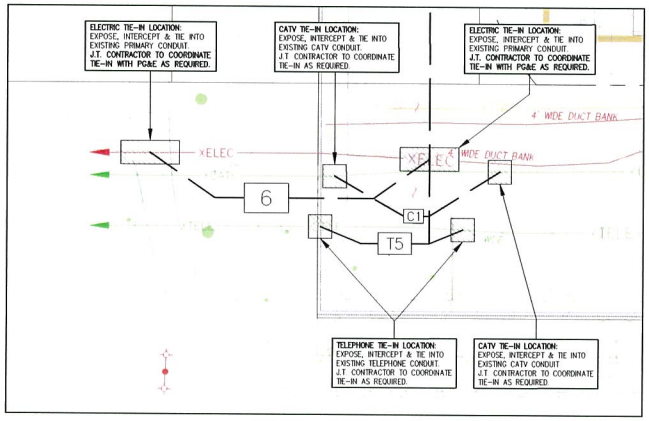
PROJECT NO
20134051
DATE
MARCH 13, 2015

SHEET NUMBER
C6.02
50% DD
© 2014 BKF ENGINEERS

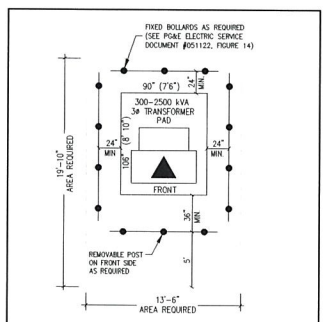


LEGEND

- PROPOSED TRENCH (DISTRIBUTION)
- PROPOSED TRENCH (SERVICE)
- EXISTING ELECTRIC
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING CABLE TV
- EXISTING UTILITY SPLICE BOX
- 5 — 3'x5'x3'6" PG&E SPLICE BOX
- 6 — 4'x6'6"x5' PG&E BOX
- 90"x106" PG&E PAD MOUNT TRANSFORMER
- T4 — 30"x48"x34" TELEPHONE SPLICE BOX
- T5 — 36"x60"x48" TELEPHONE SPLICE BOX
- C1 — 24"x36"x14" CATV BOX (B40)

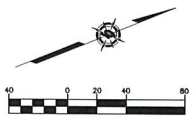


ENLARGED DETAIL 'A'
SCALE: 1'=10'



PG&E STYLE IIE 3ø TRANSFORMER DETAIL
90" x 106"
(1 EXH) (PHYSICAL PROTECTION REQUIREMENTS IN PARKING LOT, TRAVELED WAY, ETC. ...)
NOT TO SCALE

PROPOSED JOINT TRENCH AND UTILITY BOX LOCATIONS SHOWN ARE CONCEPTUAL, FOR STUDY ONLY AND ARE SUBJECT TO CHANGE. ACTUAL BOX LOCATIONS WILL BE DETERMINED BY THE RESPECTIVE UTILITY DESIGNERS.



PRELIMINARY PLANS
NOT FOR CONSTRUCTION

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

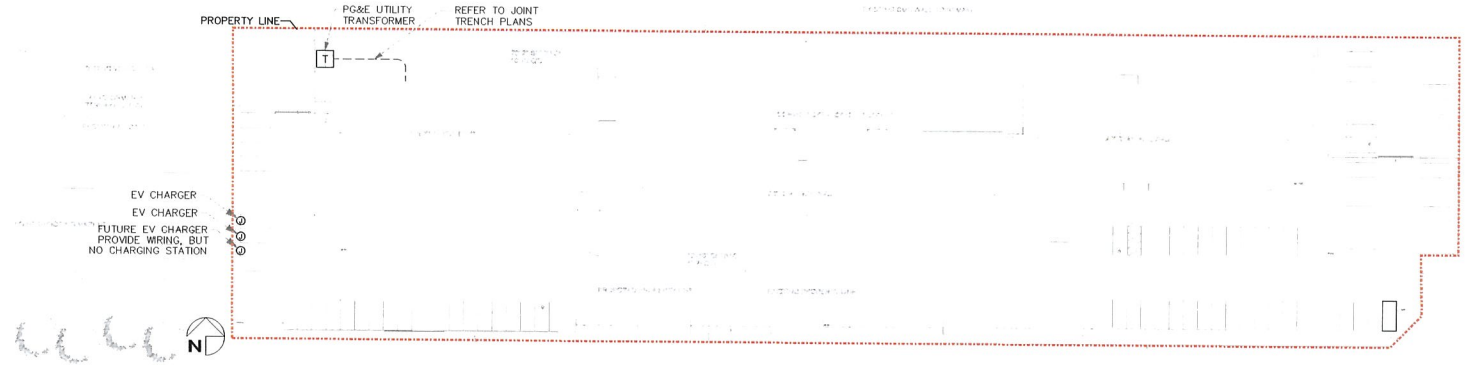
REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.461.7740 | WWW.GIACALONEDESIGN.COM

CONCEPTUAL JOINT TRENCH EXHIBIT

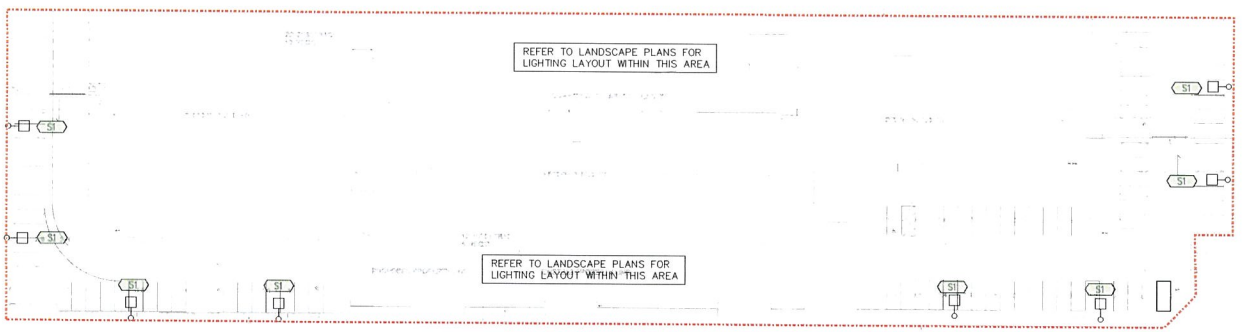
MIDPEN HOUSING CORPORATION
GATEWAY SENIOR HOUSING
MENLO PARK CALIFORNIA

PROJECT MANAGER:	F. YARRA, JR.
DRAWN BY:	M. BELLA
CHECKED BY:	F. YARRA, JR.
SCALE:	1"=40'
JOB NUMBER:	14-155
DATE LAST MODIFIED:	12-01-14
SHEET	EXH
OF	1 SHEETS



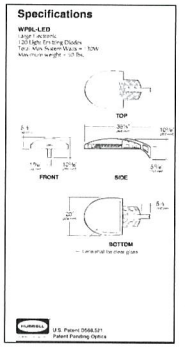
ELECTRICAL SITE PLAN

SCALE: 1" = 30'



SITE PHOTOMETRICS

SCALE: 1" = 30'



S1 FIXTURE SPECIFICATIONS

SCALE NONE

FLAG NOTES
NOT USED.

SHEET NOTES
1. THE EV CHARGING STATIONS ARE LOCATED OUTSIDE. THEREFORE NO VENTILATION IS REQUIRED PER CBC 406.9
2. PARKING AREA LIGHT FIXTURES TO BE MOUNTED ON 20FT POLES (TYPICAL).
3 STREET LIGHTING BY OTHERS. SEE CIVIL DRAWINGS C4.01 AND C4.02.

LEGEND
POLE LIGHT

B60

MITHUN
SEATTLE | Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 | 206.623.3344
SAN FRANCISCO | 655 Market Street, #500
San Francisco, CA 94104 | 415.946.0888

EMERALD CITY ENGINEERS, INC
6806 216th St. SW, Suite 200
Mountlake Terrace, WA 98043
425-741-1300 tel / 1301 fax

PROJECT
Gateway

LOCATION
MENLO PARK, CA

PREPARED FOR
MITHUN

NO.	DATE	
	03/23/15	75% DD I

PROJECT DIRECTOR
PROJECT MANAGER
PROJECT ARCHITECT
PROJECT TEAM MEMBERS
OWNER
ARCHITECT SEAL

REGISTERED PROFESSIONAL ENGINEER
WILLIAM C. FRANCIS
E19421
EXP. 3-31-17
ELECTRICAL
STATE OF CALIFORNIA

TITLE
SITE ELECTRICAL PLAN
PROJECT NO.
2003-002
DATE
MARCH 23, 2015

SHEET NUMBER
E1.00
DESIGN DOCUMENTS

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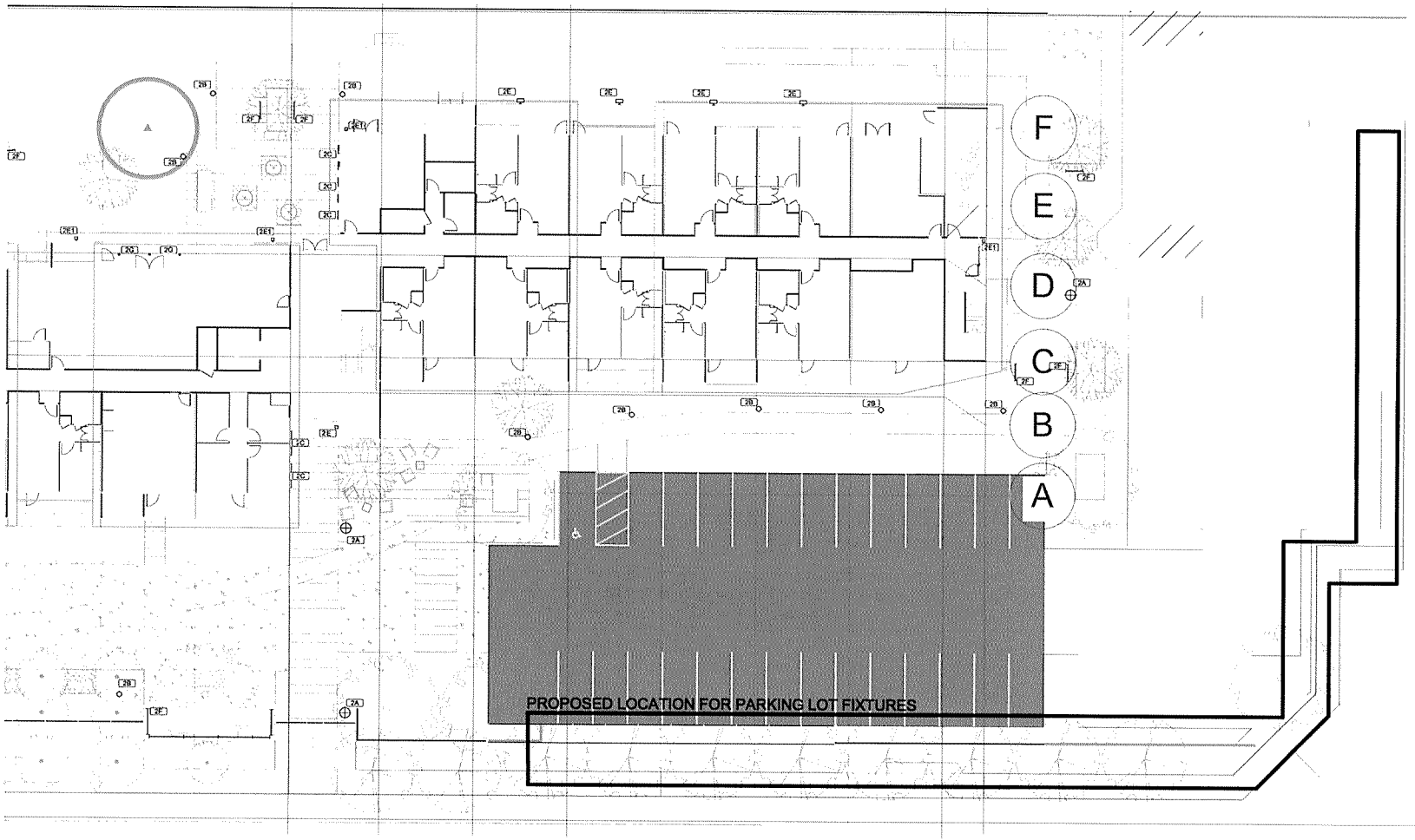
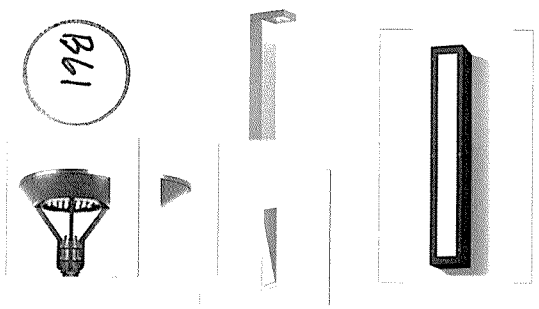
NOT FOR CONSTRUCTION

COPYRIGHT 2015, EMERALD CITY ENGINEERS, INC.
DRAWINGS: X:\2003-002 GATEWAY SUBDIV #2\DWG\PWG\E100 SITE LIGHTING-POWER.DWG 04-28-2015 17:23



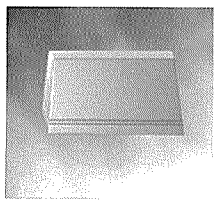
1 ARCHITECTURAL SITE LIGHTING PLAN - NORTH
3/32" = 1'-0"



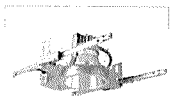
FIXTURE 2A: LED AREA LIGHT

FIXTURE 2B AND ALTERNATE: LED BOLLARD LIGHT

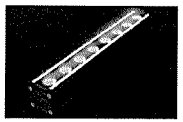
FIXTURE 2C: LED RECESSED WALL LIGHT



FIXTURE E/E1: LED SURFACE WALL LIGHT



FIXTURE 2G: LED DOWNLIGHT



FIXTURE F: LED SURFACE LINEAR LIGHT

GENERAL NOTES

LISTED BELOW ARE THE AREAS WHERE THE LIGHTING DESIGN DEVIATES FROM THE MIDPEN STANDARDS:

1. MID-PEN STANDARDS STATE THAT EXTERIOR EVENING LIGHTING BE FOR SAFETY ONLY, NOT TO ENABLE AFTER-HOURS USAGE. WE ARE PROVIDING LIGHTING AS REQUESTED TO CREATE OUTDOOR GATHERING SPACES AND AT PATHWAYS. THIS LIGHTING WILL BE CONTROLLED WITH A TIME CLOCK.
2. WE ARE PROVIDING THE IES RECOMMENDED STANDARD LIGHT LEVEL OF 0.4 FOOT CANDLES AT PATHS. MID-PEN REQUESTS 1.5 FOOTCANDLES AVERAGE, THIS IS IN EXCESS OF RECOMMENDED LIGHTING LEVELS.

THIS IS A PRELIMINARY LIGHTING PLAN. FIXTURE IMAGES ARE USED TO CONVEY DESIGN INTENT AND ARE SUBJECT TO CHANGE AS THE PROJECT CONTINUES THROUGH CONSTRUCTION DOCUMENTATION COORDINATION.

KEYED NOTES

1. THE 2A IS A 12 FOOT TALL AREA LIGHT USED TO PROVIDE AMBIENT LIGHTING AT THE GATHERING SPACES AND ENTRY GATES.
2. THE 2B IS A 3 FOOT TALL BOLLARD PROVIDING DOWNWARD DIRECTED LIGHT AT THE PATH AND TO INDICATE WAY FINDING.
3. THE 2C FIXTURE IS USED AT THE MAIN ENTRANCE INTO THE BUILDING AND THE MAIN EXIT OUT. HORIZONTALLY MOUNTED TO COMPLIMENT THE BUILDING'S SIDING AND WINDOWS.
4. THE 2E1 IS DOWN LIGHT USED TO PROVIDE EGRESS LIGHTING AT EXIT DOORS.
5. THE 2D1 IS AN UP/DOWN LIGHT USED TO PROVIDE VERTICAL LIGHTING AT THE MAIN ENTRANCE.
6. THE 2E PROVIDES LIGHT IN THE FORWARD THROW DIRECTION AND WILL ADD LIGHTING TO THE BACK AREA OF THE PROPERTY. IT IS MOUNTED AT HEIGHT THAT WON'T ALLOW LIGHT TRESPASS INTO THE RESIDENTS SPACE.
7. THE 2F IS A LINEAR LED USED ON THE UNDERSIDE OF THE BENCH TO PROVIDE AMBIENT LIGHTING AND TO CREATE A DESTINATION POINT.
8. THE 2G IS A DOWNLIGHT USED TO PROVIDE ADDITIONAL AMBIENT LIGHTING AT THE MAIN BACK EXIT OUT OF THE BUILDING.

NOT FOR CONSTRUCTION

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

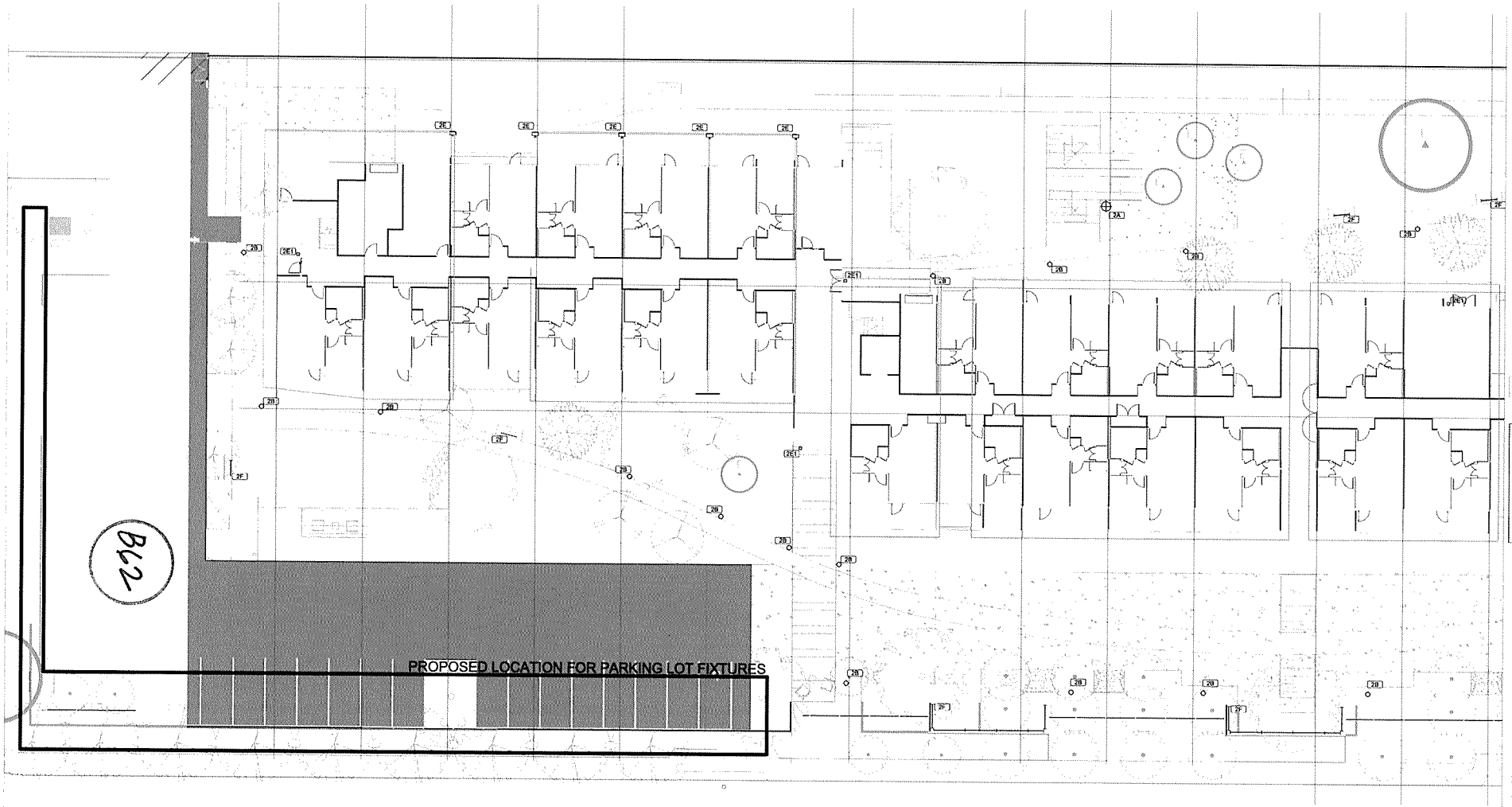
illuminosa

SUBMISSION
R4S ZONING

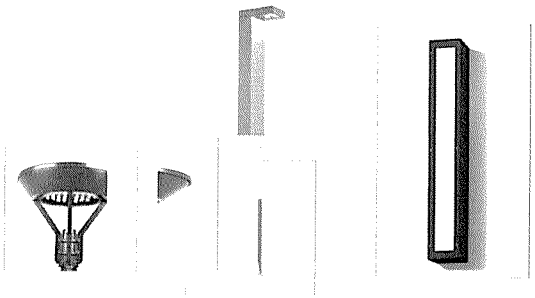
AP

SITE LIGHTING PLAN - NORTH
1421
MARCH 6, 2015

AL1.01
R4S ZONING



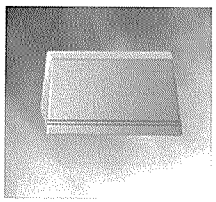
1 ARCHITECTURAL SITE LIGHTING PLAN - SOUTH
3/32" = 1'-0"



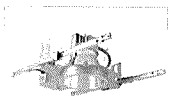
FIXTURE 2A:
LED AREA LIGHT

FIXTURE 2B AND ALTERNATE:
LED BOLLARD LIGHT

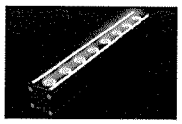
FIXTURE 2C:
LED RECESSED WALL LIGHT



FIXTURE E/E1:
LED SURFACE WALL LIGHT



FIXTURE 2G:
LED DOWNLIGHT



FIXTURE 2F:
LED SURFACE LINEAR LIGHT

GENERAL NOTES

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NOT FOR CONSTRUCTION

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

illuminosa

SUBMISSION
R4S ZONING

SITE LIGHTING PLAN - SOUTH

1421

MARCH 6, 2015

0' 4' 8' 16'

AL1.02

R4S ZONING

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Zoning Notes

Project Address:	1221 Willow Rd
Project Legal Address:	APN 062-103-610
Project Description:	90 units of affordable senior housing and associated common spaces, with on-grade parking and open space
Zoning:	R-4-S high density residential
Easements:	20' P.U.E. along west edge of site (rear yard), 8' P.U.E. along eastern edge of existing property boundary (front yard)
Other:	Requested abandonment of Frontage Rd. along east and south edges of site, to be incorporated into existing property boundary. See site diagrams of A1.03 for more information
Site Area:	98,733.5 s.f. (within existing property boundary) 130,150 s.f. (proposed property boundary- existing property plus a portion of Frontage Rd., as described in drawings)

UNIT MIX:

(86)	1BR UNITS
(4)	2BR UNITS
90	TOTAL UNITS

	Allowable/ Required	Proposed
Building Height: *per AHO Section 16.98.040(1)*	4 stories 45 ft. maximum	2 and 3 stories 44' (@ ridge of 3 story portion)
Density: *Assumes 50% density bonus, per AHO 16.98.030 (B)(C)* *100% of units will be designated for very low income or extremely low income.*	48 du/ac	39.65 du/ac [902.27 ac]
Lot Coverage:	39,493.4 s.f. max (40%)	36,780 s.f. (37%)
Floor Area Ratio:	80%	80% (79,096 g.s.f./ 98,733.5 s.f.)
Setbacks:		
Front	5' min *per AHO Section 16.98.040(F)*	5'
Side	10' min	70'
Rear	10' min	20'
Open Space: (Landscaping)	24,693.4 s.f. min (25% of 98,733.5 s.f.)	35,650 s.f. common open space (36%) In addition, all units include a private deck or patio, 60 s.f. typical
Parking:		
Vehicular	72 spaces (0.8x90 units) *per AHO Section 16.98.040(C.5)*	70 spaces (33 parking spaces are within the existing property boundary, 46 parking spaces are within the Frontage Rd. similar to existing condition)
Electric Vehicles *per AHO 16.98.040 (C.7)*	2 EV charging stations & 1 space pre-wired for charging station OR 4 car share spaces (5%of72 spaces)	2 EV charging stations & 1 space pre-wired for charging station
Bike Parking	45 long term and 9 short term spaces *per AHO Section 16.98.040(C.6)*	45 long term and 9 short term spaces (all bike parking within the existing property boundary)

B19

Building Department Notes

Demolition	Demolition of 12 buildings containing 48 apartments and one community room required	
Construction Type	Type V-A, sprinklered	
Occupancy Groups	Predominately R-2, with a small amount of A-3 and B occupancies	
Occupancy Separations	R-2 to B	1 hr
	R-2 to A-3	1 hr
	A-3 to B	1 hr
	R-2 to U	1 hr

	Allowed/ Required	Proposed
Building Height	70 ft. max (per Table 503 & secton 504.2)	45 ft. max. (top of roof ridge)
Number of Stories	4 stories (per Table 503 & secton 504.2)	3 stories
Allowable Area	43,800 s.f. per floor 87,600 s.f. total per bldg	33,863 s.f. max. per floor 80,765 s.f. building total

Area Increase Calculation	[12,000 + [12,000 x .65] + [12,000 x 2]]= 43,800
Egress	Egress plans to be submitted with Building Permit Set
Rescue Windows	Provided to all sleeping rooms
Accessibility	100% of the units are adaptable and comply with 2013 CBC Chapter 11A 5% of the units (5 total) have added mobility features per 2010 ADA and FHA guidelines 2% of the units (2 total) have added communication features per 2010 ADA and FHA guidelines Units with mobility features: T.B.D. Units with communication features: T.B.D.

Building Areas

Level 1	32,967 g.s.f.
Level 2	31,768 g.s.f.
Level 3	13,730 g.s.f.
Total	79,096 g.s.f.

FIRE DEPARTMENT NOTES

Fire Sprinkler System	NFPA 13, designed to .15 GPM/1500 S.F. of coverage area Dedicated sprinkler riser for each floor level, located at or near stairwell, with control valves accessible at ground level
Fire Alarm System	UL Certificated fire alarm system, manual and automatic, to be provided Provide certificate of completion and other documentation listed in the national fire alarm code
Elevators	To meet requirements listed in section 607 of CBC 2013 Sized to accomodate (1) gurney (24"X84") and 3 attendants
Fire Extinguishers	Cabinets to be located at or near exits, and placed so that the maximum distance to an FEC is not more than 75'-0"

MITHŪN

SEATTLE | (206) 223-5069 | 1201 Western Ave, #310, Seattle, WA 98101 | (206) 223-5069

SAN FRANCISCO | 1170 Market Street, #310, San Francisco, CA 94102 | (415) 800-1900

PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION

PROPERTY BOUNDARY FENCE USE PERMIT

AT
KB
AP
JL, MT

PROJECT INFORMATION

1325800
MAY 6, 2015

G0.02
PROPERTY BOUNDARY FENCE USE PERMIT

NOT FOR CONSTRUCTION

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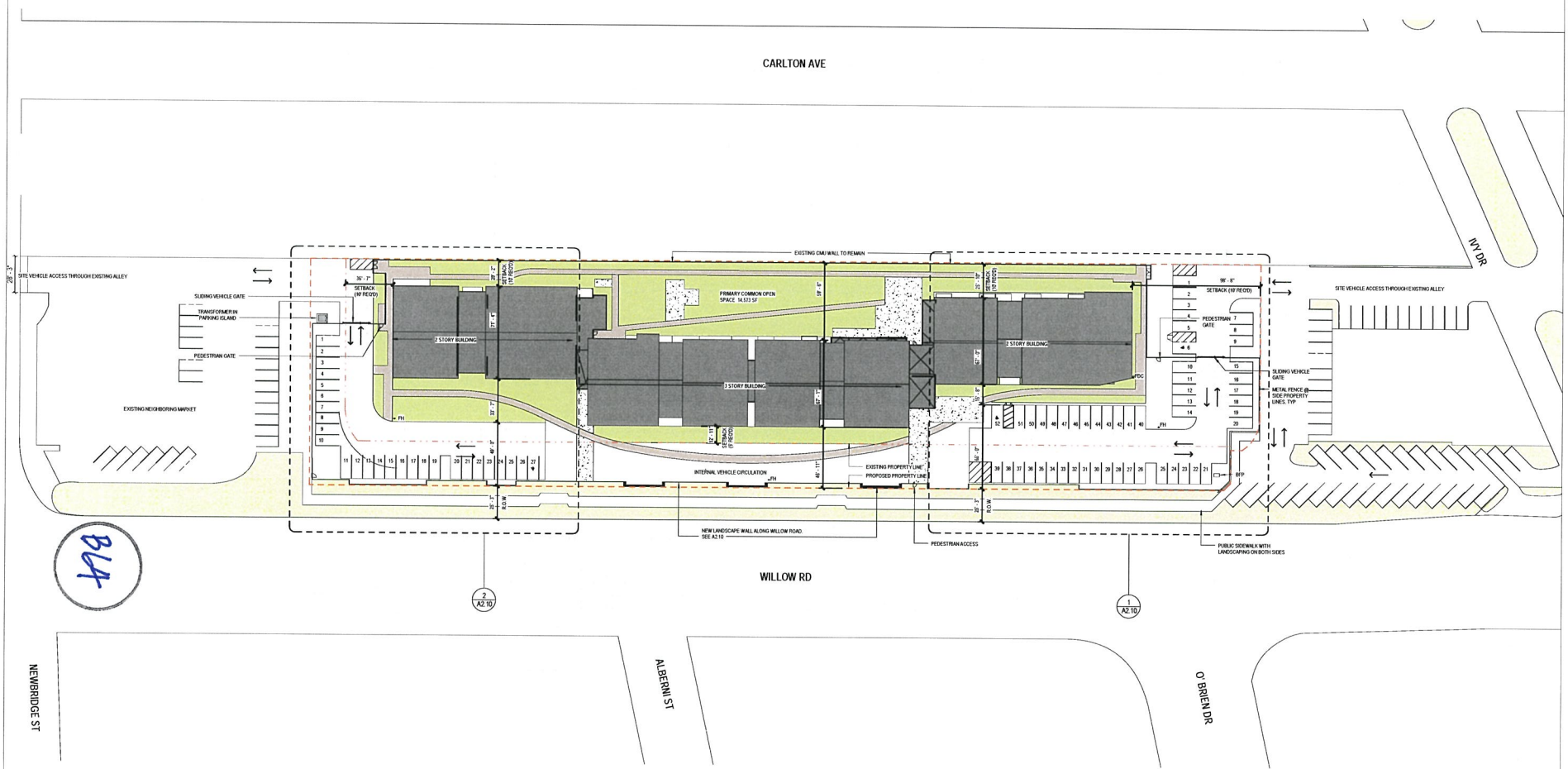

1 SITE PLAN
1/32" = 1'-0"

NOTE: GATEWAY PROJECT TEAM WILL CONTINUE TO WORK WITH THE CITY REGARDING FEASIBILITY OF EXTENDING SIDEWALK TO CORNER OF NEWBRIDGE.

MITHUN

SEATTLE | Pine St. 1201 Alaskan Way, #200 Seattle, WA 98101 | 206.623.3344

SAN FRANCISCO | 80 Market Street, #300 San Francisco, CA 94104 | 415.365.3000

PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING RE-SUBMITTAL

NO	DATE	M

PROJECT MANAGER
AT
PROJECT MANAGER
KB
PROJECT ARCHITECT
AP
PROJECT TEAM MEMBERS
JL, MT
CHECK

SHEET TITLE
SITE PLAN

PROJECT NO.
1325800
DATE
MAY 1, 2015

0' 16' 32' 64'

SHEET NUMBER
A1.01
R4S ZONING RE-SUBMITTAL

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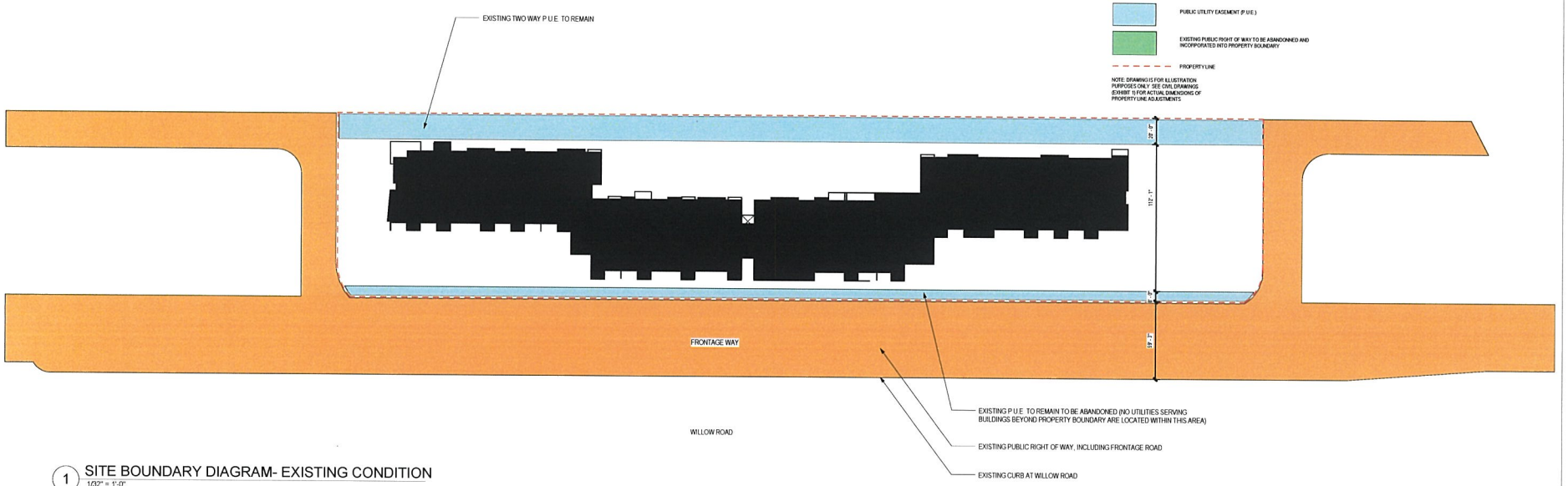
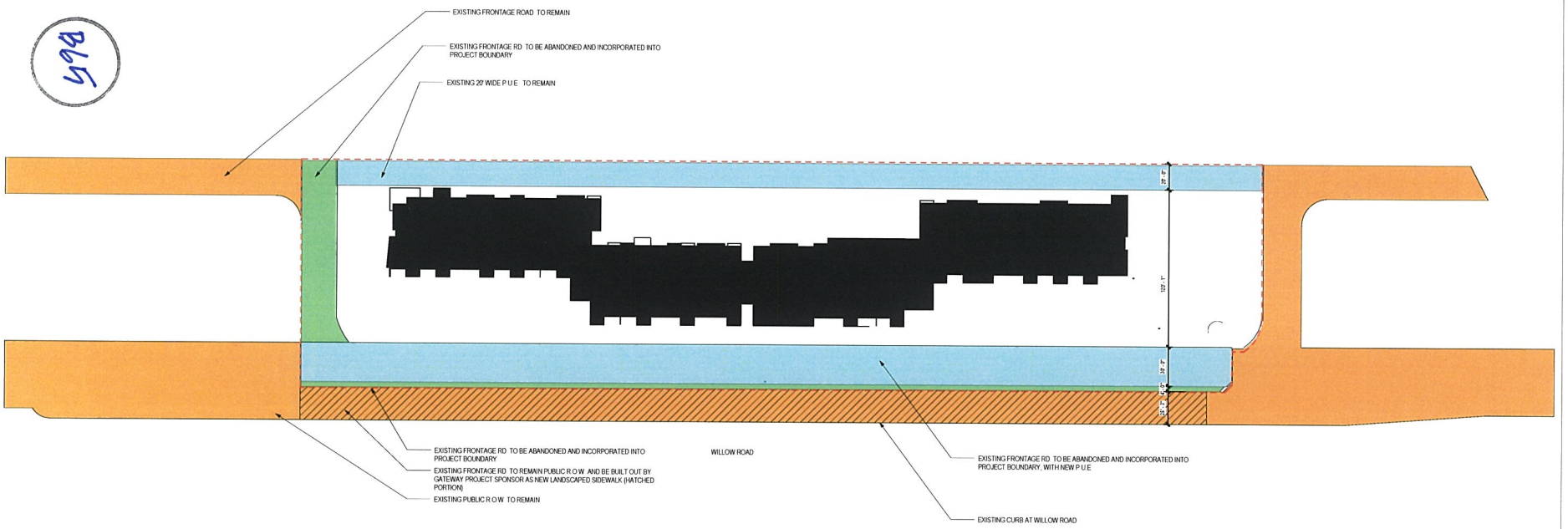
NOT FOR CONSTRUCTION

24" x 36" SHEET (LANDSCAPE)



1 SITE BOUNDARY DIAGRAM- EXISTING CONDITION
1/32" = 1'-0"



2 SITE BOUNDARY DIAGRAM- PROPOSED CONDITION
1/32" = 1'-0"

MITHŪN

SEATTLE | Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101 | 206.623.3344

SAN FRANCISCO | 1921 Market Street, #200
San Francisco, CA 94114 | 415.200.3000

PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING RE-SUBMITTAL

NO	DATE	BY

PROJECT DIRECTOR
AT
PROJECT MANAGER
KB
PROJECT ARCHITECT
AP
PROJECT TEAM MEMBERS
JL, MT
DATE

SHEET NO.

TITLE
SITE DIAGRAMS

PROJECT NO.
1325800
DATE
MAY 1, 2015

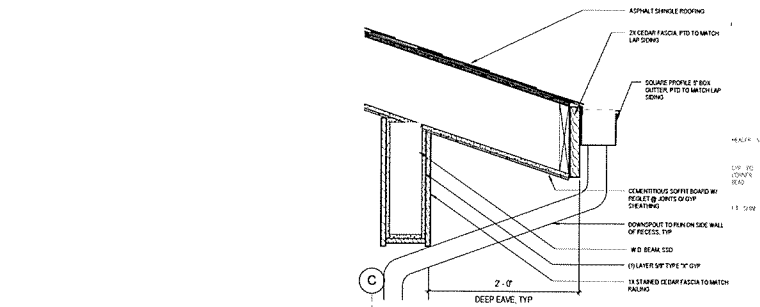
0' 16' 32' 64'

SHEET NUMBER
A1.02
R4S ZONING RE-SUBMITTAL

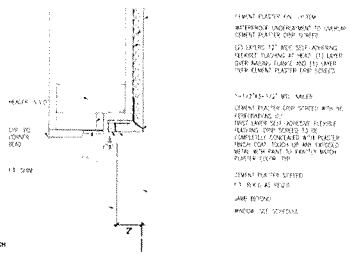
© 2014 MITHUN, INC

ORIGINAL SHEET SIZE: 24" x 42"

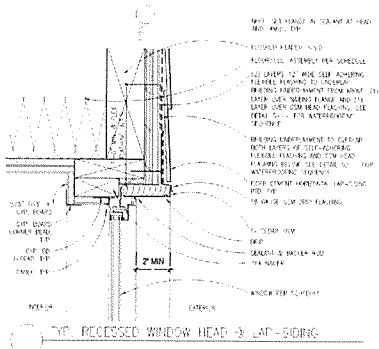
NOT FOR CONSTRUCTION



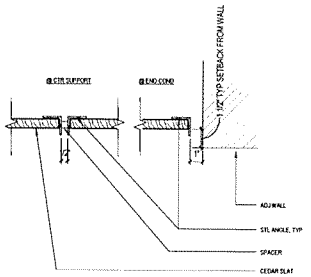
8 EAVE AT BALCONY
1 1/2" = 1'-0"



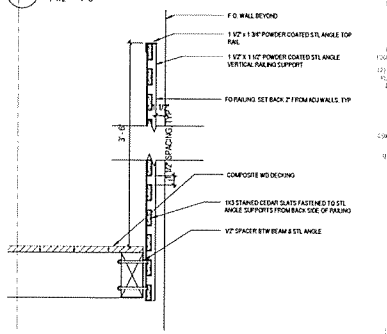
HEAD @ RECESSED WINDOW @ CEMENT PLASTER



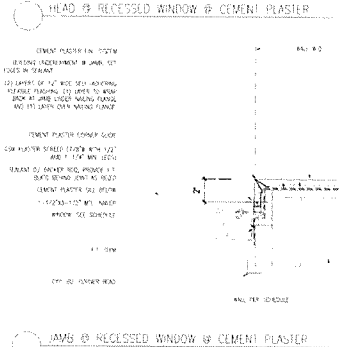
1/2" RECESSED WINDOW HEAD @ LAP-SIDING



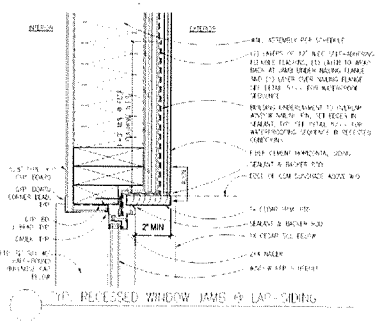
12 BALCONY RAIL - PLAN DETAIL
3" = 1'-0"



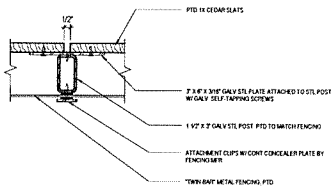
13 BALCONY RAIL
1 1/2" = 1'-0"



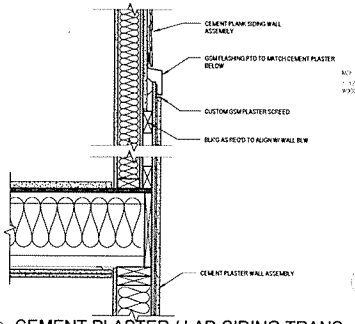
JAMB @ RECESSED WINDOW @ CEMENT PLASTER



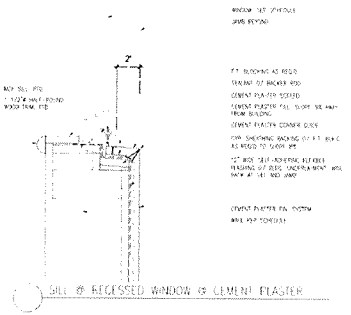
1/2" RECESSED WINDOW JAMB @ LAP-SIDING



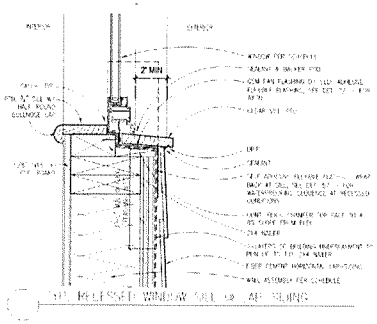
17 FENCE DETAIL
3" = 1'-0"



18 CEMENT PLASTER / LAP-SIDING TRANS.
1 1/2" = 1'-0"



SILL @ RECESSED WINDOW @ CEMENT PLASTER



1/2" RECESSED WINDOW SILL @ LAP-SIDING

19 WINDOW DETAILS - CEMENT PLASTER
3" = 1'-0"

20 WINDOW DETAILS - LAP SIDING
3" = 1'-0"

999

NOT FOR CONSTRUCTION

MITHUN

PROJECT
1221 WILLOW RD. : GATEWAY SENIOR HOUSING
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING RE-SUBMITTAL

AT
KB
AP
JL, MT

TYPICAL EXTERIOR DETAILS

1325800

MAY 1, 2015

A5.10

R4S ZONING RE-SUBMITTAL

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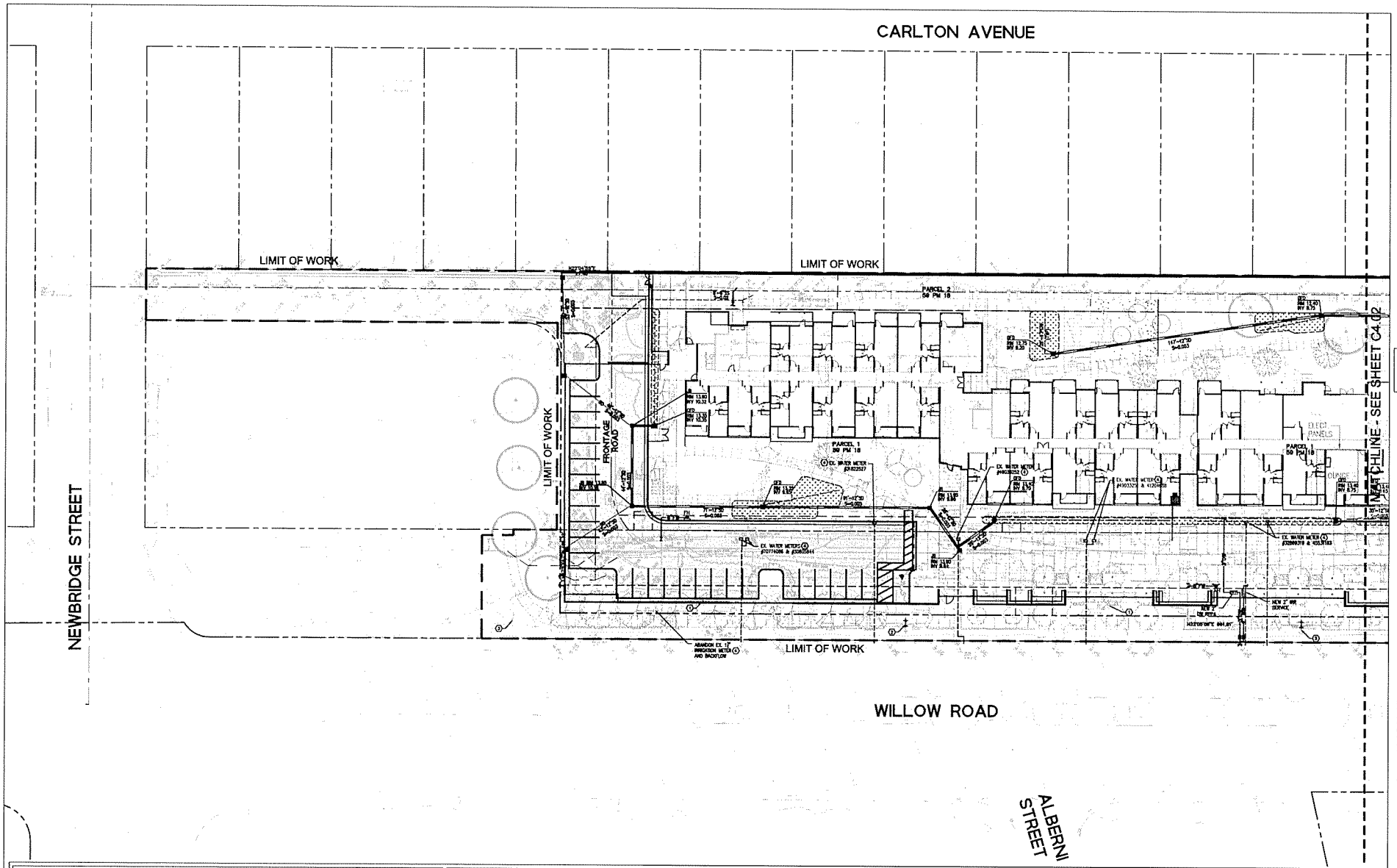

CONSTRUCTION KEY NOTES

1. EX. STREET LIGHT AND ASSOCIATED FOOTING, WIRING, CONDUIT & BOX TO BE REMOVED.
2. EX. DUAL ARM STREET LIGHT TO REMAIN. UPGRADE HEADS TO SINGLE ARM TO LIGHT NEW PUBLIC WALK ONLY. STREET LIGHTING TO CONFORM TO CITY OF MENLO PARK STREET LIGHT STANDARDS.
3. EX. DUAL ARM STREET LIGHT TO REMAIN.
4. WATER METERS TO BE REMOVED AND SERVICE LINES ABANDONED PER MPMD STD.

L98

SHEET NOTES

1. ONSITE SANITARY SEWER SEWER MAIN IS OWNED BY WEST BAY SANITATION DISTRICT. STORM DRAIN SYSTEMS AND LATERALS ARE PRIVATELY OWNED AND MAINTAINED BY THE PROPERTY OWNER AS WELL AS WATER LINES AND APPURTENANCES DOWNSTREAM OF DOMESTIC METERS AND FIRE BACKFLOWS. THE WATER MAIN, FIRE HYDRANTS, FIRE BACKFLOW DEVICES AND WATER METERS ARE OWNED AND MAINTAINED BY MENLO PARK MUNICIPAL WATER DISTRICT (MPMWD).
2. FIRE WATER, TELEPHONE/COMMUNICATION, GAS, ELECTRICAL, AND STREET LIGHT LINES & STRUCTURES ARE SHOWN FOR COORDINATION PURPOSES ONLY. SEE ELECTRICAL, FIRE PROTECTION, PLUMBING, AND PG&E PLANS FOR MORE INFORMATION.
3. SEE LANDSCAPE PLANS FOR LANDSCAPE AREA DRAINS AND IRRIGATION LINES.
4. CONTRACTOR SHALL MAINTAIN 12" VERTICAL CLEARANCE ABOVE OR BELOW EXISTING AND NEW UTILITIES CROSSING.
5. HORIZONTAL DIMENSIONS ARE TAKEN FROM CENTER OF PIPE TO CENTER OF PIPE. RIM ELEVATION ARE SPECIFIED AT THE CENTER OF THE FRAME.
6. TRENCHES :
   A) UTILITY TRENCHES PER GEOTECHNICAL REPORT.
7. PIPE MATERIAL:
   A) PRIVATE SD: PVC SDR-26, UNLESS OTHERWISE NOTED
   B) PUBLIC SD: RCP CLASS 3
   C) PRIVATE SS: PVC SDR-26
   E) WATER (PUBLIC & PRIVATE): PVC AWWA C900, DR 14, CLASS 350 PER MPMWD.

LEGEND

- PROJECT BOUNDARY
- CALTRANS RIGHT-OF-WAY
- ADJACENT PARCEL LINES
- OLD LOT LINES
- EXISTING EASEMENT LINE
- PARCEL/RIGHT-OF-WAY LINES TO BE REMOVED
- PROPOSED EASEMENT LINE
- STREET CENTER LINE
- MONUMENT LINE
- CURB AND GUTTER PER DETAIL 2, SHEET C6.01
- 6" VERTICAL CURB PER DETAIL 1, SHEET C6.01
- ROLLED CURB AND GUTTER PER DETAIL 3, SHEET C6.01
- CONCRETE VALLEY GUTTER PER DETAIL 4, SHEET C6.01
- SAWCUT LINE
- BIORETENTION BASIN
- AC PAVEMENT PER DETAIL 5, SHEET C6.01
- AC PAVEMENT IN FIRE LANE PER DETAIL 6, SHEET C6.01
- PEDESTRIAN CONCRETE PER DETAIL 7, SHEET C6.01
- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

MITHUN
SEATTLE
SAN FRANCISCO
BKF
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

TITLE
CONCEPTUAL UTILITY PLAN

PROJECT NO.
2013605.1

DATE
MAY 1, 2015

SHEET NUMBER
C4.01

R4S ZONING COMPLIANCE RESUBMITTAL

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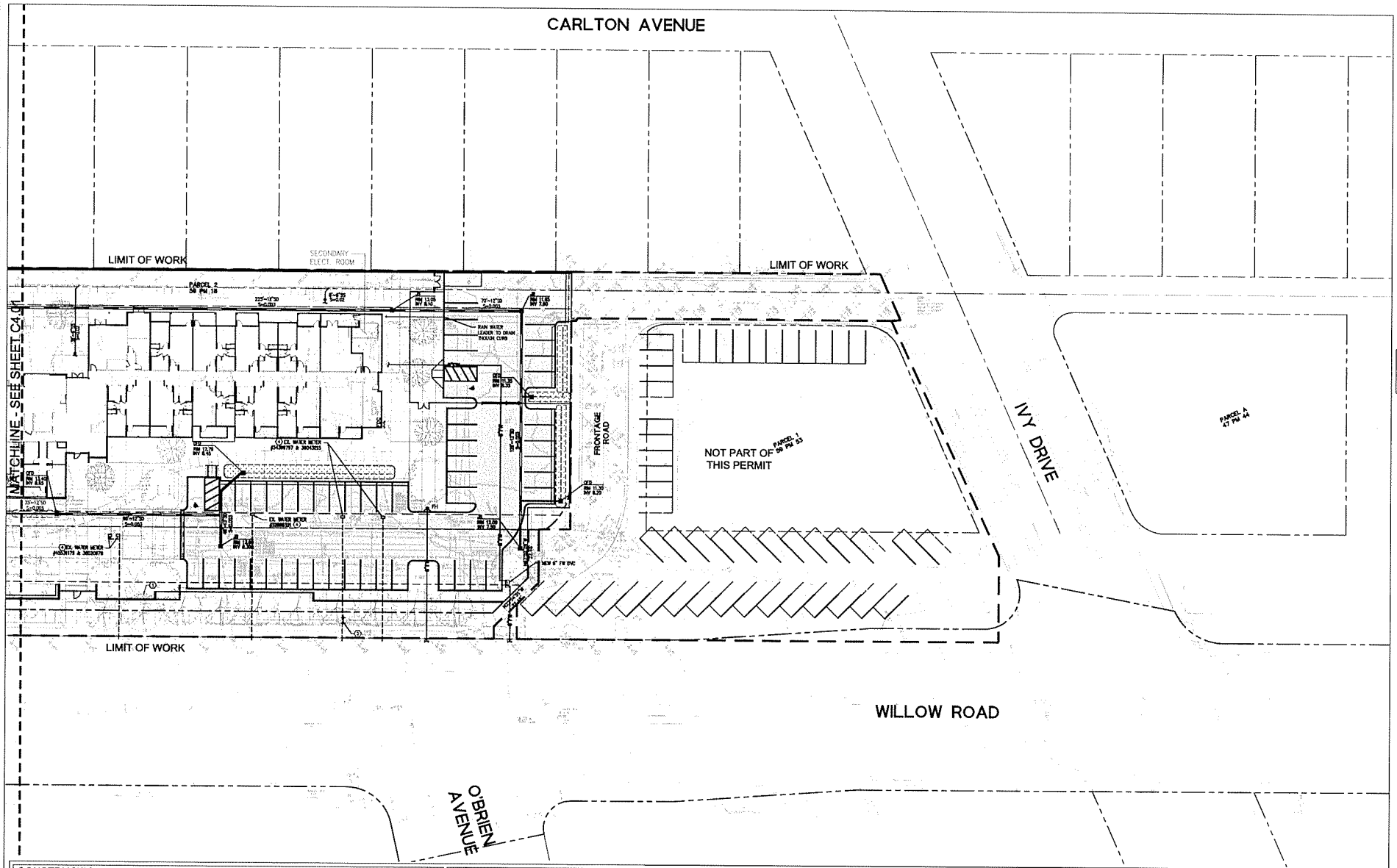

CONSTRUCTION KEY NOTES

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2. EX. DUAL ARM STREET LIGHT TO REMAIN. UPGRADE HEADS TO SINGLE ARM TO LIGHT NEW PUBLIC WALK ONLY. STREET LIGHTING TO CONFORM TO CITY OF MENLO PARK STREET LIGHT STANDARDS.
3. EX. DUAL ARM STREET LIGHT TO REMAIN.
4. WATER METERS TO BE REMOVED AND SERVICE LINES ABANDONED PER MPWD STD.

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- AC PAVEMENT IN FIRE LANE PER DETAIL 6, SHEET C6.01
- PEDESTRIAN CONCRETE PER DETAIL 7, SHEET C6.01
- VEHICULAR CONCRETE PER DETAIL 8, SHEET C6.01

TRUE NORTH

GRAPHIC SCALE

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20'

NOT FOR CONSTRUCTION

MITHUN

BKF

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPen HOUSING

SUBMISSION
R4S ZONING COMPLIANCE

NO.	DATE	ISSUE

SCOTT SCHORK
JACOB NGUYEN
COLE GAUMNITZ

CONCEPTUAL UTILITY PLAN

PROJECT NO.
20136051
DATE
MAY 1, 2015

C4.02
R4S ZONING COMPLIANCE RESUBMITTAL
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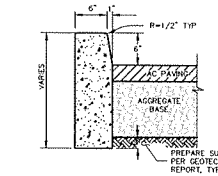
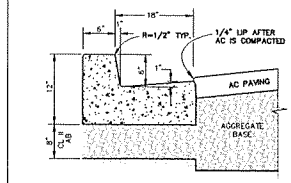
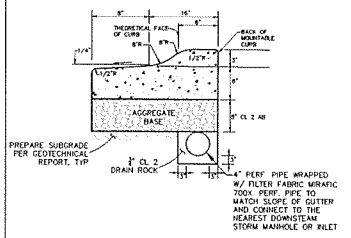


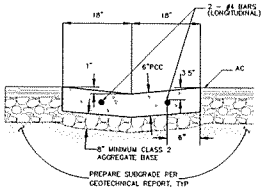
1 PRIVATE VERTICAL CURB



2 PRIVATE VERTICAL CURB AND GUTTER

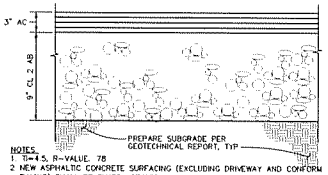


3 SPILL ROLLED CURB & GUTTER



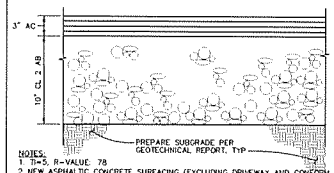
EXPANSION JOINTS WITH 1/2" x 12" SUP DOWELS AT 20 FEET INTERVALS. EXPANSION JOINTS SHALL BE 1/4"

4 PRIVATE VALLEY GUTTER



NOTES:
1. Ti=4.5, R-VALUE: 78
2. NEW ASPHALTIC CONCRETE SURFACING (EXCLUDING DRIVEWAY AND CONFORM PAVING) SHALL BE SLURRY SEALED.
3. CLASS 2 AGGREGATE BASE SHALL BE 95% RELATIVE COMPACTED AND PER CALTRANS STANDARDS.
4. SUBGRADE SHALL BE 95% RELATIVE COMPACTED AND PER GEOTECHNICAL REPORT

5 PRIVATE ASPHALT CONCRETE SECTION



NOTES:
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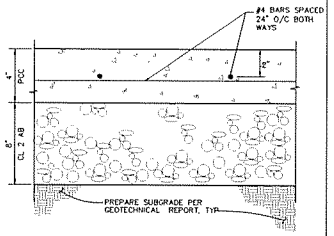
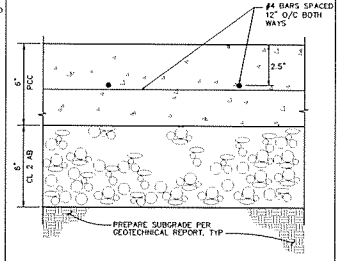
2. NEW ASPHALTIC CONCRETE SURFACING (EXCLUDING DRIVEWAY AND CONFORM PAVING) SHALL BE SLURRY SEALED.
3. CLASS 2 AGGREGATE BASE SHALL BE 95% RELATIVE COMPACTED AND PER CALTRANS STANDARDS.
4. SUBGRADE SHALL BE 95% RELATIVE COMPACTED AND PER GEOTECHNICAL REPORT

6 PRIVATE ASPHALT CONCRETE IN FIRE LANE



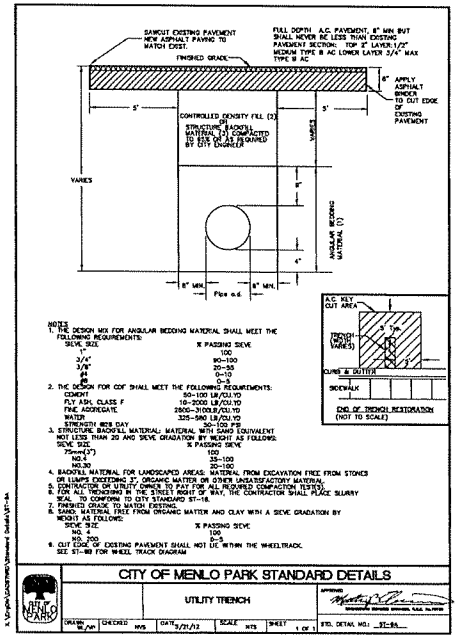
NOTE: CONTROL JOINT SPACING, SHALL BE PER GEOTECHNICAL REPORT

7 PRIVATE EXTERIOR CONCRETE FLATWORK



NOTE: CONTROL JOINT SPACING, SHALL BE PER GEOGRAPHICAL REPORT

8 PRIVATE CONCRETE SECTION FIRE LANE



NOTES:
1. THE DESIGN MIX FOR ANGULAR BEDDING MATERIAL SHALL MEET THE FOLLOWING REQUIREMENTS:

SIEVE SIZE	% PASSING SIEVE
1"	100
3/4"	90-100
3/8"	20-55
#4	0-10
#8	0-5

2. THE DESIGN FOR CDF SHALL MEET THE FOLLOWING REQUIREMENTS:

CEMENT	50-100 LB/CU.YD
FLY ASH, CLASS F	10-200 LB/CU.YD
FINE AGGREGATE	2805-3100LB/CU.YD
WATER	325-580 LB/CU.YD
STRENGTH @28 DAY	100 PSI

3. STRUCTURE BACKFILL MATERIAL: NATIVE SOIL OR EQUIVALENT NOT LESS THAN 20 AND SIEVE GRADATION BY WEIGHT AS FOLLOWS:

SIEVE SIZE	% PASSING SIEVE
75mm(3")	100
NO.4	50-100
NO.30	20-100

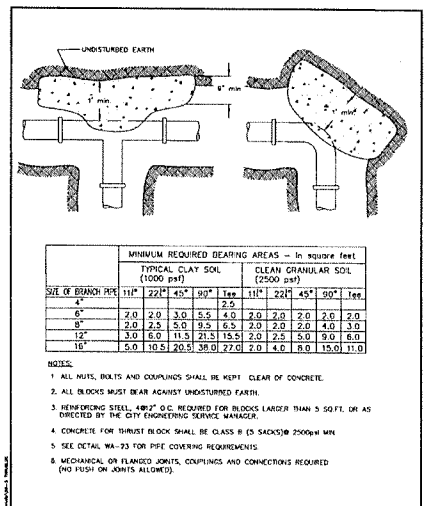
4. BACKFILL MATERIAL FOR LANDSCAPED AREAS: MATERIAL FROM EXCAVATION FREE FROM STONES OR LUMPS EXCEEDING 3", ORGANIC MATTER OR OTHER UNSATISFACTORY MATERIAL.
5. CONTRACTOR OR UTILITY OWNER TO PAY FOR ALL REQUIRED COMPACTION TESTING.
6. FOR ALL TRENCHING IN THE STREET RIGHT OF WAY, THE CONTRACTOR SHALL USE SLURRY SEAL TO CONFORM TO CITY STANDARD ST-18.
7. FINISHED GRADE TO MATCH EXISTING.
8. SAND MATERIAL FREE FROM ORGANIC MATTER AND CLAY WITH A SIEVE GRADATION BY WEIGHT AS FOLLOWS:

SIEVE SIZE	% PASSING SIEVE
NO. 4	100
NO. 200	0-5

9. CUT EDGE OF EXISTING PAVEMENT SHALL NOT BE WITHIN THE WHEELTRACK.
SEE ST-88 FOR WHEEL TRACK DIAGRAM

CITY OF MENLO PARK STANDARD DETAILS
UTILITY TRENCH
DRAWN: M.AH | CHECKED: MWS | DATE: 5/31/12 | SCALE: NTS | SHEET: 1 OF 1 | STD. DETAIL NO.: ST-86

9 UTILITY TRENCH DETAIL

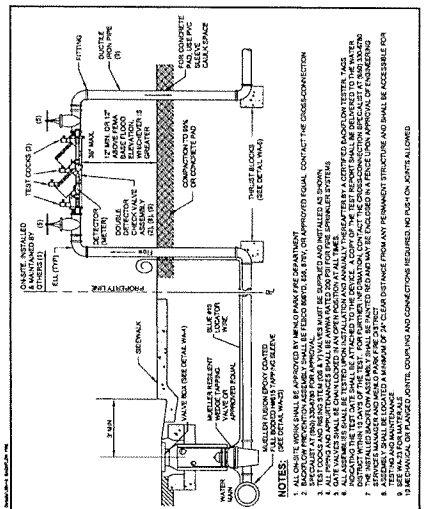


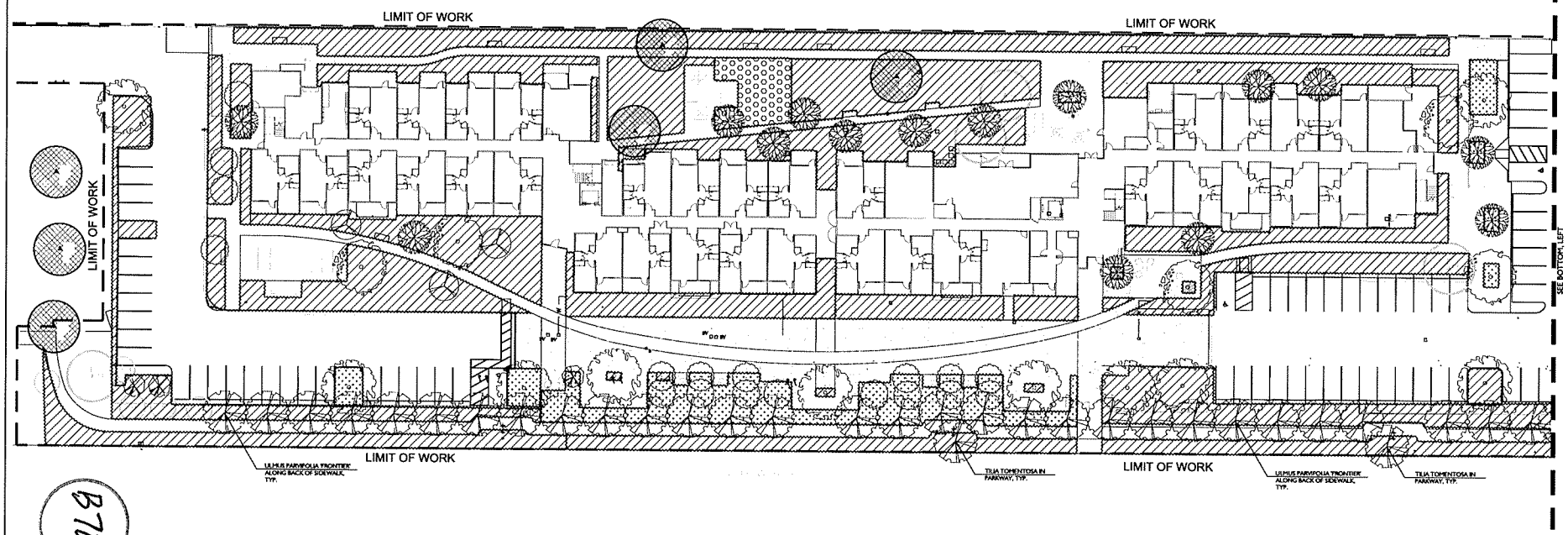
SIZE OF BRANCH PIPE	MINIMUM REQUIRED BEARING AREAS – in square feet									
	TYPICAL CLAY SOIL (1000 psf)					CLEAN GRANULAR SOIL (2500 psf)				
	11¼°	22½°	45°	90°	Tee	11¼°	22½°	45°	90°	Tee
4"					2.5					
6"	2.0	2.0	3.0	5.5	4.0	2.0	2.0	2.0	2.0	2.0
8"	2.0	2.5	5.0	9.5	6.5	2.0	2.0	2.0	4.0	3.0
12"	3.0	6.0	11.5	21.5	15.5	2.0	2.5	5.0	9.0	6.0
16"	5.0	10.5	20.5	38.0	27.0	2.0	4.0	8.0	15.0	11.0

NOTES:
1. ALL NUTS, BOLTS AND COUPLINGS SHALL BE KEPT CLEAR OF CONCRETE.
2. ALL BLOCKS MUST BEAR AGAINST UNDISTURBED EARTH.
3. REINFORCING STEEL, 4@12" O.C. REQUIRED FOR BLOCKS LARGER THAN 5 SQ.FT. OR AS DIRECTED BY THE CITY ENGINEERING SERVICE MANAGER.
4. CONCRETE FOR THRUST BLOCK SHALL BE CLASS B (5 SACKS)@ 2500psi MIN.
5. SEE DETAIL WA-23 FOR PIPE COVERING REQUIREMENTS.
6. MECHANICAL OR FLANGED JOINTS, COUPLINGS AND CONNECTIONS REQUIRED (NO PUSH ON JOINTS ALLOWED).

CITY OF MENLO PARK STANDARD DETAILS
THRUST BLOCKING FOR TREES AND BENDS
APPROVED: ENGINEERING SERVICES MANAGER, RCE. No.37928
DRAWN: F.E. | CHECKED: MP | DATE: 7/14/11 | SCALE: NTS | SHEET: 1 OF 1 | STD. DETAIL No.: WA-5

10 THRUST BLOCK


FITTING
DUCTILE IRON PIPE (TYP)
FOR CONCRETE BACKFILL SEE PVC CAULK SPACE
TEST COCKS (2)
12" MIN (OR 12" ABOVE 100 YEAR BASE FLOOD WHICHEVER IS GREATER)
36" MAX
DOUBLE DETECTOR CHECK VALVE ASSEMBLY (SL 28.19)
CONNECTION TO BRK ON CONCRETE PAD
THRUST BLOCKS (SEE DETAIL WA-4)
DETECTOR METER
(2) GATE VALVES
ON-SITE FIRE SPRINKLER SYSTEM
ON-SITE UNDERGROUND FIRE SERVICE MAIN
ON-SITE FIRE SPRINKLER SYSTEM
ON-SITE FIRE SERVICE MAIN
CONCRETE THRUST BLOCK
ON-SITE
PUBLIC
ON-SITE FIRE SERVICE MAIN
ON-SITE FIRE SPRINKLER SYSTEM
ON-SITE UNDERGROUND FIRE SERVICE MAIN
PUBLIC
ON-SITE
CONCRETE THRUST BLOCK
(5) GATE VALVES
(2) GATE VALVES
DETECTOR METER
DOUBLE DETECTOR CHECK VALVE ASSEMBLY (SL 28.19)
12" MIN (OR 12" ABOVE 100 YEAR BASE FLOOD WHICHEVER IS GREATER)
36" MAX
TEST COCKS (2)
FITTING
DUCTILE IRON PIPE (TYP)
FOR CONCRETE BACKFILL SEE PVC CAULK SPACE
(5)
(2)
(2)
(5)
ON-SITE FIRE SERVICE MAIN
ON-SITE UNDERGROUND FIRE SERVICE MAIN
ON-SITE FIRE SPRINKLER SYSTEM
PUBLIC
ON-SITE
CONCRETE THRUST BLOCK
ON-SITE FIRE SPRINKLER SYSTEM
ON-SITE



NOTE: THESE ARE PRELIMINARY SPECIES SELECTIONS TO ILLUSTRATE DESIGN INTENT ONLY. ACTUAL SPECIES SELECTION AND LOCATION MAY CHANGE AS CONSTRUCTION DOCUMENTS PROGRESS.

PLANT LIST

SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AM	Arbutus menziesii	Madrone	24" Box/15 Gal	AS SHOWN	LOW
CC	Cercis canadensis	Eastern Redbud	24" Box/15 Gal	AS SHOWN	MOD
LA	Lagerstroemia 'Muskogee'	Muskogee Crape Myrtle	24" Box/15 Gal	AS SHOWN	LOW
QA	Quercus agrifolia	Coast Live Oak	24" Box	AS SHOWN	LOW
QR	Quercus robur	English Oak	24" Box	AS SHOWN	MOD

SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AB	Abutilon 'Moonchimes'	Flowering Maple	5 Gallon	6'-0" o.c.	MOD
AM	Acanthus mollis	Bear's Breech	5 Gallon	3'-0" o.c.	MOD
AP	Adiantum pedatum	Maidenhair fern	1 Gallon	1'-6" o.c.	LOW
AH	Anigozanthos hybrids	Kangaroo Paw	1 Gallon	3'-0" o.c.	LOW
AD	Arctostaphylos densiflora 'Howard McMinn'	Manzanita	5 Gallon	6'-0" o.c.	LOW
AM	Armeria maritima	Sea Thrift	1 Gallon	12" o.c.	LOW
BV	Berberis thunbergii	Japanese Barberry	5 Gallon	5'-0" o.c.	MOD
CD	Carex Divulsa	Berkeley Sedge	1 Gallon	18" o.c.	LOW
CU	Cistus 'Crispus'	Rockrose	5 Gallon	5'-0" o.c.	LOW
CY	Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point Ceanothus	5 Gallon	4'-0" o.c.	LOW
CP	Coleonema pulchellum 'Sunset Gold'	Breath of Heaven	5 Gallon	6'-0" o.c.	MOD
EG	Erigeron glauca	Seaside Daisy	1 Gallon	1'-6" o.c.	LOW
EC	Eriogonum crocatum	Saffron Buckwheat	1 Gallon	2'-0" o.c.	LOW
HE	Hebe 'Coed'	NCN	1 Gallon	2'-6" o.c.	MOD
HS	Helictotrichon sempervirens	Blue Oat Grass	1 Gallon	2'-0" o.c.	LOW
LP	Limonium perezii	Sea Lavender	1 Gallon	2'-0" o.c.	LOW
PR	Phormium hybrid 'Red Heart'	New Zealand Flax	1 Gallon	3'-0" o.c.	LOW
PA	Phormium 'Maori Maiden'	New Zealand Flax	5 Gallon	4'-0" o.c.	LOW
PD	Phormium tenax 'Dark Delight'	New Zealand Flax	5 Gallon	6' o.c.	LOW
PJ	Phormium tenax 'Jack Spratt'	New Zealand Flax	1 Gallon	2' o.c.	LOW
VT	Viburnum plicatum	Viburnum	5 Gallon	6'-0" o.c.	MOD

BIORETENTION

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
CT	Chondropetalum tectorum 'El Campo'	Cape Rush	1 Gallon	3'-0" o.c.	LOW
FI	Festuca idahoensis 'Siskiyou Blue'	Idaho Fescue	1 Gallon	2'-0" o.c.	LOW
LE	Leymus condensatus 'Canyon Prince'	Wild Rye	5 Gallon	4'-0" o.c.	LOW
LL	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 Gallon	2'-6" o.c.	LOW
MA	Mimulus aurantiacus	Sticky Monkey Flower	1 Gallon	4'-0" o.c.	LOW
MC	Mimulus cardinalis	Sticky Monkey Flower	1 Gallon	2'-6" o.c.	--
JP	Juncus patens	California Grey Rush	1 Gallon	2'-0" o.c.	LOW
SS	Salvia spathacea	Hummingbird Sage	1 Gallon	3'-6" o.c.	LOW

NOTE: THESE ARE PRELIMINARY SPECIES SELECTIONS TO ILLUSTRATE DESIGN INTENT ONLY. ACTUAL SPECIES SELECTION AND LOCATION MAY CHANGE AS CONSTRUCTION DOCUMENTS PROGRESS.

STREET PLANTING LIST (ALONG PARKWAY AND BACK OF WALK)

TREES

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
TT	Tilia tomentosa	Silver Linden	24" Box	AS SHOWN	LOW
UP	Ulmus parvifolia 'Frondor'	Chinese Elm	24" Box	AS SHOWN	LOW

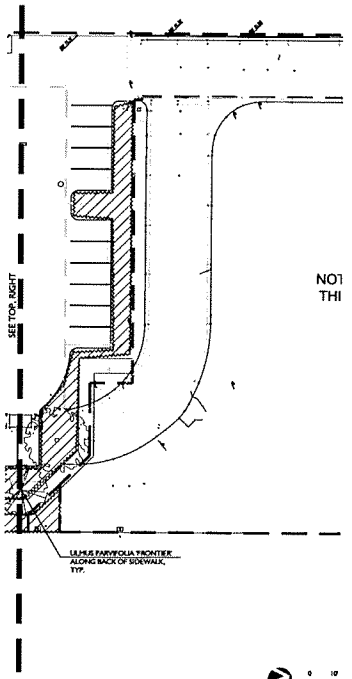
SHRUBS

Symbol	Botanical Name	Common Name	Size	Spacing	Water Use
AG	Agave 'Blue Glow'	Blue Glow Agave	5 Gallon	3'-0" o.c.	LOW
CP	Coleonema pulchellum 'Sunset Gold'	Sunset Golden Breath of Heaven	5 Gallon	4'-0" o.c.	MOD
LP	Limonium perezii	Sea Lavender	5 Gallon	2'-0" o.c.	LOW
PS	Pennisetum setaceum 'Eaton Canyon'	Dwarf Red Fountain Grass	5 Gallon	1'-6" o.c.	LOW

WATER USE ZONES - PRELIMINARY

	LOW WATER USE	37,315 S.F.
	MODERATE WATER USE	5,000 S.F.
	HIGH WATER USE	70 S.F.
	TURF	1040 S.F.
	TOTAL PLANTING AREA	43,425 S.F.

WATER USE ZONES ARE DETERMINED BY WATER USE OF PLANT SPECIES PLANTINGED IN SPECIFIC HYDROZONE AREA. SEE PLANT LIST FOR PLANT AND WATER USE R EQUIREMENTS.



NOT FOR CONSTRUCTION

MITHŪ

GATE +ASSOCIA

PROJECT
Gateway Senior Housing

LOCATION
Menlo Park, CA

PREPARED FOR
MidPen Housing

MidPe HOUSIN

SUBMISSION

R4S ZONING COMPLIANCE COMISSION

AT
KB
AP
JS

PRELIMINARY
HYDROZONE PLAN AND PLANT LIST
1325800
MAY 1, 2015

L 2.01
R4S ZONING COMPLIANCE COMISS

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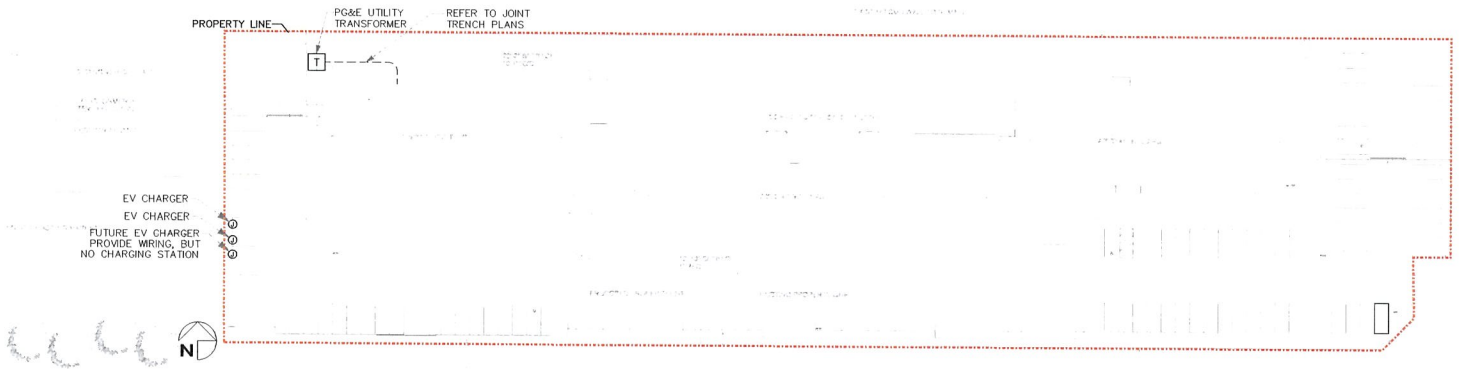
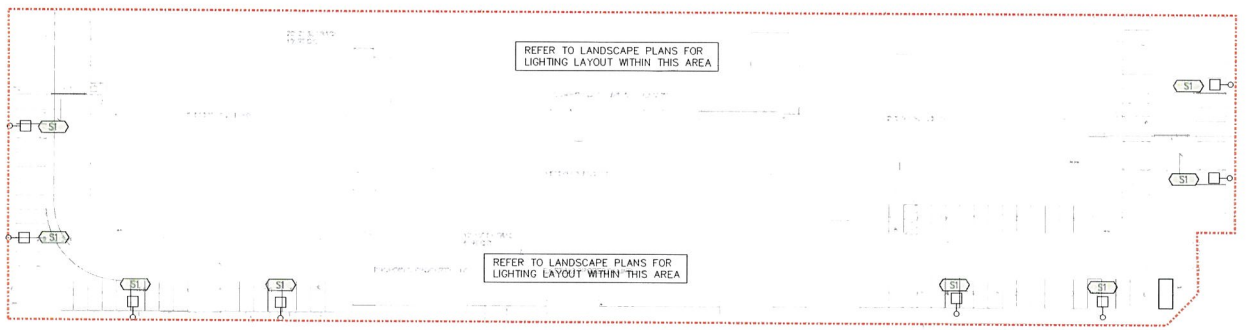


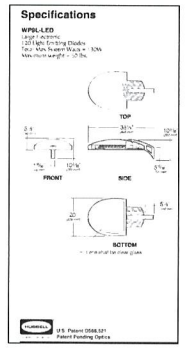
ELECTRICAL SITE PLAN

SCALE: 1" = 30'



SITE PHOTOMETRICS

SCALE: 1" = 30'



S1 FIXTURE SPECIFICATIONS

SCALE NONE

▷FLAG NOTES
▷ NOT USED.

SHEET NOTES
1. THE EV CHARGING STATIONS ARE LOCATED OUTSIDE. THEREFORE NO VENTILATION IS REQUIRED PER CBC 406.9
2. PARKING AREA LIGHT FIXTURES TO BE MOUNTED ON 20FT POLES. (TYPICAL).
3. STREET LIGHTING BY OTHERS. SEE CIVIL DRAWINGS C4.01 AND C4.02

LEGEND
POLE LIGHT

MITHUN

EMERALD CITY ENGINEERS, INC

PROJECT
Gateway

LOCATION
MENLO PARK, CA

PREPARED FOR
MITHUN

NO.	DATE	
	03/23/15	75% DD I

REGISTERED PROFESSIONAL ENGINEER
TIM C. FRANCIS
E19421
EXP. 3-31-17
ELECTRICAL
STATE OF CALIFORNIA

TITLE
SITE ELECTRICAL PLAN

PROJECT NO.
2083-002

DATE
MARCH 23, 2015

SHEET NUMBER
E1.00

DESIGN DOCUMENTS

© 2014 MITHUN, INC.

NOT FOR CONSTRUCTION

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM E2

LOCATION:	**650-660 Live Oak Avenue**	**APPLICANT AND OWNER:**	**650 Live Oak Ave LLC**
EXISTING USE:	**Non-Medical Office and Residential**		
PROPOSED USE:	**Non-Medical Office and Residential, with Community Garden**	**APPLICATION:**	**Study Session**
ZONING:	**650 Live Oak Avenue:** **SP-ECR/D (El Camino Real/Downtown Specific Plan) - ECR SW (El Camino Real South-West)** **660 Live Oak Avenue:** **R-3 (Apartment)**		

PROPOSAL

The applicant is requesting a study session for the Public Benefit Bonus proposal associated with the architectural control request to demolish an existing office building and two dwelling units and construct a new mixed-use project with office and residential uses on two sites in the SP-ECR/D (El Camino Real/Downtown Specific Plan) and R-3 (Apartment) zoning districts. The proposed development would be at the public benefit bonus level, which would exceed the Base level floor area ratio (FAR). The public benefit bonus proposal includes a community garden and gathering space, as well as the provision of a full Below Market Rate (BMR) housing unit, where only a partial unit is required. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the proposal and to provide initial feedback on the applicability of the Public Benefit Bonus.

BACKGROUND

The 650 Live Oak Avenue property is the site of a structure originally constructed in 1951, for use as a funeral home. The structure was altered and expanded in 1963, and it continued to be occupied by funeral home uses until 2010, when the property became vacant. On July 25, 2011, the Planning Commission unanimously approved a use

permit for structural modifications and a change of use from mortuary (vacant) to non-medical office (with the option for retail or personal service uses), as well as architectural control to remodel the exterior. The project included demolition of a detached garage, reconfiguration of the parking lot, and landscaping changes. Most of the approved changes subsequently took place, with the exception of installation of perforated weathering steel panels over a portion of the exterior.

On July 13, 2013, the Planning Commission reviewed a request from the owner at the time (Live Oak Property Investments, LLC) to formally remove the perforated metal panels from the 2011 proposal, in order to permit the approval of the building as it was constructed. At this meeting, the applicant relayed that redevelopment of the overall site was being contemplated, in accordance with the El Camino Real/Downtown Specific Plan, which had been adopted in 2012. In recognition of these potential changes, the Planning Commission elected to continue the item, in order to allow possible long-range changes to be considered along with any short-term modifications to the existing buildings.

Following this meeting, the property ownership changed, and the new owner (650 Live Oak Ave LLC) has submitted the subject application to demolish the existing buildings on both 650 and 660 Live Oak Avenue and construct a completely-new development on the linked site.

ANALYSIS

Site Location

The subject site is located at 650-660 Live Oak Avenue, just off the El Camino Real corridor. The other nearby El Camino Real-fronting parcels are also part of the SP-ECR/D zoning district and are occupied by a mix of uses, including retail stores, restaurants and cafes, personal services, offices, and a movie theater. The R-3 district is the predominant zoning district along the rest of Live Oak Avenue, and these properties are occupied by a mixture of residential types. A location map is included as Attachment A.

The project site is comprised of two parcels, with the following attributes:

	650 Live Oak Ave	660 Live Oak Ave
Zoning District	SP-ECR/D (El Camino Real/Downtown Specific Plan)	R-3 (Apartment)
General Plan Land Use Designation	El Camino Real/Downtown Specific Plan	Medium-Density Residential
Lot Size	22,415 square feet	7,783 square feet
Current Use	Office building	Two residential units

Due to Zoning Ordinance requirements for mixed-zoning properties, the parcels would not be merged as part of the project. Each parcel would adhere to its respective Zoning

District regulations (setbacks, FAR, etc.), although the project would represent a unified proposal, with easements and/or deed restrictions used to link certain elements.

Project Description

The applicant is proposing to demolish the existing site improvements and construct a new mixed-use residential-office development. The proposal would include a community garden and an additional BMR unit increment as a public benefit, as discussed in further detail later in this report. The applicant has submitted project plans (Attachment B) and a project description letter (Attachment C). As a study session item, the proposal is at a preliminary review phase, and it is subject to change as staff conducts a detailed review of the plan sets and other submittals.

On the 650 Live Oak Avenue parcel, two three-story buildings would be constructed over a two-level underground garage. At the front of the parcel, a mixed-use building would feature non-medical office at the front and five studio residences at the rear of the first level, with non-medical office on the second and third levels. At the rear of the parcel, a residential building would feature five one-bedroom units and five two-bedroom units, with an outdoor courtyard separating the two structures. The development would exceed the Base level density/intensity standards of the ECR SW sub-district, as may conditionally be permitted with provision of a negotiated Public Benefit Bonus, as follows:

	Base Level	Public Benefit Bonus Level	Proposed
FAR (Overall)	1.10	1.50	1.50
FAR (Non-Medical Office)	0.55	0.75	0.75
Dwelling Units/Acre	25.0	40.0	29.2

The structures on this parcel would adhere to the ECR SW sub-district height maximums, which have an overall limit of 38 feet and a façade height limit of 30 feet on the front and rear. The Planning Commission should note that “rear” in this case refers to the boundary of the Specific Plan area, which is the functional left side of the parcel, adjacent to 660 Live Oak Avenue. The façade limit on this side serves as a transition between the more active and varied SP-ECR/D district along El Camino Real, and the lower-scale and residential-oriented R-3 area along the remainder of Live Oak Avenue.

On the 660 Live Oak Avenue parcel, a community garden and gathering space would be located at the front of the lot (partially extending onto the 650 Live Oak Avenue parcel), and a duplex building (consisting of two three-bedroom residences) would be located at the middle/rear of the lot. The development on this parcel would adhere to the standard R-3 zoning district requirements, with a 0.45 maximum FAR and a parcel-size-based limit of two dwelling units.

Because the project does not incorporate any requests that require City Council approval (for example, a major subdivision, right-of-way abandonment, or development

agreement), the proposal as currently formulated may be acted on by the Planning Commission. However, any such future action may be appealed to the City Council.

Design and Materials

As noted previously, the designs are still at a relatively preliminary stage, and are subject to revision as staff conducts a detailed review, including consideration of the applicant's responses to the Specific Plan's extensive design guidelines and standards. However, the study session provides an opportunity for the Planning Commission to provide initial feedback for the consideration of the applicant and staff, on topics such as the architectural style, materials, landscaping, and site layout.

The proposed structures would feature a contemporary design aesthetic, with a range of materials to provide variety and interest. At the front of 650 Live Oak Avenue, the ground level would feature a storefront glazing system to activate the streetscape. On the second level, the main façade plane would consist of porcelain tile, broken up by bay window elements, featuring architectural concrete and a shading louver system. The third level would be recessed from the lower levels, in compliance with the building profile requirement, and would consist of a retractable wall system, which would provide access to an outdoor deck. This building would feature similar materials with varied treatments on the functional side and rear elevations. The rear building on 650 Live Oak Avenue would consist of plaster finish broken up by wood siding; the latter material would provide a warmer feel, in keeping with the structure's residential use. The 660 Live Oak Avenue duplex building does not yet have concept elevations, but the perspectives indicate that it would have a style and materials similar to the rear residential building on 650 Live Oak Avenue.

Parking and Circulation

The underground garage on the 650 Live Oak Avenue site would provide all of the required off-street parking for the linked development. Easements and/or deed restrictions would ensure that the residents of 660 Live Oak Avenue would retain rights for parking and access, even if the properties are subsequently sold. The garage would be accessed by a single driveway near the center of the overall project site. One set of stairs and an elevator would provide access from the garage to all office levels of the front building, and another stair and elevator would connect the garage and the center-rear courtyard.

The development would provide parking at the following minimum ratios, as required by the Specific Plan and the Zoning Ordinance:

	650 Live Oak Ave	**660 Live Oak Ave**
Residential	1 space per unit	2 spaces per unit
Non-Medical Offices	3.8 spaces per 1,000 square feet of gross floor area	n/a

For the 650 Live Oak Avenue portion, the Specific Plan allows applicants to propose a shared parking reduction, to account for how different uses' parking needs can vary by day and/or time. For example, office uses typically have higher parking needs during weekdays, while residential uses tend to require parking primarily on weeknights and weekends. As a result, such developments can share some (typically not all) parking spaces. Currently, the development is not proposing a shared parking reduction, but the Planning Commission may comment on this topic as part of the study session.

The project would likewise provide required bicycle parking for the 650 Live Oak Avenue uses, in both short-term and long-term configurations. Pathways would be located on both sides of the main front building, for pedestrian access to the rear residences.

Trees and Landscaping

The sites do not currently have any heritage trees, and generally feature limited landscaping. However, adjacent sites do feature some heritage trees that could potentially be affected by the proposed construction. The applicant has submitted an initial arborist report that is being reviewed by staff, and any mitigations (or project revisions) that are necessary to protect these trees would be incorporated into any future project approvals.

The project plans include a conceptual landscape plan, which shows a number of new trees being added at the functional rear of the parcel, in order to provide landscape screening between the new residential units on this site, and the adjacent (predominantly commercial) uses. Landscaping would also be added in the interior courtyards, and a consistent treatment of new street trees is proposed at the front. The street tree proposal will be reviewed in more detail by staff, including the Public Works Department and the City Arborist, and may be subject to revision.

Below Market Rate (BMR) Housing

For the residential component of the proposal, the residences would be rental units, for which the City does not currently have an enforceable Below Market Rate (BMR) requirement. However, the City has BMR requirements for commercial uses, and the proposed increase in office square footage would result in a projected requirement for 0.525 of one BMR unit. The City may allow such a BMR requirement to be met in a number of ways, including on-site provision of a unit, off-site provision of a unit, or payment of an in-lieu fee for the fractional requirement (estimated as $164,273.77).

In this case, the applicant is proposing to designate one of the 15 dwelling units (in particular, one of the one-bedroom residences) on the 650 Live Oak Avenue parcel as a BMR unit, instead of requesting that they be permitted to pay a fee for the fractional requirement (0.525 unit). In acknowledgement of exceeding the minimum requirement, the applicant is requesting that the remainder requirement (0.475 unit) be considered a public benefit, as discussed in a following section.

The BMR proposal will ultimately be reviewed by the Housing Commission, which will provide a recommendation to the Planning Commission, to be considered with the overall project actions.

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

- **Base**: Intended to inherently address community goals, such as: encourage redevelopment of underutilized parcels, activate train station area and increase transit use, and enhance downtown vibrancy and retail sales. These standards were established through the iterative Community Workshop and Commission/Council review process, wherein precedent photographs, photomontages, sections, and sketches were evaluated for preferences, and simultaneously assessed for basic financial feasibility.
- **Public Benefit Bonus**: Absolute maximums subject to provision of negotiated public benefit, which can take the form of a Development Agreement. As part of the revisions from the Draft Specific Plan, greater specificity was provided on the structure of this review process. In particular, a public study session is required prior to a full application, and has to be informed by appropriate fiscal/economic analysis. The list of recommended public benefits was also expanded with public suggestions, and a process was established to review and revise the list over time. This list was in fact revised by the City Council in October 2014 to remove LEED Silver as a recommended public benefit.

The Public Benefit Bonus process, including background on how the structured negotiation process was selected relative to other procedural options, is described on Specific Plan pages E16-E17 (included here as Attachment D). A small Public Benefit Bonus was granted for one previous Specific Plan proposal, a unique hotel conversion project at 555 Glenwood Avenue, but otherwise this discretionary review process has not yet been fully conducted. The subject proposal and a separate project at 1020 Alma Street (which will also be considered as a study session item on May 18) represent the first projects to conduct a detailed review at the maximum Public Benefit Bonus levels.

Public Benefit Proposal

For the primary public benefit, the applicant is proposing a publicly-accessible community garden and gathering space, at the front-left corner of the site. The majority of the garden would be located on the 660 Live Oak Avenue parcel, although a portion would extend onto 650 Live Oak Avenue. Public access and usage across this area would be ensured through easements and/or deed restrictions.

The garden is estimated at approximately 3,240 square feet in size, although portions of this area would be occupied by a utility transformer and a pathway that could be used by the residents of the rear dwelling units. The garden would include raised planter beds (16, as currently conceptually designed), as well as a trellis-covered picnic

table, and a barbeque grill and counter area. The raised planter beds would have individual screens that would secure the plants from animals and vandalism/theft.

The applicant has relayed that a garden was selected as an amenity that would be useful for the existing residents of nearby multi-family residences, which tend not to have large private yards. For this study session, the applicant has not submitted a detailed operational plan for the community garden, but has stated previously that it would likely be professionally managed by a garden consultant, and that access to the planter beds and public spaces would be prioritized for the general public, although occupants of the subject development could potentially participate if there is capacity. Staff believes the community garden could be an attractive community space with a unique purpose, in an area that does not currently have similar public spaces. However, while the City did recently assist the local Rotary Club with a project to create a community garden in the Belle Haven neighborhood, staff is not aware of any requests from residents of the Live Oak Avenue area for a similar amenity.

The applicant is also requesting that the rounding up of their fractional BMR requirement (0.525 unit to 1 unit, or an increase of 0.475 unit) also be considered a public benefit. The Specific Plan does list “Public parks/plazas and community rooms” and “Affordable Residential Units” as two elements that could be considered as public benefits, although this list is not binding; each proposal needs to be reviewed on a case-by-case basis.

Financial Analysis

The Specific Plan requires that Public Benefit Bonus study sessions “incorporate appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit.” The intent of this independent analysis is not to make a definitive determination of the value of the bonus development or the public benefit, or a recommendation whether the bonus should be granted. Rather, the analysis is intended to provide likely estimates and other information to inform the Planning Commission’s discussion. The City has commissioned such an analysis by BAE Urban Economics (BAE), which is included as Attachment E.

For the value of the proposed bonus development, BAE has prepared detailed ‘pro formas,’ which examine typical revenues and costs for both the Public Benefit Bonus proposal (Bonus Project), as well as a similar proposal at the Base-level development standards (Base Project). The Base Project has not been fully designed, but the applicant has described it in sufficient detail for BAE to analyze its relative profitability. Both pro formas take into account factors such as current construction costs, City fees, capitalization rates, and typical market rents. However, as noted in the document, such factors can change, which may substantively affect the conclusions of the analysis. For this case, BAE has determined that development of the proposed Bonus Project would create approximately $339,000 in additional project value compared to the Base Project.

For the value of the proposed public benefit, the BAE analysis provides some estimates for the consideration of the Planning Commission. By their nature, such elements may have a more subjective value. For the proposed community garden, BAE analyzed the cost to the developer of providing these improvements, which are estimated at approximately $243,000 (note: BAE prepared this estimate using an earlier site plan with a smaller garden area, but staff believes it is still substantively accurate). However, the BAE analysis notes that the applicant is proposing a relatively high level of quality with the proposed garden and gathering space, and that a typical public or non-profit community garden project would likely have a much reduced cost, potentially at one-third or less than the applicant's cost. With regard to the value of the additional BMR unit fraction (above and beyond the minimum requirement), one method of calculation is to consider the equivalent BMR in-lieu fee amount, which for an office project with a 0.475-unit requirement is $148,640.23. The total value of the two benefits together could thus be considered as approximately $391,000.

Planning Commission Considerations

The study session format allows for a wide range of discussion/direction on the Public Benefit Bonus topic. However, to assist the Planning Commission, staff recommends considering a sequence of questions, including:

- **Are the proposed public benefits generally desired?** If a public benefit element is something that Commissioners are negative or even neutral on, the subsequent valuation questions may be disregarded. In such a case, Commissioners could focus on suggestions for alternate public benefits.
- **If the public benefits are desired, are the valuation estimates accurate, or would different considerations be more accurate?** For example, the proposed community garden may be valued at $243,000 as proposed, but Commissioners could consider whether it should be considered at a lower value, equivalent to what a public/non-profit community garden might cost, or other valuations. Similarly, the additional BMR unit increment could be valued differently, if requested by Commissioners.
- **After considering the above question, are the public benefits and the developer benefits roughly aligned, or does the public benefit proposal need to be revised/augmented?** The Specific Plan does not establish an explicit ratio for the value of the public benefit in relation to the developer benefit. However, it is implied that these values should not be orders of magnitude apart. In other words, if the public benefit is substantially higher than the developer benefit, the extra development may not be feasible and an applicant may elect to not proceed; by contrast, if the developer benefit is substantially higher than the public benefit, the City may be missing an opportunity for additional community benefits.
- **Is any additional information/analysis needed to complete the Planning Commission's consideration of this item?** As noted previously, the Specific Plan's Public Benefit Bonus review process has not yet been conducted in detail. While staff believes the BAE analysis provides sufficient information and context, Commissioners could request additional analysis or information.

Following the study session, a range of actions are possible, including:

- If Commissioners provide generally positive feedback, the applicant could continue refining the proposal as it is currently structured. The project could then be presented for comprehensive action at a future meeting.
- If Commissioners provide direction that the public benefit proposal needs to be revised or augmented, the applicant would consider that guidance and either:
    - Revise the proposal and return for an additional study session, or request that the revised proposal be processed by staff and presented for comprehensive action at a future meeting.
    - Revise the proposal to adhere to the Base level standards, which (as a reminder) were established to generate a number of key inherent benefits. The revised Base-level project could then be considered by the Planning Commission at a future meeting.

While the current study session item is an opportunity for individual Commissioner guidance, the Planning Commission as a body may consider a "term sheet" or equivalent action on the Public Benefit Bonus topic at a subsequent meeting, if more formality is desired. Such an action would not represent any sort of binding approval of the Public Benefit Bonus proposal, as the overall project actions need to be considered comprehensively, including with consideration to environmental review requirements. However, a term sheet or similar action could provide documentation of how the Planning Commission viewed this topic at a preliminary stage.

Correspondence

Staff has not yet received any correspondence on the proposal in general, or on the Public Benefit Bonus study session in particular.

ENVIRONMENTAL REVIEW

As a study session item, the Planning Commission will not be taking an action, and thus no environmental review is required at this time. The overall project will require consideration under the California Environmental Quality Act (CEQA), and staff has commenced an Initial Study to determine the appropriate level of environmental review.

RECOMMENDATION

Staff recommends that the Planning Commission use the study session to receive a staff overview, consider a presentation from the applicant, receive public comment, ask questions of staff and the applicant, and provide individual feedback on the proposal, in particular on the Public Benefit Bonus element.

Report prepared by:
Thomas Rogers
Senior Planner

Report reviewed by:
Arlinda Heineck
Community Development Director

PUBLIC NOTICE

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property.

ATTACHMENTS

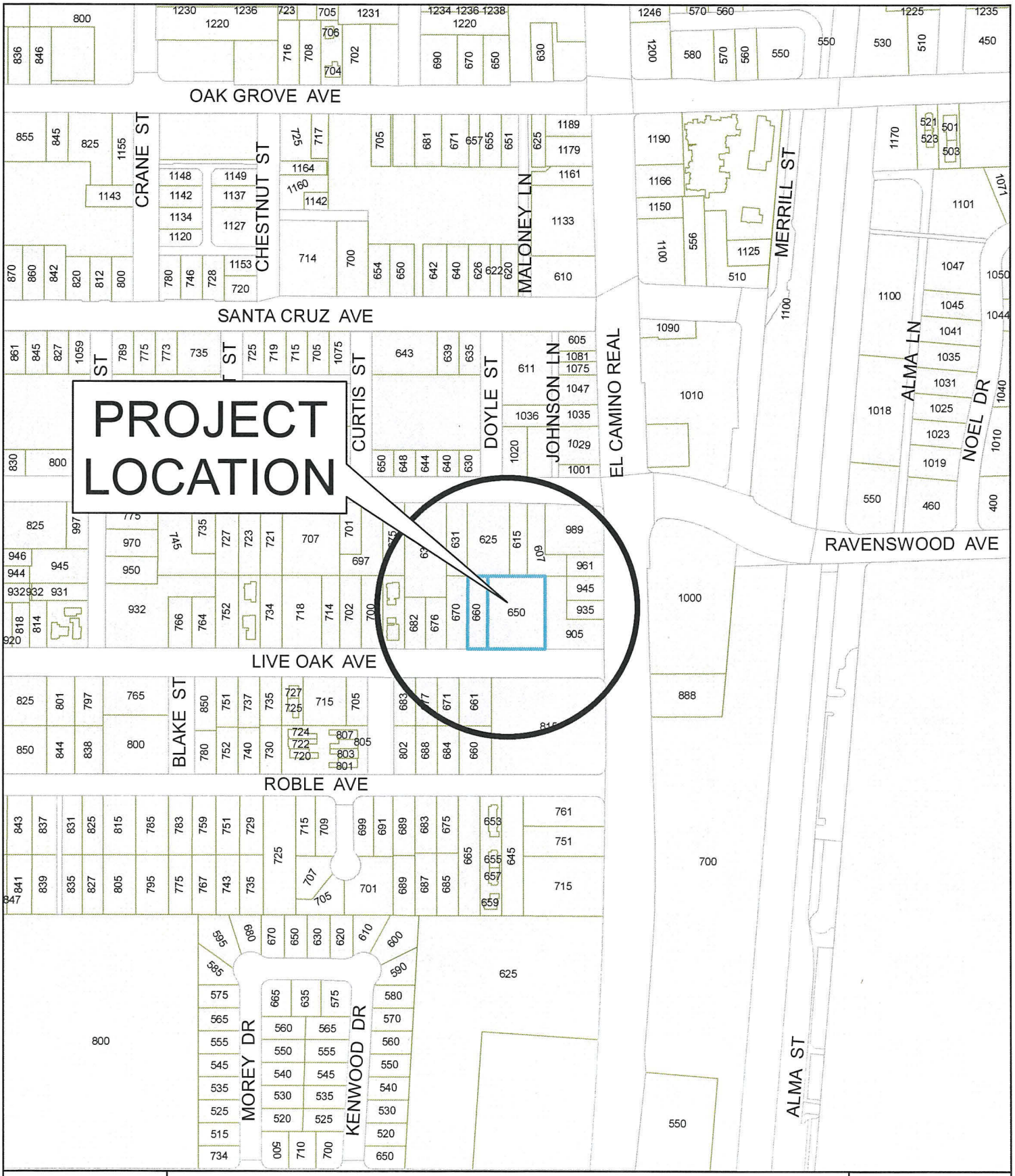
A. Location Map
B. Project Plans
C. Project Description Letter
D. El Camino Real/Downtown Specific Plan Excerpt (pages E16-E17)
E. Value of Proposed Public Benefit Bonus for 650 Live Oak Avenue Project, prepared by BAE Urban Economics, dated May 8, 2015

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

EXHIBITS TO BE PROVIDED AT MEETING

None

V:\STAFFRPT\PC\2015\051815 - 650 Live Oak Ave - Public Benefit Bonus study session.doc



CITY OF MENLO PARK

LOCATION MAP

650-660 LIVE OAK AVENUE

A1

DRAWN: THR CHECKED: THR DATE: 05/18/15 SCALE: 1" = 300' SHEET: 1

650 LIVE OAK AVENUE, MENLO PARK CA 94025

GENERAL

A0.0	COVER
A0.1	PROJECT INFORMATION
A0.2	AREA CALCULATIONS - OPEN SPACE
A0.3	AREA CALCULATIONS - GROSS BUILDING
A0.8	PERSPECTIVE VIEW FROM LIVE OAK
A0.9	PERSPECTIVE VIEW OF COMMUNITY GARDEN
A0.10	PERSPECTIVE VIEW OF INTERIOR COURTYARD AND APARTMENTS

LANDSCAPE

L1.0	CONCEPTUAL LANDSCAPE PLAN

ARCHITECTURE

A1.0	CONTEXTUAL SITE PLAN
A1.1	AREA PLAN & STREET ELEVATION
A1.2	SITE PLAN
A2.1	FLOOR PLAN - LEVEL B2
A2.2	FLOOR PLAN - LEVEL B1
A2.3	FLOOR PLAN - LEVEL 1
A2.4	FLOOR PLAN - LEVEL 2
A2.5	FLOOR PLAN - LEVEL 3
A2.6	ROOF PLAN
A3.1	EXTERIOR ELEVATIONS
A3.2	EXTERIOR ELEVATIONS
A3.3	EXTERIOR ELEVATIONS
A3.5	SITE SECTIONS EAST-WEST
A3.6	SITE SECTIONS NORTH-SOUTH
A3.7	MIXED-USE BUILDING SECTIONS
A3.8	MIXED-USE BUILDING SECTIONS
A3.9	RESIDENTIAL UNITS BUILDING SECTIONS
A3.15	ENLARGED FLOOR PLANS - R-3 DUPLEX
A3.16	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.17	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.18	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.19	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.20	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.21	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.22	OFFICE ENLARGED ELEVATIONS & SECTIONS
A3.23	APARTMENTS ENLARGED ELEVATIONS & SECTIONS
A3.24	APARTMENTS ENLARGED ELEVATIONS & SECTIONS
A3.25	APARTMENTS ENLARGED ELEVATIONS & SECTIONS

SHEET INDEX

VICINITY MAP

CLIENT
DANIEL MINKOFF
THE MINKOFF GROUP
6272 VIRGO ROAD
OAKLAND, CA 94611
O: 415-730-2802
DMINKOFF@MINKOFFGROUP.COM

ARCHITECT
BRICK, LLP
CHRIS VANDENBRINK
928 CARLETON STREET, BERKELEY, CA 94710
O: 510-516-0167
CVANDENBRINK@BRICK-LLP.COM

CIVIL
SANDIS

LANDSCAPE
CREO

STRUCTURAL
MAR

PROJECT DIRECTORY

R-3 PROJECT

- DEMOLITION OF EXISTING ONE STORY SINGLE FAMILY RESIDENCE AND ONE STORY IN-LAW UNIT THAT PROVIDES ON-SITE UNCOVERED PARKING SPACES
- DEVELOP (2) NEW 2 STORY RESIDENTIAL SINGLE FAMILY RESIDENCES (DUPLEX) ON THE NORTHWEST QUADRANT OF THE SITE. DEVELOP A NEW COMMUNITY GARDEN AS A PUBLIC BENEFIT IN THE SOUTHEAST QUADRANT OF THE SITE. PARKING FOR DUPLEX TO BE PROVIDED ON ADJACENT ECR-SW LOT

ECR-SW PROJECT

- DEMOLITION OF EXISTING ONE STORY OFFICE BUILDING CONSISTING OF 6,345 SQ.FT. THAT PROVIDES 36 ON-SITE UNCOVERED PARKING SPACES
- DEVELOP A NEW 3 STORY MIXED USE BUILDING AND A SEPERATED 3 STORY MULTI FAMILY HOUSING BUILDING OVER TWO LEVELS OF SUBTERRANEAN PARKING GARAGE, INCLUDING A SHARED COURTYARD BETWEEN THE TWO BUILDINGS. THE COMMERICAL (GENERAL OFFICE) PORTION OF THE MIXED USE BUILDING INHABITS THE SOUTHEAST EDGE OF THE SITE. THE THIRD LEVEL OF THE COMMERCIAL OFFICE BUILDING IS SET BACK FROM THE PROPERTY LINES FARTHER THAN THE FIRST TWO LEVELS WITH PROVISION OF ROOF GARDENS ON LEVEL 3. THE RESIDENTIAL PORTION FOR THE MIXED USE BUILDING IS ONE STORY LOCATED ON THE SOUTHEAST EDGE OF THE SHARED COURTYARD. THE MULTI FAMILY HOUSING BUILDING IS LOCATED ON THE NORTHWESTERN EDGE OF THE SITE

PROJECT DESCRIPTION

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file

B1

brick.

ARCHITECT
brick_ llp
928 carleton street
berkeley, ca 94710
510.516.0167
www.brick-llp.com

rev date issue

650 live oak

650 live oak, menlo park, california
project number 14-078

scale: as noted
date 05.08.2105

conceptual design

COVER

A0.0

ABBREVIATIONS

℄	CENTERLINE	MAT	MATERIAL
	ANGLE	MAX	MAXIMUM
		M C	MEDICINE CABINET
ACOUS	ACOUSTICAL	MECH	MECHANICAL
ADJ	ADJUSTABLE	MEMB	MEMBRANE
AGG	AGGREGATE	MET	METAL
AL	ALUMINUM	MFR	MANUFACTURER
APPROX	APPROXIMATE	MIN	MINIMUM
ARCH	ARCHITECTURAL	M	MIRROR (FRAMED)
A P L	ASSUMED PROPERTY LINE	MISC	MISCELLANEOUS
A F F	ABOVE FINISH FLOOR	M O	MASONRY OPENING
ADD'L	ADDITIONAL	MTD	MOUNTED
		MUL	MULLION
BD	BOARD	MG	MEDICAL GAS PANEL
BITUM	BITUMINOUS	M B	MACHINE BOLT
BLDG	BUILDING	MK	MARKER BOARD
BLKG	BLOCKING	MBH	MOP AND BROOM HOLDER
BM	BEAM		
BOT	BOTTOM	(N)	NEW
		N I C	NOT IN CONTRACT
CAB	CABINET	NO or #	NUMBER
C B	CATCH BASIN	NOM	NOMINAL
C T	CERAMIC TILE	N T S	NOT TO SCALE
C C T	CUBICLE CURTAIN TRACK		
C I	CAST IRON	O/	OVER
CLG	CEILING	O A	OVERALL
CL	CENTER LINE	O C	ON CENTER
CLR	CLEAR	O D	OUTSIDE DIAMETER
COL	COLUMN	OPP	OPPOSITE
CONC	CONCRETE	O F D	OVERFLOW DRAIN
CONT	CONTINUOUS	OFOI	OWNER FURNISHED OWNER INSTALLED
CORR	CORRIDOR	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
CTSK	COUNTERSUNK		
C M U	CONCRETE MASONRY		
C D U	COMBINATION DISPENSING UNIT	PEN	PENETRATION(S)
		PL	PLATE
D A	DISABLED ACCESSIBILITY	PLAM	PLASTIC LAMINATE
DBL	DOUBLE	PLYWD	PLYWOOD
DEPT	DEPARTMENT	PR	PAIR
D F	DRINKING FOUNTAIN	PTD	PAPER TOWEL DISPENSER
DET	DETAIL	PTD	PAINTED
DIA	DIAMETER	P A D	POWER ACTUATED DEVICE
DIM	DIMENSION	P I P	POURED IN PLACE
DISP	DISPENSER	P T	PRESSURE TREATED
DN	DOWN	PV	PHOTOVOLTAIC
DR	DOOR		
DS	DOWNSPOUT	Q T	QUARRY TILE
DWG	DRAWING		
D D	DECK DRAIN	R	RISER
D F	DOUGLAS FIR	RAD	RADIUS
		R D	ROOF DRAIN
(E)	EXISTING	REF	REFERENCE
EA	EACH	REFR	REFRIGERATOR
E J	EXPANSION JOINT	REINF	REINFORCED
EL	ELEVATION	REQD	REQUIRED
ELEC	ELECTRICAL	RESIL	RESILIENT
ELEV	ELEVATOR	R H	ROBE HOOK
EMERG	EMERGENCY	RM	ROOM
ENCL	ENCLOSURE	R O	ROUGH OPENING
EQ	EQUAL	RT	RESILIENT TILE
EQPT	EQUIPMENT	RWD	REDWOOD
E W C	ELECTRIC WATER COOLER	R W L	RAIN WATER LEADER
EXP	EXPANSION		
EXT	EXTERIOR	S C	SOLID CORE
		SCD	SEAT COVER DISPENSER
F A	FIRE ALARM	SCHED	SCHEDULE
F C O	FLOOR CLEAN OUT	SD	SOAP DISPENSER
F D	FLOOR DRAIN	SECT	SECTION
FDN	FOUNDATION	SH	SHELF
F E	FIRE EXTINGUISHER	SHWR	SHOWER
F E C	FIRE EXTINGUISHER CAB	SHT	SHEET
F H C	FIRE HOSE CABINET	SIM	SIMILAR
FIN	FINISH	S M S	SHEET METAL SCREW
FL	FLOOR	SND	SANITARY NAPKIN DISPOSAL
FLUOR	FLUORESCENT	SNV	SANITARY NAPKIN VENDOR
F O C	FACE OF CONCRETE	SSD	SEE STRUCTURAL DRAWINGS
F O F	FACE OF FINISH	STD	STANDARD
F O S	FACE OF STUDS	STL	STEEL
F D S	FOLDING SHOWER SEAT	STOR	STORAGE
FT	FOOT OR FEET	STRL	STRUCTURAL
FTG	FOOTING	SUSP	SUSPENDED
FURR	FURRING		
F H S	FLAT HEAD SCREW	TCD	TOILET SEAT COVER DISPENSER
F P	FIRE RETARDANT	T D	TRENCH DRAIN
		TRD	TREAD
GA	GAGE	T B	TOWEL BAR
GALV	GALVANIZED	T O C	TOP OF CURB/CONCRETE
GL	GLASS	TEL	TELEPHONE
GND	GROUND	TER	TERRAZZO
GYP	GYPSUM	T&G	TONGUE AND GROOVE
GWB	GYPSUM WALL BOARD	THK	THICK
GEN	GENERAL	TK BD	TACKBOARD
		T P	TOP OF PAVEMENT/TELEPHONE PANEL BOARD
H B	HOSE BIBB	TPD	TOILET PAPER DISPENSER
H C	HOLLOW CORE	T V	TELEVISION
H M	HOLLOW METAL	TYP	TYPICAL
HORIZ	HORIZONTAL	T O S	TOP OF STEEL
HR	HOUR	T O W	TOP OF WALL
		U O N	UNLESS OTHERWISE NOTED
I D	INSIDE DIAMETER		
INSUL	INSULATION	VCT	VINYL COMPOSITION TILE
INT	INTERIOR	VDB	VISUAL DISPLAY BOARD
IVT	INTRAVENOUS TRACK	VERT	VERTICAL
		VEST	VESTIBULE
JAN	JANITOR	W/	WITH
J T	JOINT	W C	WATER CLOSET
		WD	WOOD
KIT	KITCHEN	W/O	WITHOUT
		WP	WATERPROOF
LAB	LABORATORY	WR	WASTE RECEPTACLE
LAM	LAMINATE	WT	WEIGHT
LAV	LAVATORY		
LT	LIGHT		

GRAPHIC SYMBOLS

1 GRAPHIC SYMBOLS REPRESENT OBJECTS ELEMENTS EQUIPMENT INSTRUCTIONS LOCATION CONVENTIONS ETC THEY DO NOT REPRESENT THE SHAPE SIZE DIMENSION OF THE ACTUAL OBJECT

2 EACH DRAWING GROUP (IE MECHANICAL ELECTRICAL) HAS ITS OWN SYMBOLS ABBREVIATIONS LEGEND AND NOTES THE INFORMATION AND SYMBOLS ON THIS DRAWING ARE GENERAL AND APPLY TO ALL DRAWINGS

GENERAL SYMBOLS

- 101 — DOOR SYMBOL (LETTER DESIGNATES NUMBER OF DOOR IN ROOM SEE A9 1 FOR DOOR SCHEDULE)
- A — WINDOW TYPE (SEE A9 1 FOR WINDOW SCHEDULE)
- SF — STOREFRONT /CURTAINWALL TYPE (SEE A7 0 FOR STOREFRONT / CURTAINWALL SCHEDULE)
- E0001 — EQUIPMENT SYMBOL
- 2 — REVISION
- MATCH LINE (SHADED PROTION IS THE SIDE CONSIDERED)
- WORK POINT, CONTROL POINT OR DATUM POINT
- 12 / A3 01 — SECTIONS (SECTION IDENTIFICATION / SHEET WHERE SECTION IS DRAWN)
- 1 / A3 01 / 2 — ELEVATIONS (UNFOLD ELEVATIONS CLOCKWISE) DETAIL NUMBER INDICATES ELEVATION DRAWN SHEET WHERE ELEVATION IS DRAWN
- 12 / A3 01 — DETAILS (DETAIL NUMBER / SHEET WHERE DETAIL IS DRAWN)
- OFFICE 109 — FLOOR PLANS REFLECTED CEILING PLANS ROOM IDENTIFICATION (ROOM NAME / ROOM NUMBER)
- 2'-6" — DIMENSION LINES
- ALIGN — ALIGN; FIN FACE TO FIN FACE; LIMIT OF WORK

PARTITIONS

- EXISTING WALL OR PARTITION TO REMAIN
- EXISTING WALL OR PARTITION TO BE REMOVED
- NEW PARTITIONS
- EXISTING DOORS TO REMAIN
- EXISTING DOOR TO BE REMOVED
- NEW DOORS FLOOR FINISH TRANSITION WHERE INDICATED AT CENTER LINE OF DOOR TYPICAL
- EXISTING WINDOW TO REMAIN
- EXISTING WINDOW TO BE REMOVED
- NEW WINDOW REFER TO SCHEDULE IN SPECIFICATIONS SECTION 08005
- CHASE WALL / PIPE OR PLUMBING

CASEWORK

- WALL HUNG CABINETS OR SHELVES
- BASE CABINET COUNTER TOP
- N I C — OWNER FURNISHED ITEMS (NOT IN CONTRACT)

EQUIPMENT

- RW — ROBE HOOK
- CLOCK
- FE — FIRE EXTINGUISHER
- F E C — CABINET
- HANDRAIL / WALL PROTECTION
- VISUAL DISPLAY BOARDS
- CORNER GUARD
- EDGE GUARD

PLUMBING

- WALL MOUNTED TOILET
- FLOOR MOUNTED TOILET
- (N) FCO — FLOOR CLEAN OUT (FCO) SEE PLUMBING PLANS FOR LOCATIONS (N) INDICATES NEW FCO (E) INDICATES EXISTING FCO
- FLOOR SINK PROVIDE COVER WHERE EXPOSED TO FOOT TRAFFIC
- FD — FLOOR DRAIN

MECHANICAL

- SUPPLY DIFFUSER
- RETURN AIR GRILLE
- EXHAUST GRILLE

ELECTRICAL

- 2' X 4' LIGHT FIXTURE
- 2' X 2' LIGHT FIXTURE
- RECESSED DOWNLIGHT
- STRIP LIGHTING FIXTURE
- EXIT SIGN
- SD — SMOKE DETECTOR
- TV — TELEVISION AND BRACKET
- S — SPEAKER

1 MENLO PARK SPECIFIC PLAN STANDARDS AND GUIDELINES REFERENCED WITH BRACKETS i e [E 3 1 01]
2 MENLO PARK ZONING ORDINANCE (JUNE 2014) REFERENCED WITH BRACKETS i e [MPZO 16 04 325]
3 MENLO PARK TRANSPORTATION DIVISION GUIDELINES i e [MPTDG T-1]

GENERAL NOTES

R-3 PROJECT

• APN		124-33-056
• ZONING		R-3
• MENLO PARK ZONING DESIGNATION		APARTMENT DISTRICT
• PROPOSED USE		SINGLE FAMILY RESIDENTIAL
• OCCUPANCY GROUP		R-3 (RESIDENTIAL)
• CONSTRUCTION TYPE		V-B
• FULLY SPRINKLERED		NO

ECR-SW PROJECT

• APN	074-288-560
• ZONING	ECR-SW
• DOWNTOWN SPECIFIC PLAN DESIGNATION	EL CAMINO REAL SOUTH WEST
• PROPOSED MIXED USE	OFFICE & MULTI-FAMILY RESIDENTIAL
• OCCUPANCY GROUP	B (COMMERCIAL OFFICE), R-2 (MULTI-FAMILY RESIDENTIAL), S-2 (PARKING GARAGE)
• CONSTRUCTION TYPE	II-B (MIXED USE BUILDING), III-B (MULTI-FAMILY RESIDENTIAL)
• FULLY SPRINKLERED	YES

PROJECT INFORMATION

R-3 AREA

• LOT AREA	7 783 SQ FT	
• RESIDENTIAL BUILDING AREA ALLOWED	3 502 SQ FT	0 45 F A R
• RESIDENTIAL BUILDING AREA PROPOSED	3 502 SQ FT	

ECR-SW AREA

• LOT AREA	22 415 SQ FT (0 51 ACRES)	
• GENERAL OFFICE BUILDING AREA ALLOWED	16 811 SQ FT	0 75 F A R (WITH PUBLIC BENEFIT BONUS) /
	12 328 SQ FT	0 55 F A R BASE
• GENERAL OFFICE BUILDING ARE PROPOSED	16 811 SQ FT (E 3 1 01)	
• RESIDENTIAL BUILDING AREA ALLOWED	16 811 SQ FT	0 75 F A R (WITH PUBLIC BENEFIT BONUS) /
	12 328 SQ FT	0 55 F A R BASE
• RESIDENTIAL BUILDING AREA PROPOSED	16 811 SQ FT	
• TOTAL BUILDING AREA ALLOWED (GENERAL OFFICE & RESIDENTIAL COMBINED)	33 622 SQ FT	1 50 F A R
• TOTAL BUILDING AREA PROPOSED (GENERAL OFFICE & RESIDENTIAL COMBINED)	33 621 SQ FT	1 50 F A R
• DWELLING UNITS PER ACRE ALLOWED	40 (WITH PUBLIC BENEFIT BONUS) / 25 BASE	
• DWELLING UNITS PER ACRE PROPOSED	30	

AREA CALCULATION (PLANNING)

COMMERCIAL OFFICE PARKING:

• NEW GENERAL OFFICE BUILDING AREA PROPOSED	16 811 SQ FT	
• TOTAL GENERAL OFFICE PARKING @ 3 81 000 SQ FT / MPSP TABLE C)	(16 811/1 000) X 3 81= 64 STALLS	
• TOTAL ACCESSIBLE PARKING STALLS (CBC TABLE 11B-208 2)	3 (1 OF WHICH IS VAN-ACCESSIBLE PER CBC 11B-208 2 4)	

MULTI-FAMILY DWELLING PARKING:

• 1 0 STALL PER UNIT (STATION AREA SPHERE OF INFLUENCE)	15 UNITS = 15 STALLS	
• TOTAL ACCESSIBLE PARKING STALLS (CBC TABLE 11B-208 2)	1 (VAN-ACCESSIBLE PER CBC 11B-208 2 4)	

RESIDENTIAL DWELLING PARKING:

• 2 0 STALLS PER UNIT REQUIRED / PARKING	2 UNITS = 4 STALLS	

TOTAL PARKING:

• PARKING REQUIRED	64 GENERAL OFFICE STALLS + 15 MULTI-FAMILY RESIDENTIAL STALLS + 4 RESIDENTIAL STALLS = 84 STALLS REQUIRED	
• PARKING PROVIDED	85 STALLS PROVIDED	

BICYCLE PARKING:

• MULTI-FAMILY REQUIRED LONG TERM	1 PER UNIT (LONG TERM FOR UNITS WITHOUT PRIVATE GARAGE) = 15 LT
• MULTI-FAMILY REQUIRED SHORT TERM	1 PER 10 UNITS = 2 ST
• OFFICE REQUIRED LONG TERM	1 PER 10 000 SQ FT (MIN 2 SPACES) = 2 LT
• OFFICE REQUIRED SHORT TERM	1 PER 20 000 SQ FT (MIN 2 SPACES) = 2 ST
• BICYCLE PARKING PROVIDED	20 LT 4 ST

RESIDENTIAL BICYCLE PARKING:

R-3 REQUIRED / PROPOSED	0 / COVERED SPACE FOR 4 LT PROVIDED

PARKING CALCULATION

COMMERCIAL OFFICE DEBRIS CALCULATION (# EMPLOYEES X 80 LBS) / 270 — 163 EMPLOYEES = 42 4 CY

RESIDENTIAL DEBRIS CALCULATION (# RESIDENTS X 31 LBS) / 270 — 76 RESIDENTS = 8 6 CY

TOTAL DEBRIS 42 4 CY + 8 6 CY = 51 CY
DIVIDE BY 56 WEEKLY PICKUP = 10 2 CY

RECYCLING SERVICE REQUIRED (50% EST DEBRIS) 5 1 CY
GARBAGE SERVICE REQUIRED (50% EST DEBRIS) 5 1CY

RECYCLING CONTAINERS REQUIRED	(1) 3-YARD BIN + (1) 2-YARD BIN	= 5 CY
ORGANICS CONTAINERS REQUIRED	(1) 20-GAL CART	= 0 72 CY
GARBAGE CONTAINERS REQUIRED	(1) 3-YARD BIN + (1) 2-YARD BIN + (1) 20-GAL CART	= 5 72 CY

DEBRIS CALCULATION

ZONING COMPLIANCE - R-3 APARTMENT DISTRICT

DEVELOPMENT INTENSITY
• DUPLEXES ALLOWED

HEIGHT

• MAXIMUM BUILDING HEIGHT ALLOWED / PROPOSED	35 FT / 32 FT

SETBACKS

• FRONT YARD REQUIRED / PROPOSED	15% OF LOT WIDTH 20 FT MIN / 57 FT 7 INCHES
• INTERIOR SIDE YARD REQUIRED / PROPOSED	10 FT / 10 FT
• INTERIOR SIDE YARD REQUIRED / PROPOSED	10 FT / 10 FT
• REAR YARD SETBACK REQUIRED / PROPOSED	15% OF LOT WIDTH 15 FT MIN / 21 FT 8 INCHES

OPEN SPACE

• OPEN SPACE REQUIRED / PROPOSED	50% OF LOT AREA (3 892 SQ FT) / 6 892 SQ FT

MAX DRIVEWAYS / OPEN PARKING AREAS — N/A

ZONING COMPLIANCE - MIXED-USE ECR-SW

HEIGHT

• MAXIMUM HEIGHT ALLOWED / PROPOSED	35 FT / 35 FT-0 IN
• MAXIMUM FACADE HEIGHT ALLOWED/PROPOSED	30 FT / 29 FT-6 IN

SETBACKS (NORTH OF LIVE OAK)

• FRONT YARD REQUIRED / PROPOSED	5 FT MIN 8 FT MAX / 6 FT 7 INCHES BUILDING PROJECTIONS EXTEND 2'-3" (5'-0" MAX) INTO THE SETBACK AREA
• INTERIOR SIDE YARD (FUNCTIONAL REAR)	
• REQUIRED / PROPOSED	0 FT AT GRADE 5 FT FOR UPPER FLOORS / 14 FT 2 INCHES
• INTERIOR SIDE YARD REQUIRED / PROPOSED	0 FT AT GRADE 5 FT FOR UPPER FLOORS / 5 FT
• REAR YARD SETBACK REQUIRED / PROPOSED	10 FT / 10 FT BUILDING PROJECTIONS EXTEND 5'-0" (5'-0" MAX) INTO THE SETBACK AREA

OPEN SPACE

• ALL DEVELOPMENT	
• OPEN SPACE REQUIRED / PROPOSED	20% OF LOT AREA (4 483 SQ FT) / 16 445 SQ FT
• RESIDENTIAL OPEN SPACE REQUIRED / PROPOSED	100 SQ FT COMMON OPEN SPACE PER UNIT (1 500 SQ FT) OR 20 SQ FT PRIVATE OPEN SPACE (MIN 6' DIMENSION) PER UNIT (1 200 SQ FT) / 4 376 SQ FT PRIVATE OPEN SPACE PROVIDED FOR (10) UNITS WITH ACCES
TO PRIVATE	OPEN SPACE 3 288 SQ FT COMMON OPEN SPACE PROVIDED FOR (5) UNITS WITHOUT ACCES TO PRIVATE OPEN SPACE

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PROJECT INFORMATION

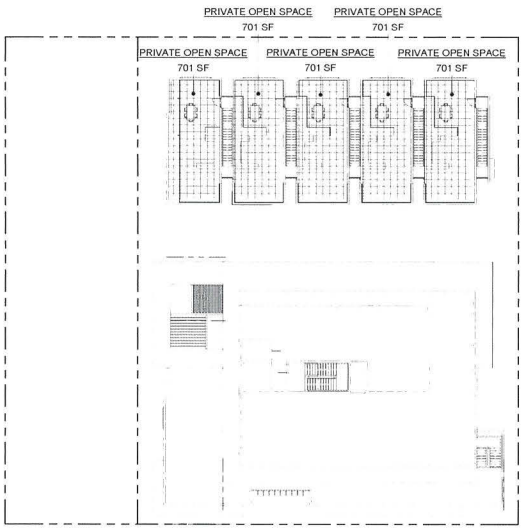
A0.1

B2

ABBREVIATIONS

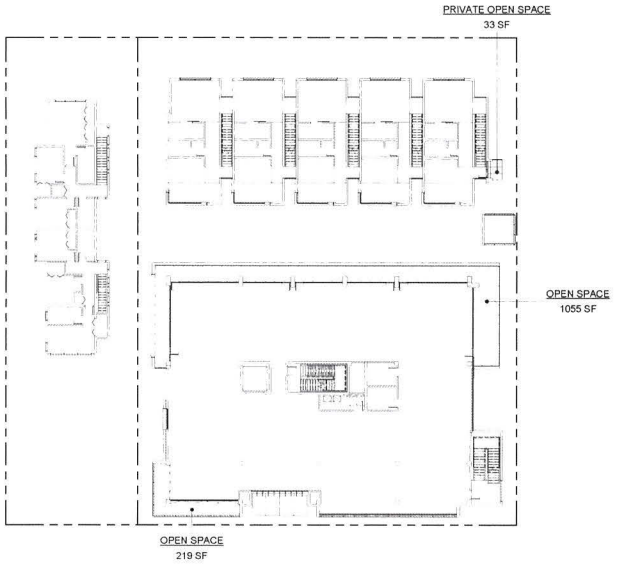
LEGEND

ZONING INFORMATION



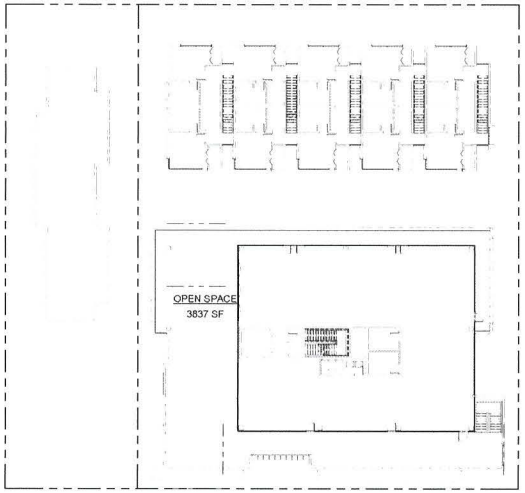
4 RESIDENTIAL UNITS ROOF OPEN SPACE

1" = 20'-0"



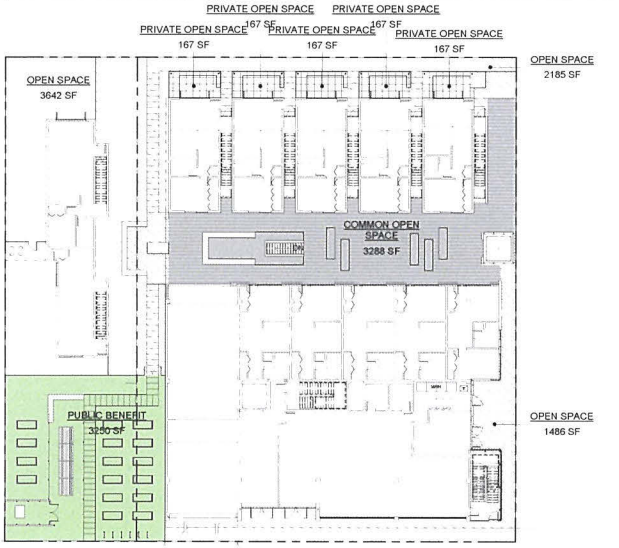
2 LEVEL 2 OPEN SPACE

1" = 20'-0"



3 LEVEL 3 OPEN SPACE

1" = 20'-0"



1 LEVEL 1 OPEN SPACE

1" = 20'-0"

Area Schedule (Open Space)

Name	Area	Level
COMMON OPEN SPACE	3288 SF	LEVEL 1
COMMON OPEN SPACE	3288 SF	
OPEN SPACE	1486 SF	LEVEL 1
OPEN SPACE	2185 SF	LEVEL 1
OPEN SPACE	219 SF	LEVEL 2
OPEN SPACE	1055 SF	LEVEL 2
OPEN SPACE	3837 SF	LEVEL 3
OPEN SPACE	8781 SF	
PRIVATE OPEN SPACE	836 SF	LEVEL 1
PRIVATE OPEN SPACE	33 SF	LEVEL 2
PRIVATE OPEN SPACE	3507 SF	RES. ROOF
PRIVATE OPEN SPACE	4376 SF	
TOTAL OPEN SPACE	16445 SF	

Area Schedule (R-3 Open Space)

Name	Level	Area
OPEN SPACE	LEVEL 1	3642 SF
PUBLIC BENEFIT	LEVEL 1	3250 SF

OPEN SPACE LEGEND

- COMMON OPEN SPACE
- OPEN SPACE
- PRIVATE OPEN SPACE
- PUBLIC BENEFIT

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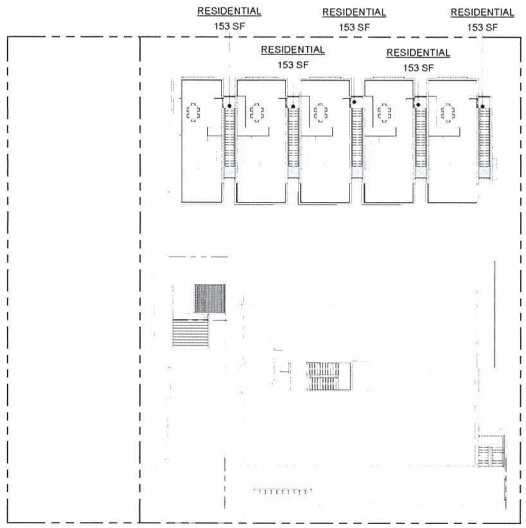
AREA CALCULATIONS - OPEN SPACE

A0.2

B3



4 RESIDENTIAL ROOFS GROSS BUILDING AREA

1" = 20'-0"

2 LEVEL 2 GROSS BUILDING AREA

1" = 20'-0"

ECR-SW Area Schedule (By Floor Gross Building)

Name	Level	Area
OFFICE	LEVEL 1	3275 SF
OFFICE	LEVEL 2	8025 SF
OFFICE	LEVEL 3	5265 SF
OFFICE		16565 SF
ELEC.	LEVEL 1	246 SF
ELEC.		246 SF
MECH.	LEVEL 2	84 SF
MECH.	LEVEL 3	84 SF
MECH.		168 SF
RESIDENTIAL	LEVEL 1	4008 SF
RESIDENTIAL	LEVEL 1	3037 SF
RESIDENTIAL	LEVEL 2	4568 SF
RESIDENTIAL	LEVEL 3	4586 SF
RESIDENTIAL	RES. ROOF	153 SF
RESIDENTIAL	RES. ROOF	153 SF
RESIDENTIAL	RES. ROOF	153 SF
RESIDENTIAL	RES. ROOF	153 SF
RESIDENTIAL		16811 SF
TOTAL AREA		33789 SF

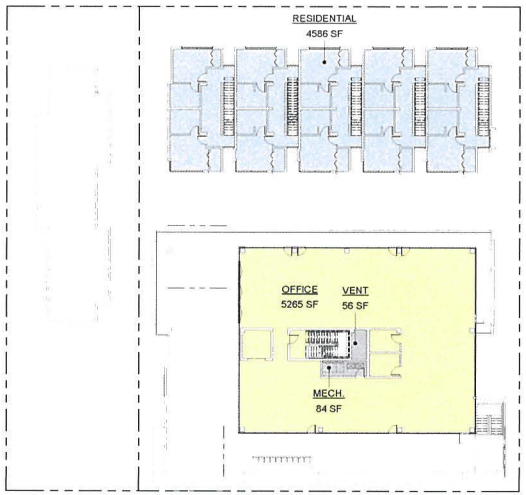
TOTAL COMMERCIAL SF
16,565 SF + 246 SF
= 16811 SF

R-3 Area Schedule (By Floor Gross Building)

Name	Level	Area
RESIDENTIAL	LEVEL 1	886 SF
RESIDENTIAL	LEVEL 1	650 SF
RESIDENTIAL	LEVEL 2	1016 SF
RESIDENTIAL	LEVEL 2	950 SF
RESIDENTIAL		3502 SF
TOTAL AREA		3502 SF

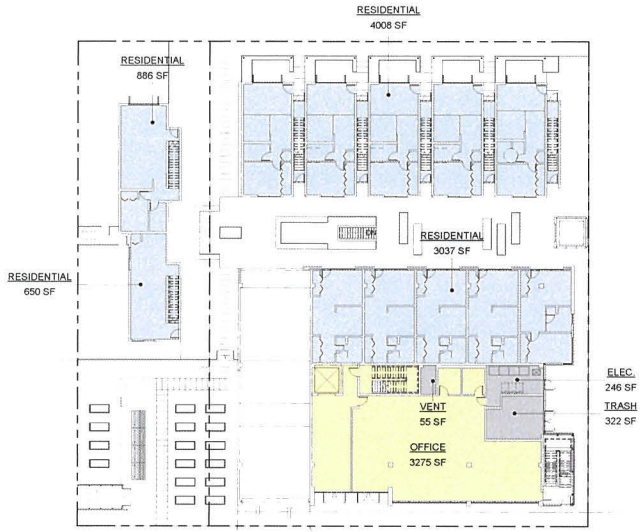
Building Area Legend

- ELEC.
- MECH. - 1% TOTAL GSF MAX EXCLUSION [MPZO 16.04.325 (C)(2)]
- OFFICE
- PARKING
- RESIDENTIAL
- TRASH - EXCLUDED IN TOTAL GSF [MPZO 16.04.325 (C)(6)]
- VENT - EXCLUDED IN TOTAL GSF [MPZO 16.04.325 (C)(5)]



3 LEVEL 3 GROSS BUILDING AREA

1" = 20'-0"



1 LEVEL 1 GROSS BUILDING AREA

1" = 20'-0"

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AREA
CALCULATIONS -
GROSS BUILDING

A0.3

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PERSPECTIVE VIEW FROM LIVE OAK

A0.8

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PERSPECTIVE
VIEW OF
COMMUNITY
GARDEN

A0.9

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PERSPECTIVE VIEW OF INTERIOR COURTYARD AND APARTMENTS

A0.10

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conceptual landscape plan

L1.0

PROJECT NORTH
TRUE NORTH

1 CONTEXTUAL SITE PLAN

1" = 30'-0"

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CONTEXTUAL SITE PLAN

A1.0

1 AREA PLAN

1" = 20'-0"

2 STREETSCAPE ELEVATION

1" = 20'-0"

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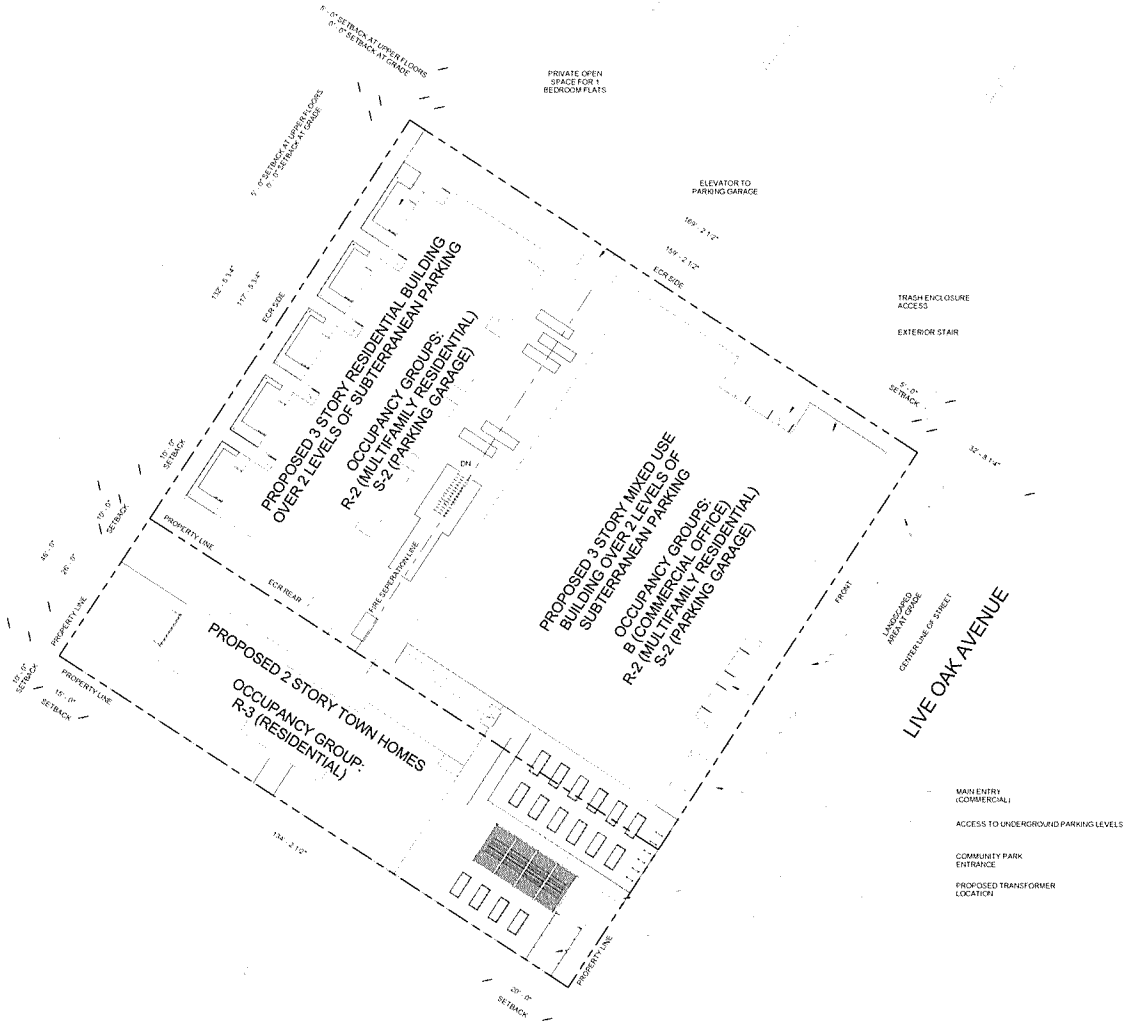
AREA PLAN & STREET ELEVATION

A1.1



1 SITE PLAN

1/16" = 1'-0"

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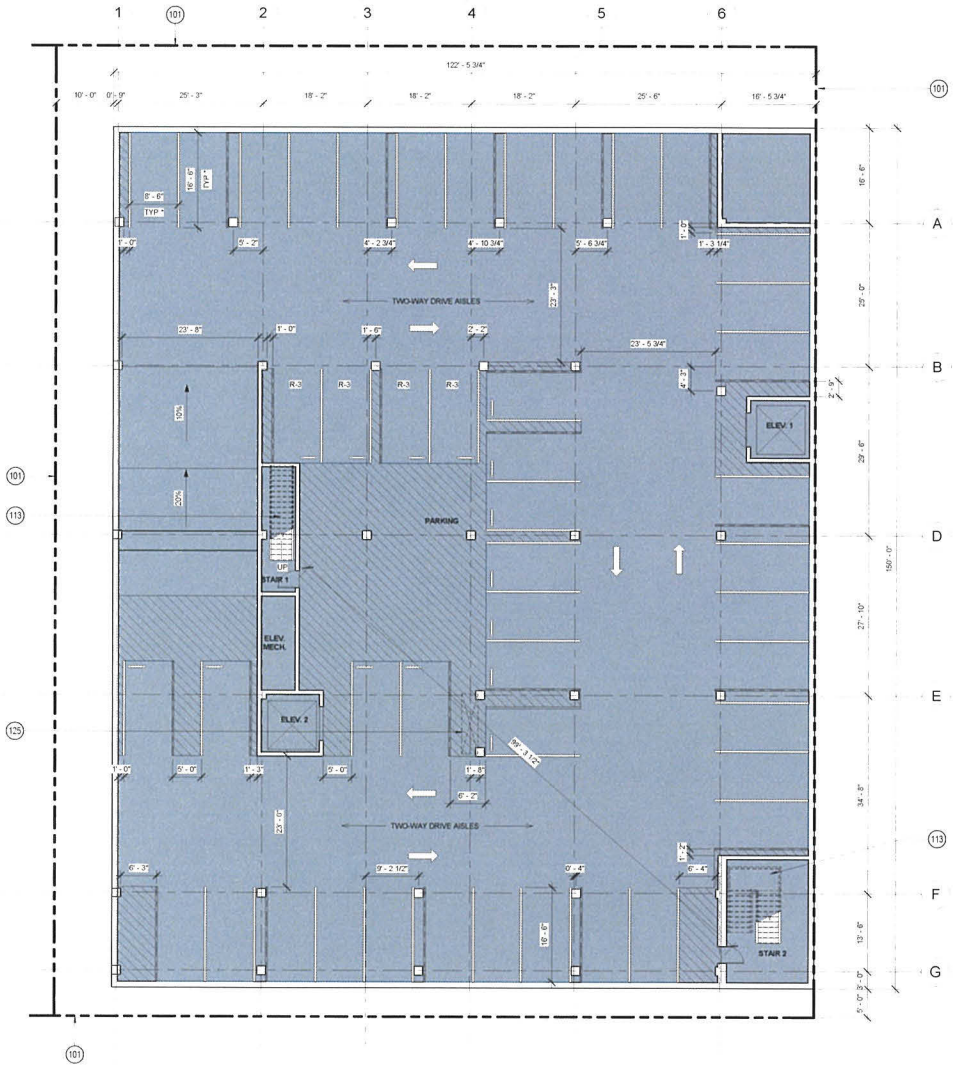
SITE PLAN

A1.2

B11



1 LEVEL B2

1" = 10'-0"

GARAGE LEVEL B2 PARKING SUMMARY	
STALL TYPE	COUNT
STANDARD STALLS	46

NOTES:

1 MIN. PARKING STANDARD STALL DIMENSIONS 8'-6" X 16'-6" [MPTDG T-1]
2 MIN. TWO-WAY DRIVE AISLE WIDTH 23'-0" [MPTDG T-1]

KEYNOTES LEGEND

101 PROPERTY LINE
102 SETBACK LINE
103 FIRE SEPERATION LINE
104 COMMUNITY GARDEN. SEE LANDSCAPE PLAN
105 EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
106 COMMUNITY GARDEN ENTRANCE
107 RESIDENTIAL ENTRANCE
108 MAIN COMMERCIAL ENTRANCE
109 SINGLE-FAMILY RESIDENCE ENTRY
110 ACCESSIBLE PATH OF TRAVEL
111 STAIR TO GARAGE & UPPER OFFICE LEVELS
112 STAIR TO PARKING GARAGE
113 EXIT STAIRWAY
114 ELEVATOR TO PARKING GARAGE
115 ELEVATOR TO COURTYARD ABOVE
116 SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
117 PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS. SEE LANDSCAPE PLANS
118 SHORT TERM BICYCLE PARKING
119 OUTLINE OF OVERHANG ABOVE
120 TRANSFORMER
121 FIRE SPRINKLER RISERS IN THIS AREA
122 BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
123 VEHICULAR ENTRANCE FOR OFFICE. RESIDENTIAL APARTMENTS + STUDIOS & R-3 DUPLEX
124 AREA FOR RESIDENTIAL MAILBOXES
125 OPENING ABOVE FOR GARAGE EXHAUST
126 MECHANICAL SCREEN [E 3.2 01]
127 METAL AND WOOD TRELLIS
128 GLASS CANOPY
129 ENTRY CANOPY
130 NANAWALL DOOR SYSTEM
131 RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
132 WOOD FENCE
133 COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS

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FLOOR PLAN - LEVEL B2

A2.1

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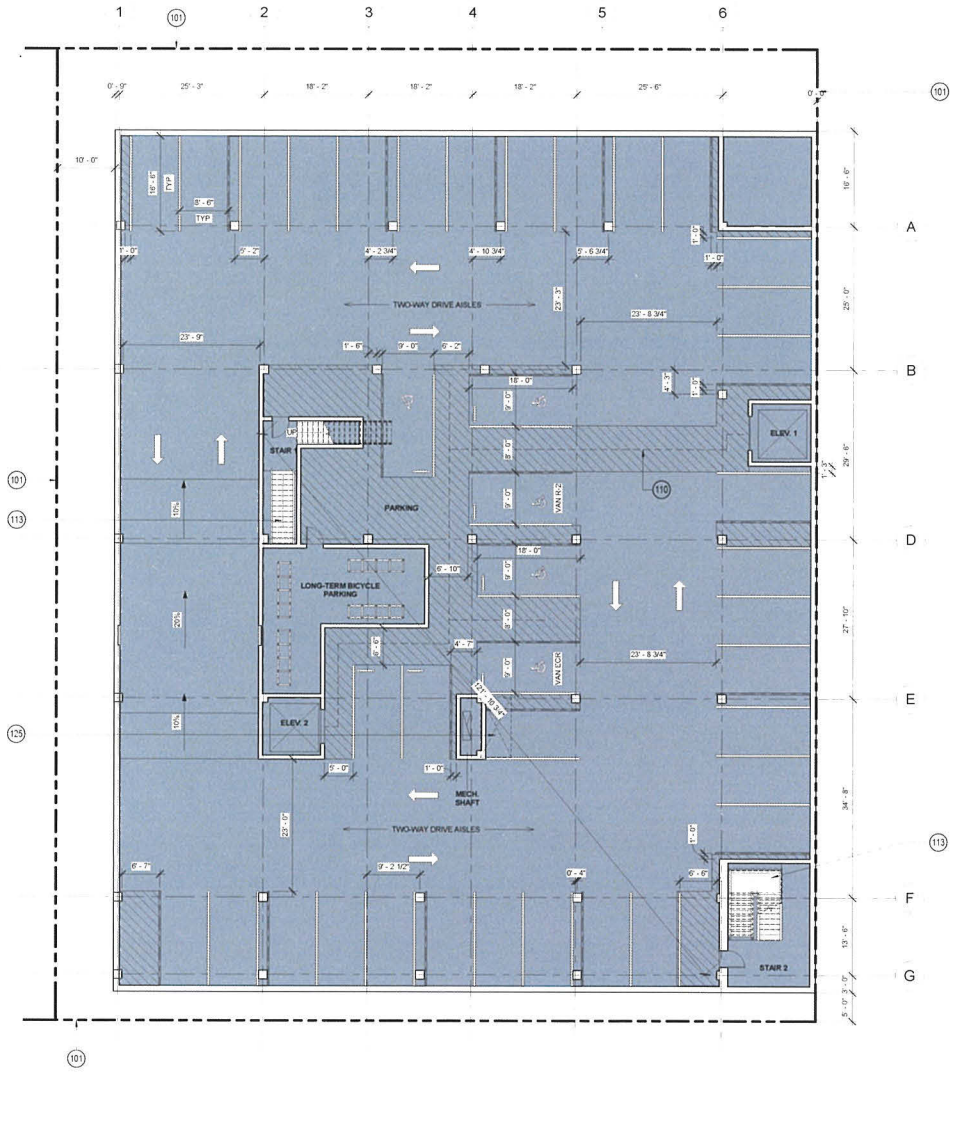

1 LEVEL B1

1" = 10'-0"

GARAGE PARKING SUMMARY

Level	STALL TYPE	COUNT
LEVEL B1	STANDARD STALLS	34
LEVEL B1	HANDICAP STALLS	5
LEVEL B2	STANDARD STALLS	46
TOTAL		85

NOTES:

1	MIN. PARKING STANDARD STALL DIMENSIONS	8'-6" X 16'-6"	[MPTDG T-1]
2	MIN. PARKING ACCESSIBLE STALL DIMENSIONS	9'-0" X 18'-0"	[MPTDG T-2]
3	MIN. TWO-WAY DRIVE AISLE WIDTH	23'-0"	[MPTDG T-1]

KEYNOTES LEGEND

(101) PROPERTY LINE
(102) SETBACK LINE
(103) FIRE SEPERATION LINE
(104) COMMUNITY GARDEN. SEE LANDSCAPE PLAN
(105) EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
(106) COMMUNITY GARDEN ENTRANCE
(107) RESIDENTIAL ENTRANCE
(108) MAIN COMMERCIAL ENTRANCE
(109) SINGLE-FAMILY RESIDENCE ENTRY
(110) ACCESSIBLE PATH OF TRAVEL
(111) STAIR TO GARAGE & UPPER OFFICE LEVELS
(112) STAIR TO PARKING GARAGE
(113) EXIT STAIRWAY
(114) ELEVATOR TO PARKING GARAGE
(115) ELEVATOR TO COURTYARD ABOVE
(116) SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
(117) PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS. SEE LANDSCAPE PLANS
(118) SHORT TERM BICYCLE PARKING
(119) OUTLINE OF OVERHANG ABOVE
(120) TRANSFORMER
(121) FIRE SPRINKLER RISERS IN THIS AREA
(122) BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
(123) VEHICULAR ENTRANCE FOR OFFICE, RESIDENTIAL APARTMENTS + STUDIOS, & R-3 DUPLEX
(124) AREA FOR RESIDENTIAL MAILBOXES
(125) OPENING ABOVE FOR GARAGE EXHAUST
(126) MECHANICAL SCREEN [E 3.2.01]
(127) METAL AND WOOD TRELLIS
(128) GLASS CANOPY
(129) ENTRY CANOPY
(130) NANAWALL DOOR SYSTEM
(131) RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
(132) WOOD FENCE
(133) COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS

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FLOOR PLAN - LEVEL B1

A2.2

B13

1 LEVEL 1

1" = 10'-0"

KEYNOTES LEGEND

101	PROPERTY LINE
102	SETBACK LINE
103	FIRE SEPERATION LINE
104	COMMUNITY GARDEN. SEE LANDSCAPE PLAN
105	EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
106	COMMUNITY GARDEN ENTRANCE
107	RESIDENTIAL ENTRANCE
108	MAIN COMMERCIAL ENTRANCE
109	SINGLE-FAMILY RESIDENCE ENTRY
110	ACCESSIBLE PATH OF TRAVEL
111	STAIR TO GARAGE & UPPER OFFICE LEVELS
112	STAIR TO PARKING GARAGE
113	EXIT STAIRWAY
114	ELEVATOR TO PARKING GARAGE
115	ELEVATOR TO COURTYARD ABOVE
116	SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
117	PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS. SEE LANDSCAPE PLANS
118	SHORT TERM BICYCLE PARKING
119	OUTLINE OF OVERHANG, ABOVE
120	TRANSFORMER
121	FIRE SPRINKLER RISERS IN THIS AREA
122	BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
123	VEHICULAR ENTRANCE FOR OFFICE, RESIDENTIAL APARTMENTS + STUDIOS, & R-3 DUPLEX
124	AREA FOR RESIDENTIAL MAILBOXES
125	OPENING ABOVE FOR GARAGE EXHAUST
126	MECHANICAL SCREEN [E 3.2 01]
127	METAL AND WOOD TRELLIS
128	GLASS CANOPY
129	ENTRY CANOPY
130	NANAWALL DOOR SYSTEM
131	RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
132	WOOD FENCE
133	COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS

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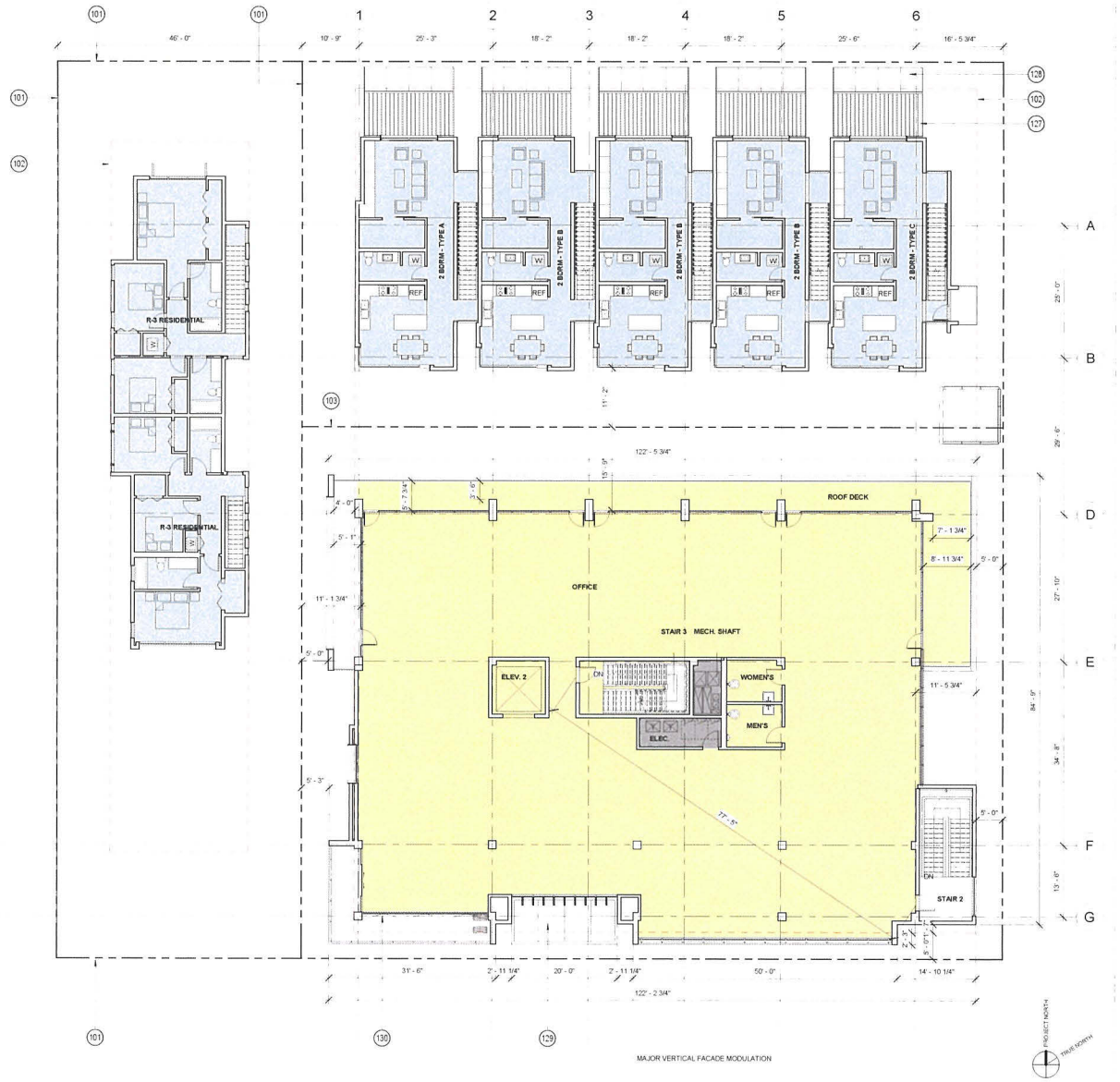
FLOOR PLAN - LEVEL 1

A2.3



1 LEVEL 2

1" = 10'-0"

KEYNOTES LEGEND

101	PROPERTY LINE
102	SETBACK LINE
103	FIRE SEPERATION LINE
104	COMMUNITY GARDEN SEE LANDSCAPE PLAN
105	EXTENT OF COMMUNITY GARDEN SHOWN DASHED COORDINATE WITH LANDSCAPE PLAN
106	COMMUNITY GARDEN ENTRANCE
107	RESIDENTIAL ENTRANCE
108	MAIN COMMERCIAL ENTRANCE
109	SINGLE-FAMILY RESIDENCE ENTRY
110	ACCESSIBLE PATH OF TRAVEL
111	STAIR TO GARAGE & UPPER OFFICE LEVELS
112	STAIR TO PARKING GARAGE
113	EXIT STAIRWAY
114	ELEVATOR TO PARKING GARAGE
115	ELEVATOR TO COURTYARD ABOVE
116	SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE SEE LANDSCAPE PLANS
117	PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS SEE LANDSCAPE PLANS
118	SHORT TERM BICYCLE PARKING
119	OUTLINE OF OVERHANG ABOVE
120	TRANSFORMER
121	FIRE SPRINKLER RISERS IN THIS AREA
122	BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
123	VEHICULAR ENTRANCE FOR OFFICE RESIDENTIAL APARTMENTS + STUDIOS & R-3 DUPLEX
124	AREA FOR RESIDENTIAL MAILBOXES
125	OPENING ABOVE FOR GARAGE EXHAUST
126	MECHANICAL SCREEN [E 3.2.01]
127	METAL AND WOOD TRELLIS
128	GLASS CANOPY
129	ENTRY CANOPY
130	NANAWALL DOOR SYSTEM
131	RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
132	WOOD FENCE
133	COURTYARD LANDSCAPING SEE LANDSCAPE PLANS

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FLOOR PLAN - LEVEL 2

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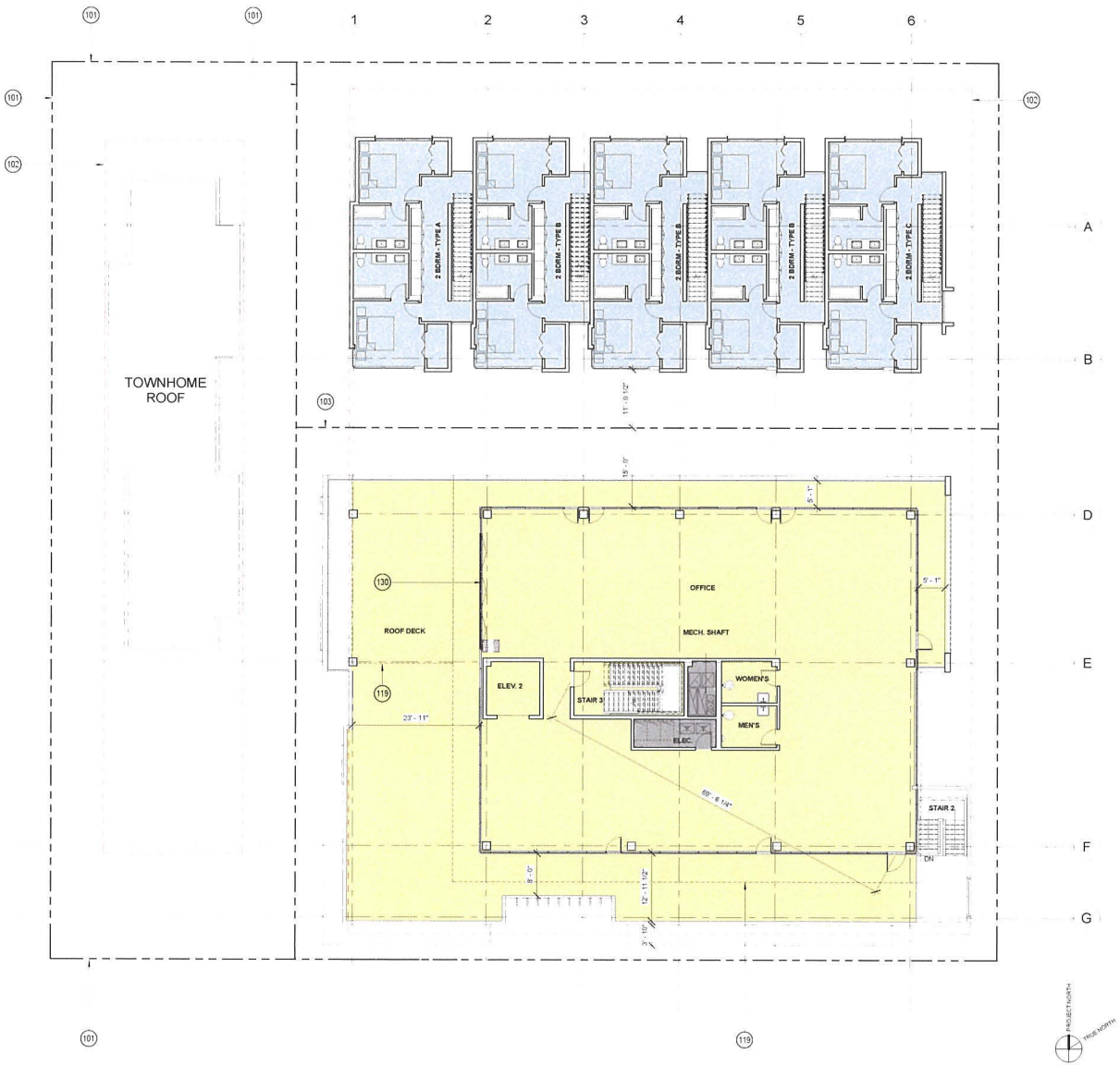

KEYNOTES LEGEND

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102	SETBACK LINE
103	FIRE SEPERATION LINE
104	COMMUNITY GARDEN. SEE LANDSCAPE PLAN
105	EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
106	COMMUNITY GARDEN ENTRANCE
107	RESIDENTIAL ENTRANCE
108	MAIN COMMERCIAL ENTRANCE
109	SINGLE-FAMILY RESIDENCE ENTRY
110	ACCESSIBLE PATH OF TRAVEL
111	STAIR TO GARAGE & UPPER OFFICE LEVELS
112	STAIR TO PARKING GARAGE
113	EXIT STAIRWAY
114	ELEVATOR TO PARKING GARAGE
115	ELEVATOR TO COURTYARD ABOVE
116	SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
117	PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS. SEE LANDSCAPE PLANS
118	SHORT TERM BICYCLE PARKING
119	OUTLINE OF OVERHANG ABOVE
120	TRANSFORMER
121	FIRE SPRINKLER RISERS IN THIS AREA
122	BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
123	VEHICULAR ENTRANCE FOR OFFICE, RESIDENTIAL APARTMENTS + STUDIOS, & R-3 DUPLEX
124	AREA FOR RESIDENTIAL MAILBOXES
125	OPENING ABOVE FOR GARAGE EXHAUST
126	MECHANICAL SCREEN [E 3.2.01]
127	METAL AND WOOD TRELLIS
128	GLASS CANOPY
129	ENTRY CANOPY
130	NANAWALL DOOR SYSTEM
131	RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
132	WOOD FENCE
133	COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS

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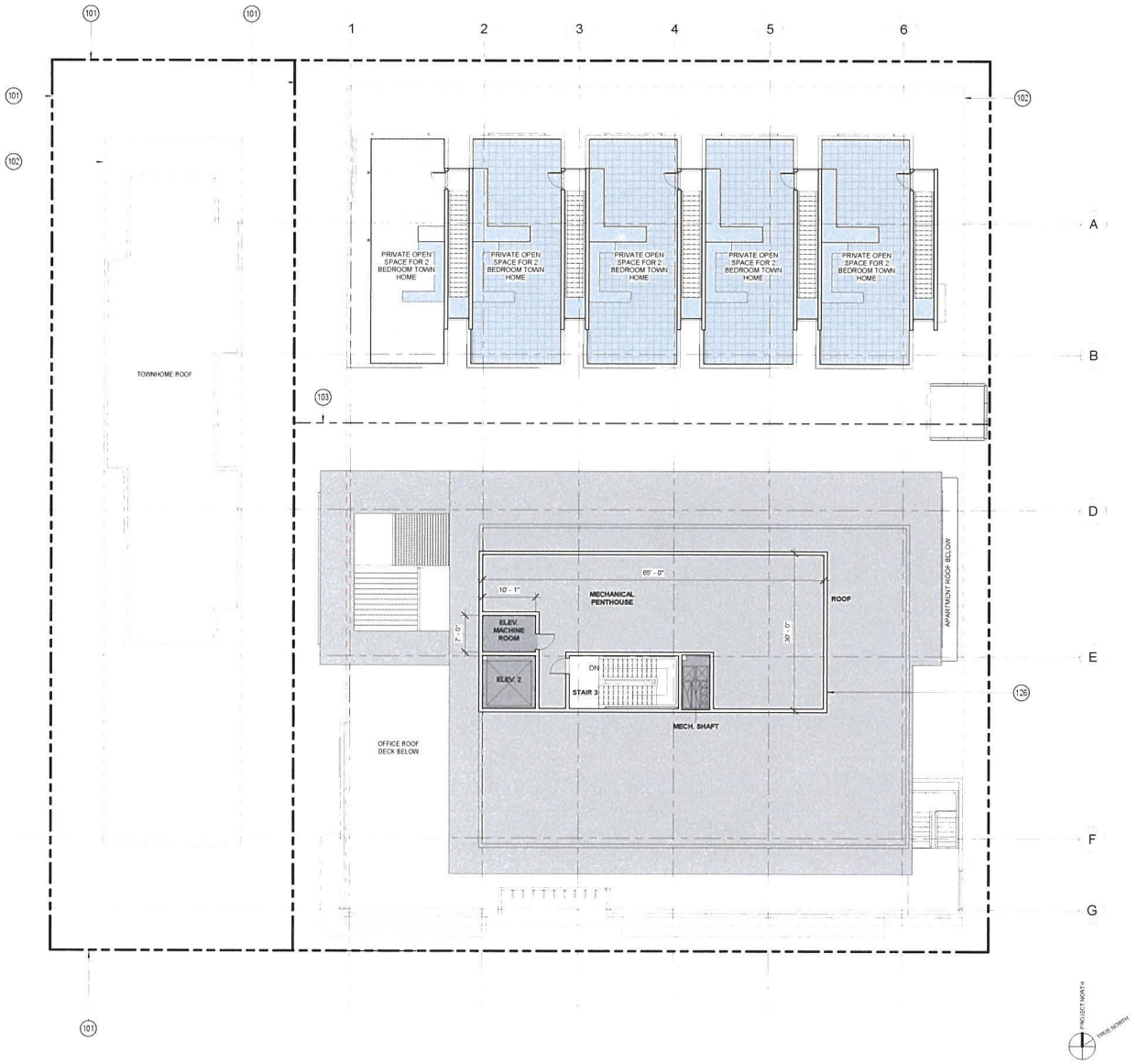
FLOOR PLAN - LEVEL 3

A2.5

916



1 UPPER ROOF

1" = 10'-0"

KEYNOTES LEGEND

101 PROPERTY LINE
102 SETBACK LINE
103 FIRE SEPERATION LINE
104 COMMUNITY GARDEN. SEE LANDSCAPE PLAN
105 EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
106 COMMUNITY GARDEN ENTRANCE
107 RESIDENTIAL ENTRANCE
108 MAIN COMMERCIAL ENTRANCE
109 SINGLE-FAMILY RESIDENCE ENTRY
110 ACCESSIBLE PATH OF TRAVEL
111 STAIR TO GARAGE & UPPER OFFICE LEVELS
112 STAIR TO PARKING GARAGE
113 EXIT STAIRWAY
114 ELEVATOR TO PARKING GARAGE
115 ELEVATOR TO COURTYARD ABOVE
116 SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
117 PRIVATE OPEN SPACE FOR 1-BEDROOM FLATS. SEE LANDSCAPE PLANS
118 SHORT TERM BICYCLE PARKING
119 OUTLINE OF OVERHANG ABOVE
120 TRANSFORMER
121 FIRE SPRINKLER RISERS IN THIS AREA
122 BACKFLOW PREVENTER & FIRE WATER LINE IN THESE AREAS
123 VEHICULAR ENTRANCE FOR OFFICE. RESIDENTIAL APARTMENTS + STUDIOS & R-3 DUPLEX
124 AREA FOR RESIDENTIAL MAILBOXES
125 OPENING ABOVE FOR GARAGE EXHAUST
126 MECHANICAL SCREEN [E 3.2.01]
127 METAL AND WOOD TRELLIS
128 GLASS CANOPY
129 ENTRY CANOPY
130 NANAWALL DOOR SYSTEM
131 RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
132 WOOD FENCE
133 COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS.

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ROOF PLAN

A2.6

2 SOUTH ELEVATION

1/8" = 1'-0"

TOTAL PRIMARY BUILDING FACADE	3524 SF
TOTAL ALLOWED BUILDING PROJECTIONS (35% MAX) [E 3.3.06]	1233 SF
TOTAL PROPOSED BUILDING PROJECTIONS	395 SF + 626 SF = 1021 SF
	881 SF
	600 SF

1 SOUTH ELEVATION - RESIDENTIAL UNITS

1/8" = 1'-0"

KEYNOTES LEGEND

201	PROPERTY LINE
202	SETBACK LINE
203	FIRE SEPERATION LINE
204	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
205	MAIN COMMERCIAL ENTRANCE
206	LANDSCAPING PLANTER
207	MECHANICAL SCREEN
208	METAL AND WOOD TRELLIS
209	ENTRY CANOPY
210	NANAWALL DOOR SYSTEM
211	CURTAINWALL GLAZING SYSTEM
212	STOREFRONT GLAZING SYSTEM
213	CEDAR WOOD SIDING
214	METAL PANEL SIDING
215	PLASTER FINISH
216	PORCELAIN TILE
217	ARCHITECTURAL CONCRETE
218	SHADING LOUVER SYSTEM
219	GLASS GUARDRAIL
220	METAL MESH SCREEN
221	METAL SECURITY GATE
222	FIRST FLOOR TENANT ENTRY
223	WOOD FENCE
224	BUILDING PROFILE
225	SHADING VERTICAL FIN SYSTEM
226	MAJOR FACADE MODULATION [E 4.1.02]
227	MINOR FACADE MODULATION [E3.4.2.01]
228	CHANNEL GLASS
229	ELEVATOR TO UNDERGROUND PARKING LEVELS
230	ZINC PANEL SIDING
231	METAL TRIM
232	R-3 RESIDENTIAL UNITS
233	CONCRETE CANOPY

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EXTERIOR ELEVATIONS

A3.1

B18

1 NORTH ELEVATION

1/8" = 1'-0"

2 NORTH ELEVATION - OFFICE

1/8" = 1'-0"

KEYNOTES LEGEND

201	PROPERTY LINE
202	SETBACK LINE
203	FIRE SEPERATION LINE
204	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
205	MAIN COMMERCIAL ENTRANCE
206	LANDSCAPING PLANTER
207	MECHANICAL SCREEN
208	METAL AND WOOD TRELLIS
209	ENTRY CANOPY
210	NANAWALL DOOR SYSTEM
211	CURTAINWALL GLAZING SYSTEM
212	STOREFRONT GLAZING SYSTEM
213	CEDAR WOOD SIDING
214	METAL PANEL SIDING
215	PLASTER FINISH
216	PORCELAIN TILE
217	ARCHITECTURAL CONCRETE
218	SHADING LOUVER SYSTEM
219	GLASS GUARDRAIL
220	METAL MESH SCREEN
221	METAL SECURITY GATE
222	FIRST FLOOR TENANT ENTRY
223	WOOD FENCE
224	BUILDING PROFILE
225	SHADING VERTICAL FIN SYSTEM
226	MAJOR FACADE MODULATION [E 4.1.02]
227	MINOR FACADE MODULATION [E3.4.2.01]
228	CHANNEL GLASS
229	ELEVATOR TO UNDERGROUND PARKING LEVELS
230	ZINC PANEL SIDING
231	METAL TRIM
232	R-3 RESIDENTIAL UNITS
233	CONCRETE CANOPY

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EXTERIOR
ELEVATIONS

A3.2

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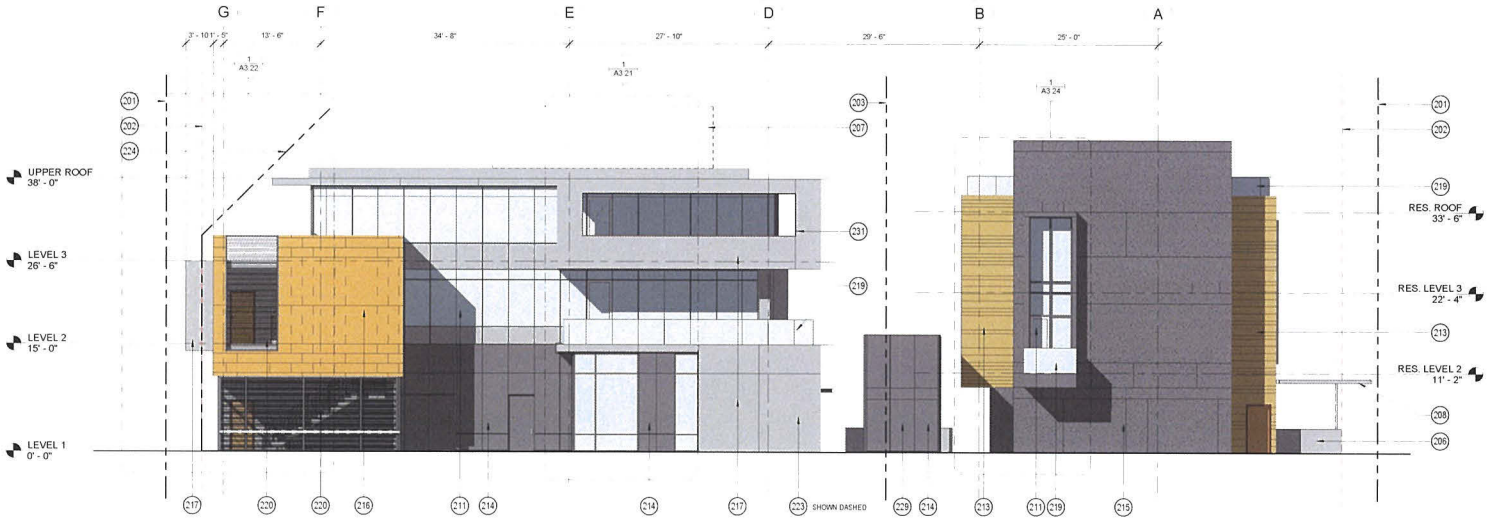

1 EAST ELEVATION - ECR

1/8" = 1'-0"

2 WEST ELEVATION - ECR

1/8" = 1'-0"

KEYNOTES LEGEND

201 PROPERTY LINE	228 CHANNEL GLASS
202 SETBACK LINE	229 ELEVATOR TO UNDERGROUND PARKING LEVELS
203 FIRE SEPERATION LINE	230 ZINC PANEL SIDING
204 ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP	231 METAL TRIM
205 MAIN COMMERCIAL ENTRANCE	232 R-3 RESIDENTIAL UNITS
206 LANDSCAPING PLANTER	233 CONCRETE CANOPY
207 MECHANICAL SCREEN	
208 METAL AND WOOD TRELLIS	
209 ENTRY CANOPY	
210 NANAWALL DOOR SYSTEM	
211 CURTAINWALL GLAZING SYSTEM	
212 STOREFRONT GLAZING SYSTEM	
213 CEDAR WOOD SIDING	
214 METAL PANEL SIDING	
215 PLASTER FINISH	
216 PORCELAIN TILE	
217 ARCHITECTURAL CONCRETE	
218 SHADING LOUVER SYSTEM	
219 GLASS GUARDRAIL	
220 METAL MESH SCREEN	
221 METAL SECURITY GATE	
222 FIRST FLOOR TENANT ENTRY	
223 WOOD FENCE	
224 BUILDING PROFILE	
225 SHADING VERTICAL FIN SYSTEM	
226 MAJOR FACADE MODULATION [E 4.1.02]	
227 MINOR FACADE MODULATION [E3.4.2.01]	

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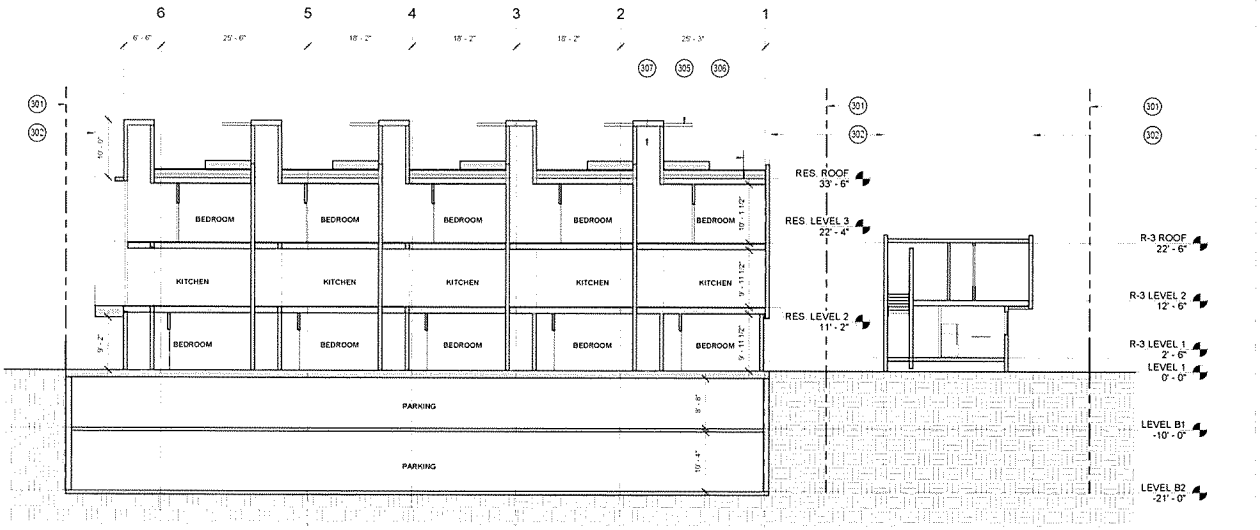
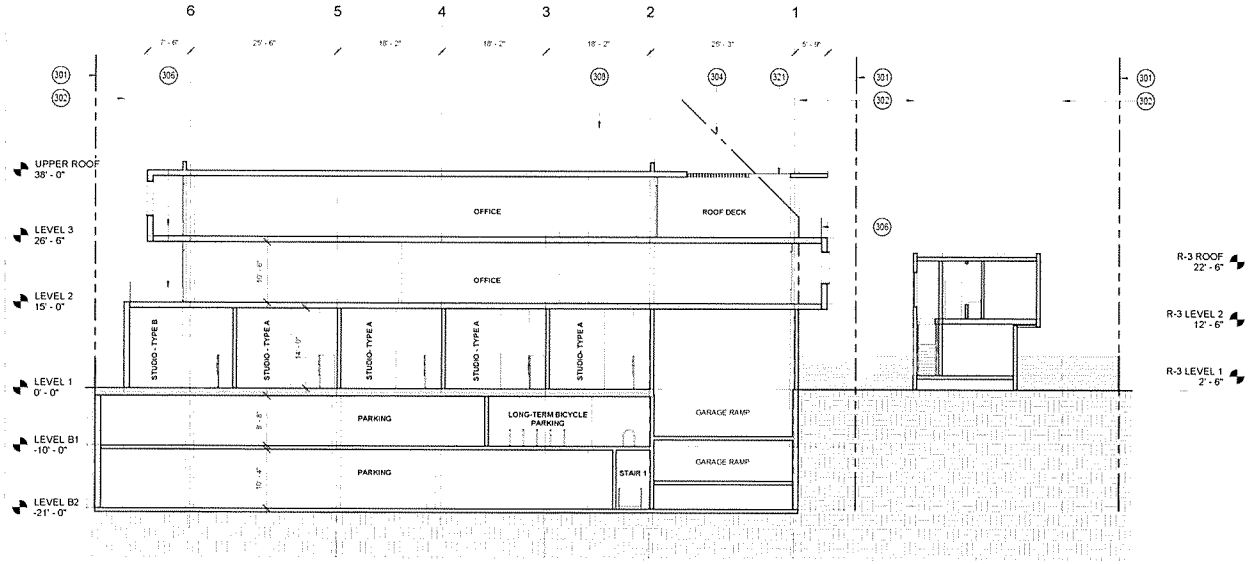
EXTERIOR ELEVATIONS

A3.3



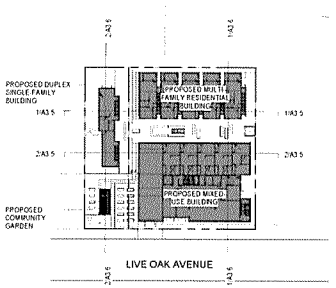
1 SITE SECTION E-W BETWEEN GRID LINES A & B

1" = 10'-0"



2 SITE SECTION E-W BETWEEN GRID LINES D & E

1" = 10'-0"



3 KEY PLAN - SITE SECTIONS

1" = 60'-0"

KEYNOTES LEGEND

301	PROPERTY LINE
302	SETBACK LINE
303	FIRE SEPERATION LINE
304	BUILDING PROFILE
305	METAL AND WOOD TRELLIS
306	GLASS GUARDRAIL
307	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
308	MECHANICAL SCREEN TBD
309	ZINC PANEL SIDING
310	ELEVATOR TO UNDERGROUND PARKING GARAGE
311	LANDSCAPE PLANTER
312	NANAWALL DOOR SYSTEM
313	SOLAR SHADE LOUVER SYSTEM
314	METAL SECURITY GATE
315	PORCELAIN TILE
316	ENTRY CANOPY
317	ARCHITECTURAL CONCRETE
318	SHADING VERTICAL FIN SYSTEM
319	CURTAINWALL GLAZING SYSTEM
320	STOREFRONT GLAZING SYSTEM
321	CONCRETE CANOPY

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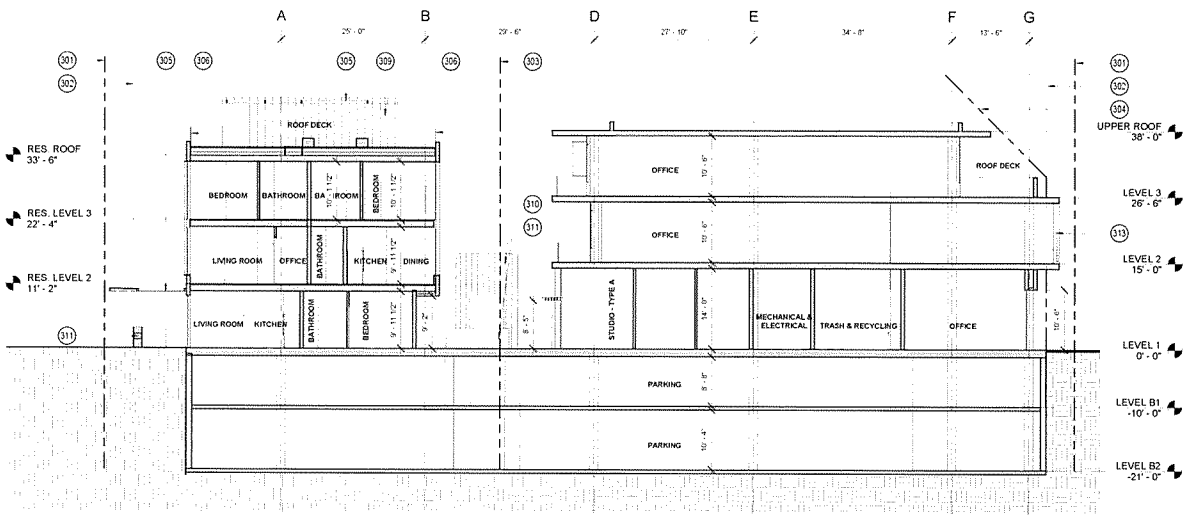
SITE SECTIONS EAST-WEST

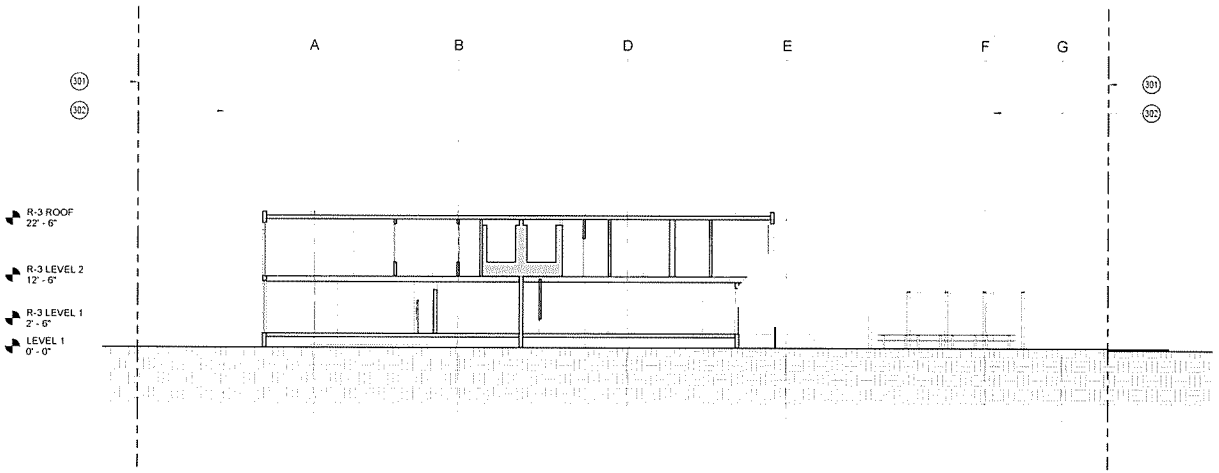
A3.5

821



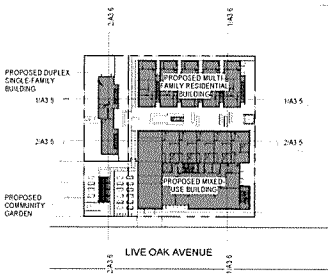
1 SITE SECTION N-S BETWEEN GRID LINES 5 & 6

1" = 10'-0"



2 SITE SECTION N-S WEST OF GRID LINE 1

1" = 10'-0"



3 KEY PLAN - SITE SECTIONS

1" = 60'-0"

KEYNOTES LEGEND

301	PROPERTY LINE
302	SETBACK LINE
303	FIRE SEPERATION LINE
304	BUILDING PROFILE
305	METAL AND WOOD TRELLIS
306	GLASS GUARDRAIL
307	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
308	MECHANICAL SCREEN TBD
309	ZINC PANEL SIDING
310	ELEVATOR TO UNDERGROUND PARKING GARAGE
311	LANDSCAPE PLANTER
312	RANAWALL DOOR SYSTEM
313	SOLAR SHADE LOUVER SYSTEM
314	METAL SECURITY GATE
315	PORCELAIN TILE
316	ENTRY CANOPY
317	ARCHITECTURAL CONCRETE
318	SHADING VERTICAL FIN SYSTEM
319	CURTAINWALL GLAZING SYSTEM
320	STOREFRONT GLAZING SYSTEM
321	CONCRETE CANOPY

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SITE SECTIONS NORTH-SOUTH

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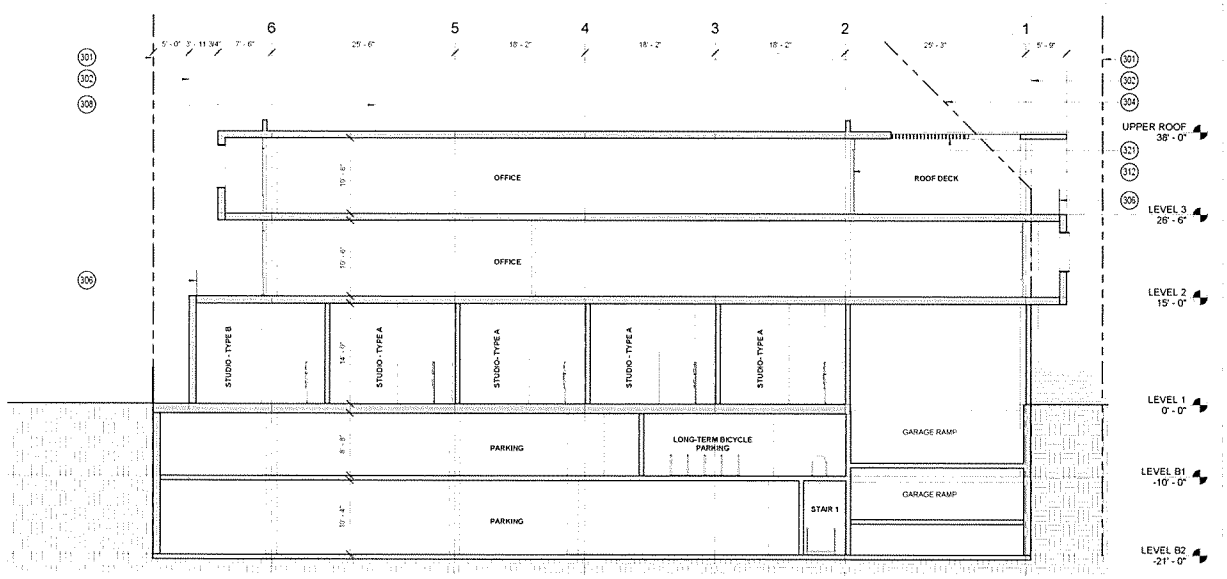
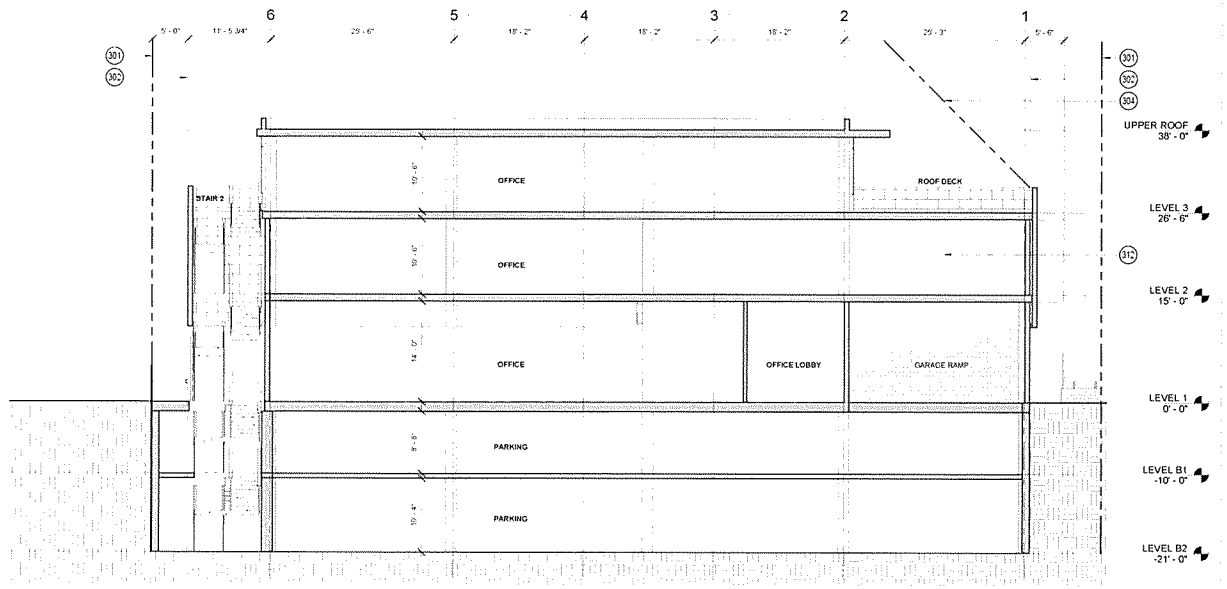


1 MIXED-USE BUILDING SECTION - MIXED-USE E-W BETWEEN GRID LINES D & E

1/8" = 1'-0"

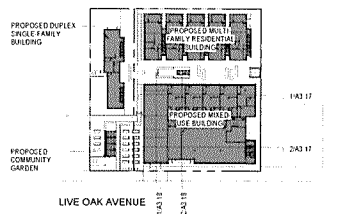


2 BUILDING SECTION - MIXED-USE E-W BETWEEN GRID LINES E & F

1/8" = 1'-0"

KEYNOTES LEGEND

301	PROPERTY LINE
302	SETBACK LINE
303	FIRE SEPERATION LINE
304	BUILDING PROFILE
305	METAL AND WOOD TRELLIS
306	GLASS GUARDRAIL
307	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
308	MECHANICAL SCREEN TBD
309	ZINC PANEL SIDING
310	ELEVATOR TO UNDERGROUND PARKING GARAGE
311	LANDSCAPE PLANTER
312	NANAWALL DOOR SYSTEM
313	SOLAR SHADE LOUVER SYSTEM
314	METAL SECURITY GATE
315	PORCELAIN TILE
316	ENTRY CANOPY
317	ARCHITECTURAL CONCRETE
318	SHADING VERTICAL FIN SYSTEM
319	CURTAINWALL GLAZING SYSTEM
320	STOREFRONT GLAZING SYSTEM
321	CONCRETE CANOPY



3 KEY PLAN - MIXED-USE BUILDING SECTIONS

1" = 60'-0"

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MIXED-USE BUILDING SECTIONS

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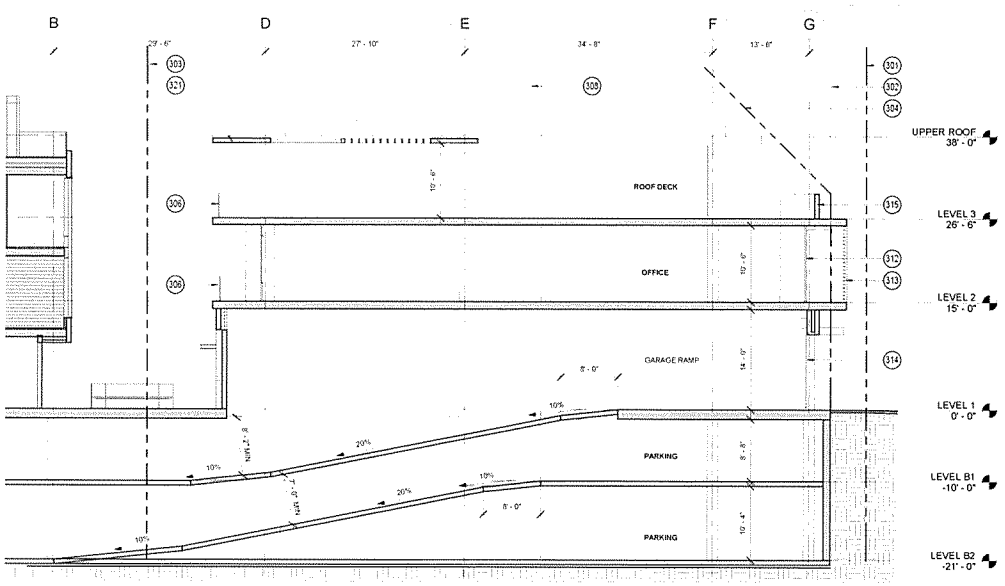
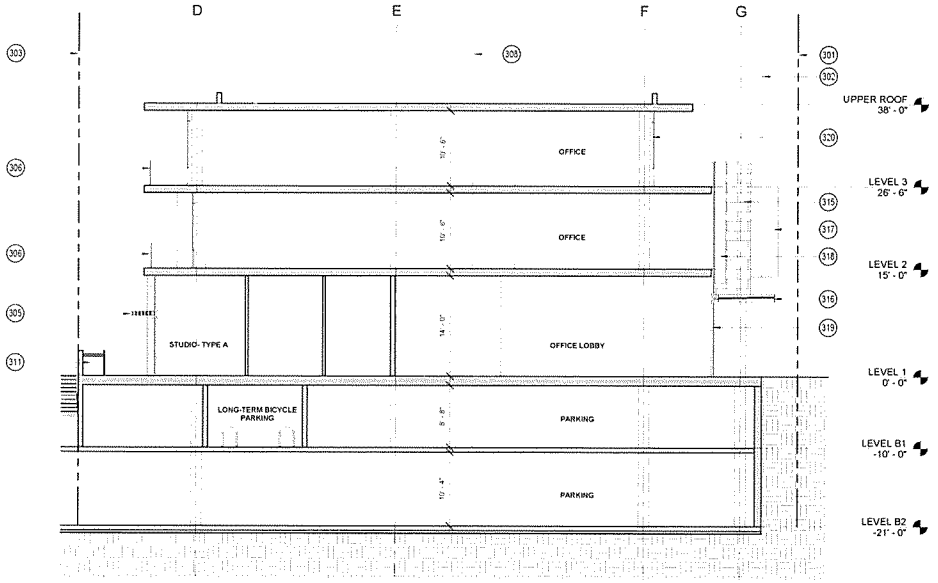


1 BUILDING SECTION - MIXED-USE N-S BETWEEN GRID LINES 1 & 2

1/8" = 1'-0"

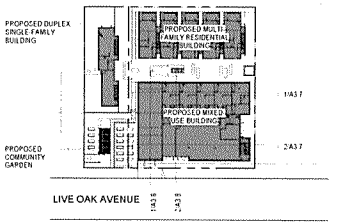


2 BUILDING SECTION - MIXED-USE N-S BETWEEN GRID LINES 2 & 3

1/8" = 1'-0"

KEYNOTES LEGEND

301	PROPERTY LINE
302	SETBACK LINE
303	FIRE SEPERATION LINE
304	BUILDING PROFILE
305	METAL AND WOOD TRELLIS
306	GLASS GUARDRAIL
307	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
308	MECHANICAL SCREEN TBD
309	ZINC PANEL SIDING
310	ELEVATOR TO UNDERGROUND PARKING GARAGE
311	LANDSCAPE PLANTER
312	NANAWALL DOOR SYSTEM
313	SOLAR SHADE LOUVER SYSTEM
314	METAL SECURITY GATE
315	PORCELAIN TILE
316	ENTRY CANOPY
317	ARCHITECTURAL CONCRETE
318	SHADING VERTICAL FIN SYSTEM
319	CURTAINWALL GLAZING SYSTEM
320	STOREFRONT GLAZING SYSTEM
321	CONCRETE CANOPY



3 KEY PLAN - MIXED-USE BUILDING SECTIONS

1" = 60'-0"

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MIXED-USE BUILDING SECTIONS

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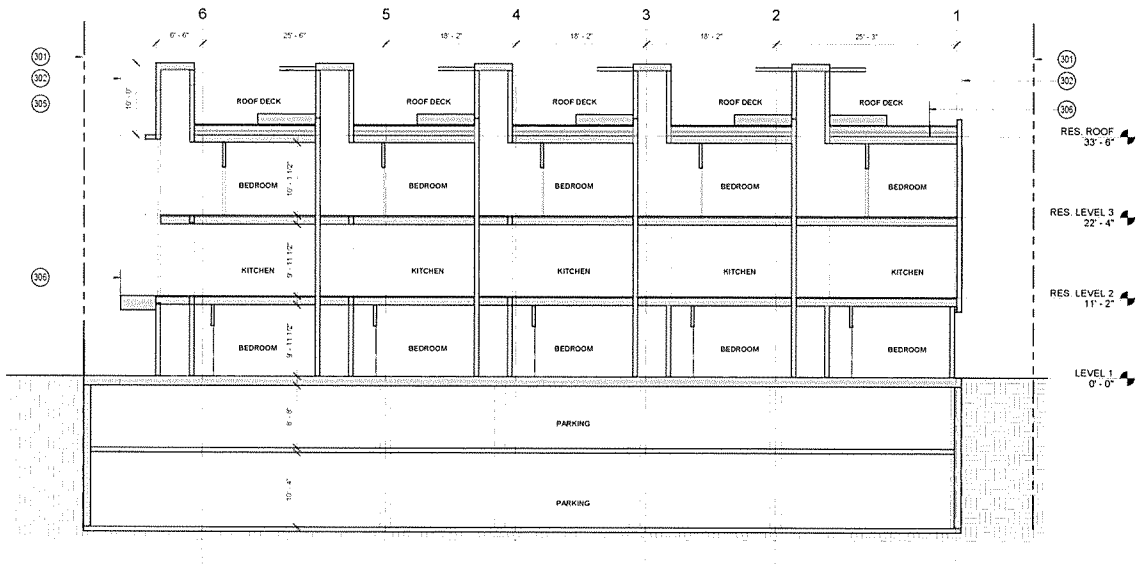
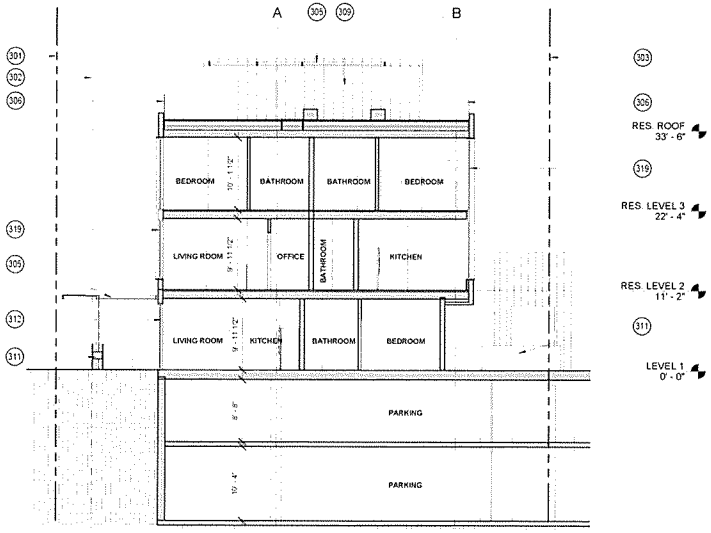


1 BUILDING SECTION - RESIDENTIAL UNITS E-W BETWEEN GRID LINES A & B

1/8" = 1'-0"



2 BUILDING SECTION - RESIDENTIAL UNITS N-S BETWEEN GRID LINES 4.1 & 5

1/8" = 1'-0"

KEYNOTES LEGEND

301	PROPERTY LINE
302	SETBACK LINE
303	FIRE SEPERATION LINE
304	BUILDING PROFILE
305	METAL AND WOOD TRELLIS
306	GLASS GUARDRAIL
307	ENTRY TO 2-STORY UNITS VIA STAIR TOWERS TYP
308	MECHANICAL SCREEN TBD
309	ZINC PANEL SIDING
310	ELEVATOR TO UNDERGROUND PARKING GARAGE
311	LANDSCAPE PLANTER
312	NANAWALL DOOR SYSTEM
313	SOLAR SHADE LOUVER SYSTEM
314	METAL SECURITY GATE
315	PORCELAIN TILE
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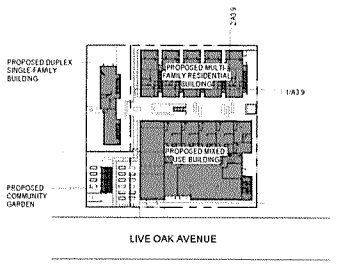
317	ARCHITECTURAL CONCRETE
318	SHADING VERTICAL FIN SYSTEM
319	CURTAINWALL GLAZING SYSTEM
320	STOREFRONT GLAZING SYSTEM
321	CONCRETE CANOPY



3 KEY PLAN - RESIDENTIAL UNITS BUILDING SECTIONS

1" = 60'-0"

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RESIDENTIAL UNITS BUILDING SECTIONS

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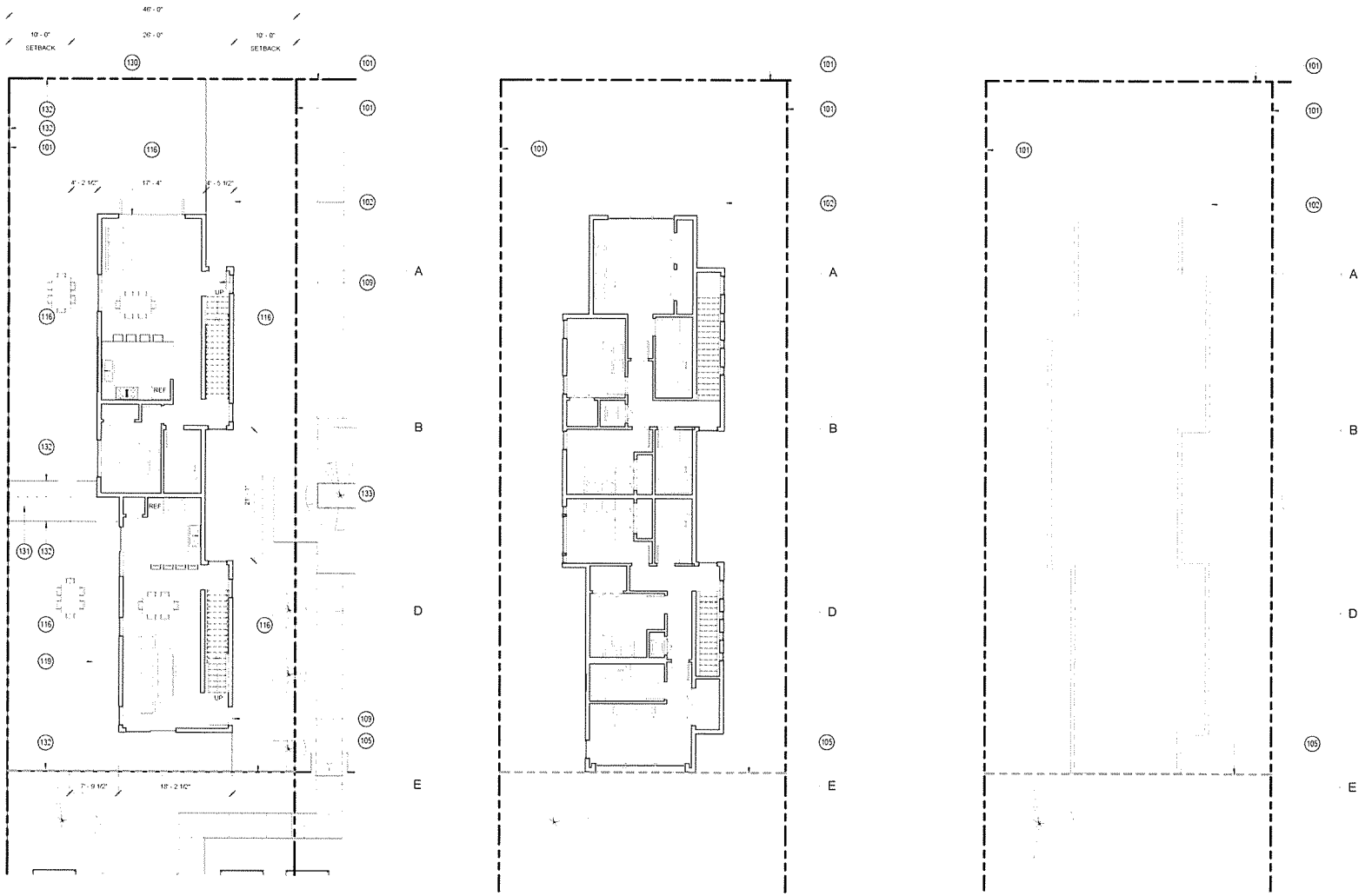

1 R-3 LEVEL 1 PLAN

1/8" = 1'-0" 2 R-3 LEVEL 2 PLAN

1/8" = 1'-0" 3 R-3 ROOF PLAN

1/8" = 1'-0"

KEYNOTES LEGEND

(101) PROPERTY LINE
(102) SETBACK LINE
(105) EXTENT OF COMMUNITY GARDEN SHOWN DASHED. COORDINATE WITH LANDSCAPE PLAN
(109) SINGLE-FAMILY RESIDENCE ENTRY
(116) SINGLE-FAMILY RESIDENCE PRIVATE OPEN SPACE. SEE LANDSCAPE PLANS
(119) OUTLINE OF OVERHANG ABOVE
(130) NANAWALL DOOR SYSTEM
(131) RESIDENTIAL MECHANICAL EQUIPMENT IN THIS AREA
(132) WOOD FENCE
(133) COURTYARD LANDSCAPING. SEE LANDSCAPE PLANS

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ENLARGED FLOOR PLANS - R-3 DUPLEX

A3.15

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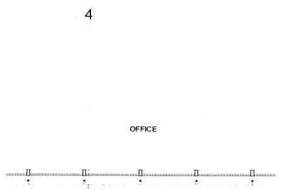
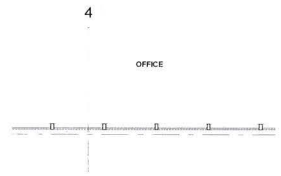
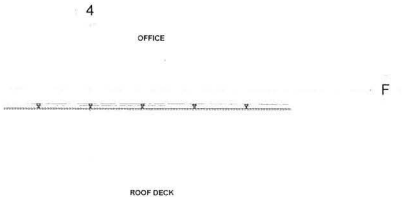


4 SOUTH OVERHANG - LEVEL 2 1/4" = 1'-0"

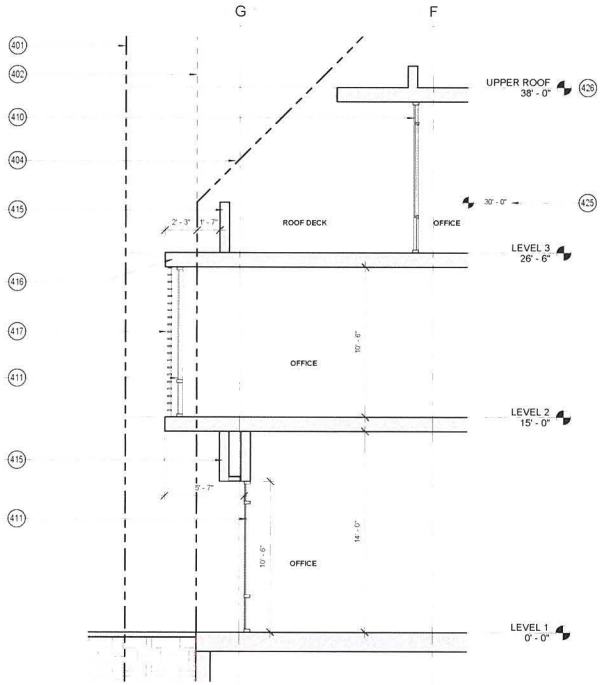


3 SOUTH OVERHANG - LEVEL 1 1/4" = 1'-0"



5 SOUTH OVERHANG - LEVEL 3 1/4" = 1'-0"

1 ENLARGED ELEVATION - SOUTH OVERHANG 1/4" = 1'-0"



2 WALL SECTION - SOUTH OVERHANG 1/4" = 1'-0"

KEYNOTES LEGEND

401 PROPERTY LINE
402 SETBACK LINE
403 FIRE SEPERATION LINE
404 BUILDING PROFILE
405 LANDSCAPING, PLANTER
406 MECHANICAL SCREEN, TBD
407 METAL AND WOOD TRELLIS
408 ENTRY CANOPY
409 NANAWALL DOOR SYSTEM
410 CURTAINWALL GLAZING SYSTEM
411 STOREFRONT GLAZING SYSTEM
412 CEDAR WOOD SIDING
413 METAL PANEL SIDING
414 PLASTER FINISH
415 PORCELAIN TILE
416 ARCHITECTURAL CONCRETE
417 SHADING LOUVER SYSTEM
418 GLASS GUARDRAIL
419 METAL MESH SCREEN
420 METAL SECURITY GATE
421 WOOD FENCE
422 SHADING VERTICAL FIN SYSTEM
423 CHANNEL GLASS
424 METAL TRIM
425 LINE OF MAX FACADE HEIGHT. PROJECTIONS UP TO 4' ALLOWABLE PER [E 3.2.02]
426 LINE OF MAX BUILDING HEIGHT. ROOFTOP PROJECTIONS UP TO 14' ALLOWABLE PER [E 3.2.03]
427 GLASS SPANDREL PANEL
428 EXTERIOR STAIR OPEN SF [MPZO 16.04.325 (C)(A)(1)]
429 STEEL GUARDRAIL
430 ALUMINUM FRAME SLIDING DOOR
431 STEPPED SETBACK [MPCSP E.3.3]
432 CEDAR WOOD SOFFIT
433 BUILDING PROFILE PROJECTION [E.3.4.3.04]
434 GLASS OVERHANG

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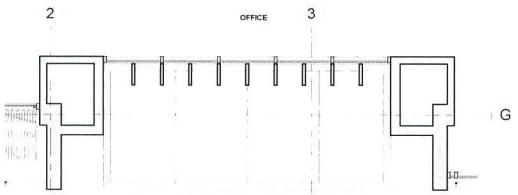
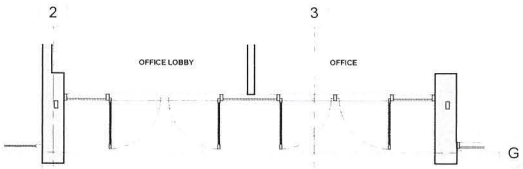
OFFICE ENLARGED ELEVATIONS & SECTIONS

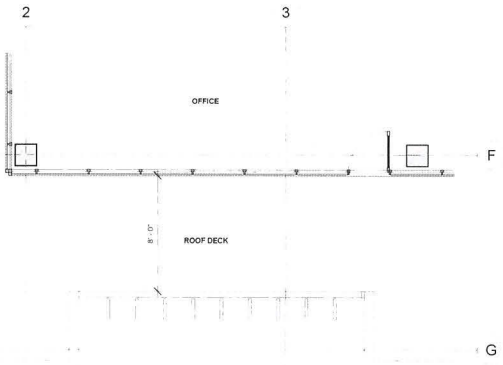
A3.16



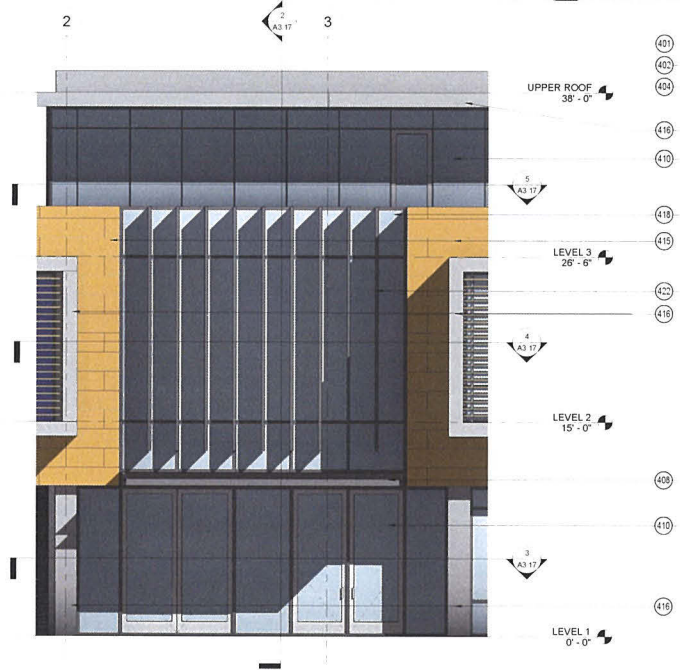
4 ENTRY - LEVEL 2 1/4" = 1'-0"



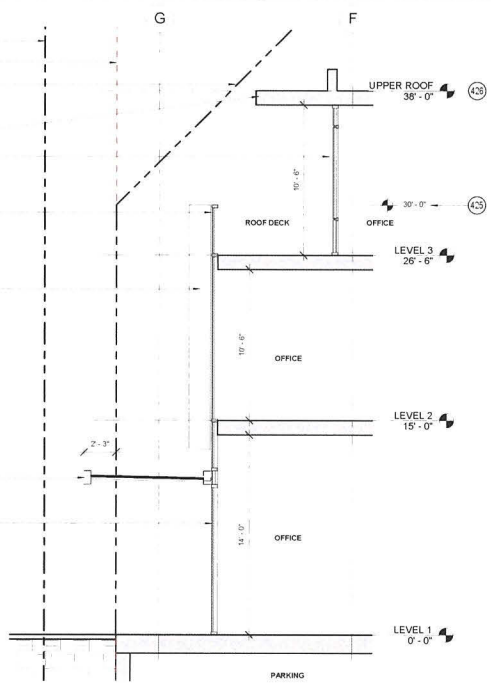
3 ENTRY - LEVEL 1 1/4" = 1'-0"



5 ENTRY - LEVEL 3 1/4" = 1'-0"



1 ENLARGED ELEVATION - ENTRY 1/4" = 1'-0"



2 WALL SECTION - ENTRY 1/4" = 1'-0"

KEYNOTES LEGEND

401 PROPERTY LINE
402 SETBACK LINE
403 FIRE SEPERATION LINE
404 BUILDING PROFILE
405 LANDSCAPING PLANTER
406 MECHANICAL SCREEN TBD
407 METAL AND WOOD TRELLIS
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410 CURTAINWALL GLAZING SYSTEM
411 STOREFRONT GLAZING SYSTEM
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419 METAL MESH SCREEN
420 METAL SECURITY GATE
421 WOOD FENCE
422 SHADING VERTICAL FIN SYSTEM
423 CHANNEL GLASS
424 METAL TRIM
425 LINE OF MAX FACADE HEIGHT PROJECTIONS UP TO 4' ALLOWABLE PER [E 3.2.02]
426 LINE OF MAX BUILDING HEIGHT ROOFTOP PROJECTIONS UP TO 14' ALLOWABLE PER [E 3.2.03]
427 GLASS SPANDREL PANEL
428 EXTERIOR STAIR OPEN SF [MPZO 16.04.325.(C).A.ii.1]
429 STEEL GUARDRAIL
430 ALUMINUM FRAME SLIDING DOOR
431 STEPPED SETBACK [MPCSP E 3.3]
432 CEDAR WOOD SOFFIT
433 BUILDING PROFILE PROJECTION [E 3.4.3.04]
434 GLASS OVERHANG

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OFFICE ENLARGED ELEVATIONS & SECTIONS

A3.17

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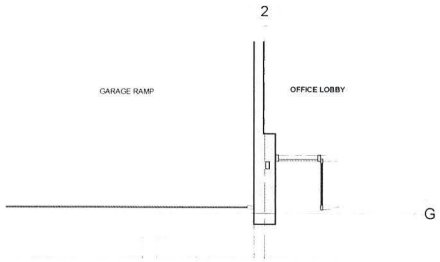
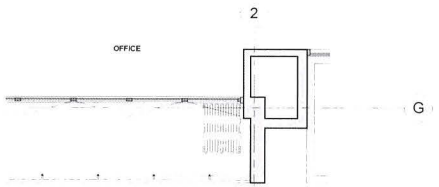


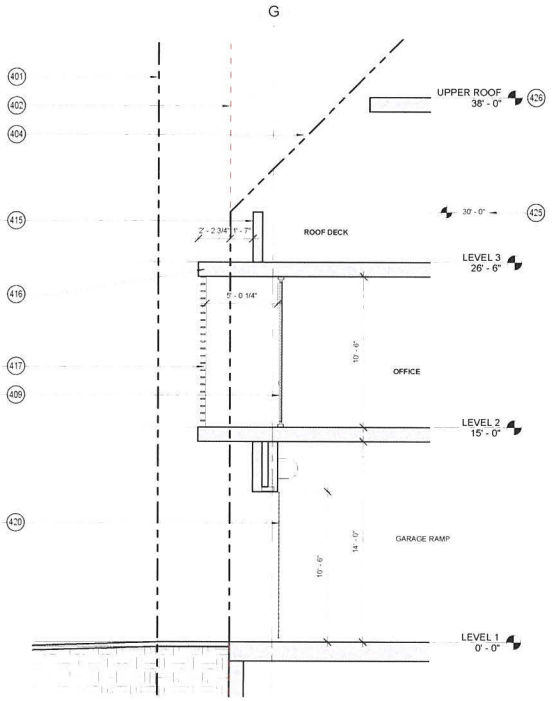
3 GARAGE CORNER - LEVEL 1 1/4" = 1'-0"

5 GARAGE CORNER - LEVEL 3 1/4" = 1'-0"



4 GARAGE CORNER - LEVEL 2 1/4" = 1'-0"

1 ENLARGED ELEVATION - GARAGE CORNER 1/4" = 1'-0"



2 WALL SECTION - GARAGE CORNER 1/4" = 1'-0"

KEYNOTES LEGEND

401 PROPERTY LINE
402 SETBACK LINE
403 FIRE SEPERATION LINE
404 BUILDING PROFILE
405 LANDSCAPING PLANTER
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434 GLASS OVERHANG

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OFFICE ENLARGED ELEVATIONS & SECTIONS

A3.18

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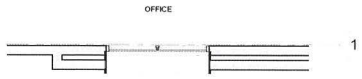
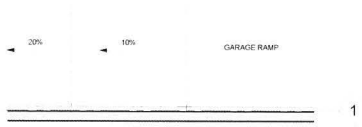


9 LEVEL 3 ROOF DECK - LEVEL 2

1/4" = 1'-0"

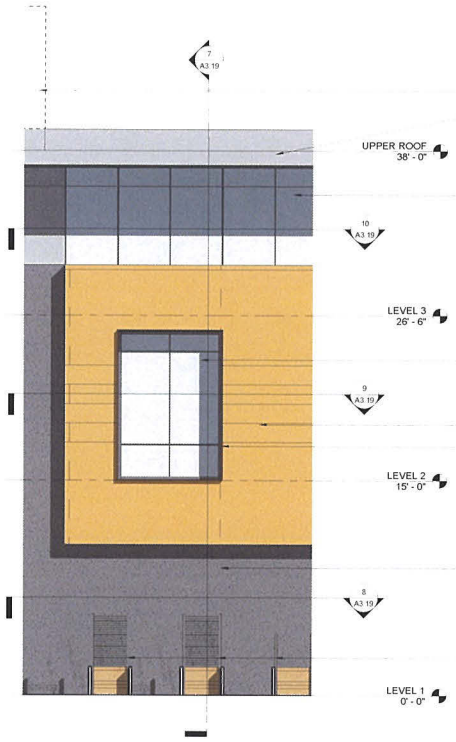


8 LEVEL 3 ROOF DECK - LEVEL 1

1/4" = 1'-0"

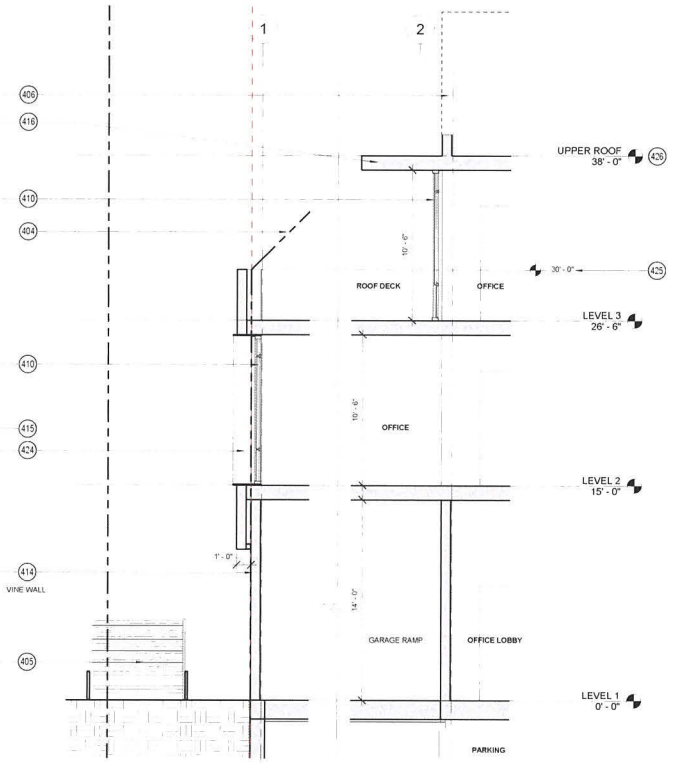
10 LEVEL 3 ROOF DECK - LEVEL 3

1/4" = 1'-0"



6 ENLARGED ELEVATION - LEVEL 3 ROOF DECK

1/4" = 1'-0"



7 WALL SECTION - LEVEL 3 ROOF DECK

1/4" = 1'-0"

KEYNOTES LEGEND

401 PROPERTY LINE
402 SETBACK LINE
403 FIRE SEPERATION LINE
404 BUILDING PROFILE
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411 STOREFRONT GLAZING SYSTEM
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425 LINE OF MAX FACADE HEIGHT PROJECTIONS UP TO 4' ALLOWABLE PER [E 3.2.02]
426 LINE OF MAX BUILDING HEIGHT ROOFTOP PROJECTIONS UP TO 14' ALLOWABLE PER [E 3.2
427 GLASS SPANDREL PANEL
428 EXTERIOR STAIR OPEN SF [MPZO 16.04.325 (C)(A)(1)]
429 STEEL GUARDRAIL
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431 STEPPED SETBACK [MPCSP E 3.3]
432 CEDAR WOOD SOFFIT
433 BUILDING PROFILE PROJECTION [E 3.4.3.04]
434 GLASS OVERHANG

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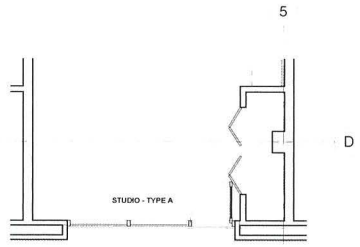
OFFICE ENLARGED ELEVATIONS & SECTIONS

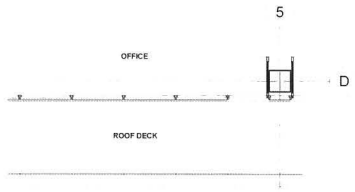
A3.19

B30



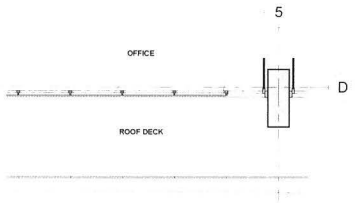
3 NORTH ROOF DECKS - LEVEL 1

1/4" = 1'-0"



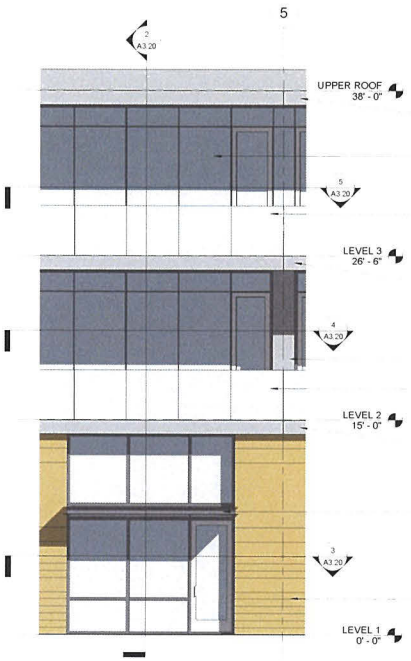
5 NORTH ROOF DECKS - LEVEL 3

1/4" = 1'-0"



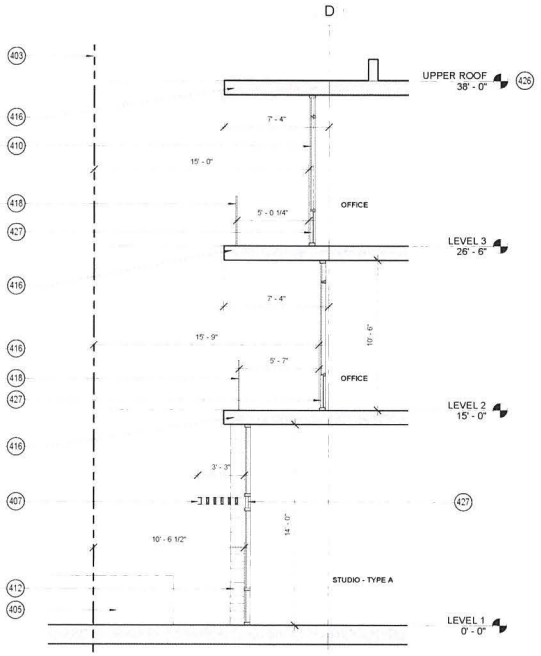
4 NORTH ROOF DECKS - LEVEL 2

1/4" = 1'-0"



1 ENLARGED ELEVATION - NORTH ROOF DECKS

1/4" = 1'-0"



2 WALL SECTION - NORTH ROOF DECKS

1/4" = 1'-0"

KEYNOTES LEGEND

401	PROPERTY LINE
402	SETBACK LINE
403	FIRE SEPERATION LINE
404	BUILDING PROFILE
405	LANDSCAPING PLANTER
406	MECHANICAL SCREEN TBD
407	METAL AND WOOD TRELLIS
408	ENTRY CANOPY
409	NANAWALL DOOR SYSTEM
410	CURTAINWALL GLAZING SYSTEM
411	STOREFRONT GLAZING SYSTEM
412	CEDAR WOOD SIDING
413	METAL PANEL SIDING
414	PLASTER FINISH
415	PORCELAIN TILE
416	ARCHITECTURAL CONCRETE
417	SHADING LOUVER SYSTEM
418	GLASS GUARDRAIL
419	METAL MESH SCREEN
420	METAL SECURITY GATE
421	WOOD FENCE
422	SHADING VERTICAL FIN SYSTEM
423	CHANNEL GLASS
424	METAL TRIM
425	LINE OF MAX FACADE HEIGHT PROJECTIONS UP TO 4' ALLOWABLE PER [E 3.2.02]
426	LINE OF MAX BUILDING HEIGHT ROOFTOP PROJECTIONS UP TO 14' ALLOWABLE PER [E 3.2.03]
427	GLASS SPANDREL PANEL
428	EXTERIOR STAIR OPEN SF [MPZO 16.04.325 (C)(A)(1)]
429	STEEL GUARDRAIL
430	ALUMINUM FRAME SLIDING DOOR
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432	CEDAR WOOD SOFFIT
433	BUILDING PROFILE PROJECTION [E 3.4.3.04]
434	GLASS OVERHANG

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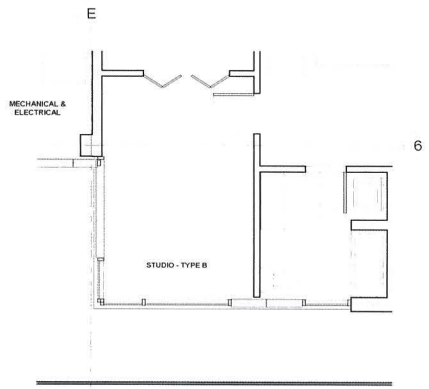
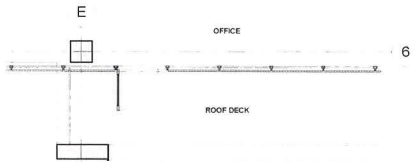
OFFICE ENLARGED ELEVATIONS & SECTIONS

A3.20



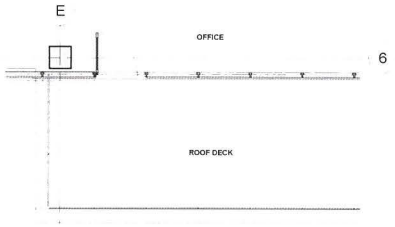
3 RESIDENTIAL UNIT BELOW OFFICE - LEVEL 1

1/4" = 1'-0"



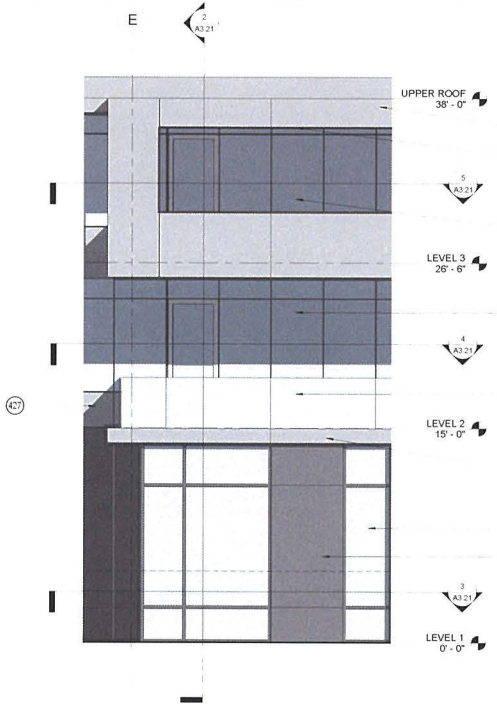
5 RESIDENTIAL UNIT BELOW OFFICE - LEVEL 3

1/4" = 1'-0"



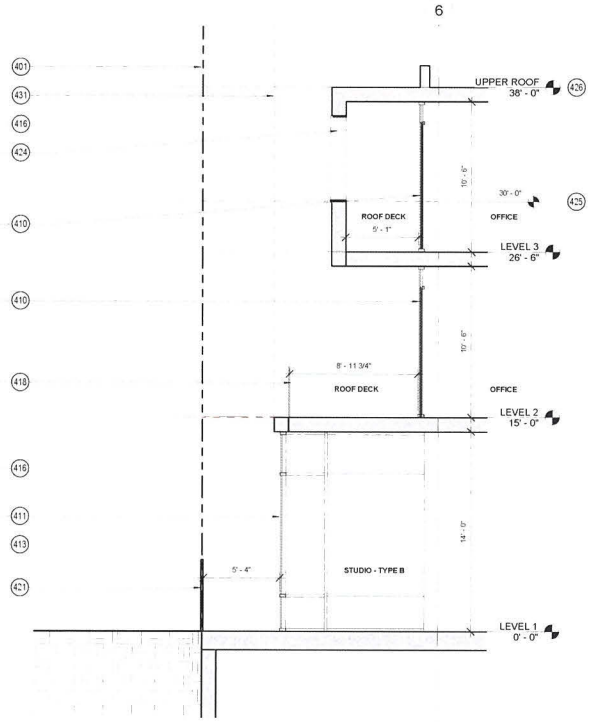
4 RESIDENTIAL UNIT BELOW OFFICE - LEVEL 2

1/4" = 1'-0"



1 ENLARGED ELEVATION - RESIDENTIAL UNIT BELOW OFFICE

1/4" = 1'-0"



2 WALL SECTION - RESIDENTIAL UNIT BELOW OFFICE

1/4" = 1'-0"

KEYNOTES LEGEND

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411 STOREFRONT GLAZING SYSTEM
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419 METAL MESH SCREEN
420 METAL SECURITY GATE
421 WOOD FENCE
422 SHADING VERTICAL FIN SYSTEM
423 CHANNEL GLASS
424 METAL TRIM
425 LINE OF MAX FACADE HEIGHT PROJECTIONS UP TO 4' ALLOWABLE PER [E 3.2.02]
426 LINE OF MAX BUILDING HEIGHT ROOFTOP PROJECTIONS UP TO 14' ALLOWABLE PER [E 3.2.03]
427 GLASS SPANDREL PANEL
428 EXTERIOR STAIR OPEN SF [MPZO 16.04.325 (C) (A) (1)]
429 STEEL GUARDRAIL
430 ALUMINUM FRAME SLIDING DOOR
431 STEPPED SETBACK [MPCSP E.3.3]
432 CEDAR WOOD SOFFIT
433 BUILDING PROFILE PROJECTION [E.3.4.3.04]
434 GLASS OVERHANG

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project number 14-078

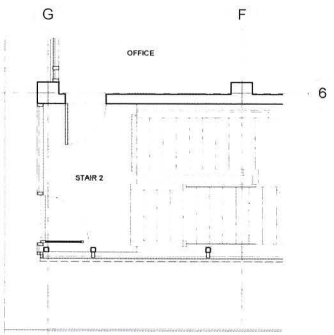
scale as noted
date 05.08.2105

conceptual design

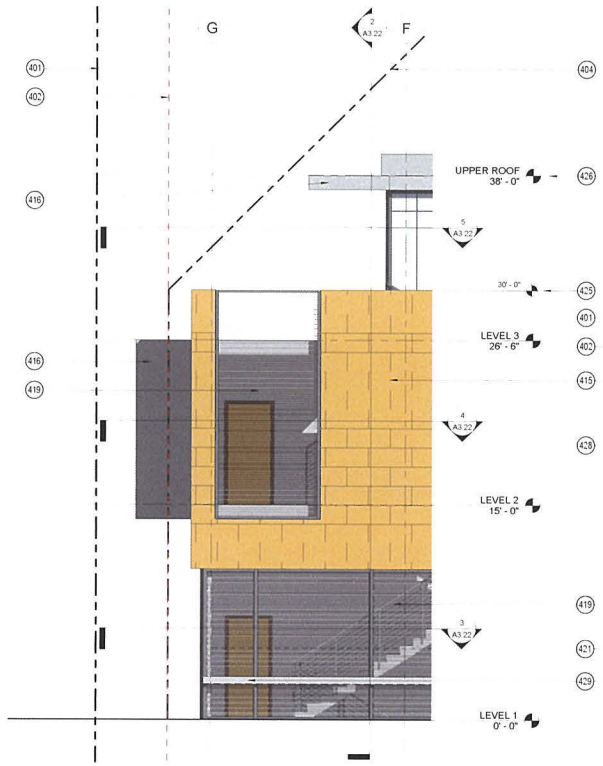
OFFICE ENLARGED ELEVATIONS & SECTIONS

A3.21

B32



3 OFFICE STAIR TOWER - LEVEL 1 1/4" = 1'-0"



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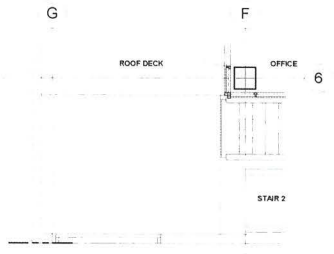

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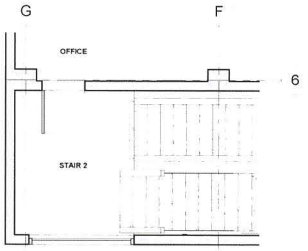
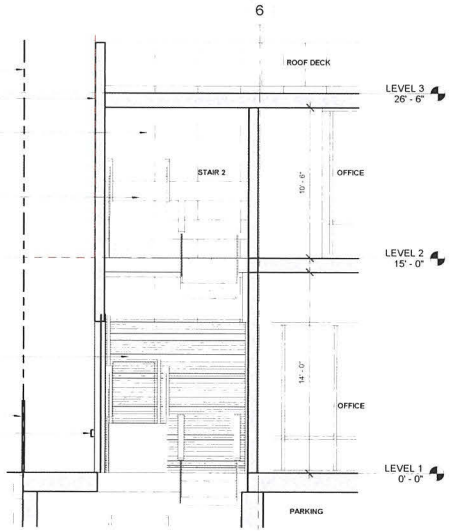


4 OFFICE STAIR TOWER - LEVEL 2 1/4" = 1'-0"



2 WALL SECTION - OFFICE STAIR TOWER 1/4" = 1'-0"

KEYNOTES LEGEND

401 PROPERTY LINE
402 SETBACK LINE
403 FIRE SEPERATION LINE
404 BUILDING PROFILE
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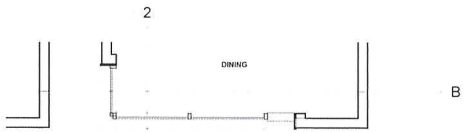
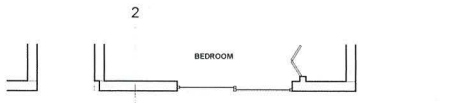
OFFICE ENLARGED ELEVATIONS & SECTIONS

A3.22

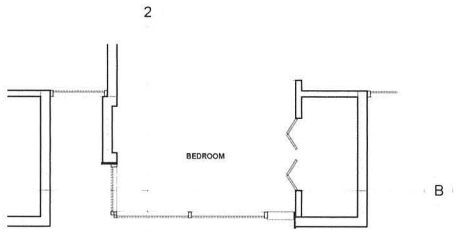
B33



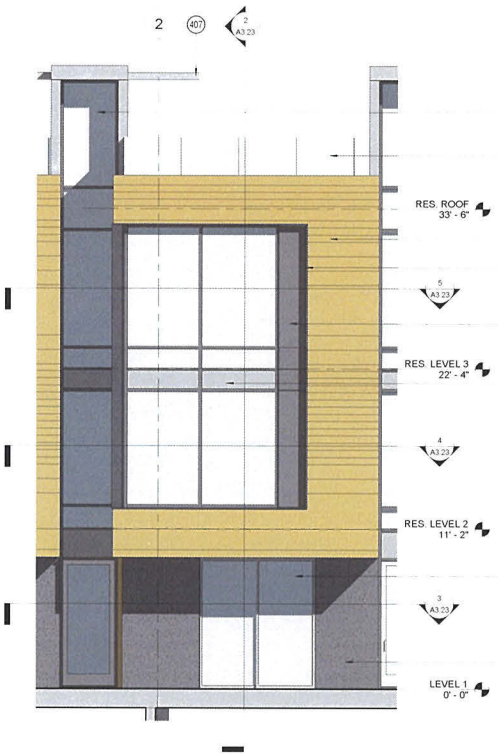
4 RESIDENTIAL UNIT CANTILEVER - LEVEL 2



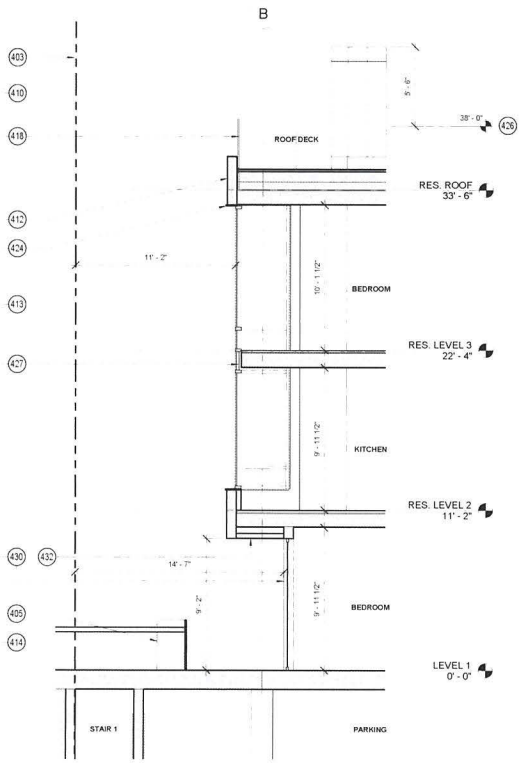
3 RESIDENTIAL UNIT CANTILEVER - LEVEL 1 1/4" = 1'-0"



5 RESIDENTIAL UNIT CANTILEVER - LEVEL 3 1/4" = 1'-0"



1 ENLARGED ELEVATION - RESIDENTIAL UNIT CANTILEVER 1/4" = 1'-0"



2 WALL SECTION - RESIDENTIAL UNIT CANTILEVER 1/4" = 1'-0"

KEYNOTES LEGEND

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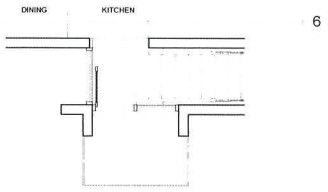
APARTMENTS ENLARGED ELEVATIONS & SECTIONS

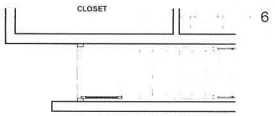
A3.23

B34



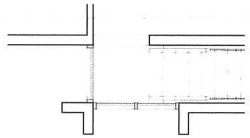
4 RESIDENTIAL BALCONY - LEVEL 2

1/4" = 1'-0"



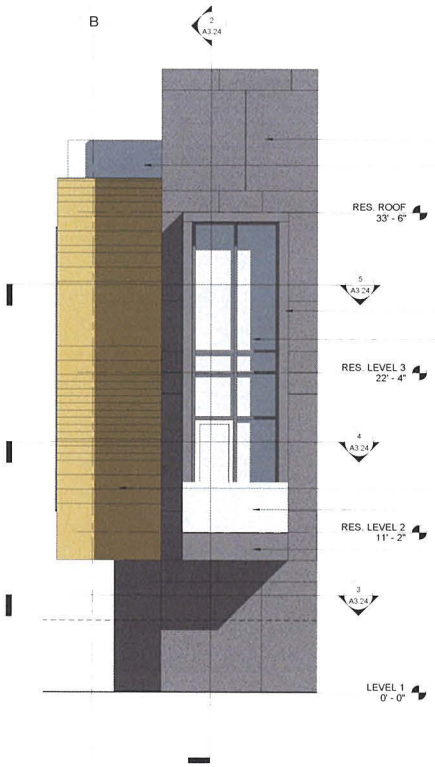
3 RESIDENTIAL BALCONY - LEVEL 1

1/4" = 1'-0"



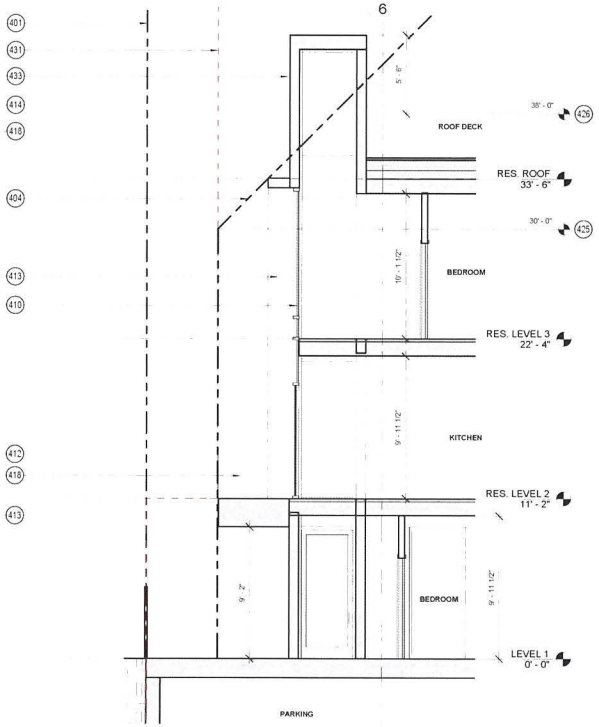
5 RESIDENTIAL BALCONY - LEVEL 3

1/4" = 1'-0"



1 ENLARGED ELEVATION - RESIDENTIAL BALCONY

1/4" = 1'-0"



2 WALL SECTION - RESIDENTIAL BALCONY

1/4" = 1'-0"

KEYNOTES LEGEND

401	PROPERTY LINE
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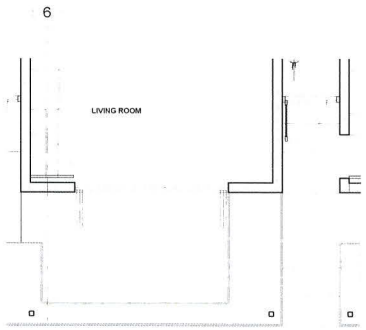
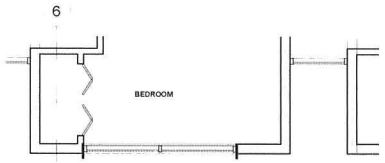
APARTMENTS
ENLARGED
ELEVATIONS &
SECTIONS

A3.24

B35



3 RESIDENTIAL UNITS PRIVATE PATIO - LEVEL 1 1/4" = 1'-0"



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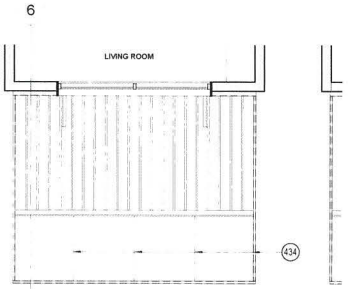

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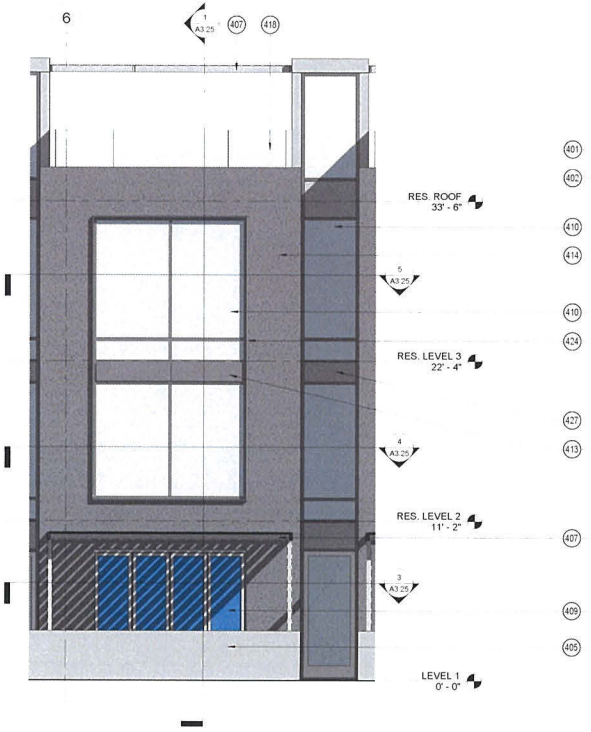

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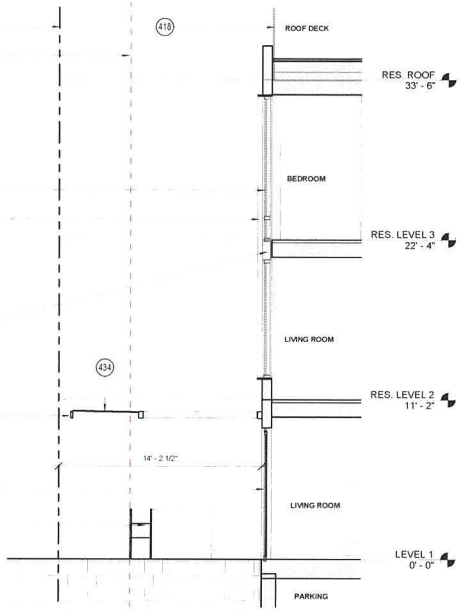

1 WALL SECTION - RESIDENTIAL UNITS PRIVATE PATIO 1/4" = 1'-0"

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APARTMENTS ENLARGED ELEVATIONS & SECTIONS

A3.25

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MENLO PARK
BUILDING

650/660 LIVE OAK AVENUE

PUBLIC BENEFIT APPLICATION

PROJECT DESCRIPTION

650 Live Oak Avenue is located on a 22,415 square foot parcel of land (0.51 acres) on Live Oak Avenue near El Camino Real in Menlo Park. The Assessor's Parcel Number (APN) is 071-288-550. The Downtown Specific Plan Designation is El Camino Real South-West. The Zoning Designation is ECR SW. This site is within the designated 'Station Area Sphere of Influence' of the Specific Plan's Parking Area. The proposed project is comprised of two new structures on site including a three story mixed use commercial office/residential building and a new three story residential building over two levels of subterranean parking. The commercial office/ residential building inhabits the southeast, quadrant of the site. The third level is set back from the street side farther than the first two levels with provisions for roof gardens and decks on level two. The residential portion of this building is located at grade facing an interior courtyard space which acts to create a common open space for the use of the developments residential occupants. The residential building inhabits the northwest quadrant of the site with each unit having access to private open space.

660 Live Oak Avenue is located on a 7,783 square foot parcel of land (0.17 acres) on Live Oak Avenue. The Assessor's Parcel Number (APN) is 124-33-055. The Menlo Park District Designation is Apartment District. The Zoning Designation is R-3. The proposed project is a two story residential building comprised of (2) units inhabiting the northwest half of the site. A Community Garden is proposed for the southeast half of the site as part of a Public Benefit Bonus.

PUBLIC BENEFIT BONUS

As part of the project, a public benefit bonus is being requested as a means to create community and increase the allowable F.A.R. for the project site at 650 Live Oak Ave. The Base F.A.R for the site is 0.55 for commercial office and 0.55 for residential, including an allowable 25 dwelling units per acre. This proposal seeks a public benefit bonus to increase the F.A.R. to 0.75 for commercial office and 0.75 for residential, including an allowable 40 dwelling units per acre. For our site, this increase represents an additional 4,483 square feet of commercial office and 4,483 square feet of residential that would be allowed. Our proposal would take full advantage of the commercial office increase and a portion of the residential increase (approx. 4,300 square feet) at a density of 30 dwelling units per acre.

The proposal for the public benefit involves utilizing the adjacent R-3 lot along with the ECR-SW lot and improving them with a 3,240 square foot community garden and gathering space. The garden will be for the use of the residents of Menlo Park; as such access and outreach are important issues and would be addressed in multiple ways. By connecting El Camino Real with the site through street improvements, the pedestrian environment can be enhanced to create a purposeful arrival for those seeking to see or participate in the garden. Signage and community programs such as partnering with a local school to

teach healthy food education is a way to extend the garden's presence into the larger community. The site, being located less than a block from the Downtown Core, will make for an ideally situated addition to other public open space in the city, many over a ½ mile from Downtown.

The design of the garden is meant to maximize growing area while providing a diversity of spaces for sitting, playing, cooking and harvesting. Accommodations for gathering rain water could be implemented as a way of irrigating the crops with water captured on site. A heavy concentration of planter boxes and trellis walls for climbing plants are shown as a way to provide flexibility in plant selection. Each planter box is protected by an operable screen enclosure in order to keep opportunistic local fauna away as well as to allow community members' access to the planters with minimal effort.

PROJECT PROPOSAL

The proposed building(s) are part of a mixed-use and residential development that creates community on multiple levels.

The commercial portion of the commercial office / residential building faces Live Oak Ave. and steps back at the ground floor to create an inviting entrance for office users and a varied streetscape for pedestrians. The at-grade residential portion of the building includes (5) at-grade flats facing an interior courtyard that is shared with the residential building at the functional rear of the site. The residential building is comprised of (5) 2 story town homes over (5) at-grade flats, connected with the common courtyard. The (5) at-grade flats are each afforded a private yard while the (5) town homes each have access to a private roof deck.

The 2 story residential building on the R-3 lot is set back from Live Oak Ave. to provide for the Community Garden. This building provides for (2) residential units with the required parking provided for in the underground parking on the adjacent ECR SW site. Vehicular access to these units will be through the underground parking, pedestrian access is through the Community Garden, to a secured fence separating the Community Garden from the R-3 and Residential portion of the ECR SW lots.

There will be two stories of underground parking with 85 stalls.

DESIGN CONCEPT

The goal of the project is to create a community oriented design that elevates the profile of the site and surrounding neighborhood.

The Live Oak Ave. elevation, the primary public street of the project, is articulated and refined and provides for sun-shading devices and overhangs to address the southeast exposure. Two welcoming volumes lead the eye and the pedestrian to an elegant entry sequence. The entrance to the underground parking garage is located at the west side of the ECR lot, visually tucking underneath one of the volumes. The mass of this elevation is stepped back at the 3rd level, providing for a scale more in tune with buildings opposite Live Oak Ave. as well as providing for an outdoor roof deck for the office users. The pedestrian who follows these volumes along Live Oak Ave. will be led to the proposed Community Garden.

The Community Garden is a public and visually dynamic gathering space for Garden users and passersby. The west elevation of the office faces the Garden and responds to this public edge, carefully placing the fenestration locations while allowing for all of the development's component's to come together.

Moving through the Community Garden leads the Residential Users to a pedestrian entry through a secured gate that opens up to an interior courtyard, and becomes the organizing element of the various structures on the site. It is from here that the organizing element for the office can be understood fully. A concrete ribbon weaves from the 1st floor up, defining the floor line and multiple outdoor spaces as it finds its way to the roof. The ribbon sits over Residential units at grade, which are clad in a warm wood material that speak to the facing Residential stacked townhomes that create the opposite edge of the courtyard.

The massing of the stacked townhomes is designed to create a pedestrian zone at grade while still allowing for an expansive open space between the townhomes and the office. The warm wood materiality of these units create a more appropriate feeling for those who will live here. Wrapping the upper two stories in wood helps to articulate the programmatic function, creating transparency where it's needed and opacity where it's not. The north elevation of these units are set back from the property line creating a private entry sequence and patio area for each grade level unit.

The office and residential townhomes that sit on the courtyard axis that is bookended on either end by the residential elevator from the garage and the residential units on the R-3 lot.

All of these elements come together to create a community of public and private spaces and building forms that will serve to engage the public and users of the site while fitting within the surrounding neighborhood.

EXISTING CONDITIONS

The existing site currently is improved with a 6,355 one-story wood framed building. It has been occupied as professional office, general business office and administrative office.

The building is located in the southeast quadrant of the site along Live Oak Ave. There are five lots abutting the site, 2 along Live Oak Ave. and 3 along the site's interior side (functional rear) lot line. To the northeast of the site along Live Oak Ave. is a 1 story commercial retail building with a surface parking lot that sits against the shared property line. To the northwest of the site along the interior side lot line of the site is a 1 story commercial building with a surface parking lot, a 2 story residential building, a 1 story residential building, and a 1 story medical office building with surface parking. To the southwest of the site along Live Oak Ave. is an R-3 Apartment District residential lot with a 1 story single family residence fronting the street of the site and a 1 story in-law unit to the rear. To the southwest of the R-3 lot is a 2 story apartment complex with limited surface parking to the rear.

project viability and financial return of various development programs. This iterative process of presenting at community workshops, analyzing, refining and presenting again resulted in development prototypes, inclusive of building setbacks, upper floor setbacks and heights, as reflected in this Specific Plan. The final step was to "translate" the prototypes into allowable development FARs and densities (dwelling units per acre or DU/Acre), as depicted in Table E2 and Figure E2.

In addition to reflecting community input, the Specific Plan's increased allowable FARs and density also help achieve several Plan goals, including: stimulating redevelopment of underutilized parcels; activating the train station area and increasing transit use; enhancing downtown vibrancy and retail sales; and increasing residential opportunities. The plan FARs and density help finance public improvements (e.g., streetscape improvements) and produce more Below Market Rate (BMR) housing.

The Specific Plan places the highest intensity of development around the train station, consistent with goals mentioned in the paragraph above. It also focuses higher development intensities on the parcels on the east side of El Camino Real south of Ravenswood Avenue. These larger parcels can accommodate more development, and they are isolated from adjacent residential neighborhoods by El Camino Real to the west and the railroad tracks and Alma Street to the east. The plan also emphasizes residential uses closest to downtown and the train station.

In addition to the base FAR and public benefit bonus FAR summarized in Figure E2 and Table E2, following pages, the Specific Plan limits the amount of business and professional office allowed, similar to existing City policy, and the amount of medical and dental office, based on community concerns.

Standards

E.3.1.01 Business and Professional office (inclusive of medical and dental office) shall not exceed one half of the base FAR or public benefit bonus FAR, whichever is applicable.

E.3.1.02 Medical and Dental office shall not exceed one third of the base FAR or public benefit bonus FAR, whichever is applicable; in the ECR districts, this is additionally limited to an absolute maximum of 33,333 square feet per development project.

Public Benefit Bonus and Structured Negotiation

A public benefit bonus is the additional development permitted beyond the base intensity (and/or height, if applicable) for a project in exchange for extra public benefit, above and beyond the inherent positive attributes of a project (such as increasing vibrancy and redeveloping vacant and underutilized parcels). As noted previously, the Specific Plan's recommendation for the base level maximum has been crafted to achieve overall project goals and represent community preferences for building types/sizes. The public benefit bonus would be expected to increase profits from development in exchange for providing additional benefits to the public. However, developers may choose to forgo the public benefit bonus because of perceived costs and risks.

Two common approaches for sharing the benefits of increased development include bonuses for on-site improvements and bonuses achieved through individual developer "structured" negotiations. These two approaches are distinct from, and not to be confused with, impact fees and other development exactions where the fee or other exaction is based on the development's impact on the need for public facilities (for instance, more residents create a greater need for parks).

The first bonus approach, for on-site improvements, can be a prescriptive one and clearly stated, with a specific amount of additional FAR (e.g. 0.5) or density granted to a developer in exchange for a specific on-site benefit (such as publicly accessible open space). This approach provides more certainty for both the community and developer. However, due to the variety of site and market conditions, developing such a prescriptive approach can be challenging.

> *"Keep the village feel but with more vibrancy"*
>
> *- Workshop #3 Participant*

D1

Individual Developer Structured Negotiation

The Specific Plan recommends an individual developer structured negotiation approach for the sharing of the benefits from increased development above the base FAR, density, and/or height. This approach is the most flexible and effective way to determine appropriate public benefits. The downside is that it creates some uncertainty and often delays the approval process, which can increase cost and risk for developers. However, the Specific Plan requires a structured process to minimize delays and uncertainty.

Projects requesting a public benefit bonus FAR, density and/or height are required to conduct an initial public study session with the Planning Commission, in which both the project and the proposed public benefit are presented for initial evaluation and comment (both from the Planning Commission and the public). Applicants may also request a subsequent study session with the City Council, although this should be expected only for larger or more complicated projects. The study session(s) should incorporate appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit. Following the study session(s), the applicant would revise the project and public benefit (if needed) and present them again for full review and action.

The Planning Commission shall, concurrent with overall project review, be the decision-making body on projects proposing public benefits that are incorporated within the project (such as senior housing) and/or which can be memorialized in typical conditions of approval pursuant to the City's normal zoning and planning authority. The Planning Commission action (along with the other project actions) can be appealed to the City Council, per standard procedures. For projects proposing public benefits that cannot be imposed through the City's planning and zoning authority (such as payments that are not related to the impact of a project), the public benefit proposal must be included in a proposed Development Agreement submitted by the developer. In that case, Planning Commission shall be the recommending body and the City Council the decision-making body, and the Development Agreement must be adopted by ordinance as provided in the City's Development Agreement ordinance.

> *"Encourage new development"*
>
> *- Workshop #3 Participant*

> *"Certain amenities might be considered community investments and funded through taxes to preserve character"*
>
> *- Workshop #3 Participant*

The structured negotiation approach works best when desired improvements are clearly understood by potential applicants. Based on community input (including during the review process for the Specific Plan) and the Specific Plan's goals, a public benefit bonus could be considered for elements including but not limited to:

- Senior Housing
- Affordable Residential Units, in particular for lower affordability levels, particularly in areas nearest the station area/downtown
- Hotel Facility, which generates higher tax revenue for the City while also enhancing downtown vibrancy
- Preservation and reuse of historic resources
- Public parks/plazas and community rooms
- Shuttle services
- Public amenity fund
- Middle Avenue grade-separated rail crossing

The City shall keep this list updated over time by including it with the required yearly reporting to the City Council regarding the Maximum Allowable Development. If desired, the City Council may place the list on the agenda for new public review and direction.

The Specific Plan's process for public benefit bonuses should not necessarily be considered a precedent for other areas of the city, in particular areas that have not conducted an intensive community visioning process to establish goals and guiding principles, and associated development standards and guidelines.

D2

bae urban economics

Draft - Consultant Memorandum

To: Thomas Rogers, City of Menlo Park

From: Ron Golem, Stephanie Hagar, BAE

Date: May 8, 2015

Re: Value of Proposed Public Benefit Bonus for 650 Live Oak Avenue Project

Key Findings

Pro forma analysis was conducted to estimate the profit from the two alternative development programs, using information provided by the developer as well as BAE's research and evaluation of development costs and market conditions (the pro formas are attached to this memorandum). Key findings include:

- The Public Benefit Bonus Project would result in approximately $5.14 million of profit to the developer, compared to approximately $4.80 million of profit for the Base Project (both figures are prior to adjustment for ground lease costs, which are the same for both projects). This means that the Bonus Project creates approximately $339,000 in additional project value compared to the Base Project and also generates a slightly higher overall return for the developer, even after accounting for ground lease costs.
- The proposed public benefits provided in the Public Benefit Bonus Project consist of a community garden, a community gathering area, and a 0.475 below-market-rate (BMR) unit equivalent. The requirements of the City's BMR Housing Program call for a 0.525 BMR unit equivalent (i.e. either a BMR unit or an in-lieu fee based on 0.525 of a BMR unit). The proposed Public Benefit Bonus Project would include one BMR unit on-site rather than a 0.525 unit in-lieu fee equivalent. The City may potentially consider this round up as an additional public benefit provided by the project. Under the City's current fees, the additional 0.475 unit would be equivalent to $148,640.23. According to figures provided by the developer, the proposed cost of the remaining public benefits provided in the Bonus Project, consisting of a highly improved community garden and a high quality gathering area with seating and a barbeque, totals approximately $243,000.
- The total estimated value of the three public benefits totals $391,000, close to the additional project value to the developer from the Public Benefit Bonus Project as compared to the Base Project. Because the assumptions used for this analysis are subject to variation, these figures suggest that the net value to the developer from the Public Benefit Project could be considered approximately equivalent to the net value to the developer from the Base Project.
- It is challenging to identify an appropriate value for the developer's proposed community garden and gathering area because it would be done to a far higher standard, with more

E1

amenities, than would be the case for a community garden or park area created by the City or a non-profit – which potentially could be done at one-third or less cost. A typical community garden does not include the gathering area amenities proposed by the developer, which by themselves cost nearly $130,000. The much higher than typical operating costs for the proposed community garden also decreases the value of the completed Public Benefit Bonus project, potentially by as much as $250,000 or more.

- The question of how to value the community garden and gathering area improvements proposed by the developer raises a policy issue that cannot be answered by financial analysis. While a community garden in and of itself can be built much less expensively, the quality of improvements proposed by the developer is compatible with the quality of its proposed project, and may also be important to area residents and others. Appropriate operating controls would be needed to ensure fair access by all community members, and to ensure gardening activities are limited to personal use. In addition, the value of a project element to the community may or may not align with its construction cost. For example, an amenity could be expensive to construct, but if it is not something the community desires, the value to the community would be limited. Alternately, an amenity could have a low/moderate construction cost, but if it is a critically needed feature, the perceived value to the community could be high.
- The results of the public benefit analysis are summarized in Table 1 below.

Table 1: Summary of Pro Forma Analysis for Proposed Public Benefit Project and Base Project at 650 Live Oak Avenue, Menlo Park

Development Program	Base Project	Public Benefit Bonus Project
Residential Units	14	17
Office sq. ft.	12,328	16,811
Community Garden sq. ft.	N/A	3,635
Parking Spaces	61	81
Development Costs		
Hard Costs (a)	$13,535,840	$17,699,150
Soft Costs	$2,707,168	$3,539,830
Impact Fees	$437,229	$459,924
Financing Costs	$620,505	$807,199
Developer Fee	$865,037	$1,125,305
Total Costs	**$18,165,779**	**$23,631,409**
Value Analysis		
Capitalized Value	$22,967,306	$28,772,023
Less Development Costs	($18,165,779)	($23,631,409)
Project Profit (b)	**$4,801,527**	**$5,140,615**
Public Benefit Bonus Value		
Increase in Project Value	N/A	$339,088
Estimated Cost of Public Benefit	N/A	$391,338
Net Value to Developer	**N/A**	**($52,250)**

Notes:
(a) Excludes land.
(b) Before ground lease.
Source: BAE, 2015.

E2

- The figures presented in this memorandum are shown to the dollar based upon spreadsheet analysis prepared with an Excel model. There are many variables that affect development return, as shown in the pro forma. It would be more accurate to consider the above figures as estimates that represent "mid-point" values for a range of potential outcomes (additional sensitivity analysis would be needed to better describe the potential range of outcomes).

Overview of the Analysis

This memorandum presents the results of BAE's analysis, based on development pro formas, to estimate the increase in value that could arise from a proposed public benefit bonus for a potential development project at 650 Live Oak Avenue in Menlo Park. The developer, 650 Live Oak LLC, has indicated to the City that it is considering demolition of the existing small buildings on the site and development of a mixed-use project with residential and office uses. The site is in a location eligible for a public benefit bonus pursuant to the El Camino Real / Downtown Specific Plan (Specific Plan), which establishes the formula for the additional built area that is allowed in return for public benefits acceptable to the City.

The public benefit bonus program outlined in the Specific Plan anticipates that public benefits provided pursuant to the program can take the form of on-site improvements, offsite improvements, cash payment to the City for future use toward public benefits, or a mixture. The developer is proposing to construct on-site improvements.

Proposed Public Benefit Bonus Project and Base Project

The project site consists of two parcels, one of which is located in the El Camino Real / Downtown Specific Plan area and has an ECR-SW zoning designation ("ECR-SW parcel"), and the other of which is located in the R-3 zoning district, outside of the Specific Plan area. The public benefit bonus program applies only to the parcel that is located within the Specific Plan area.

The applicant controls both parcels through a 99-year ground lease that began in 2011. Ground lease payments increase by a modest amount every five years, ranging from approximately four to seven percent in total, with no provisions for additional increases based on an increase in the value of improvements on the site.

Public Benefit Bonus Project

The developer's proposed project with the public benefit bonus as allowed by the Specific Plan (Bonus Project) would consist of a total of approximately 17,000 gross square feet of office space, 17 rental residential units, and two levels of underground parking. The office building would be a three-story concrete structure located on the ECR-SW parcel. Along with a portion of the total office space, the ground floor of the office building would include five studio

E3

residential units. A separate three-story, wood-frame structure behind the office building would include rental residential units, consisting of five one-bedroom units on the ground floor, each with private outdoor space, along with five two-story, two-bedroom units on the second and third floors, each with a private roof deck. The remaining two residential units would be three-story, three-bedroom attached townhouse units located on the R-3 parcel. One of the one-bedroom units on the ECR-SW parcel would be a BMR unit to satisfy the requirements of the City's BMR Housing Program.

The proposed public benefit provided as a part of this project would be a community garden and gathering place on a portion of the R-3 parcel adjacent to Live Oak Avenue. The community garden would measure approximately 1,740 square feet and consist of 17 planter beds. The community gathering place would measure approximately 1,140 square feet, with a shared barbeque and seating area with picnic benches and a trellis.

Base Zoning Project

The developer has not prepared plans for the project that would be allowed under the existing base zoning for the project (Base Project), however it has indicated to BAE that the Base Project would consist of approximately 12,000 square feet of office space and 14 residential units. BAE's review of Specific Plan provisions indicates that this development program appears to be consistent with the relevant development standards.

In the Base Project, development on the ECR-SW parcel would consist of a three-story concrete office building and a separate wood-frame structure with 12 residential units. For this analysis, it is assumed that the residential unit mix would consist of four studio units, four one-bedroom units, and four two-bedroom units. The average unit size on the ECR-SW parcel would be slightly smaller in the Base Project than in the Bonus Project. The remaining two units would be detached three-bedroom single-family units on the R-3 parcel. All units would be market-rate and the developer would pay the BMR Housing In-Lieu fee to satisfy the requirements of the City's BMR Housing Program. Parking would still be provided in two levels underground, although the second level would be smaller.

Methodology for the Financial Analysis

BAE met with City staff and the developer to review the proposed site plan and development program and review assumptions regarding costs, rental rates, operating costs, and other factors. It should be noted that the proposed project is relatively small, which means that it does not benefit from the economies available to larger projects, and therefore the per square foot construction costs would be expected to be higher.

BAE researched development costs for other recently built small mixed-use development projects in the local area to allow a comparison with the developer's figures. This included interviews with area developers of office space and rental residential projects to confirm

E4

construction costs, operating costs, and capitalization rates. Confidential project cost information for other proposed projects under consideration by the City was also reviewed. Cost figures for the appropriate construction types as published in the R.S. Means Company square feet construction cost guides were reviewed.

Residential and office rental rates for comparable projects were researched for three recently built high-end rental residential projects in Mountain View and Redwood City (no recently built market rental residential projects in their initial lease up period were identified in Menlo Park or Palo Alto). Published data on local market area capitalization rates were reviewed. Other assumptions, such as operating expenses and acceptable developer returns, are based on BAE's experience with other projects in the local market area.

This information was then used to prepare a project pro forma model for the Base Project and the Bonus Project. The pro formas consists of Excel worksheets that show assumptions for the development program, development costs, income, operating expenses, and financing costs. The worksheets show the calculation of project cost by category, an analysis of the value of the new development by component, and the resulting developer profit.

The model is set up to calculate project profit as a residual value, by deducting total development costs from the market value of the completed project. The residual project value for the Bonus Project, less the residual project value for the Base Project, represents the increase in value due to the public benefit bonus. Since the cost of the ground lease does not change between the Bonus Project and the Base Project, and including it would require an assumption for the developer's opportunity cost of funds to do a Net Present Value calculation, it was excluded from the analysis. However, a sample analysis using an assumption by BAE to calculate the Net Present Value of the ground lease was done to confirm that the Base Project and Bonus Project are feasible based on the assumptions used by BAE.

The pro forma models are attached to this memorandum, with the Base Project shown first, followed by the Bonus Project.

This analysis does not attempt to identify what would be a "reasonable" or "expected" contribution by the developer of the increase in value from the Public Benefit Bonus Project to the City, in the form of a public benefit financial or in-kind contribution. The concept of a negotiated bonus tied to the increase in the value of the larger project is relatively new, and at present there is no previous experience by the City or other jurisdictions that could be identified on how the increase in value could be "shared" between the developer and a local jurisdiction[1].

[1] The existing affordable housing density bonus provided for in California law has a set process for what a developer must provide to obtain the bonus. Another common situation where developers negotiate with cities on how to share the value from a development is through the negotiation of a Development

E5

Key Assumptions

The pro formas set forth all assumptions used in the analysis. Following is a summary of key assumptions that were used for both models:

- In the Bonus Project, residential unit sizes average 610 square feet for a studio, 750 square feet for a one-bedroom unit, 1,966 square feet for a two-bedroom unit, and 1,751 square feet for a three-bedroom townhouse. These square footages are not net of exterior or shared walls. Except for the two-bedroom units, these square footages are consistent with other market-rate developments in the area. The two-bedroom units are considerably larger and represent a luxury type of unit that would generate higher rents.
- In the Base Project, residential unit sizes average 565 square feet for a studio, 695 square feet for a one-bedroom unit, 1,822 square feet for a two-bedroom unit, and 1,751 square feet for a three-bedroom single-family home. The square footage of the studios, one-bedroom units, and two-bedroom units are estimated assuming that each of these unit types will be smaller than the same unit type in the Bonus Project proportional to the reduced amount of development allowed by the base zoning for the ECR-SW parcel; however, this relatively modest reduction should have minimal, if any, impact on rental rates. The average unit sizes for the three-bedroom units are the same in both projects, and reflect the maximum buildable square footage on the site.
- Monthly rental rates range from $2,800 for a studio, to $4,000 for a 1-bedroom unit, to $5,000 for a 2-bedroom unit, to $5,200 for a 3-bedroom attached townhouse units (in the Bonus Project), to $5,500 for the 3-bedroom single-family homes (in the Base Project). These figures are based on comparable new and existing developments in the local market area. The monthly rental rate for the one-bedroom BMR unit that would be included in the Public Benefit Bonus project is $1,878, per the requirements of the City's BMR Housing Program.

  Rent assumptions for the much larger 2-bedroom units reflect that these would be large units with roof decks, which would therefore achieve relatively higher rents. Rent assumptions for the 3-bedroom townhouses reflect the relatively small size of the proposed units. Both of these unit types are relatively unusual product types in the local market area, providing fewer comparables to estimate rents. Local realtors were interviewed to provide additional perspective on achievable rents for these units.
- Rental rates for the office space are assumed to be $66 per square foot per year, triple-net, based on current market rents. A market-based tenant improvement allowance of $60 per square foot is included, however it is expected that tenant's actual costs of building out their space may be up to $120 per square foot or higher.

Agreement (DA). However, DA's are voluntary agreements and there is a very wide range in the concessions that are made by local jurisdictions and developers during their negotiation.

E6

- Hard construction costs range between $265 per square foot for residential to $310 per square foot for office. In addition, there is an added cost of approximately $20,000 per residential unit for appliances and finishes. In the Bonus Project, the studio units are incorporated into the office building and therefore have the same construction cost as the office space ($310 per square foot), plus $20,000 for appliances and finishes. In the Base Project, the studio units would be in a wood-frame structure separate from the office building, and would therefore have the same construction costs as the other residential units.

  These cost figures are considerably lower than those initially provided by the developer, who estimated hard office construction costs at $300 per square foot and residential costs at $400 per square foot. However, using these figures results in a finding that the development is not feasible (and therefore there is negative value to a public benefit bonus). The figures we use are based on research for other upscale smaller mixed-use developments in the local area, with an additional allowance. This results in total hard and soft construction costs for both office and retail uses that are more than $450 per square foot.

- Parking hard costs are assumed to be $69,100 per space for the Bonus Project, as identified by the developer. These costs are higher than average costs for underground parking, and are considered appropriate to given the small size of the underground parking area and less than optimal layout that results. This figure was increased by an additional five percent for the Base Project to reflect even less efficiency due to building only a partial second underground level.

- The proposed construction cost of the community garden is estimated to be $113,000 ($65 per square foot) and the proposed construction cost of the community gathering place is estimated to be $130,000 ($114 per square foot), based on information from the potential developer. These estimates reflect a high-quality public space that is built to standards that exceed standards for more traditional community gardens and outdoor public gathering areas elsewhere. A traditional community garden of this type, using volunteer labor, could be built for one-third or less of the developer's cost.

  For example, construction costs for the first phase of the community garden that was recently completed in Belle Haven totaled slightly more than $2 per square foot, compared to $65 per square foot for the garden proposed by the applicant. Construction costs for other community gardens in nearby communities have typically totaled $20 per square foot or less.

- The potential developer estimates that operating costs for the community garden will total $17,200 per year, which accounts for the cost of garden management, landscaping maintenance, tools, water, trash, and soil and plan material. It also includes the cost of hands-on assistance by expert gardeners to users of the community garden. These greatly exceed the operating costs for more traditional community gardens, based on models that rely on volunteer labor operating costs could be 10 percent or less of this figure.

E7

- All City impact fees were calculated and included, except for the non-residential sewer connection fee (as noted in the limiting conditions section of this memorandum).

Limiting Conditions

The above analysis is based on cost and valuation factors along with market rental rates provided by the potential developer, as well as research conducted by BAE during the first quarter of 2015. The project is in pre-development, and as design and development work proceeds it is possible that changes in design, building code requirements, construction costs, market conditions, interest rates, or other factors may result in significant changes in costs and profits, and therefore the cost of the public benefit bonus. Depending upon these changes, the project as built may become more profitable, or could become less profitable or even infeasible.

The impact fee calculation does not include non-residential sewer connection fees because these are based on flow calculations that are not available at present. However, these fees should be proportional between the Base Project and Bonus Project, and therefore should not substantially affect the calculation of the increase in profit for the Bonus Project.

E8

Pro Forma for Mixed-Use Development - Base Case per Specific Plan
Proposed Project at 650 Live Oak Ave, Menlo Park, CA

Development Program Assumptions

Characteristics of Project		
Site - gross acres / square feet (sf)	0.69	30,198
Total sf - residential / office	15,830	12,328
Dwelling units (du) - number / average size	14	1,131
Studio - number / average size	4	565
1 bedroom - number / average size	4	695
2 bedroom - number / average size	4	1,822
3 bedroom - number / average size	2	1,751
Office rentable area, sf		10,996
Common area sf office		1,332
Underground parking spaces		61
Total sf - parking		32,000
Dwelling units/acre		20
SF as a % of total built - residential / office	56%	44%

Cost and Income Assumptions

Development Costs		
Demolition and site prep, per site sf		$5
Construction hard costs, per sf - resid/office	$265	$310
Underground utility construction cost		$250,000
Appliance and finishes costs, per du		$19,990
Impact fees (a)		$437,229
Tenant improvements, per sf of office - landlord share		$60
Soft costs, % of hard costs		20%
Parking construction cost, per space		$72,600
Developer fee % of total project costs (b)		5%
Revenues and Operating Expenses		
Office rental rate, sf/yr, NNN		$66.00
Residential rental rate per du/mo:		
Studio		$2,800
1 bedroom		$4,000
2 bedroom		$5,000
3 bedroom single-family		$5,800
Annual op. cost - per du / per office sf	$12,800	$2.70
Vacancy rate - residential / office	5%	5%
Annual ground lease payment		$115,500
Financing		
Construction loan to cost ratio		60%
Loan fees (points)		2%
Interest rate		7.0%
Construction period (months)		12
Drawdown factor		60%
Total hard + soft construction costs		$16,680,237
Total loan amount		$10,008,142
Capitalization Rate - Residential / Office	4.25%	5.75%

Development Costs

Development Costs (Excludes Land)	
Site prep & environmental remediation	$150,990
Residential construction costs	$4,474,810
Office construction costs	$3,821,680
Tenant improvements	$659,760
Parking costs	$4,428,600
Total Hard Costs	$13,535,840
Soft costs	$2,707,168
Impact fees	$437,229
Total construction costs	$16,680,237
Total cost, per rentable sf	$622
Interest on construction loan	$420,342
Points on construction loan	$200,163
Total financing costs	$620,505
Subtotal Development Costs	$17,300,742
Developer Fee (b)	$865,037
Total development costs	**$18,165,779**

Value Analysis

Projected Income	
Residential	
Gross scheduled rents	$705,600
Less vacancy	($35,280)
Gross annual rents	$670,320
Less other operating expenses	($179,200)
Net operating income (NOI)	$491,120
Office	
Gross scheduled rents	$725,736
Less vacancy	($36,287)
Gross annual rents	$689,449
Less other operating expenses	($33,286)
Net operating income (NOI)	$656,164
Total Net Operating Income	**$1,147,284**
Development Feasibility	
Capitalized value	$22,967,306
Less development costs (c)	($18,165,779)
Project Profit Before Ground Lease (c)	**$4,801,527**

Notes

(a) Includes the following impact fees City FY2014 impact fee schedule: Storm Drainage Connection Fee, Building Construction Road Impact Fee, Traffic Impact Fee, ECR/Downtown Specific Plan Preparation Fee, Supplemental Transportation Impact Fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Fee calculation per report. Excludes sewer connection fee for non-residential, pending flow calculations.

(b) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

(c) Annual ground lease payment is excluded as payments are not changed between the base project and public benefit bonus project. For property valuation purposes the net present value of ground lease payments would be deducted from this figure.

Source: BAE, 2015.

Pro Forma for Mixed-Use Development with Public Benefit Bonus per Specific Plan

Proposed Project at 650 Live Oak Ave, Menlo Park, CA

Development Program Assumptions

Characteristics of Project		
Site - gross acres / square feet (sf)	0.69	30,198
Total sf - residential / office	20,129	16,811
Dwelling units (du) - number / average size	17	1,184
Studio - number / average size	5	610
1 bedroom - number / average size	4	750
1 bedroom BMR unit - number / average size	1	750
2 bedroom - number / average size	5	1,966
3 bedroom - number / average size	2	1,751
Office rentable area, sf		15,479
Common area sf office		1,332
Community garden sf		3,635
Underground parking spaces		81
Total sf - parking		36,744
Dwelling units/acre		25
SF as a % of total built - residential / office	54%	46%

Cost and Income Assumptions

Development Costs			
Demolition and site prep, per site sf			$5
Construction hard costs, per sf - resid/office (b)		$265	$310
Underground utility construction cost			$250,000
Appliance and finishes costs, per du			$19,990
Impact fees (a)			$459,924
Tenant improvements, per sf of office - landlord share			$60
Soft costs, % of hard costs			20%
Parking construction cost, per space			$69,100
Developer fee % of total project costs (c)			5%
Revenues and Operating Expenses			
Office rental rate, sf/yr, NNN			$66.00
Residential rental rate per du/mo:			
Studio			$2,800
1 bedroom			$4,000
1 bedroom BMR unit			$1,878
2 bedroom			$5,000
3 bedroom townhouse			$5,500
Annual op. cost - per du / per office sf / per garden sf	$12,800	$2.70	$4.73
Vacancy rate - residential / office		5%	5%
Annual ground lease payment			$115,500
Financing			
Construction loan to cost ratio			60%
Loan fees (points)			2%
Interest rate			7.0%
Construction period (months)			12
Drawdown factor			60%
Total hard + soft construction costs			$21,698,904
Total loan amount			$13,019,343
Capitalization Rate - Residential / Office		4.25%	5.75%

Development Costs

Development Costs (Excludes Land)	
Site prep & environmental remediation	$150,990
Residential construction costs	$5,810,910
Office construction costs	$5,211,410
Tenant improvements	$928,740
Parking costs	$5,597,100
Total Hard Costs	$17,699,150
Soft costs	$3,539,830
Impact fees	$459,924
Total construction costs	$21,698,904
Total cost, per rentable sf	$609
Interest on construction loan	$546,812
Points on construction loan	$260,387
Total financing costs	$807,199
Subtotal Development Costs	$22,506,103
Developer Fee (c)	$1,125,305
Total development costs	**$23,631,409**

Value Analysis

Projected Income		
Residential		
Gross scheduled rents		$814,536
Less vacancy		($40,727)
Gross annual rents		$773,809
Less annual community garden operating cost		($17,200)
Less other operating expenses		($217,600)
Net operating income (NOI)		$539,009
Office		
Gross scheduled rents		$1,021,614
Less vacancy		($51,081)
Gross annual rents		$970,533
Less other operating expenses		($45,390)
Net operating income (NOI)		$925,144
Total Net Operating Income		**$1,464,153**
Development Feasibility		
Capitalized value		$28,772,023
Less development costs (d)		($23,631,409)
Project Profit Before Ground Lease (d)		**$5,140,615**

Public Benefit Bonus Value

Increase in Project Value		$339,088
Proposed Value of Public Benefit		$391,338
Community garden	$112,993	
Community gathering area	$129,705	
0.475 BMR Unit "round up" (e)	$148,640	
Net Value to Developer		**($52,250)**

Notes

(a) Includes the following impact fees City FY2014 impact fee schedule: Storm Drainage Connection Fee, Building Construction Road Impact Fee, Traffic Impact Fee, ECR/Downtown Specific Plan Preparation Fee, Supplemental Transportation Impact Fee, Sequoia Union High School District Impact Fee, Menlo Park Cit Elementary School District Impact Fee. Fee calculation per report. Excludes sewer connection fee for non-residential, pending flow calculations.

(b) The five studio units are included in the office building and therefore have per sq. ft. construction costs that are equal to the office construction cost.

(c) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

(d) Annual ground lease payment is excluded as payments are not changed between the base project and public benefit bonus project. For property valuation purposes the net present value of ground lease payments would be deducted from this figure.

(e) The City's BMR Housing program calls for 0.525 BMR unit equivalent as a result of the project. Since the developer will provide one full BMR unit, the additional 0.475 BMR unit equivalent is valued based on fee that would be charged to meet a 0.475 unit requirement per the City's BMR Housing Program.

Source: BAE, 2015.

E10

PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF MAY 18, 2015
AGENDA ITEM E3

LOCATION:	**1010-1026 Alma Street**	**APPLICANT:**	**Lane Partners**
EXISTING USE:	**Restaurant, Retail, Personal Services**	**OWNER:**	**Robert W. Armstrong Revocable Trust**
PROPOSED USE:	**Non-Medical Office, with Public Plaza and Coffee Pavilion**	**APPLICATION:**	**Study Session**
ZONING:	**SP-ECR/D (El Camino Real/Downtown Specific Plan) - SA E (Station Area East)**		

PROPOSAL

The applicant is requesting a study session for the Public Benefit Bonus proposal associated with the architectural control request to demolish two existing commercial buildings and construct a new three-story office building with two underground parking levels in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The proposed development would be at the public benefit bonus level, which would exceed the Base level floor area ratio (FAR). The public benefit bonus proposal includes the provision of public plazas along Alma Street, a small pavilion for a cafe, and a financial contribution to the City. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the proposal and to provide initial feedback on the applicability of the Public Benefit Bonus.

BACKGROUND

The 1010-1026 Alma Street property is improved with two single-story commercial buildings that were originally constructed in the early 1950s. The buildings have since been occupied by commercial uses, including restaurants, personal services, and retail uses.

ANALYSIS

Site Location

Using Alma Street in a north to south orientation, the subject property is located on the east side of Alma Street, between Ravenswood Avenue and Oak Grove Avenue. Adjacent properties to the north, west, and south are also in the SP-ECR/D zoning district, and are occupied by a mix of uses, including restaurants, offices, retail, and private recreation. The Menlo Park Caltrain Station is located to the west of the subject property, on the west side of Alma Street. Apartment buildings in the R-3 (Apartment) district are located to the east of the subject property. A location map is included as Attachment A.

The subject property is a through lot with frontage on both Alma Street and Alma Lane, where Alma Street serves as the functional front and Alma Lane serves as the functional rear. Alma Lane has a right-of-way width of 20 feet, with Ravenswood Avenue at its southern terminus and Alma Street at its northern terminus. Alma Lane primarily serves as a service alley for the subject site and other properties on this block, and provides access to the carports of the apartment buildings on Noel Drive. The site is currently comprised of five parcels and both existing buildings straddle the property lines. There are existing easements along the outer edges of the project site, including a five-foot wide ingress/egress easement along the right side property line and utility easements along both the front and rear property lines.

Project Description

The applicant is proposing to demolish the existing site improvements and construct a new three-story office building with two levels of underground parking. The proposal would include public plazas along Alma Street, a small retail/café pavilion, and a financial contribution of $180,212 to the City as public benefits, as discussed in further detail later in this report. The applicant has submitted project plans (Attachment B) and a project description letter (Attachment C). As a study session item, the proposal is at a preliminary review phase, and elements are subject to change as staff conducts a detailed review of the plan sets and other submittals.

The proposed site layout is designed around two heritage oak trees that feature prominently along Alma Street, including a 35.5-inch in diameter coast live oak located in the northwest portion of the site, and a 36-inch in diameter coast live oak located at the southwest corner. The separate parcels on the site would be merged into one parcel, and a proposed three-story building would be situated centrally on the site over a proposed two-level underground garage, with a large left side setback of approximately 53 feet in order to minimize construction impacts to the 35.5-inch oak tree. The majority of the left side setback area would be improved with a fenced, private courtyard, with a smaller unfenced area along Alma Street to serve as a public plaza, which will be discussed in more detail below. The front of the building would include articulated planes, with a plaza area at the inset front entry. The upper floors would

include private deck space, and walls would be set in to create a tiered building massing.

The development would exceed the SA E sub-district Base level density/intensity standards for non-medical office use, as may conditionally be permitted at the Public Benefit Bonus level, as follows:

	Base Level	Public Benefit Bonus Level	Proposed
FAR (Overall)	1.350	1.750	0.875
FAR (Non-Medical Office)	0.675	0.875	0.870

While the proposed development would achieve close to the maximum FAR for non-medical office, the overall allowable FAR for non-office uses (i.e., retail, residential, etc.) would largely remain unused.

The proposed structures would adhere to the Station Area East sub-district height maximums, which have an overall limit of 48 feet and a façade height limit of 38 feet on the front and rear.

Because the project does not incorporate any requests that require City Council approval (for example, a major subdivision, right-of-way abandonment, or development agreement), the proposal as currently formulated may be acted on by the Planning Commission. However, any such future action may be appealed to the City Council.

Design and Materials

As noted previously, the designs are still at a relatively preliminary stage, and are subject to revision as staff conducts a detailed review, including consideration of the applicant's responses to the Specific Plan's extensive design guidelines and standards. However, the study session provides an opportunity for the Planning Commission to provide initial feedback for the consideration of the applicant and staff, on topics such as the design, materials, landscaping, and site layout.

The proposed structures would feature a contemporary design aesthetic, with a range of materials to provide variety and interest. The ground level would feature a storefront glazing system to activate the streetscape. The proposed building would be clad with masonry wall cladding in two textures on the first and second levels, with accent features such as a green wall and pop-outs clad in a different texture from the main wall planes. The third level would have glass walls, with metal framed windows and painted metal canopies. A mechanical well and elevator penthouse would rise above the standing seam metal roof, although its location at the center of the building would screen views of the equipment. Features such as metal sunshades at the windows, metal canopy over the main entry, and glass guardrails for the upper level decks would help break up visual massing and provide architectural interest.

Parking and Circulation

The proposed development includes a total of 96 off-street parking spaces, to be provided through a combination of at-grade parking and a subterranean parking garage. The at-grade parking would be located along Alma Lane, and would consist of 20 parking stalls, while the subterranean garage would be accessed by a driveway along Alma Lane and would provide 76 parking stalls on two levels.

The development would provide parking at the following minimum ratios, as required by the Specific Plan:

Land Use	Parking Ratio
Non-Medical Offices	3.8 spaces per 1,000 square feet of gross floor area
Restaurant	6.0 spaces per 1,000 square feet of gross floor area

The project would likewise provide required bicycle parking in both short-term and long-term configurations. Short-term bicycle parking is proposed in a public plaza at the southwest corner of the site, while long-term bicycle parking is proposed inside the parking garage.

The project would provide pedestrian paths consisting of a 15-foot wide public sidewalk along Alma Street, as well as two pedestrian paths, each of which would be approximately five feet in width, connecting Alma Street and Alma Lane along the left and right side property lines.

Trees and Landscaping

There are currently has six heritage trees and six non-heritage trees on or near the site, with limited groundcover plantings. The applicant has submitted an initial arborist report that is being reviewed by staff, and any mitigations (or project revisions) that are necessary to protect these trees would be incorporated into any future project approvals.

The project plans include a conceptual landscape plan, which shows the preservation of two heritage coast live oak trees on site and two heritage elm trees on the adjacent site to the left/north. The siting of the proposed building and underground parking is designed to ensure the continued vitality of the two heritage coast live oak trees. A number of new trees would be added along the peripheries of the site, particularly along Alma Street and the left/north property line. No new trees will be planted along the rear (Alma Lane) due to planting restrictions within the existing utility easement. The project would also feature “vertical landscaping” through a green wall feature at the main building entrance. Landscaping would also be added for the publicly accessible plazas and private courtyard on the ground floor, and private deck spaces on the upper floors. The proposed landscape plan, including the planting of street trees, would need to be

reviewed in more detail by staff, including the Public Works Department and the City Arborist, and may be subject to revision.

Below Market Rate (BMR) Housing

The proposed development would be subject to the City's BMR requirement. The City may allow such a BMR requirement to be met in a number of ways, including on-site provision of a unit, off-site provision of a unit, or payment of an in-lieu fee. At the public benefit bonus level, the proposed project would have a BMR requirement of 0.9 BMR units or an in-lieu fee payment of approximately $296,000. The Base-level project would have a BMR requirement of 0.7 BMR units or an in-lieu fee payment of approximately $210,000. The proposed project does not include a residential component, although the zoning designation for the subject site does allow residential uses. The applicant is proposing to satisfy the project's BMR obligations through the payment of in-lieu fees.

The BMR proposal will ultimately be reviewed by the Housing Commission, which will provide a recommendation to the Planning Commission, to be considered with the overall project actions.

Public Benefit Bonus

The Specific Plan establishes two tiers of development:

- **Base**: Intended to inherently address community goals, such as: encourage redevelopment of underutilized parcels, activate train station area and increase transit use, and enhance downtown vibrancy and retail sales. These standards were established through the iterative Community Workshop and Commission/Council review process, wherein precedent photographs, photomontages, sections, and sketches were evaluated for preferences, and simultaneously assessed for basic financial feasibility.
- **Public Benefit Bonus**: Absolute maximums subject to provision of negotiated public benefit, which can take the form of a Development Agreement. As part of the revisions from the Draft Specific Plan, greater specificity was provided on the structure of this review process. In particular, a public study session is required prior to a full application, and has to be informed by appropriate fiscal/economic analysis. The list of recommended public benefits was also expanded with public suggestions, and a process was established to review and revise the list over time. This list was in fact revised by the City Council in October 2014 to remove LEED Silver as a recommended public benefit.

The Public Benefit Bonus process, including background on how the structured negotiation process was selected relative to other procedural options, is described on Specific Plan pages E16-E17 (included here as Attachment D). A small Public Benefit Bonus was granted for one previous Specific Plan proposal, a unique hotel conversion project at 555 Glenwood Avenue, but otherwise this discretionary review process has not yet been fully conducted. The subject proposal and a separate project at 650 Live

Oak Avenue (which will also be considered as a study session item on May 18) represent the first projects to conduct a detailed review at the maximum Public Benefit Bonus levels.

Public Benefit Proposal

The applicant is proposing a public benefit consisting of public space amenities with a retail/café pavilion and outdoor seating, and a one-time financial contribution to the City in the amount of $180,212. The applicant determined the proposed financial contribution amount based on half of the first year's potential net operating income derived from the additional 5,748 square feet that could be constructed at the public benefit bonus level.

The public space amenities presented in the applicant's proposal includes the following:

- A pedestrian path along the left/north property line that would provide a connection between Alma Street with Alma Lane would be approximately 600 square feet. This would be a new pedestrian path at this location;
- A plaza along Alma Street at the northwest corner of the site, adjacent to a proposed private courtyard with a large oak tree, would be approximately 970 square feet. This plaza would be improved with a small retail/café pavilion, outdoor seating (i.e., benches, and café tables and chairs), and landscaping;
- A recessed court at the main entry to the building along Alma Street would be approximately 510 square feet, and would have a green wall feature;
- A plaza along Alma Street at the southwest corner of the site would be approximately 870 square feet. There is an existing heritage oak tree in this plaza that would be preserved. The applicant is proposing to place some bicycle racks within this plaza, which may limit the usability of this area as a gathering space; and,
- A pedestrian path along the right/south property line that would provide a connection between Alma Street and Alma Lane. This path would replace an existing pedestrian path at this location. The path is also required to be provided as part of the existing ingress/egress easement for the benefit of the adjacent property to the right/south (550 Ravenswood Avenue);

Staff believes that the proposed recessed court at the main building entry and the pedestrian path along the right/south property line should not be considered as public benefits. The recessed court at the main building entry would be project-serving, and would not present a space that invites public use. This area also serves in part to address the Specific Plan's requirements for a major façade modulation and entry prominence. The pedestrian path along the right/south property line would be constructed in fulfillment of an existing ingress/egress easement, and therefore would not be considered a voluntary benefit that is being provided. Both the recessed court at the main entry and the pedestrian path along the right/south property line have been excluded from consideration as part of the public benefit proposal in the financial analysis, which is discussed in more detail below.

With respect to the plazas at the northwest and southwest corners, staff believes they would be attractively designed and the proposed retail pavilion could help activate the northwest plaza; however, both plazas are relatively small, particularly in relation to the large private courtyard on the site. As currently designed, the fragmented spaces as proposed may not look like public spaces. Furthermore, similar public spaces are already being provided in the vicinity (e.g., Menlo Center's plaza).

The Specific Plan does list "Public parks/plazas and community rooms" as one of several elements that could be considered as public benefits, although this list is not binding; each proposal needs to be reviewed on a case-by-case basis.

Financial Analysis

The Specific Plan requires that Public Benefit Bonus study sessions "incorporate appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit." The intent of this independent analysis is not to make a definitive determination of the value of the bonus development or the public benefit, or a recommendation whether the bonus should be granted. Rather, the analysis is intended to provide likely estimates and other information to inform the Planning Commission's discussion. The City has commissioned such an analysis by BAE Urban Economics (BAE), which is included as Attachment E.

For the value of the proposed bonus development, BAE has prepared detailed 'pro formas,' which examine typical revenues and costs for both the Public Benefit Bonus proposal (Bonus Project), as well as a similar proposal at the Base-level development standards (Base Project). The Base Project has not been fully designed, but the applicant has described it in sufficient detail for BAE to analyze its relative profitability. Both pro formas take into account factors such as current construction costs, City fees, capitalization rates, and typical market rents. However, as noted in the document, such factors can change, which may substantively affect the conclusions of the analysis. For this case, BAE has determined that development of the proposed Base Project would result in a loss of approximately $417,000, and therefore, would not be a project that developers would likely pursue. The analysis also determined that the Bonus Project would create approximately $1.05 million in additional project value as compared to the Base Project, although this figure does not take into account the potential loss that would be incurred by the Base Project.

For the value of the proposed public benefit, the value of the one-time financial contribution is clear, but for the public space elements, the BAE analysis provides some estimates for the consideration of the Planning Commission. By their nature, such elements may have a more subjective value. For the proposed public spaces, BAE analyzed the cost to the developer of providing these improvements, which are estimated at approximately $199,000. The total value of the proposed public benefit components together could thus be considered as approximately $379,000.

Planning Commission Considerations

The study session format allows for a wide range of discussion/direction on the Public Benefit Bonus topic. However, to assist the Planning Commission, staff recommends considering a sequence of questions, including:

- **Are the proposed public benefits generally desired?** If a public benefit element is something that Commissioners are negative or even neutral on, the subsequent valuation questions may be disregarded. In such a case, Commissioners could focus on suggestions for alternate public benefits.
- **If the public benefits are desired, are the valuation estimates accurate, or would different considerations be more accurate?** For example, the construction costs for the public space amenities and retail/café pavilion, and the financial contribution to the City may be estimated at $379,000 as proposed, but Commissioners could consider other valuations.
- **After considering the above question, are the public benefits and the developer benefits roughly aligned, or does the public benefit proposal need to be revised/augmented?** The Specific Plan does not establish an explicit ratio for the value of the public benefit in relation to the developer benefit. However, it is implied that these values should not be orders of magnitude apart. In other words, if the public benefit is substantially higher than the developer benefit, the extra development may not be feasible and an applicant may elect to not proceed, while if the developer benefit is substantially higher than the public benefit, the City may be missing out on desired benefits.
- **Is any additional information/analysis needed to complete the Planning Commission's consideration of this item?** As noted previously, the Specific Plan's Public Benefit Bonus review process has not yet been conducted in detail. While staff believes the BAE analysis provides sufficient information and context, Commissioners could request additional analysis or information.

Following the study session, a range of actions are possible, including:

- If Commissioners provide generally positive feedback, the applicant could continue refining the proposal as it is currently structured. The project could then be presented for comprehensive action at a future meeting.
- If Commissioners provide direction that the public benefit proposal needs to be revised or augmented, the applicant would consider that guidance and either:
    - Revise the proposal and return for an additional study session, or request that the revised proposal be processed by staff and presented for comprehensive action at a future meeting.
    - Revise the proposal to adhere to the Base level standards, which (as a reminder) were established to generate a number of key inherent benefits. The revised Base-level project could then be considered by the Planning Commission at a future meeting.

While the current study session item is an opportunity for individual Commissioner guidance, the Planning Commission as a body may consider a "term sheet" or

equivalent action on the Public Benefit Bonus topic at a subsequent meeting, if more formality is desired. Such an action would not represent any sort of binding approval of the Public Benefit Bonus proposal, as the overall project actions need to be considered comprehensively, including with consideration to environmental review requirements. However, a term sheet or similar action could provide documentation of how the Planning Commission viewed this topic at a preliminary stage.

Correspondence

Staff has received one piece of correspondence on the proposal in general, included in Attachment F and summarized below. No correspondence has been received on the Public Benefit Bonus study session in particular.

Klara Turner, the business owner at 1010 Alma Street, expressed concerns over the disposition of three oak trees, including the oaks at 1010 Alma Street and in the patio of 1026 Alma Street occupied by Iberia Restaurant. The two oak trees at 1010 and 1026 Alma Street would be preserved as part of the proposed development, and in fact, the development has been designed around these trees. The third oak tree located in the central portion of the site along Alma Lane, is proposed for removal as part of the proposed project.

ENVIRONMENTAL REVIEW

As a study session item, the Planning Commission will not be taking an action, and thus no environmental review is required at this time. The overall project will be evaluated in relation to the Environmental Impact Report (EIR) prepared for the Specific Plan, and will be required to apply the relevant mitigation measures.

RECOMMENDATION

Staff recommends that the Planning Commission use the study session to consider a presentation from the applicant, receive public comment, and provide individual feedback on the proposal, in particular on the Public Benefit Bonus element.

Report prepared by:
Jean Lin
Associate Planner

Report reviewed by:
Thomas Rogers
Senior Planner

PUBLIC NOTICE

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property.

ATTACHMENTS

A. Location Map
B. Project Plans
C. Project Description Letter
D. El Camino Real/Downtown Specific Plan Excerpt (pages E16-E17)
E. Analysis of Proposed Public Benefit Bonus for 1020 Alma Street Project, prepared by BAE Urban Economics, dated May 14, 2015
F. Correspondence
    - Email from Klara Turner, dated January 3, 2015

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

EXHIBITS TO BE PROVIDED AT MEETING

None

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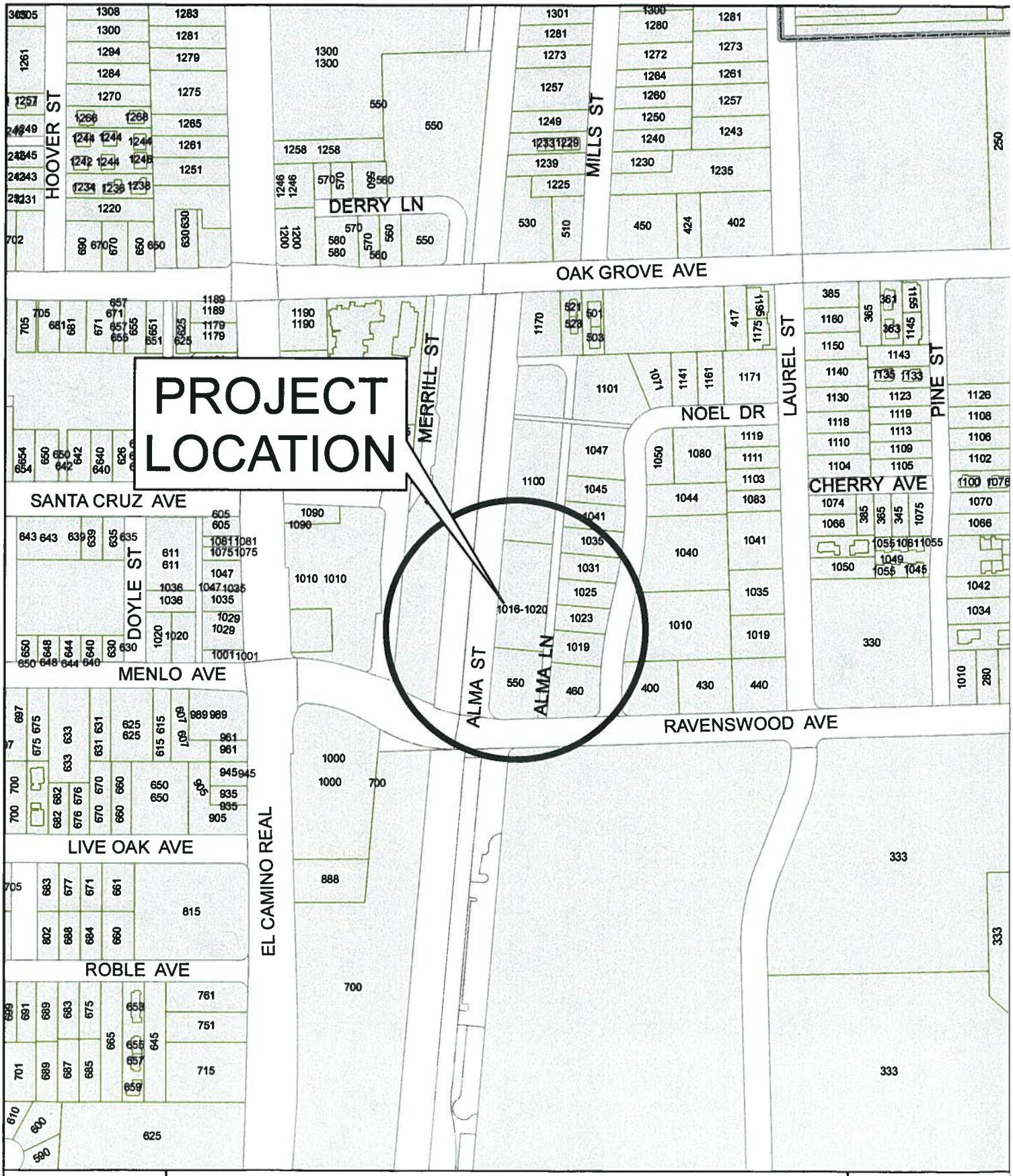

CITY OF MENLO PARK

LOCATION MAP

1010-1026 ALMA STREET

DRAWN: KTP CHECKED: KTP DATE: 05/18/15 SCALE: 1" = 300' SHEET: 1

RECEIVED
MAY 14 2015
CITY OF MENLO PARK
BUILDING

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ALMA STATION
1020 ALMA STREET

PLANNING DEPARTMENT APPLICATION FOR DEVELOPMENT - PLAN CHECK RESPONSE #1

PROJECT DESCRIPTION

ONE NEW THREE LEVEL ABOVE GRADE OFFICE USE BUILDING WITH TWO LEVELS OF BELOW GRADE PARKING. PRIVATE AND PUBLIC SERVING OPEN SPACE IS LOCATED AROUND THE PERIMETER OF THE BUILDING INCLUDING A NEIGHBORHOOD SERVING COMMERCIAL PAVILION. SURFACE PARKING IS LOCATED TO THE REAR OF THE BUILDING ALONG ALMA LANE. TWO EXISTING HERITAGE OAK TREES ARE PROPOSED TO REMAIN.

SHEET INDEX

CS	COVER SHEET	A2-01	LEVEL -2 PARKING GARAGE FLOOR PLAN
G2-01	LEED SCORECARD	A2-02	LEVEL -1 PARKING GARAGE FLOOR PLAN
A1-01	AERIAL SITE PLAN	A2-03	FIRST FLOOR PLAN
A1-02	AREA PLAN	A2-04	SECOND FLOOR PLAN
A1-03	SITE PLAN	A2-05	THIRD FLOOR PLAN
1 OF 1	SURVEY	A2-06	ROOF PLAN
C-2.0	TOPOGRAPHIC SURVEY	A3-01	FRONT ELEVATION (SOUTH)
C-3.0	DEMOLITION PLAN	A3-01a	PAVILION FRONT ELEVATION (SOUTH)
C-4.0	GRADING PLAN	A3-02	LEFT SIDE (WEST) & RIGHT SIDE (EAST) ELEVATIONS
C-5.0	UTILITY PLAN	A3-03	REAR ELEVATION (NORTH)
C-6.0	STORM WATER MANAGEMENT PLAN	A3-04	STREETSCAPE ELEVATIONS
C-8.0	EROSION CONTROL	A3-11	BUILDING SECTIONS
C-9.0	VEHICULAR CIRCULATION PLAN	A3-12	BUILDING SECTIONS
L-1.1	GROUND LEVEL PLAN	A3-13	BUILDING SECTIONS
L-1.2	SECOND FLOOR TERRACE	A3-14	SITE SECTION
L-1.3	THIRD FLOOR TERRACES	A4-01	PERSPECTIVE VIEW 1
L-2.1	SECTION ELEVATIONS	A4-03	PERSPECTIVE VIEW 3
L-2.2	SECTION ELEVATIONS	A4-04	PERSPECTIVE VIEW 4
L-3.1	PRECEDENTS	A4-05	PERSPECTIVE VIEW 5
L-3.2	ZEN GARDEN PRECEDENTS & MATERIALS	A5-01	PROPOSED BUILDING GROSS FLOOR AREA
L-3.3	SITE FURNISHINGS & GREEN WALL PRECEDENTS	A5-02	EXISTING BUILDINGS GROSS FLOOR AREA
L-3.4	WEST OAK PLAZA MATERIALS AND PRECEDENTS		

PROJECT TEAM

OWNER:

LANE PARTNERS
644 MENLO PARK, SUITE 204
MENLO PARK, CA 94025
CONTACT: MARCUS GILMOUR
650.838.0100

ARCHITECT:

BAR ARCHITECTS
901 BATTERY STREET
SAN FRANCISCO, CA 94111
CONTACT:
CHRIS HAGGELUND
415.293.5772
BEN SCHAEFER
415.293.7140

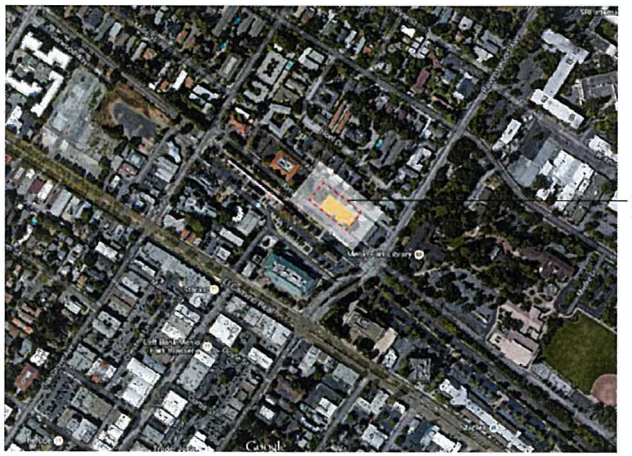
LANDSCAPE ARCHITECT:

GLS LANDSCAPE/ ARCHITECTURE
2677 MISSION STREET #200
SAN FRANCISCO, CA 94110
CONTACT:
GARY STRANG
RACHAEL CLEVELAND
415.285.3614

CIVIL ENGINEER:

SANDIS
926 E. DUANE AVENUE
SUNNYVALE, CA 94085
CONTACT: AMY TAYLOR
408.636.0900

VICINITY MAP



ALMA STATION | MENLO PARK, CA

COVER SHEET

BAR architects
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

LANE PARTNERS
644 Menlo Ave, Suite 204 Menlo Park, CA 94025
650.838.0100 650.838.0900 fax

14035 | 04.20.15 | NTS

CS

18

Alma Station - LEED for New Construction SCORECARD

	Confirmed	Likely	Maybe	Challenging	No				POINTS AVAILABLE
SUSTAINABLE SITES	Yes					C	Prereq 1	Construction Activity Pollution Prevention (ESC Plan)	NA
		1				D	Credit 1	Site Selection	1
		5				D	Credit 1.2	Development Density & Community Connectivity (w/in 0.5 mi of 10 services, or 60,000 sf/acre	5
		1				D	Credit 1.3	Brownfield Redevelopment	1
		6				D	Credit 4.1	Alternative Transportation—Public Transportation Access (w/in .5 miles of Rail or .25 miles of Bus)	6
			1			D	Credit 4.2	Alternative Transportation—Bicycle Storage & Showers (5% of com occupants for 15% resi	1
			3			D	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
				2		D	Credit 4.4	Alternative Transportation—Parking Capacity (5% carpool, 20% discounted rate, or no new)	2
				1		C	Credit 5.1	Site Development—Protect or Restore Habitat (restore/protect 50% excluding bldg or 20%	1
			1			D	Credit 5.2	Site Development—Maximize Open Space (vegetated equates building footprint or <= to 20% of	1
			1			D	Credit 6.1	Storm water Design—Quantity Control (stormwater BMPs decrease runoff by 25%)	1
			1			D	Credit 6.2	Storm water Design—Quality Control (Capture and treat 90% annual rainfall by volume)	1
	1					C	Credit 7.1	Heat Island Effect—Non-roof (50% hardscape shaded/pervious or 50% covered parking)	1
		1				D	Credit 7.2	Heat Island Effect—Roof (75% SRI roof area, or 50% vegetated roof, or combination)	1
			1			D	Credit 8	Light Pollution Reduction- 50% power reduction or shield ng	1
	13	6	4	3		Totals			26
WATER	Yes					D	Prereq 1	Water Use Reduction—20% Reduction by volume	NA
		2			2	D	Credit 1	Water Efficient Landscaping- 50% reduction (2), or No Irrigation Use (4)	4
				2		D	Credit 2	Innovative Wastewater Technologies-50% potable water use reduction or treatment	2
		2	1	1		D	Credit 3	Water Use Reduction- 30% (2), 35% (3), 40% (4), by volume	4
		4	1	3	2	Totals			10
ENERGY & ATMOSPHERE	Yes					C	Prereq 1	Fundamental Commissioning	NA
	Yes					D	Prereq 2	Minimum Energy Performance- 10% efficiency improvement	NA
						C	Prereq 3	Fundamental Refrigerant Management	NA
		7	9		3	D	Credit 1	Optimize Energy Performance- 12% to 48% (-19) efficiency improvement	19
		7				D	Credit 2	On-Site Renewable Energy- 1-13% (1-7) of total energy use by cost	7
		2				C	Credit 3	Enhanced Commissioning	2
				2		D	Credit 4	Enhanced Refrigerant Management	2
	1	2				C	Credit 5	Measurement and Verification	3
			2			C	Credit 6	Green Power- 2 year contract, renewable energy accounts for 35% building electricity use	2
	1	18	11	2	3	Totals			35
MATERIALS & RESOURCES	Yes					D	Prereq 1	Storage and Collection of Recyclables	NA
					3	C	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof (55-95% of total surface area)	3
					1	C	Credit 1.2	Building Reuse—Maintain Interior Non-Structural Elements (50% of total surface area)	1
		2				C	Credit 2	Construction Waste Management (50-75% total materials diverted, by weight)	2
					2	C	Credit 3	Materials Reuse (5-10% total material cost, furniture optional)	2
			2			C	Credit 4	Recycled Content (10-20% total materials cost, furniture optional)	2
				1	1	C	Credit 5	Regional Materials (10-20% total materials cost, furniture optional)	2
				1		C	Credit 6	Rapidly Renewable Materials (2.5% total materials cost, furniture optional)	1
		1				C	Credit 7	Certified Wood (50% total material new wood cost)	1
		3	2	2	7	Totals			14

environmental BUILDING STRATEGIES

	Confirmed	Likely	Maybe	Challenging	No				POINTS AVAILABLE
INDOOR ENVIRONMENTAL QUALITY	Yes					D	Prereq 1	Minimum Indoor Air Quality Performance	NA
	Yes					D	Prereq 2	Environmental Tobacco Smoke (ETS) Control	NA
			1			D	Credit 1	Outdoor Air Delivery Monitoring	1
				1		D	Credit 2	Increased Ventilation (30% above ASHRAE 62.1 2007)	1
	1					C	Credit 3.1	Construction IAQ Management Plan—During Construction	1
		1				C	Credit 3.2	Construction IAQ Management Plan—Before Occupancy (2-4	1
	1					C	Credit 4.1	Low-Emitting Materials—Adhesives and Sealants (100% compliant)	1
	1					C	Credit 4.2	Low-Emitting Materials—Paints and Coatings (100% compliant)	1
	1					C	Credit 4.3	Low-Emitting Materials—Flooring Systems (100% GLP/FS Adhesives)	1
	1					C	Credit 4.4	Low-Emitting Materials—Composite Wood & Agrifiber Products	1
			1			D	Credit 5	Indoor Chemical and Pollutant Source Control (10 ft Walk-Off mat)	1
			1			D	Credit 5.1	Controllability of Systems—Lighting Controls for 90% of occupants	1
				1		D	Credit 5.2	Controllability of Systems—Thermal Comfort Control for 50% of	1
	1					D	Credit 7.1	Thermal Comfort—Design	1
	1					D	Credit 7.2	Thermal Comfort—Verification (survey at 18 months, 80%	1
				1		D	Credit 8.1	Daylight and Views—Daylight (75% spaces min 25 ft daylight)	1
				1		D	Credit 8.2	Daylight and Views—Views (90% direct view)	1
	7	4	4			Totals			15
INNOVATION*			1			D	Credit 1.1	SSc 4.1 EP Double Ridership (1 point)	1
			1			D	Credit 1.2	EAc 2 EP On-Site Renewable Energy (1 point)	1
	1					C	Credit 1.3	ID - Green Building Education (1 point)	1
			1			C	Credit 1.4	ID - Integrated Pest Management (1 point)	1
				1		C	Credit 1.5	EAc 6 EP Green Power (1 point)	1
	1					C	Credit 2	IDc 2 LEED AP (1 point)	1
	2	3	1	1		Totals			6
REGIONAL**				1		D	Credit 1	Regional Priority- SSc5.2	1
					1	D	Credit 2	Regional Priority- WEc2	1
				1		D	Credit 3	Regional Priority- WEc3 (40%)	1
			1			D	Credit 4	Regional Priority- EAc2 (1%)	1
					1	D	Credit 5	Regional Priority- MRc1.1 (55%)	1
				1		D	Credit 5	Regional Priority- IEQc8.1	1
		1	2	2	4	Totals			4

*Innovation in Design: includes Exemplary Performance credits

**only 4 Regional Credits are Applicable

Current Likely Certification Level: GOLD
Possible Certification Level: Gold

Certified	40-49
Silver	50-59
Gold	60-79
Platinum	80+

Total Confirmed Points	23
Total Confirmed + Likely Points	62
Total Confirmed + Likely + Maybe Points	87
Total Confirmed + Likely + Maybe + Challenging Points	99
TARGET CERTIFICATION LEVEL	GOLD

4/9/2015

1 of 1

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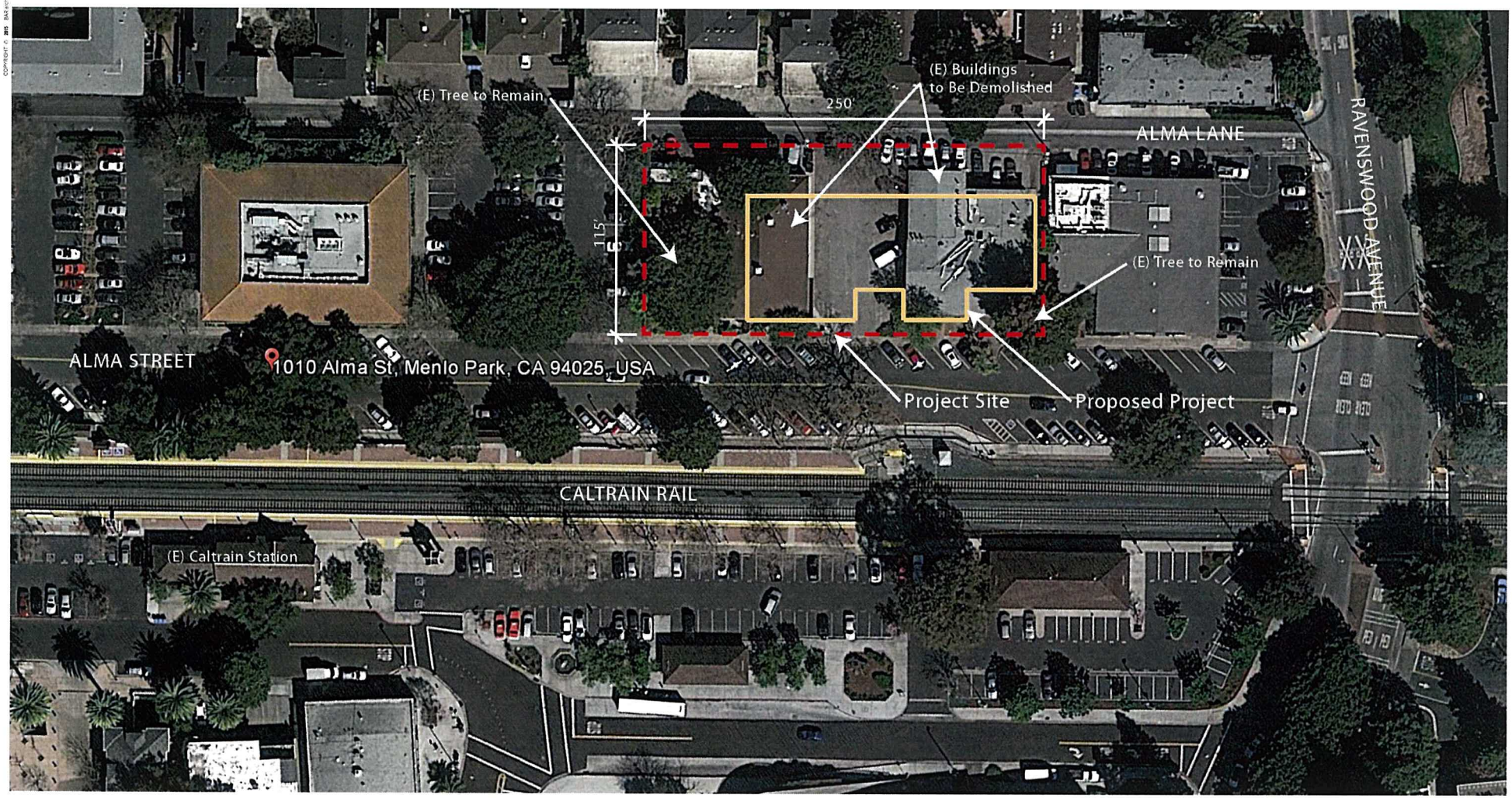
G2-01

B2



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AERIAL SITE PLAN

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A1-01

B3

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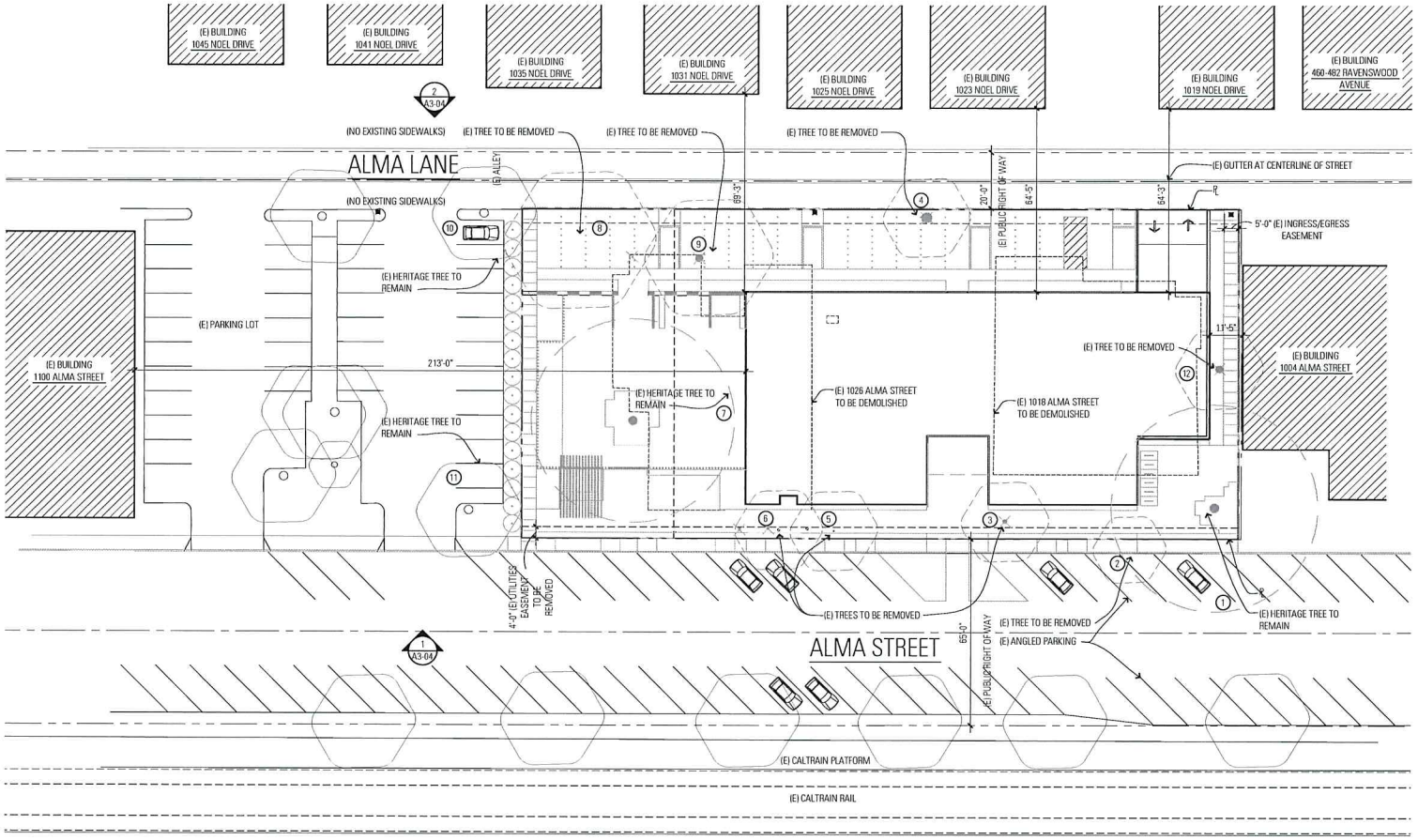

EXISTING TREE LEGEND

ARBORIST REPORT #	DBH IN.*	SPECIES
1	36	Quercus agrifolia
2	11	Prunus caroliniana
3	14	Pyrus kawakamii
4	20, 21.5, 5.5	Ailanthus altissima
5	9.5	Olea europaea
6	9.5	Olea europaea
7	35.5	Quercus agrifolia
8	9.8	Pyrus kawakamii
9	33	Quercus agrifolia
10	20.5	Ulmus parviflora
11	15.5	Ulmus parviflora
12	7, 7.5, 6, 5.5, 4	Prunus laurocerasus

*NOTE: DBH IN. IS TREE DIAMETER IN INCHES MEASURED AT 54 INCHES ABOVE AVERAGE SOIL GRADE

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AREA PLAN

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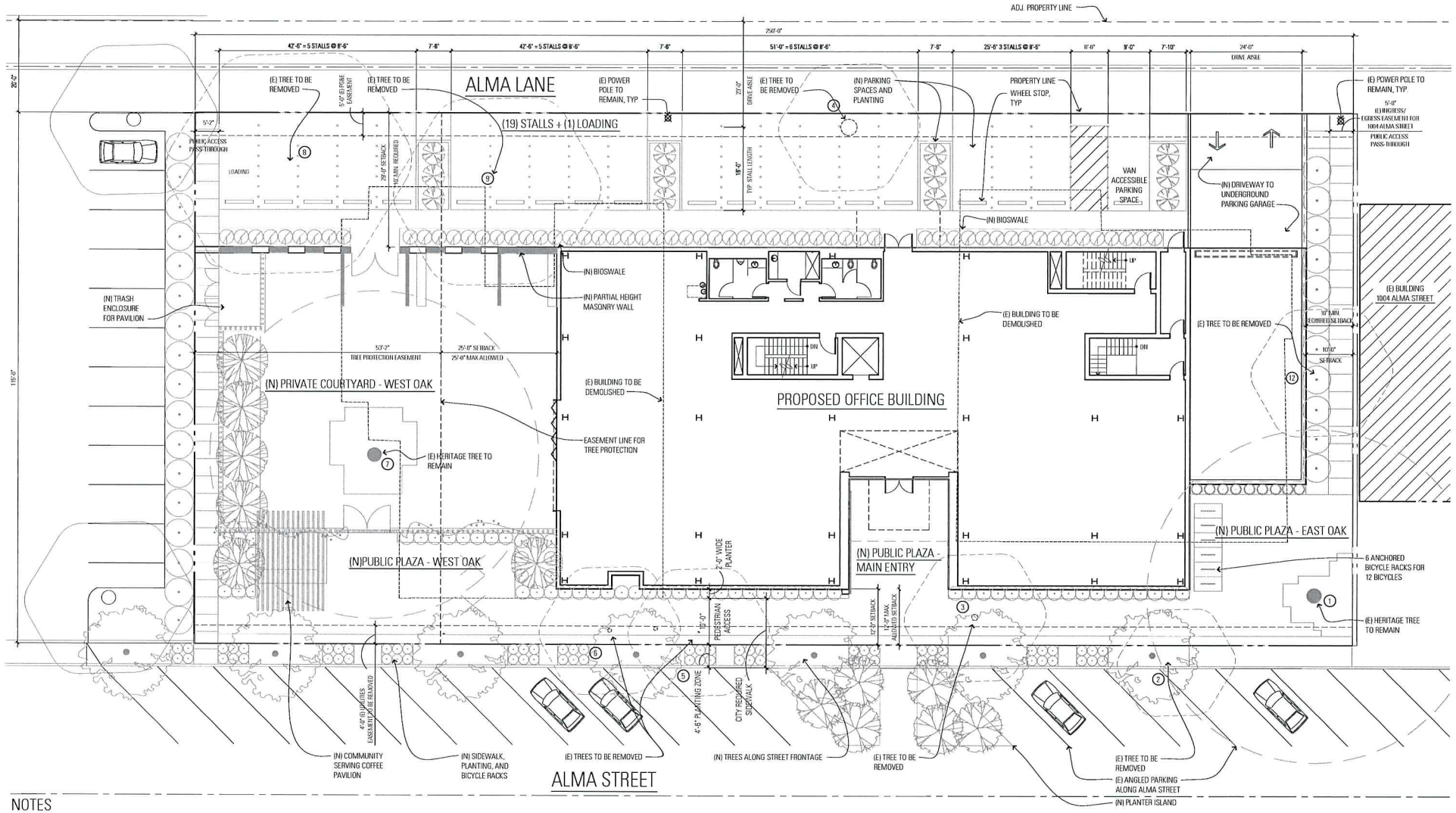
0 10' 20' 40' 60'

PROJECT N

A1-02

B4



NOTES

1. SEE SHEET A1-02 AREA PLAN FOR EXISTING TREE NOTES AND LEGEND

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SITE PLAN

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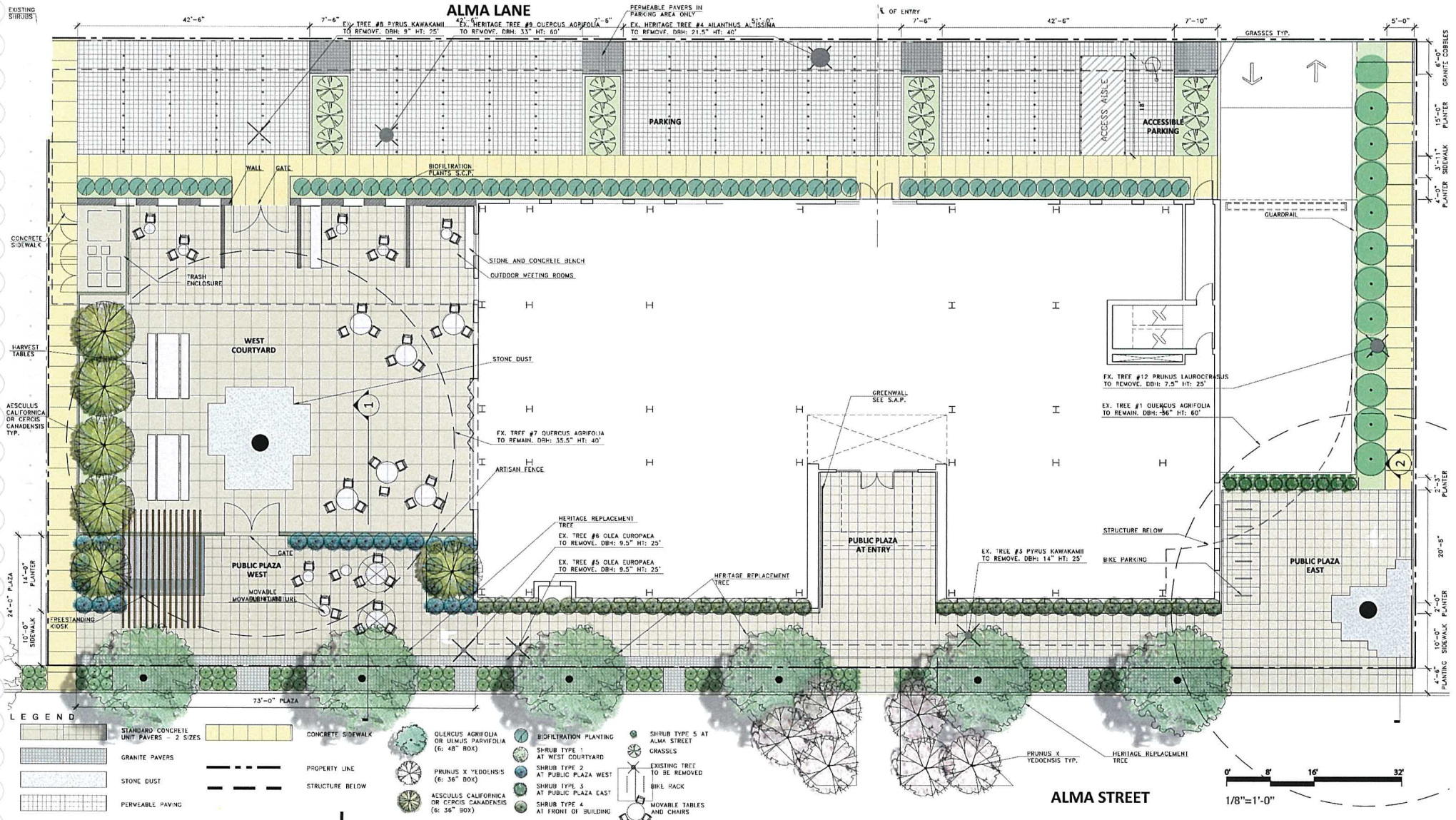
14035 | 04.20.15 | 0 5' 10' 20' 30' | PROJECT N

A1-03

B5



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GROUND LEVEL PLAN

L-1.1

B6

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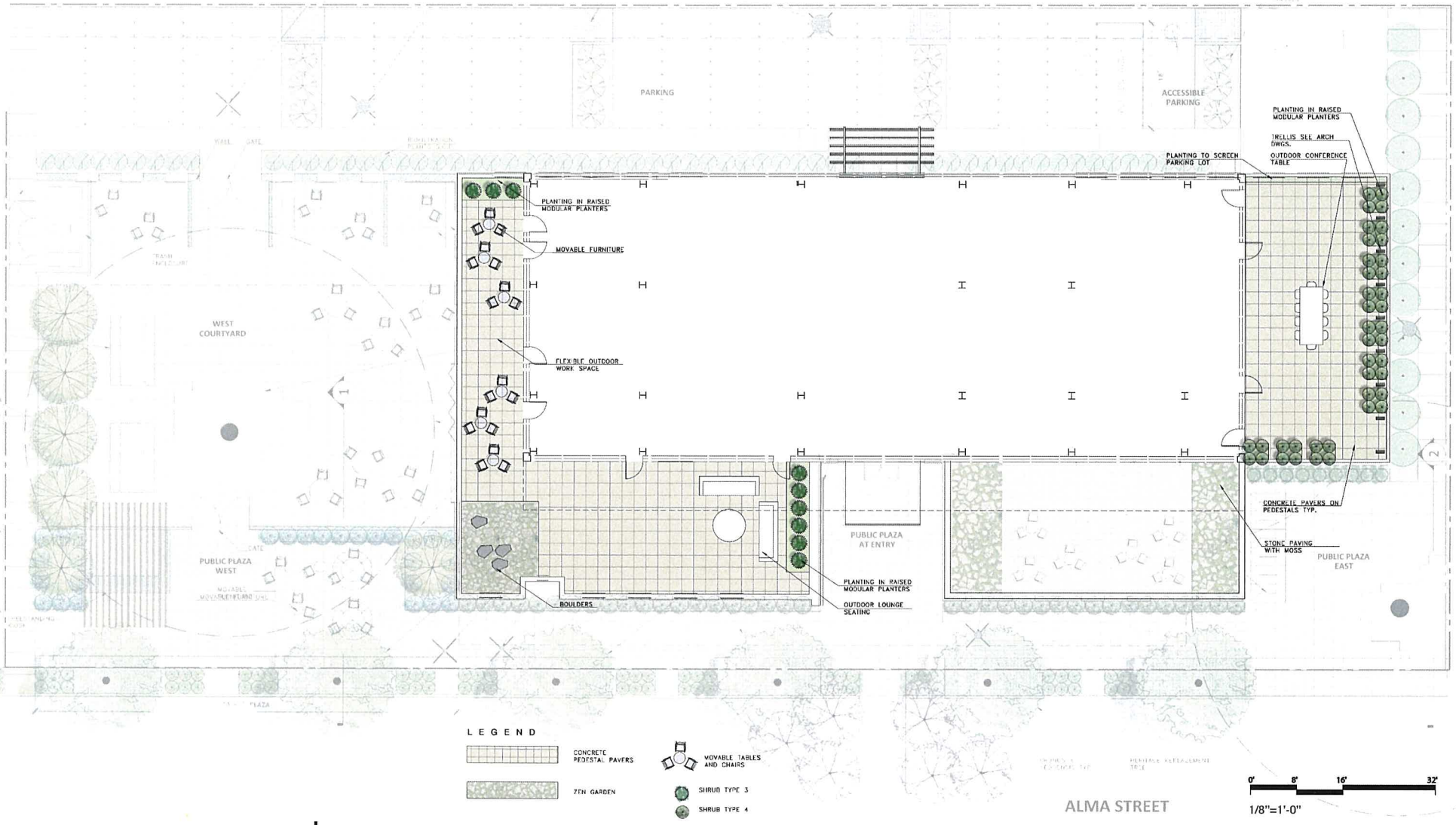
SECOND FLOOR TERRACE

L-1.2

B7



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THIRD FLOOR TERRACES

L-1.3

B8

SECTION AT PUBLIC PLAZA WEST 1

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

0' 4' 8' 16'

1/4"=1'-0"

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SECTION ELEVATIONS

L-2.1

BQ

SECTION AT PUBLIC PLAZA EAST

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

2

0' 4' 8' 16'

1/4"=1'-0"

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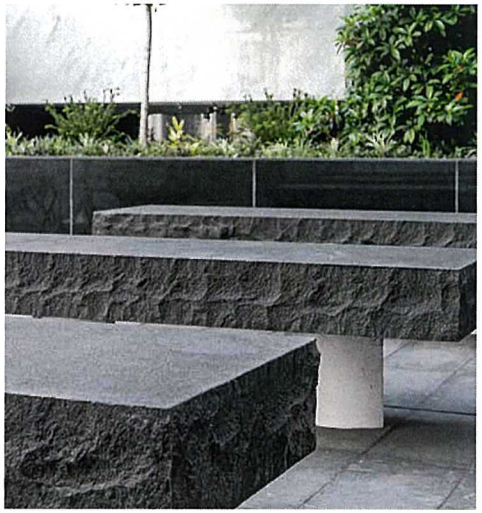
SECTION ELEVATIONS

L-2.2

610

AAS SCHOOL OF BUSINESS COURTYARD

YELP HEADQUARTERS, 24 NEW MONTGOMEREY STREET



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PRECEDENTS
L-3.1

B11

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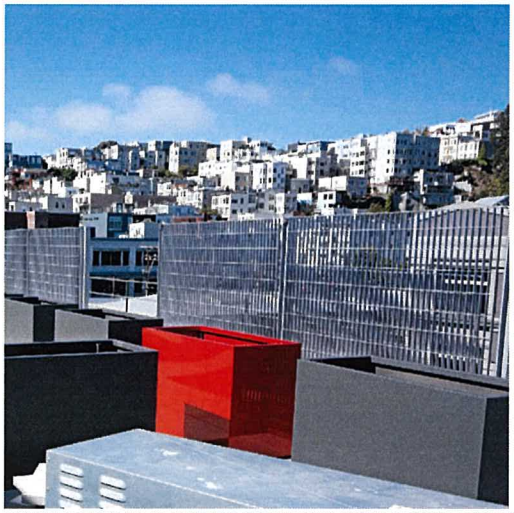
ZEN GARDEN PRECEDENTS AND MATERIALS

L-3.2

B12

RAW STEEL MODULAR PLANTERS



BISON MODULAR PLANTERS INTEGRATE WITH PAVING SYSTEM

GREEN WALL BY HABITAT HORTICULTURE, CENTURY CITY, CA

MODULAR PLANTERS

BIKE RACKS

NATIVE NATURALLY OCCURRING GREEN WALL, ALCATRAZ

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SITE FURNISHINGS/GREEN WALL

L-3.3

B13

LASER CUT WEATHERING STEEL PANELS

BRYANT PARK, NEW YORK

LOOSE CAFE FURNITURE

ALMA STATION COFFEE PAVILION

BLUE BOTTLE COFFEE, SAN FRANCISCO

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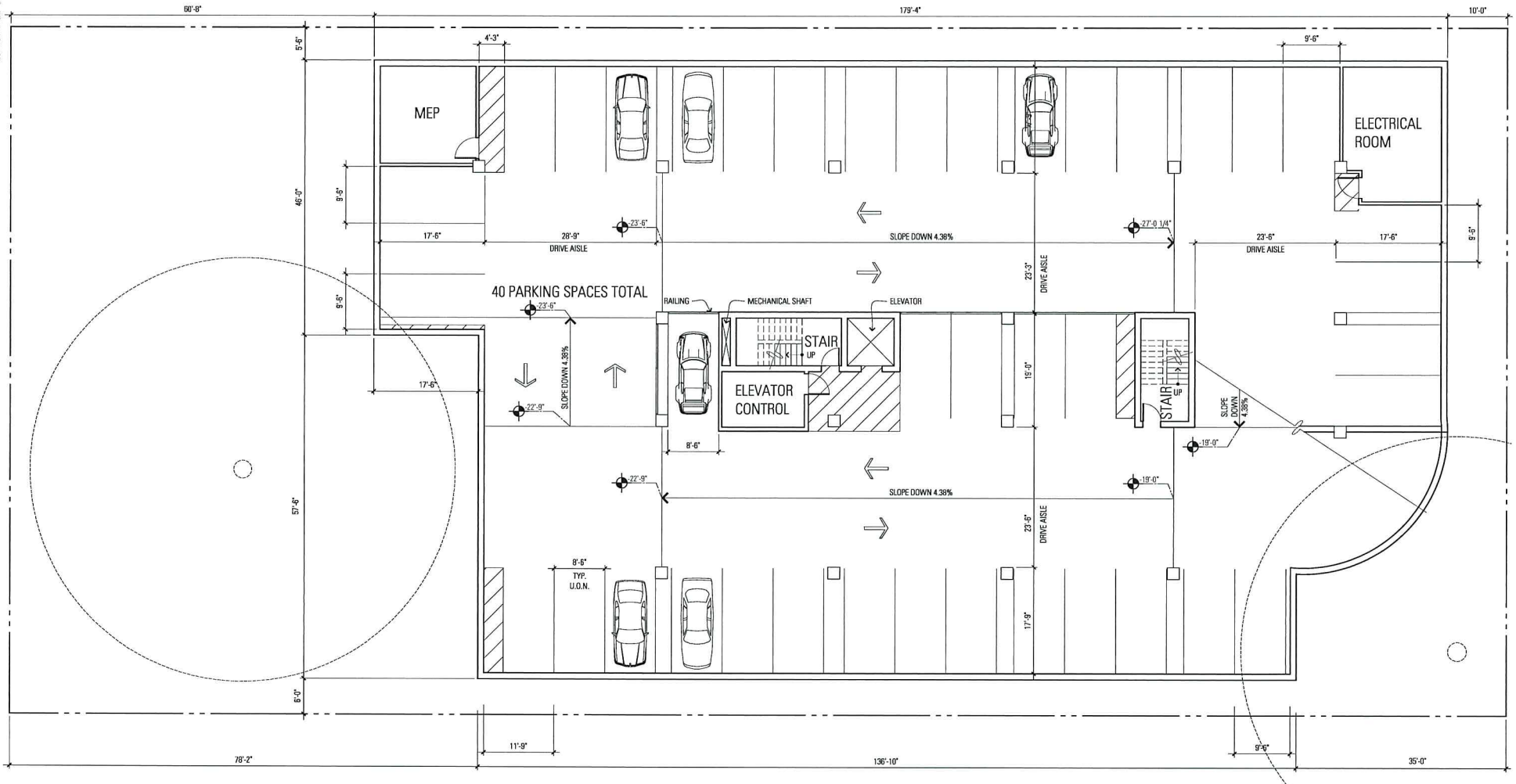
MATERIALS AND PRECEDENTS
NEIGHBORHOOD SERVING
COMMERCIAL PLAZA

L-3.4

B4



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LEVEL -2 PARKING GARAGE FLOOR PLAN

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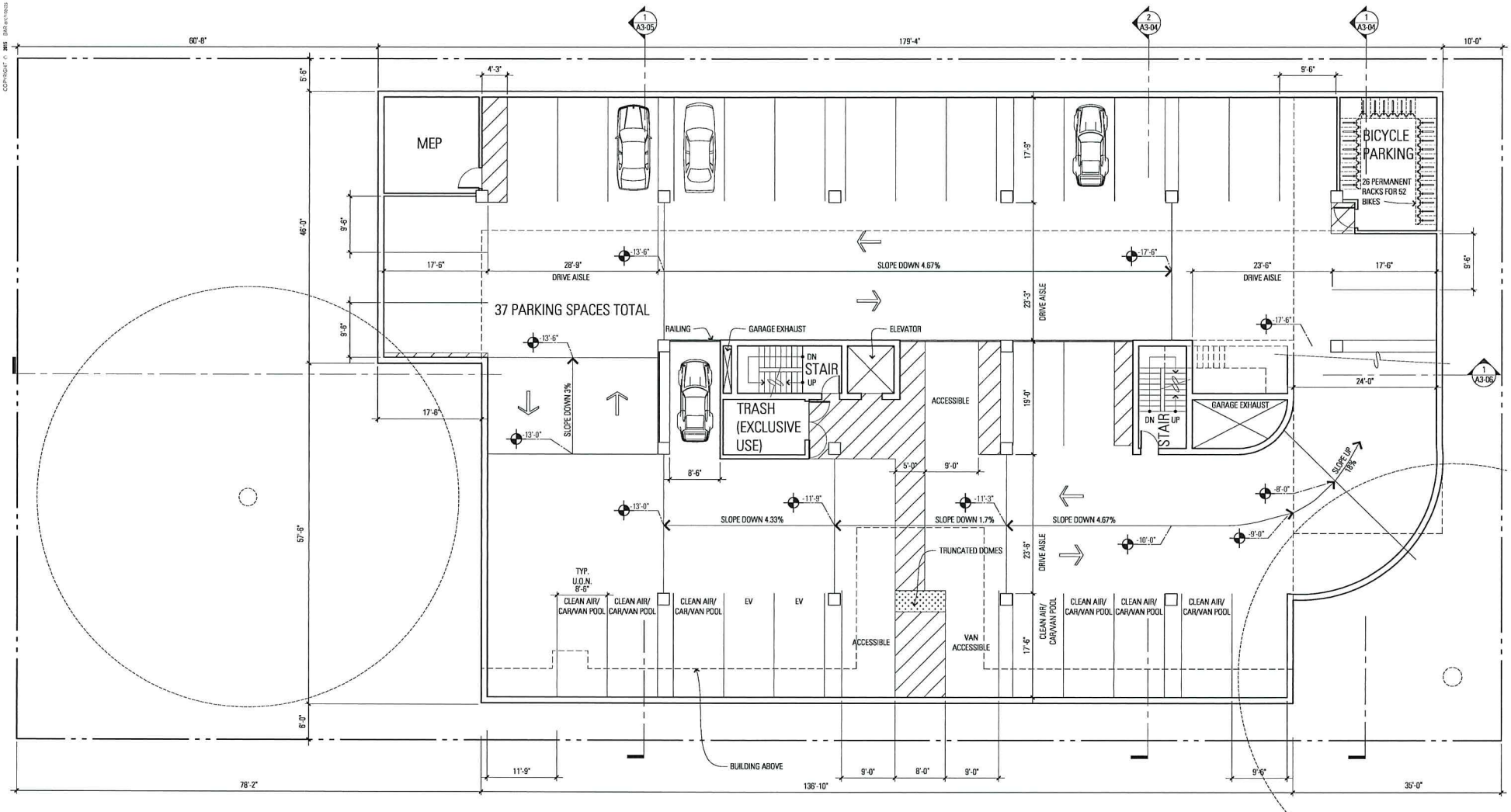
14035 | 04.20.15 | 0 4' 8' 16' 24' | PROJECT TRUE N

A2-01

B15



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LEVEL -1 PARKING GARAGE FLOOR PLAN

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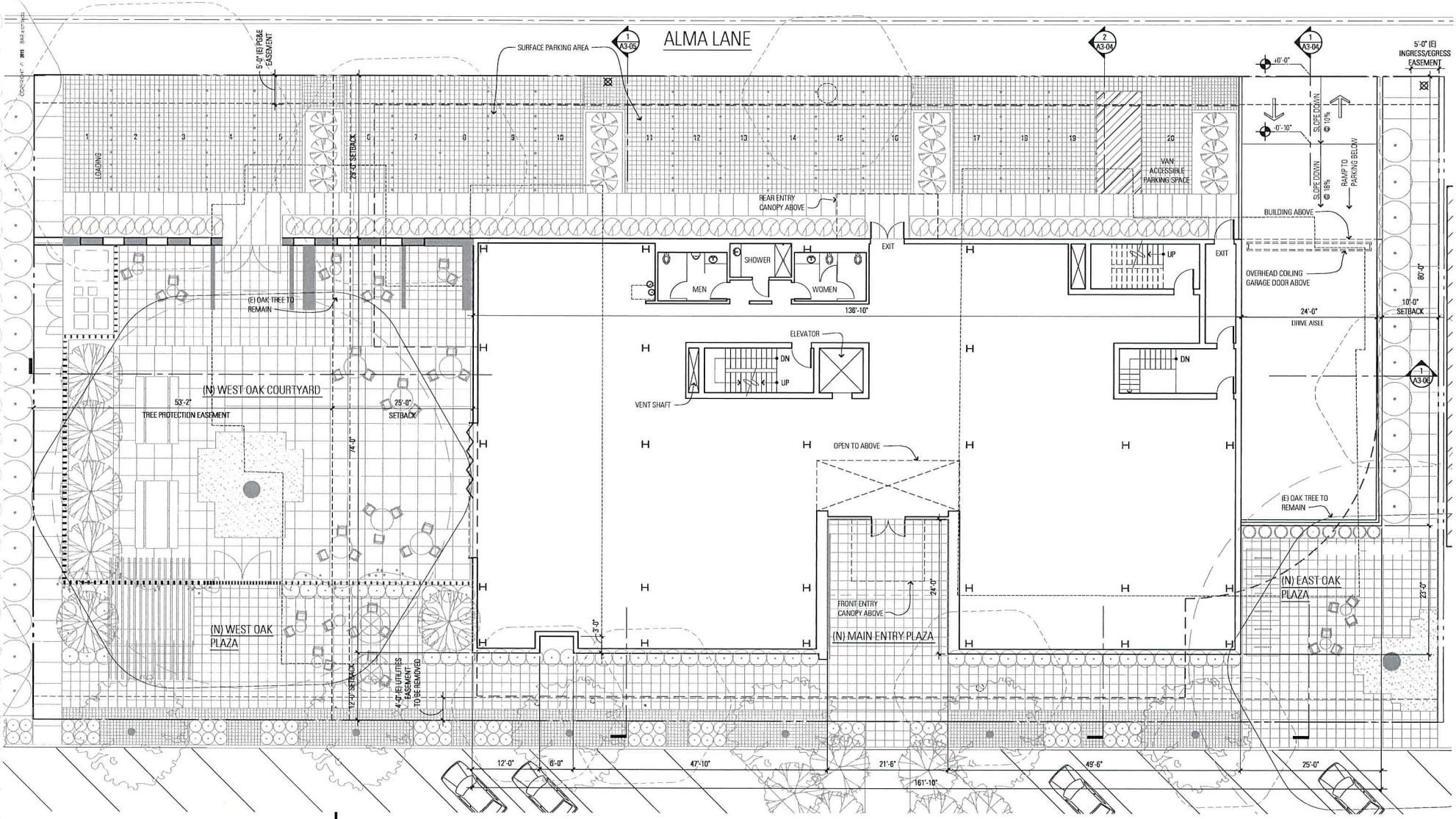
A2-02

818



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FIRST FLOOR PLAN

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A2-03

B17

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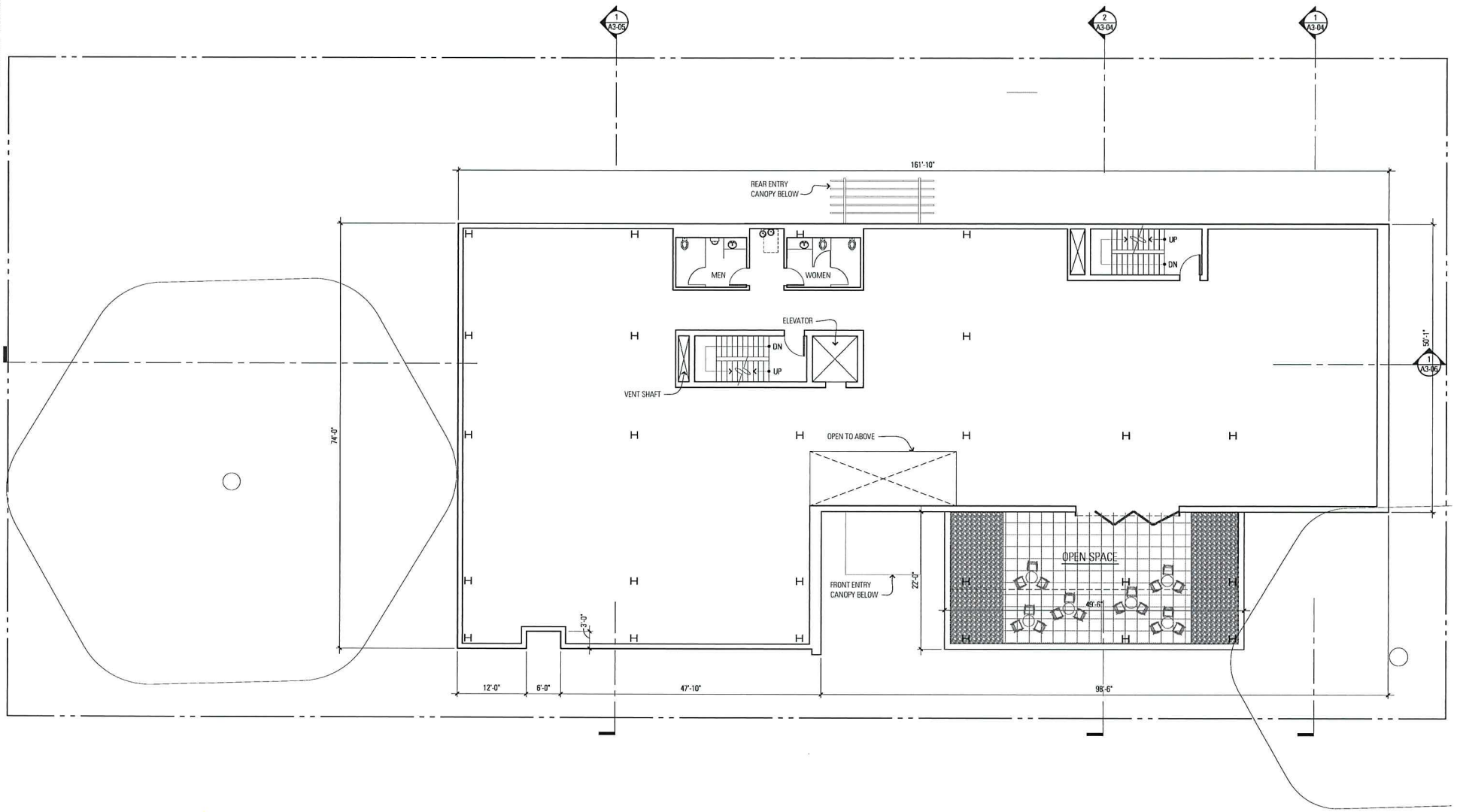

SECOND FLOOR PLAN

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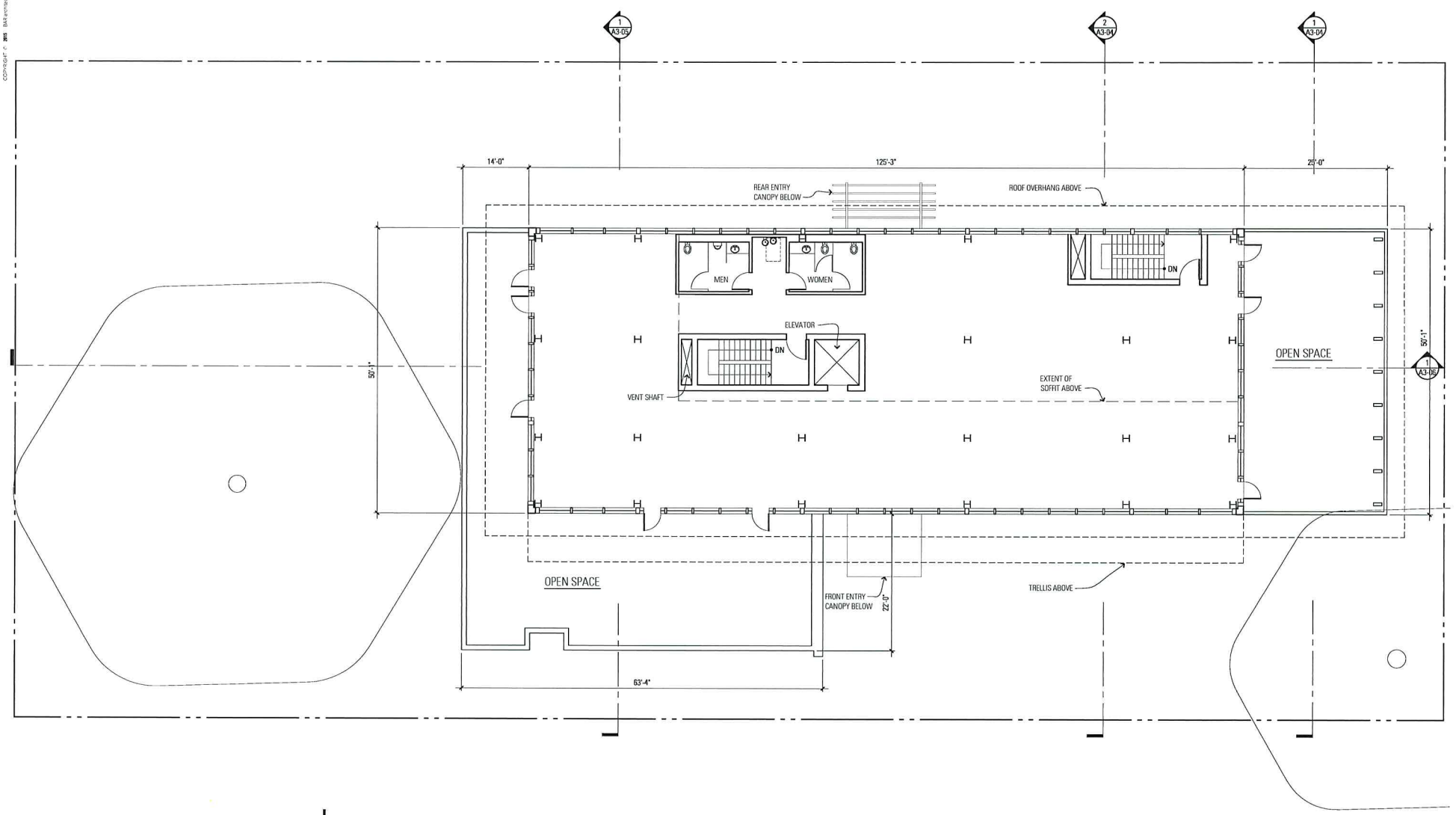
0 4' 8' 16' 24'

PROJECT NORTH / TRUE NORTH

A2-04

818



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THIRD FLOOR PLAN

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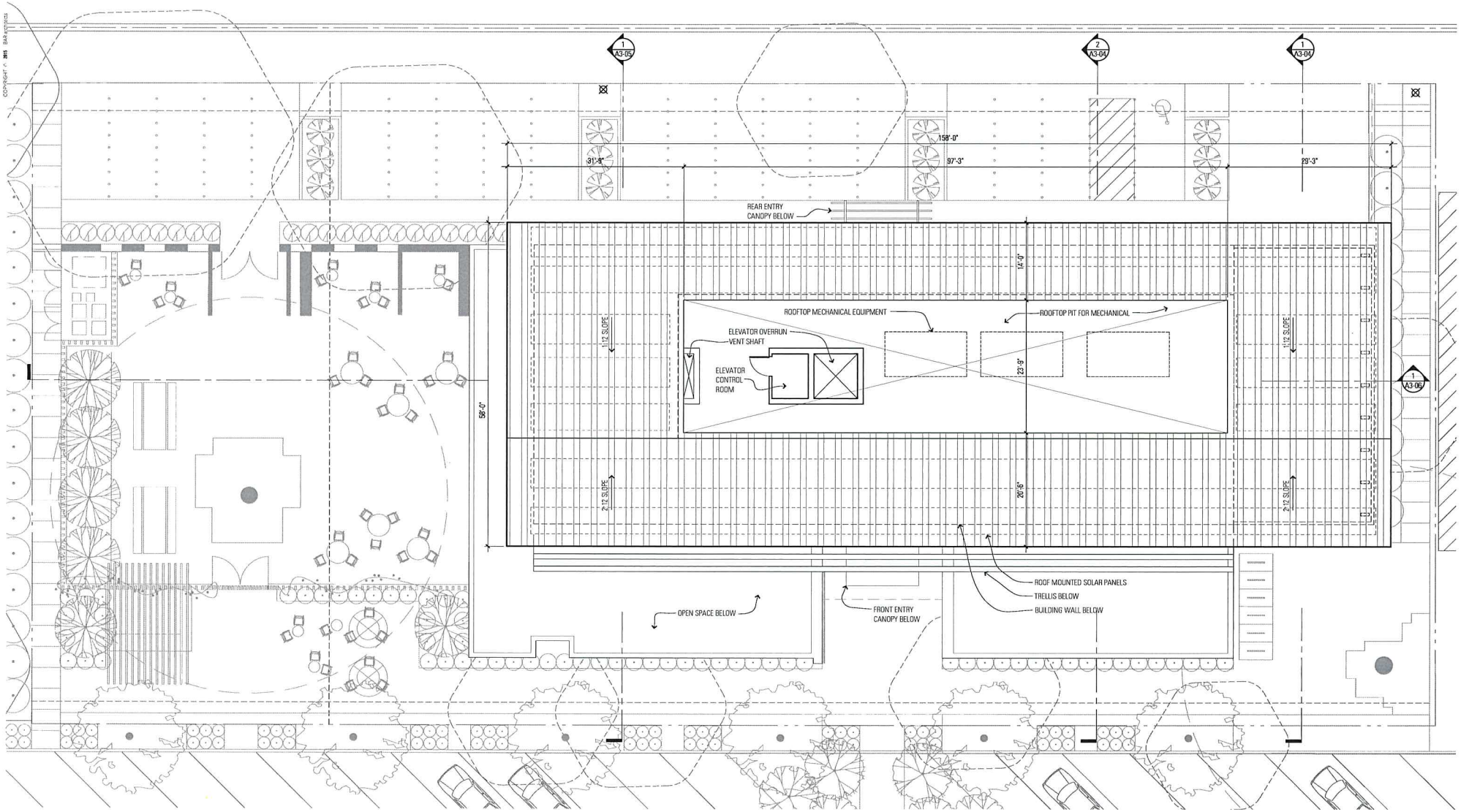
0 4' 8' 16' 24'

PROJECT N

A2-05

B19



ROOF PLAN

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0 4' 8' 16' 24'

PROJECT N

A2-06

B20

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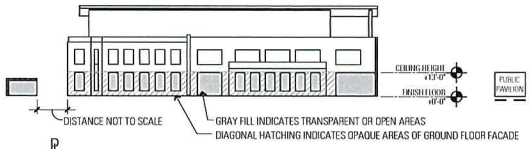
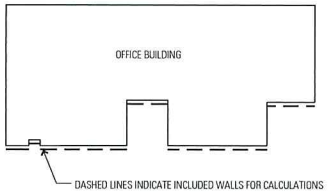
GROUND FLOOR FACADE TRANSPARENCY DIAGRAMS

- GROUND FLOOR PUBLIC FACING FACADE (PARALLEL WALLS ONLY) DEFINED USING FINISH FLOOR TO BOTTOM OF CEILING STRUCTURE FOR HEIGHT
- COFFEE PAVILION INCLUDED IN GROUND FLOOR PUBLIC FACADE AREA
- TOTAL AREA OF GROUND FLOOR PUBLIC FACADE IS 2,106 SQ FT. TOTAL AREA OF TRANSPARENT OR OPEN AREAS ON FACADE IS 1,053 SQ FT
  CALCULATION: 1,179 SQ FT / 2,250 SQ FT = 0.524 = 52%



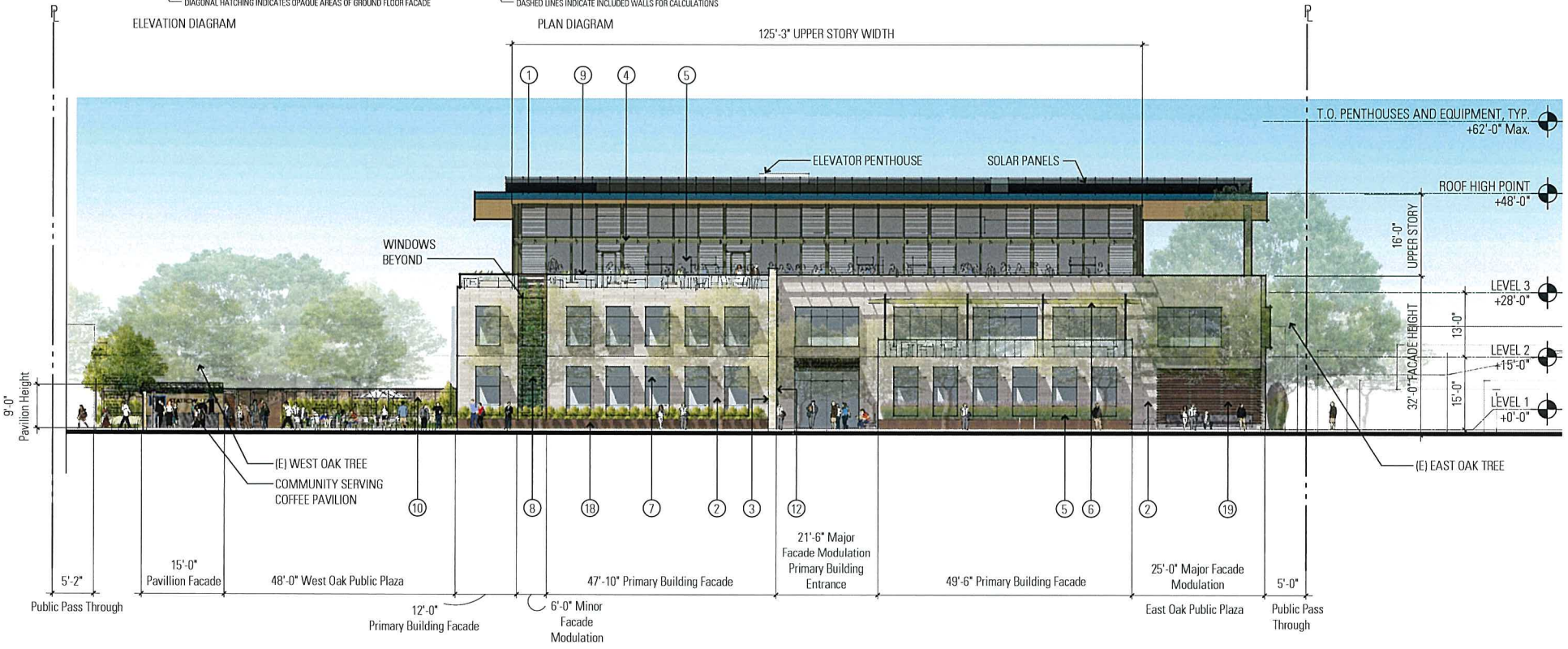
ELEVATION DIAGRAM



PLAN DIAGRAM

MATERIALS LEGEND

1. Metal Standing Seam Roof
2. Masonry Wall Cladding: Color/ Texture 1
3. Masonry Wall Cladding: Color/ Texture 2
4. Painted Metal Canopy
5. Metal Framed Operable Windows
6. Painted Metal Trellis with Metal Infill
7. Painted Metal Sunshades
8. Painted Metal Lattice with Vines
9. Metal Framed Glass Guardrail
10. Masonry Wall with Architectural Metal Screen
11. Open Cell Concrete Block
12. Living Green Wall
13. Painted Metal Spandrel Panel
14. Painted Metal Canopy with Metal Infill
15. Window with Painted Metal Box Sunshade
16. Weathering Steel Folding Metal Wall
17. Folding Glass Wall
18. Weathering Steel Planter
19. Painted Metal Lattice



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FRONT ELEVATION (SOUTH)

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0 5' 10' 20' 30'

(ALONG ALMA STREET)
A3-01

B21

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MATERIALS LEGEND

1. Metal Standing Seam Roof
2. Masonry Wall Cladding: Color/ Texture 1
3. Masonry Wall Cladding: Color/ Texture 2
4. Painted Metal Canopy
5. Metal Framed Operable Windows
6. Painted Metal Trellis with Metal Infill
7. Painted Metal Sunshades
8. Painted Metal Lattice with Vines
9. Metal Framed Glass Guardrail
10. Masonry Wall with Architectural Metal Screen
11. Open Cell Concrete Block
12. Living Green Wall
13. Painted Metal Spandrel Panel
14. Painted Metal Canopy with Metal Infill
15. Window with Painted Metal Box Sunshade
16. Weathering Steel Folding Metal Wall
17. Folding Glass Wall
18. Weathering Steel Planter
19. Painted Metal Lattice

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PAVILION FRONT ELEVATION (SOUTH)

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0 2' 4' 8' 16'

(ALONG ALMA STREET)
A3-01a

B22

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MATERIALS LEGEND

1. Metal Standing Seam Roof
2. Masonry Wall Cladding: Color/ Texture 1
3. Masonry Wall Cladding: Color/ Texture 2
4. Painted Metal Canopy
5. Metal Framed Operable Windows
6. Painted Metal Trellis with Metal Infill
7. Painted Metal Sunshades
8. Painted Metal Lattice with Vines
9. Metal Framed Glass Guardrail
10. Masonry Wall with Architectural Metal Screen
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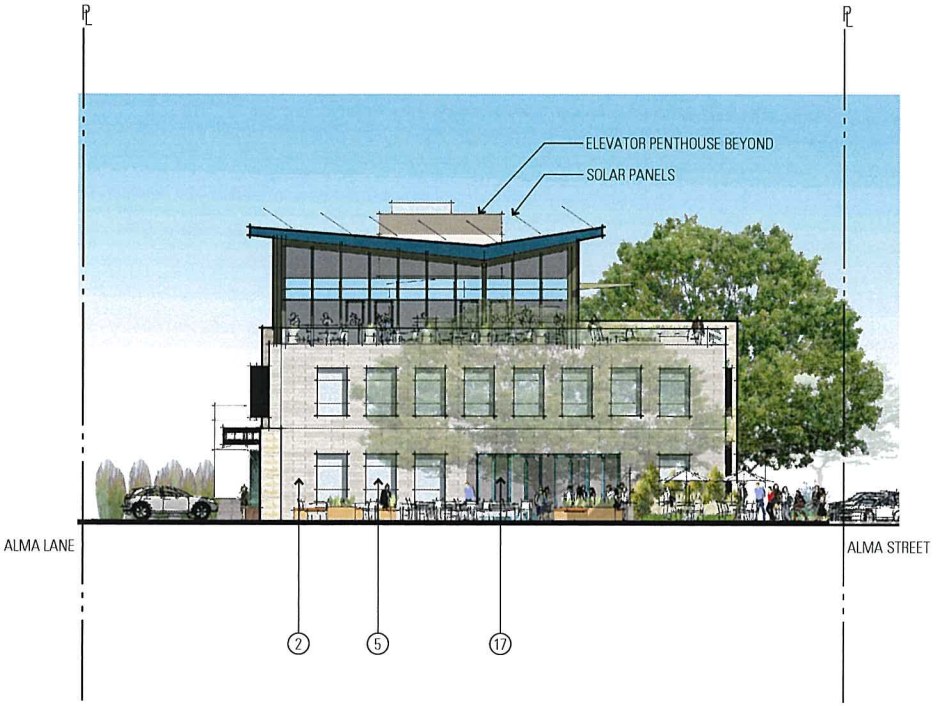
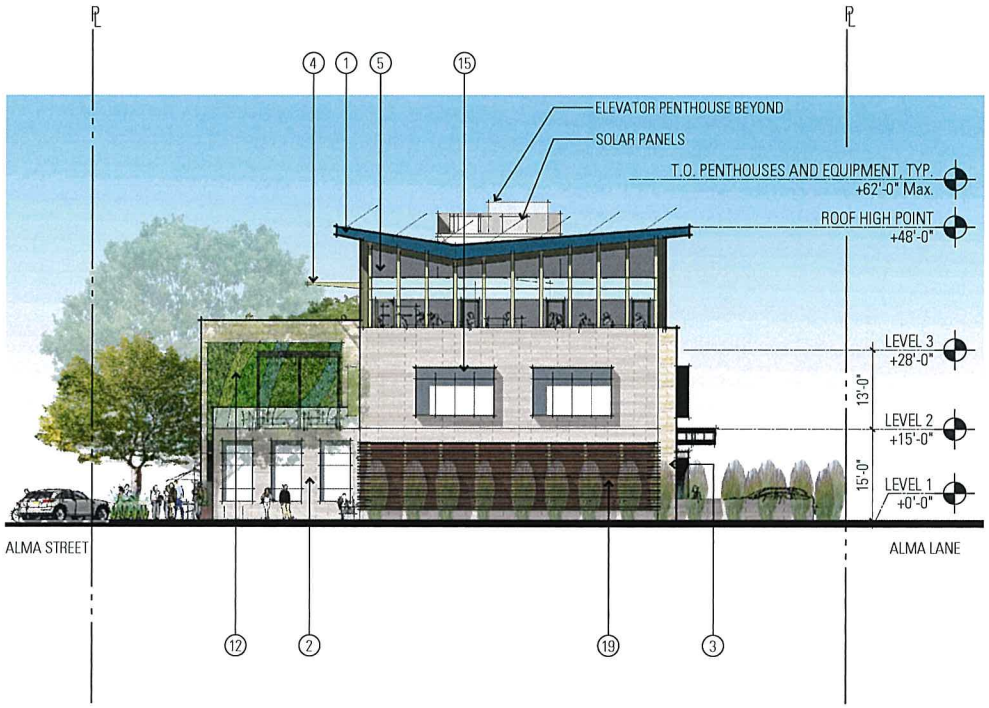
17. Folding Glass Wall
18. Weathering Steel Planter
19. Painted Metal Lattice



WEST ELEVATION AT OAK TREE COURTYARD



EAST ELEVATION AT SIDEYARD

ALMA STATION | MENLO PARK, CA

LEFT SIDE (WEST) & RIGHT SIDE (EAST) ELEVATIONS

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14035 | 04.20.15

0 5' 10' 20' 30'

A3-02

B23

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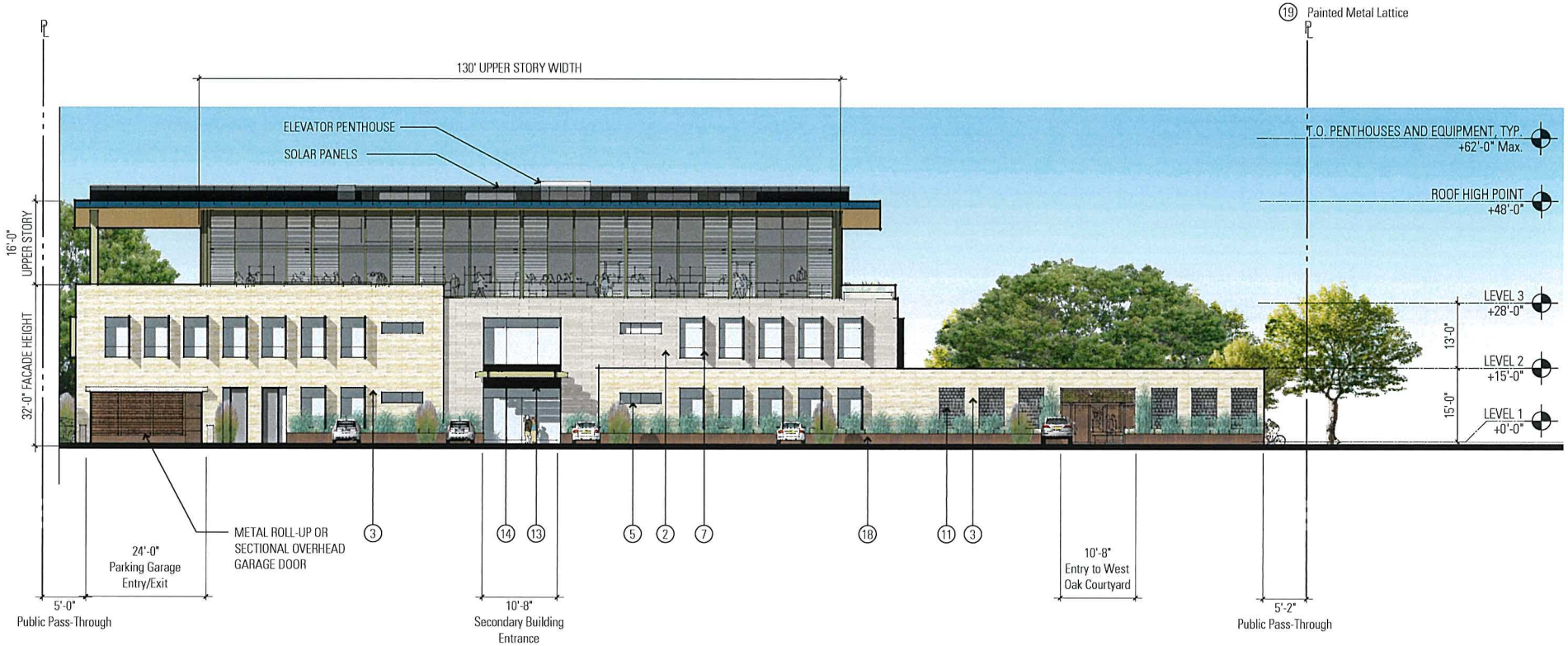
MATERIALS LEGEND

1. Metal Standing Seam Roof
2. Masonry Wall Cladding: Color/ Texture 1
3. Masonry Wall Cladding: Color/ Texture 2
4. Painted Metal Canopy
5. Metal Framed Operable Windows
6. Painted Metal Trellis with Metal Infill
7. Painted Metal Sunshades
8. Painted Metal Lattice with Vines
9. Metal Framed Glass Guardrail
10. Masonry Wall with Architectural Metal Screen
11. Open Cell Concrete Block
12. Living Green Wall
13. Painted Metal Spandrel Panel
14. Painted Metal Canopy with Metal Infill
15. Window with Painted Metal Box Sunshade
16. Weathering Steel Folding Metal Wall
17. Folding Glass Wall
18. Weathering Steel Planter
19. Painted Metal Lattice



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REAR ELEVATION (NORTH)

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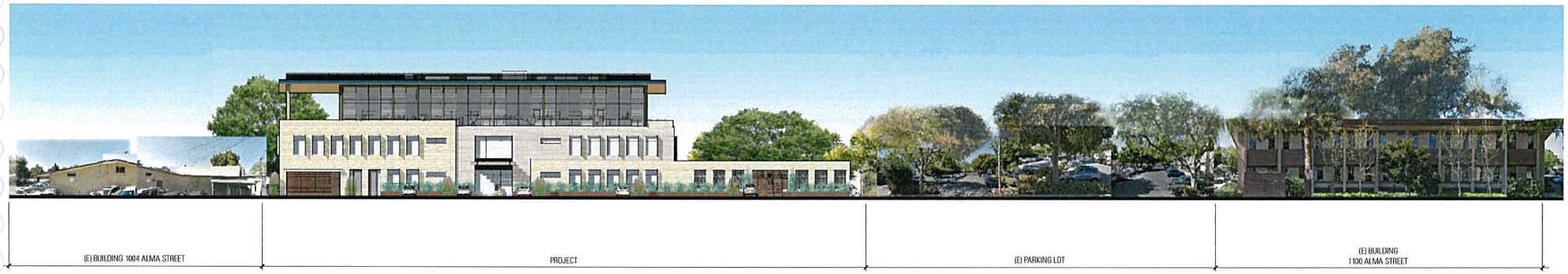
1 STREETSCAPE ELEVATION ALONG ALMA STREET



2 STREETSCAPE ELEVATION ALONG ALMA LANE

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STREETSCAPE ELEVATIONS

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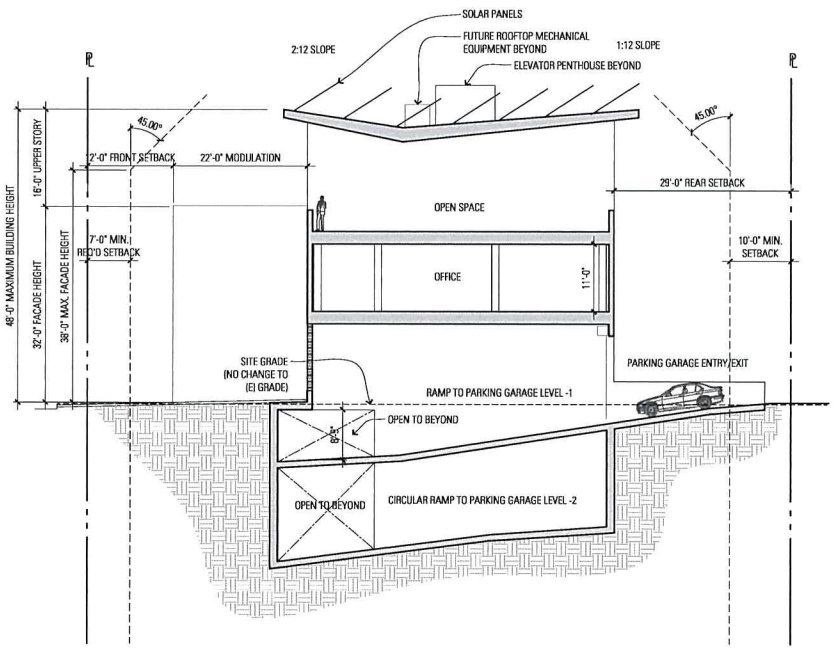
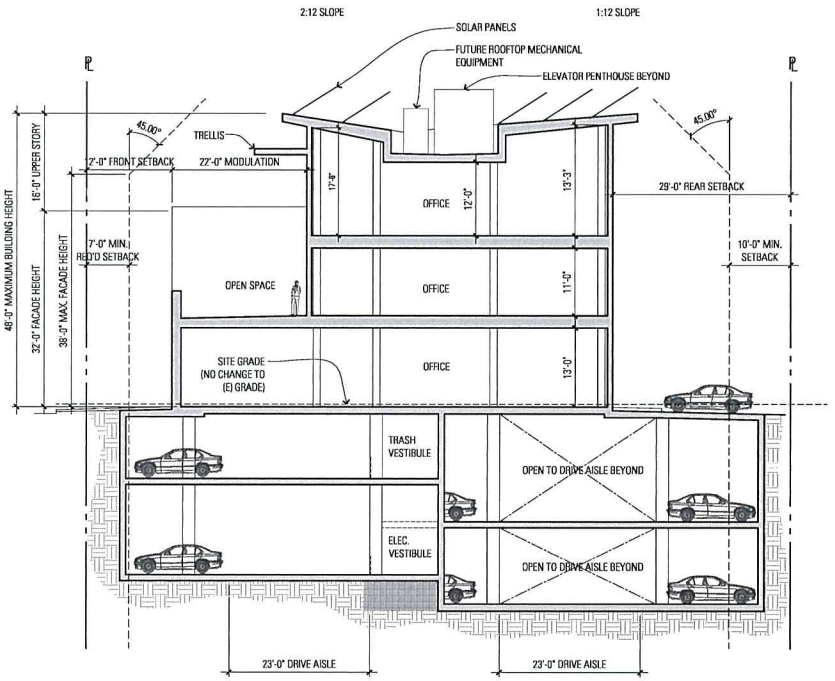


1 CROSS SECTION AT PARKING GARAGE RAMP



2 CROSS SECTION AT SOUTH END

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BUILDING SECTIONS

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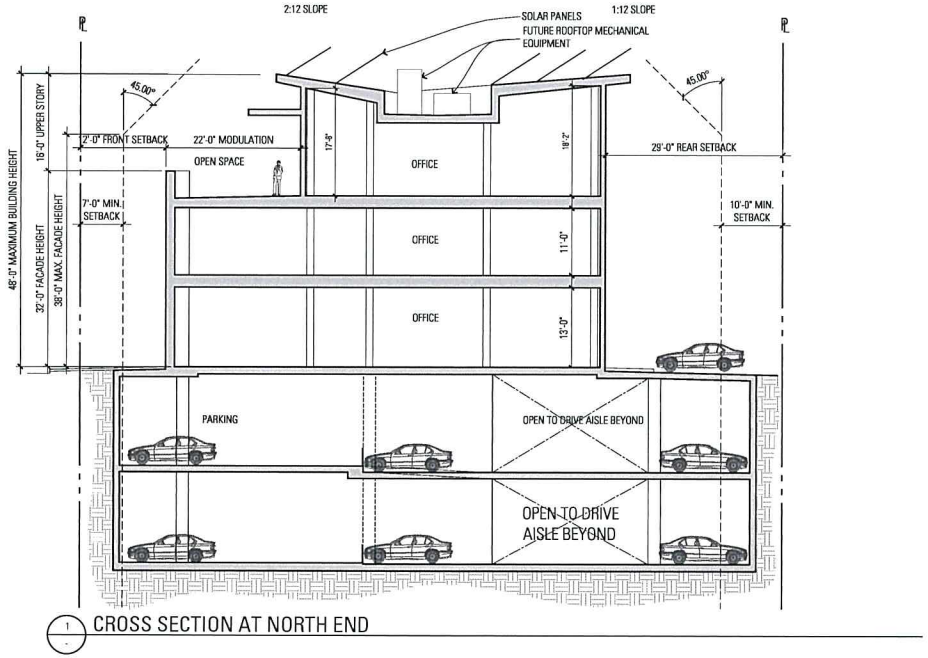

1 CROSS SECTION AT NORTH END

BUILDING SECTIONS

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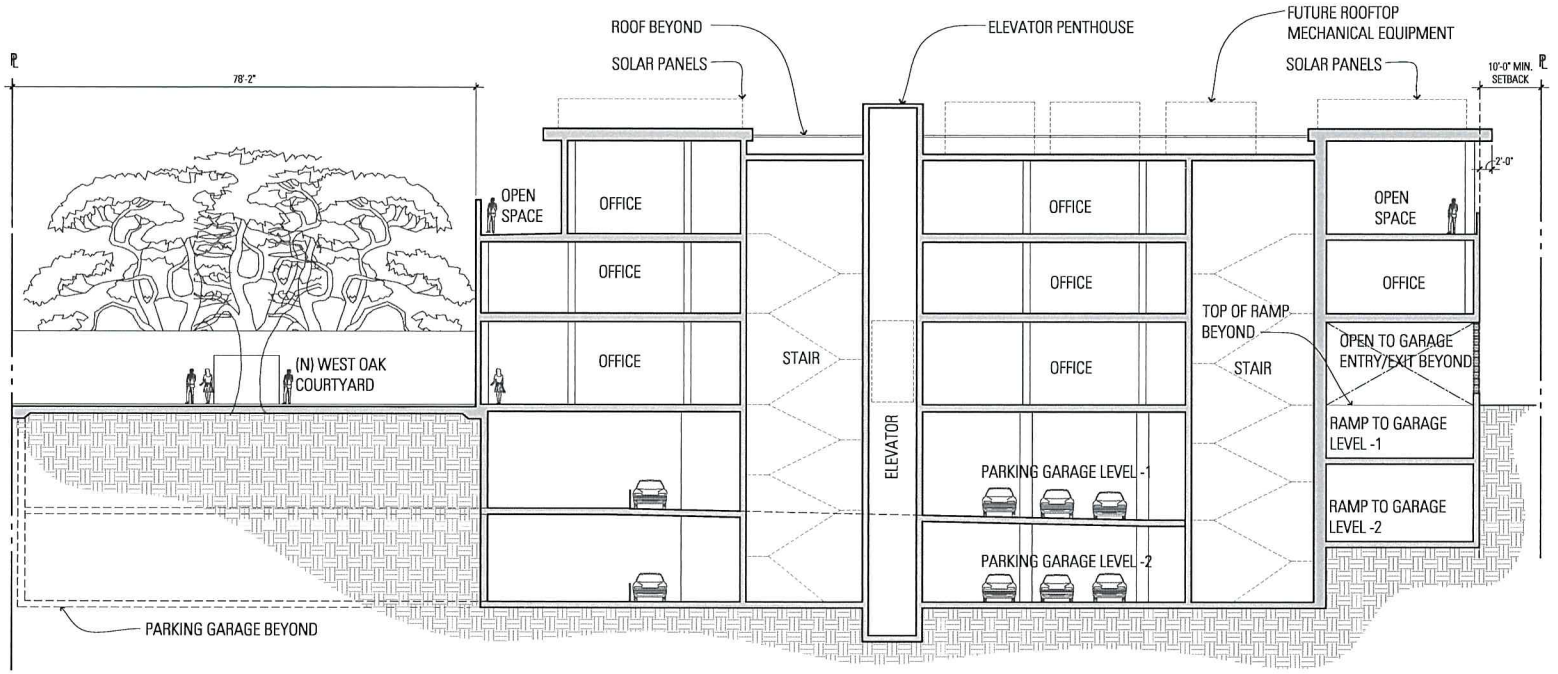

1 LONGITUDINAL SECTION AT VERTICAL CIRCULATION

BUILDING SECTIONS

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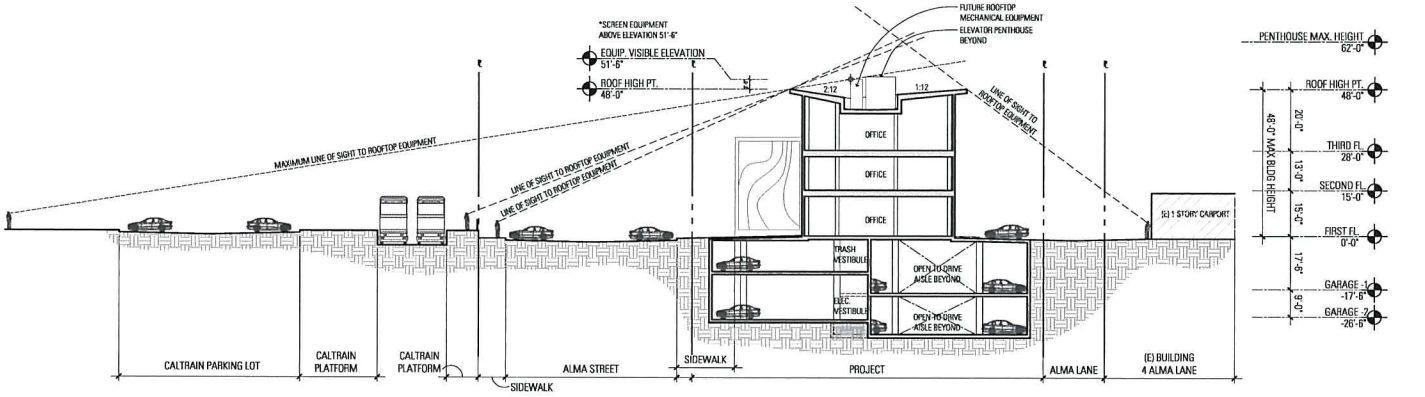

1 SITE SECTION

ALMA STATION | MENLO PARK, CA

SITE SECTION

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ALMA STATION | MENLO PARK, CA

PERSPECTIVE VIEW 1
LOOKING EAST ALONG ALMA STREET

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ALMA STATION | MENLO PARK, CA

PERSPECTIVE VIEW 3
LOOKING INTO PUBLIC PLAZA WEST

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PERSPECTIVE VIEW 4
LOOKING WEST ALONG ALMA STREET

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PERSPECTIVE VIEW 5
LOOKING EAST ALONG ALMA LANE

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DEFINITIONS PER PLANNING CODE AND ZONING ORDINANCE

Floor Area Ratio (FAR): Ratio of gross floor area of building to lot area.

Gross Floor Area: Sum of the horizontal areas of all floors within the surrounding solid walls of a building covered by a roof measured to the outside surfaces of exterior walls.

- Includes basement, mechanical areas, storage areas, projections/cantilevers, elevator shafts, and stairwells.
- Excludes covered parking and related circulation, vent shafts, covered porches and balconies, and enclosures solely for trash/recycling.

PROPOSED BUILDING GSF SUMMARY

	Gross Floor Area (SF)
Parking Levels	0
First Floor	9,693
Second Floor	9,262
Third Floor	6,201
Total Building GSF	25,156

Allowed SF per Max FAR:	**25,156 SF**
Total Site Gross SF:	28,750 SF
Total Site Net SF:	
(Lot Coverage)	19,057 SF
FAR:	0.875
Provided Car Parking Count:	
Surface	20 Stalls
Below Grade	76 Stalls
Total	96 Stalls
Required Car Parking Count:	
25,156 SF @ 3.8/1000 SF	96 Stalls
Provided Bicycle Parking Count:	
Long Term (Secure Storage)	52 Spaces
Short Term (Outdoor)	12 Spaces
Total	64 Spaces
Required Bicycle Parking Count:	
Short Term	1 space/20,000 SF = 2 Spaces
Long Term	1 space/10,000 SF = 3 Spaces
Total	5 Spaces

OPEN SPACE GSF SUMMARY

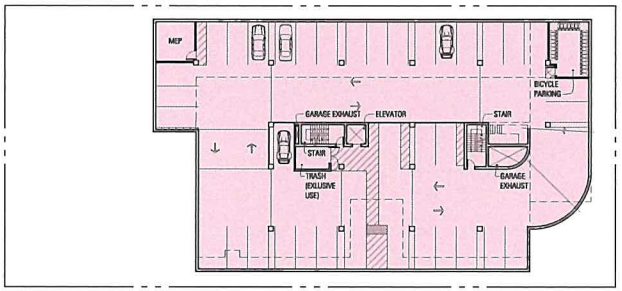
	Open Space GSF
First Floor	10,749
Second Floor	1,146
Third Floor	3,109
Total Open Space GSF	15,004

COLOR KEY

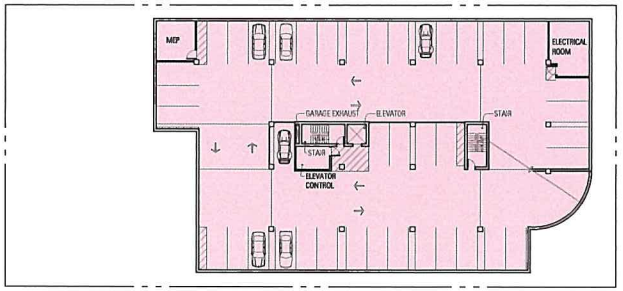
INCLUDED SPACE IN GSF CALCS

EXCLUDED SPACE IN GSF CALCS

OPEN SPACE



LEVEL -1 PLAN

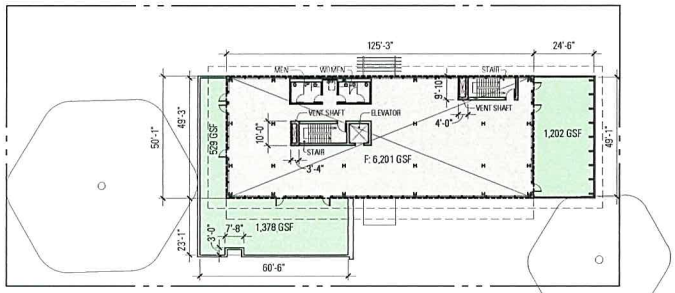


LEVEL -2 PLAN

LEVEL 3

AREA F: 6,273 SF RECTANGLE - 33 SF VENT SHAFT - 39 SF VENT SHAFT = 6,201 SF TOTAL

THIRD FLOOR AREA = AREA F = 6,201 SF TOTAL



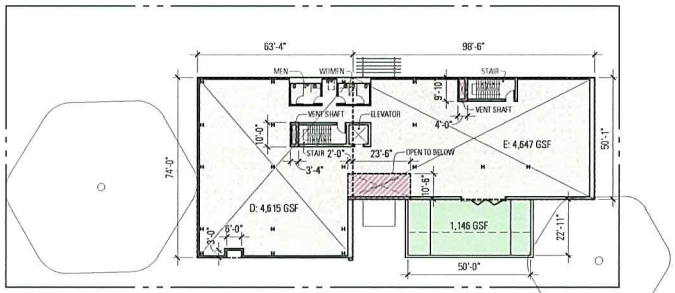
LEVEL 3 PLAN

LEVEL 2

AREA D: 4,687 SF RECTANGLE - 18 SF BUILDING FACADE BREAK - 33 SF VENT SHAFT - 21 SF OPEN TO BELOW = 4,615 SF TOTAL

AREA E: 4,933 SF RECTANGLE - 39 SF VENT SHAFT - 247 SF OPEN TO BELOW = 4,647 SF TOTAL

SECOND FLOOR AREA = AREAS D + E = 9,262 SF TOTAL



LEVEL 2 PLAN

LEVEL 1

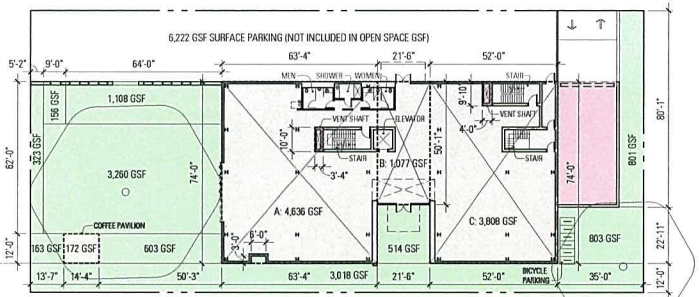
AREA A: 4,687 SF RECTANGLE - 18 SF BUILDING FACADE BREAK - 33 SF VENT SHAFT = 4,636 SF TOTAL

AREA B: 1,077 SF RECTANGLE = 1,077 SF TOTAL

AREA C: 3,847 SF RECTANGLE - 39 SF VENT SHAFT = 3,808 SF TOTAL

COFFEE PAVILION: 172 SF RECTANGLE

FIRST FLOOR AREA = AREAS A + B + C + COFFEE PAVILION = 9,693 SF TOTAL



LEVEL 1 PLAN

ALMA STATION | MENLO PARK, CA

PROPOSED BUILDING GROSS FLOOR AREA

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A5-01

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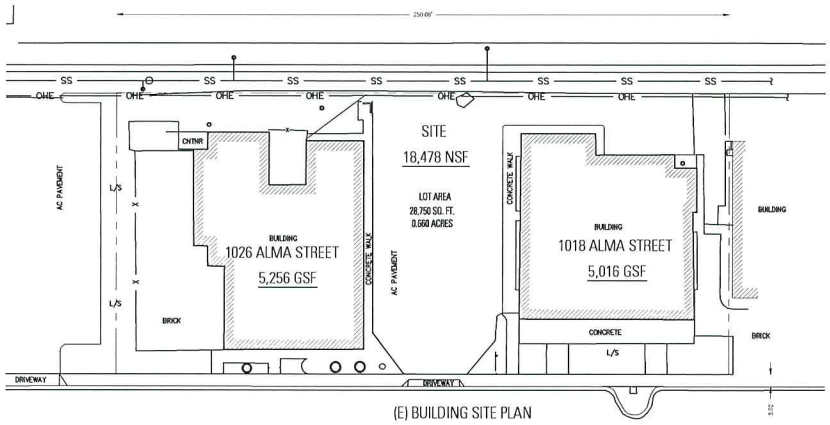
EXISTING BUILDING GSF SUMMARY

(MEASURED FROM ALTA SURVEY)

	Gross Floor Area (SF)
1026 Alma - First Floor	5,256
1018 Alma - First Floor	5,016
Total Exterior GSF	10,272
Total Site Gross SF:	28,750 SF
Total Site Net SF:	
(Lot Coverage)	18,478 SF
FAR:	0.650



(E) BUILDING SITE PLAN

ALMA STATION | MENLO PARK, CA

EXISTING BUILDINGS GROSS FLOOR AREA

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14035 | 04.20.15 | 0 12.5' 25' 50' 75'

A5-02

B35

LANE PARTNERS

December 3, 2014

Jean Lin
Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: 1020 Alma Street Development – Public Benefit Proposal

Dear Jean:

The purpose of this letter is to present our public benefit proposal for our proposed development project at 1020 Alma Street. Our project contemplates replacing approximately 9,000 square feet of 1950's single story restaurant and retail space with a 25,156 SF Class-A state-of-the-art office building.

The project will feature sustainable building materials as well as an abundance of outdoor space. We plan to retain the two large heritage oak trees via a thorough maintenance program as they are both suffering from existing health issues. These trees are key focal points for the project and we are very proud of them. In addition, the project will eliminate the existing asphalt parking lot in the middle of the site and the curb cut on Alma Street, which will enhance safety. Finally, our design contemplates significant landscape upgrades with the addition of ten (10) new trees and dozens of new plants.

We believe the design effectively combines modern architecture and natural materials in such a way as to appeal to both Menlo Park residents and today's cutting edge Silicon Valley companies.

Below is a summary of the site area and the current allowable FAR per the Menlo Park El Camino/Downtown Specific Plan:

APN:	061-412-450
Property Size:	28,752 SF / 0.6601 Acres
Allowable Base Office FAR:	1.35 / 2 = 0.675 x 28,752 = 19,408 SF
Allowable Bonus Office FAR:	1.75 / 2 = 0.875 x 28,752 = 25,158 SF

Our project contemplates a new 3-story office building comprised of 25,156 SF which is an additional 5,748 SF more than what the base FAR allows (25,156 SF – 19,408 SF = 5,748 SF).

In order to obtain the city's approval for this additional square footage we propose both a financial contribution as well as on-site improvements in the form of open public space.

Financial Contribution
For our financial contribution we propose giving the city a portion of the potential net operating income we would realize by building the additional 5,748 SF. Using this approach, Lane Partners will contribute $180,212 as a condition of the issuance of building permits that can be utilized by the City for capital improvement projects. This amounts to 50% of year 1 net operating income. See **Exhibit A** for detailed analysis.

C1

LANE PARTNERS

Public Open Space
In addition to the financial contribution we are planning to allocate approximately 3,350 SF (approximately 60% of the bonus FAR request) of outdoor space to public use and access. Our plan for this space contemplates the installation of public artwork, an artisan fence, public seating and gathering areas including benches, café tables and chairs. These public amenities will activate the area and create an energized relationship between pedestrians walking to/from the train and the tenants in the building. We could also foresee the addition of a small outdoor food vendor in the public courtyard area at some point in the future. Please see **Exhibit B** for details on the designated public space and potential artwork.

We appreciate your consideration and we look forward to working with you on this project. Should have you any questions please don't hesitate to contact me.

Regards,

Lane Partners, LLC

Marcus Gilmour
Vice President

EXHIBIT A

C3

EXHIBIT A

Alma Station
Public Benefit Contribution Analysis
December 3, 2014

I. SUMMARY DATA	
Address:	1020 Alma
Site SF:	28,752 SF
Base FAR:	1.350
Base Office FAR:	0.675
Bonus FAR:	1.750
Bonus Office FAR:	0.875
ProForma Rent/Month:	**$5.50 NNN**
Occupancy Rate:	**95%**
Stabilized Rent/Month:	**$5.23 NNN**

II. BASE FAR NOI APPROACH	
Office SF:	19,408 SF
Stabilized Rent/Month:	$5.23 NNN
Monthly Rent	$101,405
- Ground Lease Payment	($40,000)
Monthly NOI	$61,405
Annual NOI	$736,857

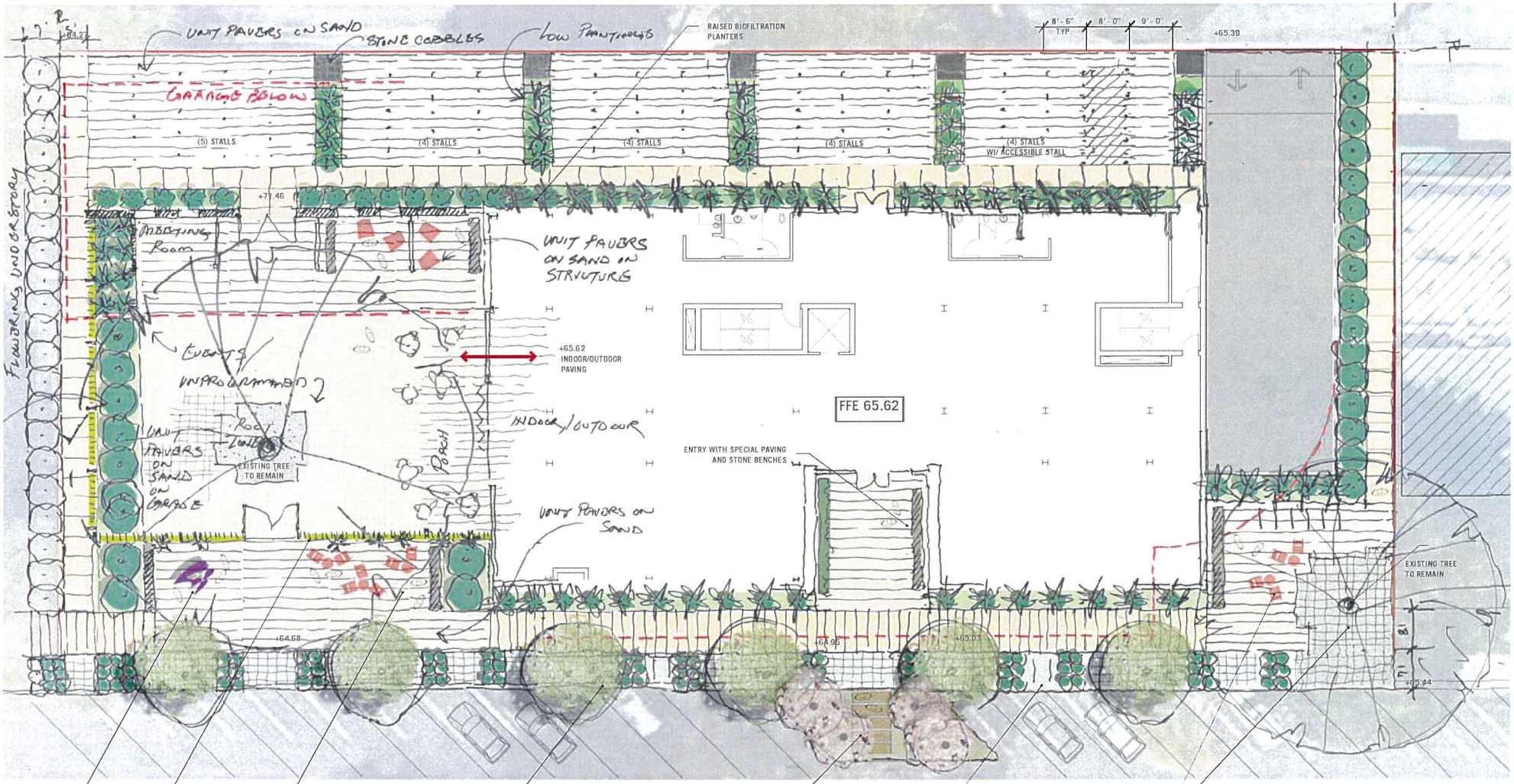
III. BONUS FAR NOI APPROACH	
Office SF:	25,156 SF
Stabilized Rent/Month:	$5.23 NNN
Monthly Rent	$131,440
- Ground Lease	($40,000)
Monthly NOI	$91,440
Annual NOI	$1,097,281

IV. BASE VS BONUS NOI	
Base Office SF:	19,408 SF
Bonus Office SF:	25,156 SF
Bonus SF:	5,748 SF
Stabilized Rent/Month:	$5.23 NNN
Bonus Monthly NOI (Yr. 1)	$30,035
Bonus Annual NOI (Yr. 1)	$360,425
% of Bonus NOI to City	50%
TOTAL PUBLIC BENEFIT:	**$180,212**

C4

EXHIBIT B

C5



SITE PLAN SKETCH

ALMA STATION

12.01.2014 1/8"=1'-0"

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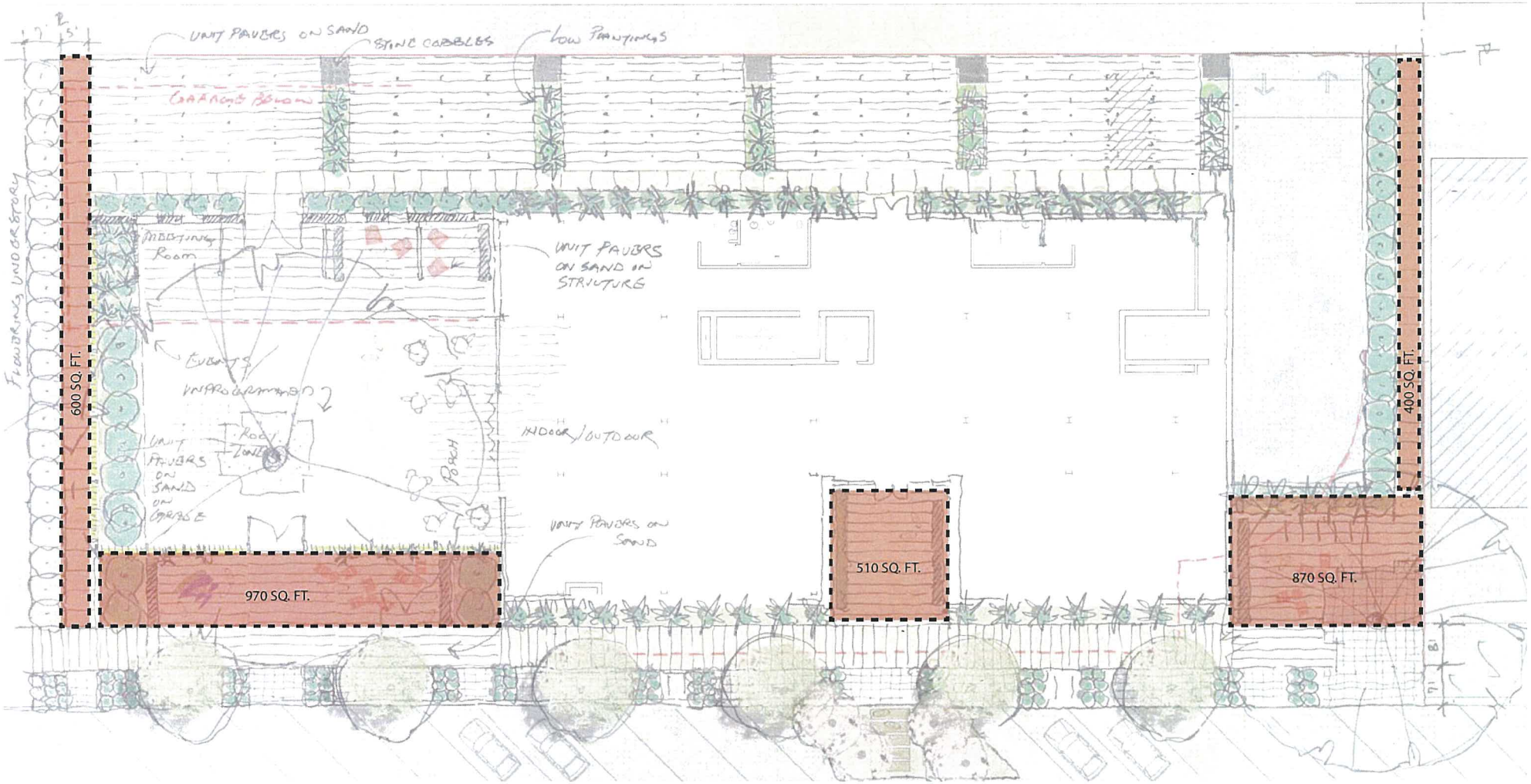
415/285 3614 415/285 3624 gls@glsarch.com

6



Project North
True North

PUBLIC SPACE AMENITIES

ALMA STATION
12.01.2014

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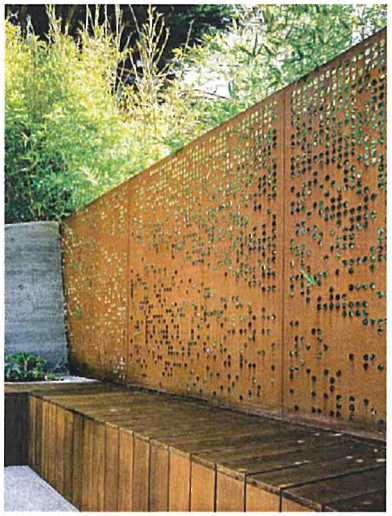
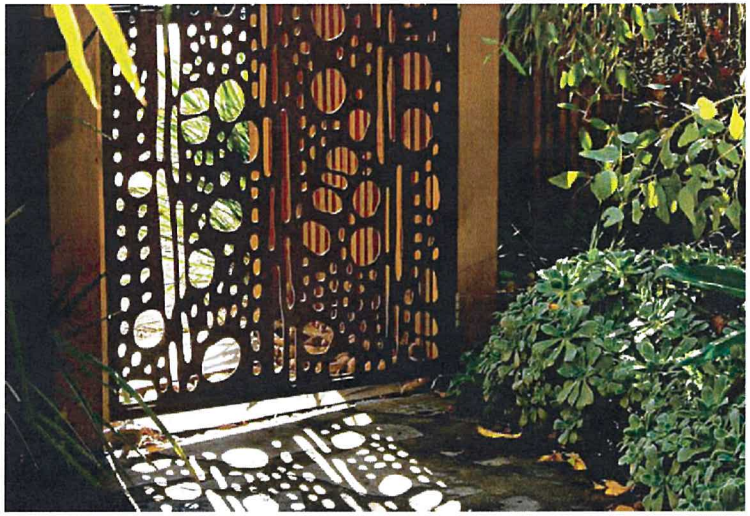
C7

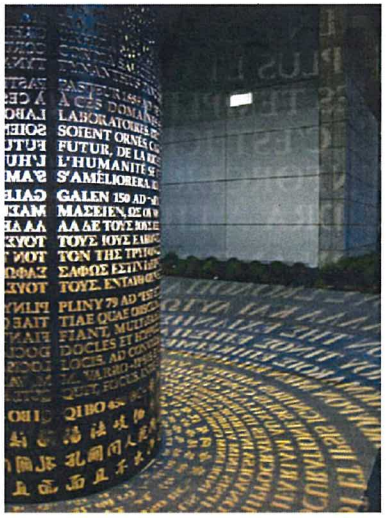


PATTERNED FENCE PANELS



SEATING AS SCULPTURE

SCULPTURAL PICKETS



SCULPTURE LIT AT NIGHT

SCULPTURE AS SEATING

PUBLIC ART

ALMA STATION
12.01.2014

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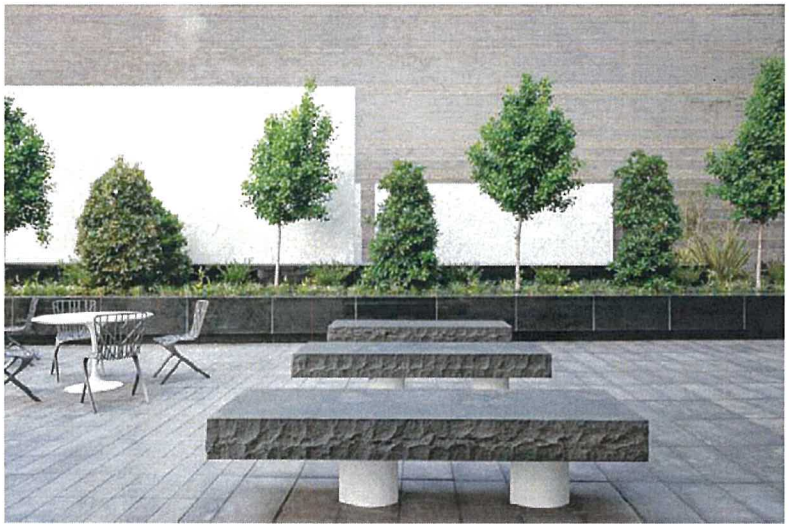
415/285.3614 · 415/285.3624 gls@glsarch.com

HAAS SCHOOL OF BUSINESS COURTYARD



YELP HEADQUARTERS, 24 NEW MONTGOMEREY STREET

PRECEDENTS

ALMA STATION
12.01.2014

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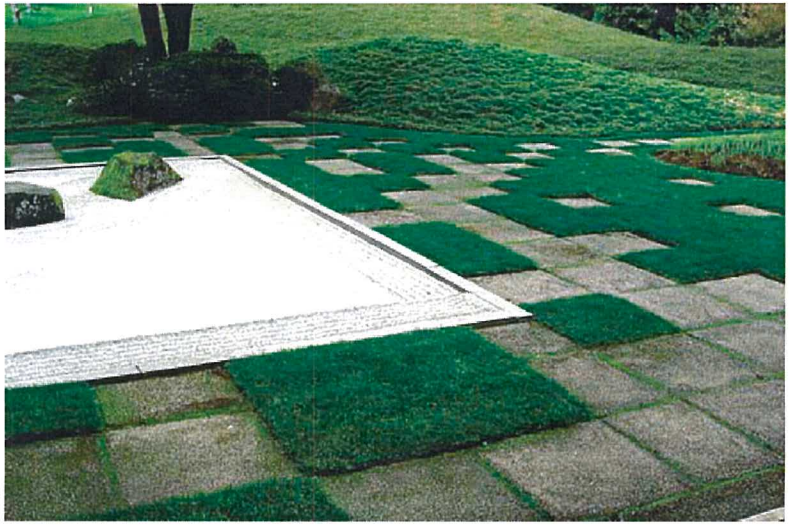

ZEN GARDEN PRECEDENTS AND MATERIALS

ALMA STATION
12.01.2014

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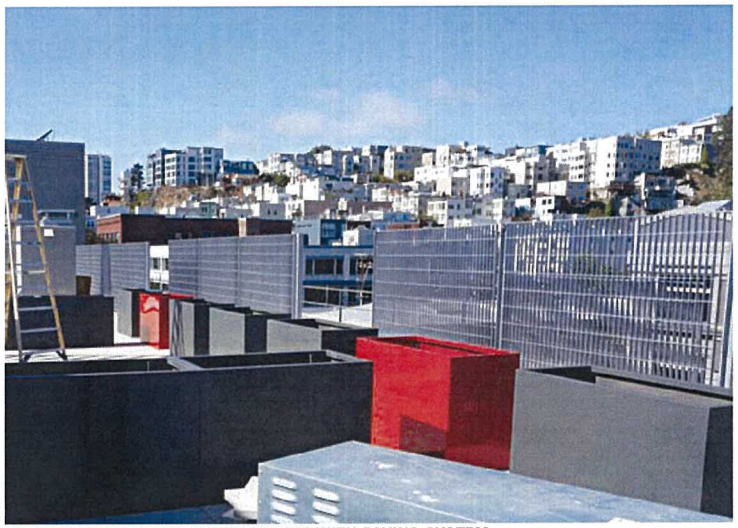
C 10

RAW STEEL MODULAR PLANTERS



BISON MODULAR PLANTERS INTEGRATE WITH PAVING SYSTEM

MODULAR PLANTERS

BIKE RACKS

SITE FURNISHINGS

ALMA STATION
12.01.2014

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C11

LANE PARTNERS

May 4, 2015

Jean Lin
Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: Addendum to 1020 Alma Street Development – Public Benefit Proposal dated December 3, 2014

Dear Jean:

The purpose of this addendum letter is to formally document our updated public benefit proposal as it relates to our proposed development at 1020 Alma Street. Our initial proposal was comprised of two components: (1) a one-time financial contribution of $180,212 and (2) a contribution of private property for open public amenity/plaza space.

In addition to these two components, our public benefit proposal will also include allocating a portion of the project's gross floor area to retail use in the form of a coffee pavilion located within the public open space. See attached design images (Exhibit A).

We believe this additional component of our public benefit proposal follows the guiding principles of the Downtown Specific Plan by enhancing the public space, generating vibrancy, enhancing connectivity among the community, and maintaining Menlo Park's village character.

It is our belief that a walk-up retail pavilion with 100% outdoor seating will do more to activate the east train station area as opposed to a retail suite built into the larger building where the majority of seating is inside. It is our hope that the pavilion and outdoor public gathering space will encourage community engagement and generate dynamic connections between local residents, Menlo Park visitors, and folks commuting to/from work via Caltrain. The attached images from Bryant Park in New York capture the experience we want to create (see Exhibit B).

In terms of an operator for the coffee pavilion, Oakland, CA based Blue Bottle Coffee has expressed interest and has sent two people to see the site including the Executive Chairman. We will begin drafting a framework for a lease agreement with Blue Bottle as the project moves through the entitlement process.

We are excited about this new feature and we look forward to discussing it further as we work through the Public Benefit process.

We appreciate your consideration and should you have any questions please don't hesitate to contact me at (650) 838-0100 or by email at marcus@lane-partners.com.

Regards,

Marcus Gilmour
Vice President

C14

ALMA STATION | MENLO PARK, CA

PERSPECTIVE VIEW 1
LOOKING EAST ALONG ALMA STREET

BARarchitects
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

LANE PARTNERS
644 Menlo Ave, Suite 204 Menlo Park, CA 94025
650.838.0100 650.838.0900 fax

14035 | 04.20.15 | NTS

A4-01

C15

ALMA STATION | MENLO PARK, CA

PERSPECTIVE VIEW 3
LOOKING INTO PUBLIC PLAZA WEST

BARarchitects
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

LANE PARTNERS
644 Menlo Ave, Suite 204 Menlo Park, CA 94025
650.838.0100 650.838.0900 fax

14035 | 04.20.15 | NTS

A4-03

C16

ALMA STATION | MENLO PARK, CA

PERSPECTIVE VIEW 4
LOOKING WEST ALONG ALMA STREET

BARarchitects
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

LANE PARTNERS
644 Menlo Ave, Suite 204 Menlo Park, CA 94025
650.838.0100 650.838.0900 fax

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A4-04

Exhibit B

'wichcraft soups&salads
pick up here

C19

project viability and financial return of various development programs. This iterative process of presenting at community workshops, analyzing, refining and presenting again resulted in development prototypes, inclusive of building setbacks, upper floor setbacks and heights, as reflected in this Specific Plan. The final step was to "translate" the prototypes into allowable development FARs and densities (dwelling units per acre or DU/Acre), as depicted in Table E2 and Figure E2.

In addition to reflecting community input, the Specific Plan's increased allowable FARs and density also help achieve several Plan goals, including: stimulating redevelopment of underutilized parcels; activating the train station area and increasing transit use; enhancing downtown vibrancy and retail sales; and increasing residential opportunities. The plan FARs and density help finance public improvements (e.g., streetscape improvements) and produce more Below Market Rate (BMR) housing.

The Specific Plan places the highest intensity of development around the train station, consistent with goals mentioned in the paragraph above. It also focuses higher development intensities on the parcels on the east side of El Camino Real south of Ravenswood Avenue. These larger parcels can accommodate more development, and they are isolated from adjacent residential neighborhoods by El Camino Real to the west and the railroad tracks and Alma Street to the east. The plan also emphasizes residential uses closest to downtown and the train station.

In addition to the base FAR and public benefit bonus FAR summarized in Figure E2 and Table E2, following pages, the Specific Plan limits the amount of business and professional office allowed, similar to existing City policy, and the amount of medical and dental office, based on community concerns.

Standards

E.3.1.01 Business and Professional office (inclusive of medical and dental office) shall not exceed one half of the base FAR or public benefit bonus FAR, whichever is applicable.

E.3.1.02 Medical and Dental office shall not exceed one third of the base FAR or public benefit bonus FAR, whichever is applicable; in the ECR districts, this is additionally limited to an absolute maximum of 33,333 square feet per development project.

Public Benefit Bonus and Structured Negotiation

A public benefit bonus is the additional development permitted beyond the base intensity (and/or height, if applicable) for a project in exchange for extra public benefit, above and beyond the inherent positive attributes of a project (such as increasing vibrancy and redeveloping vacant and underutilized parcels). As noted previously, the Specific Plan's recommendation for the base level maximum has been crafted to achieve overall project goals and represent community preferences for building types/sizes. The public benefit bonus would be expected to increase profits from development in exchange for providing additional benefits to the public. However, developers may choose to forgo the public benefit bonus because of perceived costs and risks.

Two common approaches for sharing the benefits of increased development include bonuses for on-site improvements and bonuses achieved through individual developer "structured" negotiations. These two approaches are distinct from, and not to be confused with, impact fees and other development exactions where the fee or other exaction is based on the development's impact on the need for public facilities (for instance, more residents create a greater need for parks).

The first bonus approach, for on-site improvements, can be a prescriptive one and clearly stated, with a specific amount of additional FAR (e.g. 0.5) or density granted to a developer in exchange for a specific on-site benefit (such as publicly accessible open space). This approach provides more certainty for both the community and developer. However, due to the variety of site and market conditions, developing such a prescriptive approach can be challenging.

"Keep the village feel but with more vibrancy"

- Workshop #3 Participant

D1

Individual Developer Structured Negotiation

The Specific Plan recommends an individual developer structured negotiation approach for the sharing of the benefits from increased development above the base FAR, density, and/or height. This approach is the most flexible and effective way to determine appropriate public benefits. The downside is that it creates some uncertainty and often delays the approval process, which can increase cost and risk for developers. However, the Specific Plan requires a structured process to minimize delays and uncertainty.

Projects requesting a public benefit bonus FAR, density and/or height are required to conduct an initial public study session with the Planning Commission, in which both the project and the proposed public benefit are presented for initial evaluation and comment (both from the Planning Commission and the public). Applicants may also request a subsequent study session with the City Council, although this should be expected only for larger or more complicated projects. The study session(s) should incorporate appropriate fiscal/economic review (with work overseen by City staff), which should broadly quantify the benefits/costs of the bonus FAR/density/height and the proposed public benefit. Following the study session(s), the applicant would revise the project and public benefit (if needed) and present them again for full review and action.

The Planning Commission shall, concurrent with overall project review, be the decision-making body on projects proposing public benefits that are incorporated within the project (such as senior housing) and/or which can be memorialized in typical conditions of approval pursuant to the City's normal zoning and planning authority. The Planning Commission action (along with the other project actions) can be appealed to the City Council, per standard procedures. For projects proposing public benefits that cannot be imposed through the City's planning and zoning authority (such as payments that are not related to the impact of a project), the public benefit proposal must be included in a proposed Development Agreement submitted by the developer. In that case, Planning Commission shall be the recommending body and the City Council the decision-making body, and the Development Agreement must be adopted by ordinance as provided in the City's Development Agreement ordinance.

> *"Encourage new development"*
>
> *- Workshop #3 Participant*

> *"Certain amenities might be considered community investments and funded through taxes to preserve character"*
>
> *- Workshop #3 Participant*

The structured negotiation approach works best when desired improvements are clearly understood by potential applicants. Based on community input (including during the review process for the Specific Plan) and the Specific Plan's goals, a public benefit bonus could be considered for elements including but not limited to:

- Senior Housing
- Affordable Residential Units, in particular for lower affordability levels, particularly in areas nearest the station area/downtown
- Hotel Facility, which generates higher tax revenue for the City while also enhancing downtown vibrancy
- Preservation and reuse of historic resources
- Public parks/plazas and community rooms
- Shuttle services
- Public amenity fund
- Middle Avenue grade-separated rail crossing

The City shall keep this list updated over time by including it with the required yearly reporting to the City Council regarding the Maximum Allowable Development. If desired, the City Council may place the list on the agenda for new public review and direction.

The Specific Plan's process for public benefit bonuses should not necessarily be considered a precedent for other areas of the city, in particular areas that have not conducted an intensive community visioning process to establish goals and guiding principles, and associated development standards and guidelines.

D2

bae urban economics

Consultant Memorandum

To: Jean Lin, City of Menlo Park

From: Ron Golem, Ray Kennedy, Stephanie Hagar, BAE

Date: May 14, 2015

Re: Analysis of Proposed Public Benefit Bonus for 1020 Alma Street Project

Key Findings

Pro forma analysis was conducted to estimate the profit from the two alternative development programs, using information provided by the developer as well as BAE's research and evaluation of development costs and market conditions (the pro formas are attached to this memorandum). Key findings include:

- The Public Benefit Bonus Project (Bonus Project) would result in approximately $1.05 million in profit to the developer, compared to a $417,000 loss for the Base level project pursuant to the El Camino Real/Downtown Specific Plan (Base Project). These figures are based on the cost of the completed project, less total development costs and the Net Present Value of the total ground lease payments (because of how the ground lease is structured, the lower revenue for the Base Project would result in lower ground lease payments than for the Bonus Project).
- The Bonus Project would generate an approximate five percent return on total development cost, within the range that could be considered appropriate. A developer would not be expected to proceed with the Base Project because it would result in a loss. Therefore, the calculation for the increase in value should be based on the $1.05 million profit for the Bonus Project using a baseline of $0, not the $1.5 million difference between the Bonus Project and the Base Project ($1.05 million profit vs. $417,000 loss).
- The developer has offered a public benefit with two components: (A) a one-time financial contribution of just over $180,000; and (B) construction of approximately 2,440 square feet of improved landscape areas, including an approximately 970 square foot area at the southwest corner of the site that would include a kiosk selling coffee and prepared food items and a seating area (it excludes the area for the building entry that was included in a previous calculation by the developer). Based on cost figures provided by the developer, the second component of the public benefit has an approximate cost of $199,000.
- The total construction cost of the proposed public benefit, at nearly $379,000, represents 36 percent of the increase in value that the Bonus Project would receive from the density bonus. The ultimate content and financial value of the bonus would need to be determined by the City in its negotiations with the developer.

San Francisco
1285 66th St.
Emeryville, CA 94608
510.547.9380

Sacramento
803 2nd St., Suite A
Davis, CA 95616
530.750.2195

Los Angeles
706 South Hill St., Suite 1200
Los Angeles, CA 90014
213.471.2666

Washington DC
1400 I St. NW, Suite 350
Washington, DC 20005
202.588.8945

New York City
49 West 27th St., Suite 10W
New York, NY 10001
212.683.4486

E1

The value of the proposed public benefit improvements to the community may or may not align with its construction cost. For example, an amenity could be expensive to construct, but if it is not something the community desires, the value to the community would be limited. Alternately, an amenity could have a low/moderate construction cost, but if it is a critically needed feature, the perceived value to the community could be high.

- Assessment of the appropriateness of the developer's proposed public benefit improvements is beyond the scope of this economic analysis. The developer considers the kiosk and seating area to provide an amenity to passengers waiting for Caltrain. The higher quality of landscape improvements at the southeast corner of the site, and in the setbacks along the western and eastern edge of the site, could be considered to benefit visitors to the area, adjacent property owners and tenants, and the developer's tenants as well as marketability of the Bonus Project. The value of the additional revenue from the coffee and prepared food kiosk has been included in the valuation of the Bonus Project.
- The results of the public benefit analysis are summarized in Table 1 below.

Table 1: Summary of Public Benefit Analysis for Proposed Public Benefit Bonus Project and Base Project at 1020 Alma Street, Menlo Park

Development Program	Base Project	Public Benefit Bonus Project
Office sq. ft.	19,408	25,156
Retail sq. ft.	N/A	300
Public Open Space sq. ft.	N/A	2,440
Parking Spaces	74	96
Development Costs		
Hard Costs	$11,990,451	$15,916,140
Soft Costs	$1,438,854	$1,909,937
Impact Fees	$387,728	$540,302
Financing Costs	$751,301	$998,672
Developer Fee	$509,892	$677,777
Total Costs	**$15,078,226**	**$20,042,827**
Value Analysis		
Capitalized Value	$24,358,693	$31,801,168
Less Development Costs & Ground Lease	($24,776,074)	($30,751,314)
Project Profit	($417,381)	**$1,049,855**
Public Benefit Bonus Value		
Increase in Project Value	N/A	$1,467,236
Proposed Value of Public Benefit	N/A	$378,941
Net Value to Developer	**N/A**	**$670,913**

Source: BAE, 2015.

- This analysis is based on the Base and Public Benefit Bonus Project with 100 percent office use as proposed by the developer. It does not include analysis of a potential alternative for the Base Project that could include residential uses and potentially allow a larger project with more square footage that might result in a smaller loss, or even break-even or profitable development. Additional design and financial analysis would be needed to determine if an alternative larger mixed-use Base Project would have more favorable economics.

E2

- The figures presented in this memorandum are shown to the dollar based upon spreadsheet analysis prepared with an Excel model. There are many variables that affect development return, as shown in the pro forma. It would be more accurate to consider the above figures as estimates that represent "mid-point" values for a range of potential outcomes (additional sensitivity analysis would be needed to better describe the potential range of outcomes).

Overview of the Analysis

This memorandum presents the results of BAE's analysis, based on development pro formas, to estimate the increase in value that could arise from a proposed public benefit bonus for a potential development project at 1020 Alma Street in Menlo Park. The developer, Lane Partners, has indicated to the City that it has an option for a ground lease of the site, and that if its project is approved, it would exercise the option and enter into a ground lease, demolish the existing older single-story commercial buildings on the site, and construct a new Class A office development.

The site is in a location eligible for a public benefit bonus pursuant to the El Camino Real/Downtown Specific Plan (Specific Plan), which establishes the formula for the additional built area that is allowed in return for public benefits acceptable to the City.

The public benefit bonus program outlined in the Specific Plan anticipates that public benefits provided pursuant to the program can take the form of on-site improvements, offsite improvements, cash payment to the City for future use toward public benefits, or a mixture. The developer is proposing to provide a combination of a financial contribution and on-site improvements.

Proposed Public Benefit Bonus Project and Base Project

The project site consists of an approximately 0.66 acre parcel, located on Alma Street, north of Ravenswood Avenue, and across the street from the Menlo Park Caltrain station. It is located within the El Camino Real/Downtown Specific Plan Station Area East (SA E) area.

The applicant controls the property through an option to enter into a 99-year ground lease. Ground lease payments increase by 10 percent every five years, subject to a cap set at 30 percent of project base rents, and a floor set at $48,400 per month (this is equivalent to the rent set for Years 11 through 15 of the ground lease).

Public Benefit Bonus Project

The developer's proposed project with the public benefit bonus as allowed by the Specific Plan (Bonus Project) would consist of a total of approximately 25,200 gross square feet of office space, with two levels of underground parking. The office building would be a three-story steel-frame structure. A total of 96 parking spaces would be provided, with 76 in the underground parking garage, and 20 surface spaces along the northern edge of the project, accessed from the alley that is adjacent to the property.

E3

The proposed public benefit provided as a part of this project would consist of two components: (A) a one-time financial contribution of $180,212 calculated by the developer as 50 percent of Year 1 Net Operating Income; and (B) a total of 2,440 square feet of the site that would receive additional higher-quality landscape improvements and be designated for public use. These areas are shown in a site plan attached to this memorandum, and would include a 600 square foot strip at the western edge of the property. There would be an 870 square foot public plaza at the southeastern corner of the property, and a 970 square foot plaza at the southwestern corner of the property, where the property is closest to the Caltrain station. The latter plaza would include seating, and a kiosk that would sell coffee and prepared food items. For the purposes of this analysis, the kiosk is assumed to be an approximately 300 square foot structure that would be leased to a rent-paying operator, who would also be responsible for cleaning and maintenance of the southwestern plaza. As a part of the evaluation of the public benefit proposed by the developer, the City will determine whether each of these spaces constitute an appropriate public benefit.

Base Zoning Project

The developer has not prepared plans for the project that would be allowed under the existing base zoning for the Base Project, however it has indicated that the Base Project would consist of approximately 19,400 square feet of office space.

In the Base Project, development on the parcel would still consist of a three-story steel-frame office building. For this analysis, the required parking of 74 spaces is assumed to be provided through 20 surface spaces (same as the Bonus Project), however the underground parking would provide only 54 spaces, with a smaller second underground level. It is assumed that the Bonus Project would be the same in design, except that the 2,440 square feet of landscaped area shown in the attached figure would be improved to a somewhat lower standard and reserved for private use, consistent with Specific Plan requirements and the developer's desired identity for the project.

Methodology for the Financial Analysis

BAE met with City staff and the developer to review the proposed site plan and development program and review assumptions regarding costs, rental rates, operating costs, and other factors. The developer provided a comprehensive package describing the Bonus Project, with a detailed contractor estimate for construction cost broken out by major components. It should be noted that the proposed project is relatively small, and offers a high level of architectural detail which means that it does not benefit from the economies available to larger projects, and therefore the per square foot construction costs would be expected to be higher.

BAE also researched development costs for other recently built small mixed-use development projects in the local area to allow a comparison with the developer's figures. This included interviews with area developers of office space and rental residential projects to confirm construction costs, operating costs, and capitalization rates. Confidential project cost information for

other proposed projects under consideration by the City was also reviewed. Cost figures for the appropriate construction types as published in the R.S. Means Company square feet construction cost guides were reviewed.

Office rental rates for comparable projects were researched for comparable office projects in Menlo Park, Palo Alto, and Mountain View. Published data on local market area capitalization rates were reviewed. Other assumptions, such as operating expenses and appropriate developer returns, are based on BAE's experience with other projects in the local market area.

This information was then used to prepare a project pro forma model for the Base Project and the Bonus Project. The pro formas consists of Excel worksheets that show assumptions for the development program, development costs, income, operating expenses, and financing costs. The worksheets show the calculation of project cost by category, an analysis of the cost of the new development by component, and the resulting developer profit. Certain expense items were reclassified to simplify the presentation, aside from exceptions noted in the Key Assumptions section, the costs presented in the pro formas are consistent with the costs provided by the developer.

The model is set up to calculate project profit as a residual value. The calculation starts with the market value of the completed project at stabilization (fully leased), and then deducts total development costs as well as the Net Present Value of the ground lease payments. The residual project value for the Bonus Project, less the residual project value for the Base Project, represents the increase in value attributed to the public benefit bonus.

The value of the ground lease was calculated on a Net Present Value (NPV) basis, using the terms provided by the developer and applying a discount rate of five percent (based on long-term cost of funds, i.e. a commercial mortgage). This was done in order to identify the equivalent up-front cost to a potential buyer for the completed project of setting aside funds to make payments throughout the term of the ground lease[1]. Unlike other public benefit analyses, the ground lease was included in the calculation because the value of the ground lease is less for the Base Project. This is because the lower base rent generated by the Base Project, combined with a ground lease cap of payments being limited to 30 percent of gross revenues, means that the Base Project has a lower ground lease payment than the Bonus Project.

The pro forma models are attached to this memorandum, with the Base Project shown first, followed by the Bonus Project.

This analysis does not attempt to identify what would be a "reasonable" or "expected" contribution by the developer of the increase in value from the Public Benefit Bonus Project to the City, in the

[1] Net Present Value (NPV) analysis is a method for accounting for the time value of money, i.e. future payments are worth less than payments made today because of the returns that can be earned between now and the future dates.

form of a public benefit financial or in-kind contribution. The concept of a negotiated bonus tied to the increase in the value of the larger project is relatively new, and at present there is no previous experience by the City or other jurisdictions that could be identified on how the increase in value could be "shared" between the developer and a local jurisdiction[2].

Base Project Infeasibility

As noted in the key findings section, and as shown in the Base Project pro forma, a project using the base zoning in the Specific Plan is infeasible and would result in a loss of $417,000. By comparison, a profit equal to approximately six to eight percent of total development costs would be required for such a project to be considered feasible and for developers to be likely to pursue it.

The primary reasons for the Base Project being infeasible are: (1) the high cost of building construction; (2) the high cost of underground parking ($57,000+ per space) that generates no revenue for the project as the market does not currently support pay parking for office tenants; and (3) ground lease terms that do not decrease payments sufficiently to offset the reduction in value resulting from the smaller project.

Larger office projects in the local area that benefit from a lower cost of construction typically have a hard construction cost of approximately $265 to $275 per square foot. For the Base Project, if its construction cost were lowered to $265 per square foot, an approximately 15 percent reduction, and onsite construction costs reduced by $5 per site square foot (eleven percent), and all other assumptions remained unchanged, the Base Project would become just barely feasible with a total profit of just over $855,000. However, this lower level of construction cost could result in project inconsistent with the City's expectations, as set forth in the Specific Plan, for high-quality construction that complements other development in the City. It may also be a challenge to lower costs this much, given the relatively small size of the project and site considerations.

It is possible that a different project for mixed-use development that includes a residential component could result in a profitable Base Project, if it is able to develop a larger project with more square feet that is consistent with zoning requirements. This could be the case even though residential uses are not as profitable as office uses based on current market conditions. Office uses on the Project site cannot exceed one half of the allowable floor area ratio (FAR) for the site, which means that residential uses could possibly be included to take advantage of up to one half of the allowable FAR, subject to development regulations and site constraints – design analysis would be needed to determine how much residential could be included before development standards might require a reduction in the square footage of the office space. Because the site has relatively low

[2] The existing affordable housing density bonus provided for in California law has a set process for what a developer must provide to obtain the bonus. Another common situation where developers negotiate with cities on how to share the value from a development is through the negotiation of a Development Agreement (DA). However, DA's are voluntary agreements and there is a very wide range in the concessions that are made by local jurisdictions and developers during their negotiation.

E6

parking requirements for residential units (one space per unit minimum, 1.5 spaces per unit maximum), and the City allows developers to apply for shared parking reductions for mixed use projects, it is possible that adding residential uses to the site would generate enough revenue to make the Base Project feasible, particularly if the developer received an additional reduction in parking requirements due to the parking efficiency of mixed use projects (e.g. office uses require daytime parking and residential peak parking demand is in the evenings). Credit for mixed-use parking represents a discretionary action by the City that would require the applicant to prepare a parking study to calculate the reduced parking demand for mixed-use development.

The Base Project used for this analysis is based on the Public Benefit Project as proposed by the developer, and does not include an alternative mixed-use project.

Key Assumptions

The pro formas set forth all assumptions used in the analysis. Following is a summary of key assumptions that were used for both models:

- Based on data provided by the developer, the rentable area (area for which tenants pay rent) is 18,825 square feet for the Base Project and 24,401 square feet for the Bonus Project. This reflects a load factor of approximately three percent, which is very low, and is consistent with leasing space for a full floor or an entire building (i.e. no multi-tenant spaces with an internal corridor and shared bathrooms).
- For lack of more detailed information, the kiosk serving coffee and prepared food items (sealed items made off-site) is assumed to be approximately 300 square feet. This could be provided through a structure built on site, or a prefabricated structure permanently attached to the plaza.
- The monthly rental rate for the office space is $66 per square foot per year, triple net (NNN, which means tenants pay their pro-rata share of utilities, maintenance, property taxes, and insurance.) Tenants are assumed to receive a $60 per square foot tenant improvement allowance to build out their spaces. Based on current market conditions, this is approximately 50 percent of the cost to build out a new tenant space, and tenants would be required to pay the other half to the landlord.

  The rent for the kiosk was set at a relatively modest $36 per square foot per year, NNN. This is based on a survey of kiosk rentals in locations other than Menlo Park and the immediate area, and this figure may be low. Higher rents would result in a slight increase in the value of the project.
- Hard construction costs were reclassified by BAE into the following categories, using the detailed construction cost estimate prepared for the developer by Vance Brown Builders: (1) onsite costs for demolition of existing buildings, environmental remediation, grading, utility undergrounding, and other improvements, including hard surfaces and landscaping; (2) offsite construction costs for Alma Street and alleyway improvements; (3) hard construction costs for second and third floor patios and terraces in the building; (4) hard construction costs for the shell and core

building for all items excluding patios and terraces; and (5) hard construction costs for underground parking.

Several adjustments were made to construction cost estimates. The most significant was the deduction of approximately $1.36 million for three items: escalation (inflation) adjustments to start of construction; design contingency at five percent of hard construction cost; and construction cost contingency of two percent. This was done for several reasons. Regarding the cost escalation, the pro forma analysis is based on project economics today, rather than trying to consider potential inflation in rental rates in addition to inflation in construction costs, an exercise that can become speculative. For the design contingency costs, an increase was made to the developer's soft construction cost estimate to allow for higher design costs (discussed below). Total hard construction costs are already at the upper end of the market, and any further increase could as likely be dealt with through offsetting savings in some other part of the improvement program versus increasing the overall budget.

Other adjustments to hard construction costs include limiting lobby improvement costs to the $200,000 figure shown in the contractor's estimate to avoid any duplication of costs. For the Base Project, the cost for patios and terraces was reduced to $0 on the assumption that these areas would be removed in an effort to lower project costs (this would not change building setback per Specific Plan requirements, it would avoid the cost of building these areas to a higher standard for occupancy).

Aside from the above items, costs as provided by the developer are considered appropriate and were used for the attached pro formas. This results in a total construction cost (hard costs plus soft costs, excluding financing costs and developer fee) of $730 per square foot to the Bonus Project and $712 per square foot for the Base Project.[3]

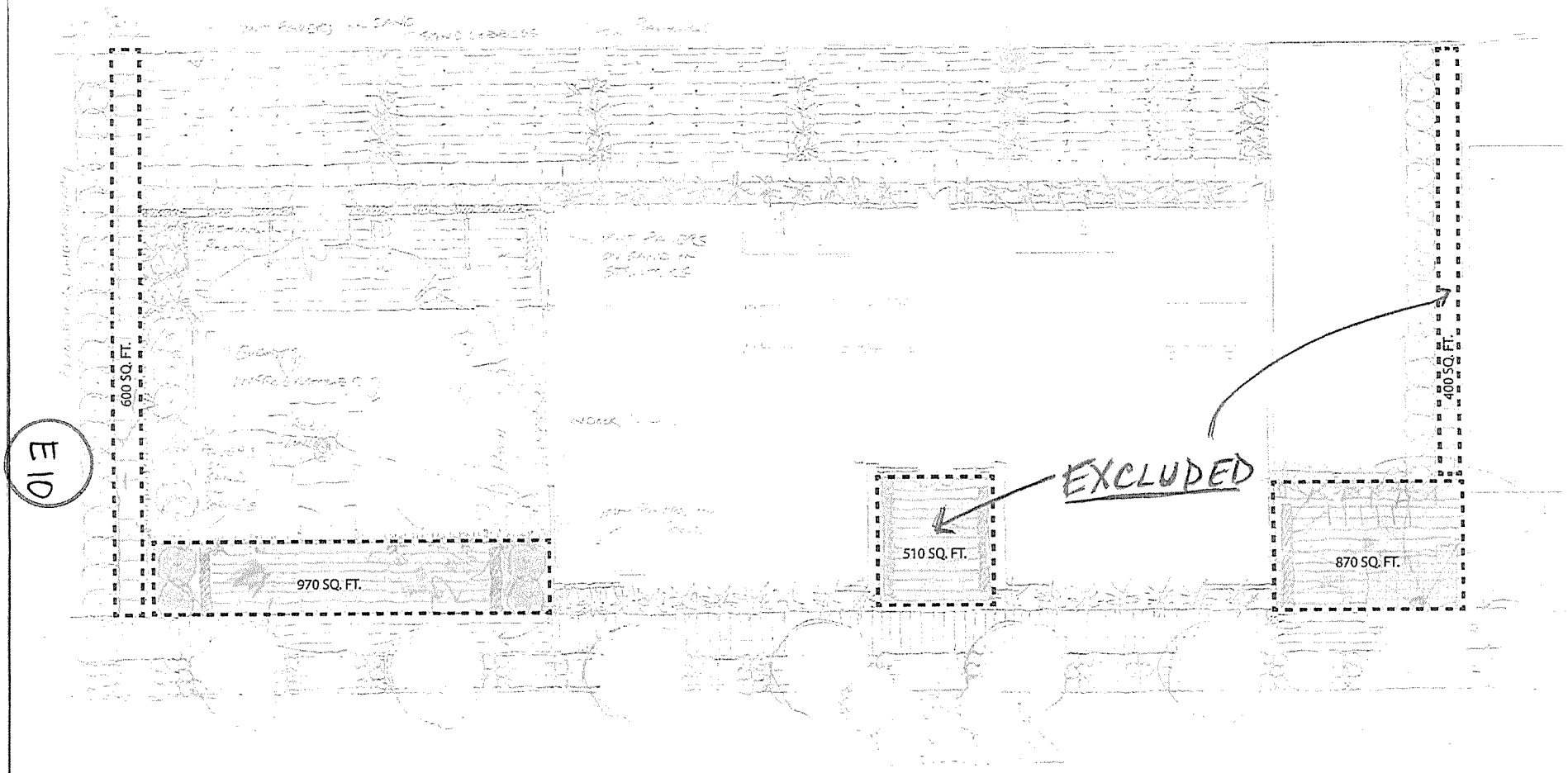
- Underground parking hard costs are assumed to be $57,000 per space for the Bonus Project and Base Project, which results in the same total cost for this item as identified by the developer. These costs are higher than average costs for underground parking, and are considered appropriate to given the small size of the underground parking area and less than optimal layout that results.
- The developer's estimate for soft construction costs, after deducting items for public benefit, debt service, and developer fee – all shown elsewhere in the pro forma – is approximately 8.5 percent. This is low, and in particular the share for architect and engineer costs appears too low. This figure was bumped up to 12 percent to provide more of an allowance for these costs, which also offsets more than half of the eliminated design contingency cost.
- The figures provided by the developer did not include impact fees and connection fees. These were estimated based on the City's current costs, except for the non-residential sewer connection fee, which requires a flow estimate. This results in impact fees and connections fees of $388,000 for the Base Project, and $540,000 for the Bonus Project.

[3] The developer fee covers the costs of managing the development process from beginning to completion of a project and is not intended to represent profit.

- To calculate the value of the landscaping and plaza public benefit improvements, the developer's costs for on-site improvements was used, with deduction of costs that are not as variable (e.g. surveying, demolition, site utilities, etc.). This resulted in an estimate of just under $48 per square foot for site improvements. The soft cost factor was added to this, along with developer fee and financing costs, and multiplied by 2,440 square feet of public benefit area, to arrive at an estimate of $199,000. This includes the retail kiosk, which has an assumed cost of $60,000.
- The developer fee of 3.5 percent identified by the developer was used. This covers the developer's overhead and management costs during the project, separate from profit, and totals $510,000 for the Base Project and $678,000 for the Bonus Project.
- Financing assumptions are based on current market conditions, and assume a construction loan interest rate of seven percent, with two points for fees. The capitalization rate to value the finished project is 4.75 percent.

Limiting Conditions

The above analysis is based on cost and valuation factors along with market rental rates provided by the potential developer, as well as research conducted by BAE during the first quarter of 2015. The project is in pre-development, and as design and development work proceeds it is possible that changes in design, building code requirements, construction costs, market conditions, interest rates, or other factors may result in significant changes in costs and profits, and therefore the cost of the public benefit bonus. Depending upon these changes, the project as ultimately proposed or built could become more profitable, or could become less profitable or even infeasible.



PUBLIC SPACE AMENITIES

ALMA STATION

12.01.2014

GLS Landscape Architecture

Pro Forma for Office Development - Base Case per Specific Plan
Proposed Project at 1020 Alma Street, Menlo Park CA

DRAFT

Development Program Assumptions

Characteristics of Project (a)

Site - gross acres / square feet (sf)	0.66	28,752
Total gross sf retail/office bldg	0	19,408
Rentable area, sf, retail/office	0	18,825
Building common area sf		583
Public open space sf		0
Parking:		
Surface parking spaces		20
Underground parking spaces		54
Total parking spaces		74

Cost and Income Assumptions

Development Costs (b)

Onsite costs, building demolition, grading, other improvements		$45
Onsite costs, patios and terraces, per site sf		$0
Offsite construction costs: Alma and Alley improvements		$22
Construction hard costs, per sf - Retail/Office	$0	$312
Impact fees (c)		$387,728
Tenant improvements, per sf of rentable office		$60
Soft costs, % of hard costs (d)		12%
Parking construction, per space: Surface/Undergrnd. (e)	$0	$57,000
Developer fee % of total project costs (e)		3.50%

Revenues and Operating Expenses

Office rental rate, sf/yr, NNN		$66.00
Retail rental rate, sf/yr, NNN		$36.00
Annual op. cost per sf retail/office	$0.00	$1.20
Vacancy rate retail/office	0%	5%

Financing

Construction loan to cost ratio	75%
Loan fees (points)	2%
Interest rate	7.0%
Construction period (months)	18
Drawdown factor	50%
Total loan amount	$10,362,775
Capitalization Rate - Office	4.75%

Development Costs

Development Costs (Excludes Land)

Onsite and offsite costs (g)	$1,727,655
Retail construction costs	$0
Office construction costs	$6,055,296
Tenant improvements	$1,129,500
Parking costs	$3,078,000
Total Hard Costs	$11,990,451
Soft costs	$1,438,854
Impact fees	$387,728
Total construction costs	$13,817,033
Total construction cost, per gross sf	$712
Interest on construction loan	$544,046
Points on construction loan	$207,255
Total financing costs	$751,301
Subtotal Development Costs	$14,568,334
Developer Fee (f)	$509,892
Total development costs	**$15,078,226**

Value Analysis

Projected Income

Office	
Gross scheduled rents	$1,242,450
Less vacancy	($62,123)
Gross annual rents	$1,180,328
Less operating expenses	($23,290)
Net operating income (NOI)	$1,157,038
Retail	
Gross scheduled rents	$0
Less vacancy	$0
Gross annual rents	$0
Less operating expenses - included in office	$0
Net operating income (NOI)	$0
Total net operating income	**$1,157,038**

Development Feasibility

Capitalized value	$24,358,693
Less development costs	($15,078,226)
Less ground lease NPV (h)	($9,697,848)
Project profit - residual value net of all costs	($417,381)

Notes

(a) Project data as provided by developer.

(b) Construction costs as provided by developer, supported by contractor detail, reorganized by BAE for this proforma. Contingency and escalation for construction excluded as proforma is based on current period economics (however soft costs does include line item for design contingency). Separate line item for lobby is excluded as that cost is shown in core and shell improvements.

(c) Includes the following impact fees City FY2014-15 impact fee schedule: Storm Drainage Connection Fee, Building Construction Road Impact Fee, Water Capital Facilities Charge, Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Supplemental Traffic Impact Fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Fee calculation per report. Excludes non-residential sewer connection fees, pending flow calculations. Figures are net of sf of existing Alma St. buildings to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.

(d) Developer soft costs, excluding items shown in other line items in this proforma is considerably lower. Higher figure used by BAE to match typical projects.

(e) Surface spaces on Alma, alley, or site, cost assumed in those line items.

(f) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

(g) Does not include public plaza costs in Public Benefit Density project.

(h) Net Present Value of ground lease payment during term of lease, including escalations, based on information provided by developer. Lease is capped at 30% of rent payments, with floor of $48,400. This figure is lower than density bonus case due to effect of cap and floor. See report for further explanation. Discount rate for NPV analysis: 5.75%

Sources: Lane Partners; RS Means Co.; City of Menlo Park; BAE, 2015.

Pro Forma for Office Development with Public Benefit Bonus per Specific Plan

Proposed Project at 1020 Alma Street, Menlo Park CA DRAFT

Development Program Assumptions

Characteristics of Project (a)		
Site - gross acres / square feet (sf)	0.66	28,752
Total gross sf retail/office bldg	300	25,156
Rentable area, sf, retail/office	300	24,401
Building common area sf		755
Public open space sf		2,440
Parking:		
Surface parking spaces		20
Underground parking spaces		76
Total parking spaces		96

Cost and Income Assumptions

Development Costs (b)		
Onsite costs, building demolition, grading, other improvements		$45
Onsite costs, patios and terraces, per site sf		$12
Offsite construction costs: Alma and Alley improvements		$22
Construction hard costs, per sf - Retail/Office	$200	$312
Impact fees (c)		$540,302
Tenant improvements, per sf of rentable office		$60
Soft costs, % of hard costs (d)		12%
Parking construction, per space: Surface/Undergrnd. (e)	$0	$57,000
Developer fee % of total project costs (f)		3.50%
Revenues and Operating Expenses		
Office rental rate, sf/yr, NNN		$66.00
Retail rental rate, sf/yr, NNN		$36.00
Annual op. cost per sf retail/office	$0.00	$1.20
Vacancy rate retail/office	0%	5%
Financing		
Construction loan to cost ratio		75%
Loan fees (points)		2%
Interest rate		7.0%
Construction period (months)		18
Drawdown factor		50%
Total loan amount		$13,774,784
Capitalization Rate - Office		4.75%

Development Costs

Development Costs (Excludes Land)	
Onsite and offsite costs	$2,271,408
Retail construction costs (g)	$0
Office construction costs	$7,848,672
Tenant improvements	$1,464,060
Parking costs	$4,332,000
Total Hard Costs	$15,916,140
Soft costs	$1,909,937
Impact fees	$540,302
Total construction costs	$18,366,379
Total construction cost, per gross sf	$730
Interest on construction loan	$723,176
Points on construction loan	$275,496
Total financing costs	$998,672
Subtotal Development Costs	$19,365,051
Developer Fee (f)	$677,777
Total development costs	**$20,042,827**

Value Analysis

Projected Income	
Office	
Gross scheduled rents	$1,610,466
Less vacancy	($80,523)
Gross annual rents	$1,529,943
Less operating expenses	($30,187)
Net operating income (NOI)	$1,499,756
Retail	
Gross scheduled rents	$10,800
Less vacancy	$0
Gross annual rents	$10,800
Less operating expenses - included in office	$0
Net operating income (NOI)	$10,800
Total net operating income	**$1,510,556**

Development Feasibility	
Capitalized value	$31,801,168
Less development costs	($20,042,827)
Less ground lease NPV (h)	($10,708,486)
Project profit - residual value net of all costs	**$1,049,855**

Public Benefit Bonus Value

Gross Increase in Project Value	$1,467,236
Increase in Project Value Above Zero Baseline (i)	$1,049,855
Proposed Value of Public Benefit	
Developer Contribution	$180,212
Public plaza open space (j)	$198,729
	$378,941
Net Increase in Value to Developer	**$670,913**
Public Benefit as % of Net Increase in Value	36%

Notes

(a) Project data as provided by developer.

(b) Construction costs as provided by developer, supported by contractor detail, reorganized by BAE for this proforma. Contingency and escalation for construction excluded as proforma is based on current period economics (however soft costs does include line item for design contingency). Separate line item for lobby is excluded as that cost is shown in core and shell improvements.

(c) Includes the following impact fees City FY2014-15 impact fee schedule: Storm Drainage Connection Fee, Building Construction Road Impact Fee, Water Capital Facilities Charge, Traffic Impact Fee, BMR Housing In-lieu fee, ECR/Downtown Specific Plan Preparation fee, Supplemental Transportation Impact Fee, Sequoia Union High School District Impact Fee, Menlo Park City Elementary School District Impact Fee. Fee calculation per report. Excludes non-residential sewer connection fees, pending flow calculations. Figures are net of sf of existing Alma St. buildings to be demolished. Does not include any potential impact fee from Menlo Park Fire Protection District.

(d) Developer soft costs, excluding items shown in other line items in this proforma (public benefit, debt service, developer fee). Rounded up to 10%.

(e) Surface spaces on Alma, alley, or site, cost assumed in those line items.

(f) The analysis assumes a developer fee to cover the costs of managing the development of a project; the developer fee does not represent profit.

(g) Cost of retail kiosk is included in the cost for the public benefit bonus.

(h) Net Present Value of ground lease payment during term of lease, including escalations, based on information provided by developer. Lease is capped at 30% of rent payments, with floor of $48,400. See report for further explanation. Discount rate for NPV analysis: 5.75%

(i) If base case project has a value < $0, this is profit from the density bonus project, as only that project is feasible.

(j) Includes the cost for site improvements ($47.98 per sq. ft. plus 18.5% for soft costs, developer fee, and financing costs) and cost the cost of the retail kiosk ($60,000).

Sources: Lane Partners; RS Means Co.; City of Menlo Park; BAE, 2015.

-----Original Message-----
From: klara turner [mailto:klaraturnersalon@yahoo.com]
Sent: Saturday, January 03, 2015 8:46 AM
To: Henry, Brian P
Cc: Lin, Jean P
Subject: 300 year oak tree on Alma st...

My name is Klara Turner and I am a business owner at 1010 Alma street. There has been some activity in our location, meaning the businesses from 1010 -1026 Alma, that points to some likelihood of development of the property, even though the owner denies this.
My concern is that the 3 Heritage oaks on this parcel of land are in jeopardy of removal. The great oak outside my business at 1010 Alma has not been trimmed or taken care of for over 18 years, when I had it trimmed. The great oaks in the patio area of Iberia Restaurant have been well maintained yearly and there are records to prove this, and that the trees are alive and healthy. I would love to know how, I or Jose Luis, the owner of the restaurant, can put a preservation order on these oaks, as it seems to me a huge development on this property may be hindered by these trees.... Please let me know asap.
Thank you
Klara Turner

F1

MEMORANDUM

DATE: May 18, 2015

TO: Planning Commission

FROM: Thomas Rogers, Senior Planner
Community Development Department

RE: **Agenda Item F1: Selection of the Planning Commission Chair and Vice Chair for May 2015 through April 2016**

On April 5, 2011, the City Council adopted revisions to City Council Policy CC-01-0004 *Commissions/Committees Policies and Procedures and Roles and Responsibilities*. Per this policy, selection of the Chair and Vice Chair follows the timing of City Council appointments of Commissioners, which occurs annually in April.

Section F5 of CC-01-0004 also states that each Commission shall annually rotate its Chair and Vice Chair.

At this time, the Commission should seek nominations for the position of Chair and Vice Chair in two separate motions. Each position needs to receive a majority of votes of a quorum present and voting. The Chair and Vice Chair selected would serve through April 2016.

For background and ease of reference, the table on the following page summarizes the service to date of each Commissioner, listed alphabetically.

Commissioner	Date Appointed	Previously Served as Chair	Term Expiration	Eligible for Reappointment when Current Term Expires
Combs	April 2014	No	April 2018	Yes
Ferrick	August 2008; Reappointed October 2012	Yes – March 2012 to May 2013	April 2016	No
Goodhue	May 2015	No	April 2019	Yes
Kadvany	August 2008; Reappointed October 2012	Yes – May 2013 to April 2014	April 2016	No
Kahle	May 2015	No	April 2018	Yes
Onken	October 2012; Reappointed May 2015	No	April 2019	No
Strehl	April 2013	No	April 2017	Yes

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