REGULAR MEETING AGENDA

Date: 2/26/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

B. Roll Call

C. 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.

D. Public Comment

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

E. Consent Calendar

E1. Approval of minutes from the February 5, 2018, Planning Commission meeting. (Attachment)

F. Public Hearing

F1. Use Permit/David Crouch/1049 Almanor Avenue:
Request for use permit to demolish an existing two-story, single-family residence and detached garage and construct a new two-story single-family residence and an attached garage on a substandard lot with regard to lot width in the R-1-U (Single-Family Urban) zoning district. As part of the proposed project, three heritage trees would be removed. (Staff Report #18-017-PC)

G. Regular Business

G1. Architectural Control and Below Market Rate Housing Agreement/Derek Hunter, Jr./
1540 El Camino Real:
Architectural control for the demolition of an existing commercial building and the construction of a new two-story non-medical office building and a three-story residential building with 27 residential units with a two level underground parking garage serving both buildings in the SP-ECR/D (El

Camino Real Downtown/Specific Plan) zoning district. The proposal includes a Below Market Rate (BMR) housing agreement for compliance with the City's BMR program. As part of the proposed project, eight heritage trees would be removed. (Staff Report #18-018-PC)

G2. Housing Element Annual Report/City of Menlo Park:
Opportunity to consider and provide comments and/or a recommendation to the City Council on the 2017 Annual Report on the status and implementation of the City's Housing Element (2015-2023). (Staff Report #18-019-PC)

H. Study Session

H1. Conditional Development Permit, Development Agreement, Zoning Map Amendment, General Plan Amendment, Lot Reconfiguration, Heritage Tree Removal Permits, Below Market Rate Housing Agreement, and Environmental Review/Peninsula Innovation Partners, LLC/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court:
Request for a study session for a proposal to comprehensively redevelop an approximately 59-acre former industrial, research and development (R&D), and warehousing campus with 1,500 housing units, approximately 126,000 square feet of retail uses, approximately 1,750,000 square feet of offices, a limited service hotel of approximately 200 rooms, a cultural/visitor center, and approximately 18 acres of open space. The proposal includes a request for an increase in height, floor area ratio (FAR), and density under the bonus level development allowance in exchange for community amenities, as outlined in the ConnectMenlo General Plan and Zoning Ordinance update. The existing site contains multiple buildings of approximately 1,000,000 square feet that would be demolished to allow for the redevelopment of the site. The project site encompasses multiple parcels zoned O-B (Office) and R-MU-B (Residential Mixed Use).
(Staff Report #18-020-PC)

I. Informational Items

I1. Future Planning Commission Meeting Schedule – The upcoming Planning Commission meetings are listed here, for reference. No action will be taken on the meeting schedule, although individual Commissioners may notify staff of planned absences.

- Regular Meeting: March 12, 2018
- Regular Meeting: March 26, 2018
- Regular Meeting: April 9, 2018

J. Adjournment

Agendas are posted in accordance with Government Code Section 54954.2(a) or Section 54956. Members of the public can view electronic agendas and staff reports by accessing the City website at www.menlopark.org and can receive e-mail notification of agenda and staff report postings by subscribing to the "Notify Me" service at menlopark.org/notifyme. Agendas and staff reports may also be obtained by contacting the Planning Division at 650-330-6702. (Posted: 02/21/18)

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 designated by the Chair, either before or during consideration of the item.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available for inspection at the City Clerk's Office, 701 Laurel St., Menlo Park, CA 94025 during regular business hours.

Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.

CITY OF MENLO PARK

REGULAR MEETING MINUTES - DRAFT

Date: 2/5/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Drew Combs called the meeting to order at 7:01 p.m.

B. Roll Call

Present: Andrew Barnes, Andrew Combs (Chair), Susan Goodhue, Larry Kahle (Vice Chair), John Onken, Henry Riggs, Katherine Strehl

Staff: Jim Cogan, Housing and Economic Development Manager, Cecilia Conley, Contract Assistant Planner, Ori Paz, Assistant Planner, Kyle Perata, Senior Planner, Thomas Rogers, Principal Planner, Corinna Sandmeier, Associate Planner, Cara Silver, Assistant City Attorney

C. Reports and Announcements

Principal Planner Thomas Rogers said a study session on Transportation Management Associations and the annual work plan were on the February 6, 2018 City Council meeting agenda. He said three items on the work plan of interest to the Community Development Department were to reactivate the Guild Theatre as a primary live entertainment venue with some film elements, to update the El Camino Real / Downtown Specific Plan, and a Downtown Parking Garage to potentially have entertainment uses integrated with it. He said on February 8, 2018 a community meeting would be held on a potential proposed news rack ordinance. He said the Council at its February 13, 2018 meeting would hear an appeal of the use permit approval for the 752 Gilbert Avenue project, conduct a study session / action item on the Guild Theatre reactivation proposal, and look at mid-year budget including adjustments. He said the district election process was in motion and an advisory committee had been formed, which generally would meet on Mondays.

Replying to Commissioner Susan Goodhue, Principal Planner Rogers said the appeal of the use permit approval for 752 Gilbert Avenue was made by a neighbor concerned with the height of the structure. He said the Commission's approval of the project had included a condition to reduce the height.

D. Public Comment

There was none.

E. Consent Calendar

E1. Approval of minutes from the January 22, 2018, Planning Commission meeting. (Attachment)

ACTION: Motion and second (Catherine Strehl/Larry Kahle) to approve the consent calendar; passes 6-0-1 with Commissioner Combs abstaining.

F. Public Hearing

F1. Use Permit Revision/Ann Crady Weiss/2108 Clayton Drive:
Request for a use permit revision for excavation in the required left side and rear yard setbacks associated with landscape improvements on a standard lot in the R-1-S (Single-Family Suburban Residential) zoning district. (Staff Report #18-011-PC) *Continued from the meeting of January 22, 2018*

Staff Comment: Assistant Planner Ori Paz had no additions to the written staff report.

Commissioner Strehl said the Commission had received an email on the project earlier in the day. Chair Combs said he believed that was sent individually to Commissioners. Assistant Planner Paz said he had not received the email. Commissioner Strehl said the email regarded process. Chair Combs said the comments in the email could be provided to staff during Commission discussion.

Applicant Presentation: Michael Benison, project representative, said the email he had sent earlier to Commission members was an expression of disappointment. He said the $10,000 project work was for a retaining wall that did not encroach into setbacks and the applicants had had to spend as much as that on the application process and been delayed four months.

Commissioner John Onken asked staff to explain the location of the retaining wall and the complaint being made. Assistant Planner Paz said the proposed retaining wall was in a different configuration from the previous use permit approval and was within the required setback for this zoning district. He said excavation for the sports court would be within the required 10-foot interior setback. He said the applicant expressed concern over the setback requirements for accessory structures and differing setbacks for buildings. Commissioner Onken noted this was similar to other projects with excavation in setbacks coming to the Commission for a use permit.

Chair Combs said he recalled that the email indicated the Building Division was satisfied with the location of the retaining wall but that the Planning Division required a use permit revision. He asked if there was any difference of opinion between the Divisions as to the appropriate course of action for changes to the retaining wall. Assistant Planner Paz said he had not seen the referenced email. He said there was an over the counter appointment with the building code plan checker for some of the smaller residential and other projects with limited scope, and after which items were flagged also for planning review. He said it was this latter review that revealed the project needed further review.

Chair Combs asked how the City of Menlo Park treated retaining walls differently from other cities. Principal Planner Rogers said the City had not done a survey of peer communities to see what their regulations were. He said Commissioner Onken had acknowledged earlier that staff brought all applications wherein excavation was occurring of 12-inches or greater for whatever reason to the Planning Commission.

Mr. Benison said there was a difference between building setback and accessory structure setbacks. He said a swimming pool might be built at five-foot setback and excavate hundreds of yards of soil. He said they were disgusted with the duplicity of work that would take place, the delays on the project, and the cost to bring a $10,000 retaining wall to planning for review.

Chair Combs opened the public hearing and closed it as there were no speakers.

Commission Comment: Commissioner Andrew Barnes said the proposed excavation would improve the usability of the rear yard of the house and secondary dwelling unit. He moved to approve as recommended in the staff report. Commissioner Riggs seconded the motion.

ACTION: Motion and second (Barnes/Riggs) to approve as recommended in staff report; passes 7-0.

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 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 Michael Benison, consisting of eight plan sheets, dated received on January 29, 2018, and approved by the Planning Commission on February 5, 2018, 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 to remove and replace the non-standard asphalt curb along Clayton

Drive between the utility pole and the existing storm drain inlet 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 and the recommendations in the arborist report by Bay Area Tree Specialists revised January 29, 2018.

F2. Use Permit/Joyce Dickerson/943 Lee Drive:
Request for a use permit to partially demolish, remodel, and add first- and second-story additions and a basement to an existing nonconforming single-story, single-family residence on a substandard lot with regard to lot area and lot width in the R-1-U (Single-Family Urban Residential) zoning district. The proposed work would exceed 50 percent of the existing replacement value in a 12-month period. The proposed work would also exceed 50 percent of the existing floor area and is considered equivalent to a new structure. As part of the proposed development, one heritage tree is proposed for over 25 percent pruning, which requires a heritage tree removal permit. (Staff Report #18-012-PC)

Staff Comment: Contract Assistant Planner Cecelia Conley had no updates to the written staff report.

Questions of Staff: Commissioner Kahle noted this project had no garage and asked what would trigger the requirement to have a one- or two-car garage. Ms. Conley said with completely new development a covered space and non-covered space were required. She said this site had no conforming parking with no covered spaces and an uncovered space that was within the front setback. She said this project would add a one-car garage and as proposed allow the continuance of the nonconforming uncovered space. She said if the project was a demolition and construction of a house garage then the project applicants would be required to have a completely conforming project.

Applicant Presentation: Joyce Dickerson said she was the property owner and had lived in the home since 1998. She said the project goal was to increase livable space and improve access to the backyard while minimizing demolition and keeping as much of the existing structure as possible. She said she met with all of her neighbors interested in discussing her proposed plans in July 2017. She said concern had been expressed about the blocky appearance of the original design so they did a new design that especially on the north side was a softer structure. She said she had four support letters from neighbors.

Deborah Vieira, project designer, said the design had three deep gables intersected on the side by A-frame gables sitting on the first level roof. She said the left front gable was A-frame and was placed there to reduce its prominence next to a neighboring single-story home. She said the roofs all were 12 by 12 pitches, a shed roof would cover the garage and front porch, and hips were around the south east elevation to land the steep roof. She said a shed dormer at the roof with a shallower pitch helped bridge the addition to the existing shallower pitched cross gable that faced the back yard. She said the new roofs had a matching 3 by 12 pitch. She said they proposed

continuation of the existing wood board and batten siding with a turn divider of about eight inches with lop siding above. She said the peaks on the right and side elevations would have gable end details. She said the roof would be composite or potentially a Tesla solar roof. She said windows would be clad exterior wood interior.

Chair Combs opened the public hearing and closed it as there were no speakers.

Commission Comment: Commissioner Onken thanked the applicant for a really clear set of drawings. He said he really appreciated sheet A09 showing the model daylight plane and the minor encroachment through it, which was where the current footprint was. He suggested thinking about the second window for the master bedroom looking out to the side as it was fairly large and possibly close to the neighbors and suggested window treatments, dividing the window to make it smaller, or making it obscure.

Commissioner Kahle said he appreciated the community outreach and the challenges of the lot. He said it seemed the elevations were driving the floor plan rather than the reverse. He said there were a few elements in the front rendering street elevation that needed a closer look. He said the windows were different sizes and shapes and he could not see the pattern or rhythm in those. He said the gable on the left was really low creating low ceilings in that room. He said it did not seem to tie together as well as it could. He said regarding the side elevation it was very front loaded looking like a two-story house with a one-story addition to the back. He said he would like the design refined.

Chair Combs said he visited Lee Drive and found the cottages on it to have a unique character. He said he believed the home next to the subject property was also two-story. He said he thought the applicant and designer had been thoughtful in their design.

Commissioner Barnes said he was supportive of the project and while some of the design was idiosyncratic he thought it worked for the street.

Commissioner Strehl moved to approve the project as recommended in the staff report. Commissioner Barnes seconded the motion.

ACTION: Motion and second (Strehl/Barnes) to approve the item as recommended in the staff report; passes 6-1 with Commissioner Kahle opposing.

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 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 Deborah Vieira Design, consisting of 14 plan sheets, dated received January 22, 2018, and approved by the Planning Commission on February 5, 2018, 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 and street trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report by Kielty Arborist Services LLC dated November 20, 2017.

4. Approve the use permit subject to the following ***project-specific*** conditions:

a. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a revised arborist report with a detailed assessment of the heritage coast live oak (#3) that is proposed for pruning of over 25 percent, including how the proposed pruning shall be completed for the health of the remaining portion of the tree, as well as additional tree protection measures required due to the tree's proximity to the house, subject to the review and approval of the Planning Division and City Arborist.

F3. Use Permit/Jonathan and Leslie Leblang/1180 May Brown Avenue:
Request for a use permit to demolish an existing single-story, single-family residence, detached garage and pool, and construct a new two-story, single-family residence with a basement and detached secondary dwelling unit on a substandard lot with regard to lot width in the R-E (Residential Estate) zoning district. The proposal also includes a request for a use permit to excavate in the required right and left side yard setbacks, in order to create lightwells and access

the basement level. As part of the proposed development, three heritage trees are proposed for removal. (Staff Report #18-013-PC)

Staff Comment: Contract Assistant Planner Conley had no additions to the written staff report.

Questions of Staff: Commissioner Onken said the property was substandard in width at 100-feet wide and asked what the requirement was. Ms. Conley said it was 110-feet.

Applicant Presentation: Eric Peterson, project architect, said Jude Kirik, Principal, Pacific Peninsula Architecture and the Leblangs, the property owners, were present. He said the proposed design fit the lot and the neighboring area, and was a California Contemporary Craftsman style. He said regarding the three trees for removal that two of them were basically dead according to the arborist's report and the third tree in the far back corner was leaning heavily across the fence line.

Commissioner Kahle noted a main gable on the second floor and a small one to the left at the master bath, and asked if they thought about balancing that on the right side with a third gable. Mr. Peterson said he looked at that early in the process but felt it over-weighted that end of the house so they kept it as a nice hip roof on that end. Commissioner Kahle said it was a large house and noticed five air conditioning compressors. Mr. Peterson said there were two per floor and the one in the basement removed. He said the secondary dwelling unit also had one.

Chair Combs opened the public hearing and closed it as there were no speakers.

Commission Comment: Commissioner Kahle said he liked having the landscape plan, the neighbor outreach, and that the secondary dwelling unit (SDU) was accessible. He said the project was very attractive and well thought out. He said it had a variety of roof pitches although most were on the back of the home and not impacting the front. He said there were a lot of bathrooms with six full, three half and one for the SDU. He said on the right side of the first floor where the hip hit the second floor it missed the corner by a bit. He suggested extending the right to resolve that as it was on the left hand side.

Commissioner Barnes said the project architecture was approvable and he had no objection to the encroachment for excavation.

Chair Combs said it was a large lot and he thought the house would be hidden. He said it was well designed.

Commissioner Onken moved to approve as recommended in the staff report. Commissioner Goodhue seconded the motion.

ACTION: Motion and second (Onken/Goodhue) to approve as recommended in staff report; passes 7-0.

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 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 Pacific Peninsula Architecture, consisting of 17 plan sheets, dated received January 22, 2018, and approved by the Planning Commission on February 5, 2018, 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 and street trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report by Urban Tree Management, Inc. dated January 8, 2018.

Chair Combs and Commissioner Goodhue recused themselves from consideration of item F4. Vice Chair Kahle acted as Chair.

F4. Conditional Development Permit Amendment and Development Agreement Amendment/ Facebook, Inc./1 Hacker Way:
Request to amend the Development Agreement (DA) and the Trip Cap associated with the Conditional Development Permit (CDP) for the Facebook Classic Campus (East Campus), located at 1 Hacker Way. The amendments to the DA are limited to modifications negotiated and adopted in November 2016 as part of the Facebook Campus Expansion Project entitlements, and the

amendment to the Trip Cap for the Classic Campus is a mitigation measure from the certified EIR for the Facebook Campus Expansion Project. (Staff Report #18-014-PC). *Continued from the meeting of January 22, 2018.*

Staff Comment: Senior Planner Kyle Perata had no updates to the written report.

Questions of Staff: Commissioner Strehl asked why Facebook wanted to change the terms of the DA. Senior Planner Perata said the changes were limited to implementing the negotiated DA terms from the West Campus Expansion Project. He said there were a few cleanup items to the DA and the focus in the changes was to remove Facebook's ability to reduce its annual payment to the City in exchange for a reduction in trips.

Commissioner Strehl asked what changing from peak period to peak hour was. Senior Planner Perata said that was a change to the trip cap under the CDP and was a mitigation measure from the West Campus Expansion Project. He said this essentially split the trip cap which was previously a two-hour period to prevent rush traffic in any one hour period. Commissioner Strehl asked if that was desired by the City or by Facebook. Senior Planner Perata said as part of the analysis done for the West Campus Expansion Project, Buildings 21, 22 and the hotel, the City's consultant determined that this mitigation measure spreading the trips from a two-hour window to one-hour window each would reduce the impacts to a certain intersection in the area. He said a feasibility mitigation measure of the EIR was applied to the West Campus Expansion Project and now would apply to the East Campus project prior to occupancy of Building 21. Commissioner Strehl asked about the times of 7 to 8 a.m., and 8 to 9 a.m. as work week traffic was really 6 to10 a.m. Senior Planner Perata said there were three components of the trip cap: a full daily trip cap including all hours, the 7 to 9 a.m. and the 4 to 6 p.m. periods.

Commissioner Barnes asked about the numbers of trips recorded thus far. Senior Planner Perata noted that Transportation Division staff was not present. He said the annual report for the DA that the Commission saw in January found Facebook compliant on trip caps for the last calendar year for both the East and West campuses.

Applicant Presentation: Fergus O'Shea, Facebook, said he had an update on the Catalyst Fund that the Commission inquired about at the January meeting. He said a fund administrator, Local Initiative Support Corporation, was hired. He said Facebook's initial contribution was $5 million and an additional $1 million investment was made by another foundation. He said he thought the item before the Commission this evening was pretty straight forward and he had nothing to add.

Commissioner Onken asked about the average overage of cars for trip caps per day. Mr. O'Shea said there had been no overage; he noted trips depended on the day of the week. He said Thursdays tended to be meeting day on campus. He said annually they were allowed to go over trip cap 12 times and in the past year they had seven occurrences. He said as presented in the annual report they had been fully compliant with the trip cap.

Commissioner Strehl asked about the change in ownership mentioned. Mr. O'Shea said there was a legal entity set up for one of the purchases of property that had to be updated as the ownership of the entity changed. He said all ownership was under Facebook.

Vice Chair Kahle opened the public hearing and closed it as there were no speakers.

ACTION: Motion and second (Onken/Riggs) to recommend that the City Council make the necessary findings and take action to approve the proposed amendments to the Development Agreement (DA) and the Trip Cap associated with the Conditional Development Permit (CDP) for the Facebook East Campus (1601 Willow Road/1 Hacker Way) as shown in Attachment A; passes 5-0-2, with Commissioners Combs and Goodhue recused.

Chair Combs and Commissioner Goodhue rejoined the meeting. Chair Combs adjourned the meeting for a short break at 8:06 p.m. He reconvened the meeting at 8:09 p.m.

F5. Zoning Ordinance and BMR Guidelines Amendments/City of Menlo Park:
Review and provide recommendations to the City Council on updates to the City's Below Market Rate (BMR) and State Density Bonus provisions and corresponding updates to the City's Below Market Rate Program Guidelines. (Staff Report #18-015-PC)

Staff Comment: Principal Planner Rogers introduced Jim Cogan, the City's Housing and Economic Development Manager, and Cara Silver, Assistant City Attorney.

Mr. Cogan said at the state's last legislative session 15 different bills were approved that had to do with housing. He said they would be bringing amendments to City ordinances and policies. He said that the City's Housing Commission was also undertaking a complete review and update of BMR ordinances and policies that would come forward in the future. He said this item was to bring the City's BMR ordinance and guidelines into compliance with the new requirements of AB1505.

Cara Silver, Assistant City Attorney, said the three updates included the AB1505 BMR implementation or the Palmer fix, density bonus law clarifications and new regulations related to how to treat multiple parcels with one owner related to BMR requirements. She said one of the most critical bills of the housing bill package recently signed by the governor was to reverse a legal decision called Palmer vs. Los Angeles. She said in that case the court found that cities could not impose inclusionary housing requirements on rental housing projects due to the prohibition under Costa Hawkins, which was a vacancy decontrol and an anti-rent control statute. She said since 2009 cities had been prevented from applying inclusionary housing requirements to rental projects, and that was now reversed. She said the legislation required for this that the City have an implementing ordinance and the ordinance could impose a 15% inclusionary housing requirement. She said if the City wanted to impose a greater requirement that would give the state HCD authority to require financial analysis and backup for any increment above the 15%. She said they were proposing to reactivate the City's existing 15% requirement. She said the state law also required the City provide alternative means of compliance such as an in-lieu fee or dedication of land, which was also in the proposed ordinance revision. She said they were also proposing amendments to the City's BMR Guidelines to specify how in-lieu fee would be calculated. She said there were two options proposed and the Council would select the one that made more sense in terms of policy. She said the Housing Commission weighed in on the two options and the Planning Commission was requested to provide feedback. She said one option was to set a high fee in line with San Francisco ordinances with the argument that a high fee encouraged building BMR units on site. She said the other option was to charge a low fee to incentivize production of more market rate housing. She said the cities of Redwood City and Palo Alto chose to charge a lower fee. She said a second aspect of the ordinance they were recommending revising was essentially a cleanup. She said there was a change in state law regarding density housing bonus requirements such that when a density housing bonus project replaced low-income rental housing the project would be required to replace that rental housing. She said a clarification was being suggested to

the ordinance to help guide the City to determine what affordability level the units were when they were demolished and what type of units should be replaced as the result of the project. She said lastly another cleanup ordinance would deal with multiple adjoining parcels under common ownership. She said currently contiguous parcels under one ownership could develop incrementally and not trigger a BMR requirement. She said with this ordinance they hoped to solve this problem by having a developer identify all contiguous parcels at the time of the first application and enter into a BMR agreement to allow satisfaction of the BMR requirement as the other parcels develop.

Mr. Cogan said page 2 of the staff report identified the recommendations of the Housing Commission regarding the in-lieu fees so that developers should be strongly encouraged to develop units that satisfy needed affordability levels rather than pay the in-lieu fee, that fees should be set in relation to actual construction costs rather than in comparison to what neighboring cities charged, and the City should allow flexibility to have the fees vary by neighborhood as an incentive to promote proportional dispersion of affordable housing throughout the City with the thinking that the fee would be higher for downtown to push a developer to build for affordable units there rather than pay an in-lieu fee.

Chair Combs opened public comment.

Public Comment:

- Richard Truempler, Vice President of Development, the Sobrato Organization, said he was not speaking against the BMR policy change rather he wanted to express concern about a potential unintended consequence of it as it would apply to the M-2 district. He said the community invested time over two years for the ConnectMenlo process that led to the City adopting goals, policies and procedures supporting the community's vision. He said a live-work-play environment was a major theme to increase the supply of housing, jobs, and services. He said the policy as being proposed could change the BMR requirement from 15% to effectively 30% in the M-2 for bonus level development. He said that would not align with what was expressed during the ConnectMenlo public process. He said currently through ConnectMenlo that bonus level residential projects were required to provide 15% of its units as affordable onsite. He said at the time of ConnectMenlo's adoption there was no BMR requirement for rental housing nor was anyone aware that the state would adopt the "Palmer fix." He said through ConnectMenlo a policy was developed that struck a proper balance as it provided a mechanism for the City to realize needed housing, would maximize the production of affordable housing through a community benefit process, and addressed a community concern regarding the saturation of affordable housing in Belle Haven. He asked that the City honor the public process of ConnectMenlo and clarify that for bonus level density the requirement was 15% BMR units but that through the community assessment process if additional community benefit were due it could be applied toward more affordable housing units.

- Karen Grove, member of the Housing Commission, said she was speaking for herself. She encouraged the Planning Commission to recommend adoption of the BMR updates as presented. She said AB1505 fixed the problem that prevented the City from using its 15% inclusionary requirement for rental unit development. She said in listening to the previous speaker she suggested whether the additional BMR requirement for bonus level could be

replaced with a fee and not double in-lieu fee but make it possible to build affordable units downtown as it was closer to transit. She said she would like the in-lieu fee set to cover actual construction cost and the ability to encourage more affordable housing near transit, near the downtown.

- Andrew Morcos, Development Director, Greystar Real Estate Partners, said they recently built a 146-unit community on Haven Avenue that had won two awards. He said they commended the City for the ConnectMenlo process that in part laid out the financial boundaries under which development could occur in the City. He said regarding density bonus that the amendment seemed to imply that a developer would need to provide 30% BMR units to achieve 100 dwellings per acre. He requested that the City clarify that the density bonus continued to be 15% BMR units.

Chair Combs closed public comment.

Commission Comment: Chair Combs asked what the City's interpretation of the density bonus particularly for the M-2 was and if there was a doubling of BMR requirements as the base development level would now have a 15% BMR requirement. Mr. Cogan said that the Housing Commission felt that 30% was beyond what was appropriate. He said staff was planning to take that question to the Council on March 13 and based on their direction circle back with the Commissions.

Commissioner Strehl suggested the Commission might then want to recommend there not be 30% BMR required for bonus density in the M-2. She asked if there was empirical evidence that the higher in-lieu fee caused more onsite BMR development. Ms. Silver said it depended upon the fee; if it was nearly the cost of providing a BMR unit it was more likely the BMR unit would be built. She said they could not charge a fee that was larger than the cost to build.

Commissioner Barnes asked about the idea that low fees would encourage more market rate housing. Ms. Silver said based on the allowable density the theory was that if the in-lieu fee was too high the applicant might well choose to not build here but go to another city. She said that could lead to no market rate housing being built. Commissioner Barnes asked about the staff report reference to the City commissioning a nexus study on a rental housing impact fee and how it related to BMR requirements. Mr. Cogan said a master nexus study was done for all 21 jurisdictions in the 21 elements that was taken to the City Council for preliminary feedback. He said it recommended increasing the BMR fee. He said being able to apply inclusionary zoning to rental housing meant they would not apply a fee for rental housing as it would be double counting. Commissioner Barnes said during the ConnectMenlo process the understanding was a 15% BMR requirement and to double that would be unproductive.

Principal Planner Rogers said that the Palmer decision had not preempted cities' ability to implement BMR for ownership housing. He said he understood from Principal Planner Chow that the ConnectMenlo process included a discussion that ownership developments had both the standard 15% BMR requirement and that the bonus level would add another 15% requirement.

Chair Combs said the carrot of bonus density using 15% BMR requirement went away when 15% BMR requirement became state law for base development projects. Mr. Cogan said they had not had a rental property development under ConnectMenlo to test yet. He said the process was that public benefit would be assessed upon a project by project basis. He said if a project came forward

and wanted to do 15% BMR requirement only that the discretionary body could find that a sufficient public benefit. He said however he thought there would be additional level required for public benefit for the bonus level.

Commissioner Barnes said in the M-2 if base was now 15% BMR requirement then anything in bonus residential would be based upon 50% value of the project going back in as a community benefit. Ms. Silver said it was theoretical at this point. She said her understanding at the time of ConnectMenlo was that the City was in the process of adopting an impact fee for rental housing related to the nexus study mentioned earlier. She said there was some anticipation that some of the rental projects would be subject to some type of housing requirement. She said this was to be discussed by Council and if there were to be any amendments to the M-2 zoning that would be brought to the Planning Commission for consideration.

Commissioner Onken said the sites available for certain residential projects in Menlo Park were limited and suggested zoning around available surplus property. He asked if the City could be more proactive about the implementation of the state housing density bonus. Ms. Silver said cities have very little discretion with projects under the state bonus density law. Commissioner Onken said San Francisco was leveraging the bonus level to get more BMR units and suggested language to implement that. Ms. Silver said that the suggestion being made was to have an inclusionary requirement on any density bonus. Commissioner Onken said to be clear about expectations around density bonus were and mandated community benefit levels possibly.

Commissioner Goodhue asked how many affordable rental units were created from the time of BMR housing program implementation excepting the period of time when not applicable due to the Palmer decision, and where those were located. Mr. Cogan said they have a map of the City showing where every BMR unit was on the Housing website. He said they have 65 ownership units throughout the City. He said as to rental units he could only guess for that period of time but it would pale next to what would be built going forward. Commissioner Goodhue confirmed with Mr. Cogan that the map distinguished between ownership and rental BMR units.

Commissioner Kahle asked if the City adopted a high fee approach he thought they would lose projects to neighboring cities with low fees, and whether that should be factored into the preferable fee structure. Ms. Silver said that was definitely part of the policy discussion.

Commissioner Strehl said the high fee was based on cost to construct a unit and land value, and asked how increases to that would be incorporated. Ms. Silver said San Francisco annually determined its fee. She said they were recommending in the BMR Guidelines that it be updated on a regular basis as determined by the City Council. Commissioner Strehl said the cost for a BMR unit would be spread across the rent for other units. Principal Planner Rogers said a developer could not charge above market rates, or the units would likely just be vacant. He said there was one argument that if requirements were straightforward and consistent over an area, those over time became priced into the land value. He said jurisdictions here were fractured, though, and a city would not necessarily want to be at a disadvantage to other neighboring jurisdictions. Mr. Cogan said he did not agree there would be a downward pressure on land value in Menlo Park at anytime. He said if it was clear the City wanted units built rather than in-lieu fees it was highly possible developers would respond by partnering with affordable housing partners and ask for allowances, such as splitting a property to have the affordable portion together that would look the same but with which they could substantially apply for tax credit and other affordable housing

financing that would subsidize the affordable housing, and even potentially provide more affordable units.

Commissioner Onken said the most important thing from this ordinance was clarity for developers. He moved to recommend the zoning ordinance and BMR Guidelines amendments to the City Council.

Chair Combs asked if they wanted to say what they think specifically about this bonus analysis in the M-2 or what they think should be some fair or accurate computation of what should be delivered for rental unit development.

Commissioner Barnes asked in determining cost for construction was that general expected costs or specific to the project to be built. Mr. Cogan said he thought it would be based on that specific project. Ms. Silver said it could be. She said on page 8 of the Guidelines they were recommending that the fee developed by the Council on either a square footage basis or per unit basis would be a uniform fee. She said it would be appropriate to adjust it based on the neighborhood or the size of the unit but there would be a base fee applied to all projects. Commissioner Barnes asked if the Commission should specifically weigh in on either a low or high fee. Ms. Silver said the terminology she used of high and low was probably not the best. She said the basic staff recommendation based on the Housing Commission input was that the fee be based on the actual cost of providing the unit, which was what they were calling the high fee. She said if this Commission thought the fee should be lower than the actual cost that was input to take to the Council for their policy discussion. Commissioner Barnes asked about the mechanics of the fee. Mr. Cogan said they would sit down with the development community to discuss a methodology that would work.

Commissioner Riggs said he saw the preference for the City to have BMR units actually built and asked if BMR units in Menlo Park were required to be similar to market rate units. Mr. Cogan said the term was substantially similar. Ms. Silver said there was some flexibility in the language but the point was the BMR units should not be distinguishable but blend in within the complex. She said generally they looked at the outside features. She said this was specified in the BMR Guidelines. Commissioner Riggs said he contacted City Attorney McClure that day to ask if these proposed amendments would apply to projects currently in the pipeline, and was told yes. Ms. Silver said that it would depend upon when the ordinance was adopted. She said ordinances needed two readings and if approved became effective 30 days after the second reading. She said if the pipeline project was approved after the effective date of the ordinance, it would apply. She said she thought it would be the building permit approval.

Commissioner Riggs said he agreed with Commissioner Onken that clarity was important to developers. He said he thought if the fee was raised that costs on comparable rental units would be affected and would impact project success. He said the City could require that units be built for market and sold below cost of construction and require units be built and leased below the debt rate of return. He said the money moved somewhere. He said a project he was working on in the City on owned land was being dropped to buy a building in Redwood City and do there. He said in the goal to provide affordable housing there were projects that went in the opposite direction such as buying a rental complex and upgrading the units to increase the rents. He said there was value and purpose in encouraging new construction to be as affordable as they could get it. He said a housing study commissioned in 2010 for the downtown specific plan said the greatest demand for housing in Menlo Park was in the top tier and the lowest tier was not even close in terms of demand. He said looking at rentals if what was desired was not available you would look at a

smaller unit at a higher tier or get a more humble place or more distant place. He said his comments were to encourage the City to look at the production of units and if they could produce 100 units in the middle of the market instead of producing 70 units that were in the low middle of the market, more people would be housed and pressure reduced on the adjacent tiers. He said it was a very valid goal to get the maximum number of residential units built at whatever level.

Commissioner Strehl noted Commissioner Onken's motion. She said the ordinance would call for 15% BMR rental units on 20 size units or more development projects. She asked if they were then recommending 15% more for bonus level projects. She noted the M-2 and said she thought it would be a far reach to require 30% BMR units. She asked how the community benefit would be determined for bonus level projects.

Commissioner Barnes seconded the motion to specifically recommend approval of Attachment A and suggested that Attachment B might need some additional discussion to address.

Commissioner Onken said to calculate an in-lieu fee the City should be able to produce a simple table of in-lieu fees that might rise with inflation. He said he did not see the need to calculate the in-lieu fee based on a project cost. He said that would provide clarity to developers. He said to build the range of housing required by the state this ordinance was needed to push developers. He said his motion was to recommend to Council approval of Attachment A related to the ordinance and Attachment B related to the BMR Guidelines. Chair Combs said related to Attachment B Commissioner Onken was not specifically stipulating a preference as to the high fee or low fee. Commissioner Onken said he would like the City and Housing Commission to recommend a fee scale that could come back to the Planning Commission at a later date. Commissioner Goodhue seconded the motion noting that clarity was needed for all involved related to the in-lieu fee.

Commissioner Riggs noted that there had been no discussion on the proposed treatment of multiple contiguous parcels under one ownership. He asked related to a different in-lieu fee structure for different neighborhoods whether the nexus study identified the costs by neighborhood.

Chair Combs said he thought the contiguous multiple parcels under one ownership concept was straight forward and did not need any or much discussion. He said regarding different rates for different neighborhoods that went back to Commissioner Onken's motion. He said if there was not enough information to make any decision on the fee structure then there was probably not enough information to make a decision on different rates for different neighborhoods. He said for that whole issue the motion on the table indicated the information to weigh in on those matters was not available.

Commissioner Riggs said he thought they should indicate support or not of the contiguous parcel concept. Commissioner Strehl said she thought development of contiguous parcels under one owner should be counted collectively toward BMR requirements. She said she wanted clarification that they were not recommending 15% BMR and another 15% for bonus level development, and that they were requesting clarification of that area. She said if that second tier of 15% was included she could not support the motion. Chair Combs said that issue related specifically to the M-2. Mr. Cogan said that applied to only the districts created by the General Plan update and specifically the R-MU district in the M-2. Commissioner Strehl said she served on the Housing Element committee and that dispersion of BMR units in other neighborhoods seemed unlikely for some neighborhoods in which fees were high noting there had been great push back from those areas at that time.

Commissioner Barnes said he did not know if it was in the purview of the Planning Commission to get a report back on the fee structure. He said Attachment B seemed completely satisfactory regarding fees under 4.4. He said sorting that out was staff's task and then up to City Council. He said the Commission had been asked to weigh in on the structure that was proposed. He said as to the mechanics of the fee he believed that was the purview of staff. He said he could not support the portion with a report back.

Commissioner Strehl said she believed Mr. Cogan indicated it would come back to the Planning Commission after it went to City Council. Mr. Cogan said that was not necessarily regarding the fee schedule. He said what he referenced was clarification regarding the RMU zoning district from Council on March 13 as to whether they would want Housing Commission and Planning Commission feedback on that.

Commissioner Strehl said if 30% was to be applied to bonus development she would want to weigh in on that. She said regarding the fees it was within the Commission's purview to see those as their and the Housing Commission's job was to make sure the City was providing housing units and affordable housing units.

Chair Combs said he understood the motion was that the Commission did not have enough clarity and information to make a decision whether to recommend the high or low fee structure, and was making a request to get any schedules or tables in regards to a fee structure and specifically in regard to bonus projects in M-2.

ACTION: Motion and second (Onken/Goodhue) to recommend the City Council adopt an Ordinance updating the City's Below Market Rate, State Density Bonus provisions and Treatment of Single Parcels (Attachment A); and adopt corresponding updates to the City's Below Market Rate Program Guidelines (Attachment B) as recommended in staff report with the following request; passes 7-0.

- For the Planning Commission to receive any schedules or tables in regards to a BMR in-lieu fee structure and specifically in regard to bonus projects in the former M-2 area.

G. Study Session

G1, G2 & G3 will be reviewed as one item, with a single staff report

G1. Architectural Control/Chasen Rapp/1125 Merrill Street:
Request for architectural control to demolish the existing building and construct a new mixed-use development consisting of office space on the first and second floors, one residential unit on the third floor and one residential unit on the fourth floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. As part of the proposed project, three heritage trees are proposed for removal. (Staff Report #18-016-PC)

G2. Architectural Control/500 SC Partners LLC/506 Santa Cruz Avenue: Request for architectural control to demolish existing buildings and construct a new mixed-use development consisting of retail space on the first floor, office space on the second and third floors, and three residential units on the fourth floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. As part of the proposed project, three heritage trees are proposed for removal. (Staff Report #18-016-

PC)

G3. Architectural Control/556 SC Partners LLC/556 Santa Cruz Avenue: Request for architectural control to demolish the existing building and construct a new mixed-use development consisting of retail space on the first floor, office space on the second floor, and three residential units on the third floor in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. (Staff Report #18-016-PC)

Staff Comment: Associate Planner Corinna Sandmeier said the applicant has indicated that the proposed outdoor seating at 506 Santa Cruz Avenue would be associated with restaurant or café use. She said staff had received additional emails with several supporting the project and some raising concerns about the number of residential units being proposed.

Applicant Presentation: Chasen Rapp said he was the developer for 506 Santa Cruz Avenue, 556 Santa Cruz Avenue and 1125 Merrill Street. He said they considered these three proposals as separate development projects with individual ownership and different and complex financing and operational considerations. He asked the Commission consider this related to traditional and BMR residential units.

Ken Hayes, Hayes Group Architects, said he would present on the comprehensive site plan and then focus on the two buildings his firm would do at 506 and 556 Santa Cruz Avenue. He said some of the vocabulary of the buildings at the Menlo Center and BBC were reflected in what they were proposing at 506 and 556 Santa Cruz Avenue with the rectilinear forms, the arcades, the vertical, display windows such as the BBC and the rhythm of columns. He said the City's goals in the Specific Plan was to celebrate the train station as a major arrival and departure gateway, create stronger connections to the downtown, and create Oak Grove Avenue pedestrian linkage. He said the properties were within the Station Area of the Specific Plan which has a 38-foot façade height limit, a 60-foot overall height limit, higher densities and a Floor Area Ratio (FAR) of 1.35. He said it also dictated for 506 and 556 Santa Cruz Avenue a main street overlay like the other portion of Santa Cruz Avenue across El Camino Real with retail or retail-like required on the ground floor. He said for the three addresses there were four driveway cuts that destroyed the connectivity of the sidewalk. He said those widths equaled 71 feet of driveway cuts. He said there were about 10 on street parking spaces that they would endeavor to keep and perhaps enhance. He said as recommended by the City Arborist they would remove some street trees and start over with replacement trees that would provide visual connection on both street frontages. He said they would make comprehensive improvements to both street frontages and were proposing three new street trees along Merrill Street to match sycamores that occurred further down Merrill Street; the sidewalk color and pattern would match along Merrill Street. He said on Santa Cruz Avenue they would plant black oak trees. He said there would be one driveway cut 28-foot wide along Santa Cruz Avenue. He said the existing sidewalk on Santa Cruz Avenue was 12 to 13 feet wide and they would have it widened to the 15-foot range as envisioned in the Specific Plan.

Mr. Hayes turned the presentation to the proposed buildings at 506 and 556 Santa Cruz Avenue. He noted that the properties were in the zero setback part of the Plan so they would bring the building mass up to the street and create storefront windows with a colonnade feel to create a rhythm along the sidewalk. He said there were multiple entry points into retail spaces on ground floor, into office entries, and from outdoor plaza spaces. He said entering the driveway if one turned right there were two underground levels of parking and if making a second right off the entry driveway would reach on grade parking at 1125 Merrill Street. He said making a left the vehicle

went under the building at 556 Santa Cruz Avenue to parking at grade. He said an easement between 1125 Merrill Street and 506 Santa Cruz Avenue would be used for trash and recycling receptacles. He said Merrill Street was offset and provided an opportunity to create a view terminus at the 506 Santa Cruz corner with a two-story retail space. Mr. Hayes provided a number of slides describing the buildings at 506 and 556 Santa Cruz Avenue.

Jess Field, Field Architecture, introduced his partner Stan Field. Mr. Field presented on the building at 1125 Merrill Street. He said the theme of continuity along the street dictated the façade of 1125 Merrill Street. He said the entry was at the relatively short side of the building. He said they were removing two curb cuts and creating an outdoor seating there and also for the 556 Santa Cruz Avenue side as well. He said the office space was on the ground floor and parking was reached through the shared driveway. He said the second level would be a single-occupant business with terraces on the north side to optimize natural daylight and on the south side for more social breakout seating. He said residential units would be on the third and fourth levels with terraces on both sides for the third level and terraces on the south side for the fourth level. He reviewed the different iterations of the design in response to meeting with individual commissioners, staff, neighbors, HOA, and Chamber of Commerce. He provided a number of slides describing the building at 1125 Merrill Street.

Chair Combs opened public comment.

Public Comment:

- Karen Grove said she was a member of the Housing Commission but was speaking for herself. She said the main problems in Menlo Park were lack of housing and traffic congestion. She said these three properties offered the opportunity to address both issues by maximizing the number of transit-oriented housing units and including affordable housing units among them. She said the residential units proposed were too large and too few to count towards transit-oriented housing. She said the proposed eight residential units were less than 25% of the allowable 36 residential units. She encouraged the Commission to encourage the developer to maximize the number of residential units and include affordable housing on the sites.

- Fran Dehn, Chamber of Commerce, said the proposed project was positioned to become a magnet or another star of the El Camino Real, noting Menlo Center was the existing star. She said the City's transportation hub, the location of the project, was underutilized due to a lack of complementary projects .She said the project proposal reflected a community driven plan, was functional and attractive, and created by a team that through community outreach listened and responded. She said it was a quality project and complemented transit and the surrounding architecture. She said with projects in the business district coming forward that she encouraged the Planning Commission to take the opportunity with each of those projects to begin cataloguing the aspects of the Specific Plan to flag for future biennial Specific Plan discussion.

Chair Combs closed the public comment period.

Commission Questions: Commissioner Onken asked why the lots were not merged, and how parking was applied. Associate Planner Sandmeier said the applicant owned 556 Santa Cruz Avenue and 1125 Merrill Street in fee simple with a long term ground lease on 506 Santa Cruz Avenue, the latter preventing the parcels from being merged. She said the two Santa Cruz Avenue

buildings proposed to share parking as shown in the submitted parking plan being reviewed currently by the Transportation Division. Commissioner Onken said having the one driveway and how the parking worked was the ingenuity of the whole plan. He said it would be important to not muddle what was occurring on the ground floors with ownership conflicts or such. He asked staff to confirm with this development that the City was still below the Specific Plan cap for office square footage development and the number of housing units. Associate Planner Sandmeier said all of the uses proposed were within the allowable limits. Commissioner Onken asked about the parking ratio for the residential units. Associate Planner Sandmeier said in this area of the Specific Plan each residential unit was required to have one parking space. She said the parking was shared between uses with the expectation that office and retail uses would park more during the day and the residential would use more parking at night. Commissioner Onken said there were 92 parking spaces underground and asked if those were related to the office use requirement for parking. Associate Planner Sandmeier said the expectation was the parking would be shared and spaces would not necessarily be designated for one use or another.

Commissioner Goodhue asked where the cut down into the underground garage for the Menlo Center lined up with the project's driveway. Mr. Hayes said it was offset and referred to the survey. He said it probably lined up at one edge. Commissioner Goodhue confirmed that it was on the edge closer to the train station.

Chair Combs asked how the number of residential units was determined. Mr. Hayes said they were asked to see how many residential units they could fit on the sites as the sites were small and narrow. He said office space was important to the developer. He said what complicated more residential yield was that they ran out of floor area as the ground floor was required to be retail or retail-like. He said the buildings began to step back to the 45 degree building setback requirement, which limited space on a narrow site. He said the zero setback required the mass of the buildings to be on Santa Cruz Avenue.

Commissioner Kahle asked if the Transportation Division had reviewed the one driveway and expected number of cars. Associate Planner Sandmeier said that they were in agreement with the principle of the entry proposed and were reviewing the parking at this time. Mr. Hayes said they originally had two driveway cuts on Merrill Street and in working with Planning and Transportation, it was agreed that one driveway cut on Santa Cruz Avenue made sense.

Commissioner Kahle asked about the parking puzzler. Mr. Hayes said the first level of garage under grade for 506 Santa Cruz Avenue would not have the parking puzzler. He said the second level of garage under grade would have a bank of puzzlers. Mr. Rapp said the puzzler company was called Park Works and was based out of Berkeley. He said the system operated off a fob and the fobs could be with the tenants or allocated to residents. He said operable within a certain distance that within 90 seconds of the fob being hit, a space would open. Commissioner Kahle asked if the developer had considered taking the project to the bonus level. Mr. Rapp said he had not, noting the intense scrutiny on the projects and expensive costs already were leading to thin yields. He said with the size of the parcels putting 17 residential units in one building would complicate use of one elevator and access sharing with office users.

Commissioner Kahle said a two-story space was located at the corner of 506 Santa Cruz Avenue and asked how that would work with the office use above and whether it would overlook the retail space. Mr. Hayes said it would depend on the office tenant. He said one idea was to have glass to have the ability to look across and through the space. He said his preference would be for the

space to be open for natural light and exposure to light. He said he did not think it would have an open railing. Commissioner Kahle said to the left above the entrance driveway was a grill. Mr. Hayes said rather than mount mechanical equipment on the roof, they decided to dedicate space at the second floor in that space for mechanical units for all the commercial uses. Commissioner Kahle noted the green wall and said that area could be successful as outdoor seating and asked if any thought had been given to pushing the wall back to have a deeper pocket for more use. Mr. Hayes said they had not thought about that noting the driveway would come down on the other side of that wall and they were locked into the rise and run of the driveway slope. He noted also the utility room, trash room, and fire sprinkler room were in that zone. He said the idea of the green wall was a late comer to the design.

Commissioner Kahle asked about the materials and colors. Mr. Hayes said they wanted dark stone as the base to the building as well as for accent. He said the pattern they chose for the stair tower on 556 Santa Cruz Avenue would have a random horizontal feel and had been a pattern that was prevalent on 1125 Merrill Street, and they were adopting it into their building. He said originally it was derived from the idea of train tracks. He said the light limestone they thought was a beautiful material with a slight thread of green in it. He said they thought the dark window frames would be more elegant and handsome than some of the other metallic, more high tech appearing frames. He said the body of the building was essentially the limestone, the lighter material.

Chair Combs said there were three parcels but it seemed two projects with the buildings on Santa Cruz Avenue and the building on Merrill Street. He said the staff report seemed to indicate the Merrill Street building project was not as defined as the Santa Cruz Avenue project. He asked whether the projects would need to break ground at the same time or how development was being approached. Mr. Hayes said their intention was to have 506 Santa Cruz Avenue constructed first to get the garages that were down two levels in and up to podium level, at which point it would make sense to start construction of 556 Santa Cruz Avenue. He said construction of 1125 Merrill Street could start after construction of 556 Santa Cruz Avenue or at the same time.

Commission Comment: Commissioner Onken said he thought these were interesting projects and glad these projects were different from Menlo Center. He noted another Hayes project using limestone and wanted confirmation this project would use the material to the level of delicacy in that other project. Mr. Hayes said it would be noting that what was wonderful working with this developer was they believed in long-lasting quality of buildings and materials.

Commissioner Onken complimented the zinc façade facing McDonald's. He said related to comments about that "funny" façade backing against McDonald's, he said it was a wonderful façade for when the McDonald's site developed in the future. He said he liked the ruggedness of the buildings and the texturing details. He suggested they might consider finessing the top of the buildings to address the somewhat massive horizontal line. He said he liked the streetscapes for the projects.

Commissioner Barnes said housing in this prime transit area was a point of community observation, and asked why they decided on eight units and not more. Mr. Hayes said a 2.0 FAR would have done much to accomplish more housing but it was a 1.35 FAR zone. Commissioner Barnes noted that the bonus level was 1.75 FAR. Mr. Hayes said on 556 Santa Cruz Avenue all of the residential units were two-bedrooms and ranging in size from 1440 square feet to almost 1550 square feet in size. He said for 506 Santa Cruz Avenue the one-bedrooms were 1100 square feet. He said originally the idea was to create all two-bedroom units but for 506, one unit was 1090

square feet, 1227 on the other one-bedroom, and one, two-bedroom unit on the corner, which was 1460 square feet. He said the units were not large and none of them were 2,000 square feet as was aspersed. Commissioner Barnes asked what the gross residential square footage was. Mr. Hayes said it was about 10,900 square feet inclusive of common space for six units. He said common area was eaten away by elevator and stair access to each floor. Mr. Field said that the two residential units for 1125 Merrill Street were 1500 square feet each. Commissioner Barnes said there were eight units total of roughly 14,000 square feet. Mr. Hayes confirmed the housing square footage for 1125 Merrill Street was 4,336 plus and with the 10,900 square footage for the other two buildings was about 15,200 square feet across eight units.

Commissioner Barnes asked about BMR units. Mr. Rapp said his questions was how they would provide one BMR unit on one site for the benefit of three different projects, three different owners, and three different LLCs. He said paying in-lieu was fair as it could be paid pro rata. Commissioner Barnes asked staff what had been done in similar situations. Principal Planner Rogers said there were not any analogous situations they could refer to.

Jennifer Renk, Sheppard, Mullin, Richter, and Hampton LLP, land use counsel for the applicant, said each parcel had to fit into the Specific Plan constraints individually. She said if the parcels could be merged they could look at the bonus level development and would have much more freedom to maximize the site. She said it could not be done with the three individual parcels due to the limitation of the ground lease.

Commissioner Barnes asked what the puzzler would look like. Mr. Rapp said it would have a gate and pit. He said when you pull in the gate would be closed and that hitting the fob would activate the spaces to move a space to park in after which the gate would open. He said you would park the car and exit from either side and then shut the gate. He said that 1125 Merrill Street would have no retail and short-term parking would be available for 506 and 556 Santa Cruz Avenue retail at surface. Commissioner Barnes confirmed parking signage would be clear for retail use.

Chair Combs said the applicant and his counsel said that the three individual parcels limited what could be done. He asked if staff agreed with those constraints for more residential units or viewed the projects differently. Principal Planner Rogers said the project was already incorporating interrelated elements such as the parking and the access. He said there were ways to achieve different outcomes regardless that the lots could not be merged due to how the applicant acquired the properties. He said with the BMR specifically the ordinance guidelines set up a preference for onsite units, and allowed for payment of in-lieu fees if provision of onsite units was infeasible.

Commissioner Strehl said she thought she read that 1125 Merrill Street might never be developed. Mr. Rapp said it was dependent upon the direction they received this evening. Commissioner Strehl said how 1125 Merrill Street developed would be important within context of development of 506 and 556 Santa Cruz Avenue. She asked if the applicant had met with the owner of 1145 Merrill Street. Mr. Rapp said he had met with that owner four times, who was supportive of development in the area and whose main focus within the initial development was the sidewall where property lines were shared. He said the neighbor asked for the setbacks along the second and third floors which they did, and to maintain the palm tree located on the front property line, and to save the garden screen on the west side wall. Commissioner Strehl said the plan for 1125 Merrill Street seemed overwhelming to 1145 Merrill Street.

Chair Combs said he could be supportive of the project, and while he would prefer more residential units, he could take the applicant's word regarding the constraints of the three parcels. He said it fit the uses within the zone. He said regarding the design he liked the Santa Cruz Avenue buildings and he would want the building at 1125 Merrill Street to reflect that other architecture more.

Commissioner Kahle said 506 and 556 Santa Cruz Avenue designs were very successful and thoughtful, noting details such as the traffic pattern and trash location. He said he agreed that the façade facing McDonald's was a good solution. He said he was not drawn to the color pattern particularly the limestone which was a small pattern. He said the railroad pattern for 556 Santa Cruz Avenue would be much more successful he thought. He said he would like the grill over the entry to be more window space and to see more outdoor seating if that could be made to work. He said he strongly would like more housing in the projects. He said that micro-housing was being proposed at Page Mill Road and El Camino Real. He said that Mr. Field spoke well about the project at 1125 Merrill Street. He said he was not sold on it as it felt very overpowering especially at the street level. He said the term monolithic was brought up and accurate as the north side where the corner wrapped around felt very tall and solid. He said he did not really see the horizontal banding that was mentioned. He said the terraces seemed out of scale for the rest of the spaces.

Commissioner Goodhue said she thought 556 Santa Cruz Avenue really shone and she liked that the buildings spoke to each other with different architectural details but were one in a way in a collection. She said the texture of 556 Santa Cruz Avenue façade was unique and really worked. She said 506 Santa Cruz Avenue seemed like a building she had seen before. She said regarding 1125 Merrill Street in meeting the Specific Plan design guidelines that some sense of overwhelming was expected. She said she appreciated the iterations that 1125 Merrill Street had gone through and suggested the design could use more work on the third and fourth levels. She said that those two floors looked so much the same was the cause of the monolithic appearance. She said that the terrace might be too much expanse. She said overall the projects would be a tremendous improvement.

Commissioner Barnes said he liked the design and architecture for the 506 and 556 Santa Cruz Avenue buildings and thought they met the Plan standards well. He said he could not quite support the 1125 Merrill Street design as it was chunky-seeming and somewhat incongruent in comparison to what was next to it and the 506 and 556 Santa Cruz Avenue buildings. He said the staff report asked the Commission to consider if the Santa Cruz Avenue proposals moved forward without or before the Merrill Street proposal, what changes would be needed to address the walls of the proposed 506 Santa Cruz Avenue building that would face the 1125 Merrill Street parcel. He asked about the construction sequencing and whether 1125 Merrill Street might not be built. Mr. Hayes said it sounded like 1125 Merrill Street might not be certain pending information the applicant received this evening. He said if 1125 Merrill Street did not move forward they would need to address the side of 506 Santa Cruz Avenue in some way. He said it was all plaster now where it turned. He said the stone on the lower two floors turned and wrapped into where the green wall was and the materials changed at that point and wrapped that side of the building. He said they would need to modulate that side. He said if 1125 Merrill Street did not move forward the existing building would still be there and would provide some screening of the side of the 506 Santa Cruz Avenue building, and materials could be used to deal with that. Commissioner Barnes asked what the sequence of decision making was regarding 1125 Merrill Street. Mr. Rapp said all the buildings were priorities with 506 Santa Cruz Avenue the main priority. He said based on tonight's Commission input he intended to relook at the 1125 Merrill Street design and make this a collective project with three separate projects underlying it. Commissioner Barnes said community comment

asked for more solar panels. Mr. Rapp said that solar panels were shown on all of the designs. Commissioner Barnes asked if they could provide a residential unit schedule detailing the number and each square footage when next they came forward.

Commissioner Onken said he thought that they could accomplish more residential units by making them smaller without increasing the total square footage of the project.

Commissioner Riggs said he really liked the materials and architecture of 556 Santa Cruz Avenue. He said he really liked the Field Architects' building both the open one and that proposed now. He said the design for 1125 Merrill Street however did not address the historic building next to it and the historic buildings across the street from it. He said putting random horizontal lines in the same color was too thin a connection. He said 1125 Merrill Street above two stories to be contextual would need to be set back at the side. He said 506 Santa Cruz Avenue read well as a building including the modulations at the first two floors, although he tended to agree with Commissioner Kahle on the color palette. He said however at the third floor, although set back, with its integral mass was not a nice form. He said the attention to the streetscape was laudable. He suggested using a lighter palette such as oyster or off white. He said it was a community nudge to have more residential which would mean more parking. He said on tight sites to double parking which he suspected cost $30,000 per space for the puzzler spaces that was a tough decision. He said he had no issues with how it faced El Camino Real and McDonald's. He said the planning for the first two floors were admirable. He said what he was hearing was 506 Santa Cruz Avenue was not successful yet and the adjacency to 1145 Merrill Street was not going to work with the amount of third and fourth floor space proposed.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

Principal Planner Rogers confirmed that Commissioner Goodhue would be absent February 26. He said 1540 El Camino Real mixed use project might be on the February 26, 2018 agenda.

- Regular Meeting: February 26, 2018
- Regular Meeting: March 12, 2018
- Regular Meeting: March 26, 2018

I. Adjournment

Chair Combs adjourned the meeting at 11:30 p.m.

Staff Liaison: Thomas Rogers, Principal Planner

Recording Secretary: Brenda Bennett

STAFF REPORT

Planning Commission
Meeting Date: **2/26/2018**
Staff Report Number: **18-017-PC**

Public Hearing: **Use Permit/David Crouch/1049 Almanor Avenue**

Recommendation

Staff recommends that the Planning Commission approve a use permit to demolish an existing two-story, single-family residence and detached garage, and construct a new two-story, single-family residence on a substandard lot with regard to lot width in the R-1-U (Single-Family Urban Residential) zoning district, at 1049 Almanor Avenue. The project includes a proposal to remove three heritage trees, one of which is dead. The recommended actions are included as Attachment A.

Policy Issues

Each use permit request is considered individually. The Planning Commission should consider whether the required use permit findings can be made for the proposal.

Background

Site location

The subject property is located on the northwest side of Almanor Avenue, at the corner of Van Buren Road, which parallels Highway 101. A location map is included as Attachment B. Almanor Avenue is a one-block street in the Flood Park Triangle neighborhood of Menlo Park. The houses on the street include primarily one-story residences, with some two-story residences. The architectural style of most of these houses is traditional. A sound wall is located on the opposite side of Van Buren Avenue, limiting noise and views from Highway 101.

As shown on the survey and in Attachment H, the site includes an ingress/egress easement on the left side of the property, which is used as a shared driveway between 1047 Almanor Avenue and the project site. The site also includes public utility easements on the right side (Van Buren Drive side) of the property, as well as the rear of lot. The applicant recently received his final review from the City Surveyor of a vacation of three easements and the creation of one easement on the lot. Once the vacations and easement are recorded in accordance with the City standard procedures, they will be approved and the applicant can record a lot merger to unify the main parcel (Parcel Two) with remnants of two parcels left over from earlier freeway widening projects (Parcel One). More information can be found in Attachment H. The proposed residence and corresponding FAL (Floor Area Limit), building coverage, and setbacks are based on conditions of the parcel after the lot merger. Recordation of the lot merger would be required prior to issuance of a building permit (condition 4a).

The proposal at 1047 Almanor Avenue was originally submitted as a building permit in October 2017.

Shortly thereafter, staff determined that it should be a use permit based on the zoning requirements in the R-1-U zoning district, and informed the applicant as such. The applicant then resubmitted the proposal as a use permit in November 2017. Staff has been concurrently reviewing the lot merger, easement vacation, and use permit applications at this site.

Analysis

Project description

The applicant is proposing to remove the existing two-story, single-family residence and detached one-car garage to construct a new two-story, single-family residence with an attached one-car garage. The lot is substandard with respect to minimum lot width, at approximately 56 feet where 65 feet is required in the R-1-U zoning district. A data table summarizing parcel and project attributes is included as Attachment C. The project plans and the applicant's project description letter are included as Attachments D and E, respectively.

The proposed residence would be a four-bedroom, two-and-a-half-bathroom home. The first-story living space would feature an open floor kitchen and family room area, a dining room and living room, and one powder room (half-bathroom). The proposal also includes an attached one-car garage which would be accessed from the main residence via a mudroom. An uncovered parking space at the left-rear corner of the property would be accessed from the existing shared access easement and would complete the residence's off-street parking requirement. The second-story living space would be comprised of a master suite, with attached closet and bathroom, as well as access to a balcony off the back of the residence. On the second-story, there would be three additional bedrooms, one bathroom accessed from the shared hallway, and a laundry room.

The proposed project would adhere to all Zoning Ordinance regulations for setbacks, lot coverage, floor area limit, height, daylight plane, and parking. On the left side, the setback would be measured from the edge of the access easement, as is required by the Zoning Ordinance for those types of easements.

Design and materials

The applicant states that the proposed residence would be constructed in a traditional stucco style, designed to fit the property and neighborhood in style and scale. The proposed residence would include stucco exterior with wood trim, aluminum clad windows, and a long-life composition shingle roof. The front entrance would include wooden columns, and a wooden front door. The garage door would also be wooden with shaker panels. The chimney would be a smooth stucco and include a galvanized chimney cap. The proposal includes a cedar trellis at the rear of the house, as well as a second-story balcony which includes a pony wall with wooden railing above it, and sliding glass door with an aluminum clad slider. The second floor would be set back from the first floor.

In the project description letter, the applicant describes the constraints of the lot, notably its easements and narrowness. The average lot width is 56 feet wide, and the proposed building footprint is only approximately 34 feet wide at the front setback. The applicant notes how the narrow lot and shared access easement led him to separate the covered and uncovered parking, and design the proposed floor plans.

Despite the challenges of the lot, the applicant states how he designed the first and second floor plans to optimize privacy for both the neighbors and himself. The footprint of the proposed residence would sit in nearly the same footprint as the existing house, except that it would be set approximately four feet farther back from the street, and six feet to the right, away from the shared access easement.

Though some of the second-story windows on the left side elevation would have sill heights of three feet, the sill height of the master bedroom windows would be five feet high. In addition, the second floor would be inset from the first floor. The balcony located off the rear of the house, accessed from the master bedroom, would be surrounded by a pony wall with wood railing above it. These design features would help preserve privacy, and the second-story inset would reduce bulk and contribute to an attractive design. The Planning Commission should note that the left-side windows for Bed 3/Office could likely not be raised significantly, due to the need to provide emergency egress. However, the left-side windows for Bed 1 could likely be modified if desired, since this bedroom also has front-facing windows with a 2.5-foot sill height.

The second story on the right elevation would include windows set at three feet sill heights and higher. Though this side of the property does not face any neighbors, the higher sill heights and many proposed and existing trees would help protect the privacy of future residents of the residence.

Staff believes that the architectural style of the proposed residence would be generally attractive and well-proportioned. The second level would be inset from the ground floor, helping minimize the perception of mass. The traditional stucco design would be consistent with the styles in the surrounding neighborhood.

Trees and landscaping

The applicant has submitted an arborist report (Attachment F) detailing the species, size, and conditions of the heritage and non-heritage trees on site. The report discusses the impacts of the proposed improvements and provides recommendations for tree maintenance and the removal of some trees, based on their health. As part of the project review process, the arborist report was reviewed by the City Arborist, and revisions by the project arborist were required. All recommendations identified in the arborist report shall be implemented and will be ensured as part of condition 3g.

There are 15 trees located or adjacent to the site, six of which are heritage size trees, and one of which is a non-heritage street tree. Of those, three heritage trees are proposed for removal. One coast live oak (tree #3) located near the right rear of the existing residence is proposed for removal due to its structural condition and proximity to the proposed development of the project. A Japanese privet (tree #6) is in the right-of-way and is dead. Another coast live oak (tree #7) is located right on the border of the property line, and is proposed for removal by the City Arborist due to overcrowding and for the health of future street trees on Van Buren Road. Specifically, the City Arborist noted that coast live oaks of heritage size have a recommended spacing of 30 feet typically. However, tree #7 is located approximately five feet from tree #8, another heritage coast live oak on site. The City Arborist has tentatively approved the proposed heritage tree removals of the three trees noted above.

In addition, pruning of one coast live oak (tree #1) is proposed, due to its proximity to the residence and the required construction on site. In his arborist report, the project arborist states that the tree has poor

form and details his concerns over retaining the tree. However, after review of the tree, the City Arborist determined that the tree was in good condition with a manageable structure and did not warrant removal. The applicant, therefore, proposes to keep the coast live oak (tree #1), and the revised project arborist's letter has outlined several mitigation strategies, as well as details of the proposed foundation, which would minimize construction impacts to this heritage tree. The City Arborist has reviewed the revised arborist report and approves of the protection measures proposed by the project arborist. Furthermore, condition 4b has been added requiring that a certified arborist be on site to oversee and document any below-ground work within 10 feet of any heritage tree during demolition and construction of the project.

Four non-heritage trees are proposed to be removed from the site, and four new trees would be planted. One heritage tree replacement, a coast live oak, is proposed to be planted in the rear yard, which addresses the proposed removal of tree #3 (a coast live oak). The other three replacements would be Catalina ironwood street trees, planted in the right of way on the Van Buren side of the property, spaced a minimum of 20 feet on the center and the location approved by the City Arborist before being placed. In addition, the City Arborist has tentatively approved the relocation of a silver linden street tree approximately 15 feet to the south of its existing location on the Almanor Avenue side of the property. The City Arborist also gave the applicant specific conditions for the relocation of the street tree, including specifying tree protection fencing and an irrigation schedule. More information is included in Attachment F. The final configuration would meet City requirements for street tree types and spacing, helping to ensure an attractive and healthy street tree canopy, and the relocations/planting would be ensured through condition 4c.

Correspondence

In the project description letter, the applicant states that he spoke about the project to the neighbors immediately to the left, behind, and directly across the road. More recently, the neighbor at 1050 Menlo Oaks Drive wrote an email to staff, noting that he supports the proposal. Another neighbor at 1043 Berkeley Avenue (approximately a block away) wrote an email to express that he has no objection to the proposal.

The neighbor at 1046 Almanor Avenue has expressed significant concern, beginning in November 2017, about the impact of the proposed project on the existing trees on site, especially on the heritage trees. She would like to see the heritage trees saved, and would like to see the Ailanthus trees removed, due to their species and what she states they can do to other trees, as well as to pavement, sewers, and foundations. All correspondence is included in Attachment G.

Conclusion

Staff believes that the design, scale and materials of the proposed residence are compatible with the surrounding neighborhood. The traditional stucco architectural style of the proposed residence would be generally attractive and well-proportioned. The second level inset would help minimize the perception of mass. Staff recommends that the Planning Commission approve the proposed project.

Impact on City Resources

The project sponsor is required to pay Planning, Building and Public Works permit fees, based on the

City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project.

Environmental Review

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.

Public Notice

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

Appeal Period

The 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. Recommended Actions
B. Location Map
C. Data Table
D. Project Plans
E. Project Description Letter
F. Arborist Report
G. Correspondence
H. Easement Vacation & Lot Merger Information

Disclaimer

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

Exhibits to Be Provided at Meeting

None

Report prepared by:
Cecilia Conley, Contract Assistant Planner

Report reviewed by:
Thomas Rogers, Principal Planner

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LOCATION: 1049 Almanor Avenue	**PROJECT NUMBER:** PLN2017-00121	**APPLICANT:** David Crouch	**OWNER:** David Crouch
PROPOSAL: Request for a use permit to demolish an existing two-story, single-family residence and detached garage, and construct a new two-story, single-family residence and an attached garage on a substandard lot with regard to lot width in the R-1-U (Single-Family Urban) zoning district. The project includes a proposal to remove three heritage trees, one of which is dead.			
DECISION ENTITY: Planning Commission	**DATE:** February 26, 2018	**ACTION:** TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			

ACTION:

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 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 David Crouch Homes, consisting of 16 plan sheets, dated received February 15, 2018, and approved by the Planning Commission on February 26, 2018, 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 and street trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the arborist report by Mayne Tree Expert Company, Inc. dated June 28, 2018 (Revised February 13, 2018).

LOCATION: 1049 Almanor Avenue	**PROJECT NUMBER:** PLN2017-00121	**APPLICANT:** David Crouch	**OWNER:** David Crouch
PROPOSAL: Request for a use permit to demolish an existing two-story, single-family residence and detached garage, and construct a new two-story, single-family residence and an attached garage on a substandard lot with regard to lot width in the R-1-U (Single-Family Urban) zoning district. The project includes a proposal to remove three heritage trees, one of which is dead.			
DECISION ENTITY: Planning Commission	**DATE:** February 26, 2018	**ACTION:** TBD	
VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)			

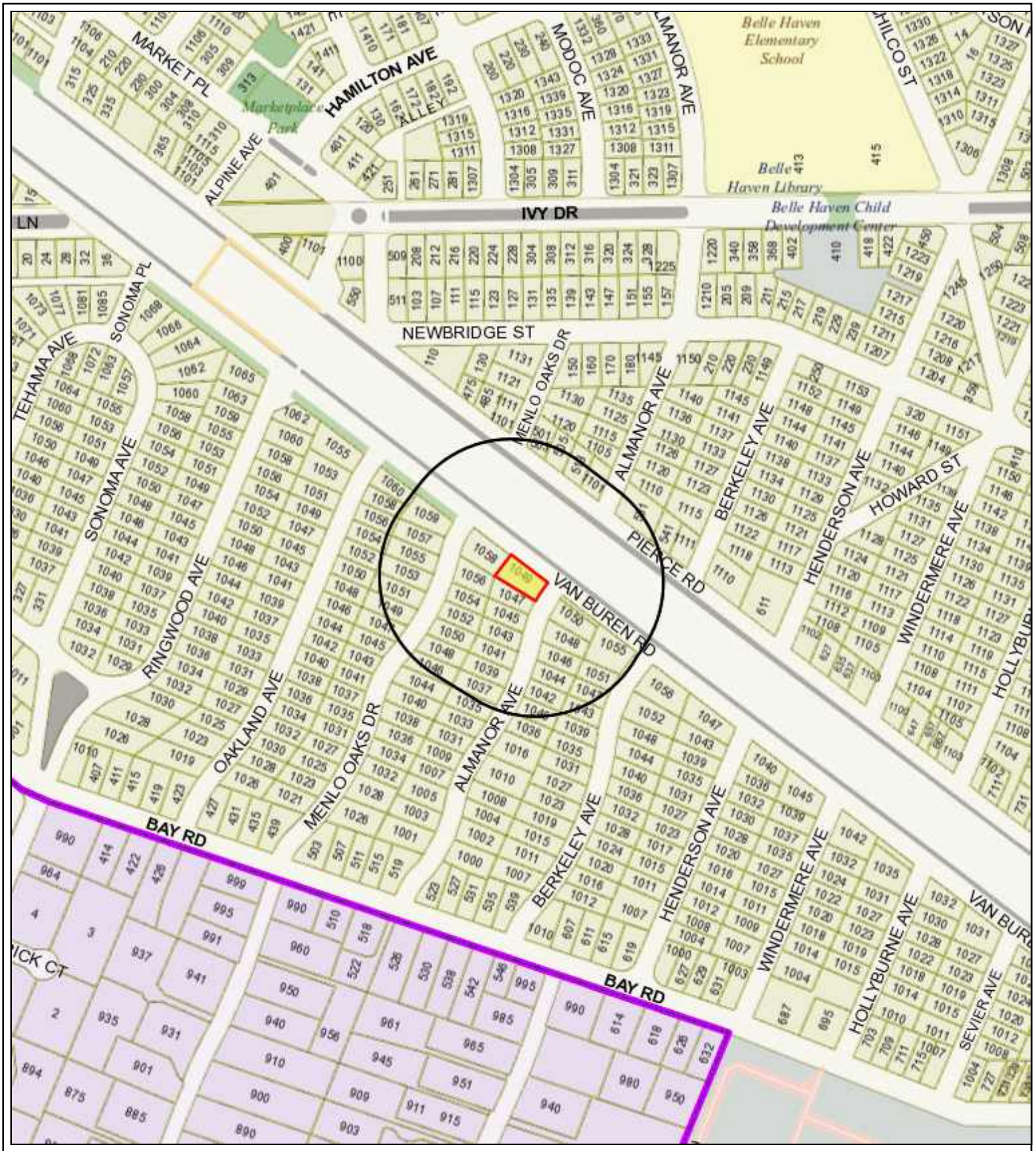
ACTION:

4. Approve the use permit subject to the following ***project-specific*** condition:

    a. Prior to issuance of a building permit, the applicant shall submit documentation of the recordation of the lot merger (as detailed in the staff report and Attachment H), subject to the review and approval of the Planning Division and Engineering Division.

    b. Prior to issuance of building permit, the applicant shall note on the plans that a certified arborist will be on site to oversee and document any below-ground work within 10 feet of any heritage tree during demolition and construction of the project, subject to review and approval of the Planning Division.

    c. Prior to building permit final inspection, the applicant shall relocate the street tree on Almanor Avenue (tree #15), plant three street trees on Van Buren Road, and remove the four recommended trees on the Van Buren Road side of the lot (trees #4, 5, 6, and 7), as outlined in the staff report, arborist report, and on the Site Plan (Plan Sheet A1.3), subject to review and approval of the City Arborist.



City of Menlo Park

Location Map
1049 Almanor

Scale: 1:4,000 | Drawn By: CLC | Checked By: THR | Date: 2/26/2018 | Sheet: 1

1049 Almanor Avenue – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area*	7,419.0 sf	7,419.0 sf	7,000.0 sf min.
Lot width*	56.0 ft.	56.0 ft.	65.0 ft. min.
Lot depth*	122.0 ft.	122.0 ft.	100.0 ft. min.
Setbacks			
Front	20.0 ft.	26.5 ft.	20.0 ft. min.
Rear	39.0 ft.	52.0 ft.	20.0 ft. min.
Side (left)**	5.6 ft.	1.5 ft.	5.6 ft. min.
Side (right)	12.3 ft.	17.0 ft.	5.6 ft. min.
Building coverage	1,965.5 sf 26.7 %	1,537.0 sf 20.7 %	2,596.7 sf max. 35.0 % max.
FAL (Floor Area Limit)	2,904.2 sf	2,017.0 sf	2,904.8 sf max.
Square footage by floor	1,420.9 sf/1st floor 1,233.3 sf/2nd floor 250.0 sf/garage 269.6 sf/porches and trellis 25.0 sf/fireplaces	1,269.0 sf/1st floor 480.0 sf/2nd floor 268.0 sf/garage	
Square footage of buildings	3,198.8 sf	1,537.0 sf	
Building height	26.3 ft.	21.0 ft.	28.0 ft. max.
Parking	1 covered/1 uncovered	1 covered/0 uncovered	1 covered/1 uncovered

Note: Areas shown highlighted indicate a nonconforming or substandard situation.

Trees	Heritage trees:	6***	Non-Heritage trees:	9***	New Trees: 4***
	Heritage trees proposed for removal:	3	Non-Heritage trees proposed for removal:	4	Total Number of Trees: 12***

*Represents conditions after the lot merger
**Left side setback is measured from shared access easement
***Includes trees on adjacent properties and street trees

CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

Job Directory

OWNER

David Crouch
10725 Martinwood Way
Cupertino, CA 95014
Ph. (650) 387 8974
dave@davidcrouchcustomhomes.com

DESIGNER

David Crouch
10725 Martinwood Way
Cupertino, CA 95014
Ph. (650) 387 8974
dave@davidcrouchcustomhomes.com

GENERAL CONTRACTOR

David Crouch
10725 Martinwood Way
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Project Summary

A.P.N.:	062-051-370
Jurisdiction	City of Menlo Park
Zoning District:	R-1-U
Construction Type:	VB
Occupancy Group	R-3
Scope of Work:	New two story single family residence
Lot Area:	7418.5 sq. ft.
Maximum F.A.L.	2904.63 sq. ft.
1st Floor Area:	1670.87 sq. ft. (inc. garage)
2nd Floor Area:	1233.22 sq. ft.
Total Floor Area:	2904.17 sq. ft.
Existing Floor Area:	2017.0 sq. ft.
Porches, Trellis, Balcony:	299.57 sq. ft. (41.36 + 142.88 + 115.33)
Attic > 5' high	0 sq. ft.
Proposed Floor Area (Planning specs):	2904.17 sq. ft. (1670.87 + 1233.30)
Maximum Lot Coverage:	2596.50 sq. ft.
Existing Lot Coverage:	1537.0 sq. ft.
Proposed Lot Coverage:	1977.33 sq. ft. (26.7%)

General Notes

1. All work to conform to the following unless noted otherwise:-
   - 2016 CA Building Code,
   - 2016 CA Electrical Code,
   - 2016 CA Mechanical Code,
   - 2016 CA Plumbing Code,
   - 2016 CA Energy Code,
   - 2016 CA Residential Code,
   - 2016 CA Green Building Code
2. The Structural Engineer shall field inspect foundation footings and walls prior to concrete pour and all shear walls, hold-downs and framing.
3. All dimensions take precedence over scale. All dimensions are to rough framing, unless noted otherwise.
4. The site is not within a flood zone.
5. House to be equipped with automatic fire sprinklers to be reviewed under a separate submittal.

Index

ARCHITECTURAL PLANS

A1.1	Title Sheet
	Survey
	Survey - post Lot Merger
A1.2	Area Plan
A1.3	Site Plan
A1.4	Demo Plan
A1.5	Streetscape
A1.6	Lot Merger & Easement Relocation
A2.3	1st Floor Plan
A2.4	2nd Floor Plan
A2.5	Roof Plan
A2.6	Sq. Ft. Calcs
A2.7	Existing Floor Plans
A3.1	Front & Rear Elevations
A3.2	Left & Right Elevations
A3.3	Existing Elevations
A4.1	Cross Sections

Project Location

NORTH

Symbols

±0" — Elevation Reference

1 / A3.2 — Elevation Mark

2 / A4.1 — Building Section

1 1st Floor Plan 1/4" = 1'-0" — Drawing Title

3 / A5.3 — Detail Callout

Abbreviations

ACOUS.	ACOUSTICAL	FURR.	FURRING
ADJ.	ADJUSTABLE	GA.	GAUGE
A.F.F.	ABOVE FINISHED FLOOR	GYP.	GYPSUM
		HDWR.	HARDWARE
APPROX.	APPROXIMATELY	HT.	HEIGHT
BD.	BOARD	H.M.	HOLLOW METAL
BLKG.	BLOCKING	INT.	INTERIOR
BLDG.	BUILDING	JAN.	JANITOR
CAB.	CABINET	MAX.	MAXIMUM
CLG.	CEILING	MFR.	MANUFACTURER
CLR.	CLEAR	MIN.	MINIMUM
COL.	COLUMN	MISC.	MISCELLANEOUS
CONC.	CONCRETE	MTD.	MOUNTED
CONT.	CONTINUOUS	N.I.C.	NOT IN CONTRACT
CORR.	CORRIDOR	NO. OR #	NUMBER
CTR.	CENTER	N.T.S.	NOT TO SCALE
D.	DEPTH	O.C.	ON CENTER
D.F.	DRINKING FOUNTAIN	R.	RADIUS
DET.	DETAIL	REQ'D.	REQUIRED
DIA.	DIAMETER	RM.	ROOM
DIM.	DIMENSION	SPEC.	SPECIFICATION
DN.	DOWN	STD.	STANDARD
DWG.	DRAWING	STOR.	STORAGE
<E> OR EX.	EXISTING	SUSP.	SUSPENDED
EA.	EACH	TEL.	TELEPHONE
EQ.	EQUAL	TYP.	TYPICAL
EXT.	EXTERIOR	U.O.N.	UNLESS OTHERWISE NOTED
F.D.	FLOOR DRAIN	VIF.	VERIFY IN FIELD
F.E.C.	FIRE EXTINGUISHER CABINET	W.	WIDTH
		W.G.	WIRE GLASS

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CROUCH RESIDENCE
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A1.1P TITLE SHEET.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

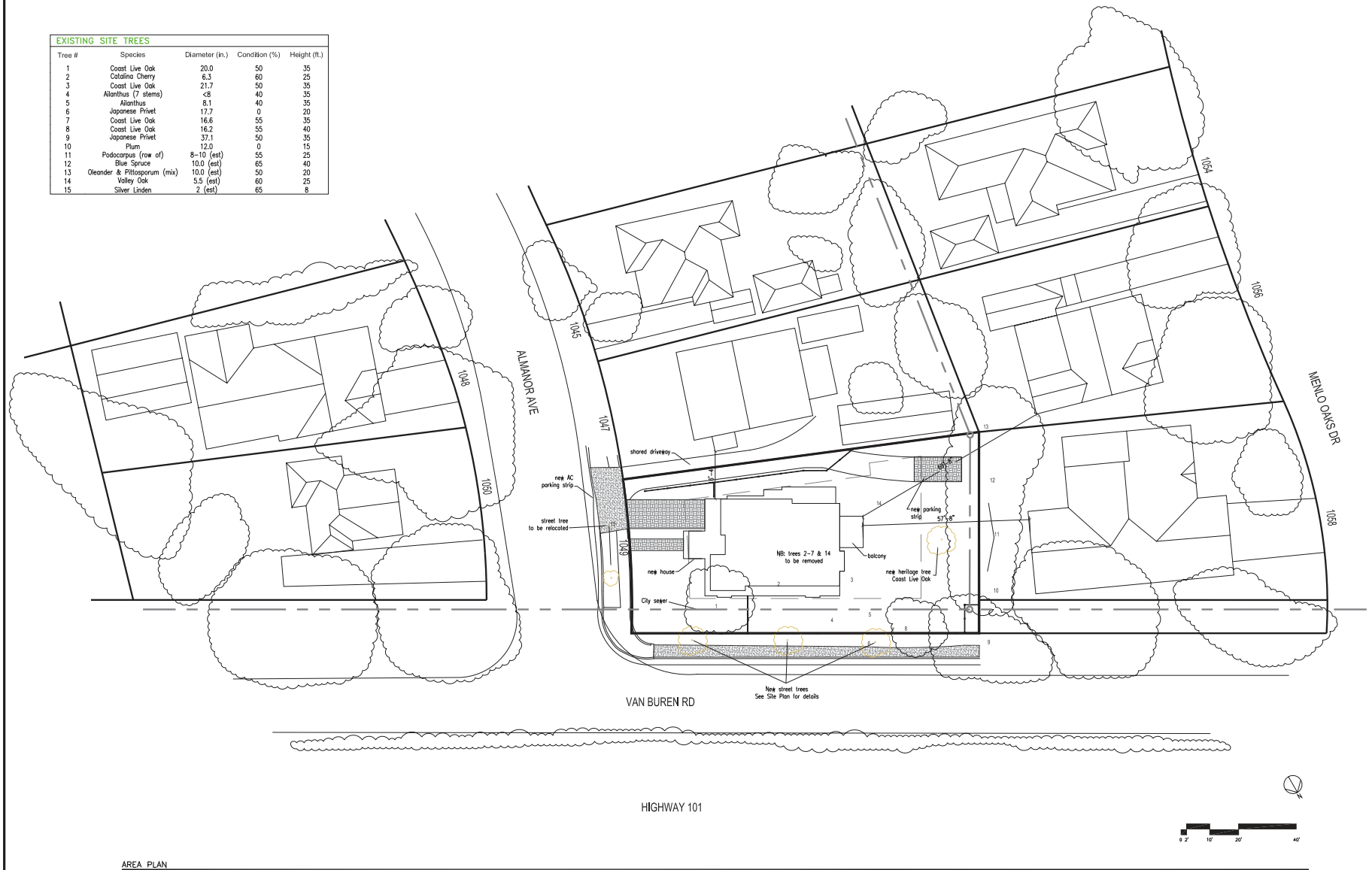
TITLE SHEET

A1.1

D1

EXISTING SITE TREES

Tree #	Species	Diameter (in.)	Condition (%)	Height (ft.)
1	Coast Live Oak	20.0	50	35
2	Catalina Cherry	6.3	60	25
3	Coast Live Oak	21.7	50	35
4	Ailanthus (7 stems)	<8	40	35
5	Ailanthus	8.1	40	35
6	Japanese Privet	17.7	0	20
7	Coast Live Oak	16.6	55	35
8	Coast Live Oak	16.2	55	40
9	Japanese Privet	37.1	50	35
10	Plum	12.0	0	15
11	Podocarpus (row of)	8–10 (est)	55	25
12	Blue Spruce	10.0 (est)	65	40
13	Oleander & Pittosporum (mix)	10.0 (est)	50	20
14	Valley Oak	5.5 (est)	60	25
15	Silver Linden	2 (est)	65	8



AREA PLAN
1/16" = 1'-0"

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

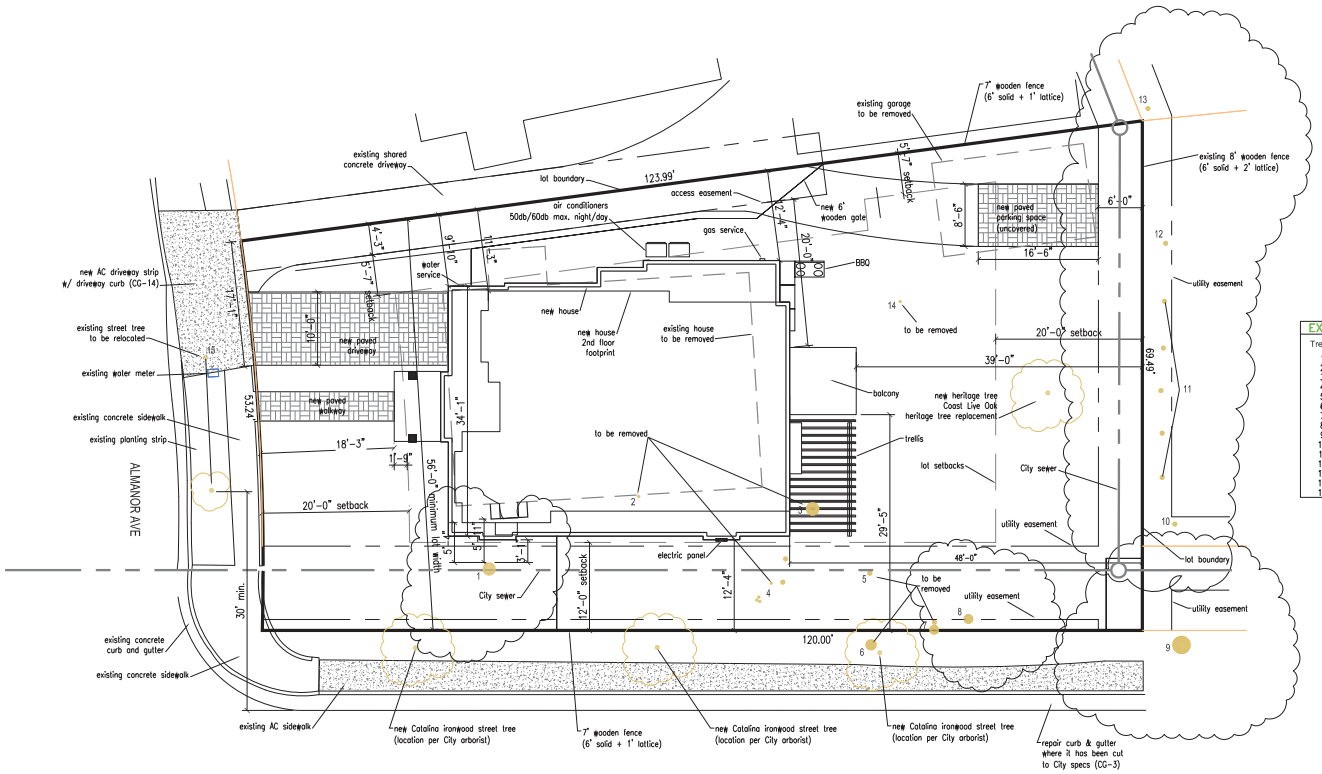
DATE: 6/5/17
FILE: A1.5 AREA PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	1/30/18	Use Permit Revision
3.0	2/13/18	Use Permit Revision 2

AREA PLAN

A1.2

D2



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

EXISTING SITE TREES

Tree #	Species	Diameter (in.)	Condition (%)	Height (ft.)
1	Coast Live Oak	20.0	50	35
2	Catalina Cherry	6.3	60	25
3	Coast Live Oak	21.7	50	35
4	Allanthus (7 stems)	<8	40	35
5	Allanthus	8.1	40	35
6	Japanese Privet	17.7	0	20
7	Coast Live Oak	16.6	55	35
8	Coast Live Oak	16.2	55	40
9	Japanese Privet	37.1	50	35
10	Plum	12.0	0	15
11	Podocarpus (row of)	8–10 (est)	55	25
12	Blue Spruce	10.0 (est)	65	40
13	Oleander & Pittosporum (mix)	10.0 (est)	50	20
14	Valley Oak	5.5 (est)	60	25
15	Silver Linden	2 (est)	65	8

NOTES:
1. A lot merger and Public Utility Easement relocation shall be approved and recorded by the City prior to the issuance of the Use Permit.

2. A retention structure will be required if the project documents an increase in net impervious area from existing conditions. A grading and drainage plan shall be furnished as part of the Building Permit Application to substantiate compliance with this condition.

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

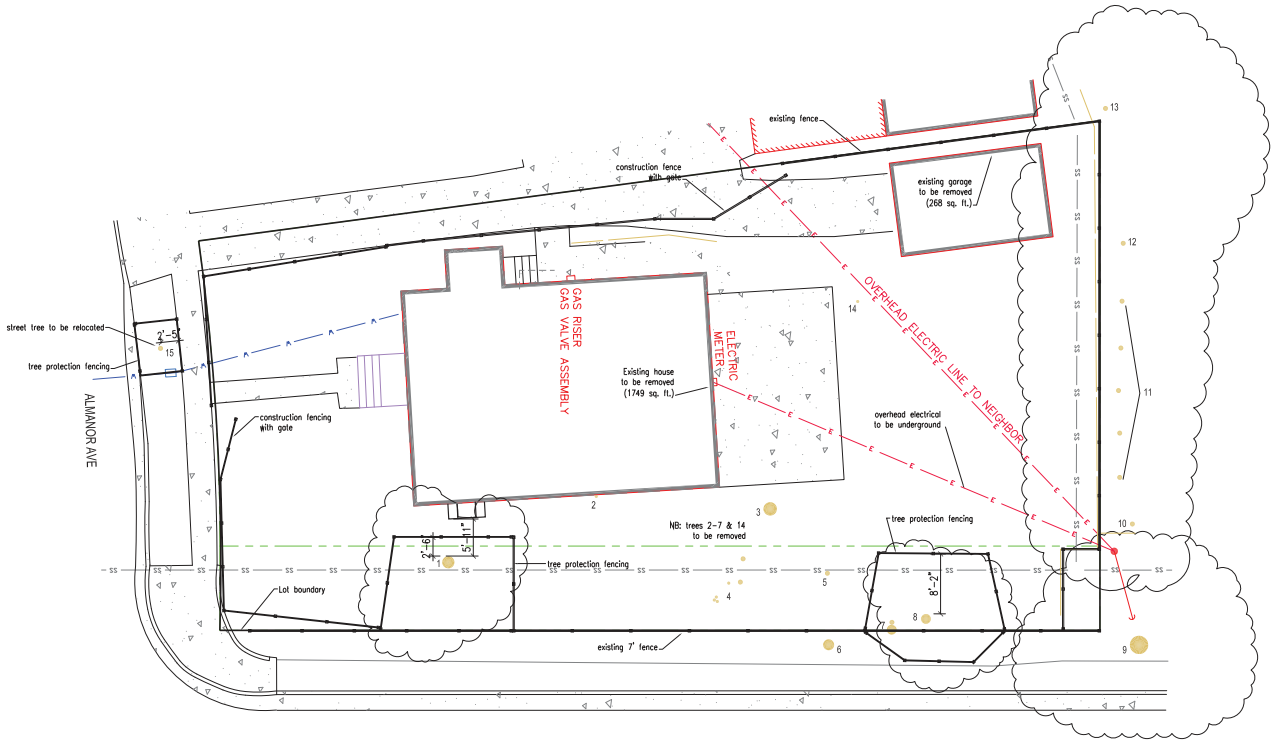
DATE: 6/5/17
FILE: A1.3 SITE PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	1/30/18	Use Permit Revision
3.0	2/13/18	Use Permit Revision 2

SITE PLAN

A1.3

D3



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

EXISTING SITE TREES

Tree #	Species	Diameter (In.)	Condition (%)	Height (ft.)
1	Coast Live Oak	20.0	50	35
2	Catalina Cherry	6.3	60	25
3	Coast Live Oak	21.7	50	35
4	Ailanthus (7 stems)	<8	40	35
5	Ailanthus	8.1	40	35
6	Japanese Privet	17.7	0	20
7	Coast Live Oak	16.6	55	35
8	Coast Live Oak	16.2	55	40
9	Japanese Privet	37.1	50	35
10	Plum	12.0	0	15
11	Podocarpus (row of)	8-10 (est)	55	25
12	Blue Spruce	10.0 (est)	65	40
13	Oleander & Pittosporum (mix)	10.0 (est)	50	20
14	Valley Oak	5.5 (est)	60	25
15	Silver Linden	2 (est.)	65	8

Note: construction fencing is comprised of 8' panels.

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A1.8 DEMO PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	11/2/17	1st comments
3.0	12/15/17	2nd comments
4.0	2/13/18	Use Permit Revisions 2

DEMO PLAN

A1.4

D4

1 STREETSCAPE
1/8" = 1'-0"

2 SIDE ELEVATION
1/16" = 1'-0"

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CROUCH RESIDENCE

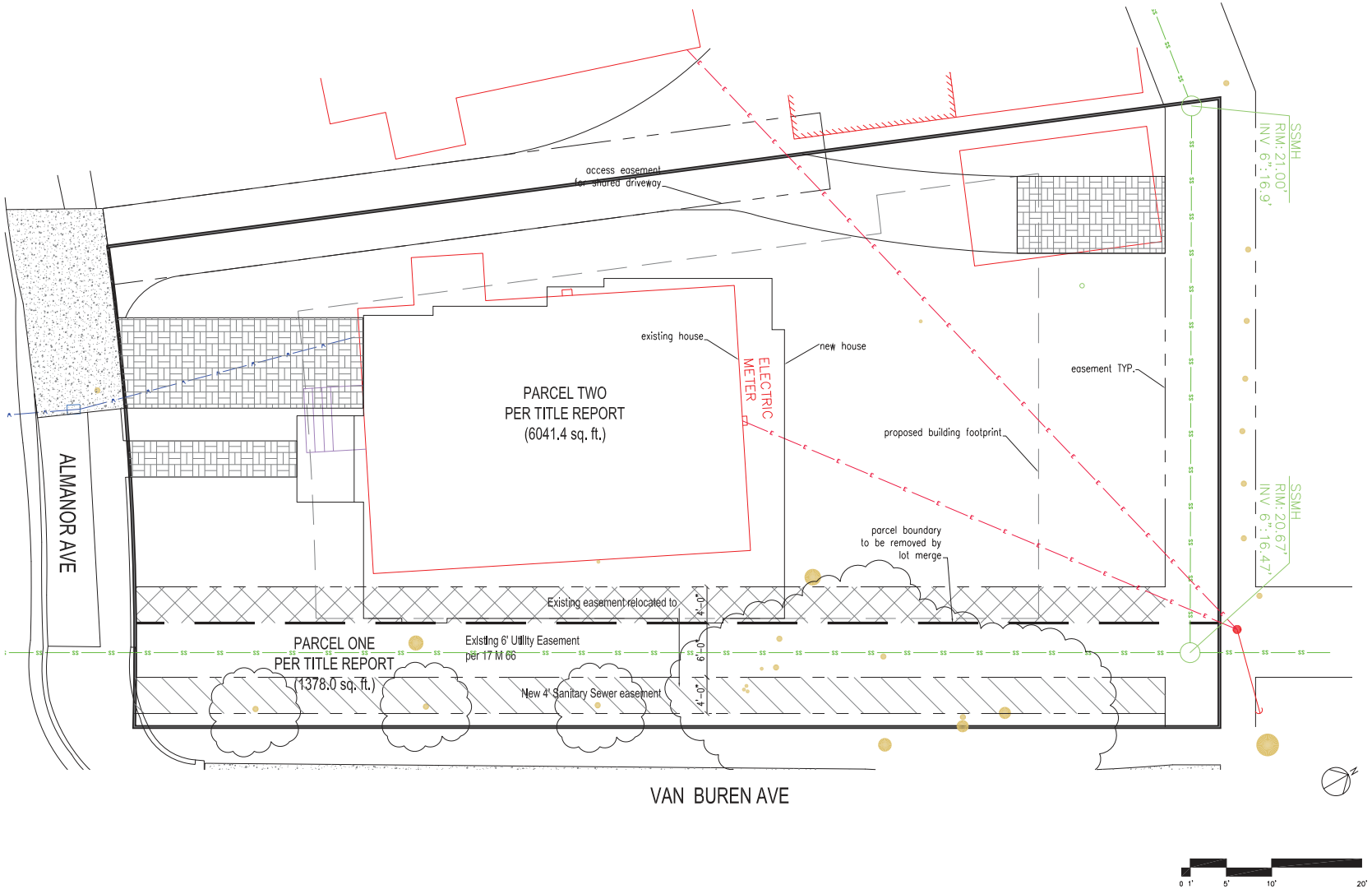
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A1.5 STREETSCAPE.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	1/30/18	Use Permit Revision
3.0	2/13/18	Use Permit Revision 2

STREETSCAPE

A1.5



LOT MERGER & EASEMENT RELOCATION
3/16" = 1'-0"

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CROUCH RESIDENCE

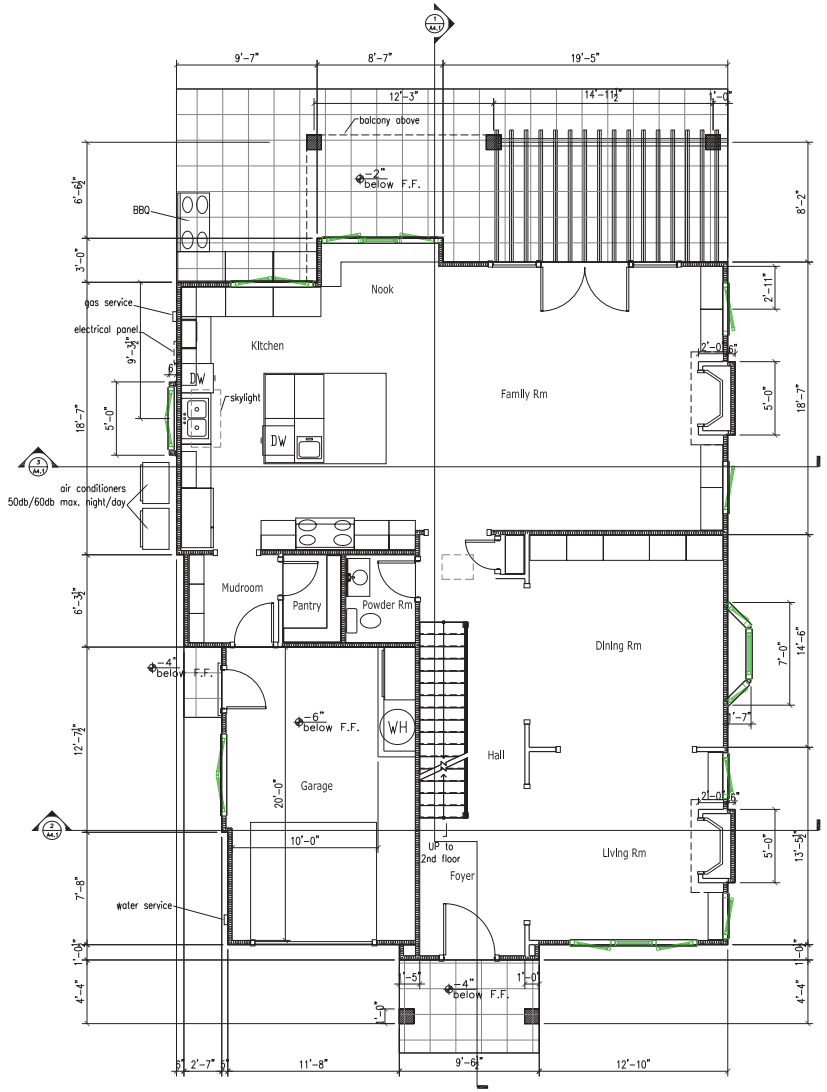
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 2/15/17
FILE: A1.4 EASEMENT RELOCATION.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	2/15/17	Plan submittal

EASEMENT RELOCATION

A1.6



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

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CROUCH RESIDENCE

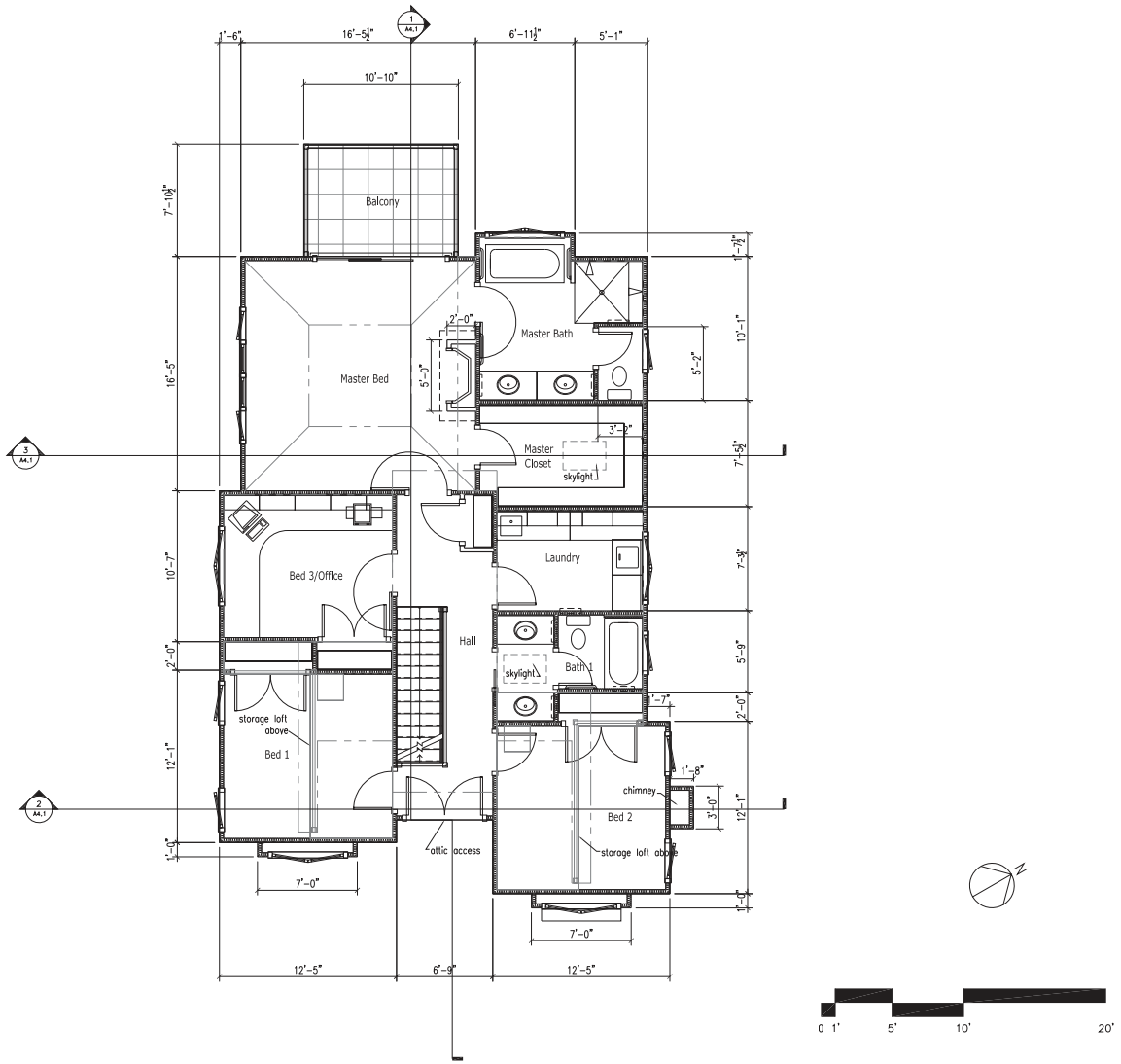
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A2.3 1ST FLOOR PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

1ST FLOOR PLAN

A2.3



2ND FLOOR PLAN
1/4" = 1'-0"

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CROUCH RESIDENCE

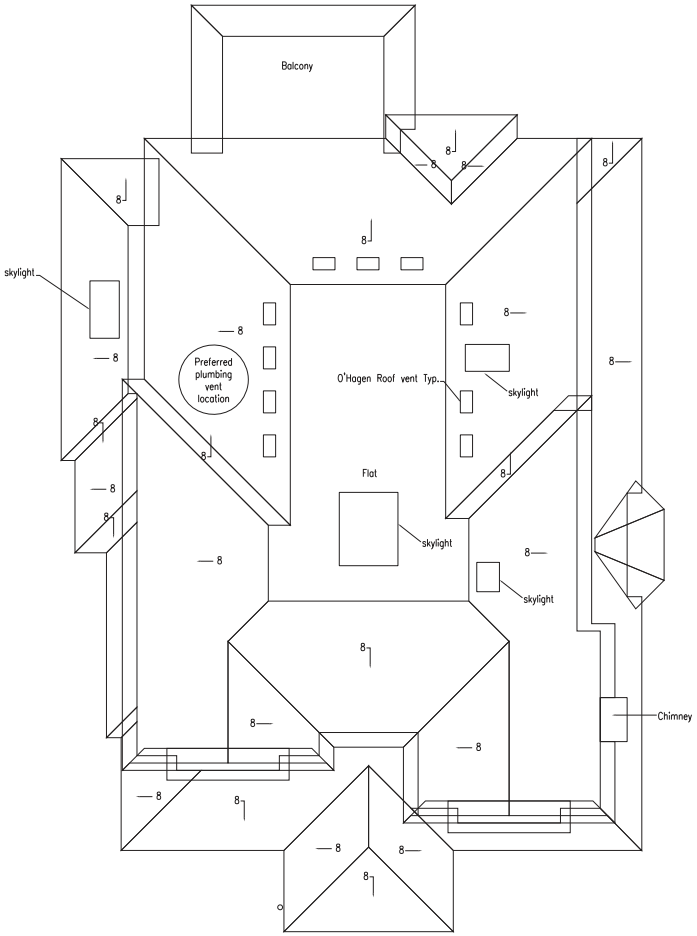
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A2.4 2ND FLOOR PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

2ND FLOOR PLAN

A2.4



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

NOTES

1. Gable soffit overhang shall be 12" finished. Hip soffits shall be 12" finished. Overhangs at porch ends shall be 6" TYP.
2. Adjust overhangs in the field to align fascia.
3. The soffits shall be closed and finished with 6" V-groove rustic trim boards.
4. Plumbing and HVAC vents shall penetrate the roof at an approved vent location as indicated on the plans.
5. Roof slopes specified are in the ratio "X in 12" where "X" is the roof slope.

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CROUCH RESIDENCE

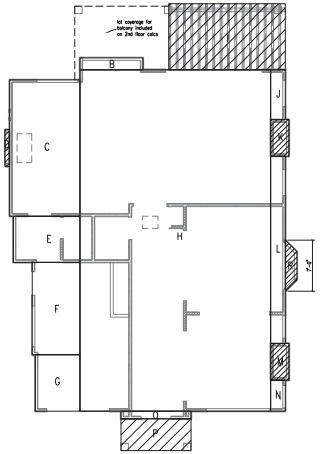
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A2.5 ROOF PLAN.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	1/30/18	Use Permit Revision
3.0	2/13/18	Use Permit Revision 2

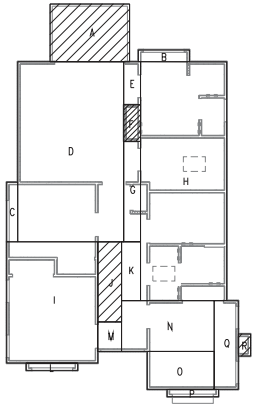
ROOF PLAN

A2.5



SQUARE FEET CALCULATIONS			
AREA	F.A.L.	LOT COV.	NOTES
A			
B	13.95	13.95	
C	178.10	178.10	
D		3.33	Bay Window
E	57.00	57.00	
F	81.92	81.92	
G	46.77	46.77	
H	1210.11	1210.11	
I		142.88	Trellis
J	13.58	13.58	
K		12.50	Fireplace
L	51.04	51.04	
M		12.50	Fireplace
N	8.46	8.46	
O	9.94	9.94	
P		41.36	Porch
Q			
R		8.58	Bay Window
	1670.87	1892.02	SQ. FT.

1ST FLOOR SQ. FT. CALCS
1/8" = 1'-0"



SQUARE FEET CALCULATIONS			
AREA	F.A.L.	LOT COV.	NOTES
A		85.31	Balcony
B	11.19		
C	12.21		
D	355.07		
E	13.42		
F			Fireplace
G	31.40		
H	382.85		
I	205.19		
J			Stairs
K	20.73		
L	7.00		
M	13.08		
N	87.32		
O	47.15		
P	6.92		
Q	39.77		
R			Chimney
	1233.30	85.31	SQ. FT.

SQUARE FEET SUMMARY		
	F.A.L.	LOT COV.
1st Floor	1670.87	1892.02
2nd Floor	1233.30	85.31
	2904.17	1977.33

2ND FLOOR SQ. FT. CALCS
1/8" = 1'-0"

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

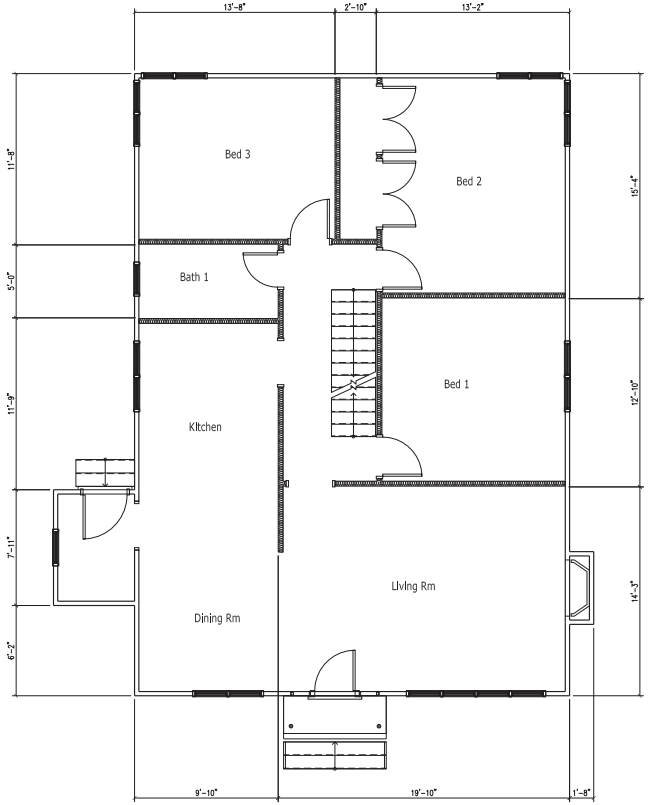
DATE: 6/5/17
FILE: A2.6 SQ. FT. CALCS.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

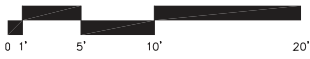
SQUARE FEET CALCULATIONS

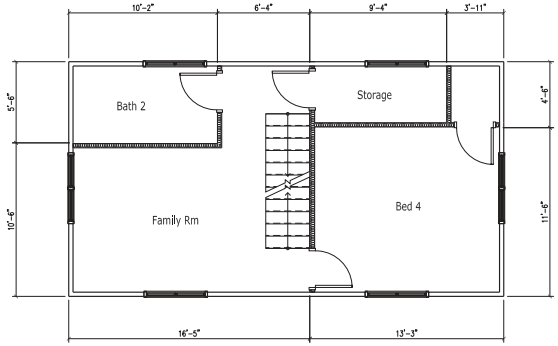
A2.6

D10



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





EXISTING 2ND FLOOR PLAN
1/4" = 1'-0"

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

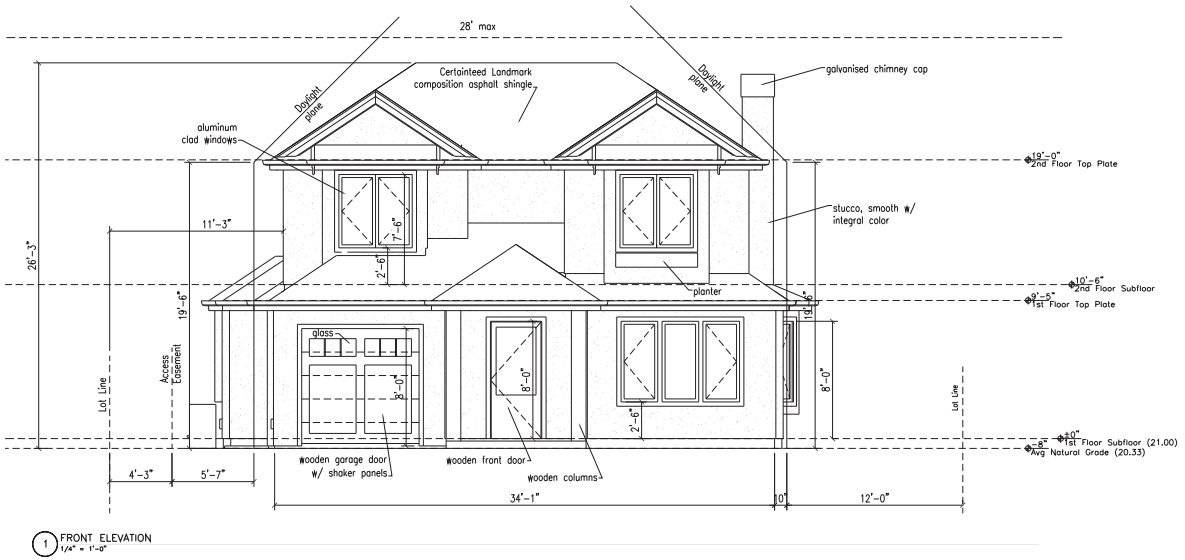
DATE: 6/5/17
FILE: A2.7 EXISTING FLOOR PLANS.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

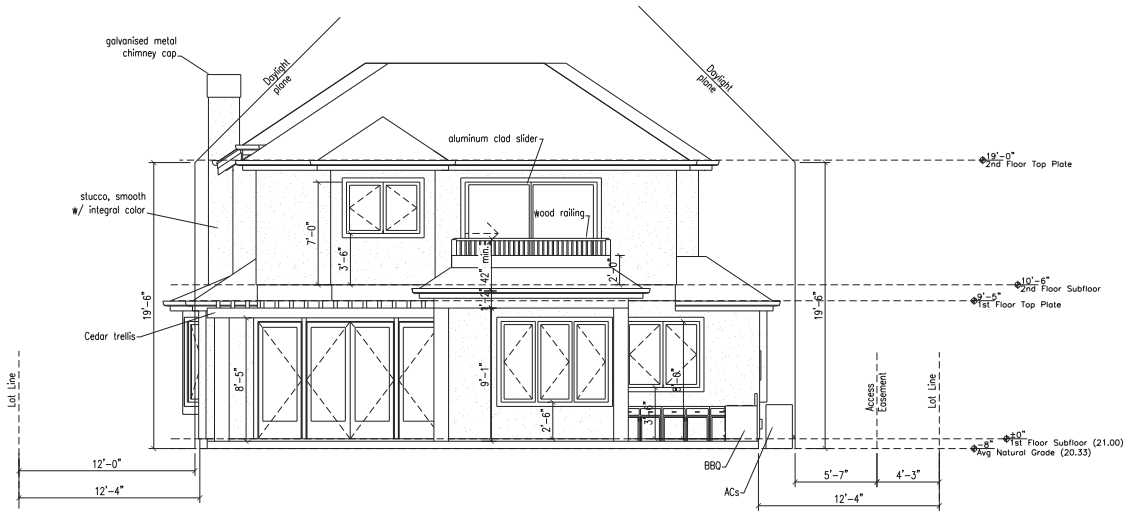
EXISTING FLOOR PLANS

A2.7

D11



1 FRONT ELEVATION
1/4" = 1'-0"



2 REAR ELEVATION
1/4" = 1'-0"

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CROUCH RESIDENCE

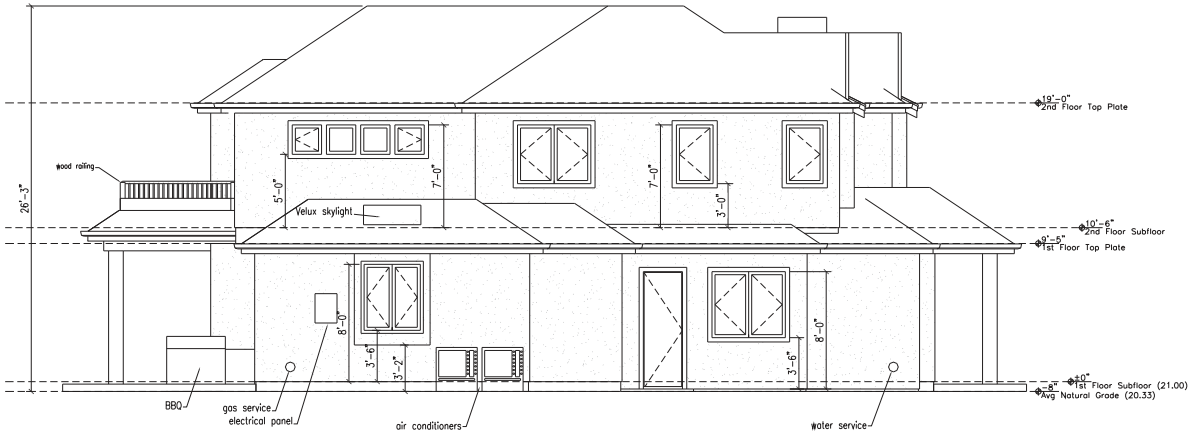
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A3.1 FRONT & REAR ELEVATIONS.DWG
DRAWN BY: David Crouch

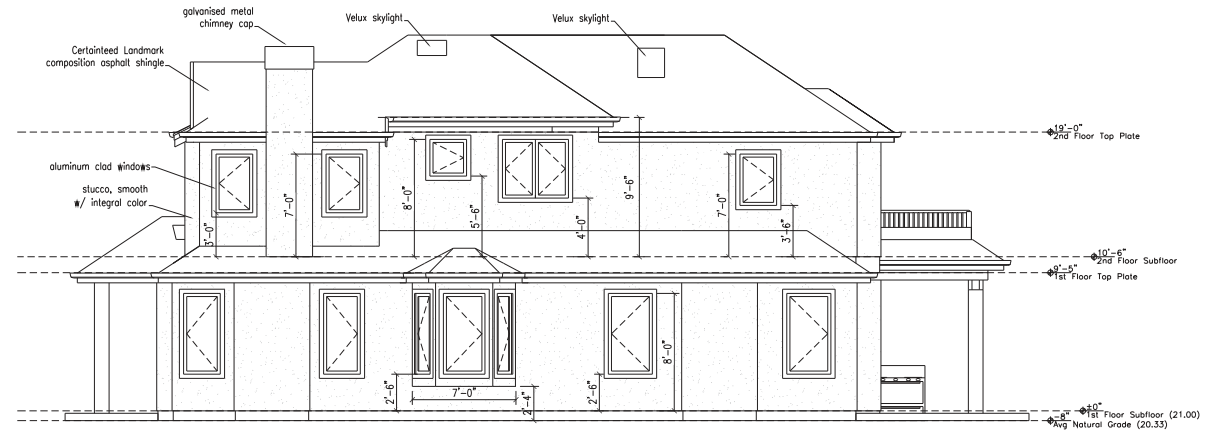
REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal
2.0	1/30/18	Use Permit Revision

FRONT & REAR ELEVATIONS

A3.1



1 LEFT ELEVATION
1/4" = 1'-0"



2 RIGHT ELEVATION
1/4" = 1'-0"

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CROUCH RESIDENCE

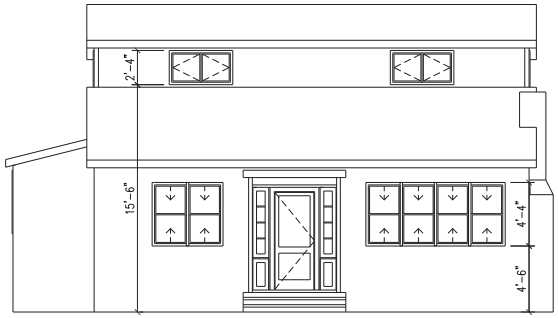
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A3.2 LEFT & RIGHT ELEVATIONS.DWG
DRAWN BY: David Crouch

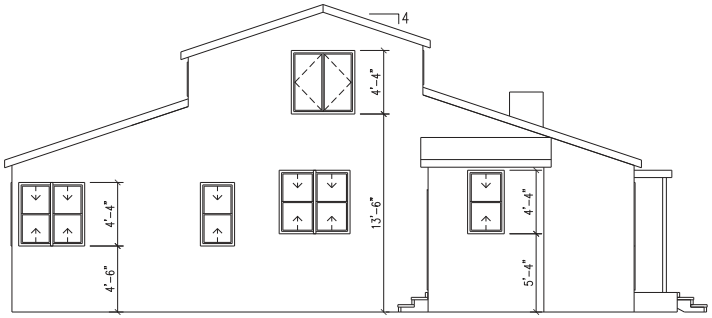
REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

LEFT & RIGHT ELEVATIONS

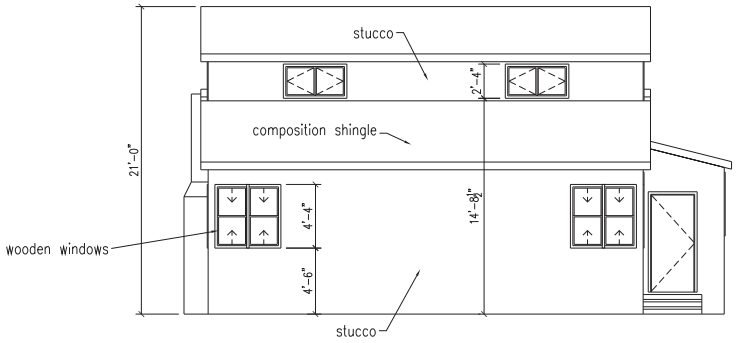
A3.2



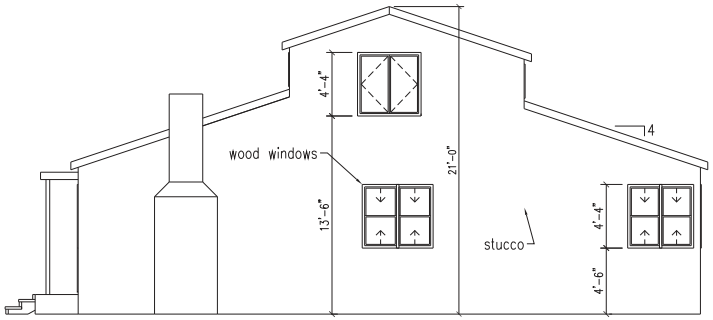
1 FRONT ELEVATION
1/4" = 1'-0"



2 LEFT ELEVATION
1/4" = 1'-0"



3 REAR ELEVATION
1/4" = 1'-0"



4 RIGHT ELEVATION
1/4" = 1'-0"

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CROUCH RESIDENCE

1049 ALMANOR AVE, MENLO PARK, CA 94025

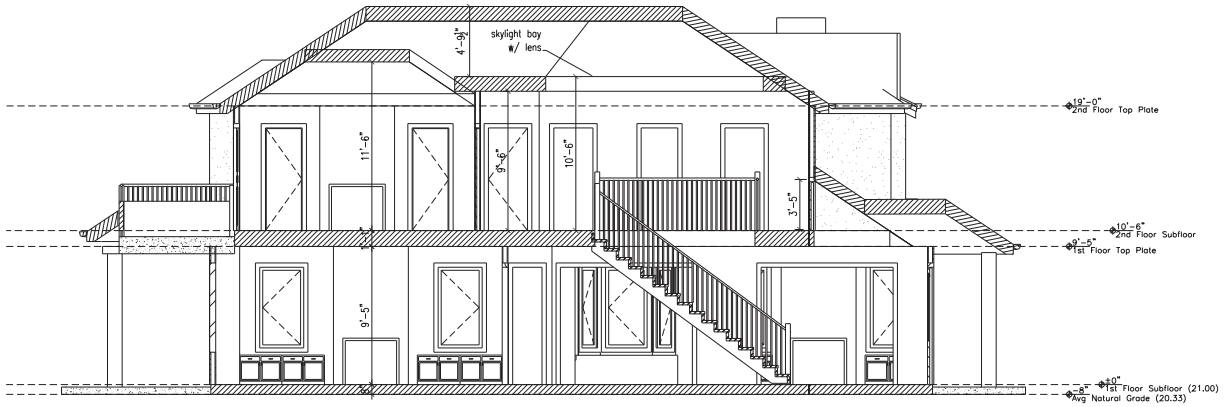
DATE: 6/5/17
FILE: A3.3 EXISTING FRONT & REAR ELEVATIONS.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

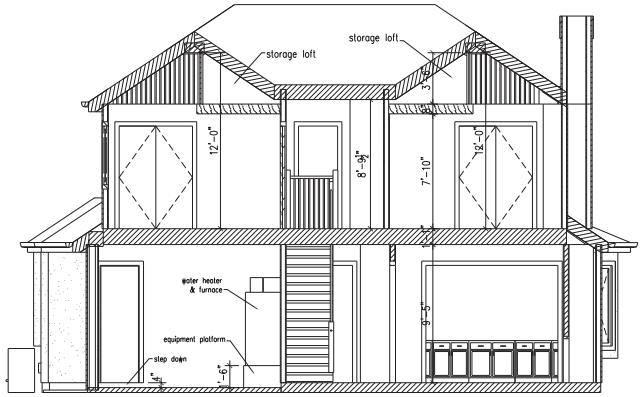
EXISTING ELEVATIONS

A3.3

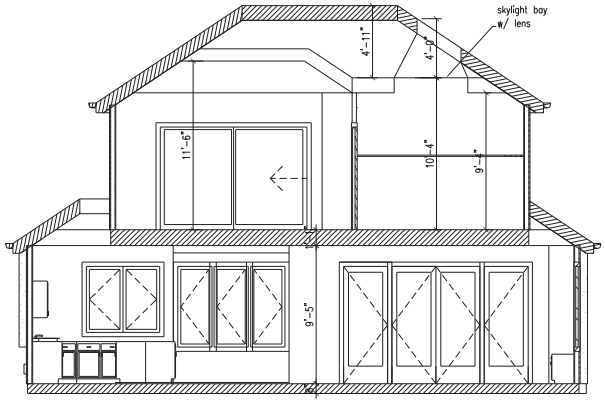
D14



1 SECTION 1
1/4" = 1'-0"



2 SECTION 2
1/4" = 1'-0"



3 SECTION 3
1/4" = 1'-0"

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CROUCH RESIDENCE

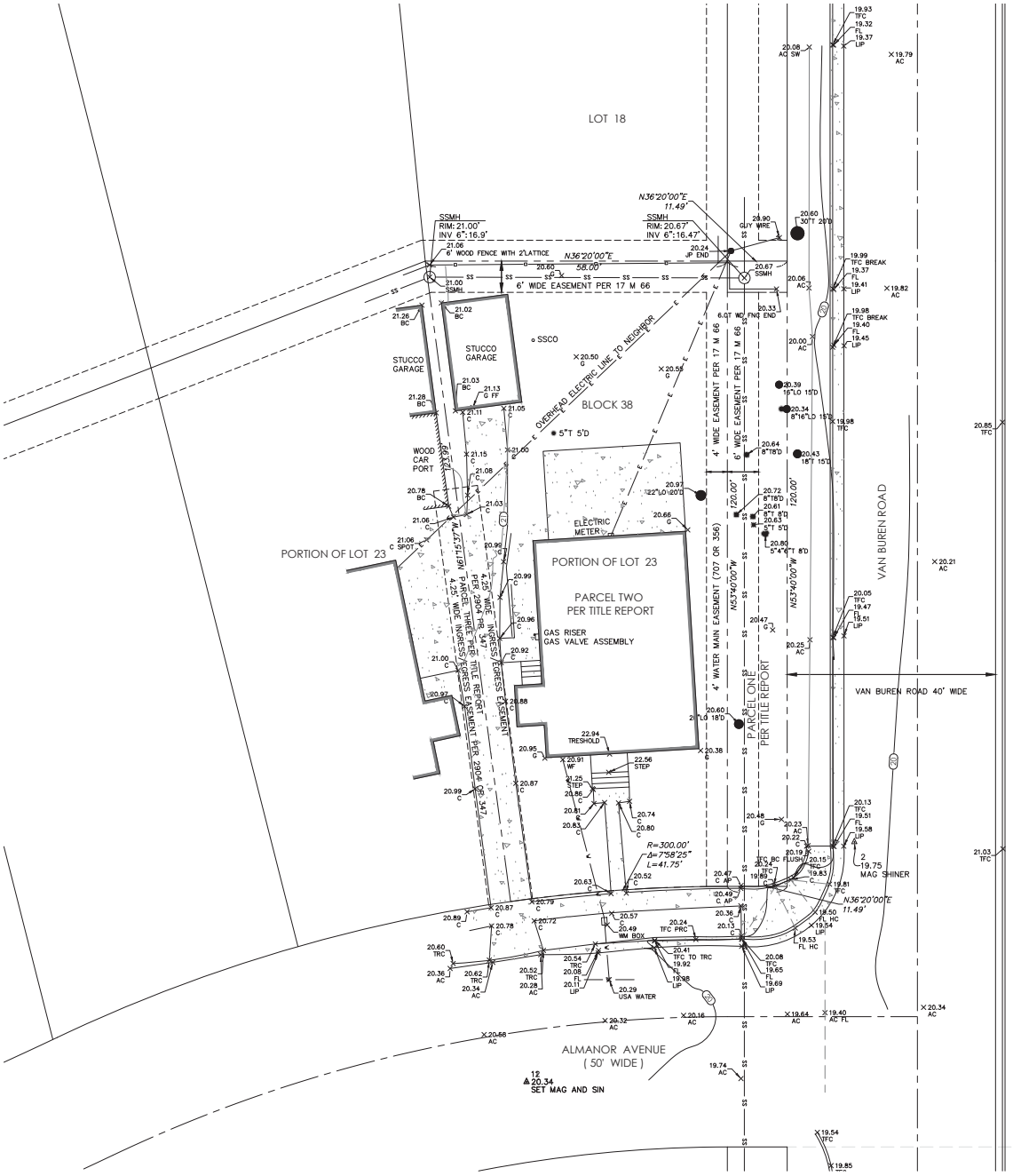
1049 ALMANOR AVE, MENLO PARK, CA 94025

DATE: 6/5/17
FILE: A4.1 CROSS SECTIONS.DWG
DRAWN BY: David Crouch

REV. #	DATE	DESCRIPTION
1.0	6/5/17	Plan submittal

CROSS SECTIONS

A4.1



LEGEND:

- BOUNDARY LINE
- CENTER LINE
- EASEMENT LINE
- ORIGIN LOT LINES
- FOUND MONUMENT
- HIGH VOLTAGE
- GAS
- WATER
- TELEPHONE
- SEWER
- STORM DRAIN
- TV CABLE
- ELECTRICAL
- STREET LIGHT
- IRRIGATION
- UNKNOWN
- AREA LIGHT
- FIRE HYDRANT
- FOUND MONUMENTION
- POWER POLE
- TRAFFIC SIGNAL
- SANITARY SEWER MANHOLE
- SIGN
- STORM DRAIN MANHOLE
- SURVEY CONTROL POINT
- WATER VALVE
- SITE BENCH MARK

AC ASPHALT
AD AREA DRAIN
AP ACCESSIBILITY RAMP
BC BUILDING CORNER
BFP BACK FLOW PREVENTER
BP BOLLARD POLE
BRC BACK ROLL CURB
BRK BRICK
C CONCRETE
CB CATCH BASIN
CLF CHAIN LINK FENCE
CO CLEAN OUT
CR ELECTRIC BOX
EL ELECTRIC
EM ELECTRIC METER
EP ELECTRIC PANEL
ER ELECTRIC RISER
FL FLOW LINE
FTR FOOTER
G GROUND
GB GRADE BREAK
GM GAS METER
GR GRID RISER
GVA GAS VALVE ASSEMBLY
GW GUY WIRE
HB HEDGE BOUND
HYD HYDRANT
ICV IRRIGATION CONTROL VALVE
INV INVERT ELEVATION
IP IRON PIPE
IRB IRRIGATION CONTROL BOX
JP JOINT UTILITY POLE
LT LIGHT
LTP PARKING LIGHT OVERHEAD
LTS PARKING LIGHT STREET
MON SURVEY MONUMENT
OH OVERHEAD UTILITY LINES
PBMK PACIFIC BELL MAN HOLE
PED PEDESTAL
RCP ROLLED CONCRETE PAVE
RD ROAD
RIM MANHOLE RIM ELEVATION
RSR UTILITY RISER
RW REDWOOD TREE
SB TRAFFIC SIGNAL BOX
SD STORM DRAIN
SDMH STORM DRAIN MANHOLE
SS SANITARY SEWER
SSCO SANITARY SEWER CLEAN OUT
SSMH SANITARY SEWER MANHOLE
SW SIDEWALK
T FREE UNKNOWN NOT IDENTIFIED
TFC TOP FACE OF CURB
TOB TOE OF SLOPE
TOP TOP OF SLOPE
TRC TOP OF ROLL TYPE CURB
TRW TOP OF RETAINING WALL
TS TRAFFIC SIGNAL
UD UTILITY BOX
VCP VITRIFIED CLAY PIPE
WF WATER FAUCET
WM WATER METER
WTR WATER
WV WATER VALVE

BENCH MARK:

N.G.S. BENCH MARK P875
ELEVATION: 22.03 (NAVD 88)
DESCRIPTION: BRASS DISC SET IN CONCRETE BASE, STAMPED "P875" AT THE INTERSECTION OF VAN BUREN ROAD AND HENDERSON AVENUE BEHIND THE BACK OF RAMP AT THE NORTHWESTERLY CURB RETURN

BASIS OF BEARINGS:

THE BEARING NORTH 53°40'00" WEST BEING THE BEARING OF VAN BUREN ROAD, AS ESTABLISHED BY SPLIT OF IMPROVEMENTS AND SHOWN ON THAT CERTAIN RECORD OF SURVEY NUMBERED 2311 FILED FOR RECORD IN VOLUME 37 OF L.L.S. MAPS, PAGE14, SAN MATEO COUNTY RECORD.

UTILITY NOTE:

1. THE LOCATION OF UNDERGROUND UTILITIES ARE SHOWN TO THE EXTENT POSSIBLE AND ARE BASED ON OBSERVED SURFACE EVIDENCE
2. CONTRACTORS AND OTHER PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES WITHIN CONSTRUCTION AREA.
3. SPRINKLER HEADS AND IRRIGATION LATERAL LINES ARE NOT SHOWN HEREON.
4. ADDITIONAL UNDETECTED UTILITIES MAY EXIST WITHIN THE LIMIT OF THIS SURVEY.
5. CALL UNDERGROUND SERVICE ALERT (USA) 48 HOURS PRIOR TO ANY UNDERGROUND WORK.

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TREE NOTE:

TREE TYPES AND SIZE ARE FOR INFORMATIONAL PURPOSES ONLY. ACTUAL TYPE OF TREE, TREE SHAPE, AND GROVE CONFIGURATION MAY VARY FROM ACTUAL FIELD CONDITIONS. NO WARRANTIES ARE IMPLIED IN REGARD TO TREE INFORMATION.

TITLE NOTE:

THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE COMPANY DATED NOVEMBER 30, 2016 ESCROW NUMBER FWTO-37776004991 SR. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.

TOPOGRAPHIC SURVEY NOTE:

1. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SURFACE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY.
2. CONTOUR INTERVAL = 1 FEET

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

BRETT J. CHAPPELL
PROFESSIONAL LAND SURVEYOR
LICENSE NUMBER 7547
EXPIRATION DATE: DECEMBER 31, 2017

3/15/2017
DATE:

LICENSED LAND SURVEYOR
BRETT J. CHAPPELL
Exp. 12-31-2017
No. 7547
STATE OF CALIFORNIA

CHAPPELL SURVEYING SERVICES
680 ESTHER WAY OAKDALE, CA. 95361
PHONE: (209) 845 9694 FAX: (209) 845 9654
survey@gallic.com
LAND SURVEYING • GEOGRAPHIC INFORMATION SYSTEMS

BOUNDARY AND TOPOGRAPHIC SURVEY
FOR DCCH
1049 ALMANOR AVENUE
CITY OF MENLO PARK COUNTY OF SAN MATEO STATE OF CALIFORNIA

No.	Revisions

Date 1/22/2017
Scale 1"=10'
Design B.C.
Drawn B.C.
Approved B.C.
Job No 2017006

Drawing: 2017006TP

1 OF 1

D16

Project Description – 1049 Almanor Ave

2/21/18

INTRODUCTION

My name is David Crouch and I am a designer and builder and owner of 1049 Almanor Ave, Menlo Park. I have been designing and building houses in Menlo Park since 2002 and have built approximately 30 homes in the area including numerous homes that have been approved over the years by the Planning Commission. I was also a resident of Menlo Park up to 2015 when, after becoming a single dad, was forced to move out of the area due to cost. I have two daughters – my eldest who attends Menlo-Atherton High School and my youngest who currently attends La Entrada Middle School but will start Menlo-Atherton High School in the next school year.

I purchased 1049 Almanor Ave because it provided a path for me to move back into the area and be closer to my daughters. Since the current home is in a state beyond reasonable repair, my intent is to build a new home for myself and my daughters, which will provide great support for them due to it being so close to Menlo-Atherton High School. Hence, this project is very personal to me and I urge the Planning Commission to approve its design as is.

SITE

1049 Almanor Ave, Menlo Park, is located between Middlefield Rd and interstate 101 in the area known as Lorelei Manor. It is zoned R1-U and is a 7419 sq. ft. non-conforming lot due to the minimum width of the lot being 56’ at the front setback, which is less than the minimum of 65’. The existing residence is 2 stories of approximately 2017 sq. ft. There is also a detached garage of 268 sq. ft. In 2015 the main house was red-tagged by the City of Menlo Park due to it being unsafe for occupancy.

The lot is a corner lot intersecting with Van Buren Ave, which runs parallel to highway 101 and is separated by ~12’ tall noise wall. The lot contains 15 trees (4 heritage), which are in bad condition due to the lack of maintenance. It is also worth noting that there are two heritage-sized street trees on the right side of the lot and there are numerous trees including heritage trees over the back fence on the neighbor’s property.

SITE HISTORY

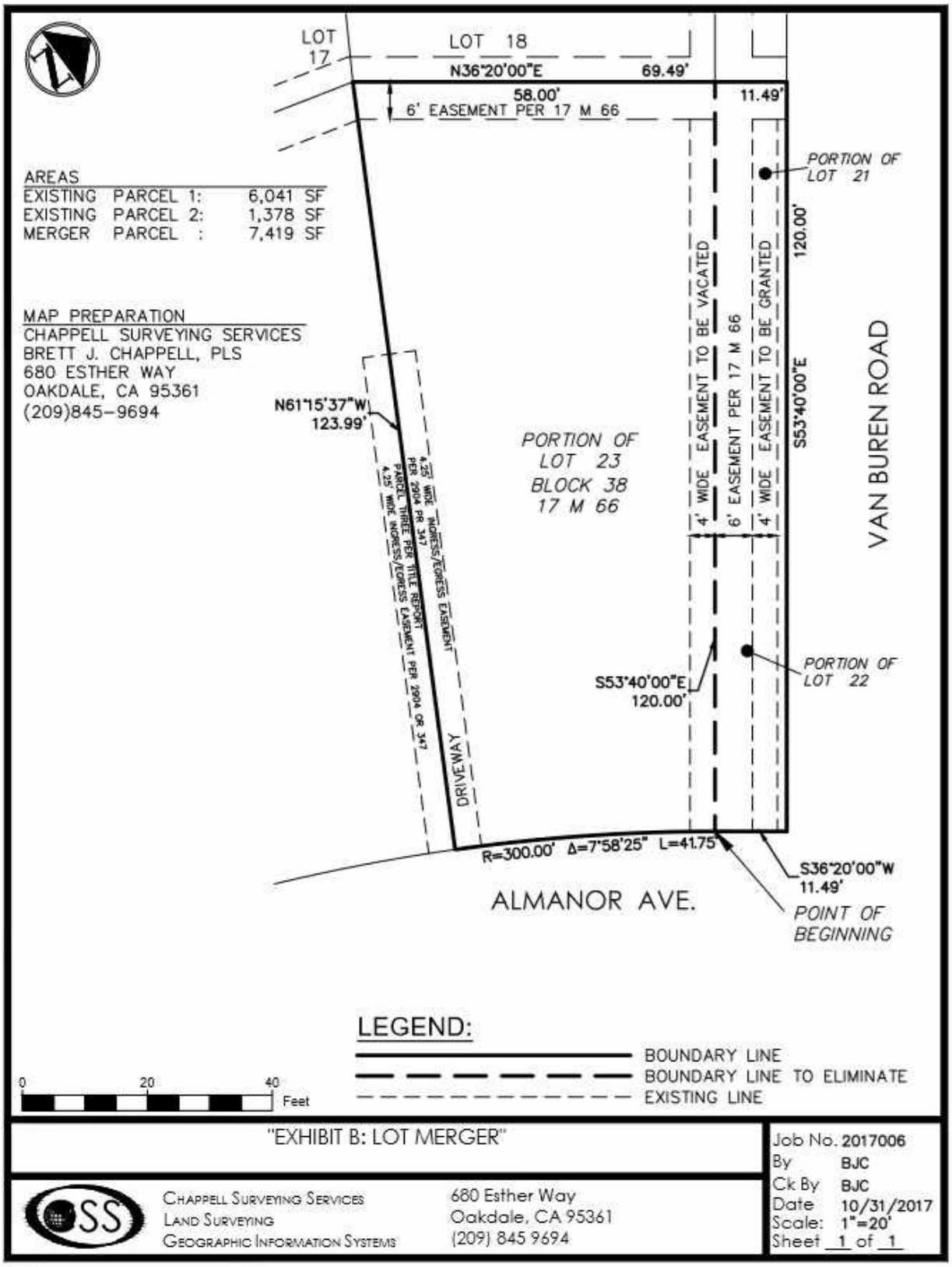
It’s important to note that up until recently this lot did not possess the attributes stated above. When the area was zoned in 1929, as shown by the zoning map below (1049 Almanor is parcel no. 23), lots existed where Van Buren Ave currently exists that faced 101. Utility easements were established based on this zoning, often with a 6’ easement and a 4’ easement straddling the property boundaries at the rear, providing a 10’ easement in total. For 1049 Almanor Ave (parcel no. 23) this meant a 6’ at the rear and a 4’ easement on the right side. On the opposite side of the right-side fence a 6’ easement was established in the rear of the now-defunct properties facing 101. Trees were also strategically placed on these lots relative to the property boundaries. Many of the trees on the right side of 1049 Almanor were planted when this property boundary was relevant and marked by a fence.

Due to the widening of 101 the lots facing 101 were all but removed (parcels 18-22 in the zoning map above). The widening resulted in the creation of Van Buren Ave, leaving a ~11.5' wide strip of land at the rear of these lots that was attached to the adjacent lots on the perpendicular streets. That is, 1049 Almanor Ave is made up of the original parcel (#23) plus the remnants of lots on it's right side that once faced 101 (#21 & #22).

In the 1950s parcel #23 was subdivided – essentially split in half, creating 1047 Almanor and the current 1049 Almanor. Due to the narrow lot widths at the front, a shared access easement approximately 8.5' wide was established that straddles the left-side property line to accommodate a shared driveway.

Before undertaking this project, 1049 Almanor Ave was a lot that had been modified multiple times over the years leaving a building site that included numerous challenges. My initial work on the project was to merge the 3 parcels on the lot into one. In parallel I worked with the City and utility companies to relocate the unused 4' easement down the right side of the property to the other side of the 6' easement to an unused space in the side setback.

The parcel map below shows the 4' easement that was relocated. It also shows the parcel line to be removed via a lot merger as denoted by the bold dashed line. The lot merger is almost complete and the easement relocation is also substantially complete pending final approvals from the Planning Commission and City Council.



"EXHIBIT B: LOT MERGER"

Job No. 2017006
By BJC
Ck By BJC
Date 10/31/2017
Scale: 1"=20'
Sheet 1 of 1

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680 Esther Way
Oakdale, CA 95361
(209) 845 9694

From this point on the project description assumes the completed lot merger and easement relocation characteristics.

PROJECT

The existing house at 1049 Almanor Ave is in disrepair and has been for years. It was tagged by the City in 2015 as uninhabitable and "Unsafe – do not enter or occupy". The cost to remodel the existing house to make it habitable and bring it to current codes is similar to the cost of constructing a new house. The house also violates the left-side property setback. The decision to demolish the existing house was obvious.

The proposed project involves demolishing the existing 2 story stucco residence and detached garage and replacing it with a new 2 story residence with attached garage and one uncovered parking space. The new residence has a stucco exterior, aluminum clad windows, and long-life composition shingle roof.

LOT SETBACKS

The front and rear setbacks for the lot are 20 feet. The right-side setback is 12 feet due to being on a corner. The left side setback is 9'-10" and is comprised of a 4'-3" access easement and 5'-7" side property setback.

The existing house impedes the left side setback by approximately 5'.

EXISTING EASEMENTS

There are now 3 easements on the lot – 2 utility easements and 1 access easement. The access easement is for a driveway that is shared with 1047 Almanor Ave. The City sewer servicing the area runs along the utility easements at the back of the property and down the right side of the property. The Coast Live Oak heritage tree tagged #1 on the right side of the property sits on top of the City sewer in the easement. West Bay Sanitary expressed their desire for this tree to be removed in communication for the easement relocation.

HOUSE

The shape of the lot proved to be challenging. While it is ~7418 sq. ft. the building footprint is only ~34' wide at the front setback – even after the easement relocation and lot merger. This translates to a foyer and two rooms across the front elevation.

A 2-car attached garage was not feasible due to the narrow lot at the front setback. Furthermore, a 2-car detached garage was also not feasible since the 2nd space would have been centered in the backyard due to the easements and hence difficult to access from the shared driveway while access from Van Buren would have meant the backyard was filled with a garage and driveway.

I was essentially forced to separate the parking spaces – one being an attached single car garage and the 2nd being a parking space at the rear of the property accessible from the shared driveway. Due to the location of the existing shared driveway and the danger of locating the driveway close to a corner, it made sense to locate the attached garage on the left side of the house.

The 1st floor is of similar size to that of the existing house. Due to having an attached garage the 1st floor footprint extends approximately 4' further back from the existing house and 4' to the right. The only windows in the livable area that view the neighbor's property to the left is the kitchen window.

The 2nd floor is set in from the 1st floor footprint. This resulted in the volume falling well within the daylight planes on both sides of the house. To help preserve privacy for the neighbor to the left, the sill height of the master bedroom windows on the left side was set high at 5'. The master bedroom also has a small balcony, but I have designed a pony well around the balcony to again help preserve privacy with the neighbors' property.

I placed bathrooms, laundry, closet etc. on the right side of the 2nd floor to provide a sound barrier for the bedrooms from the noise from 101.

The maximum height for houses zoned R1-U is 28'. However, the 1049 Almanor house has a height of 26'-3", which is ~2' less than the maximum.

Lastly, I pursued a somewhat symmetrical/balanced, humble front elevation to fit in with the understated charm of the street.

TREES

The property contains 14 trees on the right side, which provides some screening for the noise coming from 101. The project arborist, Mayne Tree Experts, recommended that: -

1. Tree #1 be removed due to it sitting on top of the City sewer and is also close to the building footprint. It is a Coast Live Oak of heritage size.
2. Tree #2 be removed since it is within the building footprint. It is not a heritage tree.
3. Tree #3 be removed since it is against the building footprint and is of bad form due to being crowded by the adjacent trees. It is a Coast Live Oak of heritage size.
4. Tree #4, which comprises 7 stems, be removed due to them being a weed.
5. Tree #5 be removed due to it being a weed.
6. Tree #6, a street tree, be removed because it is dead.

The arborist recommended to remove a total of 12 trees. However, the trees play an important role in softening the right side of the house as well as absorbing sound from 101 so upon commencing the design I decided to only remove the trees which could affect the integrity of the house and/or the City sewer, which are trees #1-#3.

However, since trees #1 & #3 are heritage trees and their removal is not guaranteed, I designed the house without needing modification to retain the trees should that be the direction of the Planning Commission.

The City arborist approved the removal of tree #3, which is a heritage tree. The City arborist also recommended the removal of trees #4-#7. While I think this is necessary to improve the tree line overlooking Van Buren Ave and 101, I object to the immediate removal of all trees in one on go – I think it should be implemented as part of a long-term plan. The current tree line plays an important role of screening 101 and its immediate removal in it's entirety will have major negative impacts to my family's living experience.

While tree #6 is dead, trees #4, #5, and #7 provide important screening for privacy and noise from 101. Without this screening I will have master bathroom windows exposed to motorists on 101. I propose that replacement of these trees occur over a number of years – allowing a replacement tree to grow before removing the next tree.

Regarding tree #1, a heritage Coast Live Oak, I applied to remove the tree due to its location on top of the City sewer, it's average health, and it's lean over the City sidewalk. From experience building in Menlo Park and working with existing large trees, and from working with West Bay Sanitary, I've learned that if a large tree growing near a sewer has not impacted a sewer, it will with time. I have also had to absorb the cost of damage to my landscaping due to West Bay Sanitary needing to do sewer work on my property. Oak tree #1 sits directly over the top of the City's 8" sewer main, which captures feeds from smaller sewer mains on the adjacent streets. Sewer damage from this tree will greatly impact the neighborhood.

For prior projects I have observed two large Oak trees that were initially declined for removal by the City almost cause injury on two separate occasions. A large branch on one of them fell onto Grace Dr, blocking the road and almost hitting a car. Regarding the 2nd tree that was located in my clients' backyard – a tree held together by wires due to its failing health - a large branch fell while their children were playing in the backyard. On both of these occasions potential tragedy was avoided through luck. I don't want the liability of relying on luck to avoid injury from main branches falling onto the City's sidewalk. I am stating this for the record and ask that the Planning Commission seriously consider my concerns.

If the reasons for my concerns for keeping tree #1 didn't exist, I would be positive on keeping the tree. I do like how it provides screening from 101 and how it frames the house with Van Buren Ave. In the alternative I have worked to come up with a structural plan that will successfully retain the tree with little impact should the Planning Commission decide that it should be retained.

Tree #1 is located ~6' from the existing house. A 1'x1' exploratory trench was hand dug just outside the line of where the new foundation will be located to determine what roots could be damaged. Only 3-4 small roots (~1") were found and one of them had been cut due to a fence that used to run along the old property boundary. Furthermore, concrete fence post footings were found every 6' feet with one of them located in approximately the same location as the pad footing for the front-right corner of the new house. That is, the new pad footing will have minimal impact on the Oak tree's roots.

I like trees and have built multiple houses close to Oak trees to successfully retain them. The pictures below show a house I recently designed and built in Atherton. I'm very proud to say that I designed this estate around all the existing trees, including keeping the large Oak tree at the right of the garage.

The Oak tree on the right side of the garage in the picture above is approximately 24” in diameter – larger than Oak tree #1 on the Almanor site. The base of the Oak is approximately 12” from the foundation of the garage – much closer to the structure than what tree #1 will be. When building the garage we modified the roof line accordingly to accommodate the trunk of the tree.

WHAT I AM PROPOSING FOR THE FOUNDATION FOR 1049 ALMANOR AVE IS MUCH MORE TREE-FRIENDLY THAN THE FOUNDATION FOR THE GARAGE ABOVE. FURTHERMORE, OAK TREE #1 WILL BE 3X FURTHER AWAY FROM THE HOUSE THAN WHAT THE OAK TREE IS TO THE GARAGE IN THE PICTURE ABOVE. THAT IS, OAK TREE #1 CAN BE RETAINED SUCCESSFULLY WITHOUT ANY DESIGN CHANGES TO THE PROPOSED HOUSE.

During an application I presented to the Planning Commission in 2012, Commissioner Riggs said “David, you are the first applicant I have seen come before the Commission and propose moving a house closer to a heritage Oak tree”.

The application was approved, the house was built within 5’ of the heritage Oak, and everybody was happy. The tree remained and is still there today in a healthy condition.

As for other trees, there is an existing street tree at the front of the property that needs to be relocated on the front of the property as to not block the new driveway. The street tree is about a year old and 3/4” in diameter.

Lastly, I have added 3 street trees to the right side of the property and one heritage tree replacement in the backyard to compensate for the trees being removed.

NEIGHBORS

I have spoken to neighbors about the project immediately to the left, behind, and directly across the road. I also met with a neighbor, Carolyn Ordonaz, at the site to discuss the tree situation related to my project.

Mayne Tree Expert Company, Inc.

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PRESIDENT

JEROMEY INGALLS
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TELEPHONE: (650) 593-4400
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EMAIL: info@maynetree.com

June 28, 2017
(Revised February 13, 2018)

Mr. David Crouch
16 Anderson Wy.
Menlo Park, CA 94025

Dear Mr. Crouch,

RE: 1049 ALMANOR AVENUE, MENLO PARK

At your request, I visited the above-referenced site on June, 19, 2017. The purpose of my visit was to inspect and comment on the trees located on the property and within 10 feet of the property line larger than 8 inches in diameter.

Limitations of this Report

This report is based on a visual-only inspection that took place from ground level. I accept no responsibility for any unseen or undocumented defects associated with the trees in this report.

Method

Each tree was identified and given a number. This number was scribed onto a metal foil tag and placed at eye level on the trunk of the tree. This number has also been placed on to a corresponding site map to show the approximate locations of the trees on the property. The diameter of each tree was found by measuring 54 inches above the natural grade as described in the City of Menlo Park Heritage Tree Ordinance. The height and canopy spread of each tree was estimated to give the tree's approximate dimensions. A condition rating has also been given to the trees. This rating is based on form and vitality and can be further defined by the following table:

0	–	29	Very Poor
30	–	49	Poor
50	–	69	Fair
70	–	89	Good
90	–	100	Excellent

Lastly, a comments section has been included to give more individual detail about the trees and their surroundings.

Tree Survey

Tree #	Species (Common)	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
1	Coast Live Oak	20.0	50	35	27	Root crown covered; located directly over the City's main sewer line; codominant at 5 feet with included bark; codominant at 10 feet with included bark; abundance of interior deadwood; healthy canopy; 7 feet from foundation of home; leans to the east.
2	Catalina Cherry	6.3	60	25	18	Growing along the foundation of the home; multi-stem top at 15 feet; good vigor and poor location.
3	Coast Live Oak	21.7	50	35	24	Root crown covered; codominant at 5 feet with included bark; abundance of interior deadwood; excess end weight on the lateral limbs; suppressed growth has caused a one-sided canopy growth to the south; poor location and less than 7 feet from the home.
4	Ailanthus	Less than 8"	40	35	20	Group of seven stems all less than 8 inches in diameter; root crowns covered; abundance of interior deadwood.
5	Ailanthus	8.1	40	35	18	Root crown covered; ivy on the lower trunk; codominant at 6 feet with included bark; good vigor, fair form; a moderate amount of interior deadwood.
6	Japanese Privet	17.7	0	20	15	Tree is dead.
7	Coast Live Oak	16.6	55	35	24	Root crown covered; slight lean to the west; codominant at 10 feet with included bark; good vigor, fair form; a moderate amount of interior deadwood.
8	Coast Live Oak	16.2	55	40	27	Root crown covered; slight lean to the west; codominant at 10 feet; moderate amount of interior deadwood; good vigor and fair form.

Tree #	Species (Common)	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
9	Japanese Privet	37.1	50	35	24	Measured below the multi-stem attachment at 4 feet; root crown covered; ivy on the lower trunk; debris in main attachment at 4 feet; good vigor; moderate amount of interior deadwood; root cracking the sidewalk.
10	Plum	12.0 (est.)	0	15	15	Tree is dead; located on the neighboring property; no tag.
11	Row of Podocarpus	8"-10" (est.)	55	25	18	Located along the rear neighbor's property behind a 7 foot fence; good vigor and screen; no tag.
12	Blue Spruce	10.0 (est.)	65	40	18	Good vigor, fair form; located on the neighboring property; no tag.
13	Oleander & Pittosporum Mixture	10.0 (est.)	50	20	21	Multi-stem; located on the neighboring property. Most of the canopy grows over the property line fence and is resting on the roof of the client's garage.
14	Valley Oak	5.5 (est.)	60	25	15	Sprout from the stump of a previously removed tree; codominant with included bark at 7 feet; has the potential to be a nice tree with corrective pruning.
15	Silver Linden	2.0 (est.)	65	8	2	Street tree located within planter strip.

Observations

This site is in disrepair. The majority of the trees on this site are volunteers. I found no evidence of any recent tree maintenance associated with any of the trees on this site.

Tree #1 is a Coast Live Oak located at the front right corner of the home directly above the main City sewer line. The base of this tree is less than 7 feet from the foundation of the existing home. Soil and other organic material cover the tree's root crown. This tree leans to the east. There is an abundance of interior deadwood and codominant attachments with included bark at 5 feet high and at 10 feet high. Overall, this tree has a healthy canopy, poor form, and is in a poor location.

I believe this tree should be removed due to it being located directly above the main City sewer line and its poor form, which greatly increases the potential for future failures.

Tree #2 is a Catalina Cherry Tree located very near the foundation of the home on the right side. This tree is most likely a volunteer; it has a multi-stem top at 15 feet, good vigor, and is poorly located.

I recommend removal of this tree due to its location on the side of the home. The roots of this tree have a high potential to damage the home in the near future.

Tree #3 is a Coast Live Oak located at the right rear corner of the home. Soil and other organic material cover the root crown of this tree. There is a codominant attachment with included bark at 5 feet, an abundance of interior deadwood, and excess end weight on the lateral limbs. This tree leans to the south and most of the canopy growth is in the same direction. This tree has poor form and good vigor. The base of this tree is less than 7 feet from the foundation of the existing home.

I recommend removal of this tree due to its poor location and form.

Tree #4 is a group of Ailanthus trees located on the right side of the property. There are a total of seven stems each less than 8 inches in diameter. These trees are all volunteers with covered root crowns and all have a moderate amount of interior deadwood.

Ailanthus trees are notorious for being brittle and producing an abundance of volunteers. I believe these are nuisance trees with little value and should be eradicated from the property.

Tree #5 is an Ailanthus tree located at the right rear corner of the home. Soil and other organic material cover the root crown of this tree. It leans to the south, has a two stem attachment at 5 feet, and a one-sided canopy growth to the south.

This tree is an invasive species, has little value, and I strongly recommend removal in the near future.

Tree #6 is a Japanese Privet located along the street on the right side of the home.

This tree is dead and should be removed.

Trees #7 and #8 are both Coast Live Oaks located along the right side of the property. Both of these trees have covered root-crowns, codominant attachments, and good vigor.

These trees need routine tree maintenance that should include exposing the root crowns, deadwood removal, and thinning of the upper canopies.

Tree #9 is a large Japanese Privet located at the right rear corner of the property. It is unclear if this tree is on the property or not. This tree has a multi-stem attachment at 4 feet, ivy on the lower trunk, debris between the stems in the main attachment, good vigor, and poor form. The roots of this tree are cracking and lifting the sidewalk.

I recommend finding out who owns this tree prior to any work being performed on it. If work is to be completed, I recommend exposing the root crown and removing the interior deadwood and debris filling the space between the stems in the main attachment.

Trees #10-#12 are all located along the rear fence line on the neighboring property. Some side trimming of the canopies along the property line fence may be needed in the future.

No work is recommended at this time.

Tree #13 is a combination of an Oleander and a Pittosporum growing from the left rear neighboring property. The upper canopies of these trees are extending significantly over the property line and resting on the roof of the existing garage. These trees have good vigor and poor form.

I recommend cutting the upper canopies back to the fence line to clear the roof of the garage and to establish a clean edge at the property line.

Tree #14 is a Valley Oak located near the left rear corner of the home. This tree is a sprout off of the stump of a previously-removed tree. This sprout is small in diameter, but is approximately 20 feet tall. It has a codominant attachment with included bark at 7 feet and a vigorous canopy.

With proper corrective pruning, I believe this tree has potential to be a good specimen.

Tree #15 is a Silver Linden street tree that has been newly planted. This tree appears to have good vigor and fair form.

Summary

This property is in need of tree maintenance and landscaping. I strongly recommend removal of trees #1-#6 to eliminate potential problems with the foundation of the home, the main city sewer line, and to avoid future failures due to poor form.

Trees #7 and #8 need routine tree maintenance to minimize the potential for future fungal attacks and failures. This maintenance should also reduce or remove potential hazards in the tree, while increasing the aesthetic value of the trees for the future.

No work is needed at this time for trees #9-#12.

Tree #13 should have the canopy cut back to the property line in order to clear the garage roof and establish a new edge to the canopy.

Tree #14 needs corrective pruning to promote a better form. This tree is less than 6 inches in diameter and could be removed If desired.

Tree #15 needs no work at this time.

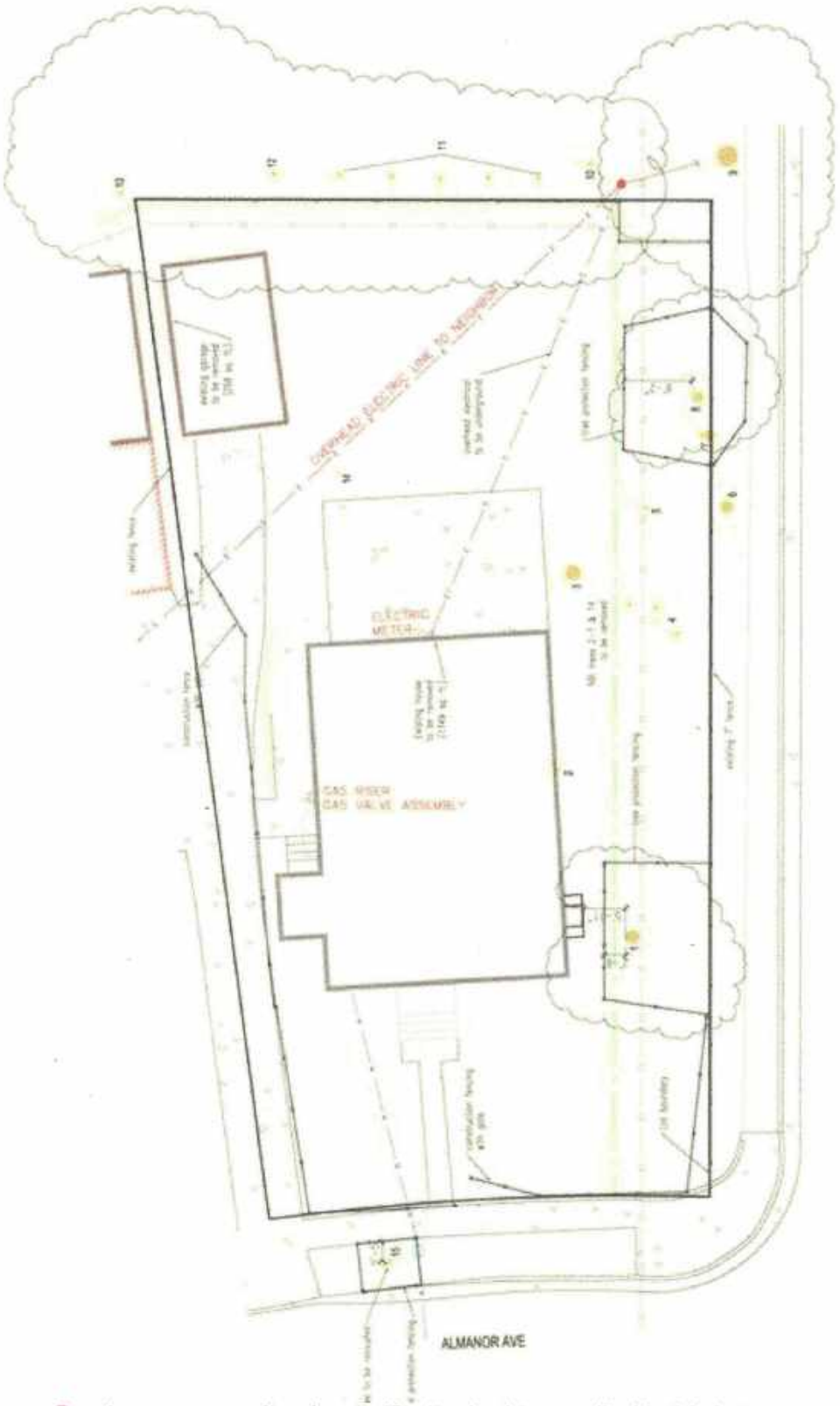
All tree work performed as a result of this report should be accomplished by a qualified licensed tree care professional. I believe this report is accurate and based on sound arboricultural principles and practices. If I can be of further assistance, please contact me at my office.

Sincerely,

Jeromey A. Ingalls
Certified Arborist WE #7076A

JAI:pmd

INTERNATIONAL SOCIETY OF ARBORICULTURE
JEROMEY A. INGALLS
No. WE-7076A
CERTIFIED ARBORIST



See **tree survey** site plan (pdf) attached to email with this letter.

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PRESIDENT

JEROMEY INGALLS
CONSULTANT/ESTIMATOR

535 BRAGATO ROAD, STE. A
SAN CARLOS, CA 94070-6311

TELEPHONE: (650) 593-4400
FACSIMILE: (650) 593-4443
EMAIL: info@maynetree.com

June 28, 2017
(Revised February 13, 2018)

Mr. David Crouch
16 Anderson Wy.
Menlo Park, CA 94025

Dear Mr. Crouch,

RE: 1049 ALMANOR AVENUE, MENLO PARK

At your request, I reviewed the proposed construction plans for the above-referenced address. During my review, I determined the existing home and garage will be demolished and a new home with a basement will be built on the property.

Limitations of this Letter

The following tree protection plan is based on my interpretation of the plans that were provided to me. I accept no responsibility for any misinterpreted portions of the construction project or if the provided plans for the project were changed without my knowledge after I received a copy.

The following letter is not a contract to become the site arborist or for any future inspections that might be needed. A separate contract would need to be established to perform the role of site arborist for this project.

Plan Review

Tree #1 is a Coast Live Oak located at the front right corner of the home. At the request of the City Arborist, this tree is being retained. It should be noted this tree has significant defects that could affect the public.

1. It is growing directly above the City sewer line. In the event the city needs to access this line or damage occurs due to future root growth, this tree may need to be removed or have significant excavations within its dripline. (Picture #1)

2. This tree has poor form with an abundance of poorly attached codominant stems. One large codominant stem that has included bark within its main attachment extends over the property line fence, the sidewalk and a portion of the street. This area routinely has pedestrians, bicyclists and vehicles traveling under its canopy. In the event of a failure of this tree it should be recognized the homeowner attempted to have this tree removed but was denied permission by the city. (Pictures #2-#4)

This tree will be impacted by the proposed construction of the new home's foundation. To mitigate this impact, I recommend using a pier-and-grade beam type foundation or an on-grade slab that reduces the need to significantly excavate into the tree's root zone when near the base of the tree. By minimizing the excavation within this root zone, it substantially decreases the amount of exposed/damaged roots and allows the home to be built within the dripline of the tree. A one-foot wide by one-foot deep exploratory trench has been dug along the location of the proposed foundation. During this hand dug excavation, no significant size roots (greater than two inches in diameter) were found. This leads me to the conclusion that the proposed foundation, which will affect roughly the top 6 inches of the soil, will not adversely affect the health and structural stability of this tree.

Pruning of the side canopy nearest to the existing home will be needed to accommodate the new construction. The overall impact of this pruning should affect roughly 10 percent of the tree's canopy. Most of this canopy is growing upright and, upon measuring the height of the proposed home in its proposed location (10'1") and the height of the first branches (11'8"), the first floor of the home will not be impacted by the present canopy and the removal of only two 5-inch limbs should provide adequate clearance for the second story of the new home. The upper canopy will be left intact and will not be removed. In normal circumstances, without any new construction, this pruning would be considered normal routine tree maintenance to clear the home and, in most cases, would be considered mandatory fire clearance by the Fire Marshall. This pruning should be performed by a qualified licensed tree care professional and under the direction of a Certified Arborist to insure the proper location of cuts and to avoid unnecessary cuts or damage to the tree during the pruning process.

Any roots larger than 2 inches in diameter that are found during the excavation for the new home's foundation shall be inspected and documented by the site arborist. Upon which the site arborist shall make a determination as to what to do with the root(s). All cut roots shall be cut cleanly back to the wall of excavation nearest to the tree with a pair of loppers or a hand saw as described in the required insert "City of Menlo Park Tree Protection Specifications" (line item# 6) located at the end of this report.

Tree Protection Fencing shall be installed around this tree at, or as near as possible to, the tree's dripline while still allowing the project to continue safely. The approximate location of this tree protection fencing is shown on the provided site map. Additional fencing shall be wrapped around the trunk of this tree to reduce potential trunk damage. (The trunk wrapping should consist of a layer of orange plastic fencing, a layer of 2x4s and an additional layer of orange plastic fencing.)

Tree #2 is a Catalina Cherry tree located along the right side of the home. This tree will be within the footprint of the proposed building and cannot be retained; because of this, no additional tree protection will be needed for this tree.

Tree #3 is a Coast Live Oak located at the right rear corner of the existing home. This tree is located within the footprint of the proposed home and cannot be retained; because of this, no additional tree protection will be needed for this tree.

Tree #4 represents a group of undesirable Ailanthus trees. There are a total of seven stems, all less than 8 inches in diameter. These trees are designated for removal per the request of the City Arborist for the health of the future street trees.

Tree #5 is an Ailanthus tree with a diameter just above 8 inches. This tree is designated for removal per the request of the City Arborist for the health of the future street trees.

Tree #6 is a Japanese Privet that is dead and is designated for removal per the request of the City Arborist for the health of the future street trees.

Tree #7 is a Coast Live Oak located near the right rear corner of the property. This tree is designated for removal per the request of the City Arborist for the health of the future street trees.

Tree #8 is a Coast Live Oak located along the right rear corner of the property. This tree is located away from the proposed footprint of the new home. Tree Protection Fencing should be established along the perimeter of this tree's dripline. I have drawn in on the provided site map the approximate location of this tree protection fencing.

Trees #9-#13 are all located on neighboring properties and will be more than 30 feet away from the proposed construction; and, therefore, will not be impacted by the proposed construction. Tree #10 is dead and will not be impacted by the installation of the new underground electrical line for the new home. Additional fencing can be placed along the rear of the property, near the property setback line, to protect any roots from these trees that grow abnormally long, beyond 30 feet away from their trunks.

Tree #14 is a 5.5 inch diameter valley oak that is growing out of a previously removed stump. This tree is scheduled for removal at the beginning of the construction project.

Tree #15 is a Silver Linden sapling street tree located in front of the home that was installed after the original arborist report was completed. Tree Protection Fencing shall be installed along the planter strip and curb, around this tree, to minimize the disturbance of its root zone during the project. An irrigation schedule should be established that will water this tree at least once a week for ten minutes during the duration of the project. I recommend using a timer and a hose to insure the watering of this tree is consistent and not overlooked.

All Tree Protection Fencing around trees #1, #7, #8, and #15 shall be installed prior to any demolition occurring on the site. Fencing around tree #1 may need to change after the demolition of the existing home is completed.

CITY OF MENLO PARK TREE PROTECTION SPECIFICATIONS

1. A 6-inch layer of coarse mulch or woodchips is to be placed beneath the dripline of the protected trees. Mulch is to be kept 12 inches from the trunk.

2. A protective barrier of 6-foot chain link fencing shall be installed around the driplines of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but not closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). I have drawn in on the provided site the approximate locations of the tree protection fencing.

3. Movable barriers of chain link fencing secured to cement blocks can be substituted for "fixed" fencing if the Project Arborist and City Arborist agree that the fencing will have to be moved to accommodate certain phases of construction. The builder may not move the fence without authorization from the Project Arborist or City Arborist.

4. **Avoid the following conditions.**
   DO NOT:
   a. Allow runoff or spillage of damaging materials into the area below any tree canopy.
   b. Store materials, stockpile soil, or park or drive vehicles within the TPZ.
   c. Cut, break, skin, or bruise roots, branches, or trunks without first obtaining authorization from the City Arborist.
   d. Allow fires under and adjacent to trees.
   e. Discharge exhaust into foliage.
   f. Secure cable, chain, or rope to trees or shrubs.
   g. Trench, dig, or otherwise excavate within the driplines, or TPZ, of the trees without first obtaining authorization from the City Arborist.
   h. Apply soil sterilants under pavement near existing trees.

5. Only excavation by hand or compressed air shall be allowed within the driplines of trees. Machine trenching shall not be allowed.

6. Avoid injury to tree roots. When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the trees shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where this is not possible, the side of the trench adjacent to the trees shall be kept shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the Contractor may cut the root as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap.

7. Route pipes outside of the area that is 10 times the diameter of a protected tree to avoid conflict with roots.

8. Where it is not possible to reroute pipes or trenches, the contractor shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering "feeder" roots.

9. Trees that have been identified in the arborist's report as being in poor health and/or posing a health or safety risk may be removed or pruned by more than one-third, subject to approval of the required permit by the Planning Division. Pruning of existing limbs and roots shall only occur under the direction of a Certified Arborist.

10. Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within six hours so that remedial action can be taken.

11. An ISA Certified Arborist or ASCA Registered Consulting Arborist shall be retained as the Project Arborist to monitor the tree protection specifications. The Project Arborist shall be responsible for the preservation of the designated trees. Should the builder fail to follow the tree protection specifications, it shall be the responsibility of the Project Arborist to report the matter to the City Arborist as an issue of non-compliance.

12. Violation of any of the above provisions may result in sanctions or other disciplinary action.

MONTHLY INSPECTIONS

It is recommended that the site arborist provide periodic inspections during construction. Four-week intervals would be sufficient to access and monitor the effectiveness of the Tree Protection Plan and to provide recommendations for any additional care or treatment.

City of Menlo Park – Community Development Department, Planning Division Tree Protection Specifications *Updated February 2008.*

Sincerely,

Jeromey A. Ingalls
Certified Arborist WE #7076A

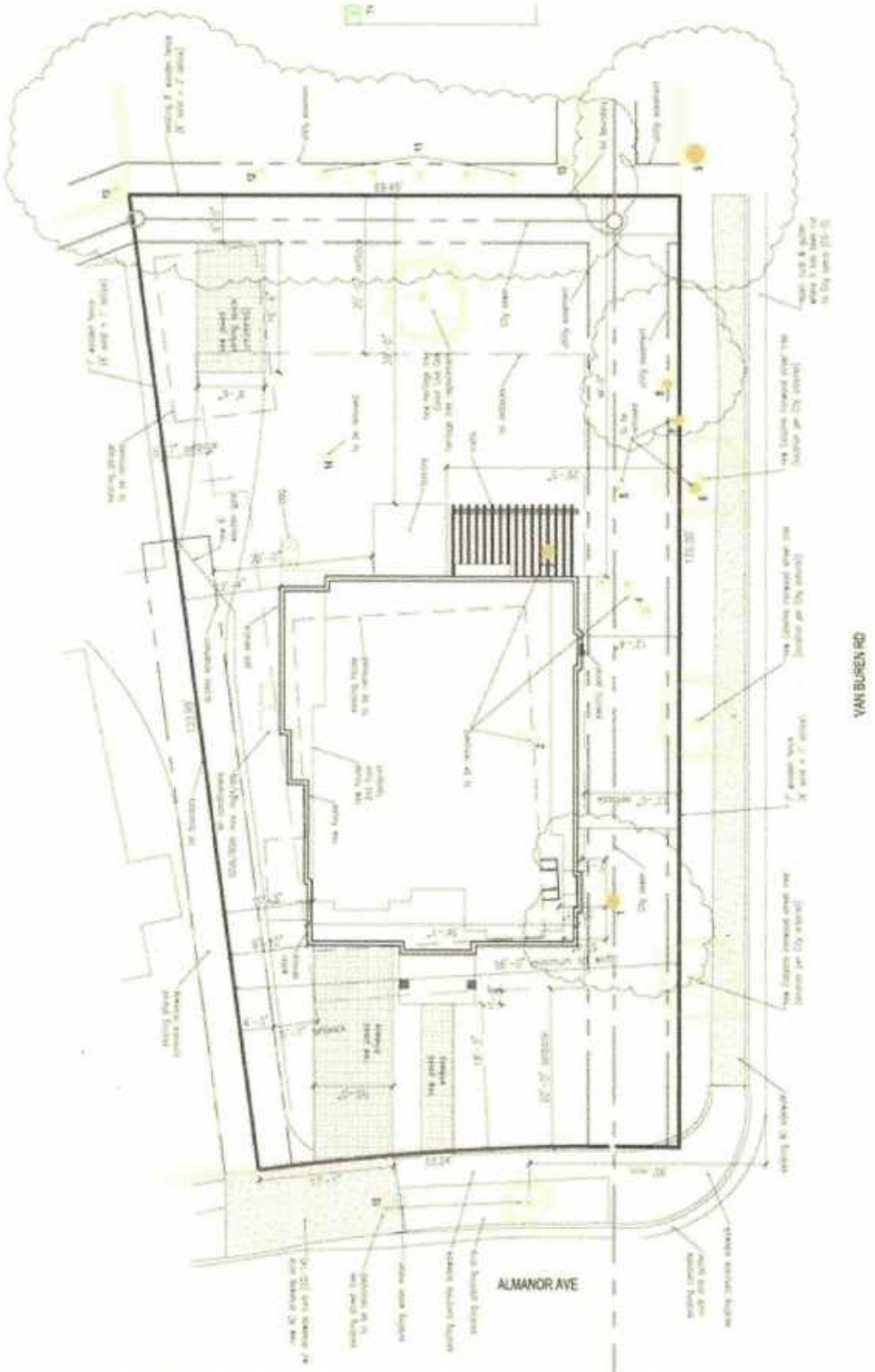
JAI:pmd

Picture #1

Picture #2

Picture #3

Picture #4



See **tree protection** site plan (pdf) attached to email with this letter.

From: William R. Brown
To: Conley, Cecilia L
Subject: Use Permit for 1049 Almanor Avenue
Date: Tuesday, February 13, 2018 1:11:56 PM

I have no objection to the application for a Use Permit for 1049 Almanor Avenue to demolish and replace the house that is there.

I do object to the requirement that people in our area obtain a Use Permit to begin with.

Nearly every lot in our area is considered “substandard” in regards to width. Burdening us with the extra cost and time necessary to obtain a Use Permit for a building that already has to conform to the building code is simply unfair.

I suggest a rezoning of our area be considered to eliminate the requirement for a Use Permit for lots that are substandard as to width (or total area), a new zoning district for narrow lots or small lots might be required.

- Bill

William R. Brown
1043 Berkeley Avenue
Menlo Park, CA 94025
(650) 248-3015 (cell)
Bill@termanbrown.net

From: Jason Primuth
To: Conley, Cecilia L
Subject: 1049 Almanor
Date: Monday, February 12, 2018 4:50:56 PM

I received the flyer about the proposed changed at 1049 Almanor ... and I heartily support it.

That house is an eyesore, and needs to be torn down.

I suspect the rest of the neighborhood agrees.

Thanks,

Jason Primuth, 1050 Menlo Oaks Drive

From: Carolyn Ordonez
To: Conley, Cecilia L
Cc: Planning Commission
Subject: Please keep the heritage oak trees at 1049 Almanor Avenue
Date: Wednesday, February 07, 2018 9:29:57 AM

Dear Ms Conley,

I previously sent a plea to keep the heritage oaks at 1049 Almanor Avenue. This follow up is to to reiterate how important trees are to the environment and the health of everyone.
Because 1049 Almanor Avenue is adjacent to the 101 freeway the trees are extremely important to fight the pollution the freeway causes. And with Nexgen, the new flight path to SFO, we now jets frequently flying over at less than 4,000 feet with more pollution.
Trees are vital. They take in carbon dioxide and produce the oxygen we breathe. An urban forest acts as a giant filter that cleans the air we breathe. One mature leafy tree produces as much oxygen in one season as 10 people inhale in one year.
Trees also clean pollutants in the soil by either storing pollutants in the soil or actually changing pollutants into less harmful forms.
These two heritage oaks help muffle the noise of the freeway. They also are screening a sign on the freeway. CalTrans is going to be adding another sign by cutting into the sound wall and placing the support pole in this space. The exact location, I understand, has not been determined but will be somewhere between Menlo Oaks Drive and Berkeley Avenue.
I have read the tree report by Mayne tree experts. The only negative about the trees is they need pruning and one tree leans due to the adjacent trees not because it is unhealthy.
These two trees live in harmony with a two story house now. According to Mayne the trees are too close to the existing house and should be removed. I am a landscape architect and recently worked on a property on Bay Road in Menlo Park with a hundred plus year old oak tree and a 45 year old house built within six feet of the house. Both are healthy. The tree was evaluated by Arbor Logic and a report was prepared on June 12, 2017 stating the tree was healthy and safe.
Another reason, according to the tree report, to remove the trees is the trees lean. Tree one barely leans and tree three leans due to competition from the Ailanthus trees next to it. These trees should be removed and the heritage oak number three will add growth and balance. Oak trees, as well many other trees, naturally lean. This natural leaning makes oak trees particularly picturesque.
The proposed plan is to save the Ailanthus altísima trees which are an invasive species from China. This tree produces a chemical preventing other plants from growing near it and an abundance of seeds threatening our native species. The aggressive root system can case damage to pavement, sewers and building foundations. The existing Ailianthus trees are young and have not affected the heritage oaks but these trees need to be removed as noted by Mayne.
I have met at 1049 Almanor Avenue with Mr. Crouch to discuss the trees. He agreed with all the reasons I stated in my first plea to save the trees. But he informed me Westbay Sanitary District wanted the trees removed because tree one sits over the sewer main. I visited Westbay to confirm this information. Mr. Crouch is misinformed. Westbay cleans the sewers once a year and does not ask that trees be removed.
Please do not allow the removal of the heritage oak trees at 1049 Almanor Avenue. Cal Trans removed large beautiful trees at Willow Road for the new freeway interchange and if Flood Park removes trees as proposed we are loosing valuable urban pollution fighters.
I urge you to ask Mr Crouch to be innovative in his house design and save the oaks. Saving the trees will provide visual and noise screening and help clean the pollution from the freeway and jets as well increase the value of Mr. Crouches property.
Thank you,
Carolyn Ordonez
1046 Almanor Avenue
Sent from my iPad

From: Conley, Cecilia L
To: Conley, Cecilia L
Subject: FW: 1049 Almanor Ave Heritage Trees
Date: Thursday, February 15, 2018 2:39:25 PM

Hi Kyle,
I reviewed the plans for 1046 Almanor Avenue. I would like to keep the two heritage oak trees the owner/ builder would like to remove. I assume the basement is the problem with keeping the trees. I have attached the email and photos I sent to the planning commissioners. Please include the letter with your staff report. I noticed the proposed driveway goes right through the street tree. I don't remember the tree being noted on the plans.
Sincerely,
Carolyn Ordonez

Sent from my iPad

Begin forwarded message:

> **From:** Carolyn Ordonez <cardord@gmail.com>
> **Date:** November 8, 2017 at 8:10:15 AM PST
> **To:** andrew@barnes210.com, susan_goodhue@yahoo.com, john@johnonkenarchitects.com, larry@metropolisarchitecture.com, hlriggs@comcast.net, katherine_strehl@yahoo.com, combs.drew@gmail.com
> **Subject: 1049 Almanor Ave Heritage Trees**
>
> Dear Planning Commissioners,
>
> Your commission will be receiving for review a new house to be built at 1049 Almanor Avenue in the Flood Triangle neighborhood of Menlo Park. I live at 1046 Almanor Avenue and have reviewed the plans. My interest in reviewing the plans is saving the heritage oak trees. The plans are specifying the removal of two heritage oak trees.
>
> I do not want the trees removed for many reasons. 1049 Almanor Avenue is located at the corner of Van Buren Road and Almanor Avenue. Only two-lane Van Buren Road and a narrow planting strip separate the house lot from the 101 freeway sound wall and eight or ten lanes of polluting cars.
>
> Trees clean the air. They absorb orders and pollutant gases, nitrogen oxides, ammonia, sulfur dioxide, and ozone. Trees filter these particles out of the air by trapping them on their leaves and bark.
>
> We recently lost so many mature trees at Willow Road and 101 due to the reconfiguration of the freeway on and off ramps. One day the trees were there and the next day the trees were gone. Was any thought given to the consequences of the loss of mature trees? Furthermore, San Mateo County is proposing to remove hundreds of trees from Flood Park.
>
> Wildlife, birds, squirrels, crows, stellar jays, hawks live in the trees in the area. These beautiful Oaks block the view of the freeway sign to the Marsh Road exit as well as the sound wall. They help block noise from the freeway. They soften

the appearance of the two story house that sits there now and would do the same for a brand new house.

Saving the trees would benefit the future residents of the new house. The tree would be attractive when looking out the windows, block noise and undesirable views, help clean the air, and provide an environment for wildlife.

Knowing the existing house will be torn down, a newly designed house can and should be planned around the heritage trees. Large mature trees increase property values for the individual lot and the neighborhood.

Please do not allow the removal of the heritage oaks. We need established, mature trees for future generations.

Sincerely,
Carolyn Ordonez

G6

G7

G8

G9

G10

January 4, 2018

David Crouch
1049 Almanor Ave
Menlo Park, CA 94025

RE: 1049 Almanor Ave (PLN2017-00085)

Dear Mr. Crouch,

This letter serves to inform you that the lot merger for the properties at 1049 Almanor Ave, shown as Lots 21, 22, and 23 in the attached PLAT, is conditionally approved as of the date of this letter. The project is categorically exempt under Class 5 of the current State CEQA Guidelines.

The proposed lot merger falls within the guidelines of City Code Section 15.30.020 established by the City Council on September 19, 1995. This Section states that: "Pursuant to the authority provided by Section 66499.20 ¾ of the Subdivision Map Act, upon request of the legal owner(s) of contiguous parcels, the City Engineer, with the concurrence of the Director of Community Development, may approve the merger of the parcels without reverting to acreage."

The proposal has been reviewed and found to meet the requirements of City Code Section 15.30.020. Therefore, it is approved subject to a twenty (20) day appeal period beginning the date of this letter. After the appeal period has lapsed, the City will prepare the required documents and recordation instructions for finalization and recordation of the lot merger. An appeal may be filed with the Planning Commission, and a member of the Planning Commission shall have the same appeal rights as a Council Member.

Should you have any questions, please contact Michael Fu at (650) 330-6706 or at mgfu@menlopark.org.

Sincerely,

Nicole H. Nagaya, PE
Assistant Public Works Director

cc: Kyle Perata, Senior Planner
Jelena Harada, Deputy City Clerk
Justin Murphy, Public Works Director

MEMORANDUM

Bureau Veritas
2430 Camino Ramon
San Ramon, CA 94583
Phone (925) 498-6524
Fax (925) 468-7413

Date: February 9, 2018

To: Michael Fu – City of Menlo Park

From: Michael J. Middleton, PE

Subject: Legal Descriptions for Easements – Final Review
1049 Almanor Ave.
(Ref. No. 33017-018017.10)

I have completed a first and final review of the legal descriptions for the vacation of three easements, and the creation of one easement, dated Jan. 9, 2018, (related to the 1049 Almanor Ave. Lot Merger), by Chappell Surveying Services, for conformance to the requirements of the Subdivision Map Act (SMA), Land Surveyor's Act (LSA), and the City of Menlo Park Municipal Code (MPMC). I have the following comments:

The legal descriptions for all three vacations, and the new easement to be created, are ready in form for recording subject to the following modification:

- All three vacations and the easement to be created: All references to the Newbridge Park Map No. 4, should also include the recording information 17 M 66.

Please also note that the easement vacations, and the new easement to be created, as the descriptions are drafted, must be recorded prior to recording the proposed lot merger.

End of Comments

Feel free to contact me at 925-498-6524, or michael.middleton@us.bureauveritas.com, if you have any questions.

CHAPPELL SURVEYING SERVICES
Land Surveying • Subdivision Mapping
Topographic Mapping • ALTA Mapping
Laser Scanning • Aerial Mapping • GPS
Agricultural Mapping • GIS Mapping

CSS Job No: 2017006

RECEIVED
JAN 26 2018
CITY OF MENLO PARK
BUILDING DIVISION

EXHIBIT "A"
LEGAL DESCRIPTION
EASEMENT VACATIONS

Vacation #1

The "6' Easement" being the Southwesterly 6.00 feet of Lot 22 as said Lot and said Easement are shown on that certain Subdivision Map entitled Newbridge Park Map No. 4, recorded October 14, 1929 in the office of the recorder for said San Mateo County.

Vacation #2

The "6' Easement" being the Southwesterly 6.00 feet of Lot 21 bounded Northwesterly by a line parallel with and 6.00 feet Southeasterly from Northwesterly line of said Lot 21 as said Lot and said Easement are shown on that certain Subdivision Map entitled Newbridge Park Map No. 4, recorded October 14, 1929 in the office of the recorder for said San Mateo County.

Vacation # 3

The "4' Easement" being the Northeasterly 4.00 feet of Lot 23 bounded Northwesterly by a line parallel with and 6.00 feet Southeasterly from Northwesterly line of said Lot 23 as said Lot and said Easement are shown on that certain Subdivision Map entitled Newbridge Park Map No. 4, recorded October 14, 1929 in the office of the recorder for said San Mateo County.

END OF DESCRIPTION

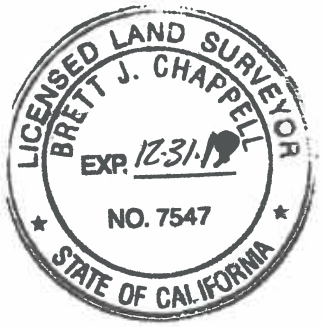
See Exhibit "B" attached hereto and made a part hereof.

This description was prepared by me or under my direction in conformance with the requirements of the Professional Land Surveyor's Act.

Brett Chappell

Brett J, Chappell
Professional Land Surveyor
License Number: 7547

1/9/2018
Date:



680 Esther Way, Oakdale, CA 95361
O:209-845-9694 email: survey@garlic.com

H3

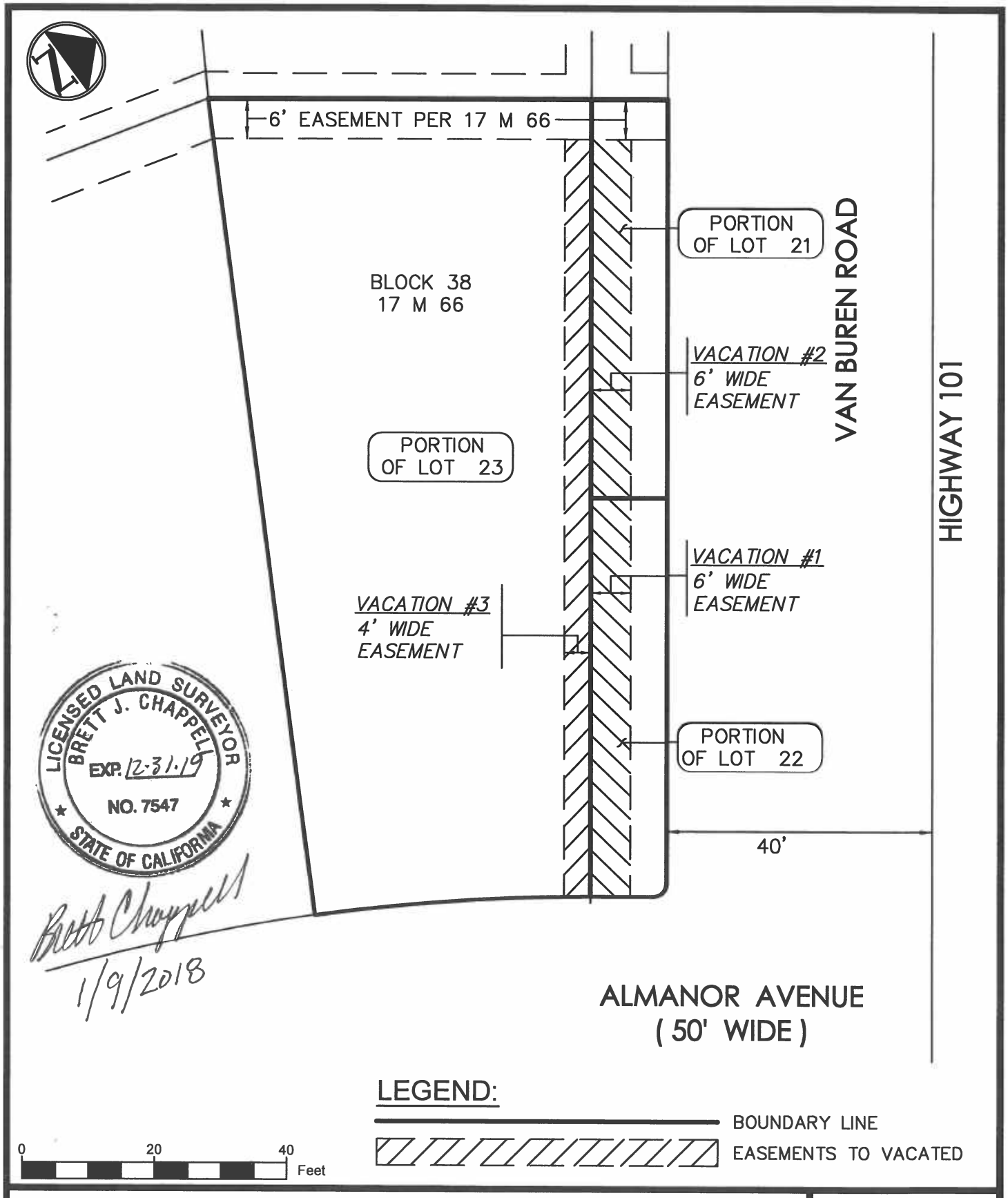


EXHIBIT "B"
EASEMENT DESCRIPTION

Job No.	2017006
By	BJC
Ck By	BJC
Date	1/9/2018
Scale:	1"=20'
Sheet	1 of 1

CHAPPELL SURVEYING SERVICES
LAND SURVEYING
GEOGRAPHIC INFORMATION SYSTEMS

680 Esther Way
Oakdale, CA 95361
(209) 845 9694

CHAPPELL SURVEYING SERVICES
Land Surveying • Subdivision Mapping
Topographic Mapping • ALTA Mapping
Laser Scanning • Aerial Mapping • GPS
Agricultural Mapping • GIS Mapping

RECEIVED
JAN 26 2018
CITY OF MENLO PARK
BUILDING DIVISION

CSS Job No: 2017006

EXHIBIT "A"
LEGAL DESCRIPTION
10' WIDE EASEMENT

All that certain real property situate in the City of Menlo Park, County of San Mateo, State of California being a portion of Lot 21 and a portion of Lot 22 as said Lots are located in Block 38 as said Lots and said Block are shown on that certain Subdivision Map entitled Newbridge Park Map No. 4, recorded October 14, 1929 in the office of the recorder for said San Mateo County and being more particularly described as follows:

BEGINNING at the Southerly corner of said Lot 22; thence North 53°40'00" West, coincident with the Southwesterly line of said Lot 22 and the Southwesterly line of said Lot 21, a distance of 114.00 feet to a point that bears South 53°40'00" East, 6.00 feet from the Westerly corner of said Lot 21; thence North 36°20'00" East along a line that is parallel with and 6.00 feet Southeasterly from the Northwesterly line of said Lot 21, a distance of 10.00 feet; thence South 53°40'00" East, 114.00 feet to a point on the Southeasterly line of said Lot 22; thence South 36°20'00" West, coincident with the said Southeasterly line, 10.00 feet to the POINT OF BEGINNING.

END OF DESCRIPTION

See Exhibit "B" attached hereto and made a part hereof.

This description was prepared by me or under my direction in conformance with the requirements of the Professional Land Surveyor's Act.

Brett J, Chappell
Professional Land Surveyor
License Number: 7547

Date: 1/9/2018

680 Esther Way, Oakdale, CA 95361
O:209-845-9694 email: survey@garlic.com

H5

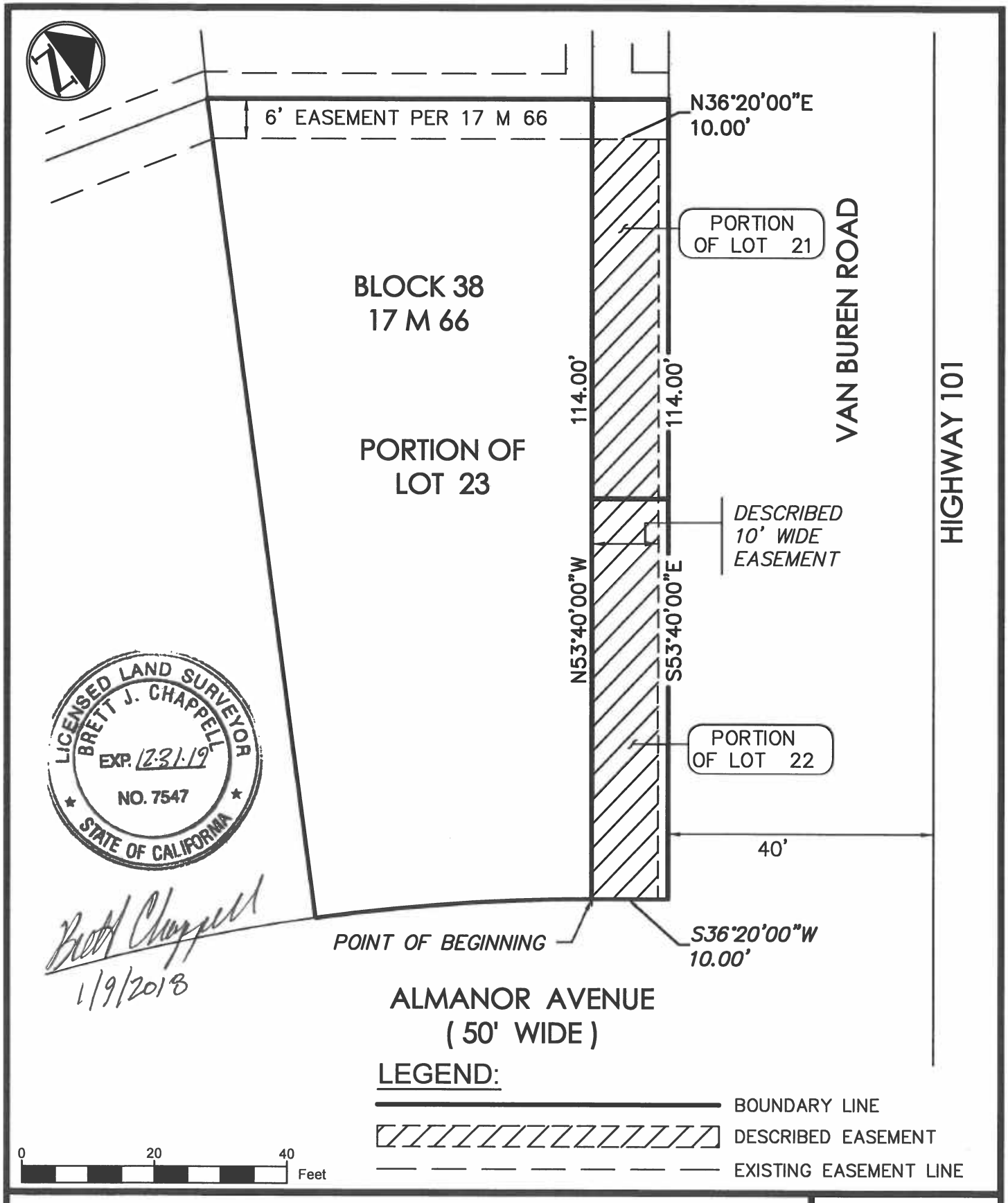


EXHIBIT "B"
10' WIDE EASEMENT DESCRIPTION

CHAPPELL SURVEYING SERVICES
LAND SURVEYING
GEOGRAPHIC INFORMATION SYSTEMS

680 Esther Way
Oakdale, CA 95361
(209) 845 9694

Job No. 2017006
By BJC
Ck By BJC
Date 1/9/2018
Scale: 1"=20'
Sheet 1 of 1

CHAPPELL SURVEYING SERVICES
Land Surveying • Subdivision Mapping
Topographic Mapping • ALTA Mapping
Laser Scanning • Aerial Mapping • GPS
Agricultural Mapping • GIS Mapping

CSS Job No: 2017006

RECEIVED
JAN 26 2018
CITY OF MENLO PARK
BUILDING DIVISION

EXHIBIT "A"
LEGAL DESCRIPTION
LOT MEGER

All that certain real property situate in the City of Menlo Park, County of San Mateo, State of California being a portion of Lot 21, a portion of Lot 22 and a portion of Lot 23, said lots being located in Block 38 and said Lots and said Block are shown on that certain Subdivision Map entitled Newbridge Park Map No. 4, recorded October 14, 1929 in Volume 17 of Maps at Page 66 in the office of the recorder for said San Mateo County and being more particularly described as follows:

Beginning at the intersection of the Northeast Line of Said Lot 23 and the Northwest Line of Almanor Avenue, as shown on said map, thence Southwest along the said Northwest line of Almanor Avenue, along a Curve to the Left, with a Radius of 300.00 feet tangent to last said point to a Line which bears South 36°20'00" West, an Arc Length of 41.75 feet; thence North 61°15'37" West, 123.99 feet to the corner common to Lots 17, 18 and 23 in said block 38; thence North 36°20'00" East, along the Northwest lines of said Lot 23 and said Lot 21, a distance of 69.49 feet; thence South 53°40'00" East, leaving said line, 120.00 feet to a point on said Northwest Line of Almanor Avenue; thence South 36°20'00" West, along said Northwest line, 11.49 feet to the POINT OF BEGINNING.

END OF DESCRIPTION

The total area of the merged lot is 7,419 square feet, more or less.

See Exhibit "B" attached hereto and made a part hereof.

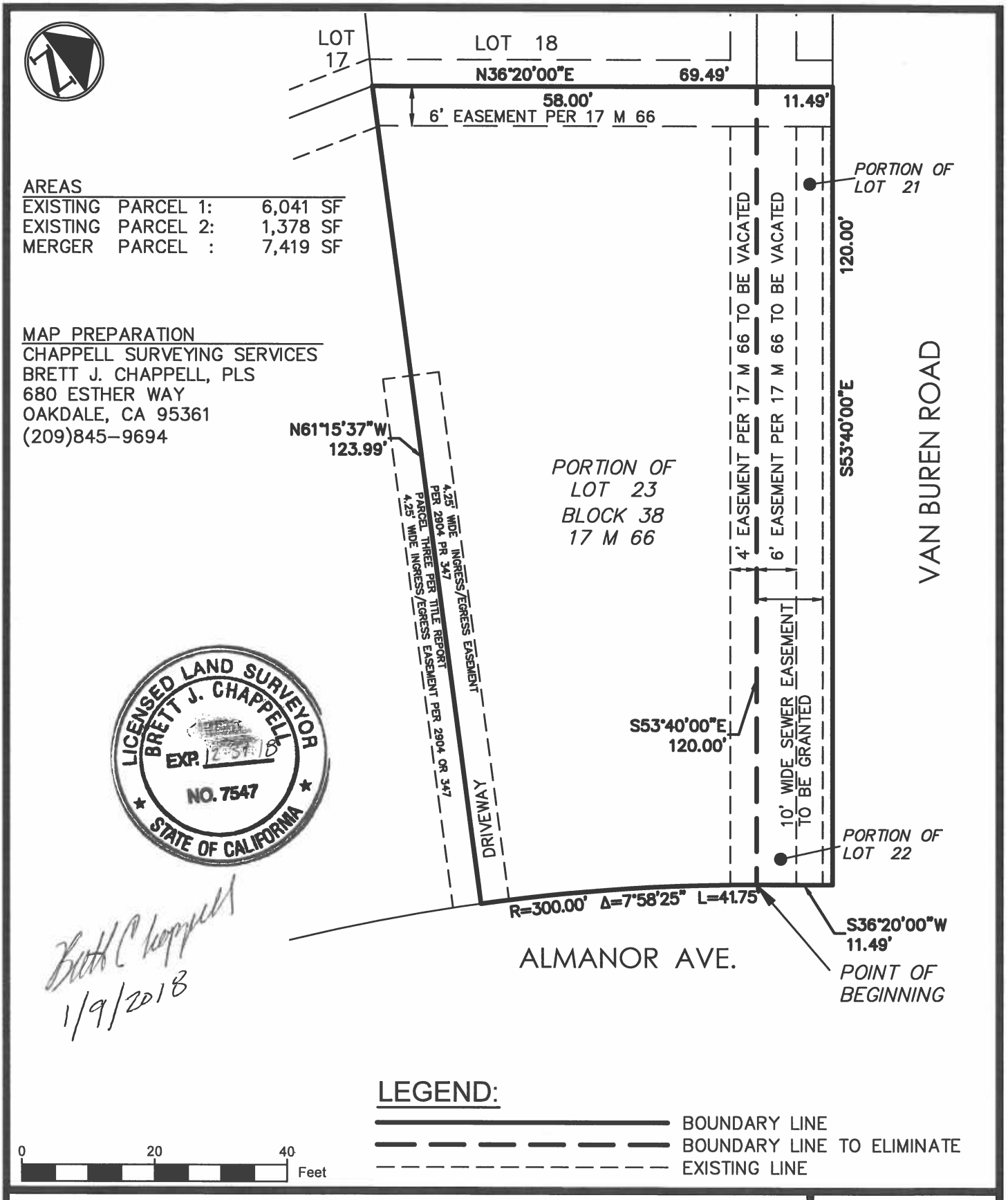
This description was prepared by me or under my direction in conformance with the requirements of the Professional Land Surveyor's Act.

Brett J, Chappell
Professional Land Surveyor
License Number: 7547

1/9/2018
Date:

680 Esther Way, Oakdale, CA 95361
O:209-845-9694 email: survey@garlic.com

H7



AREAS

EXISTING	PARCEL 1:	6,041 SF
EXISTING	PARCEL 2:	1,378 SF
MERGER	PARCEL :	7,419 SF

MAP PREPARATION

CHAPPELL SURVEYING SERVICES
BRETT J. CHAPPELL, PLS
680 ESTHER WAY
OAKDALE, CA 95361
(209)845-9694

LICENSED LAND SURVEYOR
BRETT J. CHAPPELL
EXP. 12-31-18
NO. 7547
STATE OF CALIFORNIA

Brett C Chappell
1/9/2018

LEGEND:

BOUNDARY LINE
BOUNDARY LINE TO ELIMINATE
EXISTING LINE

0 20 40 Feet

"EXHIBIT B: LOT MERGER"

CHAPPELL SURVEYING SERVICES
LAND SURVEYING
GEOGRAPHIC INFORMATION SYSTEMS
680 Esther Way
Oakdale, CA 95361
(209) 845 9694

Job No. 2017006
By BJC
Ck By BJC
Date 10/31/2017
Scale: 1"=20'
Sheet 1 of 1

From:	Fu, Michael G
To:	David Crouch
Cc:	Nagaya, Nicole H; Perata, Kyle T; Conley, Cecilia L; Murphy, Justin I C
Subject:	1049 Almanor - PUE
Date:	Wednesday, January 03, 2018 2:37:34 PM
Attachments:	image001.png

Hi David,

Thank you for the productive phone call. To recap on our conversation:

1. The lot merger has been conditionally approved and will be recorded pending the 20 day appeal period.

2. The 6' Easement bisecting lots 21 and 22 per 17M66 is a Public Utility Easement (PUE).

3. The City discussed internally and prefers that all PUEs are abandoned collectively given that there is no foreseeable future use in these land rights.

4. A dedicated 10' sewer easement will be established over the existing 6' PUE and new 4' easement along Van Buren. This sewer easement shall be recorded concurrent, or prior to, the abandonment of the PUE.

5. Given (1-4) above we will require the following actions by the end of next week. Please note that your scheduled Council Date is on 1/16/18.
   a. Contact all appropriate utility companies for updated no-objection letters within the 6' Easement. As noted this needs to be conducted as a courtesy. Please cc' City staff on your correspondence.
   b. Have your surveyor furnish an updated PLAT and Legal to encompass the changes above. Notably, the 6' Easement needs to be included in the area of vacation with a 10' West Bay Easement in its stead.
   c. Please send me the updated PLAT and Legal at your earliest convenience, otherwise, I do not foresee any significant delays in processing your request.

Please feel free to contact me if there are any additional questions. Thanks again and Happy New Year.

Kind Regards,
Michael Fu, P.E.
Associate Civil Engineer
City of Menlo Park | 701 Laurel St. | Menlo Park, CA 94025
Direct 650-330-6706 | General 650-330-6740 | Fax 650-327-5497
mgfu@menlopark.org

From:	Fu, Michael G
To:	Conley, Cecilia L; David Crouch
Cc:	Avedian, Theresa; Perata, Kyle T
Subject:	RE: 1049 Almanor
Date:	Tuesday, January 23, 2018 9:30:04 AM

Hi David,

To clarify – there are two separate processes being pursued simultaneously:

1. **Lot Merger**

   The lot merger is set for recordation pending on the 20 day appeal period set to expire tomorrow (1/24/18). The City is comfortable with finalizing this procedure provided that we have a wetsigned PLAT from your surveyor.

2. **PUE Abandonment**

   This procedure requires a 3-step process prior to recordation which involves the following:

   i. First Council approval (held on 1/16/18 – approved)
   ii. First Planning Commission approval (tentatively scheduled for mid-late Feb.)
   iii. Final Council approval (tentatively scheduled for late March)

   Abandonment of the PUE may be recorded only after the 3 steps above are satisfied with joint acceptance from CC and PC. Establishing the dedicated Sewer easement thereafter is solely between the Owner and WBSD.

Please contact me if there are any additional questions – thank you!

Kind Regards,
Michael

From: Conley, Cecilia L
Sent: Tuesday, January 23, 2018 9:21 AM
To: David Crouch <dave@davidcrouchcustomhomes.com>
Cc: Fu, Michael G <MGFu@menlopark.org>
Subject: RE: 1049 Almanor

Hi Dave,

I don't know, but I'll copy Michael on here, so he can clarify about the easements/lot merger meeting.

Thanks,
Ceci

Cecilia Conley
Contract Planner
City of Menlo Park | Community Development Department
701 Laurel Street | Menlo Park, CA 94025
650.330.6735 direct | 650.330.6702 main
www.menlopark.org

STAFF REPORT

Planning Commission
Meeting Date: **2/26/2018**
Staff Report Number: **18-018-PC**

Regular Business: **Architectural Control and Below Market Rate Housing Agreement/Derek Hunter/1540 El Camino Real**

Recommendation

Staff recommends that the Planning Commission approve a request for architectural control for the demolition of an existing commercial building and the construction of a new two-story non-medical office building and a three-story residential building with 27 residential units with a two level underground parking garage serving both buildings located at 1540 El Camino Real in the SP-ECR/D (El Camino Real Downtown/Specific Plan) zoning district. The proposal includes a Below Market Rate (BMR) housing agreement for compliance with the City's below market rate housing program. As part of the proposed project, eight heritage trees would be removed. The recommended actions are included as Attachment A.

Policy Issues

The proposed project requires the Planning Commission to consider the merits of the project, including project consistency with the El Camino Real/Downtown Specific Plan. Each architectural control permit and BMR housing agreement is considered individually. The Planning Commission should consider whether the required findings can be made for the proposal.

Background

Site location

The subject site is located at 1540 El Camino Real, and is part the El Camino Real/Downtown Specific Plan (SP-ECR/D) zoning district. Within the Specific Plan, the parcel is part of the El Camino Real Mixed Use land use designation and the El Camino Real North-East (ECR-NE) sub-district. The site is currently developed with a two-story commercial building, formally Beltramo's Wines and Spirits. That business closed in 2016 after the owners elected to sell the parcel and cease operations, and several temporary commercial businesses have operated at the site since then. A private surface parking lot is located on the site and is currently accessed by several driveways on El Camino Real and San Antonio Street. A location map is included as Attachment B.

The subject site is a through lot with frontages on El Camino Real and San Antonio Street. This report uses El Camino Real as the primary front, for purposes of "left" and "right" side references. Using El Camino Real in an east-west orientation, the surrounding properties to the east and west are likewise part of the SP-ECR/D district. The property to the west (1550 El Camino Real) contains a commercial office building and the property to the east (1460 El Camino Real) is a mixed use development with commercial and residential uses. The subject parcel contains an ingress/egress easement for the benefit of 1550 El Camino Real, allowing that property to use the left side driveway for access. The parcels to the north (across San Antonio Street) contain multi-family residential buildings. The parcels to the south (across El Camino Real) contain

single-family residential homes within the Town of Atherton.

Analysis

Project description

The applicant is proposing to construct a new mixed-use development consisting of a two-level below grade parking structure, 40,759-square-foot non-medical office building, and 34,972-square-foot residential building with a total of 27 units. The residential units would consist of nine one-bedroom units, 17 two-bedroom units, and one three-bedroom unit. A data table summarizing the parcel and project attributes is included as Attachment C. The project plans and the applicant's project description letter are included as Attachments D and E, respectively.

The proposal would meet the Specific Plan's Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. The maximum permitted base floor area ratio (FAR) for the ECR-NE sub-district is 1.10 for all uses, inclusive of office, and the maximum FAR for non-medical office uses is half of the overall FAR. As a result, the subject parcel is limited to 81,937 square feet of total gross floor area and 40,968 square feet of non-medical office. The proposed project falls within these limits, with a total of 75,731 square feet (1.02 FAR) of gross floor area and a total of 40,759 square feet (.55 FAR) of non-medical office space, including proportionally allocations of the common areas, such as the lobby and stairs. The FAR has been calculated per the definition of Gross Floor Area, which includes all levels of a structure, with exemptions for covered parking and certain non-usable/non-occupiable areas. Both the non-medical office and residential uses are permitted in the El Camino Real Mixed Use land use designation.

The development would have a residential density of 15.8 dwelling units per acre, in compliance with the limit of 25 dwelling units per acre. The commercial building would be approximately 31.5 feet tall and the residential building would be 35.1 feet tall, which is consistent with the 38-foot maximum allowed height. The building profile requirement is not applicable, as the applicant is not proposing a Public Benefit Bonus project with a height increase. Parapet walls are proposed on both buildings for the rooftop mechanical equipment screening; these features are not included in the maximum height of the building but would be integrated into the building design. The commercial building would front El Camino Real and have a 13-foot front setback, and the residential building would front San Antonio Street and have a nine-foot setback. On the left side, the building setbacks would be measured from the edge of the modified access easement, as specified by the Zoning Ordinance. As specified by the Specific Plan, the development would be required to achieve LEED Silver certification (condition 5b).

The applicant is also requesting approval of a tentative map for a minor subdivision to create one commercial/office condominium unit, one residential condominium unit, and one garage condominium unit. The minor subdivision will be reviewed and acted on at an administrative level after action is taken on the architectural control permit by the Planning Commission. The subdivision would not allow individual residential units to be bought and sold independently.

Based on Planning Commission comments on another recent Specific Plan project, staff considered bringing this project as a study session item. However, based on the project's progress through the administrative review process, as well as staff's understanding of the Planning Commission's study session interest being focused on downtown and the station area, this item is being presented for review and action.

Design and materials

The Specific Plan includes a detailed set of design standards and guidelines. Compliance with the standards and guidelines are evaluated in the Standards and Guidelines Project Compliance Worksheet (Attachment F). The following discussion highlights and expands on topics addressed in the Standards and Guidelines Project Compliance Worksheet.

Design concept

The proposed project includes a two-story non-medical office building and three-story, 27-unit residential building set over underground parking. The office building would be H-shaped in plan and symmetrical in elevation composition. The building would front El Camino Real with a 57-foot wide by 27-foot deep entry plaza flanked by vertically proportioned, two-story forms clad in terra cotta panels. The forms would create the impression of solid, upside down U-shaped cubes with two-story, glazed cut-outs. The rear side of the building, which would face the residential structure, would be similar to the front side. The interior side elevations would also maintain a similar design character as the front and rear elevations, but with some variation in the pattern of façade cut-outs in the cube-like forms and a 3.5-foot recess at the center glazed panel instead of a deep plaza recess.

The entries and plazas on both the front and rear side of the office building would align with the courtyard and entry of the residential building to create an axial arrangement of open spaces and building forms. The scale and color of the office building as it appears on the street would be compatible with the adjacent office buildings. Other features of the office building would include a large roof terrace that would sit between the elevator and mechanical penthouses and extend forward to the front wall of the building at the entry. The building would be perceived as a cleanly defined and architecturally modern object that holds the street edge and accentuates the entry with a plaza and slightly taller façade at the plaza.

With regard to utilities, transformers and back flow devices would be placed at the office building corner adjacent the vehicular entry off of El Camino Real and surface parking at the side of the building. There would be a vertical metal picket fence with landscape and building signage that would screen the backflow devices fairly well, but the eight-foot tall transformer would be visible behind the picket style gate and limited landscape screening. The Planning Commission may wish to consider if the transformer should be undergrounded or additional screening should be required for the transformer.

The residential building would front San Antonio Street and would be offset at the front setback line to address building modulation requirements and retain two heritage oak trees just behind the sidewalk to the left side of the building entry. The offset façade along with the tree retention and building modulations and material variations would blend the visual mass and scale of the building with adjacent structures.

All units would be flats (i.e. no townhome units) and five would have ground-level patios: three facing the street and two facing the inner courtyard. These ground-floor units would be two feet above sidewalk level and would have direct access from the sidewalk or courtyard. All units would also be accessed by the interior corridor, with elevator service from the underground parking garage. Units would have standard nine-foot ceilings, except for five top-level units facing San Antonio Street, which would have 10-foot ceilings as well as taller glazing. The inner courtyard would have a covered trellis seating area and landscaping, and would be situated across from and on axis with the rear plaza of the office building. Other amenities would include a tot play area at the back of the building on the first floor and a fitness room facing San Antonio Street.

The residential building would have a flat roof with roof access limited to service and fire. Mechanical equipment would be centered on the roof and screened by a combination of high parapets at the building

edge and screening walls at the mechanical equipment. Backflow devices are shown next to the driveway entrance to the garage and would be screened by vertical metal picket fencing and landscaping.

Architectural character

The symmetrical architectural character of the office building would be contemporary. The primary façade would feature deep recesses at glazing and sunshades at the second level. At the entry plaza major modulation, the façade would be treated with glass and a large aluminum sunshade that would extend above the second-floor level to the top of the roof deck's guard rail. Vertical glazed slots would be created at the minor modulations to reinforce the cube-like nature of the terra cotta clad forms on each side and embellish the pattern and proportions of the façade. The building corners and roof edges would be well articulated. Overall, the building form and elevations would have a strong architectural presence with a clear contemporary expression.

The architectural character of the residential building would also be contemporary with rectangular forms and variation in materials and color across the facades. The white clad two-story building forms at the second and third levels would project forward and out to the sides from the first floor wall face to enhance scale and proportion of the upper forms to create offsets at the second floor level where there are material transitions. The ground level at the street would be well articulated at the building base, entry, and unit patios with stone veneer clad building and landscape walls, metal with wood cap railings and landscape treatment. The building entry would also feature a large glass canopy set in a metal frame and supported by cables. Windows would be large and grouped so that multiple windows would appear in one opening at numerous locations.

Overall, the residential building form would be well composed with distinct rectangular forms creating projections and plan offsets at walls and height variation at the roofline to articulate the building mass. Material and color variation would support façade patterns and large windows, balcony railings, and sunshades would complement the massing and façade composition. Staff believes that the palette of standard residential design forms and components for this building would create pleasant forms and façade compositions.

Materials and detailing

The office building would feature terra cotta rain screen panels in red and orange colors on the front and rear facades and sand texture stucco on the side facades painted to closely relate to the terra cotta color. The mechanical penthouses would also have light sand texture stucco painted a lighter sand color that generally relates to the terra cotta. The terra cotta panels would be wide horizontal planks with expressed joints. Immediately prior to the staff report being published, the applicant indicated that they would like to revise the proposed terra cotta panels to a grey tone terra cotta panel. This is not reflected in the plan sets, but the applicant will present rendering and more information on the proposed material change at the Planning Commission meeting. The Planning Commission may consider approving the color change as part of the project actions.

The office building would feature terra cotta and metal sunshades at the second floor windows. The sunshades would have narrow tube-like horizontal bands set across the façade in front of the glazing. On sheet C-A8.4, the metal tubes look larger in dimension on the enlarged elevations than on the wall sections. The shape and dimensions of the sunshade warrant further study and clarification at the building permit stage to ensure that their appearance will be prominent as suggested by the renderings and that they will be effective for shading. Since this is a minor issue that does not warrant significant Planning Commission discussion, staff has included condition 5h to ensure that it is addressed when the full construction documents are prepared.

Secondary materials include brown color metal panels, parapet coping, window frames, canopy enclosures, and metal sunshades. The detailing of the metal elements would contrast with and complement the terra cotta and stucco in color and proportion. The parapet coping shape would be effective at transitioning materials and holding a clean edge against the sky. Clear glazing would be used for office windows and entry doors. Spandrel glazing would be used above the clear glazing between the first and second floors. The spandrel glazing color should also be clarified in order to ensure aesthetic compatibility; similar to the sunshade topic, this has been added as a condition of approval (condition 5g) to be addressed by staff at the building permit stage. Lighting fixtures and landscape structures such as benches, planters and the fountain would have a modern character to reflect the building architecture. Overall, materials and detailing reinforce the building's architectural character.

The residential building would feature composite panels with a smooth surface in white and reddish-brown colors along with vertical profile siding in medium grey at exterior wall faces. Dark grey composite panels and wood composite panels would be used at recessed wall planes. Stone veneer would be used at key locations on the first floor. Windows would be vinyl in a dark grey color. Deck railings and awnings would be metal with a grey color, the deck railings would have wood top rail caps. Fascias would be metal with a grey color. The frieze and soffit undersides of the roofs over the decks would be composite wood panels. Lighting would be LED wall washer type fixtures and would be consistent with the contemporary architectural style.

Parking and circulation

Vehicular

Plan sheet C1.1 shows the overall vehicular circulation. Vehicular access would be provided by a one-way driveway at the southwest corner of the site off El Camino Real and two two-way driveways off San Antonio Street. To enter the main portion of the parking garage, vehicles would drive along the west sides of the buildings and through the center of the site to the garage ramp at the far southeast corner of the office building. Vehicles exiting this portion of the garage would go up the same ramp, drive between the buildings, and exit the site via San Antonio Street. Vehicles could then return to El Camino Real via Encinal or Glenwood Avenues. This garage access point would not be highly visible from either project frontage.

The driveway located at the northeast corner of the site off San Antonio Street would be limited to residential tenants and would provide access to the residential gated parking area. An internal gate within the garage would also allow access between the dedicated residential parking and the shared office-residential parking area. The gate separating the residential parking area would be operated on a timer and would be open between the hours of 5:00 P.M. and 9:00 A.M. daily. Electric vehicle charging stations are proposed throughout the garage and would exceed the current Specific Plan requirement. Staircases and elevators in key locations would provide direct access from the garage to either the office or residential buildings.

Nineteen surface parking spaces would be provided on the ground level. An additional 163 parking spaces would be provided in the below-grade garage, for a total of 182 off-street parking spaces. The plans note that the lower parking level (B2) may need to reconfigured and/or expanded slightly once the full structural plans are prepared, but this would not require any additional Planning Commission review, since the number of parking spaces would be the same, and the change would not have any exterior or tree impacts. For projects in the Specific Plan area, off-street parking should be provided at the rates specified in Table F2, which would result in 205 required parking spaces for the proposed development. However, the Plan allows for mixed-use projects to submit a shared parking study to result in parking rates that more accurately reflect such projects' parking demand. The applicant has submitted a shared parking study,

approved by the Transportation Division, which justifies the proposed 182-space parking requirement. The study accounts for the fact that a certain number of residential spaces would be gated and not accessible by the office use.

Bicycle
The project would provide required bicycle parking in both short-term and long-term configurations for the commercial and residential uses. Short-term bicycle parking would be provided via racks near the main entry plaza along El Camino Real for the commercial use and near the leasing office entrance along San Antonio Street for the residential use. Long-term bicycle parking would be located in the garage level for the commercial use and on the first level of the residential building for the residential use. Similar to vehicular parking, covered bicycle parking is exempt from FAR calculations.

Pedestrian
The main access point for pedestrians to the office building would be at either the front of the building off an entry plaza facing El Camino Real or at a similar entry plaza at the rear side of the building. Access would also be provided by a pedestrian door on the left side of the building adjacent to ground level parking. For the residential building, the main access point would be at the front of the building near the center of the San Antonio Street frontage. Several residential units, as well as the main lobby/leasing office, would feature direct access from the San Antonio Street sidewalk. A pedestrian walkway in the center of the site would provide access between the office and residential buildings. Accent pavement would denote this walkway, although it would be interrupted by the vehicular access path for the garage. However, there is not a pedestrian path allowing office employees/visitors to access San Antonio Street without walking in the vehicular driveway. The Planning Commission may wish to consider a condition requiring the connection of the walkways on the west sides of the buildings to create a full pedestrian path through the site.

In this area, the Specific Plan specifies that El Camino Real sidewalks should have a 15-foot total width, made up of a five-foot furnishings zone and a 10-foot clear walking zone. As shown on the site plan and landscape plan, tree wells and landscaping areas would be created to improve the furnishings zone, and a minimum of 10 feet of unobstructed sidewalk would be provided on the interior side of the furnishings zone. Benches, lighting, and planter pots would be provided along the sidewalk at the entry plaza to further enhance the pedestrian experience. For the portion of the sidewalk that extends onto the subject property, a Public Access Easement (PAE) would need to be recorded (condition 4z). The existing sidewalk on San Antonio Street would remain and would be repaired/replaced as needed to match the existing sidewalk.

Open space, trees, and landscaping

Open space
The project would meet the ECR-NE minimum open space requirement of 30 percent of the lot, with 31 percent proposed. The open space would be met at ground level through the plaza areas, the front sidewalk, and various landscaped areas. The office building's roof deck would not count toward the open space requirement, as the Specific Plan only counts podium open space that is 16 feet or less above grade.

The project would also meet the minimum private open space requirement for the residential units. The minimum private open space requirement is 100 square feet of open space per unit as common open space and/or 80 square feet of open space as private open space. The project would use a combination of private and common open space to satisfy the open space requirement. Fourteen of the units would have private open space as decks/balconies. The decks/balconies would be designed as extensions of the living spaces, in compliance with relevant guidelines. The open space requirement for the remaining 13 units would be met by common open space. The open space would be located immediately surrounding the residential building and would include landscaped areas, courtyard plaza, and tot lot.

Trees

The applicant has submitted an arborist report (Attachment G) detailing the species, size, and conditions of the significant trees on or near the site. The report discusses the impacts of the proposed improvements, and provides recommendations for tree preservation. The arborist report was reviewed by the City Arborist as part of the initial staff review process, and revisions/enhancements were required. All recommendations identified in the arborist report would be ensured through condition 4q.

The plans and arborist report currently indicate the removal of 41 trees. Eight of these trees are heritage trees. According to the arborist report, the on-site heritage trees (Trees #1, 11, 13, 17, 26, 27, 30, and 32) are a variety of species and are located within the proposed building footprint of the below grade garage. The City Arborist has tentatively recommended approval of the removals as the trees are in conflict with the proposed development.

Seven trees on or near the site will be retained, six of which are heritage trees. Two of the remaining heritage trees, coast live oaks (Trees #14 and 15), are located near the property line along San Antonio Street. The submitted arborist report indicates excavation impacts for the underground garage would be mitigated if the garage wall is set back 12 feet from the base of the trunks. The plans currently indicate the garage wall 15 and 13 feet from the tree trunks. Minor pruning would be required for the trees to clear the proposed residential building, and the sidewalk would remain as not to disturb roots. Five of the trees to remain are ornamental pears (Trees #44-48) located on the neighboring property. Trenching is not planned within the driplines of these trees, and the arborist report outlines guidelines on the tree protection fencing. The arborist report outlines additional tree protection measures to mitigate or avoid impacts to the existing trees including tree protection fencing and limitations on digging and/or trenching in the tree protection zone.

The City's heritage tree replacement guideline for commercial/mixed-use projects is to replace heritage trees at a 2:1 ratio, although this can be adjusted at the City Arborist's discretion. The heritage tree replacements must be of a species that can grow to heritage-size. The applicant is proposing to provide 14 tree replacements where 16 are required to compensate for the loss of the eight heritage trees. The tree replacements would be 36-inch-box trees, which would be a larger size than the typical minimum 15-gallon planting. The City Arborist recommends approval of this replanting ratio based on the restricted planting area on the site due to the fire access requirements and the larger size of the replacement trees. While no replacement trees are required for the non-heritage tree removals, the applicant is proposing a number of new trees in addition to the heritage tree replacements. New street trees are also proposed along El Camino Real and San Antonio Street. These trees are consistent with the designated street tree species in the Master Street Tree Plan.

Landscaping

Landscaping would soften the perimeter of the office and residential buildings and provide a landscaped edge along the driveways and surface parking. The office entry plazas would include seating, landscape, and a triangular shape feature fountain. Landscaping would be symmetrically displayed at the front and rear sides of the building to reinforce the building's facades and entries. The inner courtyard of the residential building would have additional landscaping and a covered trellis and sitting area. Accent paving and decorative pavers would be used in linear patterns for visual effect at the plazas. Plantings include native grasses, bush gold, salvia, and myers fern. The specific plantings are subject to change and refinement at the building permit stage.

Trash and recycling

The development would have a shared trash and recycling room on the ground level of the residential building. The bins would be accessed adjacent to the trash and recycling room on the service day. The plans have been reviewed and tentatively approved by the City's refuse collector, Recology.

Below Market Rate Housing Agreement

The applicant is required to comply with Chapter 16.96 of City's Municipal Code ("BMR Ordinance"), and with the BMR Housing Program Guidelines adopted by the City Council to implement the BMR Ordinance ("BMR Guidelines") since the project includes more than five residential units and 10,000 square feet of commercial gross floor area. In accordance with City requirements, a residential development of 20 or more units is required to provide not less than 15 percent of the units at below market rates. Previously, rental projects were not subject to the City's BMR requirements; however, new State laws require rental housing projects to comply with the same BMR requirements as for-sale projects. The project's increase in commercial square footage likewise triggers BMR requirements. The proposed mix of residential units and commercial square footage results in a requirement for 5.4 BMR units (either on- or off-site) and/or the payment of in-lieu fees. The applicant's BMR proposal includes 5 on-site BMR units and payment of an in lieu fee of $135,345.59 for the 0.4 remainder.

The BMR proposal was reviewed by the Housing Commission at their meeting on December 13, 2017. The Housing Commission voted 6-0-1 to recommend approval of the BMR proposal with recommendations. The Housing Commission's meeting minutes are included as Attachment H. The applicant's BMR proposal and the draft BMR Agreement are included as Attachments I and J, respectively. The Housing Commission's action and the applicant's BMR proposal erroneously refer to moderate income level units; however, moderate income level units are not consistent with City's BMR Guidelines for on-site BMR rentals. Based on this, the applicant has confirmed that they intend to provide low income units consistent with the rent rate requirements outlined in the City's BMR requirements. This staff report and the BMR agreement have been updated to refer to low income BMR units. The final BMR Agreement shall be subject the City Attorney's review and approval. The Housing Commission's recommendations and staff's preliminary evaluation are provided below;

- The applicant provide additional information to the Housing Commission on the BMR rental rates before the item goes to the Planning Commission; and

  The applicant is proposing BMR rental rates that would be at the low income level. The allowed rent rates for low income levels are regulated by the City's BMR requirements. Prior to the Planning Commission meeting the applicant will provide the Housing Commission with additional information on the proposed BMR rent rates.

- Strong consideration to have the city purchase the remaining .6 unit or use the fee to buy down rent costs within the moderate income range; and

  Staff has reviewed this possibility with the applicant and determined that the cost to purchase the .6 unit or buy down rent would be prohibitively expensive. In addition, the amount of funding required to purchase the remaining .6 unit or buy down rent costs could be leveraged in a 100% affordable project to provide multiple new BMR units for the same cost.

- Strong consideration to have the BMR unit mix proportionate to the development's unit mix.

  The applicant's proposed BMR unit mix includes one two-bedroom unit and four one-bedroom units. The overall unit mix includes nine one-bedroom units, 17 two-bedroom units, and one three-

bedroom unit. Staff believes the proposal is consistent with the BMR guidelines, although the Planning Commission may consider if any changes should be made to the BMR unit mix to be more proportionate with the overall unit mix.

Correspondence

Staff received one email regarding this project after the initial public notice. The comments in the email included concerns about construction impacts on traffic and location of the residential building. The applicant has prepared a preliminary construction phasing plan which is included as Attachment N. The applicant also held an informational meeting on September 12, 2017; property owners and residents on San Antonio Street attended the meeting and the applicant indicated that feedback on the proposed plans was positive. These documents are included as Attachment K.

Conclusion

Staff believes that the proposal would produce a visually refined piece of contemporary architecture that relates in scale and materials to the surrounding buildings. The proposed office and residential buildings' form and massing would activate and enhance the streetscapes. The forms and façade composition would be supported by varied use of materials, finishes, and color. The proposal would adhere to the extensive standards and guidelines established by the Specific Plan, as verified in detail in the Standards and Guidelines Compliance Worksheet.

The proposal would meet the Specific Plan's Base level standards, which were established to achieve inherent public benefits, such as the redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. The project includes five on-site BMR units and an in-lieu fee for the remaining fractional requirement. Vehicular and bicycle parking requirements would be met, and the development would also provide a positive pedestrian experience. The removal of the eight heritage trees is justified due to conflict with the proposed development. New street trees would be located along El Camino Real and San Antonio Street. New landscaping would be planted throughout the site and would meet the open space standards. Therefore, staff recommends that the Planning Commission approve the proposed architectural control and BMR agreement.

Impact on City Resources

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

Environmental Review

The Specific Plan process included detailed review of projected environmental impacts through a program Environmental Impact Report (EIR), as required by the California Environmental Quality Act (CEQA). In compliance with CEQA requirements, the Draft EIR was released in April 2011, with a public comment period that closed in June 2011. The Final EIR, incorporating responses to Draft EIR comments, as well as text changes to parts of the Draft EIR itself, was released in April 2012, and certified along with the final Plan approvals in June 2012.

The Specific Plan EIR identifies no impacts or less-than-significant impacts in the following categories: Aesthetic Resources; Geology and Soils; Hydrology and Water Quality; Land Use Planning and Policies; Population and Housing; and Public Services and Utilities. The EIR identifies potentially significant environmental effects that, with mitigation, would be less than significant in the following categories: Biological Resources; Cultural Resources; Hazards and Hazardous Materials. The EIR identifies potentially significant environmental effects that will remain significant and unavoidable in the following categories: Air Quality; Greenhouse Gases and Climate Change; Noise; and Transportation, Circulation and Parking. The Final EIR actions included adoption of a Statement of Overriding Considerations, which is a specific finding that the project includes substantial benefits that outweighs its significant, adverse environmental impact.

As specified in the Specific Plan EIR and the CEQA Guidelines, program EIRs provide the initial framework for review of discrete projects. In particular, projects of the scale of 1540 El Camino Real are required to be analyzed with regard to whether they would have impacts not examined in the Program EIR. This conformance checklist, which analyzes the project in relation to each environmental category in appropriate detail, is included as Attachment L. As detailed in the conformance checklist, the proposed project would not result in greater impacts than were identified for the Program EIR. Relevant mitigation measures have been applied and would be adopted as part of the Mitigation Monitoring and Reporting Program (MMRP), which is included as Attachment M. Full compliance with the MMRP would be ensured through condition 5a. No new impacts have been identified and no new mitigation measures are required for the proposed project. Mitigations include construction-related best practices regarding air quality and noise, payment of transportation-impact-related fees (condition 5i), and implementation of a Transportation Demand Management (TDM) program. The applicant has submitted an initial draft TDM plan, which the Transportation Division has identified needs to be revised concurrent with the submittal of the building permit. The MMRP also includes three completed mitigation measures related to cultural resources, hydrology and water quality, and hazardous materials. A phase I environmental site assessment, hydrology report, archeological resource evaluation, and historical resources evaluation were performed by qualified professionals and determined that the proposed project would have no additional impacts. These studies are available for review upon request.

Specific Plan Maximum Allowable Development

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

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

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

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

	Dwelling Units	**Commercial Square Footage**
Existing	0	23,536
Proposed	27	40,759
Net Change	27	17,223
% of Maximum Allowable Development	*3.97%*	*3.6%*

Public Notice

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

Appeal Period

The Planning Commission action on the architectural control and BMR agreement 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. Recommended Action
B. Location Map
C. Data Table
D. Project Plans
E. Project Description Letter
F. Specific Plan Standards and Guidelines Compliance Worksheet
G. Arborist Report
H. Housing Commission Meeting Minuets
I. BMR Proposal
J. BMR Agreement
K. Correspondence
L. EIR Conformance Checklist
M. Mitigation Monitoring and Reporting Program (MMRP)
N. Construction Phasing Plan

Disclaimer

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

Exhibits to Be Provided at Meeting

Color and materials board

Report prepared by:
Kaitie Meador, Associate Planner

Report reviewed by:
Thomas Rogers, Principal Planner

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LOCATION: 1540 El Camino Real	**PROJECT NUMBER:** PLN2017-00054	**APPLICANT:** Derek Hunter	**OWNER:** Glenwood Ventures Inc.

PROPOSAL: Request for architectural control for the demolition of an existing commercial building and the construction of a new two-story non-medical office building and a three-story residential building with 27 residential units with a two level underground parking garage serving both buildings located at 1540 El Camino Real in the SP-ECR/D (El Camino Real Downtown/Specific Plan) zoning district. The proposal includes a Below Market Rate (BMR) housing agreement for compliance with the City's below market rate housing program. As part of the proposed project, eight heritage trees would be removed.

DECISION ENTITY: Planning Commission	**DATE:** February 26, 2018	**ACTION:** TBD

VOTE: TBD (Barnes, Combs, Goodhue, Kahle, Onken, Riggs, Strehl)

ACTION:

1. Make findings with regard to the California Environmental Quality Act (CEQA) that the proposal is within the scope of the project covered by the El Camino Real/Downtown Specific Plan Program EIR, which was certified on June 5, 2012. Specifically, make findings that:
    a. A checklist has been prepared detailing that no new effects could occur and no new mitigation measures would be required (Attachment L).
    b. Relevant mitigation measures have been incorporated into the project through the Mitigation Monitoring and Reporting Program (Attachment M), which is approved as part of this finding.
    c. Upon completion of project improvements, the Specific Plan Maximum Allowable Development will be adjusted by 27 residential units and 17,223 square feet of non-residential uses, accounting for the project's net share of the Plan's overall projected development and associated impacts.
2. Adopt the following findings, as per Section 16.68.020 of the Zoning Ordinance, pertaining to architectural control approval:
    a. The general appearance of the structure is in keeping with the character of the neighborhood.
    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, as verified in detail in the Standards and Guidelines Compliance Worksheet (Attachment F).
3. Approve the Below Market Rate Housing Agreement (Attachment J) in accordance with the City's Below Market Rate Housing Program, subject to final review and approval by the City Attorney.
4. Approve the architectural control and BMR agreement subject to the following ***standard*** conditions:
    a. Development of the project shall be substantially in conformance with the plans prepared by KSH Architects and KTGY Architecture, consisting of 91 plan sheets, dated received on January 22, 2018, approved by the Planning Commission on February 26, 2018, except as

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ACTION:

modified by the conditions contained herein, subject to review and approval of the Planning Division.

b. 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.

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

d. Prior to building permit issuance, the Applicant shall submit a finalized version of the Stormwater Control Plan, which shall provide stormwater treatment for the entire project site pursuant to the latest regulations specified in the San Mateo County C.3 Technical Guidance Manual. The Stormwater Control Plan shall include a written report identify existing and proposed project conditions, and all applicable source controls, and mitigation measures (i.e. bioretention areas, flow through planters, etc.) implemented to meet NPDES compliance.

e. Prior to building permit issuance, the applicant shall submit a plan for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, and 5) tree protection fencing. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions prior to issuance of a building permit. The fences and erosion and sedimentation control measures shall be installed according to the approved plan prior to commencing construction.

f. Prior to building permit issuance, the Applicant shall submit plans for construction parking management, construction staging, material storage, and Traffic Control Plans to be reviewed and approved by the City. The Applicant shall secure adequate parking for any and all construction trades, until the parking podium is available to facilitate such parking demands. The plans must delineate construction phasing and anticipated method of traffic handling for each phase. The existing parking spaces at all adjoining properties and businesses must be maintained to pre-project conditions during the course of construction. The Applicant shall provide an equivalent number of temporary parking spaces to ensure that overflow parking does not hinder surrounding businesses and establishments.

g. Prior to building permit issuance, the Applicant shall submit a draft "Stormwater Treatment Measures Operations and Maintenance (O&M) Agreement" with the City subject to review and approval by the Engineering Division. The property owner will be responsible for the operation and maintenance of stormwater treatment measures for the project. The

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ACTION:

agreement shall be recorded and documentation shall be provided to the City prior to final occupancy.

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

i. Prior to building permit issuance, the Applicant shall submit all necessary improvement plans and documents required by Caltrans for work associated with projects under Caltrans' jurisdiction. The plans shall be subject to review and approval of the Public Works Department prior to submittal to Caltrans.

j. Prior to building permit issuance, the Applicant shall submit complete off-site civil engineering plans detailing the full scope of frontage improvements, along the property frontage at El Camino Real and San Antonio Road, to the satisfaction of the City's Public Works Department. The defined scope shall include, but is not limited to, new sidewalk, curb, gutter, street lighting, street trees, landscaping, pavement restoration, and utility upgrades (water, storm, sewer connections) to facilitate the project. Furthermore, the plans shall include upgrading the existing 15" off-site storm connection along San Antonio Road to 24" pursuant to the City's Storm Drainage Study (dated May 6, 2003).

All frontage improvements must be designed and installed in accordance with the latest Menlo Park El Camino Real/Downtown Specific Plan, City Standard Details, and to the satisfaction of the Public Works Department. The Applicant shall obtain an Encroachment Permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the public right of way or easement.

k. Prior to building permit issuance, the Applicant shall submit joint trench drawings showing all applicable on-site lateral connections to overhead electric, fiber optic, and communication lines as undergrounded. The joint trench drawings shall be subject to review and approval of the Engineering Division.

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ACTION:

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

m. Prior to building permit issuance, the Applicant shall submit all applicable engineering plans for Engineering Division review and approval. The plans shall include, but is not limited to:

i. Existing Topography (NAVD 88')
ii. Demolition Plan
iii. Site Plan (including easement dedications)
iv. Construction Parking Plan
v. Grading and Drainage Plan
vi. Stormwater Control Plan
vii. Utility Plan
viii. Erosion Control Plan
ix. Planting and Irrigation Plan
x. Off-site Improvement Plan (including Tie-Backs design)
xi. Construction Details
xii. Joint Trench Plan (if applicable)

The Applicant shall agree to furnish any additional engineering services or plans as required by the Engineering Division not mentioned herein. Additional information is provided in the comments below.

n. 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.

o. If construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site

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ACTION:

conditions shall be submitted for review and approval of the Engineering Division prior to beginning construction.

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

q. Street trees and heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance and the recommendations of the arborist report prepared by Arborwell, dated October 13, 2017. Applicant shall submit a tree preservation plan, detailing the location of and methods for all tree protection measures as part of a complete building permit application and is subject to review and approval by the City prior to building permit issuance.

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

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

t. Simultaneous with the submittal of a complete building permit application, a design-level geotechnical investigation report shall be submitted to the Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage.

u. Prior to building permit issuance, the Applicant shall submit a Geotechnical Report detailing on- and off-site soils conditions in preparation for the proposed tie-backs, subject to review and approval of the Building and Engineering Divisions.

v. Prior to building permit issuance, the Applicant shall design and submit all required engineering plans demonstrating that the proposed shoring tie-back / soil nails system does not adversely affect any existing or future utilities and/or any other City infrastructure, to the satisfaction of the Engineering Division. I-beams and appurtenances associated with the shoring plan, other than tie-back cables/soil nails, cannot be placed in the right-of-way (ROW).

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ACTION:

w. Prior to issuance of the building permit, the Applicant shall install reference elevation/benchmarks to monitor ground movement in the vicinity of the shoring system at the current centerline of San Antonio Street adjacent to the property before, during and after excavations. The benchmarks shall be surveyed by a licensed surveyor and tied to an existing city monument or benchmark. The benchmarks shall be monitored for horizontal and vertical displacement of San Antonio Road improvements. All Tie-Back systems shall comply with the City's Tie-Back Guidelines.

x. Prior to final occupancy, the Applicant shall complete, notarize, and submit a Tie-Back Agreement with the City and pay the associated fees for the tie-backs encroaching and remaining into the right of way at San Antonio Road. This Agreement shall be subject to Engineering Division and City Attorney review and approval and must be recorded with the County of San Mateo.

y. A complete building permit application will be required for any remediation work that requires a building permit. No remediation work that requires approval of a building permit shall be initiated until the applicant has received building permit approvals for that work. All building permit applications are subject to the review and approval of the Building Division.

z. Prior to building permit issuance, all public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division and recorded with the County of San Mateo prior to building permit final inspection.

aa. Simultaneous with the submittal of a complete building permit, the Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board under the Construction Activities Storm Water General Permit (General Permit). The NOI indicates the Applicant's intent to comply with the San Mateo Countywide Stormwater Pollution Prevention Program, including a Storm Pollution Prevention Plan (SWPPP). The Applicant shall hire a state licensed Qualified Stormwater Developer (QSD) to prepare the NOI and SWPPP for the proposed grading and submit a finalized version of the documents to the Engineering Division.

bb. Prior to final inspection, the Applicant shall submit a landscape audit report to the Public Works Department.

cc. All Agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to final occupancy.

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ACTION:

5. Approve the architectural control and BMR agreement subject to the following ***project-specific*** conditions:

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

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

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

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

    e. Any nonstandard improvements within public right-of-way shall be maintained in perpetuity by the owner. Owner shall execute an Agreement to maintain non-standard sidewalks and planting strips if any. Agreement shall be subject to review and approval of the Engineering Division and City Attorney and shall be recorded prior to final occupancy of the last building.

    f. Prior to issuance of building permit, the applicant shall submit the El Camino Real/Downtown Specific Plan Preparation Fee, which is established at $1.13/square foot for all net new development. For the subject proposal, the fee is estimated at $58,980.35 ($1.13 x 52,195 net new square feet).

    g. Simultaneous with the submittal of a complete building permit application, the applicant shall submit information on the spandrel windows type and color subject to review and approval of the Planning Division.

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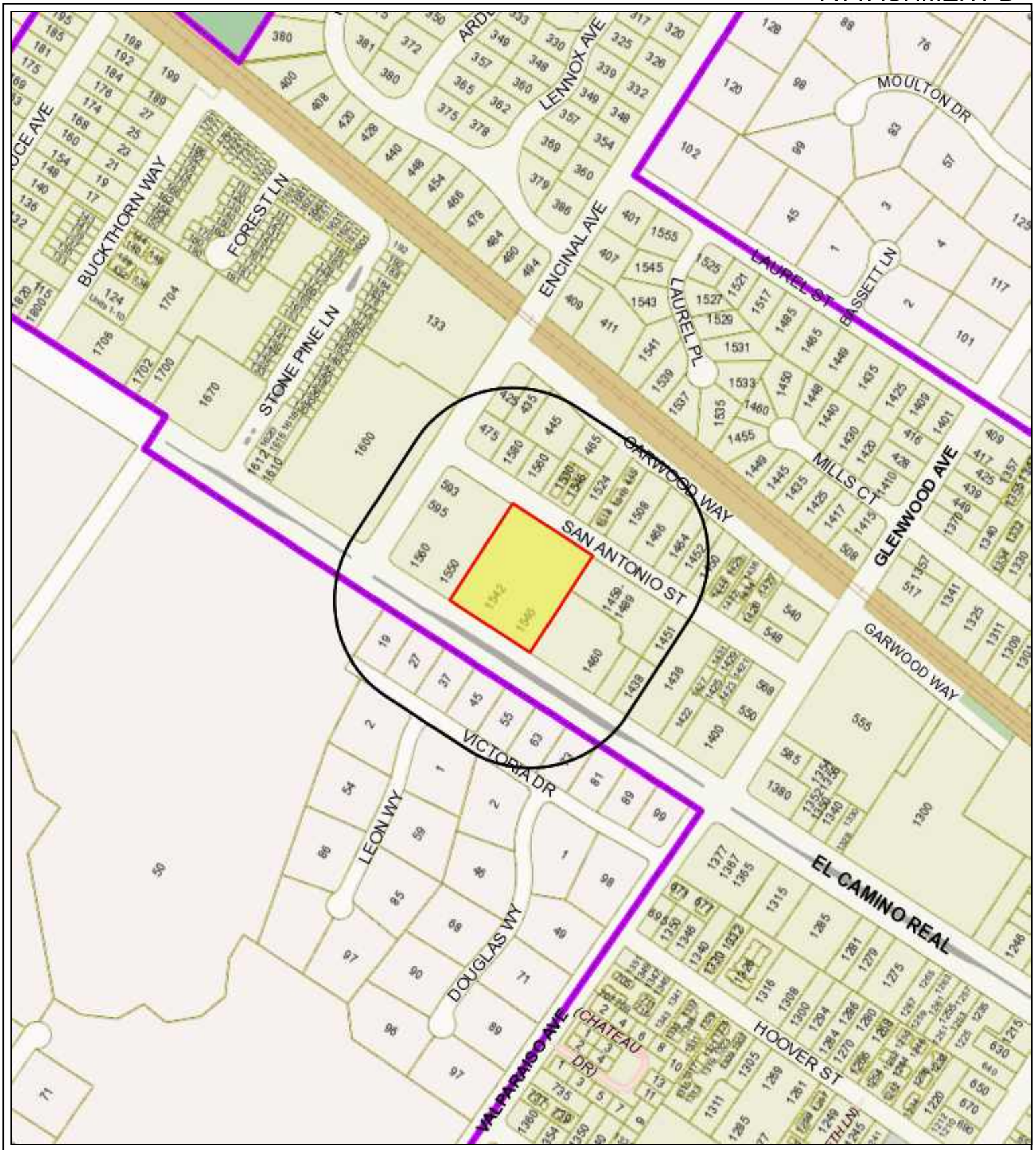
ACTION:

h. Simultaneous with the submittal of a complete building permit application, the applicant shall provide additional information on the terra cotta and metal sunshades to clarify their visual, dimensional, and performance characteristics subject to review and approval of the Planning Division.

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

    i. The TIF is estimated to be $136,573.2. The fee was calculated as follows: ($4.80/s.f. x 17,223 s.f. office) + ($1,996.40/unit x 27 multi-family units). Please note this fee is updated annually on July 1st based on the Engineering News Record Bay Area Construction Cost Index. Fees are due before a building permit is issued.



City of Menlo Park

Location Map

1540 El Camino Real

Scale: 1:4,000 | Drawn By: KMM | Checked By: THR | Date: 2/26/2018 | Sheet: 1

1540 El Camino Real – Attachment C: Data Table

	PROPOSED PROJECT	EXISTING DEVELOPMENT	ZONING ORDINANCE
Lot area	74,488 sf	74,488 sf	n/a sf min.
Setbacks			
El Camino Real	13 ft.	24.7 ft.	10/20 ft. min./max.
San Antonio St.	9 ft.	87 ft.	7/12 ft. min./max.
Side (left)	40 ft.	39.8 ft.	10/25 ft. min./max.
Side (right)	22.5 ft.	102.8 ft.	10/25 ft. min./max.
Density	27 du 15.8 du/acre	n/a du n/a du/acre	42 du max. 25 du/acre max.
FAR (Floor Area Ratio)	75,731 sf 102 %	23,536 sf 32 %	81,937 sf max. 110 % max.
Square footage by use			
Residential	34,972 sf	n/a sf	n/a ft. max.
Commercial/Office	40,759 sf	23,536 sf	40,968 ft. max.
Building height			
Residential	35.1 ft.	n/a ft.	38 ft.
Commercial/Office	31.5 ft.	24.1 ft.	38 ft.
Parking	182 spaces (justified by shared parking study)	70 spaces	205 spaces; 1.85 space per du min. (residential); 3.8 spaces per 1,000 sf min. (non-medical office); rates may be reduced by shared parking study

Trees					
Heritage trees	14*	Non-Heritage trees	34	New Trees	35*
Heritage trees proposed for removal	8	Non-Heritage trees proposed for removal	33	Total Number of Trees	42*
*Includes street trees and trees near the property.					

1540 EL CAMINO REAL
HUNTER-STORM DEVELOPMENT

PLANNING RESUBMITTAL
11/30/2017

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

PROJECT DATA

LOCATION:	1540 El Camino Real
EXISTING USE:	Commercial
PROPOSED USE:	Commercial and Multiple Residential
ZONING:	SCR-NE
APPLICANT:	Hunter-Storm Properties
PROPERTY OWNER	Hunter-Storm Properties
APPLICATION(S):	Use Permit

DEVELOPMENT STANDARDS	PROPOSED DEVELOPMENT			EXISTING DEVELOPMENT			ZONING ORDINANCE	
Site Area								
Lot area	76,488	SF		--			--	
Lot width		242.5'		--			--	
Lot depth		360.2'		--			--	
Setbacks								
Front (El Camino Real)		13.5'			24'-9"		15'-0" MIN	20'-0" MAX
Front (San Antonio St)		8'-0"			87'-0"		7'-9" MIN	12'-9" MAX
Side (left)		40'-0"			39'-10"		15'-0" MIN	25'-9" MAX
Side (right)		23.9"			102'-10"		15'-0" MIN	25'-0" MAX
FAR (Floor Area Ratio)								
Commercial	40,759	SF	0.53	33,536	SF	0.32	80,368	SF MAX 0.85
Residential	34,972	SF	0.47	--	--	--	80,368	SF MAX 0.85
Total:	75,731	SF	0.82	33,536	SF	0.32	81,837	SF MAX 1.10
Square Footage by Floor								
Commercial:								
Level B2	0	SF			--			--
Level B1	0	SF			--			--
Level 1	19,737	SF		16,048	SF			--
Level 2	20,196	SF		5,488	SF			--
Roof	886	SF			--			--
Total:	40,759	SF		33,536	SF			--
Residential:								
Level B2	0	SF			--			--
Level B1	0	SF			--			--
Level 1	10,194	SF			--			--
Level 2	12,200	SF			--			--
Level 3	12,269	SF			--			--
Roof	214	SF						
Total:	34,977	SF			--			--
Site Total:	75,731	SF		33,536	SF			--
Residential Unit Summary								
1 Bedroom Units:	5	Units	33%		--			--
2 Bedroom Units:	17	Units	63%		--			--
3 Bedroom Units:	1	Units	4%					
Total:	27	Units			--			--
Density:	15.75	D.U./AC			--			--
Building Height								
Commercial:		32'-4"			24'-1"		35'-0"	MAX
Residential:		37'-9"			--		35'-0"	MAX
Landscaping								
	21,710	SF		5,679	SF			--
	29%			17%				--
Paving								
Paving	19,490	SF		51,263	SF			--
	26%			69%				--
Parking								
Commercial:								
Surface	19	STALLS		78	STALLS			--
Level B1	71	STALLS			--			--
Level B2	65	STALLS			--			--
Total:	155	STALLS		78	STALLS		155	STALLS
Residential:								
Surface:	0	STALLS			--			--
Level B1	27	STALLS			--			--
Level B2	0	STALLS			--			--
Total:	27	STALLS	**		--		30	STALLS
Site Total:	182	STALLS	**	78	STALLS		285	STALLS
Define Basis for Parking:	1.6 Spaces per 1,000 SF of General Office 1.65 Spaces per Residential Unit			(48,759 SF / 1,000SF) X 1.6 SPACES = 27 UNITS X 1.65 =45.6			185 SPACES 185 SPACES	
Bicycle Storage								
Commercial:								
Long Term:	8	SPACES			--		8	SPACES
Short Term:	4	SPACES			--		3	SPACES
Total:	12	SPACES			--		8	SPACES
Residential:								
Long Term:	27	SPACES			--		27	SPACES
Short Term:	4	SPACES			--		3	SPACES
Total:	31	SPACES			--		30	SPACES
Site Total:	43	SPACES			--		38	STALLS
Define Basis for Bicycle Storage:	10.7 Spaces per 10,000 SF of General Office 1.65 Spaces per 20,000 SF of General Office			(48,759 SF / 10,000SF) = 5 SPACES (48,759 SF/ 20,000SF) = 3 SPACES				

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FIRE DEPARTMENT NOTES

AN APPROVED (MANUAL AND AUTOMATIC) FIRE ALARM SYSTEM IS REQUIRED. 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.
b. LOCATION OF THE FACU TO BE PLACED IN THE MAINTENANCE ROOM ADJACENT TO THE SPRINKLER RISER AND BUILDING MAIN ELECTRICAL PANEL.
c. KNOX BOX TO BE LOCATED AT THIS DOOR AND THE MAIN ENTRANCE SERVING THIS FACILITY. THE EMERGENCY ~~ELECTRICAL DISCONNECT ACCESSED BY A~~ KNOX KEY SWITCH TO BE PROVIDED AT PRIMARY ENTRANCE AUNT PANEL SERVING THE FIRE ALARM SYSTEM.

~~APPROVED NUMBERS OR ADDRESSES SHALL BE PLACED ON ALL NEW AND 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. INDIVIDUAL SUITE NUMBERS SHALL BE PERMANENTLY POSTED ON THE MAIN ENTRANCE DOORS OF TENANT SPACES. IF REAR OUTSIDE DOORS TO TENANT SPACES ARE INSTALLED, THEY SHALL INCLUDE THE INSTALLATION OF NUMERICAL ADDRESS NUMBERS CORRESPONDING TO FRONT ADDRESSING. NUMBERS ON NEW OCCUPANCIES SHALL COMPLY WITH THE FOLLOWING:

a. A MONUMENT SHALL BE INSTALLED AT COMPLEX PRIMARY ENTRANCE, WITH MATCHING BUILDING NUMBERING LOCATED ON BUILDING.
b. STRUCTURES UP TO 50 FEET (15240 MM) IN HEIGHT SHALL HAVE ADDRESSES WITH A MIN. 1 INCH (25.4 MM) STROKE WIDE BY MIN. 8 INCHES (203.2 MM) HIGH.
c. LIT FROM DUSK TILL DAWN.

ELEVATORS SHALL CONFORM TO THE PROVISIONS OFLISTED IN SECTION 607 OF THE CBC 2016. AT LEAST ONE ELEVATOR SHALL BE OF A SIZE THAT WILL ACCOMMODATE ONE GURNEY (MAX 24 INCHES BY 84 INCHES [610 MM BY 2134 MM]) AND TWO ATTENDANTS.

A MINIMUM 2A 1 OBC 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).

EXIT SIGNS, EMERGENCY LIGHTING, ADDRESS POSTING, FIRE LANE, MARKING, FIRE EXTINGUISHERS AND KNOX BOX LOCATION TO BE FIELD VERIFIED BY FIRE INSPECTOR.

APPROVED PLANS AND APPROVAL LETTER MUST BE ON SITE AT THE TIME OF INSPECTION.

FINAL ACCEPTANCE OF THIS PROJECT IS SUBJECT TO FIELD INSPECTION.

PROJECT TEAM

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VICINITY MAP

ALLOWABLE HEIGHTS AND AREAS

CONSTRUCTION TYPE:	**III-B**
USE AND OCCUPANCY:	**B, S-2, A-3**
ALLOWABLE BUILDING HEIGHT:	75'-0"
ALLOWABLE NUMBER OF STORIES	4
ALLOWABLE AREA:	28,500 SF (A-3)
STORIES ABOVE GRADE:	3
MAXIMUM HEIGHT:	37'-9"

FLOOR	GROSS FLOOR AREA
LEVEL B2	37,565
LEVEL B1	56,477
LEVEL 1	19,815
LEVEL 2	20,214
ROOF	919
TOTAL GSF:	134,990

CONSTRUCTION TYPE:	**VA**
USE & OCCUPANCY:	**R-2**
ALLOWABLE AREA:	48,000 SF
STORIES ABOVE GRADE:	3

LEVEL 1	12,802
LEVEL 2	12,802
LEVEL 3	12,207
ROOF (STAIR TOWER)	200
TOTAL GSF:	38,011

*FLOOR AREAS SHOWN IN THE ALLOWABLE AREA CALCULATION ARE FOR BUILDING CODE ANALYSIS ONLY AND DO NOT MATCH THE AREAS SHOWN IN THE FLOOR AREA CALCULATIONS REQUIRED BY THE PLANNING DEPARTMENT.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
PROJECT INFORMATION

SCALE
NTS

SHEET NUMBER
A0.1

D2

1

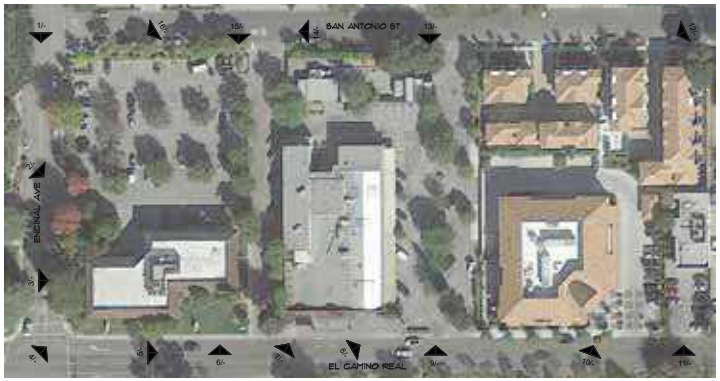
2

3

4

15

16



5

6

13

14

7

8

12

11

10

9

1 EXISTING SITE CONDITIONS
N.T.S.

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	11/30/17	PLANNING RESUBMITTAL

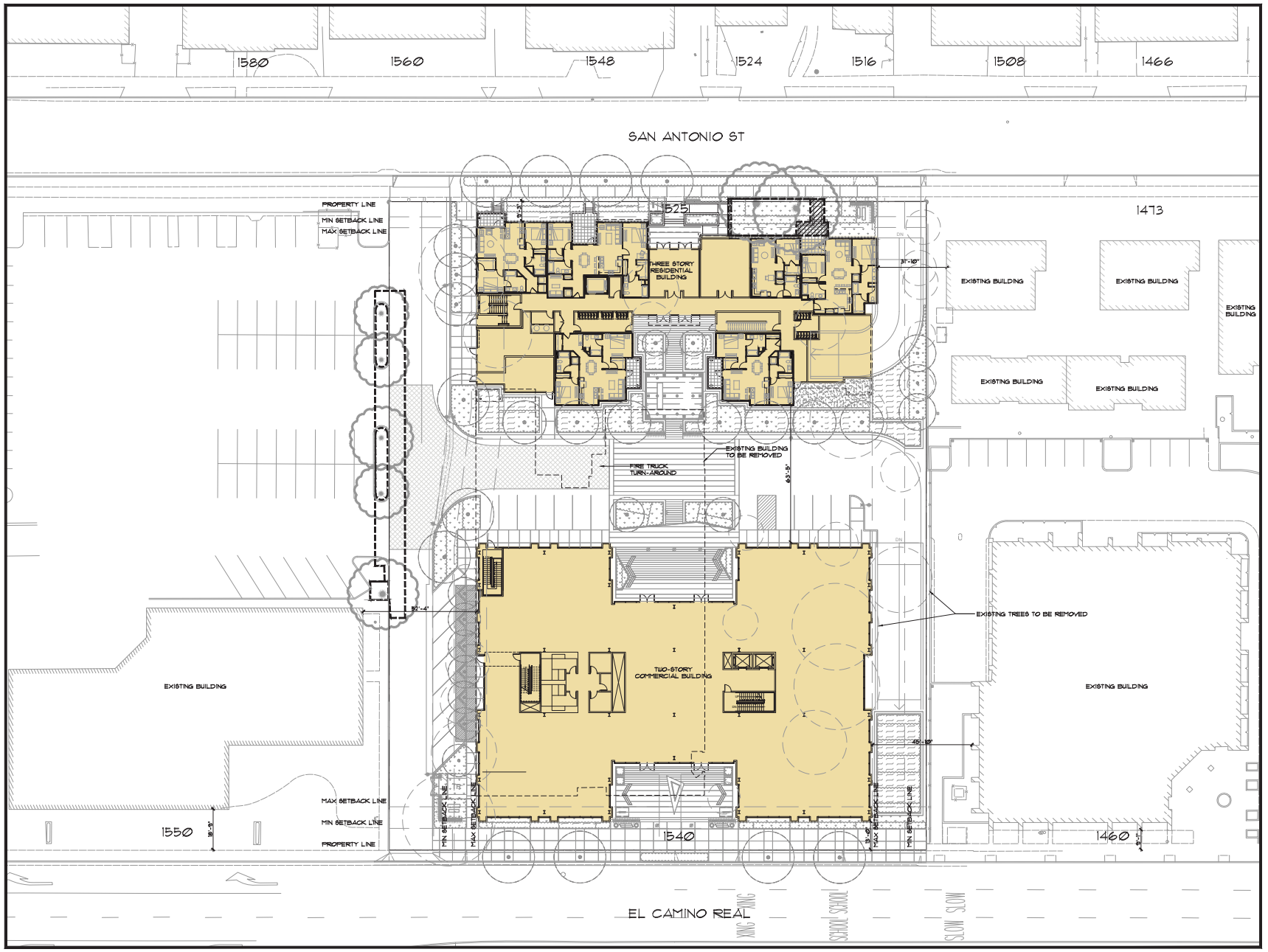
PROJECT NUMBER
16010

SHEET TITLE
EXISTING SITE CONDITIONS

SCALE
N.T.S.

SHEET NUMBER

A1.0



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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
AREA PLAN

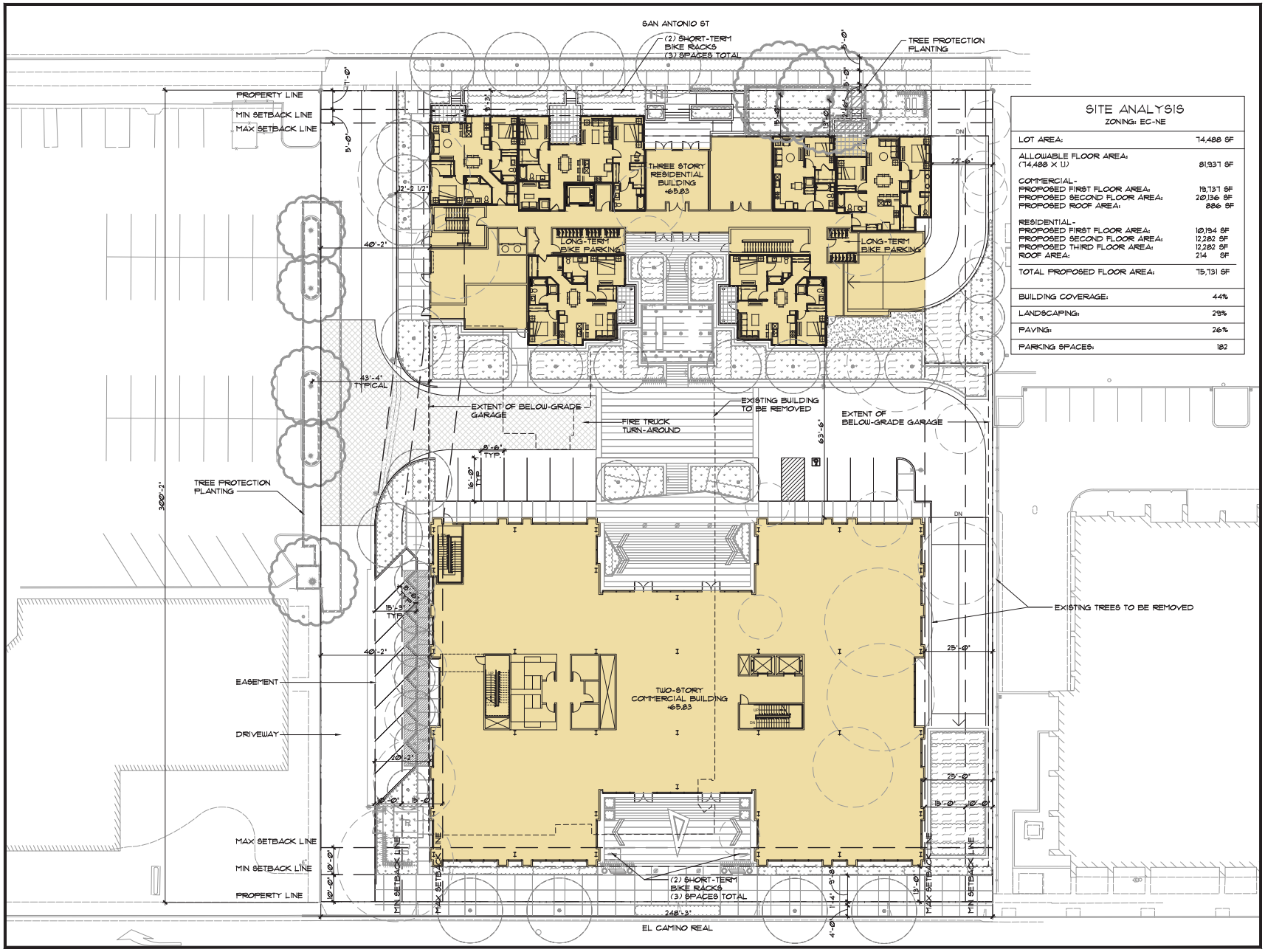
SCALE
1"=20'

0 20' 40'

SHEET NUMBER

A1.1

D4



SITE ANALYSIS

ZONING: EC-NE

LOT AREA:	74,488 SF
ALLOWABLE FLOOR AREA: (74,488 X 1.1)	81,937 SF
COMMERCIAL-	
PROPOSED FIRST FLOOR AREA:	19,737 SF
PROPOSED SECOND FLOOR AREA:	20,136 SF
PROPOSED ROOF AREA:	886 SF
RESIDENTIAL-	
PROPOSED FIRST FLOOR AREA:	10,194 SF
PROPOSED SECOND FLOOR AREA:	12,282 SF
PROPOSED THIRD FLOOR AREA:	12,282 SF
ROOF AREA:	214 SF
TOTAL PROPOSED FLOOR AREA:	75,731 SF
BUILDING COVERAGE:	44%
LANDSCAPING:	29%
PAVING:	26%
PARKING SPACES:	182

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HUNTER-STORM DEVELOPMENT

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
SITE PLAN

SCALE
1/16"=1'-0"

0 16' 32'

SHEET NUMBER

A1.2

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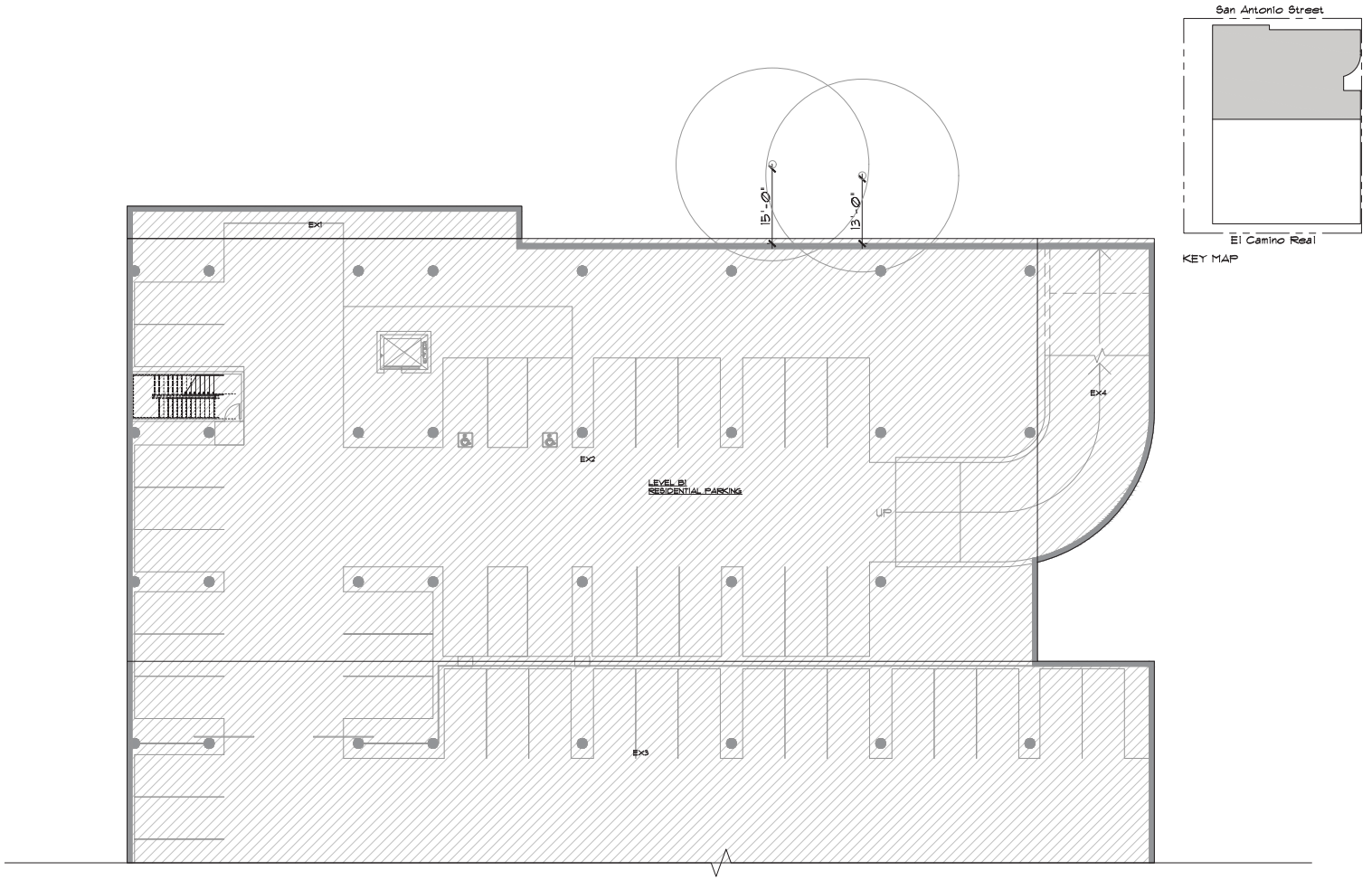

KEY MAP

KEY:
AREA EXCLUDED

1 LEVEL B1 PLAN (A) - COMMERCIAL
3/32"=1'-0"

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	11/30/17	PLANNING RESUBMITTAL

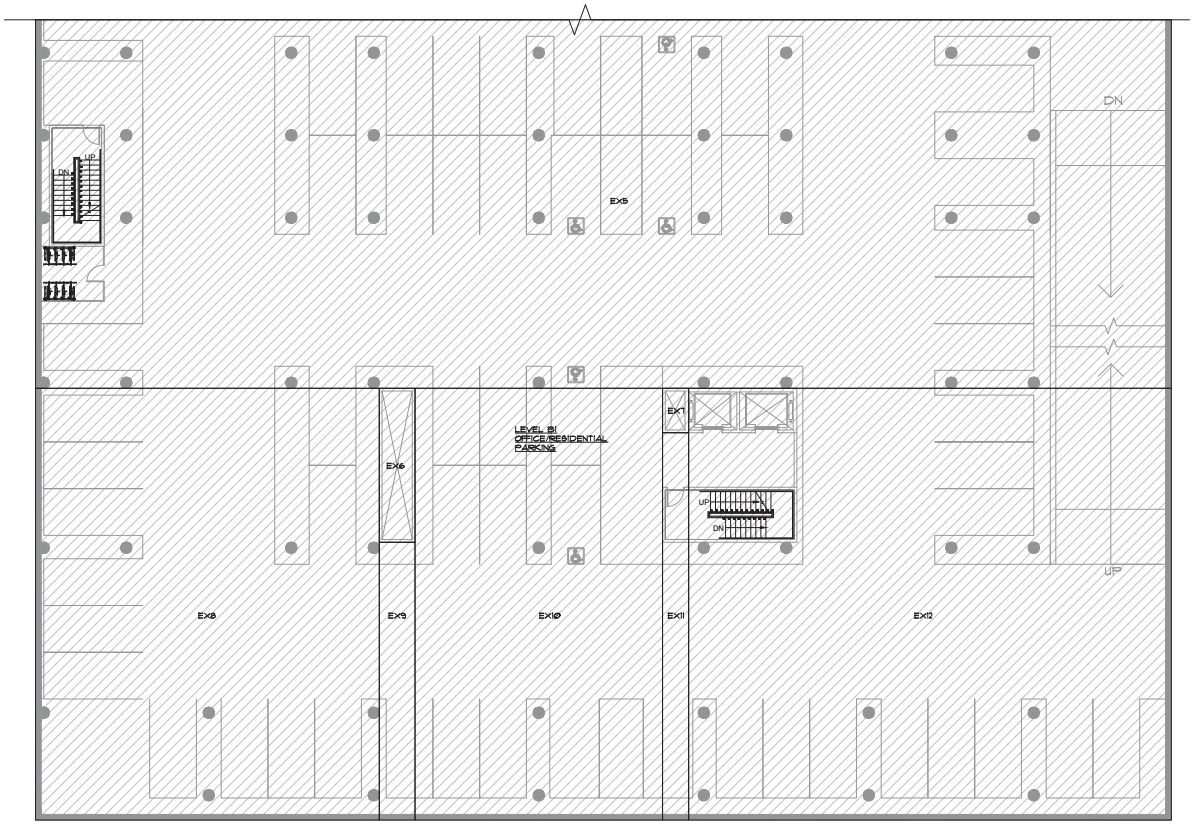
PROJECT NUMBER
16010

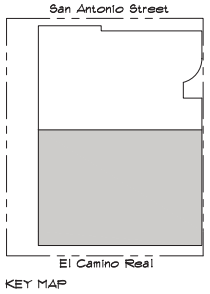
SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- LEVEL B1 (A)

SCALE
3/32"=1'-0"

0 8' 16'

SHEET NUMBER
A1.3A





KEY:

AREA EXCLUDED

1 **LEVEL B1 PLAN (B) - COMMERCIAL**
3/32"=1'-0"

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

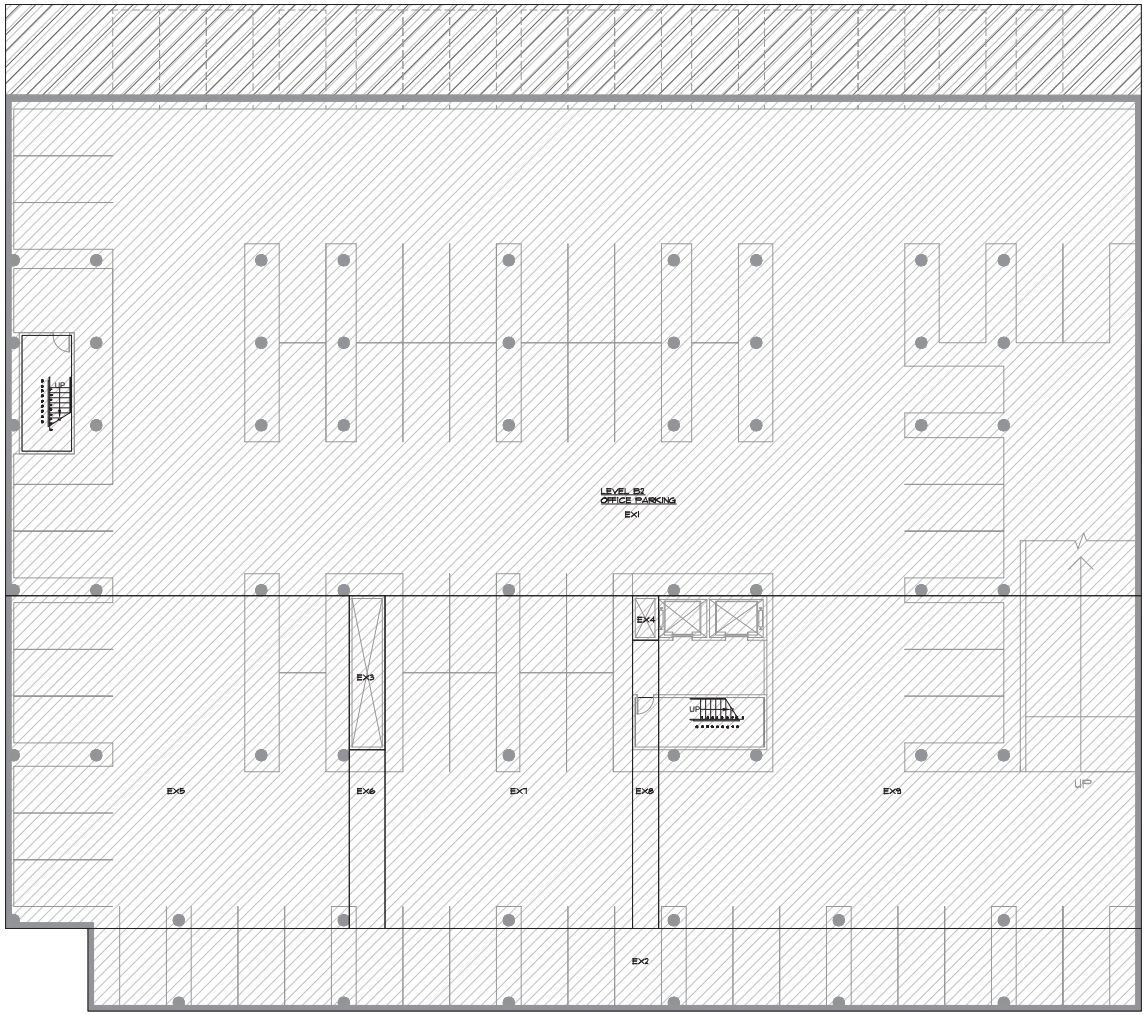
SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- LEVEL B1 (B)

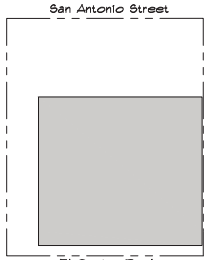
SCALE
3/32"=1'-0"

0 8' 16'

SHEET NUMBER

A1.3B





KEY MAP

KEY:

AREA EXCLUDED

1 LEVEL B2 PLAN - COMMERCIAL
3/32"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

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PROJECT NUMBER
16010

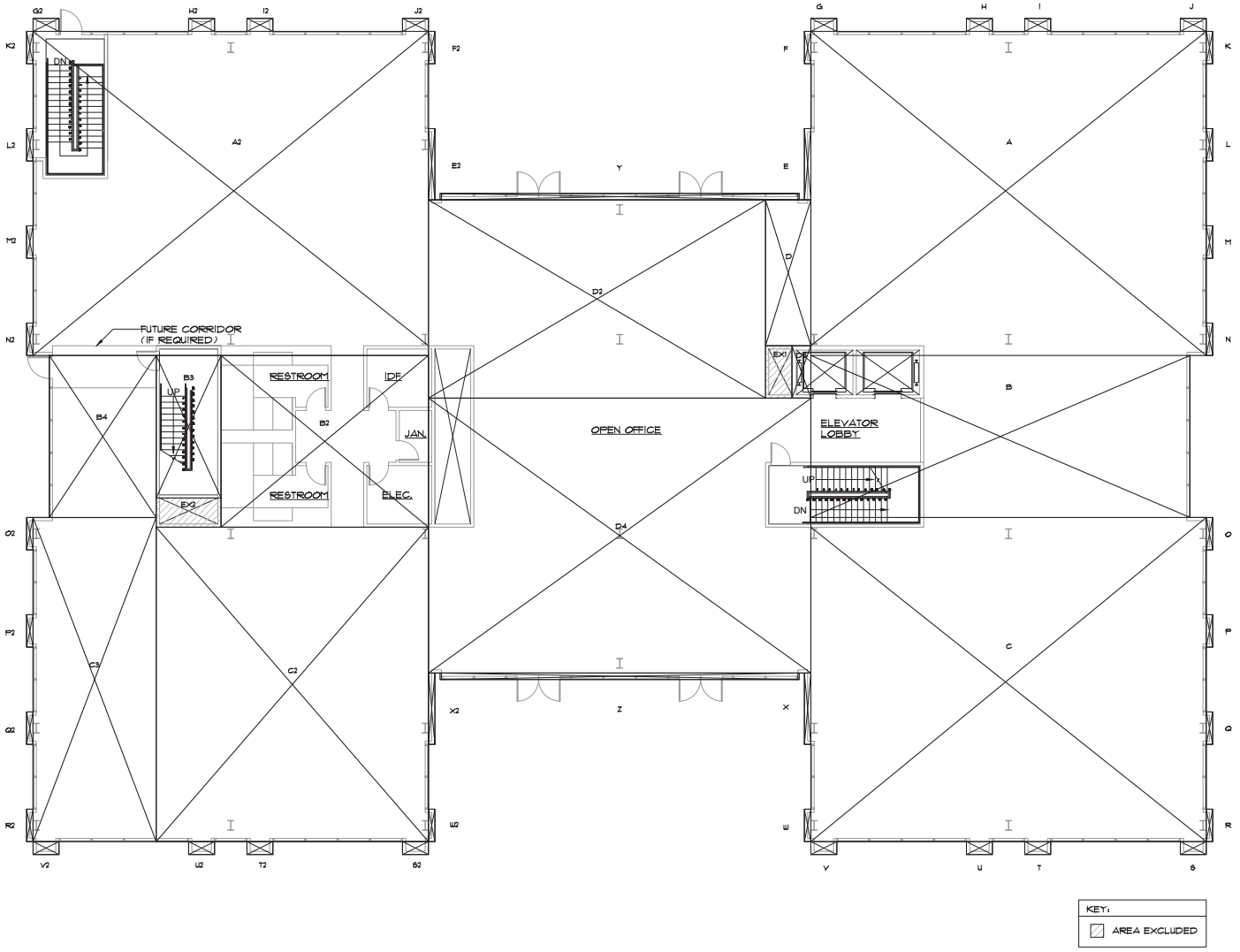
SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- LEVEL B2

SCALE
3/32"=1'-0"

0 8' 16'

SHEET NUMBER

A1.3C



1 **LEVEL 1 PLAN- COMMERCIAL**
1/8"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

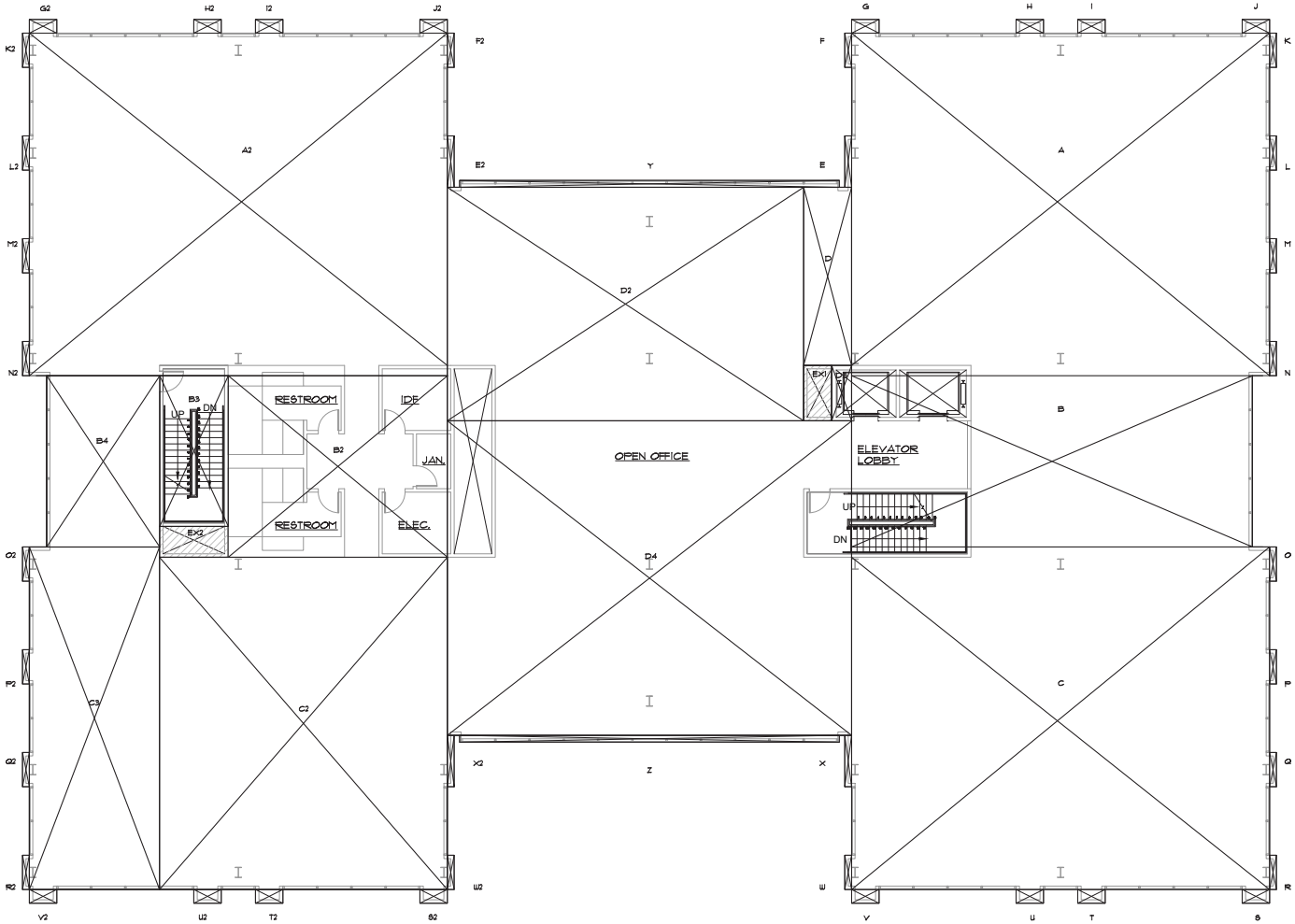
PROJECT NUMBER
16010

SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- LEVEL 1

SCALE
1/8"=1'-0"

0 8' 16'

SHEET NUMBER
A1.3D



2 LEVEL 2 PLAN- COMMERCIAL
1/8"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	03/27/17	PRE-APPLICATION SUBMITTAL
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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

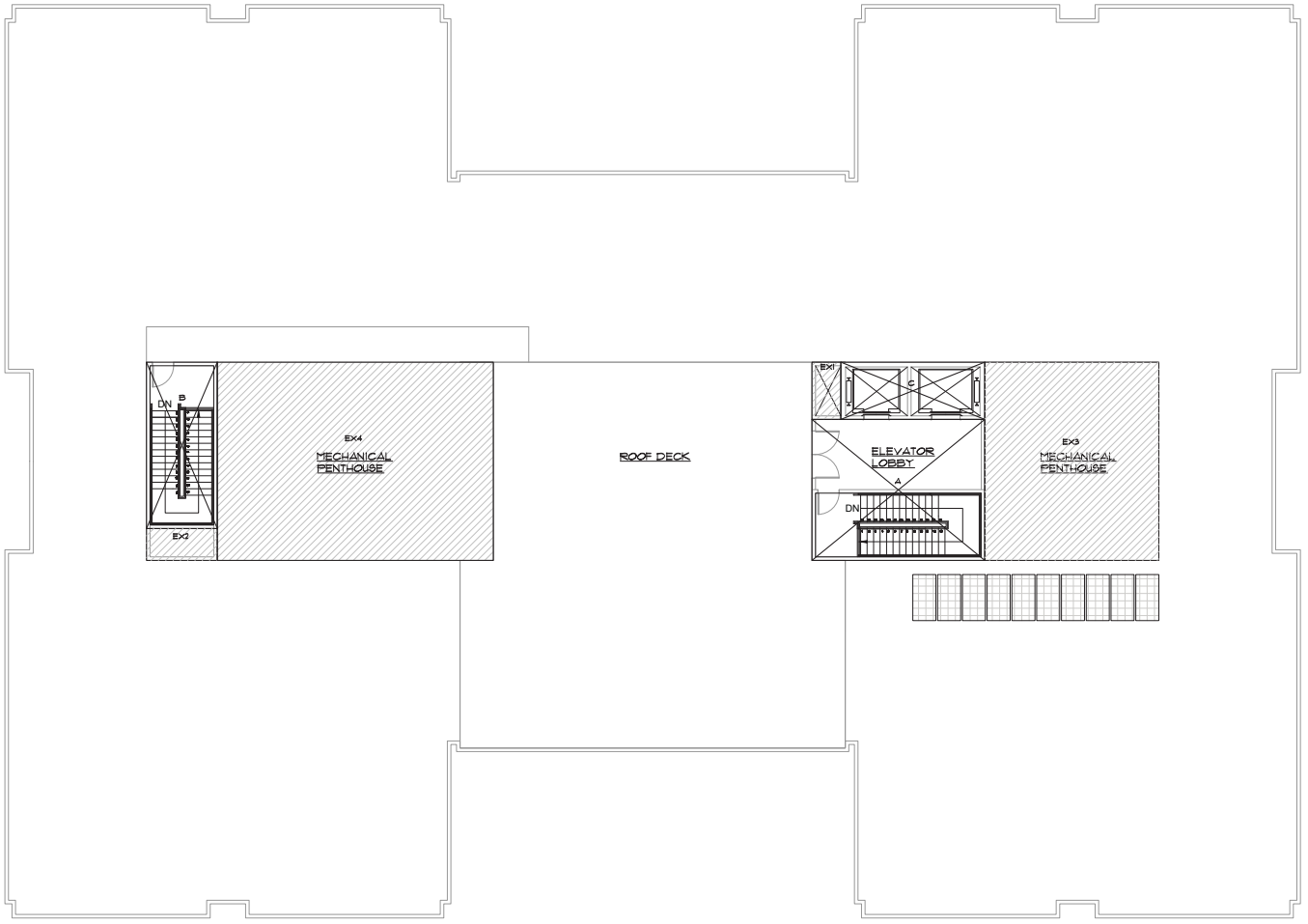
PROJECT NUMBER
16010

SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- LEVEL 2

SCALE
1/8"=1'-0"

0 8' 16'

SHEET NUMBER
A1.3E



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

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1540 EL CAMINO REAL

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL- ROOF

SCALE
1/8"=1'-0"

0 8' 16'

SHEET NUMBER

A1.3F

TOTAL GROSS FLOOR AREA CALCULATION - COMMERCIAL:	
FLOOR	SF
LEVEL 1	19,137
LEVEL 2	20,136
ROOF	886
TOTAL BUILDING GROSS FLOOR AREA:	40,159

TOTAL GROSS FLOOR AREA CALCULATION - RESIDENTIAL:	
FLOOR	SF
LEVEL 1	10,158
LEVEL 2	12,250
LEVEL 3	12,250
TOTAL BUILDING GROSS FLOOR AREA:	34,658
TOTAL PROJECT GROSS FLOOR AREA:	75,417

TOTAL AREA EXCLUDED FROM GFA- RESIDENTIAL:	
FLOOR	SF
LEVEL 1	3,175
LEVEL 2	675
LEVEL 3	675
TOTAL AREA EXCLUDED FROM GFA- RESIDENTIAL:	4,525

TOTAL AREA EXCLUDED FROM GFA- COMMERCIAL:	
FLOOR	SF
LEVEL B1	55,827
LEVEL B2	37,565
LEVEL 1	78
LEVEL 2	78
ROOF	1,858
TOTAL AREA EXCLUDED FROM GFA- COMMERCIAL:	95,406
TOTAL PROJECT AREA EXCLUDED FROM GFA:	99,931

BUILDING COVERAGE CALCULATION :	
FLOOR	SF
COMMERCIAL- LEVEL 1	20,214
RESIDENTIAL- LEVEL 1	12,825
BUILDING COVERAGE:	33,139

ROOF- GROSS FLOOR AREA CALCULATIONS:		
AREA	DIMENSIONS	SF
A	24'-5"x19'-11"	486
B	10'x23.5'	235
C	20'-4"x8'-1"	165
TOTAL GROSS FLOOR AREA:		886

ROOF- AREA EXCLUDED CALCULATIONS:		
AREA	DIMENSIONS	SF
EX1*	4'-1"x8'-1"	33
EX2*	10'x4'-6"	45
EX3**	24'-7"x28'	688
EX4**	39'x28'	1,092
LEVEL 1- TOTAL AREA EXCLUDED:		1,858

LEVEL B1- AREA EXCLUDED CALCULATIONS:		
AREA	DIMENSIONS	SF
EX1***	79'-4"x6'-6"	515
EX2***	183'x85'	15,555
EX3***	206'-6"x40'-6"	8,363
EX4***	23'-6"x85'-6500SF	1,348
EX5***	206'-6"x67'-0"	13,835
EX6*	6'-6"x28'-0"	182
EX7*	4'-9"x8'-1"	38
EX8 ***	62'-6"x78'-6"	4,906
EX9 ***	6'-6"x50'-6"	329
EX10 ***	45'-0"x78'-6"	3,533
EX11 ***	4'-9"x10'-5"	335
EX12 ***	87'-9"x78'6"	6,888
LEVEL B1- TOTAL AREA EXCLUDED:		55,827

LEVEL B2- AREA EXCLUDED CALCULATIONS:		
AREA	DIMENSIONS	SF
EX1***	206'-6"x107'-6"	22,199
EX2***	19'-6"x15'	2,873
EX3*	6'-6"x28'-0"	182
EX4*	4'-9"x8'-1"	38
EX5***	62'-6"x60'-6"	3,781
EX6***	6'-6"x32'-6"	212
EX7***	45-0"x60'-6"	2,722
EX8***	5'-3"x52'-5"	249
EX9***	87'-9"x60'-6"	5,309
LEVEL B2- TOTAL AREA EXCLUDED:		37,565

LEVEL 2- GROSS FLOOR AREA CALCULATIONS:		
AREA	DIMENSIONS	SF
A	61'x50'	3,050
B	58'-6"x25'	1,462.5
C	61'x50'	3,050
D	7'x26'	182
A2	61'x50'	3,050
B2	32'x26'	848
B3	10'x22'	220
B4	16'-6"x25'	412.5
C2	42'x48'-6"	2,037
C3	19'x50'	950
D2	52'x34'-1"	1,772
D3	2'-11"x8'-1"	24
D4	59'x45'-11"	2,709
E	1'x7'-6"	7.5
F	1'x7'-6"	7.5
G	4'x2'	8
H	4'x2'	8
I	4'x2'	8
J	4'x2'	8
K	1'x5'	5
L	1'x5'	5
M	1'x5'	5
N	1'x5'	5
O	1'x5'	5
P	1'x5'	5
Q	1'x5'	5
R	1'x5'	5
S	4'x2'	8
T	4'x2'	8
U	4'x2'	8
V	4'x2'	8
W	1'x5'	5
X	1'x7'-6"	7.5
Y	55'-5"x1'	55.4
Z	55'-5"x1'	55.4
E2	1'x6'	6
F2	1'x5'	5
G2	4'x2'	8
H2	4'x2'	8
I2	4'x2'	8
J2	4'x2'	8
K2	1'x5'	5
L2	1'x5'	5
M2	1'x5'	5
N2	1'x5'	5
O2	1'x5'	5
P2	1'x5'	5
Q2	1'x5'	5
R2	1'x5'	5
S2	4'x2'	8
T2	4'x2'	8
U2	4'x2'	8
V2	4'x2'	8
W2	1'x5'	5
X2	1'x7'-6"	7.5
TOTAL GROSS FLOOR AREA:		20,136

LEVEL 2- AREA EXCLUDED CALCULATIONS:		
AREA	DIMENSIONS	SF
EX1*	4'-1"x8'-1"	33
EX2*	10'x4'-6"	45
LEVEL 1- TOTAL AREA EXCLUDED:		78

LEVEL 1- GROSS FLOOR AREA CALCULATIONS:		
AREA	DIMENSIONS	SF
A	61'x50'	3,050
B	58'-6"x25'	1,462.5
C	61'x50'	3,050
D	7'x22'-6"	157.5
A2	61'x50'	3,050
B2	32'x26'	848
B3	10'x22'	220
B4	16'-6"x25'	412.5
C2	42'x48'-6"	2,037
C3	19'x50'	950
D2	52'x30'-7"	1,590
D3	2'-11"x8'-1"	24
D4	59'x42'-5"	2502.5
E	1'x11'	11
F	1'x5'	5
G	4'x2'	8
H	4'x2'	8
I	4'x2'	8
J	4'x2'	8
K	1'x5'	5
L	1'x5'	5
M	1'x5'	5
N	1'x5'	5
O	1'x5'	5
P	1'x5'	5
Q	1'x5'	5
R	1'x5'	5
S	4'x2'	8
T	4'x2'	8
U	4'x2'	8
V	4'x2'	8
W	1'x5'	5
X	1'x11'	11
Y	55'-5"x1'	55.4
Z	55'-5"x1'	55.4
E2	1'x11'	11
F2	1'x5'	5
G2	4'x2'	8
H2	4'x2'	8
I2	4'x2'	8
J2	4'x2'	8
K2	1'x5'	5
L2	1'x5'	5
M2	1'x5'	5
N2	1'x5'	5
O2	1'x5'	5
P2	1'x5'	5
Q2	1'x5'	5
R2	1'x5'	5
S2	4'x2'	8
T2	4'x2'	8
U2	4'x2'	8
V2	4'x2'	8
W2	1'x5'	5
X2	1'x11'	11
TOTAL GROSS FLOOR AREA:		19,737

LEVEL 1- AREA EXCLUDED CALCULATIONS:		
AREA	DIMENSIONS	SF
EX1*	4'-1"x8'-1"	33
EX2*	10'x4'-6"	45
LEVEL 1- TOTAL AREA EXCLUDED :		78

* EXCLUDED MECHANICAL SHAFTS BASED ON 16.04.325 (C) (5)
'VENT SHAFTS, SUCH AS BUILDING MECHANICAL AIR DUCTS AND CHIMNEYS'

** EXCLUDED MECHANICAL EQUIPMENT BASED ON 16.04.325 (C) (1) (2)

*** EXCLUDED PARKING AREA BASED ON 16.04.325 (C) (3)
'ALL AREA DEVOTED TO COVERED PARKING AND RELATED CIRCULATION FOR AUTOMOBILES AND BICYCLES, INCLUDING GARAGES, CARPORTS, BELOW GRADE PARKING STRUCTURES, AND ABOVE GRADE PARKING STRUCTURES'

1 TOTAL FLOOR AREA CALCULATIONS

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
SQUARE-FOOTAGE CALCULATION PLANS- COMMERCIAL

SCALE

SHEET NUMBER
A1.3G

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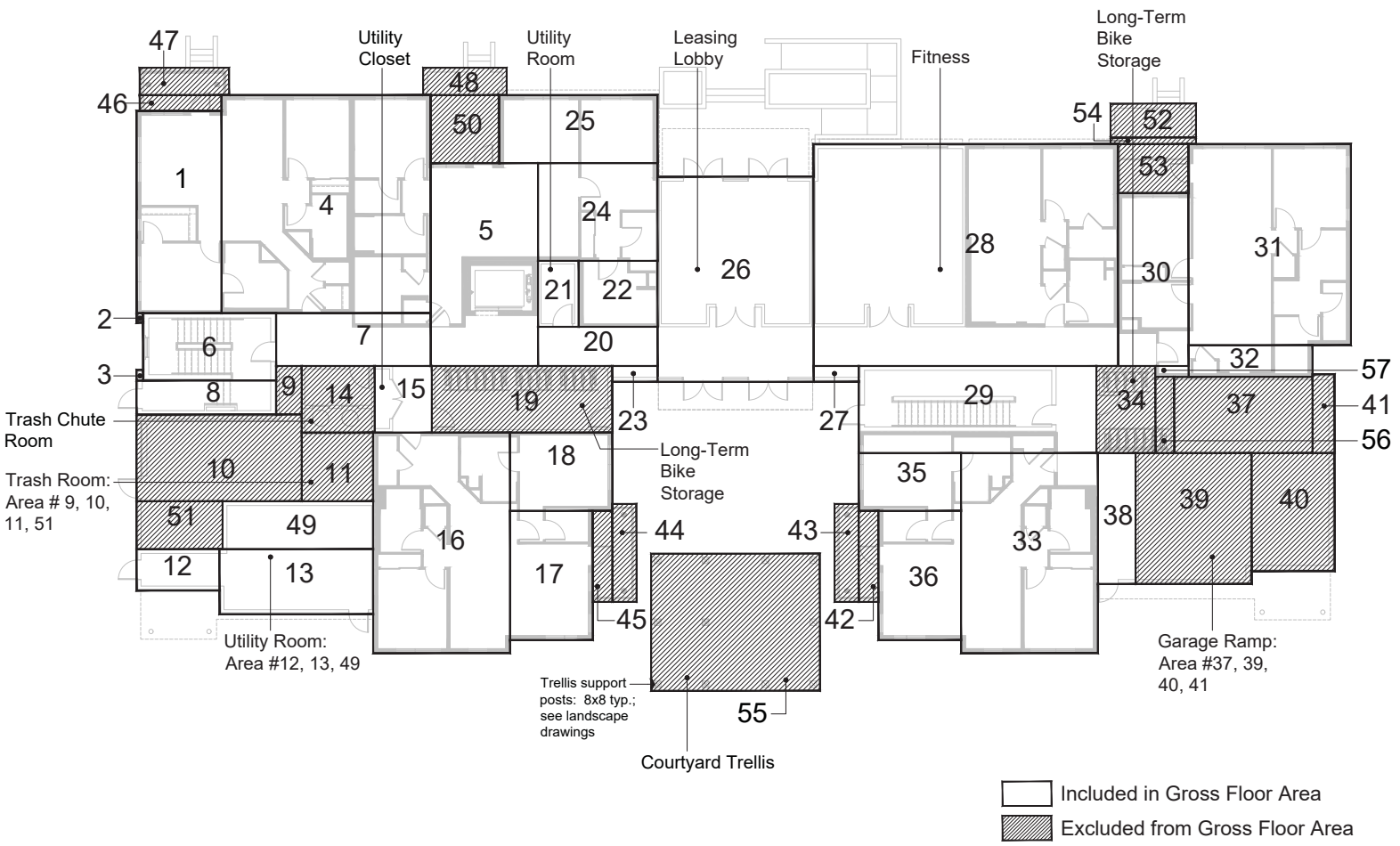

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 1 FLOOR AREA CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.4A

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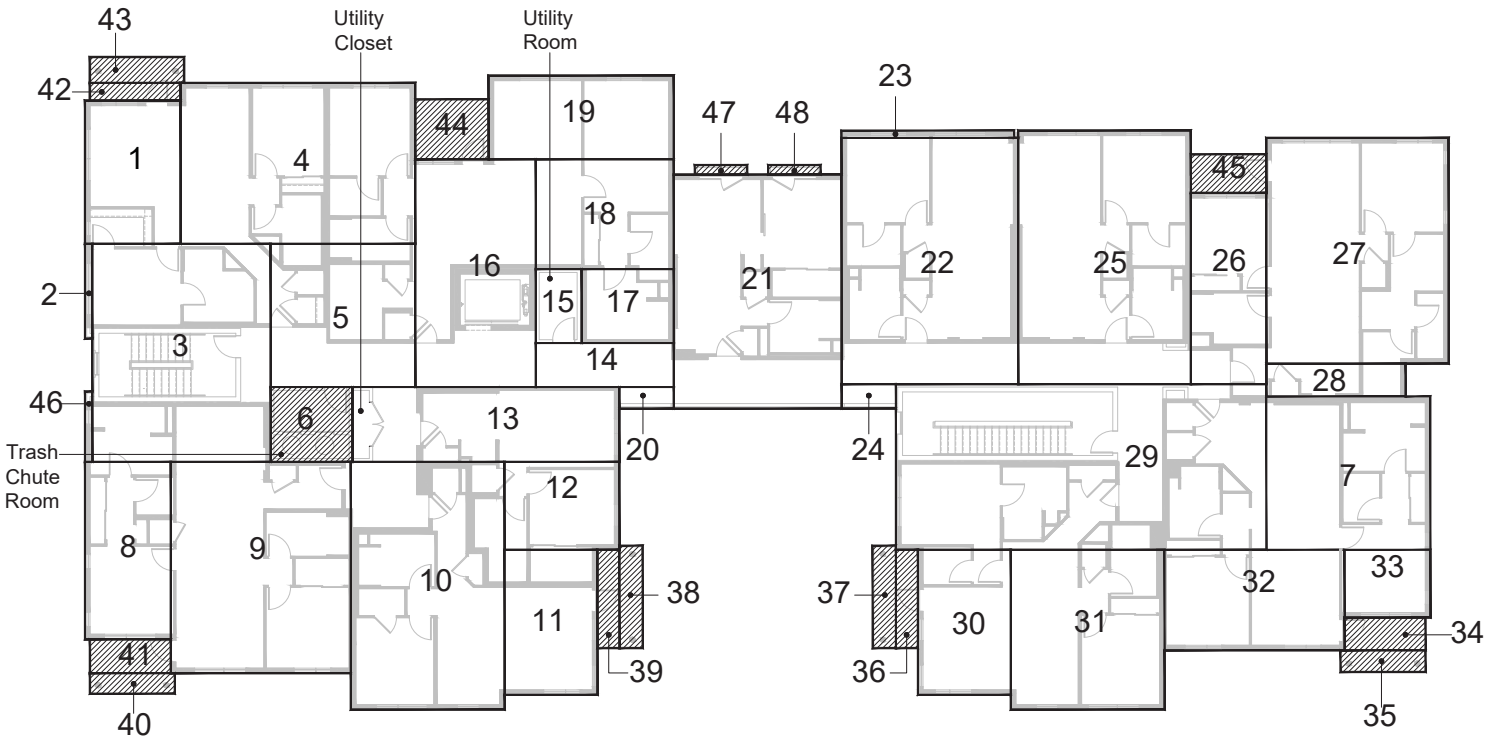

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 2 FLOOR AREA CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.4B

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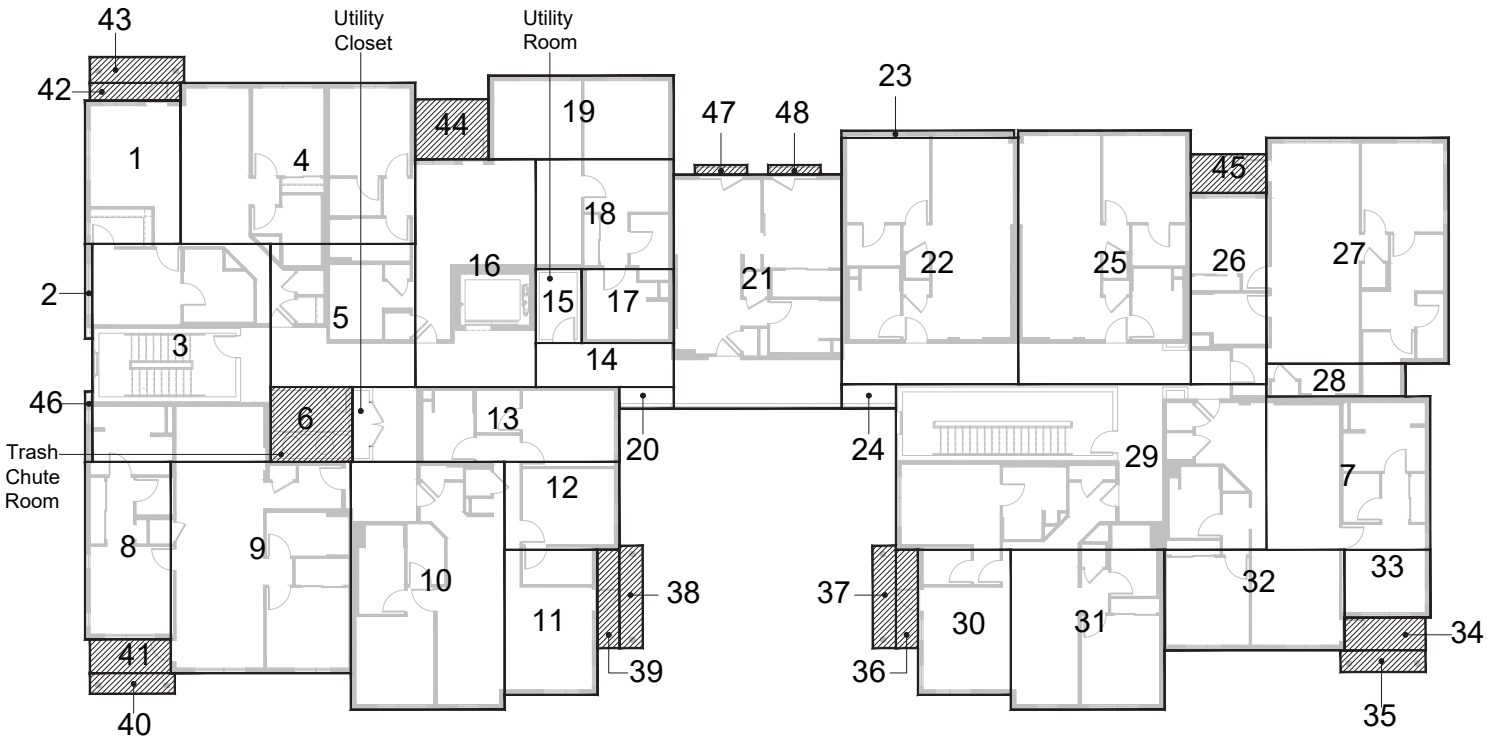

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 3 FLOOR AREA CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.4C

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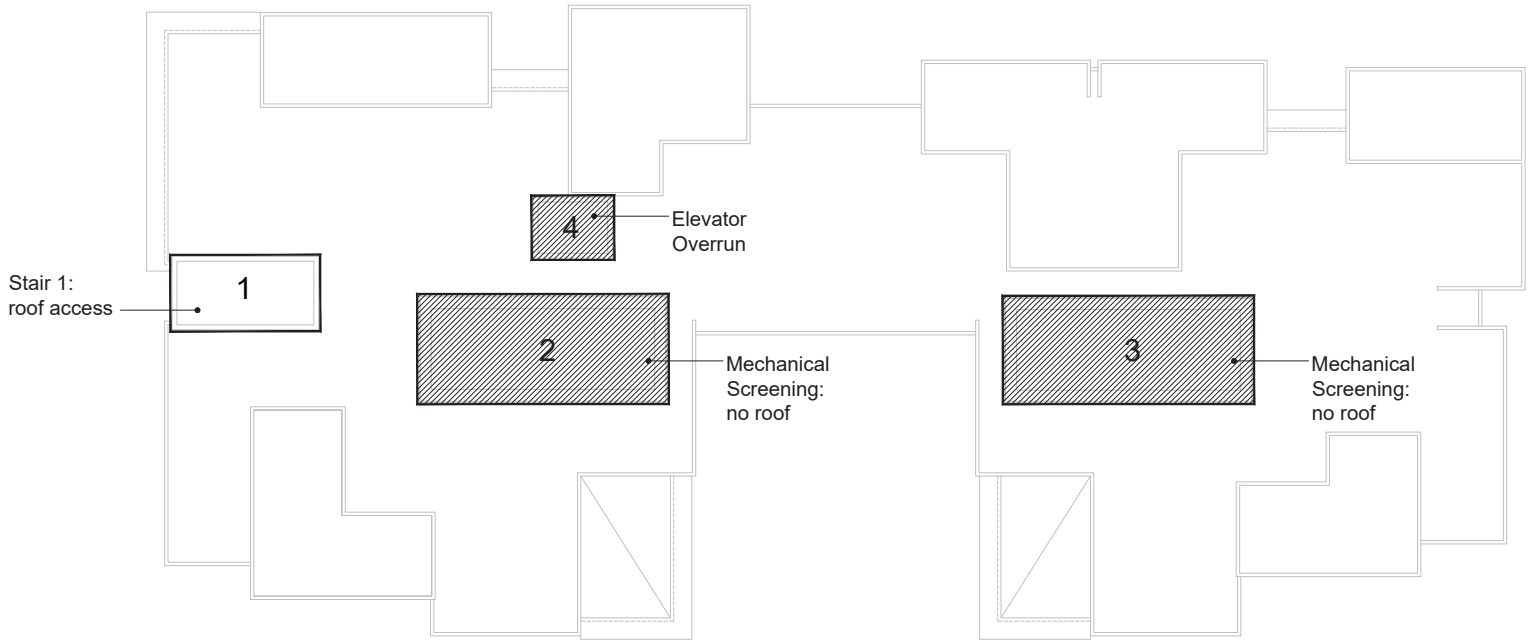

1540 EL CAMINO REAL

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KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ROOF LEVEL FLOOR AREA CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.4D

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RESIDENTIAL FLOOR AREA CALCULATION SUMMARY

Level 1

LEVEL 1 AREAS INCLUDED

Area	Dimensions (Feet)			Total
1	13.646	x	30.96	404 sf
2	1	x	1.479	2 sf
3	1	x	1.479	2 sf
4	33	x	31.958	1,054 sf
5	56.437	x	31.062	1,753 sf
6	20.396	x	10.332	211 sf
7	25.646	x	8.265	212 sf
8	21.396	x	5.708	122 sf
13	17.708	x	6.364	113 sf
14	13.947	x	0.979	14 sf
15	8.75	x	10.308	90 sf
16	30.969	x	15.771	488 sf
17	12.667	x	16.792	213 sf
18	25.667	x	11.979	307 sf
19	35.667	x	11.979	427 sf
20	38.313	x	8	306 sf
21	8.25	x	10.083	83 sf
22	12.063	x	10.083	122 sf
23	6.917	x	2.208	15 sf
24	38.708	x	14.979	579 sf
25	24.25	x	10.417	253 sf
26	23.875	x	31.417	750 sf
27	6.917	x	2.458	17 sf
28	46.625	x	32.979	1,538 sf
29	36.396	x	13.333	485 sf
30	30.792	x	26.479	815 sf
31	34.875	x	30.792	1,074 sf
32	10	x	9.854	99 sf
33	30.969	x	30.646	949 sf
34	35.667	x	9.854	352 sf
36	12.667	x	19.792	251 sf
38	5.771	x	20.001	115 sf
40	22.083	x	2.333	52 sf
57	3.063	x	1.667	5 sf
Total				10,154 sf

LEVEL 1 AREAS EXCLUDED (GARAGE)

Per Zoning ordinance 18.04.325 (C)(3)

Area	Dimensions (Feet)			Total
37	21.396	x	11.667	247 sf
39	27.771	x	20.001	555 sf
42	21.708	x	18.104	394 sf
43	3.333	x	13.000	43 sf
Total				875 sf

LEVEL 1 AREAS EXCLUDED (TRASH)

Per Zoning ordinance 18.04.325 (C)(3)

Area	Dimensions (Feet)			Total
0	2.917	x	7.417	22 sf
10	26.229	x	13.771	361 sf
11	30.688	x	10.5	322 sf
12	11.667	x	10.308	120 sf
52	15.187	x	7.333	111 sf
Total				996 sf

LEVEL 1 AREAS EXCLUDED (BIKE STORAGE)

Per Zoning ordinance 18.04.325 (C)(3)

Area	Dimensions (Feet)			Total
35	27.646	x	10.308	285 sf
50	9.042	x	13.333	121 sf
56	2.875	x	11.667	34 sf
Total				440 sf

LEVEL 1 AREAS EXCLUDED (BALCONIES)

Per Zoning ordinance 18.04.325 (C)(4)

Area	Dimensions (Feet)			Total
44	5	x	13.958	70 sf
45	3.667	x	15	55 sf
46	3.667	x	15	55 sf
47	3	x	13.958	42 sf
48	12.96	x	2.42	31 sf
49	18.71	x	3.13	59 sf
50	12.29	x	4.13	51 sf
50	80.5	x	10.42	839 sf
52	13.08	x	5.13	68 sf
53	18.79	x	7.5	141 sf
54	13.08	x	1	13 sf
Total				469 sf

LEVEL 1 AREAS EXCLUDED (COURTYARD TRELLIS)

Per Application Submittal Guidelines from 7.6.18

Area	Dimensions (Feet)			Total
59	20.688	x	23	945 sf
Total				945 sf

Level 2

LEVEL 2 AREAS INCLUDED

Area	Dimensions (Feet)			Total
1	13.64	x	19.54	266 sf
2	1	x	12.917	13 sf
3	24.333	x	28.229	725 sf
4	33	x	31.958	703 sf
5	30.729	x	12.521	385 sf
7	22.979	x	22.917	526 sf
8	11.708	x	24.167	283 sf
9	24.542	x	28.813	707 sf
10	20.958	x	34.771	728 sf
11	12.667	x	19.792	251 sf
13	36.396	x	32.208	1172 sf
14	15.667	x	11.979	188 sf
15	18.812	x	6	113 sf
16	8.25	x	10.083	83 sf
17	30.431	x	21.083	641 sf
18	12.583	x	10.083	127 sf
19	18.812	x	14.979	282 sf
20	25.25	x	11.417	288 sf
21	23.875	x	31.917	762 sf
22	24.083	x	33.583	809 sf
23	23.542	x	1	24 sf
24	7.417	x	3.333	25 sf
25	23.542	x	34.583	814 sf
26	30.333	x	26.083	791 sf
27	24.875	x	30.792	766 sf
28	10	x	9.458	95 sf
29	50.5	x	32.583	1,646 sf
30	12.667	x	19.792	251 sf
31	30.958	x	31.292	969 sf
32	24.542	x	13.708	336 sf
33	11.708	x	9.25	108 sf
60	1	x	9.604	10 sf
Total				12,292 sf

LEVEL 2 AREAS EXCLUDED (TRASH)

Per Zoning ordinance 18.04.325 (C)(3)

Area	Dimensions (Feet)			Total
6	11.167	x	10.208	114 sf
Total				114 sf

LEVEL 2 AREAS EXCLUDED (BALCONIES)

Per Zoning ordinance 18.04.325 (C)(4)

Area	Dimensions (Feet)			Total
39	11.083	x	4.458	49 sf
40	11.625	x	2.979	35 sf
59	9	x	13.458	121 sf
57	3.188	x	14	45 sf
58	3.188	x	14	45 sf
58	1	x	12.458	42 sf
60	11.625	x	2.813	33 sf
61	11.083	x	4.625	51 sf
62	12.6	x	2.42	30 sf
63	12.88	x	3.52	45 sf
64	39	x	2.167	85 sf
65	10.29	x	5.37	54 sf
67	7.167	x	1.333	9 sf
68	7.167	x	1.333	9 sf
Total				588 sf

Level 3

LEVEL 3 AREAS INCLUDED

Area	Dimensions (Feet)			Total
1	13.64	x	19.54	266 sf
2	1	x	12.917	13 sf
3	24.333	x	28.229	725 sf
4	33	x	31.958	703 sf
5	30.729	x	12.521	385 sf
7	22.979	x	22.917	526 sf
8	11.708	x	24.167	283 sf
9	24.542	x	28.813	707 sf
10	20.958	x	34.771	728 sf
11	12.667	x	19.792	251 sf
13	36.396	x	32.208	1172 sf
14	15.667	x	11.979	188 sf
15	18.812	x	6	113 sf
16	8.25	x	10.083	83 sf
17	30.431	x	21.083	641 sf
18	12.583	x	10.083	127 sf
19	18.812	x	14.979	282 sf
20	25.25	x	11.417	288 sf
21	23.875	x	31.917	762 sf
22	24.083	x	33.583	809 sf
23	23.542	x	1	24 sf
24	7.417	x	3.333	25 sf
25	23.542	x	34.583	814 sf
26	30.333	x	26.083	791 sf
27	24.875	x	30.792	766 sf
28	10	x	9.458	95 sf
29	50.5	x	32.583	1,646 sf
30	12.667	x	19.792	251 sf
31	30.958	x	31.292	969 sf
32	24.542	x	13.708	336 sf
33	11.708	x	9.25	108 sf
60	1	x	9.604	10 sf
Total				12,292 sf

LEVEL 3 AREAS EXCLUDED (TRASH)

Per Zoning ordinance 18.04.325 (C)(3)

Area	Dimensions (Feet)			Total
6	11.167	x	10.208	114 sf
Total				114 sf

LEVEL 3 AREAS EXCLUDED (BALCONIES)

Per Zoning ordinance 18.04.325 (C)(4)

Area	Dimensions (Feet)			Total
39	11.083	x	4.458	49 sf
40	11.625	x	2.979	35 sf
59	9	x	13.458	121 sf
57	3.188	x	14	45 sf
58	3.188	x	14	45 sf
58	1	x	12.458	42 sf
60	11.625	x	2.813	33 sf
61	11.083	x	4.625	51 sf
62	12.6	x	2.42	30 sf
63	12.88	x	3.52	45 sf
64	39	x	2.167	85 sf
65	10.29	x	5.37	54 sf
67	7.167	x	1.333	9 sf
68	7.167	x	1.333	9 sf
Total				588 sf

Roof Level

ROOF LEVEL AREAS EXCLUDED

Area	Dimensions (Feet)			Total
1	19.458	x	10.458	204 sf
Total				204 sf

ROOF LEVEL AREAS EXCLUDED (ELEVATOR OVERRUN)

Per Planning Comment #26

Area	Dimensions (Feet)			Total
4	11.292	x	8.79	99 sf
Total				99 sf

ROOF LEVEL AREAS EXCLUDED (MECH. SCREENING)

Per Zoning ordinance 18.04.325 (C)(2)

Area	Dimensions (Feet)			Total
2	39.25	x	10.04	394 sf
3	39.25	x	10.04	394 sf
Total				1,001 sf

Total Area Included in GFA

Level	Area (sf)
Level 1	10,154 sf
Level 2	12,292 sf
Level 3	12,292 sf
Roof Level	204 sf
TOTAL	34,972 sf

Total Area Excluded from GFA

Level	Area (sf)
Level 1	3,353 sf
Level 2	687 sf
Level 3	687 sf
Roof Level	1,171 sf
TOTAL	5,846 sf

Note: All areas have been measured to the exterior of wall.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
FLOOR AREA CALCULATION SUMMARY - RESIDENTIAL

SCALE

SHEET NUMBER

A1.4E

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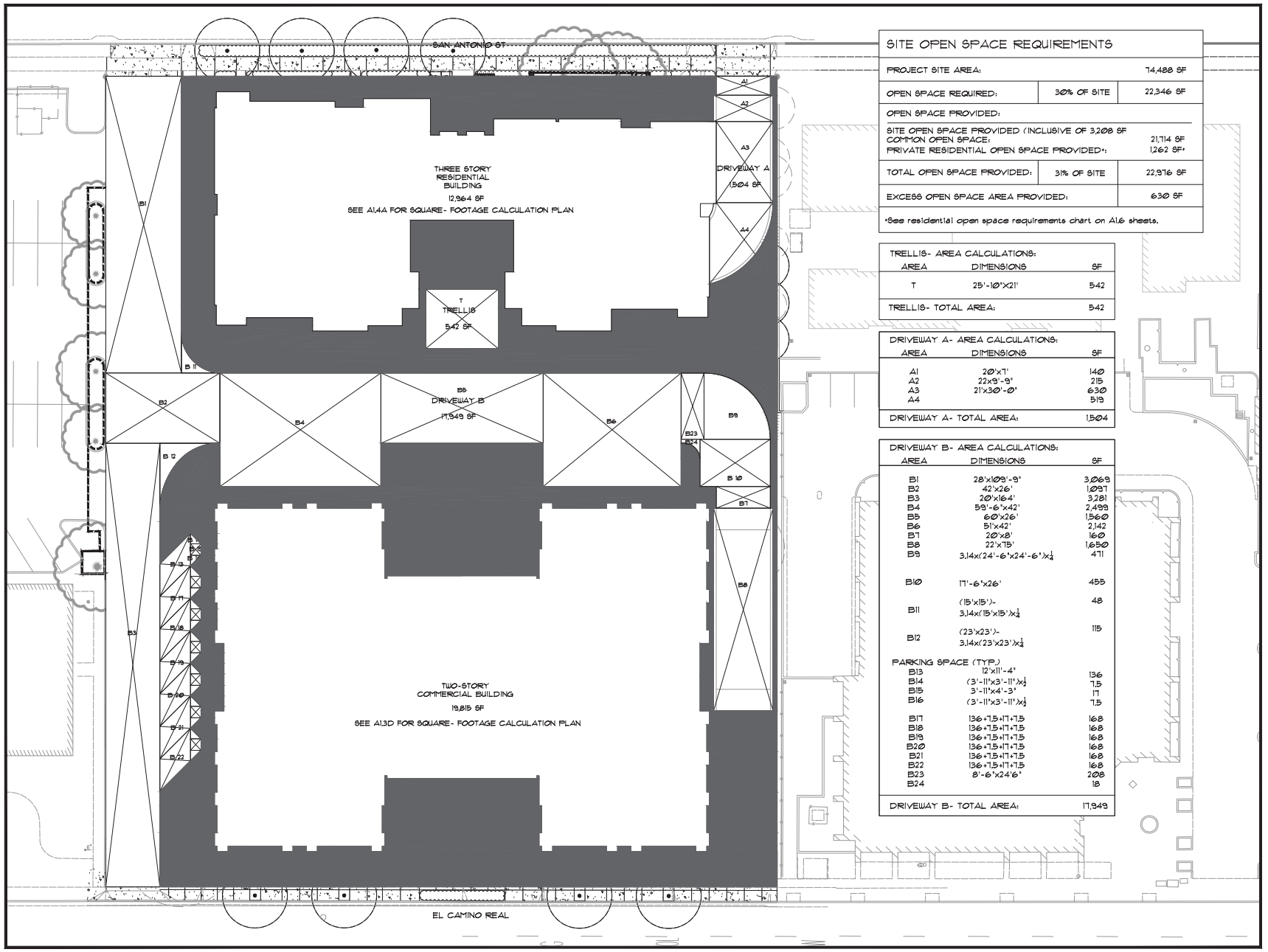

SITE OPEN SPACE REQUIREMENTS

PROJECT SITE AREA:		74,488 SF
OPEN SPACE REQUIRED:	30% OF SITE	22,346 SF
OPEN SPACE PROVIDED:		
SITE OPEN SPACE PROVIDED (INCLUSIVE OF 3,208 SF COMMON OPEN SPACE: PRIVATE RESIDENTIAL OPEN SPACE PROVIDED*:		21,714 SF 1,262 SF*
TOTAL OPEN SPACE PROVIDED:	31% OF SITE	22,976 SF
EXCESS OPEN SPACE AREA PROVIDED:		630 SF

*See residential open space requirements chart on A1.6 sheets.

TRELLIS- AREA CALCULATIONS:

AREA	DIMENSIONS	SF
T	25'-10"X21'	542
TRELLIS- TOTAL AREA:		542

DRIVEWAY A- AREA CALCULATIONS:

AREA	DIMENSIONS	SF
A1	20'x7'	140
A2	22x9'-9"	215
A3	21'x30'-0"	630
A4		519
DRIVEWAY A- TOTAL AREA:		1,504

DRIVEWAY B- AREA CALCULATIONS:

AREA	DIMENSIONS	SF
B1	28'x109'-9"	3,069
B2	42'x26'	1,097
B3	20'x164'	3,281
B4	59'-6"x42'	2,499
B5	60'x26'	1,560
B6	51'x42'	2,142
B7	20'x8'	160
B8	22'x75'	1,650
B9	3.14x(24'-6"x24'-6")x¼	471
B10	17'-6"x26'	455
B11	(15'x15')- 3.14x(15'x15')x¼	48
B12	(23'x23')- 3.14x(23'x23')x¼	115
PARKING SPACE (TYP.)		
B13	12'x11'-4"	136
B14	(3'-11"x3'-11")x½	7.5
B15	3'-11"x4'-3"	17
B16	(3'-11"x3'-11")x½	7.5
B17	136+7.5+17+7.5	168
B18	136+7.5+17+7.5	168
B19	136+7.5+17+7.5	168
B20	136+7.5+17+7.5	168
B21	136+7.5+17+7.5	168
B22	136+7.5+17+7.5	168
B23	8'-6"x24'6"	208
B24		18
DRIVEWAY B- TOTAL AREA:		17,949

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
SITE OPEN SPACE CALCULATION

SCALE
1/16"=1'-0"

0 16' 32'

SHEET NUMBER

A1.5

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RESIDENTIAL PRIVATE AND COMMON OPEN SPACE SUMMARY:

PRIVATE OPEN SPACE:

REQUIRED:
Per Menlo Park El Camino Real and Downtown Specific Plan Table E7,
1. A minimum of 100 SF of open space per unit shall be created as common open space
-OR-
2. A minimum of 80 SF of open space per unit shall be created as private open space.

PROVIDED: 1,262 SF of complying private open space provided.

14 D.U. have complying private open space (80 SF min. area, 6' min. dimension.)
13 D.U. do not have complying private open space

List of units with complying private open space:

Level 1:	Level 2:	Level 3:
Unit #101 (Plan 2-3)	Unit #204 (Plan 2-2)	Unit #304 (Plan 2-2)
Unit #102 (Plan 2-4)	Unit #205 (Plan 2-4)	Unit #305 (Plan 2-4)
Unit #103 (Plan 2-4)	Unit #207 (Plan 1-2)	Unit #306 (Plan 3-1)
Unit #105 (Plan 2-5a)	Unit #208 (Plan 2-1)	Unit #307 (Plan 2-1)
	Unit #210 (Plan 2-5)	Unit #309 (Plan 2-5)

PRIVATE OPEN SPACE CALCULATION: Please see sheets A1.6B-D.

Private Open Space - Level 1

LEVEL 1 PATIO AREAS INCLUDED IN PRIVATE OPEN SPACE

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#101	1	21.500	x	3.917	86 sf
	2	20.792	x	7.500	86 sf
#102	4	5.000	x	15.277	80 sf
	5	5.000	x	13.667	81 sf
#103	8	5.000	x	15.277	80 sf
	9	5.000	x	13.667	81 sf
#105	10	21.458	x	5.527	80 sf
	11	20.500	x	10.417	109 sf
				Total	492 sf

LEVEL 1 PATIO AREAS EXCLUDED FROM PRIVATE OPEN SPACE

Patios do not meet minimum dimension (5') and/or area (80 SF) requirements

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#104	3	21.375	x	3.527	66 sf
	6	21.806	x	2.417	39 sf
				Total	72 sf

Private Open Space - Level 2

LEVEL 2 PATIO AREAS INCLUDED IN PRIVATE OPEN SPACE

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#204	2	18.896	x	4.458	45 sf
	3	11.292	x	2.917	32 sf
#205	4	5.000	x	13.271	48 sf
	5	5.000	x	13.667	41 sf
#207	6	5.000	x	13.271	48 sf
	7	5.000	x	13.667	41 sf
#208	8	18.958	x	4.035	50 sf
	9	11.292	x	2.986	30 sf
#210	10	10.000	x	8.021	80 sf
				Total	402 sf

LEVEL 2 PATIO AREAS EXCLUDED FROM PRIVATE OPEN SPACE

Patios do not meet minimum dimension (6') and/or area (80 SF) requirements

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#203	1	18.250	x	5.264	53 sf
					53 sf
#209	10	12.542	x	8.250	62 sf
	11	12.208	x	2.417	30 sf
					92 sf
#290	13	6.500	x	0.979	6 sf
	14	6.500	x	0.979	6 sf
					13 sf
				Total	197 sf

Private Open Space - Level 3

LEVEL 3 PATIO AREAS INCLUDED IN PRIVATE OPEN SPACE

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#304	2	18.896	x	4.458	84 sf
	3	11.292	x	2.917	32 sf
#305	4	5.000	x	13.271	48 sf
	5	5.000	x	13.667	41 sf
#306	6	5.000	x	13.271	48 sf
	7	5.000	x	13.667	41 sf
#307	8	18.958	x	4.625	58 sf
	9	11.292	x	2.986	34 sf
#309	12	18.000	x	8.021	80 sf
				Total	481 sf

LEVEL 3 PATIO AREAS EXCLUDED FROM PRIVATE OPEN SPACE

Patios do not meet minimum dimension (6') and/or area (80 SF) requirements

Unit	Area	Dimensions (Feet)		Sub-Total	Total
#303	1	18.250	x	5.264	53 sf
					53 sf
#308	10	12.542	x	5.958	72 sf
	11	12.229	x	2.417	30 sf
#309	13	6.500	x	0.979	6 sf
	14	6.500	x	0.979	6 sf
				Total	197 sf

Private Open Space Summary

PATIO AREAS INCLUDED IN PRIVATE OPEN SPACE

Level	Area (sf)
LEVEL 1	492 sf
LEVEL 2	402 sf
LEVEL 3	481 sf
TOTAL	1,262 sf

PATIO AREAS EXCLUDED FROM PRIVATE OPEN SPACE

Level	Area (sf)
LEVEL 1	72 sf
LEVEL 2	197 sf
LEVEL 3	197 sf
TOTAL	466 sf

COMMON OPEN SPACE:

COMMON OPEN SPACE SUBSTITUTION:
Per Zoning Ordinance Section E.3.6.01, "In a case of a mix of private and common open space, such common open space shall be provided at a ratio equal to 1.25 sf for each 1 sf of private open space that is not provided."

13 D.U. do not have complying private open space
13 D.U. x 80 SF/D.U. x 1.25 SF = 1,300 SF of Common Open Space Required.

PROVIDED: 3,208 SF of complying common open space provided.

COMMON OPEN SPACE CALCULATION: Please see sheet A1.6E.

Common Open Space - Ground Level

LEVEL 1 AREAS INCLUDED

Area	Dimensions (Feet)			Total
1	18.708	x	14.765	358 sf
2	13.083	x	10.667	158 sf
3	33.708	x	13.583	458 sf
5	9.000	x	16.736	196 sf
8	23.000	x	1.563	56 sf
20	6.917	x	4.865	39 sf
22	19.881	x	7.104	185 sf
23	43.000	x	4.854	296 sf
24	7.448	x	3.093	23 sf
25	9.792	x	9.604	196 sf
26	9.792	x	35.067	302 sf
27	12.971	x	6.604	86 sf
28	13.971	x	44.667	502 sf
29	13.958	x	15.000	152 sf
34	5.792	x	18.639	103 sf
38	8.000	x	9.000	72 sf
41	37.708	x	6.292	196 sf
42	8.000	x	18.261	168 sf
43	23.542	x	7.250	170 sf
44	12.504	x	5.896	73 sf
52	7.438	x	3.083	23 sf
53	0.79	x	2.850	25 sf
54	4.806	x	13.965	56 sf
55	16.167	x	1.140	18 sf
63	2.708	x	4.375	12 sf
			Total	3,208 sf

LEVEL 1 AREAS EXCLUDED (NORTH WING)

Per Planning Division comment no. 53

Area	Dimensions (Feet)			Total
7	28.922	x	6.806	329 sf
31	21.94	x	6.806	107 sf
36	12.916	x	20.029	359 sf
46	12.916	x	5.823	38 sf
58	16.829	x	4.154	66 sf
			Total	949 sf

LEVEL 1 AREAS EXCLUDED (OVERHANG)

Per Zoning Ordinance Section 16.04.580

Area	Dimensions (Feet)			Total
4	45.479	x	7.618	315 sf
6	35.875	x	7.354	376 sf
9	35.899	x	7.42	65 sf
40	23.542	x	4.104	90 sf
45	12.504	x	7.431	90 sf
60	2.208	x	23.062	94 sf
61	2.708	x	2.229	8 sf
62	3.802	x	0.604	3 sf
64	18.747	x	1.833	28 sf
65	13.986	x	1.796	25 sf
66	5.734	x	2.605	15 sf
67	37.708	x	4.278	353 sf
			Total	846 sf

LEVEL 1 AREAS EXCLUDED (TRELLIS)

Per Zoning Ordinance Section 16.04.580

Area	Dimensions (Feet)			Total
30	32.833	x	7.888	259 sf
35	16.833	x	18.128	329 sf
			Total	622 sf

LEVEL 1 AREAS EXCLUDED (PARKING SPACES)

Per Planning Division comment no. 71

				Reason for Exclusion:
20	12.000	x	28.888	raised planter
21	17.808	x	21.223	raised planter
22	18.957	x	15.265	raised planter
23	21.068	x	17.265	raised planter
25	8.432	x	5.854	raised planter
26	8.417	x	8.999	raised planter
27	8.417	x	8.999	raised planter
28	13.413	x	18.247	raised planter
29	3.437	x	11.134	raised planter
30	13.417	x	18.247	raised planter
33	2.447	x	11.139	raised planter
37	8.442	x	5.854	raised planter
38	21.109	x	17.265	raised planter
39	18.958	x	15.265	raised planter
48	18.887	x	18.888	raised planter
49	24.977	x	9.005	raised planter
50	24.771	x	4.262	raised planter
51	13.961	x	26.841	Inaccessible due to location
56	13.961	x	26.961	Inaccessible due to location
57	12.718	x	16.588	Back flow preventer
59	7.442	x	6.333	raised planter
57	16.167	x	6.000	raised planter
68	7.442	x	4.791	Bike rack
			Total	4,472 sf

Common Open Space Summary

Areas Included in Common Open Space	3,208 sf
Areas Excluded from Common Open Space	6,530 sf
Total	9,738 sf

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

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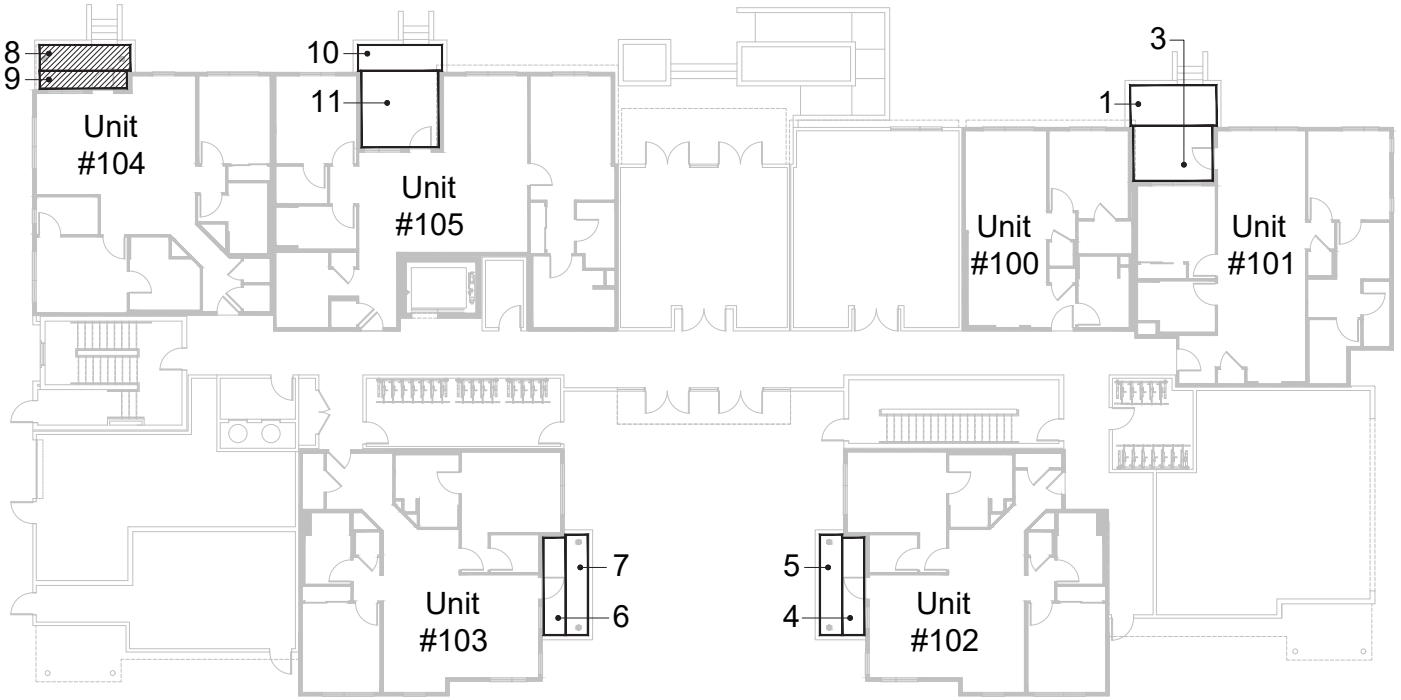
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
OPEN SPACE CALCULATION SUMMARY - RESIDENTIAL

SCALE

SHEET NUMBER
A1.6A



Included in Private Open Space Calculation

Excluded from Private Open Space Calculation

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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

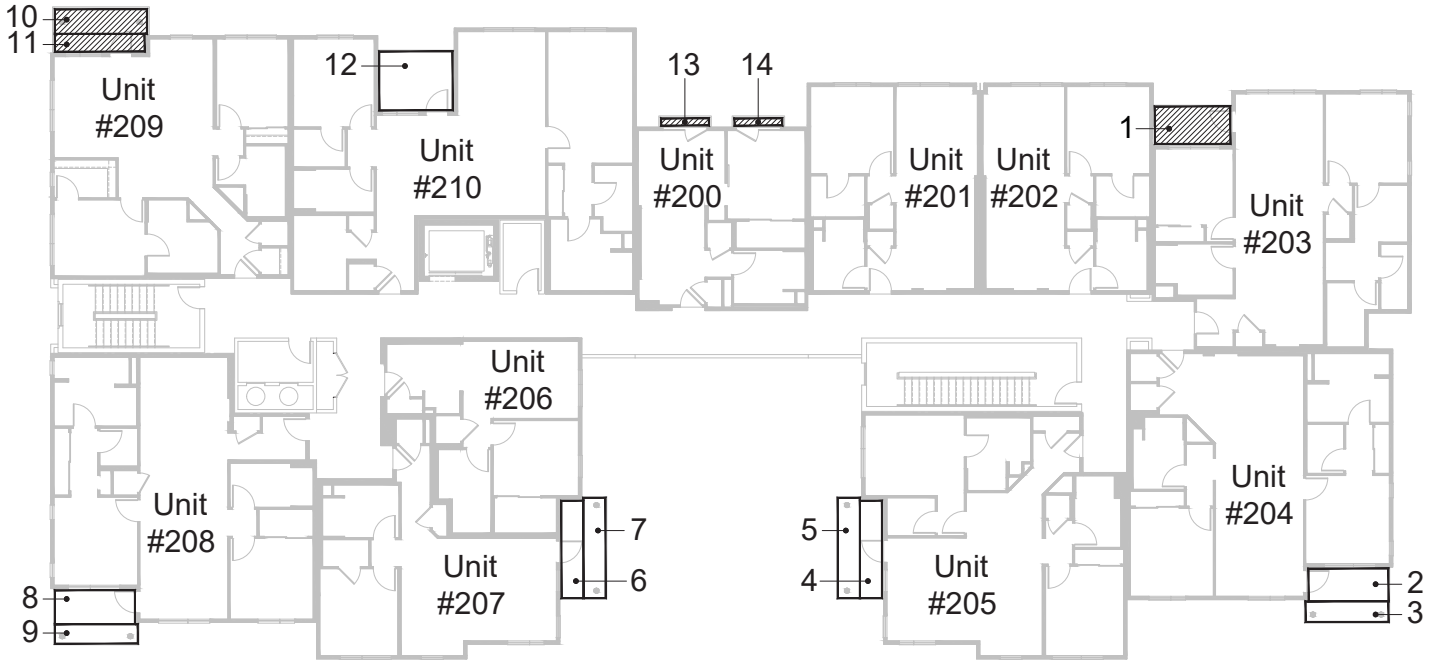
SHEET TITLE
LEVEL 1 PRIVATE OPEN SPACE CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.6B



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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 2 PRIVATE OPEN SPACE CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.6C

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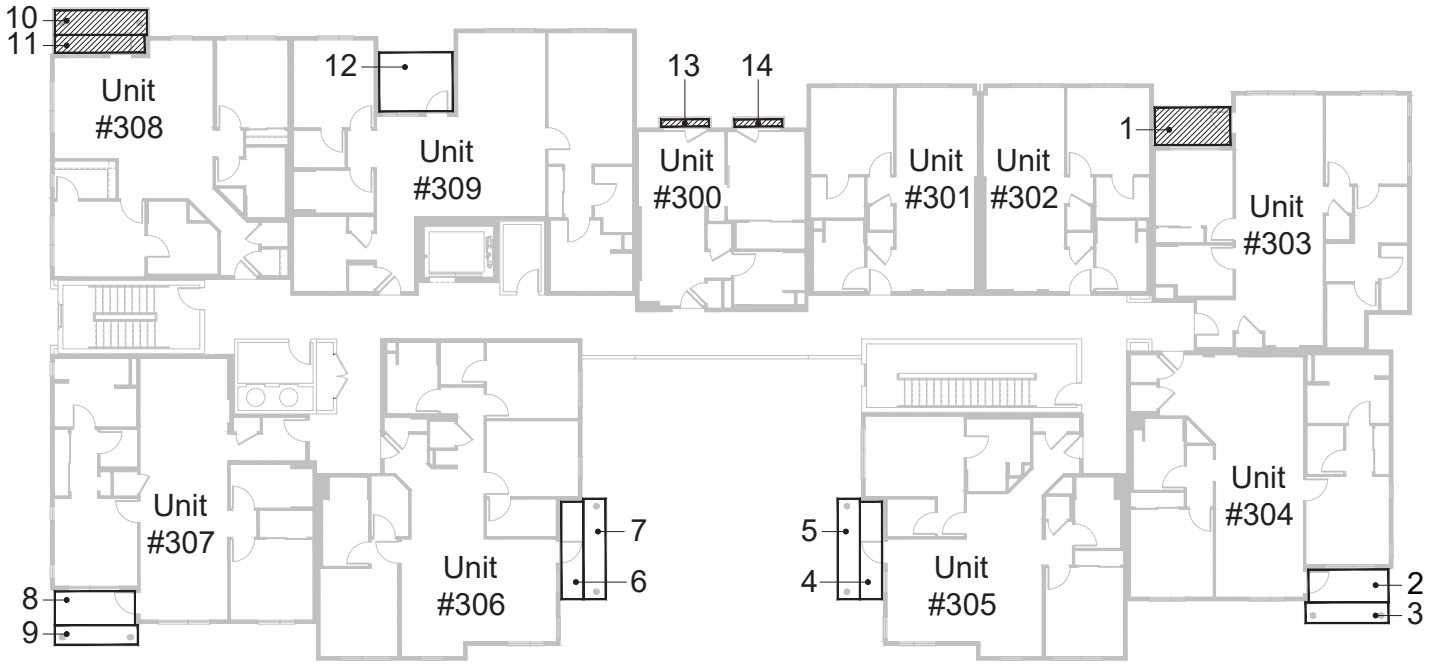

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 3 PRIVATE OPEN SPACE CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.6D

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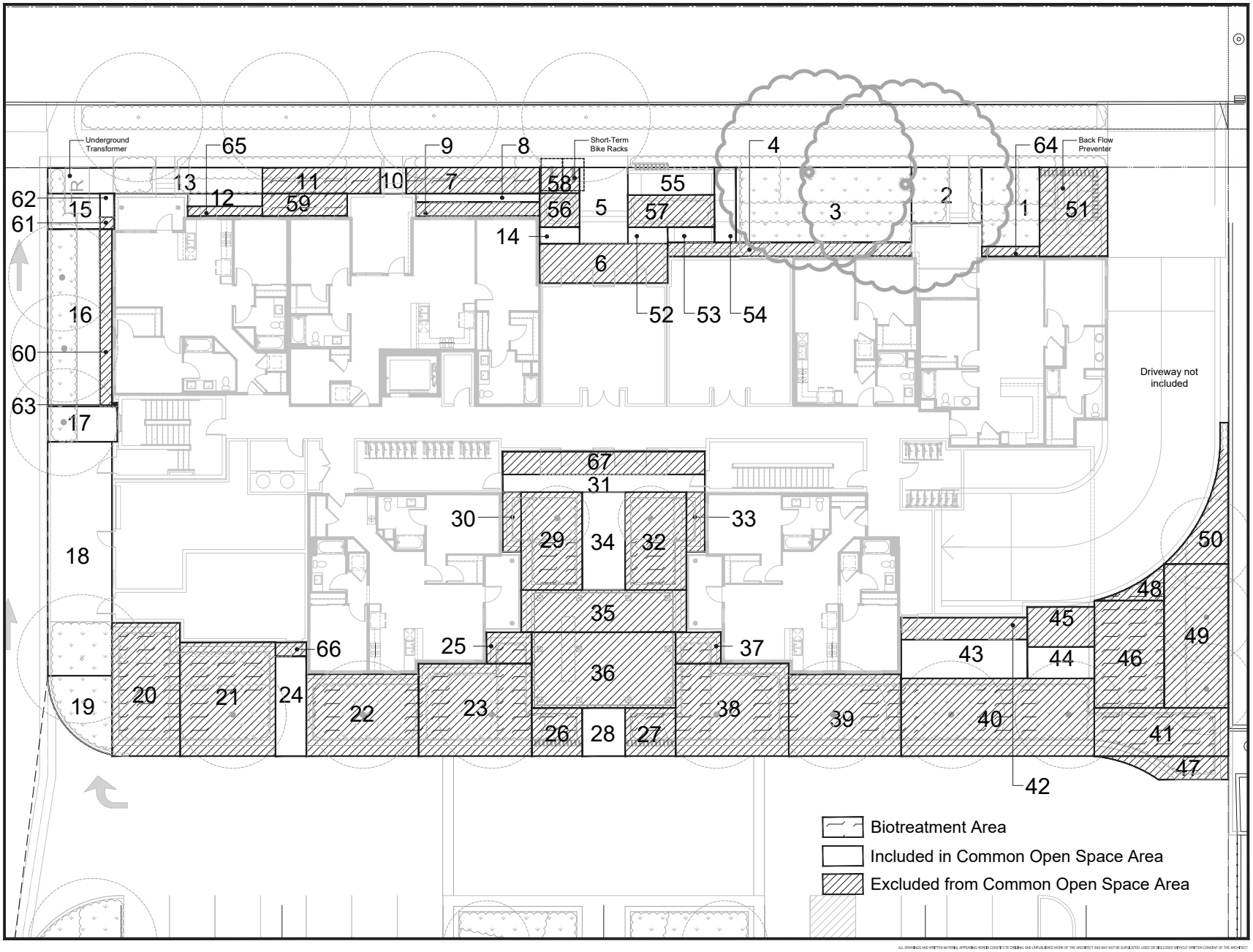

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
COMMON OPEN SPACE CALCULATIONS - RESIDENTIAL

SCALE
1/8" = 1'-0"

0 8 16

SHEET NUMBER

A1.6E

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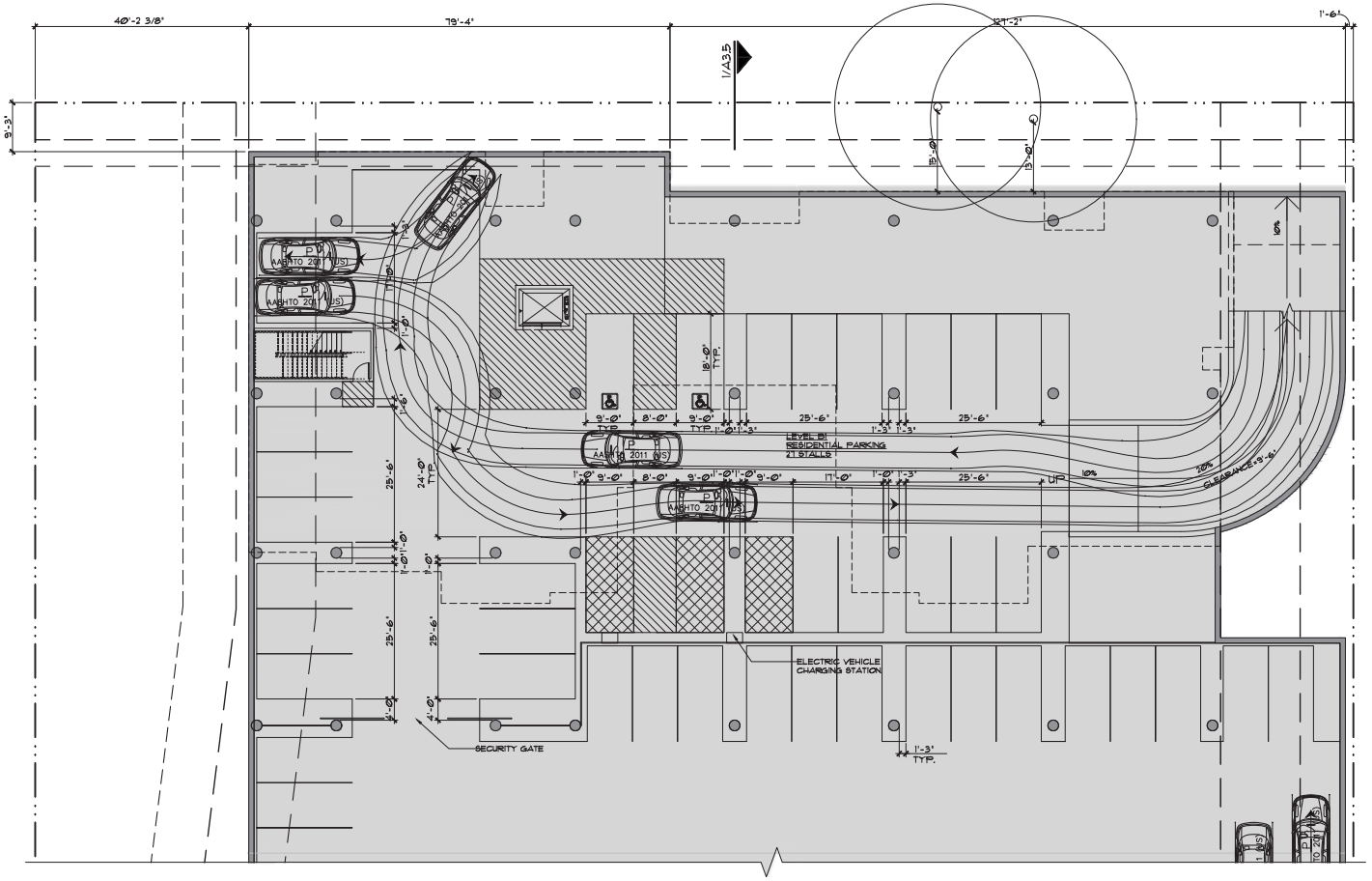

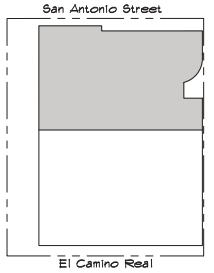

KEY MAP

EV PARKING STALL

EV PARKING SPACES CALCULATION - RESIDENTIAL:

REQUIRED:
FOR 50 PARKING SPACES,
MIN. NO. OF EV PARKING SPACES (5%)*: 3

PROVIDED:
50 PARKING SPACES (LEVEL B1)
NO. OF CLEAN AIR PARKING SPACES: 3
(INCLUDING 1 VAN ACCESSIBLE)

*Per section E.3.8.03 of Specific Plan.

ACCESSIBLE PARKING SPACES CALCULATION - RESIDENTIAL:

REQUIRED:
FOR 26 TO 50 PARKING SPACES,
MIN. NO. OF ACCESSIBLE PARKING SPACES: 2

PROVIDED:
21 PARKING SPACES (LEVEL B1)
NO. OF ACCESSIBLE PARKING SPACES: 2

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL B1 PLAN (A)

SCALE
3/32"=1'-0"

0 10½" 21½"

SHEET NUMBER
C-A2.1A

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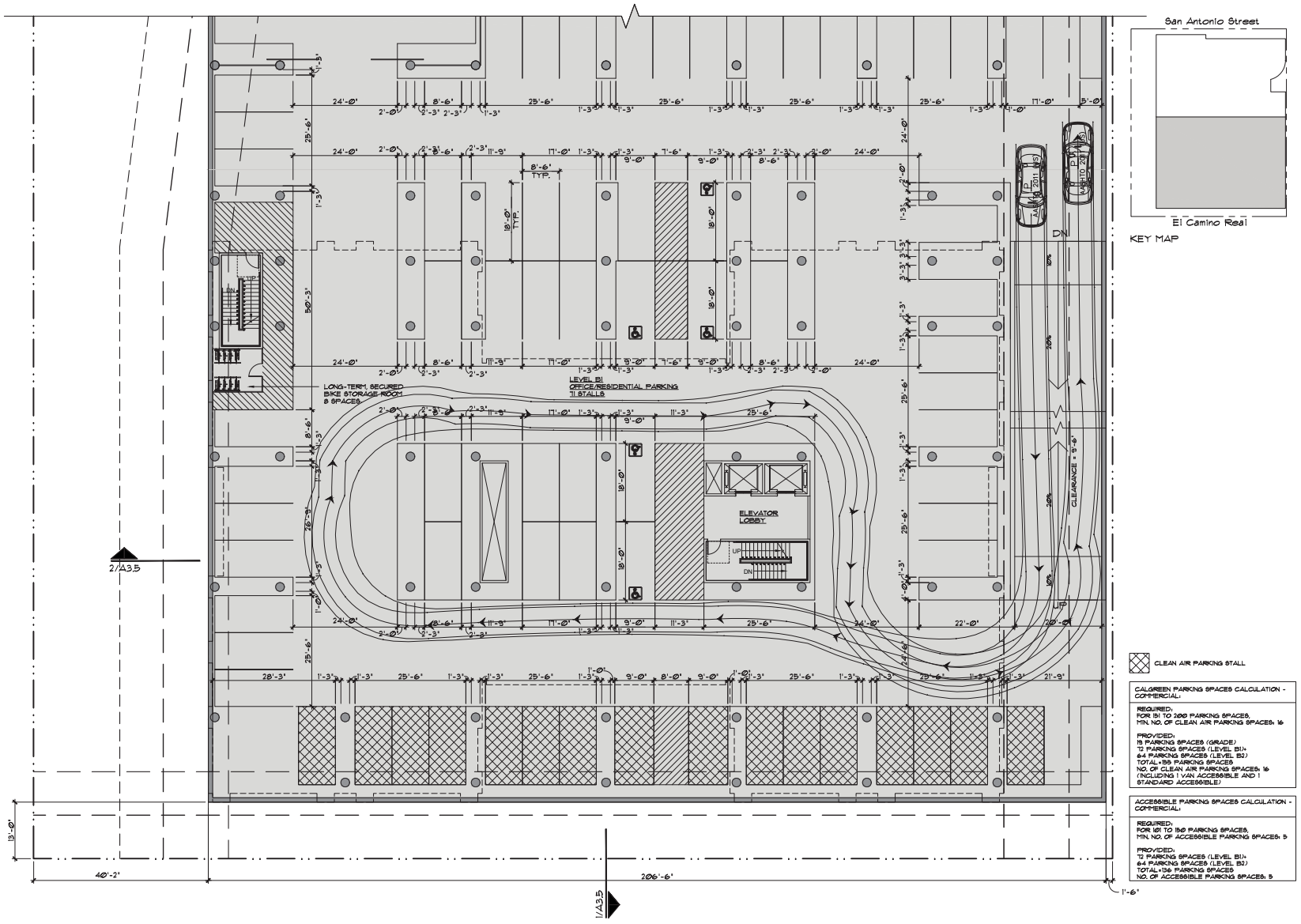

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

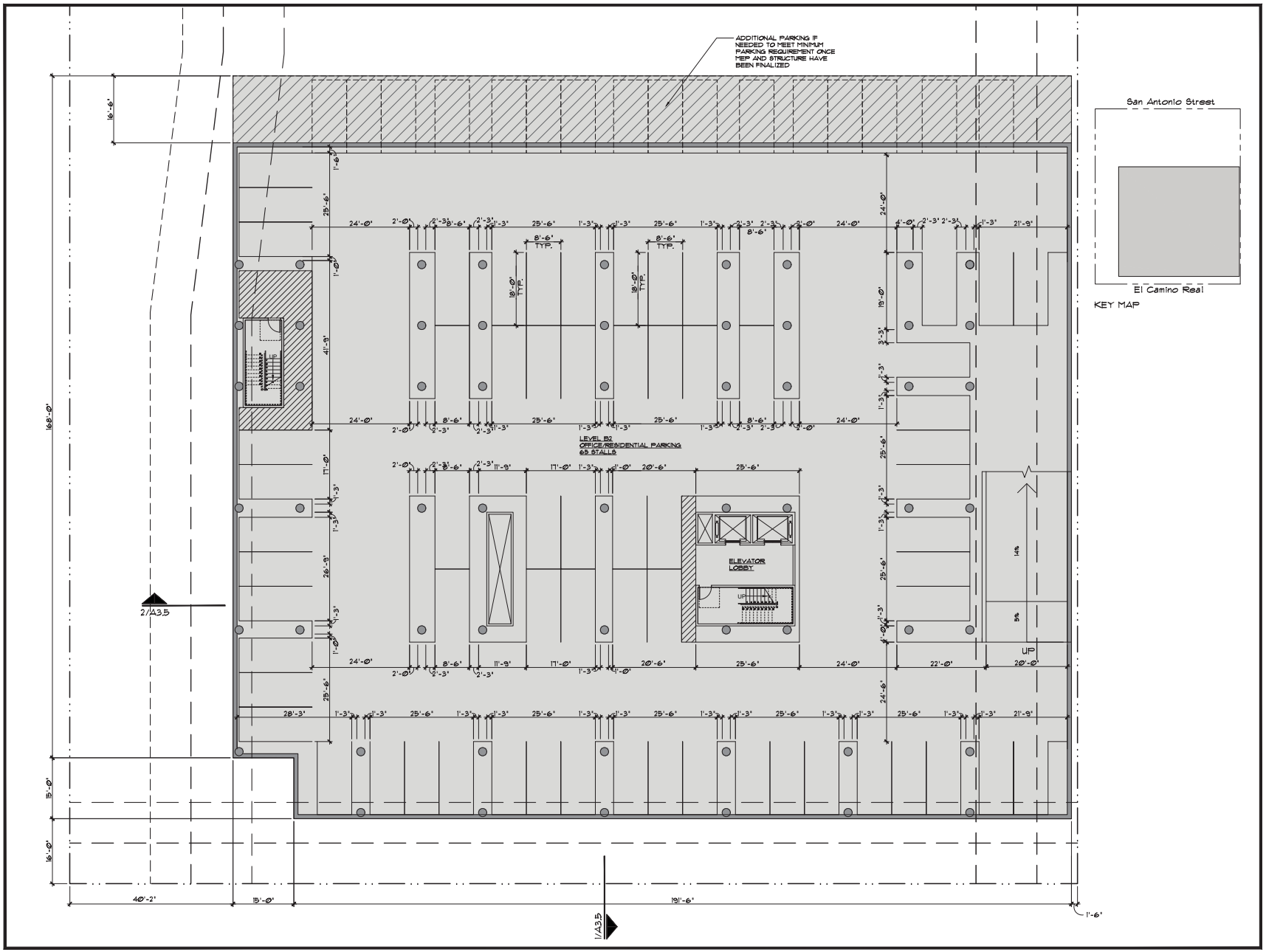
PROJECT NUMBER
16010

SHEET TITLE
LEVEL B1 PLAN (G)

SCALE
3/32"=1'-0"

0 10½ 21½

SHEET NUMBER
C-A2.1B



1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL B2 PLAN

SCALE
3/32"=1'-0"

0 10½" 21½"

SHEET NUMBER

C-A2.2

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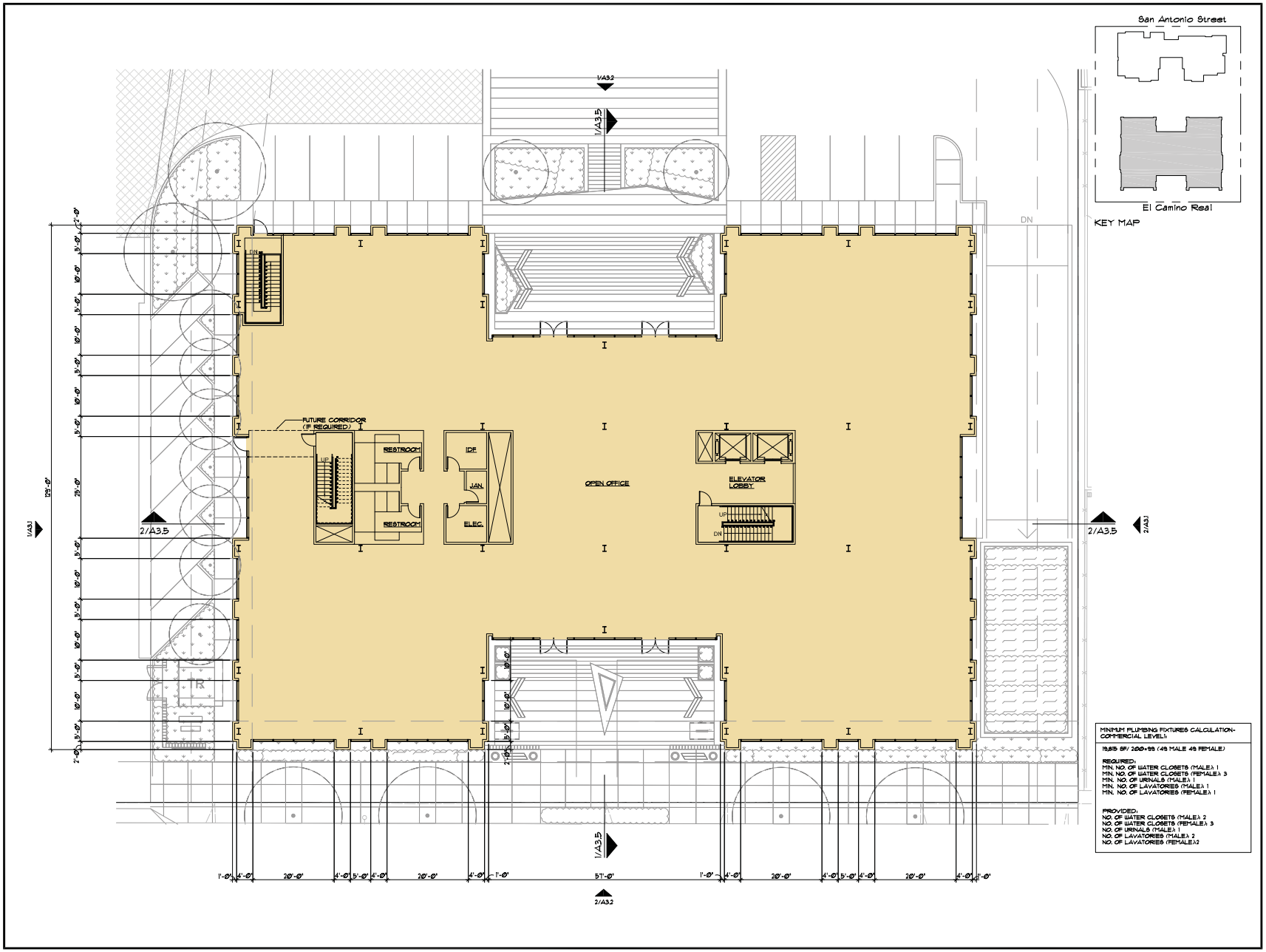

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

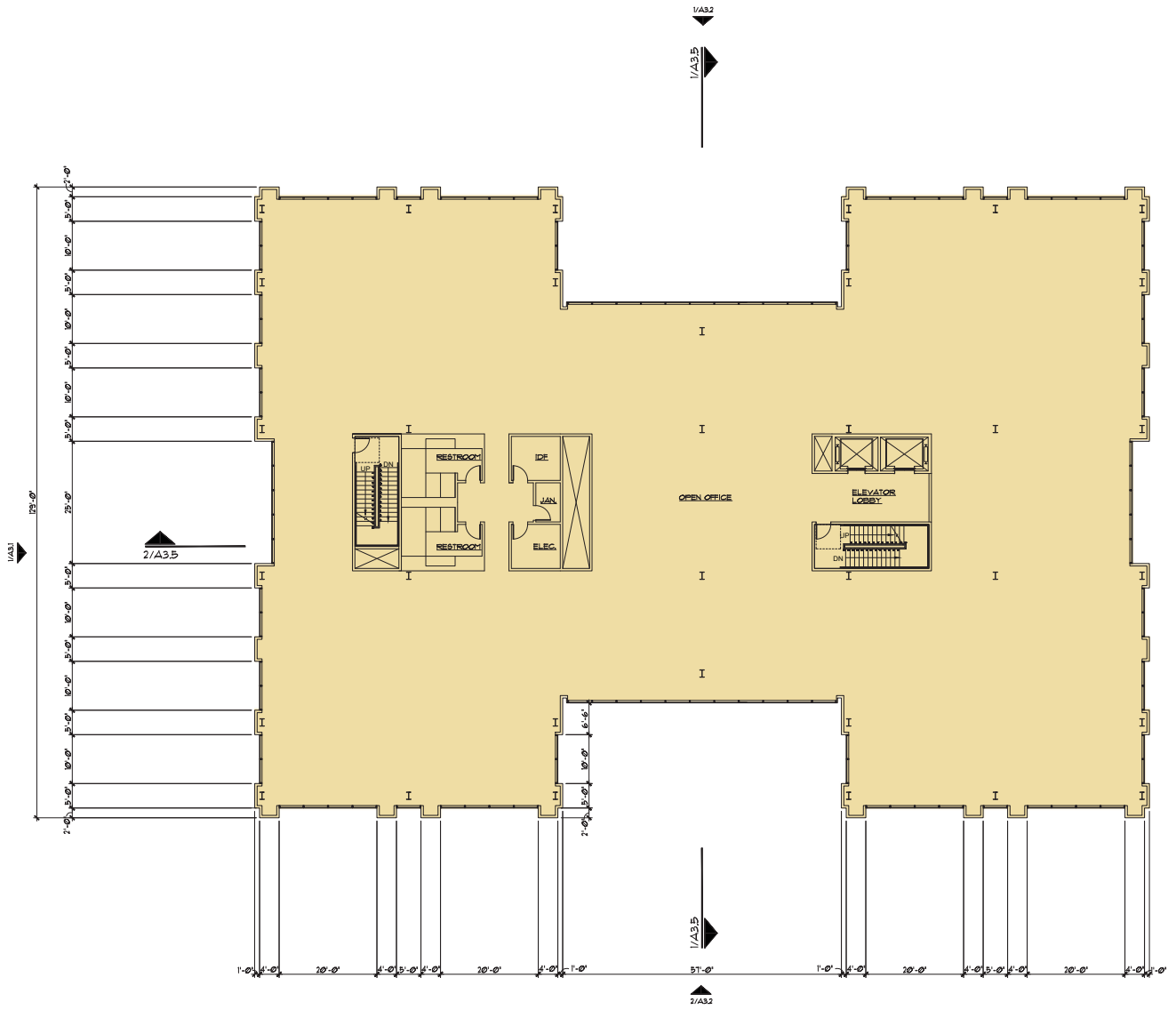
SHEET TITLE
LEVEL 1 PLAN - COMMERCIAL

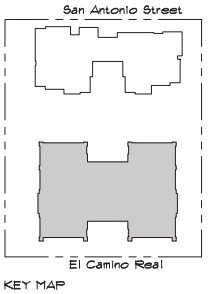
SCALE
3/32"=1'-0"

0 10½' 21'

SHEET NUMBER

C-A2.3





KEY MAP

MINIMUM PLUMBING FIXTURES CALCULATION-
COMMERCIAL LEVEL2:

20214 SF/ 200=101 (50 MALE 50 FEMALE)

REQUIRED:
MIN. NO. OF WATER CLOSETS (MALE)= 1
MIN. NO. OF WATER CLOSETS (FEMALE)= 3
MIN. NO. OF URINALS (MALE)= 1
MIN. NO. OF LAVATORIES (MALE)= 1
MIN. NO. OF LAVATORIES (FEMALE)= 1

PROVIDED:
NO. OF WATER CLOSETS (MALE)= 2
NO. OF WATER CLOSETS (FEMALE)= 3
NO. OF URINALS (MALE)= 1
NO. OF LAVATORIES (MALE)= 2
NO. OF LAVATORIES (FEMALE)2

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 2 PLAN - COMMERCIAL

SCALE
3/32"=1'-0"

0 10½" 21½"

SHEET NUMBER
C-A2.4

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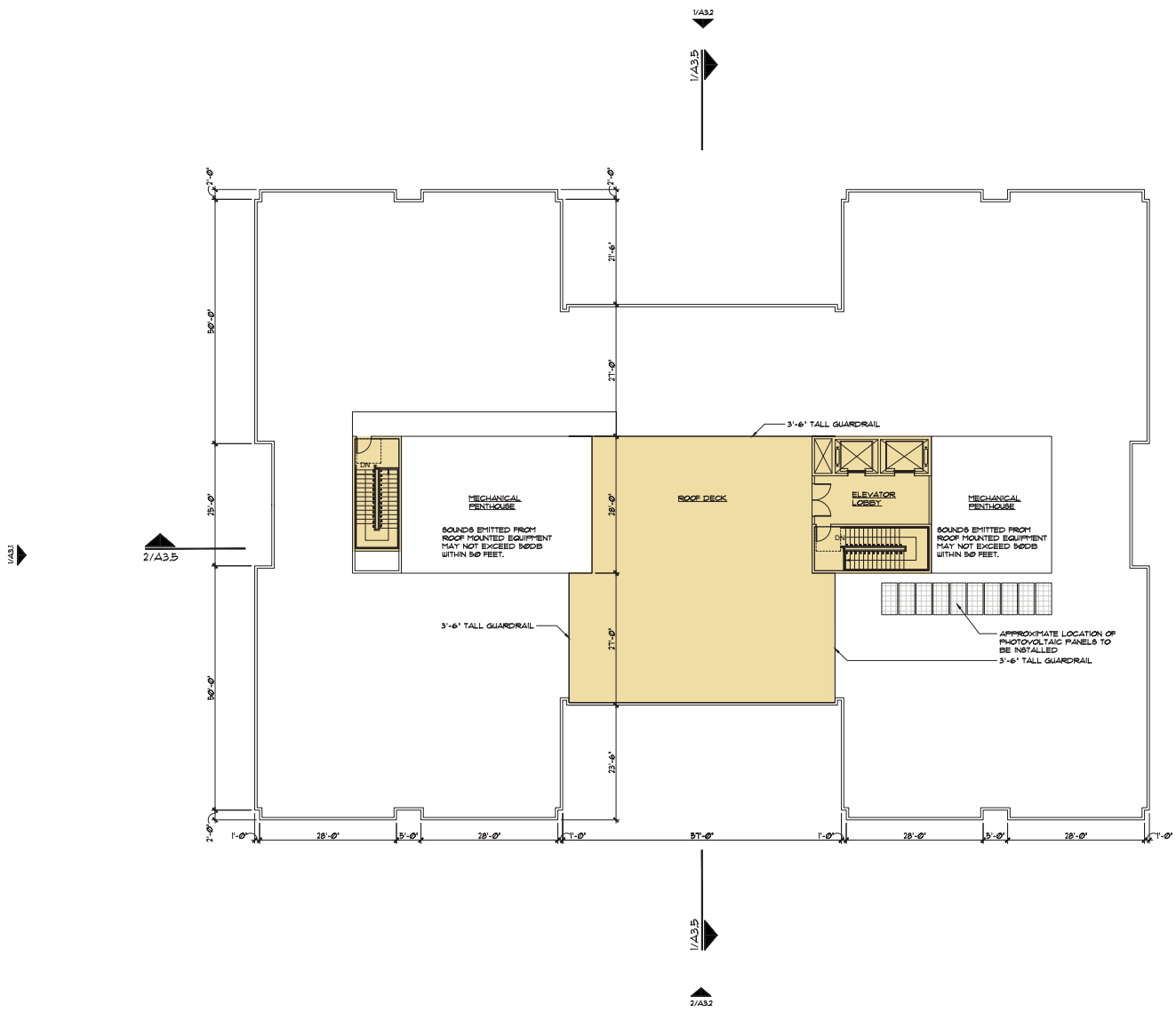

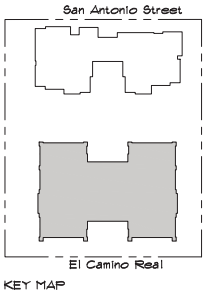

KEY MAP

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ROOF PLAN - COMMERCIAL

SCALE
3/32"=1'-0"

0 10½ 21½

SHEET NUMBER

C-A2.5

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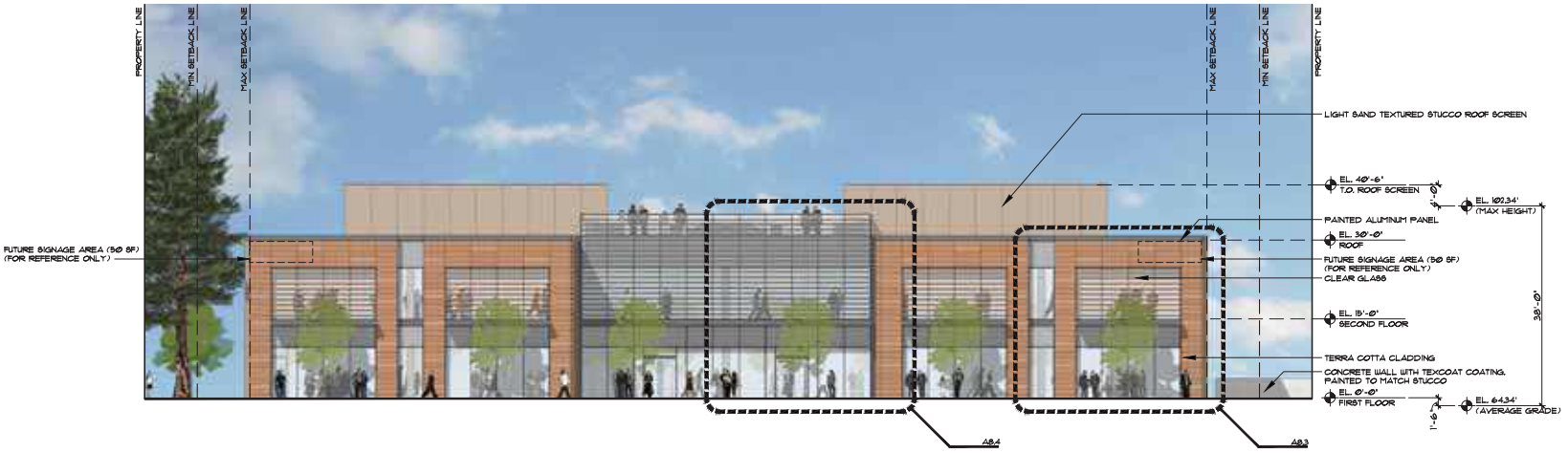
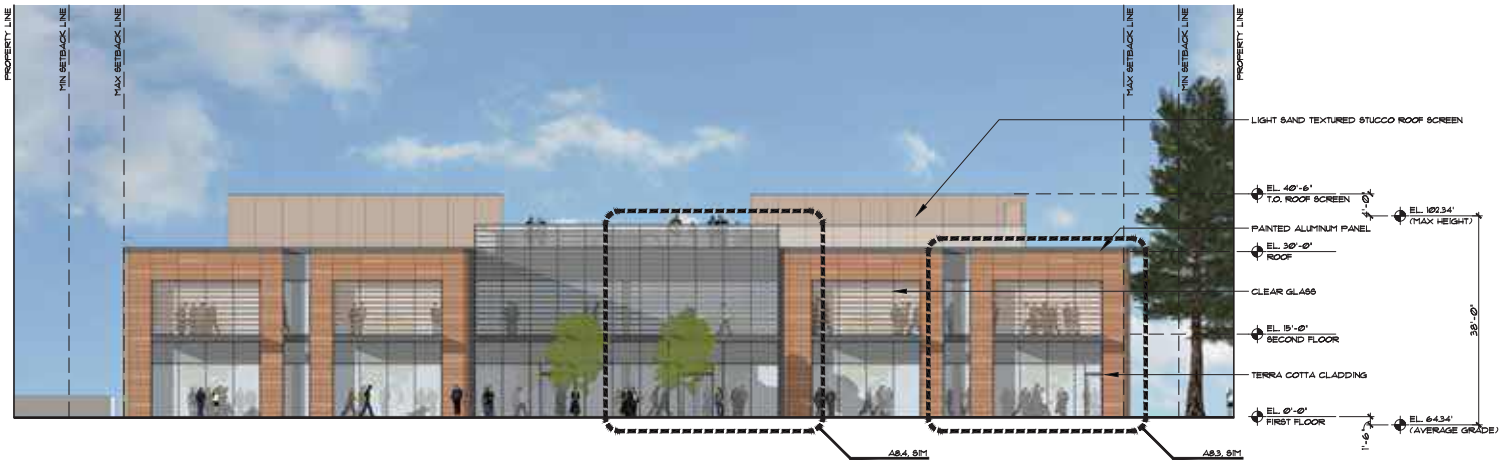


2 **SOUTH ELEVATION**
3/32"=1'-0"



1 **NORTH ELEVATION**
3/32"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ELEVATIONS - COMMERCIAL

SCALE
3/32"=1'-0"

0 10½ 21½

SHEET NUMBER
C-A3.2

2 EAST ELEVATION
3/32"=1'-0"

1 WEST ELEVATION
3/32"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

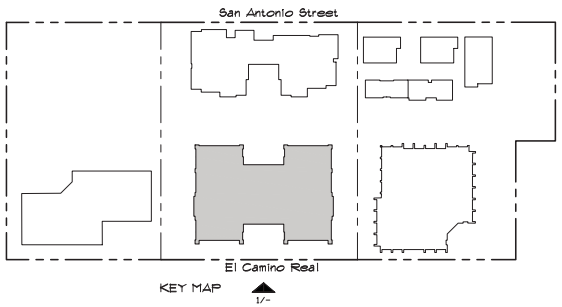
PROJECT NUMBER
16010

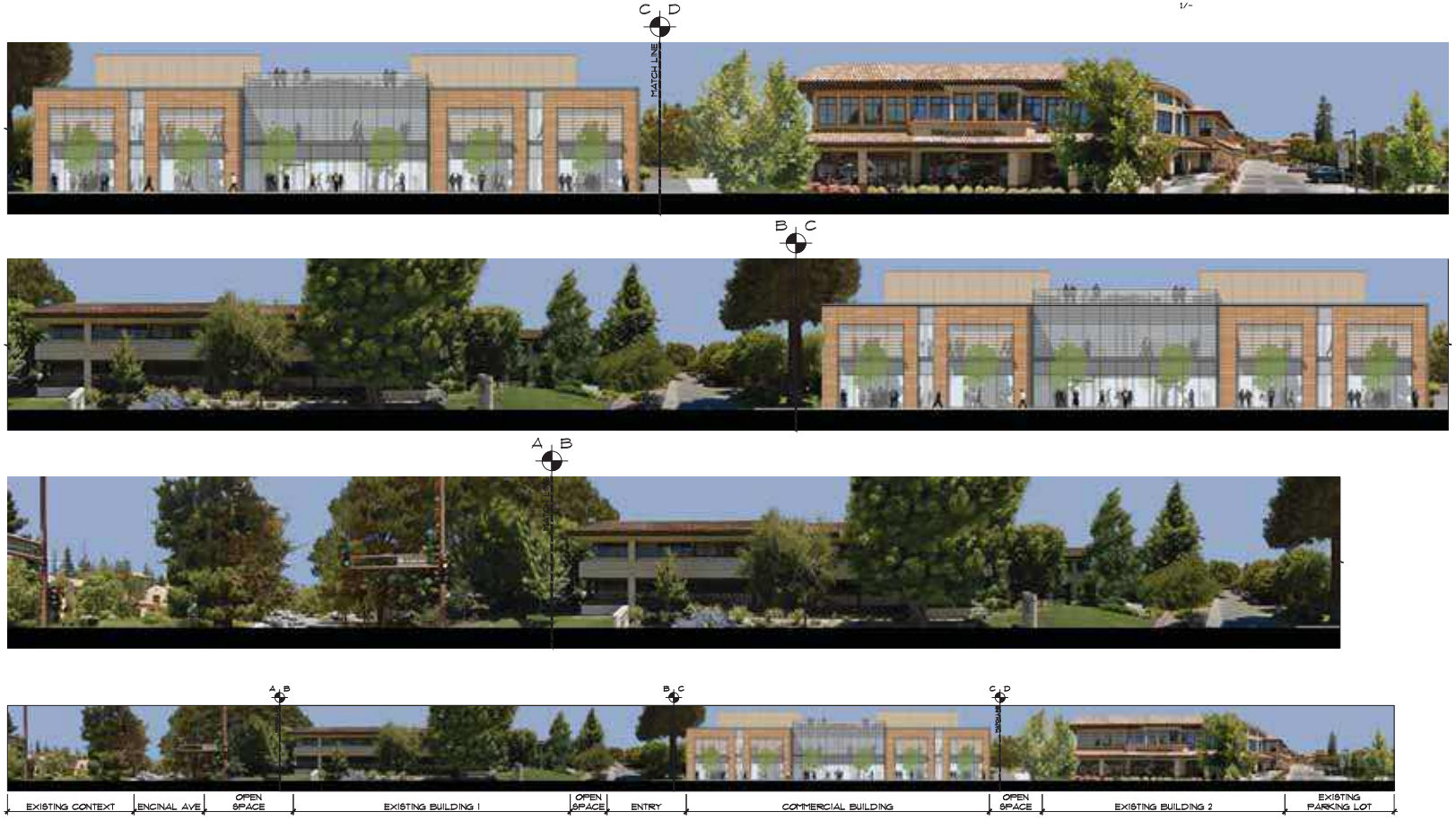
SHEET TITLE
ELEVATIONS - COMMERCIAL

SCALE
3/32"=1'-0"

0 10½" 21½"

SHEET NUMBER
C-A3.3





1 **EL CAMINO REAL ELEVATION**
1/16"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

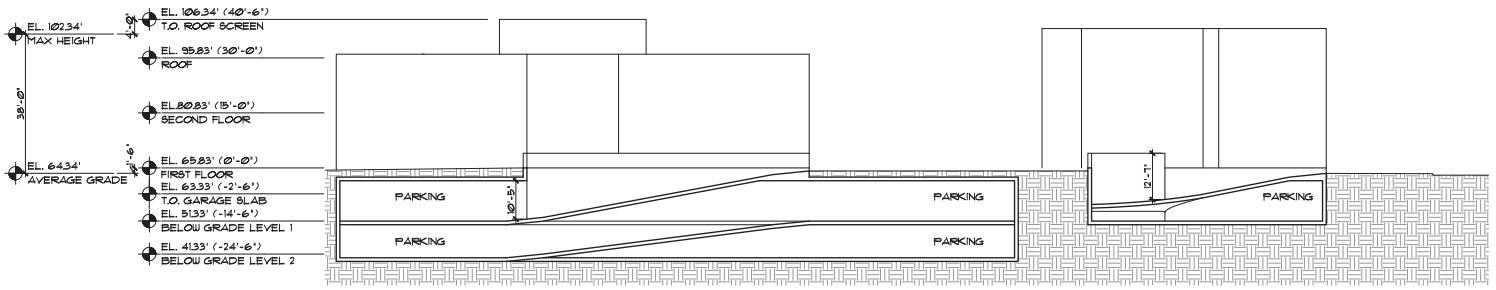
SHEET TITLE
STREETSCAPE - COMMERCIAL

SCALE
1/16"=1'-0"

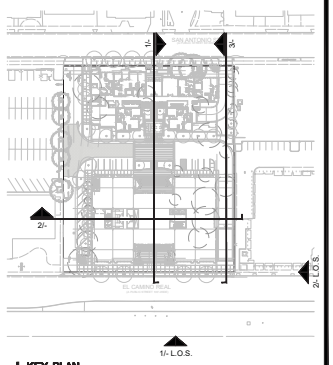
0 16' 32'

SHEET NUMBER

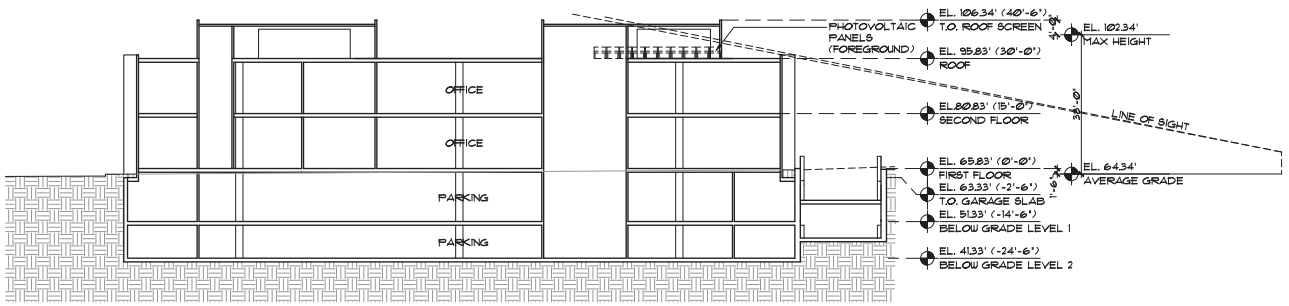
C-A3.4



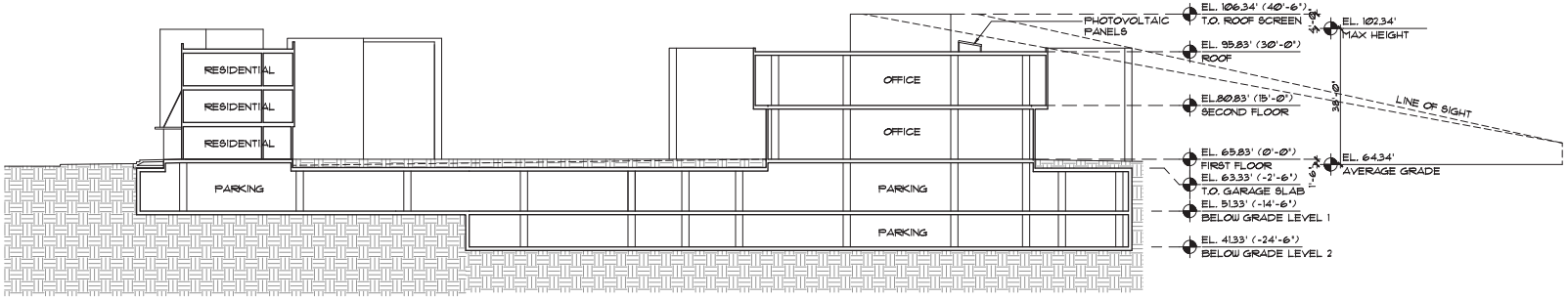
3 **LONGITUDINAL SECTION**
1/16"=1'-0"



4 **KEY PLAN**
1/16"=1'-0"



2 **TRANSVERSE SECTION**
1/16"=1'-0"



1 **LONGITUDINAL SECTION**
1/16"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
CROSS SECTION

SCALE
1/16"=1'-0"

0 16' 32'

SHEET NUMBER

C-A3.5

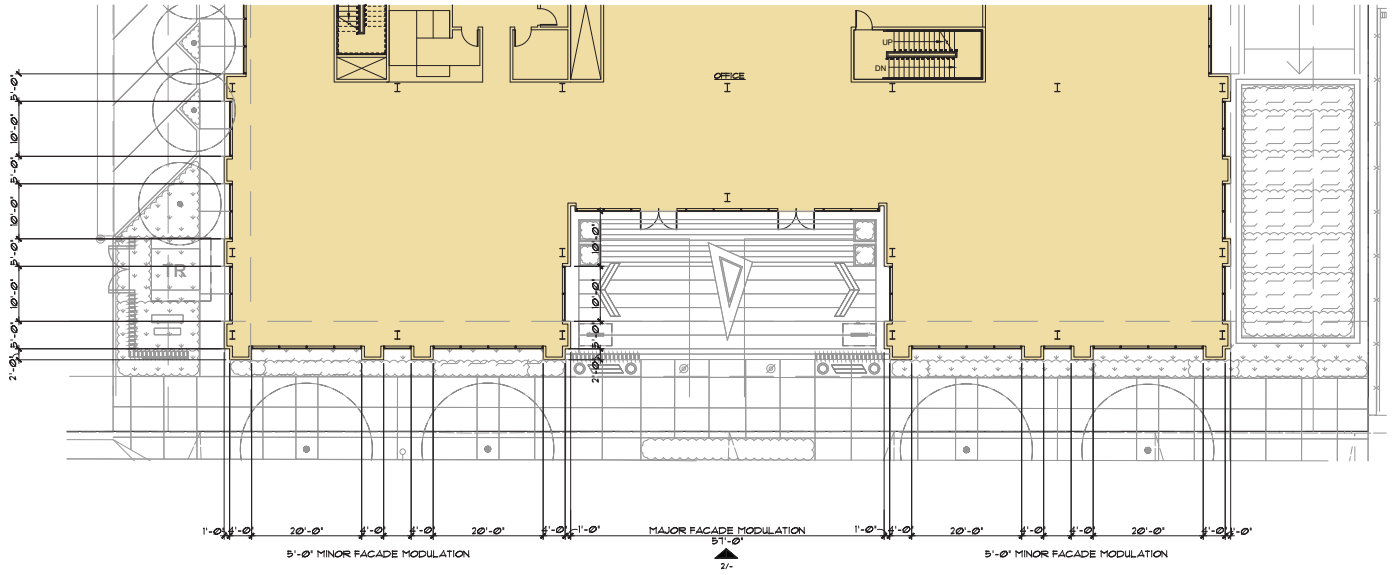
KEY

▨ TOTAL AREA OF TRANSPARENCY

TRANSPARENCY ANALYSIS (E3.3)

TOTAL AREA OF GROUND FLOOR PUBLIC FACADE	2,362 SF
TOTAL AREA OF GLAZING	1,470 SF
TRANSPARENCY CALCULATION 1,470 SF/2,362 SF	51%

2 EL CAMINO REAL ELEVATION
3/32"=1'-0"



1 ENLARGED LEVEL 1 PLAN- COMMERCIAL
3/32"=1'-0"

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
BUILDING BREAK & MODULATION EXHIBIT

SCALE
3/32"=1'-0"

0 10½" 21½"

SHEET NUMBER
C-A3.6

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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ktgy

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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
PERSPECTIVE - COMMERICIAL

SCALE
N.T.S.

SHEET NUMBER

C-A4.1

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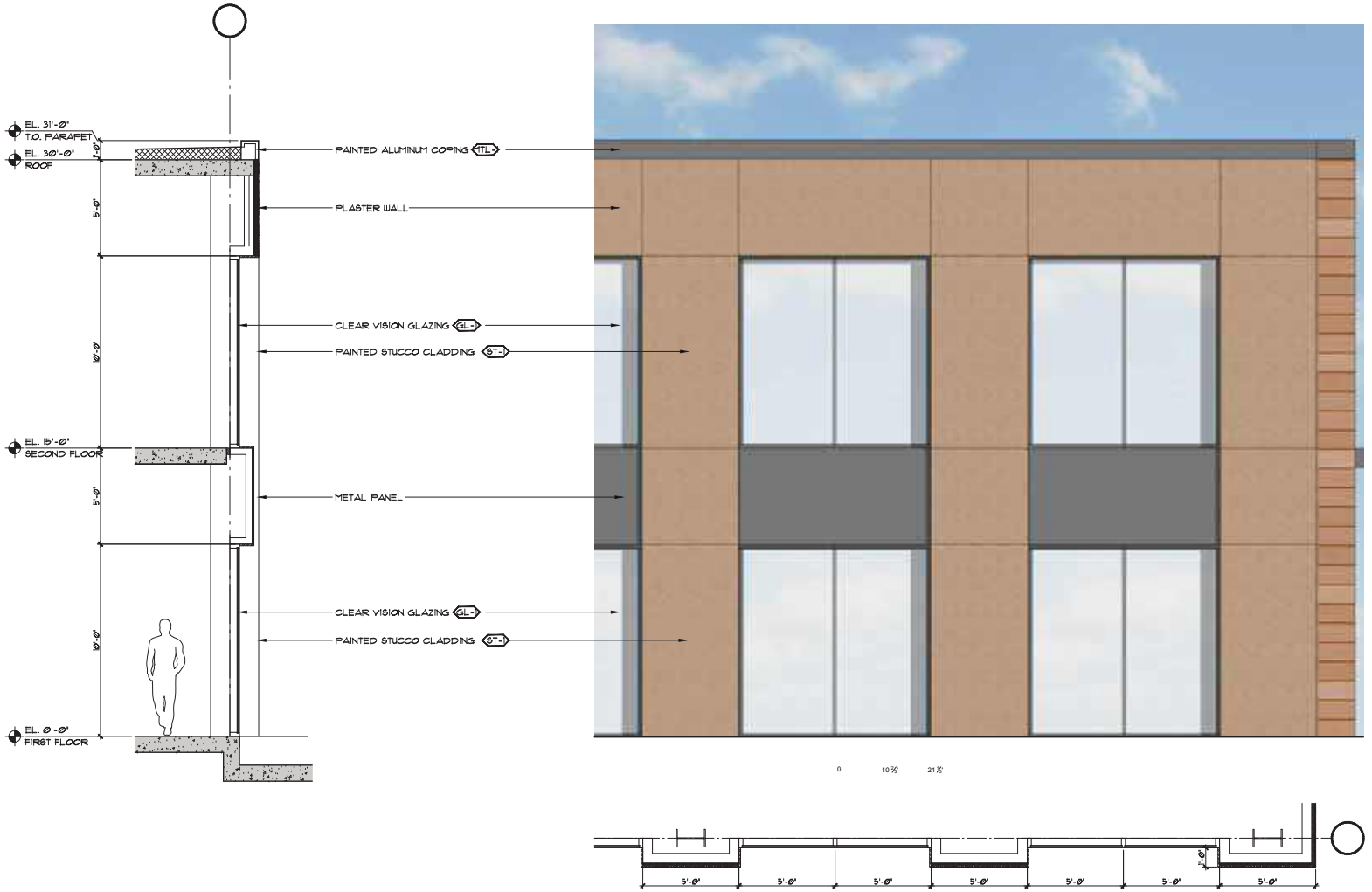

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ENLARGED SKIN DRAWING - COMMERCIAL

SCALE
3/8"=1'-0"

0 2 1/2" 5 1/2"

SHEET NUMBER

C-A8.1

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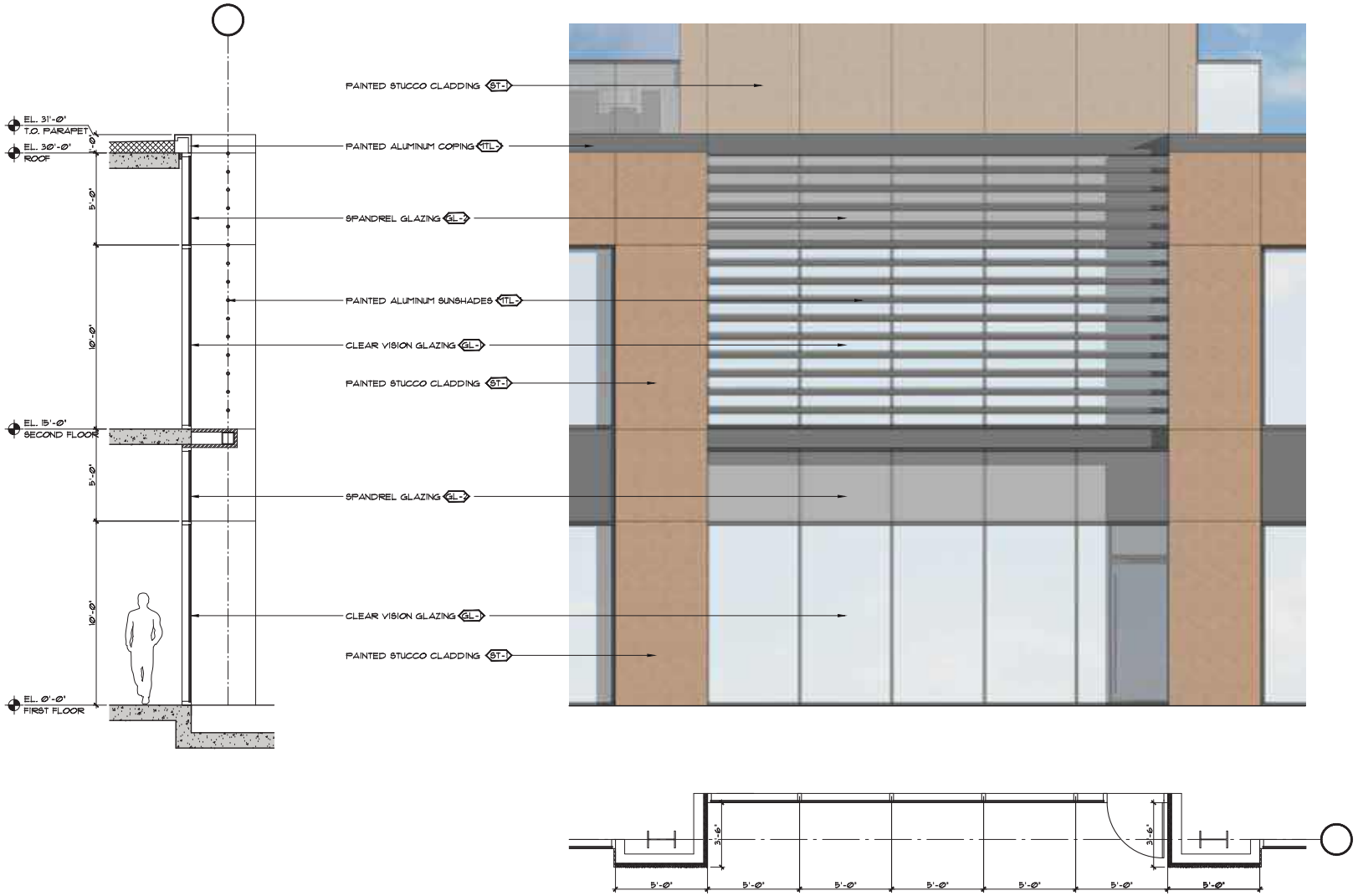

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

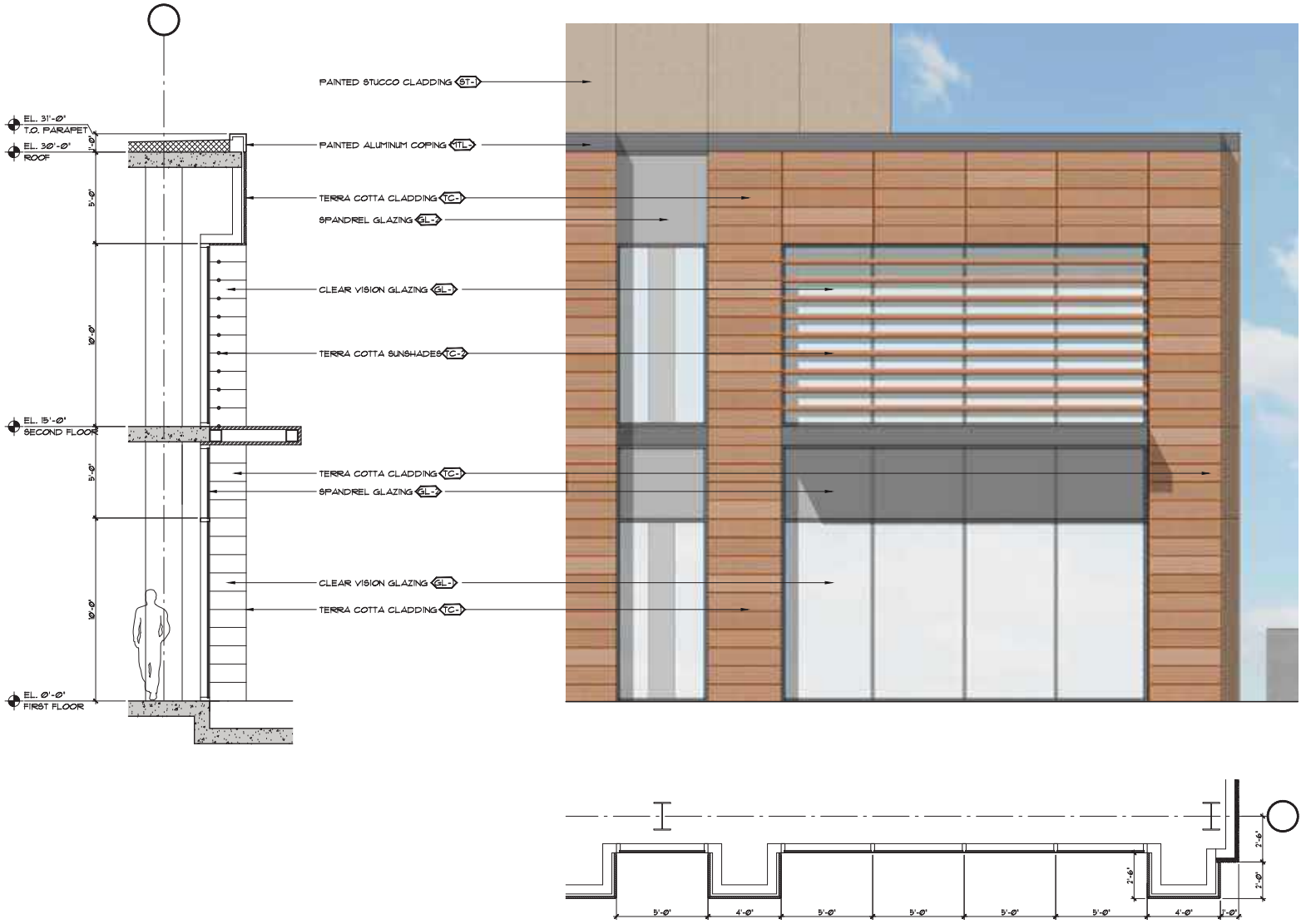
SHEET TITLE
ENLARGED SKIN DRAWING - COMMERCIAL

SCALE
3/8"=1'-0"

0 2½" 5½"

SHEET NUMBER

C-A8.2



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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

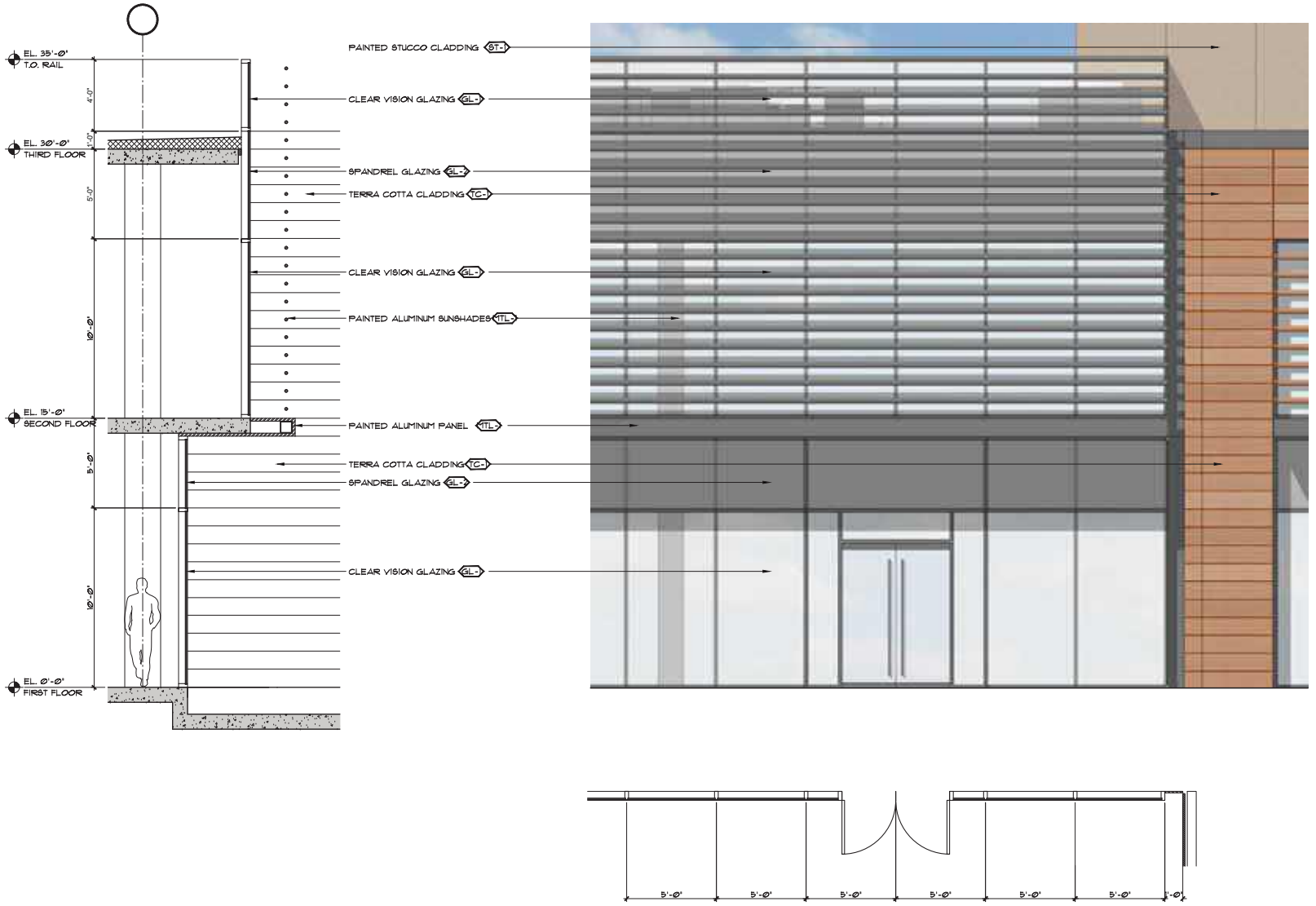
SHEET TITLE
ENLARGED SKIN DRAWING - COMMERCIAL

SCALE
3/8"=1'-0"

0 2½" 5½"

SHEET NUMBER

C-A8.3



1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ENLARGED SKIN DRAWING - COMMERCIAL

SCALE
3/8"=1'-0"

0 2½" 5½"

SHEET NUMBER

C-A8.4

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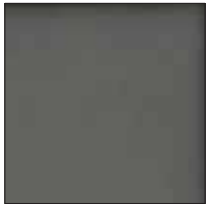
CLEAR GLASS GL-1



PAINTED ALUMINUM PANEL ITL-1

TERRACOTTA RAINSCREEN TC-1

SOUTH ELEVATION

LIGHT SAND TEXTURED STUCCO ST-1

PAINTED ALUMINUM PANEL ITL-1

CLEAR GLASS GL-1

TERRA COTTA CLADDING TC-1

PAINTED STUCCO ST-1

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	01/13/17	PRE-APPLICATION SUBMITTAL
	03/27/17	PRE-APPLICATION SUBMITTAL
	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
COLOR AND MATERIALS BOARD-COMMERCIAL

SCALE
N.T.S.

SHEET NUMBER

C-A10.1

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
RENDERING - RESIDENTIAL

SCALE
N/A

SHEET NUMBER

R-A1.1

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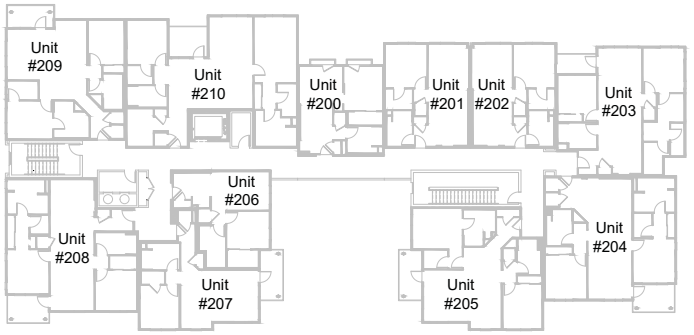
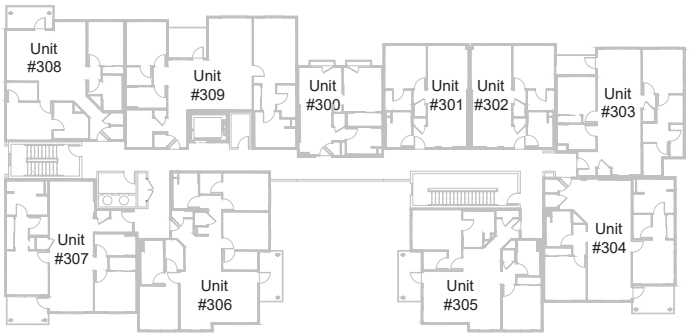
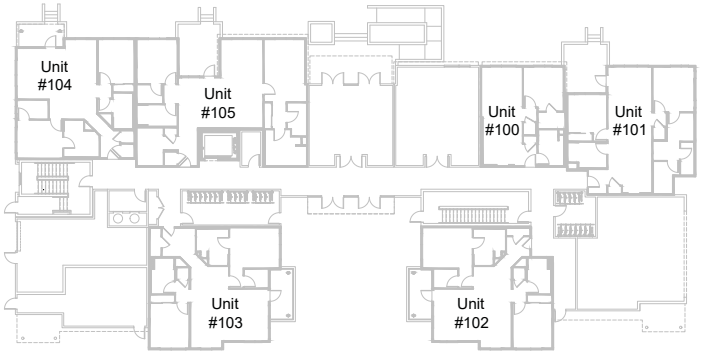
Proposed Building Address:
1540 San Antonio Street



Level 2 Units



Level 3 Units



Level 1 Units

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

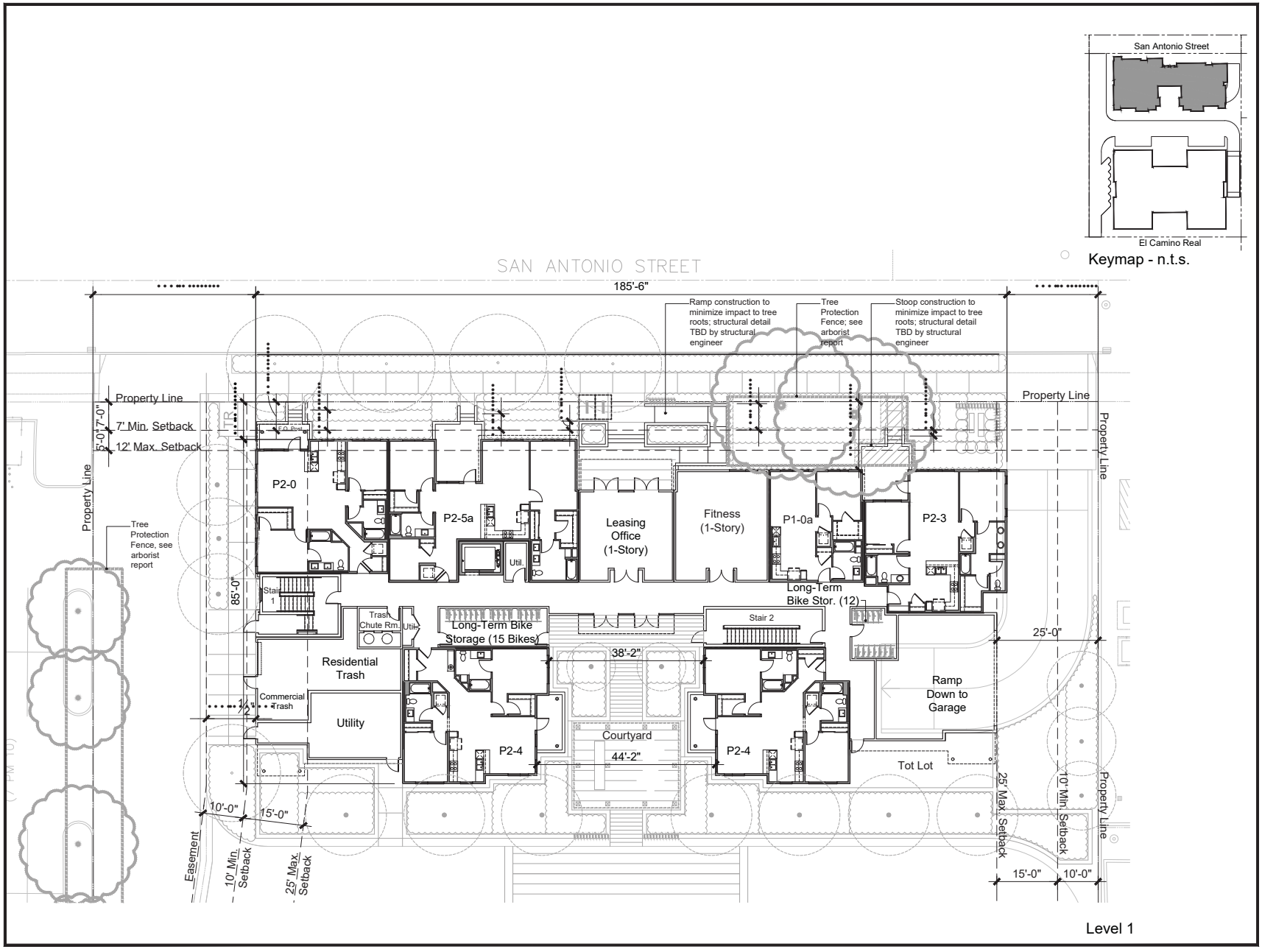
SHEET TITLE
ADDRESS PLAN - RESIDENTIAL

SCALE
1/16" = 1'-0"

0 16 32

SHEET NUMBER

R-A1.2



Level 1

Keymap - n.t.s.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 1 PLAN - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A2.1

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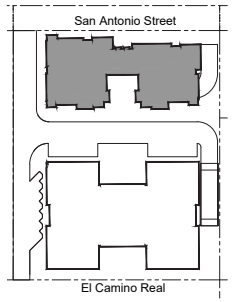
1540 EL CAMINO REAL

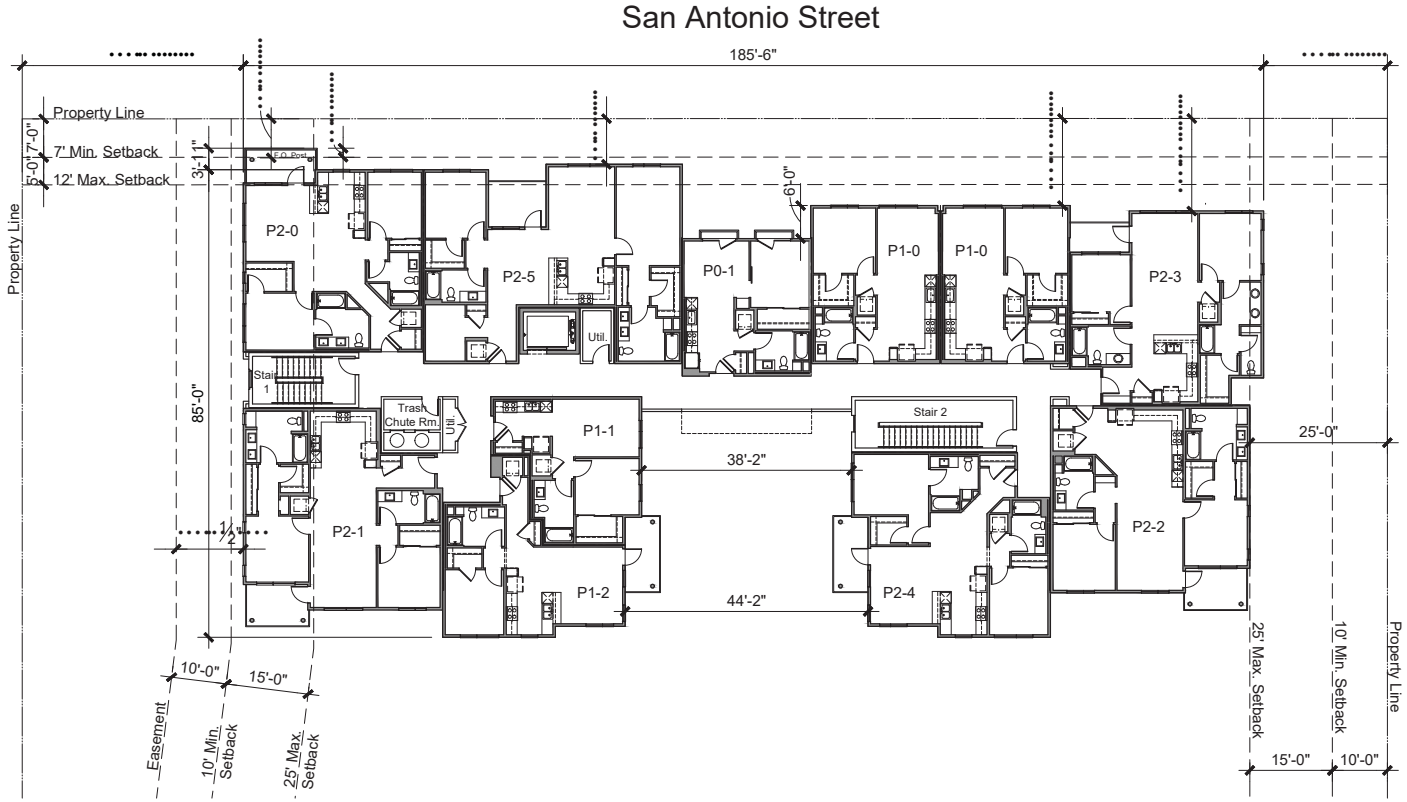
HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy



Keymap - n.t.s.



Level 2

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	01/13/17	PRE-APPLICATION SUBMITTAL
	03/27/17	PRE-APPLICATION SUBMITTAL
	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 2 PLAN - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A2.2

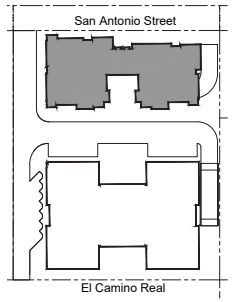
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

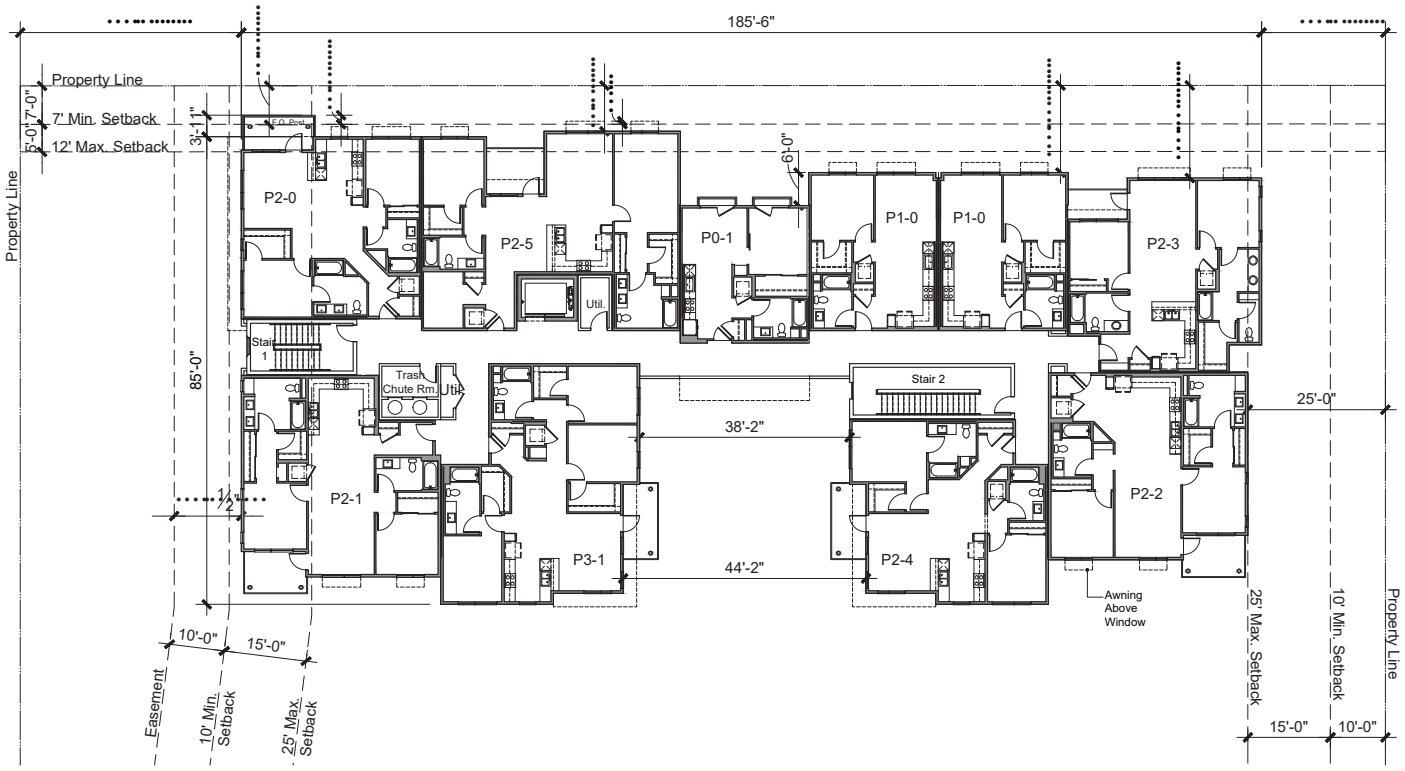
KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy



Keymap - n.t.s.

San Antonio Street



Level 3

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	01/13/17	PRE-APPLICATION SUBMITTAL
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	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LEVEL 3 PLAN - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A2.3

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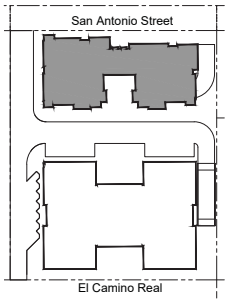
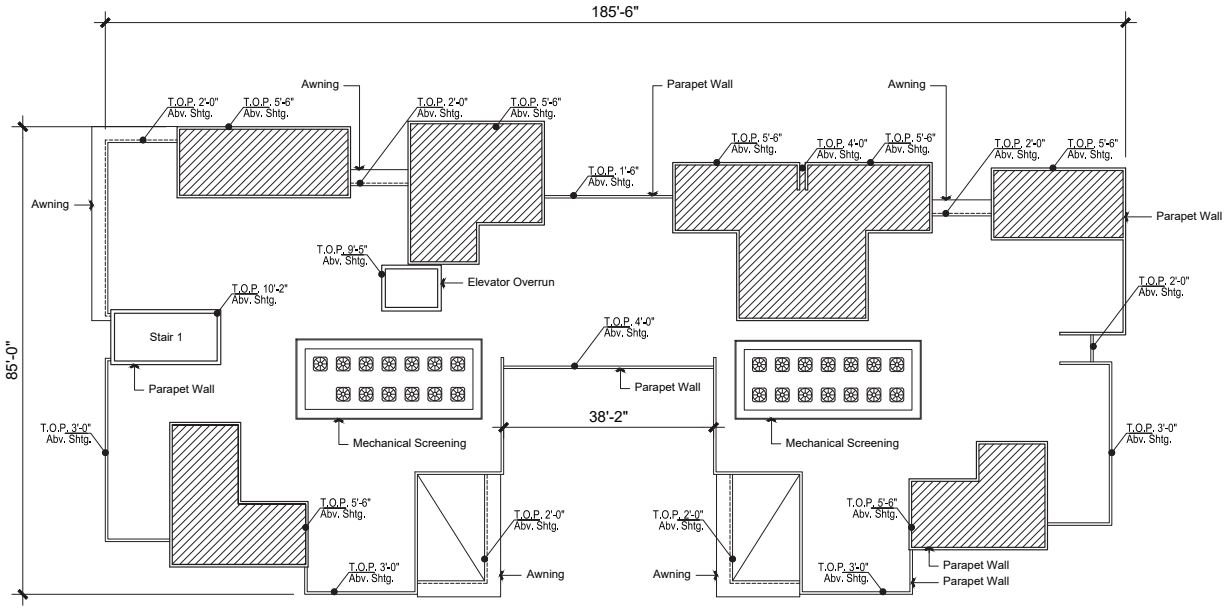


Keymap - n.t.s.



Note: Hatched area indicates raised roof structure. Parapet heights measured from main roof sheathing.

Roof Level

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

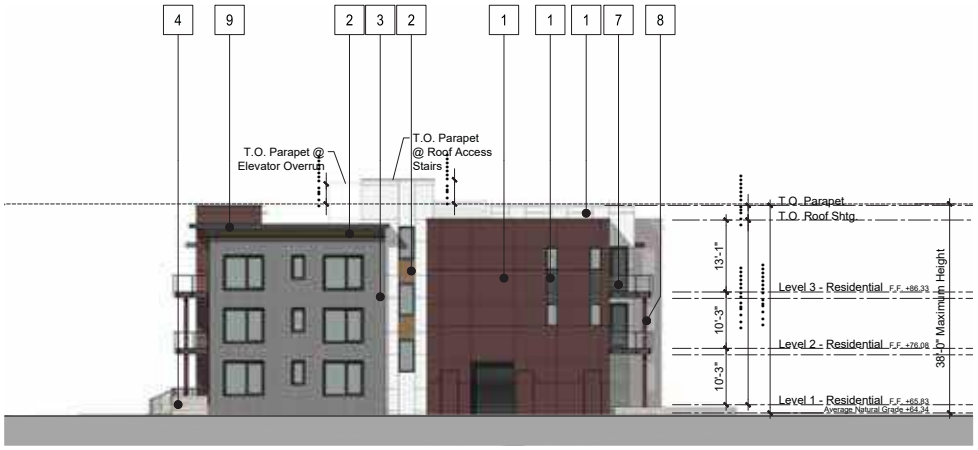
SHEET TITLE
ROOF PLAN - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

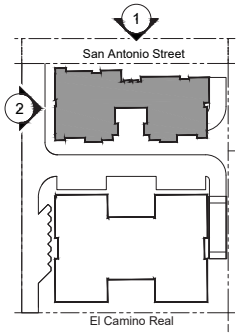
R-A2.4



2. Right Elevation

Keynote Legend

1. Composite Panel
2. Composite Wood Panel
3. Vertical Profile Siding
4. Stone Veneer
5. Storefront Glazing
6. Metal Cornice
7. Metal Railing
8. Metal Column
9. Metal Awning
10. Signage
11. Exposed Concrete
12. Vinyl Window



Keymap - n.t.s.

1. Front Elevation (San Antonio Street)

Note: Signage shown for reference only.

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ELEVATIONS - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

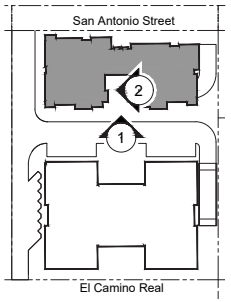
SHEET NUMBER

R-A3.1

2. Left Courtyard Elevation

Keynote Legend

1. Composite Panel
2. Composite Wood Panel
3. Vertical Profile Siding
4. Stone Veneer
5. Storefront Glazing
6. Metal Cornice
7. Metal Railing
8. Metal Column
9. Metal Awning
10. Signage
11. Exposed Concrete
12. Vinyl Window



Keymap - n.t.s.

1. Rear Elevation

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ELEVATIONS - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A3.2

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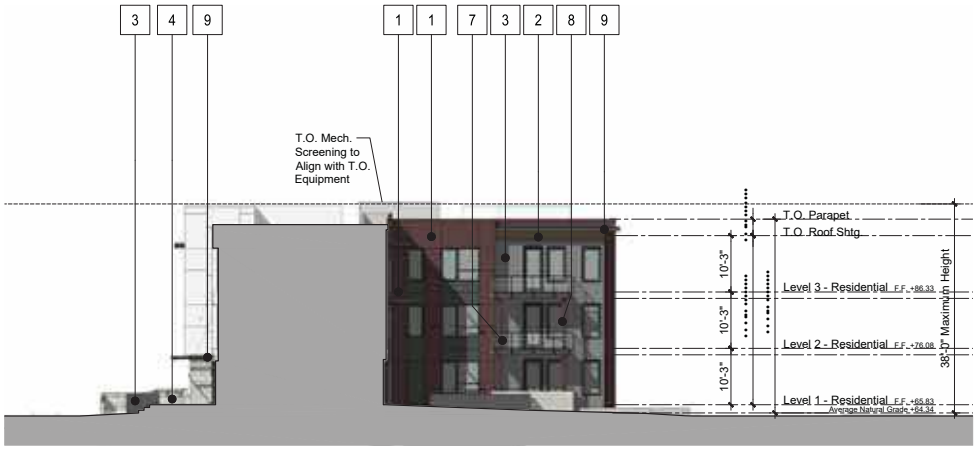
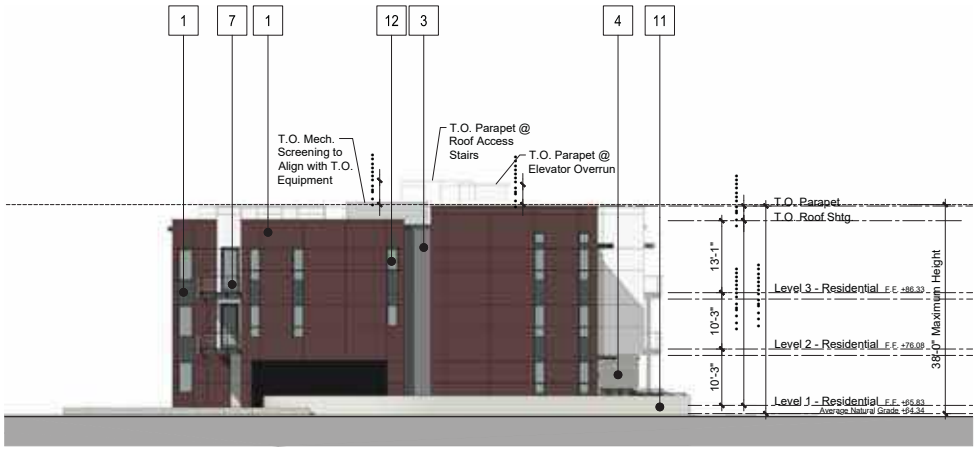


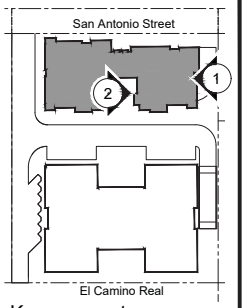
2. Right Courtyard Elevation



1. Left Elevation

Keynote Legend

1. Composite Panel
2. Composite Wood Panel
3. Vertical Profile Siding
4. Stone Veneer
5. Storefront Glazing
6. Metal Cornice
7. Metal Railing
8. Metal Column
9. Metal Awning
10. Signage
11. Exposed Concrete
12. Vinyl Window



Keymap - n.t.s.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ELEVATIONS - RESIDENTIAL

SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A3.3

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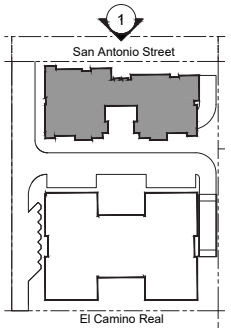
A. Streetscape Elevation

B. Streetscape Elevation

C. Streetscape Elevation

1. Streetscape Elevation n.t.s.



Keymap - n.t.s.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
STREETSCAPE ELEVATIONS - RESIDENTIAL

SCALE
N.T.S.

SHEET NUMBER

R-A3.4

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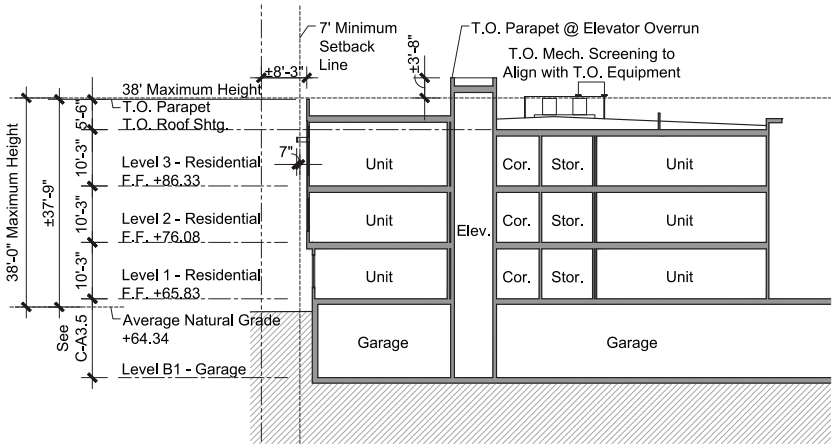
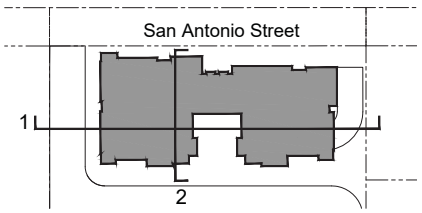
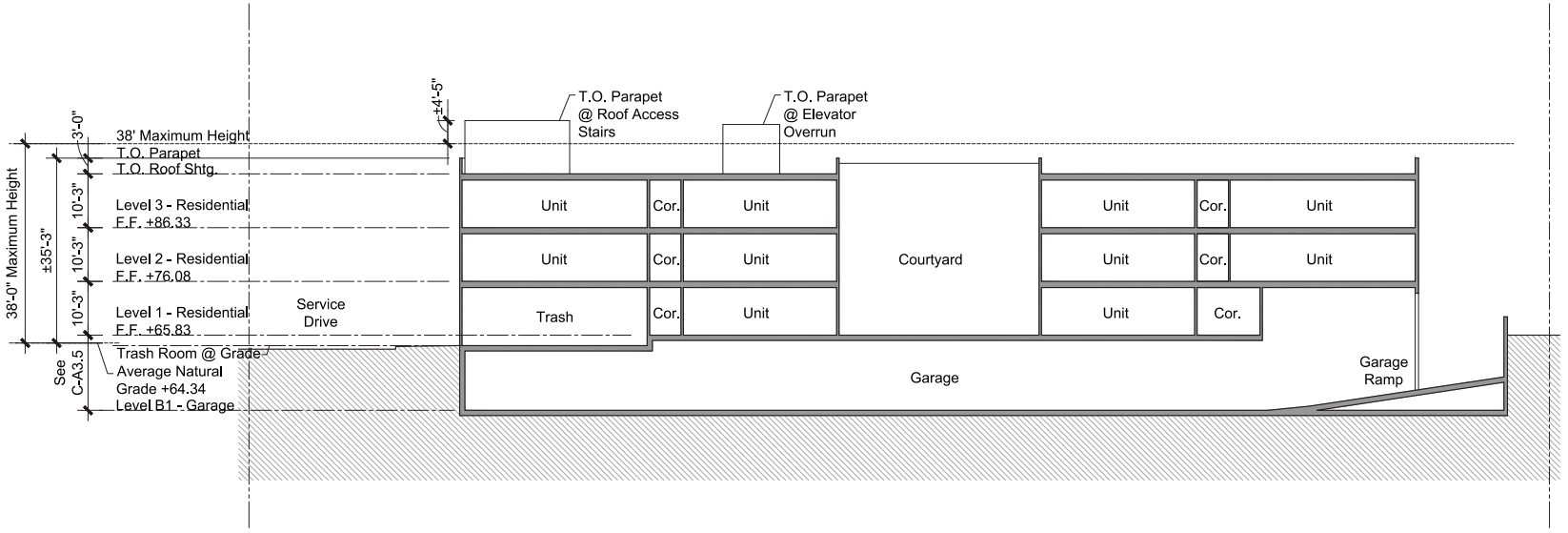


Section 2



Keymap - n.t.s.



Section 1

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

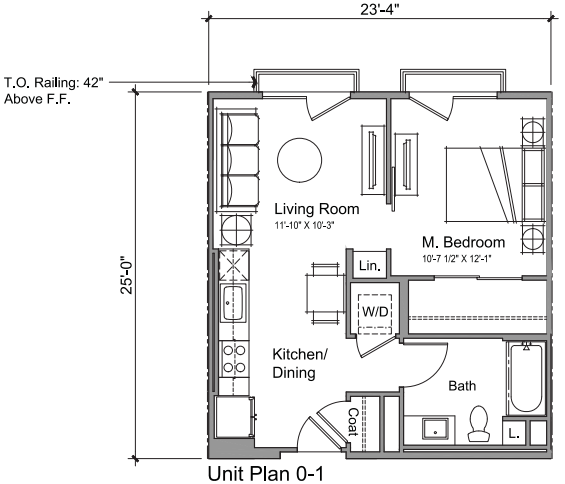
SHEET TITLE
BUILDING SECTION

SCALE
3/32"=1'-0"

0 16

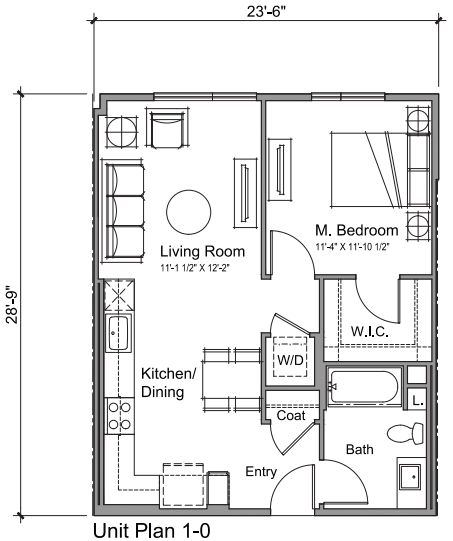
SHEET NUMBER

R-A4.1



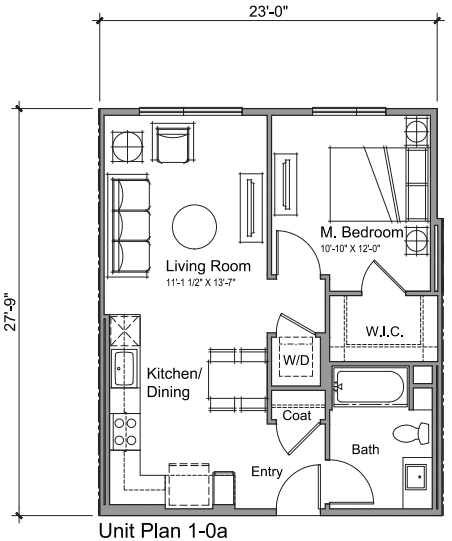
Unit Plan 0-1
JR. 1 BR / 1 BA
UNIT AREA: 585 SQ. FT.
DECK AREA: 13 SQ. FT.

2 D.U.



Unit Plan 1-0
1 BR / 1 BA
UNIT AREA: 676 SQ. FT.
DECK AREA: 0 SQ. FT.

4 D.U.



Unit Plan 1-0a
1 BR / 1 BA
UNIT AREA: 649 SQ. FT.
DECK AREA: 0 SQ. FT.

1 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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HUNTER-STORM DEVELOPMENT

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ktgy

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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

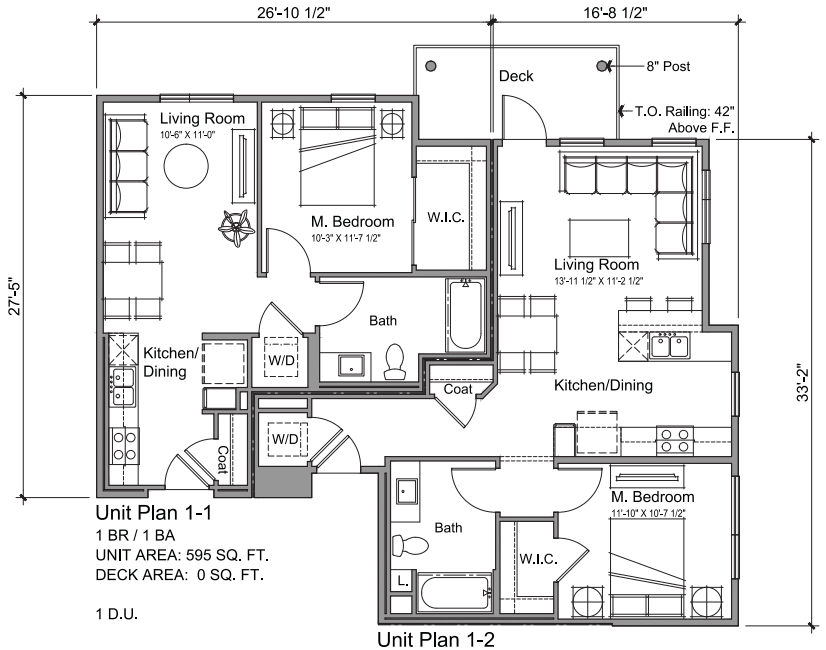
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

R-A5.1



Unit Plan 1-1
1 BR / 1 BA
UNIT AREA: 595 SQ. FT.
DECK AREA: 0 SQ. FT.

1 D.U.

Unit Plan 1-2
1 BR / 1 BA
UNIT AREA: 717 SQ. FT.
DECK AREA: 81 SQ. FT.

1 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

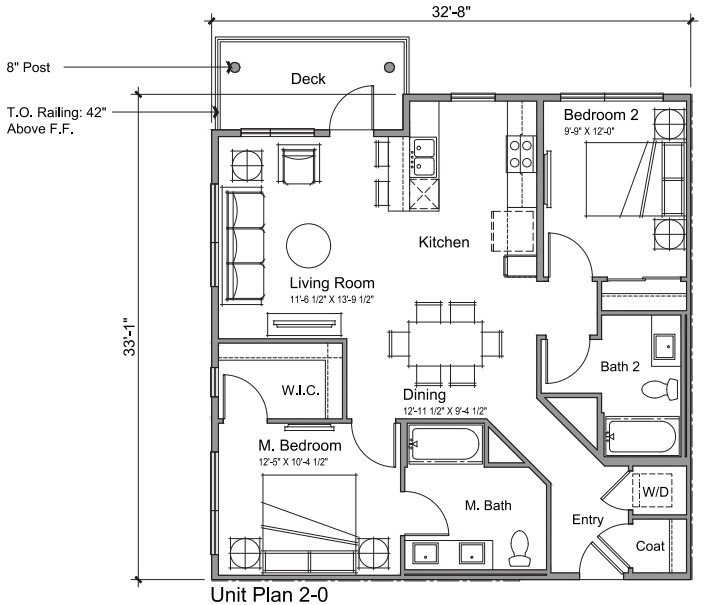
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

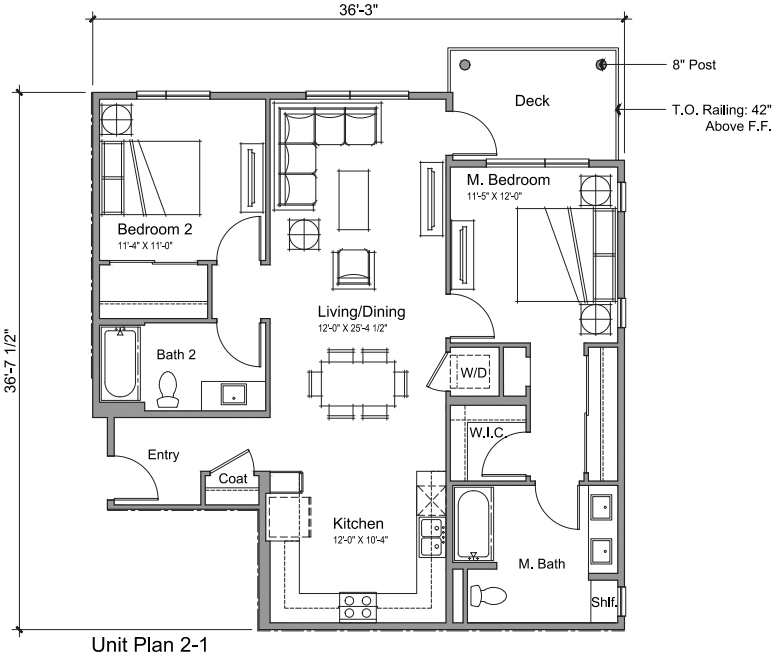
R-A5.2



Unit Plan 2-0

2 BR / 2 BA
UNIT AREA: 1054 SQ. FT.
DECK AREA: 72 SQ. FT

3 D.U.



Unit Plan 2-1

2 BR / 2 BA
UNIT AREA: 1179 SQ. FT.
DECK AREA: 80 SQ. FT.

2 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
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	03/27/17	PRE-APPLICATION SUBMITTAL
	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

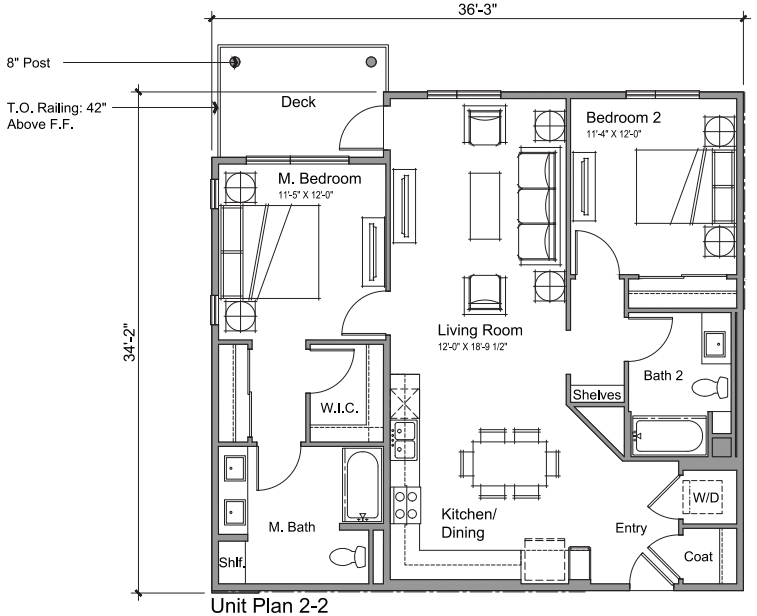
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

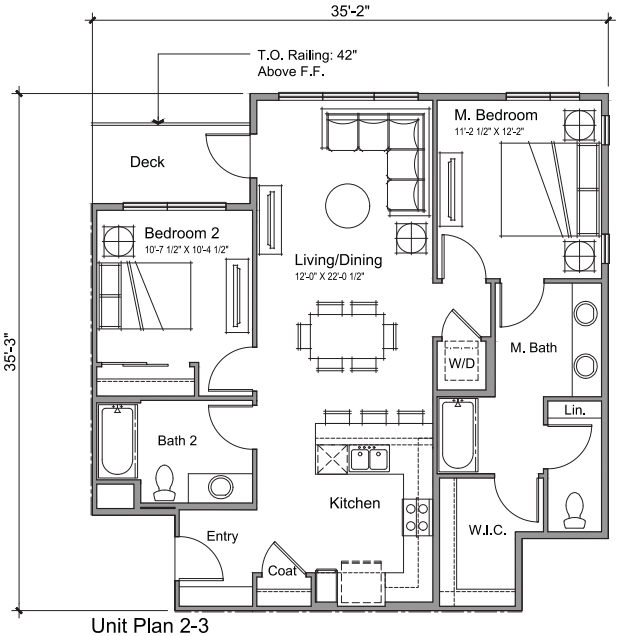
R-A5.3



Unit Plan 2-2

2 BR / 2 BA
UNIT AREA: 1184 SQ. FT.
DECK AREA: 80 SQ. FT.

2 D.U.



Unit Plan 2-3

2 BR / 2 BA
UNIT AREA: 1097 SQ. FT.
DECK AREA: 53 SQ. FT.

3 D.U.

Unit Plan 2-3 @ Level 1:
Deck Area: 146 SQ. FT.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

R-A5.4

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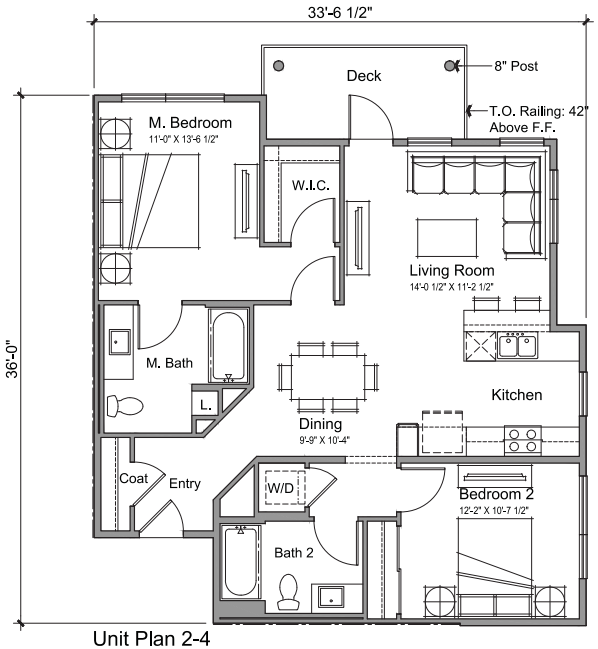
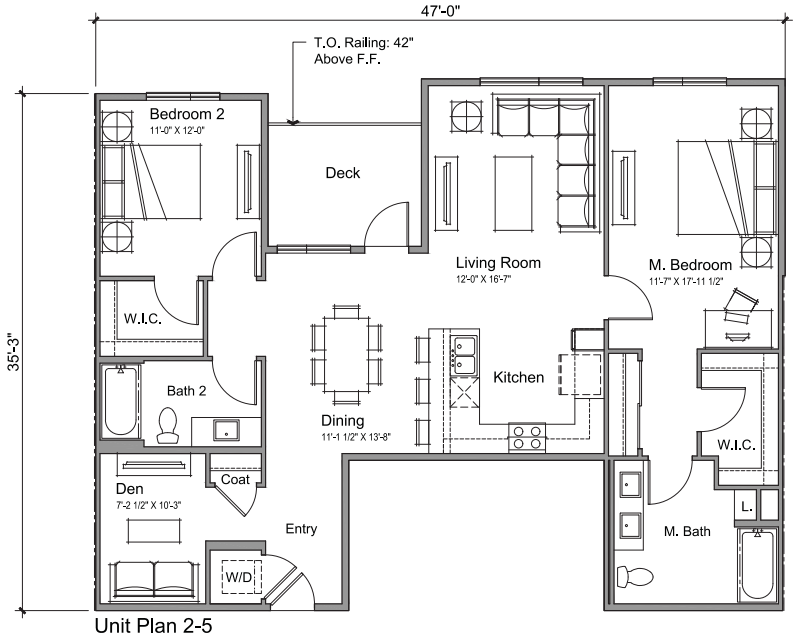


Unit Plan 2-4
2 BR / 2 BA
UNIT AREA: 1073 SQ. FT.
DECK AREA: 81 SQ. FT.

4 D.U.



Unit Plan 2-5
2 BR / 2 BA + DEN
UNIT AREA: 1398 SQ. FT.
DECK AREA: 80 SQ. FT.

2 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

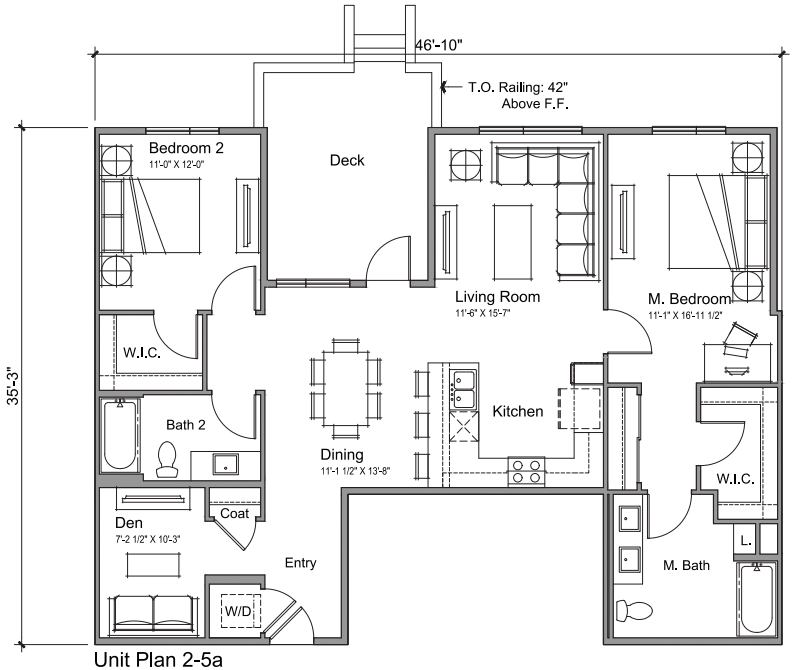
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

R-A5.5



Unit Plan 2-5a

2 BR / 2 BA + DEN
UNIT AREA: 1362 SQ. FT.
DECK AREA: 150 SQ. FT.

1 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

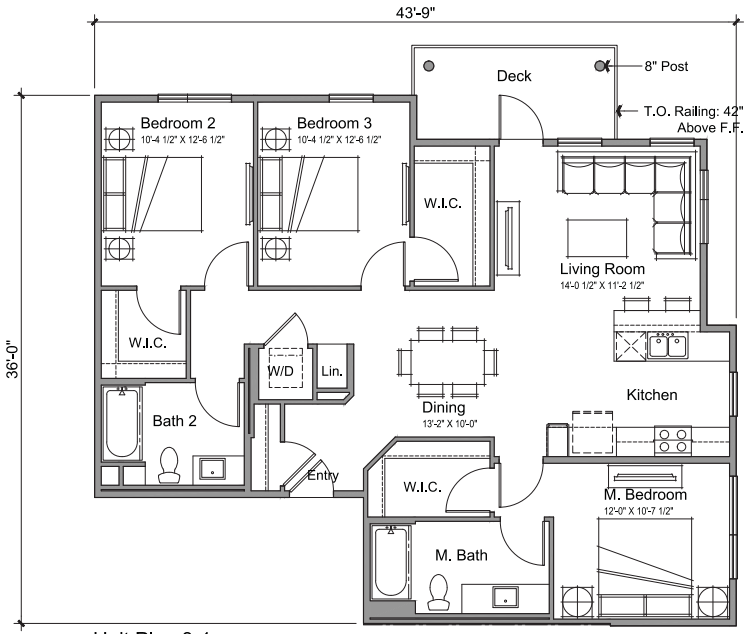
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

R-A5.6



Unit Plan 3-1

3 BR / 2 BA
UNIT AREA: 1330 SQ. FT.
DECK AREA: 80 SQ. FT.

1 D.U.

Unit Plan Notes:
1. Unit areas measured to exterior F.O. Stud and centerline of 2" airgap.
2. Please see Sheets A1.6A-D for private open space dimensions and areas.

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

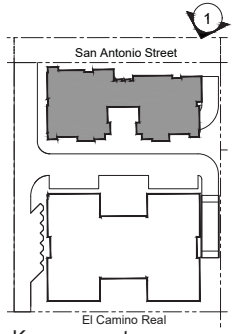
SHEET TITLE
UNIT PLANS - RESIDENTIAL

SCALE
1/4"=1'-0"

0 4 8

SHEET NUMBER

R-A5.7



Keymap - n.t.s.

1. Perspective from San Antonio Street & Garage Entry Ramp

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
PERSPECTIVES - RESIDENTIAL

SCALE
N/A

SHEET NUMBER

R-A6.1

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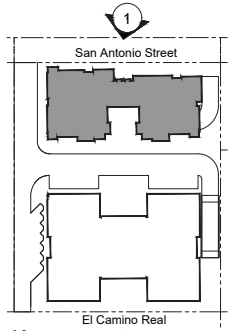

Keymap - n.t.s.

1. Perspective of Shared Courtyard from San Antonio Street

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

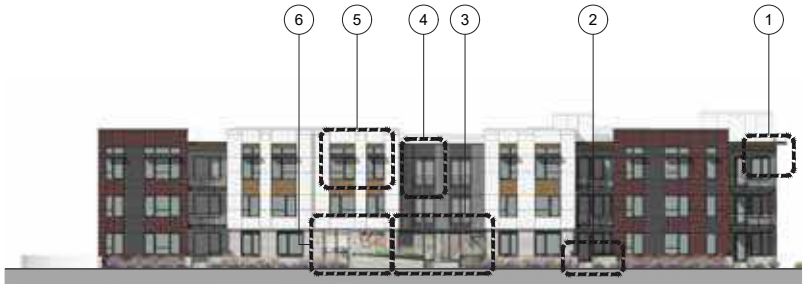
SHEET TITLE
PERSPECTIVES - RESIDENTIAL

SCALE
N/A

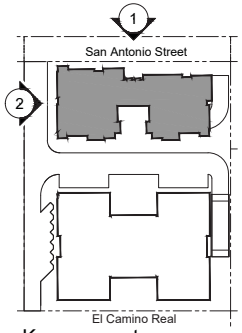
SHEET NUMBER

R-A6.2

2. Right Elevation



1. Front Elevation (San Antonio Street)



Keymap - n.t.s.

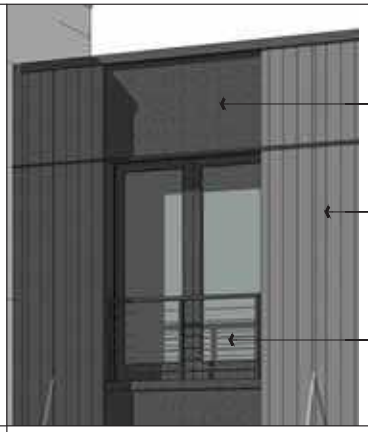
Composite Panel

Operable Window

Stone Veneer

Metal Rail

Glazing at Fitness Amenity | 6



Composite Panel

Vertical Profile Siding

Metal Railing

Juliet Balconies | 4

Decorative Top Railing

Metal Railing

Stone Veneer

Stoop Condition | 2

Transom Window

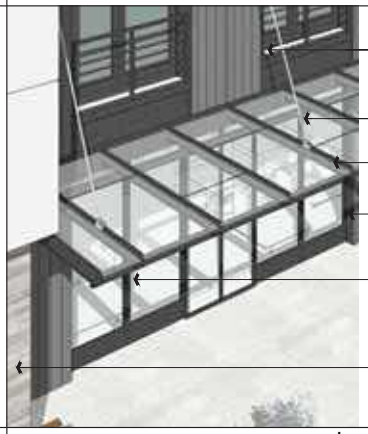
Metal Awning

Color Vinyl Window

Composite Panel

Composite Wood Panel

Metal Awning | 5



Metal Support

Glass Canopy

Metal Awning

Vertical Profile Siding

Storefront

Stone Veneer

Leasing Entry Awning | 3

Metal Fascia

Composite Wood Panel

Vertical Profile Siding

Metal Railing

Cornice | 1

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

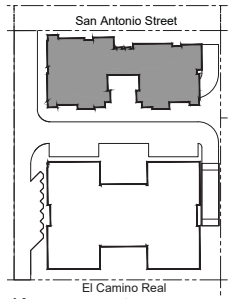
PROJECT NUMBER
16010

SHEET TITLE
DETAILS - RESIDENTIAL

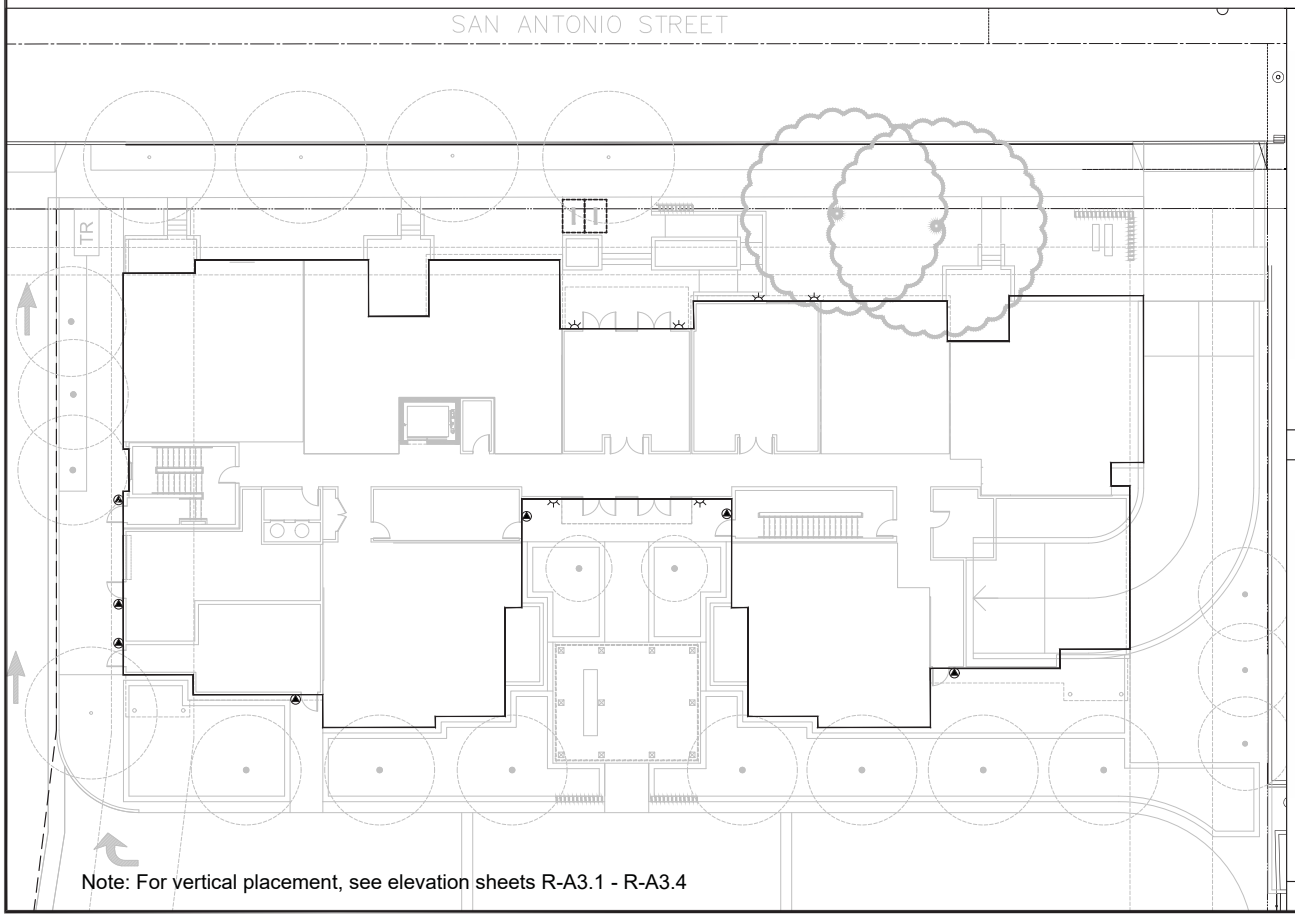
SCALE
N/A

SHEET NUMBER

R-A7.1



Keymap - n.t.s.



Note: For vertical placement, see elevation sheets R-A3.1 - R-A3.4

Light Fixture 2

Light Fixture 1

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
LIGHTING DETAILS - RESIDENTIAL

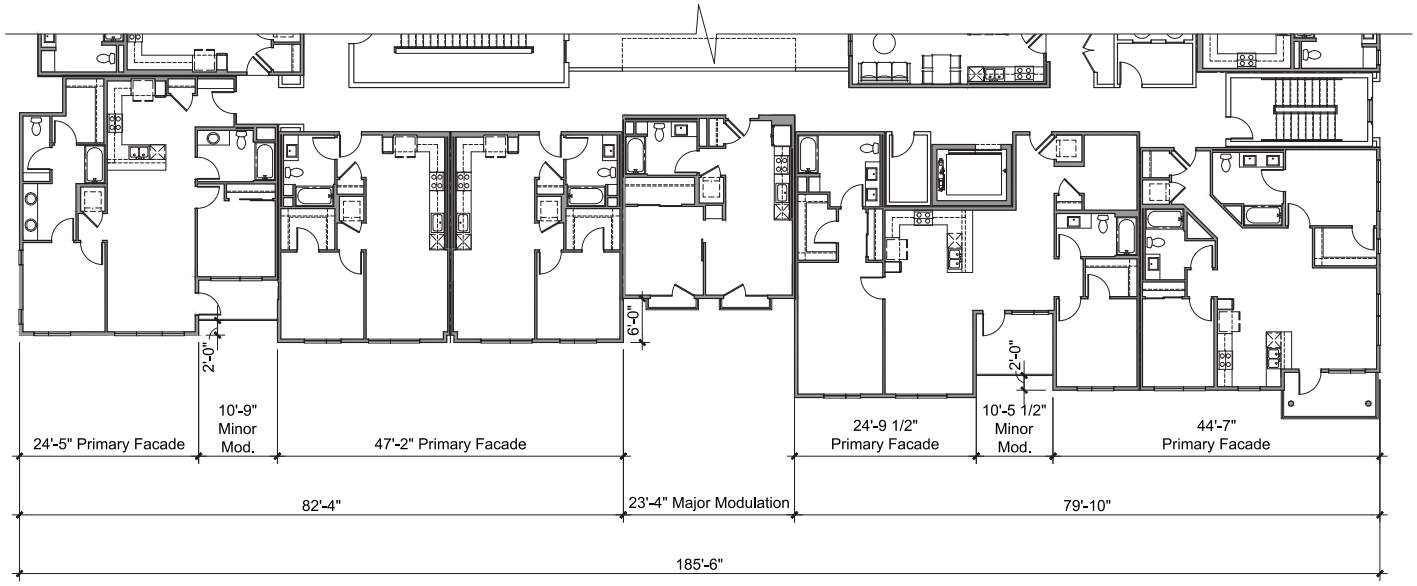
SCALE
3/32" = 1'-0"

0 16

SHEET NUMBER

R-A7.2

San Antonio Street Elevation



Level 2 and 3 Plan

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HUNTER-STORM DEVELOPMENT

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
MODULATION EXHIBIT - RESIDENTIAL

SCALE
1/8"=1'-0"

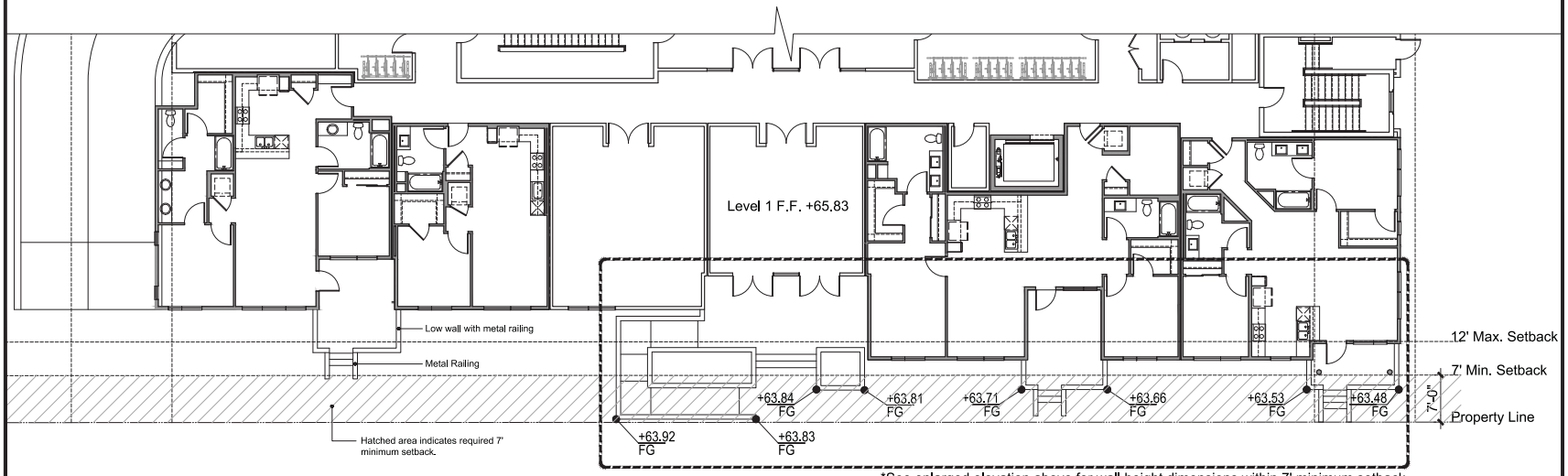
0 8 16

SHEET NUMBER

R-A8.1

*Wall heights measured from finished grade.

San Antonio Street Elevation
3/16"=1'-0"



*See enlarged elevation above for wall height dimensions within 7' minimum setback.
**FG = Finished Grade

Level 1 Plan
1/8"=1'-0"

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HUNTER-STORM DEVELOPMENT

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

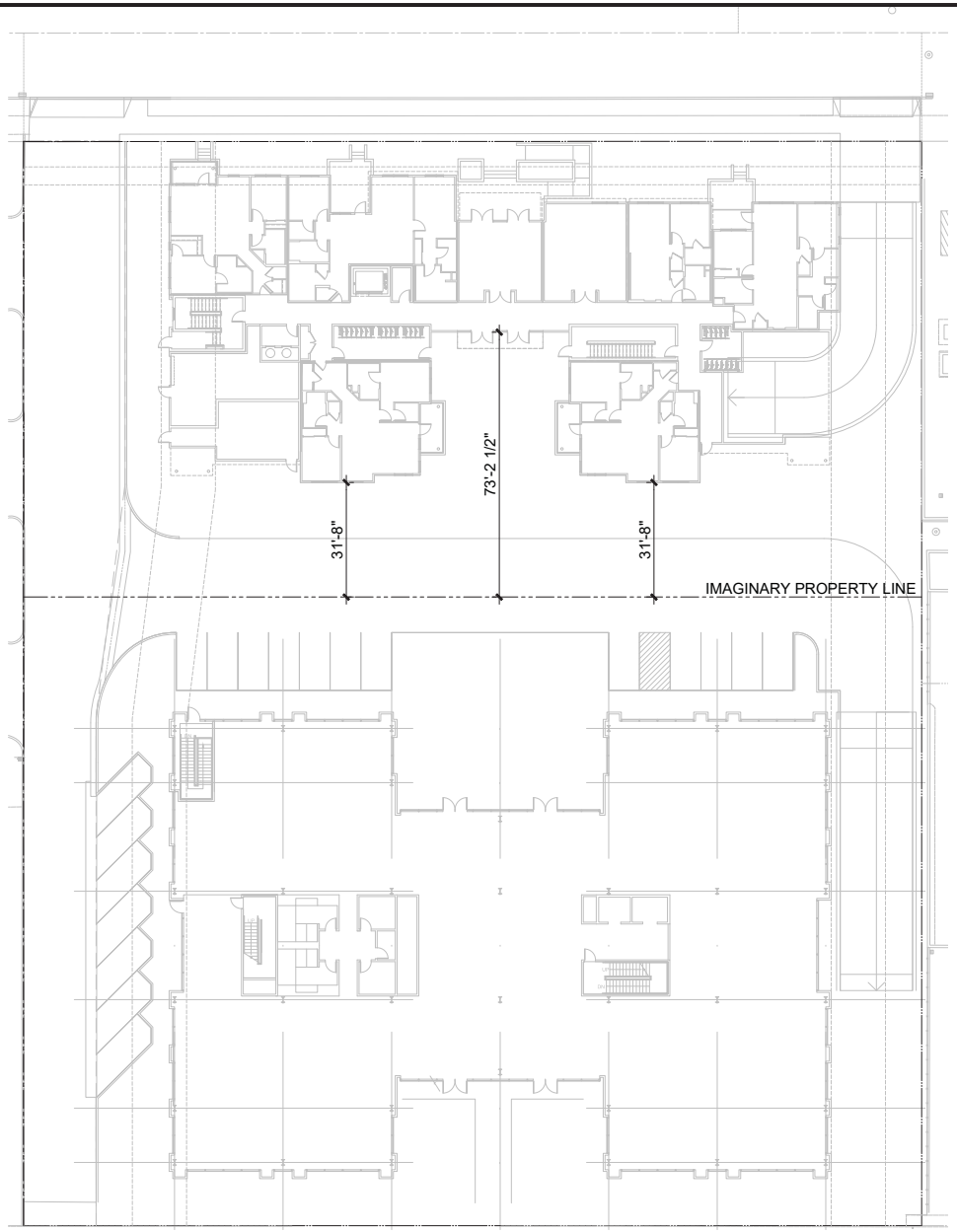
SHEET TITLE
SAN ANTONIO STREET
WALL HEIGHT EXHIBIT

SCALE
1/8"=1'-0"

0 8 16

SHEET NUMBER

R-A8.2



FIRE SEPARATION DISTANCE	GREATER THAN 5' TO 10'	GREATER THAN 10' TO 15'	GREATER THAN 15' TO 20'
ALLOWABLE AREA OF UNPROTECTED OPENINGS PER C.B.C. SECTION 705.8.1 & C.B.C. TABLE 705.8 AUTOMATIC SPRINKLER SYSTEM	25%	45%	75%
HATCH LEGEND			

EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE GREATER THAN 20' HAVE NO LIMIT TO AREA OF UNPROTECTED OPENINGS PER C.B.C. TABLE 705.8.

C.B.C. SECTION 705.8.1 & TABLE 705.8: IN BUILDINGS WITH AUTOMATIC FIRE SPRINKLER SYSTEM, 100% UNPROTECTED OPENINGS ARE PERMITTED AT A DISTANCE GREATER THAN 20 FEET FROM A PROPERTY LINE, CENTERLINE OF STREET, ALLEY, PUBLIC WAY, OR IMAGINARY PROPERTY LINE BETWEEN BUILDINGS.

DIMENSIONS TO PROPERTY LINES ARE FOR REFERENCE ONLY. NOT TO BE USED FOR HORIZONTAL CONTROL.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
ALLOWABLE OPENINGS EXHIBIT
-RESIDENTIAL

SCALE
1/16" = 1'-0"

0 16 32

SHEET NUMBER

R-A8.3

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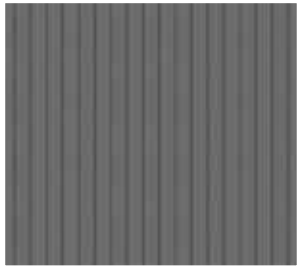
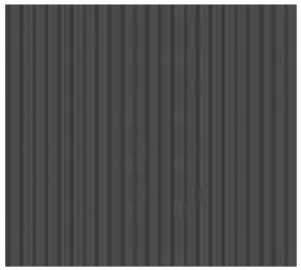
C1 COMPOSITE PANEL 1

C2 COMPOSITE PANEL 2

C3 COMPOSITE PANEL 3



S1 VERTICAL PROFILE SIDING 1



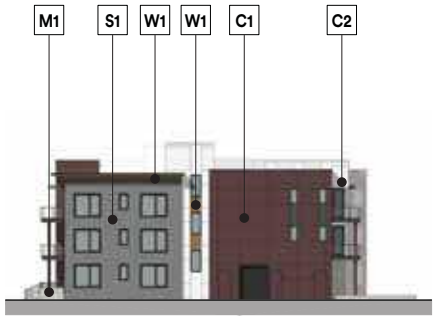
S2 VERTICAL PROFILE SIDING 2

W1 COMPOSITE WOOD PANEL

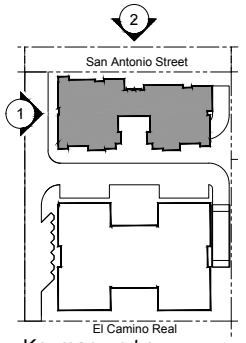
M1 STONE VENEER

V1 VINYL WINDOW

2. Front Elevation (San Antonio Street)



1. Right Elevation



Keymap - n.t.s.

1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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	03/27/17	PRE-APPLICATION SUBMITTAL
	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
COLOR AND MATERIAL BOARD - RESIDENTIAL

SCALE
N/A

SHEET NUMBER

R-A8.4

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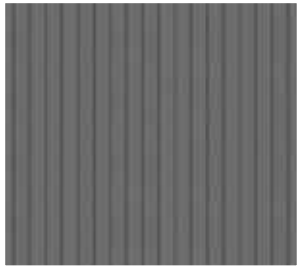
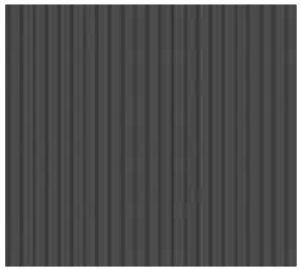
C1 COMPOSITE PANEL 1

C2 COMPOSITE PANEL 2

C3 COMPOSITE PANEL 3



S1 VERTICAL PROFILE SIDING 1



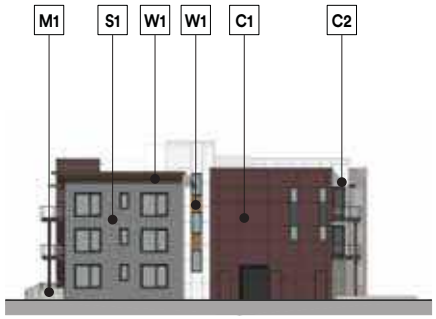
S2 VERTICAL PROFILE SIDING 2

W1 COMPOSITE WOOD PANEL

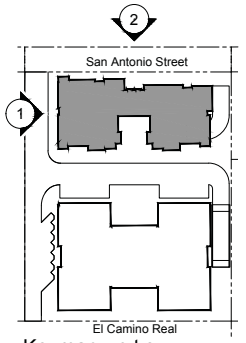
M1 STONE VENEER

V1 VINYL WINDOW

2. Front Elevation (San Antonio Street)



1. Right Elevation



Keymap - n.t.s.

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1540 EL CAMINO REAL

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

ISSUES AND REVISIONS

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PROJECT NUMBER
16010

SHEET TITLE
COLOR AND MATERIAL BOARD - RESIDENTIAL

SCALE
N/A

SHEET NUMBER

R-A8.4

COLOR AND FINISH SCHEDULE

PEDESTRIAN CONCRETE PAVING
Type 1 Outback 677 Davis Color concrete with light broom finish. Sweep perpendicular to path of travel.

PEDESTRIAN AND VEHICULAR ACCENT PAVING
Precast Concrete Pavers: by Ackerstone
Type 1 6"x24" Linear Paver, Running Bond Pattern, Amber Color.
Type 2 4"x24" Linear Paver, Running Bond pattern, Ivory Color.
Type 3 Holland 1, Basket Weave Pattern, Amber Color.
Type 4 6"x6" Paver, Stacked Bond Pattern, San Diego Buff Color.
Type 5 6"x6' Paver, Stacked Bond Pattern, Dark Mocha Color.

PLANTER WALL
CMU: Calstone, 3147WC Ground Face.
METAL: Bronze Powder Coat.

BENCHES
Type 1 Parallel 42 by Landscape Forms, Jarrah wood and Bronze Metallic, Size: 18"x67"x18" 3 units for each location.
Type 2 Parallel 42 by Landscape Forms, Jarrah wood and Bronze Metallic, Size: 18"x67"x18" 2 units for each location.
Type 3 Parallel 42 by Landscape Forms, Jarrah wood and Bronze Metallic, Size: 18"x67"x18", 1 unit for each location.

PRE-CAST PLANTERS
Precast planters/saucers: by IAP

(X) Type 1: Sidekick, Color: Bone, Size: 42"x38.25"x38.25"

Contractor to submit sample to Landscape Architect for approval prior to acquisition or installation. Contractor to provide unit price.

TRELLIS
Metal: Bronze Powder Coat.

BIKE RACKS
Cycloops Port 2178-87, by Columbia Cascade. Color: CC1001.

PLANT SPACING DIAGRAM

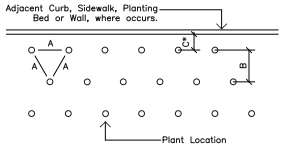
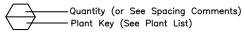


Diagram for use when plants are spaced equidistant from each other as in all ground cover plantings and massed shrub plantings

PLANT CALLOUT SYMBOL



PLANT QUANTITY DIAGRAM

SPACING 'A'	SPACING 'B'	SPACING 'C'	NO. OF PLANTS/SQUARE FOOT
6" O.C.	5.20"	2.60"	4.60
8" O.C.	6.93"	3.47"	2.60
9" O.C.	7.79"	3.90"	1.78
10" O.C.	8.66"	4.33"	1.66
12" O.C.	10.40"	5.20"	1.15
15" O.C.	13.00"	6.50"	0.74
18" O.C.	15.60"	7.80"	0.51
24" O.C.	20.80"	10.40"	0.29
30" O.C.	26.00"	13.00"	0.18
36" O.C.	30.00"	15.00"	0.12
48" O.C.	40.00"	20.00"	0.07
72" O.C.	62.35"	31.18"	0.04

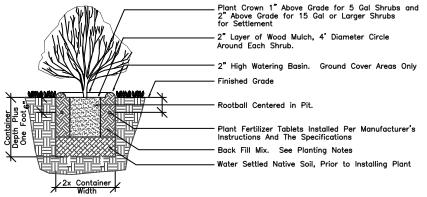
See Plant Spacing Diagram for maximum triangular spacing 'A'. This chart is to be used to determine number of ground cover required in a given area and spacing between shrub massings. Where shrub massings are shown, calculate shrub mass areas before utilizing spacing chart to determine plant quantities.

* Where curb, sidewalk, adjacent planting bed or wall condition occurs, utilize spacing 'C' to determine plant distance from wall, sidewalk, adjacent planting bed or back of curb, where C=1/2 B.

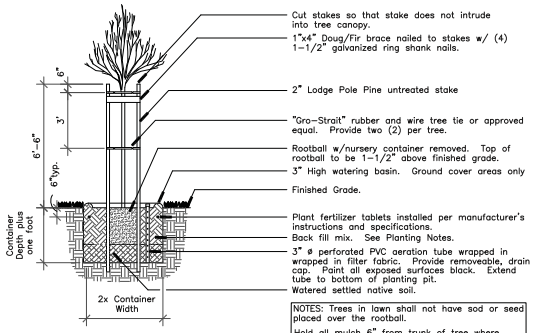
GENERAL NOTES

Simultaneous with the submittal of a complete building permit, the Applicant will coordinate with the City's Planning Division and Public Works Department regarding existing and missing street trees along the property frontages as well as location, type and spacing of new street trees. Street trees will be required along the entire frontage of the project site on ECR and San Antonio Street. The location and spacing of new street trees will be determined at the off-site improvement design phase. Street trees shall be from the City-approved street tree species or to the satisfaction of the City Arborist. Irrigation within the public right of way shall comply with City Standard Details LS-1 thru LS-19 and shall be connected to the on-site water system.

Simultaneous with the submittal of a complete building permit application, the Applicant will provide documentation indicating the amount of irrigated planting. The project is subject to the City's Water Efficient Landscape Ordinance (Municipal Code Chapter 12.44). Submittal of a detailed landscape plan would be required concurrently with the submittal of a complete building permit application. The landscaping shall be installed prior to final building inspection.



Shrub Planting Detail
Not to Scale



NOTES: Trees in lawn shall not have sod or seed placed over the rootball.
Hold all mulch 6" from trunk of tree where mulch is applied over rootball.

Tree Staking Diagram w/Aeration Tube
Not to Scale

PLANT PALETTE

TREES (* 24" box standards unles noted otherwise)					
KEY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	WUCOLS
ARB MAR	Arbutus 'Marina'	Marina Strawberry Tree	*		Low
CER OCC	Cercis occidentalis	Western Redbud	*	Native	Low
LAG TUS	Lagerstroemia 'Tuscarora'	Tuscarora Crepe Myrtle	*		Low
LOP CON	Lophostemn confertus	Brisbane Box	*		Medium
LYO FLO	Lyanothamnus f. asplenifolius	Catalina Ironwood	*	Native	Low
PLA COL	Platanus a. 'Colombia'	London Plane Tree	*		Medium
QUE SUB	Quercus suber	Cork Oak	*		Low
SHRUBS					
2	Achillea 'Island Pink'	Yarrow (native)	1 gal	24" o.c.	Low
3	Anigozanthus 'Bush Gold'	Kangaroo Paw	5 gal	30" o.c.	Low
4	Asparagus densiflorus	Foxtail Fern	5 gal	30" o.c.	Medium
8	Callistemon v. 'Little John'	Dwarf Bottlebrush	5 gal	30" o.c.	Low
9	Camellia sasanqua 'Yuletide'	Sasanqua Camellia	5 gal	30" o.c.	Medium
13	Dietes 'Orange Drops'	Fortnight Lily	5 gal	30" o.c.	Low
18	Leucadendron d. "Pom Pom'		5 gal	36" o.c.	Low
19	Limonium perezii	Sea lavender	5 gal	24" o.c.	Low
21	Nandina d. 'Harbor Dwarf'	Dwarf Heavenly Bamboo	5 gal	24" o.c.	Low
23	Olea e. 'Little Ollie'	Dwarf Olive	5 gal	36" o.c.	Low
24	Penstemon spectabilis	Royal Beard Tongue (native)	5 gal	30" o.c.	Low
25	Philodendron 'Xanadu'	Winterbourn Philodendron	5 gal	24" o.c.	–
26	Phlomis fruticosa	Jerusalem Sage	5 gal	30" o.c.	Low
27	Polygala f. 'Petite Butterflies'	Sweet Pea Shrub	5 gal	30" o.c.	Medium
29	Rhaphiolepis i. 'Clara'	Indian Hawthorn	5 gal	24" o.c.	Low
30	Rhaphiolepis u. 'Minor'	Yedda Hawthorn	5 gal	24" o.c.	Low
34	Salvia 'Dara's Choice'	Dara's Choice Sage (native)	5 gal	30" o.c.	Low
35	Zauschneria c. 'Glasnevin'	California Fuchsia (native)	5 gal	30" o.c.	Low
36	Podocarpus 'Ice Blue'	Icee Blue Fern Pine	15 gal		Medium
GRASSES					
CT	Chondropetalum tectorum	Cape Rush	5 gal	36" o.c.	Low
LC	Leymus c. 'Canyon Prince'	California Wild Rye (native)	5 gal	36" o.c.	Low
LL	Lomandra 'Lime Tuff'	Dwarf Mat Rush	5 gal	30" o.c.	Low
GROUNDCOVERS					
AP	Agapanthus 'Peter Pan'	Dwarf Agapanthus	5 gal	24" o.c.	Medium
AE	Arctostaphylos 'Emerald Carpet'	Emerald Carpet Manzanita (native)	5 gal	42" o.c.	Medium
BP	Baccharis p. 'Pozo Surf'	Dwarf Coyote Brush (native)	5 gal	30" o.c.	Low
LM	Liriope muscari	Big Blue Lilyturf	1 gal	18" o.c.	Medium

LANDSCAPE ORDINANCE COMPLIANCE STATEMENT

I have complied with the criteria of the Water Conservation in Landscaping Ordinance and have applied them for the efficient use of water in the Landscape and Irrigation Design Plan.

Gary D. Laymon
Landscape Architect
License #2397

SHEET INDEX

L-1.1 Notes and Legends
L-1.2 Planting and Irrigation Notes
L-2 Schematic Landscape Plan
L-3 Planting Plan
L-4 Image Board
L-5 Tree Disposition Plan
L-6 Irrigation Zoning Diagram
L-7 Schematic Landscape Details
L-8 Schematic Landscape Details

1540 EL CAMINO REAL
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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	06/12/17	PLANNING SUBMITTAL
	08/25/17	PLANNING RESUBMITTAL
	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	02/12/18	PLANTING REV - PROGRESS

PROJECT NUMBER
16010

SHEET TITLE
NOTES AND LEGENDS

SCALE

SHEET NUMBER
L-1.1

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PLANTING NOTES

THE FOLLOWING SIX (6) NOTES ARE FOR BIDDING PURPOSES ONLY

1. The contractor is required to submit plant quantities and unit prices for all plant materials as a part of the bid.
2. Assume 15 gallon plant for any unlabelled or un-sized tree; 5 gallon plant for any unlabelled or un-sized shrub; and 4" pots @ 12" o.c. (not flats) for any unlabelled ground cover. All planting beds, are to receive ground cover plant installation in addition to the shrubs and trees shown on the plans.
3. The planting areas shall be ripped to a depth of 8" to reduce compaction. The native subgrade soil shall be treated with 100 lbs of gypsum/1000 sf and leached to improve drainage and reduce the soil interface barrier. Contractor shall coordinate this work with other trades. This is subject to the final recommendations of the soils test (see below) and review by the Landscape Architect and the Owner.
4. All planting areas are to receive Super Humus Compost by BFI (408.945.2844; www.bfi.com) at the rate of 6 cubic yards/1000 square feet, evenly tilled 6" deep into the soil to finish grade. All planting areas shall have 6-20-20 Commercial Fertilizer at 25lbs/1000 square feet evenly distributed into the soil. This is subject to the final recommendations and review of the soils test (see below) by the Landscape Architect and the Owner.
5. Planting pits are to be backfilled with a mixture of 50% native soil and 50% amended native soil.
6. The General Contractor is to provide an agricultural suitabilities analysis for on-site rough graded soil and any imported topsoil. Recommendations for amendments contained in this analysis are to be carried out before planting occurs. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary. See specifications for testing procedure.
7. All work shall be performed by persons familiar with planting work and under supervisions of a qualified planting foreman.
8. Plant material locations shown are diagrammatic and may be subject to change in the field by the Landscape Architect before the maintenance period begins.
9. All trees are to be staked as shown in the staking diagrams.
10. All street trees to be installed in accordance with the standards and specifications of the City of Menlo Park. Contractor to verify tree species/cultivar specification(s) with City Arborist (or designated municipal authority) prior to acquisition and installation of all street trees. Contractor to obtain written, signed documentation from the City Arborist (or designated municipal authority) confirming the species/cultivar specification(s) to be installed including installation size and installation detailing.
11. Plant locations are to be adjusted in the field as necessary to screen utilities but not to block windows nor impede access. The Landscape Architect reserves the right to make minor adjustments in tree locations after planting at no cost to the Owner. All planting located adjacent to signs shall be field adjusted so as not to interfere with visibility of the signs.
12. The Landscape Architect reserves the right to make substitutions, additions, and deletions in the planting scheme as felt necessary while work is in progress. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary and subject to the Owner's approval.
13. All planting areas, shall be top-dressed with a 3" layer of recycled wood mulch, "Prochip" by BFI (408.888.7632; www.bfi.com) or equal. This shall include all pre-cast planter pots. Mulch shall be Brown in color. Submit sample to Landscape Architect for review prior to ordering. Hold all mulch six (6) inches from all plants where mulch is applied over the rootball.
14. All street trees to be installed in accordance with the standards and specifications of the City of Menlo Park, California.
15. Trees shall be planted to anticipate settlement.
16. Plant material requiring iron supplements shall have chelated iron foliar feeding applications per manufacturer's specifications. See specifications for materials.
17. All trees noted with 'deep root' and those planted within 5'-0" of concrete paving, curbs, and walls shall have deep root barriers installed per manufacturer's specifications. See specifications for materials.
18. Ground cover shall be planted as shown on the plan, including under shrubs and in tree watering basins.
19. The Landscape Contractor shall arrange with a nursery to secure plant material noted on the drawings and have those plants available for review by the Owner and Landscape Architect within thirty (30) days of award of contract. The Contractor shall purchase the material and have it segregated and grown for the job upon approval of the plant material. The deposit necessary for such contract growing is to be born by the Contractor.
20. The project has been designed to make efficient use of water through the use of drought tolerant plant materials. Deep rooting shall be encouraged by deep watering plant material as a part of normal landscape maintenance. The irrigation for all planting shall be limited to the amount required to maintain adequate plant health and growth. Water usage should be decreased as plants mature and become established. The irrigation controllers shall be adjusted as necessary to reflect changes in weather and plant requirements.
21. The Landscape Contractor shall verify the location of underground utilities and bring any conflicts with plant material locations to the attention of the Landscape Architect for a decision before proceding with the work. Any utilities shown on the Landscape drawings are for reference and coordination purposes only. See Civil Drawings.
22. The design intent of the planting plan is to establish an immediate and attractive mature landscape appearance. Future plant growth will necessitate trimming, shaping and, in some cases, removal of trees and shrubs as an on-going maintenance procedure.

IRRIGATION NOTES

1. All planting areas are to be irrigated with an approved automatic underground irrigation system, utilizing a dedicated irrigation water meter, backflow devices, point source irrigation emitters, in accordance with the City of Menlo Park Landscape Outdoor Water Use Efficiency Checklist. Potable irrigation water will be delivered by drip irrigation devices. The system shall be designed to make efficient use of water through conservation techniques, and be in compliance with resolution 6261, as required by the State of California.
2. An application and detailed landscape irrigation plan will be submitted with the building permit submittal package. All planting and irrigation will be in compliance with the city's Water Efficient Landscape Ordinance.
3. Irrigation Controllers shall use weather sensing technology to automatically adjust the irrigation system operation in response to real-time landscape planting demands and daily changes in weather conditions.
4. Irrigation Valves shall be aligned with planting types, sun exposure and soil conditions to allow for efficient use of irrigation water in accordance with plant material irrigation requirements, as reflected in the Hydrozone requirements.
5. Landscape Trees, Shrubs, Groundcovers have been selected to include Native California Plants, and Mediterranean Climate drought tolerant plant species for the project.
6. Landscape and Irrigation Plans, with a Project Compliance Checklist, will be submitted with the Building Permit Application, which will document the landscape and planting design specifications in compliance with the City Ordinances.
7. The final construction documents will provide the contractor with an understanding of the design intent for the maintenance of the planting areas regarding care and pruning of the site. The maintenance contractor shall furnish all labor, equipments, materials and supervision required to properly maintain the landscaped areas in an attractive condition and as described in the project maintenance specifications.
8. Street trees to be irrigated by on site system.
9. Each building will have an individual irrigation water meter and backflow prevention device.

WATER BUDGET CALCULATION FORM

Property Address : 1500 El Camino Real, Menlo Park, CA 94025

Authorized Professional Name/Company : The Guzzardo Partnership, Inc.

License or Certification No :

TOTAL AND SPECAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	9,725	square feet
Enter Special Landscaped Area (SLA)	24	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area	Irrigation Efficiency		
1	High	Drip	0.80	0	0.71	0	0
2	High	Sub-Surface	0.70	0	0.71	0	0
3	Moderate	Sub-Surface	0.50	1,363	0.71	18,084	25,471
4	Low	Sprinkler	0.30	0	0.71	0	0
5	Low	Drip	0.20	8,362	0.71	44,379	62,505
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	24			
			Total	9,749		62,463	87,976

MAWU and ETWU

Max Allowable Water Use (MAWA)	180,835	gallons/yr
Estimated Total Water Use (ETWU)	88,613	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		Yes
Project Meets Irrigation Efficiency Requirements		Yes

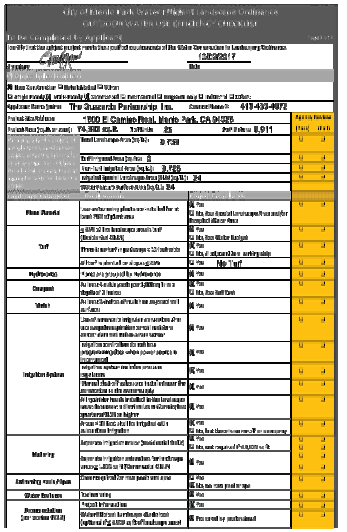
CITY STAFF REVIEW

☐ YES, ETWU < MAWA

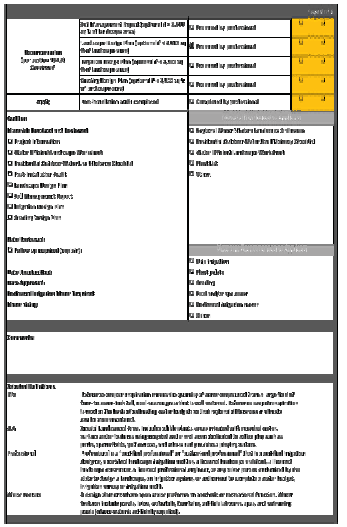
☐ NO, ETWU > MAWA

Initials _____

OUTDOOR WATER USE EFFICIENCY CHECKLIST



OUTDOOR WATER USE EFFICIENCY CHECKLIST



1540 EL CAMINO REAL

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HUNTER-STORM DEVELOPMENT

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ISSUES AND REVISIONS

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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
PLANTING AND IRRIGATION NOTES

SCALE

REGISTERED LANDSCAPE ARCHITECT — Peter D. Laymon — No. 3237 — STATE OF CALIFORNIA — 11.28.17

SHEET NUMBER
L-1.2

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HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS

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ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	08/12/17	PLANNING SUBMITTAL
	09/25/17	PLANNING RESUBMITTAL
	12/20/17	PLANNING RESUBMITTAL
	11/09/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
SCHEMATIC LANDSCAPE PLAN

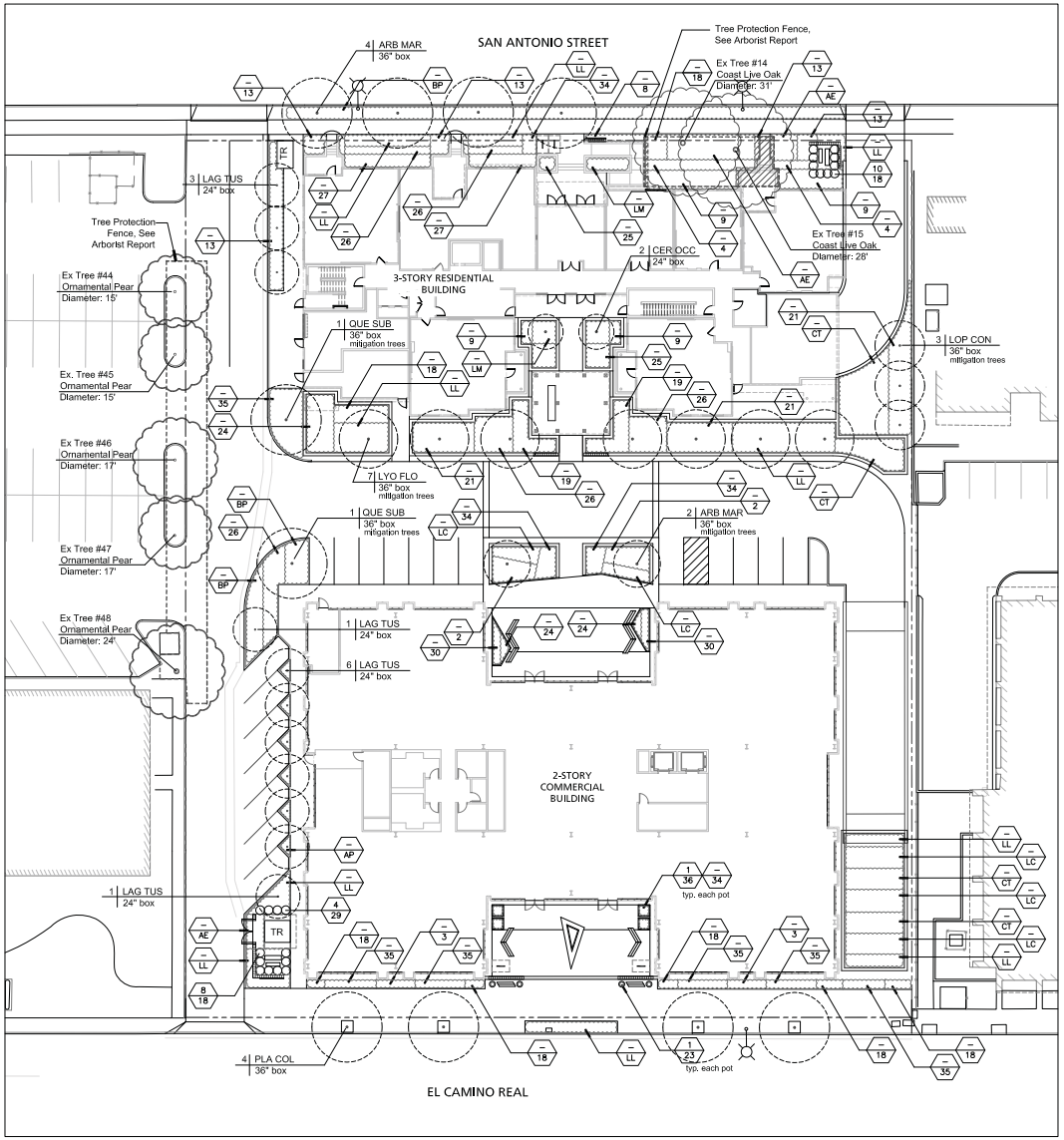
SCALE
1"=20'-0"

SHEET NUMBER
L-2

D70

PLANT PALETTE

TREES	
KEY	BOTANICAL NAME
ARB MAR	Arbutus 'Marina'
CER OCC	Cercis occidentalis
LAG TUS	Lagerstroemia 'Tuscarora'
LOP CON	Lophostemn confertus
PIS CHI	Pistacia Chinensis
PLA COL	Platanus a. 'Colombia'
PRU CAR	Prunus caroliniana
QUE SUB	Quercus suber
SHRUBS	
2	Achillea 'Island Pink'
3	Anigozanthus 'Bush Gold'
4	Asparagus densiflorus
8	Callistemon v. 'Little John'
9	Camellia sasanqua 'Yuletide'
13	Dietes 'Orange Drops'
18	Leucadendron d. "Pom Pom'
19	Limonium perezii
21	Nandina d. 'Harbor Dwarf'
23	Olea e. 'Little Ollie'
24	Penstemon spectabilis
25	Philodendron 'Xanadu'
26	Phlomis fruticosa
27	Polygala f. 'Petite Butterflies'
29	Rhaphiolepis i. 'Clara'
30	Rhaphiolepis u. 'Minor'
34	Salvia 'Dara's Choice'
35	Zauschneria c. 'Glasnevin'
36	Podocarpus 'Ice Blue'
GRASSES	
CT	Chondropetalum tectorum
LC	Leymus c. 'Canyon Prince'
LL	Lomandra 'Lime Tuff'
GROUNDCOVERS	
AP	Agapanthus 'Peter Pan'
AE	Arctostaphylos 'Emerald Carpet'
BP	Baccharis p. 'Pozo Surf'
LM	Liriope muscari



1540 EL CAMINO REAL
FDDFD

HUNTER-STORM DEVELOPMENT

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

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181 Greenwich Street
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	10/20/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	02/12/18	PLANTING REV - PROGRESS

PROJECT NUMBER
16010

SHEET TITLE
PLANTING PLAN

SCALE
1"=20'-0"

SHEET NUMBER
L-3

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Metal Stud Gateway Monument Concept Image

Metal and Wood Trellis Concept Image

LED Area Light by Bega

LED Bollard Light by Bega

Downlight by BK Lighting

Cycloops Port Bike Rack by Columbia Cascade

Bronze Metal for Trellis and Planter
IAP Planter and Cycloops Bike Rack Finish
Davis Concrete color
CMU Block Walls
Paver Type 1 and 3
Paver Type 4
Paver Type 2
Paver Type 5
3Form Fountain Material

Materials Board

LED Recessed Wall Light by Bega

Lagerstroemia 'Tuscarora'

Pistacia chinensis

Platanus a. 'Colombia'

Lophostemon confertus

Quercus Suber

Cercis occidentalis

Modular Wood Bench by Landscape Forms

Chondropetalum tectorum

Leymus 'Canyon Prince'

Lomandra 'Lime Tuff'

Asparagus densiflorus

Anigozanthus 'Bush Gold'

IAP Sidekick Planters

Philodendron 'Xanadu'

Salvia 'Dara's Choice'

Nandina domestica 'Harbor Dwarf'

Limonium perezii

Leucadendron 'Pom Pom'

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HUNTER-STORM DEVELOPMENT

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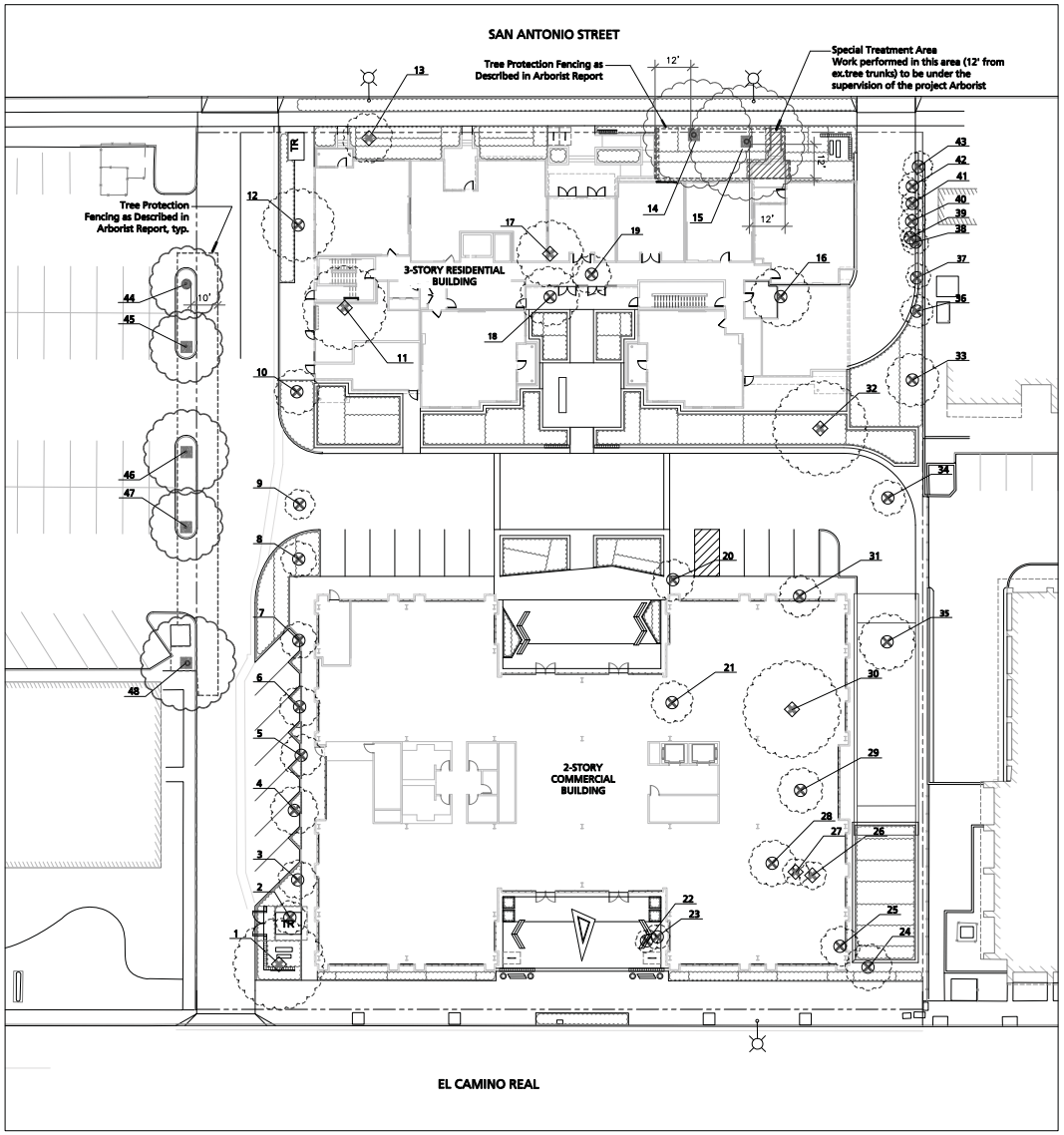
IMAGE BOARD

NONE

L-4

D72



TREE LEGEND

48 EXISTING TREES

KEY	TYPE	QUANTITY
■	HERITAGE TREE TO REMAIN	6
◈	HERITAGE TREE TO BE REMOVED	8
●	NON-HERITAGE TREE TO BE REMAIN	1
⊗	NON-HERITAGE TREE TO BE REMOVED	33
- - - -	TREE PROTECTION FENCING	

MITIGATION TREES

REQUIRED 15 GAL. REPLACEMENT TREES AT 2:1	16
PROPOSED REPLACEMENT TREES:	
36" BOX - See Planting Plan	1
24" BOX - See Planting Plan	15

1540 EL CAMINO REAL
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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
TREE DISPOSITION PLAN

SCALE
1"=20'-0"

SHEET NUMBER
L-5

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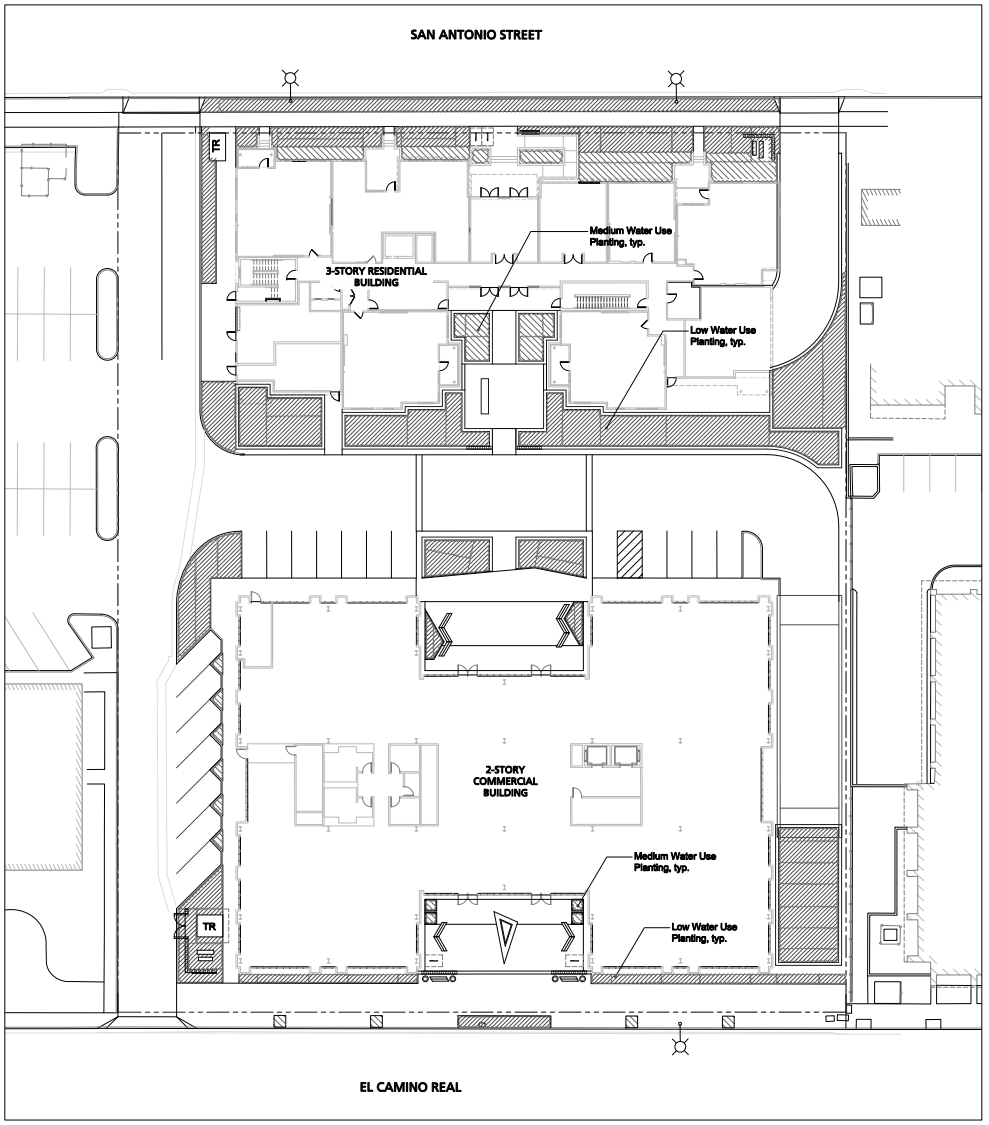

IRRIGATION LEGEND

See Sheet L1.2 for Water Efficient Landscape Worksheet and Compliance Checklist

KEY

Low Water Usage Irrigation Areas	9,539 sf
Moderate Water Usage Irrigation Areas	1,363 sf

North

Scale: 1" = 20'

0 10 20 40

1540 EL CAMINO REAL
FDDFD

HUNTER-STORM DEVELOPMENT

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	11/30/17	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
IRRIGATION ZONING DIAGRAM

SCALE
1"=20'-0"

SHEET NUMBER
L-6

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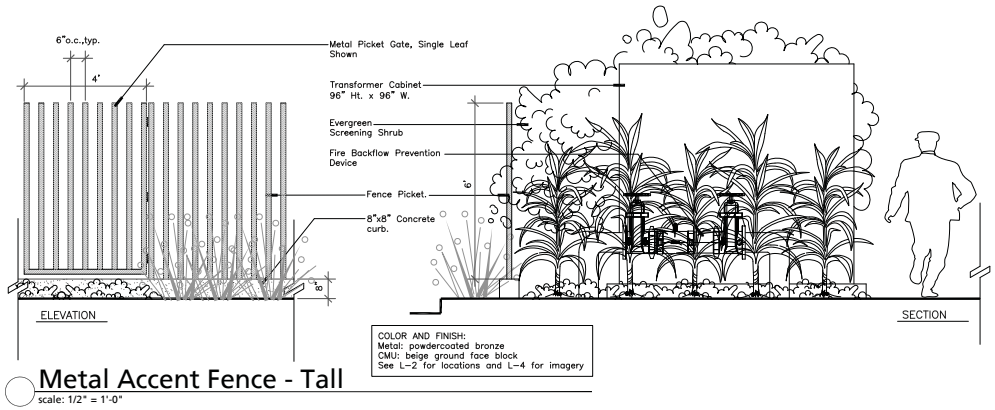
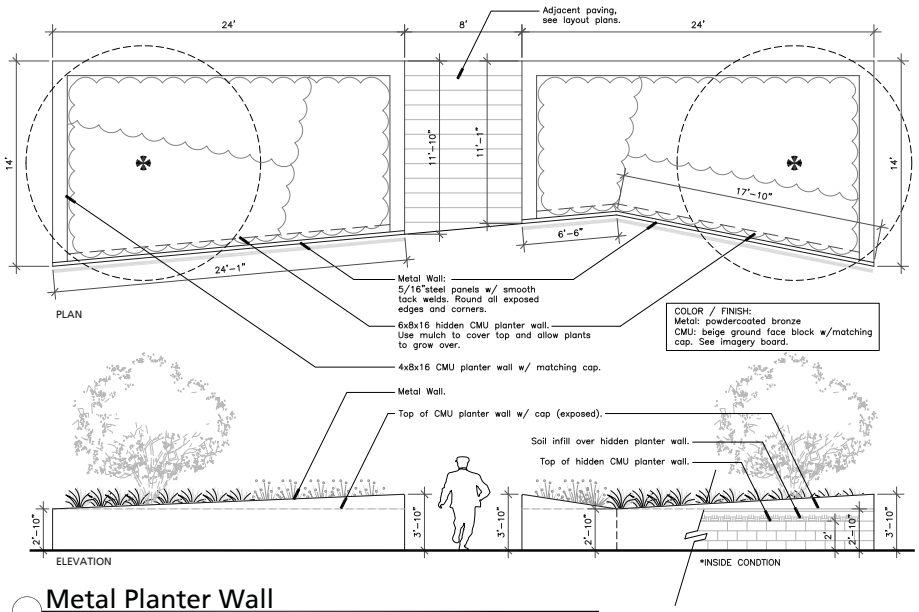
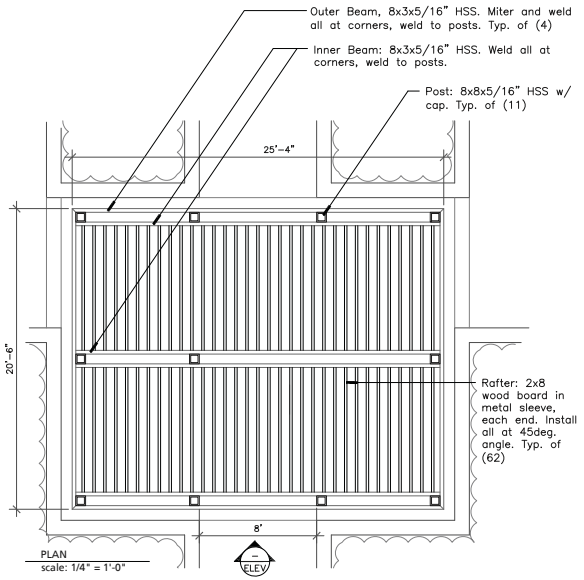
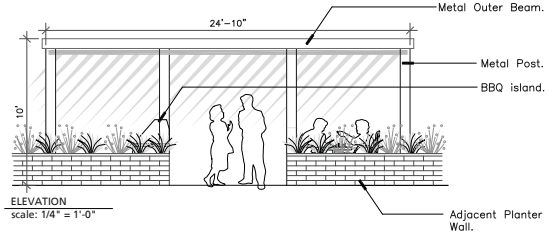


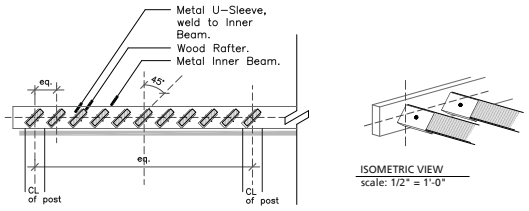
Metal Accent Fence - Tall
scale: 1/2" = 1'-0"



Metal Planter Wall
scale: 1/4" = 1'-0"







COLOR / FINISH:
Metal: powdercoated bronze
Wood: cedar wood w/ stain
See imagery board.

Trellis
scale: as shown

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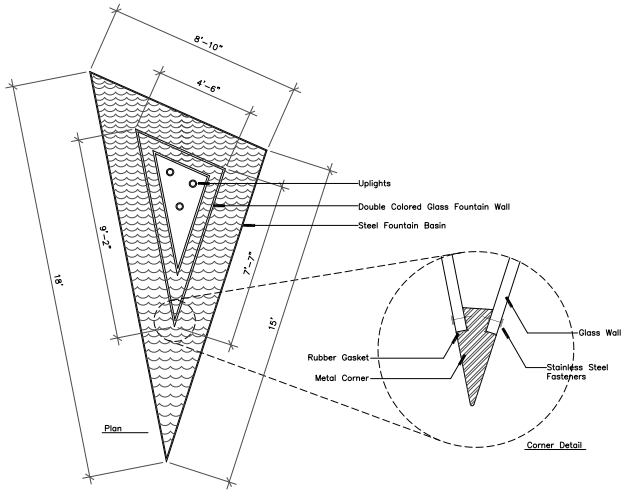
PROJECT NUMBER
16010

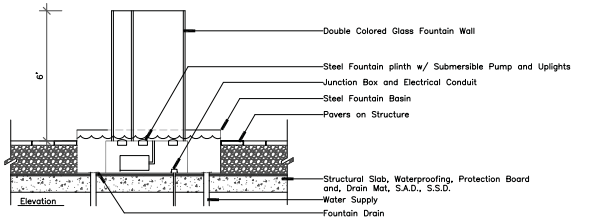
SHEET TITLE
SCHEMATIC LANDSCAPE DETAILS

SCALE

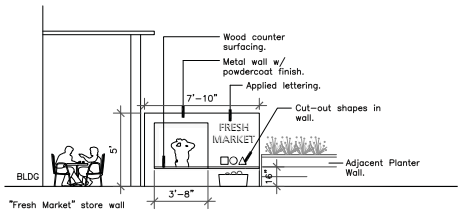
SHEET NUMBER
L-7

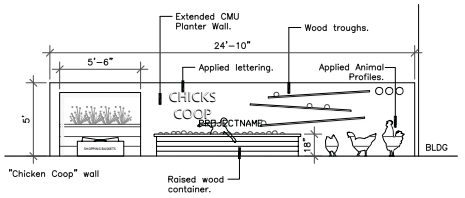
D75

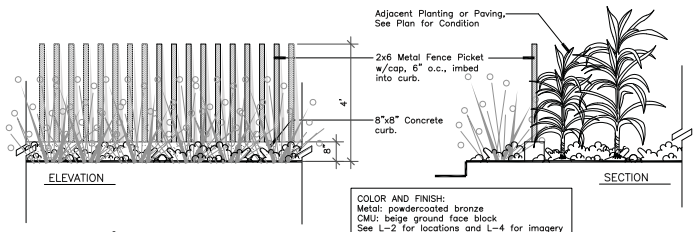




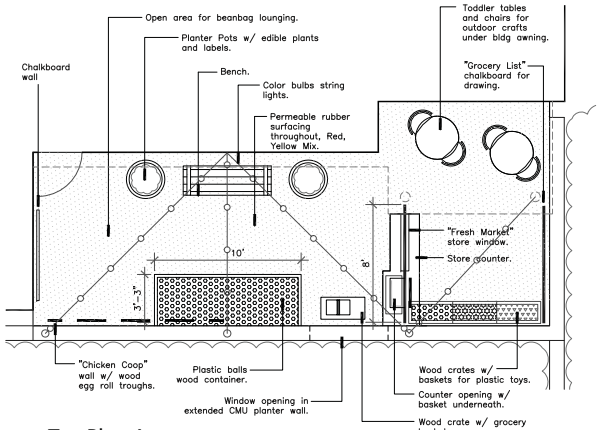
Entry Fountain
Scale: 3/8" = 1'-0"







Metal Accent Fence
scale: 1/2" = 1'-0"



Tot Play Area
scale: 1/4" = 1'-0"

1540 EL CAMINO REAL
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HUNTER-STORM DEVELOPMENT

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PROJECT NUMBER
16010

SHEET TITLE
SCHEMATIC
LANDSCAPE DETAILS

SCALE

SHEET NUMBER
L-8

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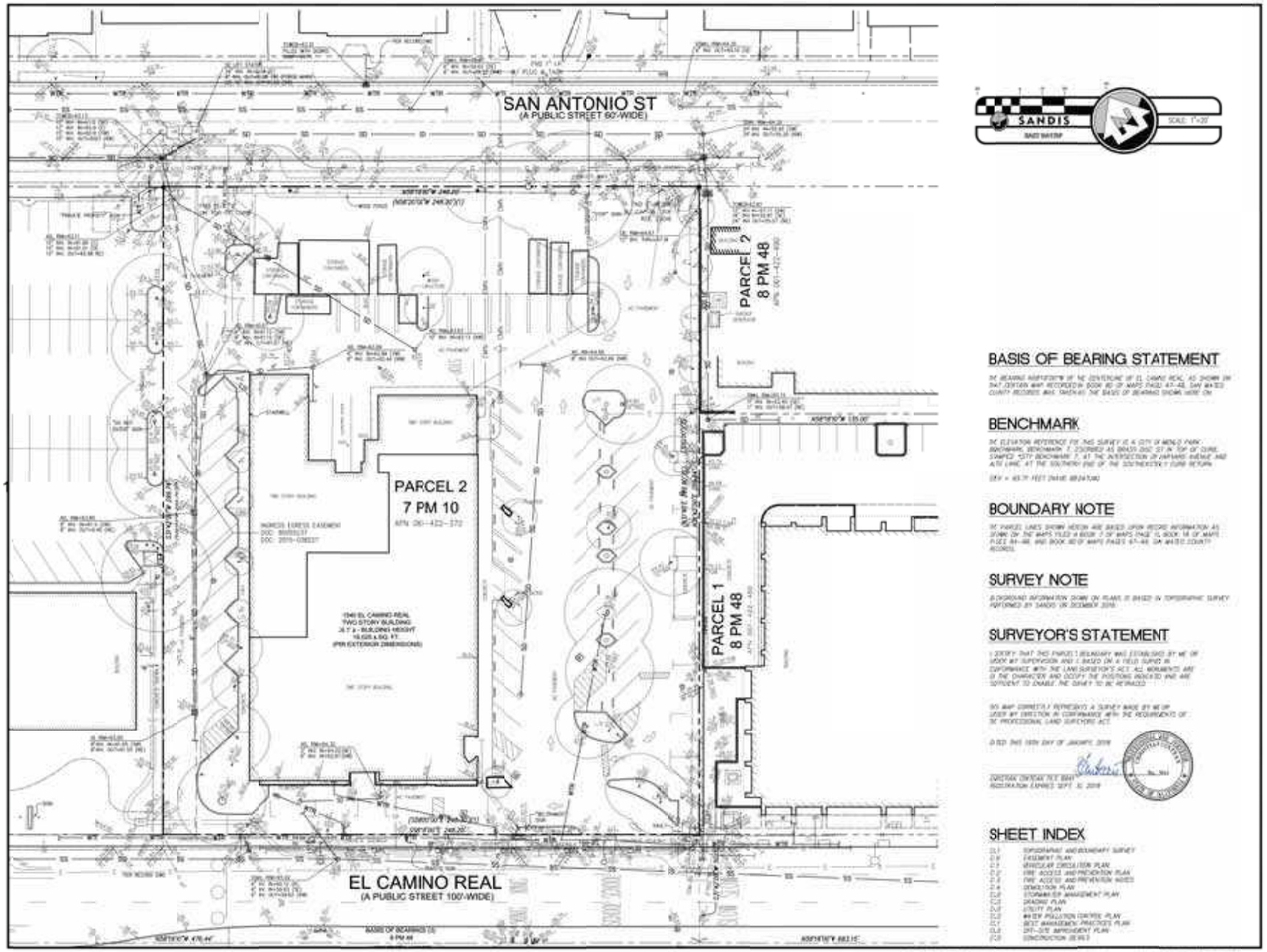

SANDIS

SCALE: 1"=20'

BASIS OF BEARING STATEMENT

THE BEARING N48°35'30"W OF THE CENTERLINE OF EL CAMINO REAL, AS SHOWN ON THAT CERTAIN MAP RECORDED IN BOOK 48 OF MAPS PAGES 47–48, SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN HEREON.

BENCHMARK

THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF MENLO PARK BENCHMARK, BENCHMARK 7, DESCRIBED AS BRASS DISC SET IN TOP OF CURB, STAMPED "CITY BENCHMARK 7", AT THE INTERSECTION OF HARVARD AVENUE AND ALTA LANE, AT THE SOUTHERLY END OF THE SOUTHEASTERLY CURB RETURN.

ELEV = 45.71' FEET (NAVD 88 DATUM)

BOUNDARY NOTE

THE PARCEL LINES SHOWN HEREON ARE BASED UPON RECORD INFORMATION AS SHOWN ON THE MAPS FILED IN BOOK 7 OF MAPS PAGE 10, BOOK 18 OF MAPS PAGES 44–46, AND BOOK 48 OF MAPS PAGES 47–48, SAN MATEO COUNTY RECORDS.

SURVEY NOTE

BOUNDARY INFORMATION SHOWN ON PLANS IS BASED ON TOPOGRAPHIC SURVEY PERFORMED BY SANDIS ON DECEMBER 2016.

SURVEYOR'S STATEMENT

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

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT.

DATED THIS 10TH DAY OF JANUARY, 2018

JORDAN ORTEGA, PLS 9041
REGISTRATION EXPIRES SEPT. 30, 2019

SHEET INDEX

C0.1 TOPOGRAPHIC AND BOUNDARY SURVEY
C0.2 EASEMENT PLAN
C1.1 VEHICULAR CIRCULATION PLAN
C1.2 FIRE ACCESS AND PREVENTION PLAN
C1.3 FIRE ACCESS AND PREVENTION NOTES
C2.0 DEMOLITION PLAN
C3.0 STORMWATER MANAGEMENT PLAN
C4.0 GRADING PLAN
C5.0 UTILITY PLAN
C6.0 NPDES POLLUTION CONTROL PLAN
C7.1 BEST MANAGEMENT PRACTICES PLAN
C8.0 OFF-SITE IMPROVEMENT PLAN
C9.0 CONSTRUCTION DETAILS

1540 EL CAMINO REAL

HUNTER-STORM

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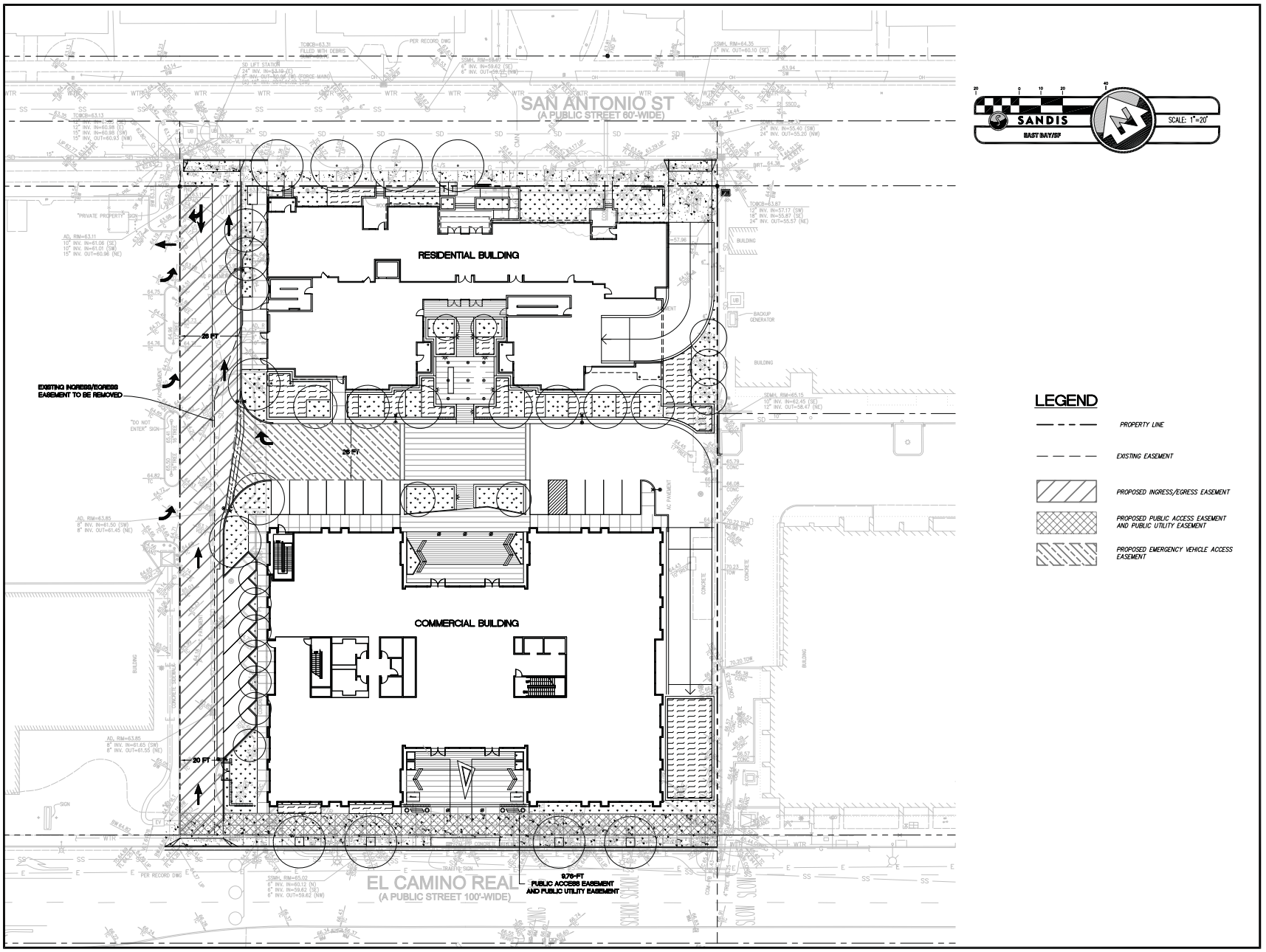
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
TOPOGRAPHIC & BOUNDARY SURVEY

SCALE
1"=20'

SHEET NUMBER
C0.1



1540 EL CAMINO REAL

HUNTER-STORM

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REGISTERED PROFESSIONAL ENGINEER
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Exp. 3/31/18
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	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
EASEMENT PLAN

SCALE
1"=20'

SHEET NUMBER

C1.0

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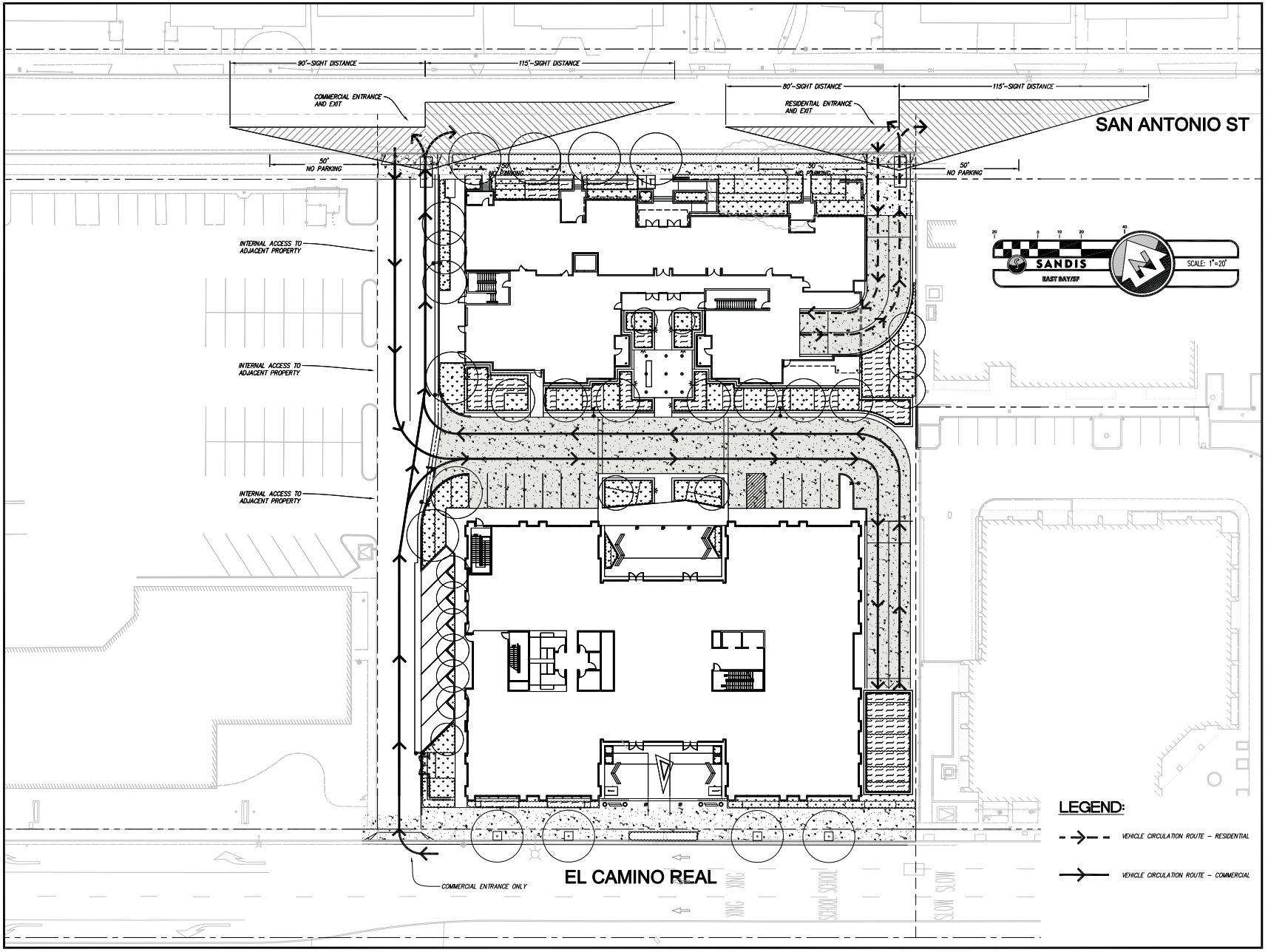

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HUNTER-STORM

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	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
VEHICULAR CIRCULATION PLAN

SCALE
1"=20'

SHEET NUMBER
C1.1

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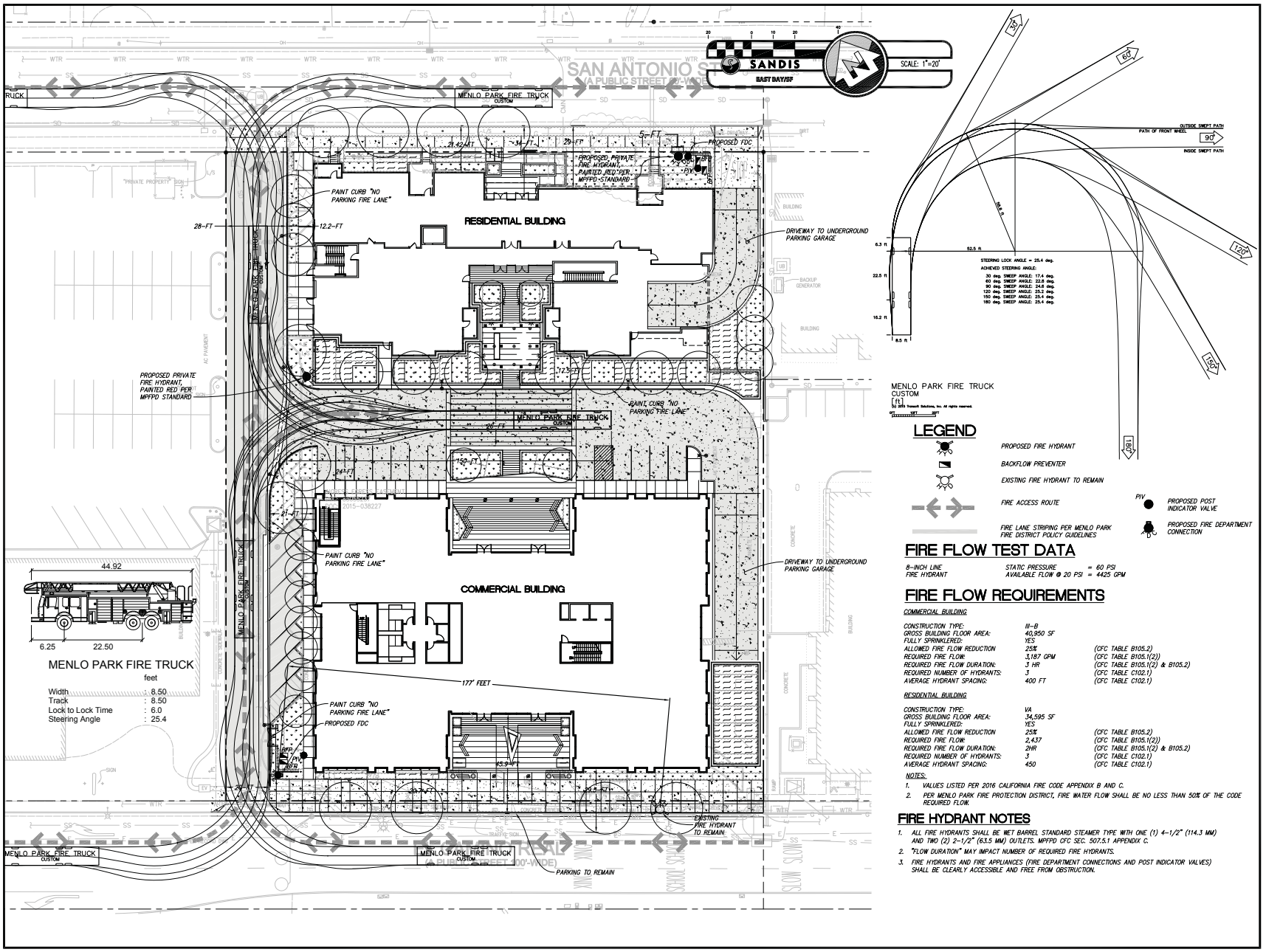

FIRE FLOW TEST DATA

8-INCH LINE FIRE HYDRANT

STATIC PRESSURE = 60 PSI
AVAILABLE FLOW @ 20 PSI = 4425 GPM

FIRE FLOW REQUIREMENTS

COMMERCIAL BUILDING

CONSTRUCTION TYPE:	III-B	
GROSS BUILDING FLOOR AREA:	40,950 SF	
FULLY SPRINKLERED:	YES	
ALLOWED FIRE FLOW REDUCTION	25%	(CFC TABLE B105.2)
REQUIRED FIRE FLOW:	3,187 GPM	(CFC TABLE B105.1(2))
REQUIRED FIRE FLOW DURATION:	3 HR	(CFC TABLE B105.1(2) & B105.2)
REQUIRED NUMBER OF HYDRANTS:	3	(CFC TABLE C102.1)
AVERAGE HYDRANT SPACING:	400 FT	(CFC TABLE C102.1)

RESIDENTIAL BUILDING

CONSTRUCTION TYPE:	VA	
GROSS BUILDING FLOOR AREA:	34,595 SF	
FULLY SPRINKLERED:	YES	
ALLOWED FIRE FLOW REDUCTION	25%	(CFC TABLE B105.2)
REQUIRED FIRE FLOW:	2,437	(CFC TABLE B105.1(2))
REQUIRED FIRE FLOW DURATION:	2HR	(CFC TABLE B105.1(2) & B105.2)
REQUIRED NUMBER OF HYDRANTS:	3	(CFC TABLE C102.1)
AVERAGE HYDRANT SPACING:	450	(CFC TABLE C102.1)

NOTES:

1. VALUES LISTED PER 2016 CALIFORNIA FIRE CODE APPENDIX B AND C.
2. PER MENLO PARK FIRE PROTECTION DISTRICT, FIRE WATER FLOW SHALL BE NO LESS THAN 50% OF THE CODE REQUIRED FLOW.

FIRE HYDRANT NOTES

1. ALL FIRE HYDRANTS SHALL BE WET BARREL STANDARD STEAMER TYPE WITH ONE (1) 4-1/2" (114.3 MM) AND TWO (2) 2-1/2" (63.5 MM) OUTLETS. MPFPD CFC SEC. 507.5.1 APPENDIX C.
2. "FLOW DURATION" MAY IMPACT NUMBER OF REQUIRED FIRE HYDRANTS.
3. FIRE HYDRANTS AND FIRE APPLIANCES (FIRE DEPARTMENT CONNECTIONS AND POST INDICATOR VALVES) SHALL BE CLEARLY ACCESSIBLE AND FREE FROM OBSTRUCTION.

1540 EL CAMINO REAL

HUNTER-STORM

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	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
FIRE ACCESS AND PREVENTION PLAN

SCALE
1"=20'

SHEET NUMBER
C1.2

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D80

FIRE PROTECTION NOTES

1. FIRE APPARATUS ROADWAYS, INCLUDING PUBLIC OR PRIVATE STREETS OR ROADS USED FOR VEHICLE ACCESS SHALL BE INSTALLED AND IN SERVICE PRIOR TO CONSTRUCTION.

2. FIRE PROTECTION WATER SERVING ALL HYDRANTS SHALL BE PROVIDED AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON SITE.

3. 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 2016.

4. FIRE APPARATUS ROADWAYS, INCLUDING PUBLIC AND PRIVATE STREETS AND IN SOME CASES DRIVEWAYS USED FOR VEHICLE ACCESS SHALL BE CAPABLE OF SUPPORTING THE IMPOSED WEIGHT OF 75,000 POUND (34,050 KG) 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. CFC 2016 APPENDIX D.

5. CURBING LOCATED WITHIN THE COMPLEX THAT HAS NOT BEEN ASSIGNED AS ONSITE PARKING SHALL BE DESIGNATED AS "NO PARKING FIRE LANE." ALL FIRE LANES TO COMPLY WITH MPFD STANDARD FOR "DESIGNATION AND MARKING OF FIRE LANE":

   A. ROADWAY WIDTH FOR PROJECT SHALL BE NO LESS THAN 26 FEET WIDE AND SHALL REQUIRE CURB STRIPPING WITH NO PARKING SIGNAGE AS PER MFPD STANDARD.

   B. REQUIRED NO PARKING SIGNAGE INSTALLED AT AN APPROVED LOCATION AT ENTRANCES.

6. 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:

   A. 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.

7. FOR BUILDING 30 FEET (9144 MM) AND (3 STORY BUILDING) OVER IN HEIGHT ABOVE NATURAL GRADE, THE REQUIRED FIRE APPARATUS ACCESS ROADWAY SHALL BE A MINIMUM OF 26 FEET (7925 MM) IN WIDTH, AND SHALL BE POSITIONED PARALLEL TO AT LEAST ONE ENTIRE SIDE AND ONE END OF THE BUILDING, AND THE INSIDE CURB SHALL BE LOCATED WITHIN A MINIMUM OF 15 FEET (4572 MM) AND A MAXIMUM OF 30 FEET (9144 MM) FROM THE BUILDING. CFC 2013, APPENDIX D105.

   A. FIRE DISTRICT STAGING AREAS TO BE LOCATED ALONG FRONT OF THREE STORY BUILDING SO PROVIDES DETAILS FOR AERIAL LADDER TRUCK MINIMUM AND MAXIMUM CLIMBING ANGLES. IF A CLIMBING ANGLE IS LESS THAN 50 DEGREES THE ROADWAY SHALL BE ADJUSTED TO COMPLY WITH THE CHARGING CONDITION LISTED ABOVE. NOTE AERIAL LADDER REQUIRES MINIMUM 4' SETBACK ON ANY SIDE TO ALLOW FOR OUTRIGGERS.

8. ELECTRIC GATES TO MAY HAVE A BACK-UP SOURCE OF POWER BUT SHALL HAVE AT MINIMUM A MANUAL METHOD FOR ALLOWING THE OPENING OF THE GATE(S) DURING A POWER FAILURE.

MULTI-FAMILY BUILDING NOTES:

1. CFC SECTION 510, EMERGENCY RESPONDER RADIO COVERAGE. WHEN REQUIRED BY THE FIRE CODE OFFICIAL, ALL NEW BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS WITHIN MPFD AT THE EXTERIOR OF THE BUILDING. THIS SECTION SHALL NOT REQUIRE IMPROVEMENTS OF THE EXISTING PUBLIC SAFETY COMMUNICATION SYSTEMS.

   EXCEPTIONS:

   A. WHERE APPROVED BY THE BUILDING OFFICIAL AND FIRE CODE OFFICIAL, A WIRED COMMUNICATION SYSTEM IN ACCORDANCE WITH SECTION 907.2.13.2 SHALL BE PERMITTED TO BE INSTALLED OF MAINTAINED IN LIEU OF AN APPROVED RADIO COVERAGE SYSTEM.

   B. WHERE IT IS DETERMINED BY THE FIRE CODE OFFICIAL THAT THE RADIO COVERAGE SYSTEM IS NOT NEEDED.

   C. IN FACILITIES WHERE EMERGENCY RESPONDER RADIO COVERAGE IS REQUIRED, AND SUCH SYSTEMS, COMPONENT OR EQUIPMENT REQUIRED COLD HAVE A NEGATIVE IMPACT ON THE NORMAL OPERATIONS OF THAT FACILITY, THE FIRE CODE OFFICIAL SHALL HAVE THE AUTHORITY TO ACCEPT AN AUTOMATICALLY ACTIVATED EMERGENCY RESPONDER RADIO COVERAGE SYSTEM.

MPFD REQUIRES A CONSTRUCTION PERMIT FOR THE INSTALLATION OR MODIFICATION TO EMERGENCY RESPONDER RADIO COVERAGE SYSTEM AS PROVISIONED IN CFC SECTION 105.7.5. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS.

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

SANDIS | Civil Engineering, Surveying, Planning
EAST BAY/SF

REGISTERED PROFESSIONAL ENGINEER
RONALD EDMUND SANDIS
No. 79305
Exp. 3/31/18
CIVIL
STATE OF CALIFORNIA

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
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	08/28/17	PLANNING RESUBMITTAL
	10/18/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
FIRE ACCESS AND PREVENTION NOTES

SCALE
N.T.S.

SHEET NUMBER

C1.3

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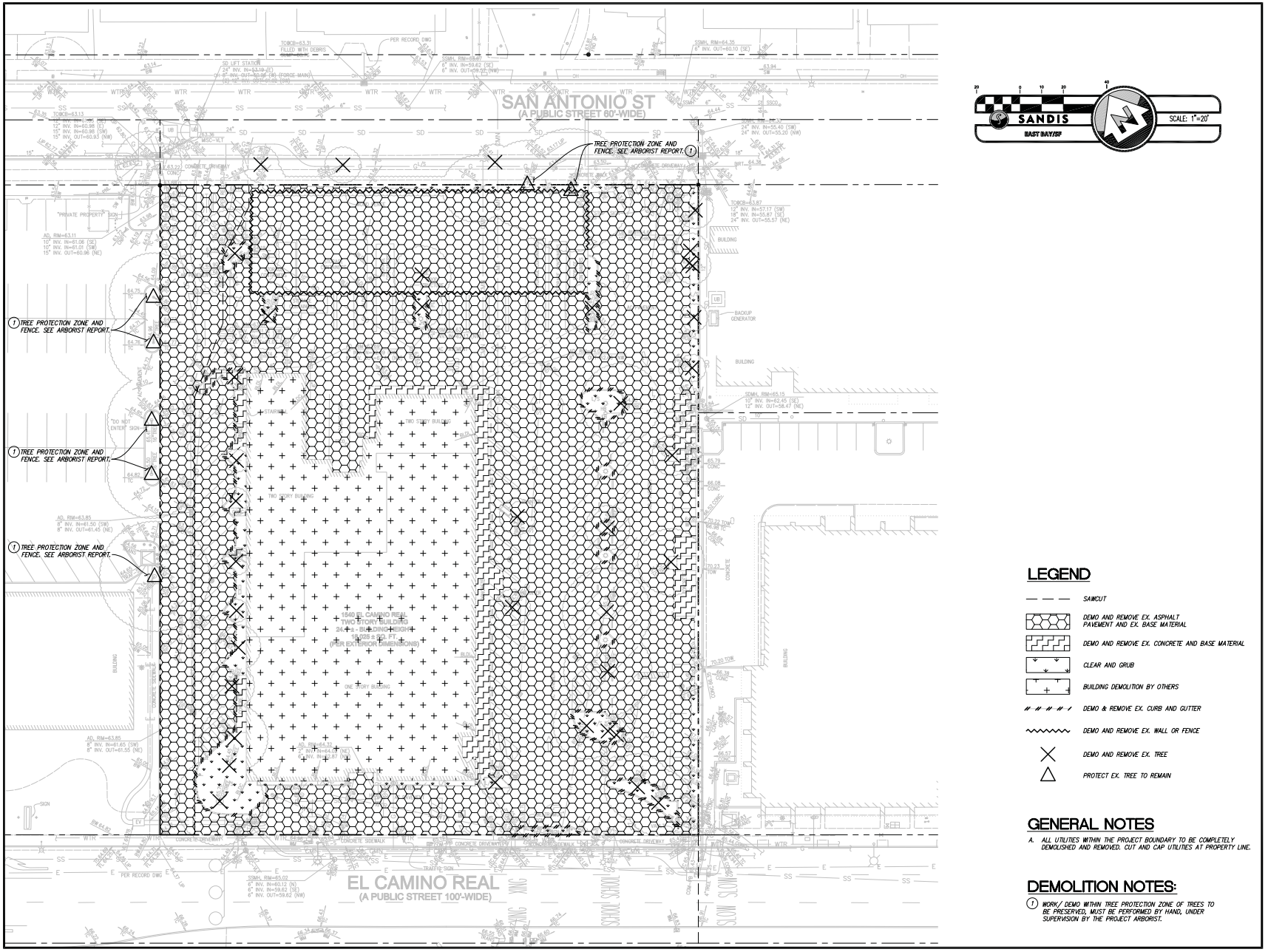

LEGEND

- SAWCUT
- DEMO AND REMOVE EX. ASPHALT PAVEMENT AND EX. BASE MATERIAL
- DEMO AND REMOVE EX. CONCRETE AND BASE MATERIAL
- CLEAR AND GRUB
- BUILDING DEMOLITION BY OTHERS
- DEMO & REMOVE EX. CURB AND GUTTER
- DEMO AND REMOVE EX. WALL OR FENCE
- DEMO AND REMOVE EX. TREE
- PROTECT EX. TREE TO REMAIN

GENERAL NOTES

A. ALL UTILITIES WITHIN THE PROJECT BOUNDARY TO BE COMPLETELY DEMOLISHED AND REMOVED. CUT AND CAP UTILITIES AT PROPERTY LINE.

DEMOLITION NOTES:

1 WORK/ DEMO WITHIN TREE PROTECTION ZONE OF TREES TO BE PRESERVED, MUST BE PERFORMED BY HAND, UNDER SUPERVISION BY THE PROJECT ARBORIST.

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
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SANDIS | CIVIL ENGINEERING SURVEYING PLANNING
EAST BAY/SF

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	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
DEMOLITION PLAN

SCALE
1"=20'

SHEET NUMBER
C1.4

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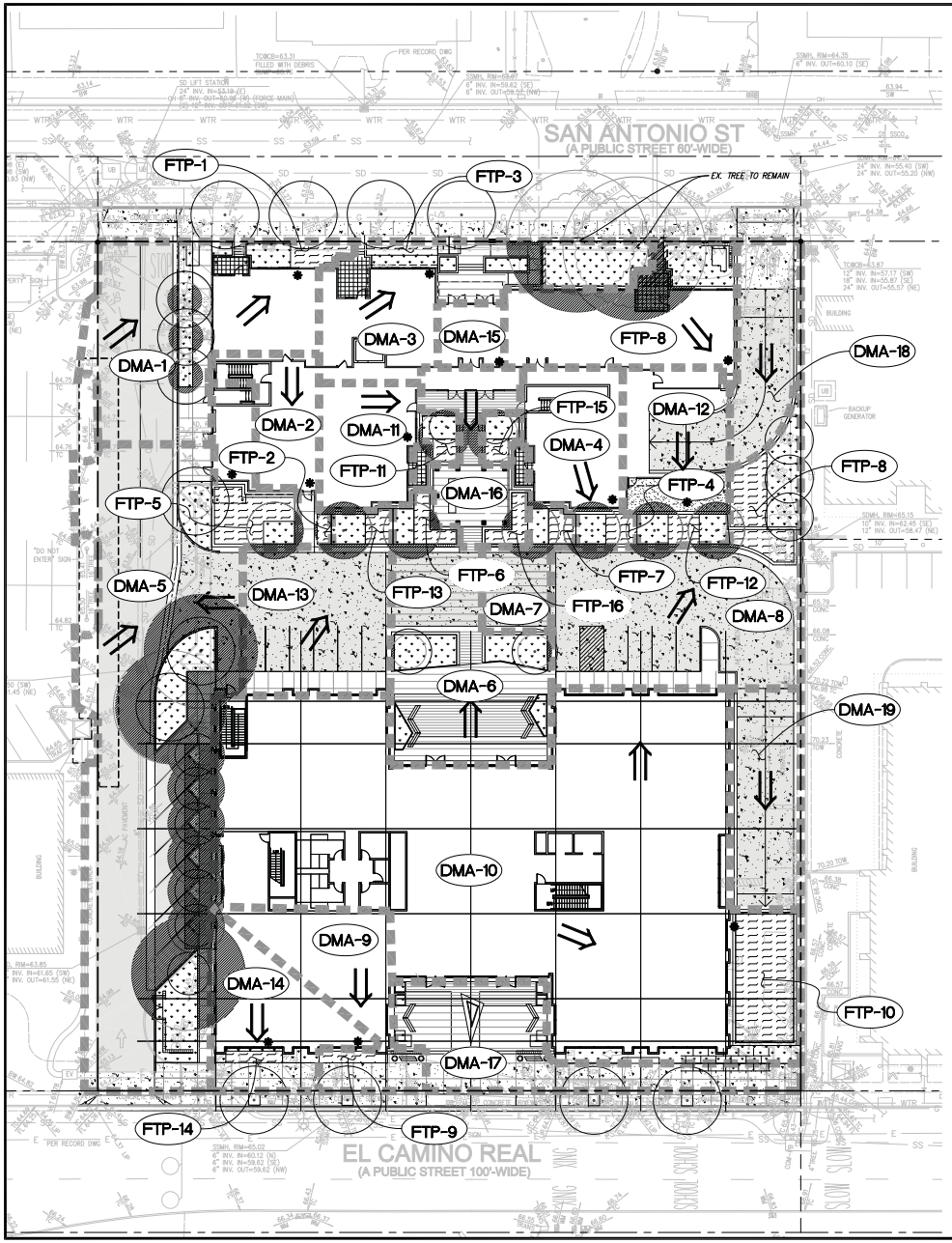

SANDIS EAST BAY/SF — SCALE: 1"=20'

LEGEND:

- FLOW-THROUGH PLANTER SEE DETAIL 1, SHEET C7.0.
- LANDSCAPE AREA
- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- PAVERS
- VEHICULAR CONCRETE PAVEMENT
- DRAINAGE MANAGEMENT AREA (DMA)
- SURFACE FLOW DIRECTION
- PROPOSED TREE / EXISTING TREE TO REMAIN
- AVAILABLE TREE CREDIT COVERAGE
- ROOF RAINWATER LEADER, SEE PLUMBING PLANS.

C.3 STORMWATER TREATMENT MEASURES

Area ID	Impervious Area (SF)	Pervious Area (SF)	Available Tree Credit (SF)	Required BMP Area (SF) (4% Impervious Area)	Conveyance Method	BMP ID	BMP Area Provided (SF)	Total Area (SF)
DMA-1	3,952	635	175	151	Pump/Rainwater Leader	FTP-1	158	4,587
DMA-2	1,266	52	30	49	Rainwater Leader	FTP-2	52	1,318
DMA-3	2,376	943	150	89	Rainwater Leader	FTP-3	105	3,319
DMA-4	1,786	226	33	70	Rainwater Leader	FTP-4	115	2,012
DMA-5	10,031	1,891	3,093	278	Pump	FTP-5	413	11,922
DMA-6	3,096	841	11	123	Pump	FTP-6	150	3,937
DMA-7	755	204	80	27	Pump	FTP-7	112	959
DMA-8	6,857	1,288	778	243	Pump/Rainwater Leader	FTP-8	501	8,145
DMA-9	2,011	120	0	80	Rainwater Leader	FTP-9	83	2,131
DMA-10	17,621	1,398	199	697	Pump/Rainwater Leader	FTP-10	943	19,019
DMA-11	1,595	166	57	62	Rainwater Leader	FTP-11	68	1,761
DMA-12	1,861	339	92	71	Pump/Rainwater Leader	FTP-12	115	2,200
DMA-13	2,781	239	223	102	Pump	FTP-13	113	3,020
DMA-14	1,923	160	214	68	Rainwater Leader	FTP-14	82	2,083
DMA-15	591	166	0	24	Rainwater Leader	FTP-15	68	757
DMA-16	1,624	150	184	58	Pump	FTP-16	150	1,774
DMA-17	2,708	82	0	N/A	Sheet-flow to street	Not captured	0	2,790
DMA-18	1,770	0	0	N/A	Sheet-flow to basement	Sanitary sewer system	0	1,770
DMA-19	1,900	0	0	N/A	Sheet-flow to basement	Sanitary sewer system	0	1,900
TOTAL	66,504	8,900	5,319				3,228	75,404

HYDROMODIFICATION NOTE:

THE PROJECT IS EXEMPT FROM HYDROMODIFICATION REQUIREMENTS PER SAN MATEO COUNTY C.3 TECHNICAL GUIDANCE DOCUMENT.

SITE TREATMENT AREA NOTE:

THIS PROJECT IS REPLACING MORE THAN 50% OF THE EXISTING IMPERVIOUS AREA AND THEREFORE MUST TREAT THE ENTIRE SITE. ALL DRAINAGE MANAGEMENT AREAS SHALL BE PIPED AND STORMWATER SHALL BE PUMPED INTO FLOW THROUGH PLANTERS.

TREE CREDIT TABLE

EXISTING TREES		
NUMBER OF TREES	CANOPY RADIUS (FT)	AVAILABLE TREE CREDIT–AREA OF CANOPY (SF)
1	28	2,463
2	34	3,632
SUBTOTAL FOR EXISTING TREES		6,095
PROPOSED TREES		
NUMBER OF PROPOSED EVERGREEN TREES (200 SF/TREE)		AVAILABLE TREE CREDIT (SF)
16		3,200
NUMBER OF PROPOSED DECIDUOUS TREES (100 SF/TREE)		AVAILABLE TREE CREDIT (SF)
11		1,100
SUBTOTAL FOR PROPOSED TREES		4,300
TOTAL AVAILABLE TREE CREDIT		10,395

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

SANDIS | EAST BAY/SF

REGISTERED PROFESSIONAL ENGINEER — RONALD EDMUND SANDIS — No. 79305 — Exp. 3/31/18 — CIVIL — STATE OF CALIFORNIA

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PROJECT NUMBER
16010

SHEET TITLE
C.3 STORMWATER TREATMENT PLAN

SCALE
1"=20'

SHEET NUMBER
C2.0

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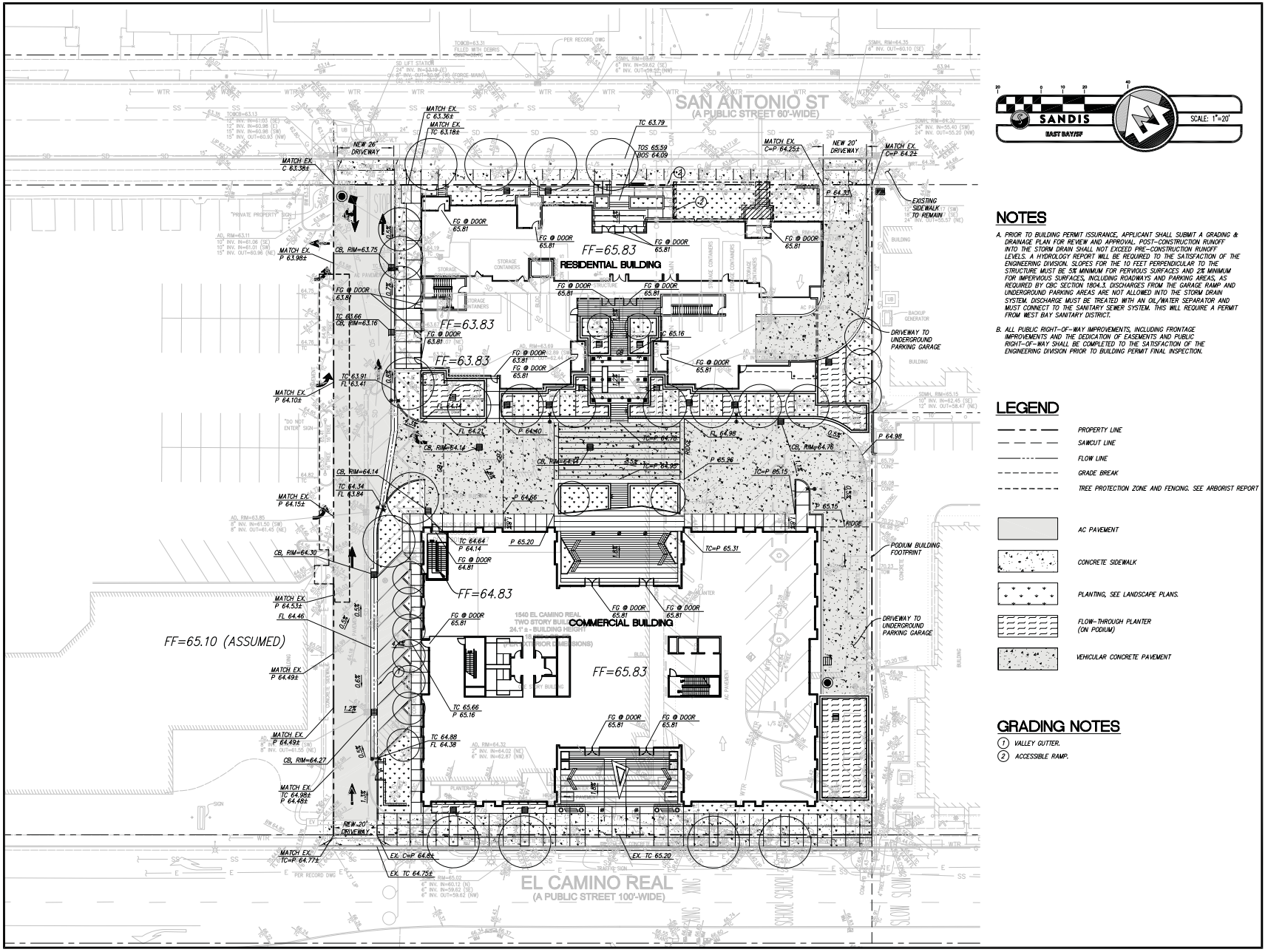

SCALE: 1"=20'

NOTES

A. PRIOR TO BUILDING PERMIT ISSURANCE, APPLICANT SHALL SUBMIT A GRADING & DRAINAGE PLAN FOR REVIEW AND APPROVAL. POST-CONSTRUCTION RUNOFF INTO THE STORM DRAIN SHALL NOT EXCEED PRE-CONSTRUCTION RUNOFF LEVELS. A HYDROLOGY REPORT WILL BE REQUIRED TO THE SATISFACTION OF THE ENGINEERING DIVISION. SLOPES FOR THE 10 FEET PERPENDICULAR TO THE STRUCTURE MUST BE 5% MINIMUM FOR PERVIOUS SURFACES AND 2% MINIMUM FOR IMPERVIOUS SURFACES, INCLUDING ROADWAYS AND PARKING AREAS, AS REQUIRED BY CBC SECTION 1804.3. DISCHARGES FROM THE GARAGE RAMP AND UNDERGROUND PARKING AREAS ARE NOT ALLOWED INTO THE STORM DRAIN SYSTEM. DISCHARGE MUST BE TREATED WITH AN OIL/WATER SEPARATOR AND MUST CONNECT TO THE SANITARY SEWER SYSTEM. THIS WILL REQUIRE A PERMIT FROM WEST BAY SANITARY DISTRICT.

B. ALL PUBLIC RIGHT-OF-WAY IMPROVEMENTS, INCLUDING FRONTAGE IMPROVEMENTS AND THE DEDICATION OF EASEMENTS AND PUBLIC RIGHT-OF-WAY SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEERING DIVISION PRIOR TO BUILDING PERMIT FINAL INSPECTION.

LEGEND

- PROPERTY LINE
- SAWCUT LINE
- FLOW LINE
- GRADE BREAK
- TREE PROTECTION ZONE AND FENCING. SEE ARBORIST REPORT
- AC PAVEMENT
- CONCRETE SIDEWALK
- PLANTING, SEE LANDSCAPE PLANS.
- FLOW-THROUGH PLANTER (ON PODIUM)
- VEHICULAR CONCRETE PAVEMENT

GRADING NOTES

1. VALLEY GUTTER.
2. ACCESSIBLE RAMP.

1540 EL CAMINO REAL

HUNTER-STORM

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EAST BAY/SF

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RONALD EDMUND SANDIS
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PROJECT NUMBER
16010

SHEET TITLE
GRADING PLAN

SCALE
1"=20'

SHEET NUMBER

C3.0

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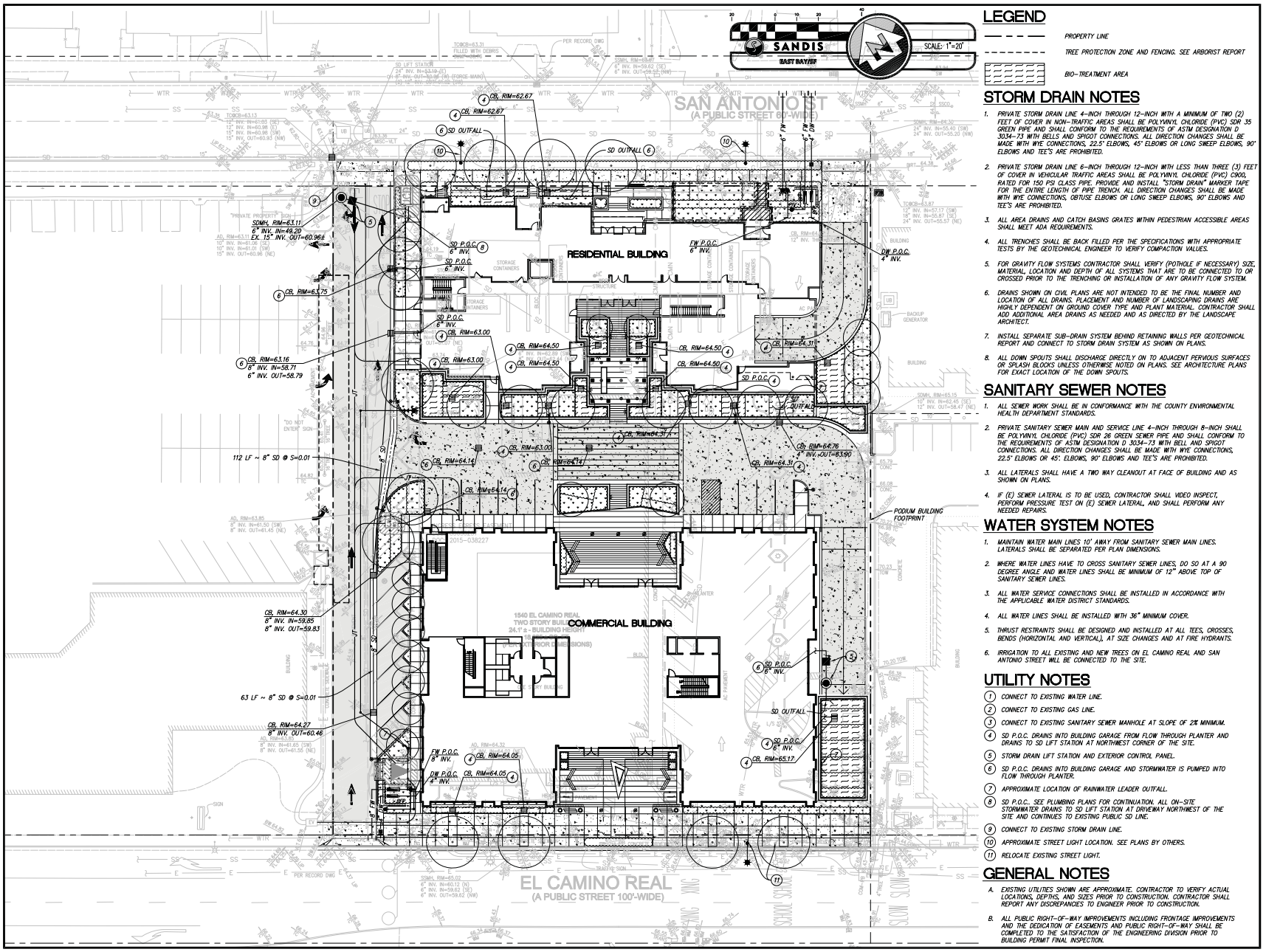

LEGEND

PROPERTY LINE

TREE PROTECTION ZONE AND FENCING. SEE ARBORIST REPORT

BIO-TREATMENT AREA

STORM DRAIN NOTES

1. PRIVATE STORM DRAIN LINE 4-INCH THROUGH 12-INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON-TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 GREEN PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELLS AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS, 45° ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
2. PRIVATE STORM DRAIN LINE 6-INCH THROUGH 12-INCH WITH LESS THAN THREE (3) FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED FOR 150 PSI CLASS PIPE. PROVIDE AND INSTALL "STORM DRAIN" MARKER TAPE FOR THE ENTIRE LENGTH OF PIPE TRENCH. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, OBTUSE ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
4. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
5. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
6. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS. PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
7. INSTALL SEPARATE SUB-DRAIN SYSTEM BEHIND RETAINING WALLS PER GEOTECHNICAL REPORT AND CONNECT TO STORM DRAIN SYSTEM AS SHOWN ON PLANS.
8. ALL DOWN SPOUTS SHALL DISCHARGE DIRECTLY ON TO ADJACENT PERVIOUS SURFACES OR SPLASH BLOCKS UNLESS OTHERWISE NOTED ON PLANS. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.

SANITARY SEWER NOTES

1. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT STANDARDS.
2. PRIVATE SANITARY SEWER MAIN AND SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 GREEN SEWER PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELL AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS OR 45° ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL LATERALS SHALL HAVE A TWO WAY CLEANOUT AT FACE OF BUILDING AND AS SHOWN ON PLANS.
4. IF (E) SEWER LATERAL IS TO BE USED, CONTRACTOR SHALL VIDEO INSPECT, PERFORM PRESSURE TEST ON (E) SEWER LATERAL, AND SHALL PERFORM ANY NEEDED REPAIRS.

WATER SYSTEM NOTES

1. MAINTAIN WATER MAIN LINES 10' AWAY FROM SANITARY SEWER MAIN LINES. LATERALS SHALL BE SEPARATED PER PLAN DIMENSIONS.
2. WHERE WATER LINES HAVE TO CROSS SANITARY SEWER LINES, DO SO AT A 90 DEGREE ANGLE AND WATER LINES SHALL BE MINIMUM OF 12" ABOVE TOP OF SANITARY SEWER LINES.
3. ALL WATER SERVICE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE WATER DISTRICT STANDARDS.
4. ALL WATER LINES SHALL BE INSTALLED WITH 36" MINIMUM COVER.
5. THRUST RESTRAINTS SHALL BE DESIGNED AND INSTALLED AT ALL TEES, CROSSES, BENDS (HORIZONTAL AND VERTICAL), AT SIZE CHANGES AND AT FIRE HYDRANTS.
6. IRRIGATION TO ALL EXISTING AND NEW TREES ON EL CAMINO REAL AND SAN ANTONIO STREET WILL BE CONNECTED TO THE SITE.

UTILITY NOTES

1. CONNECT TO EXISTING WATER LINE.
2. CONNECT TO EXISTING GAS LINE.
3. CONNECT TO EXISTING SANITARY SEWER MANHOLE AT SLOPE OF 2% MINIMUM.
4. SD P.O.C. DRAINS INTO BUILDING GARAGE FROM FLOW THROUGH PLANTER AND DRAINS TO SD LIFT STATION AT NORTHWEST CORNER OF THE SITE.
5. STORM DRAIN LIFT STATION AND EXTERIOR CONTROL PANEL.
6. SD P.O.C. DRAINS INTO BUILDING GARAGE AND STORMWATER IS PUMPED INTO FLOW THROUGH PLANTER.
7. APPROXIMATE LOCATION OF RAINWATER LEADER OUTFALL.
8. SD P.O.C., SEE PLUMBING PLANS FOR CONTINUATION. ALL ON-SITE STORMWATER DRAINS TO SD LIFT STATION AT DRIVEWAY NORTHWEST OF THE SITE AND CONTINUES TO EXISTING PUBLIC SD LINE.
9. CONNECT TO EXISTING STORM DRAIN LINE.
10. APPROXIMATE STREET LIGHT LOCATION. SEE PLANS BY OTHERS.
11. RELOCATE EXISTING STREET LIGHT.

GENERAL NOTES

A. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY ACTUAL LOCATIONS, DEPTHS, AND SIZES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.

B. ALL PUBLIC RIGHT-OF-WAY IMPROVEMENTS INCLUDING FRONTAGE IMPROVEMENTS AND THE DEDICATION OF EASEMENTS AND PUBLIC RIGHT-OF-WAY SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEERING DIVISION PRIOR TO BUILDING PERMIT FINAL INSPECTION.

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1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

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SANDIS | Civil Engineering, Surveying, Planning
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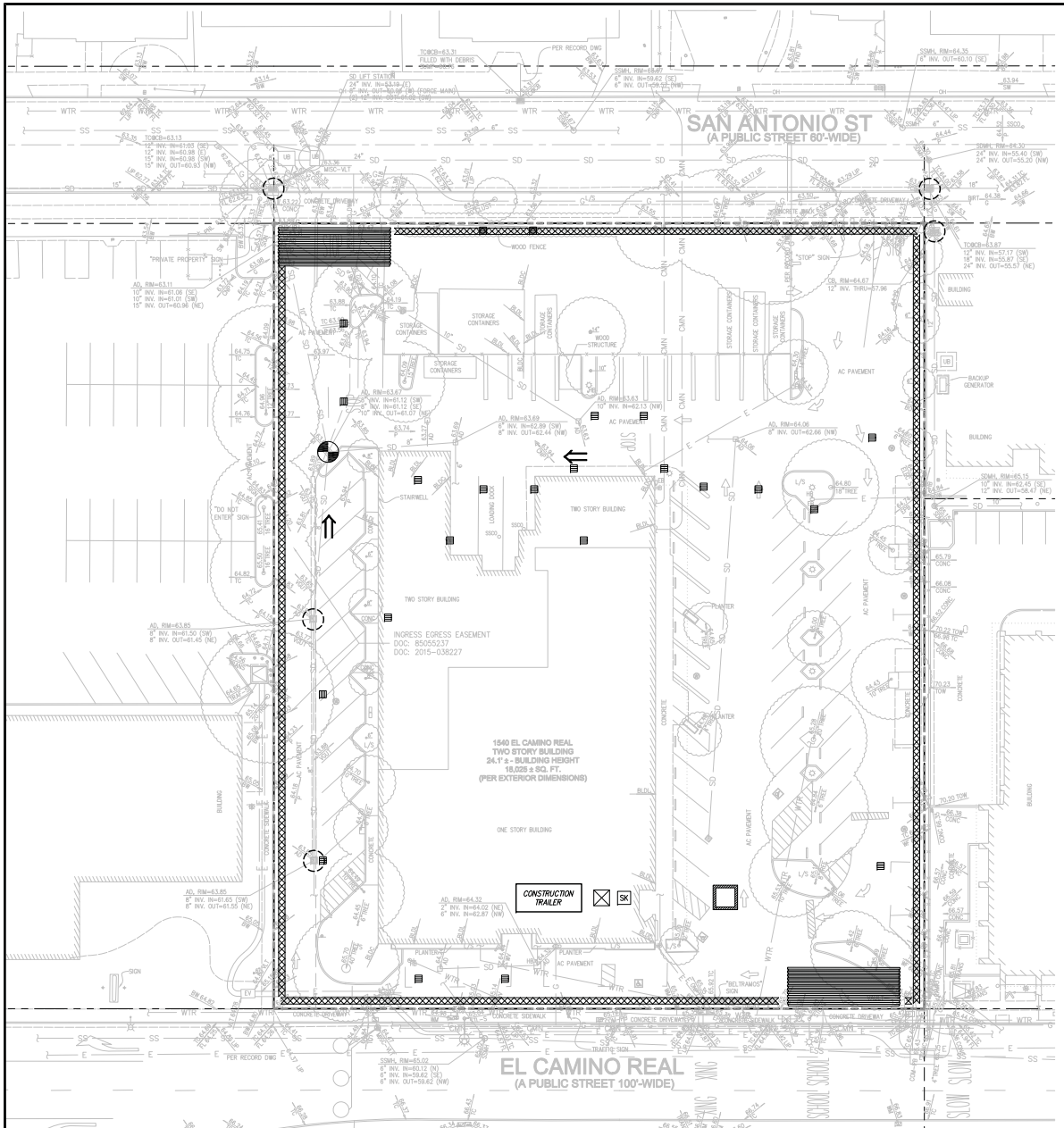
PROJECT NUMBER
16010

SHEET TITLE
UTILITY PLAN

SCALE
1"=20'

SHEET NUMBER
C4.0



SANDIS
EAST BAY/SF

SCALE: 1"=20'

LEGEND

- STABILIZED EXIT (TC-1)
- CONCRETE WASHOUT
- SK — SPILL KIT
- PORTABLE RESTROOM
- CONSTRUCTION TRAILER — CONSTRUCTION TRAILER
- PATH OF SURFACE DRAINAGE
- FIBER ROLL (SE-5)
- INLET PROTECTION (SE-10)
- SITE STORMWATER DISCHARGE POINT / SAMPLING LOCATION
- APPROXIMATE AREA OF CONSTRUCTION DISTURBANCE

WATER POLLUTION CONTROL NOTES:

A. TEMPORARY CONSTRUCTION ENTRANCE/EXIT LOCATION SHOWN IS APPROXIMATE. CONTRACTOR TO PROVIDE LOCATION WHERE APPROPRIATE.

B. THIS PLAN REPRESENTS POSSIBLE WATER POLLUTION CONTROL MEASURES INCLUDING EROSION CONTROL AND SEDIMENT CONTROL.

C. EXISTING SURFACES SHALL BE UNDISTURBED TO THE EXTENT PRACTICAL.

D. GROUND WATER SHALL NOT BE DISCHARGED WITH STORM WATER. GROUND WATER DEWATERING OPERATIONS SHALL BE COORDINATED AS NEEDED WITH OWNER.

E. CONTRACTOR SHALL PROVIDE EFFECTIVE SOIL COVER FOR AREAS OF CONSTRUCTION ACTIVITY THAT HAVE BEEN DISTURBED AND ARE NOT SCHEDULED TO BE ACTIVE FOR AT LEAST 14 DAYS.

F. ALL EROSION CONTROL AND SEDIMENT CONTROLS TO BE OBTAINED INSTALLED AND MAINTAINED AS REQUIRED IN PROJECT SWPPP.

G. CONTRACTOR TO INSTALL RUN-ON AND RUN-OFF CONTROL MEASURES ACCORDING TO PLANS OR AS NECESSARY TO ENSURE SEDIMENT IS NOT TRANSPORTED FROM SITE.

H. CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, GRAVEL INLET FILTERS, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.

I. STOCKPILE LOCATION(S) TO BE DETERMINED BY THE CONTRACTOR. COORDINATE WITH SITE QSP.

J. ALL CONCRETE TRUCKS TO USE CHUTE WASH BUCKETS FOR CONCRETE RINSE. ALL CONCRETE PUMPS TO CAPTURE CONCRETE RINSE IN SECONDARY CONTAINMENT AND PROPERLY DISPOSE.

K. STREET SWEEPING SHALL BE CHECKED DAILY TO ENSURE DEPOSITED SEDIMENT AND DEBRIS DOES NOT ENTER THE STORM DRAIN SYSTEM. USE REGENERATIVE VACUUM STREET CLEANER TO MITIGATE AIR AND WATER POLLUTION.

L. RUNOFF THAT HAS CONTACTED AMENDED SOIL AREAS SHALL NOT BE ALLOWED TO LEAVE THE SITE OR ENTER THE STORM DRAIN SYSTEM.

1540 EL CAMINO REAL

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16010

SHEET TITLE
WATER POLLUTION CONTROL PLAN

SCALE
1"=20'

SHEET NUMBER
C5.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

File: X:\P\616068\(4) ENGINEERING\(2) PLAN SETS\(3) SHEET SET\C5.0.dwg Date:Nov 29, 2017 - 7:41am

SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management

Non-Hazardous Materials

- Store and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use just enough watering to prevent dust.

Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.).
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control

Maintenance and Parking

- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and sand) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving

- Schedule grading and excavation work during dry weather.
- Stabilize all disturbed areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work

- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If cement slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application

- Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- When washing exposed aggregate, prevent washwater from entering storm drains. Block any storm drain inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping

- Protect stockpiled landscaping materials from wind and rain by mowing them under tarps all year-round.
- Stack bagged material on pallets and under cover.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal

Painting Cleanup and Removal

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state certified contractor.

Dewatering

- Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible, send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- Divert run-on water from offsite away from all disturbed areas.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a storm gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

SANDIS
EAST BAY/SF

REGISTERED PROFESSIONAL ENGINEER
RONALD EMMINO SANDIS
No. 79305
Exp. 3/31/18
CIVIL
STATE OF CALIFORNIA

ISSUES AND REVISIONS

NO.	DATE	DESCRIPTION
	06/16/17	PLANNING SUBMITTAL
	08/28/17	PLANNING RESUBMITTAL
	10/18/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
CITY OF MENLO PARK CONSTRUCTION BEST MANAGEMENT PRACTICES

SCALE
N.T.S.

SHEET NUMBER
C5.1

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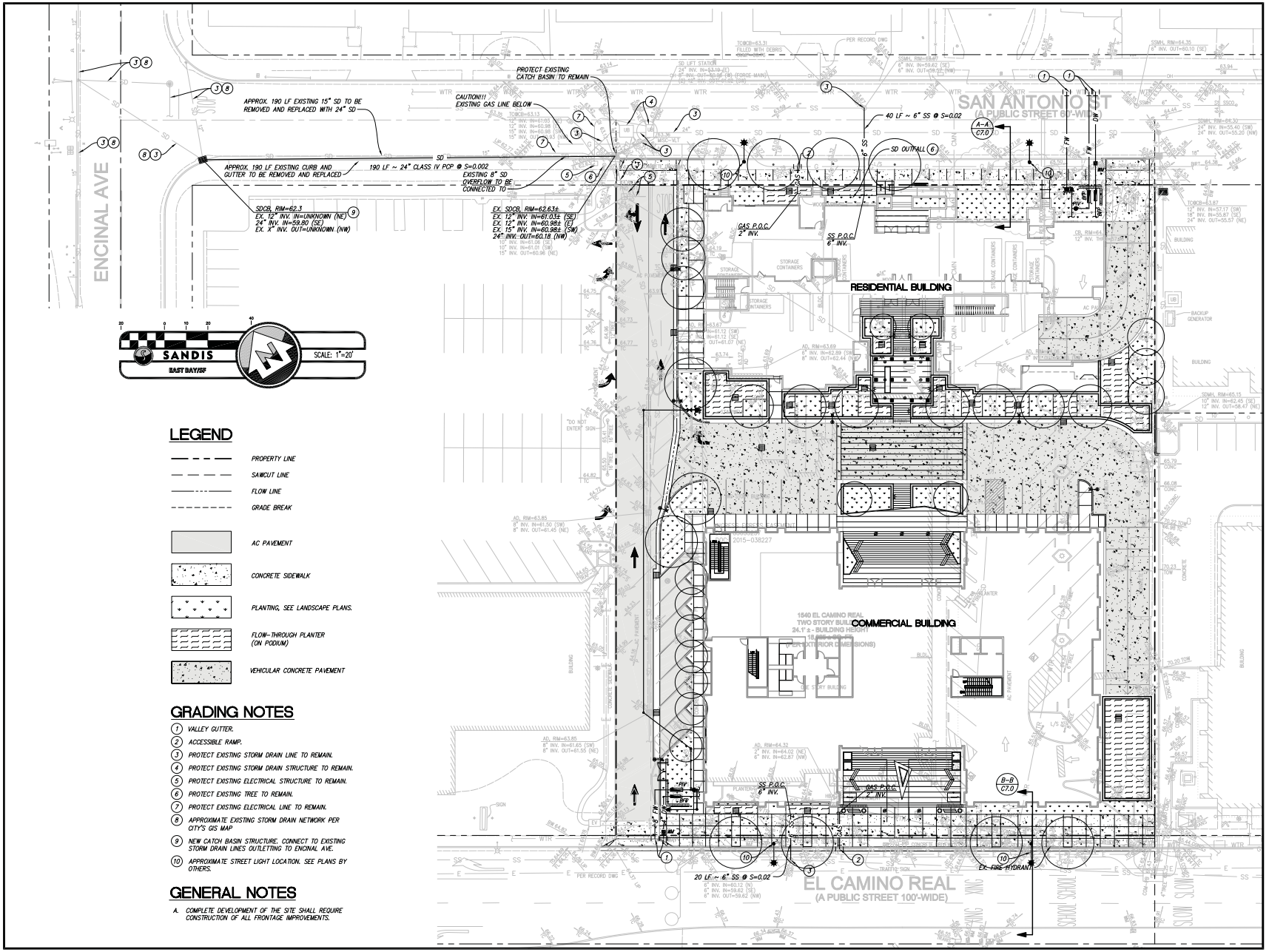

LEGEND

- PROPERTY LINE
- SAWCUT LINE
- FLOW LINE
- GRADE BREAK
- AC PAVEMENT
- CONCRETE SIDEWALK
- PLANTING, SEE LANDSCAPE PLANS.
- FLOW-THROUGH PLANTER (ON PODIUM)
- VEHICULAR CONCRETE PAVEMENT

GRADING NOTES

1. VALLEY GUTTER.
2. ACCESSIBLE RAMP.
3. PROTECT EXISTING STORM DRAIN LINE TO REMAIN.
4. PROTECT EXISTING STORM DRAIN STRUCTURE TO REMAIN.
5. PROTECT EXISTING ELECTRICAL STRUCTURE TO REMAIN.
6. PROTECT EXISTING TREE TO REMAIN.
7. PROTECT EXISTING ELECTRICAL LINE TO REMAIN.
8. APPROXIMATE EXISTING STORM DRAIN NETWORK PER CITY'S GIS MAP.
9. NEW CATCH BASIN STRUCTURE. CONNECT TO EXISTING STORM DRAIN LINES OUTLETTING TO ENCINAL AVE.
10. APPROXIMATE STREET LIGHT LOCATION. SEE PLANS BY OTHERS.

GENERAL NOTES

A. COMPLETE DEVELOPMENT OF THE SITE SHALL REQUIRE CONSTRUCTION OF ALL FRONTAGE IMPROVEMENTS.

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

SANDIS | Civil Engineering, Surveying, Planning
EAST BAY/SF

REGISTERED PROFESSIONAL ENGINEER
RONALD EDMUND SANDIS
No. 79305
Exp. 3/31/18
CIVIL
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	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
OFF-SITE IMPROVEMENT PLAN

SCALE
1"=20'

SHEET NUMBER
C6.0

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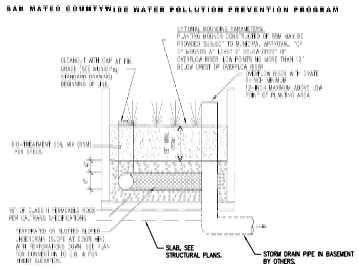


FIGURE 6-11: CROSS SECTION A OF FLOW-THROUGH PLANTER, SHOWS SIDE VIEW OF UNDERDRAIN.

SECTION A

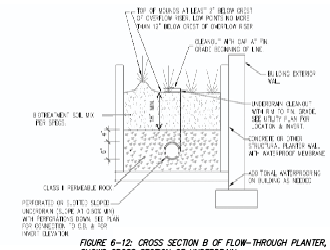
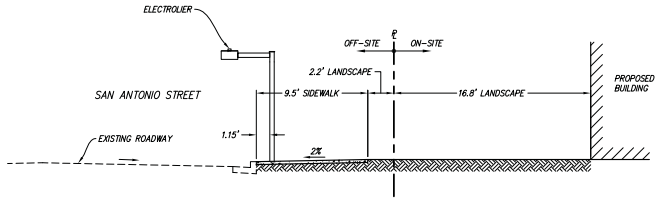


FIGURE 6-12: CROSS SECTION B OF FLOW-THROUGH PLANTER, SHOWS CROSS SECTION OF UNDERDRAIN.

SECTION B

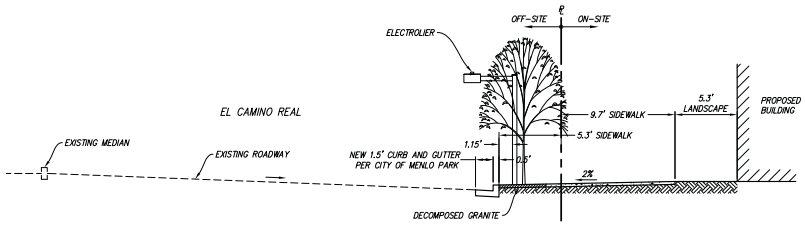
TYPICAL FLOW-THRU PLANTER (1)

SCALE: N.T.S.



SECTION A-A

SCALE: 1"=5'



SECTION B-B

SCALE: 1"=5'

NOTES:

1. ALL PUBLIC RIGHT-OF-WAY IMPROVEMENTS, INCLUDING FRONTAGE IMPROVEMENTS AND THE DEDICATION OF EASEMENTS AND PUBLIC RIGHT-OF-WAY, SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEERING DIVISION PRIOR TO BUILDING PERMIT FINAL INSPECTION.
2. STREET LIGHTS SHALL BE PAINTED MESA BROWN AND SHALL BE REPLACED PER CITY STANDARDS IF DAMAGED, EITHER AS A REFLECTION OF EXISTING CONDITION OR AS A RESULT OF CONSTRUCTION ACTIVITIES.

1540 EL CAMINO REAL

HUNTER-STORM

KSH ARCHITECTS
KORTH SUNSERI HAGEY

ktgy

SANDIS
EAST BAY/SF

REGISTERED PROFESSIONAL ENGINEER
RONALD EMMINO SANDIS
No. 79305
Exp. 3/31/18
CIVIL
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ISSUES AND REVISIONS

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	08/28/17	PLANNING RESUBMITTAL
	10/18/17	PLANNING RESUBMITTAL
	11/30/17	PLANNING RESUBMITTAL
	01/19/18	PLANNING RESUBMITTAL

PROJECT NUMBER
16010

SHEET TITLE
CONSTRUCTION DETAILS AND SECTIONS

SCALE
AS NOTED

SHEET NUMBER

C7.0

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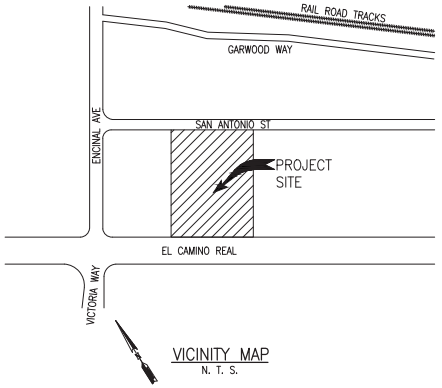


VICINITY MAP
N. T. S.

WORK RESPONSIBILITY
JOINT TRENCH

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

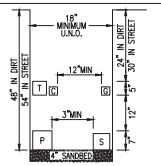
● SYMBOL DESIGNATES THE WORK TO BE PERFORMED BY THE RESPECTIVE CONTRACTOR & UTILITY COMPANIES.
○ NOT APPLICABLE UNLESS OTHERWISE SPECIFIED
* PG&E TO PULL CABLE INTO ENERGIZED ENCLOSURES

THESE PLANS WERE PREPARED IN CONJUNCTION WITH THE FOLLOWING PLANS:

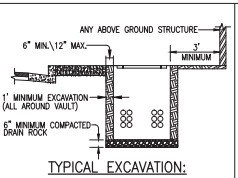
	RECEIVED	APPROVED
CIVIL IMPROVEMENT PLANS/GRADING PLANS	10-10-2017	PRELIMINARY
ARCHITECTURAL ELECTRONIC FILE	10-11-2017	PRELIMINARY
APPLICANT DESIGN (GAS)		
APPLICANT DESIGN (ELECTRIC)		
TELEPHONE		
C.A.T.V.		
LANDSCAPE	10-13-2017	PRELIMINARY
LIGHT LOCATIONS		

RGA DESIGN is not responsible for any subsequent changes or revisions.

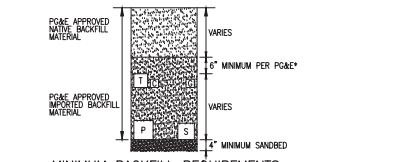
OTHER UTILITIES SHOWN ARE APPROXIMATE AND BASED ON FIELD SURVEY AND AVAILABLE UTILITY INFORMATION. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION AND EXTENT OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. PHYSICAL VERIFICATION OF UTILITY LOCATIONS SHALL BE PERFORMED BY CAREFUL PROBING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



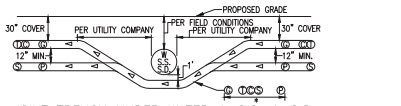
TYPICAL JOINT TRENCH
PER PG&E STANDARD S5453, EXHIBIT B



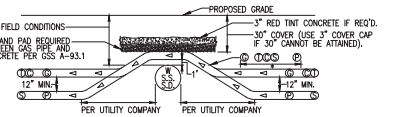
TYPICAL EXCAVATION:
FOR PG&E PRIMARY VAULTS, TRANSFORMERS, U.N.O.



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



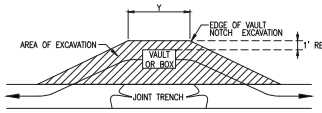
JOINT TRENCH UNDER WATER & S.S. & S.D.
*WIDTH PER SIZE & NUMBER OF EACH UTILITY. PG&E AND CITY INSPECTOR TO DETERMINE METHOD OF CROSSING.



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

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

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



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

TYPICAL PG&E PRIMARY BOX
EXCAVATION DETAIL

ELECTRIC CONDUIT MINIMUM BEND RADIUS

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

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

TYPICAL GAS METER REQUIREMENTS*

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

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

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

GENERAL NOTES:

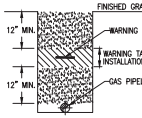
1. THE PREFERRED TRENCH LOCATION IS IN A PUBLIC UTILITY EASEMENT (P.U.E.).
2. ALL DEPTHS AND RESULTING COVER REQUIREMENTS ARE MEASURED FROM FINAL GRADE.
3. COVER, CLEARANCES, AND SEPARATION SHALL BE AS GREAT AS PRACTICABLE UNDER THE CIRCUMSTANCES, BUT UNDER NO CIRCUMSTANCES SHALL BE LESS THAN THE MINIMUM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

TRANSFORMER CLEARANCE REQUIREMENTS:

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

GAS PIPELINE UNDERGROUND WARNING TAPE NOTES:

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



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

PG&E PM#S:
ELECTRIC:
GAS:

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

PG&E GAS ADE

CONSTRUCTION NOTES:

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

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER
PLEASE NOTE AND SIGN

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

THANK YOU

SIGNED _____

DATE _____

UTILITY APPROVALS

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

FOR RGA USE ONLY
QA REVIEW

PHASE	INITIALS	DATE
INTENT		
COMPOSITE		
PRE–CON		

DEVELOPER:
HUNTER PROPERTIES
10121 MILLER AVE, STE 200
CUPERTINO, CA 95014
JOSH RUPERT
T: 408–200–8903
EMAIL: josh@hunterproperties.com

SHEET INDEX

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

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03–31–18
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION
DELTA NO:

CALL BEFORE YOU DIG
811
UNDERGROUND SERVICE ALERT

JOINT TRENCH TITLE SHEET
1540 EL CAMINO REAL, MENLO PARK
HUNTER PROPERTIES
MENLO PARK CALIFORNIA

RGA Design LLC
UTILITY CONSULTANTS & ENGINEERS - STREETLIGHT DESIGN
6400 VILLAGE PARKWAY, SUITE 204 DUBLIN, CA 94568
Tel (925) 556-9860 Fax (925) 556-9877

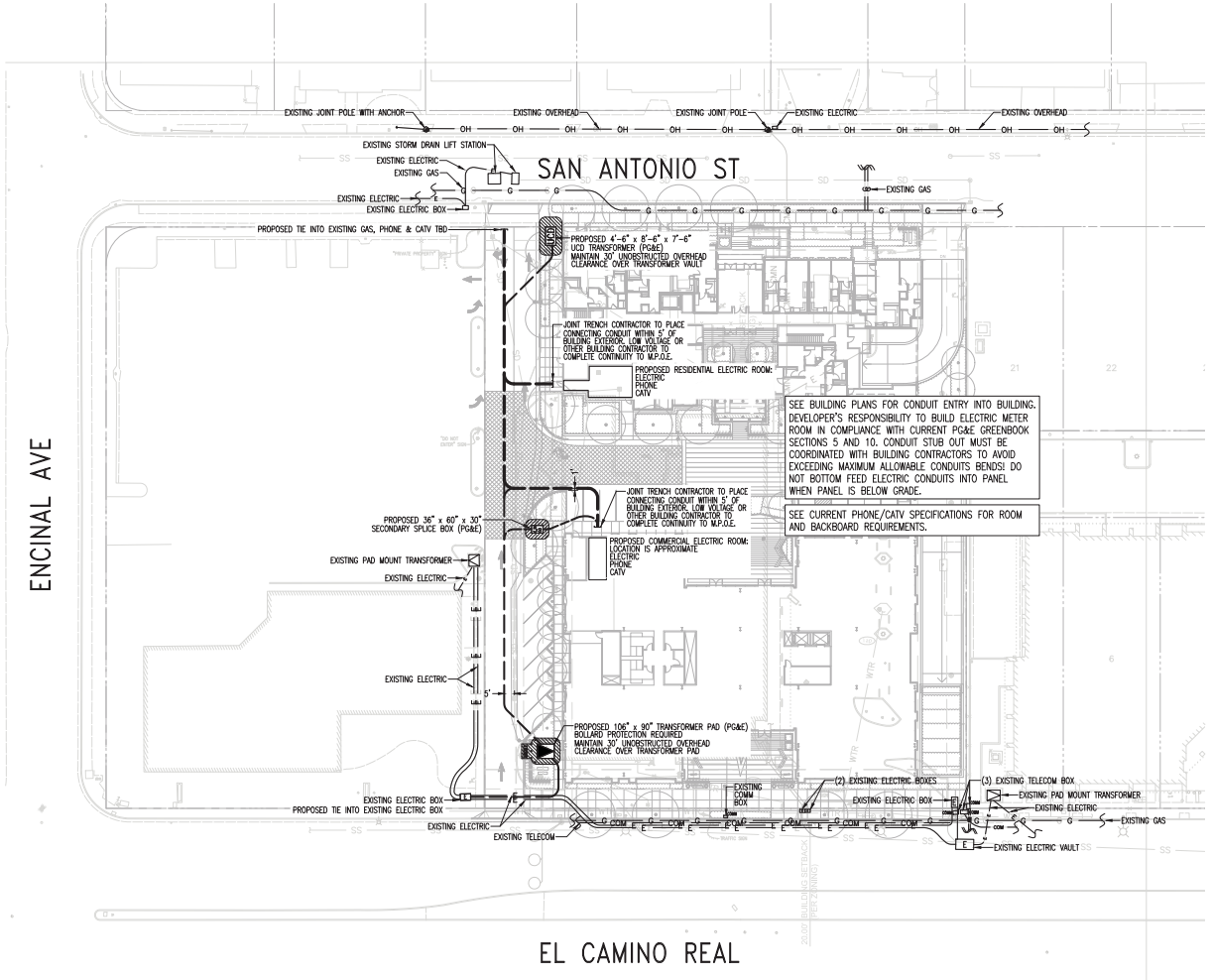
PROJ. NO: 17-824
SCALE: N/A
PM: S. HARDESTER
DRAWN BY: R. DONAHAN
CHECKED BY: D. VOORHIES
LAST UPDATED: 10-16-2017
DRAWING NO: JT-1
SHEET: 1 OF: 2

DRAWING NAME: J:\dropbox\projects\2017\17-824 1540 el camino real, menlo park\rga work\cns 17-824_1.dwg
PLOT DATE: Monday, October 16, 2017 8:00:58 AM
PLOTTED BY: ALYSSA

UTILITIES
PLEASE CONFIRM
TIE IN LOCATIONS

–PRELIMINARY–
NOT FOR CONSTRUCTION

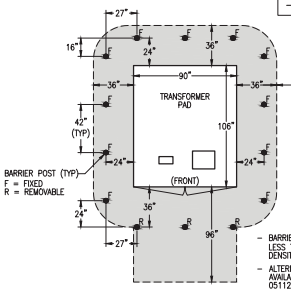
THIS IS NOT A BID DOCUMENT
THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.



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

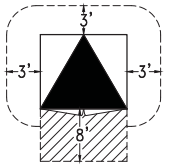
LEGEND

- PROPOSED JOINT TRENCH
- PROPOSED 4'-6" x 8'-6" x 7'-6" UCD TRANSFORMER (PG&E) WORKING SPACE SHOWN MAINTAIN 30" UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER VAULT
- PROPOSED 106" x 90" TRANSFORMER PAD (PG&E) BOLLARD PROTECTION REQUIRED WORKING SPACE SHOWN MAINTAIN 30" UNOBSTRUCTED OVERHEAD CLEARANCE OVER TRANSFORMER PAD
- PROPOSED 36" x 60" x 30" SECONDARY SPLICE BOX (PG&E) WORKING SPACE SHOWN
- EXISTING JOINT POLE
- OH — EXISTING OVERHEAD
- EXISTING ANCHOR
- E — EXISTING ELECTRIC
- EXISTING PAD MOUNT TRANSFORMER
- EXISTING ELECTRIC BOX
- EXISTING ELECTRIC VAULT
- EXISTING STORM DRAIN LIFT STATION
- G — EXISTING GAS
- EXISTING TELECOM BOX
- COM — EXISTING TELECOM

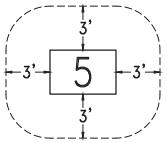


CLEARANCE REQUIREMENTS
90" x 106" TRANSFORMER PAD (N.T.S.) PER PG&E DOCUMENT 051122

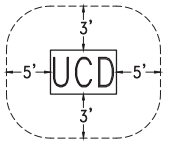
– BARRIER POSTS REQUIRED WHEN LOCATED LESS THAN 9' FROM COMMERCIAL/HIGH DENSITY TRAFFIC AREA.
– ALTERNATE BARRIER POST ARRANGEMENTS AVAILABLE – SEE PG&E DOCUMENT 051122 FIGURE 10.



WORK SPACE & EASEMENT REQUIREMENTS
FOR PAD–MOUNTED TRANSFORMERS
MAINTAIN A CLEAR AND LEVEL WORK SPACE AS SHOWN (N.T.S.), PER PG&E DOCUMENT 051122.



WORK SPACE & EASEMENT REQUIREMENTS
FOR #5 VAULTS
MAINTAIN A CLEAR AND LEVEL WORK SPACE AS SHOWN (N.T.S.), PER PG&E DOCUMENT 051122.



WORK SPACE & EASEMENT REQUIREMENTS
FOR UCD TRANSFORMER VAULTS
MAINTAIN A CLEAR AND LEVEL WORK SPACE AS SHOWN (N.T.S.), PER PG&E DOCUMENT 051122.

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

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

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

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

SHEET INDEX

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

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03–31–18
CIVIL
STATE OF CALIFORNIA

DRAWING NAME: J:\dropbox\projects\2017\17-824 1540 el camino real, menlo park\cpp work\ms 17-824_2.dwg
PLOT DATE: Monday, October 16, 2017 8:00:58 AM
PLOTTED BY: ALYSSA

DATE:
REVISION:
DELTA NO:

CALL B.U.I.L.D. BEFORE YOU DIG
811 or 1-800-642-2444
UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA

JOINT TRENCH INTENT
1540 EL CAMINO REAL, MENLO PARK
HUNTER PROPERTIES
CALIFORNIA
MENLO PARK

RGA Design LLC
UTILITY CONSULTANTS & ENGINEERS - STREETLIGHT DESIGN
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Tel (925) 556-9860 Fax (925) 556-9877

PROJ. NO: 17-824
SCALE: 1" = 30'
PM: S. HARDESTER
DRAWN BY: R. DONAHAN
CHECKED BY: D. VOORHIES
LAST UPDATED: 10-16-2017
DRAWING NO: JT-2
SHEET: 2 OF: 2

D91

KSH ARCHITECTS
KORTH SUNSERI HAGEY

1540 EL CAMINO REAL, MENLO PARK

Project Description

Hunter-Storm proposes to redevelop the site at 1540 El Camino Real with a new mixed-use development that includes both commercial and residential uses. This proposed project consists of a new two-story commercial office building, a three-story multi-family residential building and a two-story subterranean parking garage. Site improvements include ample landscaping, vehicular and pedestrian access, utilities, bike storage and nineteen on-grade parking stalls.

The site is located in the El Camino Real North-East District and is bounded by El Camino Real and San Antonio Streets. The existing site is occupied by a two-story commercial building and a surface parking lot, which will be demolished as part of the scope of this project.

The commercial office building provides 40,759 SF of Class-A office space on two open, flexible floor plates. The design of the office building is contemporary in character and incorporates high-quality materials including double paned glazing, terracotta cladding, painted aluminum panels, and painted stucco. The color palette of the proposed terracotta cladding has been selected to recall the clay tile roofs of many of the older buildings along El Camino Real. The Street level provides pedestrian-scaled elements including recessed storefront bays, floor-to-ceiling glazing and generous canopies. An outdoor deck for the use of office tenants will activate the roof level.

The residential building fronts onto San Antonio Avenue and compliments the Office building both in scale and architecture. The residential building consists of 22 market rate units and 5 below-market rate units in one and two-bedroom combinations. The building’s main entry is accessed from the street edge and is immediately adjacent to residential leasing office space and resident fitness space. Residents also have access to two main outdoor spaces; a residential courtyard on axis with the leasing space as well as a small children’s play area at the south-east corner of the building.

Residents also enjoy deck and patio space accessed directly from their units. The building exterior is expressed with high quality materials such as composite wall panels, profile siding and wood and stone accents. Residents will also enjoy large windows with street and courtyard views.

The subterranean parking garage provides 163 parking stalls, 27 of which are reserved for residential tenants. The balance of the parking stalls will be used by the office tenants during regular business hours, but will be open to the residential tenants after hours and on weekends. 19 parking stalls are provided on grade. Vehicular access for the residents will be taken from San Antonio. Vehicular access for office uses will be taken from El Camino Real from an internal drive that runs between the office and residential buildings.

Hunter Properties held a community meeting on 9/12 at the 1540 El Camino site open to anyone in the community. Notices were sent to all community members within 300' of the premises per the list generate by the City of Menlo Park. Manfred Auer and his wife, owners of an apartment building across San Antonio from the site, along with a current renter on San Antonio that did not disclose her name attended the meeting. All comments were positive and in support of the project.

Menlo Park El Camino Real/Downtown Specific Plan
Standards and Guidelines: 1540 El Camino Real - Compliance Worksheet

Section	Standard or Guideline	Requirement	Evaluation
E.3.1 Development Intensity			
E.3.1.01	Standard	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.	*The Project consists of two buildings, one that is used as office space and the other as residential.* *Commercial: Complies. The office building is 40,759 SF, which is less than half of the allowable FAR of 81,937 SF.* *Residential: Not applicable.*
E.3.1.02	Standard	Medical and Dental office shall not exceed one third of the base FAR or public benefit bonus FAR, whichever is applicable.	*Commercial/Residential: The Project would not include medical or dental office space.*
E.3.2 Height			
E.3.2.01	Standard	Roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.	*Commercial: Complies. All roof-mounted mechanical equipment would be completely screened from view. Roof mounted mechanical equipment placed within stucco clad screening walls/roofed penthouse. Solar panels set back from front of roof. See roof plan, sight line diagrams C-A2.5, A3.5.* *Residential: Complies. All roof-mounted mechanical equipment would be screened from view from publicly-accessible areas. Roof mounted mechanical equipment centered on roof and screened by parapet walls and mechanical screening. See roof plan R-A2.4 and section R-A4.1.*
E.3.2.02	Standard	Vertical building projections such as parapets and balcony railings may extend up to 4 feet beyond the maximum façade height or the maximum building height, and shall be integrated into the design of the building.	*Commercial: Complies. The parapets and balcony railings do not exceed the maximum height limit. See C-A3.2.* *Residential: Complies. Vertical building projections such as parapets fall within 4-feet of the maximum building height and are integrated into the design of the building. See Sheets R-A2.4 and R-A4.1.*

Section	Standard or Guideline	Requirement	Evaluation
E.3.2.03	Standard	Rooftop elements that may need to exceed the maximum building height due to their function, such as stair and elevator towers, shall not exceed 14 feet beyond the maximum building height. Such rooftop elements shall be integrated into the design of the building.	*Commercial: Complies. The elevator overruns and central stair tower would exceed the maximum building height limit by approximately 4 feet. These elements are located within the mechanical penthouse and will not be visible. See C-A3.2. The mechanical penthouses would match the building and the stucco color would complement the building walls as shown on the materials and color board sheet C-A10.1.* *Residential: Complies. The elevator overrun and stair tower would not exceed 14 feet beyond the maximum building height and would be integrated into the design of the building. See Sheet R-A4.1. The stair to the roof and the elevator overrun, see R-A2.4 for location, appear would be clad in white composite panels to match sections of the façade—material C2 on materials and color board sheet R-A8.4. The stair tower would be a compositional element on the right side elevation and the elevator overrun minimally visible due to its location and partial screening from roof parapets.*
E.3.3 Setbacks and Projections within Setbacks			
E.3.3.01	Standard	Front setback areas shall be developed with sidewalks, plazas, and/or landscaping as appropriate.	*Commercial: Complies. The front setback areas would include sidewalks, an entry plaza and landscaping. The schematic landscape plan for sidewalks and the entry plaza zone are shown on L-2. Also see L-3, L-4, L-7, and L-8 for related information.* *Residential: Complies. The front setback along San Antonio Street would be developed with residential stoops and a central terrace in front of the leasing office. This space would be designed with enhanced paving and landscape in raised planters. Two existing oak trees would remain in the front setback area. See L-2.*
E.3.3.02	Standard	Parking shall not be permitted in front setback areas.	*Commercial: Complies. No parking is being proposed in the front setback areas. See A1.2.* *Residential: Complies. There are no residential parking spaces in the front setback area. See A1.2.*
E.3.3.03	Standard	In areas where no or a minimal setback is required, limited setback for store or lobby entry recesses shall not exceed a maximum of 4-foot depth and a maximum of 6-foot width.	*Commercial: Not applicable. 10 feet minimum setbacks are required. See A1.2.* *Residential: Not applicable. 7' minimum setback is required along San Antonio Street. See A1.2.*

Section	Standard or Guideline	Requirement	Evaluation
E.3.3.04	Standard	In areas where no or a minimal setback is required, building projections, such as balconies, bay windows and dormer windows, shall not project beyond a maximum of 3 feet from the building face into the sidewalk clear walking zone, public right-of-way or public spaces, provided they have a minimum 8-foot vertical clearance above the sidewalk clear walking zone, public right-of-way or public space.	*Commercial: Not applicable. 10 feet minimum setbacks are required. See A1.2.* *Residential: Not applicable. 7' minimum setback is required along San Antonio Street. See A1.2.*
E.3.3.05	Standard	In areas where setbacks are required, building projections, such as balconies, bay windows and dormer windows, at or above the second habitable floor shall not project beyond a maximum of 5 feet from the building face into the setback area.	*Commercial: Complies. No portions of the building project into the setback areas. See C-A3.2.* *Residential: Complies. The balcony of Unit P2-0 projects into the 7' minimum front setback by 1'-9" on Levels 2 and 3.*
E.3.3.06	Standard	The total area of all building projections shall not exceed 35% of the primary building façade area. Primary building façade is the façade built at the property or setback line.	*Commercial: Not applicable. No building projections into the setback are proposed.* *Residential: Complies. The total area of all building projections into the front setback (see E.3.3.05) does not exceed 35% of the primary building façade area.*
E.3.3.07	Standard	Architectural projections like canopies, awnings and signage shall not project beyond a maximum of 6 feet horizontally from the building face at the property line or at the minimum setback line. There shall be a minimum of 8-foot vertical clearance above the sidewalk, public right-of-way or public space.	*Commercial: Not applicable. No portions of the building project beyond the property line or minimum setback lines. See C-A3.2.* *Residential: Complies. Two canopies (at Unit P2-5) on Level 3 project 7" into the 7' minimum setback line. Please see Section 2 on Sheet R-A4.1. These architectural elements do not project beyond a maximum of 6 feet horizontally from the building face at the minimum setback line and meet the minimum 8' vertical clearance requirement.*
E.3.3.08	Standard	No development activities may take place within the San Francisquito Creek bed, below the creek bank, or in the riparian corridor.	*Commercial/Residential: Not applicable. The Project does not include development in these areas.*
E.3.4 Massing and Modulation			
E.3.4.1 Building Breaks			
E.3.4.1.01	Standard	The total of all building breaks shall not exceed 25 percent of the primary façade plane in a development.	*Commercial: Not applicable. The total length of the Commercial building is less than 250', therefore a Building Break is not required.* *Residential: Not applicable. The total length of the residential building is less than 250'. Therefore, a building break is not required.*
E.3.4.1.02	Standard	Building breaks shall be located at ground level and extend the entire building height.	*Commercial: Not applicable. See response for E.3.4.1.01.* *Residential: Not applicable. See response for E.3.4.1.01.*

Section	Standard or Guideline	Requirement	Evaluation
E.3.4.1.03	Standard	In all districts except the ECR-SE zoning district, recesses that function as building breaks shall have minimum dimensions of 20 feet in width and depth and a maximum dimension of 50 feet in width. For the ECR-SE zoning district, recesses that function as building breaks shall have a minimum dimension of 60 feet in width and 40 feet in depth.	*Commercial: Not applicable. See response for E.3.4.1.01.* *Residential: Not applicable. See response for E.3.4.1.01.*
E.3.4.1.04	Standard	Building breaks shall be accompanied with a major change in fenestration pattern, material and color to have a distinct treatment for each volume.	*Commercial: Not applicable. See response for E.3.4.1.01.* *Residential: Not applicable. See response for E.3.4.1.01.*
E.3.4.1.05	Standard	In all districts except the ECR-SE zoning district, building breaks shall be required as shown in Table E3.	*Commercial: Not applicable. See response for E.3.4.1.01.* *Residential: Not applicable. See response for E.3.4.1.01.*
E.3.4.1.06	Standard	In the ECR-SE zoning district, and consistent with Table E4 the building breaks shall: • Comply with Figure E9; • Be a minimum of 60 feet in width, except where noted on Figure E9; • Be a minimum of 120 feet in width at Middle Avenue; • Align with intersecting streets, except for the area between Roble Avenue and Middle Avenue; • Be provided at least every 350 feet in the area between Roble Avenue and Middle Avenue; where properties under different ownership coincide with this measurement, the standard side setbacks (10 to 25 feet) shall be applied, resulting in an effective break of between 20 to 50 feet. • Extend through the entire building height and depth at Live Oak Avenue, Roble Avenue, Middle Avenue, Partridge Avenue and Harvard Avenue; and • Include two publicly-accessible building breaks at Middle Avenue and Roble Avenue.	*Commercial/Residential: The Project is not located in the ECR-SE zoning district*.
E.3.4.1.07	Standard	In the ECR-SE zoning district, the Middle Avenue break shall include vehicular access; publicly-accessible open space with seating, landscaping and shade; retail and restaurant uses activating the open space; and a pedestrian/bicycle connection to Alma Street and Burgess Park. The Roble Avenue break shall include publicly-accessible open space with seating, landscaping and shade.	*Commercial/Residential: The Project is not located in the ECR-SE zoning district.*

Section	Standard or Guideline	Requirement	Evaluation
E.3.4.1.08	Guideline	In the ECR-SE zoning district, the breaks at Live Oak, Roble, Middle, Partridge and Harvard Avenues may provide vehicular access.	*Commercial/Residential: The Project is not located in the ECR-SE zoning district.*
E.3.4.2 Façade Modulation and Treatment			
E.3.4.2.01	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 50 feet in length without a minor building façade modulation. At a minimum of every 50' façade length, the **minor vertical façade modulation** shall be a minimum 2 feet deep by 5 feet wide recess or a minimum 2 foot setback of the building plane from the primary building façade.	*Commercial: Complies. The building façade facing El Camino does not exceed 50 feet in length without a minor building façade modulation. The minor façade modulations are 2 feet deep by 5 feet wide. See C-A3.6.* *Residential: Complies. The building façade facing San Antonio Street does not exceed 50 feet in length without a minor building façade modulation. The minor façade modulations are at least 2 feet deep by 5 feet wide. See Sheet R-A8.1.*
E.3.4.2.02	Standard	Building façades facing public rights-of-way or public open spaces shall not exceed 100 feet in length without a major building modulation. At a minimum of every 100 feet of façade length, a **major vertical façade modulation** shall be a minimum of 6 feet deep by 20 feet wide recess or a minimum of 6 feet setback of building plane from primary building façade for the full height of the building. This standard applies to all districts except ECR NE-L and ECR SW since those two districts are required to provide a building break at every 100 feet.	*Commercial: Complies. The building façade facing El Camino does not exceed 100 feet in length without a major building modulation. The major vertical façade modulation occurs in the middle of the building and is 57'-0" wide x 27'-0". See C-A3.6.* *Residential: Complies. The building façade facing San Antonio Street does not exceed 100 feet in length without a major building modulation. The major vertical façade modulation occurs in the middle of the building. This major vertical façade modulation is: 6'-0" x 23'-4". See Sheet R-A8.1.*
E.3.4.2.03	Standard	In addition, the major building façade modulation shall be accompanied with a 4-foot minimum height modulation and a major change in fenestration pattern, material and/or color.	*Commercial: Complies. The major building façade modulation includes a change in fenestration per E.3.4.1.04. See C-A3.6. The brown/bronze color painted aluminum sunshade at the modulation contrasts with the terra cotta panels at the primary façade and would be 4 feet taller than the primary façade. See C-A8.4 and C-A10.1.* *Residential: Complies. The major building façade modulation includes a 4-foot height modulation and a major change in fenestration pattern, material and color. See Sheet R-A8.1. Height offset and material, and color variation also shown on rendering sheet R-A6.2.*

Section	Standard or Guideline	Requirement	Evaluation
E.3.4.2.04	Guideline	Minor façade modulation may be accompanied with a change in fenestration pattern, and/or material, and/or color, and/or height.	*Commercial: Complies. The minor façade modulations include a change of material. See C-A3.6. See C-A8.3 for change in glazing and color at minor façade modulation.* *Residential: Complies. The minor façade modulations include a change in fenestration pattern, material, color and height. See Sheet R-A8.1.*
E.3.4.2.05	Guideline	Buildings should consider sun shading mechanisms, like overhangs, *bris soleils* and clerestory lighting, as façade articulation strategies.	*Commercial: Complies. The Building includes sunshades and overhangs as façade articulation strategies. See C-A3.2, C-A3.3 for bris soleils/sunshade locations, C-A4.1 for appearance in a rendering, and C-A8.2 to C-A8.4 for wall section details and enlarged elevations.* *Residential: Complies. The building design includes sun shading canopies, and clerestory lighting in some of the top floor units, as façade articulation strategies. See Sheets R-A3.1 through R-A3.3. See R-A6.1 and R-A6.2 for sunshade locations as they would appear on the façade in perspective. See schematic details of metal trellis awnings and the entry canopy on R-A7.1.*
E.3.4.3 Building Profile			
E.3.4.3.01	Standard	The 45-degree building profile shall be set at the minimum setback line to allow for flexibility and variation in building façade height within a district.	*Commercial/Residential: Not Applicable. Per Development Standards for the ECR NE district, the building profile standards are "applicable only when availing the Public Benefit Bonus Height." This project is a Base level project. Therefore, the 45-degree building profile does not apply.*
E.3.4.3.02	Standard	Horizontal building and architectural projections, like balconies, bay windows, dormer windows, canopies, awnings, and signage, beyond the 45-degree building profile shall comply with the standards for Building Setbacks & Projection within Setbacks (E.3.3.04 to E.3.3.07) and shall be integrated into the design of the building.	*Commercial: Not applicable. See response for E.3.4.3.01.* *Residential: Not applicable. See response for E.3.4.3.01.*
E.3.4.3.03	Standard	Vertical building projections like parapets and balcony railings shall not extend 4 feet beyond the 45-degree building profile and shall be integrated into the design of the building.	*Commercial: Not applicable. See response for E.3.4.3.01.* *Residential: Not applicable. See response for E.3.4.3.01.*
E.3.4.3.04	Standard	Rooftop elements that may need to extend beyond the 45-degree building profile due to their function, such as stair and elevator towers, shall be integrated into the design of the building.	*Commercial: Not applicable. See response for E.3.4.3.01.* *Residential: Not applicable. See response for E.3.4.3.01.*

E.3.4.4 Upper Story Façade Length			
E.3.4.4.01	Standard	Building stories above the 38-foot façade height shall have a maximum allowable façade length of 175 feet along a public right-of-way or public open space.	*Commercial: Not applicable. The commercial building does not include any stories above the 38-foot façade height limit. See C-A3.2.* *Residential: Not applicable. The residential building does not have building stories above the 38-foot façade height.*
E.3.5 Ground Floor Treatment, Entry and Commercial Frontage			
Ground Floor Treatment			
E.3.5.01	Standard	The retail or commercial ground floor shall be a minimum 15-foot floor-to-floor height to allow natural light into the space**.**	*Commercial: Complies. The ground floor is 15 feet floor-to-floor. See C-A3.2.* *Residential: Not applicable.*
E.3.5.02	Standard	Ground floor commercial buildings shall have a minimum of 50% transparency (i.e., clear-glass windows) for retail uses, office uses and lobbies to enhance the visual experience from the sidewalk and street. Heavily tinted or mirrored glass shall not be permitted.	*Commercial: Complies. The Project incorporates clear glass at all windows. The area of windows at the ground floor exceeds 50% of the area of the public-facing ground floor façade. See 2/C-A3.6.* *Residential: Not applicable.*
E.3.5.03	Guideline	Buildings should orient ground-floor retail uses, entries and direct-access residential units to the street.	*Commercial: Complies. The ground floor entry is oriented towards El Camino Real. See A1.2 and C-A3.6. Clear glass, GL-1, is shown on the materials board C-A10.1 and noted on enlarged elevations C-A8.1 to C-A8.4.* *Residential: Complies. The main residential entrance and leasing/amenity spaces are oriented towards San Antonio Street. See Sheet R-A2.1.*
E.3.5.04	Guideline	Buildings should activate the street by providing visually interesting and active uses, such as retail and personal service uses, in ground floors that face the street. If office and residential uses are provided, they should be enhanced with landscaping and interesting building design and materials.	*Commercial: Complies. The Project includes landscaping and varied building materials along the El Camino Real street frontage to activate the street. See L1.1 and C-A3.2. Clear glass at office and lobby areas from ground level to 10 feet is noted on the enlarged elevations C-A8.1 to C-A8.4 with small sections of terra cotta wall cladding between. Landscape amenities such as a fountain, bench seating, and planters are shown on L-2 and related drawings.* *Residential: Complies. The terrace at the leasing lobby is designed with enhanced materials and landscaping. See Sheets R-A6.1 and R-A6.2. Planters and planting and the entry ramp provide sidewalk adjacent design features at the entry and fitness room faces the street next to the entry/leasing office and includes a large window adjacent the building address sign. There would also be patios with entry steps off the sidewalk for three units and two coast live oaks to be preserved at the frontage.*

E.3.5.05	Guideline	For buildings where ground floor retail, commercial or residential uses are not desired or viable, other project-related uses, such as a community room, fitness center, daycare facility or sales center, should be located at the ground floor to activate the street.	*Commercial: Complies. Commercial office uses are anticipated at the ground floor.* *Residential: Complies. The main residential entrance and leasing/amenity spaces are oriented towards San Antonio Street. See Sheet R-A2.1. The fitness room also faces San Antonio Street.*
E.3.5.06	Guideline	Blank walls at ground floor are discouraged and should be minimized. When unavoidable, continuous lengths of blank wall at the street should use other appropriate measures such as landscaping or artistic intervention, such as murals.	*Commercial: Complies. No blank walls are included at the ground floor. See C-A3.2 and C-A3.3.* *Residential: Complies. There are no blank walls at the ground floor. See Sheets R-A3.1 – R-A3.3 and R-A6.1 - R-A6.2.*
E.3.5.07	Guideline	Residential units located at ground level should have their floors elevated a minimum of 2 feet to a maximum of 4 feet above the finished grade sidewalk for better transition and privacy, provided that accessibility codes are met.	*Residential: Complies. The residential units are elevated 2 feet above the average sidewalk grade on San Antonio Street for better transition and privacy.*
E.3.5.08	Guideline	Architectural projections like canopies and awnings should be integrated with the ground floor and overall building design to break up building mass, to add visual interest to the building and provide shelter and shade.	*Commercial: Complies. The Project includes canopies above the ground floor to break up the building mass and add interest. See C-A3.2. See wall sections at C-A8.3 and C-A8.4 for projecting canopies at façade.* *Residential: Complies. The primary façade (in white) is popped out on Levels 2 and 3 - above the ground floor - to break up the building mass. See Sheets R-A3.1 – R-A3.3. There is also a large glazed entry canopy. See R-A7.1.*
Building Entries			
E.3.5.09	Standard	Building entries shall be oriented to a public street or other public space. For larger residential buildings with shared entries, the main entry shall be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards provide additional visual interest, orientation and a sense of invitation.	*Commercial: Complies. The main building entry is oriented to El Camino Real. See C-A3.2.* *Residential: Complies. The main residential entrance is oriented towards San Antonio Street. See Sheet R-A2.1.*
E.3.5.10	Guideline	Entries should be prominent and visually distinctive from the rest of the façade with creative use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings.	*Commercial: Complies. The Project uses a change in materials and glazing, as well as a projecting canopy and a large building break to distinguish the main building entry. See C-A3.2.* *Residential: Complies. The main residential entrance and leasing/amenity spaces have been designed with enhanced materials such as board formed concrete, storefront glass and glass canopy. See Sheets R-A6.2 and R-A7.1.*

E.3.5.11	Guideline	Multiple entries at street level are encouraged where appropriate.	*Commercial: Complies. The Project includes three building entries at the street level. See C-A2.3.* *Residential: Complies. The residential building has one main building entrance at the leasing lobby and two other points of entry off of the ground level courtyard. See Sheet R-A2.1.*
E.3.5.12	Guideline	Ground floor residential units are encouraged to have their entrance from the street.	*Residential: Complies. There are 3 ground floor residential units with stoops that face the street. See Sheet R-A2.1.*
E.3.5.13	Guideline	Stoops and entry steps from the street are encouraged for individual unit entries when compliant with applicable accessibility codes. Stoops associated with landscaping create inviting, usable and visually attractive transitions from private spaces to the street.	*Residential: Complies. There are 3 ground floor residential units with stoops that face the street. See Sheet R-A2.1. These units also have entries from an interior hallway.*
E.3.5.14	Guideline	Building entries are allowed to be recessed from the primary building façade.	*Commercial: Complies. The building entry is recessed from the primary building façade by 27 feet. See C-A2.3.* *Residential: Complies. The main building entry is located in the major façade modulation and is not part of the primary building façade.*
Commercial Frontage			
E.3.5.15	Standard	Commercial windows/storefronts shall be recessed from the primary building façade a minimum of 6 inches	*Commercial: Complies. Commercial windows/storefronts are recessed from the primary building façade by 1 foot, typically. See C-A8.1, C-A8.2, C-A8.3 and C-A8.4.* *Residential: Not applicable.*
E.3.5.16	Standard	Retail frontage, whether ground floor or upper floor, shall have a minimum 50% of the façade area transparent with clear vision glass, not heavily tinted or highly mirrored glass.	*Commercial: Not applicable. The Project will not include retail.* *Residential: Not applicable.*
E.3.5.17	Guideline	Storefront design should be consistent with the building's overall design and contribute to establishing a well-defined ground floor for the façade along streets.	*Commercial: Not applicable. The Project will not include retail.* *Residential: Not applicable.*
E.3.5.18	Guideline	The distinction between individual storefronts, entire building façades and adjacent properties should be maintained.	*Commercial: Not applicable. The Project will not include retail.* *Residential: Not applicable.*
E.3.5.19	Guideline	Storefront elements such as windows, entrances and signage should provide clarity and lend interest to the façade.	*Commercial: Not applicable. The Project will not include retail.* *Residential: Not applicable.*
E.3.5.20	Guideline	Individual storefronts should have clearly defined bays. These bays should be no greater than 20 feet in length. Architectural elements, such as piers, recesses and projections help articulate bays.	*Commercial: Not applicable. The Project will not include retail.* *However, the ground floor of the public-facing façade is divided into 3 separate elements (the two wings and the lobby). Each of the two wings is subdivided into two bays that are approximately 20 feet in length. See 2/C-A3.6.* *Residential: Not applicable.*

E.3.5.21	Guideline	All individual retail uses should have direct access from the public sidewalk. For larger retail tenants, entries should occur at lengths at a maximum at every 50 feet, consistent with the typical lot size in downtown.	*Commercial: Not applicable. The project will not include retail.* *Residential: Not applicable.*
E.3.5.22	Guideline	Recessed doorways for retail uses should be a minimum of two feet in depth. Recessed doorways provide cover or shade, help identify the location of store entrances, provide a clear area for out-swinging doors and offer the opportunity for interesting paving patterns, signage and displays.	*Commercial: Not applicable. The project will not include retail.* *Residential: Not applicable.*
E.3.5.23	Guideline	Storefronts should remain un-shuttered at night and provide clear views of interior spaces lit from within. If storefronts must be shuttered for security reasons, the shutters should be located on the inside of the store windows and allow for maximum visibility of the interior.	*Commercial: Not applicable. The project will not include retail.* *Residential: Not applicable.*
E.3.5.24	Guideline	Storefronts should not be completely obscured with display cases that prevent customers and pedestrians from seeing inside.	*Commercial: Not applicable. The project will not include retail.* *Residential: Not applicable.*
E.3.5.25	Guideline	Signage should not be attached to storefront windows.	*Commercial: Complies. Window signage is not included as part of the Project.* *Residential: Not applicable.*
E.3.6 Open Space			
E.3.6.01	Standard	Residential developments or Mixed Use developments with residential use shall have a minimum of 100 square feet of open space per unit created as common open space or a minimum of 80 square feet of open space per unit created as private open space, where private open space shall have a minimum dimension of 6 feet by 6 feet. In case of a mix of private and common open space, such common open space shall be provided at a ratio equal to 1.25 square feet for each one square foot of private open space that is not provided.	*Residential: Complies. The design includes a mix of private and common open space provided at a ratio equal to 1.25 square feet for each one square foot of private open space that is not provided. There is a total of 14 dwelling units that have complying private open space. For the 13 dwelling units that do not have complying private open space, a minimum of 1,300 SF of common open space is required according to the mix of private and common open space ratio. The design provides 3,208 SF of common open space north of the center driveway. See Sheet A1.5.*
E.3.6.02	Standard	Residential open space (whether in common or private areas) and accessible open space above parking podiums up to 16 feet high shall count towards the minimum open space requirement for the development.	*Residential: Not applicable, as no podium open space is proposed.*
E.3.6.03	Guideline	Private and/or common open spaces are encouraged in all developments as part of building modulation and articulation to enhance building façade.	*Residential: Complies. The design includes private and common open space as part of building modulation and articulation.*
E.3.6.04	Guideline	Private development should provide accessible and usable common open space for building occupants and/or the general public.	*Residential: Complies. The courtyard provides accessible and usable common open space for the residents (and the public).*

E.3.6.05	Guideline	For residential developments, private open space should be designed as an extension of the indoor living area, providing an area that is usable and has some degree of privacy.	*Residential: Complies. The ground floor patio spaces will be enclosed by solid railings to provide privacy for street level units. Please see Drawing 2 on Sheet R-A7.1. All decks/balconies are located off of interior living areas, allowing for them to function as connected spaces.*
E.3.6.06	Guideline	Landscaping in setback areas should define and enhance pedestrian and open space areas. It should provide visual interest to streets and sidewalks, particularly where building façades are long.	*Commercial/Residential: Complies. The landscaping in the setback areas have been designed to help define building entrances, and create interesting open spaces with seasonal color and textural plantings.*
E.3.6.07	Guideline	Landscaping of private open spaces should be attractive, durable and drought-resistant.	*Commercial/Residential: Complies. The landscape design utilizes native and drought tolerant species to create beautiful garden spaces that are durable and reasonable to maintain.*
E.3.7 Parking, Service and Utilities			
General Parking and Service Access			
E.3.7.01	Guideline	The location, number and width of parking and service entrances should be limited to minimize breaks in building design, sidewalk curb cuts and potential conflicts with streetscape elements.	*Commercial/Residential: Complies. The location, number and width of all parking and service entrances align with the existing sidewalk curb cuts and do not conflict with streetscape elements. See A1.2. In addition, two existing El Camino Real curb cuts would be removed as part of the project.*
E.3.7.02	Guideline	In order to minimize curb cuts, shared entrances for both retail and residential use are encouraged. In shared entrance conditions, secure access for residential parking should be provided.	*Commercial/Residential: Complies. There are two garage entrances proposed. One will be shared for both the commercial and residential uses, and one will provide access for the residential uses. One curb cut is proposed on El Camino Real and two on San Antonio Street. See A1.2, C-A2.1 and C-A2.2.*
E.3.7.03	Guideline	When feasible, service access and loading docks should be located on secondary streets or alleys and to the rear of the building.	*Commercial/Residential: Complies. Service access is located off of the shared driveway along the northwest property line. See A1.2.*
E.3.7.04	Guideline	The size and pattern of loading dock entrances and doors should be integrated with the overall building design.	*Commercial/Residential: Complies. Service entrances and doors are integrated with the overall building design.*
E.3.7.05	Guideline	Loading docks should be screened from public ways and adjacent properties to the greatest extent possible. In particular, buildings that directly adjoin residential properties should limit the potential for loading-related impacts, such as noise. Where possible, loading docks should be internal to the building envelope and equipped with closable doors. For all locations, loading areas should be kept clean.	*Commercial/Residential: Not applicable. No loading docks are included as part of the Project.*
E.3.7.06	Guideline	Surface parking should be visually attractive, address security and safety concerns, retain existing mature trees and incorporate canopy trees for shade. See Section D.5 for more compete guidelines regarding landscaping in parking areas.	*Commercial: Complies. Surface parking is limited and is visually attractive, well-lit and shaded by canopy trees. Pedestrian pathways connect surface parking to the building entries. See L1.1 and A1.2.* *Residential: Not applicable.*

Utilities			
E.3.7.07	Guideline	All utilities in conjunction with new residential and commercial development should be placed underground.	*Commercial/Residential: Complies. All new utilities are located underground.*
E.3.7.08	Guideline	Above ground meters, boxes and other utility equipment should be screened from public view through use of landscaping or by integrating into the overall building design.	*Commercial/Residential: Complies. The Project proposes to locate the transformer on San Antonio Street below grade. The transformer on El Camino Real would be above ground and 8 feet tall adjacent the building wall at the southwest corner of the office building. A 6-foot tall metal picket fence on an 8-inch concrete curb is shown for screening. Backflow equipment is shown adjacent the driveway entries at the northeast and southwest building corners with the 6-foot tall fence and signage at the southwest site entry. Screening details are shown on sheet L-7 and images on L-4. Backflow equipment appears mostly screened by the sign and landscape. The transformer appears likely to be visible. See L-3 for additional information.* *Any other equipment that is located above grade is screened from view with landscaping.*
Parking Garages			
E.3.7.09	Standard	To promote the use of bicycles, secure bicycle parking shall be provided at the street level of public parking garages. Bicycle parking is also discussed in more detail in Section F.5 “Bicycle Storage Standards and Guidelines.”	*Commercial/Residential: Complies. No public parking garages are included as part of the Project. Bicycle racks are provided at convenient locations along El Camino Real and San Antonio to serve visitors to the site. Four spaces are provided at each location. See A1.2 for short-term bike rack locations. Long-term bike parking for residential uses is shown on the first floor level enclosed. See R-A2.1. Long-term parking for the office is shown on level B1 on sheet C-A2.1B.*
E.3.7.10	Guideline	Parking garages on downtown parking plazas should avoid monolithic massing by employing change in façade rhythm, materials and/or color.	*Commercial/Residential: Not applicable. No above-ground parking garages are included as part of the Project.*
E.3.7.11	Guideline	To minimize or eliminate their visibility and impact from the street and other significant public spaces, parking garages should be underground, wrapped by other uses (i.e. parking podium within a development) and/or screened from view through architectural and/or landscape treatment.	*Commercial/Residential: Complies. The parking garage included in the Project is located underground.*
E.3.7.12	Guideline	Whether free-standing or incorporated into overall building design, garage façades should be designed with a modulated system of vertical openings and pilasters, with design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale and massing of surrounding building character.	*Commercial/Residential: Not applicable. No above-ground parking garages are included as part of the Project.*

E.3.7.13	Guideline	Shared parking is encouraged where feasible to minimize space needs, and it is effectively codified through the plan's off-street parking standards and allowance for shared parking studies.	*Commercial/Residential: Complies. The Project includes dedicated parking for Residential users, as well as parking for Commercial users that is shared with Residential users after business hours. See C-A2.1 and C-A2.2. The shared parking has been justified in a shared parking study.*
E.3.7.14	Guideline	A parking garage roof should be approached as a usable surface and an opportunity for sustainable strategies, such as installment of a green roof, solar panels or other measures that minimize the heat island effect.	*Commercial/Residential: Complies. The parking garage is located underground. The "roof" of the parking garage will be landscaped and used as open space, which will minimize the heat island effect. See L1.1.*
E.3.8 Sustainable Practices			
Overall Standards			
E.3.8.01	Standard	Unless the Specific Plan area is explicitly exempted, all citywide sustainability codes or requirements shall apply.	*Commercial/Residential: Complies. The Project will comply with all citywide sustainability codes and requirements.*
Overall Guidelines			
E.3.8.02	Guideline	Because green building standards are constantly evolving, the requirements in this section should be reviewed and updated on a regular basis of at least every two years.	*Commercial/Residential: Complies. Applicant has acknowledged.*

Leadership in Energy and Environmental Design (LEED) Standards			
E.3.8.03	Standard	Development shall achieve LEED certification, at Silver level or higher, or a LEED Silver equivalent standard for the project types listed below. For LEED certification, the applicable standards include LEED New Construction; LEED Core and Shell; LEED New Homes; LEED Schools; and LEED Commercial Interiors. Attainment shall be achieved through LEED certification or through a City-approved outside auditor for those projects pursing a LEED equivalent standard. The requirements, process and applicable fees for an outside auditor program shall be established by the City and shall be reviewed and updated on a regular basis. LEED certification or equivalent standard, at a Silver lever or higher, shall be required for: • Newly constructed residential buildings of Group R (single-family, duplex and multi-family); • Newly constructed commercial buildings of Group B (occupancies including among others office, professional and service type transactions) and Group M (occupancies including among others display or sale of merchandise such as department stores, retail stores, wholesale stores, markets and sales rooms) that are 5,000 gross square feet or more; • New first-time build-outs of commercial interiors that are 20,000 gross square feet or more in buildings of Group B and M occupancies; and • Major alterations that are 20,000 gross square feet or more in existing buildings of Group B, M and R occupancies, where interior finishes are removed and significant upgrades to structural and mechanical, electrical and/or plumbing systems are proposed. All residential and/or mixed use developments of sufficient size to require LEED certification or equivalent standard under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	*Commercial/Residential: Complies. The Project will achieve LEED Silver certification or a LEED Silver equivalent standard. One dedicated electric vehicle/plug-in hybrid recharging station for every 20 residential parking spaces will be provided. See C-A2.2A.*

Leadership in Energy and Environmental Design (LEED) Guidelines			
E.3.8.04	Guideline	The development of larger projects allows for more comprehensive sustainability planning and design, such as efficiency in water use, stormwater management, renewable energy sources and carbon reduction features. A larger development project is defined as one with two or more buildings on a lot one acre or larger in size. Such development projects should have sustainability requirements and GHG reduction targets that address neighborhood planning, in addition to the sustainability requirements for individual buildings (See Standard E.3.8.03 above). These should include being certified or equivalently verified at a LEED-ND (neighborhood development), Silver level or higher, and mandating a phased reduction of GHG emissions over a period of time as prescribed in the 2030 Challenge. The sustainable guidelines listed below are also relevant to the project area. They relate to but do not replace LEED certification or equivalent standard rating requirements.	*Commercial/Residential: Complies. The Project will be certified or equivalently verified at a LEED-ND Silver level, and will mandate a phased reduction of GHG emissions over a period of time.*
Building Design Guidelines			
E.3.8.05	Guideline	Buildings should incorporate narrow floor plates to allow natural light deeper into the interior.	*Commercial: Complies. Each wing of the Project is approximately 60 feet wide, so building occupants are never farther than 30 feet from a window line. See C-A2.3 – C-A2.5* *Residential: Complies. Floors would have 9' plate heights.*
E.3.8.06	Guideline	Buildings should reduce use of daytime artificial lighting through design elements, such as bigger wall openings, light shelves, clerestory lighting, skylights, and translucent wall materials.	*Commercial: Complies. The Project includes large window openings to help reduce the use of daytime artificial lighting. See C-A3.2.* *Residential: Complies. The residential building includes large window openings. Some units on Level 3 have clerestory lighting.*
E.3.8.07	Guideline	Buildings should allow for flexibility to regulate the amount of direct sunlight into the interiors. Louvered wall openings or shading devices like *bris soleils* help control solar gain and check overheating. *Bris soleils*, which are permanent sun-shading elements, extend from the sun-facing façade of a building, in the form of horizontal or vertical projections depending on sun orientation, to cut out the sun's direct rays, help protect windows from excessive solar light and heat and reduce glare within.	*Commercial: Complies. The Project includes sunshade elements on the Southeastern façade to help regulate the amount of direct sunlight into the interiors. See C-A3.2.* *Residential: Complies. The residential building includes sunshade elements on the top floor.*

E.3.8.08	Guideline	Where appropriate, buildings should incorporate arcades, trellis and appropriate tree planting to screen and mitigate south and west sun exposure during summer. This guideline would not apply to downtown, the station area and the west side of El Camino Real where buildings have a narrower setback and street trees provide shade.	*Commercial: Complies. The Project includes tree planting along the southern elevation. See L1.1. See L-3 for shade tree locations and selection at south and west facades.* *Residential: Complies. The residential building includes trees along the southern elevation. See L1.1. See L-3 for shade tree locations and selection at south and west facades.*
E.3.8.09	Guideline	Operable windows are encouraged in new buildings for natural ventilation.	*Commercial: Complies. Operable windows will not be used due to resultant inefficiencies in the mechanical system. See letter from Mechanical Engineer.* *Residential: Complies. The residential building will be designed with operable windows.*
E.3.8.10	Guideline	To maximize use of solar energy, buildings should consider integrating photovoltaic panels on roofs.	*Commercial/Residential: Complies. Photovoltaic panels will be installed on the roof of the commercial building.*
E.3.8.11	Guideline	Inclusion of recycling centers in kitchen facilities of commercial and residential buildings shall be encouraged. The minimum size of recycling centers in commercial buildings should be 20 cubic feet (48 inches wide x 30 inches deep x 24 inches high) to provide for garbage and recyclable materials.	*Commercial/Residential: Complies. A central trash/recycling enclosure will be included as part of the Project. This is located on the ground floor of the Residential Building. See R-A2.1.*
Stormwater and Wastewater Management Guidelines			
E.3.8.12	Guideline	Buildings should incorporate intensive or extensive green roofs in their design. Green roofs harvest rain water that can be recycled for plant irrigation or for some domestic uses. Green roofs are also effective in cutting-back on the cooling load of the air-conditioning system of the building and reducing the heat island effect from the roof surface.	*Commercial/Residential: The Project includes a green roof on the ground level above the subterranean parking garage. See L-2*
E.3.8.13	Guideline	Projects should use porous material on driveways and parking lots to minimize stormwater run-off from paved surfaces.	*Commercial/Residential: Complies. The area of parking lots and driveways have been kept to a minimum in order to minimize storm-water runoff. See L-2*
Landscaping Guidelines			
E.3.8.14	Guideline	Planting plans should support passive heating and cooling of buildings and outdoor spaces.	*Commercial/Residential: Complies. Planting plans have been developed to support passive heating and cooling of the building and outdoor spaces. See L-3, L-1.1.*
E.3.8.15	Guideline	Regional native and drought resistant plant species are encouraged as planting material.	*Commercial/Residential: Regional native and drought resistant plant species are incorporated into the landscape design. See L-3, L-1.1.*
E.3.8.16	Guideline	Provision of efficient irrigation system is recommended, consistent with the City's Municipal Code Chapter 12.44 "Water-Efficient Landscaping".	*Commercial/Residential: Complies. An efficient irrigation system consistent with the City's Municipal Code Chapter 12.44 will be provided, using point source bubbler irrigation, drip irrigation, and smart weather sensing controllers to minimize water use.*

Lighting Standards			
E.3.8.17	Standard	Exterior lighting fixtures shall use fixtures with low cut-off angles, appropriately positioned, to minimize glare into dwelling units and light pollution into the night sky.	*Commercial/Residential: Complies. Exterior light fixtures will use low cut-off angles to minimize glare into dwelling units and light pollution. LED wall washer light fixtures shown on R-A7.2 for residential building. LED bollard, area, and recessed lights for office shown on L-4. Lighting appears consistent with this standard.*
E.3.8.18	Standard	Lighting in parking garages shall be screened and controlled so as not to disturb surrounding properties, but shall ensure adequate public security.	*Commercial/Residential: Complies. The parking garage is located below ground, so no lighting will be visible to surrounding properties.*
Lighting Guidelines			
E.3.8.19	Guideline	Energy-efficient and color-balanced outdoor lighting, at the lowest lighting levels possible, are encouraged to provide for safe pedestrian and auto circulation.	*Commercial/Residential: Complies. Outdoor lighting will be energy-efficient and will provide for safe pedestrian and auto circulation.*
E.3.8.20	Guideline	Improvements should use ENERGY STAR-qualified fixtures to reduce a building's energy consumption.	*Commercial/Residential: Tentatively Complies. Energy Star-qualified fixture will be considered.*
E.3.8.21	Guideline	Installation of high-efficiency lighting systems with advanced lighting control, including motion sensors tied to dimmable lighting controls or lighting controlled by timers set to turn off at the earliest practicable hour, are recommended.	*Commercial/Residential: Tentatively Complies. High-efficiency lighting systems with advanced lighting controls will be considered.*
Green Building Material Guidelines			
E.3.8.22	Guideline	The reuse and recycle of construction and demolition materials is recommended. The use of demolition materials as a base course for a parking lot keeps materials out of landfills and reduces costs.	*Commercial/Residential: Tentatively Complies. The reuse and recycle of construction and demolition materials will be considered if feasible.*
E.3.8.23	Guideline	The use of products with identifiable recycled content, including post-industrial content with a preference for post-consumer content, are encouraged.	*Commercial/Residential: Tentatively Complies. The use of products with identifiable recycled content will be considered if feasible.*
E.3.8.24	Guideline	Building materials, components, and systems found locally or regionally should be used, thereby saving energy and resources in transportation.	*Commercial/Residential: Tentatively Complies. Building materials, components and systems found locally or regionally will be used if feasible.*
E.3.8.25	Guideline	A design with adequate space to facilitate recycling collection and to incorporate a solid waste management program, preventing waste generation, is recommended.	*Commercial/Residential: Complies. The trash and recycling room is adequately sized to facilitate recycling collection and a solid waste management program.*
E.3.8.26	Guideline	The use of material from renewable sources is encouraged.	*Commercial/Residential: Tentatively complies. Use of materials from renewable sources will be considered if feasible.*

Arborwell
professional tree management

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Tree Preservation Plan
For
1540 El Camino Real
Menlo Park, California

Prepared for:

Hunter Properties

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Introduction

Arborwell was contracted to prepare a tree protection plan (TPP) for the proposed construction to occur at 1540 El Camino Real in Menlo Park, California. The property is currently a commercial retail space that surrounded by parking lot that is being converted to commercial office and residential buildings.

I was issued a *Site Exhibit Plan* on November 22, 2016, from TGP, Inc. TGP, Inc. requested that I review the garage layout on the plan relative to the existing Redwood and Oak trees to remain on site, and to confirm whether the space provided for the Redwood on El Camino Real is adequate, and to determine how many spaces need to be removed to allow the Oak trees to remain along San Antonio. In addition, I was asked to evaluate the garage layout relative to the existing Pear trees in the parking islands on the adjacent property, and to determine if whether the design impacts the trees to the point that they must be removed and replaced.

The TPP is part of a planning submittal package for the review of the City of Menlo Park's Managing Arborist/Urban Forester. Included in this report is a Tree Inventory Map indicating tree species (Exhibit 1), a Tree Protection Matrix with specific tree protection measures for each assigned tree number (Exhibit 2), and images of tree proposed for preservation (Exhibit 3).

Assignment & Scope

This report intends to describe the necessary steps for the installation of tree protection to ensure the long-term viability of trees slated for preservation. It makes tree protection recommendations under the guidelines provided by the City of Menlo Park's *Tree Protection Specifications*.

This TTP was prepared all trees, including Heritage Trees, three (3) inches or greater in diameter at fifty-four (54) inches above grade located on, or within 10 feet of, the property. The City of Menlo Park defines a Heritage Tree as:

1) Any tree having a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more measured at 54 inches above natural grade.
2) Any oak tree native to California, with a circumference of 31.4 inches (diameter of 10 inches) or more measured at 54 inches above natural grade.
3) Any tree or group of trees specifically designated by the City Council for protection because of its historical significance, special character or community benefit.
4) Any tree with more than one trunk measured at the point where the trunks divide, with a circumference of 47.1 inches (diameter of 15 inches) or more, with the

exception of trees that are less than twelve (12) feet in height, which are exempt from the ordinance.

Trees were identified for removal or for preservation per the document issued by TGP, Inc. Each tree slated for preservation was identified and specifications for the individual's protection zone, in addition to general preservation guidelines, were provided in this document.

Note that the recommendations in this report are based on visual inspection on the above-ground parts of the trees at the time of the site visit. No soil was removed for below-grade inspection and no aerial inspection was performed. Health and structure of individuals to be preserved was not collected, nor was any other information regarding specific individuals other than species, tag number, and physical metrics. Information in this letter may warrant further investigation as site conditions change over time.

Method

The specific tasks performed are as follows:

- identify the location of trees on-site;
- identify the species of individuals on-site;
- record the diameter in inches of each tree at fifty-four (54) inches above grade;
- note any special precautions needed for tree preservation;
- acquire site images of Heritage Trees;
- recommend action and designate tree protection zones;
- prepare a written report that presents findings and submit the report via email as a PDF document;

Tree Count and Composition

During the site visit, a total of forty-eight (48) trees were quantified on or directly adjacent to the property. Of the 48 observed individuals on or adjacent to the property, there were thirteen (13) different species.

Five (5) of the 48 trees are located on neighboring properties: Trees 44, 45, 46, 47, & 48

Fourteen (14) of the 48 are heritage trees: Trees 1, 11, 13, 14, 15, 17, 26, 27, 30, 32, 45, 46, 47, & 48

A total of seven (7) trees are recommended to be preserved: Trees 14, 15, 44, 45, 46, 47, & 48

Forty-one (41) trees are recommended for removal base on conflicts with the design: Trees 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 21, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43

Tree Preservation

The following trees are proposed to be preserved throughout the project:

- **#14 & 15 – Tree Protection Fencing at the extent of the existing growing space** required. Expansion of the existing growing space at a minimum of twelve (12) feet from the base of the trunk towards the existing building, and as a result moving the garage wall away from the root zone, will be required in order to retain these individuals (Coast Live Oaks do not tolerate root disturbance well), resulting in the loss of seven (7) to eight (8) parking stalls. The suggested expansion is approximately twelve (12) feet from the base of the trunk at the minimum. The preferred distance is to the extent of the canopy perimeter, approximately twenty-five (25) feet from the base of the trunk.

  Minor pruning on the two Oak trees to allow the tree canopies to clear the new apartment building will be required. It is not likely that Tree 14 will be significantly impacted, though Tree 15 would require some branch removal and crown shaping. Trees #14 and 15 are recommended to have the canopy pruned for end weight reduction and foliar end weight with no more than 25% of the total crown removed as an acceptable way to mitigate clearance issues with the proposed design.

  The existing sidewalk should remain undisturbed and not moved towards the curb so as not to disturb sensitive roots in the existing growing area.

- **#44-48 –Tree Protection 10 feet from the trunks.** The trees are overlap the property line. Trenching is not planned anywhere near dripline. The proposed garage wall has been moved at least twelve (12) feet away from the base of the trunks. After the tree protection fencing has been set and demolition of the existing features has been perform, mulch under dripline to a depth of six (6) inches minimum; Single application of growth regulator prior to construction; Irrigate monthly per construction guidelines below.

Tree Protection Measures

The objective of this section is to reduce the negative impacts of construction on trees to a less than significant level. Trees vary in their ability to adapt to altered growing conditions, while mature trees have established stable biological systems in the preexisting physical environment. Disruption of this environment by construction activities interrupts the tree's physiological processes, causing depletion of energy reserves and a decline in vigor. This sometime is exhibited as death. Typically, this reaction may develop several years or more after disruption.

The tree protection regulations are intended to guide a construction project to insure that appropriate practices will be implemented in the field to eliminate undesirable consequences that may result from uninformed or careless acts, and preserve both trees and property values.

The following a required to be implemented along with the TPP:

1. The project arborist or contractor shall verify, in writing, that all preconstruction conditions have been met (tree fencing, erosion control, pruning, etc.)

2. The demolition, grading and underground contractors, construction superintendent and other pertinent personnel are required to meet with the project arborist at the site prior to beginning work to review procedures, tree protection measures and to establish haul routes, staging, areas, contacts, watering, etc.

3. Fenced enclosures shall be erected around trees to be protected to achieve three primary goals:

    a. To keep the foliage crowns and branching structure of the trees to be preserved clear from contact by equipment, materials and activities;

    b. Preserve roots intact and maintain proper soil conditions in a non-compacted state and;

    c. To identify the tree protection zone (TPZ) in which no soil disturbance is permitted and activities are restricted.

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Tree Protection Zone (TPZ)

Each tree to be preserved shall have a designated TPZ identifying the area sufficiently large enough to protect the tree and roots from disturbance. The recommended TPZ area can be determined by the canopy footprint, unless noted in nthe following table. The TPZ shall be shown on all site plans for the project. Improvements or activities such as paving, utility and irrigation trenching and other ancillary activities shall occur outside the TPZ, unless authorized by the project arborist. Unless otherwise specified, the protective fencing shall serve as the TPZ boundaries.

Table 1: specific tree protection dimensions for each on- and off-site *Heritage Tree* to be preserved, taking into account existing conditions and proposed improvements that prevent the TPZ from being a circle or dripline shape.

Tag #	Species	Distance of TPZ from trunk extending onto the property (feet)
14	Quercus agrifolia	12 feet in all directions
15	Quercus agrifolia	12 feet in all directions
45	Pyrus calleryana	10 from base of trunk
46	Pyrus calleryana	10 from base of trunk
47	Pyrus calleryana	10 from base of trunk
48	Pyrus calleryana	10 from base of trunk

Activities prohibited within the TPZ include:

- Storage or parking vehicles, building materials, refuse, excavated spoils or dumping of poisonous materials on or around trees and roots. Poisonous materials include, but are not limited to, paint, petroleum products, concrete or stucco mix, dirty water or any other material which may be deleterious to tree health.

- The use of tree trunks as a winch support, anchorage, as a temporary power pole, sign posts or other similar function.

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- Cutting of tree roots by utility trenching, foundation digging, placement of curbs and trenches and other miscellaneous excavation without prior approval of the project arborist.

- Soil disturbance or grade/drainage changes

Activities permitted or required within the TPZ include:

- Mulching: During construction, wood chips shall be spread within the TPZ to a six (6) inch depth, leaving the trunk clear of mulch to help inadvertent compaction and moisture loss from occurring. The mulch may be removed if improvements or other landscaping is required. Mulch material shall be two (2) inch unpainted, untreated wood chip mulch or approved equal.

- Root Buffer: When areas under the tree canopy cannot be fenced, a temporary buffer is required and shall cover the root zone and remain in place at the specified thickness until final grading stage.

- Irrigation, aeration, fertilizing or other beneficial practices that have been specifically approved for use within the TPZ.

- For Trees 14 and 15, there is a proposed post & pier foundations for a deck as well as a new sidewalk within the 12 foot TPZ. Although there is allowed construction occurring within the TPZ, this area is considered a Special Treatment Zone. Fencing is to remain to protect the trees until the site work installation begins. Mulching, root buffer, irrigation, and any special treatment recommended by the Project Arborist are to be implemented. The existing sidewalk is to remain; however, the new sidewalk with be reinforced with rebar and installed with no more than a 4 inch cut to the surface.

Size & Type of Fence

All trees to be preserved shall be protected with five or six (5-6) foot high chain link fences. Fences are to be mounted on two inch diameter galvanized iron posts, driven into the ground to a depth of at least two (2) feet at no more than ten (10) foot spacing. This detail shall appear on grading, demolition and improvement plans.

Duration of Tree Protection Fencing

Tree fencing shall be erected prior to demolition, grading or construction and remain in place until final inspection.

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"Warning" Signage

A warning sign a minimum of 8.5x11-inches shall be prominently displayed on each fence. The sign shall clearly state:

WARNING - Tree Protection Zone - This fence shall not be removed and is subject to a penalty.

Tree protection fencing, if required to be moved, has to be moved under the direction of the project arborist. All tree protection zones need to be clear of debris and construction materials, and cleared of weeds regardless if fencing is present or not. A general rule is that the tree protection zone is to be at the dripline of the tree if fencing is not present. Tree protection fencing needs to be restored to its proper dimensions immediately following activity that resulted in the removal of tree protection fencing.

Pruning, Surgery, and Removal

Prior to construction, trees may require that branches be pruned clear from structures, activities, building encroachment or may need to be strengthened by means of mechanical support (cabling) or surgery. Such pruning, surgery or the removal of trees shall adhere to the following standards:

1. Pruning limitations:

    - Minimum Pruning: If the project arborist recommends that trees be pruned, and the type of pruning is left unspecified, the standard pruning shall consist of 'crown cleaning' as defined by ISA Pruning Guidelines. Trees shall be pruned to reduce hazards and develop a strong, safe framework.

    - Maximum Pruning: Maximum pruning should only occur in the rarest situation approved by the project arborist. No more than one-fourth (1/4) of the functioning leaf and stem area may be removed within one (1) calendar year of any tree, or removal of foliage so as to cause the unbalancing of the tree. It must be recognized that trees are individual in form and structure, and that pruning needs may not always fit strict rules. The project arborist shall assume all responsibility for special pruning practices that vary from the standards outlined in this TPP.

    - Tree Workers: Pruning shall not be attempted by construction or contractor personnel, but shall be performed by a qualified tree care specialist or certified tree worker.

2. Pruning limitations:

    - Tree Workers: Removals shall not be attempted by construction or contractor personnel, but shall be performed by a qualified tree care specialist or certified tree worker.

Activities During Construction & Demolition Near Trees

Soil disturbance or other injurious and detrimental activity within the TPZ is prohibited unless approved by the project arborist. If an injurious event inadvertently occurs, or soil disturbance has been specifically conditioned for project approval, then the following mitigation is required:

- Soil Compaction: If compaction of the soil occurs, it shall be mitigated as outlined in Soil Compaction Damage, and/or Soil Improvement.

- Grading Limitations within the Tree Protection Zone:

    - Grade changes outside of the TPZ shall not significantly alter drainage to the tree.

    - Grade changes within the TPZ are not permitted.

    - Grade changes under specifically approved circumstances shall not allow more than six (6) inches of fill soil added or allow more than four (4) inches of existing soil to be removed from natural grade unless mitigated.

Trenching, Excavation and Equipment Use

Demolition of existing structures, hardscape, utilities, etc. within the TPZ of Trees 14 and 15, and off-site Trees 44 through 48, will need to be performed by hand and under the direction of the Project Arborist. This should be noted on the Tree Disposition Plan and Demolition Plans.

Garage excavation will occur within the driplines of Trees 14 and 15. The interface between the TPZ and non-TPZ should be excavated by hand or under the direct supervision of the Project Aborist. Any roots encountered are to be severed cleanly using guidelines in the following section.

Excavation or boring activity within the TPZ is restricted to the following activities, conditions and requirements if approved by the project arborist:

- Notification. Contractor shall notify the project arborist a minimum of twenty-four (24) hours in advance of the activity in the TPZ.

- Root Severance. Roots that are encountered shall be cut to sound wood and repaired. Roots two (2) inches and greater must remain injury free.

- Excavation. Any approved excavation, demolition or extraction of material shall be performed with equipment sitting outside the TPZ. Methods permitted are by hand digging, hydraulic or pneumatic air excavation technology. Avoid excavation within the TPZ during hot, dry weather.

    a. If excavation or trenching for drainage, utilities, irrigation lines, etc., it is the duty of the contractor to tunnel under any roots two (2) inches in diameter and greater.

    b. Prior to excavation for foundation/footings/walls, grading or trenching within the TPZ, roots shall first be severed cleanly one (1) foot outside the TPZ and to the depth of the future excavation. The trench must then be hand dug and roots pruned with a saw, sawzall, narrow trencher with sharp blades or other approved root pruning equipment.

- Heavy Equipment. Use of backhoes, steel tread tractors or any heavy vehicles within the TPZ is prohibited

Root Severance

Cutting and removal of roots smaller than two (2) inches in diameter shall be done by chain saw or hand saw to provide a flat and smooth cut and cause the least damage possible to the root and tree's health. Cutting roots by means of tractor-type equipment or other than chain saws and hand saws is prohibited.

Proper pruning technique shall encourage callusing of the roots. Root cutting and removal shall not exceed thirty-five (35) percent of total root surface.

The Contractor shall remove any wood chips or debris that may be left over from root removal that may affect the construction of improvements as directed by the City Engineer.

If any roots over two (2) inches in diameter are severed during any excavation, the following procedure shall be followed:

1. The roots shall be shaded by immediately covering the entire trench with plywood, or by covering the sides of the trench with burlap sheeting that is kept moist by watering twice per day.

2. When ready to backfill, each root shall be severed cleanly with a handsaw. Where practical, they should be cut back to a side root. Immediately, a plastic bag shall be placed over the fresh cut, and secured with a rubber band or electrical tape. Shading should immediately be placed until backfilling occurs.

3. Plastic bags shall be removed prior to backfilling.

4. Backfill shall be clean, native material free of debris, gravel or wood chips.

If roots three (3) inches in diameter, or larger, are encountered during excavation, Contractor shall contact the Public Works Construction Section and the City Parks Division immediately and request a field inspection by the Engineer and the City Tree Supervisor, or their designated representatives, and obtain instruction as to how the roots should be treated. No roots three (3) inches in diameter, or larger, shall be cut and removed without prior approval from the City Engineer and the City Tree Supervisor, or their designated representatives. Failure to notify the Public Works Department or the Parks Division for root inspection will result in the Contractor paying for damages and/or replacing the damaged tree as determined by the Engineer.

Irrigation Program

Irrigate to wet the soil within the TPZ to a depth of twenty-four to thirty (24-30) inches at least once a month, preferably twice a month. Ten (10) gallons per inch DBH is usually a sufficient amount but the depth requirement may require more water. Begin irrigating immediately prior to any construction activity. Alternatively, sub-surface irrigation may be used at regular specified intervals by injecting on approximate three (3) foot centers, ten (10) gallons of water per inch trunk diameter within the TPZ. Duration shall be until project completion plus monthly until seasonal rainfall totals at least eight (8) inches of rain, unless specified otherwise by the project arborist.

Damage to Trees - Reporting

Any damage or injury to trees shall be reported within six (6) hours to the project arborist and job superintendent or City Arborist so that mitigation can take place. All mechanical or chemical injury to branches, trunk or to roots over two (2) inches in diameter shall be reported in the monthly inspection report. In the event of injury, the following mitigation and damage control measures shall apply:

- Root injury: If trenches are cut and tree roots two (2) inches or larger are encountered they must be cleanly cut back to a sound wood lateral root. The end of the root shall be covered with either a plastic bag and secured with tape or rubber band, or be coated with latex paint. All exposed root areas within the TPZ shall be backfilled or covered within one (1) hour. Exposed roots may be kept from drying out by temporarily covering the roots and draping layered burlap or carpeting over the upper three (3) feet of trench walls. The materials must be kept wet until backfilled to reduce evaporation from the trench walls.

- Bark or trunk wounding: Current bark tracing and treatment methods shall be performed by a qualified tree care specialist within two (2) days.

- Scaffold branch or leaf canopy injury: Remove broken or torn branches back to an appropriate branch capable of resuming terminal growth within five (5) days. If leaves are heat scorched from equipment exhaust pipes, consult the project arborist within six (6) hours.

Any damage any tree's canopy will need to be restoratively pruned effective immediately after the damage occurs and no later than 48 hours after the damage occurs.

Inspection Schedule

The project arborist retained by the applicant shall conduct the following required inspections of the construction site:

- Inspections shall verify that the type of tree protection and/or plantings re consistent with the standards outlined within this TPP. For each required inspection or meeting, a written summary of the changing tree related conditions, actions taken, and condition of trees shall be provided to the contactor.

    - Inspection of Protective Tree Fencing.

    - Pre-Construction Meeting. Prior to commencement of construction, the contractor shall conduct a pre-construction meeting to discuss tree protection with the job site superintendent, grading equipment operators, and the project arborist.

    - Inspection of Rough Grading. The project arborist shall perform an inspection during the course of rough grading adjacent to the TPZ to

ensure trees will not be injured by compaction, cut or fill, drainage and trenching, and if required, inspect aeration systems, tree wells, drains and special paving. The contractor shall provide the project arborist at least forty-eight (48) hours advance notice of such activity.

- Monthly Inspections. The project arborist shall perform monthly inspections to monitor changing conditions and tree health. The City Arborist shall be in receipt of an inspection summary during the first week of each calendar month or, immediately if there are any changes to the approved plans or protection measures.

- Any special activity within the Tree Protection Zone. Work in this area (TPZ) requires the direct on-site supervision of the project arborist.

Conclusion

It is the nature of trees exposed to construction that some do not survive, and mortality cannot be predicted. In the event that due care is exercised, all of the trees on the project proposed to be retained are expected to remain healthy and alive.

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Assumptions and Limiting Conditions

While trees vary in their tolerance to changed conditions, disruption in any form of the environment to which the trees have grown accustomed may result in adverse reaction. Human activity among and near trees is inherently contrary to tree welfare and there are inherent risks associated.

The following are limitations to this report:

- All information presented herein covers only the trees examined at the area of inspection, and reflects the conditions observed of said trees at the time of inspection.
- Observations were performed visually without probing, dissecting, coring, or excavation, unless noted above, and in no way shall the observer be held responsible for any defects that could have only been discovered by performing said services in specific area(s) where a defect was located.
- No guarantee or warranty is made, expressed or implied, that defects of the trees inspected may not arise in the future.
- No assurance can be offered that if the recommendations and precautionary measures are accepted and followed, that the desired results may be attained.
- No responsibility is assumed for the methods used by any person or company executing the recommendations provided in this report.
- The information provided herein represents an opinion, and in no way is the reporting of a specified finding, conclusion, or value based on the retainer.
- This report is proprietary to Arborwell, and may not be reproduced in whole or part without written consent. This report has been prepared exclusively for use of the parties to which it has been submitted.
- Should any part of this report be altered, damaged, corrupted, or lost the entire evaluation shall be invalid.

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Exhibit 3 – Figures

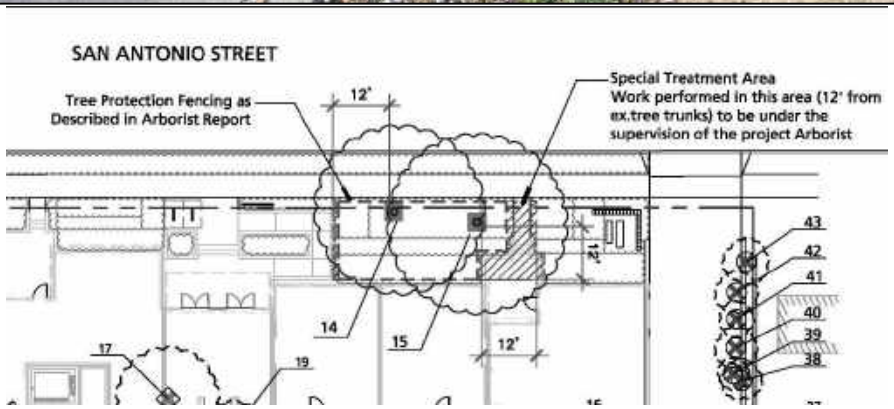

Figure 1: an image of Tree 14 & 15's growing space (top image). These trees are growing in a narrow grow space but there roots extend beyond the grow space into the sidewalk planting strip and beneath the hardscape behind the trees. Tree Protection Zone for these tree will need to be expanded (dashed line in bottom image), from the base of the trunk, towards the existing building minimum of twelve (12) feet in order for the trees to survive and be stable. The existing sidewalk should remain undisturbed and not moved towards the curb so as not to disturb sensitive roots in the existing growing area.

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Figure 2: an image of Tree 44 & 45's growing space. These trees are growing in a narrow grow space but there roots extend beyond the grow space into the parking lot. Tree Protection Zone for these tree will need to be expanded from the base of the trunk towards the existing building ten (10) feet in order for the trees to survive, resulting in a modification of the existing garage design. .

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Figure 3: an image of Tree 46 & 47's growing space. These trees are growing in a narrow grow space but there roots extend beyond the grow space into the parking lot. Tree Protection Zone for these tree will need to be expanded from the base of the trunk towards the existing building ten (10) feet in order for the trees to survive, resulting in a modification of the existing garage design.

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Figure 4: an image of Tree 48's growing space. This trees is growing in a narrow grow space but there roots extend beyond the grow space into the parking lot. Tree Protection Zone for these tree will need to be expanded from the base of the trunk towards the existing building ten (10) feet in order for the trees to survive, resulting in a modification of the existing garage design.

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Exhibit 1 - Inventory Map
1540 El Camino Real
Menlo Park, California

Species Name

- Brazilian Pepper
- Citrus
- Coast Live Oak
- Coast Redwood
- Flowering Plum
- Glossy Privet
- Hollyleaf Cherry
- Hollywood Juniper
- Italian Cypress
- Oleander
- Ornamental Pear
- Silk Tree
- Southern Magnolia

0 20 40 80
Feet

Prepared by

Exhibit 2 - Tree Protection Matrix

1540 El Camino Real, Menlo Park

~ denotes diameter measurement was approximated due to inaccessibility
@ denotes tree with more than one trunk measured at the point where the trunks divide

Tag #	Common Name	Species	Diameter (inches)	Heritage?	Action
1	Coast Redwood	Sequoia sempervirens	37	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
2	Brazilian Pepper	Schinus terebinthifolius	6	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
3	Brazilian Pepper	Schinus terebinthifolius	10	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
4	Brazilian Pepper	Schinus terebinthifolius	9	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
5	Brazilian Pepper	Schinus terebinthifolius	11	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
6	Flowering Plum	Prunus x blireana	7@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
7	Flowering Plum	Prunus x blireana	9@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
8	Flowering Plum	Prunus x blireana	8.5@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
9	Flowering Plum	Prunus x blireana	6.5@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
10	Flowering Plum	Prunus x blireana	10@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
11	Southern Magnolia	Magnolia grandiflora	16	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
12	Ornamental Pear	Pyrus calleryana	12	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
13	Glossy Privet	Ligustrum lucidum	20@	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
14	Coast Live Oak	Quercus agrifolia	31	Yes	Preserve
15	Coast Live Oak	Quercus agrifolia	~28	Yes	Preserve

Tag #	Common Name	Species	Diameter (inches)	Heritage?	Action
16	Southern Magnolia	Magnolia grandiflora	14	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
17	Southern Magnolia	Magnolia grandiflora	~18	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
18	Oleander	Nerium oleander	13	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
19	Glossy Privet	Ligustrum lucidum	~6.5@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
20	Oleander	Nerium oleander	5	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
21	Oleander	Nerium oleander	6	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
22	Hollywood Juniper	Juniperus chinensis	8@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
23	Citrus	Citrus ssp.	11@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
24	Silk Tree	Alibiza julibrissin	8	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
25	Southern Magnolia	Magnolia grandiflora	5	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
26	Italian Cypress	Cupressus sempervirens	18@	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
27	Italian Cypress	Cupressus sempervirens	18@	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
28	Southern Magnolia	Magnolia grandiflora	10	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
29	Southern Magnolia	Magnolia grandiflora	6	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
30	Southern Magnolia	Magnolia grandiflora	22	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
31	Southern Magnolia	Magnolia grandiflora	7	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
32	Southern Magnolia	Magnolia grandiflora	17	Yes	Remove Base On Falling Within The Footprint Of Proposed Garage Wall

Tag #	Common Name	Species	Diameter (inches)	Heritage?	Action
33	Glossy Privet	Ligustrum lucidum	8	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
34	Glossy Privet	Ligustrum lucidum	14.5@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
35	Glossy Privet	Ligustrum lucidum	10	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
36	Glossy Privet	Ligustrum lucidum	5	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
37	Glossy Privet	Ligustrum lucidum	3	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
38	Glossy Privet	Ligustrum lucidum	4	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
39	Glossy Privet	Ligustrum lucidum	5	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
40	Glossy Privet	Ligustrum lucidum	6	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
41	Glossy Privet	Ligustrum lucidum	6	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
42	Glossy Privet	Ligustrum lucidum	4	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
43	Hollyleaf Cherry	Prunus ilicifolia	~12@	No	Remove Base On Falling Within The Footprint Of Proposed Garage Wall
44	Ornamental Pear	Pyrus calleryana	13	No	Preserve
45	Ornamental Pear	Pyrus calleryana	15	Yes	Preserve
46	Ornamental Pear	Pyrus calleryana	17	Yes	Preserve
47	Ornamental Pear	Pyrus calleryana	17	Yes	Preserve
48	Ornamental Pear	Pyrus calleryana	24	Yes	Preserve

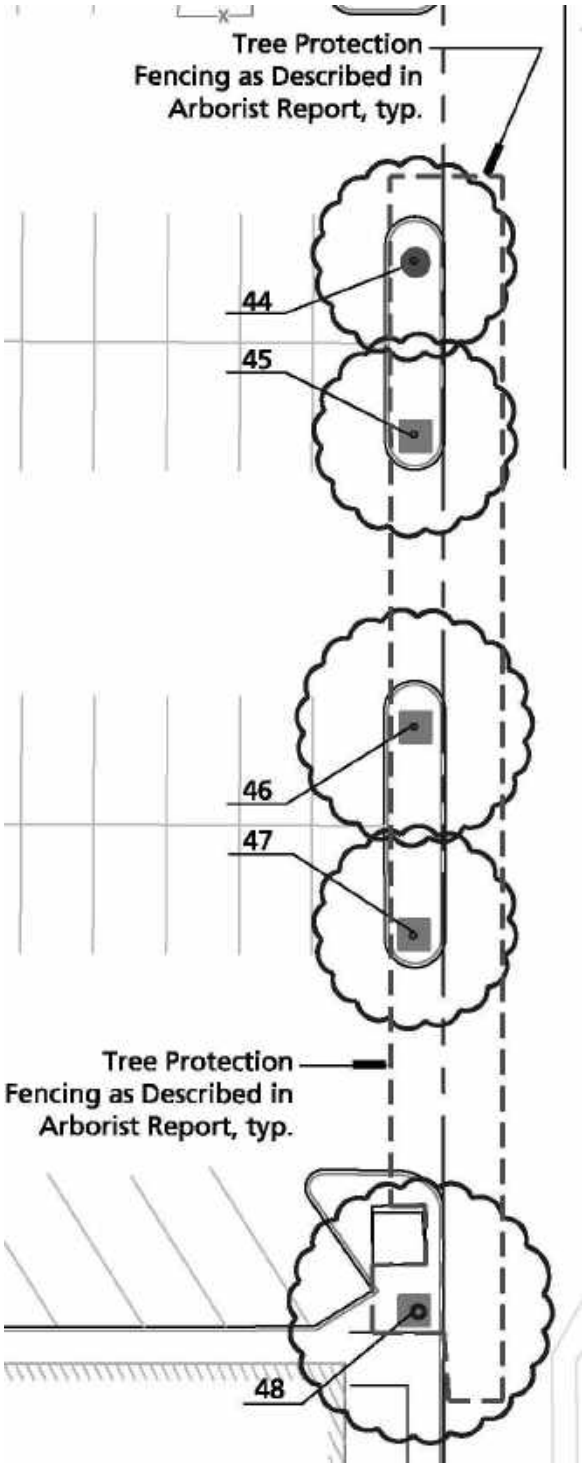

Figure 5: the proposed TPZ fencing for the Pears on the adjacent property, shown with a dashed line. The TPZ garage is at least ten (10) feet from the base of the trunks.

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REGULAR MEETING MINUTES

Date: 12/13/2017
Time: 2:00 p.m.
Arrillaga Family Recreation Center – Cypress Room
700 Alma St., Menlo Park, CA 94025

A. Chair Tate called the meeting to order at 6:37 p.m.

B. Roll Call

Present: Michele Tate (Chair), Meg McGraw-Scherer (Vice Chair), Sally Cadigan, Nevada Merriman, Camille Kennedy and Karen Grove
Absent: Julianna Dodick
Staff: Meghan Revolinsky, Management Analyst II

C. Public Comment

There was no public comment received.

D. Regular Business

D1. Approve minutes for the Housing Commission meeting of November 08, 2017

ACTION: Motion and second (Cadigan/Grove) to approve the November 8, 2017, Housing Commission meeting minutes with changes, passed (6-0-1; Dodick absent).

D2. Recommendation of a Below Market Rate Agreement with Hunter-Storm Properties for 1540 El Camino Real

Associate Planner Kaitlin Meador provided a project overview and Deke Hunter of Hunter Properties answered commissioner questions.

ACTION: Motion and second (Tate/Kennedy) to recommend approval, contingent upon applicant providing additional information to the Housing Commission on his BMR rental rates before the item goes to the Planning Commission, of a below market rate housing agreement term sheet with Hunter-Storm Properties for 1540 El Camino Real with 1) strong consideration to have the city purchase the remaining .6 unit or use the fee to buy down rent costs within the moderate income range and 2) strong consideration to have the BMR unit mix proportionate to the development's unit mix. The motion passed (6-0-1; Dodick absent).

E. Reports and Announcements

E1. Hello Housing quarterly update

Sarah Shimmin, Senior Program Manager with Hello Housing, provided the update.

E2. Subcommittee reports

NOFA subcommittee members McGraw-Scherer and Cadigan provided no report.

Nexus subcommittee members Merriman and Grove reported they met with staff and staff will be updating a table with fees from other cities. They plan to bring forward a proposal to the committee early next year.

BMR Guidelines subcommittee members Kennedy, Dodick and Grove reported they have continued meeting, have met with key stakeholders and plan to meet with staff for next steps.

Housing Policy subcommittee members Merriman, Kennedy and Tate provided no report.

E3. Oral report on Waverly Street properties

Staff Revolinsky provided the update.

E4. Update from MidPen Housing on the 1238 Willow Road and 355 Pierce Road community meeting

Nesreen Kawar, Senior Project Manager of MidPen Housing, provided the update.

E5. Commissioner reports

There were no commissioner reports.

E6. Staff updates and announcements

Staff Revolinsky provided an update on the Transportation Master Plan Oversight and Outreach Committee.

F. Adjournment

Chair Tate adjourned the meeting at 9:24 p.m.

HUNTER STORM

November 20, 2017

Kaitie Meador
Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Subject: Updated BMR Housing Proposal – 1540 El Camino Real, Menlo Park, CA

Dear Ms. Meador,

We are pleased to provide this letter with the submittal of our application for our proposed mixed-use project at 1540 El Camino Real, Menlo Park. As you know, our project consists of twenty-seven (27) for rent residential units with a mix of nine (9) one-bedroom/one-bath units, seventeen (17) two-bedroom/two-bath units, and one (1) three-bedroom/two-bath unit. Of the seventeen two-bedroom units, one unit also include a den.

We would like to offer Below Market Rate (BMR) housing to the City of Menlo Park as a confirmation of our commitment to the local community. **We will commit 5 (4 one-bedroom and 1 two-bedroom) units, or 18.5% of our on-site units as BMR housing for moderate-income levels along with a 0.4 additional BMR unit in-lieu fee of $135,345.59.** Therefore, the net gain to Menlo Park will be 5.4 total BMR units (5 included on our site and the equivalent funding for another 0.4 units to be built off site).

We recognize that twenty-seven units will not solve the housing crisis in itself. However, we believe our project and BMR proposal will positively benefit Menlo Park, and we are excited to play a role in providing additional supply to help alleviate some of the burden of your residents. We look forward to working with you and the rest of the City staff to create a project that makes all of us proud!

Sincerely,

Deke Hunter
President
Hunter/Storm

AFFORDABLE HOUSING AGREEMENT

AND

DECLARATION OF RESTRICTIVE COVENANTS

1540 EL CAMINO REAL PROJECT

THIS AFFORDABLE HOUSING AGREEMENT AND DECLARATION OF RESTRICTIVE COVENANTS ("**Agreement**") is entered into as of _____, 2018, by and between the **CITY OF MENLO PARK**, a California municipal corporation ("**City**"), and **HUNTER STORM LLC**, a California corporation ("**Owner**") with reference to the following facts:

RECITALS

A. Owner is the owner of those certain parcels of real property having current addresses at 1540 El Camino Real in the City of Menlo Park, California ("**Property**"), as more particularly described in Exhibit A attached hereto.

B. Pursuant to City Municipal Code Chapter 16.96, the City's BMR Housing Ordinance ("BMR Ordinance"), and the City's Below Market Rate Housing Program Guidelines ("Guidelines") attached hereto as Exhibit B, Owner is required to enter into this Agreement for the benefit of the City to ensure compliance with the City's BMR Ordinance and the Guidelines, which is a prerequisite to obtaining final development approvals and "Final Inspection" of the units from the Building Division.

C. Owner intends to demolish all existing structures on the Property and to construct the Project on the Property, as defined in the Development Agreement (the "**Project**"). All capitalized terms not otherwise defined in this Agreement have the meaning ascribed to them in the Development Agreement.

D. This Agreement provides that the Project shall include an in lieu fee of $135,345.59 and five (5) units to be occupied exclusively by, and rented to, qualified Low Income Households, as defined below (the "**Low Income Units**"). This Agreement further ensures that the Project will comply with the City's Municipal Code Chapter 16.96 and the City's BMR Housing Program Guidelines as adopted by the City Council of Menlo Park, and amended from time to time and, as in effect as of the date of this Agreement, attached hereto as Exhibit B ("**Guidelines**").

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

100. **CONSTRUCTION OF THE IMPROVEMENTS**.

101. **Construction of the Property**. To the extent provided in the Development Agreement, the Owner agrees to construct the Project in accordance with the City

DRAFT

Municipal Code, the Development Agreement, the Guidelines, and all other applicable state and local building codes, development standards, ordinances and zoning codes. No portion of any residential building may be approved for occupancy unless the percentage of Low Income Units approved for occupancy in that portion of the building is equivalent to, or greater than, the percentage of Low Income Units in the entire building (e.g., if 11 percent of the units in the entire building will be Low Income Units, then at least 11 percent of the units approved for occupancy must be Low Income Units).

102. **Additional Fees and Payments.** In addition to providing five (5) Low Income Units on the Property, Owner shall pay the in lieu fee as provided for in the Guidelines. The applicable in lieu fee is that which is in effect on the date the payment is made. The applicable fee for the Project will be based upon the amount of square footage at the time of payment. The estimated in lieu fee is $135,345.59. The Owner shall pay the in lieu fee before the City issues a building permit for the Project. The in lieu fee may be paid at any time after approval of this Agreement by the Planning Commission. If for any reason, a building permit is not issued within a reasonable time after Applicant's payment of the in lieu fee, upon request by Owner, City shall promptly refund the in lieu fee, without interest, in which case the building permit shall not be issued until payment of the in lieu fee is again made at the rate applicable at the time of payment.

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

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

200. **OPERATION OF HOUSING**

201. **(a) Provision of Low Income Units**. The Low Income Units shall be four, one-bedroom units and one, two-bedroom unit, shall be of a quality comparable to all of the other rental units in the Project, and shall be equitably distributed throughout the Project's residential buildings. Prior to occupancy of the first residential unit in the Project, the Owner shall notify the City and the City shall approve of the locations of the Low

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Income Units within the residential building. The location of the individual Low Income Units may float to account for the Next Available Unit Requirement set forth below and as otherwise necessary for the smooth and professional maintenance of the Project, provided that the location of Low Income Units shall remain equitably distributed throughout the Project's residential buildings. Rental of each Low Income Unit shall include the right to use parking in the below-grade parking garage.

201. **(b) Low Income Units**. As described in Recital C above, the Owner agrees to make available, restrict occupancy, and lease not less than five (5) of the rental units on the Property exclusively to Low Income Households at Affordable Low Income Rent, as defined below. For purposes of this Agreement, "**Low Income Households**" shall mean those households with incomes that do not exceed the low income limits for San Mateo County, adjusted for household size, as set forth in the Guidelines, and as established and amended from time to time in accordance with the low income limits for San Mateo County established by the State of California in the California Code of Regulations, Title 25, Section 6932 or successor provision ("**Low Income Limits**"). A qualified Low Income Household shall continue to qualify unless at the time of recertification, for two consecutive years, the household's income exceeds the Low Income Limits, then the tenant shall not longer be qualified. Upon the Owner's determination that any such household is no longer so qualified, the unit shall no longer be deemed a Low Income Unit, and the Owner shall make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Low Income Unit ("**Next Available Unit Requirement**") and take such other actions, including as specified in Section 11.1.7 of the Guidelines, as may be necessary to ensure that the total required number of units are rented to Low Income Households. The Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Low Income Units pursuant to this paragraph.

201. **(c) Income Certification**. On or before July 1 of each year, commencing with the calendar year that the first unit in the Project is rented to a tenant, and annually thereafter, the Owner shall obtain from each household occupying a Low Income Unit and submit to the City a completed income computation and certification form, which shall certify that the income of the household is truthfully set forth in the income certification form, in the form attached hereto as Exhibit C unless a different form is specified by the City or proposed by Owner and approved by the City's Director of Community Development ("**Director**"). The Owner shall certify that each household leasing a Low Income Unit meets the income and eligibility restrictions for the Low Income Unit.

202. **(a) Affordable Rent, Low Income**. The maximum Monthly Rent chargeable for the Low Income Units and actually paid by a Low Income Household shall be thirty percent (30%) of the Low Income Limits, adjusted for assumed household size of two persons in a one-bedroom Low Income Unit (the "**Affordable Low Income Rent**").

202. **(b) Monthly Rent**. For purposes of this Agreement, "**Monthly Rent**" means the total of monthly payments actually made by the household for (a) use and occupancy of each Low Income Unit and land and facilities associated therewith, (b) any separately charged fees or service charges mandatorily assessed by the Owner which are

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required of all tenants, other than security deposits, (c) a reasonable allowance for an adequate level of service of utilities not included in (a) or (b) above, and which are not paid directly by the Owner, including garbage collection, sewer, water, electricity, gas and other heating, cooking and refrigeration fuels, but not including telephone service, cable, and internet service, and (d) possessory interest, taxes or other fees or charges assessed for use of the land and facilities associated therewith by a public or private entity other than Owner. A sample utility allowance schedule prepared by San Mateo County as of the date of this Agreement is attached as Exhibit D.

203. **Lease Requirements**. At least ninety (90) days prior to occupancy of any residential space in the Project, the Owner shall submit a standard lease form for approval by the Director. The City shall reasonably approve such lease form upon finding that such lease form is consistent with this Agreement and contains all of the provisions required by the Guidelines. The Owner shall enter into a written lease, in the form approved by the City, with each new tenant of a Low Income Unit upon such tenant's rental of the Low Income Unit. Each lease shall be for an initial term of not less than one year, and shall not contain any of the provisions which are prohibited by the Guidelines.

204. **Selection of Tenants**. Each Low Income Unit shall be leased to tenant(s) selected by the Owner who meet all of the requirements provided herein, and, to the extent permitted by law, with priority given to those eligible households who either live or work in the City of Menlo Park. The City may, from time to time, provide to the Owner names of persons who have expressed interest in renting Low Income Units for the purposes of adding such interested persons to Owner's waiting list to be processed in accordance with Owner's customary policies. The Owner shall not refuse to lease to a holder of a certificate or a rental voucher under the Section 8 program or other tenant-based assistance program, who is otherwise qualified to be a tenant in accordance with the approved tenant selection criteria.

205. **Maintenance**. The Owner shall maintain or cause to be maintained the interior and exterior of the residential buildings at the Property in a decent, safe and sanitary manner, and consistent with the standard of maintenance of first class multifamily apartment projects within San Mateo County, California of the age of the Property improvements. If at any time Owner fails to maintain the Property in accordance with this Agreement and such condition is not corrected within five (5) days after written notice from the City with respect to graffiti, debris, waste material, and general maintenance, or thirty (30) days after written notice from the City with respect to landscaping and building improvements (or such longer time in accordance with Section 301 of this Agreement), then the City, in addition to whatever remedy it may have at law or at equity, shall have the right to enter upon the applicable portion of the Property and perform all acts and work necessary to protect, maintain, and preserve the Property, and to attach a lien upon the Property, or to assess the Property, in the amount of the expenditures arising from such acts and work of protection, maintenance, and preservation by the City and/or costs of such cure, including a reasonable administrative charge, which amount shall be promptly paid by Owner to the City upon demand.

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206. **Monitoring and Recordkeeping**. Throughout the Affordability Period, as defined below, Owner shall comply with all applicable recordkeeping and monitoring requirements set forth in the Guidelines and shall annually complete and submit to City by July 1st a Certification of Continuing Program Compliance in a form approved by the City. Representatives of the City shall be entitled to enter the Property, upon at least twenty-four (24) hour notice, to monitor compliance with this Agreement, to inspect the records of the Project with respect to the Low Income Units, and to conduct, or cause to be conducted, an independent audit or inspection of such records. The Owner agrees to cooperate with the City in making the Property available for such inspection or audit. If for any reason the City is unable to obtain the Owner's consent to such an inspection or audit, the Owner understands and agrees that the City may obtain at Owner's expense an administrative inspection warrant or other appropriate legal order to obtain access to and search the Property. Owner agrees to maintain records in businesslike manner, and to maintain such records for the Affordability Period.

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

208. **Agreement to Limitation on Rents**. The Owner covenants that it has agreed to limit Monthly Rent in the Low Income Units in consideration for the City's agreement to enter into a Development Agreement for the Project, under Civil Code Sections 1954.52(b) and 1954.53(a)(2). The Owner hereby agrees, for so long as this Agreement is operative, that any Low Income Units provided pursuant to this Agreement are not subject to Civil Code Section 1954.52(a) or any other provision of the Costa-Hawkins Act inconsistent with controls on rents and further agrees that any limitations on Monthly Rent imposed on the Low Income Units are in conformance with the Costa-Hawkins Act.

209. **Term of Agreement**. The Property shall be subject to the requirements of this Agreement from the date of recordation of this Agreement until the fifty-fifth (55^{th}) anniversary of the date of the City's signoff of the final building permit permitting occupancy of all planned residential space in the Project. The duration of this requirement shall be known as the "**Affordability Period**."

210. **Expiration of Affordability Period; Release of Property from Agreement**. Prior to the expiration of the Affordability Period, Owner shall provide all notifications required by Government Code Sections 65863.10 and 65863.11 or successor provisions and any other notification required by any state, federal, or local law. In addition, at least six (6) months prior to the expiration of the Affordability Period, the Owner shall provide a notice by first-class mail, postage prepaid, to all tenants in the Low

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Income Units. The notice shall contain (a) the anticipated date of the expiration of the Affordability Period and (b) any anticipated Monthly Rent increase upon the expiration of the Affordability Period. The Owner shall file a copy of the above-described notice with the City Manager. Upon the expiration of the Affordability Period for all Low Income Units, City shall execute and record a release of the Project, the Property, and each unit in the Project from the burdens of this Agreement within thirty (30) days following written notice from the Owner, if at the time the Owner is in compliance with all terms of this Agreement, including without limitation the provisions of this section regarding notice of the expiration of the Affordability Period.

300. DEFAULT AND REMEDIES

301. **Events of Default**. The following shall constitute an "**Event of Default**" by Owner under this Agreement: there shall be a material breach of any condition, covenant, warranty, promise or representation contained in this Agreement and such breach shall continue for a period of thirty (30) days after written notice thereof to the defaulting Party without the defaulting Party curing such breach, or if such breach cannot reasonably be cured within such thirty (30) day period, commencing the cure of such breach within such thirty (30) day period and thereafter diligently proceeding to cure such breach within ninety (90) days, unless a longer period is granted by the City; provided, however, that if a different period or notice requirement is specified for any particular breach under any other paragraph of Article 300 of this Agreement, the specific provision shall control.

302. **Remedies**. The occurrence of any Event of Default under Section 301 shall give the non-defaulting Party the right to proceed with an action in equity to require the defaulting Party to specifically perform its obligations and covenants under this Agreement or to enjoin acts or things which may be unlawful or in violation of the provisions of this Agreement, and the right to terminate this Agreement. Any Event of Default under this Agreement shall constitute a Default under the Development Agreement.

303. **Obligations Personal to Owner**. The liability of the Owner under this Agreement to any person or entity is limited to the Owner's interest in the Project, and the City and any other such persons and entities shall look exclusively thereto for the satisfaction of obligations arising out of this Agreement or any other agreement securing the obligations of the Owner under this Agreement. From and after the date of this Agreement, no deficiency or other personal judgment, nor any order or decree of specific performance (other than pertaining to this Agreement, any agreement pertaining to any Project or any other agreement securing the Owner's obligations under this Agreement), shall be rendered against the Owner, the assets of the Owner (other than the Owner's interest in the Project), its partners, members, successors, transferees or assigns and each of their respective officers, directors, employees, partners, agents, heirs and personal representatives, as the case may be, in any action or proceeding arising out of this Agreement or any agreement securing the obligations of the Owner under this Agreement, or any judgment, order or decree rendered pursuant to any such action or proceeding. No subsequent owner of the Project shall be liable or obligated for the breach or default of any obligations of the Owner under this Agreement on the part of any prior Owner. Such obligations are personal to the person who was the Owner at the time the default or breach

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was alleged to have occurred and such person shall remain liable for any and all damages occasioned thereby even after such person ceases to be the Owner. Each Owner shall comply with and be fully liable for all obligations of an "owner" hereunder during its period of ownership.

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

305. **Attorneys' Fees**. In addition to any other remedies provided hereunder or available pursuant to law, if either Party brings an action or proceeding to enforce, protect or establish any right or remedy hereunder, the prevailing Party shall be entitled to recover from the other Party its costs of suit and reasonable attorneys' fees.

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

307. **Waiver of Terms and Conditions**. The City may, in its sole discretion, waive in writing any of the terms and conditions of this Agreement. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term, or condition.

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

400. GENERAL PROVISIONS

401. **Guidelines**. This Agreement incorporates by reference the provisions of Sections 1, 2, 3.1, 4.1.2, 5.1, 5.2, 5.3, 7.1, 7.2.1, 7.2.3, 7.2.4, 7.2.5, 11.1.1, 11.1.2, 11.1.3

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through 11.1.6, 11.1.8, 13.6, and 13.7 of the Guidelines as of the date of this Agreement and any successor sections as the Guidelines may be amended from time to time and expresses the entire obligations and duties of Owner with respect to the Owner's obligations under the Guidelines. No other requirements or obligations under the Guidelines shall apply to Owner except as expressly provided for in this Agreement. In the event of any conflict or ambiguity between this Agreement, the Development Agreement, the requirements of state and federal fair housing laws, and the Guidelines, the terms and conditions of this Agreement and the requirements of state and federal fair housing laws shall control.

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

403. **Notices**. Any notice requirement set forth herein shall be deemed to be satisfied three (3) days after mailing of the notice first-class United States certified mail, postage prepaid, or by personal delivery, addressed to the appropriate Party as follows:

Owner: Hunter Properties, Inc.
10121 Miller Ave. Suite 200
Cupertino, CA 95014
Attention: Derek Hunter

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

With a copy to:
City of Menlo Park
701 Laurel Street
Menlo Park, California 94025-3483
Attention: City Attorney

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

404. **Covenants Running with the Land; Successors and Assigns**. The City and Owner hereby declare their express intent that the covenants and restrictions set forth in this Agreement shall apply to and bind Owner and its heirs, executors, administrators, successors, transferees, and assignees having or acquiring any right, title or interest in or to any part of the Property and shall run with and burden the Property. Until all or portions of the Property are expressly released from the burdens of this Agreement, each and every contract, deed or other instrument hereafter executed covering or conveying the Property or any portion thereof shall be held conclusively to have been executed, delivered, and accepted subject to such covenants and restrictions, regardless of whether such covenants or restrictions are set forth in such contract, deed or other instrument. In the event of foreclosure or transfer by deed-in-lieu of all or any portion of the Property, title to all or

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any portion of the Property shall be taken subject to this Agreement. Owner acknowledges that compliance with this Agreement is a land use requirement and that no event of foreclosure or trustee's sale may remove these requirements from the Property. Whenever the term "Owner" is used in this Agreement, such term shall include any other permitted successors and assigns as herein provided.

405. **Subordination**. At Owner's request, this Agreement may be subordinated to liens, including a deed of trust (in each case a "**Senior Loan**"), which secure the financing used to acquire, construct, operate, or refinance the Project, but only if all of the following conditions are satisfied:

(a) The Owner shall submit to the City an appraisal of the Property, completed or updated within 90 days of the proposed closing of the Senior Loan, demonstrating that the amount of all proposed Senior Loans does not exceed eighty percent (80%) of the appraised fair market value of the Property.

(b) The proposed lender of the Senior Loan (the "**Senior Lender**") must not be an Affiliated Party. For the purposes of this Section, an "**Affiliated Party**" is any corporation, limited liability company, partnership, or other entity which is controlling of, or controlled by, or under common control with the Owner, and "control," for purposes of this definition, means the possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of such entity, whether through the ownership of voting securities, by contract, or otherwise. The terms "controlling" and "controlled" have the meanings correlative to "control."

(c) Any subordination agreement shall provide that the Low Income Units described in this Agreement unconditionally shall continue to be provided as required by Section 404 of this Agreement, provided that any successor in interest to Owner as owner of the Property claiming through the foreclosure or sale under any deed of trust shall not be liable for any violations of the BMR agreement which occurred prior to such successor taking title. In addition, any subordination agreement shall provide that such successor shall, within 90 days after taking title to the Property, execute a new BMR agreement approved by the City and consistent with the provisions of this Agreement, evidencing the obligation to continue to provide the Low Income Units.

(d) No subordination agreement may limit the effect of this Agreement before a foreclosure, nor require consent of the Senior Lender or assignee to exercise of any remedies by the City under this Agreement;

(e) The subordination described in this Section 405 may be effective only during the original term of the loan of the Senior Lender and not during any extension of its term or refinancing, unless otherwise approved in writing by the City Manager, which approval shall not be unreasonably withheld or delayed, provided that the conditions in this Section 405 are met.

(f) Owner shall submit adequate documentation to City so that City may determine that a proposed Senior Loan conforms with the provisions of this Section 405.

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Upon a determination by the City Manager that the conditions in this Section 405 have been satisfied, the City Manager is authorized to execute the approved subordination agreement.

406. **Intended Beneficiaries**. The City is the intended beneficiary of this Agreement, and shall have the sole and exclusive power to enforce this Agreement. It is intended that the City may enforce this Agreement in order to satisfy its obligations to improve, increase and preserve affordable housing within the City, as required by the Guidelines, and to provide that a certain percentage of new housing is made available at affordable housing cost to persons and families of low income, as required by the Guidelines. No other person or persons, other than the City and the Owner and their assigns and successors, shall have any right of action hereon.

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

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

409. **Each Party's Role in Drafting the Agreement**. Each Party to this Agreement has had an opportunity to review the Agreement, confer with legal counsel regarding the meaning of the Agreement, and negotiate revisions to the Agreement. Accordingly, neither Party shall rely upon Civil Code Section 1654 in order to interpret any uncertainty in the meaning of the Agreement.

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

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

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IN WITNESS WHEREOF, the Parties hereto have executed this Below Market Rate Housing Agreement as of the date and year set forth above.

OWNER:

HUNTER STORM LLC, a California corporation

By: _____

Derek Hunter, Managing Member of Hunter Storm LLC & President of Hunter Properties Inc.

Date: _____

CITY:

CITY OF MENLO PARK,
a California municipal corporation

By: _____

Alex D. McIntyre, City Manager

Date: _____

List of Exhibits:

Exhibit A: Property Description
Exhibit B: Below Market Rate Housing Program Guidelines
Exhibit C: Compliance Forms and Certifications
Exhibit D: Sample Utility Allowance

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Exhibit A

Property Description

Real property in the City of Menlo Park, County of San Mateo, State of California, described as follows:

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Exhibit B

Below Market Rate Housing Program Guidelines

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Exhibit C

Compliance Forms and Certifications

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Exhibit D

Sample Utility Allowance

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From: rwccpa@gmail.com on behalf of Stephens & Brugato, CPAs
To: Meador, Kaitlin M
Subject: Comments on 1540 El Camino Real, Menlo Park
Date: Wednesday, August 16, 2017 12:42:33 PM

Dear Kaitie,

We live across the street from 1540 El Camino Real and have the following comments about the project:

1) There are currently no other 3 story residential buildings on that block of El Camino. That block of El Camino is used commercially. We would oppose any 3 story residential building along El Camino.

2) The nearest residential buildings are located behind the lot on San Antonio St. Any residential units should be built in the back of the parcel along San Antonio St.

3) The commercial portion of the building should be similar to the commercial building located next to the parcel at 1550 El Camino Real. There is a set back of the building from El Camino and they have mature trees planted in from of the building. This is aesthetically pleasing and also matches the similar design of the commercial building at 1600 El Camino Real.

4) We have other concerns that this construction will add to the current congestion along El Camino, Glenwood, and Valparaiso especially in the morning and afternoon commute.

Thank you,

Stacey Wilkinson and Maria Brugato
27 Victoria Drive
Atherton, CA

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1540 El Camino Real
El Camino Real/Downtown Specific Plan Program EIR – Conformance Checklist

Introduction

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area over the coming decades. The Specific Plan addresses approximately 130 acres and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to "enhance the community life, character and vitality through mixed use infill Projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real." The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but establishes a maximum development capacity of 474,000 square feet of non-residential development (inclusive of retail, hotel, and commercial development), and 680 new residential units.

Hunter-Storm Properties on behalf of Glenwood Ventures, Inc. has submitted an application for two buildings consisting of a 40,759-square foot, two story office building, and a 34,972-square foot three story residential building totaling 75,731 square feet, over two levels of underground parking. The project site consists of one parcel (Assessor's Parcel Number 061-422-370) at 1540 El Camino Real, which is currently occupied by an existing two story commercial building (formally Beltramo's Wines and Spirits) and surface parking. The Project would demolish the existing commercial building, various out buildings and site improvements. The property is part of the Specific Plan area, and as such may be covered by the Program EIR analysis. The intent of this Environmental Conformity Analysis is to determine: 1) whether the Project does or does not exceed the environmental impacts analyzed in the Program EIR, 2) whether new impacts have or have not been identified, and 3) whether new mitigation measures are or are not required.

Existing Condition

The subject parcel is located on the east side of El Camino Real between Glenwood Avenue to the south and Encinal Avenue to the north and San Antonio Street to the east which is part of the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. The site is bounded on the north by an existing office building, on the south by

residential and office building, single-family residential to the west across El Camino Real and multi-family residential east across San Antonio Street. The 1.71-acre (74,488 square feet) project site is currently occupied by a two-story commercial building facing El Camino Real and a surface parking lot. The project site is relatively flat rectangular shaped parcel.

Project

The Project includes full demolition of the existing building, and site improvements to construct two new buildings including a 40,759-square foot, two-story office building, and a 34,972-square foot three-story residential building totaling 75,731 square feet, over two levels of underground parking. The maximum building height is 40'-6" for the office building and 37'-9" for the residential building to the top of the roof screen.

Residential Building

The three-story residential building ground floor includes a ramp down to the garage from San Antonio Street, leasing office, fitness center, secured bike storage, residential and commercial trash areas, and residential units. The second and third level consist of residential units with access from the ground floor lobby. The residential building fronts on San Antonio Street, includes 27 residential units in one and two bedroom combinations. The main building entrance is accessed from the street edge and enters into the residential leasing office space and is adjacent to the resident fitness space. Residents have access to two main outdoor spaces: a residential courtyard on axis with the leasing space as well as a small children's play area at the southwest corner of the building.

The Project includes decks/balconies and patio space accessed directly from their units. The building exterior includes high quality materials such as composite wall panel, profile siding and wood and stone accents.

Commercial Building

The commercial building includes 40,759 square feet of Class A office space on two open, flexible floor plates. The design of the office building is contemporary in style and incorporates high quality material including double panel glazing, terra cotta cladding, painted aluminum panels and painted stucco. The street level provides pedestrian-scale elements including recessed storefront bays, floor-to-floor ceiling glazing and canopies. An outdoor deck for the use of the office tenants is located on the roof.

The Project includes a total of 182 parking spaces provided in an underground garage directly below the residential and office land uses. The majority of the garage would provide shared office/residential spaces, with an additional gated area that would be dedicated residential parking. Vehicular access for office use is from El Camino Real via an internal drive that runs between the office and residential buildings. Vehicular access for the residents is from San Antonio Street.

The enclosed trash and recycling area for the commercial and residential buildings are

located on the residential building ground floor. Trash and recycle containers are accessed via El Camino Real. Landscaping is proposed along El Camino Real, San Antonio Street and between the buildings. Seven Heritage trees are proposed to be removed due to development impact.

The Project requires architectural control review and BMR (Below Market Rate) agreement approval from the Planning Commission, as well as City Arborist approval of heritage tree removal permits for eight trees.

Environmental Analysis

As discussed in the introduction, this comparative analysis has been undertaken to analyze whether the Project would have any significant environmental impacts that are not addressed in the Program EIR. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Program EIR. The comparative analysis also addresses whether any changes to mitigation measures are required.

As noted previously, the proposal is a mixed-use Project, demolishing the existing commercial building and site improvements. Assuming full occupancy, the Project is estimated to generate 55 net trips in the AM peak hour and -9 net trips in the PM peak hour. Based on this level of vehicle traffic, a detailed traffic study is not required, as long as the land use assumptions on-site are consistent with those outlined in the Specific Plan. The Project is consistent with the Specific Plan land uses. The Project will be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

Aesthetic Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that the Project would not have a substantial adverse effect on a scenic view, vista, or designated state scenic highway, nor would the Project have significant impacts to the degradation of character/quality, light and glare, or shadows.

Implementation of the Project would result in the construction of a mixed-use development. Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to the visual character would not be substantially adverse, and the impact would be considered less than significant. The Project is subject to the Planning Commission architectural control review and approval, which includes public notice and ensures aesthetic compatibility. The Project meets the design standards and guidelines as noted in the El Camino Real/Downtown Specific Plan by breaking up the elevations, incorporating recessed bays and activating the street with floor to ceiling glazing and canopies. The maximum height of the Project would be 37-9’ to the top of the parapet which is allowable under the Specific Plan. Eight Heritage trees are proposed to be removed but would be replaced as required by the “Heritage Tree

Replacement Procedures" which requires a 2:1 for commercial projects (this may be reduced by the City Arborist based on site constraints). Therefore, the Project would not result in any impacts to the existing visual character of the site and its surroundings.

Similar development concepts were evaluated under the Specific Plan EIR, and determined that changes to light and glare would not be substantially adverse, and the impact would be less than significant. The Specific Plan includes regulatory standards for nighttime lighting and nighttime and daytime glare. Therefore, the Project would not result in any impacts associated with substantial light or glare.

As was the case with the Specific Plan, the Project would not have a substantial adverse effect on a scenic view or vista, a state scenic highway, character/quality, or light and glare impacts. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Agriculture Resources

Impacts would be the same as the Specific Plan. The Program EIR concluded that no impacts would result with regard to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or any area zoned for agricultural use or forest land.

As was the case with the Program EIR, the Project would not result in any impacts to farmland, agricultural uses, or forest land. Therefore, no new impacts have been identified and no new mitigation measures are required for the Project.

Air Quality

Impacts would be the same as the Specific Plan.

AIR-1: The Program EIR determined that emissions of criteria pollutants associated with construction would be significant, and established Mitigation Measures AIR-1a and AIR-1b to address such impacts. Mitigation Measure AIR-1a would be applied to this proposal. However, the Program EIR concluded that impacts could still be significant and unavoidable even with implementation of such mitigations. The Project would construct two new buildings including a two-story office building, and a three story multi-family residential building with 27 units over two levels of underground parking. The Project would be well below the 249 dwelling units and 277,000 square feet of commercial development construction screening threshold adopted by the Bay Area Air Quality Management District. As a result, implementation of Mitigation Measure AIR-1b is not required for this Project.

AIR-2: The Program EIR determined that the Specific Plan would have long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute to an air quality violation (due to being inconsistent with an element of the *2010 Clean Air Plan*), and established Mitigation Measure AIR-2 requiring implementation of Mitigation Measure TR-2 regarding Transportation Demand Management (TDM) strategies to address this impact. However, the Program EIR noted

that TDM effectiveness cannot be guaranteed, and concluded that the impact would be significant and unavoidable. The Project would be consistent with the Program EIR analysis, and as such would be required to implement Mitigation Measure AIR-2.

AIR-3: The Program EIR determined that the Specific Plan would increase levels of Toxic Air Contaminants (TACs) due to increased heavy-duty truck traffic, but that the impacts would be less than significant. The Project would not generate an unusual amount of heavy truck traffic relative to other mixed-use developments due to the limited nature of the construction, and the Project's limited share of overall Specific Plan development would be accounted for through deduction of its totals from the Specific Plan Maximum Allowable Development.

AIR-4: The Program EIR concluded that the Specific Plan would not have a substantial adverse effect pertaining to Particulate Matter ($PM_{2.5}$). The Project is consistent with the assumptions of this analysis.

AIR-5, AIR-6, AIR-7, AIR-8, AIR-10, and AIR-11: The Specific Plan determined that the introduction of sensitive receptors, specifically new residences, to an environment (near El Camino Real and the Caltrain tracks) with elevated concentrations of TACs and PM2.5 could result in significant or potentially significant impacts (including in the cumulative scenario), and established Mitigation Measures AIR-5, AIR-7, and AIR-10 to bring impacts to less than significant levels. Since the project site is close to the Caltrain tracks, implementation of Mitigation Measure AIR-7 would be required to reduce cancer risk to a less than significant level. Mitigation Measure AIR-5 is not required since the residential building is more than 200 feet from El Camino Real, and Mitigation Measure AIR-10 is not required because the property is not located within 1,000 feet of the SRI International campus.

No new Air Quality impacts have been identified and no new mitigation measures are required for the Project.

Biological Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that less than significant impacts would result with regard to special status plant and wildlife species, sensitive natural communities, migratory birds, and jurisdictional waters and wetlands upon implementation of the recommended Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a through BIO-5c, and BIO-6a. Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, and BIO-5a through BIO-5c would apply to the Project, but BIO-6a would not (it is limited to Projects proposing development near San Francisquito Creek). The analysis also found that the Specific Plan would not conflict with local policies, ordinances, or plans. The Project site is fully developed and within a highly urbanized/landscaped area.

The Project site includes little wildlife habitat and essentially no habitat for plants other than the opportunity ruderal species adapted to the built environment or horticultural

plants used in landscaping. The Project would not result in the take of candidate, sensitive, or special-status species.

There are 48 trees that were quantified on or adjacent to the property. Of the 48 trees, 5 are located on the neighboring property, 14 are considered Heritage trees. Forty-one trees are recommended for removal based on conflicts with design, including eight Heritage trees. The Program EIR determined that no mitigation would be required with implementation of the Heritage Tree Ordinance Chapter 13.24 which requires a planting replacement at a 2:1 basis for commercial projects (or as modified by the City Arborist). Due to fire access requirements, there is not adequate room to plant 16 replacement trees; therefore, the applicant would be required to plant 14 36-inch box trees. The Heritage Tree Ordinance Chapter does allow the City Arborist to exercise discretion on the size and number of trees an applicant may be required to install to meet the intent of the ordinance. Additionally, the City of Menlo Park's Building Division provides "Tree Protection Specification" measures and procedures to further insure the protection of Heritage trees during construction. Compliance with these existing code requirements, guidelines, and Tree Protection Specification measures and procedures, coupled with additional tree planting, would mitigate the impact of any loss of protected trees and would constitute consistency with local ordinances designed to protect existing tree resources. The impact would be less than significant.

With implementation of the Project, construction activities would occur on an existing developed site. Therefore, as with the Program EIR, the Project would result in less than significant impacts to biological resources and no new Mitigation Measures would be required. The Project would also not conflict with local policies, ordinances, or plans, similar to the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

Cultural Resources

Impacts would be the same as the Specific Plan. The Program EIR determined that no significant impacts to a historic resource would result with implementation of Mitigation Measure CUL-1. The analysis also concluded that the Specific Plan would result in less than significant impacts to archeological resources, paleontological resources, and burial sites with implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-3, and CUL-4. With regard to the Project site, the physical conditions, as they relate to archeological resource, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate Mitigation Measure CUL-4 through notations on plan sheets and ongoing on-site monitoring**.** Mitigation Measure CUL-3 would be required, as the Project would excavate two levels beyond previously disturbed soil. CUL-3 would require all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialist to ensure they can recognize fossil material and will follow proper notification procedures in the event any are uncovered during construction.

In compliance with Mitigation Measure CUL-1, a Historic Resource Evaluation was prepared by PAST, dated June 2015 for the Project. The building has undergone substantial remodeling that expanded the modest, circa-1926 automobile repair garage into the large retail building that exists today. Within its commercial context, no events of importance have been identified, nor have any associated persons of potential historic importance. Therefore, the Project site does not have historical or historic potential for inclusion on the National Register of Historic Places or the California Registrar of Historical Resources.

In compliance with Mitigation Measure CUL-2a, an Archeological Resource Evaluation was prepared by Basin Research Associates, dated June 9, 2017 for the Project. The report concluded, the archival research revealed that there are no recorded cultural resources located within the study area. No traces of significant cultural materials, prehistoric or historic, were noted during the surface reconnaissance. In the event, however, that prehistoric traces are encountered, the Specific EIR requires protection activities if archaeological artifacts are found during construction.

No new impacts have been identified and no new mitigation measures are required.

Geology and Soils

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to earthquake faults, seismic ground shaking, seismically induced hazards (e.g., liquefaction, lateral spreading, land sliding, settlement, and ground lurching), unstable geologic units, expansive soils, corrosive soils, landslides, and soil erosion would result. No Mitigation Measures are required.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Society, and no known active faults exist on the site. The nearest active fault to the project area is the San Andreas fault which is located approximately 4.7 miles southwest of the property. Although this is the case, the Project is in a seismically active area and, while unlikely, there is a possibility of future faulting and consequent secondary ground failure from unknown faults is considered to be low. Furthermore, the Project would comply with requirements set in the California Building Code (CBC) to withstand settlement and forces associated with the maximum credible earthquake. The CBC provides standards intended to permit structures to withstand seismic hazards. Therefore, the code sets standards for excavation, grading, construction earthwork, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. A Geotechnical Investigation was prepared by AST INC. Geotechnical dated November 2016 for the Project. The report concluded the site is suitable for the proposed mixed-use development provided the recommendations in the report are followed during design and construction.

The Project site is relatively flat which reduces the potential for erosion and loss of topsoil during construction activities. Once covered by an impermeable surface such as asphalt or a new structure and new landscaping, the potential for erosion would be

reduced substantially. No new impacts have been identified and no new mitigation measures are required.

Greenhouse Gas Emissions

Impacts would be the same as the Specific Plan.

GHG-1: The Program EIR determined that the Specific Plan would generate Greenhouse Gas (GHG) emissions, both directly and indirectly, that would have a significant impact on the environment. Specifically, the operational GHG using the Bay Area Air Quality Management District (BAAQMD) GHG Model, measured on a "GHG: service population" ratio, were determined to exceed the BAAQMD threshold. The Project's share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-1, although it was determined that the impact would remain significant and unavoidable even with this mitigation. For the Project, implementation of Mitigation Measure GHG-1 is not necessary as the BAAQMD-identified GHG Mitigation Measures are primarily relevant to City-wide plans and policies and because the City's CAL Green Amendments have since been adopted and are applied to all projects, including this Project.

GHG-2: The Program EIR determined that the Specific Plan could conflict with AB 32 and its Climate Change Scoping Plan by exceeding the per-capita threshold cited in GHG-1. Again, the Project's share of this development and associated GHG emissions and service population, would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis. The Program EIR established Mitigation Measure GHG-2a and GHG-2b, although it was determined that the impact would remain significant and unavoidable even with this mitigation. The Specific Plan includes sustainable strategies that promote reduced automobile dependence and certified green buildings. The Project would achieve LEED Silver certification or a LEED equivalent standard. One dedicated electric vehicle/plug-in hybrid recharging station for every 20 residential parking spaces would also be provided.

No new impacts have been identified and no new mitigation measures are required for the Project.

Hazards and Hazardous Materials

Impacts would be the same as the Specific Plan. The Program EIR determined that a less than significant impact would result in regard to the handling, transport, use, or disposal of hazardous materials during construction operations. The analysis also concluded that the Project site is not included on a list of hazardous materials sites, is not within the vicinity of an airport or private airstrip, would not conflict with an emergency response plan, and would not be located in an area at risk for wildfires. The

Specific Plan analysis determined that with implementation of Mitigation Measures HAZ-1 and HAZ-3, impacts related to short-term construction activities, and the potential handling of and accidental release of hazardous materials would be reduced to less than significant levels.

The Project would involve ground-disturbance and demolition of an existing commercial building and improvements and as such implementation of Mitigation Measures HAZ-1 and HAZ-3 would be required. Project operations would result in a mixed-used development. The Project would not handle, store, or transport hazardous materials in quantities that would be required to be regulated.

In compliance with Mitigation Measure HAZ-1, an Environmental Site Assessment Phase 1 was prepared by AST INC Geotechnical, dated August 2016 for the Project. The report concluded, no potential hazardous releases were identified therefore a Phase II was not required.

With regard to impact analysis HAZ-2, due to the age of the buildings, building materials may contain asbestos or lead based paint. Prior to demolition of the building an asbestos and lead based paint survey would be conducted by a qualified licensed professional and disposed of appropriately. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notify the BAAQMD. The verification actions are required by standard building permit procedures, and thus no additional mitigation measures are required.

Thus, Project operations would result in similar impacts as that analyzed for the Specific Plan. No new impacts have been identified and no new mitigation measures are required for the Project.

Hydrology and Water Quality

Impacts would be the same as the Specific Plan. The Program EIR found that no significant impacts pertaining to construction-related impacts (i.e., water quality and drainage patterns due to erosion and sedimentation), or operational-related impacts to water quality, groundwater recharge, the alteration of drainage patterns, or flooding would result. The City of Menlo Park Engineering Division requires a Grading and Drainage Permit and preparation of a construction plan for any construction Project disturbing 500 square feet or more of dirt.

A Hydrology Report was prepared by Sandis dated October 2017, concluded according to the City-wide Storm Drain Study, the existing storm drain pipes in San Antonio Street are recommended to be upsized to address ponding issue at gutter along the street. However, the proposed run-off rate for 10-year and 100-year storms is decreased from the existing conditions. In addition, there is no off-site improvements proposed which would change the upstream drainage pattern.

The Grading and Drainage (G&D) Permit requirements specify that the construction must demonstrate that the sediment laden-water shall not leave the site. Incorporation of these requirements would be expected to reduce the impact of erosion and sedimentation to a less-than-significant level. No Mitigation Measures are required.

Land Use and Planning

Impacts would be the same as the Specific Plan.

LU-1: The Program EIR determined that the Specific Plan would not divide an established community. The Project would involve full demolition of the existing commercial building and on-site improvements. The Specific Plan would allow for taller buildings, any new development would occur along the existing grid pattern and proposed heights and massing controls would result in buildings comparable with existing and proposed buildings found in the Plan area. The proposed development includes construction of two new buildings consisting of a two-story office building, and a three-story residential building, over two levels of underground parking and is subject to architectural review by the Planning Commission. The Project would not create a physical or visual barrier, therefore would not physically divide a community**.** The El Camino Real frontage would include wide sidewalks, an entry plaza and landscaping. The frontage along San Antonio Street would be developed with residential stoops and a central terrace in front of the leasing office. The space would be designed with enhanced paving and landscaping in the raised planters. There are no new impacts.

LU-2: The Program EIR determined that the Specific Plan would not alter the type and intensity of land uses in a manner that would cause them to be substantially incompatible with surrounding land uses or neighborhood character. The Project is an infill mixed-use development that meets the intent of the Specific Plan, and would be consistent with the General Plan. No mitigation is required for this impact, which is less than significant.

LU-3: The Program EIR determined that the Specific Plan would not conflict with the City's General Plan, Zoning Ordinance, or other land use plans or policies adopted for the purpose of mitigating an environmental effect. The General Plan and Zoning Ordinance were amended concurrent with the Specific Plan adoption, and the Project would comply with all relevant regulations. The Project includes 182 shared parking spaces where 205 spaces are required. The Specific Plan encourages shared parking where feasible to minimize space needs and is effectively codified through the plan's off-street parking standards and shared parking studies. No mitigation is required for this impact, which is less than significant.

LU-4: The Program EIR determined that the Specific Plan, in combination with other plans and projects, would not result in cumulatively considerable impacts to land use. The Project, being a part of the Specific Plan area and accounted for as part of the

Maximum Allowable Development, is consistent with this determination. No mitigation is required for this impact, which is less than significant.

No new impacts have been identified and no new mitigation measures are required for the Project.

Mineral Resources

Impacts would be the same as the Specific Plan. The Program EIR noted that the Project site is not located within an area of known mineral resources, either of regional or local value.

As was the case with the Specific Plan, the Project would not result in the loss of availability of a known mineral resource or mineral resources recovery site. No new impacts have been identified and no new mitigation measures are required for the Project.

Noise

Impacts would be the same as the Specific Plan.

NOI-1: The Program EIR determined that construction noise, in particular exterior sources such as jackhammering and pile driving, could result in a potentially significant impact, and established Mitigation Measures NOI-1a through NOI-1c to address such impacts. The physical conditions as they relate to noise levels have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, construction noise impacts of the Project would be less than significant, and these mitigation measures would apply (with the exception of Mitigation Measure NOI-1b, which applies to pile driving activities, which wouldn't take place as part of the Project).

NOI-2: The Program EIR determined that impacts to ambient noise and traffic-related noise levels as a result of the Specific Plan would be less than significant. The Project's share of this development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development. As discussed in the Specific Plan EIR, noise increases of less than 1 dBA are not perceptible; a 3 dBA change is barely perceptible to humans and does not cause adverse response. Therefore, the changes in noise level due to increased roadway traffic would not increase in substantial noise level increases that may impact sensitive receptors in the area.

NOI-3: The Program EIR determined that the Specific Plan could include the introduction of sensitive receptors (i.e., new residences) to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code (i.e., near the Caltrain tracks). Mitigation Measures NOI-3 would require detailed acoustical assessments for residential units constructed within the Specific Plan area to ensure that Title 24 interior noise level standards are achieved.

NOI-4: The Program EIR determined that the Specific Plan could result in vibration issues for properties within 200 feet of the Caltrain tracks. However, the project site is located more than 200 feet from the rail corridor, so no mitigation is required.

No new Noise impacts have been identified and no new mitigation measures are required for the Project.

Population and Housing

Impacts would be similar from that analyzed in the Program EIR.

POP-1: The Program EIR determined that the implementation of the Specific Plan would not cause the displacement of existing residents to the extent that the construction of replacement facilities outside of the Plan area would be required. The Project includes the construction of two new buildings consisting of a two-story office building and a three-story residential building, over two levels of underground parking and is subject to Planning Commission architectural review and approval. No mitigation is required for this impact, which is less than significant.

POP-2: The Program EIR determined that the implementation of the Specific Plan would not be expected to induce growth in excess of current Projections, either directly or indirectly. The Program EIR found that full build-out under the Specific Plan would result in 1,537 new residents, well within the Association of Bay Area Governments (ABAG) Projection of 5,400 new residents between 2010 and 2030 in Menlo Park and its sphere of influence. Additionally, the Program EIR projected the new job growth associated with the new retail, commercial and hotel development to be 1,357 new jobs. The ABAG projection for job growth within Menlo Park and its sphere of influence is an increase of 7,240 jobs between 2010 and 2030. The Program EIR further determines that based on the ratio of new residents to new jobs, the Specific Plan would result in a jobs-housing ratio of 1.56, below the projected overall ratio for Menlo Park and its sphere of influence of 1.70 in 2030 and below the existing ratio of 1.78.

The Project includes the construction of two new buildings consisting of a, two-story office building, and a three-story residential building, over two levels of underground parking. Construction of the Project, including site preparation, would temporarily increase construction employment. Given the relatively common nature and scale of the construction associated with the Project, the demand for construction employment would likely be met within the existing and future labor market in the City and the County. The size of the construction workforce would vary during the different stages of construction, but a substantial quantity of workers from outside the City or County would not be expected to relocate permanently.

POP-3: The Program EIR determined that implementation of the Specific Plan, in combination with other plans and projects would not result in cumulatively considerable impacts to population and housing. The EIR identified an additional 959 new residents

and 4,126 new jobs as a result of other pending Projects. These combined with the projection for residents and jobs from the Specific Plan equate to 2,496 new residents and 5,483 new jobs, both within ABAG Projections for Menlo Park and its sphere of influence in 2030. The additional jobs associated with the Project would not be considered a substantial increase, would continue to be within all projections and impacts in this regard would be considered less than significant. Thus, no new impacts have been identified and no new mitigation measures are required for the Project.

No new Population and Housing impacts have been identified and no new mitigation measures are required for the Project.

Public Services and Utilities

Impacts would be the same as the Specific Plan. The Program EIR concluded that less than significant impacts to public services, including fire protection, police protection, schools, parks, and other public facilities would result. In addition, the Program EIR concluded that the Project would result in less than significant impacts to utilities and service systems, including water services, wastewater services, and solid waste. No mitigation measures were required under the Program EIR for Public Services and Utilities impacts.

The Menlo Park Fire Protection District (MPFPD) currently serves the project area. MPFPD review and approval of individual development plans is a standard part of the Project review process, ensuring that new buildings meet all relevant service requirements. MPFPD have completed and initial Project review, and have tentatively approved the Project for compliance with applicable Fire Code regulations. The Project would not intensify development over what has previously been analyzed, nor modify building standards (height, setbacks, etc.) in a way that could affect the provision of emergency services by the MPFPD. Therefore, the Project would not result in any impacts resulting in the need for new or physically altered fire facilities.

Public parks near the project area include Burgess Park, Fremont Park, and Nealon Park. Additional public facilities, such as the library and recreational facilities at the Civic Center complex are located next to Burgess Park. The project would not intensify development over what has previously been analyzed, and existing public facilities would continue to be sufficient to serve the population of the project area. Therefore, the proposed project would not result in the demand for new public parks or other public facilities.

The existing water, wastewater, electric, gas, and solid waste infrastructure is adequate to support the Project, as the mixed-use development would not exceed what was previously analyzed, which the current site was developed to support.

No new Public Services and Utilities impacts have been identified and no new mitigation measures are required for the Project.

Transportation, Circulation and Parking

Assuming full occupancy, the Project is estimated to generate 55 net new total trips. Based on this level of vehicle traffic, a detailed traffic study is not required, as the land use assumptions on site are consistent with those outlined in the Downtown Specific Plan. The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair-share contribution towards infrastructure required to mitigate transportation impacts.

The Project is consistent with the Specific Plan land uses. The Project would be subject to the fair share contribution towards infrastructure required to mitigate transportation impacts as identified in the Downtown Specific Plan Final Environmental Impact Report.

TR-1 and TR-7: The Program EIR concluded that the Specific Plan would result in significant and unavoidable traffic impacts related to operation of area intersections and local roadway segments, in both the short-term and cumulative scenarios, even after implementation of Mitigation Measures TR-1 and TR-7. The Project would pay required TIF (Transportation Impact Fee) and fair-share contributions as part of these mitigations.

TR-2 and TR-8: The Program EIR determined that the Specific Plan would adversely affect operation of certain local roadway segments, in both the near-term and cumulative scenarios. The Project's share of the overall Specific Plan development would be accounted for through deduction of this total from the Specific Plan Maximum Allowable Development, and as such is consistent with the Program EIR analysis.

In addition, the Project would be required through the Mitigation Monitoring and Reporting Program (MMRP) to implement Mitigation Measure TR-2, requiring submittal and City approval of a Transportation Demand Management (TDM) program prior to Project occupancy. The goal of the TDM plan is to identify trip reduction methods to be implemented in order to reduce the number of AM and PM peak single occupant vehicle (SOV) trips that are generated by the project site. However, this mitigation (which is also implemented through Mitigation Measure AIR-2) cannot have its effectiveness guaranteed, as noted by the Program EIR, so the impact remains significant and unavoidable.

TR-3, TR-4, TR-5, and TR-6: The Program EIR determined that the Specific Plan would not result in impacts to freeway segment operations, transit ridership, pedestrian and bicycle safety, or parking in the downtown. The Project includes 182 parking spaces that will be shared between the office and residential uses. The Project, using a parking rate supported by the Downtown Specific Plan based on the Urban Land Institute (ULI) and Institute of Transportation Engineers (ITE), would be consistent with this analysis, and no new impacts or mitigation measures would be projected.

No new impacts have been identified and no new mitigation measures are required for the Project.

Conclusion

As discussed, the Conformance Checklist is to confirm that 1) the Project does not exceed the environmental impacts analyzed in the Program EIR, 2) that no new impacts have been identified, and 3) no new mitigation measures are required. As detailed in the analysis presented above, the Project would not result in greater impacts than were identified for the Program EIR. No new impacts have been identified and no new mitigation measures are required for the Project.

References

1. Arborist Report prepared by Arborwell dated October 13, 2017.

2. Archaeological Resource Evaluation prepared by Basin Research Associates dated June 9, 2017.

3. Historic Resource Evaluation prepared by PAST, dated June 24, 2015.

4. Phase I Environmental Site Assessment prepared by AST INC Geotechnical, dated August 2016.

5. Geotechnical Investigation prepared by prepared by AST INC Geotechnical, dated November 2016.

6. Plans prepared by the KSH Architects dated January 22, 2018.

7. Staff site visit August 4, 2017.

8. Hydrology Report prepared by Sandis dated October 2017.

9. Shared Parking Analysis prepared by Fehr and Peers dated January 17, 2018.

10. Transportation Demand Management Program prepared by Fehr and Peers dated October 19, 2017.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
AIR QUALITY				
IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-1a : During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.		Measures shown on plans, construction documents and on-going during demolition, excavation and construction.	Project sponsor(s) and contractor(s)	PW/CDD
Basic Controls that Apply to All Construction Sites				
1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.	Exposed surfaces shall be watered twice daily.			
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.	Trucks carrying demolition debris shall be covered.			
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.	Dirt carried from construction areas shall be cleaned daily.			
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.	Speed limit on unpaved roads shall be 15 mph.			
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.			
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.			
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Construction equipment shall be properly tuned and maintained.			

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Signage will be posted with the appropriate contact information regarding dust complaints.			
Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)				
Mitigation Measure AIR-2: Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	See Mitigation Measure TR-2.			
Impact AIR-7: Implementation of the Specific Plan would expose sensitive receptors to elevated concentrations of Toxic Air Contaminants (TACs) associated with Caltrain operations which may lead to considerable adverse health effects. (Potentially Significant)				
Mitigation Measure AIR-7: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within approximately 1,095 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or $PM_{2.5}$ concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or	A health risk analysis shall be prepared.	Simultaneous with a building permit submittal	Project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.	If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks Plan developed for ongoing maintenance and disclosure to buyers and/renters.			
BIOLOGICAL RESOURCES				
Impact BIO-1: The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)				
Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered. ***If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:*** no further mitigation is required. ***If active nests of special-status birds are found during the surveys:*** implement Mitigation Measure BIO-1b.	A nesting bird survey shall be prepared if tree or shrub pruning, removal or ground-disturbing activity will commence between February 1 through August 31.	Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.	Qualified wildlife biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by- case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following: 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds.	If active nests are found during survey, the results will be discussed with the California Department of Fish and Game and avoidance procedures adopted. Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.	Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-3: Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)				
Mitigation Measure BIO-3a: Reduce building lighting from exterior sources. a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid uplighting of rooftop antennae and other tall equipment, as well as of any decorative features; b. Installing motion-sensor lighting, or lighting controlled by timers set to turn off at the earliest practicable hour; c. Utilize minimum wattage fixtures to achieve required lighting levels; d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.	Reduce building lighting from exterior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure BIO-3b: Reduce building lighting from interior sources. a. Dim lights in lobbies, perimeter circulation areas, and atria; b. Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October); c. Use gradual or staggered switching to progressively turn on building lights at sunrise. d. Utilize automatic controls (motion sensors, photosensors, etc.) to shut off lights in the evening when no one is present; e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting; f. Schedule nightly maintenance to conclude by 11 p.m.; g. Educate building users about the dangers of night lighting to birds.	Reduce building lighting from interior sources.	Prior to building permit issuance and ongoing.	Project sponsor(s) and contractor(s)	CDD
Impact BIO-5: The Specific Plan could result in the take of special-status bat species. (Potentially Significant)				
Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented. ***If no active roosts present:*** no further action is warranted.	Retain a qualified bat biologist to conduct pre-construction survey for bats and potential roosting sites in vicinity of planned activity. Halt construction if bats are discovered during construction until surveys can be completed and proper mitigation measures implemented.	Prior to tree pruning or removal or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.				
Mitigation Measure BIO-5b: Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the “take” of individuals is prohibited.	If any active nursery or maternity roosts or hibernacula are located, no disturbance buffer zones shall be established during the maternity roost and breeding seasons and hibernacula.	Prior to tree removal or pruning or issuance of demolition, grading or building permits	Qualified bat biologist retained by project sponsor(s)	CDD
Mitigation Measure BIO-5c: Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the “take” of individuals is prohibited.	A qualified bat biologist shall direct the eviction of non-breeding roosts.	Prior to tree removal or pruning or issuance of demolition, grading or building permits.	Qualified bat biologist retained by project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
CULTURAL RESOURCES				
Impact CUL-1: The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)				
Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards: ***Site-Specific Evaluations:*** In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old. The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format. ***Treatment in Accordance with the Secretary of the Interior's Standards.*** Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.	A qualified architectural historian shall complete a site-specific historic resources study. For structures found to be historic, specify treating conforming to Secretary of the Interior's standards, as applicable.	Simultaneously with a project application submittal.	Qualified architectural historian retained by the Project sponsor(s).	CDD STATUS COMPLETE: The historic resource evaluaton, prepared by PAST, dated June 2015, concludes the commercial buildings were found not to be historically significant.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact CUL-2: The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)				
Mitigation Measure CUL-2a: When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).	A qualified archeologist shall complete a site-specific cultural resources study. If resources are identified and cannot be avoided, treatment plans will be developed to mitigate impacts to less than significant, as specified.	Simultaneously with a project application submittal.	Qualified archaeologist retained by the project sponsor(s).	CDD STATUS COMPLETE: The archeological resource evaluaton, prepared by Basin Research Associates, dated June 9, 2017, concludes that the proposed project will have no impact on cultural resources.
Mitigation Measure CUL-2b: Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.	If any archaeological artifacts are discovered during demolition/construction, all ground disturbing activity within 50 feet shall be halted immediately, and the City of Menlo Park Community Development Department shall be notified within 24 hours. A qualified archaeologist shall inspect any archaeological artifacts found during construction and if determined to be a resource shall prepare a plan meeting the specified standards which shall be implemented by the project sponsor(s).	Ongoing during construction.	Qualified archaeologist retained by the project sponsor(s).	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. (SVP, 1996)	A qualified paleontologist shall conduct training for all construction personnel and field supervisors. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.	Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.	Qualified archaeologist retained by the project sponsor(s).	CDD
Impact CUL-4: Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)				
Mitigation Measure CUL-4: If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows: * In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and b) If the coroner determines the remains to be Native American:	If human remains are discovered during any construction activities, all ground-disturbing activity within the site or any nearby area shall be halted immediately, and the County coroner must be contacted immediately and other specified procedures must be followed as applicable.	On-going during construction	Qualified archeologist retained by the project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
1. The coroner shall contact the Native American Heritage Commission within 24 hours; 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American; 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission. b) The descendant identified fails to make a recommendation; or c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact GHG-2: The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)				
Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.	Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces	Simultaneous with project application submittal	Project sponsor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Mitigation Measure GHG-2b: The City could implement a pilot program in the Specific Plan area to require mandatory commercial recycling, either at all buildings or, at a minimum, at newly constructed buildings. Such a program, identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan (CAP) as a measure for future study, could reduce GHG emissions in the Plan area and, if successful, could be implemented citywide.	Consider feasibility of pilot program. If pilot or permanent program implemented, require commercial recycling in applicable projects	Consider feasibility of pilot program as outlined in CAP. If adopted, simultaneous with project application submittal and ongoing.	Feasibility study: PW If adopted: Project sponsors(s)	PW
HAZARDOUS MATERIALS				
Impact HAZ-1: Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)				
Mitigation Measure HAZ-1: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. The City may waive the requirement for a Phase I site assessment for sites under current and recent regulatory oversight with respect to hazardous materials contamination. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.	Prepare a Phase I site assessment. If assessment shows potential for hazardous releases, then a Phase II site assessment shall be conducted. Remediation shall be conducted according to standards of overseeing regulatory agency where previous hazardous releases have occurred. Groundbreaking activities where there is identified or suspected contamination shall be conducted according to a site-specific health and safety plan.	Prior to issuance of any grading or building permit for sites with groundbreaking activity.	Qualified environmental consulting firm and licensed professionals hired by project sponsor(s)	CDD STATUS COMPLETE: An Environmental Site Assessment Phase 1 and prepared by AST INC Geotechnical, dated August 2016, no potential hazardous releases were identified and a Phase II was not required.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)				
Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Implement best management practices to reduce the release of hazardous materials during construction.	Prior to building permit issuance for sites disturbing less than one acre and on-going during construction for all project sites	Project sponsor(s) and contractor(s)	CDD
NOISE				
Impact NOI-1: Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Potentially Significant)				
Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acousticallyattenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements: * Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;	A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.	Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and specification and ongoing through construction	Project sponsor(s) and contractor(s)	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
* Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and * When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.				
Mitigation Measure NOI-1b: Noise Control Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.	If pile-driving is necessary for project, predrill holes to minimize noise and vibration and limit activity to result in the least disturbance to neighboring uses.	Measures shown on plans, construction documents and specifications and ongoing during construction	Project sponsor(s) and contractor(s)	CDD
Mitigation Measure NOI-1c: The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.	Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.	Condition shown on plans, construction documents and specifications. When justified complaint received by City.	Project sponsor(s) and contractor(s) for revisions to construction noise control plan.	CDD

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
Impact NOI-3: The Specific Plan would introduce sensitive receptors to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code. (Potentially Significant)				
Mitigation Measure NOI-3: Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, Ldn. The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.	Interior noise exposure assessed by qualified acoustical engineer and results submitted to City showing conceptual window and wall assemblies necessary to meet City standards.	Simultaneous with submittal for a building permit.	Project sponsors(s) and contractor(s)	CDD
TRANSPORTATION, CIRCULATION AND PARKING				
Impact TR-1: Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)				
Mitigation Measures TR-1a through TR-1d: (see EIR for details)	Payment of fair share funding.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-2: Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
Mitigation Measure TR-2: New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable: * Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies; * Operating dedicated shuttle service (or buying into a shuttle consortium); * Subsidizing transit tickets; * Preferential parking for carpoolers; * Provide child care services and convenience shopping within new developments; * Van pool programs; * Guaranteed ride home program for those who use alternative modes; * Parking cashout programs and discounts for persons who	Develop a Transportation Demand Management program.	Submit draft TDM program with building permit. City approval required before permit issuance. Implementation prior to project occupancy.	Project sponsor(s)	PW/CDD - STATUS: IN PROGRESS - An intial draft TDM plan has been submitted, but needs to be revised concurrent with the building permit.

El Camino Real/Downtown Mitigation Monitoring and Reporting Program				
Mitigation Measure	**Action**	**Timing**	**Implementing Party**	**Monitoring Party**
* Imposing charges for parking rather than providing free parking; * Providing shuttles for customers and visitors; and/or * Car share programs.				
Impact TR-7: Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)				
Mitigation Measures TR-7a through TR-7n: (see EIR for details)	Payment of fair share funding. The fee is calculated at $393.06 per PM peak hour vehicle trip. The supplemental TIF is updated annually.	Prior to building permit issuance.	Project sponsor(s)	PW/CDD
Impact TR-8: Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments. (Significant)				
Mitigation Measure TR-8: Implement TR-2 (TDM Program).	See Mitigation Measure TR-2.			

1540 El Camino Real

Site Logistics and Construction Phasing Plan – Narrative

Note: The below Site Logistics and Construction Phasing Plan has been prepared by the Owner's Construction Manager. This is a conceptual plan only and may be modified by the Contractor as required.

Phase 1

Mobilization, temporary site fencing, demolition of existing structures, excavate for underground parking, site utilities, all structural work for new parking garage including footings, slab on grade, support columns, through completion of podium slabs for both residential and commercial structures.

The parking lot at the north (located on 1550 El Camino Real) currently circulates through the project drive aisles. The three south throats of this parking lot will need to be barricaded during construction. Partial temporary restriping of this parking lot will need to occur for proper vehicle circulation. Entrance and exiting access to this parking lot will be restricted off Encinal Avenue only.

The project stabilized exit on San Antonio Street as shown on C5.0 will be maintained during this phase. Construction delivery and equipment access will be located at both north ends off El Camino Real and San Antonio Street. Haul routes will start from Highway 101 to south on Willow Road, west on Middlefield Road, south on Ravenswood Avenue. Vehicles will enter project site from El Camino Real and exit out on San Antonio Street. Vehicles will proceed west on San Antonio Street, then head south on Encinal Avenue, west on El Camino Real, north on Ravenswood Avenue, east on Middlefield Road, and north on Willow Road toward Highway 101.

Construction material staging during this phase would be limited to only the drive aisle at the north.

Construction trailer location in this phase is being proposed at the empty lot located on 133 Encinal Avenue which is a property also owned by applicant. Construction worker parking is also being proposed at the empty lot located on 133 Encinal Avenue.

Phase 2

Commercial building core and shell construction.

Maintenance of haul routes, material deliveries and equipment access at both north ends off El Camino Real and San Antonio Street as per Phase 1. Construction trailer and worker parking will continue to be available at the empty lot located on 133 Encinal Avenue. Additionally, construction material staging and worker parking will be available on residential parcel ground level and both the commercial and residential basement levels.

Phase 3

Residential building construction. Some overlap of phase 2 and 3. Phase 3 will begin as phase 2 nears completion.

Construction trailer and worker parking will continue to be available at the empty lot located on 133 Encinal Avenue. Construction material staging and worker parking will be available on both commercial

and residential basement levels. Maintenance of haul routes, material deliveries and equipment access at both north ends off El Camino Real and San Antonio Street as per Phase 1.

Phase 4

AC paving for ground level parking lots, hardscape and landscaping, final inspections, and demobilization.

Construction trailer and worker parking will continue to be available at the empty lot located on 133 Encinal Avenue. Construction material staging and worker parking will be available on both commercial and residential basement levels. Maintenance of haul routes, material deliveries and equipment access at both north ends off El Camino Real and San Antonio Street as per Phase 1.

Pedestrian Control

Pedestrian tunnels will be constructed to allow pedestrians to use the sidewalk areas and provide safety protection for the public. Pedestrians will need to re-routed with future approved traffic plans to allow for construction of new off-site sidewalks.

Construction Access and Phasing

The main access point to the site will be from El Camino Real. Construction logistics and traffic plans will be submitted to the city for approval prior to construction.

1540 EL CAMINO AVENUE
TRUCK HAUL ROUTE

TRUCK ROUTES:

INBOUND: VEHICLES WILL START FROM HIGHWAY 101 AND PROCEED SOUTH ON WILLOW ROAD, WEST ON MIDDLEFIELD ROAD, SOUTH ON RAVENSWOOD AVENUE, AND WILL ENTER PROJECT SITE FROM EL CAMINO REAL.

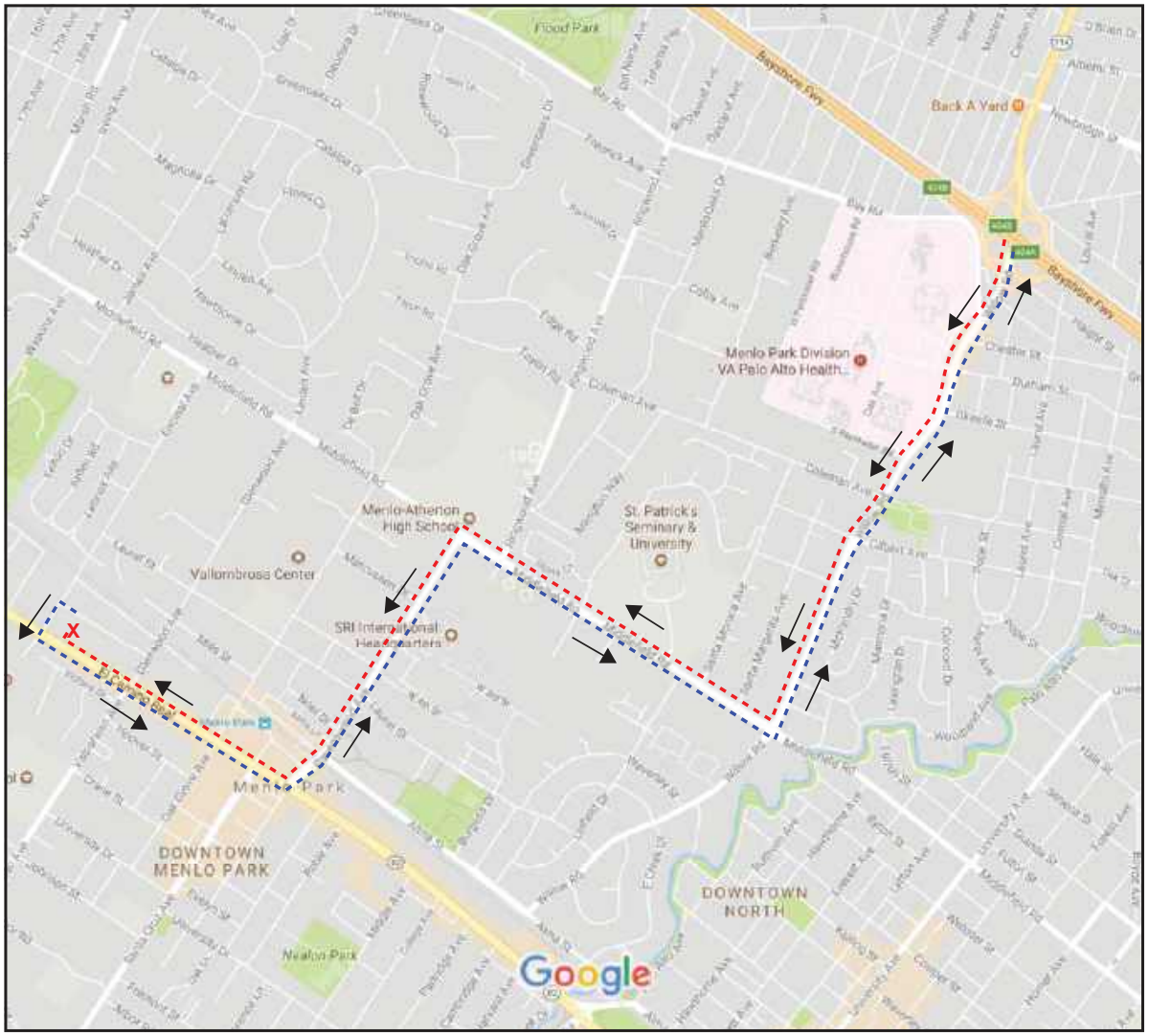
OUTBOUND: VEHICLES WILL EXIT OUT ON SAN ANTONIO STREET AND PROCEED WEST ON SAN ANTONIO STREET, THEN HEAD SOUTH ON ENCINAL AVENUE, WEST ON EL CAMINO REAL, NORTH ON RAVENSWOOD AVENUE, EAST ON MIDDLEFIELD ROAD, AND NORTH ON WILLOW ROAD TOWARD HIGHWAY 101.

LEGEND:

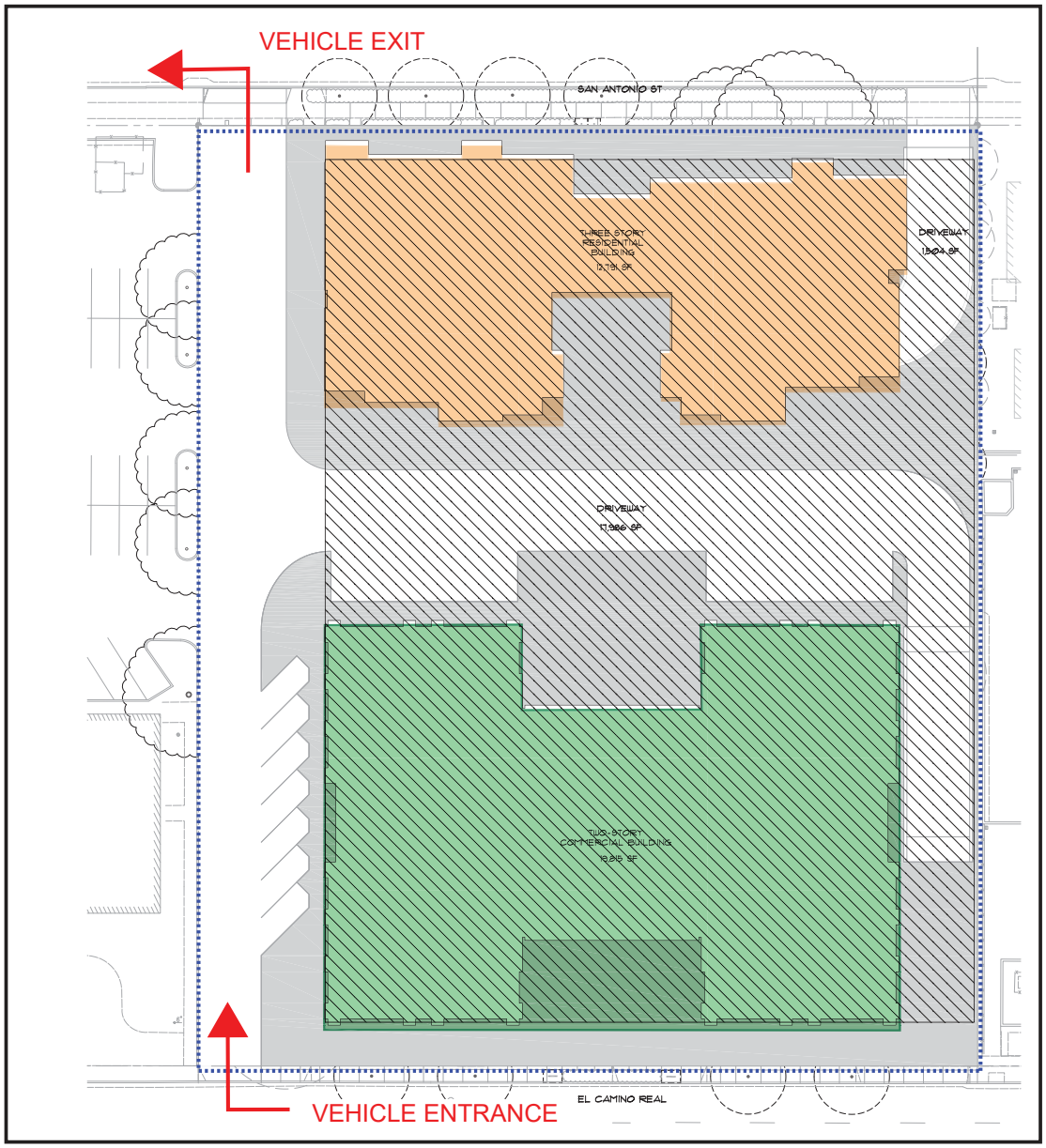
- X — PROJECT SITE
- INBOUND TRUCK ROUTE
- OUTBOUND TRUCK ROUTE
- DIRECTION OF TRAVEL

NOTE:

THIS HAUL ROUTE PLAN BEEN PREPARED BY THE OWNER'S CONSTRUCTION MANAGER. THIS IS A CONCEPTUAL PLAN ONLY AND MAY BE MODIFIED BY THE CONTRACTOR AS REQUIRED.



SITE LOGISTICS AND CONSTRUCTION PHASING PLAN

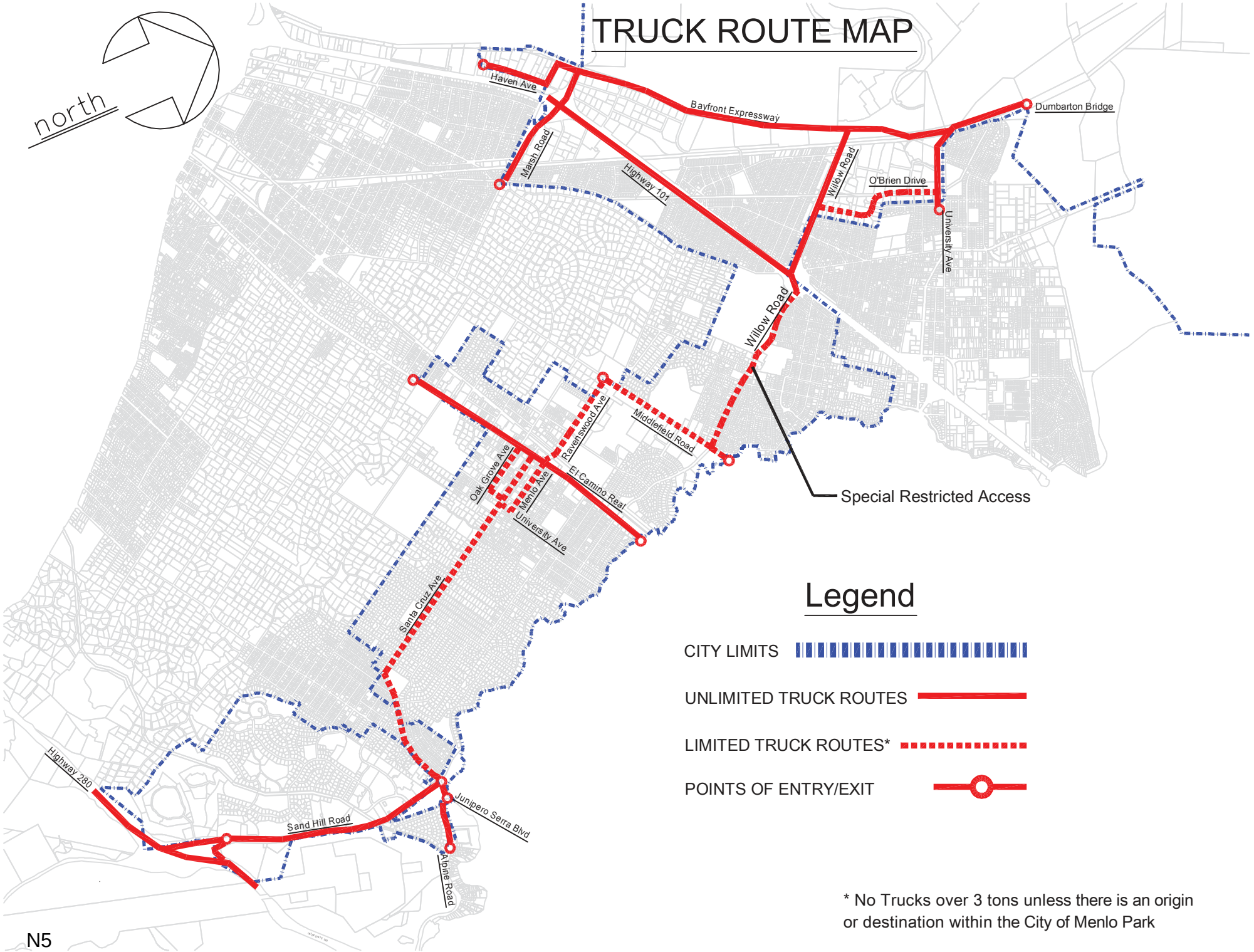


LEGEND:

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- TEMPORARY SITE FENCING
- CONTRACTOR PARKING
- CONTRACTOR JOBSITE OFFICE

Note: This Site Logistics and Construction Phasing Plan has been prepared by the Owner's Construction Manager. This is a conceptual plan only and may be modified by the Contractor as required.

TRUCK ROUTE MAP



Legend

CITY LIMITS

UNLIMITED TRUCK ROUTES

LIMITED TRUCK ROUTES*

POINTS OF ENTRY/EXIT

* No Trucks over 3 tons unless there is an origin or destination within the City of Menlo Park

N5

STAFF REPORT

Planning Commission
Meeting Date: **2/26/2018**
Staff Report Number: **18-019-PC**

Regular Business: **2017 Annual Progress Report on the Status and Progress in Implementing the City's Housing Element**

Recommendation

Staff recommends that the Planning Commission consider the report and recommend that the City Council accept the 2017 Housing Element Annual Progress (APR) Report.

Policy Issues

The preparation and submittal of the APR to the state Housing and Community Development Department (HCD) and Governor's Office of Planning and Research (OPR) is required by State law. The Annual Report documents past housing-related activities and may identify the timing of upcoming activities, but does not authorize the implementation of programs or expenditure of funds.

Background

Government Code 65400 requires each governing body to prepare an annual report on the status and progress of implementing the jurisdiction's Housing Element of the General Plan using forms and definitions adopted by the HCD. With recent State law changes in September 2017, SB 35 introduced changes to the APR. The changes, however, do not impact the APR due in 2018. The APR is due annually by April 1 for the calendar year immediately preceding the April 1 reporting deadline. Therefore, this year's report evaluates the status of the implementation programs and housing production for the time period between January 1 and December 31, 2017.

Housing Commission Review

As part of the APR process, the Housing Commission and Planning Commission will have an opportunity to review and provide comments on the report prior to staff presenting the report to the City Council. On February 14, 2018, the Housing Commission considered the APR and recommended that staff move the report forward to the City Council for their review and action. Much of the Housing Commission's discussion focused on both housing production as well as tenant displacement, expressing that both were equally important topics. Although the production figures (building permits issued) were relatively lower in the 2017 calendar year, the Commission was pleased with the projects that have been approved and the number of affordable units that will be a part of these developments. Many of the units will be available to lower income households, and the Commission was interested in how the City can accommodate

moderate-income households since the percentage of RHNA units met is lowest in this category. The Commission also discussed secondary dwelling units, and potential impediments such as the minimum lot size requirement that that can hinder production, and ways that the Housing Commission can participate in various activities and processes to encourage the development of more housing units. The Commission also asked questions about the differences between the pending modifications to the City's Below Market Rate (BMR) Housing Ordinance, the community amenities provisions in the recently adopted M-2 Area zoning update, State Density Bonus law, and the City's Affordable Housing Overlay (AHO).

At the upcoming Planning Commission meeting, Commissioners and the public will have an opportunity to provide comments on the APR. The Planning Commission's and Housing Commission's comments will be forwarded to the City Council for its review, which is tentatively scheduled for March 27, 2018.

Analysis

Attachment A includes the 2017 APR. The APR includes a status update of the Housing Element's implementation programs and an inventory of housing production in the City for the 2017 calendar year. This staff report highlights several key accomplishments and programs that will be continued in 2018, in more detail below. The APR is a reporting document that reflects on the past year's efforts, and is not intended to establish work priorities for staff. Through the Council's goal setting session, priorities are set for the upcoming year.

Implementation Programs

Secondary Dwelling Unit Ordinance Update

Assembly Bill 2299 (AB 2299) and Senate Bill 1069 (SB 1069), which passed in the 2015-2016 legislative session, amended California laws (Government Code § 65852.2) relating to secondary dwelling units (also referred to as accessory dwelling units). Unless the City adopted an ordinance that complied with state law, any existing municipal codes would be considered null and void, and the City would thereafter have to apply the standards established in state law for the approval of secondary dwelling units.

In January 2017, the City Council adopted Zoning Ordinance amendments to ensure that the Municipal Code would be in compliance with relevant State regulations pertaining to secondary dwelling units. The amendments support Housing Element Policy H4.11, which encourages the development of secondary dwelling units.

The amendments, which pertained to development standards, regulations and processes, were not intended to expand or restrict the current Codes relating to secondary dwelling units in any manner, except to comply with the requirements of state law.

Prior to the adoption of AB 2299 and SB 1069, the City adopted Zoning Ordinance Amendments relating to secondary dwelling units in 2013 and 2014, in association with Housing Element Updates. These updates clarified and streamlined the City's secondary dwelling unit regulations. Since these revisions, the City has issued an increased number of building permits for secondary dwelling units, helping address one critical housing strategy. Since the update of the secondary dwelling unit ordinance in 2017, the City has

seen an even greater number of permits issued for secondary dwelling units.

Funding Affordable Housing

The primary purpose of the Below Market Rate (BMR) Housing Program is to increase the supply and assist in the development of housing that is affordable to very low-, low-, and moderate income households. Compliance with the City's BMR Program can be met with the development of affordable units, the payment of in-lieu fees, or a combination of the two. The BMR Housing Fund is comprised primarily of commercial development in-lieu fees. As of May 1, 2017, it had approximately $8.6 million of unencumbered funds, with an additional approximately $12 million of BMR in-lieu fees pending payment to the City for entitled commercial development. Payment of BMR fees typically occurs prior to building permit issuance for a project, unless specific provisions are included as part of the BMR Agreement.

Program H1.H (Utilize the City's Below Market Rate (BMR) Housing Fund) requires the City to administer and advertise at least every two years the availability of funds in the BMR Housing Fund as it applies to residential, commercial and industrial projects. The objective of the Notice of Funding Availability (NOFA) is to support the acquisition, rehabilitation or new construction of housing that will provide long term affordability. The funding is intended to fill the financing gap between projected total development costs and other available funding sources. In July 2015, the City released its second NOFA, announcing that approximately $7.8 million of BMR funds were available. As part of that funding cycle, MidPen Housing (MidPen) submitted a proposal for a 118-unit affordable residential project, which was intended to be family housing and the next phase of Sequoia Belle Haven, which is MidPen's senior housing development at 1221 Willow Road. In 2016, Mid-Pen had previously received City BMR funding (2013 NOFA) and permits to construct a new 90-unit affordable, senior development at 1221 Willow Road, which is now complete and fully occupied.

The rewarding of funds from the 2015 NOFA process was delayed for the completion of ConnectMenlo, the City's General Plan Update. During the ConnectMenlo process, housing became a major theme and there were numerous conversations about the type of development that would be appropriate for both the 1300 block of Willow Road and the larger former M-2 Area.

Following the adoption of the General Plan Update in December 2016, MidPen and the City conducted additional outreach with the Belle Haven neighborhood, Housing Commission and City Council in the spring and summer of 2017 to receive feedback on the proposed housing development. Based upon input, MidPen updated its proposal to reflect up to 141 affordable residential units, with a mix of unit types. In July 2017, the City Council affirmed a funding agreement of $6.7 million towards the project. Menlo Park's commitment of seed funding can be used as leverage for funding from the County and other funding sources.

Currently, the City's Housing Commission has created a subcommittee to review the NOFA criteria and guidelines. The goal is to further refine the application to increase the interest level and response rate. The intent would be to issue a NOFA when the application has been updated and the BMR Fund has sufficient monies.

Housing Commission Work Plan

In 2017, one of the City Council's priorities in its adopted work plan was the Enhanced Housing Program (WP #3). The Housing Commission is charged with advising the City Council on housing matters, including reviewing and recommending on housing policies and programs for the City, providing input on regional housing issues, and recommendations on Below Market Rate Housing Agreements. Every two years Menlo Park Commissions review their respective work plans and update them with new/updated priorities, projects, and goals. On May 23, 2017, the City Council approved the Housing Commission 2016-2018 work plan, which established a robust set of activities to further advance the goals of the Housing Commission. The Work Plan focuses on four key areas: 1) BMR program funding and compliance, 2) housing projects, 3) policies that prevent residential displacement, promote affordable housing preservation, and encourage affordable housing development, and 4) advocacy. One of the biggest changes to the Housing Commission was the expansion of its members from five to seven in July 2017. In addition, the Commission increased its meeting schedule from quarterly to monthly and adjusted the meeting start time to increase accessibility to residents.

The Housing Commission Work Plan is helping to further advance the City's work on its Housing Element Implementation Programs related to addressing rent conflicts (H1.K Address Rent Conflicts), utilizing the City's BMR Housing Fund (H1.H Utilize the City's Below Market Rate Housing Fund), and updating the City's BMR Guidelines (H4.C Modify BMR Guidelines) and the Nexus Study (H4.D Update the BMR Fee Nexus Study).

Like many other jurisdictions in the Bay Area, Menlo Park is also experiencing the same benefits and impacts of the Bay Area's robust economy. The housing market is witnessing high home values and rents driven by high demand from strong employment growth and limited housing supply. In January 2017, the City Council continued its discussion around displacement, and referred mandatory mediation and rental relocation assistance to the Housing Commission for prioritization along with 13 other potential anti-residential displacement policy initiatives. The Housing Commission solicited community input over three public hearings and recommended a prioritization for 15 policy initiatives. The City Council adopted the Commission's prioritization in August 2017, and staff anticipates bringing forward a draft of the mandatory rental relocation assistance program in the next 12-18 months.

Previously, the City participated in a County of San Mateo task force entitled, Closing the Job/Housing Gap Task Force. The goal of the task force was to identify the issues, strategize potential tools, solicit community input, and create a menu of options for participants to bring back to their constituents and communities for consideration. While the County and each of its cities and towns have unique needs, task force organizers believed consensus may be possible on a number of initiatives that could preserve and/or produce more housing in San Mateo County. The result of the task force was an initiative called Home for All San Mateo County. As part of this new effort, the County asked all 20 jurisdictions and the County to adopt a resolution that commits them to work on housing and implementing the Home for All Action Plan. The City Council adopted the Home for All resolution in 2017.

Housing Production

In 2017, the City issued building permits for 35 net new dwelling units. Of those units, 37 percent of the units were attributed to new secondary dwelling units, approximately 43 percent of the units were associated with a new mixed use development at 650-660 Live Oak Avenue, and the remaining permits were issued for a combination of single-family and multi-family residences. While the number of residential building permits issued in 2017 decreased from the previous years in the 2015-2023 planning period, the numbers are still encouraging, especially for secondary dwelling units, which almost doubled in issued permits since 2016.

Building permits for 425 new residential units are also currently under review, including 24 units at 133 Encinal Avenue, three units at 1275 El Camino Real, 183 units at 1300 El Camino Real, and 215 units at 500 El Camino Real. Although the projects were approved, building permits have not yet been issued and therefore, are not counted in this report. These noted developments are a result of implementation of the El Camino Real/Downtown Specific Plan. Most of these projects will also include affordable units for households of varying income levels. Of the 24 units at 133 Encinal Avenue, one unit will be affordable at the low-income level and two will be affordable to moderate-income households. As part of two negotiated Development Agreements for the projects at 500 El Camino Real project and 1300 El Camino Real, the City will add 28 affordable housing units to the City's inventory. Eight units will be designated for low-income households at 500 El Camino Real and 14 units will also be designated for low-income households at 1300 El Camino Real. An additional six units will be designated as "workforce" housing within the 1300 El Camino Real project. While workforce housing is not a current designation under the City's BMR program, the units would be leased at rents affordable to persons at 100 percent of the area median income, with eligibility to include persons up to 120 percent (moderate-income) of the median income. The addition of housing stock and affordable housing units is helping the City meet its Regional Housing Need Allocation (RHNA). The new units will be located in the central area of the City, which will provide housing in close proximity to transit and services, and disperse the affordable housing units in the City.

While the City's housing production during the first three years of the planning period has exceeded the City's Regional Housing Need Allocation of 655 units, the City continues to seek opportunities for housing and will strive to meet its numbers for affordable housing. A key component of the General Plan Update adopted in December 2016 was the planning for an additional 4,500 units in the City, with the requirement for affordable housing for those developments seeking bonus level development. Since the adoption of the General Plan Update, the City has received an application for a mixed use campus that would include 1,500 new residential units, with a minimum of 15 percent designated as affordable units. The City is in the process of reviewing the proposal, which is anticipated to be considered by the City Council in 2019.

What is Ahead

As housing continues to be a local and regional issue, staff will continue to focus on programs to implement the Housing Element and other work, as directed by the Council, that supports the production and preservation of the City's housing stock.

Policies and Programs

Staff will continue to prioritize the work of three implementation programs that were identified by the City Council as priorities in the 2017-18 fiscal year. These programs include: H1.G (Adopt an Anti-Discrimination Ordinance), H2.C (Amend the Zoning Ordinance to Protect Existing Housing) and H4.A (Modify R-2 Zoning to Maximize Unit Potential). Currently, staff is preparing to bring an anti-discrimination ordinance to the Housing Commission for review and input, followed by the City Council's review and action. Work on the two other ordinances will follow. Staff will also continue to pursue amendments to the City's BMR Ordinance and Guidelines to comply with recent changes in State law as a result of a 2017 legislative action (H4.B Implement Inclusionary Housing Regulations), as well as work with the Housing Commission to implement its Work Plan, which complements and supports the work of the Housing Element.

Coordination with MidPen Housing

Program H4.H (Work with Non-Profits and Property Owners on Housing Opportunity Sites) is an ongoing Housing Element program to identify incentives and procedures to facilitate the development of affordable housing on higher density housing sites. As mentioned earlier in this report, MidPen Housing is proposing to redevelop its property located on the 1300 block of Willow Road with a 141-unit, multi-family residential development. The subject site was identified as a housing opportunity site and rezoned for higher density housing with an affordable housing overlay (AHO) as part of the 2007-2014 Housing Element. Staff will coordinate with MidPen on the development review process, including the abandonment of the right-of-way along Willow Road to address design and circulation challenges of the site and the application of the affordable housing overlay as a mechanism to increase the density in exchange for affordable units.

Community Amenities – Affordable Housing

One of the successes of the newly adopted R-MU zoning district and the General Plan Update was the inclusion of an affordable housing requirement for residential/mixed-use projects seeking bonus level development. In exchange for higher density, more floor area or greater building height, a project sponsor is required to provide a minimum of 15 percent affordable housing of the total number of units in a project, regardless if the project is rental units or for ownership. The affordability levels would be commensurate with the percentage breakdown established by the regional housing need allocation (RHNA) for the Housing Element in effect at the time of the development application. The Council also adopted a provision whereby current or recently displaced Belle Haven residents would have a preference for the units, in recognition that the community amenities should benefit the people and area that may be most directly impacted by increased development. Local preference also supports Housing Element Program H4.Q (Achieve Long-Term Viability of Affordable Housing), which states that the City should work with non-profits and other project sponsors to implement the City's Preferences for Affordable Housing policy (Policy H4.13).

Under AB 1505, which was adopted in 2017, cities and counties are once again authorized to adopt inclusionary housing ordinances requiring residential rental housing developments to include a specified

percentage of affordable units as a condition of development. In Menlo Park, the BMR requirement is 15 percent of the number of units for projects with 20 or more residential units. Therefore, the 15 percent affordable housing requirement that was adopted as part of the community amenities provision and the tool for creating affordable housing is being reviewed. Concerns have been raised since 30 percent affordable housing would be required in a project. Staff will be seeking input from the Council on this policy question, which may lead to changes to the community amenities provisions and/or amendments to the City's BMR Ordinance and Guidelines. As part of all the work that is proposed for the upcoming year, members of the public and Commissions will have an opportunity to provide input.

Impact on City Resources

There are no impacts to City resources besides the preparation of the report. Program implementation may have impacts to staffing resources and/or projects/priorities and will be considered as part of the City's annual Capital Improvement Plan and budget process.

Environmental Review

The Housing Element Annual Report is not considered a project. Implementation of Housing Programs may be subject to the California Environmental Quality Act (CEQA), and each program will be evaluated on a case-by-case basis.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. In addition, the City sent an email update to the subscribers of the Housing Element webpage.

Attachments

A. 2017 Housing Element Annual Progress Report
B. Link to: Adopted Housing Element for the 2015-2023 Planning Period
   https://www.menlopark.org/DocumentCenter/View/4329

Report prepared by:
Deanna Chow, Principal Planner
Michele Morris, Assistant Planner
Jim Cogan, Housing and Economic Development Manager

Report reviewed by:
Mark Muenzer, Assistant Community Development Director

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ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Menlo Park

Reporting Period 1/1/2017 - 12/31/2017

Table A

Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
650 Live Oak Ave.	5+	R	0	2	0	0	15	15			
112 Durham St.		O	1				1	1			
247 Santa Margarita Ave.		O	1				1	1			
1134 Carlton Ave.	SU	O	1				1	1			
1207 Carlton Ave.	SU	O		1			1	1			
1057 Menlo Oaks Dr.	SU	O	1				1	1			
351 Terminal Ave.	SU	O	1				1	1			
24 Campbell Ln.	SU	O		1			1	1			
2003 Santa Cruz Ave.	SU	O		1			1	1			
1376 Windermere Ave.	SU	O	1				1	1			
1019 Middle Ave.	SU	O	1				1	1			
195 Spruce Ave.	SU	O	1				1	1			
155 Yale Rd.	SU	O		1			1	1			
SU Subtotal			8	6	0	13	27	27			
(9) Total **of Moderate and Above Moderate** from Table A3 ► ►					1	7	8	17			
(10) Total by income Table A/A3 ► ►			8	6	1	20	35	35			
(11) Total **Extremely Low-Income** Units*											

* Note: These fields are voluntary

Second Unit (SU) affordability is consistent with the Housing Element assumptions and based on a survey of San Mateo County jurisdictions.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Menlo Park

Reporting Period 1/1/2017 - 12/31/2017

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for **Moderate**	0	0	0	1	0	1	1
No. of Units Permitted for **Above Moderate**	4	3	0	0	0	7	7

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
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Jurisdiction City of Menlo Park

Reporting Period 1/1/2017 - 12/31/2017

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	233	59	22	42	0						123	95
	Non-deed restricted		1	3	3	8						15	
Low	Deed Restricted	129	0	15	0	2						17	97
	Non-deed restricted		2	5	4	4						15	
Moderate	Deed Restricted	143	0	0	0	0						0	142
	Non-deed restricted		0	0	0	1						1	
Above Moderate		150	9	703	17	20						749	-599
Total RHNA by COG. Enter allocation number:		655	71	748	66	35						920	-265
Total Units ► ► ►													
Remaining Need for RHNA Period ► ► ► ► ►													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Menlo Park

Reporting Period 1/1/2017 - 12/31/2017

Table C

Program Implementation Status

Program Description (By Housing Element Program Names)	**Housing Programs Progress Report - Government Code Section 65583.** Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.		
Name of Program	**Objective**	**Timeframe in H.E.**	**Status of Program Implementation**
H1.A Establish City Staff Work Priorities for Implementing Housing Element Programs	Establish staff priorities for implementing Housing Element Programs	Annually	This will be done annually as part of the annual Housing Element review.
H1.B Review the Housing Element Annually	Review and monitor Housing Element implementation; conduct public review with the Housing Commission, Planning Commission and City Council, and submit Annual Report to HCD	Annually	Annual Review for the 2016 calendar year was accepted by the City Council on March 14, 2017 and submitted to HCD for review. Using forms provided by HCD, the 2017 Annual Review will be undertaken between February and March 2018, and reviewed by the Housing Commission, Planning Commission and accepted by the City Council.
H1.C Publicize Fair Housing Laws and Respond to Discrimination Complaints	Obtain and distribute materials (see Program 1H.D)	Ongoing	Materials available at the counter at City Hall and on the City's Web site.
H1.D Provide Information on Housing Programs	Obtain and distribute materials at public locations; conduct staff training	Annually	Materials available at the counter at City Hall and on the City's Web site. The Housing Commission modified its meeting schedule by meeting monthly as opposed to quarterly, and its membership was expanded from five to seven commissioners. In 2017, the Housing Commission conducted nine meetings. Housing Commission agendas and notices are posted at City Hall and on the City's website. Also, in 2017, the City created four subcommittees to address four separate topics: BMR Guidelines, BMR Nexus, Policy, and NOFA. The Housing Commission mailed approximately 1,900 mailers to the community regarding BMR unit availability, created a GIS map of BMR units on the City website and completed a comprehensive update of the BMR related web page on the City's website.
H1.E Undertake Community Outreach When Implementing Housing Element Programs	Conduct community outreach and distribute materials (see Programs H1.C and 1H.D)	Consistent with program timelines	Materials available at the counter at City Hall and on the City's Web site. Housing Commission meetings were conducted almost monthly. In 2017, the Housing Commission conducted nine meetings. Agendas and notices are posted at City Hall and on the City's website. Email notifications are also sent to interested parties. Additional outreach to targeted populations and interested parties depending on program.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Menlo Park

Reporting Period 1/1/2017 - 12/31/2017

H1.F Work with the San Mateo County Department of Housing	Coordinate with County efforts to maintain and support affordable housing	Ongoing	Continued participation and coordination has occurred as part of the countywide 21 Elements. Working with the County Department of Housing and other jurisdictions on housing-related topics such as accessory dwelling units and short-term rentals, and coordination in implementing Housing Element programs. The City adopted a resolution in 2017 and participates in the Home for All Initiative which is a continuation of the work of the Closing the Jobs/Housing Gap Task Force. Home for All includes "representatives from all sectors of the community and are focused on creating a future where everyone in San Mateo County has an affordable home," *(See* http://homeforallsmc.com/).
H1.G Adopt an Anti-Discrimination Ordinance	Undertake Municipal Code amendment and ensure effective implementation of anti-discrimination policies and enforcement as needed	2016	Staff has prepared a draft ordinance that is anticipated to be brought to the City Council in early 2018. An anti-discrimination ordinance is one tool that will be considered amongst a number of policy issues the City will be considering to address housing issues as part of its ongoing discussion about housing supply, affordable housing and displacement.
H1.H Utilize the City's Below Market Rate (BMR) Housing Fund	Accumulate and distribute funds for housing affordable to extremely low, very low, low and moderate income households	Ongoing	The City issued a Notice of Funding Availability (NOFA) in July 2013, and awarded MidPen a loan for up to $3.2 million for an affordable senior development at 1221 Willow Road in September 2014. In June 2015, the Community Development Director issued a compliance letter indicating that the proposed 90-unit senior development is in compliance with the zoning regulations and design standards, and funds were distributed to MidPen for construction in 2016. The project targets extremely low and very low income senior households. In July 2015, the City issued its second NOFA for new affordable rental projects. Approximately $7.8 million BMR housing funds are available under the NOFA to support the acquisition, rehabilitation and/or construction of housing that will provide long-term affordability. Staff received three applications and is working with one applicant on the viability of its application. In July 2017, the City Council affirmed a funding agreement of $6.7 million towards a project located at the 1300 block of Willow Road for 141 units of affordable housing.
H1.I Work with Non-Profits on Housing	Maintain a working relationship with non-profit housing sponsors	Ongoing	The City has worked closely with MidPen to assist in their application submittal to redevelop its property on the 1200 block of Willow Road from 48 dwelling units to 90 dwelling units, including an application to abandon a portion of the public right-of-way for the proposed project, as well as other supportive documents needed for financing of the project. The building permits for MidPen's project were issued in 2016 and the building became fully occupied in 2017. We will continue to work with MidPen on affordable housing as they plan to redevelop property on the 1300 block of Willow Road with 141 affordable residential units. The City will continue to undertake outreach to non-profit housing sponsors throughout the 2015-2023 Housing Element period. Annual funding provided to HIP and Housing Leadership Council. We have been coordinating with non-profit housing sponsor to develop a mixed-use development at 1283 Willow Road.
H1.J Update the Housing Element	Assure consistency with SB375 and Housing Element law	2023	Completed. The City Council adopted the 2015-2023 Housing Element on April 1, 2014, and was certified by HCD on April 16, 2014.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

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H1.K Address Rent Conflicts	Resolve rent conflicts as they arise	Ongoing	In January, the City Council referred mandatory mediation and rental relocation assistance to the Housing Commission for prioritization along with 13 other potential anti-residential displacement policy initiatives. The Housing Commission solicited community input over 3 public hearings and recommended a prioritization for the 15 policy initiatives. Mandatory Mediation was given a low priority by the Housing Commission, due in large part to the concerns raised by housing advocates and tenants' rights advocates, who questioned the effectiveness of similar programs in other cities. Conversely, instituting mandatory rental relocation assistance was ranked as a high priority. Staff anticipates bringing forward a draft mandatory rental relocation assistance program in the next 12-18 months. Previously, in December 2016, the City Council adopted an ordinance requiring the option for 12-month lease agreements for apartments with four or more units.
H1.L Update Priority Procedures for Providing Water Service to Affordable Housing Developments	Comply with Government Code Section 65589.7	2015 and 2020 (as part of Urban Water Management Plan	Program completed in February 2014. No additional work on this program is needed at this time.
H1.M Lobby for Changes to State Housing Element Requirements	Work with other San Mateo County jurisdictions and lobby for modifications to Housing Element law (coordinate with Program H1.B)	Ongoing	Meet with State Representative and other jurisdictions and provided input on proposed legislation as needed.
H2.A Adopt Ordinance for "At Risk" Units	Protect existing affordable housing	2016	There are no "at risk" subsidized affordable units in Menlo Park at the current time. "At risk" units are those that appear to be in danger of conversion from subsidized housing units to market rents.
H2.B Promote Energy Efficient/Renewable Programs	50 or more homes and businesses participating in a program	Establish policy and programs by 2017; Participation rate by 2022	In 2017, a major sustainability achievement occurred by making renewable energy available to all residents and business in Menlo Park. In 2017, the City enrolled all Menlo Park PG&E customers in Peninsula Clean Energy (PCE). PCE is a local electricity provider for carbon free renewables, such as wind, water, and solar. Residents are automatically enrolled in PCE with the ability to opt out. At minimum, 50% of PCE's electricity is guaranteed to be from renewable sources, and the cost is comparable to PG&E rates. Additionally, customers can choose to opt up to 100% renewable energy for an increased cost. As a result, 24,098 Menlo Park PG&E customers became PCE customers in 2017: 89% are residential customers receiving at minimum 50% of their electricity from renewable sources • 11% are commercial customers receiving at minimum 50% of their electricity from renewable sources. • 1.2% opted out of the program and went back to PG&E or other provider • 1.7% customers opted up to receive 100% renewable energy from PCE, offsetting those customers that opted out. In addition to this significant paradigm shift, Menlo Park continued to participate in regional energy efficiency/renewable energy regional programs, such as Home Energy Renovation Opportunity (HERO), Energy Upgrade California, and SunShares.

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H2.C Amend the Zoning Ordinance to Protect Existing Housing	Protect existing rental housing as part of infill implementation and other Zoning Ordinance changes	Consider as part of the City's General Plan Update (2014-2017)	The zoning ordinance efforts during the General Plan process focused on the creation of new housing in an area that previously did not allow residential uses. Staff recognizes that potential ordinance changes to limit the loss of residential units or the conversion of units can be strategies to maintain the City's housing stock and the City Council has prioritized this program for the 2017-18 fiscal year.
H2.D Assist in Implementing Housing Rehabilitation Programs	Apply to the County for CDBG funds to provide loans to rehabilitate very low and low income housing (20 loans from 2015-2023)	2015-2023	The County has temporarily stopped administering the CDBG rehabilitation loan program, except in emergency situations.
H3.A Zone for Emergency Shelter for the Homeless	Amend the Zoning Ordinance	2014; concurrent with RHNA 5 Housing Element Update	Completed. Ordinance adopted on April 29, 2014. Ordinance identifies the location of the overlay to allow an emergency shelter for the homeless for up to 16 beds as a use by right and includes standards consistent with State law as established in SB2.
H3.B Zone for Transitional and Supportive Housing	Amend the Zoning Ordinance	2014; concurrent with RHNA 5 Housing Element Update	Completed. Ordinance adopted on April 29, 2014 to update the definitions of transitional and supportive housing to be consistent with State law and adds transitional, supportive housing and small (6 or fewer) residential care facilities as part of the definition of a "dwelling" in the Zoning Ordinance so these uses are treated the same way as other residential uses as required by State law under SB2.
H3.C Adopt Procedures for Reasonable Accommodation	Amend the Zoning Ordinance and/or modify administrative procedures; create public handout	2014; concurrent with RHNA 5 Housing Element Update	Completed. Ordinance adopted April 29, 2014 to establish procedures, criteria and findings for enabling individuals with disabilities to make improvements and overcome barriers to their housing.
H3.D Encourage Rental Housing Assistance Programs	Provide assistance at current Section 8 funding levels to assist 220 extremely low and very low-income households per year (assumes continued funding of program)	2015-2023	There are 298 households provided rental assistance in Menlo Park through Section 8 and other programs. In addition, many of the tenants at the new 60-unit affordable housing project at the VA Campus receive rental assistance, including project-based HUD VASH (Veterans Affairs Supportive Housing) from the Housing Authority of San Mateo County and HUD-VASH tenant based assistance.
H3.E Investigate Possible Multi-Jurisdictional Emergency Shelter	Coordinate in the construction of homeless facility (if determined feasible)	Longer term program as the opportunity arises	There are no plans for a specific facility at this time.
H3.F Assist in Providing Housing for Persons Living with Disabilities	Provide housing and services for disabled persons	Ongoing	Annual funding provided to HIP.
H3.G Develop Incentives for Special Needs Housing	Amend the Zoning Ordinance to provide opportunities for housing and adequate support services for seniors and people living with disabilities	Consider as part of the City's General Plan Update (2014-2017)	The City's Affordable Housing Overlay (AHO), which was established in 2013, was applied to MidPen's 90-unit affordable, senior housing development. Along with financial incentives, the AHO provides density bonuses and a parking reduction for senior housing.
H3.H Continue Support for Countywide Homeless Programs	Support housing and services for the homeless and at-risk persons and families	Ongoing	The City has continued to support HEART and has participated in countywide activities to address homeless needs. In addition, through the City's Community Funding program, the City supports LifeMoves, and continues to participate and support the Housing Leadership Council, and attend Housing Leadership Day sessions and discussions.

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H3.I Work with the Department of Veterans Affairs on Homeless Issues	Coordination in addressing the needs of the homeless	2014; ongoing thereafter	In January 2014 the City Council authorized a loan increase from the City's BMR funds to CORE Housing for up to $2.86 million for affordable housing at 605 Willow Road (Veterans Affairs Campus). The development includes 60 dwelling units and would provide permanent housing to extremely low- and very low-income veterans. The development received its certificate of occupancy in December 2015. As opportunities arise, staff will continue to work with the VA.
H4.A Modify R-2 Zoning to Maximize Unit Potential	Amend the Zoning Ordinance to minimize underutilization of R-2 development potential	Consider as part of the City's General Plan Update (2014-2017)	In 2016, the Council also began a broader housing discussion of potential policies, particularly to address displacement. In 2017, review of strategies to address displacement occurred with the Housing Commission and City Council and will be continuing. The Council prioritized the program to work on the underutilization of R-2 zoned properties for the 2017-18 fiscal year, and the amendment is estimated completion in mid-2018. While not directly related to displacement, modification of R-2 Zoning may be considered as part of a strategy to address overall housing in the City.
H4.B Implement Inclusionary Housing Regulations	Implement requirements to assist in providing housing affordable to extremely low, very low, low and moderate income households in Menlo Park	Ongoing	To comply with the City's BMR Ordinance for commercial and industrial projects, new commercial/industrial development (meeting certain criteria) in the City contributed $1,226,846.02 of BMR in-lieu fees to the City's BMR fund in 2017. The funds will be used to help house extremely low, very low, low and moderate-income households (see Program H1.H).
H4.C Modify BMR Guidelines	Amend the Zoning Ordinance to require affordable units in market rate developments	2015	Modification to the City's BMR Guidelines will be considered as part of the Housing Commission's 2017-2019 work plan for recommendation to the City Council (see Program H4.D). The City Council adopted the Commission's prioritization and the Housing Commission is working with staff to bring forward recommendations for drafting and amending the City's Below Market Rate Ordinance and Guidelines.
H4.D Update the BMR Fee Nexus Study	Update to fees consistent with the nexus of potential impacts on affordable housing need	2015	The City participated in a multi-jurisdictional nexus study that would provide a defensible analysis to maintain the legal justification for inclusionary zoning and affordable housing impact fees. The study was reviewed by the City Council in July 2016. In 2017, the City Council requested further action by the Housing Commission which formed a subcommittee to further review the Nexus Study.

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H4.E Modify Second Dwelling Unit Development Standards and Permit Process	Amend the Zoning Ordinance to reduce the minimum lot size to create greater opportunities for new second units to be built. Achieve Housing Element target for new second units (40 new secondary dwelling units between 2015-2023, with 5 per year) — 18 very low, 18 low and 4 moderate income second units.	2014; ongoing thereafter	Concurrent with the adoption of the 2007-2014 Housing Element in May 2013, the City of Menlo Park reviewed a Zoning Ordinance amendment for modifications to the Secondary Dwelling Unit Ordinance in recognition that secondary dwelling units can be a valuable source of affordable units because they often house family members at low or no cost, and many are limited in size and therefore, have lower rents. Besides making the City's ordinance compliant with State law, the Zoning Ordinance amendment included a number of revisions to provide greater flexibility in the development regulations to encourage more development of secondary dwelling units, which exceeds the target of 5 per year. As part of the Housing Element for the 2015-2023 Housing Element, the City of Menlo Park continued this program to further explore opportunities for additional revisions to the Secondary Dwelling Unit Ordinance. In April 2014, the City Council adopted additional revisions to the secondary dwelling unit ordinance, including increasing the maximum unit size for units that comply with accessibility requirements, establishing a new daylight plane requirement in lieu of the wall height requirement, and providing flexibility in the tenancy requirement. In 2016, the Planning Commission considered and recommended approval of changes to the secondary dwelling unit ordinance for consistency with State law changes, including the reduction of off-street parking requirements. The Council adopted amendments to the secondary dwelling unit ordinance in February 2017. Building permits for 13 new secondary dwelling units were issued in 2017.
H4.F Establish a Process and Standards to Allow the Conversion of Accessory Buildings and Structures to a Secondary Dwelling Unit	Adopt procedures and requirements to allow conversion of accessory structures and buildings (15 new secondary dwelling units — 6 very low income, 6 low income and 3 moderate income units)	2014; review the effectiveness of the ordinance in 2015	In April 2014, the City adopted an ordinance, that would allow legally permitted accessory buildings that do not meet the setback requirements for a secondary dwelling unit to be converted to a secondary dwelling unit through an administrative permit process. This conversion process through the administrative permit process was set to expire in one year from ordinance adoption, but was extended in May 2015 for one additional year, expiring in June 2016. In 2016, the City Council extended the conversion provision for an additional three years. Of the 7 building permits issued for secondary dwelling units in 2016, one resulted from the conversion process. New state law requirements superseded the City's local ordinance in 2017 regarding the conversion of accessory buildings into secondary dwelling units. The City updated its secondary dwelling unit ordinance for consistency with State law in February 2017. The amended ordinance would allow legally permitted accessory buildings to be converted to secondary dwelling units through the non-discretionary process if the accessory building complies with the development regulations of a secondary dwelling unit, with the exception of minimum yards, height, daylight plane, and parking.
H4.G Implement First-Time Homebuyer Program	Provide referrals	2015-2023	The City is referring first time homebuyers to HEART for down payment assistance since BMR funds are no longer available for this program. Information is available on the City's Housing webpage per Housing Programs H1.C and H1.D.

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H4.H Work with Non-Profits and Property Owners on Housing Opportunity Sites	Identify incentives and procedures to facilitate development of housing affordable to extremely low, very low, low and moderate income households on higher density housing sites	Ongoing	The City continues to work with Mid-Pen Housing on potential housing projects in the City. As part of the General Plan Update, zoning amendments were adopted to allow housing and mixed use developments in the C-2-B zone, which provides an opportunity to increase housing supply while adding services to key locations in the City. MidPen has property located in the C-2-B district as well as in the R-4-S (AHO), which allows high density residential and provisions for a density bonus in exchange for affordable housing. In 2017, the City Council committed $6.7 million towards MidPen's affordable housing project in the R-4-S (AHO) district.
H4.I Create Multi-Family and Residential Mixed Use Design Guidelines	Adopt design guidelines for multi-family and mixed use housing developments	Consider as part of the City's General Plan Update (2014-2017)	As part of the General Plan and M-2 Area Zoning Update, the City Council adopted the new R-MU (Residential Mixed Use) zoning district. The proposed zoning district includes design standards, which include a number of provisions addressing building modulation, height variation, site design, and open space requirements.
H4.J Consider Surplus City-Owned Land for Housing	Identify opportunities for housing as they arise	Consider as part of the City's General Plan Update (2014-2017)	As part of the General Plan and M-2 Area Zoning Update, the geographic focus was on the M-2 Area and there was no City-owned land suitable for housing. As part of a Council study session in May 2016, the Council considered potential ways to redevelop the City-owned parking plazas in the downtown with retail, entertainment and housing options. The main library and downtown garage locations are being explored as possible underutilized sites for housing development. Discussion of these City-owned locations as possible sites began in 2017 in City Council study sessions and community meetings.
H4.K Work with the Fire District	Undertake local amendments to the State Fire Code and approve City Council Resolution ratifying the Fire District's local amendments	2014 (in progress)	Staff worked with the Menlo Park Fire Protection District to develop a draft ordinance to the 2016 Fire Code. The City Council approved a resolution ratifying the Fire District's amendments to the Fire Code in February 2017.
H4.L Coordinate with School Districts to Link Housing with School District Planning Activities	Coordinate and consider school districts long-range planning, resources and capacity in planning for housing	Ongoing with Housing Element program implementation. Consider as part of the City's General Plan	Continued coordination on new residential development (unit type, timing, etc.) and implications for enrollment growth and facility planning with various school districts. In 2017, staff met with a enrollment projections consultant for the Menlo Park City School District to identify pending and approved development in the City.
H4.M Review the Subdivision Ordinance	Modify the Subdivision Ordinance as needed	Consider as part of the City's General Plan Update (2014-2017)	No activity to date. Review is anticipated to commence in 2018.

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H4.N Create Opportunities for Mixed Use Development	Conduct study and establish regulations to allow housing in commercial zones	Consider as part of the City's General Plan Update (2014-2017)	As part of the General Plan and M-2 Area Update approval in December 2016, the Council adopted zoning amendments to the C-2-B zoning district to allow residential uses to create mixed-use opportunities in key areas along the Willow Road Corridor and created the R-MU zoning district. A number of properties that were previously zoned for commercial and industrial uses were rezoned with the new zoning district to create opportunities for higher density housing and mixed use developments. Consideration of the amended C-2-B and the new R-MU zoning districts will continue on an as-needed basis. Staff has received interest to redevelop properties in both zoning districts with residential and mixed use developments.
H4.O Review Transportation Impact Analysis Guidelines	Modify Transportation Impact Analysis (TIA) guidelines	Consider as part of the City's General Plan Update (2014-2017)	In December 2016, the City Council adopted a new Circulation Element, recognizing that work on the Transportation Master Plan was a high priority. Work on modifications to the TIA will be considered a future program and may be informed by the work of the Transportation Master Plan that is underway.
H4.P Update Parking Stall and Driveway Design Guidelines	Modify Parking Stall and Driveway Design Guidelines	2014	In 2017, the City began a preliminary review of draft parking stall and driveway design guidelines. Input and recommendations would be combined and a draft memo of recommendations, design guidelines and modifications would be presented for consideration in the future.
H4.Q Achieve Long-Term Viability of Affordable Housing	Establish project management and other ongoing project coordination needs	As developments are proposed and ongoing thereafter	In 2017, St. Anton development, which consists of 394 units, of which 37 are affordable to low and very low-income households, conducted outreach to interested parties to apply for the affordable units. In addition, as part of creating the R-MU (Residential Mixed Use) zoning district concurrent with the General Plan Update, the Council included a provision that stated a preference for current or recently displaced Belle Haven residents for the affordable housing units created through the community amenity process. The City continues to partner with Hello Housing to administer the City's BMR list and to coordinate with project sponsors on qualifying tenants for affordable housing in the City per the BMR Guidelines.
H4.R Modify Overnight Parking Requirements to include the R-4-S Zoning District	Modify Section 11.24.050 [Night Parking Prohibited] of the Municipal Code as needed	2014	In October 2015, the City Council approved the removal of on-street parking along the north side of Haven Avenue as part of the Haven Avenue Streetscape Project. Identified as housing opportunity sites in the Housing Element, two parcels along Haven Avenue are currently being redeveloped with 540 multi-family residential units. The objective of the Haven Avenue Streetscape Project is to provide a direct connection for bicyclists and pedestrians between the Bay Trail and the City of Redwood City's bikeway and sidewalk network by constructing sidewalks and bicycle facilities along Haven Avenue. The removal of on-street parking is helping facilitate the enhanced multi-modal improvements along this corridor.

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H4.S Explore Creation of a Transportation Management Association	Explore creation of a Transportation Management Association	Consider as part of the City's General Plan Update (2014-2017)	As part of three new zoning districts for the former M-2 Area, transportation demand management measures are required to reduce the number of vehicle trips by at least 20 percent below standard generation rates based on the use of the site. The possible creation of a TMA was subject to ongoing discussion in 2017 with potential topics such as transportation alliances and regional coordination, collaboration of businesses and/or institutions, and coordination of TMA with TDM policies for new developments.
H4.T Explore Pedestrian and Bicycle Improvements	Coordinate with Redwood City on potential pedestrian and bicycle improvements	Consider as part of the City's General Plan Update (2014-2017)	The City was awarded a grant from the San Mateo County Transportation Authority (Measure A funds) to implement the Haven Avenue bicycle/pedestrian improvements. The improvements include new facilities to a key corridor that connects Menlo Park, San Mateo County and Redwood City. The project area includes Haven Avenue between Marsh Road and the Redwood City boundary, an area where several properties were recently rezoned to higher density housing. Through work on the Transportation Master Plan, improvements in the area can be identified. In addition, as part of the Menlo Gateway hotel and office project, pedestrian and bicycle improvements will be implemented. Bike lanes along a portion of Haven Avenue have been installed.

CITY OF MENLO PARK

STAFF REPORT

Planning Commission
Meeting Date: **2/26/2018**
Staff Report Number: **18-020-PC**

Study Session: **Conditional Development Permit, Development Agreement, Zoning Map Amendment, General Plan Amendment, Lot Reconfiguration, Heritage Tree Removal Permits, Below Market Rate Housing Agreement, and Environmental Review/Peninsula Innovation Partners, LLC/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court**

Recommendation

Staff recommends that the Planning Commission receive a presentation from the applicant team (Facebook), solicit public comments, and review and provide feedback to City staff and the applicant team on the applicant's request for a master plan development to comprehensively redevelop the existing industrial, research and development (R&D), and office campus, previously referred to as the ProLogis Menlo Science and Technology Park, located along Willow Road at the intersection of Hamilton Avenue. The proposed master plan project includes requests for a conditional development permit (CDP), Development Agreement (DA), and Zoning Map and General Plan Amendments for modifications to the circulation network within the project site from the approved ConnectMenlo General Plan and Zoning Ordinance update. The project would also be subject to a lot reconfiguration (likely a major subdivision), heritage tree removal permits, and a below market rate (BMR) housing agreement. The project would necessitate the preparation of an environmental impact report (EIR) in compliance with the California Environmental Quality Act (CEQA).

Policy Issues

The applicant is proposing to redevelop the site through the master plan process, as provided for in the Zoning Ordinance, by utilizing a CDP and entering into a DA with the City. The proposed project would require the Planning Commission and ultimately the City Council to consider the merits of the proposed master plan, including project consistency with the City's General Plan and Zoning Ordinance (collectively known as ConnectMenlo) along with the appropriateness of the applicant's proposed amendments, the Municipal Code, and other adopted policies and programs of the City. Since the project is in an early stage of review, at this time the Planning Commission should focus on the overall site layout and design, the proposed amendments to the adopted Zoning Map and General Plan, the proposed project phasing, and the proposed land uses and development intensities, which are further outlined in this report, and provide comments and guidance to staff and the applicant team on these key components of the proposed project.

Background

Site location

The approximately 59-acre subject site is located at the intersection of Willow Road and Hamilton Avenue. Using Willow Road in a north to south orientation, the subject site is located along the east side of Willow Road and extends from the Mid-Peninsula High School (1340 Willow Road) at the southwest corner of the site to the Dumbarton Rail Corridor along the northern edge of the campus. Facebook Building 20 is located to the northwest, across Willow Road. The subject site is generally bordered by the Hetch Hetchy right-of-way to the south and properties within the Menlo Business Park to the east. The subject site encompasses the following address range: 1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court.

The existing campus has 20 buildings located on 18 parcels that have historically housed general office, R&D, warehouse, and manufacturing uses that total approximately 1,000,000 square feet of gross floor area (GFA). The existing buildings were constructed between the mid-1950s and the mid-1990s. The existing site has approximately 2,300 parking spaces. Facebook currently occupies 18 buildings at the project site that it uses for offices, R&D, dining facilities, and a health center. A location map is included as Attachment A.

Analysis

Project description

On July 6, 2017, Peninsula Innovation Partners, LLC, on behalf of Facebook, submitted an application to commence the formal review process for the redevelopment of the Menlo Science and Technology Park. As part of the ConnectMenlo General Plan and Zoning Ordinance update, the existing approximately 59-acre project site was rezoned in December 2016 from M-2 (General Industrial) to O-B (Office, Bonus) and R-MU-B (Residential Mixed Use, Bonus). The proposed master plan project would be developed under the bonus levels for density (dwelling units per acre), intensity (FAR) and height in exchange for community benefits, as defined through the ConnectMenlo process. The proposed project is commonly referred to as the Willow Village Master Plan and generally includes the following key components:

- A minimum of 1,500 housing units, a minimum of 15 percent (or 225 units) of which would be Below Market Rate (BMR) units per the Zoning Ordinance requirements for residential developments;
- Approximately 126,500 square feet of retail oriented around a new main street, including the following:
  - A grocery store
  - A pharmacy
  - Food and beverage services
- A limited service hotel with approximately 200 rooms;
- A culture/visitor center within the Dumbarton Plaza (located at the corner of Willow Road and the Dumbarton Corridor);
- Approximately 2,144 parking spaces for the mixed-use buildings (for the retail and residential units);
- Approximately 3,000 parking spaces for the office buildings;
- Approximately 175 parking spaces for the hotel;
- Approximately 18 acres of open space (approximately eight acres publicly accessible); and

- Approximately 1,750,000 square feet of offices.

As stated in the Site location section, the site currently contains approximately 1,000,000 square feet of commercial square footage, including offices, R&D, and warehouse uses. The net increase in commercial square footage (not including retail, the cultural center, and hotel square footages) would be approximately 750,000 square feet. The applicant's project description letter is included in Attachment B and the project plans are included in Attachment C.

Proposed site plan

According to the applicant, the proposed Willow Village development is organized into three main districts: the Mixed Use District, the Retail Corridor, and the Campus District. The three districts are tied together with the proposed street network, parks and open space, and the design and layout of the buildings.

The Mixed-Use District would be located along the western and southern edges of the site and would contain residential and mixed-use buildings. It is anticipated that the housing unit type would include a mix of units in the one- to four-bedroom range, but the exact mix of units has not been determined at this time. The unit mix would be determined prior to commencing the environmental review for the project. This district would also include a publicly-accessible park at the southwestern corner of the site and a landscaped pathway that links the park along Willow Road with the Retail Street.

The Retail Corridor would be a new main street built parallel to Willow Road. The main street would include the grocery store and would be the main focus for the retail uses located on-site and as such, would be designed at a pedestrian scale. The Retail Corridor would be anchored by a publicly-accessible park at the southern end and plaza at the northern end. To the north of the main retail street would be a limited service hotel and the Dumbarton Plaza. The Dumbarton Plaza would be located at the northwest corner of the project site, adjacent to the Dumbarton Corridor and Willow Road, and would contain a visitor and cultural center. The Dumbarton Plaza would be designed to accommodate potential future activation of the Dumbarton Corridor with transit facilities. The visitor center could potentially also serve as the transit center. Staff is working with the applicant to understand the full extent of the use of the center prior to commencing environmental review.

The interior and northeastern portion of the Willow Village would contain a secure office campus for Facebook, composed of nine office buildings and referred to by the applicant as the Campus District. The western and southern edge of the Campus District would include publicly accessible landscaped areas to provide a transition between the Campus District and the Mixed-Use and Retail Street Districts; however, the Campus District would not be accessible to the public. The nine office buildings would be designed around a series of internal courtyards. To the east of the office buildings would be the multi-story office parking garage and energy center (main utility hub for the project site). Those buildings would be oriented in a north-to-south orientation along the eastern edge of the campus.

Land use and zoning

The Willow Village project includes multiple parcels zoned O-B (Office, Bonus) and R-MU-B (Residential Mixed Use, Bonus). The Zoning Ordinance allows for the implementation of a master planned project to provide flexibility for creative design, more orderly development, and optimal use of open space, while

maintaining and achieving the general plan vision for the Bayfront Area. Master planned projects can be requested for sites with the same zoning designation (O, LS, or R-MU) in close proximity or for contiguous sites that have a mix of zoning designations (O or R-MU) that exceed fifteen (15) acres in size and that are held in common ownership and are proposed for development as a single project or single phased development project. Project sites with mixed zoning, such as the Willow Village, are required to obtain a CDP and enter into a DA with the City. In a master planned project, the residential density, FAR, and open space requirements at both the base and bonus level of development, may be calculated in the aggregate across the site provided the overall project proposal does not exceed what would be permitted if the site were developed in accordance with the zoning designation applicable to each portion of the site, and the proposed project complies with all other design standards identified for the applicable zoning districts.

The proposed master plan would utilize the bonus level development, which allows for an increase in density, height, and intensity in exchange for the provision of community amenities from the adopted Community Amenities List. The table below outlines the development standards for density, intensity, and height at the base level, bonus level, and the proposed project, and the following paragraphs explain in more detail how the measurements have been preliminarily calculated. The calculation of "height" is the weighted average height of all buildings, and "maximum height" is the absolute maximum height for any one building, or portion thereof.

Table 1: Development Standards

Development Standard	Base Level*	Bonus Level*	Proposed Project*
Height			
R-MU	height: 45 feet; maximum height: 50	height: 62.5 feet; maximum height: 80	height: 61.2 feet; maximum height: 72
O	height: 45 feet; maximum height: 45 feet; hotels: 120 feet	height: 77.5 feet; maximum height: 120 feet	height: 74.3 feet; maximum height: 112.5 feet
Intensity (FAR)			
R-MU	60% to 90% 15% max non residential	>90% to 225% 15% max non residential	189.8% Residential; 22% Office
O	45% (plus 10% commercial); 175% if hotel allowed	100% (plus 25% commercial)	100% Office; 18.75% non-office commercial
Density (du/acre)			
R-MU	20 du/acre to 30 du/acre	>30 du/acre to 100 du/acre	78.5 du/acre
O	n/a	n/a	n/a

*The Zoning Ordinance allows for an up to 10 feet increase in height and maximum height for properties in the flood zone, which is incorporated into the table.

Since the proposed project includes bonus level development, as the review progresses the required amount of community amenities will be identified and amenities from the adopted Community Amenities List will be incorporated into the project proposal. For all bonus level development in the R-MU zoning

district, however, the first community amenity to be provided as part of the project is the provision of a minimum of fifteen percent (15%) of total units on site for affordable housing units (or with approval of the planning commission in another location) for moderate, low, and very low income households, with a preference for current or recently displaced Belle Haven residents (regardless of if the units are for-sale or rental). Recent changes in state law could affect this requirement and staff will be bringing forward a policy discussion regarding this issue to the City Council in the near future. In addition, as part of the project review, staff will be evaluating the BMR unit equivalent requirement (and associated in-lieu fee) for the commercial component of the project. Historically, the preference has been to provide the unit equivalent on-site, instead of an in-lieu fee, when residential units are proposed as part of the comprehensive project. The BMR agreement for both the residential and commercial requirements will be subject to further review and input by the Housing Commission, Planning Commission, and ultimately the City Council. Regardless of the form of the community amenities, it is anticipated that even with changes in state law, the applicant will be required to provide community amenities in an amount equal to 50% of the fair market value of the additional gross floor area of the bonus level development.

To develop the proposed project, the grade of the site would be raised, and the proposed buildings would be constructed on a podium level. The site would be raised above the minimum requirements for hazard mitigation and sea level rise resiliency required by the updated Zoning Ordinance. In general, the buildings at the site would be raised between four and seven feet depending on the average natural grade of the site in that location, and therefore, the applicant is proposing to utilize the up to 10-foot increase in height allowed for buildings to accommodate the flood zone and sea level rise. The raised site would also allow for the parking for the retail, residential, hotel, and visitor center to be located below the finished grade level of the buildings. The parking garage and energy center (utility building) would not be raised above the average natural grade due to the uses in those buildings (parking and utilities).

The office buildings would range in maximum height from 68 feet to 112.5 feet. The tallest building (Office 7) would be located in the northeastern corner of the site, adjacent to the parking garage. The shortest office building would be the central building located within the Campus District. The remaining seven office buildings would range in maximum height from 92.5 feet to 95 feet. The parking garage for the office buildings would have a maximum height of 69.4 feet and the energy center (adjacent to the southern end of the parking garage) would be 45 feet in maximum height. The hotel and cultural/visitor center would be 70 feet and 25 feet in maximum height respectively. These buildings are included in the O-B zoning district portion of the master plan. Using a weighted average approach, where the footprint of the building, or portion thereof, is used to assign the ratio of that building's heights to the average height of the project, the average height for the O-B zoning district portion of the master plan would be 74.3 feet, which is in compliance with the 77.5 foot height limit permitted by the Zoning Ordinance (inclusive of the increase of 10 feet in height to accommodate the flood zone and a range of possible sea level rise scenarios.

The mixed-use and residential buildings have been included in the R-MU-B portion of the site for compliance with the maximum height and average height development standards. These buildings range in maximum height from 59 feet to 72 feet. To accommodate the flood zone and sea level rise, these buildings would be raised between six and seven feet above the current average natural grade of that portion of the site. The average height of these buildings would be 61.2 feet, using the weighted average approach described in the previous paragraph. The 61.2 feet average height and the 72 feet maximum

height would comply with the Zoning Ordinance limits for the R-MU-B portion of the project site. The R-MU-B component of the site would also utilize the up to 10 feet increase in height and maximum height for developments within the flood zone.

The site currently includes 19.11 acres zoned R-MU-B and 37.3 acres zoned O-B. The existing public right-of-way (ROW) within the campus is approximately 3 acres and is not included the total site area for purposes of calculating density and intensity. Through ConnectMenlo, new public street connections were identified and adopted on the zoning map. The applicant proposes to deviate from the adopted location of the public streets and is proposing alternative roadways, which would include both dedicated public streets and private roads with a public access easement. The total land proposed to be dedicated as a public street is currently greater than the public streets shown on the approved zoning map. Because land dedicated as a public street is subtracted from the total lot area to determine the site's floor area ratio, City staff is currently evaluating the applicant's proposal for both public and private streets to determine the impact on the master plan and to ensure that the overall development proposed does not exceed what would be permitted if the site were developed in accordance with the zoning. Therefore, the discussion of the gross floor area, floor area ratio, and density below is preliminary and may be updated based on further refinements to the site area associated with the R-MU-B and O-B zoning districts after dedication of the necessary ROW. However, the density and intensity discussed below provides an overview of the anticipated project components for the Planning Commission to better understand the overall project proposal.

The proposed office buildings would encompass approximately 1,750,000 square feet of gross floor area. The portion of the site zoned O-B would permit up to approximately 1,581,327 square feet of offices at 100 percent FAR for bonus level development, based on the tentative amount of site area zoned O-B. The remaining office space desired by the applicant could be added in the R-MU-B zoning district for which there is an allowance for 25 percent commercial FAR that can be utilized for office. Applying the tentative amount of site area associated with the R-MU-B zoning district, an additional approximately 193,239 square feet of commercial gross floor area would be permitted. Therefore, the maximum FAR for office uses for the aggregate site would be up to approximately 1,774,856 and the proposed 1,750,000 square feet of offices for the proposed project would conceptually comply with maximum gross floor area for offices with a corresponding FAR of approximately 122 percent.

In addition to permitting up to 100 percent FAR for office uses, the O-B zoning district permits up to 25 percent FAR for non-office commercial uses. The project site could accommodate up to approximately 395,332 square feet of gross floor area for non-office commercial uses. The proposed project would include approximately 126,500 square feet of retail and restaurant uses (including a grocery store), an approximately 130,000 square foot limited service hotel (which would include a portion of the retail square footage for a total building of approximately 140,000 square feet), and an approximately 40,000 square foot cultural/visitor center for a total non-office gross floor area of 296,500 square feet. Based on the preliminary site area calculations, the resulting commercial FAR would be approximately 18.75 percent where 25 percent would be permitted.

The proposed project would include 1,500 housing units. The R-MU-B zoning district allows between 90 percent and 225 percent FAR for residential development based on density, which is calculated on a

sliding scale. Based on the preliminary site area, the proposed density would be 78.5 dwelling units per acre and the maximum FAR for the residential component would be 189.8 percent. The proposed site could accommodate up to 1,777 dwelling units at 100 dwelling units per acre. The applicant is still refining the gross floor area associated with the mixed-use and residential buildings, and depending on the final density of the project the FAR could need to be adjusted accordingly to comply with the FAR for the associated density.

The O-B and R-MU-B zoning districts do not have a maximum building coverage limitation. Instead the zoning districts have an open space requirement. The Public Open Space, Trees, and Landscaping section of the report discusses this requirement and the how the proposed project would comply in detail.

Proposed site circulation

Primary access to the project site is currently through Hamilton Avenue at the intersection of Willow Road. In addition, multiple buildings are accessed through driveways along Willow Road. Once inside the current campus, Hamilton Avenue diverges into Hamilton Avenue (to the south) and Hamilton Court (to the east). Both streets end in cul-de-sacs, and therefore, no streets currently provide access across the site, but there is access to an eastern parking lot from Adams Court to the Menlo Business Park east of the project site. The proposed redevelopment would create a new internal site circulation network for vehicles, bicycles, and pedestrians, along with new public connections to Willow Road and O'Brien Drive.

Through ConnectMenlo, the City adopted a new zoning map that identifies a new public street connection from Hamilton Avenue to Adams Court (via Hamilton Court), across the Willow Village project site. The zoning map also identifies new public street connections from Willow Road that connect to Hamilton Avenue within the project site and multiple paseos through the site, including a paseo along the eastern edge of the site, a paseo from Willow Road into the site, a north-to-south paseo from the Dumbarton Corridor to the middle of the site, and a paseo along the southern edge of the site that would link to O'Brien Drive. Attachment D includes an excerpt of the adopted Zoning Map identifying the public streets and paseos within the site.

Facebook is proposing to shift the location of the main public right-of-way through the site to the southern portion of the site. Facebook's proposed circulation is shown on Page 24 of the Project Description (Attachment B) and in general would include the following primary streets through the site:

- Cross Street: connection between Willow Road and O'Brien Drive;
- New Hamilton Avenue: additional site access from Willow Road to the Retail Corridor and parking access;
- Hamilton Avenue: primary access to the northern portion of the site;
- Retail Street: new main street in a north to south direction parallel to Willow Road; and
- East and North Perimeter Roads: site access from O'Brien Drive along the eastern edge of the site and along the northern edge (adjacent to the Dumbarton Corridor) of the site that would link to Hamilton Avenue.

The cross-connection, as identified in the Zoning Map, was envisioned to connect the Hamilton Avenue and Willow Road intersection with Adams Court (within the Menlo Business Park). Instead, Facebook's

proposal would add a new signalized intersection on Willow Road (between Ivy Drive and Hamilton Avenue) and create the more southerly Cross Street through the site that would connect with O'Brien Drive. This new connection would shift the cross-site access south and connect with O'Brien Drive instead of Adams Court (and subsequently Adams Drive to University Avenue). The proposed project would maintain the envisioned connection with Adams Court; however, due to the location of the secure Campus District portion of the site, the new connection would end in a "T" intersection at the proposed eastern perimeter road instead of continuing through the site. Since ConnectMenlo did not contemplate vehicle access from O'Brien Drive to the project site, the proposed alternate street location requires an amendment to the zoning map. In addition, the Environmental Impact Report for the project would analyze the potential for the proposed O'Brien Drive connection to impact study intersections and the trip distribution associated with the project.

The Cross Street would provide the main east to west access through the site. Additionally, a new street would be located along the southern edge of the site (adjacent to the San Francisco Public Utilities Commission ROW) and would provide access to the multi-family residential buildings and right-turn access to Willow Road. The intersection at Hamilton Avenue and Willow Road would be the main northern entrance to the site, and the Cross Street would be the main entrance to southern portion of the site. To the south of the existing Hamilton Avenue intersection, would be the New Hamilton Avenue connection between Willow Road and the Retail Street. This new connection would not be signalized and is anticipated to be right-in and right-out only for vehicles.

Facebook's proposed internal street network would include multiple street classifications from the General Plan Circulation Element, including Mixed-Use Collectors, Avenue – Neighborhood, Avenue – Mixed Use, Neighborhood – Connector, and Retail Street. The street typologies, with the exception of the Retail Street, are outlined in the General Plan Circulation Element. Facebook has provided preliminary cross sections of the street typologies and staff will be reviewing the proposed street designs to ensure consistency with the General Plan classification system. While the Retail Street is not defined in the Circulation Element, staff expects it to be similar to Main Street with a pedestrian focus and will be evaluating the proposed design to ensure that the street provides safe access for pedestrian, bicycles, and vehicles, consistent with the City's Circulation Element goals.

In addition to the on-site vehicle circulation and site access, the proposed Willow Village would include a new internal network of pedestrian and bicycle facilities. The adopted Zoning Map identifies the locations of new paseos, including a paseo connecting O'Brien Drive to the Dumbarton Corridor along the eastern edge of the site, and a paseo connecting the middle of the site to the Dumbarton Corridor. As defined in the Zoning Ordinance, paseos are pedestrian and bicycle paths that provide a member of the public access through one or more parcels and to public streets and/or other paseos. There are also two east-to-west paseos identified on the Zoning Map including one paseo from Willow Road to the internal portion of Hamilton Avenue and another paseo along the southern edge of the site (adjacent to the SFPUC right-of-way).

The proposed project includes a network of landscaped pathways, parks, and plazas that provide pedestrian connectivity throughout the site. These pathways would bring pedestrians into the site from Willow Road and the "S" curve in O'Brien Drive and also would link to the Dumbarton Corridor. Facebook

has designed a new multi-use path along the eastern and northern edges of the site that is intended to comply with the paseo requirement along the eastern edge. The north-to-south paseo along the eastern edge of the site would be bordered by a perimeter access road on the west and an existing parking lot on the adjacent property to the east. The proposed perimeter roadway is identified as a Mixed Use – Collector in Facebook's proposal and would provide access to the cross street, northern perimeter, and the parking garage. The parking garage would be located to the west of the perimeter road for the majority of the length of the paseo. The multi-use path along the eastern edge of the site is intended to be designed to the Zoning Ordinance standards for paseos with regard to width, landscaping, and furnishings. On the adopted Zoning Map this paseo is partially located on the Facebook Willow Village site and partially on the neighboring property within Menlo Business Park. Facebook's current proposal could accommodate the paseo completely within the Willow Village project, which may allow for a shorter timeline to construct the paseo. However, the Planning Division has received an application for a new approximately 260,000 square foot R&D building at 1350 Adams Court, directly to the east of the Willow Village project and will be evaluating both projects to identify opportunities to ensure the required paseo provides the maximum benefit to the community.

The zoning ordinance allows for some flexibility in the location of the paseos; however, relative to the adopted Zoning Map and General Plan Circulation Element, Facebook's comprehensive street and paseo proposal appears less direct/linear in some respects, but would not be fundamentally different in terms of access options. The proposed modifications to the locations, however, would require a zoning map amendment. In addition to the modifications to the location of the streets and paseos, the general layout of the buildings and landscaping adjacent to the paseos, specifically the eastern paseo, may not be completely consistent with the Zoning Ordinance requirements and therefore, could potentially result in the paseo not being as functional for bicyclists and pedestrians as anticipated through ConnectMenlo. Staff will be evaluating the proposed site plan for compliance with the location and design requirements of the paseos further as the project entitlements proceed; however, the project could require a Zoning Map amendment for the internal paseo locations as well as for the vehicle circulation. As noted earlier, the EIR will analyze the impacts of the proposed changes, and the applicant and staff will continue to refine the specific designs to ensure the circulation network would meet relevant safety standards.

Public open space, trees, and landscaping

The proposed project includes multiple parks, plazas, and open space pathways throughout the project site. The open spaces would provide connectivity between the districts within the development. The main parks and plazas within the site are the Dumbarton Plaza, Retail Plaza, Retail Park, Ivy Park, and O'Brien Park. These parks and plazas are organized into three main publicly accessible open space linkages through the site: 1) the open space arc that links Ivy Park at the southwestern edge of the site to O'Brien Park at the eastern edge of the site (referred to as South Park Crescent by the applicant), 2) the link from Ivy Park and Dumbarton Plaza via the Retail Park and the retail corridor (referred to as Retail Corridor by the applicant), and 3) the paseo along the eastern and northern edge of the site. The plazas and parks within the development are intended to create a variety of landscape-based experiences, with the plazas being more urban in design. The proposed open spaces are also intended to create landmarks within the pedestrian network. It is anticipated that the publicly accessible open space would be maintained by Facebook and made accessible through an agreement with the City.

In addition to the publicly accessible open space, the site plan includes open space within the mixed use and residential buildings for use of the residents and a series of gardens and courtyards within the Campus District for use of employees. The open space for the residents would include both common and private open space, consistent with the Zoning Ordinance requirements. The applicant identifies that the open spaces may include balconies, patios, and roof top spaces. The Campus District open space would be designed to improve connectivity between the office buildings and would create multiple courtyards around the central office building.

The Zoning Ordinance open space requirement for the R-MU-B zoning district is 25 percent and the open space requirement for the O-B zoning district is 30 percent. This development standard does not change between base and bonus level development and it may be aggregated over the entire site through the master plan process. The Zoning Ordinance requires a minimum of approximately 15.4 acres of open space (based on the percentages of each district) and the Willow Village project would contain 18 acres. Eight of the 18 acres would be publicly accessible, which exceeds the approximately 6.6 acres of open space required to be publicly accessible (based on the aggregate of each zoning district standard).

The design of the publicly accessible open space has not yet been determined. According the Project Description (Attachment B), Facebook intends to receive input from the community on the programming and design of the open space through a community engagement process. That process has not commenced at this time. In addition, due to the preliminary nature of the project, the heritage tree removals have not been identified and the landscape plans for the proposed project have not been submitted. However, based on the comprehensive nature of the site redevelopment, including the grade changes, it is likely that a significant percentage of the existing heritage trees would be proposed for removal. Staff will be evaluating more detailed information on the existing heritage trees and landscaping and any proposed heritage tree removals and the proposed landscaping plan as the project review continues.

Green and sustainable building

The O-B and R-MU-B zoning districts include detailed requirements for green and sustainable buildings. The proposed project would be required to adhere to the standards set forth by the Zoning Ordinance through ConnectMenlo. The current Zoning Ordinance requirements are summarized in the bulleted list below:

- The proposed development shall be designed to meet LEED Gold BD+C
- Comply with the city's electrical vehicle (EV) charger requirement;
- Enroll in the EPA Energy Star Building Portfolio Manager program;
- The project will meet one hundred percent (100%) of energy demand (electricity and natural gas) through any combination of the following measures:
  - On-site energy generation;
  - Purchase of one hundred percent renewable electricity;
  - Purchase and install local renewable energy generation in Menlo Park; and
  - Purchase of certified renewable energy credits and/or certified renewable energy off-sets.

The applicant's current proposal includes preliminary information on their proposed sustainability strategy.

This strategy is designed to minimize energy and water consumption and is intended to build on Facebook's green building programs at its other Menlo Park campuses. Facebook states that they are currently contemplating the following strategies to meet the sustainability requirements of the City and the Facebook's goals:

- Building layout and design;
- On-site solar electricity generation;
- Energy efficient HVAC systems;
- Passive systems;
- EV charging;
- Potential central energy plant;
- On-site wastewater treatment plant; and
- Aggressive water conservation targets.

In addition to the sustainability strategies in the above list, the proposed project would utilize the site landscaping to mitigate stormwater run-off through low impact development strategies. In addition, landscaping would meet the requirements of the City's water efficient landscaping ordinance (WELO). The project would be required to be designed to comply with the necessary bird-friendly design features, as outlined in the Zoning Ordinance.

Phasing schedule

The proposed project is anticipated to be constructed in four phases, as detailed in Section VIII. "Proposed Phasing" of the project description letter (pages 38-39) (Attachment B). To accommodate the required site infrastructure and the need to raise the site for compliance with FEMA guidelines, ConnectMenlo, and to account for future sea level rise, the majority of the project site would be demolished upon receipt of the project entitlements. Therefore, the first phase would include site demolition, grading, site infrastructure (utilities and roadways), and the construction of the podium.

Although the full office square footage (core and shell) would be constructed in the first phase, to ensure a balanced development, the proposed phasing schedule includes the occupancy of only approximately one-third of the office square footage and construction of one-third of the housing units for the first phase. In each successive phase another one-third of the office would be occupied and another one-third of the housing units would be constructed. This would result in 500 housing units being built and available for lease in each of the first three phases of development. For the office it would result in occupancy of approximately 564,000 square feet in the first phase, approximately 563,000 square feet in the second phase, and approximately 623,000 square feet in the third phase.
+
While the office occupancy and the housing units would be phased in approximately equal intervals, the first phase of the development would include the majority of the retail, including the grocery store and the main street retail corridor. Approximately 71 percent of the gross floor area associated with the retail uses would be built in the first phase. The first phase would also include the entire garage structure to allow for the office square footage to be in compliance with the parking requirement prior to tenant improvements and occupancy of each building. Parking for the retail and residential would be phased in accordingly. The fourth phase would include the hotel and the cultural and visitor center. In addition to phasing in the

buildings, the parks and open space would be phased in over the four phases.

At this time, although the concept diagrams show some building attributes, the precise architectural style and design of the proposed buildings has not been determined. However, it is anticipated that over the course of the entitlement and environmental review, the detailed design of the buildings to be constructed in the first phase will be developed and submitted for the Planning Commission and City Council's review with the overall land use entitlements. Additional design review by the Planning Commission for the remaining housing, hotel, and cultural and visitor center would be expected to occur for the future phases of development as the architectural design of those buildings is not expected to be complete prior to action on the entitlements. Therefore, once submitted, staff will evaluate the proposed buildings for compliance with the Zoning Ordinance design standards and provide an analysis for the Planning Commission and City Council as part of their review and recommendation and/or action on the project.

Planning Commission review

The Planning Commission should receive a presentation from the applicant team, take public comment on the proposed revised project, ask clarifying questions of the applicant team, and provide comments on the proposal to the applicant and staff. As part of its review of the project proposal, staff developed the following questions/guidance for the Commission's consideration and discussion:

- Provide input on the proposed realignment of the main cross site access from Hamilton Avenue and Adams Court to the southern portion of the site and the connection with O'Brien Drive.
- Provide direction to staff on the proposed pedestrian and bicycle access through the site, specifically as the pathways relate to the paseo requirements of the Zoning Ordinance and Zoning Map.
- Provide guidance to staff on the eastern paseo design, location, and the adjacent land uses.
- Provide feedback on the proposed use of the master plan process for this development and the overall site layout.
- Provide any comments on the site density and intensity, including the proposed dwelling units per acre, office FAR, and retail FAR.
- Review the proposed phasing plan and provide any comments and guidance to staff on the breakdown of the phases by land uses, including housing, parks, and open space in relation to the office development.

Correspondence

Staff has not received any items of correspondence on the proposed project.

Impact on City Resources

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

Environmental Review

An Environmental Impact Report (EIR) will be prepared for the project. The first step in the process will be the release of the Notice of Preparation (NOP) and hold a scoping session with the Planning Commission

to provide the public an opportunity to comment on the scope of the environmental review. A draft EIR will then be prepared by the City's environmental consultants. Following the release of the Draft EIR, a public hearing will be held by the Planning Commission to provide an opportunity for the Commission, agencies, organizations and members of the public to provide verbal comments on the Draft EIR. Written comments on the Draft EIR will also be solicited at this time. Comments will then be addressed as part of the Final EIR, which would be reviewed at a subsequent meeting.

Public Notice

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

Attachments

A. Location Map
B. Project Description Letter
C. Project Plans
D. Excerpt of the Adopted Zoning Map

Disclaimer

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

Exhibits to Be Provided at Meeting

Scale Model of Proposed Project

Report prepared by:
Kyle Perata, Senior Planner

Report reviewed by:
Thomas Rogers, Principal Planner

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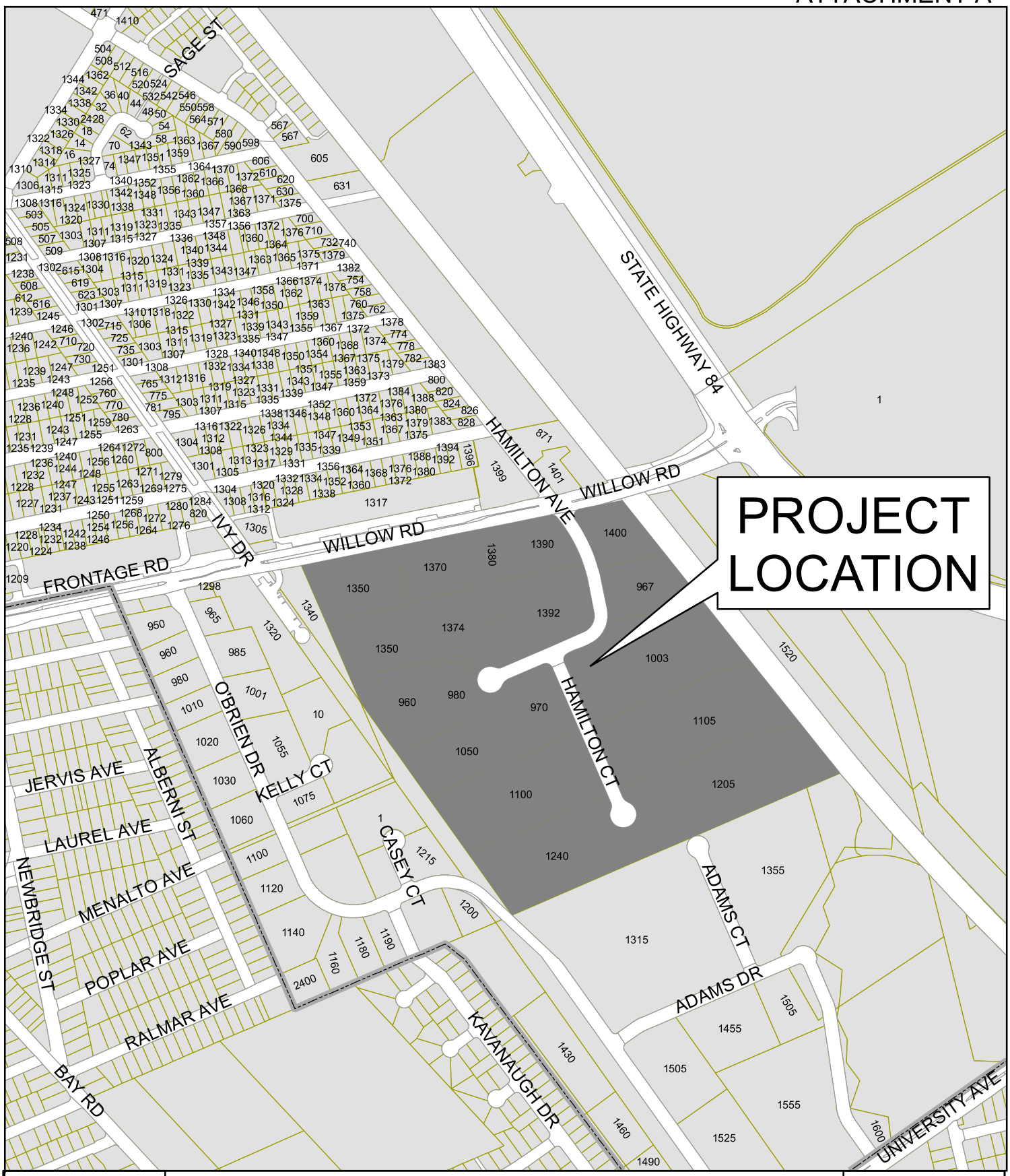

CITY OF MENLO PARK

LOCATION MAP
FACEBOOK WILLOW VILLAGE PROJECT

DRAWN: KTP CHECKED: KTP DATE: 2/21/18 SCALE: 1" = 300' SHEET: 1

ATTACHMENT B

Willow Village Master Plan
Project Description Update

February 2018

B2

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I. Master Plan Vision and Goals

Since arriving in Menlo Park in 2011, Facebook has reached out to its neighbors, heard their aspirations and frustrations, and taken steps to build relationships and trust in order to address specific problems affecting the adjacent neighborhoods, and regional problems affecting the area.

Our vision for the Willow Village Master Plan is the next evolutionary step in Facebook's growth, as influenced by our community interactions. The proposed plan will revitalize the former Menlo Science and Technology Park – an existing complex of office, laboratory and warehouse buildings – into a new mixed-use village. Our three goals for the plan are to:

- *Create a neighborhood center* that provides long-needed community goods and services, including a full-service grocery store, pharmacy, and neighborhood serving retail.
- *Contribute significantly to regional housing supply* in order to begin to address years of under-production, while minimizing traffic impacts.
- *Catalyze regional transit investment* for new east/west connections and on-site links to future transit facilities.

We recognize that the process of refining the plan and building new community infrastructure will take time. But as we move forward, we will continue to listen to and collaborate with our neighbors, to work with stakeholders and respond to their input, and to take a leading role in supporting positive change in Menlo Park and the region.

Neighborhood Amenity Precedents

Introduction

Since its modest beginnings, Facebook has experienced rapid growth as it emerged as the world's most popular social media and networking company. With its success, Facebook has had to reevaluate its goals and expectations for the future. Facebook's physical growth, combined with its desire to be a community partner, has forced the company to address a number of issues that do not typically rank high on lists of business priorities, including unique land use and environmental concerns that are the consequence of decades of inadequate regional planning within the Bay Area.

Facebook acknowledges the many local and regional planning challenges confronting the area, and has committed to investing resources into finding solutions while developing a flexible and proactive approach to manage its physical needs.

While prior Facebook campus development has offered opportunities to break down access barriers to the Bayfront created over decades by industrial and manufacturing uses, it wasn't until acquiring the former Menlo Science and Technology Park from Prologis in 2015 that Facebook was presented with the opportunity to provide an engaging live/work/play environment.

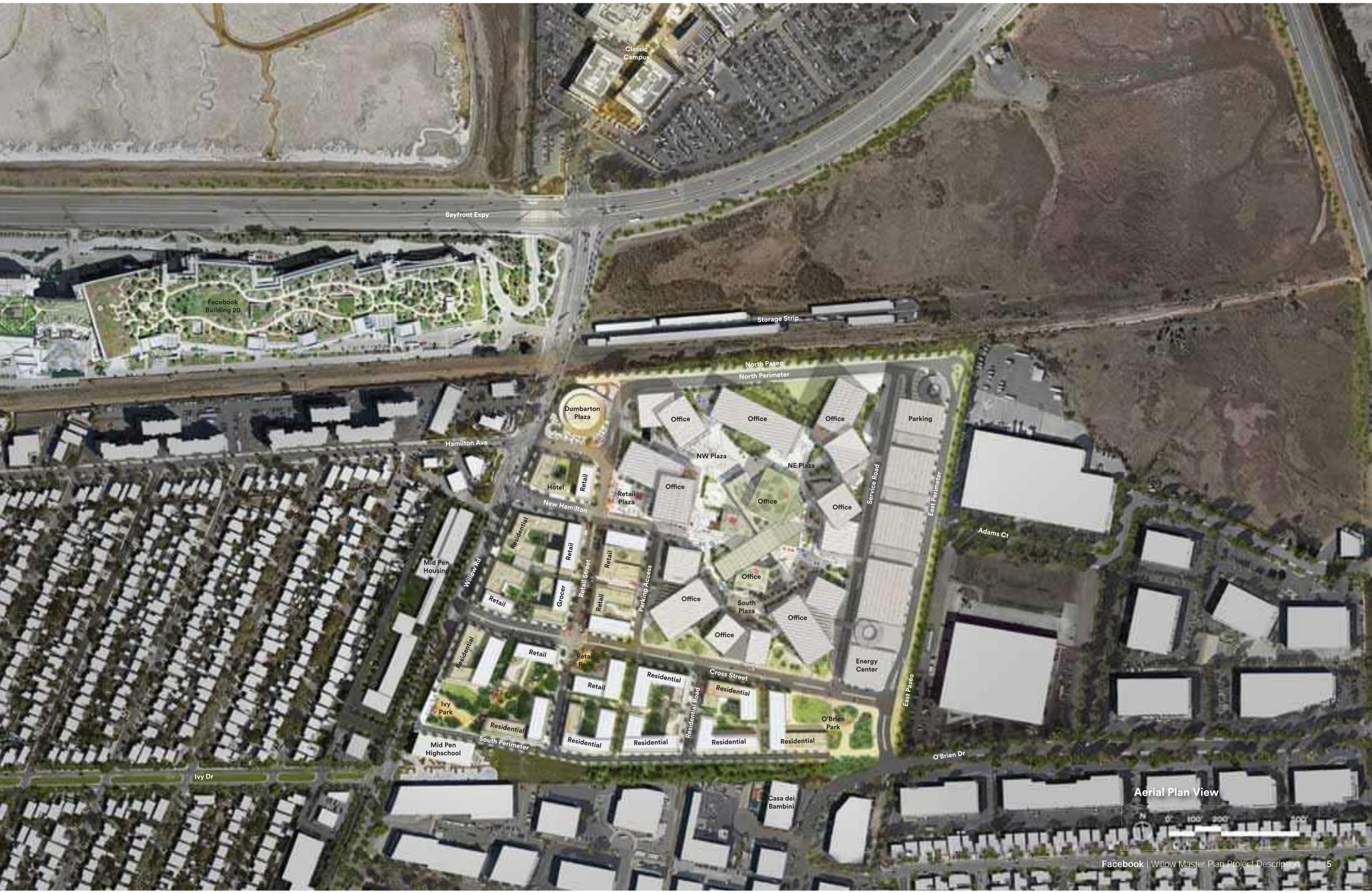
Since 2015, Facebook has worked with the community and the City of Menlo Park for input on the development of a thoughtful master plan for the site. The Willow Village Master Plan is the culmination of an intensive planning exercise, following more than three years of sustained community engagement as part of Menlo Park's General Plan Update (*ConnectMenlo*) process. The task was to develop a master plan that is transit-ready, with new infrastructure, housing, sustainability features, circulation, open spaces, office and mixed-use, green open spaces, and pedestrian boulevards - all working seamlessly as part of a coherent and connected environment.

The Willow Village Master Plan envisions a mixed-use, highly sustainable, transit-ready environment that will support local community needs while providing office space for Facebook's growing business. New housing and community-serving retail will include a collection of varied-scale public spaces, creating a sense of connectedness to the surrounding neighborhoods, while providing long-needed services and enhancements for local neighbors including a grocery store, pharmacy, restaurants, public gathering spaces and other amenities. Situated along the dormant Dumbarton Rail Corridor, the Master Plan also envisions future transit facilities that would provide transit service for both local workers and residents upon reactivation of the right-of-way in the longer term.

The Willow Village Master Plan was carefully designed to implement the guiding principles and policies adopted as part of *ConnectMenlo* to deliver on the promise of a grocery store, new affordable and market-rate housing units, and opportunities for future transit connections. The master plan closely aligns with *ConnectMenlo*'s development and zoning standards, and is consistent with *ConnectMenlo*'s density and height limits for bonus development.

Facebook realizes that its future success is interdependent with the well-being of its neighbors. Facebook is committed to being a positive catalyst for solutions at a scale that exceeds what a traditional company or developer would be capable of supporting. More than anything else, Facebook is committed to moving quickly and creatively to help solve problems.

These values are embedded in the Willow Village Master Plan. Facebook is excited to initiate the process of working with the City of Menlo Park and its neighbors to refine the plan over time and bring this project to fruition.


Classic Campus
Bayfront Expy
Facebook Building 20
Storage Strip
North Paseo
North Perimeter
Dumbarton Plaza
Office
Office
Office
Parking
Hamilton Ave
NW Plaza
NE Plaza
Hotel
Retail
New Hamilton
Retail Plaza
Office
Office
Office
Service Road
East Perimeter
Adams Ct
Mid Pen Housing
Willow Rd
Residential
Retail
Retail Street
Retail
Retail
Grocer
Retail
Parking Access
Office
South Plaza
Office
Office
Office
Residential
Retail
Retail Park
Residential
Cross Street
Residential
Retail
Residential Road
Ivy Park
Residential
O'Brien Park
Residential
Residential
Residential
Residential
Mid Pen Highschool
South Perimeter
O'Brien Dr
East Paseo
Energy Center
Ivy Dr
Casa dei Bambini
Aerial Plan View
N
0
100
200
400

B5

II. Willow Village Master Plan Location

The approximately 59-acre site is located within Menlo Park's Bayfront Area, and is bounded by Willow Road to the west, the inactive Dumbarton Rail Corridor to the north, the Hetch Hetchy easement corridor to the south, and an existing life science complex to the east.

Regional Map

III. Willow Village Master Plan Overview

The Willow Village Master Plan seeks to create a contemporary, high-quality public realm with a network of streets, parks and open spaces that engage surrounding neighborhoods and create new spaces where neighbors, residents, and workers can live, work, and come together for recreation, commerce, and community. The Plan includes both a Mixed-Use District including multi-family housing, neighborhood-serving retail, new public parks and landscaped areas, as well as a new Campus District to provide additional workspace for Facebook.

The Willow Village Master Plan includes the following components:

- 59-acre mixed-use neighborhood providing housing, retail hub, grocery store, potential incubator space, and hotel, connected through a mosaic of pedestrian paths and open space, and an outdoor amenity street to promote interactions and pedestrian flow.
- 126,000 SF retail hub, including space for an approximately 35,000 SF neighborhood grocer, a 10,000 SF pharmacy, 35,000 SF for food and beverage, as well as space for social anchors, childcare and neighborhood serving uses.
- 1,500 housing units, including approximately 225 affordable units.
- Limited service hotel with approximately 200 rooms and food services.
- More than eighteen acres of open space, including five new publicly accessible parks and plazas, paseos and pathways.
- Nine highly-sustainable office buildings comprising approximately 1.75 million square feet of office and amenity space that are organized around a series of courtyards to maximize car-free areas and pedestrian interactions, connected by multi-level bridges for enhanced connectivity, and flexible and adaptable to both single-tenant and multi-tenant occupancies.
- A proposed cultural/visitor center within the proposed Dumbarton Plaza to provide flexible space for both community and Facebook outreach events, planned to accommodate connections to future transit facilities.

Office
Residential
Retail
Hotel
Cultural/Other
Parking
Classic Campus
Bayfront Expy
Facebook Building 20
Storage Strip
North Paseo
North Perimeter
Cultural/ Visitors Ctr
Hamilton Ave
Hotel
Retail
New Hamilton
Retail Plaza
NW Plaza
NE Plaza
Service Road
Transit Drop Off
Parking
East Perimeter
Adams Ct
Mid Pen Housing
Willow Rd
Retail
Grocer
Retail Street
Retail
Retail
Parking Access
South Plaza
Parking
Retail
Retail
Retail Park
Retail
Cross Street
Energy Center
East Paseo
Ivy Park
Residential Road
O'Brien Park
Mid Pen Highschool
South Perimeter
O'Brien Dr
Ivy Dr
Casa dei Bambini
Ground Floor Plan
N
0'
100'
200'
300'

B7

IV. Project Objectives

The Project has been designed to meet the following objectives:

- Create a unique master-planned, mixed-use neighborhood with 1,500 housing units, a grocery store and pharmacy, neighborhood-serving retail, office space, a hotel, new bicycle and pedestrian connections, and open space.
- Provide community amenities, including a grocery store and pharmacy, in exchange for bonus level development consistent with *ConnectMenlo*'s bonus density provisions.
- Increase in local housing supply.
- Allow for the expansion of Facebook's operations at maximum allowable office density to meet Facebook's long-term business goals in a secure working environment, while enhancing the physical environment and responding to community needs.
- Develop an integrated, highly-connected mixed-use campus that provides flexible workspace at a density that will support future transit.
- Provide multiple transportation options and an industry-leading TDM program to reduce traffic congestion, air quality impacts, and greenhouse gas emissions.
- Use highly-sustainable design techniques to promote energy and water efficiency and resource conservation through on-site renewable energy sources and recycled water systems.
- Install new infrastructure to allow the Project to be resilient in the face of projected levels of sea level rise.
- Create a pedestrian/bicycle-friendly environment that enhances connectivity between the project site and surrounding areas, while promoting mobility of Facebook workers and the public within the broader region.
- Respect the surrounding community through appropriate building siting, massing, density and height, consistent with the standards prescribed for bonus level development under the City's *ConnectMenlo* policies.
- Provide new green spaces and landscaped areas with native, drought-tolerant plant species.
- Create business and employment opportunities for local workers and businesses during the design, construction and operational phases of the Project.
- Generate revenue for the City and other public entities.
- Ensure a secure, safe, and private work environment for Facebook's workforce.

Office
Office Parking
Office
Office
Office
Office
Plaza
Office
Energy Center
Office
Garden
O'Brien Park
Office
Dumbarton Plaza
Retail Plaza
Office
Hotel
Residential
Residential
Garden
Retail
Residential
Residential
Residential
Retail
Cross Street
Grocer
Retail Street
Retail Park
Residential
South perimeter
Willow Rd
Mid Pen Housing
Ivy Park
Mid Pen HS
Ivy Dr
Dumbarton Corridor
O'Brien Dr

B9

V. Planning Context

A. Acquisition of the Project Site

Anticipating the need for additional expansion space, Facebook purchased the approximately 59-acre site from Prologis in 2015. The site consisted of nearly 1 million square feet of existing industrial, office and warehouse uses in a sea of surface parking. At the time, Facebook was looking for opportunities not only to meet its own growth needs, but to provide retail and services long sought by its neighbors, as well as new housing supply to address community housing concerns.

Any large-scale redevelopment would have been difficult as the existing zoning was not conducive to development of a large mixed-use campus, and the City's General Plan did not contemplate that type of use. The site was zoned M-2 (General Industrial) which permitted office and general industrial uses, such as warehousing, manufacturing, printing, and assembling but did not allow for housing, retail or any form of mixed-use development.

To accommodate a more balanced mix of uses on the site, the City of Menlo Park would have had to update its outdated General Plan and Zoning Ordinance. Thankfully by 2015, the City had already begun to reevaluate its plan for future growth in a process it branded *"ConnectMenlo."*

B. The *ConnectMenlo* Process

The purpose of *ConnectMenlo* was to comprehensively update the Land Use and Circulation Elements of Menlo Park's General Plan, as well as its M-2 Area Zoning. The *ConnectMenlo* process commenced in the summer of 2014, with more than 65 public events and community workshops held over the course of more than two years. The public events consisted of workshops, open houses, General Plan Advisory Committee meetings, Planning Commission study sessions, and City Council meetings. Along with its neighbors, Facebook actively participated in the community engagement and outreach process, and fully supported a mixed-use, live/work/play concept for the Bayfront Area. Working closely with City staff and community stakeholders, Facebook offered the Prologis site as a candidate for a new, community-serving mixed-use development.

The *ConnectMenlo* process was rooted in a set of "Guiding Principles," which were developed through a collaborative, community-oriented process, including Facebook, consisting of numerous community meetings and workshops. The Guiding Principles embody the community's aspirations and vision for the City's growth and formed the backbone behind the new policies and zoning standards approved as part of the *ConnectMenlo* process. Among other things, the Guiding Principles acknowledge that sustainable growth requires a balanced mix of land uses, including strong residential neighborhoods and a robust business base.

To achieve the City's and community's vision, the City also adopted a comprehensive zoning update for the M-2 area, including the project site, to promote new, highly sustainable mixed-use development including housing. The updated zoning created three new zoning districts (Office, Residential-Mixed Use, and Life Science), and established standards for new projects, including restrictions on height, density, use, sustainability, circulation, and open space. Under the new zoning standards, "bonus" density is permitted (up to a 1.0 FAR for office use with increased height) in exchange for providing community benefits from a list of potential options identified through extensive community outreach. As part of the rezoning effort, and with Facebook's support, nearly half of the Willow Village project site was re-zoned for housing and mixed-use development, with the remainder zoned for office uses.

Following the approval of *ConnectMenlo* in late 2016, Facebook undertook an extensive planning effort for the Willow Village Master Plan, and strives to be consistent with the Guiding Principles, General Plan policies, and the updated zoning standards. The resulting plan reflects a deliberate effort to promote the values embodied in the Guiding Principles and transform an aged industrial complex into a thriving mixed-use, live/work/play environment.

C. Consistency with the Updated *ConnectMenlo* Zoning Ordinance

1. Master Planned Project

As part of *ConnectMenlo*, the City approved the M-2 Area Zoning Update which changed the site's zoning from M-2 to R-MU-B (Residential Mixed-Use Bonus) and O-B (Office-Bonus). The project has been carefully designed to conform to the updated zoning requirements, including the provision for "master planned projects," which allows for a single project or phased development project on sites which exceed 15 acres in size and contain different zoning designations to aggregate density and uses across the entire project site. The purpose of master planned projects is to provide flexibility for creative design, orderly development, and optimization of open space.

The proposed scheme satisfies the criteria for a master planned project because (i) its mix of office and residential/ mixed-use zoning designations are on contiguous sites, (ii) the 59-acre property exceeds the 15-acre minimum, and (iii) the parcels comprising the project site are held in common ownership by Peninsula Innovation Partners, LLC (Facebook's wholly owned affiliate). In addition, the project will aim to comply with all other development standards in the office and residential mixed-use zoning districts, including parking, setbacks, open space, paseos, building design, and sustainable building. As part of the project, Facebook is also requesting a Conditional Development Permit and anticipates a Development Agreement (both of which are required for master planned projects).

In addition, Facebook is requesting modifications to the location of previously identified public streets within the updated zoning map. After an intensive examination of various circulation options, Facebook is proposing a circulation plan that would improve multi-modal access through the site, provide vehicular access from the southeastern corner of the site in order to support the grocery store and retail, and enhance connectivity to Belle Haven, while ensuring a secure campus perimeter that satisfies Facebook's security requirements. These new connections would include both public streets that would be dedicated to the City of Menlo Park, as well as private streets that would be publicly accessible but maintained by Facebook. In order to accommodate the proposed circulation plan, revisions to the City's zoning map would be necessary, as would changes to the street classification diagram within the General Plan's Circulation Element. No other modifications to the City's General Plan or zoning map are currently proposed.

2. Bonus Density and Community Benefits

The project is proposed as a "bonus level development" pursuant to Sections 16.43.060 and 16.45.060 of the City's zoning ordinance. This permits additional density and height above base levels in exchange for the provision of new or enhanced community amenities:

• In the O-B zoning district, the bonus level permits an FAR of 100% (plus 25% commercial), and a maximum height of 110 feet with an average height of 67.5 feet.

• In the R-MU-B zoning district, the bonus level residential FAR permits ranges from 90% for 30 du/ac to 225% for 100 du/ac, and the maximum non-residential FAR is 25%. The maximum bonus level height in the R-MU-B zoning district is 70 feet with an average of 52.5 feet.

Further, under Section 16.45.050 of Ordinance Nos.1024 and 1026, "properties within the flood zone or subject to flooding and sea level rise are allowed a 10 foot increase in height and maximum height." The plan has been designed to conform to these standards. The project will also provide a number of the community amenities that were identified during the Belle Haven Vision Plan and the *ConnectMenlo* processes.

To qualify for bonus level development, the project sponsor must propose community amenities that are equivalent to 50% of the fair market value of the additional gross floor area of the bonus level development.

Facebook will retain an appraiser and develop an appraisal that verifies that the community amenities included in the proposed project satisfy the City's requirements for a bonus level development.

Facebook is committed to providing critical amenities including a full-service grocery store, restaurants and neighborhood pharmacy, as well as affordable housing in connection with the project's mixed-use residential component. Additional amenities will include enhanced streetscapes with new landscaping, lighting, and pedestrian paths to improve walkability within the community. The illustrative plan on page 7 shows the intended distribution of ground-level uses across the aggregated site. Since the City's bonus level aggregation provisions are being utilized, the precise distribution of uses across the project site is flexible and not prescribed by any of the City's official plans.

Table 1, below, describes what levels of allowable development the City's zoning code permits across the project site as a whole, assuming a bonus level of development:

Table 1. Allowable Development GFA (SF)

Development Areas*	
Total Permitted Office Area**	1,774,856.76
Total Permitted Commercial Area***	395,331.88
Total Minimum Residential Area (FAR 0.9)****	696,705.29
Total Maximum Residential Area (FAR 2.25)****	1,741,763.23

* Based on an 'O' versus 'R-MU' ratio of 0.6713 to 0.3287.

** Includes the "non-residential" FAR Area permitted under the R-MU zoning which allows for office uses.

*** Total Permitted Commercial Area to include provision for proposed visitors' center and hotel.

**** Residential FAR is variable – ranging from 30 developable units per acre (FAR 0.9) to 100 developable units per acre (FAR 2.25).

VI. Existing Conditions and Site History

The 59-acre project site, known as the Menlo Science and Technology Park, includes 21 existing office, industrial and warehouse buildings built between 1956 and 1996, comprising approximately 998,211 SF of improvements. The site was historically zoned M-2 (General Industrial), but in 2016, the site's zoning was changed to O-B (Office Bonus) and R-MU-B (Residential Mixed Use Bonus) as part of the City's General Plan and M-2 Area Zoning Update.

The site has historically supported industrial uses. In 1998, Prologis acquired the site and used it primarily for industrial and office uses, as well as warehouse and storage facilities. In 2015, Facebook purchased the entire site from Prologis, and has occupied several of the buildings for a variety of uses including office space, amenity uses, and an employee health clinic. Other tenants continue to occupy various buildings, including a facility used by the Menlo Park Fire Protection District for storage and training.

The buildings are conventional reinforced concrete tilt-up buildings, the majority of which were constructed in the 1960's through the 1980's. Landscaping consists of mostly native trees, hedges, sod, and plant material, but the majority of the site is paved. The site is accessible from Willow Road via Hamilton Avenue and Hamilton Court with multiple curb-cut entrances into the primary parking area for each building.

The following table identifies the existing buildings and uses.

Table 2. "Willow Village" Today

Use	Bldg No	Address	Year Built	Area (GSF)
Office	MPK 47	959 – 967 Hamilton Ct	1988	10,344
Office	MPK 50	1390 Willow Rd	1956	12,902
Office Subtotal				**23,246**
Office/Lab	MPK 40	1050 – 1098 Hamilton Ct	1981	45,600
Office/Lab	MPK 43	1010 – 1042 Hamilton Ct	1981	33,600
Office/Lab	MPK 46	1003 – 1005 Hamilton	1996	54,586
Office/Lab	MPK 48	927 – 953 Hamilton Ct	1988	20,636
Office/Lab	MPK 49	925 Hamilton Ave	1988	24,000
Office/Lab	MPK 51	1392 Hamilton	1962	29,371
Office/Lab	MPK 52	1380 Willow Rd	1982	33,972
Office/Lab	MPK 53	1394 Hamilton	1982	22,267
Office/Lab	MPK 57	1350 Willow Rd	1985	49,920
Office/Lab	MPK 58	1360 Willow Rd	1982	50,311
Office/Lab	MPK 59	990-998 Hamilton Ct		26,400
Office/Lab Subtotal				**390,663**
Warehouse	MPK 42	1200 – 1240 Hamilton Ct	1979	109,124
Warehouse	MPK 44	1205 – 1275 Hamilton Ct	1979	144,800
Warehouse	MPK 45	1105 – 1195 Hamilton Ct	1980	120,159
Warehouse	MPK 55	1374 – 1376 Willow Rd	1959-1962	49,000
Warehouse	MPK 56	980 Hamilton Ct	1962	23,400
Warehouse Subtotal				**446,483**
Warehouse/Office	MPK 41	1100 – 1190 Hamilton Ct	1980	110,066
Warehouse/Office	MPK 54	1370 Willow Rd	1962	27,753
Warehouse/Office Subtotal				**137,819**
Total				**998,211**
Parking				2300 spaces

Table 3. Proposed Height & Area Tabulation

Use	Area (GSF)	Units	Retail (GSF)	Parking (Spaces)
Mixed Use				
MU1.1-1.3	365,846	328	50,000	510
MU2	191,846	172	40,000	496
MU3.1-3.3	353,577	317	20,000	399
MU4.1-4.4	419,329	365	6,500	405
MU5.1-5.4	372,427	318	-	334
Total	1,703,025	1,500	116,500	2,144
C/V (Cultural/Vis. Center)	40,000			100
Hotel	130,000	200 (keys)	10,000	175
Office	Area (GSF)		Floors	
O1	190,000		3	
O2	213,000		5	
O3	238,000		5	
O4	119,000		5	
O5	231,000		5	
O6	136,000		5	
O7	240,500		5	
O8	194,000		5	
O9	188,500		5	
Total	1,750,000			
Office Parking	1,050,000		6 to 7	3,000
EC (Energy Center)	31,000		2 to 3	

Note: Office Visitor parking provided in MU2 shared use parking.

VII. Proposed Plan Features

A. Site Development Overview

The Willow Village Master Plan would replace an outdated industrial complex with a new, mixed-use "village" targeting 1,500 residential units, 126,000 SF of retail, including a new grocery store, an approximately 200-room hotel, an approximately 40,000 SF visitor center that would be designed to connect to future transit facilities, and approximately 1.75 million SF of office uses. The project would result in an incremental net addition of approximately 750,000 SF of commercial space (excluding retail).

- As part of the project, the overall elevation of the site would be raised above the 100-year flood level and new infrastructure would be installed, necessitating the re-alignment of the internal circulation system.
- Maximum building heights would be capped at 70' for the mixed-use residential buildings, 110' for the office buildings, 110' for the office parking structures; and average heights would comply with *ConnectMenlo's* zoning standards. Under Section 16.45.050 of Ordinance No. 1024 and 1026, "properties within the flood zone or subject to flooding and sea level rise are allowed a 10' increase in height and maximum height."
- Total open space would be approximately eighteen acres, which exceeds the total required by the zoning ordinance.
- Office parking would be located in structured parking containing a total of approximately 3,000 parking spaces. A total of 2,144 parking spaces will be provided on-site for residential and retail uses, as well as approximately 60 off-street parking spaces.

B. Design Approach

Bordering Belle Haven and East Palo Alto, the Willow Village Master Plan is designed to be inclusive of and responsive to the current and prospective needs of its neighbors. It combines a range of programs – from retail and residential, to workplaces and transit opportunities – across the Mixed-Use and Campus Districts, providing a 24/7 activated site that responsibly integrates with and enhances the surrounding Bayfront Area. These programs will be incorporated throughout the site with generous, public spaces that will serve neighbors, residents, workers and visitors alike.

Building massing and organization of uses are designed to relate to the surrounding context and create a network of welcoming, accessible, and car-free open space connections. The Master Plan would establish and extend latent community green networks through the site, connecting Ivy Drive and Belle Haven on the southwest corner, to East Palo Alto to the east.

The Master Plan is innovatively designed with long-term goals in mind to ensure flexibility and resilience in the face of future innovation. Thinking ahead, it can accommodate shifting modes of transportation and enhanced public connectivity at both local and regional scales.

- **Mixed-Use District:** Responding to Belle Haven's small scale and residential character, the Master Plan strategically lines the west and south boundaries of the site with residential and mixed-use programs. Multi-family residential buildings along Willow Road are set back to allow for generous, landscaped sidewalks, with building heights along Willow Road minimized to provide a gradual transition from the surrounding residential fabric. The organization of buildings is intended to frame and cultivate a variety of open spaces, from plazas positioned to complement the retail street, to a series of public, interlinked courtyards and landscape pathways within the residential district.
- **Retail Corridor:** By establishing a new retail corridor, within the interior of the site and parallel to Willow Road, the Master Plan will create a viable and pedestrian-friendly retail "main-street" that connects to neighboring streets, and anchors public activity by opening up to two public plazas on its north and south sides.
- **Campus District:** The office component, comprising nine office buildings for Facebook, is consolidated within the site's northeastern section, adjacent to the Dumbarton Corridor and the existing life-science buildings to the east of the site. Wrapped by a chain of publicly-accessible parks and gardens, the Campus District offers a friendly and welcoming edge that augments the residential open spaces and parks.

C. Mix of Uses

Retail Street

Providing food & beverage, service and community-oriented neighborhood amenities, a tree-lined, pedestrian-oriented retail "main-street" creates the heart of the new Willow Village. Easily accessible from Belle Haven, the ground floor retail program, flanked by wide sidewalks, street lighting and outdoor seating provides a local center of activity for both existing and new residents. Planned for Phase I of the development, a grocery store located along the Retail Street will provide a much-needed service for neighboring communities.

Multi-Family Residential

Providing studio, 1-, 2-, 3-, and 4-bedroom units, a series of multi-family residential buildings are organized around outdoor courtyards connected by landscaped paths. Anchored by Dumbarton Plaza at the northwest and O'Brien Park at the southeast, the tree-lined greenway creates an intimate, connected residential neighborhood. Bordered along the southern edge by Mid-Peninsula High School and incorporating recreational spaces, such as playgrounds and athletic courts, Ivy Park provides direct community access from Ivy Drive to the new Retail Street.

Hotel

Located along the southern edge of Dumbarton Plaza and adjacent to the new Retail Plaza, a limited-service hotel with ground floor retail creates a node of activity for visitors.

Dumbarton Plaza & Cultural/Visitor Center

Planned to accommodate connections to future transit facilities, Dumbarton Plaza is designed as a crossroads of local and regional activity. A proposed cultural/visitor center within the plaza could provide flexible space for both community and Facebook outreach events.

Office

Lined by publicly-accessible open spaces, including a garden walk and meadow along its southern edge, the new office campus is planned around a series of outdoor courtyards and plazas framed by sustainably-designed office buildings that take advantage of the temperate Bay Area climate. Office parking and service access routes are located along the north and east edges of the site to limit the impact on surrounding residential neighborhoods.

NORTH PASEO
DUMBARTON CORRIDOR
DUMBARTON PLAZA
HAMILTON AVE
RETAIL PLAZA
WILLOW ROAD
RETAIL STREET
EAST PASEO
RETAIL PARK
IVY PARK
O'BRIEN PARK
IVY DRIVE
O'BRIEN DRIVE

B15

D. Neighborhood and Site Connectivity

The Willow Village Master Plan will improve connectivity within Menlo Park and East Palo Alto for pedestrians, bicycles, and vehicles. Access to the Belle Haven neighborhood will be via Hamilton Avenue and Ivy Drive. New east and west travel corridors will be formed by the North Perimeter Road and Cross Street. Proposed connections to O'Brien Drive and Adams Court will open up new routes that provide access to retail patrons, residents, employees, and visitors traveling to or coming from the east. A comprehensive system of roadways, bicycle facilities, pedestrian paths and parks combine together to provide opportunities to move safely and efficiently through the site.

1. Circulation and Access

The project would require installation of new access points and two new signalized intersections along Willow Road, access from Adams Court, and a new connection to O'Brien Drive. Hamilton Avenue would be realigned to provide a new, community-oriented retail "main-street" that would accommodate the proposed grocery store and neighborhood-serving retail (including outdoor dining and other amenities).

2. Parking

Parking for the Mixed-Use District would be provided on-site. Below-grade and structured parking would be designed to provide private parking for residents at a 1:1 ratio, with visitor demand being satisfied by on-street parking spaces and shared parking in a mixed-use building (MU2) to support local retail. Valet parking for the proposed hotel would be provided below the building. The proposed grocery store would have dedicated below-grade parking. Parking for the Campus District would include 3,000 parking spaces consolidated along the eastern edge of the site. Office visitor parking for the office uses would be included within a shared parking structure within the Mixed-Use District.

3. Pedestrian Access

The proposed project would include a network of new paths for pedestrian access running throughout the site. Building setbacks will be designed to activate residential courtyards and open space with entries, patios, stoops, and landscape areas.

Proposed Public Sidewalk
Existing Sidewalk
Residential Paths
Crossing
Multi Use Path
Bay Trail
Future/Potential Sidewalk

4. Bicycle Access

A series of Class II and Class III bike lanes would provide safe bicycle route access throughout the site as well as connecting to existing and planned routes in the neighboring communities.

Planned Class II Bic. Path*
Planned Class III Bic. Path*
Class I Bic. Path
Class II Bic. Path
Class III Bic. Path
Multi Use Path
Bay Trail
Crossing
Potential Bic. Route
* Planned Routes per City of Menlo Park

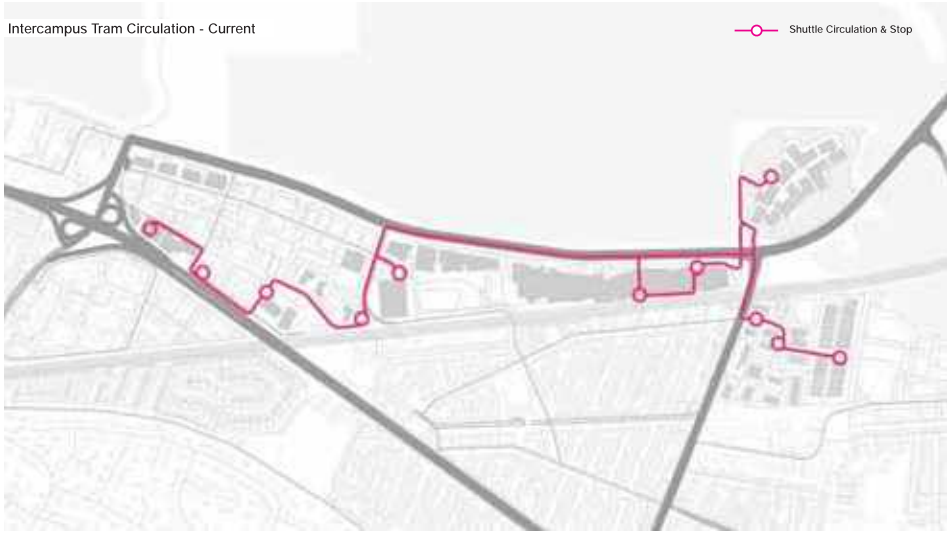
5. Transit Access

A nine to twelve bay transit hub will be located within the ground level of the parking structures on the east side of the Campus District. Access to the transit hub will be via the Service Road. Transit vehicles will operate in the southbound direction on the Service Road entering from the Northern Perimeter Road and exiting to either Cross Street via right turns or the Eastern Perimeter Road. General traffic will not use the Service Road.

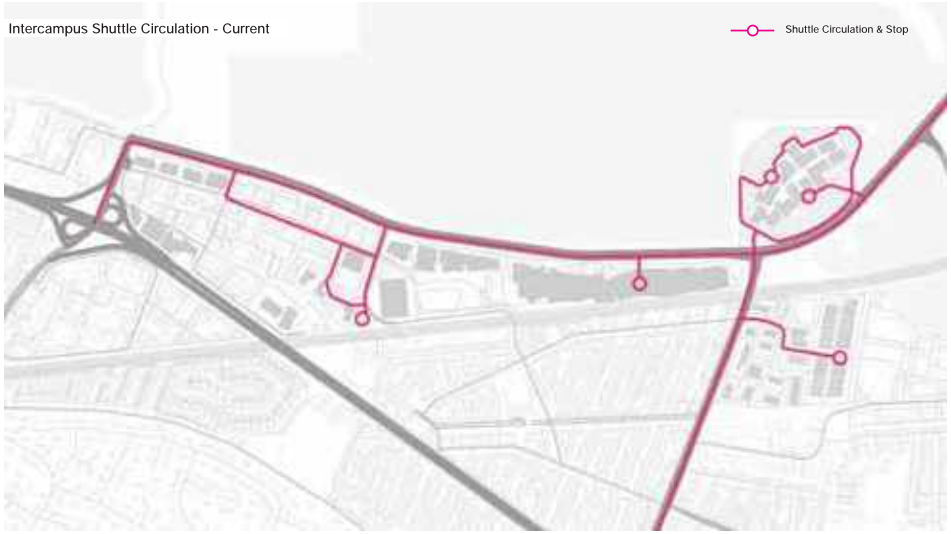
The location of the transit hub will allow the employee shuttles to approach the site from Willow Road, O'Brien Drive, or University Ave. via Adams Ct. Within the Master Plan area, transit vehicles will operate on Hamilton Avenue, Northern Perimeter Road, Eastern Perimeter Road and Cross Street. The location of the transit hub is within close proximity of the Dumbarton Rail Corridor which may be reactivated in the future and provide improved transit access to the Willow Village.

Tram Circulation & Stop
Shuttle Circulation & Stop

Intercampus Tram Circulation - Current



Intercampus Shuttle Circulation - Current



Intercampus Tram Circulation - Proposed

Intercampus Shuttle Circulation - Proposed

B17

E. Public Realm

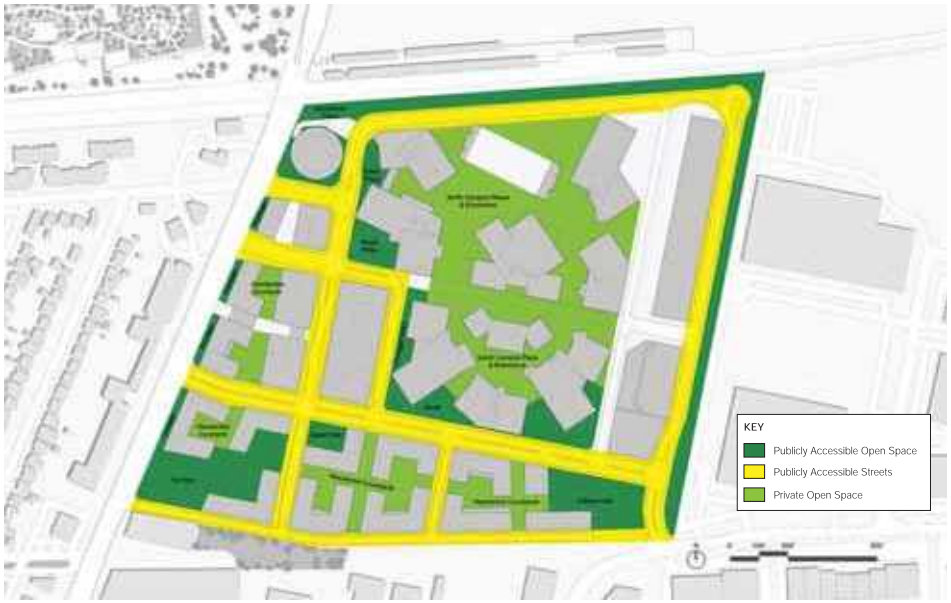
1. Overview

The public realm of Willow Village provides a vital link between adjacent neighborhoods and open spaces and a dynamic addition to Menlo Park. The public realm is a network of distinct open spaces and lively, pedestrian-oriented streets with active ground-floor building design and uses. In concert with the buildings and streets, the public realm and open space network creates distinctive, attractive places with a memorable urban form that invites use, creates neighborhood identity, and fosters community interactions.

The key public realm features of Willow Village are the Retail Street and adjacent Retail Plaza and Park, the Dumbarton Plaza and Visitor Center located at the northwest corner of the site, Ivy Park at the southeast corner, and O'Brien Park at the southwest corner. The Retail Street at the heart of the Mixed Use District will provide an active and engaging connection between the Dumbarton Plaza and Ivy Park. A series of open spaces along the south edge of the campus provide a safe and inviting link between O'Brien Park and Ivy Park to form the South Park Crescent. Together, each of these spaces will provide a diverse range of programs and landscape types for residents and visitors, individuals and families alike. Whether those spaces are streets, parks, plazas, or a unique combination of those elements, they are critical to creating a social infrastructure for the Mixed-Use and Campus Districts.

As a key part of the transit-oriented vision for the plan, the public realm is designed to enhance and encourage pedestrian and bicycle circulation, with shaded tree lined streets, generous sidewalks, bike paths, paseos and parks that connect with regional networks and

Public Realm and Open Space Plan



nearby parks and schools. The east edge of the site is defined by a paseo that includes a multi-use path that continues along the north edge to provide access to Dumbarton Corridor and the Visitor Center. The public realm is complemented by private open spaces within the Campus and Mixed Use Districts consistent with *ConnectMenlo* requirements.

In the aggregate, the Plan provides approximately eighteen acres of open space (exceeding the aggregate open space requirement of the site). Of these eighteen acres, approximately eight acres of publicly accessible open space are provided, exceeding *ConnectMenlo*'s requirements.

The public realm will function socially, programmatically, and ecologically, with consideration for climate responsiveness, resiliency, and resource conservation. Suitable plant species will be selected and sustainable maintenance regimes devised to maintain the ecological health and aesthetic integrity of the public realm.

2. Open Space Framework

The Willow Village open space framework is defined by a network of connected open spaces that are located and planned to serve the diversity of uses and provide a high level of neighborhood connectivity. The arrangement of these open spaces will also establish destinations within the village that anchor the public realm. These destinations will maximize the variety of landscape-based experiences and create landmarks within the pedestrian network.

The retail and visitor corridor provides an active community and visitor oriented connection from north to south from Dumbarton Plaza to Ivy Park. The mixed use blocks and the Retail Street anchor the corridor and are supported by the Retail Plaza and Park. The South Park Crescent is composed of a series of parks and gardens that link the O'Brien entry to Ivy Park and Ivy Drive. These open spaces will provide a diverse mix of community and neighborhood programs and uses along with a safe and inviting connection to the village center and Retail Street. The Campus District open spaces are defined by a series of interlocking courtyards and open spaces that provide for a range of campus uses and experiences. Smaller scaled, more intimate open spaces and pathways will be integrated within the residential blocks to provide to provide mid-block connections and support the residential uses. Each of these open space types are supported by the streets to create a comprehensive and well connected framework for public, campus and residential open spaces.

STREETS

RETAIL/VISITOR CORRIDOR

SOUTH PARK CRESCENT

RESIDENTIAL

CAMPUS

COMPILATION

3. Community Engagement, Program and Design Objectives

The programming and design of the public realm and open spaces will be informed by a community engagement process that will provide community members and stakeholders an opportunity to engage with Facebook and the design team. The process will include a series of open houses, discussion group sessions, and community events. As part of those events and discussion groups, participants will be invited to provide input on the uses, programs and amenities to be included within the parks and open spaces as well as their identity, experience and character. The goal is to ensure that the public realm and retail aspects of the project serve neighboring communities and include places that are welcoming, comfortable, and inviting to all.

Left: Willow Village Open Space Network Components

F. Parks and Open Space

1. Dumbarton Plaza + Retail Corridor Open Spaces

Dumbarton Plaza: Located at the northwest corner of the site along Willow Road, Dumbarton Plaza provides a vibrant public space with an iconic cultural/visitor center that anchors a spacious urban plaza. Shaded seating and gathering areas are integrated within the plaza. The location and design of the plaza anticipates potential transit improvements on the Dumbarton Rail Corridor, allowing for on-site connections to future transit facilities.

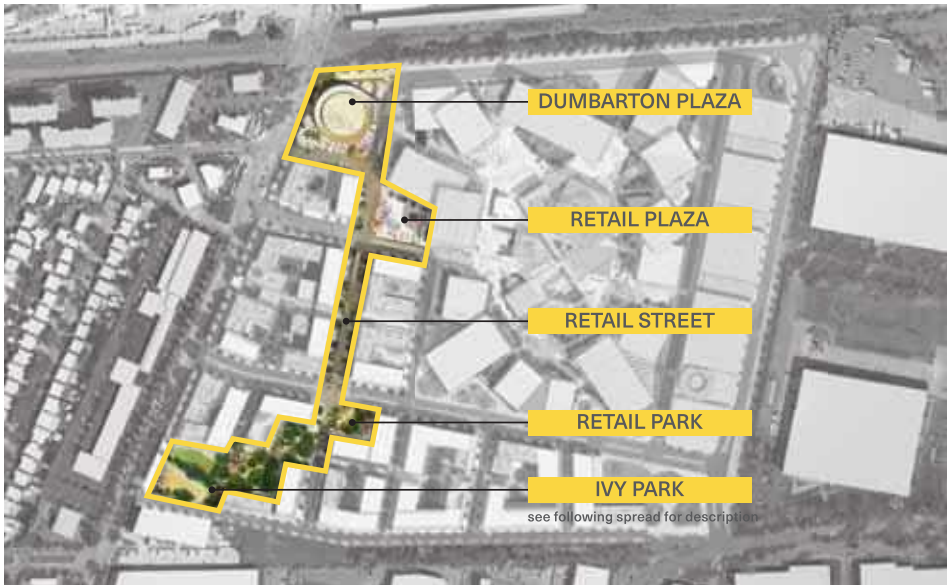
Retail Plaza: The Retail Plaza, located at the North end of the Retail Street at the intersection of Retail Street and New Hamilton, is a well-scaled space activated by a retail pavilion and seating and landscape areas. The plaza faces New Hamilton and provides a connection between Dumbarton Plaza, the Retail Street and the Campus District.

Neighbors, residents, visitors, and workers have an opportunity to gather and relax beneath a shaded canopy. Outdoor dining and small events may also be accommodated within the Retail Plaza.

Retail Street: The Retail Street provides an active hub for the community to gather around numerous neighborhood amenities. This pedestrian-oriented street offers street trees, limited on-street parking, generous sidewalks, lighting and high quality materials for furnishings and paving to enhance the space. A variety of outdoor seating flank both sides of the street with places for both new and existing residents to dine, rest and meet their neighbors.

Retail Park: At the south end of the retail corridor at the corner of Retail Street and Cross Street, the Retail Park will provide a shaded space for residents and visitors to gather. The Retail Park is an important node between Ivy Park and the Retail Street as well as the Garden Walk.

Dumbarton Plaza + Retail Corridor Open Spaces



Dumbarton Plaza + Retail Corridor Open Space Precedents

2. South Park Crescent Open Spaces

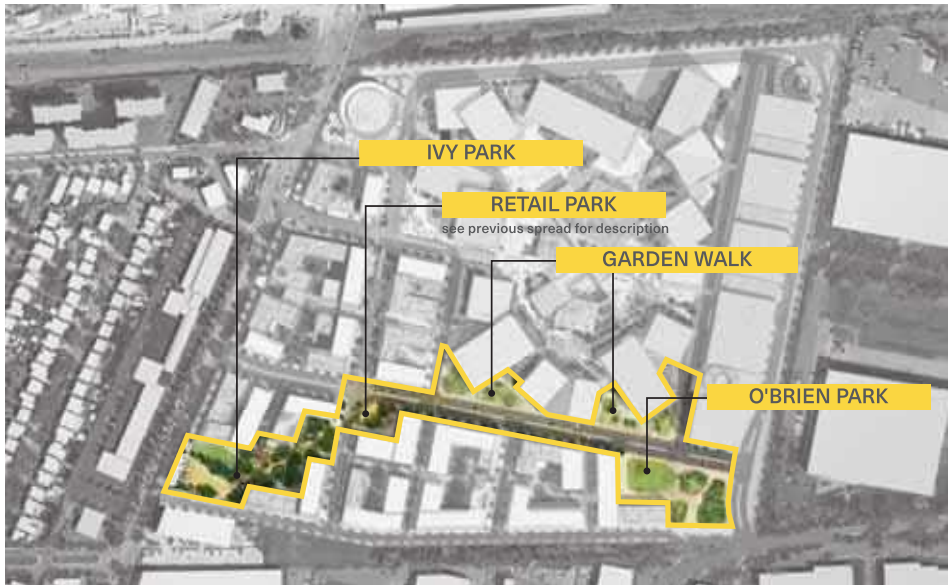
Ivy Park: Located at the southwest corner of the site, Ivy Park provides an important connection from Willow Road to the retail street and the center of the site. As the western anchor to the series of open spaces that link the south side of the site, the park is envisioned as a neighborhood park defined by a series of quiet, safe, and intimate spaces set beneath a continuous canopy of trees. A network of pedestrian walks are framed by raised planters and a mix of native and adapted vegetation. The park invites both residents and visitors in with a series of programmed spaces that may include open court sports, children's play areas, a community art area, and a smaller community gathering and picnic spaces. Small outdoor patios associated with the buildings also provide residents with private additional open space to enjoy and socialize.

Garden Walk: Located along the south edge of the Campus district, the Garden Walk links Ivy Park and O'Brien Park through a series of tree lined pathways, gardens, and gathering spaces. At the east end of the walk, a generous multi-use lawn area will provide space for passive and light recreation. The lawn is positioned to create a visual connection with O'Brien Park.

O'Brien Park: O'Brien Park anchors the southeast corner of the residential neighborhood and provides an important gateway to the site. Residential and community serving programs such as children's play areas, an off-leash dog run, community gardens and flexible lawn areas may be incorporated within the park along with paths and seating areas. Small outdoor patios associated with the residential buildings would provide residents with additional open space.

South Park Crescent Open Space Precedents

South Park Crescent Open Spaces



3. Mixed-Use District Open Spaces

Residential Open Spaces: Each of the residential blocks would provide both common and private open space areas consistent with the requirements defined in *ConnectMenlo*. Open space areas will provide for common amenities and gathering areas, as well as private spaces that may include balconies, patios, podium level open spaces, and roof top spaces. Open spaces flanking the buildings are activated with residential entries, patios, stoops, and landscape areas.

Mixed-Use District Open Spaces

Mixed-Use District Open Space Precedents

4. Campus District Open Spaces

Office Open Spaces: The office greenspace is composed of an interconnected series of courtyards, plazas and gardens that enhance circulation, and provide outdoor dining and event spaces. The Campus core is divided into north, south, east, and west courts arranged around the central building. The South Plaza will provide space for larger campus events and gatherings, as well as outdoor dining and work spaces. The North Plaza and Gardens will provide an additional large open space for events, along with a series of more intimate spaces for outdoor dining and smaller gatherings. There are also many spaces to work and relax throughout the campus. The south and west edges of the Campus are defined by the publicly-accessible Garden Walk.

Campus District Open Space Precedents

Campus District Open Spaces

B23

G. Streets

1. Overview

Vibrant, pedestrian-oriented and visually interesting streets will be the setting for a lively, social public life at Willow Village. With generous and active pedestrian areas, traffic calming, and bicycle connections, the street network is a walkable grid of small blocks that provide a framework for safe and enjoyable movement through the site. Neighborhood streets at Willow Village are socially and ecologically sustainable; conceived as "Complete Streets," they prioritize safety, multi-modal mobility, and community vitality. In addition to accommodating vehicular access and transit, the streets are pedestrian and bicycle oriented. Passenger loading and building servicing strategies are designed to minimize conflicts between pedestrians and vehicles. Through careful consideration of the pedestrian and bicyclist experience, transit connections, traffic calming measures, and structured and below-grade parking facilities, the project encourages pedestrian and bicycle use. The bicycle network provides important links to neighboring communities with a variety of bike facilities, offering choices for cyclists of all ages. These facilities are integral to the unique character of the Willow Village. Please refer to the Neighborhood and Site Connectivity and Transportation Strategy sections for a complete description regarding vehicular access, transit, pedestrian circulation and bicycle connectivity.

2. Street Typologies

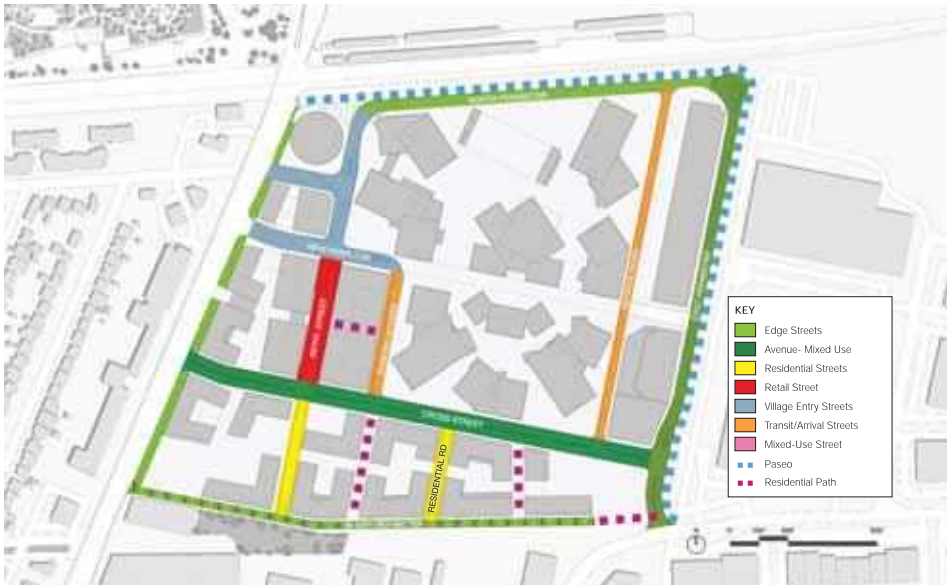
Willow Village include complementary street typologies that create a variety of different experiences for visitors, residents and employees. These varied street types facilitate different speeds of moving, from an afternoon stroll to a morning bicycle ride to work. Streets and paseos conform to the intent of the *ConnectMenlo* Circulation element. Every opportunity will be taken in the public realm to create moments that support varied social interactions. Consistent street trees provide scale and shade to the pedestrian zones. Furnishings, lighting, and street plantings further define and enhance each of the streets. Stormwater gardens that have aesthetic value both as small urban gardens and ecological value as stormwater treatment facilities provide a fine grain to the street network as places for people.

Retail Street: The Retail Street is defined by generous sidewalks with ample space for street life and outdoor retail uses, distinctive street trees, furnishings and special paving treatments. On-street parking is provided to support the retail program.

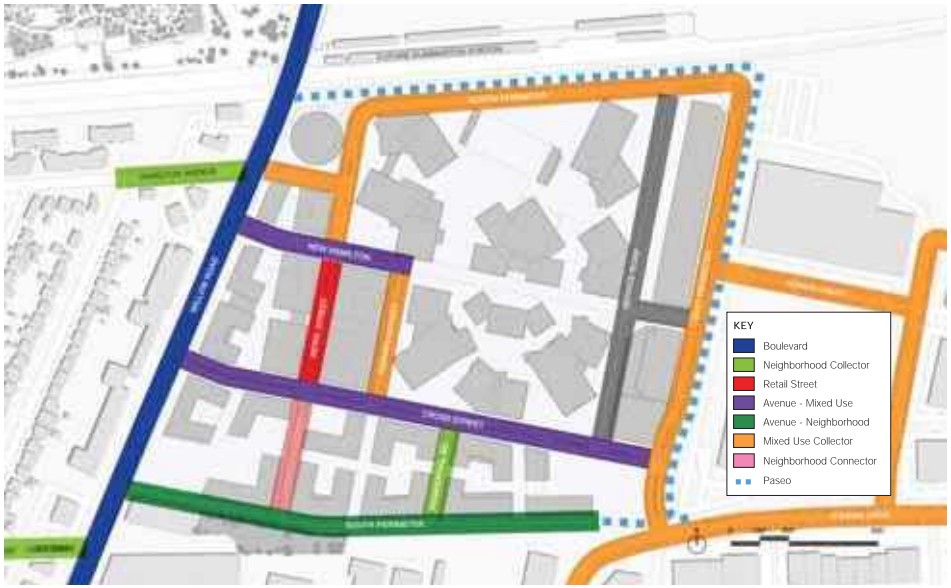
Edge Streets: Each edge of Willlow Village is defined by a specific street type that is unique to the adjacent uses and conditions. The Willow Road frontage is improved to provide expanded pedestrian and bicycle access and landscape areas. The east edge includes a generous paseo with a multi-use path, seating areas and landscape improvements. The north edge also includes a landscape buffer and multi-use path to provide a continuous loop around the site. The south edge is defined by a well scaled tree lined residential street and a landscape buffer that provides a transition to the Hetch Hetchy corridor.

Boulevard: As one of the primary access points to the site and the parking structures, Cross Street is envisioned as a tree lined boulevard with a central median that scales the street down and provides central refuge at crossings.

Urban Design - Street Typology



Menlo Park Street Classification



Village Entry Streets: Entry streets provide access to the Village from Willow Road and include bicycle facilities and generous sidewalks with ample space for street trees and stormwater gardens.

Residential Streets: These connections are more intimate and residential in scale and use. A limited amount of on-street parking is provided. Bulb-outs allow for sidewalk gathering spaces and the integration of stormwater gardens and street trees. Pathways and mews are incorporated within the residential blocks.

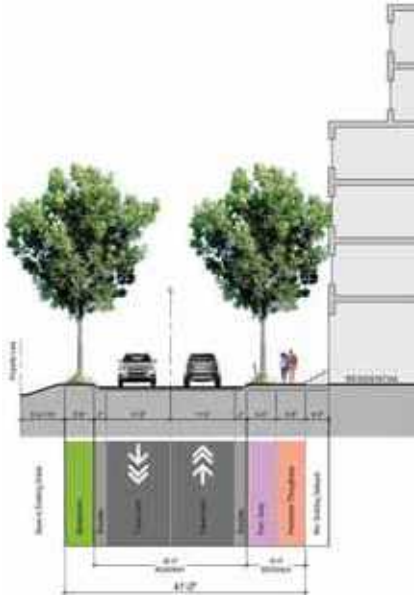
Transit and Arrival Streets: These streets provide access to the Mixed Use and Campus Districts, and are designed to accommodate transit access, drop-off and service functions. They are envisioned as places for arrival and orientation.

Typical sections for each of the street types are included on the following pages. These will be further developed refined as part of the design process.

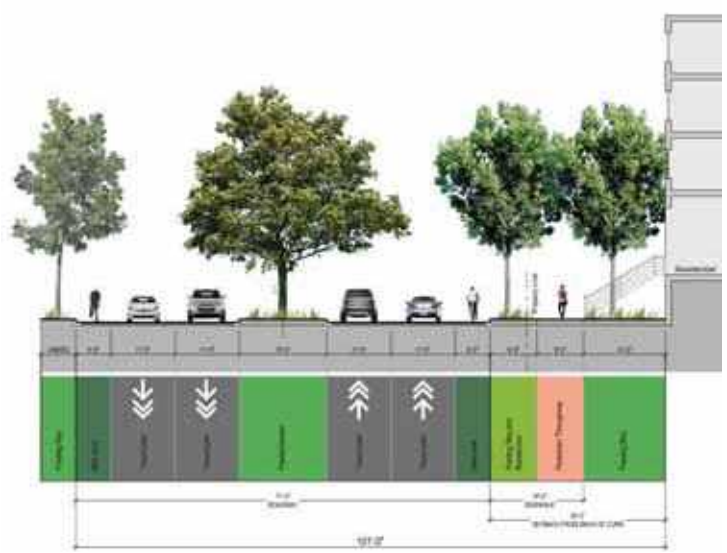
3. Retail Street

3.1 Main Street - Retail Street

4. Edge Streets

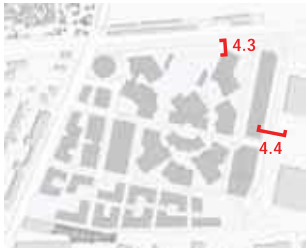


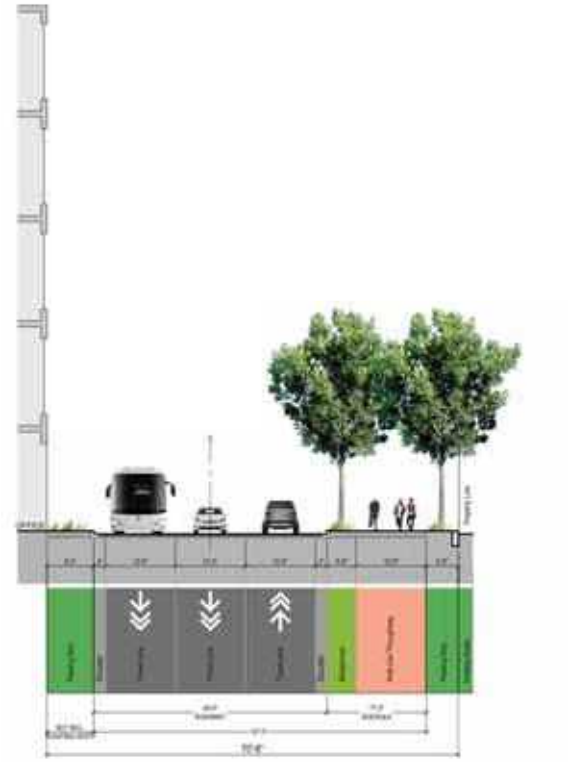
4.1 Southern Perimeter



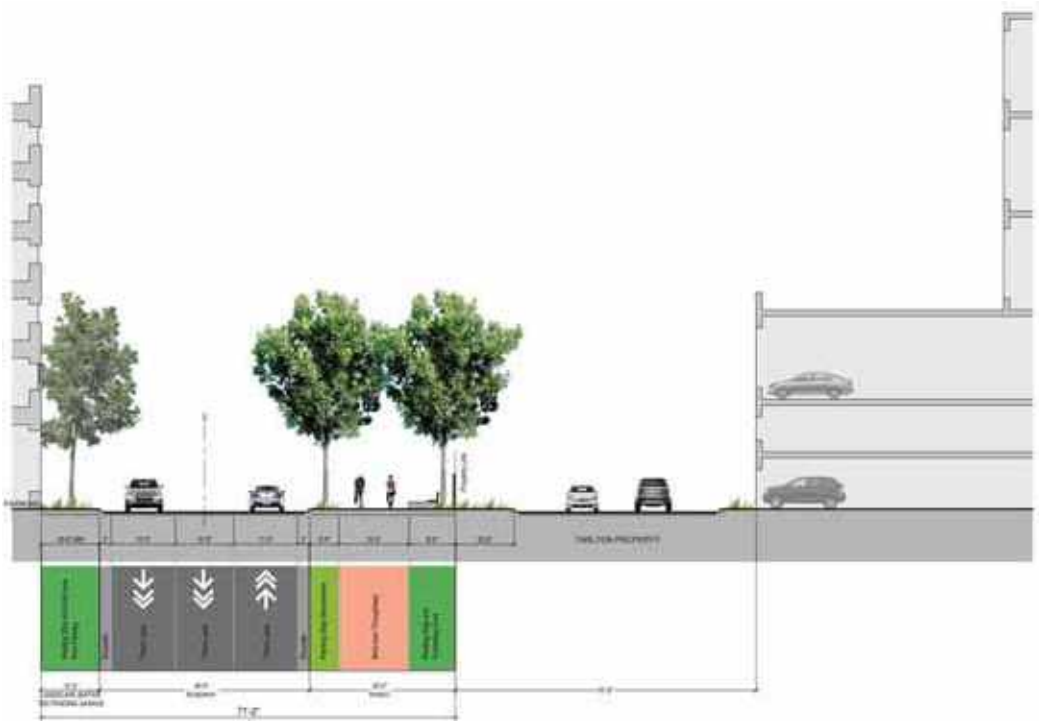
4.2 Willow Road

4. Edge Streets - Continued





4.3 North Perimeter



4.4 East Perimeter

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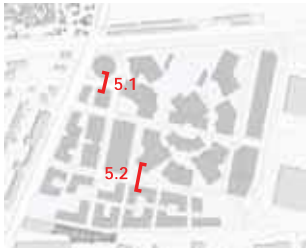
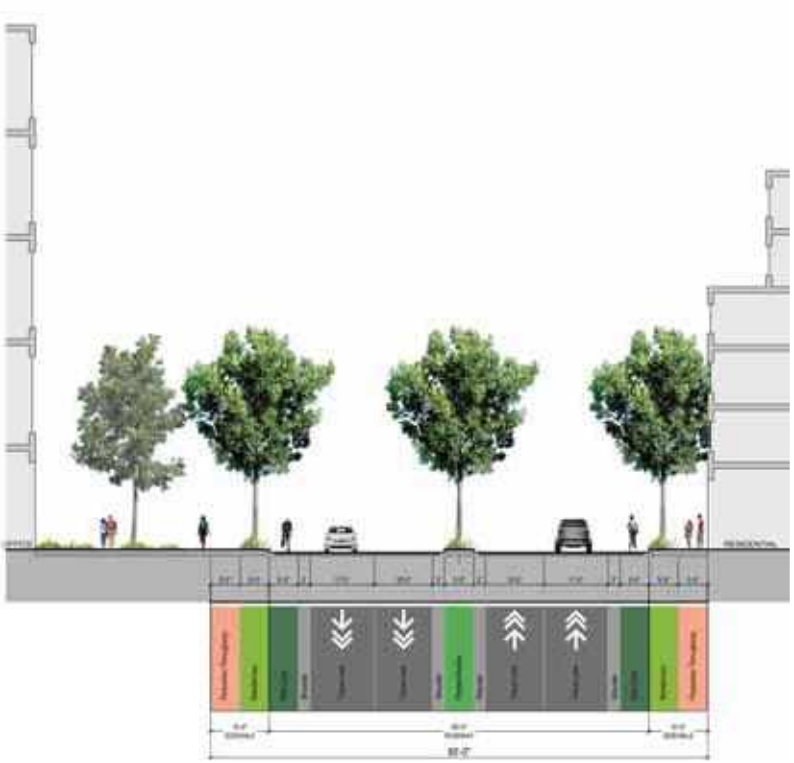
5. Village Entry Street and Cross Street

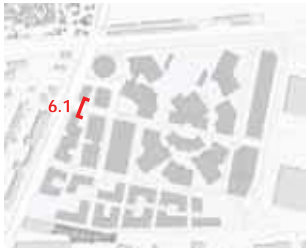


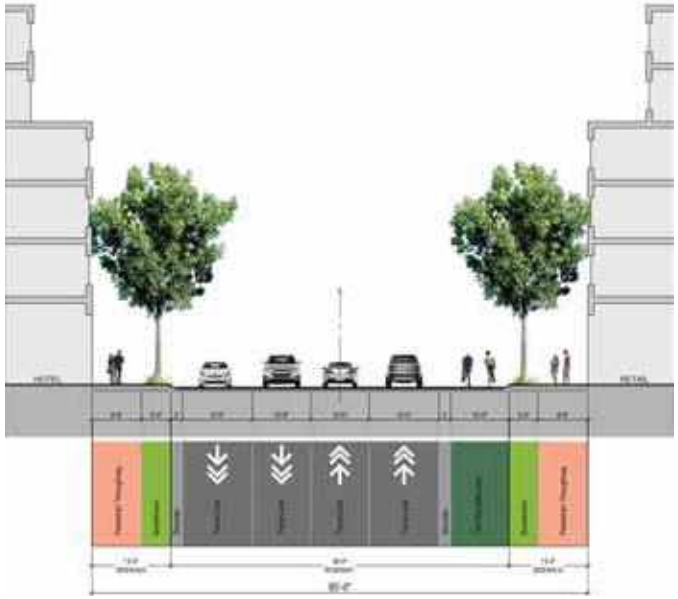
5.1 Village Entry Street



5.2 Cross Street

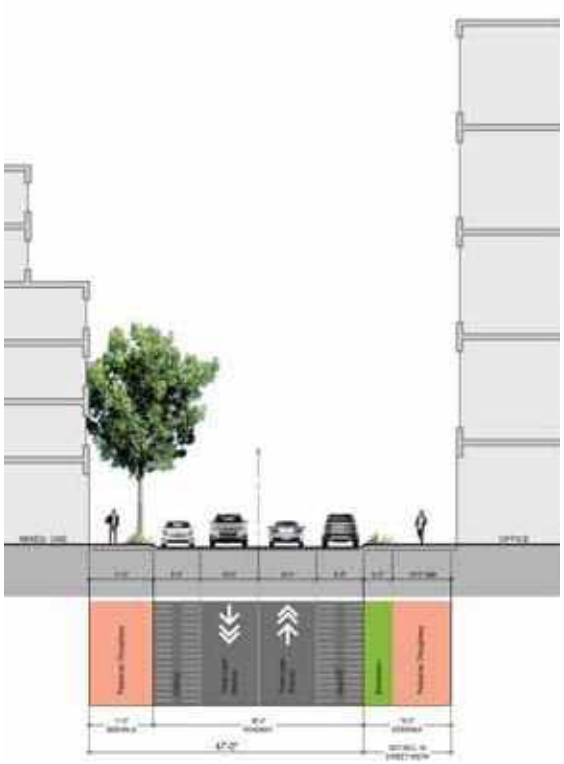
6. New Hamilton



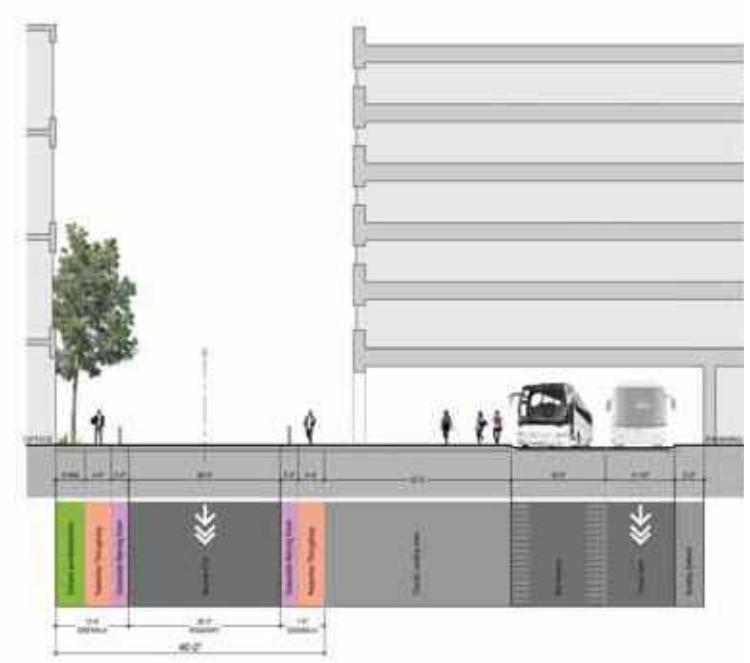


6.1 New Hamilton Entry

7. Transit Streets



7.1 Parking Access



7.2 Service Road

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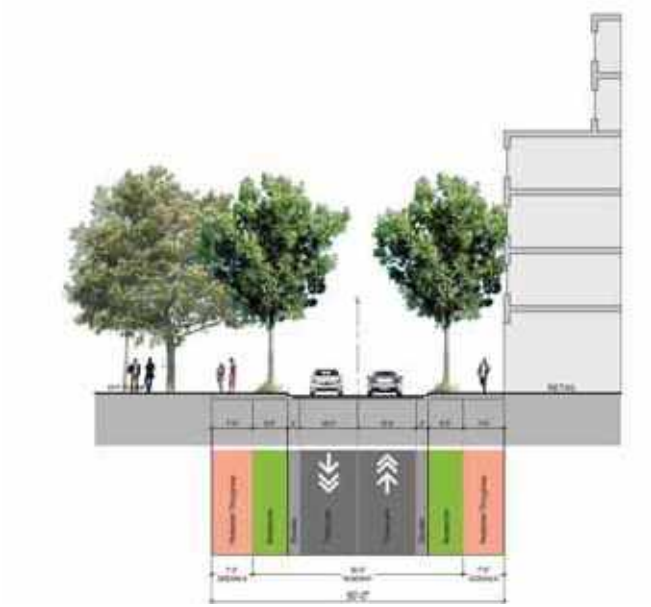
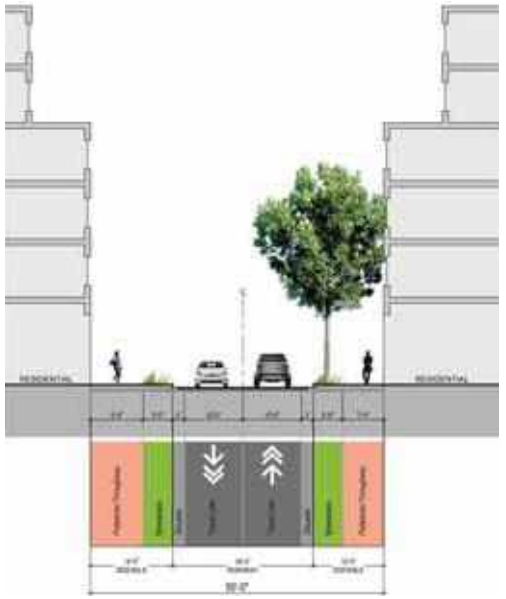
8. Residential Streets



8.1 Main Street - Residential Stretch



8.2 Residential Road

H. Landscape, Trees and Stormwater Management

1. Water Efficient and Biodiverse Landscape

The proposed landscape would include native and adapted species designed to create a biodiverse and water efficient environment, consistent with water conservation requirements and Bay-friendly landscape principles. Inspired by Mediterranean regions around the world and adapted to the local climate, unique botanic gardens would be placed throughout the Willow Village, bringing a variety of textures and colors to the Mixed-Use and Campus Districts. The use of lawns would be limited to functional areas where recreational programs would support active use.

2. Urban Forest and Heritage Trees

Urban forests offer diverse environmental benefits that include wind buffering, stormwater management, wildlife habitat, carbon sequestration, and reductions in heat island effect. The Willow Village would include a robust planting of native and adapted trees to create a resilient urban forest with high long-term value. It is anticipated that all trees would be removed and no heritage trees would remain. However, heritage trees that are in good health (as determined by a certified arborist) would be replaced at a ratio of 2:1; heritage trees with fair or poor health, or dead heritage trees, would be replaced at a ratio of 1:1.

3. Stormwater Management

As part of an integrated approach to stormwater management consistent with City and San Mateo County requirements, the proposed streetscape parks and open spaces would include best management practices to reduce and treat stormwater runoff and significantly increase the amount of pervious landscaped area compared to existing conditions. Pervious paving, stormwater gardens, bioretention areas, flow through planters and other measures will be integrated within the design of the streets and parks to create functional, aesthetically pleasing facilities. These treatment areas would receive stormwater runoff that has been diverted from impervious surfaces associated with roof and site level surfaces. The natural areas would be planted with a wide variety of native species, with a focus on habitat and stormwater treatment functions.

Willow Village Tree Canopy

I. Transportation Strategy

1. Existing Conditions

Existing transportation systems in and around Menlo Park are heavily taxed by local and regional travel, including "cut-through" traffic that accounts for as much as 80% of the cars on local roads. Congestion is a product of the prosperity of the region and decades of ineffective regional land use planning and inadequate investment in regional transit infrastructure.

Every morning, thousands of single occupant vehicles proceed from residential neighborhoods throughout the Bay Area to work in the mid-Peninsula. Many from the north and south use Highway 101, and others from the East Bay arrive via the Dumbarton Bridge. Workers on fixed work schedules and even those able to flex their travel times experience congestion over several hours each morning on 101, the Dumbarton Bridge, and three primary surface roads in East Palo Alto and Menlo Park: University Avenue, Willow Road, and Marsh Road. From these connectors, the workers move from the Dumbarton Bridge north and south via Highway 101, Highway 280, El Camino Real, or various local tributaries to central Peninsula communities. Alternative routes are equally congested, as the Bay Bridge and the San Mateo Bridge offer no relief from traffic. In the evening, the traffic flow is reversed, leading to similar congestion in the opposite direction.

There is limited regional transit available to the Bayfront Area. Dumbarton Express bus service operates between the East Bay, Menlo Park, and Palo Alto. However, this service must use the same roadways as passenger vehicles so it is subject to the congestion that reduces it viability. Caltrain is located several miles away from the Bayfront Area and is approaching its capacity even with planned system improvements like electrification. New investments are being made in other regional transit systems, including BART, Capitol Corridor and ACE in the East Bay, but there are no direct connections from these systems to the Bayfront Area.

Facebook supports sustainable transportation planning and proposes a multi-tiered and phased strategy to minimize impacts on mobility and catalyze the introduction of transit into the Bayfront Area. Facebook has demonstrated its commitment to a multimodal transportation system in Menlo Park, and is committed to continuing its industry-leading transportation program which includes an extensive commuter bus and shuttle system along with an array of other transportation demand management (TDM) strategies that promote carpooling, vanpooling, and bicycling. As a result, only about 50% of Facebook's employees drive alone to its Menlo Park locations, which is among the most effective programs in the nation for campuses in similar settings.

Facebook understands that to implement the Willow Village Master Plan, more will need to be done to improve mobility in the Bayfront Area. Facebook is supporting several regional transportation projects, including the US 101 high-occupancy vehicle (HOV) lane project and reactivation of the Dumbarton Rail Corridor, which are designed to improve transit service to provide alternative modes of travel to and through the Bayfront Area and reduce the number of passenger vehicles on the roadways.

2. A Phased Approach to Transportation Planning

The Willow Village Master Plan proposes to build on Facebook's current efforts through strategies that expand effective transportation options, increase incentives, add significant new commute travel options, and improve connectivity and amenities for walking, cycling, and public transit travel options. The objective is to minimize the net impact on local and regional roads and provide robust community transportation benefits that Facebook is in a position to deliver, in cooperation with local communities and regional agencies. In addition, Facebook is furthering its commitment to advancing several important regional transportation efforts that will benefit the City of Menlo Park, other local communities, and the region as a whole.

The Willow Village transportation strategy will be implemented in phases over time, with the first phase focused on those strategies Facebook can independently implement, maintain, and monitor. Strategies will be developed in concert with the City and could include further reduction in its vehicle trip generation rate, improved bicycle and pedestrian connections, shuttle program enhancements, systematic parking management on Facebook campuses, trip internalization with provision of on-campus housing, and the provision of retail uses and services to reduce travel by the surrounding community and the campus. If feasible, providing housing on-site that is available to Facebook employees and local workers could further reduce vehicular traffic by allowing workers to walk to work.

These transportation and land use strategies can effectively shift campus travel from autos using the regional roadways to on-site walking and cycling. When combined with improvements to local pedestrian and bicycling facilities, and other transportation improvements in Belle Haven and East Palo Alto neighborhoods, there are opportunities to reduce the congestion and other impacts in these communities.

While relatively isolated from existing transit, cycling, and pedestrian infrastructure, Facebook's Menlo Park campus is at the crossroads of the region's most significant opportunities for multi-modal transportation network transformations. These opportunities include adding express lanes to US 101 in San Mateo County to accommodate transit and high-occupancy vehicles, and transit service in the Dumbarton transbay corridor. Facebook understands that these initiatives will require collaboration and support from a broader coalition of public agencies and stakeholders, and is committed to taking a leadership role to introduce and integrate regional transit into the Bayfront Area.

That is why the Willow Master Plan includes space for on-site connections to future transit facilities adjacent to the Dumbarton Corridor.

Facebook also plans to undertake a long-range transportation plan that will support the proposed Campus District as well as its existing campus sites in Menlo Park. An integrated transportation and land use strategy will allow Facebook to fashion complementary commute and site planning programs that will mitigate the effects of the proposed new development as it is built out in phases over time.

Facebook alone cannot solve all of the future transportation needs of the Bayfront Area, but it is committed to investing in strategic local and regional transportation opportunities designed to reduce transportation impacts through expanded transportation programs and improvements. These investments will serve Facebook workers' travel needs and help alleviate local and regional travel conditions in the community at large.

J. Sustainability Strategy

The proposed Willow Village project is designed with a holistic approach to sustainability. Strategic system design decisions have been made at both the site and building levels to minimize energy and water consumption, provide useful open space and site features, as well as enhance mobility and connectivity to fulfill Facebook's goals of creating a green, sustainable neighborhood center, and a healthy workplace for its employees. The ambitious environmental goals for this project build on previous green building projects developed at Facebook's adjacent Menlo Park offices, while taking advantage of opportunities that arise from an integrated mixed-use and office development.

Sustainability measures that are currently being contemplated include:

- High performance building envelopes and massing for the office component to maximize daylight, natural ventilation potential, and minimize peak solar loads.
- Maximizing on-site electricity generation by including up to 14.2 MW of PV solar arrays on top of the office, residential buildings, and parking structures, as well as a microgrid for synchronized supply and demand of on-site generated electricity.
- High performance decoupled HVAC systems that are capable of reducing heating, cooling and ventilating energy use.
- Natural ventilation and mixed mode or passive systems for residential buildings.
- Transportation-related improvements including car sharing, alternative low-carbon transportation, on-site electrical storage and vehicle charging, and other large scale infrastructure.
- On-Site Wastewater Treatment Plant to meet aggressive water reduction targets, and potentially allow for the supply of reclaimed water to adjacent communities.

Water

Water use in Northern California, although not carbon intensive, is an important environmental issue because of the region's susceptibility to drought conditions and its dependence on limited imported water resources from the Sierra Nevada range. A major focus of California state water agencies in recent years has been to encourage regional water districts to reduce reliance on the state's surface water project deliveries, which are increasingly vulnerable to climate change, by boosting local water supplies, reuse, and conservation measures. An innovative approach to water conservation is therefore a top priority for the Willow Village.

Facebook has established 'Zero Water Waste' as an aspirational goal for the Willow Village project. Zero Water Waste describes a condition where no potable water is used for non-potable uses. A project-wide water reuse system offers the most efficient means of minimizing sitewide potable water use for the project, given its large scale and unique mix of program types (i.e., residential/mixed-use and office). SIte waste water collection, treatment and reuse infrastructure has a key advantage of being able to fully align the supply and demands from various water sources and thereby maximize potable water reducing opportunities. While providing a non-potable water system is required by the City of Menlo Park, the project intends to surpass code minimum requirements by providing a project-wide blackwater treatment system.

Conservation measures such as low flow fixtures and HVAC systems that reduce mechanical water use will be included in the project design to ensure efficient use of water resources. Additionally, the landscape plant palette and irrigation system will be selected in accordance with the California Model Water Efficient Landscape Ordinance, which establishes criteria for the development of low water use landscapes.

The project will pursue the development of a centralized project-wide wastewater treatment facility to provide on-site recycled water for flushing, irrigation, and mechanical cooling tower use. Based on preliminary analysis, a combination of efficiency measures and the water reuse system will reduce potable water consumption for the project by 50% from a calculated baseline water budget, exceeding the 30% reduction required by the City's zoning ordinances for the R-MU and O-B districts. The proposed water reuse system will also enable the project to achieve all LEED v4 Water Efficiency points, exceeding these ambitious water use reduction benchmarks.

Energy

Facebook has established aggressive energy performance targets for the Willow Village, furthering its commitment to project sustainability. The Willow Village Master Plan will take an integrated approach in tackling the energy use of the buildings, with a focus on load reduction through passive strategies, strategic system selections that leverage sitewide energy balances, and investments in future-ready renewable energy technologies.

To maximize energy efficiency, the building architecture will first be optimized to mitigate solar loads, facilitate passive conditioning, and provide usable daylight. Architectural parameters such as building orientation, envelope, massing, and daylighting are optimized at both the masterplan and building scale to reduce demand on electric lighting and space conditioning systems. High performance mechanical system selections will further reduce building energy consumption. Decoupled ventilation and conditioning systems will dramatically reduce fan energy by limiting air supply to code-required ventilation rates. Efficient hydronic space conditioning systems will be utilized to meet sensible cooling loads. Site energy analysis continues to inform the site mechanical systems design. Facebook is currently exploring opportunities for a centralized energy plant that will take advantage of site energy balances unique to the diverse campus program.

The Willow Village Master Plan will meet or exceed California Title 24 Building Energy Efficiency Standards through this comprehensive approach to high performance design. Additionally, in accordance with the City's zoning standards, an On-Site Renewable Energy Feasibility Study will be conducted to quantify available area for on-site photovoltaic deployment. A minimum of 30% of the maximum feasible on-site energy generation deployment determined by this study will be installed. This level of investment in on-site PV will exceed the LEED v4 benchmark for renewable energy production. Facebook is also exploring ways to optimize the use of on-site PV through integration with a potential campus microgrid and battery storage, which could further reduce energy losses and dependence on the utility grid.

Ultimately, the project aims to offset 100% of energy demand through a combination of on-site generation and/or purchasing of renewable electricity or certified renewable energy credits. The portfolio of Willow Village buildings will also be enrolled in the EPA Energy Star Portfolio Manager for future tracking of project energy and water consumption. Finally, to maximize the benefit of campus distributed renewable energy resources, Facebook is exploring opportunities for energy storage that will serve to improve energy resilience and grid interconnection with PG&E.

Passive Building Design

Characteristics of the building architecture such as massing, orientation, ceiling heights, and floor plate depths have important thermal and daylight consequences. They shape user experience, impact well-being and productivity, as well as reduce building energy use. From the early design phases of the project, the Willow Village Master Plan layout has been shaped by passive design principles.

Building orientation will be refined to enable effective solar control, which is essential for reducing cooling energy use and providing a comfortable interior environment for occupants. Façade design measures such as exterior shading and glazing treatments will be designed to provide access to daylight while preventing heat gain and visual discomfort caused by direct solar exposure.

Daylight access is a key passive strategy for the project, improving occupant satisfaction and productivity while reducing reliance on electric lighting during daytime hours. Minimum floor-to-ceiling heights for commercial and residential buildings will be set to improve daylight penetration into the floor plates. For the commercial buildings, a target has been established to achieve useful daylight illuminance (300-300 lux) for greater than 50% of occupied hours across 60% of the floor plate. Atria, clerestory windows, and building adjacencies will be designed to meet this goal. For the residential buildings, floor plate widths will be limited to maximize useful daylight illuminance. Narrow floorplates will enable opportunities for passive natural ventilation cooling for the residential buildings.

While daylight availability is an important driver of passive design, glazing area and envelope construction assemblies will also be optimized for thermal performance, as minimizing space conditioning energy use is an imperative efficiency measure. An average window-to-wall ratio of 40% has been targeted, to be distributed as necessary across the various building orientations.

Open Space, Landscape and Bird-Friendly Design

Open space is a core component of the Master Plan design. At a minimum, 25% of the total site area will be reserved as open space, exceeding the standards required under the City's zoning standards. The final design aspires to exceed the LEED v4 open space criteria, which establishes 30% of total site area as a benchmark. For the residential components of the project, at least 100 square feet of common open space will be provided for each unit.

In addition to serving as recreation space for residents and employees, the site landscape will be designed to mitigate stormwater runoff, enhance the local ecology, as well as reduce the heat island effect caused by urbanization. Low-impact development strategies will be deployed as part of the landscape to improve on-site stormwater quality and peak flow runoff rates. Roof rainwater collection and reuse is also being considered as an aspirational strategy.

Native and adapted plants with low irrigation water demands will comprise the landscape vegetation palette, reducing outdoor water use and restoring habitats for regional fauna. Landscape coverage and hardscape material selection will limit the heat island effect, while an energy efficient site lighting design will reduce exterior light pollution. These measures will contribute to preserving natural microclimates and night sky cover. Finally, bird friendly glazing strategies will be included throughout the development to avoid negative impacts on local and migrating bird populations. Measures like bird friendly glass, occupancy controls for non-emergency lighting, and avoidance of glass skyways in the design will also help to prevent bird fatalities.

Transportation

The project site design and transportation program will be designed at a LEED v4 Gold certification level, with measures to meet or exceed criteria established by the Menlo Park General Plan and zoning standards. The Master Plan design provides extensive public streets, open space, as well as paseos for pedestrian, bicycle, and vehicle connections that support circulation through the program and adjacent parts of Menlo Park. Bicycle circulation, a key means of mobility between Facebook campus buildings, will be prioritized through designated routes as well as extensive short and long-term bicycle parking that exceeds the LEED v4 Bicycle Facilities credit requirements.

The eventual electrification of Facebook's transportation demands is a key element of the company's goal of dramatically cutting carbon emissions. In upcoming years, Facebook anticipates converting gas / diesel-powered commuter buses to electric shuttles and encouraging an increased use of electric vehicles by employees. Electric vehicle chargers will also be provided based on code requirements, meeting LEED v4 Gold criteria. By including additional photovoltaics and batteries to store electricity, the energy demand of buildings and vehicles can be balanced with energy produced by renewable source at the same time, so that the amount of electricity fed back to the grid is minimized.

Construction

Construction-related impacts for the Willow Village will be mitigated in accordance with environmental quality regulations. A target diversion rate of 90% will be set for construction waste diversion from the site, meeting the CIty standards and exceeding the LEED v4 construction waste management benchmark. Additionally, construction activity will be closely monitored, and measures undertaken to manage any negative impacts to on-site workers, employees, visitors, and residents. A Construction Indoor Air Quality Plan will be developed and implemented to promote the well-being of construction workers and future occupants within the buildings as the Project is developed over time.

Waste Management

Facebook will develop a zero-waste management plan for submission to the City, describing the project approach to maximizing waste diversion during the demolition, construction, and occupancy phases of the project. As described previously, waste associated with project construction will be diverted from landfill at a target rate of 90%. Existing Facebook standards require recycling and compost collection as well as monthly tracking of waste generation and diversion profiles. These programs will be implemented in the operations and maintenance of the new Willow Village buildings as part of the zero-waste management plan.

Materials & Environmental Quality

Indoor pollutant source control measures, MERV 13 air filtration, and CO2 monitoring are all required as part of Facebook's Global Facilities Sustainability Standard and will be deployed in Willow Village buildings to maintain indoor air quality. Low-emitting materials will be required for interior paints, coatings, sealants, adhesives, finishes, and flooring, aligning with the CALGreen standard to prevent occupant exposure to chemicals. In addition, Facebook has developed an ambitious healthy and sustainable materials program that exceeds even advanced CALGreen Tier 2 criteria. For example, formaldehyde must be fully eliminated from all composite wood products, and halogenated flame retardants must be fully eliminated from insulation products. This rigorous approach to material chemical ingredient screening will be applied to the Willow Village project. The project will also seek opportunities to innovate with the LEED v4 Materials credits, which establish criteria for material life cycle optimization as well as environmental and health disclosure from manufacturers.

Benchmarking

Facebook is committed to developing a LEED v4 Gold certified or equivalent project, with a combination of building and sitewide strategies contributing to overall project sustainability. In addition, Facebook is exploring opportunities to pilot other certification systems to further advance and benchmark progress toward the company's environmental, health, and wellness goals.

K. Infrastructure

In order to accommodate redevelopment of the site and comply with City standards, new infrastructure including a new roadway network as well as utility equipment and distribution systems, will need to be installed.

Water System: A 10-inch Menlo Park Municipal Water District water main currently loops within the project site and provides fire and domestic water service to all existing buildings. Water connections are located at Willow Road, Adams Court, and across the SFPUC Hetch Hetchy Parcel at the south east corner of the site. Relocation of the City mains and connections will be provided through the site as part of the new development. The mixed-use and residential development will connect directly to the new City infrastructure, while the office buildings and structured parking will connect to the City system via master meters with separate domestic and fire systems.

A private recycled water system will be built throughout the site, supplied from the on-site wastewater treatment and reuse system.

Sewer System: The existing sewer system conveys sewage from all buildings via ejector pumps and a local lift station to the West Bay Sanitary District sewer main in Hamilton Avenue.

A private on-site sewer system would convey sewage from all buildings via lift stations to the on-site wastewater treatment and reuse system. The proposed on-site wastewater treament and reuse system will treat wastewater to State Water Resources Control Board Title 22 Unrestricted Use standards. Sewage that is not treated by this system will be conveyed to the West Bay Sanitary District sewer main in Hamilton Avenue.

Storm Drain System: The existing storm drain system drains the entire site via gravity to the City of Menlo Park main in Willow Road.

As part of the project, a private on-site storm drain system would be built to convey runoff from all buildings and site areas via gravity to the existing City main in Willow Road.

The project will also comply with San Mateo County C.3 requirements as required by NPDES. Site runoff will be managed by a combination of low-impact development strategies including bioretention areas and flow-through planters, and possibly rain water harvesting and/or pervious paving.

An existing City of Menlo Park maintained open channel running along the south perimeter of the property will be replaced by a new underground storm drain. This storm drain will discharge into an existing 48-inch storm drain running off site along the eastern property line.

Grading and Earthwork: Earthwork for the overall buildout will require net import.

Site grading will conform to existing grades at the edge conditions along the site boundary.

Site grading will meet all accessibility standards per California Building Code.

New occupied building space be wet flood-proofed and raised to a minimum of 2-ft above the FEMA 100-year floodplain per City requirements.

VIII. Proposed Phasing

The project is proposed as a master plan which would be developed continuously over 5 years. The proposed phasing and anticipated occupation strategy described below was developed with the following principles in mind:

- Addressing infrastructure (utilities and streets) build-out first, in recognition of the need to raise the interior of the site approximately 4-5 feet in order to comply with the *ConnectMenlo* requirements for sea-level rise as well as FEMA's risk management guidelines;
- Prioritizing delivery of critical community services (grocery store, retail, housing) as part of the first phase;
- Staggering the anticipated occupancy of mixed-use and office components over a three-year period, with delivery of approximately 500 units of housing and approximately 500,000-600,000 SF of office uses each year. The intent is to provide a balanced delivery of housing, open space and office space over time, while accounting for the need to phase delivery of housing to ensure a successful leasing strategy that takes into account constraints on unit absorption (i.e., the number of units that can feasibly be leased and moved into within a given period of time);
- Construction of the office buildings (core and shell) and associated sitework is contemplated to be executed as a single mobilization by the general contractor. The construction of the tenant improvements is contemplated to be executed in a phased manner that aligns with the proposed schedule of anticipated occupancy of the office buildings.

An illustrative description of a preliminary phasing plan informed by these considerations is provided at right.

Anticipated Occupancy

Anticipated Occupancy	Bldg No	Approx Office (SQF)	%	Residential Units (Approx)	%	Approx. Retail (SQF)	%	Approx. Hotel / Cultural (SQF)	%
Total		1,750,000		1,500		126,500		170,000	
2021	MU1.1, MU1.2, MU1.3, MU2, O1, O3, O6	564,000	32%	500	33%	90,000	71%		
2022	MU3.1, MU3.2, MU3.3, MU4.1, MU4.2 O2, O4, O5	563,000	32%	500	33%	26,500	21%		
2023	MU4.3, MU4.4, MU5.1, MU5.2, O7, O8, O9	623,000	36%	500	33%				
2025	Hotel					10,000	8%	130,000	76%
2025	Cultural Visitor Ctr							40,000	24%

Anticipated Occupancy: 2021

The first anticipated occupancy stage would consist of:

- Residential development on MU1 & MU2 lots, providing approximately 500 units
- Main Street, including approximately 90,000 sf of retail, including grocery, pharmacy and neighborhood amenity uses
- Office buildings 1, 3, and 6, which amount to approx. 564,000 sf of office space
- Office parking structure on the eastern edge of the site, consisting of approximately 3000 spaces
- Approx. 1,000 parking spaces for residential and retail

Anticipated Occupancy: 2022

The second occupancy stage would consist of:

- Complete development of lot MU3, as well as residential buildings MU4.1 and MU4.2, with an approximate total of 564,000 sf - providing 500 more units and 600 more parking spaces
- Opening to the public of Retail Plaza, Retail Park, and Ivy Park
- An additional 26,500 sf of retail (in MU3 and MU4)
- Office buildings 2, 4, and 5, with a total of approximately 563,000 sf of office space

Anticipated Occupancy: 2023

The third anticipated occupancy stage would consist of:

- Residential development of buildings MU4.3 and 4.4, as well as complete MU5 lot, with an approximate total of 581,000 sf - providing 500 more units with 540 parking spaces
- Completion of O'Brien Park
- Office buildings 7,8, and 9 would complete the Office Campus's north edge and add approximately 623,000 sf of office space

Anticipated Occupancy: 2025

The last occupancy stage would consist of:

- Completion of the 200-key hotel (H1), which amounts to approximately 130,000 sf, and includes about 10,000 sf of retail space on its ground floor
- Cultural/Visitors Center and the completion of Dumbarton Plaza

X. Project Approvals

A. City Approvals

Facebook anticipates that the following approvals by the City would be required:

- **Conditional Development Permit (CDP)**. A CDP would be required to permit a master planned project with bonus level development. The Project Sponsor also anticipates developing a set of detailed design guidelines that would be appended to the CDP to facilitate streamlined review/ permitting for future phases (mixed-use, open space, and public realm).
- **Development Agreement.** The Project Sponsor proposes to enter into a Development Agreement with the City to create vested rights in project approvals, address implementation of the proposed design and infrastructure improvements in the project area, and specify benefits to the City. The Development Agreement would require approval by the City Council.
- **Design Review.** Facebook anticipates seeking design review for the first phase of the project concurrently with approval of the CDP and Development Agreement.
- **Major Subdivision.** A final map is likely required to adjust the existing lot lines and create separate parcels for the various residential, mixed-use, and commercial components of the project.
- **Heritage Tree Removal Permit.** A tree removal permit would be required for each heritage tree proposed for removal per Municipal Code Section 13.24.040.
- **Below Market Rate (BMR) Housing Agreement.** Approval of a BMR Agreement would be required by the City Council.
- **General Plan Amendment.** Modifications to the City's zoning map and streets classification diagram in the Circulation Element would be required to reflect different locations for new street connections, but no text or other changes to the General Plan are anticipated.

B. Review/Approvals by Responsible Agencies

Consultation, review, or approval by the following agencies may also be required for the project to proceed:

- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board (RWQCB)/San Mateo Countywide Water Pollution Prevention Program
- West Bay Sanitary District
- Bay Area Air Quality Management District (BAAQMD)
- City/County Association of Governments (C/CAG)
- Department of Toxic Substances Control (DTSC)
- San Mateo County Environmental Health Division
- Native American Heritage Commission

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XI. About the Team

Adamson Associates: Adamson Associates, Inc. is the Los Angeles office of Adamson Associates Architects, one of North America's leading architectural practices. The firm offers a full range of architectural, planning, interior and urban design services to a wide range of clients, in both the private and public sectors. Adamson's portfolio encompasses projects in virtually every market sector — commercial; cultural; hotel and residential; justice; colleges and universities; hospitals and healthcare; airports and transportation centers; and large-scale, mixed-use development sites. Acting as the Executive Architect or Architect of Record, Adamson has worked with some of the world's most acclaimed architects on several iconic projects across the globe including World Financial Center in New York; Canary Wharf in London; and Kuala Lumpur City Centre in Malaysia. Through work on these complex projects and others, the firm became a respected authority on urban design, architecture and building technology.

Arent Fox: Founded in 1942, Arent Fox is an internationally recognized law firm in core practice areas where business and government intersect. The firm's California land use practice secures land use entitlements for some of the most complex and controversial development projects in the State by helping clients navigate local, state, and federal land use laws and regulations, including the California Environmental Quality Act, the National Environmental Protection Act, State Planning and Zoning Laws, and the Subdivision Map Act. The firm is experienced in all types of land use projects, including state of the art offices, mixed-use, infill, hotels and resorts, residential, and corporate campuses. The practice focuses on building strategies from the ground up that are designed to work in partnership with clients and affected communities, providing insight into the context surrounding complex projects, and assembling exemplary consultant teams. Recent representative projects include Facebook's Headquarters, Menlo Gateway, NEMA in San Francisco, the San Francisco Merchandise Mart, and Burlingame Point.

Atelier Ten: Atelier Ten is a collaborative, interdisciplinary, and innovative firm comprised of environmental design consultants and lighting designers who are dedicated to designing sustainable built environments. Founded in 1990, Atelier Ten develops well-integrated buildings with simple systems that work with natural laws of physics to increase well-being, reduce energy consumption, and contribute back to the greater environment. A designated LEED® Proven Provider™ by the Green Building Certification Institute (GBCI) and the San Francisco Department of the Environment's Green Building Technical Consultant, the firm has extensive experience working on large-scale projects and commercial developments across the world, including over 100 projects in California, of which 80 are located in the Bay Area. Representative projects include the LEED Platinum and Net Zero Energy J. Craig Venter Institute in Southern California, the LEED Platinum targeted Uber Headquarters in San Francisco's Mission Bay, and the LEED Gold targeted Nvidia Headquarters in Santa Clara.

Basin Research Associates, Inc.: Founded in 1977, Basin is comprised of anthropologists, archaeologists, and research scientists who assist with cultural resource evaluation and regulatory compliance. Basin works with federal, state and local agencies, and environmental consulting firms to conduct cultural resources research, field investigations, and analyses responding to the mandates of the National Environmental Policy Act, the California Environmental Quality Act , and local historic preservation requirements. Basin is a certified California SBE, 50% woman owned, and a member of the American Cultural Resources Association as well as other professional groups. Representative projects include the San Francisco Public Utilities Commission's Water Improvement System Project, and various projects throughout the Southwestern United States for the U.S. Army Corps of Engineers.

CMG: CMG is a mission-oriented landscape architecture studio working to increase social and ecological well-being through artful design. CMG works on a wide range of initiatives, project scales and types, with the single overarching philosophy of improving communities. With utility and aesthetics as drivers, CMG creates urban landscapes that explore the democracy of public space and ecological function. The firm designs places for people, with attention to the ways in which the built environment shapes human interaction, and how human innovation can foster a thriving natural world. CMG engages communities to develop sustainable, inclusive designs that connect people with each other and their environment. As a result, the firm has earned national recognition and numerous awards for merit in design as well as environmental and social value. Representative projects in the Bay Area include the Treasure Island Master Plan, Mission Rock, and the San Francisco Shipyard.

Fehr & Peers: Since 1985, Fehr & Peers has specialized in providing transportation planning and engineering services to public and private sector clients. The firm is comprised of nationally-recognized experts who provide leading-edge technical skills and extensive knowledge of local communities to deliver comprehensive solutions. In Silicon Valley, Fehr & Peers has provided transportation planning and engineering expertise to many of the best-known companies including Apple, Genentech, Google, Hitachi, Intuit, LinkedIn, Microsoft, Net Apps, Tesla, and VMWare. Fehr & Peers has assisted each of these companies with a range of services, such as campus master planning, building entitlements, and transportation demand management. Fehr & Peers has also been a leader in federal, state and local sustainability planning and environmental mitigation, including best practices for the US Environmental Protection Agency, Federal Highway Administration, California Air Resources Board, California Governor's Office of Planning and Research, and Caltrans. Representative projects in the Bay Area include Hunter's Point, Treasure Island, Santa Clara Square, and Apple Campus II.

Mobility-in-Chain: MiC is an international transportation planning firm based in Milan, Italy, with branch offices in New York City and Moscow. MiC's work focuses on enhancing urban environments through strategic transportation improvements by looking at trends, interpreting behaviors, and challenging constraints. MiC's distinguishing characteristics are its ability to speak the language of transport engineering, and identify solutions that enhance connectivity, accessibility, and quality of life. MiC's scientific and multi-dimensional approach merges transportation with urban planning and design, based on the latest data and sophisticated simulation techniques. MiC has been collaborating with well-known architects, planners and developers on significant projects all over the world, including Moscow's Pedestrian and Bicycle Master Plan 2020, Guadalajara's Creative Digital City, and Somerville's Assembly Row and Union Square.

OMA: OMA is an international partnership practicing architecture, urbanism, and cultural analysis. The Willow Campus masterplan design has been conceived by OMA's New York office and Partner Shohei Shigematsu, whose urban design approach leverages experience with designs for an office tower in Boston's Seaport Innovation District; a high-rise tower in Tokyo that integrates an elevated park and a new transit station; a post- Hurricane Sandy water strategy for Hoboken, New Jersey for an initiative led by the US Department of Housing and Urban Development; a new civic center for Bogota, Colombia; and a 60-acre, mixed-use district in Toronto slated to be the largest transit-oriented development currently planned in North America. The collaboration with Facebook continues the office's engagements with the Bay Area, including a high rise residential tower under construction in the Transbay District and the Central Market Design Charrette conducted in 2014 in coordination with San Francisco's Office of Economic and Workspace Development.

PAE: Founded in 1967, PAE provides an array of services in mechanical and electrical engineering, building analysis, commissioning and technology system design. The firm designs high-performing buildings that keep people comfortable, healthy, and productive inside, while restoring the natural world outside. PAE's holistic approach to designing integrated systems is based on a belief that designers have a responsibility to provide great indoor environments, abundant natural light, and thermal comfort. As a result, occupants are generally happier and more productive. PAE also optimizes for energy performance, water efficiency, indoor environmental quality, and other performance goals to lower life-cycle costs. PAE serves public and private sector clients throughout the western United States and beyond, and is engaged in projects with a combined construction value of more than $3.5 billion. Representative projects include Facebook's MPK 20 and Nike's World Headquarters Expansion.

Ramboll Environ: Ramboll Environ is the global Environment and Health practice of leading engineering, design and consultancy company, Ramboll. The firm provides practical solutions to promote healthy air quality. Its worldwide air quality practice is characterized by the highest level of technical and scientific skills, informed by well-honed business sense. Through the use of complex air quality, meteorological, emissions and statistical models, Ramboll Environ's experts develop sophisticated air quality plans for urban areas. The firm also evaluates the effects of alternative vehicle emissions standards, air quality or emissions trends, and air quality effects of regulation programs and air toxics programs. Representative projects include the Golden State Warriors Stadium, Apple Campus II, and Newhall Ranch.

Sherwood Design Engineers: Sherwood Design Engineers is a full service site civil engineering practice committed to the optimal integration of design, infrastructure, and ecology. The firm specializes in water management strategies, green infrastructure design, and urban projects. Sherwood documents site infrastructure improvements at both a site and district scale. Important to its engineering practice is the ability to span building and landscape. Sherwood works collaboratively with project teams to maximize efficiency through an integrated and ecological approach that results in high performance buildings and landscapes recognized for function as well as aesthetics and user experience. Sherwood's recommendations minimize the consumption of all site resources— carbon, energy, water, and waste. The firm's experience includes innovative projects such as Microsoft Silicon Valley Campus, Google Campus, the Waterfront Development at India Basin, Hudson Yards, Packard Foundation Headquarters, Moscone Center Expansion, and UC Berkeley's Lower Sproul Redevelopment.

WRNS Studio: WRNS Studio is known for working today's most transformative organizations — The Trust for Public Land, Two Sigma, Stanford University, the University of California, Airbnb, Google, and Facebook — to steward their brands with exceptional architecture. Recognized for sustainable, site-specific design at any scale, WRNS has offices in New York, San Francisco, and Honolulu. The firm consistently earns a top ten spot in Architect magazine's annual ranking of firms across sustainability, design, and business, including the #1 spot in 2013. Committed to the idea that parking structures can be beautiful, positive additions to our built environment, WRNS approaches this project type as supportive infrastructure, facilitating the transition from driver to pedestrian and then back again. They are known for integrating architectural, parking, and structural design into the most cost-effective structures possible, while designing and constructing facilities that further the identity of place and sustain themselves as lasting investments of construction.

ATTACHMENT C

WILLOW VILLAGE MASTER PLAN
EIR SUBMISSION DRAWING LIST

SHEET NUMBER	SHEET TITLE	SCALE (36"X48")	01 EIR 02/08/2018
ARCHITECTURAL DRAWINGS			
A0	GENERAL PROJECT INFORMATION		
A0.00-001	COVER SHEET	NTS	•
A0.00-102	DRAWING LIST (EIR)	NTS	•
A0.00-102	PROJECT DATA SHEET	NTS	•
A0.00-103	EXISTING PARCELS & ZONING AREAS	1/64"=1'-0"	•
A0.00-104	EXISTING USES	-	•
A0.00-105	PROPOSED PROGRAM AREAS	-	•
A0.00-106	ANTICIPATED OCCUPANCY	-	•
A0.00-107	BUILDING ENTRY	-	•
A0.00-108	BUILDING HEIGHT	-	•
A0.00-109	PARKING	-	•
A0.00-110	OPEN SPACE	-	•
A1	SITE PLANS		
A1.00-001	EXISTING REGIONAL PLAN	1"=300'	•
A1.00-002	PROPOSED REGIONAL PLAN	-	•
A1.00-003	EXISTING SITE PLAN	1/64"=1'-0"	•
A1.00-004	PROPOSED SITE PLAN	-	•
A1.00-100	PARTIAL SITE PLAN - ZONE A	1/32"=1'-0"	
A1.00-101	PARTIAL SITE PLAN - ZONE B	-	
A1.00-102	PARTIAL SITE PLAN - ZONE C	-	
A1.00-103	PARTIAL SITE PLAN - ZONE D	-	
A1.00-200	FIRE ACCESS PLAN	1/64"=1'-0"	
A1.00-201	LADDER ACCESS SECTIONS	-	
A1.00-202	TRASH COLLECTION/CIRCULATION PLAN	-	
A1.00-203	LOADING DOCK DELIVERY PLAN	-	
A2	FLOOR PLANS		
A2.00-001	OVERALL BUILDING PLAN GROUND LEVEL / PARKING	1/64"=1'-0"	
A2.00-002	OVERALL BUILDING PLAN 2ND LEVEL	-	
A2.00-003	OVERALL BUILDING PLAN 7TH LEVEL	-	
A2.00-004	OVERALL BUILDING PLAN 4TH LEVEL	-	
A2.00-005	OVERALL BUILDING PLAN ROOF LEVEL	-	
A2.00-006	OVERALL BUILDING ROOF PLAN / LIGHTING DATA	-	•
A3	BUILDING ELEVATIONS AND SECTIONS		
A3.00-101	OVERALL SITE ELEVATION	1/32"=1'-0"	
A3.00-102	OVERALL SITE ELEVATIONS	-	
A3.00-103	OVERALL SITE ELEVATIONS	-	
A3.00-104	OVERALL SITE ELEVATIONS	-	
A3.01-100	EXTERIOR ELEVATIONS BLDG 1	3/32"=1'-0"	
A3.02-100	EXTERIOR ELEVATIONS BLDG 2	-	
A3.02-101	EXTERIOR ELEVATIONS BLDG 2	-	
A3.04-100	EXTERIOR ELEVATIONS BLDG 4	-	
A3.05-100	EXTERIOR ELEVATIONS BLDG 5	-	
A3.06-100	EXTERIOR ELEVATIONS BLDG 6	-	
A3.07-100	EXTERIOR ELEVATIONS BLDG 7	-	
A3.08-100	EXTERIOR ELEVATIONS BLDG 8	-	
A3.P1-100	EXTERIOR ELEVATIONS PARKING 1	-	
A3.P2-100	EXTERIOR ELEVATIONS PARKING 2	-	
A3.P3-100	EXTERIOR ELEVATIONS PARKING 3	-	
A3.01-101	OVERALL SITE SECTIONS	1/32"=1'-0"	
A3.01-102	OVERALL SITE SECTIONS	-	
A3.01-103	OVERALL SITE SECTIONS	-	
A3.02-104	OVERALL SITE SECTIONS	-	
A3.01-100	BUILDING SECTIONS BLDG 1	3/32"=1'-0"	
A3.02-100	BUILDING SECTIONS BLDG 2	-	
A3.05-100	BUILDING SECTIONS BLDG 5	-	
A3.06-100	BUILDING SECTIONS BLDG 6	-	
A3.06-101	BUILDING SECTIONS BLDG 6	-	
A3.06-200	BUILDING SECTIONS BLDG 6	-	
A3.07-100	BUILDING SECTIONS BLDG 7	-	
A3.07-101	BUILDING SECTIONS BLDG 8	-	
A3.08-200	BUILDING SECTIONS BLDG 8	-	
A3.P1-300	BUILDING SECTIONS PARKING 1	-	
A3.P2-300	BUILDING SECTIONS PARKING 2	-	
A3.P3-300	BUILDING SECTIONS PARKING 3	-	
A9	PHOTO SIMULATION		
A9.00-100	AERIAL REGIONAL SITE VIEW LOCATION	NTS	
A9.00-101	EMBARCADERO CORRIDOR VIEW 1	NTS	
A9.00-102	WILLOW ROAD VIEW 2	NTS	
A9.00-103	NW LOOP / HERON HITCH VIEW 3	NTS	
A9.00-104	1A STREET VIEW 4	NTS	
A9.00-105	1B STREET VIEW 5	NTS	
A9.00-106	1K STREET VIEW 6	NTS	
A9	SHADOW DIAGRAM		
A9.00-100	SHADOW DIAGRAM	NTS	
A9.00-101	SHADOW DIAGRAM	NTS	

SHEET NUMBER	SHEET TITLE	SCALE (36"X48")	01 EIR 02/08/2018
CIVIL DRAWINGS			
C1-00-000	CIVIL COVER SHEET	NA	
C1-00-001	EXISTING TOPOGRAPHY	1"=60'	•
C1-00-020	KEY PLAN	1"=60'	
C1-00-030	DEMOLITION PLAN	1"=60'	
C1-00-100	PHASING PLAN	1"=60'	
C1-00-110	PARCEL MAP	1"=60'	•
C1-00-200	SITE PLAN	1"=60'	•
C1-00-300	GRADING AND DRAINAGE PLAN	1"=60'	•
C1-00-301	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-302	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-303	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-304	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-305	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-306	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-307	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-308	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-309	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-310	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-311	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-312	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-313	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-314	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-315	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-316	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-317	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-318	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-319	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-320	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-321	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-322	GRADING AND DRAINAGE (PLAN AND PROFILES)	1"=20'	
C1-00-330	STREET SECTIONS	1"=20'	
C1-00-400	STORM WATER MANAGEMENT PLAN	1"=60'	•
C1-00-410	STORM WATER MANAGEMENT DETAILS	NA	
C1-00-500	UTILITY PLAN-OVERALL	1"=60'	•
C1-00-501	WATER SYSTEM PLAN	1"=60'	•
C1-00-551	HYDRONICS PLAN	1"=60'	•
C1-00-601	STORM DRAIN PLAN	1"=60'	•
C1-00-651	SANITARY SEWER PLAN	1"=60'	•
C1-00-701	JOINT TRENCH PLAN	1"=60'	•
C1-00-800	CIVIL DETAILS	NA	
C1-00-900	EROSION CONTROL PLANS/WPCD	1"=60'	
C1-00-910	EROSION CONTROL DETAILS	NA	
TRANSPORTATION / TRAFFIC DRAWINGS			
N1-00-001	PROPOSED REGIONAL VEHICLE ACCESS	1"=300'	•
N1-00-002	PROPOSED REGIONAL BICYCLE CIRCULATION	"	•
N1-00-003	CURRENT REGIONAL SHUTTLE BUS ROUTE	"	•
N1-00-004	PROPOSED REGIONAL SHUTTLE BUS ROUTE	"	•
N1-00-005	CURRENT REGIONAL TRAM ROUTE	"	•
N1-00-006	PROPOSED REGIONAL TRAM ROUTE	"	•
N1-00-007	PROPOSED REGIONAL PEDESTRIAN ROUTE	"	•
N1-00-008	PROPOSED OVERLAY	1/64"=1'-0"	•
N1-00-009	PROPOSED INTERNAL VEHICLE ACCESS	"	•
N1-00-010	PROPOSED BICYCLE CIRCULATION	"	•
N1-00-011	PROPOSED EMPLOYEE SHUTTLE BUS ROUTE	"	•
N1-00-012	PROPOSED EMPLOYEE TRAM ROUTE	"	•
N1-00-013	PROPOSED TRUCK ACCESS	"	•
N1-00-014	PROPOSED EMERGENCY VEHICLE ACCESS	"	•
N1-00-015	PROPOSED PEDESTRIAN ROUTE	"	•

SHEET NUMBER	SHEET TITLE	SCALE (36"X48")	01 EIR 02/08/2018
LANDSCAPE DRAWINGS			
	HERITAGE TREES		
L1-00-100	HERITAGE TREE DISPOSITION SCHEDULE - INTERIM CONDITION	NTS	
L1-00-101	HERITAGE TREE DISPOSITION SCHEDULE - FINAL CONDITION	NTS	
L1-00-102	HERITAGE TREE DISPOSITION PLAN- INTERIM CONDITION	1"=60'	
L1-00-103	HERITAGE TREE DISPOSITION PLAN- FINAL CONDITION	1"=60'	•
L1-00-110	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-111	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-112	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-113	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-114	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-115	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-116	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-117	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-118	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-120	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-121	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-122	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-123	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-124	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-125	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-126	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-127	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-128	HERITAGE TREE DISPOSITION ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-130	HERITAGE TREE ARBORIST REPORT	NTS	
L1-00-131	HERITAGE TREE DATA - INTERIM CONDITION	NTS	
L1-00-132	HERITAGE TREE DATA - FINAL CONDITION	NTS	
	PROPOSED LANDSCAPE PLANS		
L1-00-200	PROPOSED LANDSCAPE MATERIALS + SITE ELEMENTS SCHEDULE - INTERIM CONDITION	NTS	
L1-00-201	PROPOSED LANDSCAPE MATERIALS + SITE ELEMENTS SCHEDULE - FINAL CONDITION	NTS	
L1-00-202	PROPOSED LANDSCAPE PLANTING IRRIAGATION, GRADING, DRAINAGE, SOILS SCHEDULE - INTERIM CONDITION	NTS	
L1-00-203	PROPOSED LANDSCAPE PLANTING IRRIAGATION, GRADING, DRAINAGE, SOILS SCHEDULE - FINAL CONDITION	NTS	
L1-00-204	PROPOSED LANDSCAPE OVERALL PLAN - INTERIM CONDITION	1"=60'	
L1-00-205	PROPOSED LANDSCAPE OVERALL PLAN - FINAL CONDITION	1"=60'	
L1-00-206	PROPOSED LANDSCAPE TREE PLAN - FINAL CONDITION	1"=60'	•
L1-00-210	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-211	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-212	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-213	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-214	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-215	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-216	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-217	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-218	PROPOSED LANDSCAPE ENLARGEMENT PLAN - INTERIM CONDITION	1"=20'	
L1-00-220	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-221	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-222	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-223	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-224	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-225	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-226	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-227	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
L1-00-228	PROPOSED LANDSCAPE ENLARGEMENT PLAN - FINAL CONDITION	1"=20'	
SITE / SURVEY DRAWINGS			
Y1-00-001	PROJECT SITE EXISTING BUILDING		
Y1-00-002	ALTA SURVEY (ON SITE & OFF SITE)		
Y1-00-003	EXISTING LAND USE DIAGRAM / AREA OF USE / CTF BUILDING LOCATION		
Y1-01-004	EXISTING BUILDING MPK 47		
Y1-02-005	EXISTING BUILDING MPK 50		
Y1-03-006	EXISTING BUILDING MPK 40		
Y1-04-007	EXISTING BUILDING MPK 43		
Y1-05-008	EXISTING BUILDING MPK 46		
Y1-06-009	EXISTING BUILDING MPK 48		
Y1-07-010	EXISTING BUILDING MPK 49		
Y1-08-011	EXISTING BUILDING MPK 51		
Y1-09-012	EXISTING BUILDING MPK 52		
Y1-10-013	EXISTING BUILDING MPK 53		
Y1-11-014	EXISTING BUILDING MPK 57		
Y1-12-015	EXISTING BUILDING MPK 58		
Y1-13-016	EXISTING BUILDING MPK 59		
Y1-14-017	EXISTING BUILDING MPK 42		
Y1-15-018	EXISTING BUILDING MPK 44		
Y1-16-019	EXISTING BUILDING MPK 45		
Y1-17-020	EXISTING BUILDING MPK 55		
Y1-18-021	EXISTING BUILDING MPK 56		
Y1-19-022	EXISTING BUILDING MPK 41		
Y1-20-023	EXISTING BUILDING MPK 54		
Y1-21-024	MATRIX EXISTING BLDGS: DATE OF CONSTRUCTION /COVERAGE OF THE PROJECT SITE		

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

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DUMBARTON RAIL CORRIDOR

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SCALE 1/64" = 1' - 0" DATE 2/8/2018

EIR DRAWING LIST

DRAWING TITLE

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WILLOW VILLAGE MASTER PLAN
PROJECT DATA SHEET

O-B Zone Area (SF)	1,992,700
EMU-2 Zone Area (SF)	78,850
Dedicated Public Right of Way	185,249
SITE AREA TOTAL (SF)	**2,256,800**
Proposed Building Coverage (SF)	1,024,338
Proposed Building Coverage (%)	45%
MUL1, 1.2, 1.3 (Mixed Use Residential) (GFA)	452,845
MUC-Mixed Use Non-rental (GFA)	251,945
MUR1, 1.2, 2.1 (Mixed Use Residential) (GFA)	203,477
MUM-1, 1.2, 1.3, 1.4 (Mixed Use Residential) (GFA)	324,939
MUM-1, 1.3, 3.1 (Mixed Use Residential) (GFA)	107,431
O1 (Office) (GFA)	180,000
O2 (Office) (GFA)	210,000
O3 (Office) (GFA)	225,000
O4 (Office) (GFA)	170,000
O5 (Office) (GFA)	231,000
O6 (Office) (GFA)	136,000
O7 (Office) (GFA)	240,000
O8 (Office) (GFA)	194,000
O9 (Office) (GFA)	165,000
RW (Retail/Public Realm), O-B Zone (GFA)	49,000
HI (Hotel+ Commercial) O-B Zone (GFA)	150,000
Total Proposed Office (GFA)	1,760,000
Total Proposed Residential (GFA)	1,769,692
Total Proposed Retail/Non-Office (GFA)	199,000
Total Proposed Cultural (GFA)	45,000
Total Proposed Hotel (GFA)	150,000
Total Proposed GFA	**3,923,692**
R (Office Parking Garage) (Spaces)	1,900
Cultural/Visitors Center Below Ground Parking (Spaces)	100
Hotel Below Ground Parking (Spaces)	175
MUR + MUC Parking (Spaces)	1,800
MUL Parking (Spaces)	200
MUM Parking (Spaces)	400
MUR Parking (Spaces)	814
On-Street Public Parking	70
Total Parking Spots	**5,459**

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O'BRIEN DR

KEY PLAN

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PROJECT DATA SHEET

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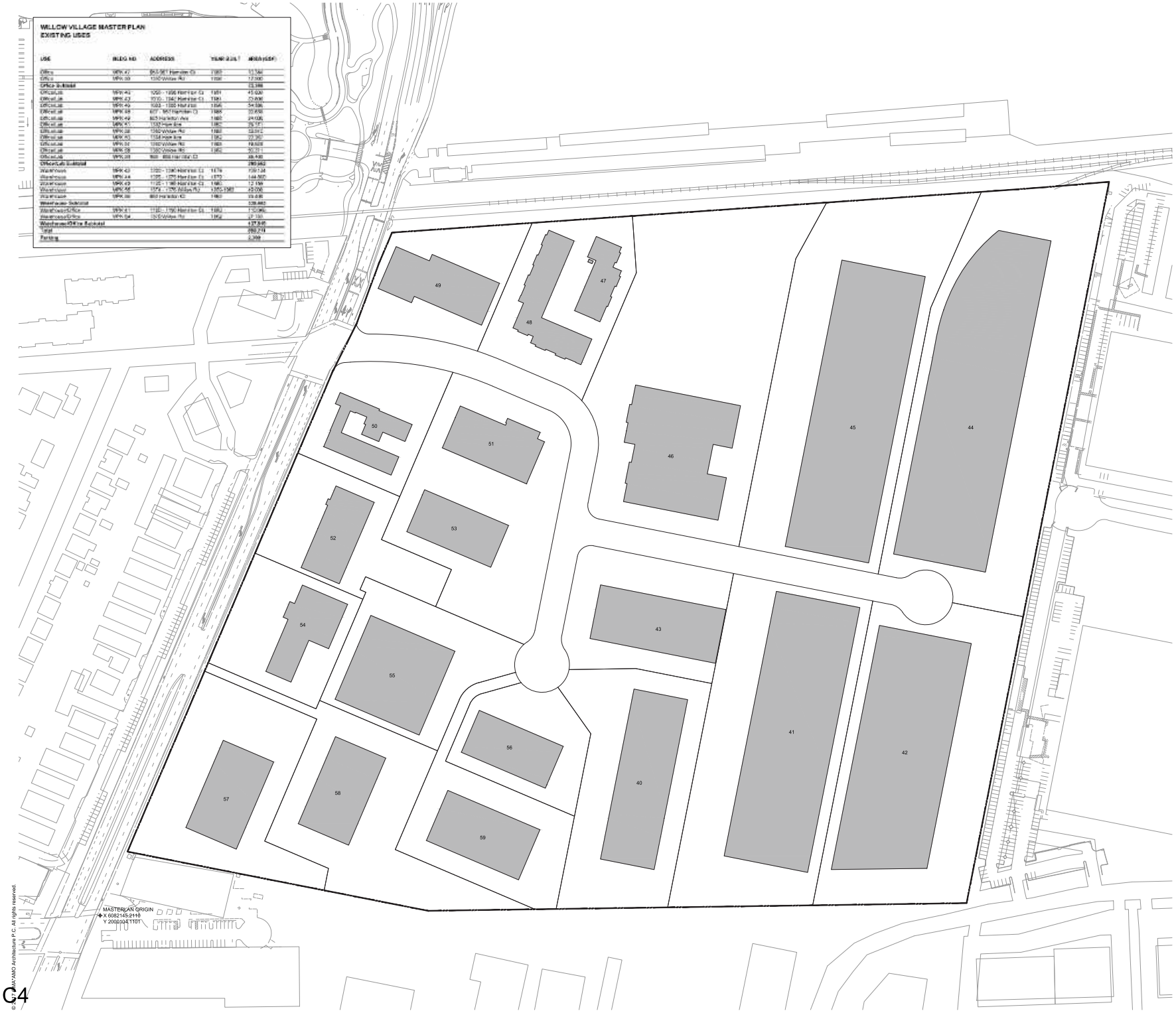

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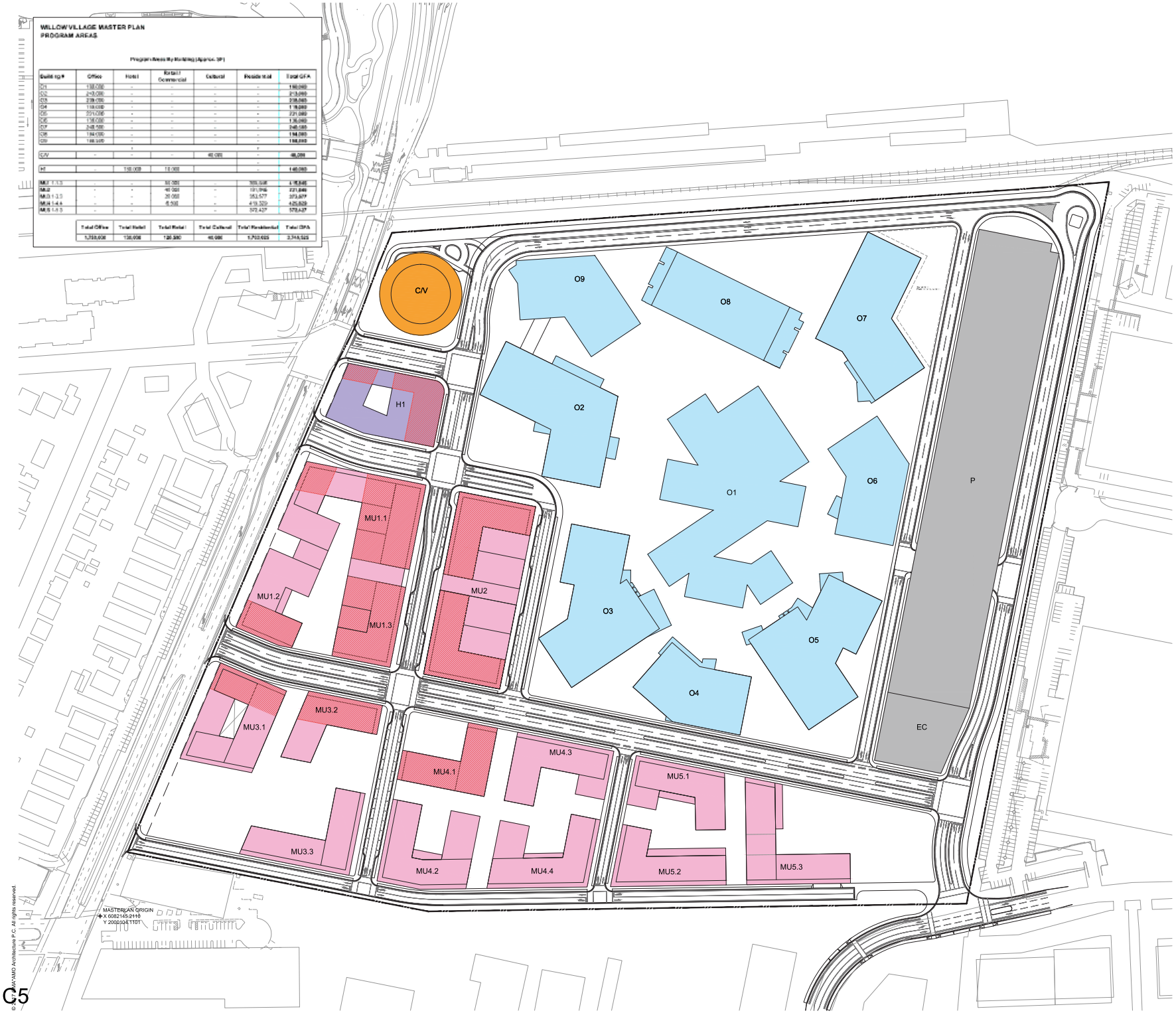

WILLOW VILLAGE MASTER PLAN
PROGRAM AREAS

Program Areas By Building (Approx. SF)

Building #	Office	Hotel	Retail/ Commercial	Cultural	Residential	Total GFA
O1	158,000	-	-	-	-	158,000
O2	243,000	-	-	-	-	243,000
O3	239,000	-	-	-	-	239,000
O4	118,000	-	-	-	-	118,000
O5	221,000	-	-	-	-	221,000
O6	136,000	-	-	-	-	136,000
O7	240,000	-	-	-	-	240,000
O8	194,000	-	-	-	-	194,000
O9	188,000	-	-	-	-	188,000
C/V	-	-	-	40,000	-	40,000
H1	-	150,000	10,000		-	160,000
MU1.1,3,5	-	-	50,000	-	355,000	405,000
MU2	-	-	40,000	-	181,946	221,946
MU3.1,3,5	-	-	20,000	-	353,677	373,677
MU4.1,4,4	-	-	6,500	-	419,329	425,829
MU5.1,4,5	-	-		-	372,427	372,427

Total Office	Total Hotel	Total Retail	Total Cultural	Total Residential	Total GFA
1,739,000	150,000	126,500	40,000	1,702,029	3,744,529

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C5

PROJECT
WILLOW VILLAGE MASTER PLAN
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PROGRAM AREAS

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160 W SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR
WILLOW RD
ADAMS CT
O'BRIEN DR
KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
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SCALE 1/64" = 1' - 0" DATE 2/8/2018

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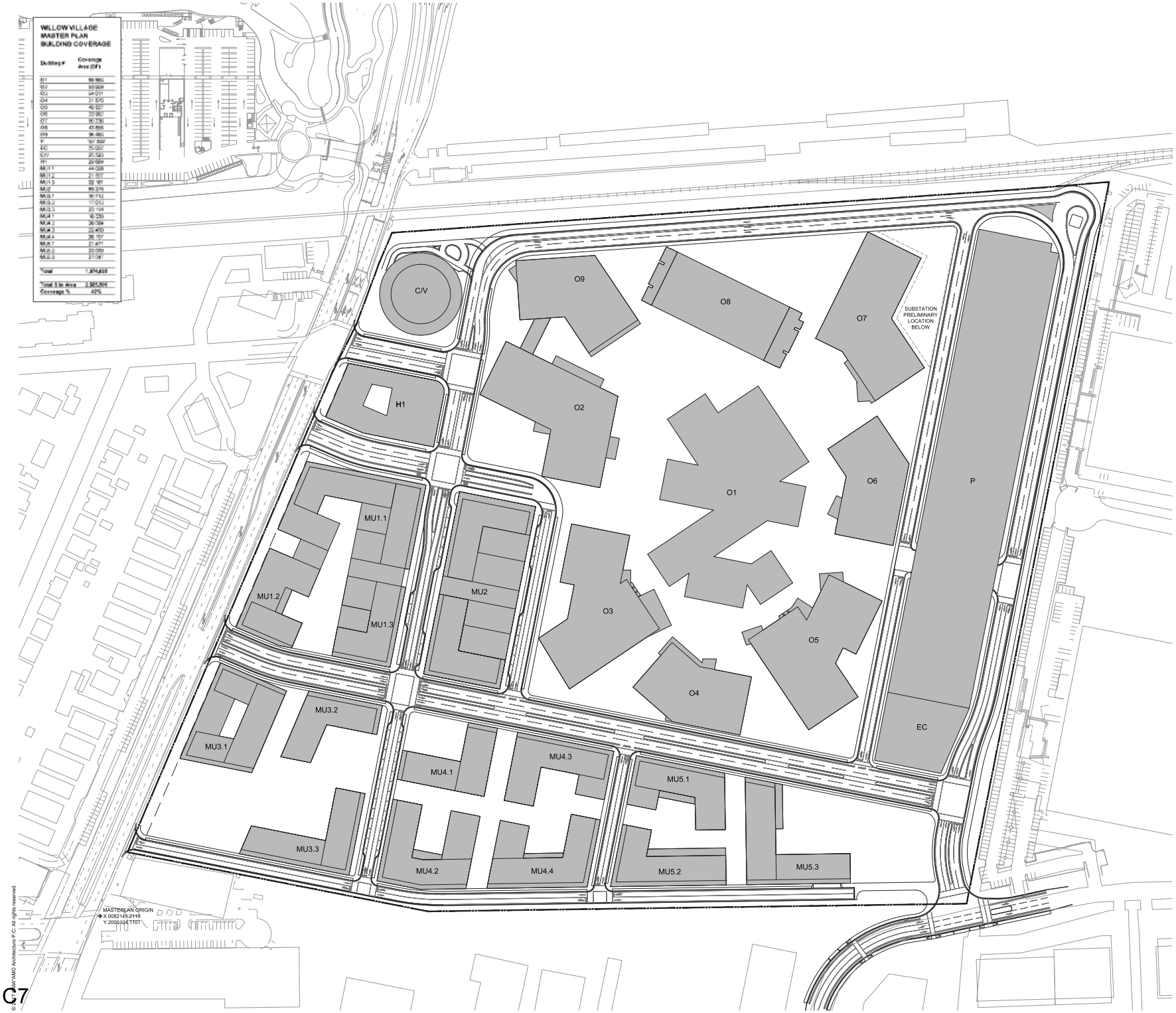

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C7

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
PENINSULA INNOVATION PARTNERS, LLC
1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
180 VARICK ST, SUITE 1328
NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
SAN FRANCISCO, CA 94108 T. 415.677.7300

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144 SAN MATEO DRIVE
SAN MATEO, CA 94401 T.650.344.9901

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160 W SANTA CLARA STREET, SUITE 675
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NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

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00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

BUILDING COVERAGE

DRAWING TITLE

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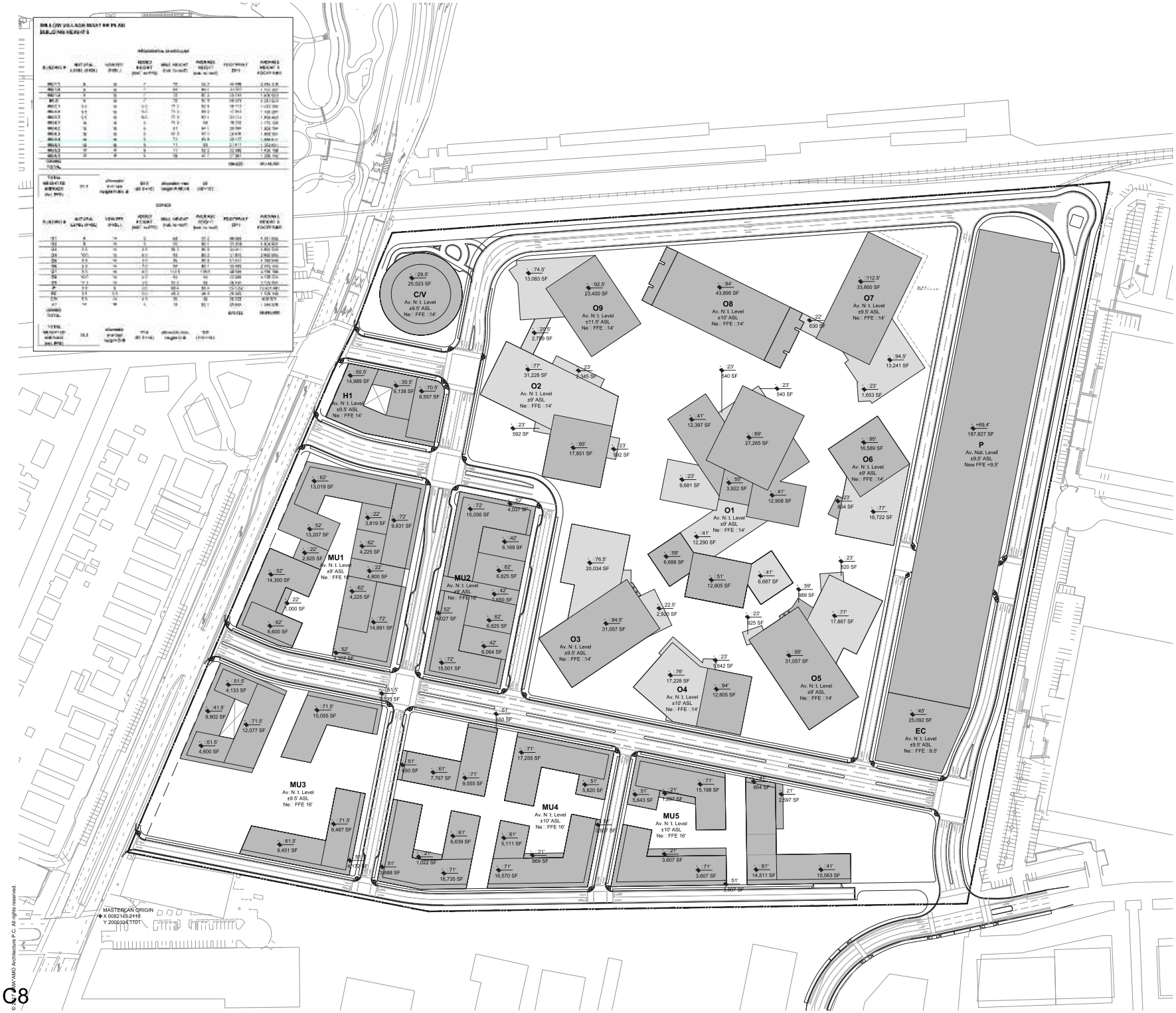

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C8

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ATELIER TEN
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444 BRYANT STREET
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NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

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KEY PLAN

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00000000 36"X48" OMA
PROJ. NO. FORMAT DRAWN BY

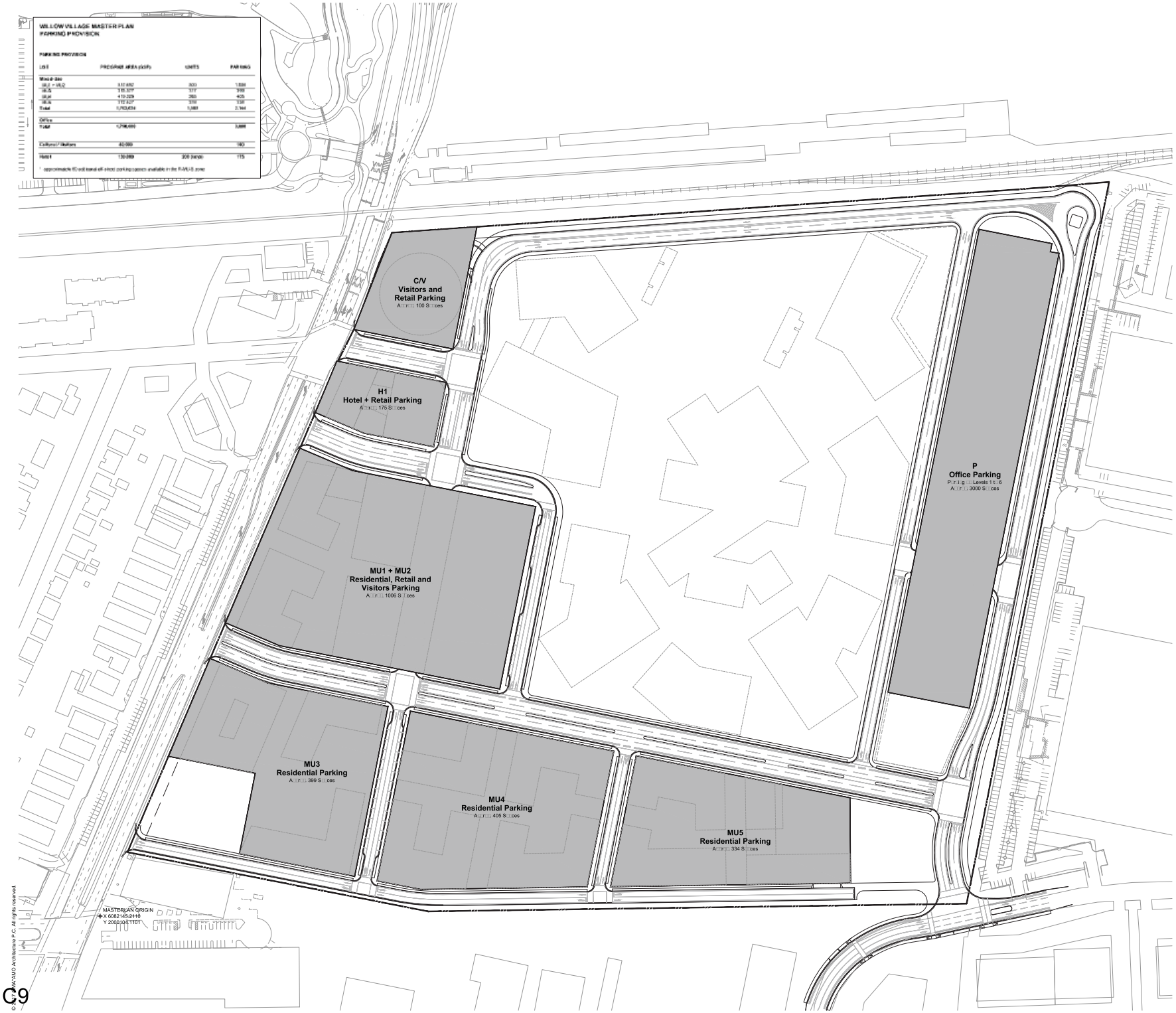
SCALE 1/64" = 1' - 0" DATE 2/8/2018

BUILDING HEIGHTS

DRAWING TITLE

A0-00-108

DRAWING NUMBER



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PROJECT
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444 BRYANT STREET
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ADAMS CT
O'BRIEN DR
KEY PLAN

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00000000 | 36"X48" | OMA
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PARKING
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A0-00-109
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C10

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ADAMSON ASSOCIATES, INC.
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PACIFIC PALISADES, CA 90272 T.310.230.0088

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FORELL/ELSESSER ENGINEERS, INC.
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NO.	ISSUE	DATE	COMMENTS
01	02 / 08 / 2018		EIR PLAN

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WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

STAMP
00000000 36"X48" OMA
PROJ. NO. FORMAT DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

OPEN SPACE

DRAWING TITLE

A0-00-110

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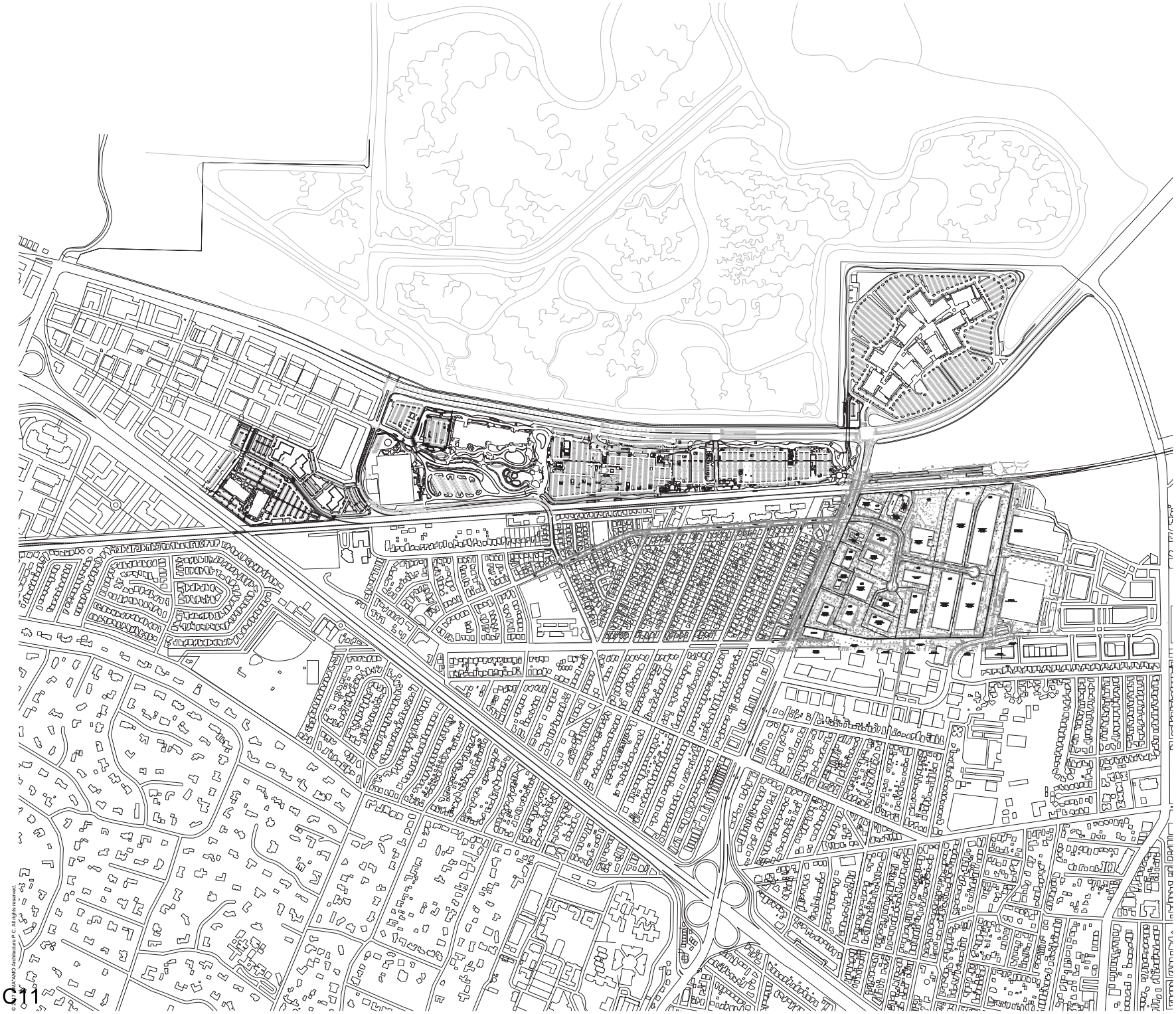

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
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1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

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NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

KEY PLAN

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00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1" = 300' - 0" DATE 2/8/2018

EXISTING REGIONAL PLAN

DRAWING TITLE

A1-00-001

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OMA*AMO ARCHITECTURE
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ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
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MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
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FREYER & LAURETA
144 SAN MATEO DRIVE
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TRANSPORTATION
MOBILITY IN CHAIN
174-176 FIFTH AVENUE, SUITE 603
NEW YORK, NY 10010

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SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD

ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000 | 36"X48" | OMA
PROJ. NO. | FORMAT | DRAWN BY

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PROPOSED REGIONAL PLAN

DRAWING TITLE

A1-00-002

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DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
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NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
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FREYER & LAURETA
144 SAN MATEO DRIVE
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TRANSPORTATION
MOBILITY IN CHAIN
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NEW YORK, NY 10010

FEHR & PEERS
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
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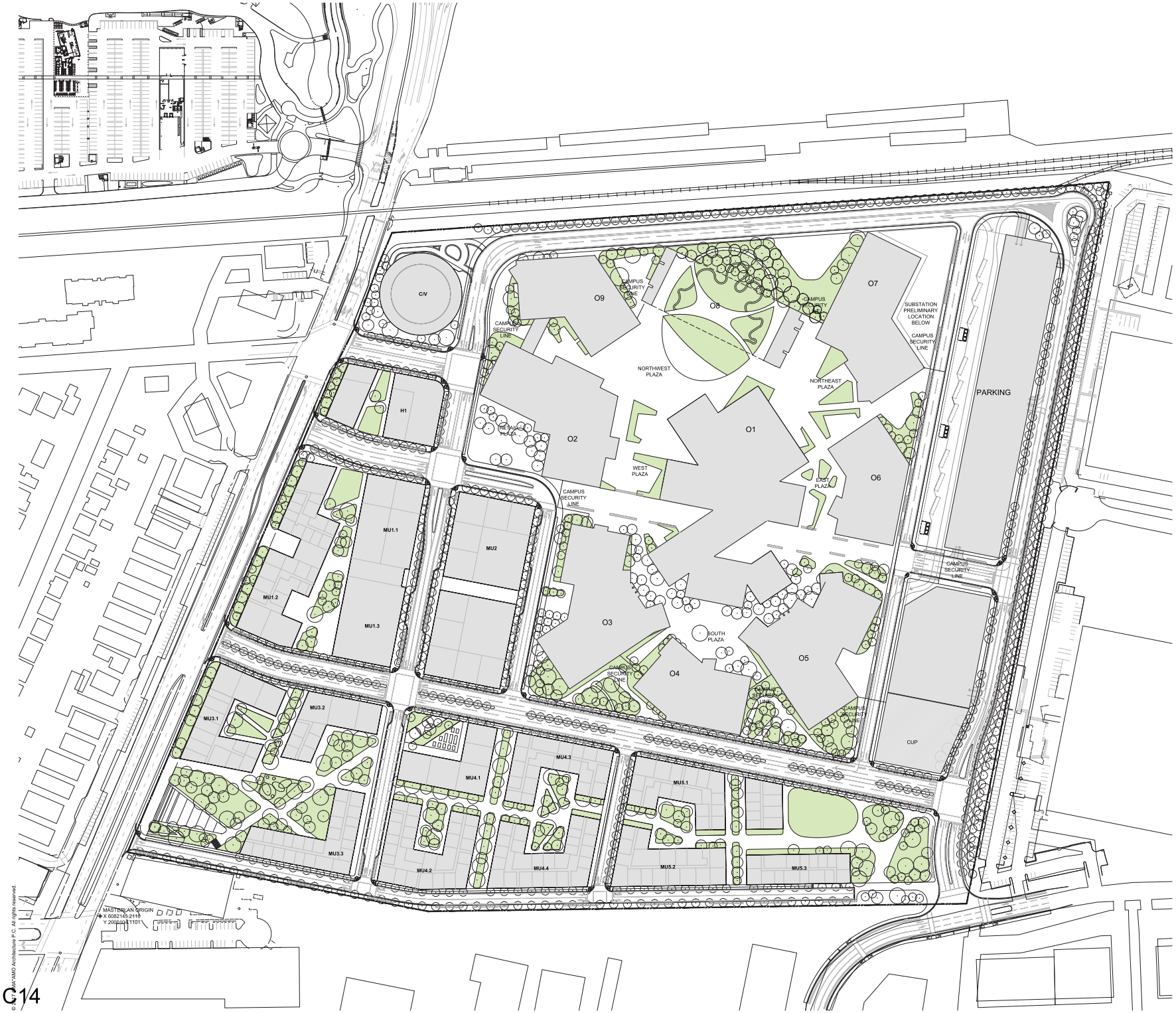
SCALE 1/64" = 1' - 0" DATE 2/8/2018

EXISTING SITE PLAN

DRAWING TITLE

A1-00-003

DRAWING NUMBER



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PROJECT
WILLOW VILLAGE MASTER PLAN
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NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED SITE PLAN

DRAWING TITLE

A1-00-004

DRAWING NUMBER

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KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

OVERALL BUILDING ROOF PLAN

DRAWING TITLE

A2-00-006

DRAWING NUMBER

LEGEND

- BUILDING LINE
- PROPERTY LINE
- PARCEL LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- CENTER LINE
- CONCRETE CURB
- EDGE OF PAVEMENT
- ELECTRIC BOX
- TRANSFORMER
- TELEPHONE BOX
- COMMUNICATION BOX
- TELEVISION BOX
- UTILITY BOX
- COMMUNICATION MANHOLE
- POST INDICATOR VALVE
- AUTO SPRINKLER
- BLOW OFF VALVE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- GAS VALVE
- GAS METER
- CLEAN OUT
- SANITARY SEWER/ STORM DRAIN MANHOLE
- SANITARY SEWER PUMP STATION
- SANITARY SEWER
- GAS
- ELECTRIC
- WATER
- STORM DRAIN
- TELEPHONE
- AT&T
- COMMUNICATION
- FENCE LINE
- TOP OF CURB — TC
- EDGE OF PAVEMENT — EP
- FLOW LINE — FL
- CONCRETE — CONC
- TOP OF BANK — TOP
- TOE OF BANK — TOE
- DRAIN INLET — DI
- CATCH BASIN
- STREET LIGHT
- STOP LIGHT
- RAIL ROAD ARM
- POWER POLE/ JOINT POLE
- SIGN
- MONUMENT WELL
- SURVEY CONTROL POINT
- DETECTOR

NOTES

1. TOPOGRAPHIC SURVEY PERFORMED BY KIER & WRIGHT DATED MAY 2017 WITH SUPPLEMENTAL SURVEY PERFORMED BY FREYER & LAURETA, DATED 11/07/2017.
2. BENCHMARK: BRASS DISK IN CONCRETE POST, STAMPED "W150". 575'± SOUTHWEST OF THE INTERSECTION OF WILLOW ROAD AND HIGHWAY 84, 90'± WEST OF THE CENTERLINE OF WILLOW ROAD, 15'± NORTH OF THE NORTHERLY RAIL OF THE RAILROAD TRACKS. ELEVATION= 9.67 (NAVD88)
3. BASIS OF BEARINGS: THE BEARING OF NORTH 10° 03' 20" EAST TAKEN ON THE MONUMENT LINE OF HAMILTON AVENUE AS SHOWN ON THAT CERTAIN SUBDIVISION MAP OF MENLO INDUSTRIAL CENTER FILED FOR RECORD ON OCTOBER 1, 1979, IN BOOK 99 OF SUBDIVISION MAPS AT PAGE 81, OFFICIAL RECORDS OF SAN MATEO COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

SCALE 0 30' 60' 120'

SCALE

DATE

C16

UMBER

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025

OWNER
FACEBOO
166 JEFFERSON
MENLO PARK, CA 94025
T.

DESIGN ARCHITECT
OMA
OMA'AMO ARCHITECTURE
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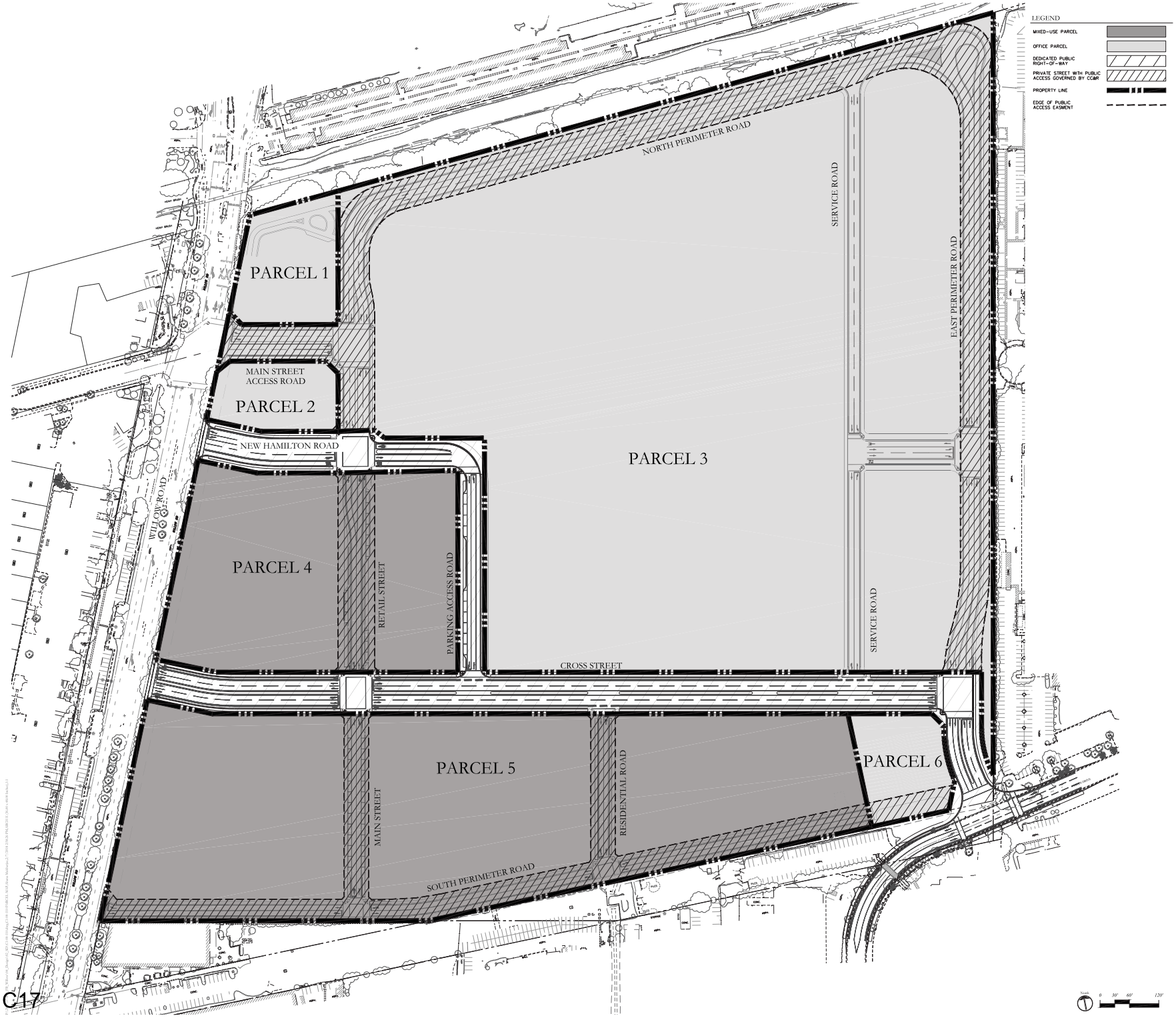

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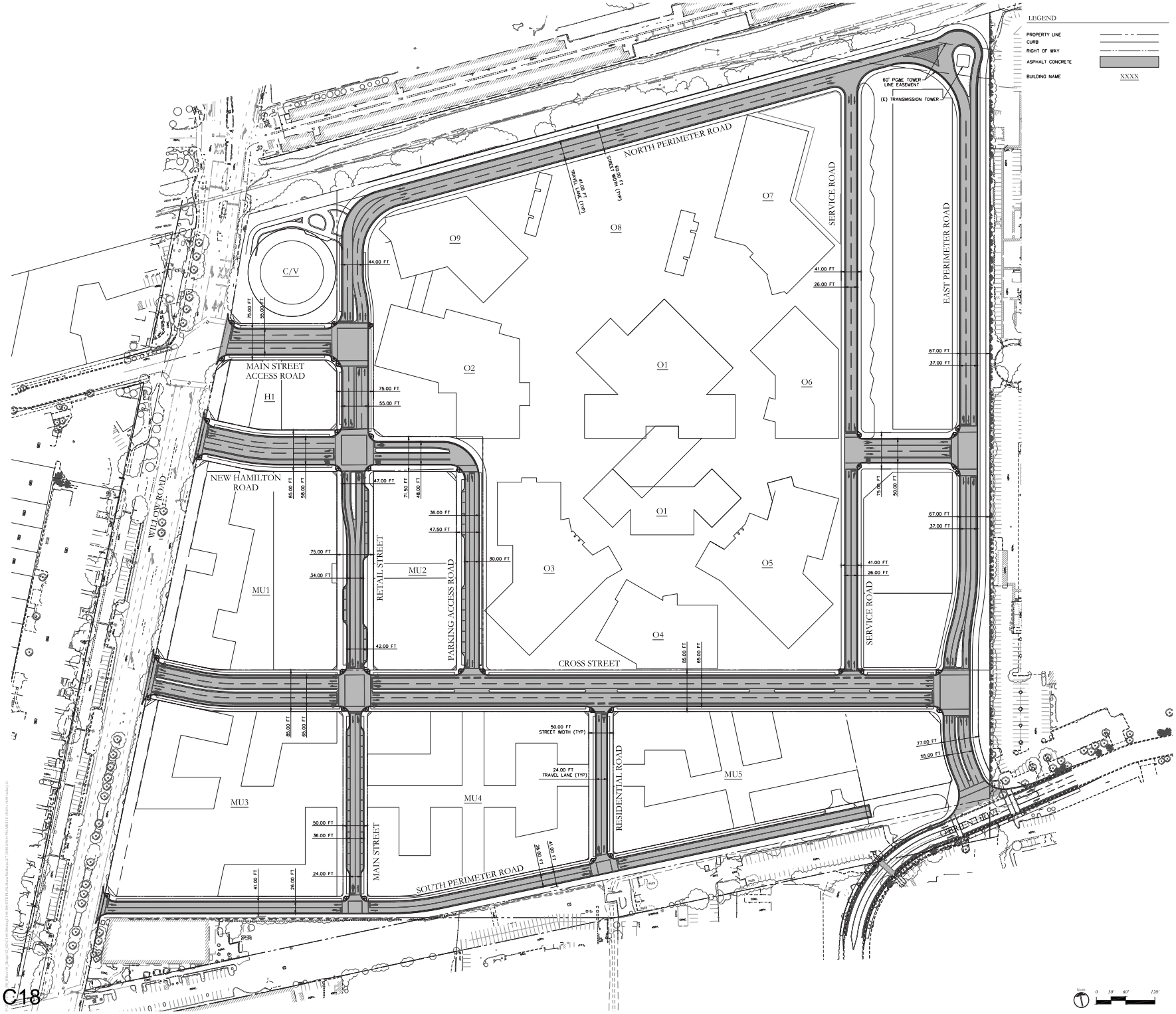

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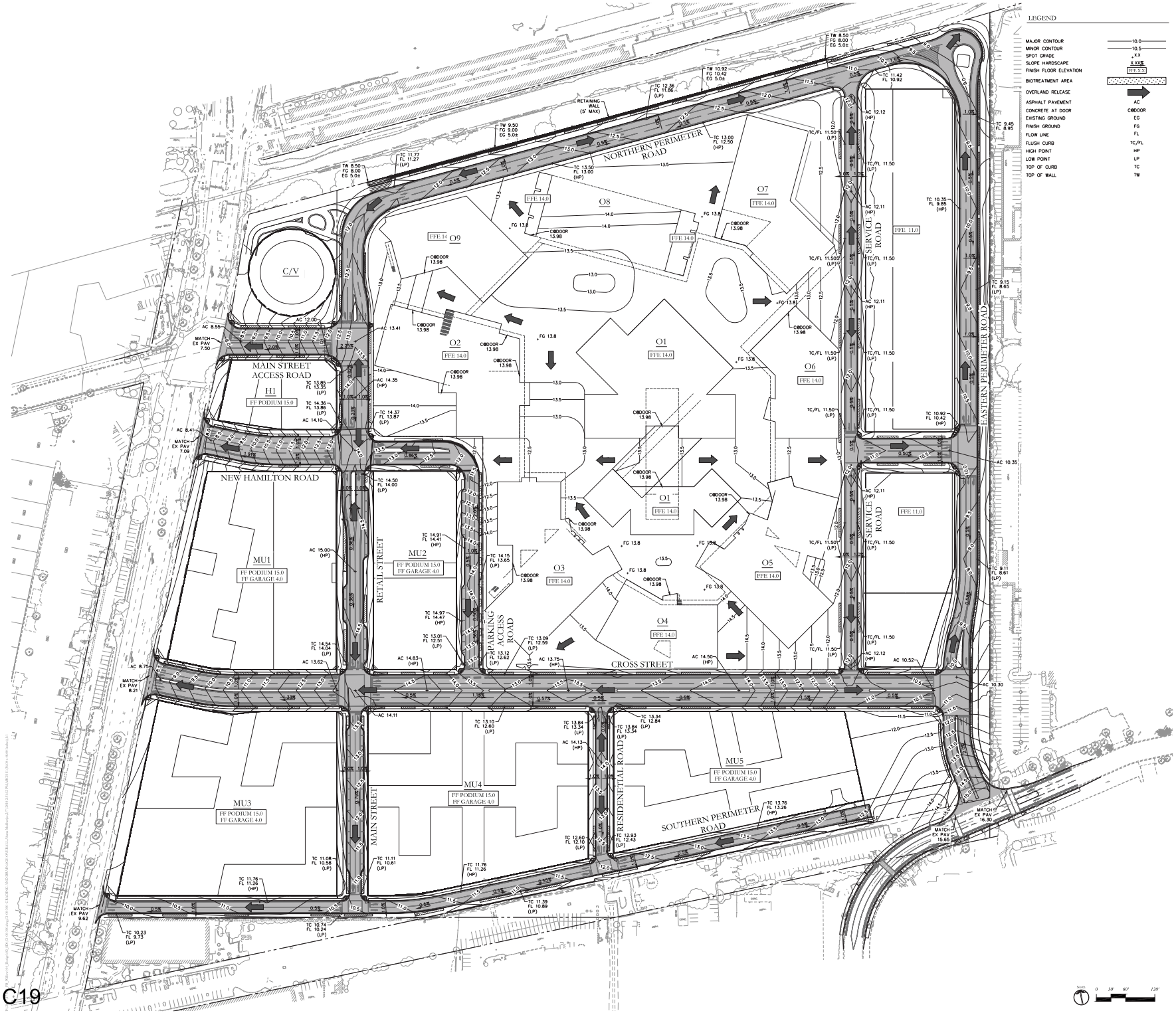

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01 TYPICAL ROADWAY BIOTREATMENT AREA
SCALE: NTS

C20

DRAINAGE MANAGEMENT AREA SUMMARY TABLE

	DMA ID	DMA AREA (SF)	REQUIRED TREATMENT AREA* (SF)	PROVIDED TREATMENT AREA (SF)
OFFICE BUILDINGS	DMA O1	103,100	4,124	4,124
	DMA O2	53,009	2,120	2,120
	DMA O3	54,039	2,162	2,162
	DMA O4	31,876	1,275	1,275
	DMA O5	51,481	2,059	2,059
	DMA O6	33,983	1,359	1,359
	DMA O7	48,720	1,949	1,949
	DMA O8	44,097	1,764	1,764
	DMA O9	36,480	1,459	1,459
	DMA O10	424,514	10,188	10,188
	DMA O11	20,354	489	489
	DMA V1	25,523	1,021	1,021
	DMA V2	23,959	575	575
RESIDENTIAL BUILDINGS	DMA H	35,424	1,417	1,417
	DMA R1.1	44,098	1,764	1,764
	DMA R1.2	21,553	862	862
	DMA R1.3	22,181	887	887
	DMA R1.4	48,555	1,165	1,165
	DMA R2.1	32,857	1,314	1,314
	DMA R2.2	32,045	1,282	1,282
	DMA R2.3	5,222	125	125
	DMA R3.1	25,702	1,028	1,028
	DMA R3.2	17,056	682	682
	DMA R3.3	23,114	925	925
	DMA R3.4	106,013	2,544	2,544
	DMA R4.1	18,330	733	733
	DMA R4.2	28,084	1,123	1,123
	DMA R4.3	22,108	884	884
	DMA R4.4	26,158	1,046	1,046
	DMA R4.5	52,920	1,270	1,270
	DMA R4.6	11,331	272	272
	DMA R5.1	21,478	859	859
	DMA R5.2	23,090	924	924
	DMA R5.3	27,230	1,089	1,089
	DMA R5.4	26,237	630	630
	DMA R5.5	52,333	1,256	1,256
PARKING	DMA P1	70,450	2,818	2,818
	DMA P2	69,653	2,786	2,786
	DMA P3	76,653	3,066	3,066
ROADS	DMA SP1	14,899	596	596
	DMA SP2	17,487	699	699
	DMA SP3	29,585	1,183	1,183
	DMA SP4	14,857	594	594
	DMA MS1	14,602	584	584
	DMA MS2	4,969	199	199
	DMA MS3	15,105	604	604
	DMA MS4	16,563	663	663
	DMA MS5	7,421	297	297
	DMA MS6	26,770	1,071	1,071
	DMA CS1	36,367	1,455	1,455
	DMA CS2	17,000	680	680
	DMA CS3	20,188	808	808
	DMA CS4	29,750	1,190	1,190
	DMA CS5	36,453	1,458	1,458
	DMA PA1	9,272	371	371
	DMA PA2	9,228	369	369
	DMA PA3	7,074	283	283
	DMA NH1	25,257	1,010	1,010
	DMA NH2	16,656	666	666
	DMA NH3	17,783	711	711
	DMA RR1	10,240	410	410
	DMA RR2	5,275	211	211
	DMA MA1	23,190	928	928
	DMA SR1	9,909	396	396
	DMA SR2	9,913	397	397
	DMA SR3	4,980	199	199
	DMA SR4	9,918	397	397
	DMA SR5	9,909	396	396
	DMA SR6	11,968	479	479
	DMA NP1	27,137	1,085	1,085
	DMA NP2	22,371	895	895
	DMA NP3	53,768	2,151	2,151
	DMA EP1	66,713	2,669	2,669
	DMA EP2	29,866	1,195	1,195
	DMA EP3	12,098	484	484

NOTES

1. BIOTREATMENT AREAS ARE SIZED USING THE 4% RULE PER SAN MATEO COUNTY C.3 REQUIREMENTS.
2. ALL SITE DMAs IN THE OFFICE AND RESIDENTIAL PARCELS ARE ASSUMED TO BE 60% HARDSCAPE AND 40% LANDSCAPE.
3. ALL LANDSCAPE AREAS SHALL BE SELF-TREATING.
4. BUILDINGS AND ROADS ARE ASSUMED TO BE 100% IMPERVIOUS FOR SCHEMATIC DESIGN SIZING.

LEGEND

STREET DRAINAGE MANAGEMENT AREA (DMA)
SITE DMA
BUILDING DMA
BIOTREATMENT AREA

SCALE: 0 30' 60' 120'

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STORM WATER MANAGEMENT PLAN
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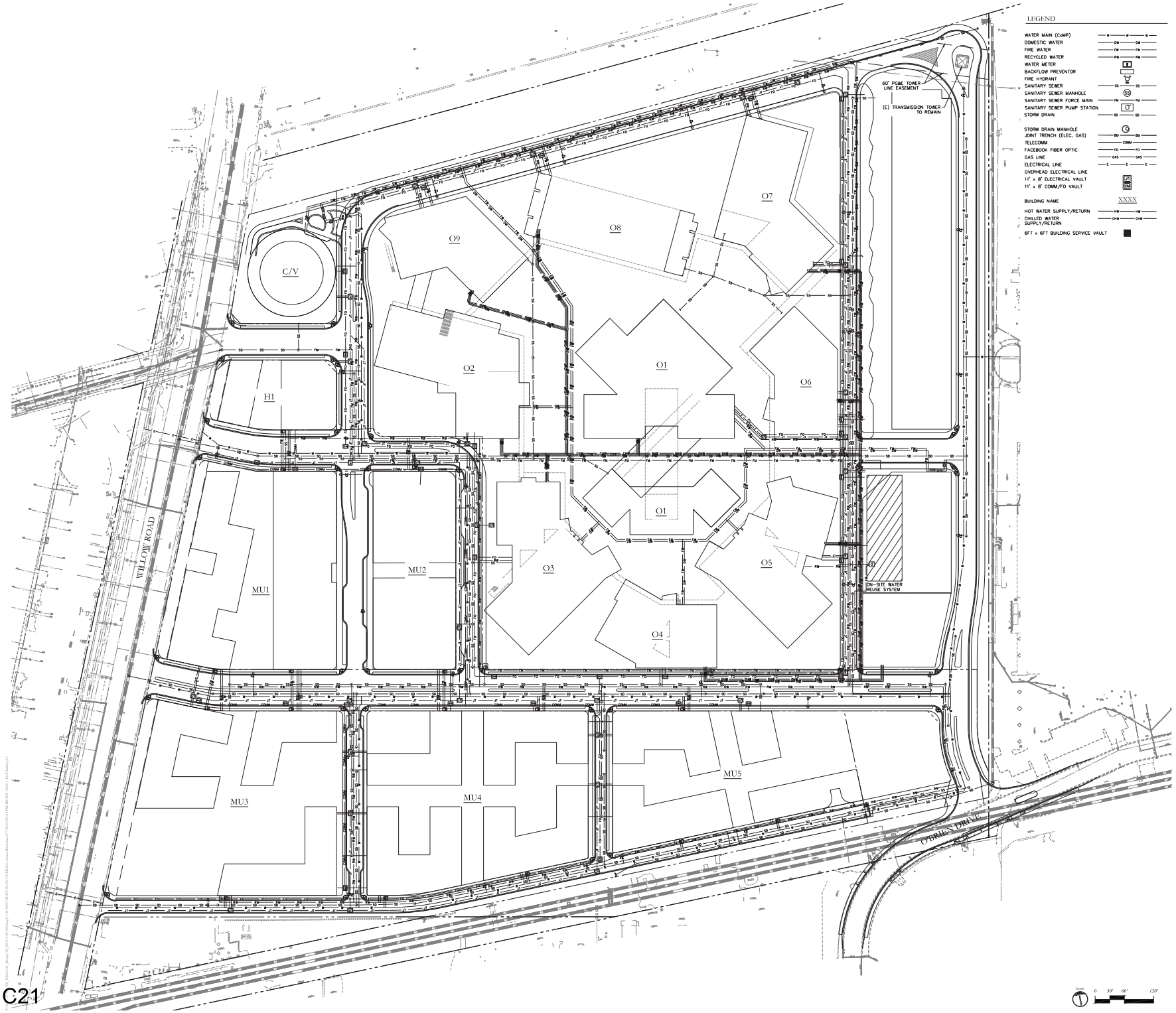

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UTILITY PLAN-OVERALL

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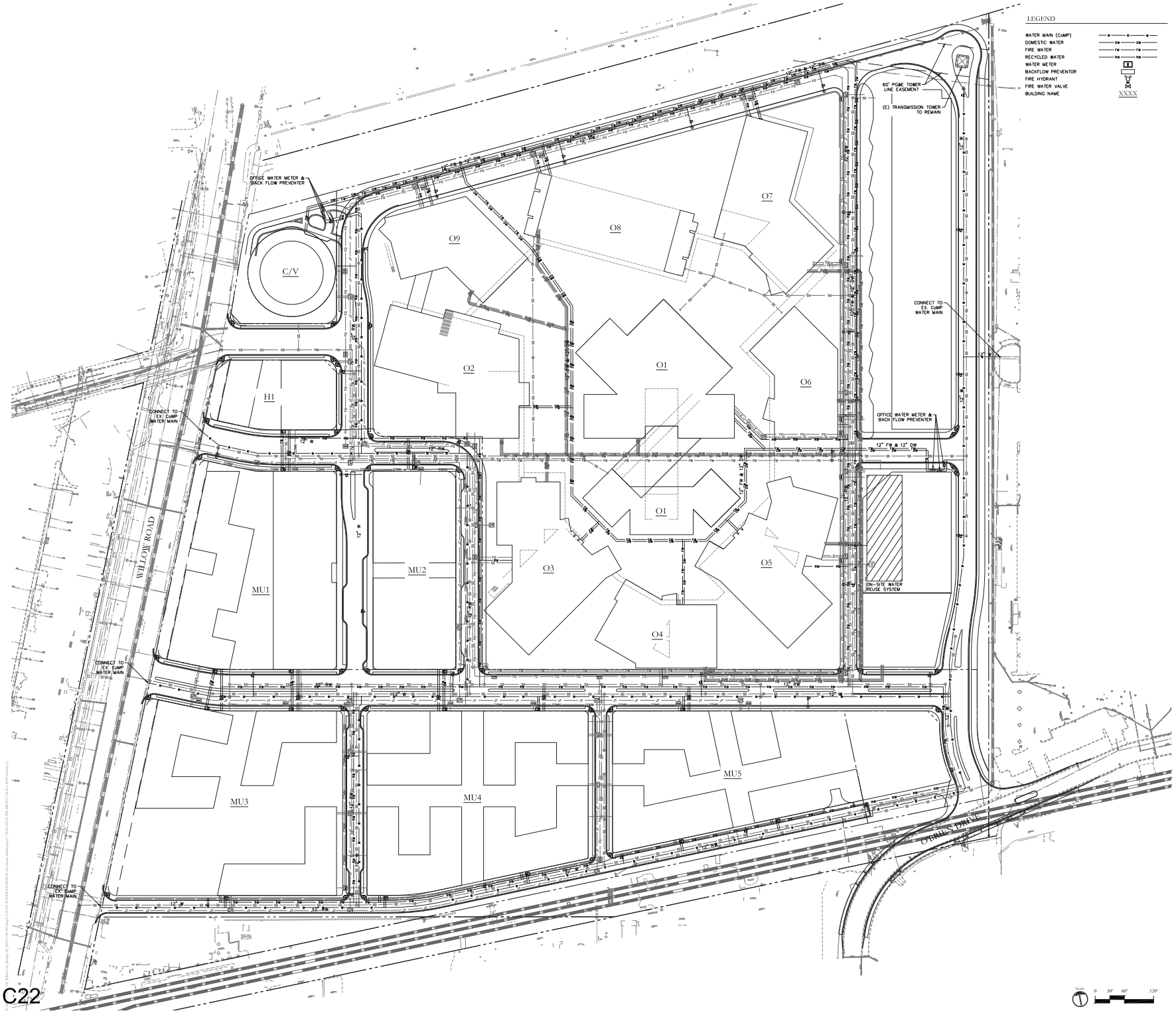

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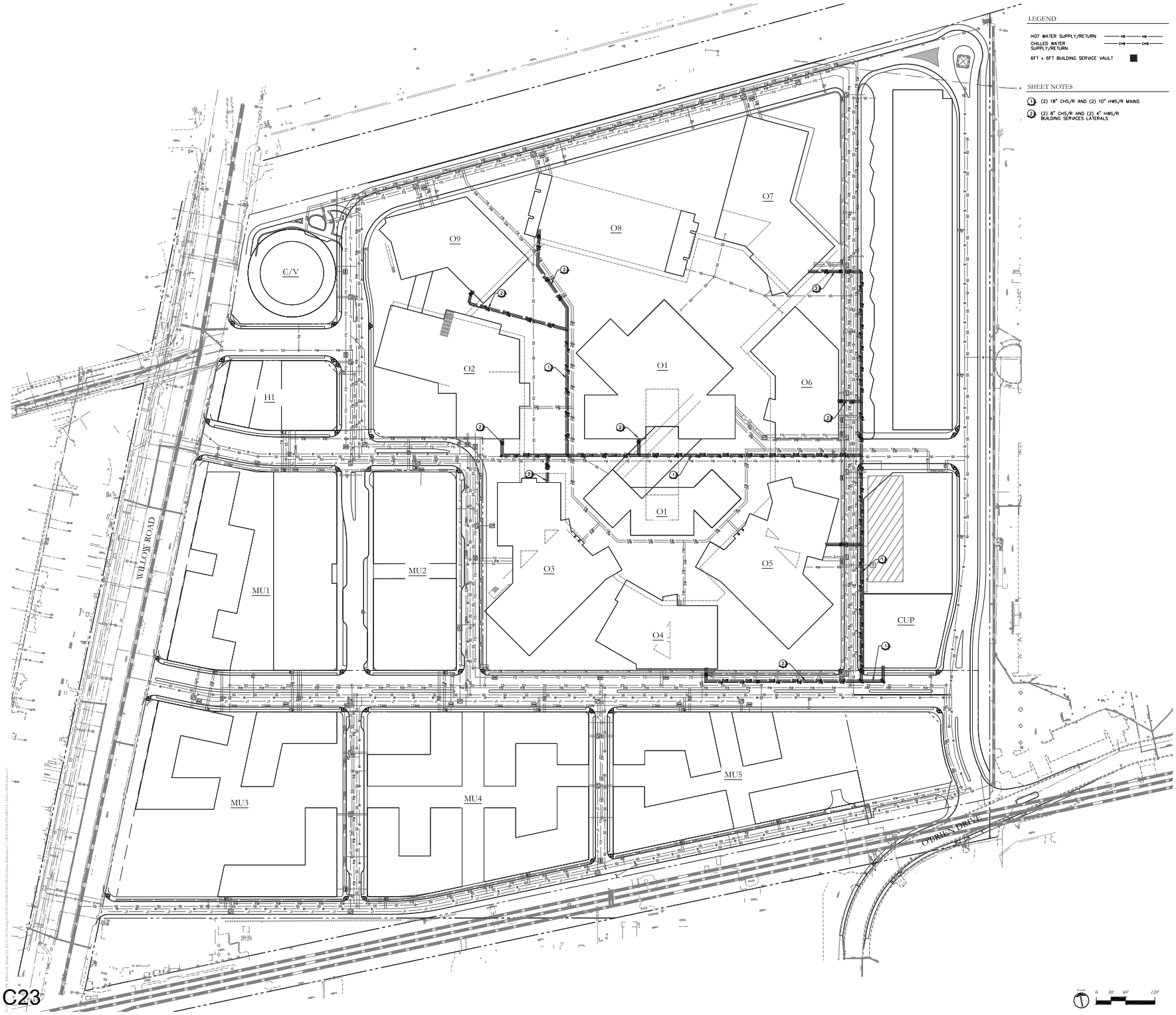

LEGEND

HOT WATER SUPPLY/RETURN — HS — HR

CHILLED WATER SUPPLY/RETURN — CHS — CHR

6FT x 6FT BUILDING SERVICE VAULT

SHEET NOTES

1. (2) 18" CHS/R AND (2) 10" HWS/R MAINS
2. (2) 8" CHS/R AND (2) 4" HWS/R BUILDING SERVICES LATERALS

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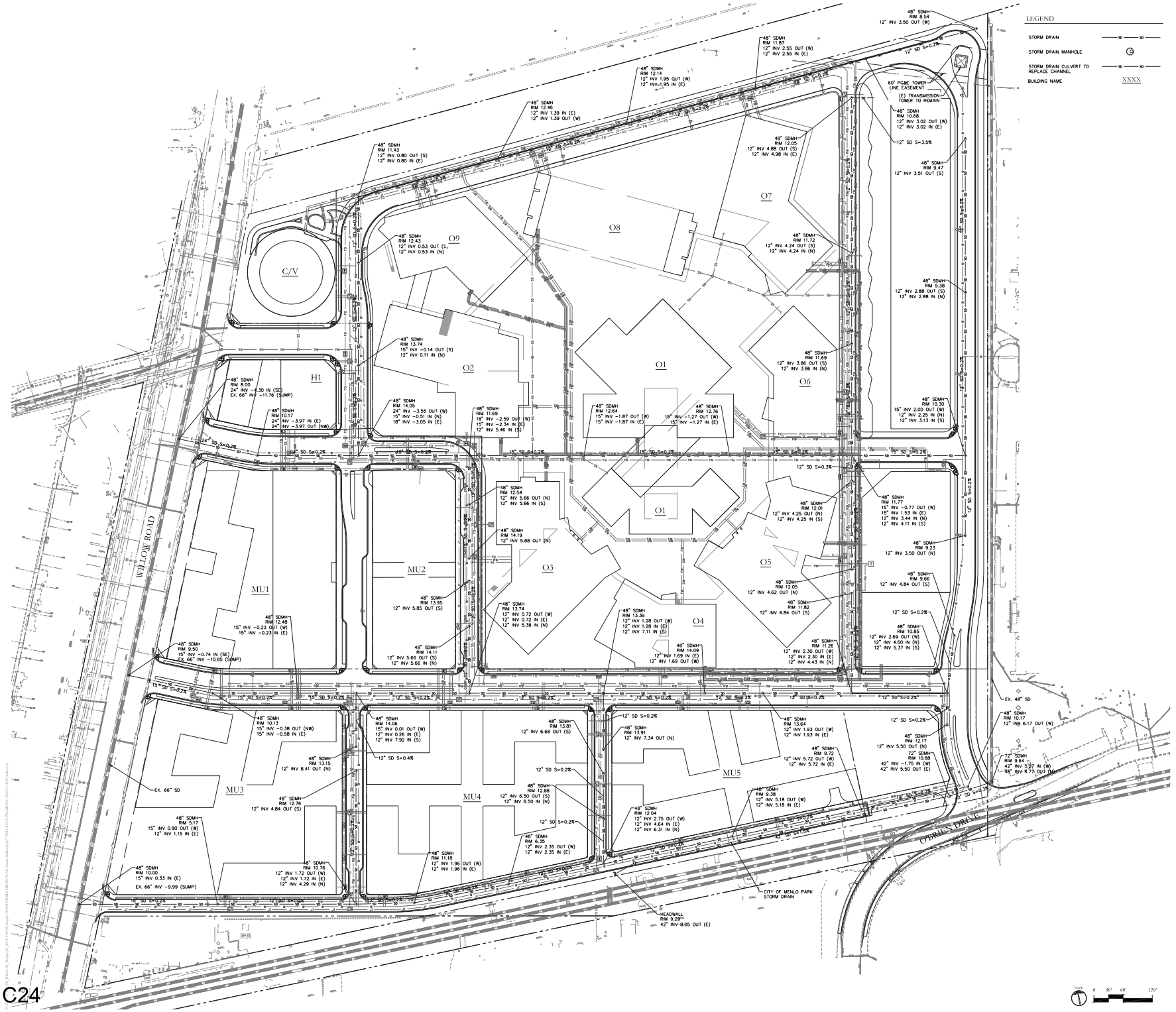

C24

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025

OWNER
FACEBOOK
166 JEFFERSON
MENLO PARK, CA 94025

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DUMBARTON RAIL CORRIDOR

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STORM DRAIN PLAN

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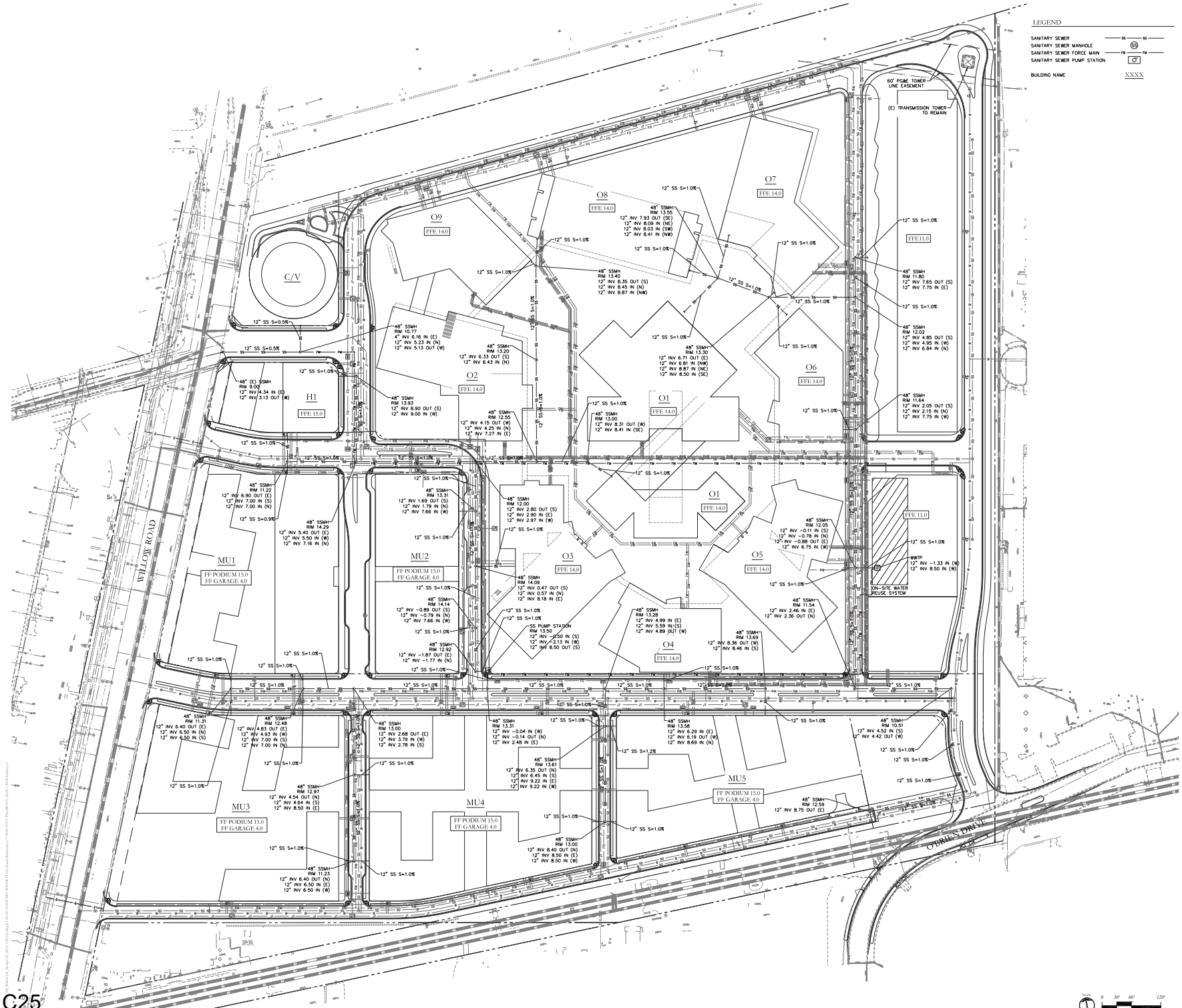

C25

0 30' 60' 120'

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17-084	36"X48"	SHERWOOD
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SANITARY SEWER PLAN

DRAWING TITLE

C1-00-651

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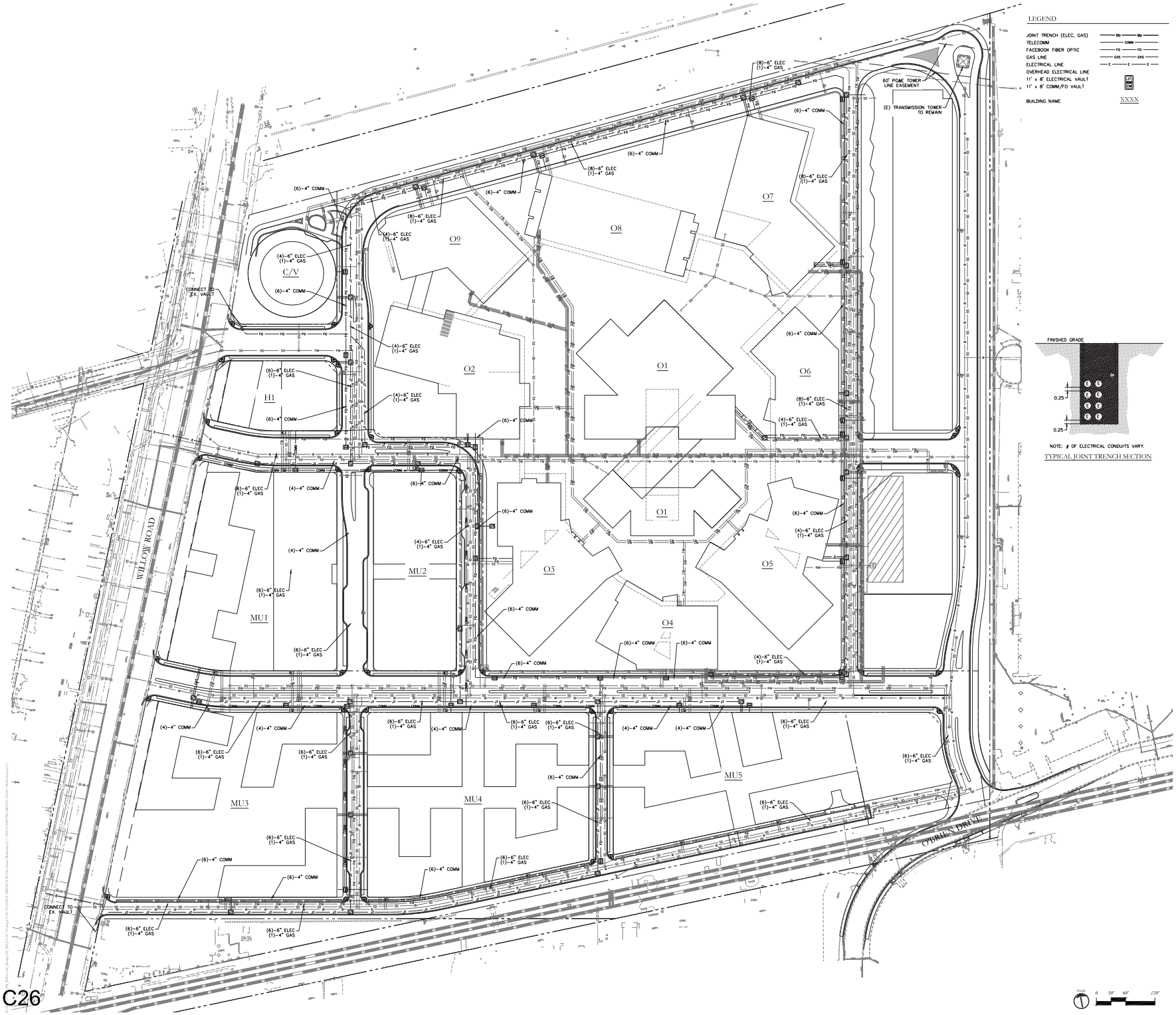

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17-084	36"X48"	SHERWOOD
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JOINT TRENCH PLAN

DRAWING TITLE

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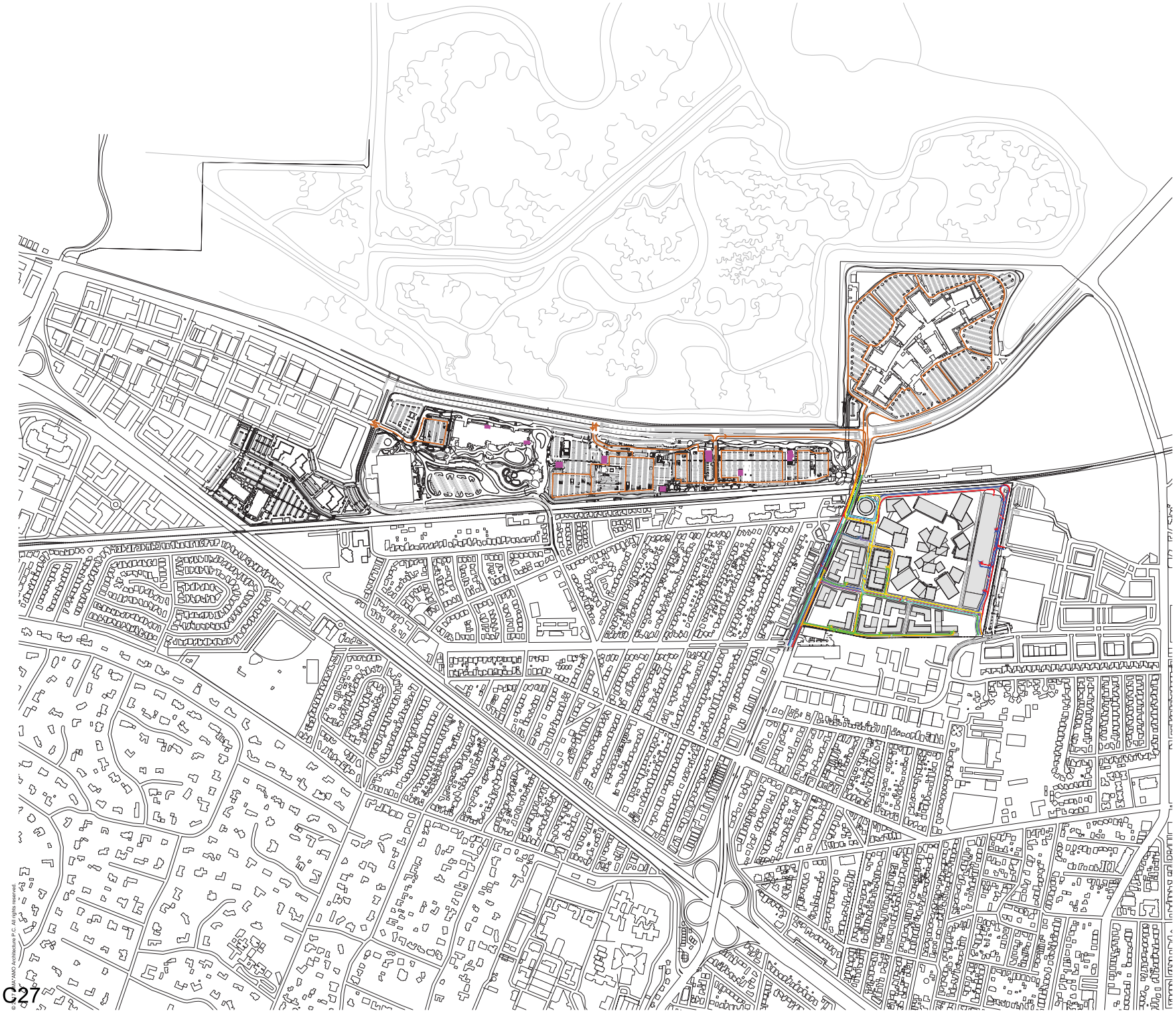

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SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND

- VEHICLE CIRCULATION OFFICE
- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE IN
- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE OUT
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND IN
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND OUT
- VEHICLE CIRCULATION PUBLIC UNDERGROUND PARK.IN
- VEHICLE CIRCULATION PUBLIC UNDERGROUND PARK.OUT
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARK.IN
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARK.OUT
- VEHICLE OFFICE PARKING STRUCTURE ACCESS
- VEHICLE OFFICE PARKING STRUCTURE EXIT
- VEHICLE RESIDENTIAL COMPOUND ACCESS
- VEHICLE RESIDENTIAL COMPOUND EXIT
- VEHICLE PUBLIC UNDERGROUND PARKING ACCESS
- VEHICLE PUBLIC UNDERGROUND PARKING EXIT
- VEHICLE HOTEL UNDERGROUND PARKING ACCESS
- VEHICLE HOTEL UNDERGROUND PARKING EXIT
- LOBBIES

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD

ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
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SCALE 1" = 300' - 0" DATE 2/8/2018

PROPOSED REGIONAL VEHICLE ACCESS

DRAWING TITLE

N1-00-001

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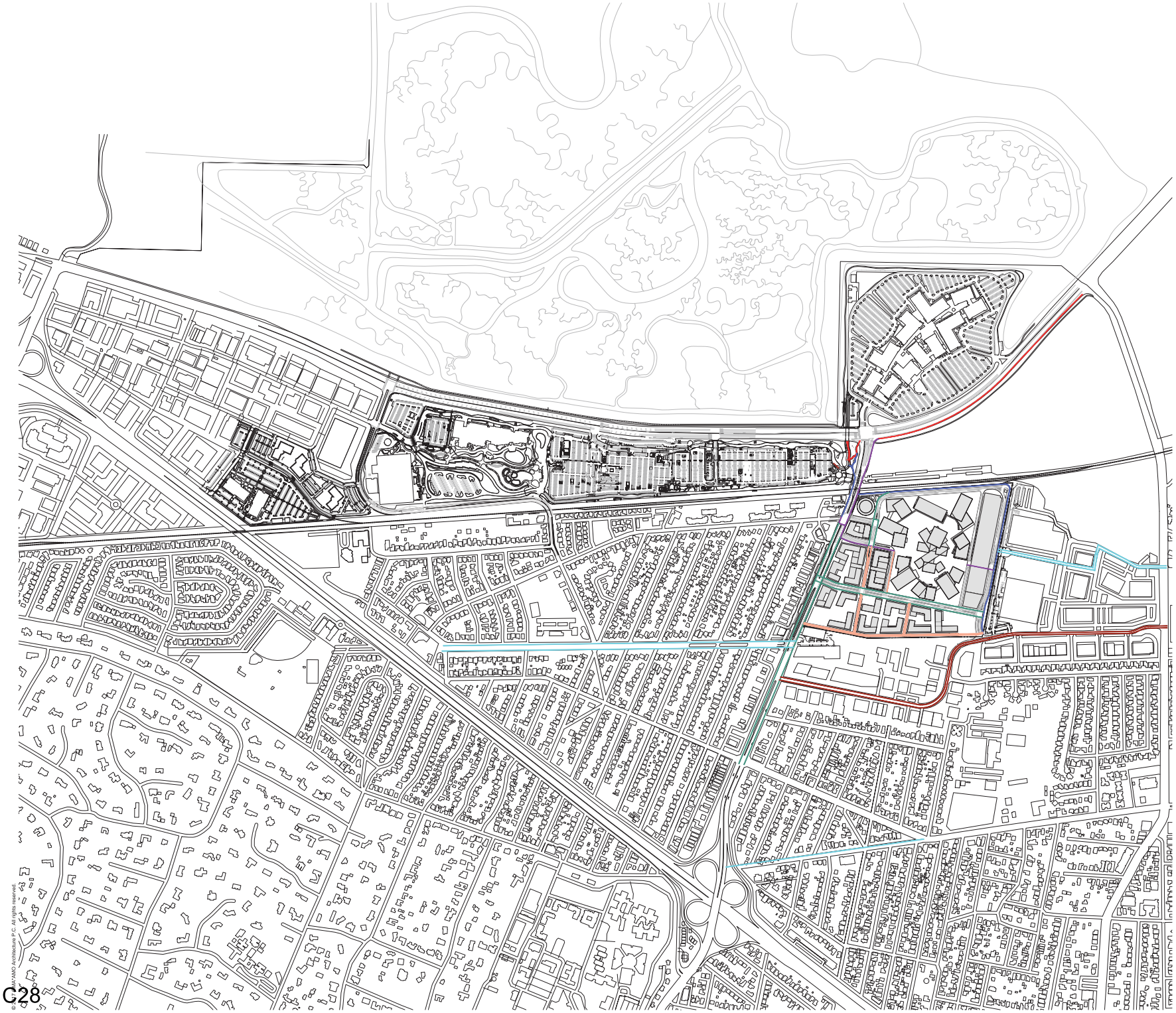

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WILLOW VILLAGE MASTER PLAN
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17383 WEST SUNSET BLVD., B-200
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PAE CONSULTING ENGINEERS
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SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

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160 W SANTA CLARA STREET, SUITE 675
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND

- BAY TRAIL
- CLASS I - BICYCLE LANE
- CLASS II - BIKE LANE
- MULTI-USE PATH
- POTENTIAL FUTURE CONNECTIONS
- PLANNED CLASS II BIKE PATH
- SHARROWS

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
00000000	36"X48"	OMA

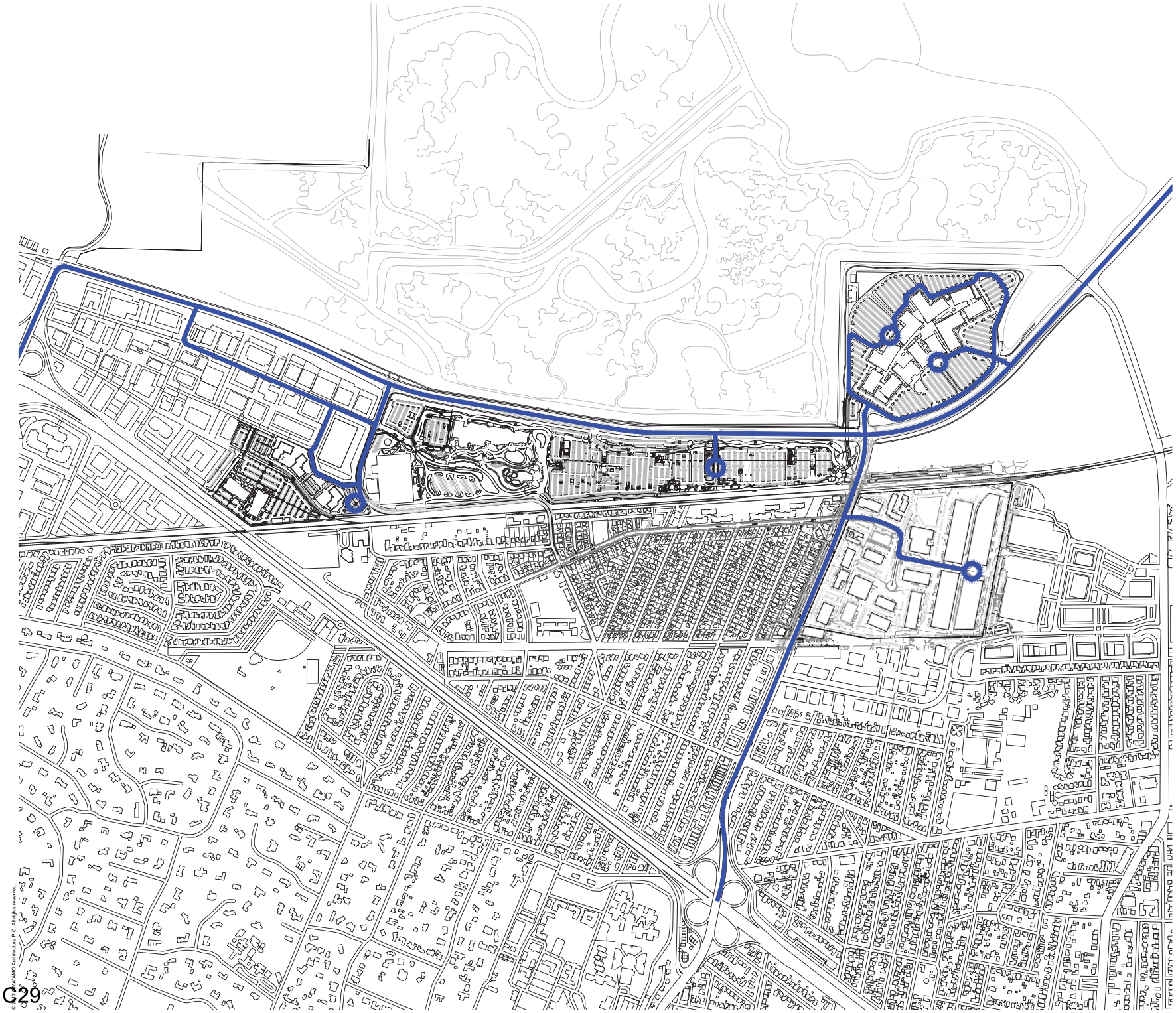
SCALE 1" = 300' - 0" DATE 2/8/2018

PROPOSED REGIONAL BICYCLE CIRCULATION

DRAWING TITLE

N1-00-002

DRAWING NUMBER



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SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
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LANDSCAPE ARCHITECTURE
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LEGEND

SHUTTLE CIRCULATION

SHUTTLE STOP

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD

ADAMS CT

O'BRIEN DR

KEY PLAN

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00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1" = 300' - 0" DATE 2/7/2018

CURRENT REGIONAL SHUTTLE BUS ROUTE

DRAWING TITLE

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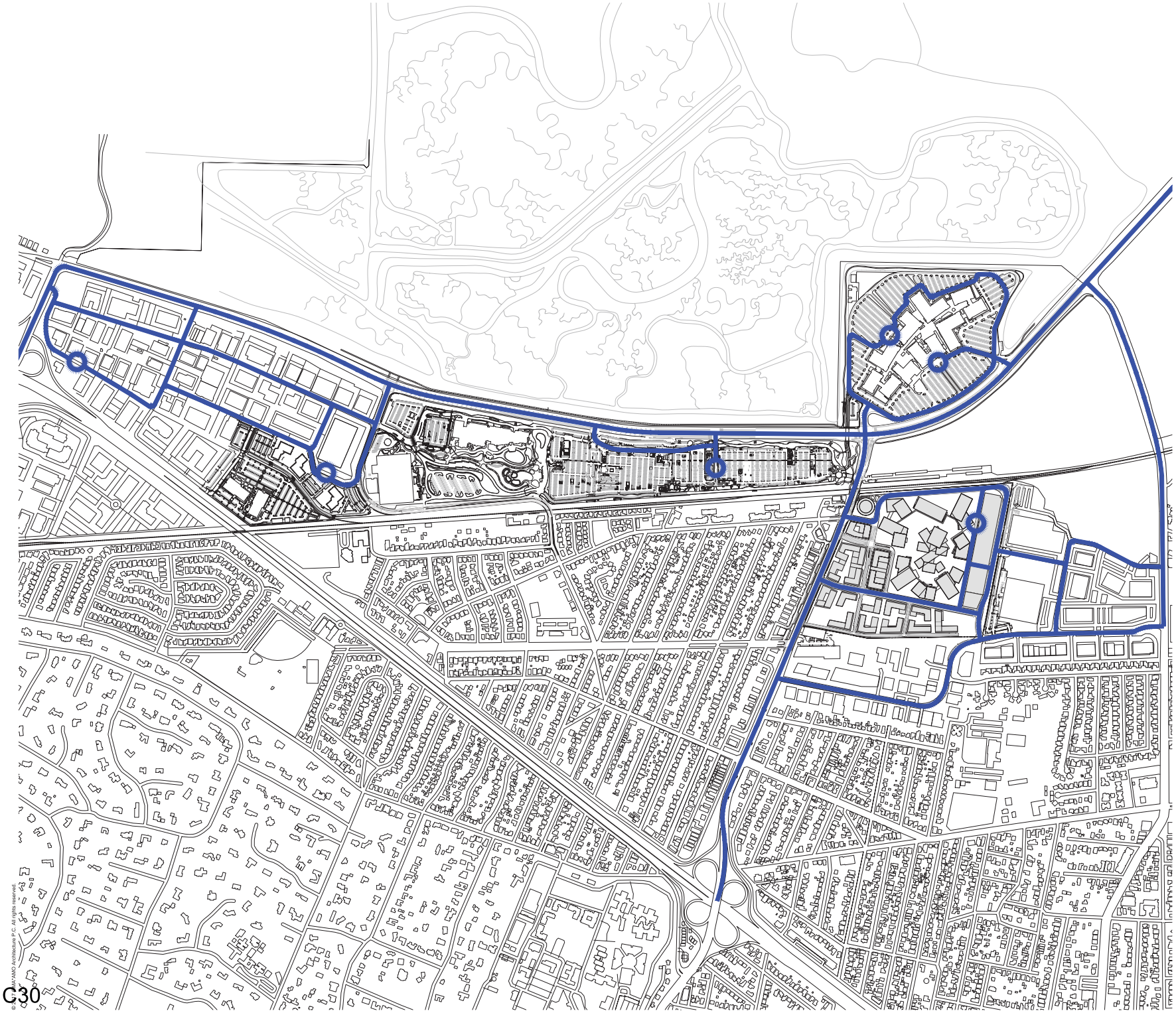

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SCALE 1" = 300' - 0" DATE 2/8/2018

PROPOSED REGIONAL SHUTTLE BUS ROUTE

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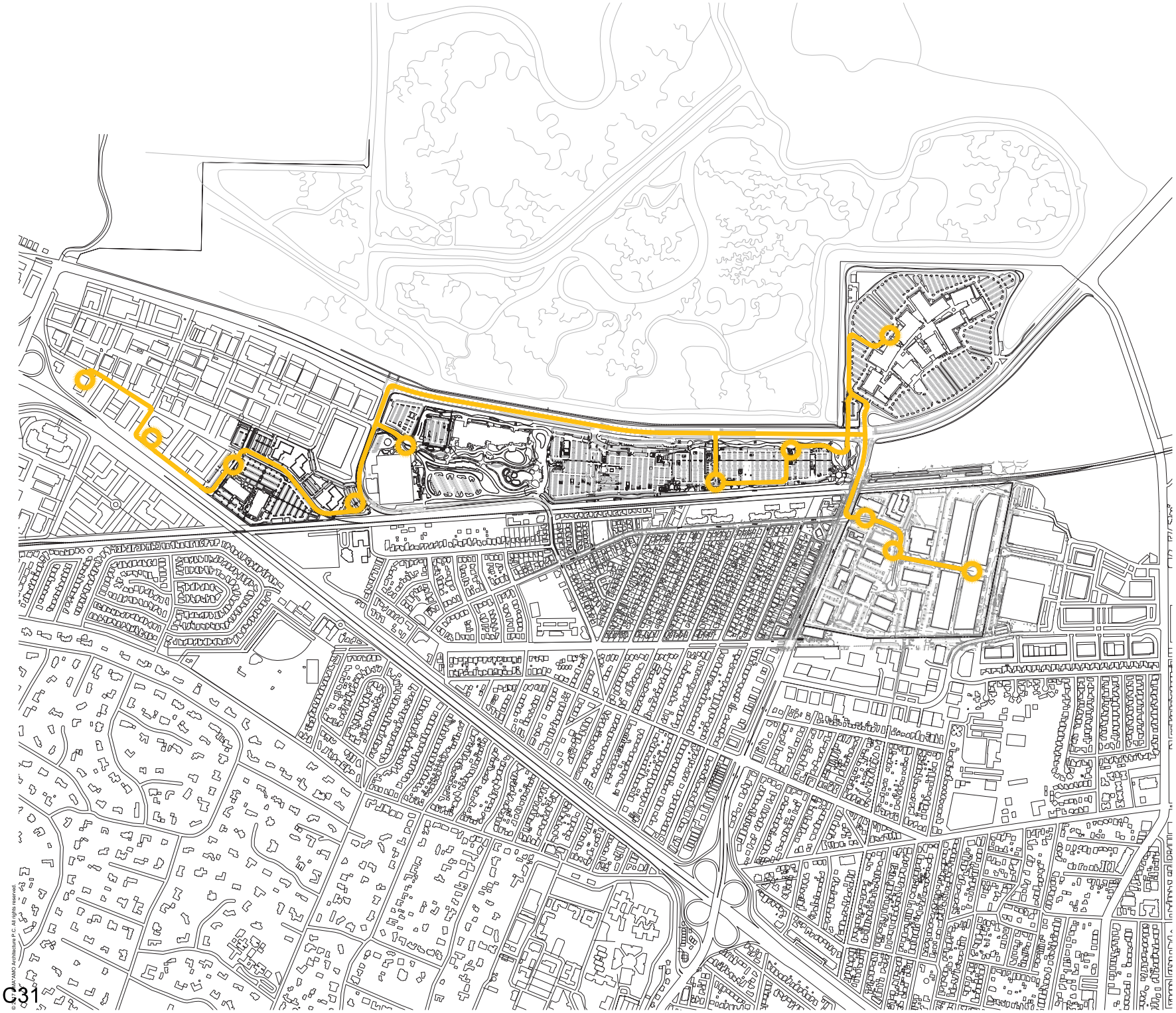

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LEGEND
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NO.	ISSUE DATE	COMMENTS
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SCALE 1" = 300' - 0" DATE 2/7/2018

CURRENT REGIONAL TRAM ROUTE
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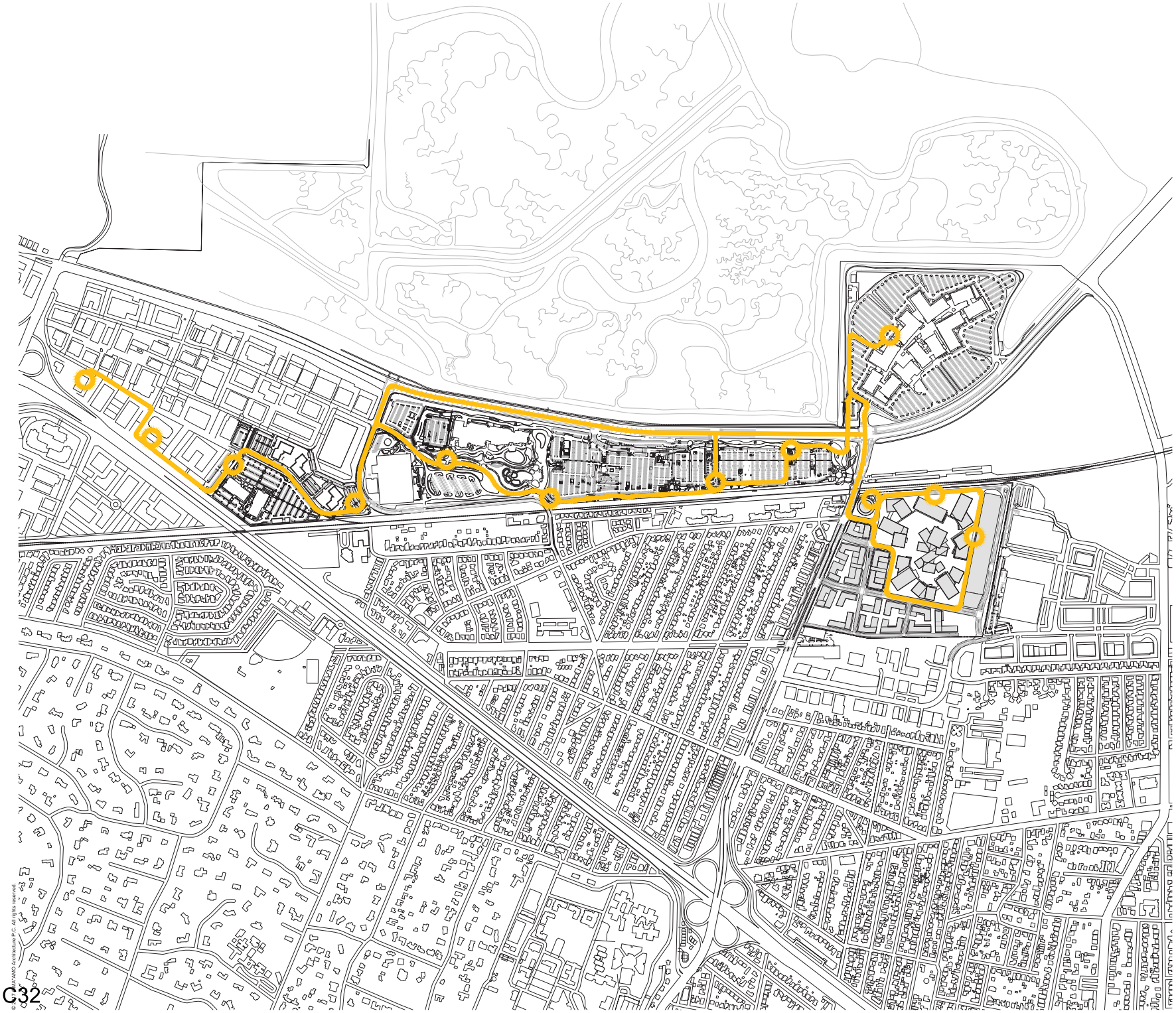

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LEGEND
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TRAM STOP

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DUMBARTON RAIL CORRIDOR

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STAMP

00000000	36"X48"	OMA
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SCALE 1" = 300' - 0" DATE 2/8/2018

PROPOSED REGIONAL TRAM ROUTE

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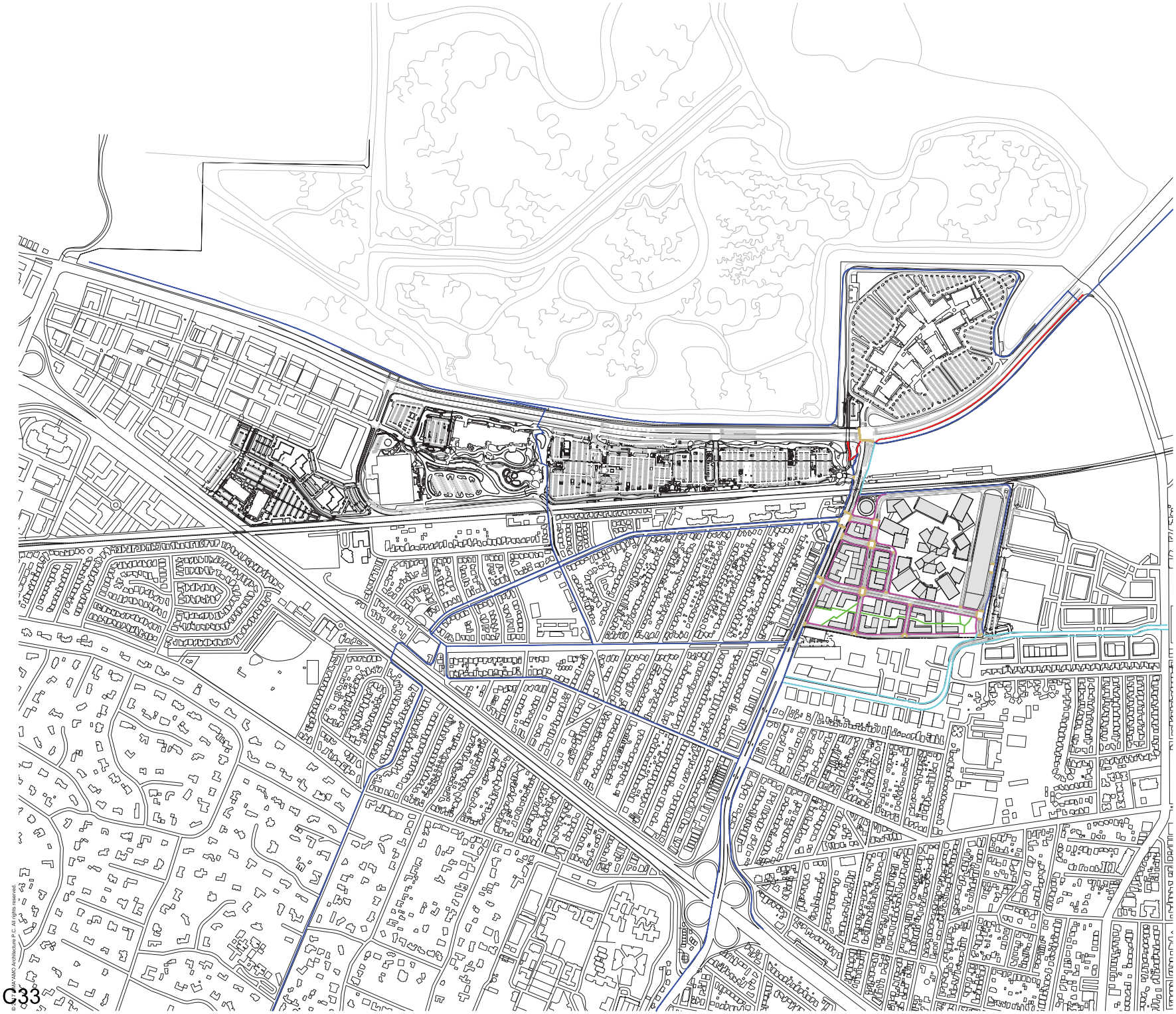

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C33

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
PENINSULA INNOVATION PARTNERS, LLC
1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
180 VARICK ST, SUITE 1328
NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
SAN FRANCISCO, CA 94108 T. 415.677.7300

FREYER & LAURETA
144 SAN MATEO DRIVE
SAN MATEO, CA 94401 T.650.344.9901

TRANSPORTATION
MOBILITY IN CHAIN
174-176 FIFTH AVENUE, SUITE 603
NEW YORK, NY 10010

FEHR & PEERS
160 W SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND

- BAY TRAIL
- PROPOSED PUBLIC SIDEWALK SIDEWALK
- MULTI-USE PATH
- RESIDENTIAL PARK PATH
- FUTUR/POTENTIAL SIDEWALK
- EXISTING SIDEWALK
- CROSSWALK

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD

ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

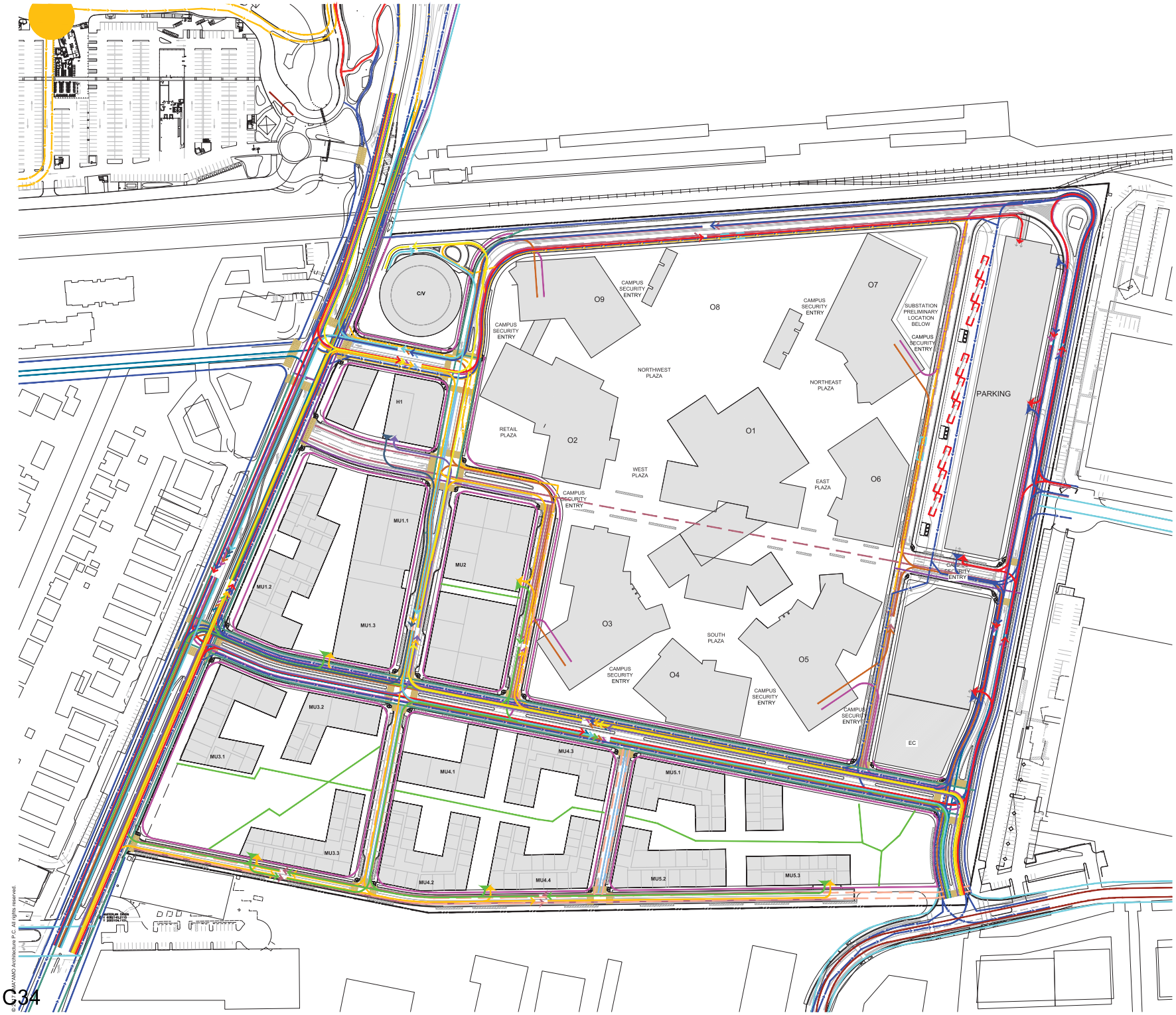
SCALE 1" = 300' - 0" DATE 2/8/2018

PROPOSED REGIONAL PEDESTRIAN ROUTE

DRAWING TITLE

N1-00-007

DRAWING NUMBER



LEGEND

- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE IN
- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE OUT
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND IN
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND OUT
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARKING IN
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARKING OUT
- VEHICLE PUBLIC UNDERGROUND PARKING IN
- VEHICLE PUBLIC UNDERGROUND PARKING OUT
- VEHICLE OFFICE PARKING STRUCTURE ACCESS
- VEHICLE OFFICE PARKING STRUCTURE EXIT
- VEHICLE RESIDENTIAL COMPOUND ACCESS
- VEHICLE RESIDENTIAL COMPOUND EXIT
- VEHICLE HOTEL UNDERGROUND PARKING ACCESS
- VEHICLE HOTEL UNDERGROUND PARKING EXIT
- BAY TRAIL
- CLASS I - BICYCLE LANE
- CLASS II - BIKE LANE
- MULTI-USE PATH
- POTENTIAL FUTURE CONNECTIONS
- PLANNED CLASS II BIKE PATH
- SHARROWS
- SHUTTLE CIRCULATION
- SHUTTLE STOP
- TRAM CIRCULATION
- TRAM STOP
- TRAM HUB
- TRUCK CIRCULATION INBOUND MANEUCERS
- TRUCK CIRCULATION OUTBOUND MANEUCERS
- PRIMARY EMERGENCY RESPONSE ROUTE
- FIRE APPARATUS ROAD
- EMERGENCY ACCESS ROAD
- RESTRICTED ACCESS ROAD(OPEN FOR ECA
- BAY TRAIL
- PROPOSED PUBLIC SIDEWALK SIDEWALK
- MULTI-USE PATH
- RESIDENTIAL PARK PATH
- FUTUR/POTENTIAL SIDEWALK
- EXISTING SIDEWALK
- CROSSWALK

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED OVERLAY

DRAWING TITLE

N1-00-008

DRAWING NUMBER

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PROJECT
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PENINSULA INNOVATION PARTNERS, LLC
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MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
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OMA*AMO ARCHITECTURE
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ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
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FREYER & LAURETA
144 SAN MATEO DRIVE
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TRANSPORTATION
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FEHR & PEERS
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND
- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE IN
- VEHICLE CIRCULATION OFFICE PARKING STRUCTURE OUT
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND IN
- VEHICLE CIRCULATION RESIDENTIAL COMPOUND OUT
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARKING IN
- VEHICLE CIRCULATION HOTEL UNDERGROUND PARKING OUT
- VEHICLE PUBLIC UNDERGROUND PARKING IN
- VEHICLE PUBLIC UNDERGROUND PARKING OUT
- VEHICLE OFFICE PARKING STRUCTURE ACCESS
- VEHICLE OFFICE PARKING STRUCTURE EXIT
- VEHICLE RESIDENTIAL COMPOUND ACCESS
- VEHICLE RESIDENTIAL COMPOUND EXIT
- VEHICLE HOTEL UNDERGROUND PARKING ACCESS
- VEHICLE HOTEL UNDERGROUND PARKING EXIT

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD
ADAMS CT
O'BRIEN DR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
00000000	36"X48"	OMA

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED INTERNAL VEHICLE ACCESS

DRAWING TITLE

N1-00-009

DRAWING NUMBER

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C36

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MENLO PARK, CA 94025, USA

OWNER
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MENLO PARK, CA 94025, USA

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MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
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SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
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TRANSPORTATION
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NEW YORK, NY 10010

FEHR & PEERS
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND
- BAY TRAIL
- CLASS I - BICYCLE LANE
- CLASS II - BIKE LANE
- MULTI-USE PATH
- POTENTIAL FUTURE CONNECTIONS
- PLANNED CLASS II BIKE PATH
- SHARROWS

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
00000000	36"X48"	OMA

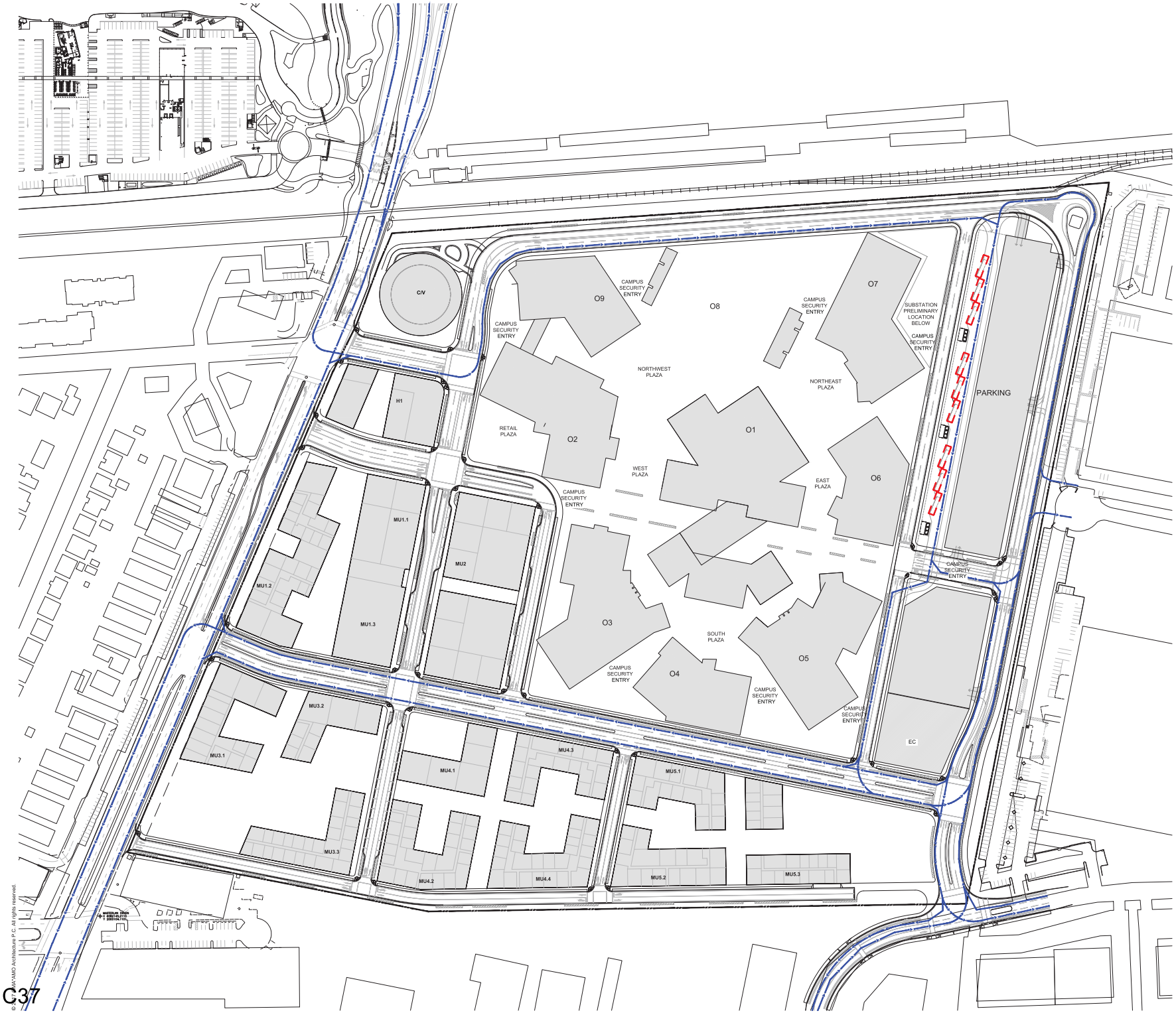
SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED BICYCLE CIRCULATION

DRAWING TITLE

N1-00-010

DRAWING NUMBER



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C37

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MENLO PARK, CA 94025, USA

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SUSTAINABILITY
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SHERWOOD DESIGN ENGINEERS
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TRANSPORTATION
MOBILITY IN CHAIN
174-176 FIFTH AVENUE, SUITE 603
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FEHR & PEERS
160 W SANTA CLARA STREET, SUITE 675
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND
SHUTTLE CIRCULATION
SHUTTLE STOP

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

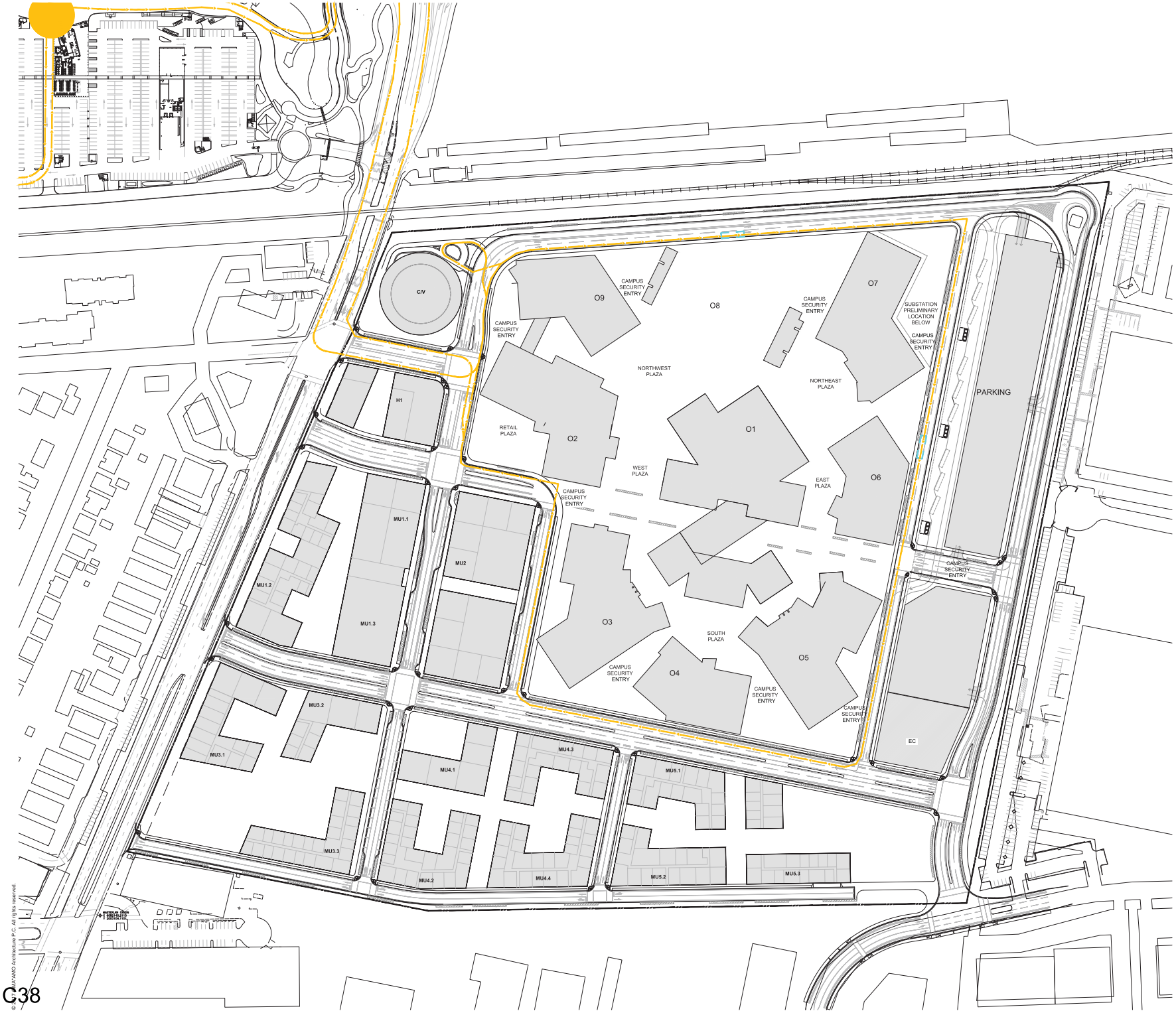
DUMBARTON RAIL CORRIDOR
WILLOW RD
ADAMS CT
O'BRIEN DR
KEY PLAN

STAMP
00000000 | 36"X48" | OMA
PROJ. NO. | FORMAT | DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED EMPLOYEE SHUTTLE BUS ROUTE
DRAWING TITLE

N1-00-011
DRAWING NUMBER



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C38

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
PENINSULA INNOVATION PARTNERS, LLC
1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
180 VARICK ST, SUITE 1328
NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

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FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
SAN FRANCISCO, CA 94108 T. 415.677.7300

FREYER & LAURETA
144 SAN MATEO DRIVE
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TRANSPORTATION
MOBILITY IN CHAIN
174-176 FIFTH AVENUE, SUITE 603
NEW YORK, NY 10010

FEHR & PEERS
160 W SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND

TRAM CIRCULATION

TRAM STOP

TRAM HUB

NO.	ISSUE	DATE	COMMENTS
01		02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD

ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED EMPLOYEE TRAM ROUTE

DRAWING TITLE

N1-00-012

DRAWING NUMBER

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C39

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
PENINSULA INNOVATION PARTNERS, LLC
1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
180 VARICK ST, SUITE 1328
NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
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160 PINE STREET, 6TH FLOOR
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MEP ENGINEER
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48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

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NEW YORK, NY 10010

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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND
TRUCK CIRCULATION INBOUND MANEUVERS
TRUCK CIRCULATION OUTBOUND MANEUVERS

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR
WILLOW RD
ADAMS CT
O'BRIEN DR
KEY PLAN

STAMP
00000000 | 36"X48" | OMA
PROJ. NO. | FORMAT | DRAWN BY

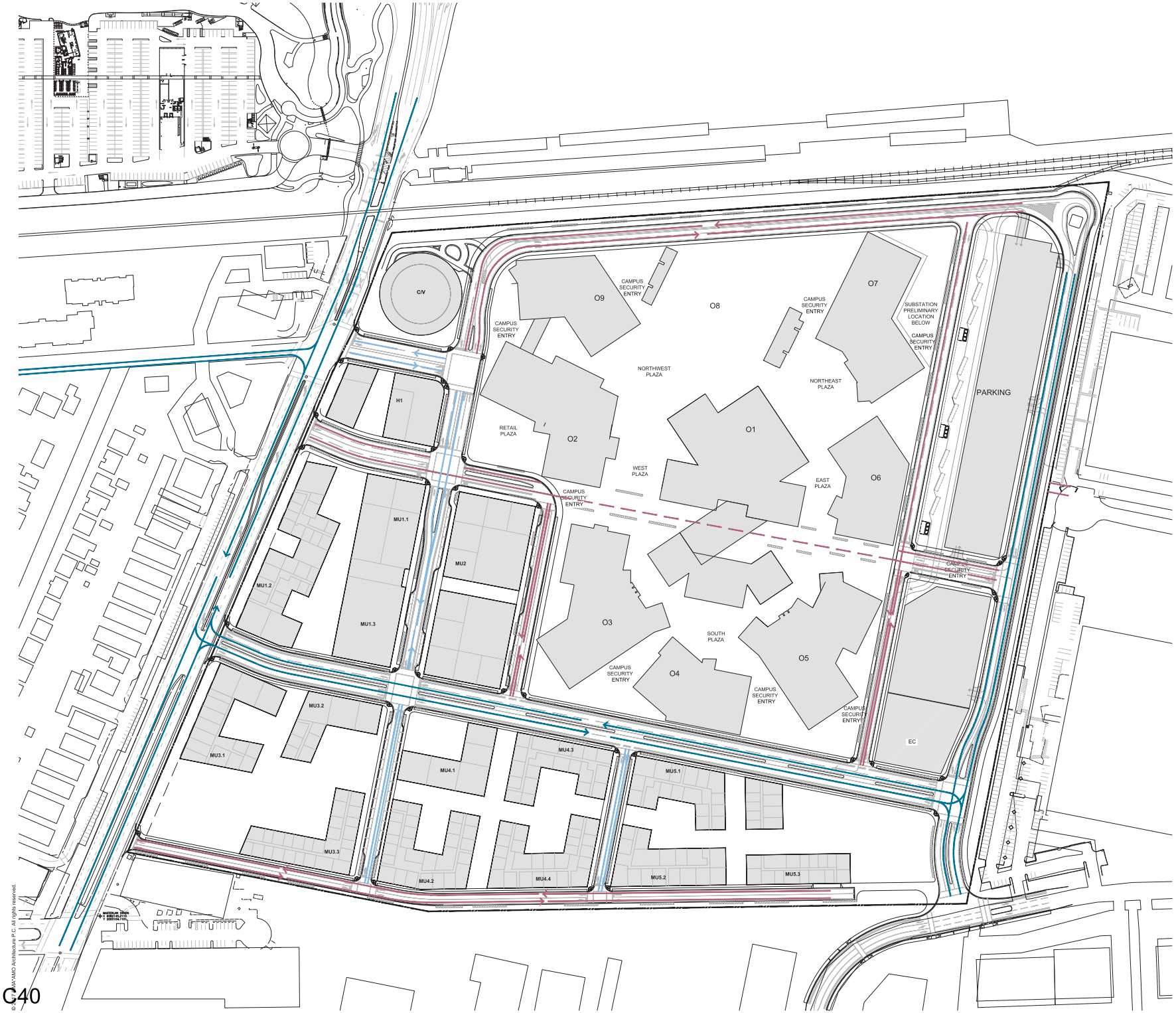
SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED TRUCK ACCESS

DRAWING TITLE

N1-00-013

DRAWING NUMBER



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C40

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WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

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1601 WILLOW ROAD
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SUSTAINABILITY
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LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

LEGEND

- PRIMARY EMERGENCY RESPONSE ROUTE
- FIRE APPARATUS ROAD
- EMERGENCY ACCESS ROAD
- RESTRICTED ACCESS ROAD/OPEN FOR ECA

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED EMERGENCY VEHICLE ACCESS

DRAWING TITLE

N1-00-014

DRAWING NUMBER

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PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

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LEGEND

- BAY TRAIL
- PROPOSED PUBLIC SIDEWALK SIDEWALK
- MULTI-USE PATH
- RESIDENTIAL PARK PATH
- FUTUR/POTENTIAL SIDEWALK
- EXISTING SIDEWALK
- CROSSWALK

NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

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WILLOW RD ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1/64" = 1' - 0" DATE 2/8/2018

PROPOSED PEDESTRIAN ROUTE

DRAWING TITLE

N1-00-015

DRAWING NUMBER

N

0' 30' 60' 120'

SCALE IN INCHES

WILLOW VILLAGE T[illegible]l Site Su[illegible]r[illegible]

Tree Re[illegible]v[illegible] Re[illegible]ce[illegible]e[illegible] HERITAGE

REMOVAL TOTALS	SYM.	DESCRIPTION	REPLACEMENT VALUE	REPLACEMENT TOTALS
166		Herit ge tree [illegible]ith GOOD he lth	2:1	332
76		Herit ge tree [illegible]ith FAIR-POOR he lth	1:1	76
1		Herit ge tree [illegible]ith POOR-DEAD he lth	1:1	1
243 TOTAL				**409**

Tree Re[illegible]v[illegible] NON-HERITAGE

REMOVAL TOTALS	SYM.	DESCRIPTION	REPLACEMENT VALUE	REPLACEMENT TOTALS
560		N[illegible]-herit ge tree	NA	NA

Trees t[illegible]Re[illegible][illegible] HERITAGE [illegible] NON-HERITAGE

TOTALS	SYM.	DESCRIPTION
0		Herit ge tree
0		N[illegible]-Herit ge tree
0 TOTAL		

NOTE: Project Landscape Architect and Arborist will coordinate with City Arborist to review and confirm tree health and replacement values. Project Landscape Architect and Arborist will also review existing trees for potential relocation within project.

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SUSTAINABILITY
ATELIER TEN
443 TEHAMA ST, 1ST FLOOR
SAN FRANCISCO, CA 94103 T.415.351.2100

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
58 MAIDEN LANE, 3RD FLOOR
SAN FRANCISCO, CA 94108 T. 415.677.7300

FREYER & LAURETA
144 SAN MATEO DRIVE
SAN MATEO, CA 94401 T.650.344.9901

TRANSPORTATION
MOBILITY IN CHAIN
174-176 FIFTH AVENUE, SUITE 603
NEW YORK, NY 10010

FEHR & PEERS
160 W SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113 T.408.278.1700

LANDSCAPE ARCHITECTURE
CONGER MOSS GUILLARD
444 BRYANT STREET
SAN FRANCISCO, CA 94107 T.415.495.3070

NO.	ISSUE	DATE	COMMENTS
01		02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT O'BRIEN DR

KEY PLAN

STAMP

PROJ. NO.	FORMAT	DRAWN BY
00000000	36"X48"	OMA

SCALE 1" = 60' - 0" DATE 2/8/2018

HERITAGE TREE DISPOSITION PLAN

DRAWING TITLE

L1-00-103

DRAWING NUMBER

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N

0' 30' 60' 120'
SCALE IN INCHES

	QTY
Re□uired Herit□ge Tree Re□l□ce□e□ts	409
Pr□□sed Herit□ge Tree Re□l□ce□e□ts	960*

NOTE: All Replacement Trees will be 24" Box or larger.

*Proposed Tree Replacement quantities are preliminary. Species selection will be provided at a subsequent submittal.

PROJECT
WILLOW VILLAGE MASTER PLAN
MENLO PARK, CA 94025, USA

OWNER
PENINSULA INNOVATION PARTNERS, LLC
1601 WILLOW ROAD
MENLO PARK, CA 94025, USA

DESIGN ARCHITECT
OMA
OMA*AMO ARCHITECTURE
180 VARICK ST, SUITE 1328
NEW YORK, NY 10014 T.212.337.0770

ARCHITECT OF RECORD
ADAMSON ASSOCIATES, INC.
17383 WEST SUNSET BLVD., B-200
PACIFIC PALISADES, CA 90272 T.310.230.0088

STRUCTURAL ENGINEER
FORELL/ELSESSER ENGINEERS, INC.
160 PINE STREET, 6TH FLOOR
SAN FRANCISCO, CA 94111 T.415.837.0700

MEP ENGINEER
PAE CONSULTING ENGINEERS
48 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102 T.415.544.7500

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NO.	ISSUE DATE	COMMENTS
01	02 / 08 / 2018	EIR PLAN

DUMBARTON RAIL CORRIDOR

WILLOW RD ADAMS CT

O'BRIEN DR

KEY PLAN

STAMP

00000000	36"X48"	OMA
PROJ. NO.	FORMAT	DRAWN BY

SCALE 1" = 60' - 0" DATE 02/08/2018

PROPOSED LANDSCAPE TREE PLAN

DRAWING TITLE

L2-00-206

DRAWING NUMBER

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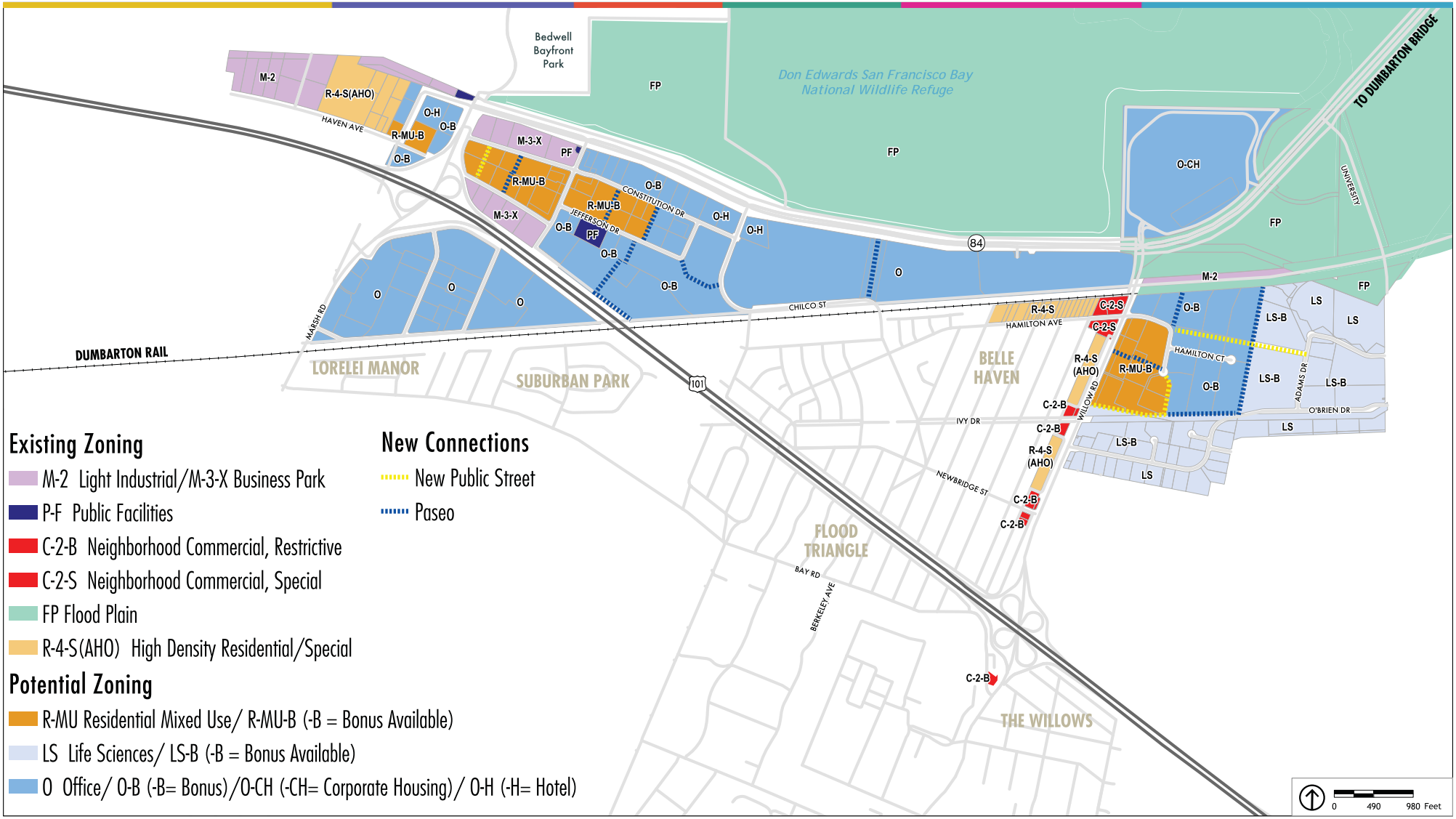


Existing Zoning

- M-2 Light Industrial/M-3-X Business Park
- P-F Public Facilities
- C-2-B Neighborhood Commercial, Restrictive
- C-2-S Neighborhood Commercial, Special
- FP Flood Plain
- R-4-S(AHO) High Density Residential/Special

New Connections

- New Public Street
- Paseo

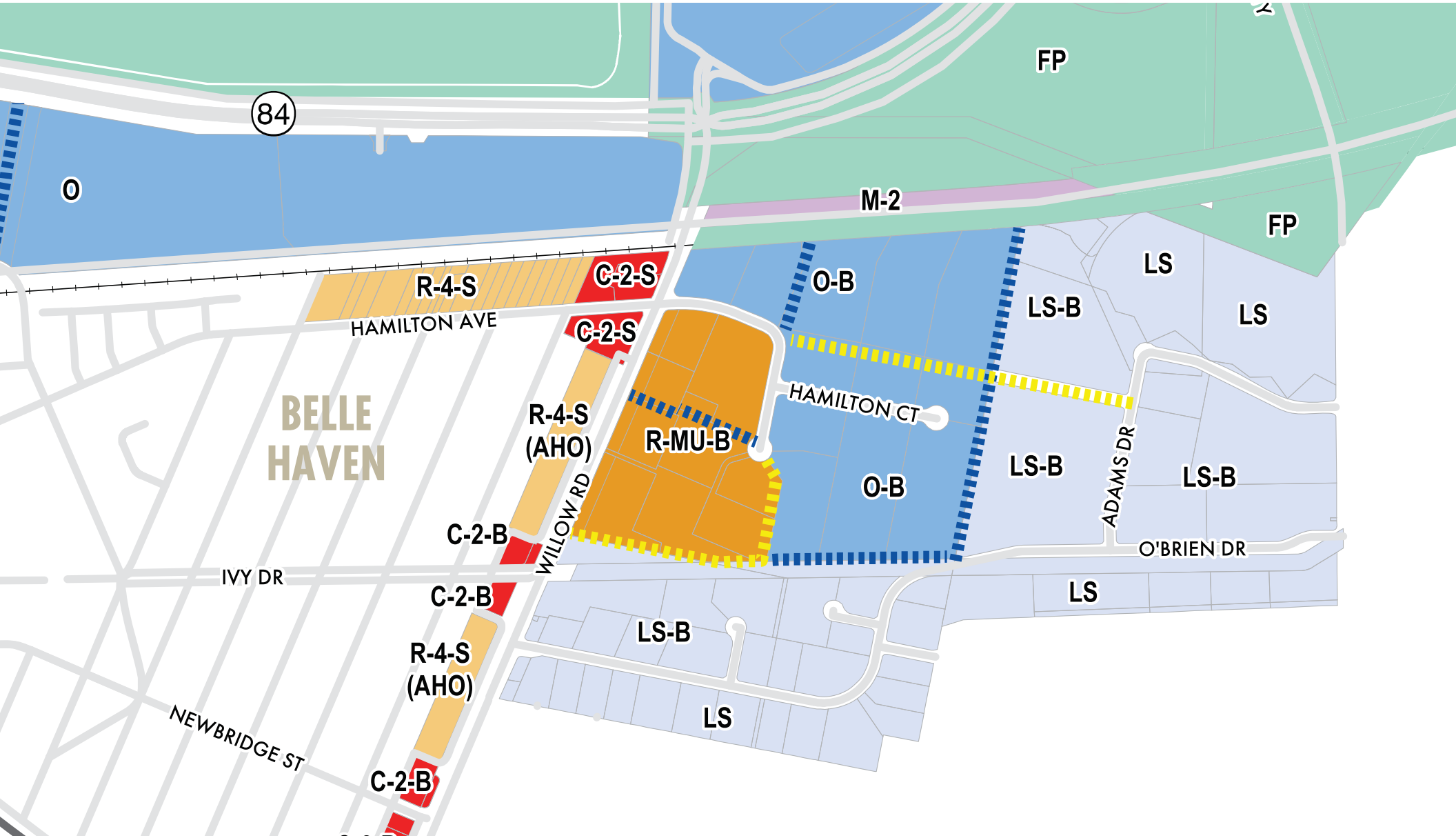
Potential Zoning

- R-MU Residential Mixed Use/ R-MU-B (-B = Bonus Available)
- LS Life Sciences/ LS-B (-B = Bonus Available)
- O Office/ O-B (-B= Bonus)/O-CH (-CH= Corporate Housing)/ O-H (-H= Hotel)

CONNECTMENLO

M-2 AREA ZONING

Adopted: December 6, 2016


84
O
FP
M-2
FP
R-4-S
C-2-S
HAMILTON AVE
C-2-S
O-B
LS-B
LS
LS
BELLE
HAVEN
R-4-S
(AHO)
R-MU-B
HAMILTON CT
O-B
LS-B
ADAMS DR
LS-B
C-2-B
WILLOW RD
O'BRIEN DR
IVY DR
C-2-B
LS
LS-B
R-4-S
(AHO)
NEWBRIDGE ST
LS
C-2-B